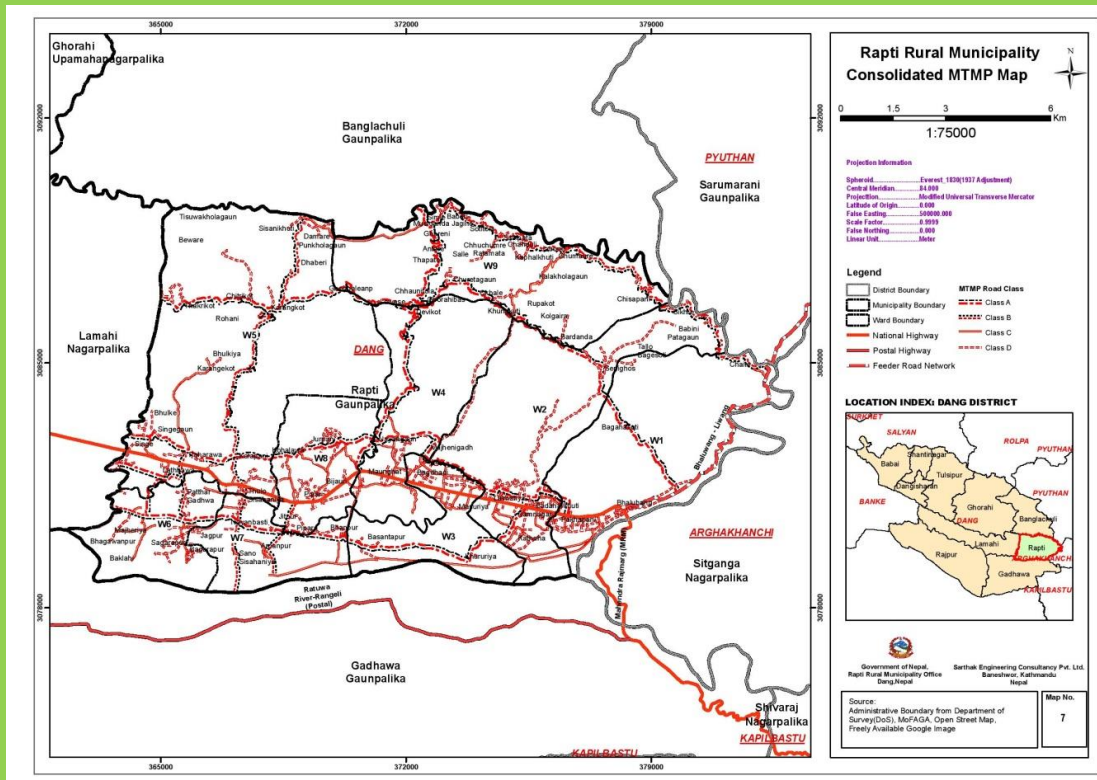




# Rapti Rural Municipality

## Office of the Rural Municipal Executive

Masuriya, Dang Lumbini Province, Nepal



# Preparation of Rural Municipality Transport Master Plan (RMTMP)

**FINAL REPORT**

**SUBMITTED BY:**

**Sarthak Engineering Consultancy Pvt. Ltd.**

**Baneshwor, Kathmandu**

**December, 2024**

## **Acknowledgement**

The Consultant team would like to express our deep sense of gratitude to Mr Praksh Bista, President Ms. Kamalapati Chaudhary, Vice President Mr. Neb Bahadur Oli, Chief Administrative Officer and Engineer of Rapti Rural Municipality, Rural Municipal Executive Office for providing us the support through the field survey and during the entire period for the **“Preparation of Rural Municipality Transport Master Plan for Rapti Rural Municipality”**. We would like to thank all the Ward Presidents, Member of ward council, Section Chiefs of Municipal office and other municipal staffs of Rapti Rural Municipality for their help and co-operation to the Consultant for the study.

We would like to thank all the citizens for their patience and friendly environment who were directly and indirectly involved in the data collection process. We are greatly thankful to everyone who helped in facilitating us for data collection. We thank the volunteers who helped for traffic vehicle count on the major road linkages.

## मेरो भनाई

मानव सभ्यता विकासको सुरुवात सँगै मानविय सुविधाहरुको विकासलाई प्राथमिकता दिएको पाइन्छ । सायद यस अर्थमा मानविय सुविधा र सुखको विकास नै मानव सभ्यता विकासको एक अभिन्न अंग हो । आधारभूत भौतिक विकासका पूर्वाधारहरुद्वारा प्राप्त हुने मानविय सुविधाहरु मध्ये सडक यातायातको विकास समग्र विकासका आयामहरु मध्ये एक अपरिहार्य आयाम हो भन्ने कुरा निर्विवाद छ । यसर्थ यस गाउँपालिकाले विकासका योजना तर्जुमा गर्ने सन्दर्भमा सडक यातायात गुरुयोजना निर्माणलाई समग्र विकासका योजनाहरु मध्ये प्राथमिकतामा राखी यो गुरुयोजना तयार पारिएको हो ।

नेपाल जस्तो भौगोलिक विषमता भएको देशमा यातायातका वैकल्पिक माध्यमहरु जस्तै जल परिवहन, रोपवे वा हवाई यातायातका सम्भावनहरु न्यून तथा बढी खर्चिला भएका कारण सडक यातायातलाई प्राथमिकतामा राख्नुपर्ने हुन्छ । यद्यपी, भौगोलिक संरचना र बजेटका कारण सडक यातायातको पर्याप्त विकास गर्ने कार्य समेत कठिन र खर्चिलो नै छ । यस अवस्थामा सडक यातायातको योजनाबद्ध विकास नगरी अगाडि बढ्दा त्यो भनै खर्चिलो, अव्यवहारिक र असंगठित हुन जाने भएकोले यसलाई योजनाबद्ध र दिगो तरिकाले अगाडि बढाई कालान्तरमा समग्र गाउँपालिकाको योजनाबद्ध विकासमा समेत सहयोग होस् भन्ने हेतुले यो सडक यातायात गुरुयोजना निर्माण गरिएको छ ।

यो गुरुयोजना निर्माणका क्रममा गाउँपालिकालाई सहयोग गर्नुहुने उपाध्यक्षज्यू, प्रमुख प्रशासकिय अधिकृत, सम्पूर्ण वडा अध्यक्षज्यूहरु, समग्र गाउँ कार्यपालिकाका सदस्यहरु, वडा सचिवहरु तथा सम्पूर्ण कर्मचारीहरु, प्राविधिकहरु, सम्पूर्ण सरोकारवालाहरु र परामर्श सेवा प्रदान गरी सडक गुरुयोजना निर्माण कार्य सम्पन्न गर्ने परामर्शदाता सार्थक इन्जिनियरीङ्ग कन्सल्टेन्सी प्रा.लि., बानेश्वर, काठमाडौंलाई हार्दिक धन्यवाद ज्ञापन गर्न चाहन्छु ।

प्रकाश विष्ट

अध्यक्ष

## भनाई

आधारभूत तथा दैनिक मानविय कृयाकलाप संचालनमा आवत-जावतको अहम् भूमिका हुन्छ । आवत- जावतमा सुगमता र सहजता बृद्धि हुँदा समुदाय बीचको सम्पर्क र समन्वयमा अभिवृद्धि हुन्छ । यसले प्रत्यक्ष रूपमा आर्थिक तथा सामाजिक कारोबार बृद्धि गर्न मद्दत पुऱ्याउँछ । तसर्थ आवत- जावतलाई सुगम र सहज बनाउन वैज्ञानिक सडक यातायात योजना निर्माण गर्नु अनिवार्य हुन्छ । अन्यथा अवैज्ञानिक तवरले विकसित भएको सडक सञ्जालले सहजताको विपरित जटिलता थप्ने गर्दछ ।

बृहद् ऐतिहासिक तथा राजनैतिक परिवर्तन पश्चात संविधानले हामीलाई मौलिक हक तथा जनता केन्द्रित शासन व्यवस्थाको प्रत्याभूति गरेको सन्दर्भमा, यस गाउँपालिका एक स्वायत्त स्थानीय सरकार समेत भएकोले, गाउँपालिकाको वस्तुगत अवस्थालाई मध्यनजर गरी यहाँका प्राथमिकतालाई निर्धारण गर्ने कार्य स्वयं गाउँपालिकाले नै गर्नुपर्ने हुँदा सम्पूर्ण विकासको आधारभूत पूर्वाधारको रूपमा रहने सडक यातायातको दिगो विकास नै समग्र विकासको पूर्व सर्त भएकोले यस गाउँपालिकाले सडक यातायात गुरुयोजना निर्माणलाई प्राथमिकता दिएको हो । यो गुरुयोजना अन्य विकास निर्माणको समेत कोशेढुङ्गा सावित हुनेछ भन्ने मैले विश्वास लिएकी छु ।

अन्तमा यस गुरुयोजना निर्माणमा सहयोग पुऱ्याउनु हुने अध्यक्षज्यू, प्रमुख प्रशासकिय अधिकृतज्यू, सम्पूर्ण वडा अध्यक्षज्यूहरु, सचिव तथा सम्पूर्ण कर्मचारीहरु, प्राविधिकहरु, गाउँपालिकाबासीहरु तथा परोक्षरूपमा सहयोग पुऱ्याउने सम्पूर्ण महानुभावहरुमा म धन्यवाद दिन चाहन्छु । साथै प्राविधिक पक्षको जिम्मेवारी लिई यो योजना तयार पार्ने परामर्शदाता सार्थक इन्जिनियरिङ्ग कन्सल्टेन्सी प्रा.लि. लाई समेत धन्यवाद दिन चाहन्छु ।

कमलापति चौधरी

उपाध्यक्ष

## मेरो भन्नु

करिब सात दशक लामो राजनैतिक संक्रमण पार गर्दै नेपाल राजनैतिक तथा सामाजिक हिसाबले एक नयाँ युगमा प्रवेश गरेको छ । संघिय लोकतान्त्रिक गणतन्त्रात्मक शासन व्यवस्थाको पूर्ण कार्यान्वयनको यस ऐतिहासिक घडीमा आइपुग्दा स्थानिय सरकारहरूले संविधानले प्रदान गरेको अधिकारहरूको उपयोग गरिरहेका छन् । यसै सन्दर्भमा नेपालको संविधानको अनुसूची ८ र स्थानिय सरकार सञ्चालन ऐन २०७४ को भाग ३ को उपदफा २ को (ट) ले स्थानिय सडक, ग्रामीण सडक तथा कृषि सडक निर्माण सम्बन्धी योजना तर्जुमा गर्ने कार्यको अधिकार स्थानिय सरकारलाई प्रदान गरेकोले विकासको प्राथमिक पूर्वाधारको रूपमा रहेको सडकको गुरुयोजना निर्माण कार्यले यस गाउँपालिकामा अन्य विकासका क्रियाकलापहरू अगाडि बढाउन मार्ग प्रसस्त गर्नेहुँदा यो सडक यातायात गुरुयोजना निर्माण गरिएको हो ।

यस गाउँपालिका, देशकै प्रमुख, पूर्व-पश्चिम राजमार्गसँग निकट रहेको भित्री मधेशको गाउँपालिका साथै दाङ देउखुरी उपत्यकाको प्रवेशद्वार भएको र आगामी दिनहरूमा गाउँपालिकामा व्यवस्थित आवासको विकास, शहरीकरण, उद्योगको विकास र अन्य सबै प्रकारका विकासको प्रसस्त सम्भावनाहरू रहेकोले समयमै समग्र विकासको आधारशिलाको रूपमा रहेको सडकको विकास गर्नु अपरिहार्य छ । तसर्थ, गाउँपालिकाले यो सडक यातायात गुरुयोजना तयार गर्ने निर्णय गरेको हो । यो सडक यातायात गुरुयोजनाले आगामी दिनहरूमा गाउँपालिकाको व्यवस्थित र वैज्ञानिक विकासमा दिर्घकालिन रूपमा सहयोग पुऱ्याउने छ भन्ने विश्वास लिएको छु ।

यस गुरुयोजना निर्माणमा प्रत्यक्ष वा परोक्ष रूपमा सहयोग पुऱ्याउनु हुने गाउँपालिका अध्यक्षज्यू, उपाध्यक्षज्यू, सम्पूर्ण वडाअध्यक्षज्यूहरू, गाउँपालिकाबासीहरू, सम्पूर्ण प्राविधिक तथा कर्मचारी साथीहरूप्रति म हार्दिक धन्यवाद दिन चाहन्छु । साथै, यो गुरुयोजना तयार पार्ने पराशर्मदाता सार्थक इन्जिनियरिङ्ग कन्सल्टेन्सी प्रा.लि., काठमाडौंलाई समेत धन्यवाद दिन चाहन्छु ।

**नेब बहादुर वली**

प्रमुख प्रशासकिय अधिकृत

## **DECLARATION LETTER**

We hereby declare that we have conducted the study for Municipal Transport Master Plan (RMTMP) of Rapti Rural Municipality professionally using MoFALD guidelines and other acceptable standard methodologies. To the best of our knowledge, study findings are correct. Rural Municipality Transport Master Plan has been prepared as per standard Engineering tools, norms and practices. The visionary city development plan has been finalized on the basis of the discussion with stakeholders. We would like to assure you that the RMTMP is reliable, practicable and adequate to the overall development of Rural Municipality transport system. We shall be accountable for any misleading information in any part of this report in respective area of study.

Managing director,  
Sarthak Engineering Consultancy Pvt. Ltd.  
Baneshower, Kathmandu

## **ABBREVIATIONS**

DDC	District Development Committee
DOLIDAR	Department of Local Infrastructure Development and Agricultural Roads
DTMP	District Transport Master Plan
GIS	Geographic Information System
GPS	Global Positioning System
Ha	Hectare
HH	Household
IDPM	Indicative Development Potential Map
Km.	Kilometer
MIM	Municipal Road Inventory Map
Min.	Minute
MoFALD	Ministry of Federal Affairs and Local Development
MRCC	Municipal Road Coordination Committee
RMTMP	Rural Municipal Transport Master Plan
MTPP	Municipal Transport Perspective Plan
NMT	Non- Motorized Transport
O-D	Origin and Destination
PCU	Passenger Car Unit
PT	Public Transport
ROW	Right of Way
Sq. km	Square Kilometer
SRN	Strategic Road Network
ToR	Terms of Reference
VDCs	Village Development Committees

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## CHAPTER ONE: INTRODUCTION

This section presents the context and concepts of RMTMP. It also briefly states the objectives along with the scopes and study area. The end of this section layout the contents of the later.

### 1.1 Background

Transport, which is simply defined as movement of people and goods covering some geographical space is one of the major components to improve people's access to services. It not only increases the accessibility to the remote places, but also increases the mobility scenario, and hence results in better linkages with market centers, tourist places, agricultural production pocket areas and other opportunities in the district as well as Rural Municipality.

Transport facilities help in developing access with the rural-urban linkages. Road accessibility can reduce isolation, stimulate crop production and marketing activities, encourage public services and help to transfer technology other opportunities in the district as well as Rural Municipality. Road building has been seen to bring about notable enthusiasm and visible changes in rural life. Road infrastructure is considered as "the infrastructure for infrastructure". However, in the absence of notable criteria and rational guidelines, road construction is carried out in adverse manner resulting in haphazard use and wastage of limited resources.

Municipal Transport Master Plan (RMTMP) is primarily a reflection of existing transport infrastructure situation and future potential ones in consistent with the resources available in the Rural Municipality. It offers long term perspective for the planned development of the roads network in the Rural Municipality. The RMTMP preparation strongly advocates meaningful participation of all key stakeholders of municipal roads in the planning process, which makes RMTMP more acceptable and ensure ownership. A comprehensive Municipal Transport Master Plan is being developed in the Rural Municipality to support investments in transport development with appropriate guideline and criteria for rational and transparent decision making process. RMTMP becomes an authoritative document of the Rural Municipality as well as district to negotiate possible grant and loan assistance from donor agencies. Proper planning and sustainability are the key issues for development of municipal transport network.

### 1.2 Objectives

The prime objective of this study is the preparation of Rural Municipality Transport Master Plan (RMTMP). The planning approach is participatory and bottom-up from the settlement level. It includes a constructive plan to incorporate all present and tomorrow's transportation needs. The specific objectives of the RMTMP covered during the study with reference to ToR are mentioned below:

1. Preparation of the Rural Municipality Road Inventory Map (MIM) of all road networks

2. Identification of the major road networks linking the Rural Municipality with the surrounding areas.
3. Preparation of Indicative Development Potential Map (IDPM)
4. Finalization of visionary city development plan if Comprehensive Town Development Plan is not prepared.
5. Collection of demands for new/rehabilitation transport linkages from Municipalities/settlements based on city development plan.
6. Analysis of the present mobility and accessibility situation.
7. Identification and prioritization of the interventions based on mobility and accessibility situation.
8. Development of scoring criteria and its approval from Rural Municipality.
9. Preparation of Municipal Transport Perspective Plan for transport services and facilities.
10. Preparation of physical and financial implementation plan of prioritized roads for the RMTMP period.
11. Preparation of five years Rural Municipality Transport Master Plan.

### 1.3 Scope and Limitation of RMTMP

The scope of this work and service the consultant will provide for the project is given below:

- a. Accessibility data Collection and Analysis.

The accessibility situation shall be evaluated from the settlement level and data shall be collected using a GPS. Various surveys may be carried out to gain such data including their travel patterns, questionnaire surveys and origin-destination survey.

- b. Analyze Mobility status of the rural municipality

The consultant will also conduct mobility study, incorporated in the O-D survey. This is important especially because the road network in capital has provided access to majority of the population. The question then arises on how -efficiently, economically and safely the goods and passengers are transported, which is indicated by mobility.

- c. Access the condition of public transportation

The consultant will collect data on different public transportation routes and their operation characteristics, which operate within the municipal area and to other adjoining area.

- d. Access safety status and issues

The consultant shall also access the road safety status and issues. For this, roadside condition survey during road inventory survey and other accident data will be

reviewed. Possible interventions to make the roads safer will be proposed and recommended.

e. Prepare the Indicative Rural Municipality Development Potential Map (IDPM)

The consultant shall prepare IDPM using topographical base maps and digitized GIS maps. In the IDPM, the consultant shall identify potential areas for development and prioritize through ranking. The consultant shall validate the IDPM from the MRCC and Rural municipality.

f. Prepare Rural Municipality Inventory Map (RMIM) of existing roads within Rural municipality.

The consultant will prepare the Rural Municipality Inventory Map linking to strategic road networks such as national highways, district core road network, main trails and bridges. This shall be done by walkover surveys using enumerators. The inventory map shall include the road names, total length and breadth of the roads, surface type, existing condition, Right of way, vehicular traffic and pedestrian traffic flow etc.

g. Collection of demands for New/Upgrading/Rehabilitation transport Linkages from Wards/Settlements

The consultant shall collect data regarding the construction, maintenance or rehabilitation of roads according to the existing condition and demand. The consultant will also seek to collect these data through ward meeting or community level discussion. The demand data shall be collected in priority order for each ward. The roadside condition of all the linkages will be noted during the road inventory survey.

h. Scoring criteria

The consultant shall develop scoring criteria to screen and prioritize all interventions potential interventions for proper allocation of limited budget. Scoring and prioritization criteria shall be checked with all linkages and interventions and approved by the rural municipality.

i. Road classification and Nomenclature

The consultant shall use metric system of nomenclature and apply the same classification throughout the data collection.

j. Preparation of perspective plan of interventions of services and facilities.

The data collected through accessibility survey, demand survey and inventory maps shall be used to prepare a perspective plan of interventions of services and facilities. All the identified interventions shall be screened and rated on the basis

of approved criteria and forwarded to rural municipality council meetings. The final perspective plan shall be shown in GIS maps.

- k. Prepare a realistic physical and Financial Implementation Plan of Prioritised Roads for the RMTMP period

The consultant shall collect information on the resources that can be spent on the construction or rehabilitation of transportation infrastructures by the rural municipality. The consultant may also carry out studies to project the resources to fund the transport infrastructures for the next five years. From the total projected resources, the consultant shall discuss with the rural municipality to find out the appropriate proportion to be spent on ongoing roads and new interventions proposed. The projected resources should be able to cope with the total number of roads and new interventions proposed.

- l. Prepare Rural Municipal Transport Master Plan (RMTMP) of Rural municipality  
The consultant shall prepare Rural Municipal Transport Master Plan (RMTMP) for Rural municipality with due consideration to the existing situation of: vehicular parking, travel routes, modes of transport, etc and propose for future rural urban growth. The consultant shall prepare a base scenario of the existing road and transport network and management based on the O-D survey and O-D matrix and prepare road inventory map and transport infrastructure network and management plan based on the travel demand forecast, population growth forecast, and growth rate of vehicular and transport infrastructure.
- m. Prepare framework for medium term and long-term planning

The consultant shall also forecast the demand for medium term (10 years) and long term (20 years) and recommend a framework to guide future interventions and planning processes. The long-term plan shall consider the proposed East-West Railway and other major transport sector interventions in the long term.

## 1.4 Organization of report

**Chapter 1** presents the concept and context of RMTMP and lists out the objectives, scope and limitations of the same.

**Chapter 2** deals with the methodology adopted while data collection and data analysis process  
**Chapter 3** covers the existing situation, scenario and basic profile of the Rural Municipality, which includes the socioeconomic and household characteristics with road services and facilities within the locality. It also covers how these factors are contributing in the development.

**Chapter 4** deals with Indicative Development Potential of the Rural Municipality.  
**Chapter 5** discusses about formulation of road hierarchy along with detail of various classes of roads.

**Chapter 6** deals with Prioritization criteria and prioritized road network.

**Chapter 7** is dedicated to the five year (short term) Municipal Transport Master Plan (RMTMP). It gives the comprehensive strategic framework, perspective plan of the municipal roads, budget expenditure, financial institution, capital investment plan and the staging implementation plan.

**Chapter 8** summarizes the report and gives necessary recommendations.



## CHAPTER TWO: METHODOLOGY

Municipal roads are supposed to provide both access and mobility to all possible and potential areas. RMTMP will prepare the plan of such roads to fulfill the stated objective. Better planning is incomplete without relevant quality data which can only be acquired by use of properly selected survey methods. This section gives the methodological framework adopted for data collection including survey methods conducted, sampling techniques, quality and quantity of data along with data processing, analysis and presentation methodology. Both primary and secondary data are collected based on participatory bottom-up approach.

### 2.1 General approach

The Consultant has gone through the objective and ToR for Consultancy Services for preparation of the Rural Municipality Transport Master Plan (RMTMP). The ToR was itself sufficient for the execution of the work.

Integrated Rural Accessibility Planning (IRAP) is an integrated approach to solving problems by combining transport as well as non-transport interventions. It is participatory and bottom-up approach. Active involvement of community people and local authorities in every step is essential. The consultant facilitated the community people and local authorities in their needs identification, project prioritization and visionary development planning process.

The accessibility is function of distance and traveling time, frequency of travel, transport infrastructure difficulty factor, physical facilities of Socially Oriented and Responsibility (SOR), and management of SOR provision and viability of service provision. The degree of accessibility problem was assessed in terms of accessibility index of the settlements to concerned SOR sector. Accessibility Indicator is measurement of accessibility.

The required interventions shall identified for improving accessibility of every settlements based on easing and reducing travel time, improving physical facilities for SOR and improving management of SOR provision in an integrated fashion.

### 2.2 Methodology

The methodology comprises with the Integrated Rural Accessibility Planning (IRAP) tools for the accessibility planning and DoLIDAR's Approach manual for the roads for the preparation of the RMTMP with some modification as per Rural Municipality situation and based on the ToR provided by the Rural Municipality and as directed by the project in-charge of the client.

The Consultant's efforts were comprehensively streamlined to meet the objectives of the assignment by covering scope of services outlined in the prescribed Terms of Reference. The consultant has followed the following specific process to accomplish the assignment as specified in the objectives and scopes of work in the TOR.

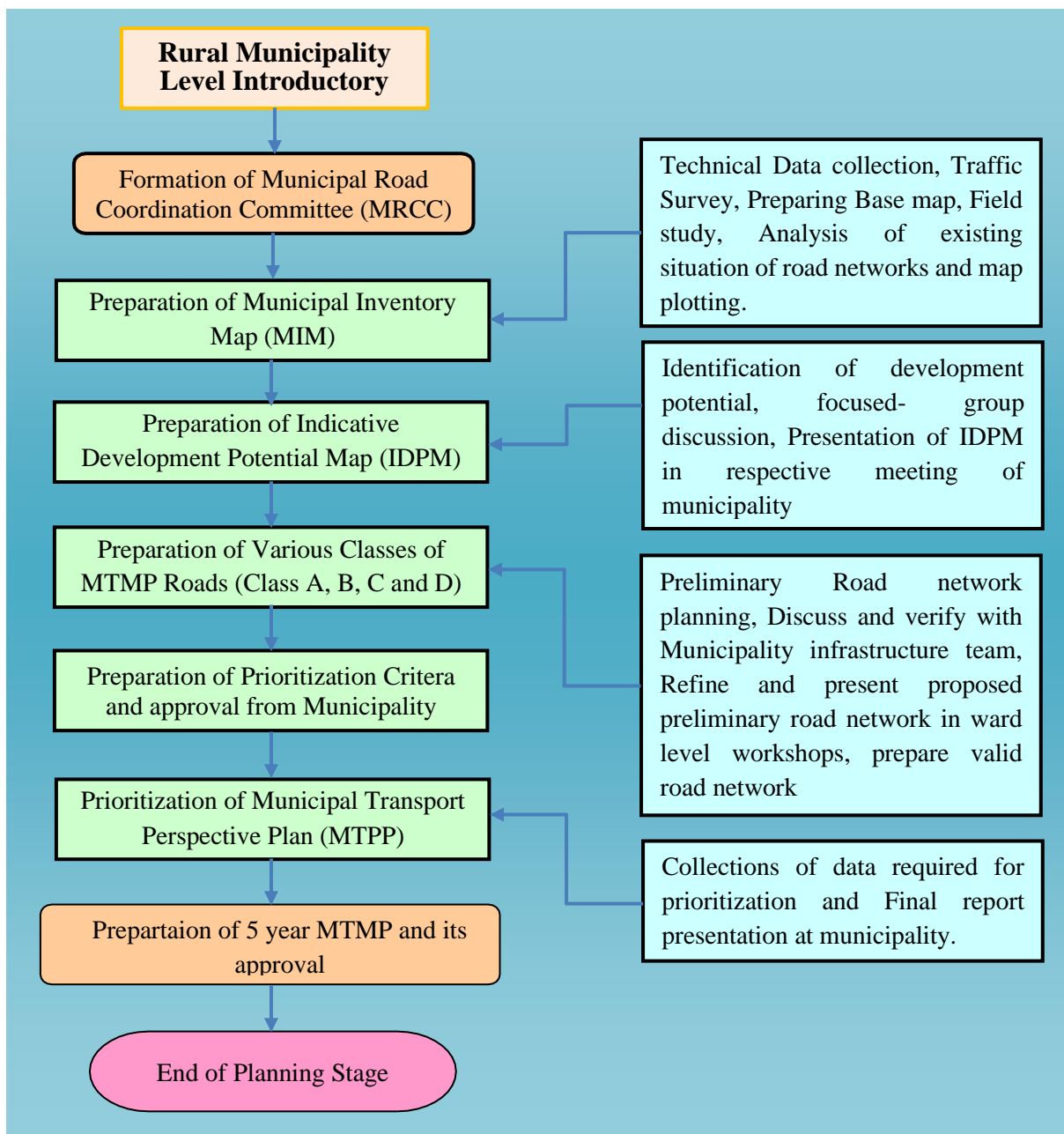


Figure 1.1 Methodological frameworks for planning RMTMP

### 2.3 Desk Study

After signing the contract, the consultant has arranged a meeting of the proposed team and orient towards the objectives and scope of the work along with the working and manning schedules so that all the personnel will work as a team. The consultant has proposed a study team consisting of Transport Planner as a Team Leader, Socio-economist, who is competent and established professionals in their field of work. The study team was mobilized for further study

## Task 1: Data Collection

### a) Collection and Review of Secondary Information

The information about demographic data of Rural Municipality, maps, service flow pattern, various maps showing service centers or the location of SOR facilities, transport infrastructure inventory, past plans and sectoral study reports, sectoral standards and policy targets were collected from the secondary sources like DoLIDAR, Rural Municipality, line agencies of Rural Municipality, central Bureau of Statistics, Kathmandu, Topographical Survey Branch, Local NGOs. The details are given below:

List of documents/information will be collected and reviewed

- Previous reports of RMTMP prepared by the Municipalities (if any)
- RMTMP of neighboring Rural Municipality (if available).
- District/Rural Municipality periodic plan prepared by the DDC/Rural Municipality
- Annual reports /publications of line agencies of Rural Municipality
- District/Rural Municipality profile of the DDCY/Rural Municipality
- Traffic data of the Rural Municipality rural roads and strategic roads (if available)
- Annual plan, Programmed and Budgetary allocations of last 5 years
- Expenditure in infrastructure development including roads in last 5 years
- Report on settlement pattern and market centers of the Rural Municipality
- Rural road statistics of neighboring Municipalities and strategic road Networks
- Financial and technical data of on-going rural road projects in the Municipalities and schedule including bilateral and multilateral funded projects.
- Demographic Statistics and socio-economic feature of the Rural Municipality
- Other relevant reports

### Collection of Maps

- Topo maps the 1:25000 scales, which will be used as base map.
- Rural Municipality administrative map of Rural Municipality
- Arial photographs
- Rural Municipality Trail Map
- Map of strategic road Networks of Nepal
- Other Thematic maps

### The main agencies for sources of information are

- District Development Committees (DDC),
- Rural Municipality
- Line agencies/office of the district about road, Rural Municipality Soil Conservation office, Forest, Agriculture Development, Livestock Service, Irrigation, Health, Education, Water Supply and sanitation, cottage industries, Rural Municipality Technical Office, Rural Municipality Chamber of Commerce and Industries office etc.
- National or Rural Municipality Research Organizations,
- Local and national NGO and INGO's working in development fields,
- District /Rural Municipality Chamber of Commerce and Industries office

- National Bureau of Statistics.
- Department of survey
- Other relevant office

The secondary information collected from above mentioned sources has been critically reviewed. The data were verified by and Cross checking of information of various sources and discussion with informants and local community people at unofficial and official meetings, workshops on the process of primary data collection.

The consultant has reviewed the available existing RMTMP and assesses the achievements during the last RMTMP period.

#### **b) Primary Data collection**

The scope of applying IRAP has been defined based on TOR. The relevant SOR sectors have been identified as per purpose of study. Primary information was taken from concerned community people, VDC officials, and schoolteachers about real accessibility situation of settlements in special format developed for this purpose.

#### **c) Rural Municipality IRAP and RMTMP Orientation**

One-day orientation program has been carried out in the Rural Municipality for the IRAP and RMTMP preparation. The participants were Rural Municipality body, ex-Rural Municipality body, line agencies, stakeholders, and representatives of national political parties and representatives from women, Dalit, local NGO. The field visit of enumerators has been arranged to:

- Verify the secondary data in the field.

Collect data of access situation of every settlement in prescribed format

### **Task 2 Analysis of Data**

The input data has been properly stored in the Excel sheets and used as per necessity and requirements. Microsoft Excel and GIS software were used to analyze and manage the data. The analysis rendered the available data into valuable information. Data analysis involved calculation of different attributes for different clusters and for the project area. It includes basis analysis of average values such as average time to nearest bus stop, access to nearest all-weather road, percentage of respondents using specific type of vehicle for daily commute, etc., forecasting the population and demand for transport infrastructures and furniture developing land use and transport models

### **Task 3 Formulation of Municipal Roads Coordination Committee**

The consultants assisted the Rural Municipality in the formulation of the Rural Municipality Roads Coordination Committee (MRCC). The committee is to provide support to the Rural Municipality in formulating, managing and monitoring Rural Municipality road, transport infrastructure policies, rules and regulations.

#### **Task 4 Indicative Development Potential Map (IDPM) preparation**

The development potential of the Rural Municipality in agriculture, horticulture, livestock, cottage and small industries, other potentiality of the Rural Municipality has been compiled and prepared on the base map 1:25000 scale.

**a) Rural Municipality base map has been prepared showing:**

- Administrative/political boundaries of Rural Municipality/Ward.
- Large settlement
- National strategic roads, Rural Municipality roads, rural roads, trails, bridges.
- Important historical, cultural, religious and preserved places
- Important water bodies, forest and other lands.

**b) The Consultant has analyzed the potentiality of the Rural Municipality from secondary information collected from Rural Municipality line agencies. The development potential area has been defined as:**

- Areas with extensive agriculture,
- Areas with extensive horticulture,
- Areas with extensive Livestock farming,
- Areas with extensive fisheries,
- Areas with extensive high value cash crops,
- Areas with extensive business markets,
- Potential Areas with tourism development,
- Potential Areas with development of large industries like hydropower, mining develop,
- Potential service centre
- And other potential development areas

**c) Plotting of the development potential areas on the Rural Municipality base map has been done and the finalized map was prepared on GIS.**

#### **Task 5 Preparation of MIM**

The consultant has plot the trail, bridge and road network of the Rural Municipality in 1:25000 and GIS maps from Rural Municipality level secondary sources. The consultant then carry out reconnaissance survey in the trails, bridges and roads with the help of checklist and update the map. The consultant has also prepared indicative cost estimates of improvements (Routine maintenance, recurrent maintenance & upgrading) and new construction of representative trails, bridges and road in the Rural Municipality. The consultant has prepared a support document of MIM and validates the MIM and the document in MRCC.MIM has been prepared with reference to Annex (Reference to Annex 3). The economic data was collect by conducting PRA.

The consultant has prepared list of all existing transport linkage under the category of routing maintenance, recurrent maintenance, periodic maintenance and upgrading. These lists have been prepared separately for various classes of roads. The consultant then prepared indicative cost estimate for improvement.

On the basis of linkage inventory and condition of the linkage, easy linkage has been subdivided into maximum four types of section i.e.

- Section requiring routine maintenance
- Section requiring periodic maintenance
- Section requiring rehabilitation
- Unordered section (new construction)

All roads have been plotted under separate legends category by intervention type in MIM. List of roads having graveled road streetcars has been prepared separately. Information regarding inter Rural Municipality road /trails also be included and used drawing planning process.

### **Task 6 Perspective Plan**

The required of interventions of services and facilities has been identified from the accessibility analysis and compilation of ward level workshops. During the final Rural Municipality level workshop, the Rural Municipality standard of time and quality accessibility for every service and facilities has been decided. The required intervention of every services and facilities has been identified and finalized on workshop on the basis of accessibility indicator. The Prioritized sector of services and prioritization of wards for every sector was done at Rural Municipality level based on AI.

In transportation sector, list of roads, bridges and required interventions for respective roads and bridges has been identified to improve accessibility to goods and services within the Rural Municipality. The perspective plan of Rural Municipality road has been prepared for 20-25 years. All the identified interventions screened and graded on the basis of criteria 'B' of the approach manual. The interventions of services and facilities for the improvement of the access situation was discussed first with the Rural Municipality technical team and the MRCC, and only upon their recommendation it was forwarded to Rural Municipality Council meetings, hence the final perspective plan of Rural Municipality roads has been developed. The perspective plan has been shown in GIS maps also.

### **Task 7 RMTMP Preparation**

Considering the Perspective Plan, the prioritization of the Perspective Plan has been done according to the DoLIDAR Approach Manual. Subsequently, the updated five year RMTMP of the Rural Municipality was prepared by selecting interventions (maintenance, upgrading and new construction of main trails, trail bridges and roads) that have top priority in the Perspective Plan and that could be implemented in the next five years period, based on cost estimates of maintenance, upgrading, rehabilitation and new construction of main trails, trail bridges and roads and available financial resources.

#### **2.3.1 Process and Activities in detail:**

The Consultant has listed out all transport linkages given in the Perspective Plan, under the following categories;

- a. New construction
- b. Upgrading
- c. Rehabilitation

- d. Recurrent maintenance
- e. Periodic maintenance
  - These lists have been prepared separately for various classes (Rural Municipality Road, Village Road, Main Road, and Village Road).
  - On the basis of Criteria (for prioritization), the consultant has ranked all the above projects
  - The financial resources of Rural Municipality on road sector has been analyzed first
  - The Consultant has prepared next Five Year's Projected Financial Plan by accounting all possible financial resources of Rural Municipality and concerned wards and VDCs.
  - The consultant has prepared Five Year Financial Plan of the Rural Municipality based on likely availability of financial resources in next five year. (All consolidated financial resource has been projected based on the past 3- 5 years data.
  - The Consultant will determine the tentative lengths that could be under taken by each year, in each category and under each class. These lengths shall be documented and presented.
  - The Consultant has prepared all ranked lists of transport linkages to the Rural Municipality development Committee for the selection of year - wise priority lists which should be implemented in the first, second and fifth year.
  - All ranked lists of transport linkages; the Consultant has selected the year-wise priority lists to be included in the "Five Year Master Plan".
  - Based on the approved year-wise priority lists, the Consultant has prepared Five Year Municipal Road Master Plan.
  - Synchronizing of the Draft Perspective Plans with adjoining Rural Municipality was done
  - The Final Report of RMTMP was presented on Rural Municipality and MRCC in a workshop. Incorporating the suggestions and recommendations from the Rural Municipality and MRCC, the final report has been prepared. Subsequently, the Rural Municipality will present the final RMTMP report to the Rural Municipality council for formal approval

## 2.4 Organization of Workshop

Following workshop was organized

### 1) Rural Municipality IRAP and RMTMP Orientation

One day orientation program was carried out in the Rural Municipality for the IRAP and RMTMP preparation. The participants were Rural Municipality body, ex- Rural Municipality body, line agencies, stakeholders, representatives of national political parties and representatives from women, Dalit, local NGO.

### 2) IRAP Data collection training

One day orientation training for enumerators was organized for them about efficient data collection using IRAP tools at the consultant's office.

### 3) Ward/ VDC/cluster level workshop

The consultant has organized ward/ cluster level workshop in each ward in which ward secretaries, representatives of political parties, women, NGO's, disadvantaged peoples

representations, davits, traders, industries were presented. The workshop primarily focused on following aspects.

- Access situation within the area
- Validation of accessibility data
- Identification of interventions of every services and facilities.
- Access situation within the area
- Assess the local prioritization

#### **4) Final workshop at Rural Municipality level**

The final validation workshop at Rural Municipality level will be organized at Rural Municipality. The workshop will primarily focus on following aspects:

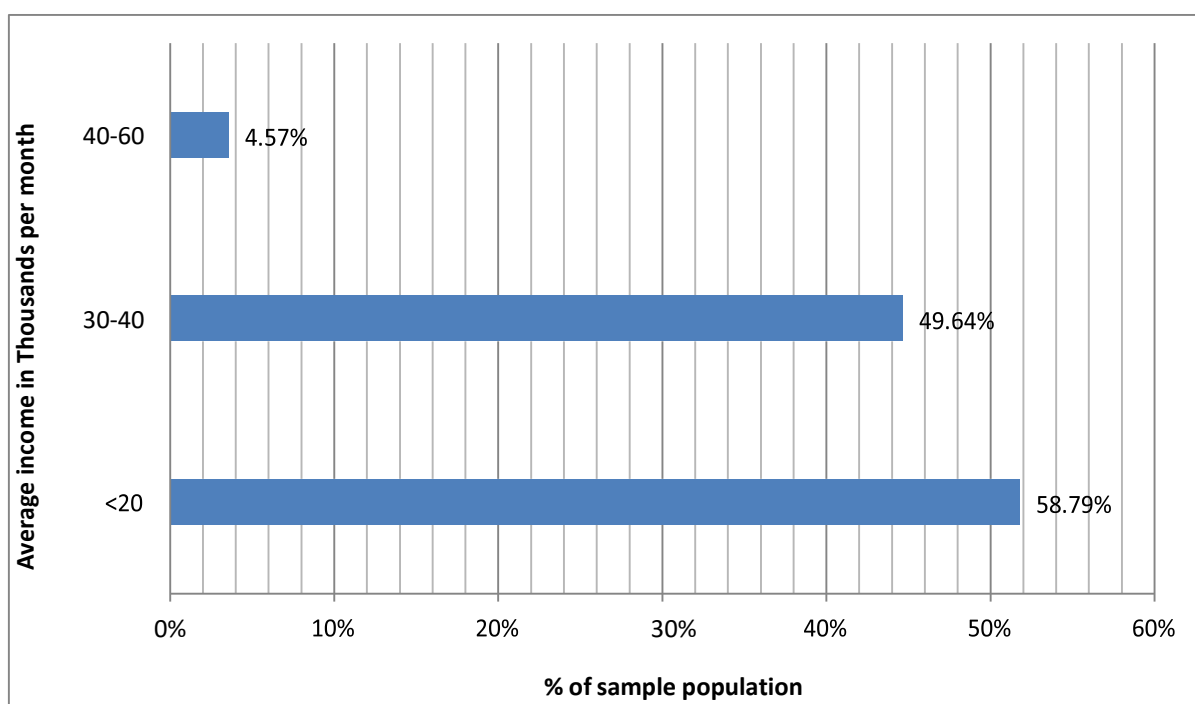
- Verification and update of secondary information and data's
- Finalizing IDPM, MIM, Accessibility profiles.
- Standardize accessibility indicator.
- Finalization of intervention required and prioritized at Rural Municipality level.
- Identifying new viable transportation linkages and standard.
- Problem identification in the rural transport linkage and required intervention on this.
- Identifying required intervention (i.e. routine maintenance, periodic maintenance, rehabilitation and upgrading length) for each transportation linkages and bridges.
- Responsibility of ward and Rural Municipality regarding maintenance, rehabilitation and upgrading works.
- Financial recourse mobilization for the achievement of the set target.



## CHAPTER THREE: REVIEW OF EXISTING INFRASTRUCTURE SITUATION

The chapter deals with the present condition and scenario of the rural municipality based on various primary and secondary data sources. Socio-economic, trip, land use and transportation characteristics are basically dealt in this chapter along with analysing accessibility and mobility scenario within the rural municipality. The basic data source of the analysis is the collected primary data.

### 3.1 Income and Vehicle ownership



*Figure 3.1: Income status from sample population*

Annual or monthly earning of each household has significant role in the trip characteristics and finally on the overall planning aspects of the locality. Higher the income, people tends to live luxurious life i.e. tends to have their own vehicle and so on. The income characteristics are aggregated in household level, which revealed that more than 50% are at low income status (monthly income less than NRs. 20,000) and just a few (4.57%) have income level more than 40,000. Income level also affects vehicle ownership pattern. Most of the people with House Hold income less than 20,000 own cycle and as income increases ownership of motorbike increases.

Vehicle ownership has a great role in trip making. Higher the number of personalized vehicles, higher will be the number of shopping and social/recreational trips. The percentage of people who own a bicycle, 50.78%, was deemed excessively high in the census conducted in 2078. About 2.28% of households owned a car, jeep, or van, while 18.7% had a bike. This proportion is expected to rise in future as income level increases.

### 3.2 Trip Purpose and Mode

Trips are undertaken for various purposes, some trips are compulsory which involves trips made for educational and work purpose, whereas trips made for shopping or recreational might be regarded as optional trips, which can be managed.

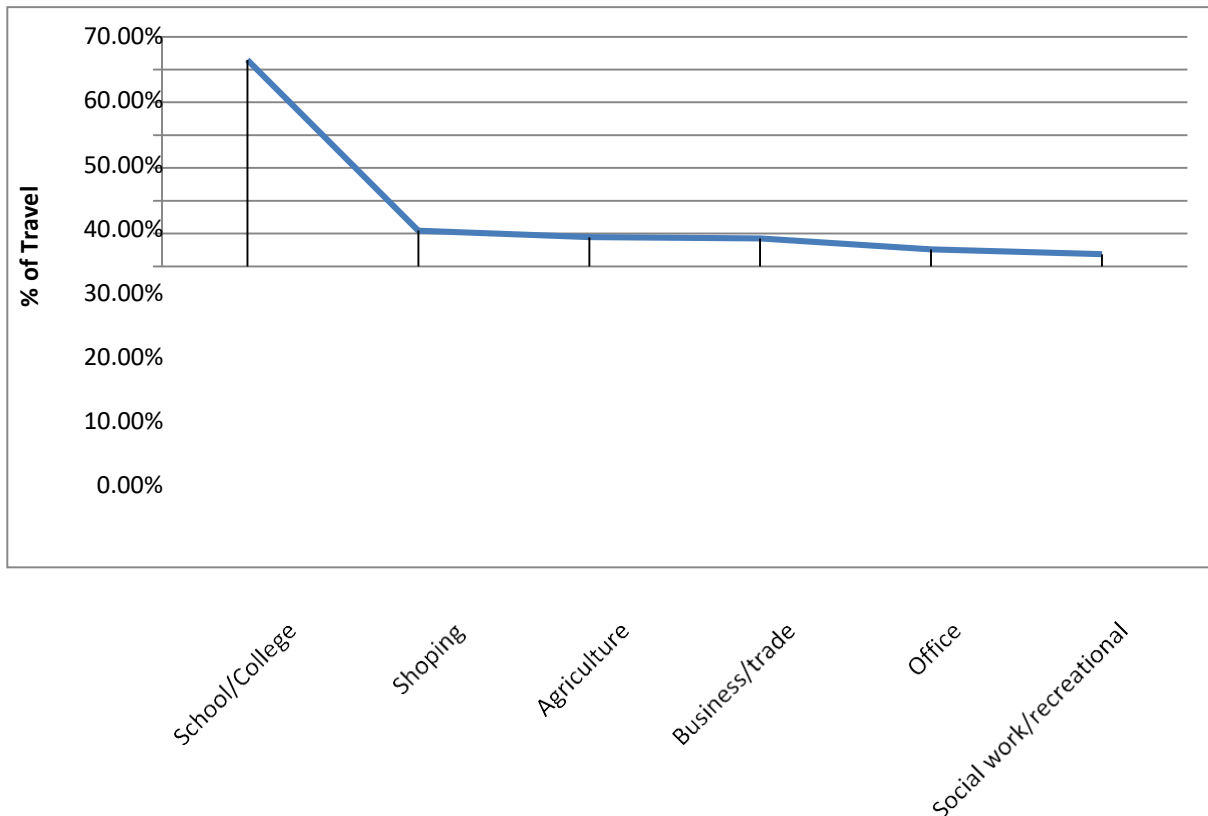


Figure 3.2: Trip purpose of sample data

Based on the respondents, educational trips covers about 67%, agricultural trip covers about 9% and other type of trips contribute less than half of the total trips. Summarizing, more than half trips are compulsory trips, whose timing can't be altered. These trips are basically done during morning or evening peak time, whereas timing of other trips can differs.

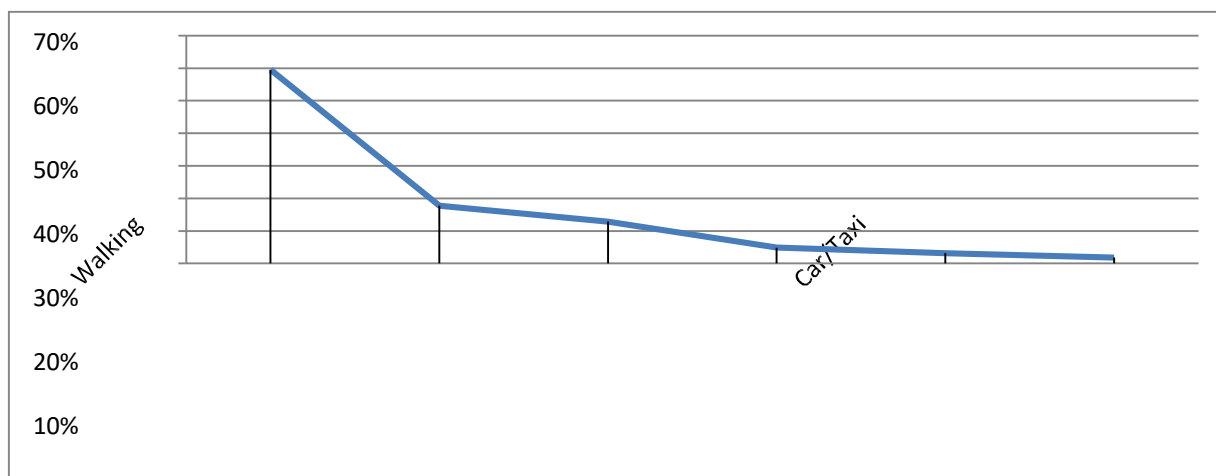


Figure 3.3: Mode Share

Different means of transport are used for different trips. Based on sample, walking, and Cycling were found to be the most dominant modes as highlighted in above figure. Plain terrain favours the use of non-motorized travel (NMT) mode, which includes walking, cycling, rickshaw, cart, etc. In other words they are termed as **active transport mode**. More than 75% of the trips are active mode user.

Active mode transport are essential mode of sustainable transportation system, as they provide access to all economic level of people along with reducing demand on motorized vehicle, reducing energy consumption and increasing average life expectancy.

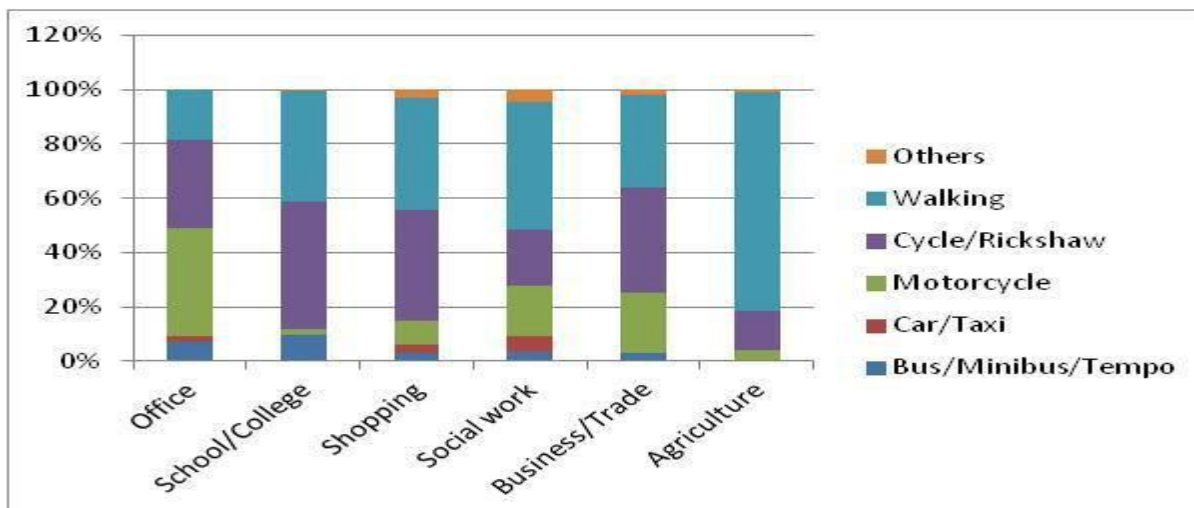


Figure 3.4: Use of Vehicles for different purposes

Walking is most used mode for trip in all wards. Public transportation mode doesn't lie within top two modes and thus it is necessary to take some step towards building proper and adequate public transport network. Agricultural trips are undertaken by walking and cycle/rickshaw, whereas education trips via public transport, walking and rickshaws. Bike carries a significant proportion for social and business trips. Walking and cycling/rickshaw is the predominant mode in shopping and recreational trips.

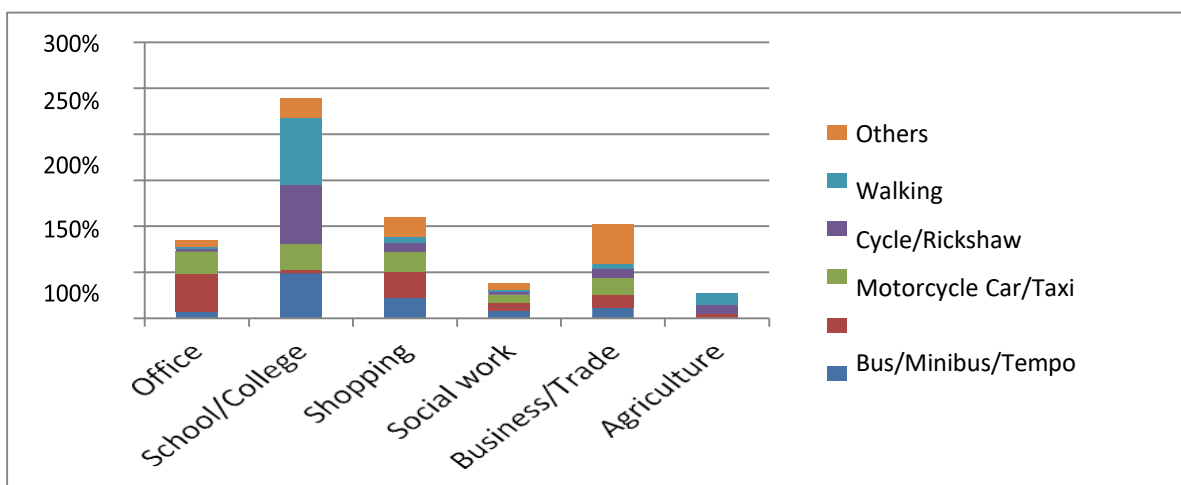


Figure 3.5 Mode share for different purposes

### 3.3 Origin and Destination Study

Trip, simply called journey is the process of going from one place to another with some purpose. Thus, trip is characterized by origin (starting point) and destination (ending point). To be more precise, trips are characterized by trip production and trip attraction. Home end is always trip production and the location which attract the produced trips for various causes (job, shopping, and entertainment) are attraction end of trips. Most of the trips are home based trips with different destination. Out of 928 respondent surveyed 551 respondents make trips for some purpose. Trip chaining, going at various destination points in the form of chain in a single day, was rarely found in the study area.

### 3.4 Transportation

#### a. Road inventory

For the collection of existing road infrastructure data, GPS survey was used and total length of road surveyed was 247.10 Km, out of which 17.85 Km is blacktopped, 204.15 Km is gravelled, and remaining 46.16 Km of road is earthen.

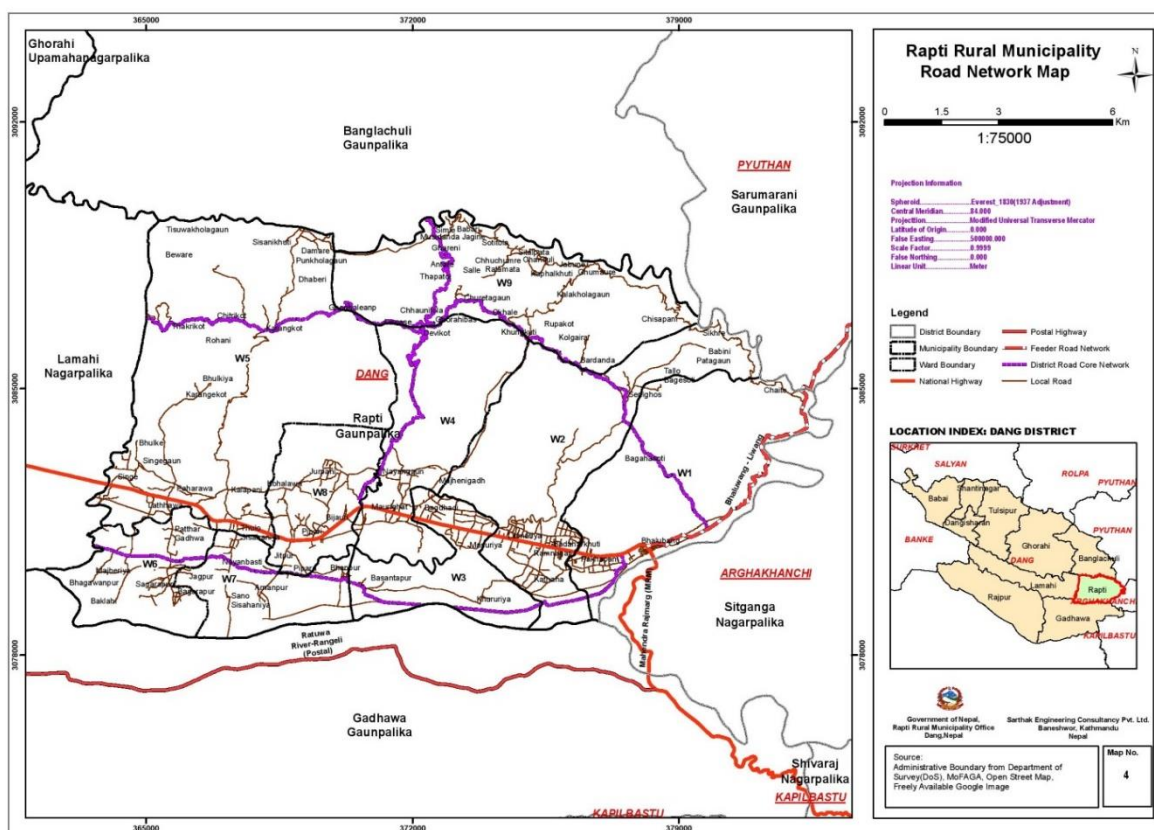


Figure 3.6 Road Inventory Map

Table 3.1: Existing Road condition based on Surface Type (in Km)

S.N.	Name of the Road	Length of the Road (km)	Width of the Road (m)	Types of Road	Intervention type	Ward No.	Remarks
1.	Aapkholi - Bagasudi-Village Road	4	6	Earthen	Upgrading	1	
2.	Aapkholi Road	1.4	10	Earthen/Gravel	Upgrading	1	
3.	Nepal Rastiya Ma.Bi.-Ghurma Himal Road	1.5	8	Earthen	Upgrading	1	
4.	Nawa Pratibha School Road	0.3	8	Gravel	Upgrading	1	
5.	Rapti Udhyog Banijya Sangha-Pakhapani Road (Sastra Pachhadi)	0.5	6	Gravel	Upgrading	1	
6.	Harse Danda-Khuriya Road	5	8/10/2012	Gravel	Upgrading	2	
7.	Tudikhel-Punyapur Road	2	10	Gravel	Upgrading	2	
8.	Muktinagar-Ramnagar-Punyapur Road	2	8	Gravel	Upgrading	2	
9.	Aapkholi Chowk-Sanighos Chaupari-Devikot Road	10	8	Gravel/Earthen	Upgrading	2	
10.	Shantipur-Baunnepata-Ghoskhola (Ward No.9 Road) Road	25	8	Gravel/Earthen	Upgrading	2	
11.	Chakrapath Section (New Construction 4km)	6	12	Earthen	Upgrading	3	
12.	Masuriya-Khururiya Road (Tourism Road)	2	8	Gravel	Upgrading	3	9m Bridge rqd
13.	65 No. - Gauri Chowk Road	0.8	10	Gravel	Upgrading	3	
14.	Masuriya Purba -Aacharya Tole Road	1.5	10	Gravel	Upgrading	3	
15.	Masuriya- Kramadi Khola road	1	10	Gravel	Upgrading	3	
16.	Shree Narayan Chowk-Sundarpur-Piparkoti- Nayagaun Road	4	12	Gravel	Upgrading	4	
17.	Kineta-Majhanigad Road	3	8	Gravel	Upgrading	4	
18.	Janakpur Ringroad	5	10	Black top/Gravel	Upgrading	4	1km Blacktop
19.	Modighat-Budhichaur Road	5	8	Gravel	Upgrading	4	
20.	Dakchhin Khineta-Gaumukhi Tole Road		8	Gravel	Upgrading	4	
21.	Sisaniya-Bangalachuli Road (23 core costing)	18	8	Gravel/Earthen	Upgrading	5	4km Gravel
22.	Paharuwa-Bhulke Road	4	8	Black top/Gravel	Upgrading	5	0.7km Blacktop
23.	Lathawa-Simle Road	3	10	Gravel	Upgrading	5	
24.	Ring Road	4	12	Gravel/Earthen	Upgrading	5	2km Gravel
25.	Buddhanagar-Damodar-Dhodoi Road	4	10	Gravel/Earthen	Upgrading	5	2km Gravel
26.	Damodar Road (Rapti Ringroad Section)	3	12	Black top		6	
27.	Chaubato Chowk -Bagrapur Road	3	10	Black top		6	Tharu Homestay
28.	Pathargadawa Road	4	10	Gravel	Upgrading	6	Drain Facility
29.	Bhagawanpur Road	4	10	Gravel	Upgrading	6	
30.	Majheriya Road	2.5	10	Gravel	Upgrading	6	

S.N.	Name of the Road	Length of the Road (km)	Width of the Road (m)	Types of Road	Intervention type	Ward No.	Remarks
31.	Sianiya-Maharewa-Rapti Bridge Road	3	12	Blacktop/Gravel	Maintenance	7	1.5km Blacktop
32.	Rapti Ringroad	5	12	Blacktop		7	
33.	ShreeNarayan -Bhanupur Road	1.5	10	Blacktop/Gravel	Upgrading	7	0.5km Blacktop
34.	Pipari-Aanaampur Road	3.5	10	Blacktop/Gravel	Upgrading	7	1km Blacktop
35.	Krishi sadak - Jagapur Road (Damodar Road)	5	10	Gravel	Upgrading	7	
36.	Damodar Road Section	2	10	Gravel/Earthen	Upgrading	7	
37.	Shiva tole and Parbati Road	1.8	8	Earthen	Upgrading	8	
38.	Milan Tole - Milan Danda- Simal chaur Road	4	10	Gravel/Earthen	Upgrading	8	
39.	Saisar Ward No. 4 - Ward no. 5 Boundary road (Milan tole)	6	10	Gravel	Upgrading	8	
40.	Shankar tole Road	0.6	16	Earthen	Upgrading	8	
41.	Samsad Road- Nayabasti Tole (Sisaniya-Shankar Tole)	2	16	Gravel	Upgrading	8	

Based on the data collected, it can be seen that the road density per 1000 population is 5.71 km per 1000 population and 1.57 km per square kilometre of area. This value is high as compared to national statistics such as 1.91 km per 1000 populations and 0.344 km per square kilometre.

Table 3.2: Road Density ward wise

Ward Population	Road (Km)	Area (Sq. Km)	Road Per Sq. Km	Road per 1000 Population	
1	5105	29.3	22.66	1.29	5.74
2	6792	25.99	23.78	1.09	3.83
3	6641	31.22	8.96	3.48	4.70
4	5962	23.33	15.72	1.48	3.91
5	3904	40.31	42.08	0.96	10.33
6	5190	15.52	8.93	1.74	2.99
7	4554	20.5	8.24	2.49	4.50
8	4562	20.61	9.14	2.25	4.52
9	1723	46.72	21.56	2.17	27.12
<b>Total</b>	<b>44433</b>	<b>253.5</b>	<b>161.07</b>	<b>1.57</b>	<b>5.71</b>

In this road inventory survey, it was found that the roads of this rural municipality are narrow and their width is insufficient to cross two vehicles from opposite direction at a time. Also, the actual width of feeder road and district roads is very small in comparison to their right of way. This rural municipality is supported by one National Highway, East-West Mahendra Highway.

According to the District Transport Master Plan (DTMP) of Dang District, three roads of total length 51.72 Km of this municipality are listed as district road core networks (DRCN).

These District Roads were under the responsibility of the District Development Committee and now they are under the responsibility of Rural Municipality itself.

## b. Road Priority

From the ward level workshop, the most demanding five roads for each ward are collected and these roads will be used for the road priority and while developing road hierarchy.

Table 3.3: Priority road length based on order of priority (in Km)

Ward No	Priority Roads (in Km)					Sub Total
	Priority 1	Priority 2	Priority 3	Priority 4	Priority 5	
1	1.72	0.87	1.18	2.55	0.52	6.85
2	2.54	2.66	1.08	2.62	1.05	9.96
3	0.78	5.35	2.28	1.28	1.07	10.76
4	1.97	8.06	1.66	3.16	1.17	16.04
5	5.85	11.86	4.43	1.49	3.88	27.52
6	3.00	1.31	2.49	1.96	1.48	10.24
7	3.94	2.50	1.82	1.17	0.70	10.13
8	2.37	2.42	1.50	1.23	1.54	9.06
9	10.53	11.63	3.19	3.11	2.63	31.10
<b>Total</b>	32.71	46.68	19.62	18.57	14.06	131.65

Table 3.4: Priority Road length based on intervention required

Ward No	Upgrading (Km)	New Construction (Km)	Sub-Total
1	6.06	0.79	6.85
2	9.71	0.25	9.96
3	9.83	0.93	10.76
4	16.04		16.04
5	27.52		27.52
6	8.03	2.21	10.24
7	10.13		10.13
8	8.76	0.30	9.06
9	31.10		31.10
<b>Total</b>	127.18	4.47	131.65

Table 3.5: Priority Road list

Ward No	Road Name	Priority
1	Bhungbhunge Chowk to Hnuman Mandir Najik Jane Road	1
1	Mini Micro Buspark Purano Nagar Bikas Samiti ko Chowk Road	1
1	Khanal Guest House Batauli Chauraha Dip Boarding Hudai Dip Marga Jodne	2
1	Bidhalaye Marg	3
1	BP Ringroad	4

Ward No	Road Name	Priority
1	Mukta Kamaiya Chowk to Nava Prativa Chowk	5
2	Lalmatiya Paschim Chowk Aadarsha Prabi Hudai Parganna Pul	1
2	Tundikhel Chowk to Lalmatiya Paschim Chowk	1
2	Baraha Rukh Chowk to Tundikhel Chowk	1
2	Harse Tal to Harde Dada Chowk	1
2	Harse Dada Chowk to Baraha Rukh Chowk	1
2	Lalmatiya Paschim Chowk Aadarsha Prabi Hudai Parganna Pul	1
2	Lalmatiya Purbi Chowk to Pasu Birda Aashram Road	2
2	Road South of Maruwathan	2
2	Lalmatiya Purbi Chowk to Punyepur	2
2	Lalmatiya Purbi Chowk to Pasu Birda Aashram Road	2
2	Barakhutti Chowk to Bagge Pati Pauwa	3
2	Barakhutti Chowk to Ward Office	3
2	Rcc Bridge Parganna to Rcc Culvert	3
2	Kates Nala Satmare Tol Chowk Ramnagar Chowk Hudai Punyepur Road	4
2	Kates Nala Satmare Tol Chowk Harse Dada Chowk Sadak	4
2	Baraha Rukh Chowk Hudai Kalika Chowk Sadak	5
2	Kalika Chowk to Ramnagar Chowk Sadak	5
3	Ghantadev Saba Jane Chowk Milan Chowk Hudai Karamdai Jane Bato	1
3	Kathaha Bridge Bata Badka Pul Basantapur Jane Chowk Hudai Khola Jane Road	2
3	Basantapur Bhanpur Sadak	2
3	Karamdi Khola to Gauri Chowk Road	3
3	Karamdi Khola Masuriya Badka Galli Chowk Cilnic Bhawan Chowk	4
3	Clinic Bhawan Chowk to Badarmatiya	5
3	Clinic Bhawan Malla Randan Ko Ghar Hudai Acharya Tole samma Road Road	5
3	Acharya Road	5
4	Ward No 4 Office to Shiva Mandir Road	1
4	Shiva Mandir to Bhanpur Road	1
4	Sundarpur Road (Sri Narayan Chowk RCC Bridge Hudai Club Ghar Road)	2
4	Way to Ward No.: 9 (North)	2
4	RCC Bridge Janajyoti Nimab to Pipari Khola	3
4	Maurighat Mabi Chowk Ratri Prabi Shiva Mandir to 8 No Ward Boundary	4
4	Damodar Road	4
4	Ward 3 to Ward 4 South	4
4	Narendra Smirti Chowk Hudai Lalit Chowk	5
4	Suspension Bridge Hudai Majheni Gadh Road	5
5	Nutan Bal Uddhan to Balkalyan Aadharbhut School	1
5	Bal Kalyan to Kalapani Chowk	1
5	Kalapani Chowk to Judpani Road	1
5	Jogyan Ghar to Singhe Khola Road	1
5	Dodhai Chowk to Dohai Chowk	1



Ward No	Road Name	Priority
5	Pipal Dada Chowk Janta Aadharbhut Jane Road	2
5	Kamal Road Chowk to Dolaikhola Sadak	2
5	Janta Aadharbhut to Banglachuli Gaupalika Simana Sadak	2
5	Pargatinagar Chowk Sarbodaye Mabi Hudai Damodar Road	2
5	Bal Kalyan Aadharbhut to Dodhai Kulo Intake	3
5	Bal Kalyan Aadharbhut to Bhulke Sadak	3
5	Lathuwa Chowk Nutan Bal Uddhan Hudai Singhe Khola Sadak	4
5	Lathuwa Chowk to Dolai Khola Road	4
5	Karange Chitrikot Hudai Lamahi Nagarpalika Sadak	5
6	Kirshi Road	1
6	Hanseswor Prabi to Lathawa Road	2
6	Chaubato Purba Grapur Chowk Hudai Rapti Nadi	3
6	Chaubato to Paharuwa	3
6	Manjhi Kula Majheria Hudai Paschim Road	4
6	Sagrapur to Bhagwanpur Road Paschin	5
7	Tinkune Jeetpur Milam Chowk Hudau Paschim Road	1
7	Sisaniya Mahadeva Sadak	2
7	School Chowk Aananpur Chowk Hat Bajar	3
7	Martin School Hudai Sagrapur Chowk Road	4
7	Kirshi Road	4
7	Chaubato Health Heart Hudai Mini Airport Road	5
8	Bijauri Chowk Dolai Khola Piparkhurri Chowk to Janajyoti Aadharbhut School Road	1
8	Bijaura Chowk - RCC Culvert - Masan Ghat	1
8	Pipari Chowk Health Heart Hudai Jeetpur Sadak	2
8	Pipari Chowk to Dolai Khola Road	2
8	Pipari Chowk to Pipari Thati Bato	2
8	Pipra Khola Milan Chowk Kohalwa Chowk Hudai Bhahiswar Khola Road	3
8	Amen Chaudhari ko Ghar Bata Buddha Nagar Chowk (Kirshi Sadak)	4
8	Shaheb Chowk to Ganeshman Chowk Hudai Paschim Sisaniya Chowk	5
9	Simle Bawari Gau to 2 No Ward Boundary	1
9	Banglachuli 7 Jabune Hudai Ghoskhola Sadak	1
9	Chauni Tol Chowk Bata West Ward No 4	2
9	Chauni Tol to Wada No 2 Purbi Road	2
9	Rupakot Aadharbhut Hudai Char Sale Sadak	3
9	Lamokhola jane Chowk to Badrachi Devi School Raod Hudai Lamakhola Jane Bato	4
9	Beore Khet jane Road	5

### c. Traffic condition

This rural municipality possesses mixed traffic. The traffic in East-West Highway is very high. Traffic condition in other roads of municipality is nominal in hilly areas, whereas terai region posses normal traffic. Public vehicles are easily available in highway but they are barely seen on

other areas. Due to low number of public vehicles, motorcycle number is increasing rapidly within the municipality. For the goods transportation purpose, large and small trucks are being used and for the transportation of construction materials such as sand, stone and gravel, tractors and trippers are being used.

As per the traffic count survey at different locations there is higher percentage of cycle followed by motorcycle. The traffic count stations and the respective average hourly traffic and passenger car unit (PCU) is given in the table below. Details of traffic at different locations is included in annex of Volume II of this report.

Table 3.6: Traffic count stations and PCU

SN	Traffic Count Station	Average Hourly traffic	PCU
1	Badki Sisaniya	54	37.2
2	Lalmatiya Paschim chowk	103.2	87.6
3	Kates Nala	73.2	45.6
4	Kates Nala	50.4	27.6
5	aapkholi chowk	97.2	57.6
6	Pragatinagar chowk	68.4	33.6
7	Kalapani chowk	36	25.2
8	Shivamandir	84	43.2
9	Srinarayan chowk	116.4	58.8
10	Narendra Chowk	51.6	26.4
11	Pipari chowk	52.8	32.4
12	Pipari chowk	72	49.2

### 3.5 Visionary City Development Plan

Planning of any city is based on the analysis of present situational trend, past historic event and future prospective goal to reach. As part of planning process, vision setting executes the participatory approach of setting out inspirational destination of city. This becomes true for any cities, towns or country. But to the newly formed municipalities like Rapti Rural Municipality, setting out the vision of the Rural Municipality at its initial phase of formation of Rural Municipality is itself an important opportunity to direct municipal goals, plans, and programmes which will direct whole municipal activities towards the focused direction of setting vision. All development activities that would be carried out in the future would be and should be in line with the set municipal vision. As an aspiring city, the newly formed Rural Municipality like Rapti Rural Municipality has diverse prospects and sectors of development that would drive its future growth but identifying some lead sectors and potential development opportunity of the Rural Municipality based on its own strength and individuality would make Rural Municipality grow better and prosper.

As the Planner, we've taken this task as the preparation of long term strategic vision planning, which will basically form the structural guide for the development of the town. It is expected

that long term vision set during the project will be considered as the basic development strategy for next 20-30 years' development plan. Major strategic roads, width of road, size of development blocks and land use plan for major lots; are some of the basics that will define as projects future. Some of the leads sectors are identified with the local participation and with the planning workshop carried out in different stages of time.

The vision of this Rapti Rural Municipality is to develop an environment friendly and clean city by fostering its cultural and religious history and importance with modern urban facilities. For this the main visionary city development plan of the rural municipality is to develop/preserve the following:

1. Tourism
2. Agriculture
3. Industries
4. Administrative centre

### 1. Tourism

Rapti Rural Municipality is a rural municipality enriched with natural rivers, forests, and the terrain of the Terai region, known for its historical, geographical, religious, social, and cultural significance. This rural municipality is home to over 30 major and minor religious, cultural, historical, and natural heritage sites. Among its renowned religious sites are the Bhadrakshi Devi Temple, Shiva Temple, Durga Temple, Ram-Janaki Temple, Bharuwa Temple, Bhim Baghiya, Khaurah Baba Temple, and Sunpokhari Devi Temple, among others. Because of this, the rural municipality is diverse and has high potential for tourism. This rural municipality has different cultural heritages and touristic destinations. Some of them are as follows:

<i>Ward</i>	<i>Touristi Destinations</i>
1	Khadkeswori area
1	Siddheswori temple area
2	Harshe Danda religious forest and touristic area
1 and 2	Sanighosh and Bagasoti Homesty with Magar Culture
3	Basantapur Temple area
4 and 9	Bhadrakshi devi Temple area and Liwasw area
5	Khauraha Baba area
6	Bagarapur Homesty (Tharu cultural area)

Rapti River within this rural municipality. Also, this rural municipality is the gateway to swargadwari area of Pyuthan. Thus, the Rapti Rural municipality bears a huge potential to develop its economy and uplift the living standards of local peoples, but this needs proper planning and management of touristic areas and routes to those places.

## 2. Agriculture

This rural municipality has landscape and climate favourable for agriculture and animal husbandry. There is high fertile land in the plain area of south part and hill area with sufficient grazing land and grass land for animal husbandary and fruits. To cash in such potential of agriculture the method of agriculture must be transformed into modern agriculture system. The availability of proper irrigation facility and market is the key to success in agriculture, which is possible in this rural municipality with proper planning approach.

## 3. Trade and Business

According to the data available in the profile of the rural municipality, a total of 57 small and medium-sized industries are currently in operation. Among them, the majority are grill industries, with 23 units, followed by 12 grinding mills and 14 wood industries. In addition, there are industries like mineral water production, spice processing, and poultry farming. These industries have significantly contributed to the economic development of the rural municipality.

This rural municipality possesses a huge potential to develop itself as Lumbini province capital city. The east west Mahendra Highway passes right through the middle of this rural municipality, which provides ease in transportation of raw materials and produced goods can easily reach to suitable market. Also, the landscape southern part of this rural municipality is suitable for large scale industries. Similarly small to medium scale industries can be developed in northern part of rural municipality.

## 4. Administrative Centre

This rural municipality is the capital city of provincial government of Lumbini Province. It has provincial ministries and parliament. This rural municipality will be in the rank of municipality in near future and also after some years it would be sub-metro city and then metro city. This phenomenon should be understood for this rural municipal planning.

## CHAPTER FOUR: INDICATIVE DEVELOPMENT POTENTIAL MAP

### 4.1 Location

Rapti Rural Municipality lies in Dang district of Lumbini Province. In Falgun 29, 2073, the government of Nepal implemented a new local administrative structure consisting of 744 local units. With this implementation of the new local administrative structure, VDCs have been replaced with the municipal and rural municipal councils.

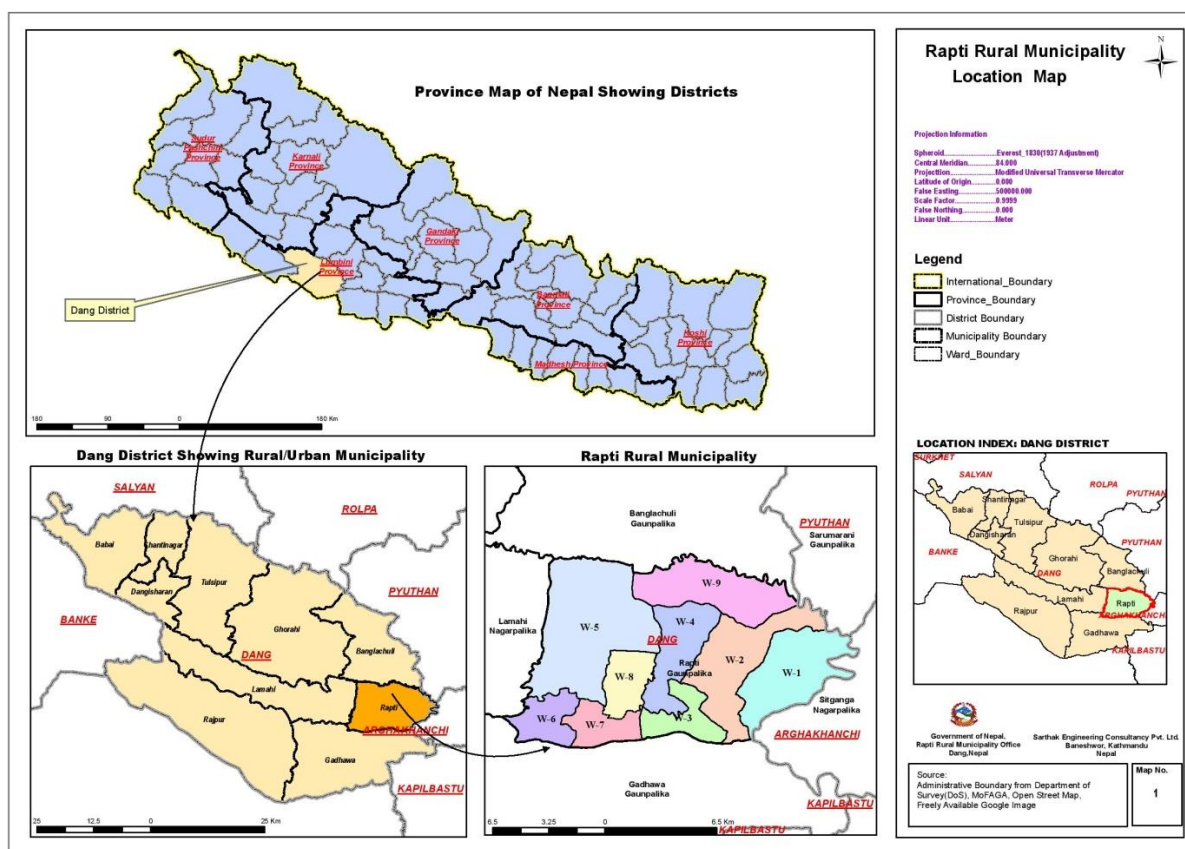


Figure 4.1: Location map of Rapti Rural Municipality, Dang

The Rapti Rural Municipality was established by merging the existing Sishaniya, Hansipur (1-2), and Lalmatiya village development committees (VDCs) having a total of 161.07square km. It lies within latitude 27°48'58.33" to 27°55'54.74" and longitude of 82°35'48.95" to 82°49'10.54" and 262m of lowest altitude to 1180m of highest altitude. The center of the Rural Municipality is established in the former Lalmatiya VDC. After merging the three VDCs population it had a total population of 40,763 according to 2011 Nepal census. The population density of Rapti is 253 person/sq. km. Rapti Rural Municipality has altogether 9 wards.

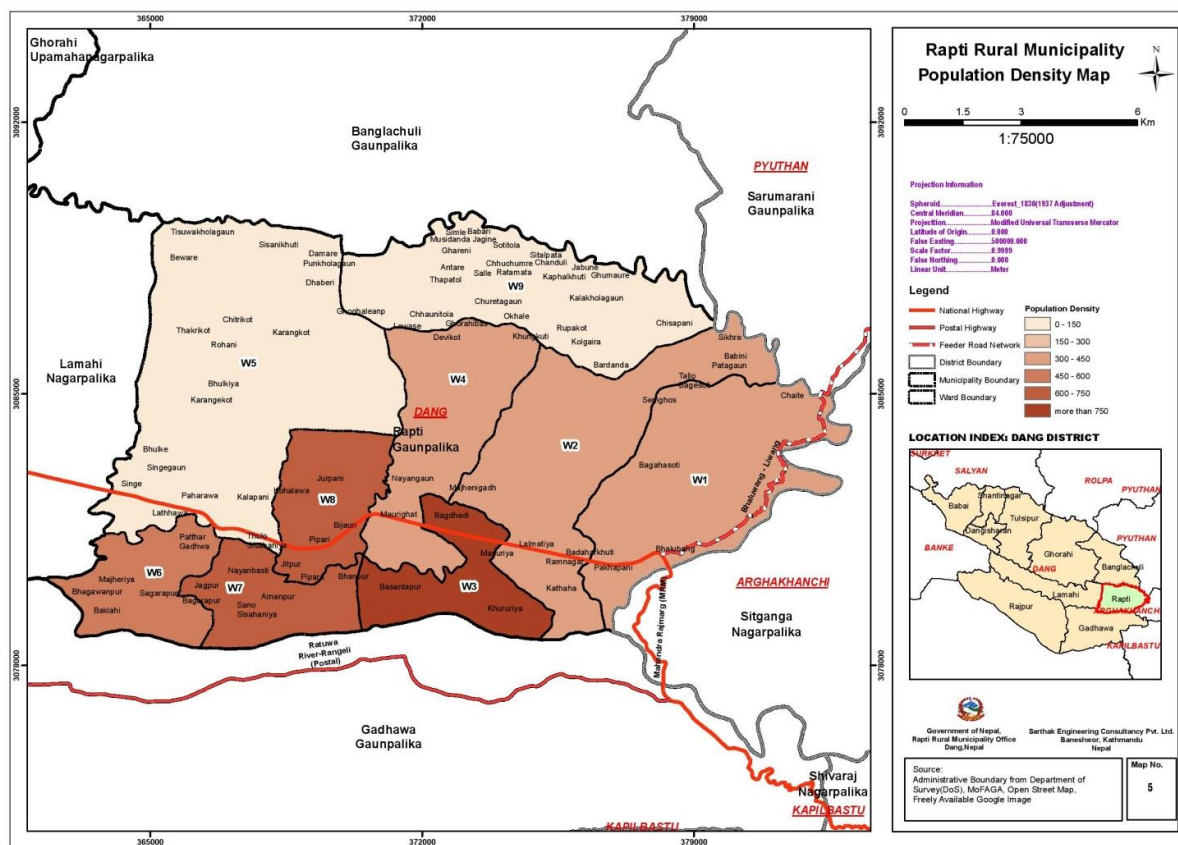


Figure 4.2: Ward division with population density map

Table 4.1: Formation of wards of Rapti Rural Municipality

Ward	Previous Wards	Area (Sq. Km)
1	Lalmatiya-3	22.66
2	Lalmatiya-4,7	23.78
3	Lalmatiya-1,2,8	8.96
4	Lalmatiya-5,6,9	15.72
5	Sishaniya-5,7	42.08
6	Sishaniya-8,9	8.93
7	Sishaniya-1,2,3	8.24
8	Sishaniya-4,6	9.14
9	Hansipur-1,2	21.56
<b>Total</b>		<b>161.07</b>

## 4.2 Socio-demographic

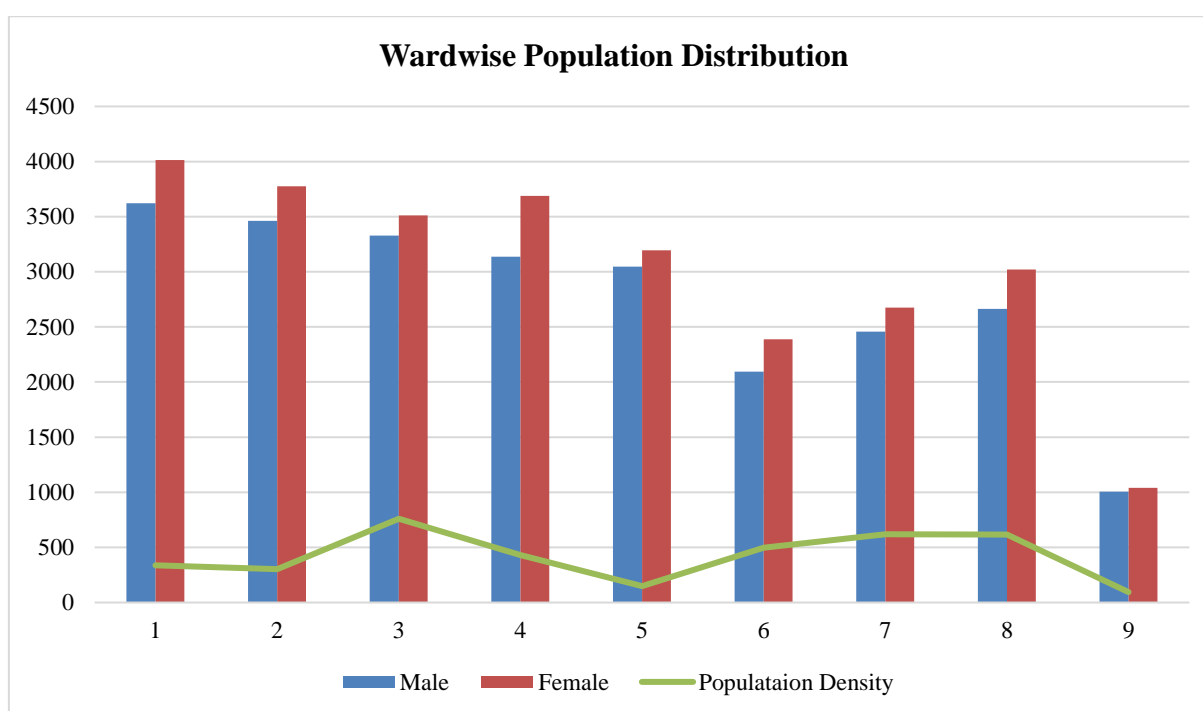
Population of this municipality in the year of 2076 was 44,433 out of which 22,783 are male and 21673 are female. The population of this municipality ward wise is as follows:

Table 4.2: Population of Rapti Rural municipality

Ward	Number of households	Population			Average household size	Sex ratio	Area	Populataion Density
		Total	Male	Female				
1	1799	7637	3622	4015	4.25	90.21	22.7	336.43
2	1744	7238	3463	3775	4.15	91.74	23.9	302.85
3	1561	6839	3328	3511	4.38	94.79	9	759.89
4	1630	6824	3137	3687	4.19	85.08	15.8	431.90
5	1363	6242	3047	3195	4.58	95.37	42.2	147.91
6	1000	4480	2093	2387	4.48	87.68	9	497.78
7	1090	5134	2458	2676	4.71	91.85	8.3	618.55
8	1255	5684	2663	3021	4.53	88.15	9.2	617.83
9	384	2045	1006	1039	5.33	96.82	21.6	94.68
<b>Total</b>	<b>11826</b>	<b>52123</b>	<b>24817</b>	<b>27306</b>	<b>4.41</b>	<b>90.88</b>	<b>161.7</b>	<b>322.34</b>

(Source: Rapti Rural Municipality Profile 2076)

The National Population and Housing Census 2078 states that there are 52,123 people living in this municipality, with 27,306 (52.39%) women and 24,817 (47.61%) men. Although there are 11,826 households in total, the average household size is 4.41 people, and the population density is 322.34. There are 90.88 men for every 100 women. The rate of increment of population yearly is increasing as people of this Rural Municipality tend to migrate from other places in search of opportunities and better infrastructure facilities. The table above provides a full description, which is also evident in the chart that follows.



### 4.3 Landuse condition

Being a rural area of Mahabharat range almost 47% of the land is covered with forest area and nearly 27% of the land is used for agriculture. The detail land use pattern of Rapti Rural Municipality is shown in table below.

Table 4.3: Land Use Condition

S.N.	Category	Percentage Area
1.	Barren Land	0.47
2.	Building	0.39
3.	Bush	13.12
4.	Cultivation	26.93
5.	Forest	45.19
6.	Grass	4.30
7.	Orchard	0.08
8.	Pond	0.03
9.	River	2.18
10.	Road	0.94
11.	Sand	4.40
12.	Waterbody	1.95
<b>Total</b>		<b>100</b>

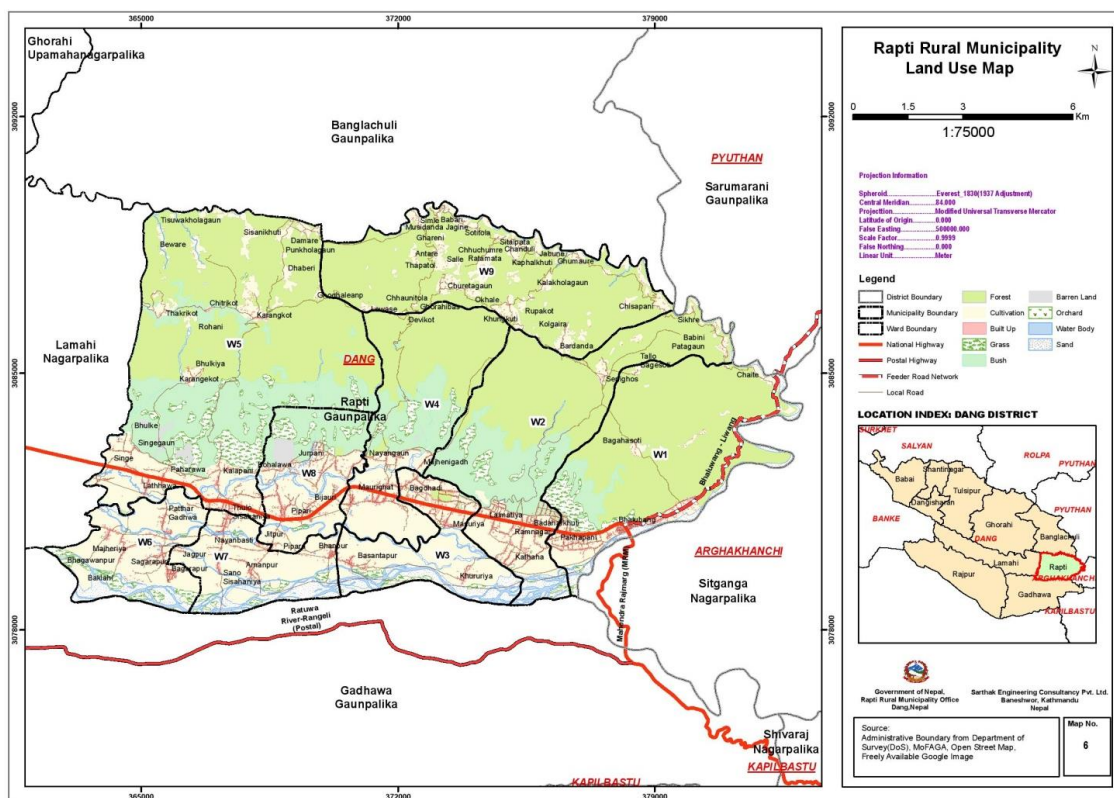


Figure 4.3: Land Use Map



## 4.4 Indicative development potential

IDP is basically the indication of the existing and potential market center/service centers (key growth centers) and the areas having various development potentials such as agro- based industries, high value cash crops and tourism. Thus, IDP shows high value cash crops, tourism area, and area of service centers such as hospital, post office, telecommunication, school, campus, security offices and large settlements, important historic and religious places. Finally, it prepares the ranking of the markets of the rural municipality as the basis of network planning.

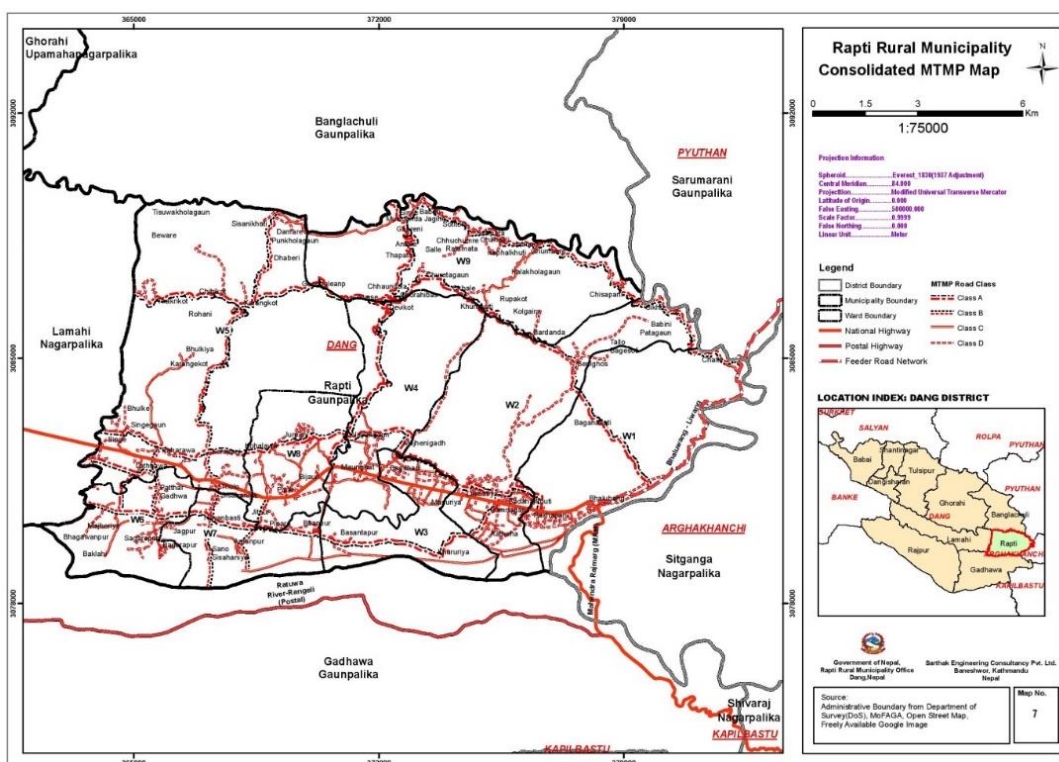


Figure 4.4: Land Use Map

### Existing/potential areas are defined as:

- Existing/potential areas for development of small and large industries.
- Area with service centers such as hospital, post office, telecommunication, school, campus, security offices, Bus Park, sport and recreational centers etc.
- Potential areas for tourism development.
- Area with large settlements.
- Area with important historic and religious places.
- Areas with extensive high value cash crops
- Areas with extensive horticulture.
- Areas with extensive livestock farming.

## CHAPTER FIVE: ROAD HIERARCHY DEVELOPMENT

### 5.1 Road Hierarchy

Road network serve for direct access to the particular land-use by the provision of pedestrian footpaths, bicycle tracks, bus and vehicle routes and cater through traffic that is not related to immediate land uses. Functional provisions of passenger and goods movement mainly define the hierarchy of roads and their classification. On the basis of this concept, roads are classified as per their function. Road class is related to the technical standard and functional requirements. Therefore, road classification should be based on its functional hierarchy. It is important to distinguish roads in different class or type based on various criteria. A road hierarchy is a means of defining each roadway in terms of its function such that appropriate objectives for that roadway can be set and appropriate design criteria can be implemented. It is an important instrument of road network and land use planning.

There are restrictions of direct linkage between various kinds of road-hierarchy. In other words, direct connections between certain types of road links should be reduced, for example residential streets and arterial roads. Connections between similar order streets should be made (e.g. arterial to arterial) or between street types that are separated by one level in the hierarchy (e.g. arterial to highway and collector to arterial.). This conceptual framework can be seen from Figure 10 and 110, These hierarchical distinctions of road types becomes more clear when considering the recommended design specifications for the number of through lanes, design speed, intersection spacing and driveway access. A well-formed road hierarchy increases the performance and efficiency of the particular type of road as well as of the entire road network. Furthermore, it reduces overall impact of traffic by concentrating longer distance flow onto routes in less sensitive locations, ensuring land uses and activities that are incompatible with traffic flow are restricted from routes where traffic movement should predominate and preserving areas where through traffic is discouraged.

#### 5.1.1 Formulation of Road Hierarchy



Figure 5.1 Road Network Hierarchy

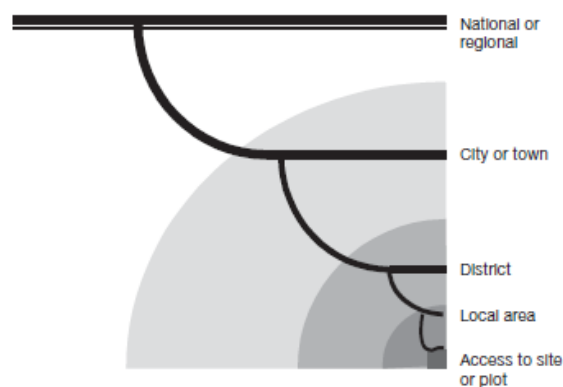


Figure 5.2 Urban Road Hierarchy

Roads under jurisdiction of Municipal authority are referred as urban roads. The concept of road hierarchy assists in planning of overall road network and its transport services. Different hierarchy of road has different effect in surrounding areas and other roadways. Hierarchy of roads enable urban design principles such as accessibility, connectivity, efficiency, amenity and safety. Further, it also identifies treatments such as barriers, buffers and landscaping to preserve amenity for adjacent land uses. Thus, a proper plan should accommodate all users of the urban streets in planning, designing and construction of the road infrastructure and furniture. Rural Municipality road network can be conceptualized by considering the functional hierarchy as arterial, sub-arterial and urban roads of various categories such as Class A, Class B, Class C and Class D.

The DTMP/RMTMP guideline has expected roads under category of National Highway (NH), Feeder Roads (FR) and District Roads (DRCN) within the Rural Municipality area. The RoW of these roads are considered as per respective Guidelines. i.e. the RoW of National Highways, Feeder Roads and District Roads are 50.0 m, 30.0 m and 20.0 m respectively. The guideline has clearly stated about the setback distance for these roads (having RoW  $\geq$  20.0) as 6.0 m on either side. All of these standards shall be applied to the Rural Municipality accordingly.

Based on DTMP guideline, the building line or setback shall be maintained 6.0 m for roads having RoW equal to or more than 20.0 m and 2.0 m for other roads. However, Nepal Road Standards-2070 has considered the setback distance at curved section only and that should be sufficient to provide the adequate sight distance. It is silent about the building line. However, according to Fundamental Guidelines for Settlement Development, Urban Planning and Building Construction-2072 (2015 AD), the minimum setback distance for urban roads as 1.5 m on either side. Again, the minimum of Row of roads has set as 6.0 m. i.e. 3.0 m on either side from the centreline.

Table 5. 1: Classification of Municipal Roads

Road Type	Road Class	Right of way (RoW)
Main Collector Road	Class A	10-14 m
Other Collector Road	Class B	8-10 m
Tole Road	Class C	6 -8m
Other Local Road	Class D	6 m

## 5.2 High Hierarchical Road Network

Road are classified based on its importance and its area served. Basically, higher hierarchical road network within the Rural Municipality comprises of Strategic Road Network (National Highway and Feeder Roads) and then the local road network, consisting of District Road Core Network (DRCN).

### 5.2.1 District Road Core Network (DRCN)

This DRCN is the minimum network that allows all former VDC headquarters to be connected with the strategic road network and the district headquarters, either directly or through other VDCs. In selecting the DRCN roads, account was taken of road conditions and existing traffic levels. The identified DRCN roads were subsequently provided with road codes conforming to national standards. Based on District Transport Master Plan (DTMP) report prepared by Department of Local Infrastructure Development and Agricultural Roads (DoLIDAR) there are sixteen DRCN roads within the Rural Municipality which passes through various wards and are of total right of way of 20m as approved by District Development Committee and District Road Coordination Committee.

### 5.3 Municipal Roads

Different road within the Rural Municipality serves different function, some basically serves the function of access and some serves function of high quality mobility. As described earlier, this RMTMP had formulate four level road hierarchy namely Class A, B, C and D, and are described in subsequent heading. There is fundamental difference between various classes of roads and have been summed up in the form of table as:

Table 5. 2: Comparison of various hierarchies of roads

Criteria	Class A	Class B	Class C	Class D
<b>Purpose</b>	Mobility	Mobility and control access	Access and mobility	Access
<b>Function</b>	Through and long distance movement	Connect Class A and C; provide alternative connection routes between Class A	Connects higher order roads & mobility to local trips.	Connect local trips to higher level roads.
	High network coverage	Support through movement of traffic	Access to property	direct access to property
	Segregated NMT facilities and Bus laybys	Segregated NMT facilities and Bus laybys	Segregated NMT facilities	Local NMT movement
<b>Maintenance Responsibility</b>	Rural Municipality	Rural Municipality	Rural Municipality & Community	Community
<b>Design Speed (Kmph)</b>	40	30	20	20
<b>Radius (m)</b>	30	20	15	15
<b>Minimum RoW (m)</b>	14	10	8	6*
<b>Setback distance (m)</b>	2	2	1.5	1.5
<b>Access Control</b>	Applicable based on locality	Not Applicable	Not Applicable	Not Applicable
<b>Public transport services</b>	Public Transportation	Local Public transport	Small form of public transport	No public transportation

### 5.3.1 Class A Roads

Class A roads serve as the major collector roads. These roads start either from the Arterial or Sub-Arterial road. These roads are of relatively long distance which connect big market or settlement areas or two or more wards centers within the Rural Municipality. They provide linkage to SRN & DRCN roads as well as to the nearby Rural Municipality.

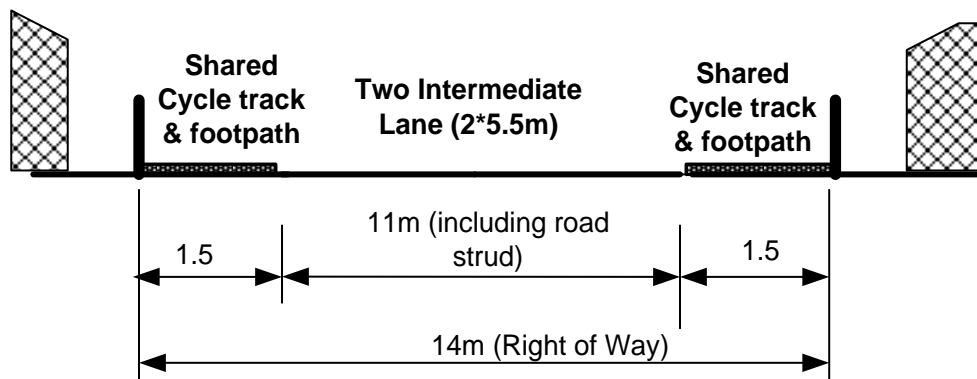


Figure 5.3: Recommended cross section for Class A roads

Nine Class A roads have been proposed so as to support the Indicative development potential as well as interconnectivity. Based on technical study and bottom up participatory approach, following five Class A roads with length 85.79 km roads and right of way of 10m to 14m has been proposed.

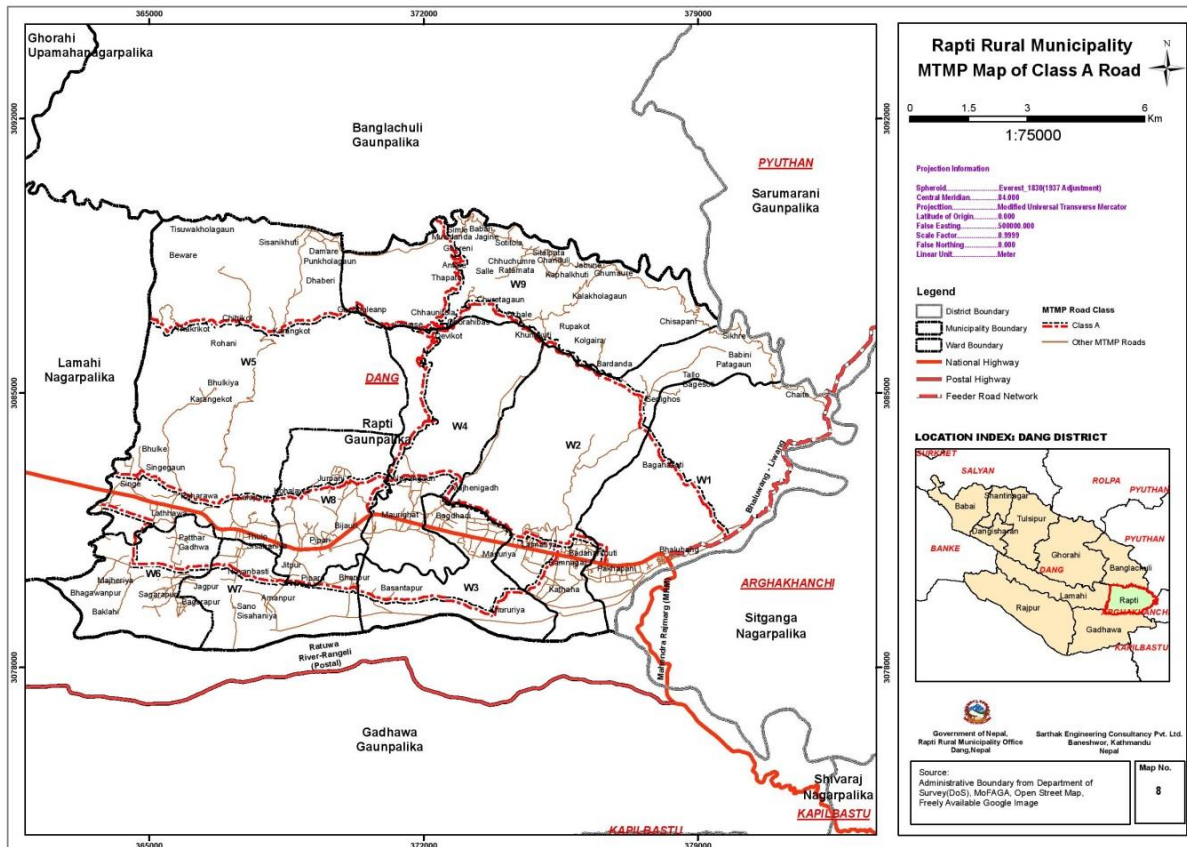


Figure 5.4: Class A roads in map

Table 5. 2 List of Class A roads

S.No.	Road Code	Road Name	RoW(m)	Remarks
1	A01	Ring Road	12	
2	A02	Aapkholi – Khamka- Bagachuli- Sanighos Road	10	
3	A03	Rapti View Marga (Devikot- Karange- Rupakot- Baraha Road	10	
4	A04	Tudikhel- Lalmatiya Pachhim - Kururiya	12	
5	A05	Masuriya- White House- Kururiya- Road	14	
6	A06	Bhanpur- Basantapur- Shiva Narayan Chowk- Devikot- Simie Road	12	
7	A07	Chhodke Sisaniya- Badke Sisaniya- Kalapani- Karange- Pulkhola Road	12	
8	A08	Bagarapur- Pathar Gaduwa- Bhulke Road	12	
9	A09	Bagawanpur- Majeriya- Lathawa- Singe Road	12	
10	A10	Rapti Corridor	30	
11	A11	Chaite- Shantipur- Bahunepata- BP Marga Road	16	
12	A12	Damodar Road	12	
13	A13	Aarnpur- Pipara- Pipari – Koluwa Road	10	

### 5.3.2 Class B Roads

These roads serve as a second level of road with total right of way more than 10m and can be considered as Feeder roads of Rural Municipality. These roads connects major road network and other roads of similar hierarchy with either major growth centre or provide access between Class A and class C road. Mobility is the main concern for these roads and it need to be equipped with at least facilities for non-motorized travel. The typical cross section for Class B roads is as:

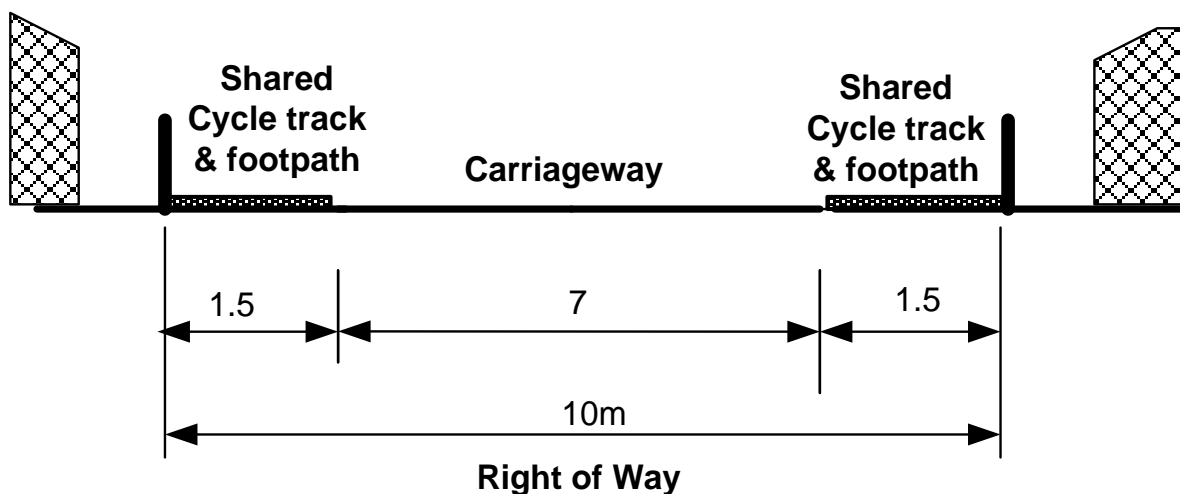


Figure 5.4: Recommended cross section for Class B roads

Thirteen Class B roads have been proposed so as to support the Indicative development potential as well as interconnectivity to Class A roads and DRCN roads. Based on technical

study and bottom up participatory approach, 40.79 Km of roads have been proposed as Class B roads as follows:

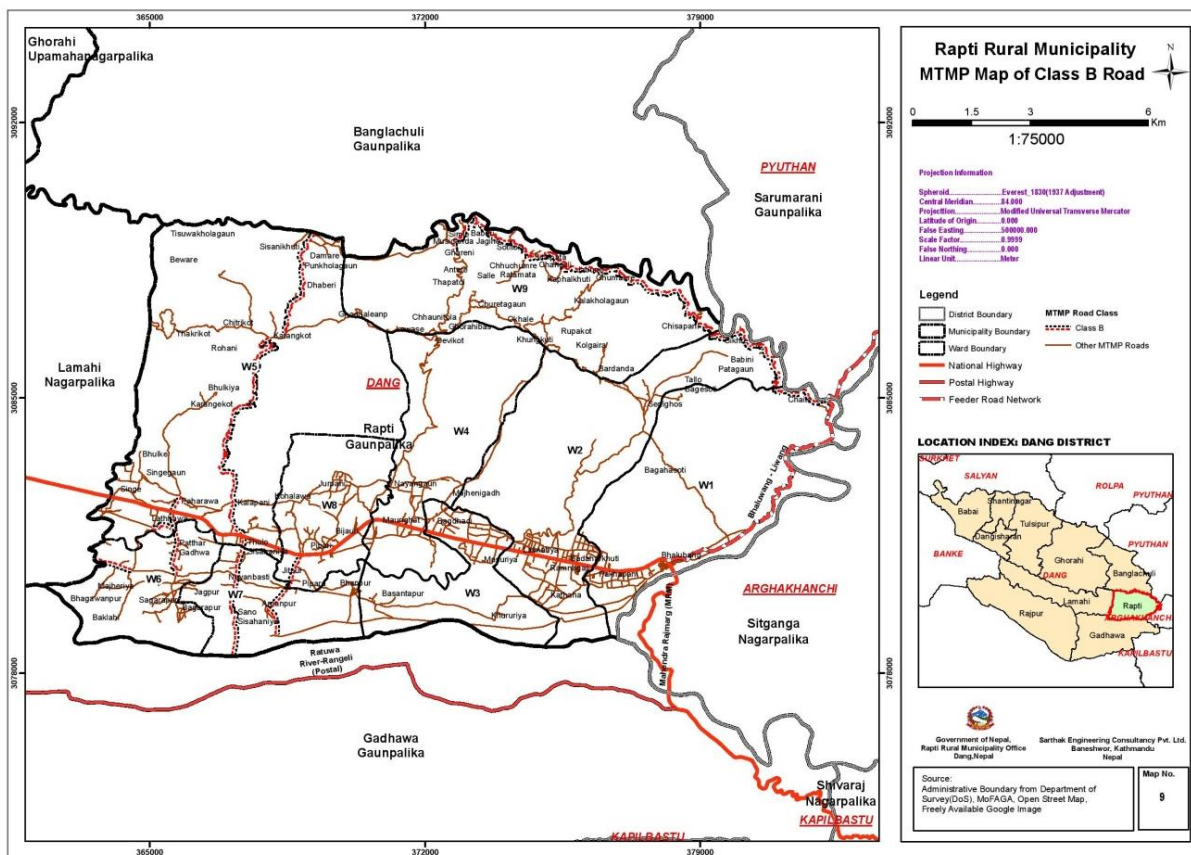


Figure 5.5: Class B roads in map

Table 5.3 List of Class B roads

Road Code	Road Name	Length(km)	Description
B01	Bhakte Chowk-Ramnagar Chowk Road	1.93	This road passes through Ward 2, Ward 3, and it serves approximately 270 populations. The road has total length of 1.93 Km. Out of which none of the section is earthen, 1.93 Km of road is gravelled, none of the section is blacktopped and construction of new track is not required.
B02	Tundikhel - Lalmatiya Purbi Chowk-Punyepur Road	0.51	This road passes through Ward 2, Ward 3, and it serves approximately 23 populations. The road has total length of 0.51 Km. Out of which none of the section is earthen, 0.51 Km of road is gravelled, none of the section is blacktopped and construction of new track is not required.
B03	Traffic Chowk-Chaptare-Ramnagar Chowk-Maruwathan	2.42	This road passes through Ward 1, Ward 2, and it serves approximately 293 populations. The road has total length of 2.42 Km. Out of which none of the section is earthen, 2.42 Km of road is gravelled, none of the section is blacktopped and construction of new track is not required.
B04	Traffic Chowk - Bhalukhola Road	1.36	This road passes through Ward 1, Ward 5, and it serves approximately 113 populations. The road has total length of 1.36 Km. Out of which 0.16 Km of road is earthen, 1.2 Km of road is gravelled, none of the section is blacktopped and construction of new track is not required.

Road Code	Road Name	Length(km)	Description
B05	Rapti Samudhayek Green Park - Hanumangadhi Road - Tinkune Ringroad	2.01	This road passes through Ward 1, and it serves approximately 135 populations. The road has total length of 2.01 Km. Out of which 2.01 Km of road is earthen, none of the section is blacktopped and construction of new track is not required.
B06	Durga Himali Marg - Rapti River	0.7	This road passes through Ward 1, and it serves approximately 180 populations. The road has total length of 0.7 Km. Out of which none of the section is earthen, 0.7 Km of road is blacktopped and construction of new track is not required.
B07	Mini Micro Bus Park - Purano Nagar Bikas Samiti Chowk Road	1.2	This road passes through Ward 1, and it serves approximately 158 populations. The road has total length of 1.2 Km. Out of which none of the section is earthen, 1.2 Km of road is gravelled, none of the section is blacktopped and construction of new track is not required.
B08	Arnanhanpur Chowk - Jeetpur - Mahendra Highway	2.45	This road passes through Ward 7, Ward 8, and it serves approximately 180 population. The road has total length of 2.45 Km. Out of which none of the section is earthen, 2.45 Km of road is gravelled, none of the section is blacktopped and construction of new track is not required.
B09	Sisahaniya Milan Chowk- Rapti Road	2.5	This road passes through Ward 5, Ward 7, and it serves approximately 495 populations. The road has total length of 2.5 Km. Out of which none of the section is earthen, 2.5 Km of road is gravelled, none of the section is blacktopped and construction of new track is not required.
B10	Bal Kalya Aadharbhut - Dodhai Canal- Chaubato	2.08	This road passes through Ward 5, Ward 6, and it serves approximately 270 population. The road has total length of 2.08 Km. Out of which none of the section is earthen, 2.08 Km of road is gravelled, none of the section is blacktopped and construction of new track is not required.
B11	Majheria Gulmaura Chowk - West Road	0.99	This road passes through Ward 6, and it serves approximately 135 populations. The road has total length of 0.99 Km. Out of which none of the section is earthen, 0.99 Km of road is gravelled, none of the section is blacktopped and construction of new track is not required.
B12	Paharuwa South - Lathuwa South Road	0.69	This road passes through Ward 5, Ward 6, and it serves approximately 23 population. The road has total length of 0.69 Km. Out of which 0.69 Km of road is earthen, none of the section is blacktopped and construction of new track is not required.
B13	Milan Dada - South Road	0.34	This road passes through Ward 8, and it serves approximately 45 populations. The road has total length of 0.34 Km. Out of which 0.34 Km of road is earthen, none of the section is blacktopped and construction of new track is not required.
B14	Kalapani Chowk-Pipal Dada Chowk-Karange Tole-Banglachuli Gaunpalika Road	10.94	This road passes through Ward 5, and it serves approximately 720 populations. The road has total length of 10.94 Km. Out of which 10.53 Km of road is earthen, 0.41 Km of road is gravelled, none of the section is blacktopped and construction of new track is not required.
B15	BP Chowk -Sanighos Khola-Ghumaune Gaun- Simle Bawari Gaun Road	10.8	This road passes through Ward 1, Ward 2, Ward 9, and it serves approximately 1350 population. The road has total length of 15.98 Km. Out of which 13.97 Km of road is earthen, 2.01 Km of road is gravelled, none of the section is blacktopped and construction of new track is not required.



### 5.3.3 Class C Roads

Class C roads basically serve the function of access to greater extent and mobility to some extent. These are third hierarchy of roads and these provide access to Class D roads. The rights of way for these are recommended to be more than 8m wider roads. Class C roads are residential street and they provide access to the private property and small industrial or public place. These roads provide connection to higher order roads or with agricultural roads which connect a farm with a mini-market centre or an agro-based production centre. These roads serve mainly for small/light vehicular movement for low volume intensity.

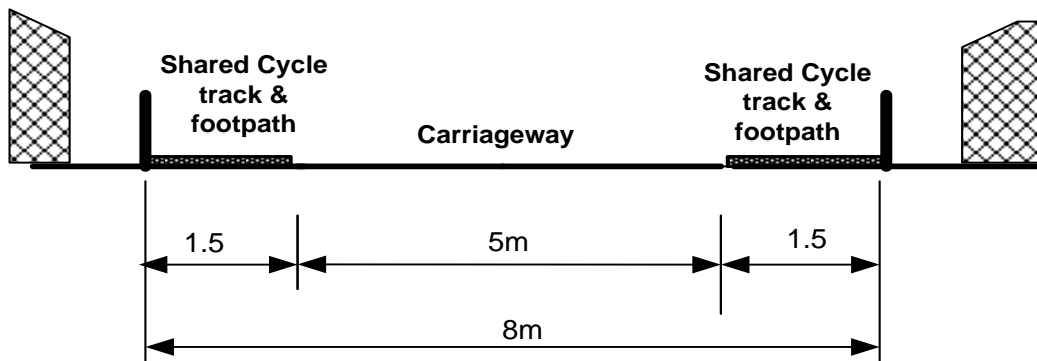


Figure 5.6: Recommended cross section for Class C roads

Thirty four Class C roads of 64.24 km length is approved based on both technical study, on site feasibility as well as Bottom Up approach and been listed as follows:

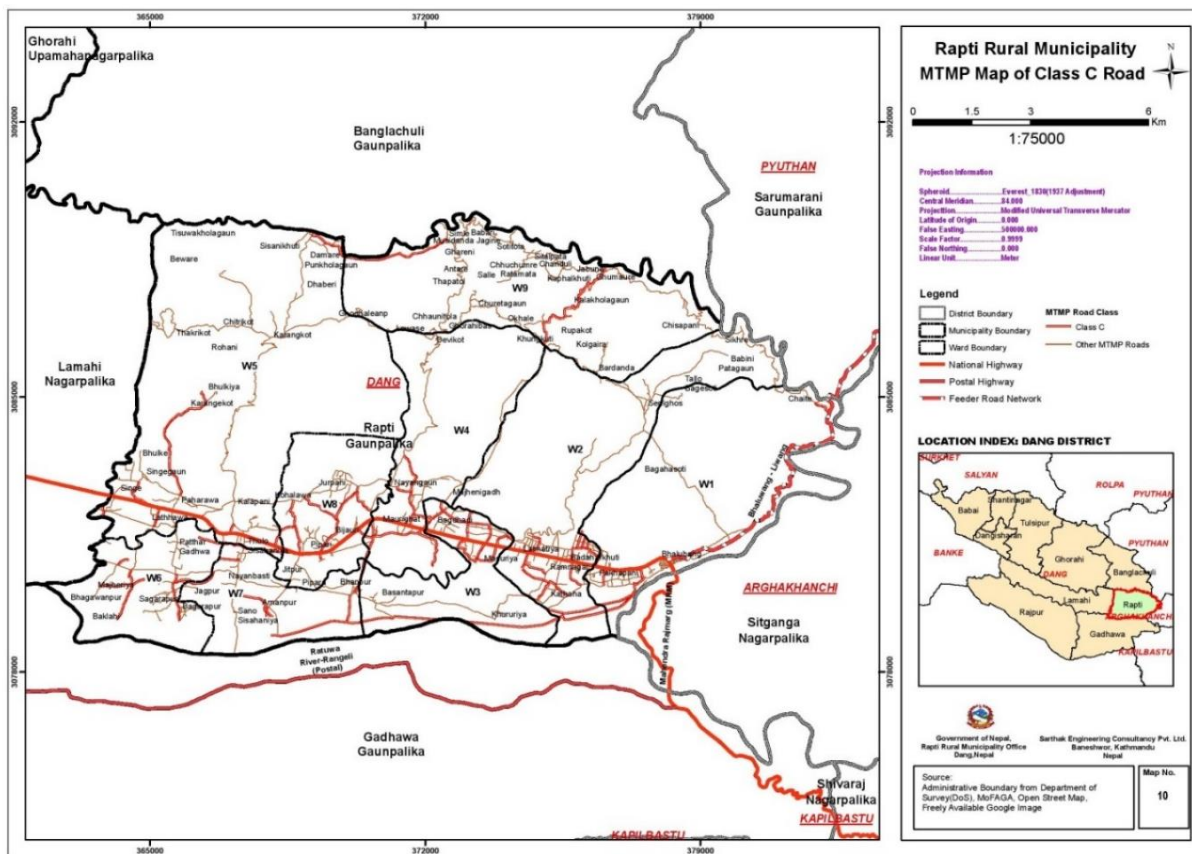


Figure 5.7: Class C roads In map

Table 5. 4 List of Class C roads

Code	Road Name	Description
C01	<i>Nahar Road (Upper)</i>	This road passes through Ward 1, Ward 2, and it serves approximately 180 population. The road has total length of 2.28 Km. Out of which none of the section is earthen, 2.28 Km of road is gravelled, none of the section is blacktopped and construction of new track is not required.
C02	<i>Khanal Guest House - Batauli Chauraha - Dip Boarding - Dip Marga Road</i>	This road passes through Ward 1, and it serves approximately 68 population. The road has total length of 0.87 Km. Out of which 0.87 Km of road is earthen, none of the section is blacktopped and construction of new track is not required.
C03	<i>Naba Pratibha Chowk - Chaptare Chaupari Road</i>	This road passes through Ward 1, and it serves approximately 158 populations. The road has total length of 0.48 Km. Out of which none of the section is earthen, 0.48 Km of road is blacktopped and construction of new track is not required.
C04	<i>Baraha Rukh Chowk- Kalika Chowk - Ramnagar Chowk Road</i>	This road passes through Ward 2, and it serves approximately 135 populations. The road has total length of 1.05 Km. Out of which none of the section is earthen, 1.05 Km of road is gravelled, none of the section is blacktopped and construction of new track is not required.
C05	<i>Ambeswori Mandir -Kathaha Bich Galli Road</i>	This road passes through Ward 2, and it serves approximately 248 populations. The road has total length of 0.72 Km. Out of which none of the section is earthen, 0.72 Km of road is gravelled, none of the section is blacktopped and construction of new track is not required.
C06	<i>Barakhutti Chowk - Bagge Pati Pauwa- Baraha Rukh Thati</i>	This road passes through Ward 2, and it serves approximately 225 population. The road has total length of 1.83 Km. Out of which none of the section is earthen, 1.83 Km of road is gravelled, none of the section is blacktopped and construction of new track is not required.
C07	<i>Bichgalli Campus Chowk Road</i>	This road passes through Ward 2, and it serves approximately 68 population. The road has total length of 0.59 Km. Out of which none of the section is earthen, 0.59 Km of road is gravelled, none of the section is blacktopped and construction of new track is not required.
C08	<i>School Chowk - Nava Prativa Chowk Road</i>	This road passes through Ward 1, and it serves approximately 54 population. The road has total length of 0.4 Km. Out of which 0.4 Km of road is earthen, none of the section is blacktopped and construction of new track is not required.
C09	<i>Kates Nala Satmare Tole Chowk- Harse Dada Chowk- Ekata Tole Chowk</i>	This road passes through Ward 1,Ward 2, and it serves approximately 270 population. The road has total length of 1.85 Km. Out of which none of the section is earthen, 1.85 Km of road is gravelled, none of the section is blacktopped and construction of new track is not required.
C10	<i>Ploting 7 (W.No. 2) Bararukh Chowk to North</i>	This road passes through Ward 2, and it serves approximately 81 populations. The road has total length of 0.37 Km. Out of which none of the section is earthen, 0.37 Km of road is gravelled, none of the section is blacktopped and construction of new track is not required.
C11	<i>Harse Tal - Harde Dada Chowk (P1)</i>	This road passes through Ward 1,Ward 2, and it serves approximately 158 population. The road has total length of 0.5 Km. Out of which none of the section is earthen, 0.5 Km of road is gravelled, none of the section is blacktopped and construction of new track is not required.
C12	<i>Ploting 8 (W.No. 2) Harse Danda Chowk to East</i>	This road passes through Ward 2, and it serves approximately 90 population. The road has total length of 0.32 Km. Out of which 0.32

Code	Road Name	Description
		Km of road is earthen, none of the section is blacktopped and construction of new track is not required.
C13	<i>Ploting 9 (W.No. 2)</i>	This road passes through Ward 2, and it serves approximately 77 population. The road has total length of 0.2 Km. Out of which none of the section is earthen, 0.2 Km of road is gravelled, none of the section is blacktopped and construction of new track is not required.
C14	<i>Ploting 9 (W.No. 2)</i>	This road passes through Ward 2, and it serves approximately 68 population. The road has total length of 0.33 Km. Out of which none of the section is earthen, 0.33 Km of road is gravelled, none of the section is blacktopped and construction of new track is not required.
C15	<i>Bhitri Bato Ploting 10 (W.No. 2)</i>	This road passes through Ward 2, and it serves approximately 23 population. The road has total length of 0.14 Km. Out of which none of the section is earthen, 0.14 Km of road is gravelled, none of the section is blacktopped and construction of new track is not required.
C16	<i>Barakhutti Chowk to Ward Office</i>	This road passes through Ward 2, and it serves approximately 135 population. The road has total length of 0.49 Km. Out of which none of the section is earthen, 0.49 Km of road is gravelled, none of the section is blacktopped and construction of new track is not required.
C17	<i>Ekta Tol Chowk to Masuriya Sadak</i>	This road passes through Ward 2, and it serves approximately 68 population. The road has total length of 0.35 Km. Out of which none of the section is earthen, 0.35 Km of road is gravelled, none of the section is blacktopped and construction of new track is not required.
C18	<i>Ekta Nagar Ring Sadak</i>	This road passes through Ward 2, and it serves approximately 45 population. The road has total length of 0.36 Km. Out of which none of the section is earthen, 0.36 Km of road is gravelled, none of the section is blacktopped and construction of new track is not required.
C19	<i>2 No Ward Simana Barakhutti Kulo to Badarmatiya Road</i>	This road passes through Ward 2, Ward 3, and it serves approximately 270 populations. The road has total length of 1.13 Km. Out of which none of the section is earthen, 1.13 Km of road is gravelled, none of the section is blacktopped and construction of new track is not required.
C20	<i>Acharya Tole-Clinic Bhawan Chowk -Badarmatiya</i>	This road passes through Ward 3, and it serves approximately 293 populations. The road has total length of 1.07 Km. Out of which 0.91 Km of road is earthen, none of the section is blacktopped and 0.16 Km of track is yet to be opened.
C21	<i>Karamdi Khola Masuriya Badka Galli Chowk Cilnic Bhawan Chowk (P4)</i>	This road passes through Ward 3, and it serves approximately 315 populations. The road has total length of 1.28 Km. Out of which none of the section is earthen, 1.28 Km of road is gravelled, none of the section is blacktopped and construction of new track is not required.
C22	<i>Ghantadev Saba Chowk Acharya Tol -Simina Road</i>	This road passes through Ward 3, Ward 4, and it serves approximately 68 populations. The road has total length of 0.36 Km. Out of which 0.36 Km of road is earthen, none of the section is blacktopped and construction of new track is not required.
C23	<i>Ghantadev Saba Chowk Milan Chowk -Karamdai Road</i>	This road passes through Ward 3, and it serves approximately 158 populations. The road has total length of 0.78 Km. Out of which 0.78 Km of road is earthen, none of the section is blacktopped and construction of new track is not required.
C24	<i>Karamdi Khola Milan Chowk Naya Basti to Gauri Chowk</i>	This road passes through Ward 3, and it serves approximately 540 populations. The road has total length of 1.28 Km. Out of which none of the section is earthen, 1.28 Km of road is gravelled, none of the

Code	Road Name	Description
		section is blacktopped and construction of new track is not required.
C25	<i>Khinaita Tole to East South Road</i>	This road passes through Ward 4, and it serves approximately 32 populations. The road has total length of 1.13 Km. Out of which none of the section is earthen, 1.13 Km of road is gravelled, none of the section is blacktopped and construction of new track is not required.
C26	<i>Maurighat Mabi Chowk Ratri Prabi Shiva Mandir to Mahendra Highway</i>	This road passes through Ward 4, Ward 8, and it serves approximately 450 populations. The road has total length of 1.84 Km. Out of which none of the section is earthen, 1.84 Km of road is blacktopped and construction of new track is not required.
C27	<i>Naya Basti Jane Chowk to Gauri Chowk Road</i>	This road passes through Ward 3, and it serves approximately 59 populations. The road has total length of 0.66 Km. Out of which 0.66 Km of road is earthen, none of the section is blacktopped and construction of new track is not required.
C28	<i>Highway to 65 No. Chowk</i>	This road passes through Ward 3, Ward 4, and it serves approximately 68 populations. The road has total length of 0.37 Km. Out of which none of the section is earthen, 0.37 Km of road is gravelled, none of the section is blacktopped and construction of new track is not required.
C29	<i>Lalit Chowk- Gauri Chowk</i>	This road passes through Ward 3, Ward 4, and it serves approximately 302 populations. The road has total length of 1.02 Km. Out of which 0.17 Km of road is earthen, 0.85 Km of road is gravelled, none of the section is blacktopped and construction of new track is not required.
C30	<i>Gauri Chowk to Budichaur Jane Bato</i>	This road passes through Ward 3, Ward 4, and it serves approximately 45 populations. The road has total length of 0.3 Km. Out of which none of the section is earthen, 0.3 Km of road is gravelled, none of the section is blacktopped and construction of new track is not required.
C31	<i>Narendra Smirti Chowk- Mejheni Gadh to North Connecting Road</i>	This road passes through Ward 4, and it serves approximately 293 populations. The road has total length of 1.96 Km. Out of which 1.48 Km of road is earthen, 0.48 Km of road is gravelled, none of the section is blacktopped and construction of new track is not required.
C32	<i>Iman Chowk to Club Ghar Najik</i>	This road passes through Ward 4, and it serves approximately 68 populations. The road has total length of 0.46 Km. Out of which 0.46 Km of road is earthen, none of the section is blacktopped and construction of new track is not required.
C33	<i>Shiva Mndir- Barpipal Chowk- RCC Culvert</i>	This road passes through Ward 6, and it serves approximately 113 populations. The road has total length of 1.13 Km. Out of which 1.13 Km of road is earthen, none of the section is blacktopped and construction of new track is not required.
C34	<i>Hanseswor Prabi Bhagwanpur to Rapti Road</i>	This road passes through Ward 6, and it serves approximately 248 populations. The road has total length of 1.12 Km. Out of which none of the section is earthen, 1.12 Km of road is gravelled, none of the section is blacktopped and construction of new track is not required.
C35	<i>Chaubato Sagrapur Bagrapur Chowk to Rapti</i>	This road passes through Ward 6, and it serves approximately 428 populations. The road has total length of 1.28 Km. Out of which none of the section is earthen, 1.28 Km of road is gravelled, none of the section is blacktopped and construction of new track is not required.
C36	<i>Martin School Hudai Sagrapur Chowk Road</i>	This road passes through Ward 6, Ward 7, and it serves approximately 113 population. The road has total length of 1.17 Km. Out of which 1.17 Km of road is earthen, none of the section is blacktopped and construction of new track is not required.

Code	Road Name	Description
C37	<i>School Chowk Aananpur Chowk Mela Sthal Road</i>	This road passes through Ward 7, and it serves approximately 203 populations. The road has total length of 1.02 Km. Out of which none of the section is earthen, 1.02 Km of road is gravelled, none of the section is blacktopped and construction of new track is not required.
C38	<i>Aananpur Chowk to Jeetpur Sadak</i>	This road passes through Ward 7, and it serves approximately 113 populations. The road has total length of 0.25 Km. Out of which none of the section is earthen, 0.25 Km of road is gravelled, none of the section is blacktopped and construction of new track is not required.
C39	<i>Dalit Tole Hudai Aqueduct Road</i>	This road passes through Ward 7, and it serves approximately 68 populations. The road has total length of 0.59 Km. Out of which none of the section is earthen, 0.59 Km of road is gravelled, none of the section is blacktopped and construction of new track is not required.
C40	<i>Chaubato Health Heart Hudai Mini Airport Road</i>	This road passes through Ward 7, and it serves approximately 23 populations. The road has total length of 0.7 Km. Out of which none of the section is earthen, 0.7 Km of road is gravelled, none of the section is blacktopped and construction of new track is not required.
C41	<i>Srinarayan Chowk to Bhanpur Road</i>	This road passes through Ward 3, Ward 4, Ward 7, Ward 8, and it serves approximately 203 population. The road has total length of 1.97 Km. Out of which none of the section is earthen, 1.97 Km of road is gravelled, none of the section is blacktopped and construction of new track is not required.
C42	<i>Punkhola - Lamkhola-Simle Connection Road</i>	This road passes through Ward 5, Ward 9, and it serves approximately 203 population. The road has total length of 3.97 Km. Out of which 3.97 Km of road is earthen, none of the section is blacktopped and construction of new track is not required.
C43	<i>Dolai Khola Janajyoti Nimabi to Piparikhutti Bhitri Road</i>	This road passes through Ward 8, and it serves approximately 180 populations. The road has total length of 0.77 Km. Out of which none of the section is earthen, 0.77 Km of road is gravelled, none of the section is blacktopped and construction of new track is not required.
C44	<i>Bijaura Chowk to Masan Ghat</i>	This road passes through Ward 8, and it serves approximately 45 population. The road has total length of 0.45 Km. Out of which none of the section is earthen, 0.16 Km of road is gravelled, none of the section is blacktopped and 0.3 Km of track is yet to be opened.
C45	<i>Bijauri Chowk RCC Culvert RCC Bridhe Needed (Dolai Khola) Piparkhurri Chowk to Janajyoti Nimabi Road</i>	This road passes through Ward 8, and it serves approximately 518 populations. The road has total length of 1.92 Km. Out of which none of the section is earthen, 1.92 Km of road is gravelled, none of the section is blacktopped and construction of new track is not required.
C46	<i>Gai Form Hudai Thaman ko Ghar Road</i>	This road passes through Ward 8, and it serves approximately 90 populations. The road has total length of 1.08 Km. Out of which none of the section is earthen, 1.08 Km of road is gravelled, none of the section is blacktopped and construction of new track is not required.
C47	<i>Pipari Chowk - Dolai Khola-Kohalwa Chowk</i>	This road passes through Ward 8, and it serves approximately 450 populations. The road has total length of 1.84 Km. Out of which none of the section is earthen, 1.84 Km of road is gravelled, none of the section is blacktopped and construction of new track is not required.
C48	<i>Pipari Chowk to Pipari Thati Road</i>	This road passes through Ward 8, and it serves approximately 180 populations. The road has total length of 0.39 Km. Out of which none of the section is earthen, 0.39 Km of road is gravelled, none of the section is blacktopped and construction of new track is not required.
C49	<i>Amen Chaudhari ko Ghar-Buddha Nagar Chowk- Dip</i>	This road passes through Ward 5, Ward 6, Ward 7, Ward 8, and it serves approximately 338 population. The road has total length of 1.79 Km.

Code	Road Name	Description
	<i>Jyoti School</i>	Out of which none of the section is earthen, 1.79 Km of road is gravelled, none of the section is blacktopped and construction of new track is not required.
<b>C50</b>	<i>Ganeshman Chowk to Mahendra Hwy</i>	This road passes through Ward 5, Ward 8, and it serves approximately 113 populations. The road has total length of 0.43 Km. Out of which none of the section is earthen, 0.43 Km of road is gravelled, none of the section is blacktopped and construction of new track is not required.
<b>C51</b>	<i>Kamal Road Chowk to Dolai Khola</i>	This road passes through Ward 5, and it serves approximately 158 populations. The road has total length of 0.51 Km. Out of which 0.4 Km of road is earthen, 0.11 Km of road is gravelled, none of the section is blacktopped and construction of new track is not required.
<b>C52</b>	<i>Lathuwa Chowk to Dolai Khola Road</i>	This road passes through Ward 5, and it serves approximately 383 populations. The road has total length of 0.55 Km. Out of which none of the section is earthen, 0.55 Km of road is gravelled, none of the section is blacktopped and construction of new track is not required.
<b>C53</b>	<i>Dodhai Chowk to Dohai Chowk (P1)</i>	This road passes through Ward 5, and it serves approximately 135 population. The road has total length of 0.28 Km. Out of which none of the section is earthen, 0.28 Km of road is gravelled, none of the section is blacktopped and construction of new track is not required.
<b>C54</b>	<i>Lathuwa Chowk Nutan Bal Uddhan Hudai Singhe Khola Sadak</i>	This road passes through Ward 5, and it serves approximately 225 population. The road has total length of 0.94 Km. Out of which 0.94 Km of road is earthen, none of the section is blacktopped and construction of new track is not required.
<b>C55</b>	<i>Gulmaura Chowk to North Road</i>	This road passes through Ward 6, and it serves approximately 23 population. The road has total length of 0.3 Km. Out of which 0.3 Km of road is earthen, none of the section is blacktopped and construction of new track is not required.
<b>C56</b>	<i>Bal Kalyan Aadharbhut to Bhulke Road</i>	This road passes through Ward 5, and it serves approximately 180 population. The road has total length of 3.55 Km. Out of which 3.55 Km of road is earthen, none of the section is blacktopped and construction of new track is not required.
<b>C57</b>	<i>BP Ringroad</i>	This road passes through Ward 1, and it serves approximately 68 populations. The road has total length of 0.54 Km. Out of which 0.54 Km of road is earthen, none of the section is blacktopped and construction of new track is not required.
<b>C58</b>	<i>Rupakot Aadharbhut to Char Sale to Ghumaune Gaun Road</i>	This road passes through Ward 2, Ward 9, and it serves approximately 203 population. The road has total length of 3.19 Km. Out of which 3.19 Km of road is earthen, none of the section is blacktopped and construction of new track is not required.
<b>C59</b>	<i>Salle Bohore Khet Salleri Danda Chaupari Road</i>	This road passes through Ward 9, and it serves approximately 180 populations. The road has total length of 2.63 Km. Out of which 2.63 Km of road is earthen, none of the section is blacktopped and construction of new track is not required.
<b>C60</b>	<i>Lamokhola Jane Chowk to Badrakshi Devi School Raod Hudai Lamakhola Road</i>	This road passes through Ward 4, Ward 9, and it serves approximately 135 population. The road has total length of 3.11 Km. Out of which 3.11 Km of road is earthen, none of the section is blacktopped and construction of new track is not required.

### 5.3.4 Class D Roads

Class ‘D’ roads are all other minor roads which give access to public property. All other roads that fulfill the minimum requirement set by the Rural Municipality and that doesn’t fall under above classes, automatically falls under Class D roads. The cross section can be decided from local level with approval from MRCC, but ensuring all road users are given sufficient rights of sharing the roadway. The community level participation is must for completion of these roads. The Rural Municipality-community share can go from 40% - 60% to 60% - 40% for effectiveness of construction and maintaining the roads. These criterions of investment from local sector depend on Rural Municipality policy.

6m Earthen Road (Seasonal Road)

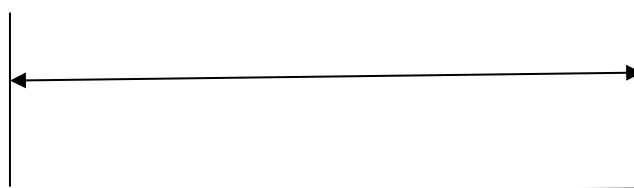


Figure 5.8: Recommended cross section for Class D roads

Twenty Nine Class D roads with length of 59.47 km have been proposed within the Rural Municipality as follows:

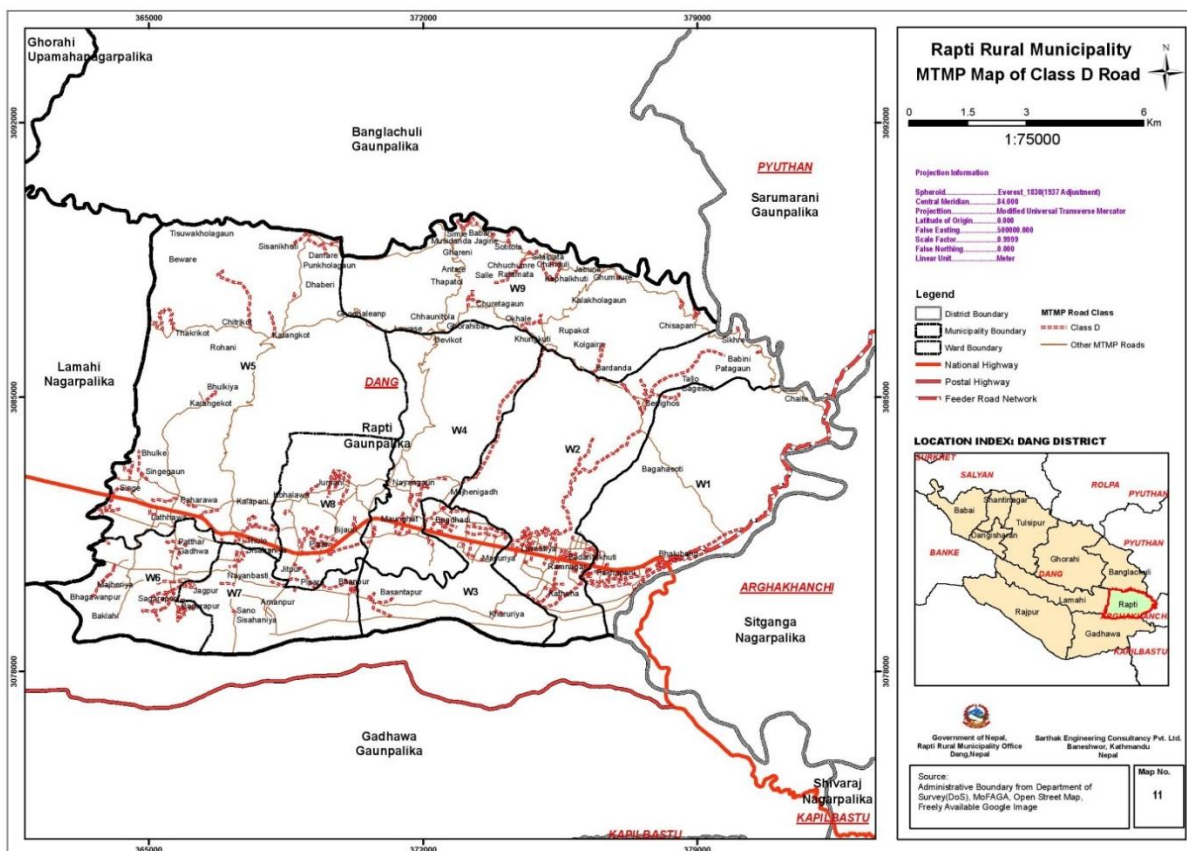


Figure 5.9: Class D roads in map

Table 5. 5 List of Class D roads

Code	Road Name	Description
D001	Bhanu Chowk to Shanti Tole Road	This road passes through Ward 1, the road has total length of 1.18 Km. Out of which none of the section is earthen, 0.39 Km of road is gravelled, none of the section is blacktopped and 0.79 Km of track is yet to be opened.
D002	Ploting 8 (Gautam Buddha Tole to East North W-1) Road	This road passes through Ward 1, the road has total length of 0.3 Km. Out of which none of the section is earthen, 0.3 Km of road is gravelled, none of the section is blacktopped and construction of new track is not required.
D003	Kanchi Road	This road passes through Ward 1, the road has total length of 0.88 Km. Out of which none of the section is earthen, 0.88 Km of road is gravelled, none of the section is blacktopped and construction of new track is not required.
D004	Bhungbhunge Chowk to Hanuman Mandir Najik Jane Road	This road passes through Ward 1, the road has total length of 0.52 Km. Out of which 0.52 Km of road is earthen, none of the section is blacktopped and construction of new track is not required.
D005	Bagasoti Marg	This road passes through Ward 1, the road has total length of 0.18 Km. Out of which 0.18 Km of road is earthen, none of the section is blacktopped and construction of new track is not required.
D006	Plotting New (W-1, Aapkhola Chowk to South)	This road passes through Ward 1, the road has total length of 0.17 Km. Out of which none of the section is earthen, 0.17 Km of road is blacktopped and construction of new track is not required.
D007	Bimala Ghar Jane Bato	This road passes through Ward 1, the road has total length of 0.16 Km. Out of which none of the section is earthen, 0.16 Km of road is gravelled, none of the section is blacktopped and construction of new track is not required.
D008	Rapti Green Park Marg	This road passes through Ward 1, the road has total length of 0.16 Km. Out of which none of the section is earthen, 0.16 Km of road is blacktopped and construction of new track is not required.
D009	Shah Marg	This road passes through Ward 1, the road has total length of 0.16 Km. Out of which 0.16 Km of road is earthen, none of the section is blacktopped and construction of new track is not required.
D010	Rapti Ganga Marg	This road passes through Ward 1, the road has total length of 0.24 Km. Out of which none of the section is earthen, 0.24 Km of road is blacktopped and construction of new track is not required.
D011	Plotting 3 (W-1, School Road)	This road passes through Ward 1, the road has total length of 0.27 Km. Out of which 0.27 Km of road is earthen, none of the section is blacktopped and construction of new track is not required.
D012	Santi Marg (Bhanu Chowk to South)	This road passes through Ward 1, the road has total length of 0.19 Km. Out of which 0.19 Km of road is earthen, none of the



Code	Road Name	Description
		section is blacktopped and construction of new track is not required.
D013	Padam Pun Sadak	This road passes through Ward 1, the road has total length of 0.18 Km. Out of which 0.18 Km of road is earthen, none of the section is blacktopped and construction of new track is not required.
D014	Reule Tol Sadak	This road passes through Ward 1, the road has total length of 0.16 Km. Out of which none of the section is earthen, 0.16 Km of road is gravelled, none of the section is blacktopped and construction of new track is not required.
D015	Purano Nagar Bikas to Area Police Station Road	This road passes through Ward 1, the road has total length of 0.25 Km. Out of which none of the section is earthen, 0.25 Km of road is blacktopped and construction of new track is not required.
D016	Dip Jyoti Boarding School to Rapti Chamber of Commerce	This road passes through Ward 1, the road has total length of 0.24 Km. Out of which 0.24 Km of road is earthen, none of the section is blacktopped and construction of new track is not required.
D017	Batauli Chauraha Rapti Chamber of Commerce Badshala to Batauli Chauraha Road	This road passes through Ward 1, the road has total length of 0.28 Km. Out of which none of the section is earthen, 0.28 Km of road is blacktopped and construction of new track is not required.
D018	Badshala Shiva Mandir to Rapti Bus Counter	This road passes through Ward 1, the road has total length of 0.21 Km. Out of which none of the section is earthen, 0.21 Km of road is gravelled, none of the section is blacktopped and construction of new track is not required.
D019	Ninja Hotel Bata Bhalukhola	This road passes through Ward 1, the road has total length of 0.36 Km. Out of which none of the section is earthen, 0.36 Km of road is blacktopped and construction of new track is not required.
D020	Bihani Marg (Darlami Tol to Subedi Tol South)	This road passes through Ward 1, the road has total length of 1.38 Km. Out of which none of the section is earthen, 1.38 Km of road is blacktopped and construction of new track is not required.
D021	Subedi Tole East to South Connecting Road	This road passes through Ward 1, the road has total length of 0.37 Km. Out of which none of the section is earthen, 0.37 Km of road is gravelled, none of the section is blacktopped and construction of new track is not required.
D022	Sankhutta Basti Bata Daxin Rapti Khola Jane Bato	This road passes through Ward 1, the road has total length of 0.17 Km. Out of which none of the section is earthen, 0.17 Km of road is gravelled, none of the section is blacktopped and construction of new track is not required.
D023	Jagat Ploting (Subedi Tole East to South Running Road)	This road passes through Ward 1, the road has total length of 0.22 Km. Out of which none of the section is earthen, 0.22 Km of road is gravelled, none of the section is blacktopped and construction of new track is not required.
D024	Subedi Tol to Thula	This road passes through Ward 1, the road has total length of

Code	Road Name	Description
	Kuwa Road	0.39 Km. Out of which none of the section is earthen, 0.39 Km of road is gravelled, none of the section is blacktopped and construction of new track is not required.
D025	Ploting 5 (Subedi Tole West to South Running Road)	This road passes through Ward 1, the road has total length of 0.26 Km. Out of which none of the section is earthen, 0.26 Km of road is gravelled, none of the section is blacktopped and construction of new track is not required.
D026	Ploting 4	This road passes through Ward 1, the road has total length of 0.21 Km. Out of which none of the section is earthen, 0.21 Km of road is gravelled, none of the section is blacktopped and construction of new track is not required.
D027	Highway to GR Wood Factory Road	This road passes through Ward 1, the road has total length of 0.18 Km. Out of which none of the section is earthen, 0.18 Km of road is gravelled, none of the section is blacktopped and construction of new track is not required.
D028	Ploting 6	This road passes through Ward 1, the road has total length of 0.24 Km. Out of which none of the section is earthen, 0.24 Km of road is gravelled, none of the section is blacktopped and construction of new track is not required.
D029	Rishi Plotting 1	This road passes through Ward 1, the road has total length of 0.41 Km. Out of which none of the section is earthen, 0.41 Km of road is blacktopped and construction of new track is not required.
D030	Plotting 2	This road passes through Ward 1, the road has total length of 0.26 Km. Out of which 0.26 Km of road is earthen, none of the section is blacktopped and construction of new track is not required.
D031	Plotting 7 (W-1 Naba Pratibha Chowk to East)	This road passes through Ward 1, the road has total length of 0.33 Km. Out of which none of the section is earthen, 0.33 Km of road is gravelled, none of the section is blacktopped and construction of new track is not required.
D032	NTC Office To Kates Nala (Thilachaur Jane Bato)	This road passes through Ward 1, Ward 2, the road has total length of 0.53 Km. Out of which none of the section is earthen, 0.53 Km of road is gravelled, none of the section is blacktopped and construction of new track is not required.
D033	Kates Nala Chowk Darlami Tol to Kates Nala Aqueduct	This road passes through Ward 1, the road has total length of 0.54 Km. Out of which none of the section is earthen, 0.54 Km of road is gravelled, none of the section is blacktopped and construction of new track is not required.
D034	Kates Nala Chowk to Mukta Kamaiya Chowk Road	This road passes through Ward 1, the road has total length of 0.44 Km. Out of which 0.44 Km of road is earthen, none of the section is blacktopped and construction of new track is not required.
D035	Bhakte Chowk to Mukta Kamaiya Chowk	This road passes through Ward 1, Ward 2, the road has total length of 0.2 Km. Out of which none of the section is earthen, 0.2 Km of road is gravelled, none of the section is blacktopped and construction of new track is not required.

Code	Road Name	Description
D036	Ring Road (Khururiya) to South Road	This road passes through Ward 3, the road has total length of 0.16 Km. Out of which none of the section is earthen, 0.16 Km of road is gravelled, none of the section is blacktopped and construction of new track is not required.
D037	Badka Pul Bata Purba Jane Road	This road passes through Ward 3, the road has total length of 0.24 Km. Out of which none of the section is earthen, 0.24 Km of road is gravelled, none of the section is blacktopped and construction of new track is not required.
D038	Badka Pul Bata Paschim Jane Road	This road passes through Ward 3, the road has total length of 0.28 Km. Out of which none of the section is earthen, 0.28 Km of road is gravelled, none of the section is blacktopped and construction of new track is not required.
D039	Ploting 14 (W.No. 2) South to Kathaha Chowk	This road passes through Ward 2, the road has total length of 0.22 Km. Out of which none of the section is earthen, 0.22 Km of road is gravelled, none of the section is blacktopped and construction of new track is not required.
D040	Ploting 12 (W.No. 2) North to Kathaha Chowk	This road passes through Ward 2, the road has total length of 0.26 Km. Out of which none of the section is earthen, 0.26 Km of road is gravelled, none of the section is blacktopped and construction of new track is not required.
D041	Ploting 6 (W.No. 2) Campus Chowk to East	This road passes through Ward 2, the road has total length of 0.31 Km. Out of which none of the section is earthen, 0.31 Km of road is gravelled, none of the section is blacktopped and construction of new track is not required.
D042	Public Academy Road	This road passes through Ward 2, the road has total length of 0.39 Km. Out of which none of the section is earthen, 0.39 Km of road is gravelled, none of the section is blacktopped and construction of new track is not required.
D043	Bagge Pati Pauwa to Badarmatiya Sadak	This road passes through Ward 2, Ward 3, the road has total length of 0.83 Km. Out of which 0.83 Km of road is earthen, none of the section is blacktopped and construction of new track is not required.
D044	Adarsha Namuna Mabi Sadak	This road passes through Ward 2, the road has total length of 0.19 Km. Out of which none of the section is earthen, 0.19 Km of road is gravelled, none of the section is blacktopped and construction of new track is not required.
D045	Rishi Plotting 3	This road passes through Ward 1, the road has total length of 0.34 Km. Out of which none of the section is earthen, 0.34 Km of road is blacktopped and construction of new track is not required.
D046	Ploting 1 (W.No. 2) Barakhutti Chowk to Ekta Nagar Road	This road passes through Ward 2, the road has total length of 0.33 Km. Out of which none of the section is earthen, 0.33 Km of road is gravelled, none of the section is blacktopped and construction of new track is not required.
D047	Proposed Park Road	This road passes through Ward 2, the road has total length of 0.21 Km. Out of which none of the section is earthen, none of the section is blacktopped and 0.21 Km of track is yet to be

Code	Road Name	Description
		opened.
D048	Ploting 2 (W.No. 2) (Way to Masuriya From Barakhutti Chowk)	This road passes through Ward 2, the road has total length of 0.2 Km. Out of which none of the section is earthen, 0.2 Km of road is gravelled, none of the section is blacktopped and construction of new track is not required.
D049	Shantinagar Sadak (Ploting)	This road passes through Ward 2, the road has total length of 0.24 Km. Out of which none of the section is earthen, 0.24 Km of road is gravelled, none of the section is blacktopped and construction of new track is not required.
D050	Durga Bhawani Janebaato	This road passes through Ward 3, the road has total length of 0.18 Km. Out of which 0.18 Km of road is earthen, none of the section is blacktopped and construction of new track is not required.
D051	Aadarsha Tole Chowk to Aadarsha Tole Road	This road passes through Ward 3, the road has total length of 0.41 Km. Out of which 0.41 Km of road is earthen, none of the section is blacktopped and construction of new track is not required.
D052	Highway to Acharya Tol Jane Bato	This road passes through Ward 3, the road has total length of 0.22 Km. Out of which 0.22 Km of road is earthen, 0.21 Km of road is blacktopped and construction of new track is not required.
D053	Ploting Road 18 (W.No. 2)	This road passes through Ward 3, the road has total length of 0.21 Km. Out of which none of the section is earthen, none of the section is blacktopped and construction of new track is not required.
D054	Petrol Pump to Basantapur Road	This road passes through Ward 3, Ward 4, the road has total length of 0.19 Km. Out of which none of the section is earthen, 0.19 Km of road is gravelled, none of the section is blacktopped and construction of new track is not required.
D055	Narendra Smirti Chowk to Daxin Road	This road passes through Ward 4, the road has total length of 0.2 Km. Out of which 0.2 Km of road is earthen, none of the section is blacktopped and construction of new track is not required.
D056	Narendra Smirti Chowk Bata Daxin Road	This road passes through Ward 4, the road has total length of 0.21 Km. Out of which none of the section is earthen, 0.21 Km of road is gravelled, none of the section is blacktopped and construction of new track is not required.
D057	Sisir Chowk Seren Valley Chowk Hudai RCC Culvert Vako Jane Bato	This road passes through Ward 4, the road has total length of 0.54 Km. Out of which none of the section is earthen, 0.54 Km of road is gravelled, none of the section is blacktopped and construction of new track is not required.
D058	Janakpur Chowk to Daxin Jane Bato	This road passes through Ward 4, the road has total length of 0.3 Km. Out of which none of the section is earthen, 0.3 Km of road is gravelled, none of the section is blacktopped and construction of new track is not required.
D059	Shiva Mandir to Northeast Bhitri Road	This road passes through Ward 4, the road has total length of 0.18 Km. Out of which none of the section is earthen, 0.18 Km of road is gravelled, none of the section is blacktopped and

Code	Road Name	Description
		construction of new track is not required.
D060	Ghantadev Shiva Mandir to Purba Galli ko Uttar Masuriya Basti Jane Bato	This road passes through Ward 3, the road has total length of 0.82 Km. Out of which 0.82 Km of road is earthen, none of the section is blacktopped and construction of new track is not required.
D061	Ghanta Dev Shiva Mandir Siri Chaur Naba Jyoti Nimabi to Nayabasti Road	This road passes through Ward 3, the road has total length of 0.48 Km. Out of which 0.48 Km of road is earthen, none of the section is blacktopped and construction of new track is not required.
D062	Siddhartha Boarding to Siri Chaur Naba Jyoti Nimabi Road	This road passes through Ward 3, the road has total length of 0.5 Km. Out of which 0.5 Km of road is earthen, none of the section is blacktopped and construction of new track is not required.
D063	Mukta Kamaiya Road	This road passes through Ward 3, the road has total length of 0.55 Km. Out of which 0.55 Km of road is earthen, 0.27 Km of road is blacktopped and construction of new track is not required.
D064	Rapti Technical Road	This road passes through Ward 3, the road has total length of 0.27 Km. Out of which none of the section is earthen, 0.46 Km of road is blacktopped and construction of new track is not required.
D065	Maurighat School Road	This road passes through Ward 3, the road has total length of 0.46 Km. Out of which none of the section is earthen, none of the section is blacktopped and construction of new track is not required.
D066	Bansghari to Siddhartha Boarding School	This road passes through Ward 3, the road has total length of 0.17 Km. Out of which 0.17 Km of road is earthen, none of the section is blacktopped and construction of new track is not required.
D067	Oli Tol Hudai Dolai Khola Jane Road	This road passes through Ward 4, the road has total length of 0.38 Km. Out of which 0.38 Km of road is earthen, none of the section is blacktopped and construction of new track is not required.
D068	Plotting Road (W-4, in between Majheni Gadh and Lalit Chowk Towards East	This road passes through Ward 4, the road has total length of 0.28 Km. Out of which 0.28 Km of road is earthen, none of the section is blacktopped and construction of new track is not required.
D069	Majhenigadh Tole Jane Bato	This road passes through Ward 4, the road has total length of 0.56 Km. Out of which none of the section is earthen, 0.56 Km of road is gravelled, none of the section is blacktopped and construction of new track is not required.
D070	Staff Chowk Basantapur Shivamandir Hudai Embankment Jane Road	This road passes through Ward 3, the road has total length of 0.67 Km. Out of which none of the section is earthen, 0.67 Km of road is gravelled, none of the section is blacktopped and construction of new track is not required.
D071	Basantapur Gaun to Mahatan Tol	This road passes through Ward 3, the road has total length of 0.24 Km. Out of which none of the section is earthen, 0.24 Km of road is gravelled, none of the section is blacktopped and

Code	Road Name	Description
		construction of new track is not required.
D072	Lasuniya Bato	This road passes through Ward 7, the road has total length of 0.52 Km. Out of which 0.52 Km of road is earthen, none of the section is blacktopped and construction of new track is not required.
D073	Chaubato to Gai Form	This road passes through Ward 7, the road has total length of 0.28 Km. Out of which none of the section is earthen, 0.28 Km of road is gravelled, none of the section is blacktopped and construction of new track is not required.
D074	Gai Form to Jib Lal Ghar Road	This road passes through Ward 3, Ward 7, the road has total length of 0.24 Km. Out of which 0.24 Km of road is earthen, none of the section is blacktopped and construction of new track is not required.
D075	Maruwa Than to Lal Mani ko Ghar	This road passes through Ward 7, the road has total length of 0.25 Km. Out of which none of the section is earthen, 0.25 Km of road is gravelled, none of the section is blacktopped and construction of new track is not required.
D076	Ramjanaki Mandir to Manjhi Kulo Pul Road	This road passes through Ward 7, the road has total length of 1.17 Km. Out of which 1.17 Km of road is earthen, none of the section is blacktopped and construction of new track is not required.
D077	Paschim Galli Road	This road passes through Ward 7, the road has total length of 0.31 Km. Out of which none of the section is earthen, 0.31 Km of road is gravelled, none of the section is blacktopped and construction of new track is not required.
D078	School Chowk to Agricultural Road	This road passes through Ward 7, the road has total length of 1.08 Km. Out of which none of the section is earthen, none of the section is blacktopped and 1.08 Km of track is yet to be opened.
D079	Eye Hospital Road	This road passes through Ward 7, the road has total length of 0.83 Km. Out of which none of the section is earthen, 0.38 Km of road is gravelled, none of the section is blacktopped and 0.45 Km of track is yet to be opened.
D080	Pipal Chautari Galli Bato	This road passes through Ward 6, the road has total length of 0.31 Km. Out of which none of the section is earthen, 0.31 Km of road is gravelled, none of the section is blacktopped and construction of new track is not required.
D081	Kuwa to South RCC Culvert Bhitri Road	This road passes through Ward 6, the road has total length of 0.23 Km. Out of which none of the section is earthen, 0.23 Km of road is gravelled, none of the section is blacktopped and construction of new track is not required.
D082	Kuwa to East Road	This road passes through Ward 6, the road has total length of 0.34 Km. Out of which none of the section is earthen, 0.34 Km of road is gravelled, none of the section is blacktopped and construction of new track is not required.
D083	Sailor Mill to East Galli Bato	This road passes through Ward 6, the road has total length of 0.17 Km. Out of which none of the section is earthen, 0.17 Km

Code	Road Name	Description
		of road is gravelled, none of the section is blacktopped and construction of new track is not required.
D084	Sargapur Chowk to Jagpur Jane Road	This road passes through Ward 6, Ward 7, the road has total length of 0.64 Km. Out of which 0.29 Km of road is earthen, 0.34 Km of road is gravelled, none of the section is blacktopped and construction of new track is not required.
D085	Sagrapur Chowk Jane Bich ko Bato	This road passes through Ward 6, Ward 7, the road has total length of 0.33 Km. Out of which 0.33 Km of road is earthen, none of the section is blacktopped and construction of new track is not required.
D086	Jagpur Gaun Hudai Sagrapur Chowk Roadwidth	This road passes through Ward 7, the road has total length of 0.33 Km. Out of which none of the section is earthen, 0.33 Km of road is gravelled, none of the section is blacktopped and construction of new track is not required.
D087	Jagpur Gaun Hudai Sagrapur Chowk Road	This road passes through Ward 6, Ward 7, the road has total length of 0.34 Km. Out of which 0.34 Km of road is earthen, none of the section is blacktopped and construction of new track is not required.
D088	Sagrapur to Bhagwanpur Road Paschin(P5)	This road passes through Ward 6, the road has total length of 0.6 Km. Out of which 0.6 Km of road is earthen, none of the section is blacktopped and construction of new track is not required.
D089	Bhawanpur to East Road	This road passes through Ward 6, the road has total length of 0.88 Km. Out of which none of the section is earthen, none of the section is blacktopped and 0.88 Km of track is yet to be opened.
D090	Deepak Gahr Jane Bato Sagrapur Bata	This road passes through Ward 6, the road has total length of 0.25 Km. Out of which 0.25 Km of road is earthen, none of the section is blacktopped and construction of new track is not required.
D091	Gairhan Tol Sadak	This road passes through Ward 6, the road has total length of 0.45 Km. Out of which 0.45 Km of road is earthen, none of the section is blacktopped and construction of new track is not required.
D092	Mnjhi Kula Culvert-Sagarpur Chowk Canal Road	This road passes through Ward 6, the road has total length of 1.33 Km. Out of which none of the section is earthen, none of the section is blacktopped and 1.33 Km of track is yet to be opened.
D093	Manjhi Kula Majheria Hudai Paschim Road (P4)	This road passes through Ward 6, the road has total length of 0.63 Km. Out of which 0.63 Km of road is earthen, none of the section is blacktopped and construction of new track is not required.
D094	Pipari Bata Bhanpur Jodne Sadak	This road passes through Ward 8, the road has total length of 0.71 Km. Out of which 0.71 Km of road is earthen, none of the section is blacktopped and construction of new track is not required.
D095	Pipari Jane Road	This road passes through Ward 7, Ward 8, the road has total length of 0.2 Km. Out of which none of the section is earthen,

Code	Road Name	Description
		0.2 Km of road is gravelled, none of the section is blacktopped and construction of new track is not required.
D096	Bhitri Purbi Bato	This road passes through Ward 8, the road has total length of 0.2 Km. Out of which 0.2 Km of road is earthen, none of the section is blacktopped and construction of new track is not required.
D097	Pipari Gaun Ring Road	This road passes through Ward 7, Ward 8, the road has total length of 0.97 Km. Out of which 0.46 Km of road is earthen, 0.51 Km of road is gravelled, none of the section is blacktopped and construction of new track is not required.
D098	Sano Nadi Intake Jane Bato	This road passes through Ward 8, the road has total length of 0.23 Km. Out of which none of the section is earthen, 0.23 Km of road is gravelled, none of the section is blacktopped and construction of new track is not required.
D099	Ploting Road 2 (W.No. 7)	This road passes through Ward 7, the road has total length of 0.21 Km. Out of which 0.21 Km of road is earthen, none of the section is blacktopped and construction of new track is not required.
D100	Purba Galli Road	This road passes through Ward 7, the road has total length of 0.66 Km. Out of which 0.56 Km of road is earthen, 0.09 Km of road is gravelled, none of the section is blacktopped and construction of new track is not required.
D101	East Of Maruwathan Chowkbhitri Bato	This road passes through Ward 7, the road has total length of 0.2 Km. Out of which none of the section is earthen, 0.2 Km of road is gravelled, none of the section is blacktopped and construction of new track is not required.
D102	Sargaiya Road	This road passes through Ward 6, Ward 7, the road has total length of 1.98 Km. Out of which 1.72 Km of road is earthen, 0.26 Km of road is gravelled, none of the section is blacktopped and construction of new track is not required.
D103	Parti Galla Bato	This road passes through Ward 7, the road has total length of 0.45 Km. Out of which none of the section is earthen, 0.45 Km of road is gravelled, none of the section is blacktopped and construction of new track is not required.
D104	Pargatinagar Chowk to Sarbodaye Mabi Road	This road passes through Ward 5, Ward 7, the road has total length of 0.25 Km. Out of which none of the section is earthen, 0.25 Km of road is gravelled, none of the section is blacktopped and construction of new track is not required.
D105	Pargatinagar Chowk Sarbodaye Mabi Hudai Damodar Road(P2)	This road passes through Ward 5, Ward 7, the road has total length of 0.32 Km. Out of which none of the section is earthen, 0.32 Km of road is gravelled, none of the section is blacktopped and construction of new track is not required.
D106	Kamal Road Chowk Rice Mil to Sarbodaye Mabi Jane Road	This road passes through Ward 5, the road has total length of 0.3 Km. Out of which none of the section is earthen, 0.3 Km of road is gravelled, none of the section is blacktopped and construction of new track is not required.
D107	Kamal Road Chowk to Khum Bdr Pun Chowk	This road passes through Ward 5, Ward 6, the road has total length of 0.24 Km. Out of which none of the section is earthen,



Code	Road Name	Description
	Road	0.24 Km of road is gravelled, none of the section is blacktopped and construction of new track is not required.
D108	Kamal Road Chowk-Khim Bdr Chowk Road to East New Track	This road passes through Ward 5, the road has total length of 0.19 Km. Out of which none of the section is earthen, none of the section is blacktopped and 0.19 Km of track is yet to be opened.
D109	Badka Kulo Bato	This road passes through Ward 6, the road has total length of 0.86 Km. Out of which 0.86 Km of road is earthen, none of the section is blacktopped and construction of new track is not required.
D110	Badka Kula Bhitri Bato	This road passes through Ward 6, the road has total length of 0.16 Km. Out of which 0.16 Km of road is earthen, none of the section is blacktopped and construction of new track is not required.
D111	Dumri Kula Bhitri Bato	This road passes through Ward 6, the road has total length of 0.36 Km. Out of which 0.36 Km of road is earthen, none of the section is blacktopped and construction of new track is not required.
D112	Dhumri Kulo Bato	This road passes through Ward 6, the road has total length of 0.95 Km. Out of which 0.95 Km of road is earthen, none of the section is blacktopped and construction of new track is not required.
D113	Lalthuwa to East New Track	This road passes through Ward 5, the road has total length of 0.16 Km. Out of which none of the section is earthen, none of the section is blacktopped and 0.16 Km of track is yet to be opened.
D114	Lathuwa Chowk to Lathuwa Paschim Galli	This road passes through Ward 5, the road has total length of 0.19 Km. Out of which 0.19 Km of road is earthen, none of the section is blacktopped and construction of new track is not required.
D115	Singhe Khola Pul Bata Dodhai Chowk Jane Road	This road passes through Ward 5, the road has total length of 0.36 Km. Out of which none of the section is earthen, 0.36 Km of road is gravelled, none of the section is blacktopped and construction of new track is not required.
D116	Singhe Khola Pul - Narti Kula -Hari Kumars' House	This road passes through Ward 5, the road has total length of 0.71 Km. Out of which 0.71 Km of road is earthen, none of the section is blacktopped and construction of new track is not required.
D117	Sukumbasu Tol Hudai Mango Firm	This road passes through Ward 8, the road has total length of 1.23 Km. Out of which 1.23 Km of road is earthen, none of the section is blacktopped and construction of new track is not required.
D118	Pipri Khutti Chowk Bata Halka Paschim Gayera Uttar Jane Road	This road passes through Ward 8, the road has total length of 0.44 Km. Out of which none of the section is earthen, 0.44 Km of road is gravelled, none of the section is blacktopped and construction of new track is not required.
D119	Piperkhutti Chowk to	This road passes through Ward 8, the road has total length of

Code	Road Name	Description
	Jutpani Chowk Hudai RCC Bridge Needed Area Samma Road	0.83 Km. Out of which none of the section is earthen, 0.83 Km of road is gravelled, none of the section is blacktopped and construction of new track is not required.
D120	Gai Farm to Jutpani Chowk	This road passes through Ward 8, the road has total length of 0.27 Km. Out of which none of the section is earthen, 0.27 Km of road is gravelled, none of the section is blacktopped and construction of new track is not required.
D121	Maruwa Than to Purba Daxin Highway Touch Jane Bato (Bagihawa Bato)	This road passes through Ward 8, the road has total length of 0.24 Km. Out of which 0.24 Km of road is earthen, none of the section is blacktopped and construction of new track is not required.
D122	Dorahawa Bato	This road passes through Ward 8. The road has total length of 0.3 Km. Out of which 0.3 Km of road is earthen, none of the section is blacktopped and construction of new track is not required.
D123	Ploting Raod 3 (W.No. 7)	This road passes through Ward 8, the road has total length of 0.32 Km. Out of which none of the section is earthen, 0.32 Km of road is gravelled, none of the section is blacktopped and construction of new track is not required.
D124	Bagihawa Paschim Raod	This road passes through Ward 8, the road has total length of 0.35 Km. Out of which 0.35 Km of road is earthen, none of the section is blacktopped and construction of new track is not required.
D125	Lakhan Chowk to Gauria Simal Buta Jane Bato	This road passes through Ward 8, the road has total length of 0.39 Km. Out of which none of the section is earthen, 0.39 Km of road is gravelled, none of the section is blacktopped and construction of new track is not required.
D126	Lakhan Chowk to Gauria Simal Buta jane Bato (Prabhakar Ghar jane Bato)	This road passes through Ward 8, the road has total length of 0.22 Km. Out of which 0.22 Km of road is earthen, none of the section is blacktopped and construction of new track is not required.
D127	Gauri Simal Buta Chowk to Gharti ko Ghar (Track Open)	This road passes through Ward 8, the road has total length of 0.2 Km. Out of which 0.2 Km of road is earthen, none of the section is blacktopped and construction of new track is not required.
D128	Bhitri Bato (Baguri Road)	This road passes through Ward 5, Ward 8, the road has total length of 0.69 Km. Out of which 0.69 Km of road is earthen, none of the section is blacktopped and construction of new track is not required.
D129	Shiva Mandir Road	This road passes through Ward 8, the road has total length of 0.22 Km. Out of which none of the section is earthen, 0.22 Km of road is gravelled, none of the section is blacktopped and construction of new track is not required.
D130	Kohalwa Chowk to Shankar Saba	This road passes through Ward 8, the road has total length of 0.36 Km. Out of which 0.36 Km of road is earthen, none of the section is blacktopped and construction of new track is not required.
D131	Shaheb Chowk to	This road passes through Ward 5, Ward 8, the road has total

Code	Road Name	Description
	Ganeshman Chowk hudai Paschim Sisaniya Chowk (P5)	length of 1.54 Km. Out of which none of the section is earthen, 1.54 Km of road is gravelled, none of the section is blacktopped and construction of new track is not required.
D132	Track Open	This road passes through Ward 5, the road has total length of 0.18 Km. Out of which none of the section is earthen, none of the section is blacktopped and 0.18 Km of track is yet to be opened.
D133	Kalapani Chowk to Rani Tol Sadak	This road passes through Ward 5, the road has total length of 0.22 Km. Out of which none of the section is earthen, 0.22 Km of road is gravelled, none of the section is blacktopped and construction of new track is not required.
D134	Dolai Khola Dam	This road passes through Ward 5, the road has total length of 0.56 Km. Out of which 0.56 Km of road is earthen, none of the section is blacktopped and construction of new track is not required.
D135	Plotting Road 1 (W.No. 5) on West Side of Kamal Road	This road passes through Ward 5, the road has total length of 0.19 Km. Out of which none of the section is earthen, 0.19 Km of road is gravelled, none of the section is blacktopped and construction of new track is not required.
D136	RCC Culvert to Mansaram Ghar Road	This road passes through Ward 5, the road has total length of 0.45 Km. Out of which 0.45 Km of road is earthen, none of the section is blacktopped and construction of new track is not required.
D137	Basudev Gyawali Ghar to Yubraj BC Ghar	This road passes through Ward 5, the road has total length of 0.56 Km. Out of which 0.56 Km of road is earthen, none of the section is blacktopped and construction of new track is not required.
D138	Madan Adhakari Sadak	This road passes through Ward 5, the road has total length of 0.18 Km. Out of which 0.18 Km of road is earthen, none of the section is blacktopped and construction of new track is not required.
D139	Machhetal Marg	This road passes through Ward 1, the road has total length of 0.45 Km. Out of which 0.45 Km of road is earthen, none of the section is blacktopped and construction of new track is not required.
D140	Saligram Road to Jagat Ram Ghar Road	This road passes through Ward 5, the road has total length of 0.47 Km. Out of which 0.47 Km of road is earthen, none of the section is blacktopped and construction of new track is not required.
D141	Ram Pd Ghar RCC Culvert hudai Jagat Ram Ghar	This road passes through Ward 5, the road has total length of 0.67 Km. Out of which 0.67 Km of road is earthen, none of the section is blacktopped and construction of new track is not required.
D142	Nutan Bal Uddhan to Singhe Khola Road	This road passes through Ward 5, the road has total length of 0.92 Km. Out of which 0.92 Km of road is earthen, none of the section is blacktopped and construction of new track is not required.

Code	Road Name	Description
D143	Karange Tole to Tallo Karange Road	This road passes through Ward 5, the road has total length of 0.23 Km. Out of which 0.23 Km of road is earthen, none of the section is blacktopped and construction of new track is not required.
D144	Karange Tole to North New Track	This road passes through Ward 5, the road has total length of 0.2 Km. Out of which none of the section is earthen, none of the section is blacktopped and 0.2 Km of track is yet to be opened.
D145	Kamal Road Chowk to Dolai Khola Road	This road passes through Ward 5, the road has total length of 0.15 Km. Out of which 0.15 Km of road is earthen, none of the section is blacktopped and construction of new track is not required.
D001	Bhanu Chowk to Shanti Tole Road	This road passes through Ward 1, the road has total length of 1.18 Km. Out of which none of the section is earthen, 0.39 Km of road is gravelled, none of the section is blacktopped and 0.79 Km of track is yet to be opened.

## CHAPTER SIX: PRIORITIZATION CRITERIA

### 6.1 Concept of Prioritization

Each road are of importance in some aspect, some serve large population, whereas some serve the purpose of access, while some link the ward with market or service facilities and some link acts as connectors between two wards or Rural Municipality. It is not possible to construct/maintain or upgrade all roads at a time due to various constraints as: time, resources and cost constraint. Looking at the importance of road, some road need intervention immediately and some can be done later on. Thus, each link in a network needs to be prioritized and various interventions need to be taken based on the prioritization. In simple words, rank of each road network need to be assessed based on its importance and the intervention is taken based on the rank. The scoring criteria and their weightage/score remains the same for all road links as well as for all type of intervention.

### 6.2 Weightage Scoring Criteria

After rigorous study (literature around the world and past experience) and ToR, following prioritization criteria is published. Eight ranking/prioritization indicator is proposed as prioritization indicator, which includes following:

*Table 6. 1 Proposed Scoring Criteria with score for prioritization*

S.N.	Scoring Criteria	Scoring Unit	Score
1	Demand Priority of wards		20
2	Total existing width	Meter	10
3	Population served		20
4	Road network benefit (access to service centers, recreational centre, agricultural centre and market)		20
5	Link to future development potential sites		10
6	Link to other road network (SRN, District roads, Airport)		10
7	Road Surface		10

#### A. Demand priority of wards:

It is the one of the major criteria for prioritization. Each ward has provided intervention in prioritized order during filling demand form from priority order one to five. These priorities is based on actual present ward resident need, i.e. the intervention which is at number 1 priority need to be done first. Higher the priority of intervention, it should get highest score. If certain intervention got highest priority i.e. number 1 priority in certain ward level, then it need to get full marks. Road with first priority will get full marks and the score will reduced by 20 % for each lower level priority; i.e. second priority road will get 80% score. Lowest priority (5th priority) link intervention will get twenty percent of total score. And all other roads will get 10% of the total score. The road link with different priority from different wards will get the average score

**B. Existing Width of Road:**

Existing width is also the next governing factor for prioritization. The present width of the road is the indicator of the importance. The road which is wider among many roads within the Rural Municipality carries slight more importance than other roads. Thus, wide roads having width more than 6m is given highest priority and thus full score, roads having width between 4.5 meter to 6 meter is provided with 80% of the total score and roads with width less than 4.5 m gets 60% of the score. As the new proposed road doesn't have width at present day giving them zero score will not be realistic and thus new proposed road is given 25% of the total score. Road width within zero and maximum width is given score based on relative scoring. The score for road with variable width will be based on weightage width.

**C. Population Served**

Population coverage by the road linkage is one of the important indicator of prioritization. Higher the population served by the road, higher will be its necessity or importance and it need to be constructed/upgraded/maintained first. Thus, high score is assigned for the road link serving high population and all other score is based on the relative marking. Now the question arises which population can be considered as high population and thus relative score is provided. Among all roads within the Rural Municipality, road serving maximum population is given full marks and the other roads are provided score accordingly. Thus, the score for road based on population served lies within zero to full score.

**D. Road Network Benefit (SAMT)**

It is one of the main governing prioritization indicators. The road link may provide access to service centre (schools, health post, governmental offices, etc.), agricultural land, market centre and tourism or recreational (picnic spot, historical place, park, cinema hall, playground), and. A single road link can serve just a single function to all above four functions. Simply more the services road link offers more will be the importance of the road link/network. The proposed road intervention which serves all four facilities is regarded as the major intervention which needs immediate attention and thus it is provided with highest full marks. If the road link only serves any three function/purpose, the score is reduced to 80% of the total final marks. Similarly, link serving any of the two functions is provided with 60% and the road which serves only a single function is provided with 40%.

**E. Future Potential Development**

It is one of the main governing prioritization indicators. Higher the future potential development, higher will be its necessity or importance and it need to be constructed/upgraded/maintained first. Thus, high score is assigned for the higher potential road and all other score is based on the relative marking wt. Among all roads within the Rural Municipality, road serving maximum potential development is given full marks and the other roads are provided score accordingly. Thus, the score for road based future potential lies within zero to full score.

**F. Link to other road network**

It is one of the main governing prioritization indicators. The proposed road intervention which join SRN and Feeder road are is regarded as the major intervention which need immediate attention and thus it is provided with highest full marks and are put in the first prioritization hierarchy followed by the roads joining District road which are given 80% of the total total score and the road which serve from class A road is provided with 60%.

**G. Existing Road Surface**

Road surface type also governs the scoring and prioritization of the road. There are two principle behind which type of road to prioritize first, one principle says the objective need to be access first, i.e. first make the road motor-able so that it can be operated in all for all weather road. Another approach says the road importance is dependent on surface type; the road which is bituminous at presents has great importance and need to be maintained first compared to upgrading earthen road. Both aspects have significant impact on overall prioritization. Here, this study gives highest priority to earthen surface as we are mainly concern with accessibility first. Earthen surface road acquire full marks, gravel road surface acquire 80% of total and bituminous/metallic road gets 60% of total score. If a single road have different surface at different section, then the weightage average based on length is taken and score is provided accordingly.

**6.3 Prioritized Road Network**

The road intervention is based on the budget available as well as the importance of the road and based on above prioritization criteria all roads have been prioritized and then the RMTMP plan had been proposed based on the prioritized road network. The prioritized score for various roads have been summed up in the form of table as:

Table 6. 2 Prioritization

Class	Ward demand (20)	Width (10)	Surface Type (10)	Hierarchy & Linkage to SRN (10)	SAMT (20)	IDP (10)	Population (20)	Total	Rank
<b>CLASS A ROADS</b>									
A001	20	10	9	8	20	10	18	95	1
A003	8	10	8	10	20	10	20	86	3
A004	20	8	10	6	18	10	14	86	4
A002	12	10	10	8	18	10	20	88	2
<b>CLASS B ROADS</b>									
Class	Score (20)	Score (10)	Surface Type (10)	Linkage (10)	SAMT (20)	IDP (10)	Population (20)	Total	Rank
B012	8	8	10	6	16	8	14	70	12
B005	18	10	10	6	16	8	18	86	5
B008	16	8	10	6	15	8	14	77	8
B003	16	10	10	8	18	9	18	89	3
B010	8	8	9	8	16	8	18	75	10
B004	20	8	10	4	20	8	18	88	4
B001	16	10	10	10	18	9	18	91	1
B007	12	10	6	10	16	8	18	80	7
B009	2	10	8	8	20	10	18	76	9
B006	16	8	6	10	16	7	18	81	6
B013	4	8	10	6	10	5	10	53	13
B011	12	8	6	10	14	6	14	70	11
B002	20	6	10	10	18	7	18	89	2



<b>CLASS C ROADS</b>									
<b>Class</b>	<b>Score (20)</b>	<b>Score (10)</b>	<b>Surface Type (10)</b>	<b>Linkage (10)</b>	<b>SAMT (20)</b>	<b>IDP (10)</b>	<b>Population (20)</b>	<b>Total</b>	<b>Rank</b>
C013	12	10	10	6	12	6	13	69	13
C015	8	6	10	6	14	6	13	63	15
C009	16	10	8	4	10	7	16	71	9
C016	16	6	10	6	6	5	12	61	16
C017	12	6	10	6	8	7	11	60	17
C018	8	8	10	6	10	6	12	60	18
C010	16	8	8	4	14	6	14	70	10
C008	20	8	6	10	10	5	12	71	8
C007	20	6	6	10	8	6	16	72	7
C006	12	8	10	10	14	8	12	74	6
C011	8	10	6	4	16	8	18	70	11
C019	2	6	6	10	14	6	16	60	19
C001	16	10	6	10	18	10	20	90	1
C002	12	10	6	10	20	10	20	88	2
C014	2	8	8	10	16	8	12	64	14
C003	20	6	10	6	14	6	14	76	3
C012	12	6	10	6	12	6	16	68	12
C004	16	6	10	10	14	6	14	76	4
C005	16	10	9	6	14	6	14	75	5

## **CHAPTER SEVEN: MUNICIPAL TRANSPORT MASTER PLAN**

This chapter deals with the strategic framework associated with Municipal Transport Master Plan. Alongside, it also covers perspective plan and implementing strategies necessary to achieve the plan followed by budget expenditure plan.

### **7.1 Perspective Plan of Municipal Road Network**

Perspective plan of municipal road network includes the maintenance of the access and collector roads and development of higher hierarchy road corridors supporting mobility of the roads. First five years should focus on development of existing access roads and their maintenance. It also incorporates construction of new road linkages to provide basic access to the settlements. During this period formulated road hierarchy will be implemented in terms of policy and enforcement of bylaws. Within 2 years other complementary plans of land use and city development will be developed. In the third year, the RMTMP and its perspective plan should be revised in coordination with the other plans formulated and changes captured during this period.

Medium term planning will implement the higher hierarchy roads in stages of clearing of the required ROW and infrastructure facilitation. Proper development stages of roads should be planned (construction of Class “A” roads to the standards of Class “C”, then gradually upgrading to Class “B” and to Class “A”). Other implementation strategies should be developed and finalized at the end of this period. The road network developed during this period shall complete construction of Class “C” roads. Gradual upgrading of the higher hierarchy road networks during year ten to twenty will be justified by the traffic generated and level of mobility demanded to support the emerging economy. Land development and management should go parallel with clearance of RoW of higher classes of road. Road corridor development project should be introduced for acquisition of land required to clear RoW for various classes of road.

### **7.2 Financial Institutions and Capital Investment Plan**

The construction work in each year depends on the probable budget. Firstly, the total budget for the current or last financial year needs to be determined. Firstly, the municipal Annual Budget Book is studied for revenues sources as well as expenditure plan on road. Planning of the investment is essential to support local government in developing good and best practice in construction, upgrading, overall asset management and especially operation and maintenance the road project. The grass root level involvement in the development of the road sector helps to create an informed and responsible citizen in the society. Thus, it is important to have local people’s participation in the construction works of the local access roads. A majority (if not all) the local access roads should be constructed by the local people in coordination with the Rural Municipality. People’s participation can be achieved in plantation alongside of the roads, cleaning of the road area and other activities.

Rural Municipality has the responsibility of preparing the necessary framework and implementing policies and strategies for the planned development of the municipal roads and thus the Rural Municipality as a whole. Major share of the municipal budget should be used to maintain the roads and construction of wider roads to meet the planned class and ROW. The annual program should address the local need and the need of emergency and specific maintenance.

Rural Municipality has a major role in developing the roads. It has the responsibility of preparing the necessary framework and implementing policies and strategies for the planned development of the municipal roads and thus the Rural Municipality as a whole. Major share of the municipal budget should be used to maintain the roads and construction of wider roads to meet the planned class and ROW. The annual program should address the local need and the need of emergency and specific maintenance. Specific roads should be constructed as a whole and not in parts for longer period of time. Other institutions are district and division line agencies such as DoR, DoLIDAR. These institutions are responsible for the development of road corridors that are important to the district or a larger area as a whole. Their contribution may or may not invest in the roads within the Rural Municipality, but wider roads of the Rural Municipality that extends to the boundary to other Rural Municipality/districts may draw investment beyond the municipal boundary. This will ultimately help in the development of the local municipal market centre.

### **7.3 Intervention Categories**

After the finalization of perspective plan through the categorization of municipal road, required interventions of municipal road, required interventions should be decided according to the priority and necessity of the roads. There is inter-governmental partnership and cooperation in the field of roads and transportation. All wards of the rural municipality now have access to transportation through the construction of year-round roads. The Bhuluwang–Lamahi section (15 kilometers) of the East-West Highway up to Gorusinge is a standard blacktopped road. Long-distance and short-distance passenger vehicles operate regularly on the East-West Highway that passes through the central part of the rural municipality. The road connecting Bhuluwang to Pyuthan also links the northeastern region of this rural municipality, including the Shantipur (Chaitte) area. These roads are blacktopped. The overall length of the road examined was 247.10 km, of which 17.85 km were blacktopped, 204.15 km were gravelled, and the rest 46.16 km were earthen. Therefore, almost all roads are improved or upgraded with conservation intervention. A considerable length of new linkage to remote areas requires new construction as well. For the reference of the Rural Municipality the categories of the interventions are defined below.

#### **7.3.1 Conservation**

Conservation refers to the actions required to repair a road and keep it in good and passable condition. Conservation activities include:

1. **Emergency maintenance** - Basic repairs aimed at removing landslides and repairing damage to the road that inhibit the proper use of the road and make it impassable. This mainly takes place during and after the rainy season. A provisional lump sum is reserved for the entire district road core network based on the network length. Allocation to specific road sections is based on the actual need for clearing landslides or repairing washouts and cuts in the road.
2. **Routine maintenance** - General maintenance of the road aimed at preventing damage by ensuring the proper working of the different road elements (retaining walls, drainage system, carriageway, etc.) and cutting vegetation. This is carried out each year on a more or less continuous basis. Routine maintenance is required for the entire district road core network. The specific requirements for routine maintenance are determined on an annual basis through the road condition survey and defined in the Annual Road Maintenance Plan (ARMP).
3. **Recurrent maintenance** - Repairs of minor damage to the road surface and road structures to bring them back to good condition. This is generally carried out once or twice a year. Recurrent maintenance is required for the entire district road core network, whereby distinction is made according to the surface type. The specific requirements for recurrent maintenance are determined on an annual basis through the road condition survey and defined in the ARMP.
4. **Periodic maintenance** - Larger repairs to the road largely aimed at renewing the road surface through re-gravelling, resealing or overlays. It is generally carried out with several years interval. Although periodic maintenance is only required for specific sections of the district road core network, a lump sum allocation is made for the entire district road core network based on average annual requirements, distinguishing between different surface types. The specific periodic maintenance requirements are determined on an annual basis through the annual road condition survey and defined in the ARMP. 98

The length of roads to be included under each conservation type for the first year is indicated below. This is basically the entire district road core network as far as it does not require rehabilitation.

### 7.3.2 Improvement

Improvement refers to actions required to improve a road to bring it to a maintainable all-weather standard. It includes the following actions, which are described briefly as following:

1. **Rehabilitation** - Significant repairs required to bring a very poor road back to a maintainable standard. This does not include any changes to the original surface type.
2. **Gravelling** - Placement of a gravel layer to make it all-weather and ensure that the road remains passable during the rainy season.

3. **Cross drainage structures-** Placement of suitable cross-drainage structures with the aim of making the road all-weather and ensuring that the road remains passable even during the rainy season
4. **Protective structures** - Placement of retaining walls and lined side drains has to avoid excessive damage to the road during the rainy season and bring it to a maintainable standard.
5. **Blacktopping** - Placement of a blacktop layer in roads with traffic volumes exceeding 50 passenger car units (PCU) to reduce damage to the road surface.
6. **Widening** - Increase of the road width in roads with traffic volumes exceeding 500 passenger car units (PCU) to ensure the proper flow of traffic.

### 7.3.3 New Construction

New construction refers to construction of new road linkage according to the necessity of the Rural Municipality especially in those places where roads have not linked. This includes opening of new track and establishment connectivity to the new area.

## 7.4 Five Year Budget Expenditure

Provision of annual budget expenditure for proposed intervention (new construction, upgrading, maintenance and rehabilitation) is one of the final outcomes of the study. The budget plan is based on realistic approach and takes consideration of annual allocated budget of Rural Municipality. Intervention that can't be completed in preceding year should be the next priority in coming year. If a certain road, which was targeted to complete in first year could not be finished in first year, need to be given first priority in next year expenditure plan. If there is deficit in annual expenditure, Rural Municipality needs to incorporate that particular heading in next year at any cost. They can look for grant, assistance from district or even central level or they can incorporate them by shifting budget from less importance item/heading. Budgeting of roads has been divided according to interventions:

### 7.4.1 Construction and upgrading (70%)

### 7.4.2 Maintenance (30%)

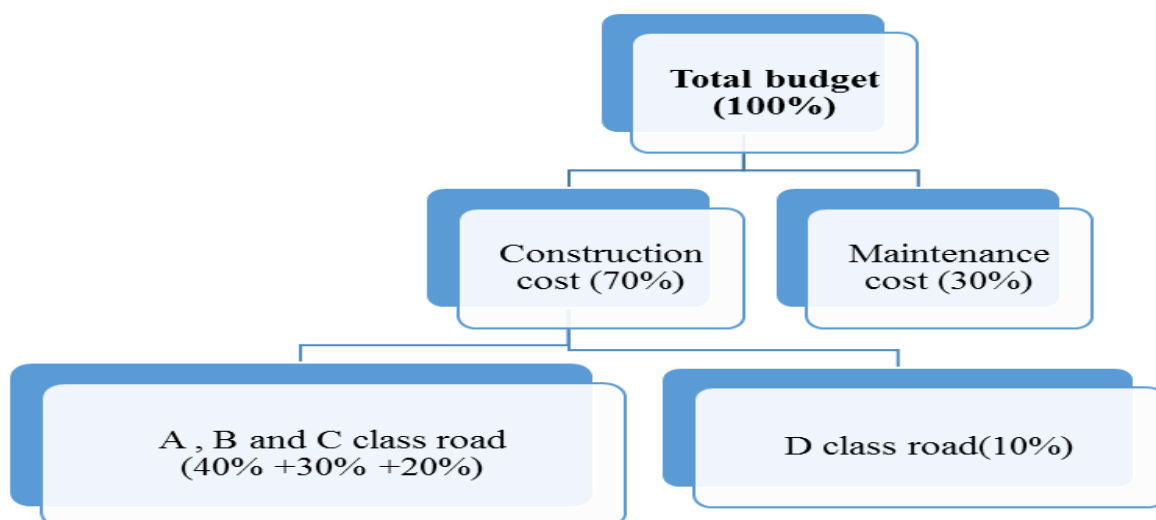


Figure 7.1: Expenditure Breakdown based on to RMTMP Guidelines “A” Annex 5.

Budgeting of municipal road has been calculated based on present budget and certain growth rate. The capacity enhancement of the Rural Municipality is assumed by 20% increment each year. Maintenance cost has been allocated 30% of fund available for municipal road. Yearly maintenance plans according to need based assessment of required maintenance has to be prepared and cost allocation needs to be done through this plan. In absence of specific fund granted for special project, all other fund available to Rural Municipality for construction of road should come through one window system collected in under single basket and allocated to the roads based on ranking of roads.

The total budget for 5 years period is estimated to be at Rs. **1,359,749,900**. The budget for roads is expected to be increased at 10% per year. The total budget allocated for 1st year is Rs. 14, 80, 00,000 which will increase by 10% each year and at the 5th year; the budget is expected to be Rs.1,321,628,160.00. The total budget required for 5 years MTPP period is susceptible to change depending on the revised RMTMP every 5 years.

Table 7.1: Budget Allocation for Upgrading and Maintenance

FY	Class A	Class B	Class C	Class D	Total In ('000)
2082/083	132900	41905	56050	24800	255655
2083/084	132900	49530	63983.3	22350	268763.3
2084/085	132900	45030	85033.3	33875	296838.3
2085/086	132900	49542.5	62033.3	37325	281800.8
2086/087	132900	39367.5	54100	30325	256692.5

The cost of construction and upgrading of road of class “D” is subjected to 11% of total cost of construction and upgrading. Class A road owes 49%, Class B 17% and Class C 24% according to RMTMP Guidelines “A” annex 5.

Table 7.2: Budget Allocation for various Classes of Roads

FY	Class A	Class B	Class C	Class D	Total In ('000)
2082/083	132900	41905	56050	24800	255655
2083/084	132900	49530	63983.3	22350	268763.3
2084/085	132900	45030	85033.3	33875	296838.3
2085/086	132900	49542.5	62033.3	37325	281800.8
2086/087	132900	39367.5	54100	30325	256692.5
<b>Gap Budget</b>	<b>664500</b>	<b>81525</b>	<b>0</b>	<b>0</b>	<b>746025</b>

This budget need to be increased to provide intervention to all road network, if it is to be designed to desired level of full Right of way and hence they are constructed to acceptable level in next five years and is dealt in next subheading.

Gap budget will support by provincial government and Federal Government as well as doner agencies.

## 7.5 Five Year Implementation Plan

Provision of annual budget expenditure for proposed intervention (new construction, upgrading, maintenance and rehabilitation) is one of the final outcomes of the study. The budget plan is based on realistic approach and takes consideration of annual allocated budget of Rural Municipality. Intervention that can't be completed in preceding year should be the next priority in coming year. If a certain road, which was targeted to complete in first year could not be finished in first year, need to be given first priority in next year expenditure plan.

For the preparation of implementation plan one intervention for each road was considered to be intervening. However, if budget remains, then it shall be used for the preparation of second level of interventions considering the same priority. For example, if a road is earthen at present, it will first be upgraded to gravel road and then the next ranked road is provided with intervention and if the budget remains only then it will be upgraded to bituminous/metallic road. At short run all the Class A and B roads will be upgraded to two lane roads, whereas Class C and D roads to single lane roads

For track opening and gravelling full length (RoW) was used for intervening. In case of blacktopping within RMTMP period (i.e. 5 years) double lane for Class A and B, single lane for Class C and Class D roads, has been taken under considerations. The difference of RoW and existing width was taken for determining the cost for widening. In each of these calculations, the rate given in guideline was for single lane and the necessary multiplication was made for respective number of lanes. Drainage calculation was made for both side drains as well as cross drains. Cross drain was considered at every 500 meter intervals. Most often double side drain was considered within the city area.

Based on the budget projection of the Rural Municipality for next five year and budget allocation for various classes of roads and surface type, the implementation strategy for the major hierarchical road network has been proposed.

**Table 7.3 Five Year Implementation Plan for Class A Roads**

S.N.	Description	Target		Total Budget ( '000)	Implementation Year					Source of Budget		Gap Budget
		Unit	Nos.		2082/083	2083/084	2084/085	2085/086	2086/087	Response office	Amount Require ( '000)	
1.	Ring Road	km	37.5	375000	37500.00	37500.00	37500.00	37500.00	37500.00	Gaupalika Office, PG, GoN	375000	187500.00
2.	Aapkholi – Khamka-Bagachuli- Sanighos Road	km	9.4	94000	9400.00	9400.00	9400.00	9400.00	9400.00	Gaupalika Office, PG, GoN	94000	47000.00
3.	Rapti View Marga (Devikot- Karange-Rupakot- Baraha Road	km	8.7	87000	8700.00	8700.00	8700.00	8700.00	8700.00	Gaupalika Office, PG, GoN	87000	43500.00
4.	Tudikhel- Lalmatiya Pachhim - Kururiya	km	8.1	81000	8100.00	8100.00	8100.00	8100.00	8100.00	Gaupalika Office, PG, GoN	81000	40500.00
5.	Masuriya- White House- Kururiya- Road	km	7.3	73000	7300.00	7300.00	7300.00	7300.00	7300.00	Gaupalika Office, PG, GoN	73000	36500.00
6.	Bhanpur- Basantapur- Shiva Narayan Chowk- Devikot- Simie Road	km	6.9	69000	6900.00	6900.00	6900.00	6900.00	6900.00	Gaupalika Office, PG, GoN	69000	34500.00
7.	Chhodke Sisaniya- Badke Sisaniya- Kalapani- Karange- Pulkhola Road	km	11.2	112000	11200.00	11200.00	11200.00	11200.00	11200.00	Gaupalika Office, PG, GoN	112000	56000.00
8.	Bagarapur- Pathar Gaduwa- Bhulke Road	km	9.7	97000	9700.00	9700.00	9700.00	9700.00	9700.00	Gaupalika Office, PG, GoN	97000	48500.00



S.N.	Description	Target		Total Budget ('000)	Implementation Year					Source of Budget		Gap Budget
		Unit	Nos.		2082/083	2083/084	2084/085	2085/086	2086/087	Response office	Amount Require ('000)	
9.	Bagawanpur- Majeriya-Lathawa- Singe Road	km	10.6	106000	10600.00	10600.00	10600.00	10600.00	10600.00	Gaupalika Office, PG, GoN	106000	53000.00
10.	Rapti Corridor	km	9.2	92000	9200.00	9200.00	9200.00	9200.00	9200.00	Gaupalika Office, PG, GoN	92000	46000.00
11.	Chaite- Shantipur-Bahunepata- BP Marga Road	km	7.5	75000	7500.00	7500.00	7500.00	7500.00	7500.00	Gaupalika Office, PG, GoN	75000	37500.00
12.	Damodar Road	km	6.8	68000	6800.00	6800.00	6800.00	6800.00	6800.00	Gaupalika Office, PG, GoN	68000	34000.00
	<b>Total</b>		<b>132.9</b>	<b>1329000</b>	<b>132900</b>	<b>132900</b>	<b>132900</b>	<b>132900</b>	<b>132900</b>		<b>1329000.0</b>	<b>664500.0</b>

Table 7.4 Five Year Implementation Plan for Class B Roads

S.N.	Description	Target		Total Budget ('000)	Implementation Year					Source of Budget		Gap Budget
		Unit	Nos.		2082/083	2083/084	2084/085	2085/086	2086/087	Response office	Amount Require ('000)	
1.	Bhakte Chowk- Ramnagar Chowk Road	km	1.93	14475	4825.00	4825.00	4825.00			Gaupalika Office, PG, GoN	14475	0.00
2.	Tundikhel - Lalmatiya Purbi Chowk- Punyepur Road	km	0.51	3825	1912.50	1912.50				Gaupalika Office, PG, GoN	3825	0.00
3.	Traffic Chowk- Chaptare-Ramnagar Chowk-Maruwathan	km	2.42	18150	6050.00	6050.00	6050.00			Gaupalika Office, PG, GoN	18150	0.00

S.N.	Description	Target		Total Budget ('000)	Implementation Year					Source of Budget		Gap Budget
		Unit	Nos.		2082/083	2083/084	2084/085	2085/086	2086/087	Response office	Amount Require ('000)	
4.	Traffic Chowk -Bhalukhola Road	km	1.36	10200		3400.00	3400.00	3400.00		Gaupalika Office, PG, GoN	10200	0.00
5.	Rapti Samudhayek Green Park - Hanumangadhi Road - Tinkune Ringroad	km	2.01	15075		5025.00	5025.00	5025.00		Gaupalika Office, PG, GoN	15075	0.00
6.	Durga Himali Marg - Rapti River	km	0.7	5250		1750.00	1750.00	1750.00		Gaupalika Office, PG, GoN	5250	0.00
7.	Mini Micro Bus Park -Purano Nagar Bikas Samiti Chowk Road	km	1.2	9000				4500.00	4500.00	Gaupalika Office, PG, GoN	9000	0.00
8.	Arnanhanpur Chowk - Jeetpur - Mahendra Highway	km	2.45	18375				9187.50	9187.50	Gaupalika Office, PG, GoN	18375	0.00
9.	Sisahaniya Milan Chowk- Rapti Road	km	2.5	18750				9375.00	9375.00	Gaupalika Office, PG, GoN	18750	0.00
10.	Bal Kalya Aadharbhut - Dodhai Canal-Chaubato	km	2.08	15600	5200.00	5200.00	5200.00			Gaupalika Office, PG, GoN	15600	0.00
11.	Majheria Gulmaura Chowk - West Road	km	0.99	7425	2475.00	2475.00	2475.00			Gaupalika Office, PG, GoN	7425	0.00
12.	Paharuwa South - Lathuwa South Road		0.69	5175	2587.50	2587.50				Gaupalika Office, PG, GoN	5175	0.00

S.N.	Description	Target		Total Budget ('000)	Implementation Year					Source of Budget		Gap Budget	
		Unit	Nos.		2082/083	2083/084	2084/085	2085/086	2086/087	Response office	Amount Require ('000)		
13.	Milan Dada - South Road		0.34	2550	2550.00						Gaupalika Office, PG, GoN	2550	0.00
14.	Kalapani Chowk-Pipal Dada Chowk-Karange Tole-Banglachuli Gaunpalika Road	km	10.94	82050	8205.00	8205.00	8205.00	8205.00	8205.00		Gaupalika Office, PG, GoN	82050	41025.00
15.	BP Chowk -Sanighos Khola-Ghumaune Gaun- Simle Bawari Gaun Road	km	10.8	81000	8100.00	8100.00	8100.00	8100.00	8100.00		Gaupalika Office, PG, GoN	81000	40500.00
	<b>Total</b>		<b>40.92</b>	<b>306900</b>	<b>41905.0</b>	<b>49530.0</b>	<b>45030.0</b>	<b>49542.5</b>	<b>39367.5</b>			<b>306900.0</b>	<b>81525.0</b>

Table 7.5 Five Year Implementation Plan for Class C Roads

S.N.	Description	Target		Total Budget ('000)	Implementation Year					Source of Budget		Gap Budget	
		Unit	Nos.		2082/083	2083/084	2084/085	2085/086	2086/087	Response office	Amount Require ('000)		
1.	Nahar Road (Upper)	km	2.28	11400	3800.00	3800.00	3800.00				Gaupalika Office, PG, GoN	11400	0.00
2.	Khanal Guest House - Batauli Chauraha - Dip Boarding - Dip Marga Road	km	0.87	4350	1450.00	1450.00	1450.00				Gaupalika Office, PG, GoN	4350	0.00
3.	Naba Pratibha Chowk - Chaptare Chaupari Road	km	0.48	2400	1200.00	1200.00					Gaupalika Office, PG, GoN	2400	0.00
4.	Baraha Rukh Chowk- Kalika Chowk - Ramnagar Chowk Road	km	1.05	5250	1750.00	1750.00	1750.00				Gaupalika Office, PG, GoN	5250	0.00

S.N.	Description	Target		Total Budget ('000)	Implementation Year					Source of Budget		Gap Budget
		Unit	Nos.		2082/083	2083/084	2084/085	2085/086	2086/087	Response office	Amount Require ('000)	
5.	Ambeswori Mandir -Kathaha Bich Galli Road	km	0.72	3600	1200.00	1200.00	1200.00			Gaupalika Office, PG, GoN	3600	0.00
6.	Barakhutti Chowk -Bagge Pati Pauwa-Baraha Rukh Thati	km	1.83	9150	3050.00	3050.00	3050.00			Gaupalika Office, PG, GoN	9150	0.00
7.	Bichgalli Campus Chowk Road	km	0.59	2950	1475.00	1475.00				Gaupalika Office, PG, GoN	2950	0.00
8.	School Chowk - Nava Prativa Chowk Road	km	0.4	2000	1000.00	1000.00				Gaupalika Office, PG, GoN	2000	0.00
9.	Kates Nala Satmare Tole Chowk- Harse Dada Chowk-Ekata Tole Chowk	km	1.85	9250	3083.33	3083.33	3083.33			Gaupalika Office, PG, GoN	9250	0.00
10.	Ploting 7 (W.No. 2) Bararukh Chowk to North	km	0.37	1850	925.00	925.00				Gaupalika Office, PG, GoN	1850	0.00
11.	Harse Tal - Harde Dada Chowk (P1)	km	0.5	2500	1250.00	1250.00				Gaupalika Office, PG, GoN	2500	0.00
12.	Ploting 8 (W.No. 2) Harse Danda Chowk to East	km	0.32	1600	800.00	800.00				Gaupalika Office, PG, GoN	1600	0.00
13.	Ploting 9 (W.No. 2)	km	0.2	1000	500.00	500.00				Gaupalika Office, PG, GoN	1000	0.00

S.N.	Description	Target		Total Budget ('000)	Implementation Year					Source of Budget		Gap Budget
		Unit	Nos.		2082/083	2083/084	2084/085	2085/086	2086/087	Response office	Amount Require ('000)	
14.	Ploting 9 (W.No. 2)	km	0.33	1650	825.00	825.00				Gaupalika Office, PG, GoN	1650	0.00
15.	Bhitri Bato Ploting 10 (W.No. 2)	km	0.14	700	350.00	350.00				Gaupalika Office, PG, GoN	700	0.00
16.	Barakhutti Chowk to Ward Office	km	0.49	2450	1225.00	1225.00				Gaupalika Office, PG, GoN	2450	0.00
17.	Ekta Tol Chowk to Masuriya Sadak	km	0.35	1750	875.00	875.00				Gaupalika Office, PG, GoN	1750	0.00
18.	Ekta Nagar Ring Sadak	km	0.36	1800	900.00	900.00				Gaupalika Office, PG, GoN	1800	0.00
19.	2 No Ward Simana Barakhutti Kulo to Badarmatiya Road	km	1.13	5650		1883.33	1883.33	1883.33		Gaupalika Office, PG, GoN	5650	0.00
20.	Acharya Tole-Clinic Bhawan Chowk - Badarmatiya	km	1.07	5350		1783.33	1783.33	1783.33		Gaupalika Office, PG, GoN	5350	0.00
21.	Karamdi Khola Masuriya Badka Galli Chowk Cilnic Bhawan Chowk (P4)	km	1.28	6400		2133.33	2133.33	2133.33		Gaupalika Office, PG, GoN	6400	0.00
22.	Ghantadev Saba Chowk Acharya Tol - Simina Road	km	0.36	1800	900.00	900.00				Gaupalika Office, PG, GoN	1800	0.00

S.N.	Description	Target		Total Budget ('000)	Implementation Year					Source of Budget		Gap Budget
		Unit	Nos.		2082/083	2083/084	2084/085	2085/086	2086/087	Response office	Amount Require ('000)	
23.	Ghantadev Saba Chowk Milan Chowk - Karamdai Road	km	0.78	3900	1950.00	1950.00				Gaupalika Office, PG, GoN	3900	0.00
24.	Karamdi Khola Milan Chowk Naya Basti to Gauri Chowk	km	1.28	6400		2133.33	2133.33	2133.33		Gaupalika Office, PG, GoN	6400	0.00
25.	Khinaita Tole to East South Road	km	1.13	5650			1883.33	1883.33	1883.33	Gaupalika Office, PG, GoN	5650	0.00
26.	Maurighat Mabi Chowk Ratri Prabi Shiva Mandir to Mahendra Highway	km	1.84	9200			3066.67	3066.67	3066.67	Gaupalika Office, PG, GoN	9200	0.00
27.	Naya Basti Jane Chowk to Gauri Chowk Road	km	0.66	3300				1650.00	1650.00	Gaupalika Office, PG, GoN	3300	0.00
28.	Highway to 65 No. Chowk	km	0.37	1850				925.00	925.00	Gaupalika Office, PG, GoN	1850	0.00
29.	Lalit Chowk- Gauri Chowk	km	1.02	5100			1700.00	1700.00	1700.00	Gaupalika Office, PG, GoN	5100	0.00
30.	Gauri Chowk to Budichaur Jane Bato	km	0.3	1500				750.00	750.00	Gaupalika Office, PG, GoN	1500	0.00
31.	Narendra Smirti Chowk- Mejheni Gadh to North Connecting Road	km	1.96	9800			3266.67	3266.67	3266.67	Gaupalika Office, PG, GoN	9800	0.00

S.N.	Description	Target		Total Budget ('000)	Implementation Year					Source of Budget		Gap Budget
		Unit	Nos.		2082/083	2083/084	2084/085	2085/086	2086/087	Response office	Amount Require ('000)	
32.	Iman Chowk to Club Ghar Najik	km	0.46	2300				1150.00	1150.00	Gaupalika Office, PG, GoN	2300	0.00
33.	Shiva Mndir- Barpipal Chowk- RCC Culvert	km	1.13	5650			1883.33	1883.33	1883.33	Gaupalika Office, PG, GoN	5650	0.00
34.	Hanseswor Prabi Bhagwanpur to Rapti Road	km	1.12	5600			1866.67	1866.67	1866.67	Gaupalika Office, PG, GoN	5600	0.00
35.	Chaubato Sagrapur Bagrapur Chowk to Rapti	km	1.28	6400			2133.33	2133.33	2133.33	Gaupalika Office, PG, GoN	6400	0.00
36.	Martin School Hudai Sagrapur Chowk Road	km	1.17	5850			1950.00	1950.00	1950.00	Gaupalika Office, PG, GoN	5850	0.00
37.	School Chowk Aananpur Chowk Mela Sthal Road	km	1.02	5100	1700.00	1700.00	1700.00			Gaupalika Office, PG, GoN	5100	0.00
38.	Aananpur Chowk to Jeetpur Sadak	km	0.25	1250	625.00	625.00				Gaupalika Office, PG, GoN	1250	0.00
39.	Dalit Tole Hudai Aqueduct Road	km	0.59	2950	1475.00	1475.00				Gaupalika Office, PG, GoN	2950	0.00
40.	Chaubato Health Heart Hudai Mini Airport Road	km	0.7	3500	1750.00	1750.00				Gaupalika Office, PG, GoN	3500	0.00

S.N.	Description	Target		Total Budget ('000)	Implementation Year					Source of Budget		Gap Budget
		Unit	Nos.		2082/083	2083/084	2084/085	2085/086	2086/087	Response office	Amount Require ('000)	
41.	Srinarayan Chowk to Bhanpur Road	km	1.97	9850	3283.33	3283.33	3283.33			Gaupalika Office, PG, GoN	9850	0.00
42.	Punkhola -Lamkhola-Simle Connection Road	km	3.97	19850	6616.67	6616.67	6616.67			Gaupalika Office, PG, GoN	19850	0.00
43.	Dolai Khola Janajyoti Nimabi to Pipari khutti Bhitri Road	km	0.77	3850	1925.00	1925.00				Gaupalika Office, PG, GoN	3850	0.00
44.	Bijaura Chowk to Masan Ghat	km	0.45	2250	1125.00	1125.00				Gaupalika Office, PG, GoN	2250	0.00
45.	Bijauri Chowk RCC Culvert Rcc Bridhe Needed(Dolai Khola)Piparkhurri Chowk to Janajyoti Nimabi Road	km	1.92	9600	3200.00	3200.00	3200.00			Gaupalika Office, PG, GoN	9600	0.00
46.	Gai Form Hudai Thaman Ko Ghar Road	km	1.08	5400	1800.00	1800.00	1800.00			Gaupalika Office, PG, GoN	5400	0.00
47.	Pipari Chowk - Dolai Khola- Kohalwa Chowk	km	1.84	9200	3066.67	3066.67	3066.67			Gaupalika Office, PG, GoN	9200	0.00
48.	Pipari Chowk to Pipari Thati Road	km	0.39	1950	975.00	975.00				Gaupalika Office, PG, GoN	1950	0.00
49.	Amen Chaudhari Ko Ghar- Buddha Nagar Chowk- Dip Jyoti School	km	1.79	8950			2983.33	2983.33	2983.33	Gaupalika Office, PG, GoN	8950	0.00



S.N.	Description	Target		Total Budget ('000)	Implementation Year					Source of Budget		Gap Budget
		Unit	Nos.		2082/083	2083/084	2084/085	2085/086	2086/087	Response office	Amount Require ('000)	
50.	Ganeshman Chowk to Mahendra Hwy	km	0.43	2150				1075.00	1075.00	Gaupalika Office, PG, GoN	2150	0.00
51.	Kamal Road Chowk to Dolai Khola	km	0.51	2550				1275.00	1275.00	Gaupalika Office, PG, GoN	2550	0.00
52.	Lathuwa Chowk to Dolai Khola Road	km	0.55	2750				1375.00	1375.00	Gaupalika Office, PG, GoN	2750	0.00
53.	Dodhai Chowk to Dohai Chowk(P1)	km	0.28	1400				700.00	700.00	Gaupalika Office, PG, GoN	1400	0.00
54.	Lathuwa Chowk Nutan Bal Uddhan Hudai Singhe Khola Sadak	km	0.94	4700			1566.67	1566.67	1566.67	Gaupalika Office, PG, GoN	4700	0.00
55.	Gulmaura Chowk to North Road	km	0.3	1500				750.00	750.00	Gaupalika Office, PG, GoN	1500	0.00
56.	Bal Kalyan Aadharbhut to Bhulke Road	km	3.55	17750			5916.67	5916.67	5916.67	Gaupalika Office, PG, GoN	17750	0.00
57.	Bp Ringroad	km	0.54	2700				1350.00	1350.00	Gaupalika Office, PG, GoN	2700	0.00
58.	Rupakot Aadharbhut to Char Sale to Ghumaune Gaun Road	km	3.19	15950			5316.67	5316.67	5316.67	Gaupalika Office, PG, GoN	15950	0.00

S.N.	Description	Target		Total Budget ('000)	Implementation Year					Source of Budget		Gap Budget
		Unit	Nos.		2082/083	2083/084	2084/085	2085/086	2086/087	Response office	Amount Require ('000)	
59.	Salle Bohore Khet Salleri Danda Chaupari Road	km	2.63	13150			4383.33	4383.33	4383.33	Gaupalika Office, PG, GoN	13150	0.00
60.	Lamokhola Jane Chowk to Badrakshi Devi School Raod Hudai Lamakhola Road	km	3.11	15550			5183.33	5183.33	5183.33	Gaupalika Office, PG, GoN	15550	0.00
<b>Total</b>		km	<b>64.24</b>	<b>321200</b>	<b>56050.0</b>	<b>63983.3</b>	<b>85033.3</b>	<b>62033.3</b>	<b>54100</b>		<b>321200.0</b>	<b>0.0</b>

Table 7.5 Five Year Implementation Plan for Class D Roads

S.N.	Description	Target		Total Budget ('000)	Implementation Year					Source of Budget		Gap Budget
		Unit	Nos.		2082/083	2083/084	2084/085	2085/086	2086/087	Response office	Amount Require ('000)	
1.	Nahar Road (Upper)	km	1.18	2950	2950.00					Gaupalika Office	2950	0.00
2.	Bhanu Chowk to Shanti Tole Road	km	0.3	750	750.00					Gaupalika Office	750	0.00
3.	Ploting 8 (Gautam Buddha Tole to East North W-1) Road	km	0.88	2200	2200.00					Gaupalika Office	2200	0.00
4.	Kanchi Road	km	0.52	1300	1300.00					Gaupalika Office	1300	0.00
5.	Bhungbhunge Chowk to Hanuman Mandir Najik Jane Road	km	0.18	450	450.00					Gaupalika Office	450	0.00
6.	Bagasoti Marg	km	0.17	425	425.00					Gaupalika Office	425	0.00
7.	Plotting New (W-1, Aapkholi Chowk to South)	km	0.16	400	400.00					Gaupalika Office	400	0.00

S.N.	Description	Target		Total Budget ('000)	Implementation Year					Source of Budget		Gap Budget	
		Unit	Nos.		2082/083	2083/084	2084/085	2085/086	2086/087	Response office	Amount Require ('000)		
8.	Bimala Ghar Jane Bato	km	0.16	400	400.00						Gaupalika Office	400	0.00
9.	Rapti Green Park Marg	km	0.16	400	400.00						Gaupalika Office	400	0.00
10.	Shah Marg	km	0.24	600	600.00						Gaupalika Office	600	0.00
11.	Rapti Ganga Marg	km	0.27	675	675.00						Gaupalika Office	675	0.00
12.	Plotting 3 (W-1, School Road)	km	0.19	475	475.00						Gaupalika Office	475	0.00
13.	Santi Marg (Bhanu Chowk to South)	km	0.18	450	450.00						Gaupalika Office	450	0.00
14.	Padam Pun Sadak	km	0.16	400	400.00						Gaupalika Office	400	0.00
15.	Reule Tol Sadak	km	0.25	625	625.00						Gaupalika Office	625	0.00
16.	Purano Nagar Bikas to Area Police Station Road	km	0.24	600	600.00						Gaupalika Office	600	0.00
17.	Dip Jyoti Boarding School to Rapti Chamber Of Commerce	km	0.28	700	700.00						Gaupalika Office	700	0.00
18.	Batauli Chauraha Rapti Chamber of Commerce Badshala to Batauli Chauraha Road	km	0.21	525	525.00						Gaupalika Office	525	0.00
19.	Badshala Shiva Mandir to Rapti Bus Counter	km	0.36	900	900.00						Gaupalika Office	900	0.00

S.N.	Description	Target		Total Budget ('000)	Implementation Year					Source of Budget		Gap Budget	
		Unit	Nos.		2082/083	2083/084	2084/085	2085/086	2086/087	Response office	Amount Require ('000)		
20.	Ninja Hotel Bata Bhalukhola	km	1.38	3450	3450.00						Gaupalika Office	3450	0.00
21.	Bihani Marg (Darlami Tol to Subedi Tol South)	km	0.37	925	925.00						Gaupalika Office	925	0.00
22.	Subedi Tole East to South Connecting Road	km	0.17	425	425.00						Gaupalika Office	425	0.00
23.	Sankhutta Basti Bata Daxin Rapti Khola Jane Bato	km	0.22	550	550.00						Gaupalika Office	550	0.00
24.	Jagat Ploting (Subedi Tole East to South Running Road)	km	0.39	975	975.00						Gaupalika Office	975	0.00
25.	Subedi Tol to Thula Kuwa Road	km	0.26	650	650.00						Gaupalika Office	650	0.00
26.	Ploting 5 (Subedi Tole West to South Running Road)	km	0.21	525	525.00						Gaupalika Office	525	0.00
27.	Ploting 4	km	0.18	450	450.00						Gaupalika Office	450	0.00
28.	Highway to GR Wood Factory Road	km	0.24	600	600.00						Gaupalika Office	600	0.00
29.	Ploting 6	km	0.41	1025	1025.00						Gaupalika Office	1025	0.00
30.	Rishi Plotting 1	km	0.26	650		650.00					Gaupalika Office	650	0.00
31.	Plotting 2	km	0.33	825		825.00					Gaupalika Office	825	0.00
32.	Plotting 7 (W-1 Naba Pratibha Chowk to East)	km	0.53	1325		1325.00					Gaupalika Office	1325	0.00

S.N.	Description	Target		Total Budget ('000)	Implementation Year					Source of Budget		Gap Budget
		Unit	Nos.		2082/083	2083/084	2084/085	2085/086	2086/087	Response office	Amount Require ('000)	
33.	NTC Office to Kates Nala (Thilachaur Jane Bato)	km	0.54	1350		1350.00				Gaupalika Office	1350	0.00
34.	Kates Nala Chowk Darlami Tol to Kates Nala Aqueduct	km	0.44	1100		1100.00				Gaupalika Office	1100	0.00
35.	Kates Nala Chowk to Mukta Kamaiya Chowk Road	km	0.16	400		400.00				Gaupalika Office	400	0.00
36.	Bhakte Chowk to Mukta Kamaiya Chowk	km	0.24	600		600.00				Gaupalika Office	600	0.00
37.	Ring Road (Khururiya) to South Road	km	0.28	700		700.00				Gaupalika Office	700	0.00
38.	Badka Pul Bata Purba Jane Road	km	0.22	550		550.00				Gaupalika Office	550	0.00
39.	Badka Pul Bata Paschim Jane Road	km	0.26	650		650.00				Gaupalika Office	650	0.00
40.	Ploting 14 (W.No. 2) South to Kathaha Chowk	km	0.31	775		775.00				Gaupalika Office	775	0.00
41.	Ploting 12 (W.No. 2) North to Kathaha Chowk	km	0.39	975		975.00				Gaupalika Office	975	0.00
42.	Ploting 6 (W.No. 2) Campus Chowk to East	km	0.83	2075		2075.00				Gaupalika Office	2075	0.00
43.	Public Academy Road	km	0.19	475		475.00				Gaupalika Office	475	0.00
44.	Bagge Pati Pauwa to Badarmatiya Sadak	km	0.34	850		850.00				Gaupalika Office	850	0.00
45.	Adarsha Namuna Mabi Sadak	km	0.33	825		825.00				Gaupalika Office	825	0.00

S.N.	Description	Target		Total Budget ('000)	Implementation Year					Source of Budget		Gap Budget
		Unit	Nos.		2082/083	2083/084	2084/085	2085/086	2086/087	Response office	Amount Require ('000)	
46.	Rishi Plotting 3	km	0.21	525		525.00				Gaupalika Office	525	0.00
47.	Ploting 1 (W.No. 2) Barakhutti Chowk to Ekta Nagar Road	km	0.2	500		500.00				Gaupalika Office	500	0.00
48.	Proposed Park Road	km	0.24	600		600.00				Gaupalika Office	600	0.00
49.	Ploting 2 (W.No. 2) (Way to Masuriya From Barakhutti Chowk)	km	0.18	450		450.00				Gaupalika Office	450	0.00
50.	Shantinagar Sadak (Ploting)	km	0.41	1025		1025.00				Gaupalika Office	1025	0.00
51.	Durga Bhawani Janebaato	km	0.22	550		550.00				Gaupalika Office	550	0.00
52.	Aadarsha Tole Chowk to Aadarsha Tole Road	km	0.21	525		525.00				Gaupalika Office	525	0.00
53.	Highway to Acharya Tol Jane Bato	km	0.19	475		475.00				Gaupalika Office	475	0.00
54.	Ploting Road 18 (W.No. 2)	km	0.2	500		500.00				Gaupalika Office	500	0.00
55.	Petrol Pump to Basantapur Road	km	0.21	525		525.00				Gaupalika Office	525	0.00
56.	Narendra Smirti Chowk to Daxin Road	km	0.54	1350		1350.00				Gaupalika Office	1350	0.00
57.	Narendra Smirti Chowk Bata Daxin Road	km	0.3	750		750.00				Gaupalika Office	750	0.00

S.N.	Description	Target		Total Budget ('000)	Implementation Year					Source of Budget		Gap Budget
		Unit	Nos.		2082/083	2083/084	2084/085	2085/086	2086/087	Response office	Amount Require ('000)	
58.	Sisir Chowk Seren Valley Chowk Hudai RCC Culvert Vako Jane Bato	km	0.18	450		450.00				Gaupalika Office	450	0.00
59.	Janakpur Chowk to Daxin Jane Bato	km	0.82	2050			2050.00			Gaupalika Office	2050	0.00
60.	Shiva Mandir to Northeast Bhitri Road	km	0.48	1200			1200.00			Gaupalika Office	1200	0.00
61.	Ghantadev Shiva Mandir to Purba Galli Ko Uttar Masuriya Basti Jane Bato	km	0.5	1250			1250.00			Gaupalika Office	1250	0.00
62.	Ghanta Dev Shiva Mandir Siri Chaur Naba Jyoti Nimabi to Nayabasti Road	km	0.55	1375			1375.00			Gaupalika Office	1375	0.00
63.	Siddhartha Boarding to Siri Chaur Naba Jyoti Nimabi Road	km	0.27	675			675.00			Gaupalika Office	675	0.00
64.	Mukta Kamaiya Road	km	0.46	1150			1150.00			Gaupalika Office	1150	0.00
65.	Rapti Technical Road	km	0.17	425			425.00			Gaupalika Office	425	0.00
66.	Maurighat School Road	km	0.38	950			950.00			Gaupalika Office	950	0.00
67.	Bansghari to Siddhartha Boarding School	km	0.28	700			700.00			Gaupalika Office	700	0.00
68.	Oli Tol Hudai Dolai Khola Jane Road	km	0.56	1400			1400.00			Gaupalika Office	1400	0.00

S.N.	Description	Target		Total Budget ('000)	Implementation Year					Source of Budget		Gap Budget
		Unit	Nos.		2082/083	2083/084	2084/085	2085/086	2086/087	Response office	Amount Require ('000)	
69.	Plotting Road(W-4, in Betwen Majheni Gadh and Lalit Chowk Towards East	km	0.67	1675			1675.00			Gaupalika Office	1675	0.00
70.	Majhenigadh Tole Jane Bato	km	0.24	600			600.00			Gaupalika Office	600	0.00
71.	Staff Chowk Basantapur Shivamandir Hudai Embankment Jane Road	km	0.52	1300			1300.00			Gaupalika Office	1300	0.00
72.	Basantapur Gaun to Mahatan Tol	km	0.28	700			700.00			Gaupalika Office	700	0.00
73.	Lasuniya Bato	km	0.24	600			600.00			Gaupalika Office	600	0.00
74.	Chaubato to Gai Form	km	0.25	625			625.00			Gaupalika Office	625	0.00
75.	Gai Form to Jib Lal Ghar Road	km	1.17	2925			2925.00			Gaupalika Office	2925	0.00
76.	Maruwa Than to Lal Mani Ko Ghar	km	0.31	775			775.00			Gaupalika Office	775	0.00
77.	Ramjanaki Mandir to Manjhi Kulo Pul Road	km	1.08	2700			2700.00			Gaupalika Office	2700	0.00
78.	Paschim Galli Road	km	0.83	2075			2075.00			Gaupalika Office	2075	0.00
79.	School Chowk to Agricultural Road	km	0.31	775			775.00			Gaupalika Office	775	0.00
80.	Eye Hospital Road	km	0.23	575			575.00			Gaupalika Office	575	0.00



S.N.	Description	Target		Total Budget ('000)	Implementation Year					Source of Budget		Gap Budget
		Unit	Nos.		2082/083	2083/084	2084/085	2085/086	2086/087	Response office	Amount Require ('000)	
81.	Pipal Chautari Galli Bato	km	0.34	850			850.00			Gaupalika Office	850	0.00
82.	Kuwa to South RCC Culvert Bhitri Road	km	0.17	425			425.00			Gaupalika Office	425	0.00
83.	Kuwa to East Road	km	0.29	725			725.00			Gaupalika Office	725	0.00
84.	Sailor Mill to East Galli Bato	km	0.33	825			825.00			Gaupalika Office	825	0.00
85.	Sargapur Chowk to Jagpur Jane Road	km	0.34	850			850.00			Gaupalika Office	850	0.00
86.	Sargapur Chowk Jane Bich Ko Bato	km	0.6	1500			1500.00			Gaupalika Office	1500	0.00
87.	Jagpur Gaun Hudai Sargapur Chowk Roadwidth	km	0.88	2200			2200.00			Gaupalika Office	2200	0.00
88.	Jagpur Gaun Hudai Sargapur Chowk Road	km	0.25	625				625.00		Gaupalika Office	625	0.00
89.	Sargapur to Bhagwanpur Road Paschin(P5)	km	0.45	1125				1125.00		Gaupalika Office	1125	0.00
90.	Bhawanpur to East Road	km	1.33	3325				3325.00		Gaupalika Office	3325	0.00
91.	Deepak Gahr Jane Bato Sargapur Bata	km	0.63	1575				1575.00		Gaupalika Office	1575	0.00
92.	Gairhan Tol Sadak	km	0.71	1775				1775.00		Gaupalika Office	1775	0.00
93.	Mnjhi Kula Culvert- Sargapur Chowk Canal Road	km	0.2	500				500.00		Gaupalika Office	500	0.00

S.N.	Description	Target		Total Budget ('000)	Implementation Year					Source of Budget		Gap Budget
		Unit	Nos.		2082/083	2083/084	2084/085	2085/086	2086/087	Response office	Amount Require ('000)	
94.	Manjhi Kula Majheria Hudai Paschim Road(P4)	km	0.2	500				500.00		Gaupalika Office	500	0.00
95.	Pipari Bata Bhanpur Jodne Sadak	km	0.97	2425				2425.00		Gaupalika Office	2425	0.00
96.	Pipari Jane Road	km	0.23	575				575.00		Gaupalika Office	575	0.00
97.	Bhitri Purbi Bato	km	0.21	525				525.00		Gaupalika Office	525	0.00
98.	Pipari Gaun Ring Road	km	0.66	1650				1650.00		Gaupalika Office	1650	0.00
99.	Sano Nadi Intake Jane Bato	km	0.2	500				500.00		Gaupalika Office	500	0.00
100.	Ploting Road 2 (W.No. 7)	km	1.72	4300				4300.00		Gaupalika Office	4300	0.00
101.	Purba Galli Road	km	0.45	1125				1125.00		Gaupalika Office	1125	0.00
102.	East Of Maruwathan Chowkbhitri Bato	km	0.25	625				625.00		Gaupalika Office	625	0.00
103.	Sargaiya Road	km	0.32	800				800.00		Gaupalika Office	800	0.00
104.	Parti Galla Bato	km	0.3	750				750.00		Gaupalika Office	750	0.00
105.	Pargatinagar Chowk to Sarbodaye Mabi Road	km	0.24	600				600.00		Gaupalika Office	600	0.00
106.	Pargatinagar Chowk Sarbodaye Mabi Hudai Damodar Road (P2)	km	0.19	475				475.00		Gaupalika Office	475	0.00

S.N.	Description	Target		Total Budget ('000)	Implementation Year					Source of Budget		Gap Budget
		Unit	Nos.		2082/083	2083/084	2084/085	2085/086	2086/087	Response office	Amount Require ('000)	
107.	Kamal Road Chowk Rice Mil to Sarbodaye Mabi Jane Road	km	0.86	2150				2150.00		Gaupalika Office	2150	0.00
108.	Kamal Road Chowk to Khum Bdr Pun Chowk Road	km	0.16	400				400.00		Gaupalika Office	400	0.00
109.	Kamal Road Chowk- Khim Bdr Chowk Road to East New Track	km	0.36	900				900.00		Gaupalika Office	900	0.00
110.	Badka Kulo Bato	km	0.95	2375				2375.00		Gaupalika Office	2375	0.00
111.	Badka Kula Bhitri Bato	km	0.16	400				400.00		Gaupalika Office	400	0.00
112.	Dumri Kula Bhitri Bato	km	0.19	475				475.00		Gaupalika Office	475	0.00
113.	Dhumri Kulo Bato	km	0.36	900				900.00		Gaupalika Office	900	0.00
114.	Lalthuwa to East New Track	km	0.71	1775				1775.00		Gaupalika Office	1775	0.00
115.	Lathuwa Chowk to Lathuwa Paschim Galli	km	1.23	3075				3075.00		Gaupalika Office	3075	0.00
116.	Singhe Khola Pul Bata Dodhai Chowk Jane Road	km	0.44	1100				1100.00		Gaupalika Office	1100	0.00
117.	Singhe Khola Pul - Narti Kula - Hari Kumars' House	km	0.83	2075					2075.00	Gaupalika Office	2075	0.00
118.	Sukumbasu Tol Hudai Mango Firm	km	0.27	675					675.00	Gaupalika Office	675	0.00
119.	Pipri Khutti Chowk Bata Halka Paschim Gayera Uttar Jane Road	km	0.24	600					600.00	Gaupalika Office	600	0.00

S.N.	Description	Target		Total Budget ('000)	Implementation Year					Source of Budget		Gap Budget
		Unit	Nos.		2082/083	2083/084	2084/085	2085/086	2086/087	Response office	Amount Require ('000)	
120.	Piperkhutti Chowk to Jutpani Chowk Hudai RCC Bridge Needed Area Samma Road	km	0.3	750					750.00	Gaupalika Office	750	0.00
121.	Gai Form to Jutpani Chowk	km	0.32	800					800.00	Gaupalika Office	800	0.00
122.	Maruwa Than to Purba Daxin Highway Touch Jane Bato (Bagihawa Bato)	km	0.35	875					875.00	Gaupalika Office	875	0.00
123.		km	0.39	975					975.00	Gaupalika Office	975	0.00
124.	Dorahawa Bato	km	0.22	550					550.00	Gaupalika Office	550	0.00
125.	Ploting Raod 3 (W.No. 7)	km	0.2	500					500.00	Gaupalika Office	500	0.00
126.	Bagihawa Paschim Raod	km	0.69	1725					1725.00	Gaupalika Office	1725	0.00
127.	Lakhan Chowk to Gauria Simal Buta Jane Bato	km	0.22	550					550.00	Gaupalika Office	550	0.00
128.	Lakhan Chowk to Gauria Simal Buta Jane Bato (Prabhakar Ghar Jane Bato)	km	0.36	900					900.00	Gaupalika Office	900	0.00
129.	Gauri Simal Buta Chowk to Gharti Ko Ghar (Track Open)	km	1.54	3850					3850.00	Gaupalika Office	3850	0.00
130.	Bhitri Bato (Baguri Road)	km	0.18	450					450.00	Gaupalika Office	450	0.00
131.	Shiva Mandir Road	km	0.22	550					550.00	Gaupalika Office	550	0.00

S.N.	Description	Target		Total Budget ('000)	Implementation Year					Source of Budget		Gap Budget
		Unit	Nos.		2082/083	2083/084	2084/085	2085/086	2086/087	Response office	Amount Require ('000)	
132.	Kohalwa Chowk to Shankar Saba	km	0.56	1400					1400.00	Gaupalika Office	1400	0.00
133.	Shaheb Chowk to Ganeshman Chowk Hudai Paschim Sisaniya Chowk (P5)	km	0.19	475					475.00	Gaupalika Office	475	0.00
134.	Track Open	km	0.45	1125					1125.00	Gaupalika Office	1125	0.00
135.	Kalapani Chowk to Rani Tol Sadak	km	0.56	1400					1400.00	Gaupalika Office	1400	0.00
136.	Dolai Khola Dam	km	0.18	450					450.00	Gaupalika Office	450	0.00
137.	Plotting Road 1 (W.No. 5) on West Side of Kamal Road	km	0.45	1125					1125.00	Gaupalika Office	1125	0.00
138.	Rcc Culvert to Mansaram Ghar Road	km	0.47	1175					1175.00	Gaupalika Office	1175	0.00
139.	Basudev Gyawali Ghar to Yubraj Bc Ghar	km	0.67	1675					1675.00	Gaupalika Office	1675	0.00
140.	Madan Adhakari Sadak	km	0.92	2300					2300.00	Gaupalika Office	2300	0.00
141.	Machheta Marg	km	0.23	575					575.00	Gaupalika Office	575	0.00
142.	Saligram Road to Jagat Ram Ghar Road	km	0.2	500					500.00	Gaupalika Office	500	0.00
143.	Ram Pd Ghar RCC Culvert Hudai Jagat Ram Ghar	km	0.15	375					375.00	Gaupalika Office	375	0.00

S.N.	Description	Target		Total Budget ('000)	Implementation Year					Source of Budget		Gap Budget
		Unit	Nos.		2082/083	2083/084	2084/085	2085/086	2086/087	Response office	Amount Require ('000)	
144.	Nutan Bal Uddhan to Singhe Khola Road	km	0.23	575					575.00	Gaupalika Office	575	0.00
145.	Karange Tole to Tallo Karange Road	km	0.2	500					500.00	Gaupalika Office	500	0.00
146.	Karange Tole to North New Track	km	0.15	375					375.00	Gaupalika Office	375	0.00
147.	Kamal Road Chowk to Dolai Khola Road	km	0.19	475					475.00	Gaupalika Office	475	0.00
	<b>Total</b>	km	<b>59.47</b>	<b>148675</b>	<b>24800.0</b>	<b>22350.0</b>	<b>33875.0</b>	<b>37325.0</b>	<b>30325</b>		<b>148675.0</b>	<b>0.0</b>

## CHAPTER EIGHT: CONCLUSION

### 8.1 Conclusion

Municipal Transport Master Plan has been prepared for Rapti Rural Municipality. A series surveys for data collection, series of different level interaction with the locals and various authorities was conducted. The study has identified all the roads of the Rural Municipality, their status and interventions required. The map of IDPM, MIM, MTPP and other maps are prepared.

The study has formulated hierarchy of roads which is necessary for long term rapid development of the Rural Municipality area. The study has shown increased trend of motorized vehicle. This is necessary to be implemented as the developed cities are have trouble to address the demand of active mode user friendly urban road infrastructures. As the implementation strategy suggests, the Rural Municipality needs to develop proper framework and policies for the implementation of the perspective plans, built the capacity of the Rural Municipality and the local organizations and committees and proper stages of development of the roads.

Transport and land use along with nodal development cannot be disintegrated. Preparation of Municipal Transport Master Plan is the first step in the planned development of the municipal area. RMTMP alone cannot circumscribe the potential development of the municipal area. Comprehensive city development plan, land use plan, drainage master plan, etc. are some other plans that needs to be prepared and integrated with Municipal Transport Master Plan. For future nodal development and transport development, land use master plan and comprehensive city development plan should also be prepared. RMTMP should then be revised based on those plans.

### 8.2 Recommendation

- Unplanned urbanization has rendered many cities unlivable because of the growing pollution and lack of green/open spaces. Road space is most frequently used public space. **Provision of green belt** along the urban roads creates safer and pleasant walking spaces, and acts as median to separate motorists from each other and from the NMT users.
- **Proper structured public transport routes** are vital for sustainable transport development. As the demand increases, before well-structured and formal transport is justified economically, the local government should introduce City Bus to ply at least within the Rural Municipality.
- **A proper hierarchy of settlement** should be developed to segregate the commercial and business centers from settlement areas and industrial area. A hierarchy of the market centers should be developed as main market
- Better provision of **Road and road side infrastructure** is must for effectiveness of planning. Due to very high active users, proper networks of pedestrian way and cycle tracks should fit in the basic road width. Proper bus lay bys are necessary

elements for proper public transport system. Adequate lighting system along with proper connected pedestrian ways and zebra crossings is another major road infrastructure.

- Increase private motorized vehicle ownership will have witnessed the need of parking, so **Proper Parking Management** is must. Similarly, parking at the major destinations such as business and market centers, industrial and commercial areas should be managed by the private sector.
- **Integrated service planning** is a very important factor for damage minimization during construction and expansion of various facilities. As the road follows, settlement also expands which demands other facilities such as electricity, drainage and drinking water. All these facilities are provided along with road infrastructure, mostly within the ROW of road. Proper integration of these services with road planning is necessary to minimize multiple investments in the individual infrastructure and the damage to other infrastructure during maintenance and/or expansion.
- The proposed roads cannot be directly implemented at a glance. **Proper phases of development** of roads of all hierarchy should be envisaged and planned.
- **Land acquisition** should go parallel with development phase of roads and possibly concept of land pooling can be adopted for land acquisition.
- **Proper Land Use Plan and Comprehensive city development plan** is must for better effectiveness of this RMTMP and these three need to be correlated with each other.
- It is recommended to adopt **Labour based Environmental friendly and Participatory (LEP)** approach popularly known as Green Roads construction method. Green Road approach aims at reducing scarring by minimizing the amount of cut necessary and by balancing the amount of material cut with the amount of fill required.
- Revised Scoring criteria and Mid Period Review is must to ensure the RMTMP is in accordance with the future developed policies on Land Use and Comprehensive City Development Plan.



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## **ANNEX A: MAPS**

**ANNEX B: ROAD INVENTORY DATA**

S.N.	Name of the Road	Length of the Road (km)	Width of the Road (m)	Types of Road	Intervention type	Ward No.	Remarks
1.	Aapkholi - Bagasudi-Village Road	4	6	Earthen	Upgrading	1	
2.	Aapkholi Road	1.4	10	Earthen/Gravel	Upgrading	1	
3.	Nepal Rastiya Ma.Bi.-Ghurma Himal Road	1.5	8	Earthen	Upgrading	1	
4.	Nawa Pratibha School Road	0.3	8	Gravel	Upgrading	1	
5.	Rapti Udhog Banijya Sangha-Pakhapani Road (Sastra Pachhadi)	0.5	6	Gravel	Upgrading	1	
6.	Harse Danda-Khuriya Road	5	8/10/2012	Gravel	Upgrading	2	
7.	Tudikhel-Punyapur Road	2	10	Gravel	Upgrading	2	
8.	Muktinagar-Ramnagar-Punyapur Road	2	8	Gravel	Upgrading	2	
9.	Aapkholi Chowk-Sanighos Chaupari-Devikot Road	10	8	Gravel/Earthen	Upgrading	2	
10.	Shantipur-Baunnepata-Ghoskhola (Ward No.9 Road) Road	25	8	Gravel/Earthen	Upgrading	2	
11.	Chakrapath Section (New Construction 4km)	6	12	Earthen	Upgrading	3	
12.	Masuriya-Khururiya Road (Tourism Road)	2	8	Gravel	Upgrading	3	9m Bridge rqd
13.	65 No. - Gauri Chowk Road	0.8	10	Gravel	Upgrading	3	
14.	Masuriya Purba -Aacharya Tole Road	1.5	10	Gravel	Upgrading	3	
15.	Masuriya- Kramadi Khola Road	1	10	Gravel	Upgrading	3	
16.	Shree Narayan Chowk-Sundarpur-Piparkoti-Nayagaun Road	4	12	Gravel	Upgrading	4	
17.	Kineta-Majhanigad Road	3	8	Gravel	Upgrading	4	
18.	Janakpur Ringroad	5	10	Black top/Gravel	Upgrading	4	1km Blacktop
19.	Modighat-Budhichaur Road	5	8	Gravel	Upgrading	4	
20.	Dakchhin Khineta-Gaumukhi Tole Road		8	Gravel	Upgrading	4	
21.	Sisaniya-Bangalachuli Road (23 core costing)	18	8	Gravel/Earthen	Upgrading	5	4km Gravel

S.N.	Name of the Road	Length of the Road (km)	Width of the Road (m)	Types of Road	Intervention type	Ward No.	Remarks
22.	Paharuwa-Bhulke Road	4	8	Black top/ Gravel	Upgrading	5	0.7km Blacktop
23.	Lathawa-Simle Road	3	10	Gravel	Upgrading	5	
24.	Ring Road	4	12	Gravel/ Earthen	Upgrading	5	2km Gravel
25.	Buddhanagar-Damodar-Dhodoi Road	4	10	Gravel/ Earthen	Upgrading	5	2km Gravel
26.	Damodar Road (Rapti Ringroad Section)	3	12	Black top		6	
27.	Chaubato Chowk -Bagrapur Road	3	10	Black top		6	Tharu Homestay
28.	Pathargadawa Road	4	10	Gravel	Upgrading	6	Drain Facility
29.	Bhagawanpur Road	4	10	Gravel	Upgrading	6	
30.	Majheriya Road	2.5	10	Gravel	Upgrading	6	
31.	Sianiya-Maharewa-Rapti Bridge Road	3	12	Blacktop /Gravel	Maintenance	7	1.5km Blacktop
32.	Rapti Ringroad	5	12	Blacktop		7	
33.	ShreeNarayan -Bhanupur Road	1.5	10	Blacktop /Gravel	Upgrading	7	0.5km Blacktop
34.	Pipari-Aanaampur Road	3.5	10	Blacktop /Gravel	Upgrading	7	1km Blacktop
35.	Krishi Sadak - Jagapur Road (Damodar Road)	5	10	Gravel	Upgrading	7	
36.	Damodar Road Section	2	10	Gravel/ Earthen	Upgrading	7	
37.	Shiva Tole and Parbati Road	1.8	8	Earthen	Upgrading	8	
38.	Milan Tole - Milan Danda-Simal Chaur Road	4	10	Gravel/ Earthen	Upgrading	8	
39.	Saisar Ward No. 4 - Ward No. 5 Boundary Road (Milan tole)	6	10	Gravel	Upgrading	8	
40.	Shankar Tole Road	0.6	16	Earthen	Upgrading	8	
41.	Samsad Road- Nayabasti Tole (Sisaniya-Shankar Tole)	2	16	Gravel	Upgrading	8	
42.	Tundikhel-Lalmatiya Paschim Chowk- Khururiya-bhanpur-Jeetpur-Pathhar Gadhwadodhai Chowk-Kalapani Chowk-Sahid Smarak Park-Tundikhel-Mahendra Hwy	33.6	10 to 16		Upgrading		

S.N.	Name of the Road	Length of the Road (km)	Width of the Road (m)	Types of Road	Intervention type	Ward No.	Remarks
43.	Aapkholi chowk-Sanighos-Chaupari-Chhauni Tole-Karange road	22.89	10 to 16		Upgrading		
44.	BP chowk -Sanighos Khola-Ghumaune Gaun- Simle Bawari Gaun Road	15.98	10 to 16		Upgrading		
45.	Shree Narayan Chowk- Club Ghar Chowk-Chauni Tole Chowk-Simle Bawari Gaun Road	13.32	10 to 16		Upgrading		
46.	Bhakte Chowk- Ramnagar Chowk Road	1.93	8 to 10		Upgrading		
47.	Tundikhel - Lalmatiya Purbi Chowk- Punyepur Road	0.51	8 to 10		Upgrading		
48.	Traffic Chowk- Chaptare-Ramnagar Chowk-Maruwathan	2.42	8 to 10		Upgrading		
49.	Traffic Chowk -Bhalukhola Road	1.36	8 to 10		Upgrading		
50.	Rapti Samudhayek Green Park - Hanumangadhi Road - Tinkune Ringroad	2.01	8 to 10		Upgrading		
51.	Durga Himali Marg - Rapti River	0.7	8 to 10		Upgrading		
52.	Mini Micro Bus Park -Purano Nagar Bikas Samiti Chowk Road	1.2	8 to 10		Upgrading		
53.	Arnanhanpur Chowk - Jeetpur - Mahendra Highway	2.45	8 to 10		Upgrading		
54.	Sisahaniya Milan Chowk-Rapti Road	2.5	8 to 10		Upgrading		
55.	Bal Kalya Aadharbhut - Dodhai Canal-Chaubato	2.08	8 to 10		Upgrading		
56.	Majheria Gulmaura Chowk - West Road	0.99	8 to 10		Upgrading		
57.	Paharuwa South - Lathuwa South Road	0.69	8 to 10		Upgrading		
58.	Milan Dada - South Road	0.34	8 to 10		Upgrading		
59.	Kalapani Chowk-Pipal Dada Chowk-Karange Tole-Banglachuli Gaunpalika Road	10.94	8 to 10		Upgrading		
60.	BP Chowk -Sanighos Khola-Ghumaune Gaun- Simle Bawari Gaun Road	10.8	8 to 10		Upgrading		
61.	Nahar Road (Upper)	2.28	6 to 8		Upgrading		

S.N.	Name of the Road	Length of the Road (km)	Width of the Road (m)	Types of Road	Intervention type	Ward No.	Remarks
62.	Khanal Guest House - Batauli Chauraha - Dip Boarding - Dip Marga Road	0.87	6 to 8		Upgrading		
63.	Naba Pratibha Chowk - Chaptare Chaupari Road	0.48	6 to 8		Upgrading		
64.	Baraha Rukh Chowk- Kalika Chowk - Ramnagar Chowk Road	1.05	6 to 8		Upgrading		
65.	Ambeswori Mandir -Kathaha Bich Galli Road	0.72	6 to 8		Upgrading		
66.	Barakhutti Chowk -Bagge Pati Pauwa- Baraha Rukh Thati	1.83	6 to 8		Upgrading		
67.	Bichgalli Campus Chowk Road	0.59	6 to 8		Upgrading		
68.	School Chowk - Nava Prativa Chowk Road	0.4	6 to 8		Upgrading		
69.	Kates Nala Satmare Tole Chowk- Harse Dada Chowk- Ekata Tole Chowk	1.85	6 to 8		Upgrading		
70.	Ploting 7 (W.No. 2) Bararukh Chowk To North	0.37	6 to 8		Upgrading		
71.	Harse Tal - Harde Dada Chowk(P1)	0.5	6 to 8		Upgrading		
72.	Ploting 8 (W.No. 2) Harse Danda Chowk to East	0.32	6 to 8		Upgrading		
73.	Ploting 9 (W.No. 2)	0.2	6 to 8		Upgrading		
74.	Ploting 9 (W.No. 2)	0.33	6 to 8		Upgrading		
75.	Bhitri Bato Ploting 10 (W.No. 2)	0.14	6 to 8		Upgrading		
76.	Barakhutti Chowk to Ward Office	0.49	6 to 8		Upgrading		
77.	Ekta Tol Chowk to Masuriya Sadak	0.35	6 to 8		Upgrading		
78.	Ekta Nagar Ring Sadak	0.36	6 to 8		Upgrading		
79.	2 No Ward Simana Barakhutti Kulo to Badarmatiya Road	1.13	6 to 8		Upgrading		
80.	Acharya Tole-Clinic Bhawan Chowk -Badarmatiya	1.07	6 to 8		Upgrading		
81.	Karamdi Kholo Masuriya Badka Galli Chowk Cilnic Bhawan Chowk (P4)	1.28	6 to 8		Upgrading		
82.	Ghantadev Saba Chowk Acharya Tol -Simina Road	0.36	6 to 8		Upgrading		

S.N.	Name of the Road	Length of the Road (km)	Width of the Road (m)	Types of Road	Intervention type	Ward No.	Remarks
83.	Ghantadev Saba Chowk Milan Chowk -Karamdai Road	0.78	6 to 8		Upgrading		
84.	Karamdi Khola Milan Chowk Naya Basti to Gauri Chowk	1.28	6 to 8		Upgrading		
85.	Khinaita Tole to East South Road	1.13	6 to 8		Upgrading		
86.	Maurighat Mabi Chowk Ratri Prabi Shiva Mandir to Mahendra Highway	1.84	6 to 8		Upgrading		
87.	Naya Basti Jane Chowk to Gauri Chowk Road	0.66	6 to 8		Upgrading		
88.	Highway to 65 No. Chowk	0.37	6 to 8		Upgrading		
89.	Lalit Chowk- Gauri Chowk	1.02	6 to 8		Upgrading		
90.	Gauri Chowk to Budichaur Jane Bato	0.3	6 to 8		Upgrading		
91.	Narendra Smirti Chowk- Mejhenei Gadh to North Connecting Road	1.96	6 to 8		Upgrading		
92.	Iman Chowk to Club Ghar Najik	0.46	6 to 8		Upgrading		
93.	Shiva Mndir- Barpipal Chowk- RCC Culvert	1.13	6 to 8		Upgrading		
94.	Hanseswor Prabi Bhagwanpur to Rapti Road	1.12	6 to 8		Upgrading		
95.	Chaubato Sagrapur Bagrapur Chowk to Rapti	1.28	6 to 8		Upgrading		
96.	Martin School Hudai Sagrapur Chowk Road	1.17	6 to 8		Upgrading		
97.	School Chowk Aananpur Chowk Mela Sthal Road	1.02	6 to 8		Upgrading		
98.	Aananpur Chowk to Jeetpur Sadak	0.25	6 to 8		Upgrading		
99.	Dalit Tole Hudai Aqueduct Road	0.59	6 to 8		Upgrading		
100.	Chaubato Health Heart Hudai Mini Airport Road	0.7	6 to 8		Upgrading		
101.	Srinarayan Chowk to Bhanpur Road	1.97	6 to 8		Upgrading		
102.	Punkhola -Lamkhola-Simle Connection Road	3.97	6 to 8		Upgrading		
103.	Dolai Khola Janajyoti Nimabi to Piparikhutti Bhitri Road	0.77	6 to 8		Upgrading		
104.	Bijaura Chowk to Masan Ghat	0.45	6 to 8		Upgrading		

S.N.	Name of the Road	Length of the Road (km)	Width of the Road (m)	Types of Road	Intervention type	Ward No.	Remarks
105.	Bijauri Chowk RCC Culvert Rcc Bridhe Needed (Dolai Khola) Piparkhurri Chowk to Janajyoti Nimabi Road	1.92	6 to 8		Upgrading		
106.	Gai Farm Hudai Thaman Ko Ghar Road	1.08	6 to 8		Upgrading		
107.	Pipari Chowk - Dolai Khola-Kohalwa Chowk	1.84	6 to 8		Upgrading		
108.	Pipari Chowk to Pipari Thati Road	0.39	6 to 8		Upgrading		
109.	Amen Chaudhari Ko Ghar-Buddha Nagar Chowk- Dip Jyoti School	1.79	6 to 8		Upgrading		
110.	Ganeshman Chowk to Mahendra Hwy	0.43	6 to 8		Upgrading		
111.	Kamal Road Chowk to Dolai Khola	0.51	6 to 8		Upgrading		
112.	Lathuwa Chowk to Dolai Khola Road	0.55	6 to 8		Upgrading		
113.	Dodhai Chowk to Dohai Chowk(P1)	0.28	6 to 8		Upgrading		
114.	Lathuwa Chowk Nutan Bal Uddhan Hudai Singhe Khola Sadak	0.94	6 to 8		Upgrading		
115.	Gulmaura Chowk to North Road	0.3	6 to 8		Upgrading		
116.	Bal Kalyan Aadharbhut to Bhulke Road	3.55	6 to 8		Upgrading		
117.	Bp Ringroad	0.54	6 to 8		Upgrading		
118.	Rupakot Aadharbhut to Char Sale to Ghumaune Gaun Road	3.19	6 to 8		Upgrading		
119.	Salle Bohore Khet Salleri Danda Chaupari Road	2.63	6 to 8		Upgrading		
120.	Lamokhola Jane Chowk to Badrakshi Devi School Raod Hudai Lamakhola Road	3.11	6 to 8		Upgrading		
121.	Nahar Road (Upper)	1.18	6		Upgrading		
122.	Bhanu Chowk to Shanti Tole Road	0.3	6		Upgrading		
123.	Ploting 8 (Gautam Buddha Tole to East North W-1) Road	0.88	6		Upgrading		
124.	Kanchi Road	0.52	6		Upgrading		
125.	Bhungbhunge Chowk to Hanuman Mandir Najik Jane Road	0.18	6		Upgrading		



S.N.	Name of the Road	Length of the Road (km)	Width of the Road (m)	Types of Road	Intervention type	Ward No.	Remarks
126.	Bagasoti Marg	0.17	6		Upgrading		
127.	Plotting New (W-1, Aapkholi Chowk to South)	0.16	6		Upgrading		
128.	Bimala Ghar Jane Bato	0.16	6		Upgrading		
129.	Rapti Green Park Marg	0.16	6		Upgrading		
130.	Shah Marg	0.24	6		Upgrading		
131.	Rapti Ganga Marg	0.27	6		Upgrading		
132.	Plotting 3 (W-1, School Road)	0.19	6		Upgrading		
133.	Santi Marg (Bhanu Chowk to South)	0.18	6		Upgrading		
134.	Padam Pun Sadak	0.16	6		Upgrading		
135.	Reule Tol Sadak	0.25	6		Upgrading		
136.	Purano Nagar Bikas to Area Police Station Road	0.24	6		Upgrading		
137.	Dip Jyoti Boarding School to Rapti Chamber of Commerce	0.28	6		Upgrading		
138.	Batauli Chauraha Rapti Chamber of Commerce Badshala to Batauli Chauraha Road	0.21	6		Upgrading		
139.	Badshala Shiva Mandir to Rapti Bus Counter	0.36	6		Upgrading		
140.	Ninja Hotel Bata Bhalukhola	1.38	6		Upgrading		
141.	Bihani Marg (Darlami Tol to Subedi Tol South)	0.37	6		Upgrading		
142.	Subedi Tole East to South Connecting Road	0.17	6		Upgrading		
143.	Sankhutta Basti Bata Daxin Rapti Khola Jane Bato	0.22	6		Upgrading		
144.	Jagat Ploting (Subedi Tole East to South Running Road)	0.39	6		Upgrading		
145.	Subedi Tol to Thula Kuwa Road	0.26	6		Upgrading		
146.	Ploting 5 (Subedi Tole West to South Running Road)	0.21	6		Upgrading		
147.	Ploting 4	0.18	6		Upgrading		
148.	Highway to GR Wood Factory Road	0.24	6		Upgrading		
149.	Ploting 6	0.41	6		Upgrading		
150.	Rishi Plotting 1	0.26	6		Upgrading		
151.	Plotting 2	0.33	6		Upgrading		

S.N.	Name of the Road	Length of the Road (km)	Width of the Road (m)	Types of Road	Intervention type	Ward No.	Remarks
152.	Plotting 7 (W-1 Naba Pratibha Chowk to East)	0.53	6		Upgrading		
153.	NTC Office to Kates Nala(Thilachaur Jane Bato)	0.54	6		Upgrading		
154.	Kates Nala Chowk Darlami Tol to Kates Nala Aqueduct	0.44	6		Upgrading		
155.	Kates Nala Chowk to Mukta Kamaiya Chowk Road	0.16	6		Upgrading		
156.	Bhakte Chowk to Mukta Kamaiya Chowk	0.24	6		Upgrading		
157.	Ring Road (Khururiya) to South Road	0.28	6		Upgrading		
158.	Badka Pul Bata Purba Jane Road	0.22	6		Upgrading		
159.	Badka Pul Bata Paschim Jane Road	0.26	6		Upgrading		
160.	Ploting 14 (W.No. 2) South to Kathaha Chowk	0.31	6		Upgrading		
161.	Ploting 12 (W.No. 2) North to Kathaha Chowk	0.39	6		Upgrading		
162.	Ploting 6 (W.No. 2) Campus Chowk to East	0.83	6		Upgrading		
163.	Public Academy Road	0.19	6		Upgrading		
164.	Bagge Pati Pauwa to Badarmatiya Sadak	0.34	6		Upgrading		
165.	Adarsha Namuna Mabi Sadak	0.33	6		Upgrading		
166.	Rishi Plotting 3	0.21	6		Upgrading		
167.	Ploting 1 (W.No. 2) Barakhutti Chowk to Ekta Nagar Road	0.2	6		Upgrading		
168.	Proposed Park Road	0.24	6		Upgrading		
169.	Ploting 2 (W.No. 2) (Way to Masuriya from Barakhutti Chowk)	0.18	6		Upgrading		
170.	Shantinagar Sadak (Ploting)	0.41	6		Upgrading		
171.	Durga Bhawani Janebaato	0.22	6		Upgrading		
172.	Aadarsha Tole Chowk to Aadarsha Tole Road	0.21	6		Upgrading		
173.	Highway to Acharya Tol Jane Bato	0.19	6		Upgrading		
174.	Ploting Road 18 (W.No. 2)	0.2	6		Upgrading		
175.	Petrol Pump to Basantapur Road	0.21	6		Upgrading		

S.N.	Name of the Road	Length of the Road (km)	Width of the Road (m)	Types of Road	Intervention type	Ward No.	Remarks
176.	Narendra Smirti Chowk to Daxin Road	0.54	6		Upgrading		
177.	Narendra Smirti Chowk Bata Daxin Road	0.3	6		Upgrading		
178.	Sisir Chowk Seren Valley Chowk Hudai RCC Culvert Vako Jane Bato	0.18	6		Upgrading		
179.	Janakpur Chowk to Daxin Jane Bato	0.82	6		Upgrading		
180.	Shiva Mandir to Northeast Bhitri Road	0.48	6		Upgrading		
181.	Ghantadev Shiva Mandir to Purba Galli Ko Uttar Masuriya Basti Jane Bato	0.5	6		Upgrading		
182.	Ghanta Dev Shiva Mandir Siri Chaur Naba Jyoti Nimabi to Nayabasti Road	0.55	6		Upgrading		
183.	Siddhartha Boarding to Siri Chaur Naba Jyoti Nimabi Road	0.27	6		Upgrading		
184.	Mukta Kamaiya Road	0.46	6		Upgrading		
185.	Rapti Technical Road	0.17	6		Upgrading		
186.	Maurighat School Road	0.38	6		Upgrading		
187.	Bansghari to Siddhartha Boarding School	0.28	6		Upgrading		
188.	Oli Tol Hudai Dolai Khola Jane Road	0.56	6		Upgrading		
189.	Plotting Road (W-4, in Betwen Majheni Gadh and Lalit Chowk towards East	0.67	6		Upgrading		
190.	Majhenigadh Tole Jane Bato	0.24	6		Upgrading		
191.	Staff Chowk Basantapur Shivamandir Hudai Embankment Jane Road	0.52	6		Upgrading		
192.	Basantapur Gaun to Mahatan Tol	0.28	6		Upgrading		
193.	Lasuniya Bato	0.24	6		Upgrading		
194.	Chaubato to Gai Farm	0.25	6		Upgrading		
195.	Gai Form to Jib Lal Ghar Road	1.17	6		Upgrading		
196.	Maruwa Than to Lal Mani Ko Ghar	0.31	6		Upgrading		
197.	Ramjanaki Mandir to Manjhi Kulo Pul Road	1.08	6		Upgrading		

S.N.	Name of the Road	Length of the Road (km)	Width of the Road (m)	Types of Road	Intervention type	Ward No.	Remarks
198.	Paschim Galli Road	0.83	6		Upgrading		
199.	School Chowk to Agricultural Road	0.31	6		Upgrading		
200.	Eye Hospital Road	0.23	6		Upgrading		
201.	Pipal Chautari Galli Bato	0.34	6		Upgrading		
202.	Kuwa to South RCC Culvert Bhitri Road	0.17	6		Upgrading		
203.	Kuwa to East Road	0.29	6		Upgrading		
204.	Sailor Mill to East Galli Bato	0.33	6		Upgrading		
205.	Sargapur Chowk to Jagpur Jane Road	0.34	6		Upgrading		
206.	Sagrapur Chowk Jane Bich Ko Bato	0.6	6		Upgrading		
207.	Jagpur Gaun Hudai Sagrapur Chowk Roadwidth	0.88	6		Upgrading		
208.	Jagpur Gaun Hudai Sagrapur Chowk Road	0.25	6		Upgrading		
209.	Sagrapur to Bhagwanpur Road Paschin(P5)	0.45	6		Upgrading		
210.	Bhawanpur to East Road	1.33	6		Upgrading		
211.	Deepak Gahr Jane Bato Sagrapur Bata	0.63	6		Upgrading		
212.	Gairhan Tol Sadak	0.71	6		Upgrading		
213.	Mnjhi Kula Culvert- Sagarpur Chowk Canal Road	0.2	6		Upgrading		
214.	Manjhi Kula Majheria Hudai Paschim Road(P4)	0.2	6		Upgrading		
215.	Pipari Bata Bhanpur Jodne Sadak	0.97	6		Upgrading		
216.	Pipari Jane Road	0.23	6		Upgrading		
217.	Bhitri Purbi Bato	0.21	6		Upgrading		
218.	Pipari Gaun Ring Road	0.66	6		Upgrading		
219.	Sano Nadi Intake Jane Bato	0.2	6		Upgrading		
220.	Ploting Road 2 (W.No. 7)	1.72	6		Upgrading		
221.	Purba Galli Road	0.45	6		Upgrading		
222.	East of Maruwathan Chowkbhitri Bato	0.25	6		Upgrading		
223.	Sargaiya Road	0.32	6		Upgrading		
224.	Parti Galla Bato	0.3	6		Upgrading		
225.	Pargatinagar Chowk to Sarbodaye Mabi Road	0.24	6		Upgrading		

S.N.	Name of the Road	Length of the Road (km)	Width of the Road (m)	Types of Road	Intervention type	Ward No.	Remarks
226.	Pargatinagar Chowk Sarbodaye Mabi Hudai Damodar Road (P2)	0.19	6		Upgrading		
227.	Kamal Road Chowk Rice Mil to Sarbodaye Mabi Jane Road	0.86	6		Upgrading		
228.	Kamal Road Chowk to Khum Bdr Pun Chowk Road	0.16	6		Upgrading		
229.	Kamal Road Chowk- Khim Bdr Chowk Road to East New Track	0.36	6		Upgrading		
230.	Badka Kulo Bato	0.95	6		Upgrading		
231.	Badka Kula Bhitri Bato	0.16	6		Upgrading		
232.	Dumri Kula Bhitri Bato	0.19	6		Upgrading		
233.	Dhumri Kulo Bato	0.36	6		Upgrading		
234.	Lalthuwa to East New Track	0.71	6		Upgrading		
235.	Lathuwa Chowk to Lathuwa Paschim Galli	1.23	6		Upgrading		
236.	Singhe Khola Pul Bata Dodhai Chowk Jane Road	0.44	6		Upgrading		
237.	Singhe Khola Pul - Narti Kula -Hari Kumars' House	0.83	6		Upgrading		
238.	Sukumbasu Tol Hudai Mango Firm	0.27	6		Upgrading		
239.	Pipri Khutti Chowk Bata Halka Paschim Gayera Uttar Jane Road	0.24	6		Upgrading		
240.	Piperkhutti Chowk to Jutpani Chowk Hudai RCC Bridge Needed Area Samma Road	0.3	6		Upgrading		
241.	Gai Form to Jutpani Chowk	0.32	6		Upgrading		
242.	Maruwa Than to Purba Daxin Highway Touch Jane Bato (Bagihawa Bato)	0.35	6		Upgrading		
244.	Dorahawa Bato	0.22	6		Upgrading		
245.	Ploting Raod 3 (W.No. 7)	0.2	6		Upgrading		
246.	Bagihawa Paschim Raod	0.69	6		Upgrading		
247.	Lakhan Chowk to Gauria Simal Buta Jane Bato	0.22	6		Upgrading		
248.	Lakhan Chowk to Gauria Simal Buta Jane Bato (Prabhakar Ghar Jane Bato)	0.36	6		Upgrading		
249.	Gauri Simal Buta Chowk to Gharti Ko Ghar (Track Open)	1.54	6		Upgrading		

S.N.	Name of the Road	Length of the Road (km)	Width of the Road (m)	Types of Road	Intervention type	Ward No.	Remarks
250.	Bhitri Bato (Baguri Road)	0.18	6		Upgrading		
251.	Shiva Mandir Road	0.22	6		Upgrading		
252.	Kohalwa Chowk to Shankar Saba	0.56	6		Upgrading		
253.	Shaheb Chowk to Ganeshman Chowk Hudai Paschim Sisaniya Chowk(P5)	0.19	6		Upgrading		
254.	Track Open	0.45	6		Upgrading		
255.	Kalapani Chowk to Rani Tol Sadak	0.56	6		Upgrading		
256.	Dolai Khola Dam	0.18	6		Upgrading		
257.	Plotting Road 1 (W.No. 5) on West Side Of Kamal Roa	0.45	6		Upgrading		
258.	Rcc Culvert to Mansaram Ghar Road	0.47	6		Upgrading		
259.	Basudev Gyawali Ghar to Yubraj Bc Ghar	0.67	6		Upgrading		
260.	Madan Adhakari Sadak	0.92	6		Upgrading		
261.	Machhetal Marg	0.23	6		Upgrading		
262.	Saligram Road to Jagat Ram Ghar Road	0.2	6		Upgrading		
263.	Ram Pd Ghar RCC Culvert Hudai Jagat Ram Ghar	0.15	6		Upgrading		
264.	Nutan Bal Uddhan to Singhe Khola Road	0.23	6		Upgrading		
265.	Karange Tole to Tallo Karange Road	0.2	6		Upgrading		
266.	Karange Tole to North New Track	0.15	6		Upgrading		
267.	Kamal Road Chowk to Dolai Khola Road	0.19	6		Upgrading		

## ANNEX B PHOTOGRAPHS











**ANNEX C: MEETING MINUTES**

आ.व. २०८१/८२ को सातौं कार्यपालिका बैठक

आज मिति २०८१/०७/२८ गते राप्ती गाउँकार्यपालिकाका अध्यक्ष श्री प्रकाश विष्टज्यूको अध्यक्षता तथा तपशिल बमोजिमका सदस्यहरूको उपस्थितिमा गाउँकार्यपालिकाको बैठक बस्यो। बैठकका उपस्थिति र निर्णयहरू यसप्रकार छन्।

नाम थर	पद	हस्ताक्षर
श्री प्रकाश विष्ट	अध्यक्ष	
श्री कमलापति चौधरी	उपाध्यक्ष	
श्री गेमे खड्का	सदस्य	
श्री पहलवान चौधरी	सदस्य	
श्री उमेश अधिकारी	सदस्य	
श्री विर बहादुर चौधरी	सदस्य	
श्री देव प्रसाद चौधरी	सदस्य	
श्री दीपक कुमार चौधरी	सदस्य	
श्री सिताराम चौधरी	सदस्य	
श्री चन्द्र बहादुर गुरुङ	सदस्य	
श्री रिम बहादुर सुनारी मगर	सदस्य	
श्री पार्वती सुवेदी	सदस्य	
श्री चम्पा भुसाल	सदस्य	
श्री रण बहादुर पुजाली सार्की	सदस्य	
श्री गिता चौधरी	सदस्य	
श्री सावित्री चौधरी	सदस्य	
श्री संजिव परिवार	सदस्य	
श्री नेब बहादुर वली	सदस्य सचिव	
आमन्त्रित		
श्री विठ्ठल खवाली	अध्यक्ष	
श्री विष्णु खवाली	अध्यक्ष	
श्री राम शान राइत		
श्री अशोक खेल्वाली	अध्यक्ष	
श्री खाली गडिया	अध्यक्ष	

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प्रमुख प्रशासकीय अधिकृत

मिति २०८१।०७।२८ गते राप्ती गाउँकार्यपालिकाका अध्यक्ष प्रकाश विष्टज्यूको अध्यक्षतामा बसेको कार्यपालिका बैठकका निर्णयहरु।

**निर्णय नं.१-** राप्ती गाउँपालिकाको यातायात गुरुयोजनाको अद्यावधिक सम्बन्धमा पेश भएको प्रारम्भिक मस्यौदा माथि छलफल गरियो।

**निर्णय नं.२** – राप्ती गाउँपालिका वडा नं. ३ भसुरिया स्थित घण्टदेव सामुदायिक निर्मित हाटबजार संचालन स्थलमा कम्तिमा हप्ताको १ दिन हाटबजार संचालन गर्ने।

**निर्णय नं.३** - राप्ती गापा क्षेत्रभित्र संचालन हुने मेला महोत्सवका लागि देहायका शर्तहरुको आधारमा अनुमति प्रदान गर्ने।

#### शर्तहरु

- स्थानीय उत्पादनका स्टललाई प्राथमिकता दिनुपर्ने।
- मेला, महोत्सव संचालन स्थलको सरसफाई व्यवस्थापन आफै गर्नुपर्ने।
- सार्वजनिक शौचालयको व्यवस्था अनिवार्य रूपमा गर्नुपर्ने।
- शान्ती सुरक्षाका लागि सूरक्षा निकायसंग समन्वय गर्नुपर्ने।
- कानुनले बर्जित गरेका लागुऔषध कारोबार, सट्टेबाजी, जुवातास जस्ता कृयाकलाप संचालन गर्न नपाइने।
- गाउँपालिका क्षेत्रभित्र एउटै समयमा एकमात्र मेला आयोजना गर्ने।
- क्लब, गैर सरकारी संस्था, समिति आदिले सांस्कृतिक मेला, महोत्सव मात्र आयोजना गर्न अनुमति दिने।
- उद्योग व्यापार मेला महोत्सव संचालनका लागि उद्योग वाणिज्य संघ लगायत व्यापारिक संघ/संस्थालाई मात्र अनुमति दिने।
- नेपाली राष्ट्रिय साहित्य कला भाषा प्रवर्द्धन गर्ने सांस्कृतिक मेला संचालन गर्ने।

**निर्णय नं.४** – यस कार्यालयको च.नं. ५७२ मिति २०८१।०७।०५ को पत्रानुसार श्री आशाका किरण संस्था, राप्ती गापा-१, भालुवाडलाई “कृषि, पर्यटन, व्यापारिक तथा सांस्कृतिक महोत्सव २०८१” संचालनका दिईएको अनुमति रद्द गर्ने।

**निर्णय नं.५-** राप्ती गाउँपालिकाको सम्पत्ति तथा जिन्सी मालसामान लिलाम विक्रि सम्बन्धी कार्यविधि २०८१ मा भएको व्यवस्था बमोजिम गठित मूल्याङ्कन समितिको मिति २०८१।०४।२९ गतेको निर्णय बमोजिमको मूल्याङ्कन र गाउँपालिकाको कार्यालयबाट मिति २०८१।०४।२९ गतेको निर्णयबाट भएको लिलाम सम्बन्धी निर्णयलाई अनुमोदन गर्नुका साथै लिलाम गरिएका सम्पत्तिहरुलाई कार्यालयको सम्पत्ति खाता र PAMS सिस्टमबाट लगत कट्टा गरी अद्यावधिक गर्ने।

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रामपुर वडा  
प्रमुख प्रशासकीय अधिकृत

**ANNEX D: FIELD FORMS****माग फारम**

बाटोकालागि अनुरोध

वार्डले भर्ने

१. वार्ड न. : .....

२. प्राथमिकताका आधारमा तालिका भर्नुहोस :

Code	बाटोको नाम	चौडाई	बाटोको प्रकार				प्राथमिकता न. *
			नया बाटो खोल्ने	स्तरोन्नति गर्ने	पुनरुत्थान गर्ने	अबधिक मर्मत	
क							
ख							
ग							
घ							
ड							

पहिलो प्राथमिकताका लागि १, दोस्रोका लागि २ भर्नुहोस्

३. माथिको प्राथमिकता ..... मितिको वडा बैठक बाट तोकिएको छ ।

४. लाभान्वित बस्ती :

कोड**	बस्तीको नाम, घरधुरी, जनसंख्या
क	
ख	
ग	
घ	

५. लाभको प्रकार र प्राथमिकताका कारण :

कोड**	कस्तो किसिमको फाइदा पुग्छ लेख्नुहोस
क	
ख	
ग	
घ	
ड	

\*\* २ न. तालिका अनुसार भर्नुहोस्

६. अरु संस्थाहरुको संलग्नता :

कोड	अरु संस्थाहरु कुनै यो project मा संलग्न भएको (बाह्य donor, NGOs, INGOs, नेपाल सरकारको संस्थाहरु ) भए उल्लेख गर्नुहोस ? वा नजिकैको कुनै गा. वि. स. ले अनुरोध गरेको भए उल्लेख गर्नुहोस ? तिनीहरुको संलग्नता र प्रकार समेत उल्लेख गर्नुहोस
क	
ख	
ग	
घ	
ङ	

\*\* २ न. तालिका अनुसार भर्नुहोस्

7. वडामा अन्य विकासको योजना:

यातायात क्षेत्र बाहेक अन्य बिकाशको योजना भए उल्लेख गर्नुहोस :

S.No.	विकास योजनाको नाम	प्राथमिकता क्रम	कैफियत (स्थान ,महत्व , सहयोग, आदी )
१.			
२.			
३.			
४.			
५.			
६.			
७.			

८. प्रस्तावित बाटोको लागि वडाको भूमिका (उल्लेख गर्नुहोस ):

a) वडाले निम्न किसिमले सहयोग गर्नेछ :

- नगद पैसा सहयोग (कति प्रतिशत उल्लेख गर्नुहोस:.....%)
- श्रमदान (सिमांकन औल्याउनुस)कति सम्म रु.....
- जग्गा जमिन दान.....
- खानाका लागि काम.....

- मर्मत कार्य सहयोग.....
  - अन्य (उल्लेख गर्नुहोस ).....  
.....
- b) ..... मितिमा बसेको वडा बैठकले माथि उल्लेखित विवरण सबै छलफलबाट पारित गरिएको घोसणा गर्दछ | एक प्रतिलिपि वडामा रेकर्डमा राख्नुहोस |

.....

वडा संयोजकको हस्ताक्षरसडक समितिको संयोजकको हस्ताक्षर

(नाम: .....)(नाम: .....)

मिति : .....मिति : .....

**गाग फारम सडकका लागि अनुसोध वाडने भने**

1. वाड नं. : ०४  
 2. प्राथमिकताका आधारमा तालिका भन्नुहोस :

प्राथमिकता नं.	सडकको नाम	चाँडाई	सडकको प्रकार				
			नया सडक खोल्ने	स्तरान्ति गर्ने	पुनरुत्थान गर्ने	अवधिक मर्मत	
१.	श्रीगंगा चोक देवी खोला (२.५km) - ११/११/११	११m	✓				
२.	चिप्टे देवी - मध्य - ११/११/११ (२.५km)	१m	✓				
३.	गंगाधर (Ring Road) (२.५km)	१०m	✓				
४.	श्रीगंगा देवी खोला (२.५km)	१m	✓				
५.	देवी खोला (२.५km)	१m	✓				

पहिलो प्राथमिकताका लागि १, दोस्रोका लागि २ भन्नुहोस

3. माथिको प्राथमिकता १,२,३,४,५ मितिको वडा बैठक वाट तोकिएको छ ।

4. लागूवित्त बस्ती :

कोड**	बस्तीको नाम, घरधुरी, जनसंख्या
क	
ख	
ग	
घ	
ङ	

5. लाभको प्रकार र प्राथमिकताका कारण :

कोड**	करन्तो किसिमको फाइदा पुराउ लेख्नुहोस
क	

**गाग फारम सडकका लागि अनुसोध वाडने भने**

1. वाड नं. : १  
 2. प्राथमिकताका आधारमा तालिका भन्नुहोस :

प्राथमिकता नं.	सडकको नाम	चाँडाई	सडकको प्रकार			
			नया सडक खोल्ने	स्तरान्ति गर्ने	पुनरुत्थान गर्ने	अवधिक मर्मत
१.	देवी देवी देवी खोला (२.५km) - ११/११/११	११/११/११		✓		
२.	देवी देवी देवी खोला (२.५km) - ११/११/११	११/११/११		✓		✓
३.	श्रीगंगा देवी खोला (२.५km) - ११/११/११	१		✓		
४.	श्रीगंगा देवी खोला (२.५km) - ११/११/११	१			✓	
५.	श्रीगंगा देवी खोला (२.५km) - ११/११/११	१			✓	

पहिलो प्राथमिकताका लागि १, दोस्रोका लागि २ भन्नुहोस

3. माथिको प्राथमिकता १,२,३,४,५ मितिको वडा बैठक वाट तोकिएको छ ।

4. लागूवित्त बस्ती :

कोड**	बस्तीको नाम, घरधुरी, जनसंख्या
क	
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5. लाभको प्रकार र प्राथमिकताका कारण :

कोड**	करन्तो किसिमको फाइदा पुराउ लेख्नुहोस
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**माग फारम सडकका लागि अनुरोध गर्दने भने**

1. वार्ड नं. : ०५  
 2. प्राथमिकताका आधारमा तारिखा भन्नुहोस :

प्राथमिकता नं.	सडकको नाम	चाँडो	सडकको प्रकार				
			नया सडक खोल्ने	स्तरोल्लाति गर्ने	पुरस्त्यात गर्ने	अवधिक मर्मत	
१.	रिसोनीडा - जोलायकी सडक (१८ km)	१८m		✓			०.३१५ पुरि - Gravel - Earth - Earth 50%
२.	पहोला - सडक सडक (४ km)	४m		✓			- Gravel - Earth - Earth 50%
३.	पहोला - सडक सडक (४ km)	४m		✓			- Gravel - Earth - Earth 50%
४.	पहोला - सडक सडक (४ km)	४m		✓			- Gravel - Earth - Earth 50%
५.	पहोला - सडक सडक (४ km)	४m		✓			- Gravel - Earth - Earth 50%

3. माथिको प्राथमिकता ..... ०५.०५.१९९९ ..... मितिको वडा बैठक बाट तोकिएको छ ।  
 4. लाभान्वित बस्ती : पहिलो प्राथमिकताका लागि १. दोस्रोका लागि २ भन्नुहोस

कोड**	बस्तीको नाम, घरपुरी, जनसंख्या
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5. लाभको प्रकार र प्राथमिकताका कारण :  
 कोड\*\* कस्तो किसिमको फाइदा पुग्छ लेख्नुहोस  
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**माग फारम सडकका लागि अनुरोध गर्दने भने**

1. वार्ड नं. ०५  
 2. प्राथमिकताका आधारमा तारिखा भन्नुहोस :

प्राथमिकता नं.	सडकको नाम	चाँडो	सडकको प्रकार				
			नया सडक खोल्ने	स्तरोल्लाति गर्ने	पुरस्त्यात गर्ने	अवधिक मर्मत	
१.	पहोला (१८) - १२ km	१२		✓			
२.	पहोला (२) - २ km	२		✓			
३.	पहोला (२) - २ km	२		✓			
४.	पहोला (२) - २ km	२		✓			
५.	पहोला (२) - २ km	२		✓			

3. माथिको प्राथमिकता ..... ०५.०५.१९९९ ..... मितिको वडा बैठक बाट तोकिएको छ ।  
 4. लाभान्वित बस्ती : पहिलो प्राथमिकताका लागि १. दोस्रोका लागि २ भन्नुहोस

कोड**	बस्तीको नाम, घरपुरी, जनसंख्या
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5. लाभको प्रकार र प्राथमिकताका कारण :  
 कोड\*\* कस्तो किसिमको फाइदा पुग्छ लेख्नुहोस  
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**माग फारम सडकका लागि अनुसंधान गर्डले गर्ने**

1. वाई नं : 018  
 2. प्राथमिकताका आधारमा तालिका भन्नुहोस :

प्राथमिकता नं.	सडकको नाम	चौडाई	सडकको प्रकार				अवधिक मर्मत
			नया सडक खोल्ने	स्तरान्ति गर्ने	पुनरुत्थापन गर्ने	सडकको प्रकार	
१.	रिप्लेभ-मरेवा - राप्ती पुल राड (३.६ km)	१०m	✓				1.5 Gravel 1.5 BT
२.	राप्ती-चक्राव (६ km)	१.२m		✓		✓	BT All
३.	राप्ती-चक्राव (६ km)	१.०m		✓			BT 0.०m Gravel २m
४.	राप्ती-चक्राव (६ km)	१.०m		✓			२m Gravel १km BT Gravel
५.	राप्ती-चक्राव (६ km)	१.०m		✓			Gravel - Earth

3. माथिको प्राथमिकता ..... २०१७/०६/१९३ ..... मितिको वडा बैठक वाट तोकिएको छ ।  
 4. तामात्तित वस्ती : पहिलो प्राथमिकताका लागि १, दोस्रोका लागि २ भन्नुहोस (कोड-२०१७/०६/१९३) २km  
 5. लामको प्रकार र प्राथमिकताका कारण : कस्तो किसिमको फाइदा पुग्छ लेख्नुहोस

कोड**	वस्तीको नाम, घरपुरी, जनसंख्या
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**माग फारम सडकका लागि अनुसंधान गर्डले गर्ने**

1. वाई नं : 018  
 2. प्राथमिकताका आधारमा तालिका भन्नुहोस :

प्राथमिकता नं.	सडकको नाम	चौडाई	सडकको प्रकार				अवधिक मर्मत
			नया सडक खोल्ने	स्तरान्ति गर्ने	पुनरुत्थापन गर्ने	सडकको प्रकार	
१.	काभ्रेपलाञ्चन (राप्ती-चक्राव) ३ km	१.२m	✓			✓	Gravel १.५
२.	राप्ती-चक्राव (६ km)	१.०m		✓			Gravel १.५
३.	राप्ती-चक्राव (६ km)	१.०m		✓			Gravel
४.	राप्ती-चक्राव (६ km)	१.०m		✓			Gravel
५.	राप्ती-चक्राव (६ km)	१.०m		✓			"

3. माथिको प्राथमिकता ..... २०१७/०६/१९३ ..... मितिको वडा बैठक वाट तोकिएको छ ।  
 4. तामात्तित वस्ती : पहिलो प्राथमिकताका लागि १, दोस्रोका लागि २ भन्नुहोस (कोड-२०१७/०६/१९३) २km  
 5. लामको प्रकार र प्राथमिकताका कारण : कस्तो किसिमको फाइदा पुग्छ लेख्नुहोस

कोड**	वस्तीको नाम, घरपुरी, जनसंख्या
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**मान फारम सडकका लागि अनुसंधान वाडले भने**

1. वाड नं. : 09

2. प्राथमिकताका आधारमा तालिका भन्नुहोस :

प्राथमिकता नं.	सडकको नाम	चौडाई	सडकको प्रकार			
			नया सडक खोल्ने	स्रोन्नति गर्ने	पुरान्थान गर्ने	अवधिक मर्मत
१.	आपलेली - ००५५६	६ मी		✓		Earthen
२.	आपलेली - ००५५६	१० मी		✓		Gravel / Earthen
३.	आपलेली - ००५५६	१० मी		✓		Gravel
४.	आपलेली - ००५५६	१० मी		✓		Gravel
५.	आपलेली - ००५५६	१० मी		✓		Gravel

3. माथिको प्राथमिकता ..... ००५५६/०१०/२३ ..... मितिको वडा बैठकबाट लैकिएको छ ।

4. लाभान्वित वस्ती :  
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वस्तीको नाम, वरपुगी, जनसंख्या

5. लाभको प्रकार र प्राथमिकताका कारण :  
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वस्तीको किसिमको फाइदा पुग्छ लेख्नुहोस

7. वडामा अन्य विकासको योजना:

यातायात क्षेत्र बाहेक अन्य विकासको योजना भए उल्लेख गर्नुहोस :

S No	विकास योजनाको नाम	प्राथमिकता क्रम	अंशित (स्थान, महत्त्व, सहयोग, आदी )
1.			
2.			
3.			
4.			
5.			
6.			
7.			

8. प्रस्तावित वाटोको लागि वडाको भूमिका (उल्लेख गर्नुहोस) :

वडाले निम्न किसिमले सहयोग गर्नेछ :

- नगद पैसा सहयोग (कति प्रतिशत उल्लेख गर्नुहोस: १५ %)
- श्रमदान (सिमांकन औल्याउनुस)कति सम्म रु.....
- जग्गा जमिन दान.....
- खानाका लागि काम.....
- मर्मत कार्य सहयोग.....
- अन्य (उल्लेख गर्नुहोस).....

b) ००५५६/०१०/२३ ..... मितिमा बसेको वडा बैठकले माथि उल्लेखित विवरण सवै छुट्याएरबाट पारित गरिएको घोषणा गर्दछ । एक प्रतिलिपि वडामा रेकर्डमा राख्नुहोस ।

वडा समितिको हस्ताक्षर/सदस्य समितिको समूहको हस्ताक्षर ०१/०१/२३

(नाम: ..... ) (नाम: .....)

मिति : ००५५६/०१०/२३ मिति : ००५५६/०१०/२३