



Mathagadi Rural Municipality
Office of the Rural Municipal Executive
Lumbini Province
Jhadewa, Palpa

Preparation of Rural Municipality Transport Master Plan (RMTMP)

Jhadewa, Palpa



(Final Report)

June, 2025

SUBMITTED BY:

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ACKNOWLEDGEMENT

This Report on **“Preparation of Rural Municipality Transport Master Plan for Mathagadi Rural Municipality”** has been prepared under the Contract Agreement between Mathagadi Rural Municipality Office and Peso Consultants Pvt.Ltd. We would like to convey our gratitude to Mathagadi Rural Municipality for entrusting us the responsibility to carry out the task of preparing of RMTMP.

The Consultant team would like to express our deep sense of gratitude to president of Mathagadhi Rural Municipality Yam Bahadur Chidi, Vice-president Bishnu Maya Lungche, and Chief Administrative Officer Ram Prasad Ghimire. We would also like to express our gratitude to members of rural municipal executive, head of planning section, engineers and other concerned sections in rural municipality for providing us the opportunity for the **“Preparation of Rural Municipal Transport Master Plan for Mathagadhi Rural municipality”**.

The acknowledgement will be incomplete if we ignore the support obtained from each and every individual of the municipality along with their patience and coordination in different surveys.

Finally, the team would like to thanks all the helping hands who were directly and indirectly involved in the preparation of this report. We would like to thank all the Ward President, Ward member, Section Chiefs and other municipal staffs of Mathagadi rural municipality for their help and co-operation to the Consultant for the study.

ACRONYMS/ABBREVIATIONS

DDC	District Development Committee
DTMP	District Transport Master Plan
RMIM	Rural municipality Road Inventory Map
RMRCC	Rural municipality Road Coordination Committee
NMT	Non- Motorized Transport
RMTMP	Rural municipality Transport Master Plan
RMTPP	Rural municipality Transport Perspective Plan
VDC	Village Development Committee
RMTTP	Rural municipality Transport Perspective Plan
PCU	Passenger Car Unit
DOLIDAR	Department of Local Infrastructure Development and Agricultural Roads
ToR	Terms of Reference
HH	Household
VDCs	Village Development Committees
PT	Public Transport
Min.	Minute
Km.	Kilometre
Sq. km	Square Kilometre
Ha	Hectare

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EXECUTIVE SUMMARY

Transport facilities help in developing access with the urban linkages. Road accessibility can reduce isolation, stimulate crop production and marketing activities, encourage public services and help to transfer technology. Road building has been seen to bring about notable enthusiasm and visible changes in municipal 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 is prepared for assessing and planning the present road and transport infrastructures and facilities within the municipality and its surrounding.

Mathagadhi is a Rural Municipality, which is located in Palpa district, Lumbini Province of Nepal. Mathagadhi has total 8 wards, which are scattered across 215.49 square kilometers of geographical area. According to 2021 Census conducted by Central Bureau of Statistics (CBS), Mathagadhi Rural Municipality had total population of 24,053 with 11,184 males and 12,869 females. Annual population growth rate of Mathagadhi rural municipality is approximately 0.93% per year, which is the average national growth rate reported in the 2021 census. The headquarters of the municipality is situated at Jhadewa.

Road inventory survey was done and total length of road surveyed was 566.06 km where 36.93 km road was found to be fully blacktopped, 503.55 km was Earthen, and remaining 25.59 km was demanded from wards as a New Track.

Ward No	Surface (In KM)			Grand Total
	Blacktopped	Earthen	New Track	
1	16.16	57.82		73.98
2	7.49	59.65	0.37	67.50
3	6.40	52.93	4.37	63.71
4	6.40	106.61	2.64	115.65
5		70.64	5.43	76.07
6	0.47	79.02	7.61	87.10
7		44.21	2.69	46.89
8		32.67	2.49	35.16
Grand Total	36.93	503.55	25.59	566.06

This study formulated the road hierarchy for the various roads namely Class A, B and C. Class C basically deals with access while Class A and B deal with mobility and accessibility to higher services. The minimum right of way, setback, pavement width and footpath width provisions for the different classes of roads are recommended as follows: -

Road Class	Row (m)	Setback(m)
A	>10	1.5
B	>8	1.5

Road Class	Row (m)	Setback(m)
C	>6	1.5

Right of Way (ROW) refers to the total width of land reserved for transportation and public infrastructure such as roads, sidewalks, utilities, and drainage. It defines the space within which public access and development can occur, and is typically determined by rural municipal planning authorities based on the type and importance of the road. Setback, on the other hand, is the minimum required distance that a building or structure must be kept from the edge of the plot boundary, road, or neighboring properties. Setbacks help ensure proper ventilation, natural light, privacy, and safety, and also leave space for future development or road widening. Together, ROW and setbacks play a key role in organized urban development and maintaining a safe and functional built environment.

Roads within the rural municipality are classified as A, B and C class roads. The total lengths of Class A, B, C and SRN are summarized as shown in the table below.

Ward No	Surface (In KM)			Grand Total
	Blacktopped	Earthen	New Track	
A	17.39	157.20		174.59
B	1.20	110.88	4.19	116.27
C	2.18	235.46	21.39	259.04
SRN	16.16			16.16
Grand Total	36.93	503.55	25.59	566.06

SECTION 1. INTRODUCTION

1.1. Context and Background

Life in organized human settlements, which are mostly referred to as communities, is only possible if people have mobility in daily basis. Residential area is spatially separated from workplaces, major shopping is concentrated in identifiable centers, and larger entertainment and relaxation facilities are found at specific locations. They have to have accessibility. Unlike in a village, very few of these destinations are reachable on foot; at least, they tend not to be within a convenient walking distance for all.

Transport facilities help in developing access with the urban linkages. Road accessibility can reduce isolation, stimulate crop production and marketing activities, encourage public services and help to transfer technology. Road building has been seen to bring about notable enthusiasm and visible changes in 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.

To bring coherence and proper planning in infrastructure development of the municipality and its surrounding urbanizing, this study of preparation of RMTMP for Mathagadi Rural will be a milestone. Formulation of Municipal Transport Master Plan was initiated for assessing the present road and transport infrastructures and facilities within the municipality and the surrounding. So as to be presented as proper municipality or a city, it must have a very good mobility and accessibility by public or private means of transportation.

1.2. Objectives

The prime objective of this study is to prepare the municipality Transport Master Plan (RMTMP) for Mathagadi Rural municipality. The planning approach is participatory and bottom-up from the settlement level. It will include a constructive plan to incorporate all the transportation needs and facilities for now and tomorrow. The specific objectives of the RMTMP are mentioned below:

1. Prepare the Rural Municipality Inventory Map (RMIM) of all road networks.
2. Identify the major road networks linking the municipality with the surrounding areas.
3. Collection of demands for new/rehabilitation transport linkages from Municipalities/settlements based on city development plan.
4. Analyze the present mobility and accessibility situation.
5. Identify and prioritize the interventions based on mobility and accessibility situation.
6. Prepare a five years Rural Municipality Transport Master Plan (RMTMP).

1.3. Scope of Work

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 was evaluated from the settlement level and data was collected using a GPS. Various surveys were carried out to gain such data including their travel patterns, questionnaire surveys and origin-destination survey.
- b. Prepare rural municipality Inventory Map (RMIM) of existing roads within Mathagadi Rural municipality.
The consultant will prepare the 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.
- c. Road classification and Nomenclature
The consultant shall use metric system of nomenclature and apply the same classification throughout the data collection.
- d. 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 municipality.
- e. Prepare Municipal Transport Master Plan (RMTMP) of Mathagadi Rural municipality
The consultant shall prepare Municipal Transport Master plan (RMTMP) for Mathagadi Rural municipality with due consideration to the existing situation of: vehicular parking, travel routes, modes of transport, etc. and propose for future growth. The consultant shall prepare a base scenario of the existing road and transport network and prepare road inventory map and transport infrastructure network and management plan.

The Consultant shall carry out activities and deliver services and documents as follows:

- Accessibility data Collection and Analysis
- Prepare Rural Municipality Inventory Map (RMIM) of existing roads within Mathagadi Rural municipality.
- Collection of demands for New/Upgrading/Rehabilitation transport Linkages from Wards/Settlements.
- Develop scoring criteria and its approval.

- Road Classification and Nomenclature
- Prepare Rural Municipality Transport Master plan (RMTMP) of Mathagadi Rural municipality.

The consultant shall also conduct a depth review of the existing transportation network and management system within the municipal area and shall propose and recommend intervention to increase accessibility, mobility and safety, accordingly.

1.1. Approach and Methodology

Municipal roads are supposed to provide both access and mobility to all possible and potential areas. RMTMP will help to assist the planning of such roads to fulfil the stated objectives. Better planning is incomplete without relevant quality data and quality data can only be acquired by use of properly selected survey methods. The chapter deals with the methodological framework adopted for data collection covering all used survey method, sampling techniques, quality and quantity of data along with data processing, analysis and presentation methodology.

1.3.1. Approach:

Municipal Transport Master Plan has been prepared using participatory bottom-up approach and differs from conventional practices of trickle-down approach. Techno-Political interface has been incorporated in the planning process, where active participation from representatives of political parties, line agencies, and municipality officials is crucial. The Municipal Road Coordination Committee (MRCC) has been constituted as authorized legislative body of municipality. This body, comprising all political parties' representatives and concerned technical officials, helps in necessary policy decisions during the RMTMP preparation and implementation process.

1.3.2. Methodological Framework:

The study started with preliminary planning or desk study where basic background of municipality is studied with help of secondary data including census data, GIS data. The study got acceleration with formation of MRCC and inspection report. Various field surveys were carried out with objective of collecting primary data on transportation network, trip characteristics and service facilities. Along with the primary data, demands for various transportation projects (construction/upgrading/maintenance) were obtained from each ward. Also, potential areas/locations for various facilities were also identified based on interaction with local people and MRCC. The scoring criteria for prioritizing road network was identified based on ToR and will be approved by municipality. Then, the hierarchy of roads will be purposed and perspective plan of various interventions will be purposed and analyzed based on available fund and finally physical and financial implementation plan of prioritized roads for RMTMP period. After analysis, the study will come up with potential roads, that need immediate intervention and roads that need to be given consideration for effective future planning.

1.4. Primary Data Collection:

Primary information on present household and trip characteristics, traffic characteristics, existing accessibility and mobility level of settlements, prioritized road network required for each ward are obtained via various reliable methods. Tracking of the existing road network along with detail information of its width, surface type and possible intervention required for the effectiveness of services is also carried out.

The primary data collection methods carried out in the field was:

- Road Inventory Survey
- Public Transport and Services Study

Road inventory survey was conducted to collect data on its condition of road, road linkage, road safety status and issues that need to be highlight. It helps in field validation of base maps and also assists in preparation of road inventory map, nomenclature and coding of the road linkages and to propose various interventions.

Road Demand survey comprised of interaction session with the members of *wada nagarik manch* followed by asking them to fill up demand survey form, which includes demand of new facility or interventions to improve existing roads based on priority.

1.5. Data Processing, Analysis and Presentation of Reports

Data collected at field were first entered at MS office tools (MS excel and Word) and GIS database. All the complete and reliable sets of data were transformed into useable information and the present scenario of municipality are shown through graphs, figures and tables. Population and traffic were forecasted for the RMTMP and RMTTP time period.

1.6. Preparation of Indicative Development Potential Map (IDPM)

IDPM is basically the indication of the existing and potential market/service centers (key growth centers) and the areas having various development potentials such as high value cash crops, agro-based industries and tourism. Thus, IDPM shows the areas of high value cash crops, tourism potential, extensive agriculture, extensive horticulture, livestock farming, fisheries, hydropower location and the other social service centers areas such as hospital, post office, telecommunication, school, campus, security offices and large settlements, important historic and religious places. Finally, it has indicated the grading of various markets of the district thus providing the basis of network planning.

1.7. Digital Name Coding

Digital Name is a code given to each road which is unique and generated by an order of alphabetical and numerical digits. Each code is different to the other and forms the basis of differentiating from other road.

The first step taken in naming the streets is to identify the start and end point of a street. This was done with the help of municipal officials and local participation. A start point may be defined as a point located in the western end of a street, if the street is aligned in the West-East alignment and vice-versa. Similarly, in case of a street aligned in the North-South alignment, the start point shall be located in the Northern end of the street.

If the alignment of a street is not exactly North-South or West-East then the start point is defined by the angle by which a street is deviated from the North-South or the West-East line. If a street's deviation is within 45 degrees from North-South line then its start point shall be on the Northern end, else on the Western end of the West-East line. Although the above convention was followed, the situation of streets in some places can imply the method to be impractical. Hence, major service centres and markets or thoroughfares are also considered as the reference point for start point of a street.

After the designation of the start and end points, streets are assigned a unique code in the format A010101. The first letter in the Code represents a major road network (SRN, DRCN or Feeder Roads) in the municipality, which shall be taken as the reference for the Digital Name Coding of the municipal roads. The 2nd and 3rd number represent the number of primary branches from this major road network. Similarly, 4th and 5th number represent the number of secondary branches from the primary branches linking the major road and so on which maintains a hierarchy in coding. Each code may contain 1 letter only to a combination of 15 numbers and letters or more.

While coding, the streets branching from the main streets to the left are given only odd numbers (A01 or A13) and those branching from the right are given even numbers (A02 or A10). The major issue in Digital Name Coding process arises in the coding of new roads in the future. This issue is important as the codes are allocated progressively to each street and any new street shall be given a subsequent code after the last assigned code depending upon the left or right side of the street. The new Digital codes will break the continuity of the Digital naming of the streets but whatsoever these codes will be used for computer database as the local people only use street names for the recognition of the roads in the municipality.

1.8. Scoring Criteria for Prioritization

A network consists of several links. It is not possible to construct all roads at a time due to resource and time constraint. Therefore, each link in a network needs to be prioritized. After developing a municipal level network, the cost estimate of the road is prepared. Existing population within the zone of influence, present road demand, future potential route, accessibility situation, land use pattern, environmental and social safeguard, proximity to the market/service centers, religious and tourism places were taken as the indicators for prioritization. The scoring criteria finalized after rigorous study and approval from municipality and MRCC.

Table 1: Scoring Criteria for prioritization of municipal roads

S.N	Scoring Criteria	Scoring Unit	Score
1	Link providing service to large settlement areas/population	Population served/km	30
3	Link providing service to the existing service centres such as health centres, education centres (schools/campuses), offices (municipality office/Government office, etc.),	Number of different service sector	30
4	Priority of ward	Ranking of priority from 1 to 5	20
5	Link providing service Hierarchy of Roads.	Connection to the type of Roads	20
Sub Total			100

SECTION 2. REVIEW OF EXISTING INFRASTRUCTURE SITUATION

The chapter deals with the present condition and scenario of the 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 analyzing accessibility and mobility scenario within the municipality. The basic data source of the analysis is the collected primary data.

2.1. Location

Mathagadhi Rural Municipality was established in the year 2073 B.S. (2016 A.D.). It was named after Mathagadhi, a hilltop area located about 5,000 feet above sea level, situated to the south of the former Gothadi Village Development Committee (VDC) in Palpa District. This rural municipality was formed by merging seven former VDCs: Chidipani, Kaseni, Rupse, Jhadeva, Gothadi, Rahbas, and Bahadurpur, covering a total area of 215.49 square kilometers. From a political and administrative perspective, Mathagadhi is divided into 8 wards. It shares its borders with the following local units

North: Rambha Rural Municipality and Bagnaskali Rural Municipality

South: Devdaha Municipality of Rupandehi District and Sunwal Municipality of Nawalparasi (Bardaghat Susta West) District

West: Tinau Rural Municipality and Tansen Municipality

East: Purbakhola Rural Municipality, Nisdi Rural Municipality, and Binay Triveni Rural Municipality of Nawalpur District in Gandaki Province

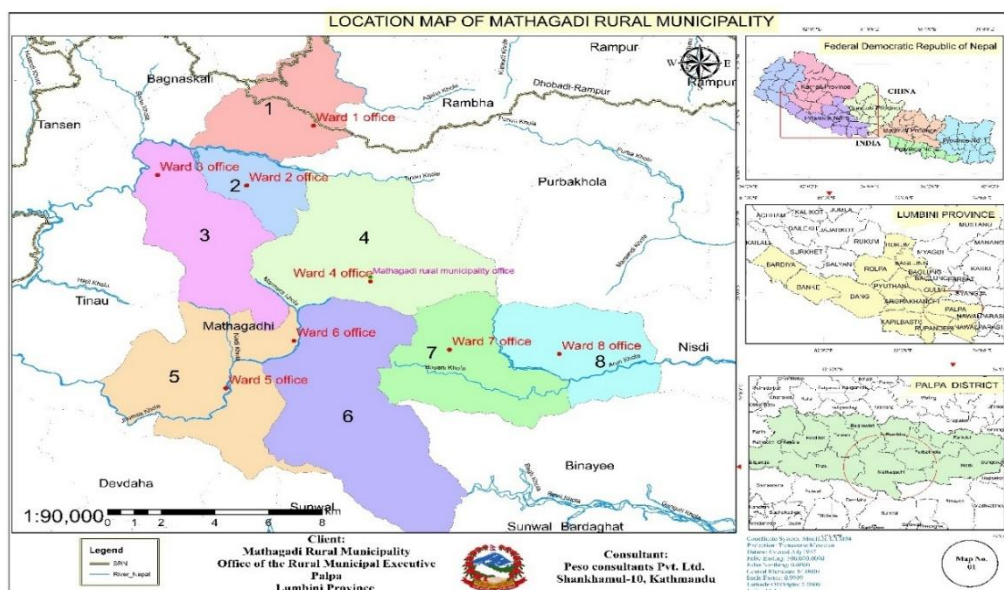


Figure 1: Location map of study area

2.2. Socio-demographic

According to the 2021 census (2078 B.S.), Mathagadhi Rural Municipality has a total population of 24,053, comprising 12,869 females and 11,184 males. The ethnic composition includes 18,453 Magar, 1,269 Hill Brahmin, 1,606 Vishwakarma, 794 Kumal, 474 Mijar, 323 Pariyar, 177 Newar, 100 Gharti/Bhujel, 46 Sunuwar, 27 Sanyasi/Dasnami, 26 Tharu, 21 Muslims, 21 foreigners, 18 Khatwe, 17 Gurung, 14 Thakuri, 613 Chhetri, and 54 others. The majority of the population is engaged in agriculture, while some are involved in government jobs, business, and foreign employment. Fertile areas like Madifant, Jhadeva Fant, and Materi Fant are ideal for rice cultivation, whereas Bahadurpur, Rahbas, Hattilung, and Gothadi are suitable for commercial goat farming. With a dominant Magar ethnic background, the rural municipality is rich in history, art, culture, and tradition.

Table 2: Population of Mathagadi Rural municipality

Ward	Male	Female	Population	Area
1	1554	1954	3508	20.25
2	1048	1284	2332	9.86
3	2892	3453	6345	24.93
4	1776	2136	3912	36.78
5	1245	1193	2438	33.97
6	947	1049	1996	45.33
7	1067	1051	2118	24.16
8	655	749	1404	20.21
TOTAL	11184	12869	24053	215.49

(Source: National Population Census 2021, CBS Nepal).

2.3. Living conditions, infrastructure, and access to utilities and communication

Regarding household structure, the majority of houses were constructed with mud-bonded foundations (4,171 households), followed by cement-bonded (347 households), RCC pillar (122 households), and wooden foundations (183 households). In terms of wall materials, mud-bonded walls were predominant (4,042 households), with cement-bonded (570 households), wood plank (131 households), bamboo-bonded (229 households), and unbaked brick walls (8 households) also reported. For roofing, galvanized sheets were most common (3,232 households), followed by thatch (1,416 households), RCC (373 households), tiles (25 households), and wood (3 households).

Regarding sanitation, 1,223 households lacked private toilet facilities, while 1,819 had flush toilets and 2,018 had ordinary toilets. The primary source of drinking water was piped tap water, serving 4,075 households, followed by tube wells (4 households), covered wells (136 households), uncovered wells (452 households), spout water (217 households), and river streams (174 households).

Regarding communication and facilities, radio was the most widely used facility, with 3,999 households reporting ownership, followed by mobile phones (3,543 households), television (2,485 households), and internet access (1,819 households).

2.4. Education

In 2017, Mathagadhi Rural Municipality has 1 bachelor-level campus, 12 secondary schools, 5 basic schools, 28 primary schools, 39 early childhood development centers, and 3 community learning centers.

To enhance the quality of education, Mathagadhi Rural Municipality partnered with British Council Nepal in July 2022 for the "Shakshyam: Quality Education, Quality Schools" project. This three-year initiative focuses on capacity development for municipal education planning, establishing a team of teacher educators, providing professional development for teachers and school leaders, and supporting students to develop English and life skills through classroom projects and in-school clubs. These efforts aim to improve educational access and quality in Mathagadhi Rural Municipality, addressing gender disparities and enhancing learning outcomes for all students.

2.5. Health

Regarding health infrastructure, Mathagadhi Rural Municipality is equipped with 7 health posts, 1 Ayurvedic dispensary, 7 birthing centers (6 operational), 7 public health laboratories, and 7 community health units.

In terms of health challenges, a study conducted in Mathagadhi Village Development Committee revealed a notable prevalence of rheumatic heart disease (RHD). Out of 2,795 individuals screened, 37 were diagnosed with RHD, with mitral regurgitation being the most common lesion. The study highlighted that many cases may be undiagnosed or under-treated due to limited access to healthcare services.

Additionally, a health post in Mathagadhi Rural Municipality-2 received a new building constructed at a cost of over NPR 20 million. The facility, inaugurated in 2018, includes 20 rooms, four toilet rooms, and a hall. It has also started offering birthing services, reducing the need for locals to travel to the district headquarters in Tansen for such services.

These developments indicate ongoing efforts to improve healthcare access and infrastructure in Mathagadhi Rural Municipality.

2.6. Employment Pattern

In Mathagadhi Rural Municipality, agriculture is the primary source of employment, with many residents engaged in subsistence farming, particularly in areas like Madiphand and Jhadevaphant, which are suited for paddy cultivation. Other agricultural activities, such as commercial goat rearing, are prominent in regions like Bahadurpur and Rahwas. Besides agriculture, the local economy also includes small-scale industries and retail businesses, with 568 establishments employing around 1,499 individuals. A portion of the population is employed in government services, contributing to administrative functions. Additionally, labor migration is significant, with many individuals seeking work abroad, particularly in the Middle East and Southeast Asia, which has a notable impact on the local workforce dynamics. These employment patterns highlight the rural nature of the municipality, where agriculture remains dominant, but external migration and diverse economic activities play key roles in shaping the local economy.

2.7. Land use condition

The land use condition of Mathagadi Rural Municipality is primarily characterized by its agricultural dominance, with a large portion of the land used for farming and livestock rearing. The hilly terrain of the municipality supports traditional terraced farming, where crops like maize, millet, rice, and seasonal vegetables are grown. Forested areas also cover a significant part of the municipality, serving both ecological and economic purposes, such as providing firewood, fodder, and timber. Residential and built-up areas are relatively limited and mostly concentrated around ward centers and road networks. There are also patches of barren or rocky land, especially in steeper and less accessible regions.

Overall, the land use pattern in Mathagadi reflects a typical rural hill economy, closely tied to subsistence agriculture, community forests, and gradually developing infrastructure.

Table 3: Land use condition in the study area

Category	Area	Percentage
Barren Land	0.64	0.30
Bush	10.14	4.71
Cultivation	69.39	32.22
Embankment	0.74	0.34
Forest	133.29	61.90
Pond or Lake	0.01	0.00
River/Waterbody	0.45	0.21
Riverbed	0.69	0.32
Grand Total	215.33	100

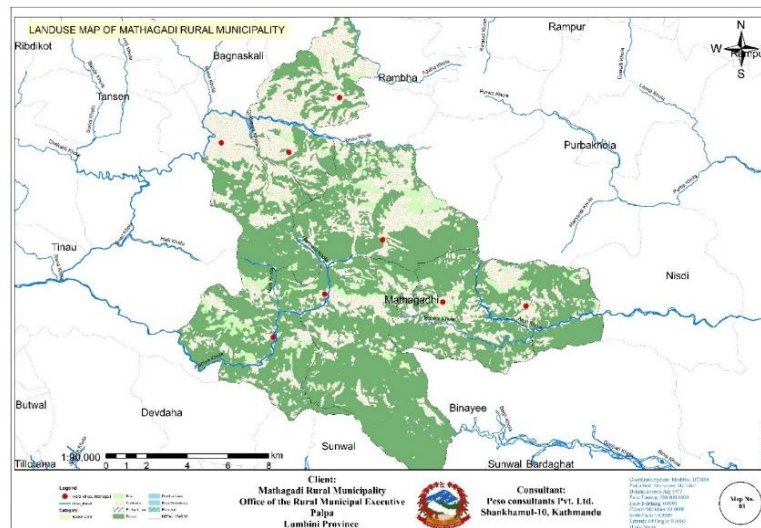


Figure 2: Landuse map of study area

2.8. Major tourism attractions within the municipality

Mathagadhi Rural Municipality in Palpa District, Nepal, is home to several notable destinations that attract visitors seeking cultural, historical, and natural experiences.

Mathagadhi Hill (Mathagadhi Danda)

The municipality's namesake, Mathagadhi Hill, stands at approximately 5,000 feet above sea level. This vantage point offers panoramic views of the surrounding landscapes and serves as a serene spot for visitors interested in hiking and nature walks.

Historical Sites and Scenic Villages

Mathagadhi is rich in history, with several ancient temples and monuments scattered across its wards. These sites provide insights into the region's cultural heritage and are of interest to those exploring Nepal's religious and historical landmarks. The rural municipalities of Mathagadhi encompass picturesque villages such as Rupse, Bahadurpur, and Gothadi. These areas are characterized by traditional architecture, terraced fields, and a glimpse into the agrarian lifestyle of the local communities.

Agricultural Attractions

Regions like Madipphant and Jhadevaphant are known for their fertile lands suitable for paddy cultivation. Visitors interested in agritourism can explore these areas to learn about traditional farming practices and the cultivation of staple crops.

While Mathagadhi may not yet be a prominent tourist hub, its blend of natural beauty, cultural heritage, and rural charm offers a unique experience for those seeking to explore off-the-beaten-path destinations in Nepal.

2.9. Road and traffic

Mathagadhi Rural Municipality in Palpa District, Nepal, is actively enhancing its road infrastructure to improve connectivity and safety. Recent initiatives include the upgrading of several key roads:

- Banstari-Jhadewa Road: This project aims to improve access between Banstari and Jhadewa, facilitating better transportation for local residents.
- Amarai-Sathipaila-Healthpost-Ward Office Road (Ward No. 2, Rupse): This road upgrade focuses on enhancing access to essential services, including the health post and administrative offices.
- Dhalkedada-Bamsetapu-Materi (Ward No. 6, Gothadi) and Rahabas-Tinghare-Dhanuwa (Ward No. 7): These projects aim to improve connectivity in rural areas, supporting local communities and economic activities.

Despite these developments, road safety remains a concern. In November 2024, a tragic incident occurred when a pedestrian was struck and killed by a truck in Rupse, Mathagadhi-2. The victim, Tek Bahadur Dhenga, sustained fatal injuries and later died in the hospital.

These infrastructure improvements are crucial for the development of Mathagadhi Rural Municipality, aiming to enhance transportation, access to services, and overall safety for its residents.

a. Road inventory

Mathagadi Rural Municipality has a developing road network that supports its agricultural, commercial, and tourism activities. The municipality is connected to the national road system through several key highways. For the collection of existing road infrastructure data, GPS survey was used and total length of road surveyed was 540.48 km and maximum roads are

earthen road and few being fully blacktopped. The development and maintenance of this road network are crucial for enhancing connectivity and supporting the local economy.

Table 4: Existing Road condition (Ward-Wise)

Ward No	Surface (In KM)		Grand Total
	Blacktopped	Earthen	
1	16.16	57.82	73.98
2	7.49	59.65	67.14
3	6.40	52.93	59.34
4	6.40	106.61	113.01
5		70.64	70.64
6	0.47	79.02	79.49
7		44.21	44.21
8		32.67	32.67
Grand Total	36.93	503.55	540.48

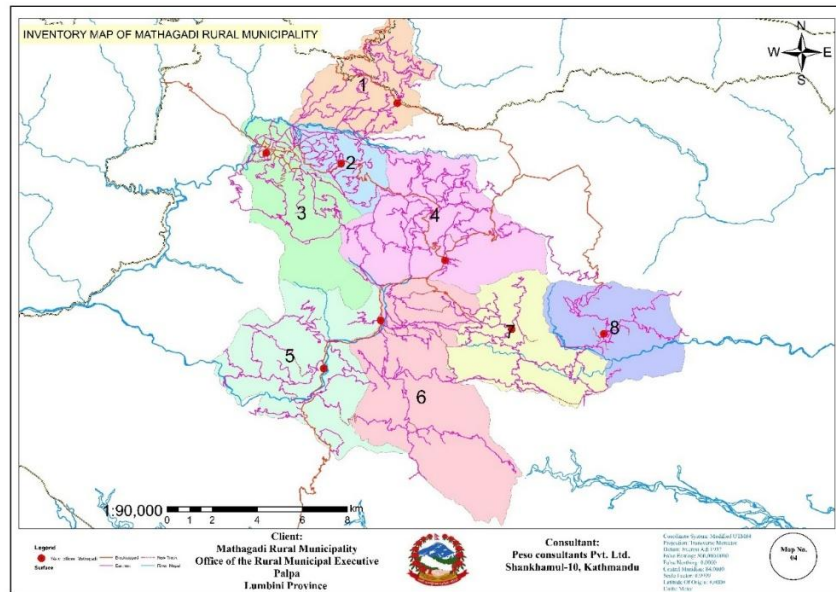


Figure 3: Inventory map of study area

b. Demand priority of wards

Within Mathagadi Rural Municipality, priority roads have been identified based on their economic, social, and strategic importance. These roads play a vital role in connecting rural settlements to Tamghas, the municipal center, and in enabling access to key services such as schools, health posts, and markets. Each ward has highlighted top five specific routes for development or maintenance, reflecting the community's needs and future growth plans. The sections based on the data obtained from ward is presented below:

Table 5: Priority List (Ward-Wise)

Ward No/Road Name	Priority Length (In Km)					Grand Total
	1	2	3	4	5	
Ward No 1	4.91	1.9	4.71	7.94	5.16	24.61
Agahakhola Chidipani Fedi Jhadewa Dumkibas Sadak	4.91					4.91
Badhbari Buddhikot Bhutuke Jaupokhara Sadak		1.9				1.9
Khahare Badhbari Buddhikot Sadak			4.71			4.71
Madi Chakrapath				7.94		7.94
Ekleybar Satodobat Sadak					5.16	5.16
Ward No 2	3.62	1	3.39	2.1		10.11
Khahare Fedi Bhimad Sadak	3.62					3.62
Khahare Badhbari Buddhikot Sadak		1				1
Mankey Amrai Sathipaila Swastya Chauki Sadak			3.39			3.39
Maidan Makaley Gofadi Jyamirey Fedi Sadak				2.1		2.1
Ward No 3	7.25	5.82	0.71	2.35	2.59	18.73
Belghari Chowk Dekhi Sarapkot Hudai Silangi Oles Sadak	7.25					7.25
Ekleybar Xodighat Gijandanda Sadak		5.82				5.82
Bagaicha Ratmata Aamchaur Sadak			0.71			0.71
Khaharey Pul Naya Basti Sadak				2.35		2.35
Bagmara Jhirubas Saraplot Sadak					2.59	2.59
Ward No 4	3.29	5.23	2.67	11.76	6.17	29.13
Bokhar Sitaley Bardanda Sadak	3.29					3.29
Fafarbari Majhuwa Bohokhar Sadak		5.23				5.23
Jharlyangkuna Aanandanagar Sadak			2.67			2.67
Kerauli Dekhi Bahadurpur Sadak				11.76		11.76
Maidan Makaley Gofadi Jyamirey Fedi Sadak					6.17	6.17
Ward No 5	8.67	7.52	5.2	4.35	3.38	29.11
Daunghat -Damar Jhumsa Tinau Sadak	8.67					8.67
Surkhabas-Dhamiga-Bangsidanda Jhumsa Tinau Sadak		7.52				7.52
Gadawas-Bhutuke-Bahadurgaun-Dhaba-Krikbhanjyang Road			5.2			5.2
Okhaldhunga Matha Puranpani Jhintung Sadak				4.35		4.35
Dhaba Pakhari Golbhanjyang Sadak					3.38	3.38
Ward No 6	4.46	11.41	5.39	2.91		24.17
Jagat Padheratari Thansing Rahabas Sadak	4.46					4.46
Mahalpokhari-Bhutuke-Jagat-Marmara-Sarai Road		11.41				11.41
Gadawas-Bhutuke-Bahadurgaun-Dhaba-Krikbhanjyang Road			5.39			5.39

Ward No/Road Name	Priority Length (In Km)					Grand Total
	1	2	3	4	5	
Dholkeydanda Khabdanda Devithan Sandanda Thangsin Sadak				2.91		2.91
Ward No 7	2.55	3.48	0.79	5.14	3.64	15.6
Jagat Padheratari Thansing Rahabas Sadak	2.55					2.55
Fedi Thade Dhaba Krikbhanjyang Sadak		3.01				3.01
Tingharey Khiluwang Bhanjyang Karamfat Arunkhola Sadak			0.79			0.79
Tingharey Dhanuwa Khopernu Sadak				5.14		5.14
Timurdhara Lamochaur Rupakot Sadak					3.64	3.64
Ward No 8	0.89	5.08	1.26	0.93	0.59	8.75
Galaxy Sadak	0.89					0.89
Kiyudanda Nisdi Malagram Sadak		5.08				5.08
Khiluwa Tole Ringroad			1.26			1.26
Bokhar Dekhi Topidanda Sadak				0.93		0.93
Takatung Ringroad					0.59	0.59

c. Overall Priority

The prioritization of roads was carried out based on a multi-criteria assessment aimed at enhancing accessibility and maximizing social and economic benefits. Key criteria includes:

- **Population Served:** Roads were ranked higher if they serve densely populated areas, ensuring a greater impact on mobility for the majority.
- **Market Centers:** Roads connecting or providing access to major market centers were prioritized to boost local trade and economic activities.
- **Tourism Sites:** Roads leading to or facilitating access to significant tourism destinations were emphasized to promote tourism and related revenue generation.
- **Educational Institutions:** Access to primary, secondary, and tertiary educational institutions was considered to improve student mobility and educational outcomes.
- **Healthcare Facilities:** Proximity to hospitals and health centers was a major criterion to improve access to essential medical services.
- **Government Offices:** Roads connecting administrative and public service centers were prioritized to enhance governance and service delivery.
- **Ward Priority:** Roads are classified higher if they are kept as priority from ward level and municipal level

Points were assigned to each road segment based on the criteria outlined in Section 1.7, which incorporates a multi-dimensional evaluation framework accounting for population density, proximity to market centers, tourism significance, access to educational and healthcare institutions, and connectivity to governmental facilities. Overall prioritized roads are listed in Annex-2.

SECTION 3. MUNICIPALITY TRANSPORT NETWORK PLANNING

3.1. Road Classification

Roadways serve a variety of functions, including but not limited to the provision of direct access to properties, pedestrian and bicycle paths, bus routes and catering for through traffic that is not related to immediate land uses. Many roads serve more than one function and to varying degrees, but it is clear that the mixing of incompatible functions can lead to problems. Thus, it is important to distinguish road 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 tool of road network and land use planning to asset management.

Road hierarchy restricts or reduces direct connections between certain types of links, for example residential streets and arterial roads, and allows connections between similar order streets (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.) These hierarchical distinctions of road types become clearer when considering the recommended design specifications for the number of through lanes, design speed, intersection spacing and driveway access.

A well-formed road hierarchy will reduce 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.

The road hierarchy principles will assist planning agencies via orderly planning and provision of public transport routes, pedestrian and bicycle routes. It also identifies the effects of development decisions in and on surrounding areas and roadways within the hierarchy and also facilitates 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.

This study also formulates the road hierarchy for the various roads. After going through large number of literatures, the study has proposed three level hierarchy roads namely Class A, B and C. Class C basically deals with access while Class A and B basically deals with mobility and accessibility to higher services.

In the context of this Rural Municipal Transport Master Plan, the right of way (RoW) and setback provisions for roads categorized as strategic, provincial, or district shall remain unchanged regardless of any findings or recommendations presented in the report. As the local level government, we acknowledge and respect the jurisdiction and standards defined at the national and provincial levels, and thus affirm that any roads falling under these classifications—whether currently or in the future—will retain their designated RoW and setback requirements as per existing national and provincial regulations. These standards are outside the scope of alteration by local-level planning and must be preserved to ensure consistency, safety, and long-term coordination with higher-level infrastructure planning.

Based on various literature, the recommended right of way of ToR doesn't seem to be justifiable one as there is necessity of arterial road within the rural municipality. Also, the road space needs to be distributed to all road users equally with provision of green belt, cycle track thus there need to be a provision for green belt cycle track and footpath. After proper study the RoW of 14, 10, 8 and 6m is recommended for class A, B, C and D road respectively.

Type of City	Criteria	ROW based on Road Hierarchy (m)				
		Expressway	Arterial	Sub arterial	Collector	Local
Sub city	10,000-40,000	-	-	30	20	10
City	40,000- 100,000	-	50	30	20	10
Sub Metro City	100,000-300,000	50	30	20	10	10
<i>Ref: Planning Norms and Standard 2015, GoN, DUDBC</i>						
ROW based on Road Hierarchy (m)						
Expressway	Arterial		Sub arterial		Collector	Local
-	50-60		30-40		20-30	10-20
<i>Ref: Nepal Urban Road Standard 2068 (draft)</i>						
	Standard	Cycle Track	Footpath (Minimum)		Median Strip	
	NURS 2068 draft	2 m on both side	2 m on both side		5 m	
	NRS 2070	2 m on both side	1.5 m on both side		5 m	

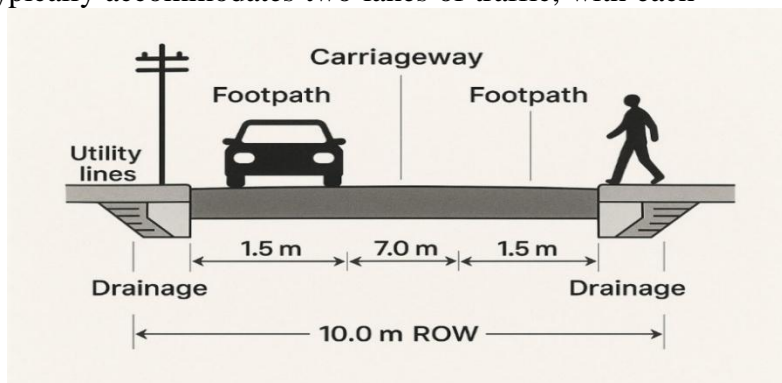
Table 6: Comparison of Criterion of Road hierarchy

Criteria	Class A	Class B	Class C
Purpose	Mobility	Mobility and control access	Access and mobility
Function	Through and long-distance movement	Connection between Class A and C roads; and also Provide alternative connection routes between Class A	Connects higher order roads and mobility to local trips
	High network coverage	Support through movement of traffic	Access to property
	Segregated NMT facilities and Bus lay-bys	Segregated NMT facilities and Bus lay-bys	Segregated NMT facilities
	Complete access to public transport	High access to public transport	Limited access to public transport
Maintenance Responsibility	municipality	municipality	municipality & Community
Design Speed (Kmph)	40	30	25

Criteria	Class A	Class B	Class C
Minimum Right of Way(m)	10	8	6
Extra width at curve (m)	6	2	1.5
Setback distance (m)	1.5	1.5	1.5
Access Control	Applicable	Applicable	Not Applicable
Public transport services	Local Public transport	Local Public transport	No public transportation

Class A road (ROW=10m)

A 10-meter Right of Way (ROW) road is commonly used in residential neighbourhoods, rural areas, or low-traffic zones. It typically accommodates two lanes of traffic, with each lane ranging from 3 to 3.5 meters in width, allowing for safe two-way vehicle movement. The remaining space within the ROW may be used for narrow shoulders, sidewalks, or basic roadside drainage, depending on the context and design requirements. Due to the limited width, such roads generally do not include features like medians or on-street parking. Despite its compact size, a 10-meter ROW can efficiently serve local traffic while maintaining a balance between accessibility and space constraints. Roads having ROW 10 metres are classified as A class roads.



A class road within the municipality is given below.

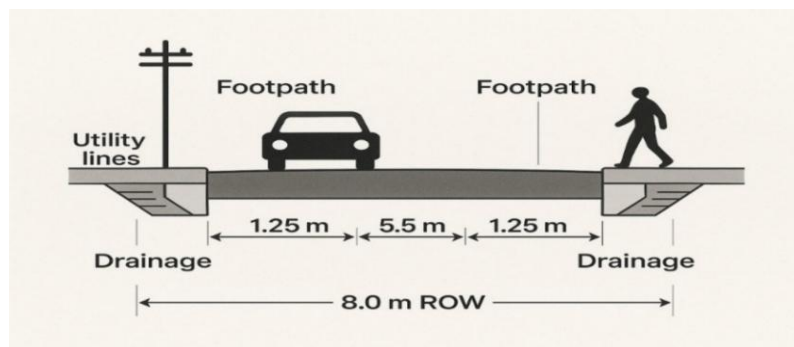
Table 7: List of Class A roads (ROW=10m)

SN	Code	Road Class/Name	Road Surface (In KM)			Total
			Blacktopped	Earthen	New Track	
		A	51.57	157.20		208.77
1	A001	Bastari-Jhadewa-Rahabas-Dumkibas Road	17.25	25.22		42.47
2	A002	Mahalpokhari-Bhutuke-Jagat-Marmara-Sarai Road		19.46		19.46
3	A003	Birauta Dhaireni Rumaldanda Bihadi Dham Sadak		3.86		3.86
4	A004	Jagat Poderatari Tanhsen Rahabas Sadak		7.01		7.01
5	A005	Okhaldhunga Matha Puranpani Jhintung Sadak		4.35		4.35
6	A006	Daunghat -Damar Jhumsa Tinau Sadak		8.67		8.67
7	A007	Surkhabas-Dhamiga-Bangsidanda Jhumsa Tinau Sadak		7.52		7.52

SN	Code	Road Class/Name	Road Surface (In KM)			Total
			Blacktopped	Earthen	New Track	
8	A008	Krikbhanjyang-Takatam-Nisdi Bhutugey Sadak		10.18		10.18
9	A009	Humin-Devinagar-Jalpa-Bahadurpur Road	18.13	6.03		24.16
10	A010	Kiyudanda Nisdi Malagram Sadak		5.08		5.08
11	A011	Khaireni Jhadewa-Muntung-Waling Jane Road	16.19	14.91		31.10
12	A012	Deugir Devinagar Sadak		3.22		3.22
13	A013	Jhadewa Ring Road		2.67		2.67
14	A014	Khahare Badabari Budikot Bhutugey Jaupokhara Sadak		0.66		0.66
15	A015	Khahare Fedi Bhimad Sadak		6.86		6.86
16	A016	Khahare Badabari Budikot Bhutugey Jaupokhara Sadak		7.62		7.62
17	A017	Madi Chakrapath		7.94		7.94
18	A018	Dohora Bahakhok Bhutugey Sadak		5.87		5.87
19	A019	Ekleybar Satodobat Sadak		5.16		5.16
20	A020	Agahakhola Chidipani Fedi Jhadewa Dumkibas Sadak		4.91		4.91

Class B Road (ROW=8 metres)

Roads with 8-meter Right of Way (ROW) are generally meant for light vehicular traffic and local transportation needs. The carriageway, which is the main driving surface, usually ranges from 3.5 to 6 meters wide, allowing for safe passage of vehicles. The remaining space is allocated for shoulders, which are unpaved areas on both sides of the road, typically around 1.5 to 2 meters wide, providing space for pedestrians, cyclists, and emergency stops. Proper drainage systems, including side drains and culverts, are essential to prevent water accumulation and road damage. Safety features such as guardrails, signage, and road markings are incorporated to enhance the safety of road users. In areas with significant pedestrian traffic, footpaths or walkways are also considered. These roads are designed to be functional, safe, and sustainable, catering to the transportation needs of rural communities while adhering to national road standards.



B class roads within the municipality is given below.

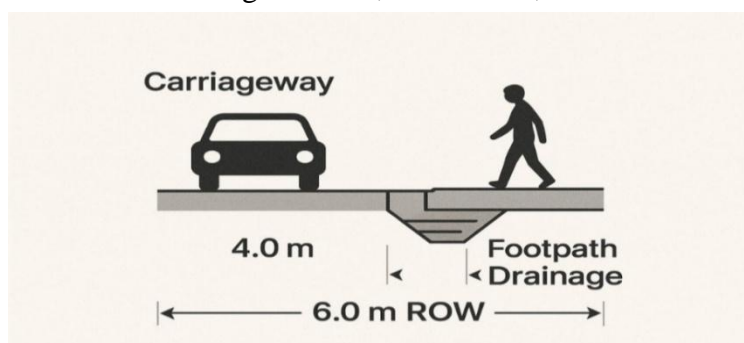
Table 8: List of Class B roads (ROW=08)

SN	Code	Road Class/Name	Road Surface (In KM)			Total
			Blacktopped	Earthen	New Track	
		B	1.20	110.88	4.19	116.27
1	B001	Garhabas-Majhuwa-Kumbi-Argale-Tindomi Road		15.09	2.29	17.39

SN	Code	Road Class/Name	Road Surface (In KM)			Total
			Blacktopped	Earthen	New Track	
2	B002	Garhabas-Bhutuke-Bahadurgaun-Dhaba-Krikbhanjyang Road		17.74	1.90	19.65
3	B003	Dalleraha Chiureymati Sadak		0.79		0.79
4	B004	Gairabari Sathipaila Swastyachauki Sadak		0.78		0.78
5	B005	Mankey Amrai Sathipaila Swastya Chauki Sadak		3.39		3.39
6	B006	Dharamtari Kashchaur Padheratari Sadak		2.25		2.25
7	B007	Namdi Hyakbari Timudhara Sadak		1.99		1.99
8	B008	Okhrigauda Chowk Dekhi Sharbottam Janey Chowk Sadak		0.83		0.83
9	B009	Takatum Ringroad		0.59		0.59
10	B010	Bagmara Beteni Sadak		2.14		2.14
11	B011	Kerauli Dekhi Bahadurpur Sadak		11.76		11.76
12	B012	Dhakreybas Plotting Sadak		0.86		0.86
13	B013	Anandanagar Nayabasti Sadak		0.45		0.45
14	B014	Fafarbari Majhuwa Bohokhar Sadak		5.23		5.23
15	B015	Majhuwa Batuleychaur Sadak		2.20		2.20
16	B016	Maidan Makaley Gofadi Jyamirey Fedi Sadak		12.10		12.10
17	B017	Sarai-Silingdi-Oles-Geraudi Road		14.87		14.87
18	B018	Khaharey-Eklabar-Oles Sadak	0.48	7.23		7.71
19	B019	Fulbari chandithan bisundanda chowk sadak	0.72			0.72
20	B020	Khaharey pul Naya basti sadak		2.35		2.35
21	B021	Nayagaun sadak		0.94		0.94

Class C Roads (ROW=6m)

A road with a Right of Way (ROW) of 6 metres is typically considered a narrow residential or internal access road, commonly found in small housing colonies, rural areas, or low-traffic urban lanes. The 6-metre width includes the entire stretch of land reserved for public use, not just the motorable surface. Out of this, around 4 to 5 metres is usually used for the actual carriageway (the part vehicles drive on), and the remaining space—if available—may be used for footpaths, drains, or utilities on either side. Roads with 6-metre ROW are generally designed for two-way movement of small vehicles like cars, bikes, or emergency vehicles, but they may not comfortably support heavy or high-volume traffic. These roads often have minimal or no



parking space, and buildings along them usually follow strict setback rules to avoid congestion and allow for basic utility services.

C class roads within the municipality is given below.

Table 9: List of Class C roads (ROW=06)

SN	Code	Road Class/Name	Road Surface (In KM)			Total
			Blacktopped	Earthen	New Track	
		C	2.18	235.46	21.39	259.04
1	C001	Dhaba Pakhari Golbhanjyang Sadak		3.05	0.32	3.38
2	C002	Hitanbhyanjang Sadak		0.27		0.27
3	C003	Mathagadi Mandir Sadak		0.96		0.96
4	C004	Namsubhanjyang Tadi Pokhara Sadak		0.26		0.26
5	C005	Nagsubhanjyang Gadawas Sadak		1.14		1.14
6	C006	Ghrlik Danda Parasan Ghadawas Sadak		2.49	0.51	3.00
7	C007	Fudungdi Brising Sikharrao Sadak		2.27		2.27
8	C008	Damar Simley Bangsidanda Sadak		2.87		2.87
9	C009	Dhadkun Dekhi Maulathar Bangsidanda Sadak		4.43	1.41	5.84
10	C010	Thigura Shrigdanda Maraghat Sadak		2.16	0.51	2.68
11	C011	Gejadanda Sadak		1.09		1.09
12	C012	Dhamiga Khani Sadak		4.03		4.03
13	C013	Pokhardanda Gharlikhola Birkhuli Sadak		0.42	0.38	0.80
14	C014	Jagat Puktung Sadak		2.66		2.66
15	C015	Puktung Arkhala Sadak		1.97		1.97
16	C016	Sunabhanjyang Toklogdi Sadak		0.68		0.68
17	C017	Chargharey Bangey Sadak		1.14		1.14
18	C018	Gadadhi Chargharey Sadak			0.60	0.60
19	C019	Simley Raghubhanjyang Sadak		0.51		0.51
20	C020	Bhadaurey Sadak		0.36		0.36
21	C021	Muakhar Jagar Bhangkhola Sadak		1.42		1.42
22	C022	Bhutugey Gohelung Sadak		0.97		0.97
23	C023	Kauley Jherxa Budichaur Sadak		1.19		1.19
24	C024	Luwajit Sadak		0.59		0.59
25	C025	Labdakot Mandir Sadak		0.38		0.38
26	C026	Chandithan Chorkot Nigreychaur Sadak			0.90	0.90
27	C027	Dholkeydanda Budichaur Sadak		0.67		0.67
28	C028	Dholkeydanda Shiwaparbati Mandir Chautarakharak Sadak		0.40		0.40
29	C029	Padheratari Aadhajari Sadak			0.52	0.52
30	C030	Padheratari Bhanik Tole Sadak		1.93		1.93
31	C031	Padheratari Ghorlikhorak Sadak		0.56		0.56
32	C032	Padheratari Seera Daha Sadak		1.93	1.75	3.68
33	C033	Simaldanda Karmitari Sadak		0.31		0.31
34	C034	Nambdi Dekhi Kafalthumka Sadak			0.67	0.67
35	C035	Khursaney Bagar Devithan Sadak			0.61	0.61

SN	Code	Road Class/Name	Road Surface (In KM)			Total
			Blacktopped	Earthen	New Track	
36	C036	Kafalthumka Rahabas Sadak		1.19		1.19
37	C037	Khabdanda Dumsilung Angarikharak Sadak		0.83		0.83
38	C038	Daha Bhitri Sadak		0.60		0.60
39	C039	Thadey Bahadur Bhutugey Sadak		0.65		0.65
40	C040	Fedi Thadey Dhaba Krikbhanjyang Sadak		0.69		0.69
41	C041	Mathillo Dhawa Sadak		1.58		1.58
42	C042	Bich Dhawa Sadak		0.40		0.40
43	C043	Mathillo Okharigauda Sadak		0.41		0.41
44	C044	Okharigauda Charangi Sadak		2.45		2.45
45	C045	Takatam Chowk Dekhi Thulakharak Janey Sadak		0.80		0.80
46	C046	Malauta Narkateni Sadak		0.80		0.80
47	C047	Kathedhap Krishi Sadak			0.45	0.45
48	C048	Thulochaupari Dekhi Thumka Sadak		0.31		0.31
49	C049	Dangrey Sadak		0.35		0.35
50	C050	Gejha Tauwa Sadak		0.20		0.20
51	C051	Kharkhola Kabildev Sadak		0.52	0.31	0.83
52	C052	Thapana Dekhi Mauladevi Sadak		0.23		0.23
53	C053	Tari Dekhi Mohordanda Sadak		0.28		0.28
54	C054	Dharadevi Mandir Sadak		0.17		0.17
55	C055	Dandatole Sadak		0.16		0.16
56	C056	Oda Karyalaya Dekhi Malauta Thadey Sadak		0.42	0.69	1.10
57	C057	Malauta Rapatey Sadak			0.36	0.36
58	C058	Satighat Odarey Sadak		1.35		1.35
59	C059	Ghorlikharak Khelmaidan Sadak			0.37	0.37
60	C060	Galaxy Sadak		0.56	0.32	0.89
61	C061	Bokhar Dekhi Topidanda Sadak		0.93		0.93
62	C062	Khiluwa Tole Ringroad		1.26		1.26
63	C063	Deurali Tole Ringroad		0.62		0.62
64	C064	Swastya Chauki Sadak		0.18		0.18
65	C065	Belauti Danda Sadak		0.20		0.20
66	C066	Fedi Thadey Dhaba Krikbhanjyang Sadak		2.32		2.32
67	C067	Sangdhung Dhodri Karamfat Dhanuwa Guwagni Sadak I		1.42		1.42
68	C068	Tingharey Khiluwang Bhanjyang Karamfat Arunkhola Sadak			0.79	0.79
69	C069	Sangdhung Dhodri Karamfat Dhanuwa Guwagni Sadak II		0.93		0.93
70	C070	Tingharey Dhanuwa Khopernu Sadak		5.14		5.14
71	C071	Thangsin Budichaur Sadak		1.29		1.29
72	C072	Timurdhara Lamochaur Rupakot Sadak		3.64		3.64
73	C073	Timurdhara Khanga Maulathar Sadak		1.31		1.31
74	C074	Kanchachaur Mailachaur Sirtung Sadak		2.38		2.38

SN	Code	Road Class/Name	Road Surface (In KM)			Total
			Blacktopped	Earthen	New Track	
75	C075	Rahabas Kerauli Sadak		2.29		2.29
76	C076	Chirtung Bhitri Sadak		0.44		0.44
77	C077	Khani Khsetra Sadak		1.03		1.03
78	C078	Satpokhari Ghari Sadak		2.00		2.00
79	C079	Puranpani Satpokhara Sadak		0.52		0.52
80	C080	Pakharobari Ghari Maidan Sadak		4.14	1.48	5.62
81	C081	Ghari Satpokhari Sadak		0.65	1.07	1.72
82	C082	Lavey Chhapa Sadak		1.12		1.12
83	C083	Swamidanda Majhuwa Sadak		0.51		0.51
84	C084	Malewas Niurikot Sadak		0.98		0.98
85	C085	Malewas Lamichaur Krishi Sadak		0.41		0.41
86	C086	Dallera Gothdanda Sadak		1.91		1.91
87	C087	Dallera Jukeni Sadak		0.35	0.29	0.64
88	C088	Khalatari Badikuna Aanandanagar Sadak		1.03		1.03
89	C089	Fasurghat Ruchaldanda Sadak		0.53		0.53
90	C090	Gaddanda Haddanda Sadak		0.26		0.26
91	C091	Chiureymati Khalatari Sadak			0.72	0.72
92	C092	Chighwangdi Bohorithok Sadak		0.44		0.44
93	C093	Makaley Devinagar Sadak		3.91		3.91
94	C094	Rangsilakharak Bolepokhara Sadak			0.69	0.69
95	C095	Khaributey Chitrechhap Bharlajhyal Sadak		2.38		2.38
96	C096	Khaributey Khartung Sadak		0.89		0.89
97	C097	Maidan Khairekot Sadak		1.06		1.06
98	C098	Maidan Jhindanda Hukdanda Sadak		1.13	0.43	1.56
99	C099	Jamun Danda Khamja Tole Sadak		0.83		0.83
100	C100	Bainidanda Newargaira Sadak		1.13		1.13
101	C101	Gatdanda Gokhadi Pokhara Tole Sadak		2.60		2.60
102	C102	Debagir Gatdanda Sadak		0.79		0.79
103	C103	Batulechaur Bhayerthan Pipalgaua Sadak		1.20		1.20
104	C104	Chaulani Goldi Deurali Sadak		4.57		4.57
105	C105	Pokharabhanjyang Chaulani Sadak		1.21		1.21
106	C106	Pokharabhanjyang Sitagufa Sadak		0.42		0.42
107	C107	Swamibhanjyang Koluwa Chaulani Sadak		2.18		2.18
108	C108	Foksihang Koluwa Sadak		0.99		0.99
109	C109	Swamibhanjyang Foksihang Sadak		1.09		1.09
110	C110	Argotey Sadak		0.83		0.83
111	C111	Batuleychaur Gujigaira Sanmada Sadak		1.53		1.53
112	C112	Ghorkota Khola Saru Tole Sadak		0.19		0.19
113	C113	Devgir Dangsngha Sadak		2.11		2.11
114	C114	Gaddanda Takendanda Sadak			0.51	0.51
115	C115	Bagaley Malikadevi Sadak		0.30		0.30
116	C116	Bokhar Sitaley Bardanda Sadak		3.29		3.29

SN	Code	Road Class/Name	Road Surface (In KM)			Total
			Blacktopped	Earthen	New Track	
117	C117	Sitaley Humandi Sadak		0.52		0.52
118	C118	Dharagaira Bardanda Sadak		0.56		0.56
119	C119	Jyamirey Dekhi Sirikghat Sadak		1.10		1.10
120	C120	Suthukon Fediya Bhutukey Sadak		1.33		1.33
121	C121	Geraudi Dhakardanda Sadak		0.90		0.90
122	C122	Chandeni Ripa Deurali Sadak		0.85		0.85
123	C123	Deurali Baxadi Birauta Sadak		3.62		3.62
124	C124	Sapangey Ringroad		4.69		4.69
125	C125	Oles Mandir Dekhi Kaudelek Sadak		0.33		0.33
126	C126	Sikarkot Maula Dekhi Fenamdi Sadak		0.58		0.58
127	C127	Maulathar Dekhi Sikarkot Bich Sadak		0.23		0.23
128	C128	Maulathar Dekhi Deurali School Sadak		0.53		0.53
129	C129	Bhaskata Jherudanda Hudai Maulakathar Sadak		0.57		0.57
130	C130	Bel Bata Tallo Thar Hudai Sikarkot Sadak		2.65		2.65
131	C131	Ekleybar Xodighat Gijandanda Sadak		4.08		4.08
132	C132	Belghari Chowk Dekhi Sarapkot Hudai Silangi Oles Sadak	0.24	7.01		7.25
133	C133	Bagmara Jhirubas Saraplot Sadak			2.59	2.59
134	C134	Sarapkot Jherubas Sadak		0.52		0.52
135	C135	Chitrundi Sadak		0.60		0.60
136	C136	Damar Bhitri Bato		0.47		0.47
137	C137	Damar Dekhi Gadaha Khola Sadak		0.35		0.35
138	C138	Jhokhola Sadak		0.24		0.24
139	C139	Chitrundi Nayabasti Sadak		0.25		0.25
140	C140	Chitrundi Bhitri Bato		0.16		0.16
141	C141	Ekleybar Xodighat Gijandanda Sadak	1.74			1.74
142	C142	Belghari Chowk Dekhi Barpokhara Thotra Kol Bajari Sadak		1.49		1.49
143	C143	Thotrakol Hudai Batasey Jodney Bhitri Sadak			0.61	0.61
144	C144	Gijandanda Chowk Dekhi Mountvalley Hudai Thotra Kol Sadak		0.85		0.85
145	C145	Sarai School Ural Danda Thotra Kol Sadak		0.49		0.49
146	C146	Osimchowk Dekhi Divyajyoti Bhitri Sadak			0.46	0.46
147	C147	Oda Karyalaya Sadak		0.30		0.30
148	C148	Mathillo Agani Dekhi Tallo Agani Hudai Gijendanda Chowk Sad*		0.84		0.84
149	C149	Baghmara To Lakuribari Sadak		0.51		0.51
150	C150	Bagaicha Bagmara Sadak		0.43		0.43
151	C151	Agani Dekhi Batasey Janey Bhitri Sadak		0.71		0.71
152	C152	Agani Volleyball Ground To Simalghat Sadak		0.30		0.30
153	C153	Xiraldhara Dekhi Simalghat Sadak		0.30		0.30

SN	Code	Road Class/Name	Road Surface (In KM)			Total
			Blacktopped	Earthen	New Track	
154	C154	Bisundanda Chowk Dekhi Gadiyakhola Sadak		0.35		0.35
155	C155	Khilauridhara Bhitri Sadak I		0.85		0.85
156	C156	Khilauri Dhara Bhitri Sadak II		0.17		0.17
157	C157	Xiraldanda Dekhi Madi Krishi Farm Sadak		0.37		0.37
158	C158	Gijindhara Chowk Dekhi Nayabasti Janey Bhitri Sadak		0.22		0.22
159	C159	Ajinatari Dekhi Dharadhik Sadak			0.37	0.37
160	C160	Fulbari Niskiney Sadak		0.26		0.26
161	C161	Fulbari Dharadhik Lalpati Sadak		1.34		1.34
162	C162	Deurali Chaupari Dekhi Lalpati Sadak		0.27		0.27
163	C163	Tersey Bhitri Sadak		0.19		0.19
164	C164	Dadrani Pokharey Sadak		0.76	0.17	0.93
165	C165	Gahachaupari Dekhi Lakhan Thapa Park Sadak		0.24		0.24
166	C166	Pratiksshyalaya To Belghari Chowk Sadak			0.17	0.17
167	C167	Khaharey Nayabasti Bhitri Sadak		0.66		0.66
168	C168	Raxa Krishi Sadak		0.76		0.76
169	C169	Birawa Dekhi Deurali Chaupari Krishi Sadak		0.62		0.62
170	C170	Khaharey Bairawatole Sadak	0.20			0.20
171	C171	Lakuribari Chimnidanda Sadak II		0.22		0.22
172	C172	Lakuribari Chimnidanda Sadak I		0.28		0.28
173	C173	Chimli Bhitri Sadak		0.14		0.14
174	C174	Khaharey Dekhi Raksaha Krishi Sadak		0.24		0.24
175	C175	Khaharey Bhitri Sadak		0.34		0.34
176	C176	Bagaicha Ratmata Aamchaur Sadak		0.71		0.71
177	C177	Kaharey Church Dekhi Ratmata Sadak		0.51		0.51
178	C178	Badbari Soley Krishi Sadak		1.40		1.40
179	C179	Pandey Path		0.97		0.97
180	C180	Dadra Dhubindanda Gosakhori Ringroad		1.34		1.34
181	C181	Dadra Chilauni Gaira Sadak		0.48		0.48
182	C182	Thuloghunti Rajauli Sadak		2.36		2.36
183	C183	Masuwar Samidanda Rajauli Sadak		1.18		1.18
184	C184	Swamidanda Daharpari Sadak		0.13		0.13
185	C185	Amarai Rambari Sadak		0.19		0.19
186	C186	Bajadi Basakhari Sadak		0.29		0.29
187	C187	Khasadi Pipaldanda Sadak		1.58		1.58
188	C188	Dohora Alxichaupari Hudai Pipaldanda Sadak		0.38		0.38
189	C189	Dohora Simalgaira Sadak		0.82		0.82
190	C190	Simaldanda Pipalgaira Sadak			0.37	0.37
191	C191	Butyan Chowk Sadak		0.18		0.18
192	C192	Sathipaila Dohora Sadak		2.32		2.32

SN	Code	Road Class/Name	Road Surface (In KM)			Total
			Blacktopped	Earthen	New Track	
193	C193	Kaunehar Sadak		0.55		0.55
194	C194	Kafle Chaupari Oda Karyalaya Sadak		0.91		0.91
195	C195	Bayar Danda Gada Khola Sadak		0.66		0.66
196	C196	Sapangey Gaun Sadak		1.72		1.72
197	C197	Sapangi Dandatoe Sadak II		0.44		0.44
198	C198	Sapangi Dandatoe Sadak I		1.37		1.37
199	C199	Sapangi Dandatoe Sadak III		0.42		0.42
200	C200	Rajepokhara Ghartibari Sadak		0.82		0.82
201	C201	Sathipaila Kalika Bhanjyang Sadak		1.34		1.34
202	C202	Rajekhola Padeykhola Sadak		2.22		2.22
203	C203	Rajepokhari Okhaley Aargidanda Sadak		1.60		1.60
204	C204	Taripuchhar Sadak		0.53		0.53
205	C205	Chawaley Tari Lampataiya Jho Pul Sadak		1.02		1.02
206	C206	Fedi Chargharey Sikhar Sadak		4.42		4.42
207	C207	Sampokhari Fedi Sadak		2.29		2.29
208	C208	Bhadbari Sadak		0.44		0.44
209	C209	Chuka Mainchaur Sadak		1.04		1.04
210	C210	Bahakhok Darlamdanda Sadak		0.94		0.94
211	C211	Thaoindanda Swastya Chauki Sadak		1.24		1.24
212	C212	Satdobato Kota Devi Sadak		1.20		1.20
213	C213	Bihadi Dekhi Dhama Sadak		1.84		1.84
214	C214	Dhaireni Tallo Rumaldanda Hudai Batai Khola Sadak		3.65		3.65
215	C215	Raichandi Hudai Kho Khola Sadak		0.64		0.64
216	C216	Bihadi Raichandi Sadak		1.34		1.34
217	C217	Kho Khola Sadak		0.35		0.35
218	C218	Tallo Rumaldanda Sadak		0.26		0.26
219	C219	Dhaireni Sadak		0.36		0.36
220	C220	Aayurbed Dekhi Kota Sadak		1.76		1.76
221	C221	Chidipani Sakha Bato		0.52		0.52
222	C222	Khumdanda Sadak I		1.26		1.26
223	C223	Khumdanda Sadak li		0.48		0.48
224	C224	Khumdanda Sadak Iii		0.64		0.64
225	C225	Jaupokhara Falamdi Hudai Birauta Sadak		2.41		2.41
226	C226	Jaluke Tallo Jaupokhara Sadak		0.45		0.45
227	C227	Dholkeydanda Khabdanda Devithan Sandanda Thangsin Sadak		2.91		2.91
228	C228	Hattilung Goyenglung Sadak		2.55		2.55
229	C229	Taruk Jhumsakhola Jhyangtung Sadak		1.82		1.82

3.2. Public Transportation facilities

Public transportation within Mathagadhi Rural Municipality in Palpa District, Nepal, is primarily served by informal, locally operated vehicles such as minibuses, jeeps, tempos and motorcycles. These vehicles connect rural settlements to nearby towns and markets, facilitating access to essential services like education, healthcare, and commerce. The road infrastructure in the municipality is improving, with ongoing projects aimed at enhancing connectivity. However, challenges such as road quality, limited vehicle capacity, and inconsistent schedules can affect the reliability and comfort of these services.

During monsoon and post-monsoon seasons, transportation services are often disrupted due to deteriorating road conditions. Efforts are ongoing to improve inter-ward road infrastructure, including recent upgrades to the Banstari–Jhadewa route, which are expected to enhance both internal and external connectivity in the near future.

Despite these challenges, public transportation remains a vital component of daily life in Mathagadhi, enabling residents to engage in economic activities and access services beyond their immediate communities.

3.3. Bridges within Mathagadi Rural Municipality

Bridges are vital conduits of connectivity, seamlessly linking communities, fostering trade, and enabling access to essential services. They transcend physical barriers, catalyze economic growth, and symbolize human ingenuity in overcoming natural divides. In the context of Mathagadi Rural Municipality there are nearly about 20 bridges facilitating citizens within rural municipality. Nevertheless there are places in the rural municipality where bridges need to be constructed to facilitate the smooth movement of vehicles and also individuals. Some of new bridges are also demanded from ward levels.



Figure 4: Bridges within Mathagadi Rural Municipality

Despite efforts, some bridge construction projects have faced delays due to various factors, including natural disasters and logistical issues. For instance, a bridge project in the district experienced delays after floods washed away construction materials, leading to a minor setback in completion. Given the ongoing infrastructure development in neighboring municipalities, it is likely that Mathagadi Rural Municipality is also focusing on improving its bridge network... The rural municipality's development plans may include the construction of new bridges and the maintenance of existing ones to ensure safe and reliable transportation for its residents.

SECTION 4. PERSPECTIVE PLAN OF MUNICIPALITY TRANSPORT NETWORK

4.1. Projection of Population

Over the past decade, Mathagadhi Rural Municipality has experienced a slight population decline, from 25,017 in 2011 to 24,053 in 2021. This trend reflects broader demographic shifts seen across many rural municipalities in Nepal, where outmigration—particularly of young adults seeking employment abroad or in urban centers—has outweighed natural population growth. If this pattern continues at the average rate of decline observed over the past ten years (approximately -0.38% annually), the municipality's population could decrease to around 23,141 by 2031 and further down to approximately 22,255 by 2041. This steady decline could lead to labor shortages in agriculture, underutilized educational institutions, and increasing pressure on local leaders to maintain public services with a shrinking tax base.

However, this outcome is not inevitable. Several variables could shift the trajectory in a more positive direction. For example, if the rural municipality implements effective development policies, such as investing in infrastructure, creating local employment opportunities, improving education and healthcare, and promoting sustainable agriculture or tourism, it could slow or even reverse the outmigration trend. Under such a scenario, assuming a conservative annual growth rate of $+0.11\%$ (mirroring some rural regions in Nepal), the population could rise slightly to about 24,318 by 2031 and 24,585 by 2041. Such growth, though modest, would indicate improved living conditions and enhanced community retention—especially if coupled with return migration from overseas Nepali workers or diaspora investment.

It's also important to consider demographic composition. Even as the overall population might decline or remain stable, the proportion of elderly residents is likely to increase, as younger people leave and birth rates remain low. This aging trend will have implications for healthcare, social support systems, and the local economy. In contrast, if educational institutions in Mathagadhi can offer quality programs that attract or retain youth, and if small enterprises or cooperatives (especially in agriculture, livestock, or local crafts) are supported, the area could experience demographic stabilization. Government and non-governmental support will be critical in shaping these outcomes.

The main factors affecting the population projection are birth rate, death rate and migration to the city/town concerned. Out of these factors, the migration is chief factor. The factors for migration may be the desire for better economic opportunities, desire for better living or housing conditions (this applies particularly to short distance migration within the same general locality), movement for reasons of health, education, or retirement etc. The level of national economic activity also affects the direction of migration. When employment is high or rising, the movement is generally from rural areas and small towns to the medium-size and larger cities, because of the relatively larger rate of wages and economic opportunities in urban areas.

In the present time the urban population is increasing in high rate although the proportion of it is very small. To forecast the population in the municipality for the preparation of MTMP the geometric method have been used considering the rapid urbanization of the area. For this the following formula is used:

$$P_n = P (1 + I_G/100)^n$$

Where, I_G = geometric mean (%)

P = Present population

n = no. of decades.

P_n =population at the end of nth decade

In conclusion, the population of Mathagadhi over the next two decades is likely to either gradually decline or remain nearly stable, depending on socioeconomic investments, policy direction, and migration patterns. The future demographic shape of the municipality hinges less on natural population growth and more on the decisions made by local leaders, the involvement of the diaspora, and broader national development dynamics. Continued monitoring, local-level planning, and targeted investment will be key to managing the coming demographic changes effectively.

4.2. 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 municipality as the basis of network planning.

For the Mathagadi Rural municipality the following area have been proposed for the potential development area.

Table 10: Indicative development potential plan of Mathagadi Rural Municipality

S.N.	Development Potential	Area	Remarks
1	Market/Service Centers (Growth Nodes)	Jhadewa (Ward 4) (Rural Municipal HQ)	Can be expanded as a municipal growth hub with agri-input markets, banks, transport links
		Gothadi (Ward 6)	Potential for agro-processing and storage, road link to Tansen
		Bahadurpur (Ward 8)	High potential for livestock-based enterprises, dairy chilling center
		Rupse (Ward 2)	Good site for collection centers and spice packaging units

S.N.	Development Potential	Area	Remarks
		Kaseni & Chidipani (Wards 3–2)	Suitable for community tourism & fruit farming hubs
		Rahabas & Bahadurpur (Wards 7–8)	Potential for eco-tourism, herbal cultivation, and forest-based enterprises
2	Agro-based Industrial Potential Zones	Jhadewa – Rahbas (Wards 4–7)	Meat processing, dairy chilling, fodder production
		Gothadi – Kaseni belt (Wards 3, 6)	Spice processing, corn flakes/milling
		Jhadewa	Mini agro-industrial estate (multi-crop processing, packaging)
3	High-Value Cash Crop Zones	Kaseni – Chidipani (Wards 3–2)	Suitable due to cooler climate, irrigation access
		Bahadurpur – Rahbas (Wards 7–8)	Hilly, shaded land; potential for organic certification
		Rupse – Gothadi (Wards 2, 6)	Good elevation and drainage; access to local market
4	Tourism & Cultural Hotspots	Kaseni – Chidipani ridge (Ward 1–3)	Panoramic views, Magar settlements, clean environment
		Rahbas community forests (Ward 7)	Bird watching, herbal plant trails, community forestry
		Magar villages in Bahadurpur & Jhadewa	Traditional Magar houses, language, costumes, dances
		Jhadewa–Gothadi–Rupse corridor	Connects trails to Palpa-Tansen and hill viewpoints
6	High density residential area	Ward 4– Jhadewa	Municipal HQ, schools, health post, shops, potential urban expansion
		Ward 6 – Gothadi	Weekly market, near secondary school, accessible by road
		Ward 3 – Rupse	Intermediate density, good location for agri-processing clusters
		Ward 5 /Ward 3	Health post, local cooperative, small retail and homes together
8	Low density residential area	Ward 1 – Chidipani	Cooler climate, limited road access
		Ward 2 –Rupse	Good for cash crops, low population concentration
		Ward 7 – Rahbas	High potential for eco-tourism and herbal cultivation
		Ward 8 – Bahadurpur	Accessible by foot or trail, distant from center

Strategic Recommendations

- **Develop Jhadewa as a regional service and logistics node**, connecting roads to all wards.
- **Support cooperatives in Bahadurpur, Gothadi, and Rupse** to manage agro-processing units.

- **Invest in cold chain and rural roads** in vegetable and fruit producing zones (Wards 1–3).
- **Market Kaseni and Rahbas as emerging eco-tourism clusters** with community involvement.
- **Encourage cluster-based planning**, combining farming, processing, marketing, and tourism.

4.3. RMTMP Process

4.3.1. Process and procedure for collection of demand

For the collection of ward road demand, ward level workshop on each ward was conducted. With discussion with the concerned stakeholders of each ward, five roads from each ward with their significance were selected as the ward road for the RMTMP period.

4.3.2. Scoring system for screening, grading and prioritization

As the financial resources of municipality is less as compared to the demand of people there is always conflict among the leaders from different parts for the development of road infrastructure. For this we have to prioritize roads, based on the certain conditions. For this RMTMP, we have adopted the criteria given by the ministry with discussion and minor modification with the concerned stakeholders. Based on these criteria, municipal and ward roads have been prioritized class wise. The details of prioritization criteria are explained previously on this report.

4.3.3. Possible inter- municipality/district linkages

This municipality is not connected with SRN and DRCN. So the class A roads mainly serve for the inter municipality and inter district mobility. The municipal roads planned on this RMTMP also serves for inter- municipality/district mobility.

4.3.4. Interventions for RMTMP

a. Maintenance

Maintenance refers to the actions required to repair a road and keep it in good and passable condition. For RMTMP planning purposes standard costs per kilometer for each maintenance type are applied to the entire road network, whereby for certain maintenance type's distinction is made according to the surface type of the road. Maintenance activities include:

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 road 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.

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 road network. The specific requirements for routine maintenance are determined on an annual basis through the road condition survey.

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 municipal road 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.

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 road network, a lump sum allocation is made for the entire road 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.

Table 11: Length of Road for Maintenance

Code	Length of road in km for maintenance				
	emergency	routine	recurrent(blacktop)	recurrent(earthen)	Periodic
A001	42.47	42.47	17.25	25.22	17.25
A002	19.46	19.46	-	19.46	-
A003	3.86	3.86	-	3.86	-
A004	7.01	7.01	-	7.01	-
A005	4.35	4.35	-	4.35	-
A006	8.67	8.67	-	8.67	-
A007	7.52	7.52	-	7.52	-
A008	10.18	10.18	-	10.18	-
A009	24.16	24.16	18.13	6.03	18.13
A010	5.08	5.08	-	5.08	-
A011	31.10	31.10	16.19	14.91	16.19
A012	3.22	3.22	-	3.22	-
A013	2.67	2.67	-	2.67	-
A014	0.66	0.66	-	0.66	-
A015	6.86	6.86	-	6.86	-
A016	7.62	7.62	-	7.62	-
A017	7.94	7.94	-	7.94	-
A018	5.87	5.87	-	5.87	-
A019	5.16	5.16	-	5.16	-

Code	Length of road in km for maintenance				
	emergency	routine	recurrent(blacktop)	recurrent(earthen)	Periodic
A020	4.91	4.91	-	4.91	-
B001	15.09	15.09	-	15.09	-
B002	17.74	17.74	-	17.74	-
B003	0.79	0.79	-	0.79	-
B004	0.78	0.78	-	0.78	-
B005	3.39	3.39	-	3.39	-
B006	2.25	2.25	-	2.25	-
B007	1.99	1.99	-	1.99	-
B008	0.83	0.83	-	0.83	-
B009	0.59	0.59	-	0.59	-
B010	2.14	2.14	-	2.14	-
B011	11.76	11.76	-	11.76	-
B012	0.86	0.86	-	0.86	-
B013	0.45	0.45	-	0.45	-
B014	5.23	5.23	-	5.23	-
B015	2.20	2.20	-	2.20	-
B016	12.10	12.10	-	12.10	-
B017	14.87	14.87	-	14.87	-
B018	7.71	7.71	0.48	7.23	0.48
B019	0.72	0.72	0.72	-	0.72
B020	2.35	2.35	-	2.35	-
B021	0.94	0.94	-	0.94	-
C001	3.05	3.05	-	3.05	-
C002	0.27	0.27	-	0.27	-
C003	0.96	0.96	-	0.96	-
C004	0.26	0.26	-	0.26	-
C005	1.14	1.14	-	1.14	-
C006	2.49	2.49	-	2.49	-
C007	2.27	2.27	-	2.27	-
C008	2.87	2.87	-	2.87	-
C009	4.43	4.43	-	4.43	-
C010	2.16	2.16	-	2.16	-
C011	1.09	1.09	-	1.09	-
C012	4.03	4.03	-	4.03	-
C013	0.42	0.42	-	0.42	-
C014	2.66	2.66	-	2.66	-
C015	1.97	1.97	-	1.97	-
C016	0.68	0.68	-	0.68	-
C017	1.14	1.14	-	1.14	-
C018	-	-	-	-	-
C019	0.51	0.51	-	0.51	-
C020	0.36	0.36	-	0.36	-

Code	Length of road in km for maintenance				
	emergency	routine	recurrent(blacktop)	recurrent(earthen)	Periodic
C021	1.42	1.42	-	1.42	-
C022	0.97	0.97	-	0.97	-
C023	1.19	1.19	-	1.19	-
C024	0.59	0.59	-	0.59	-
C025	0.38	0.38	-	0.38	-
C026	-	-	-	-	-
C027	0.67	0.67	-	0.67	-
C028	0.40	0.40	-	0.40	-
C029	-	-	-	-	-
C030	1.93	1.93	-	1.93	-
C031	0.56	0.56	-	0.56	-
C032	1.93	1.93	-	1.93	-
C033	0.31	0.31	-	0.31	-
C034	-	-	-	-	-
C035	-	-	-	-	-
C036	1.19	1.19	-	1.19	-
C037	0.83	0.83	-	0.83	-
C038	0.60	0.60	-	0.60	-
C039	0.65	0.65	-	0.65	-
C040	0.69	0.69	-	0.69	-
C041	1.58	1.58	-	1.58	-
C042	0.40	0.40	-	0.40	-
C043	0.41	0.41	-	0.41	-
C044	2.45	2.45	-	2.45	-
C045	0.80	0.80	-	0.80	-
C046	0.80	0.80	-	0.80	-
C047	-	-	-	-	-
C048	0.31	0.31	-	0.31	-
C049	0.35	0.35	-	0.35	-
C050	0.20	0.20	-	0.20	-
C051	0.52	0.52	-	0.52	-
C052	0.23	0.23	-	0.23	-
C053	0.28	0.28	-	0.28	-
C054	0.17	0.17	-	0.17	-
C055	0.16	0.16	-	0.16	-
C056	0.42	0.42	-	0.42	-
C057	-	-	-	-	-
C058	1.35	1.35	-	1.35	-
C059	-	-	-	-	-
C060	0.56	0.56	-	0.56	-
C061	0.93	0.93	-	0.93	-
C062	1.26	1.26	-	1.26	-

Code	Length of road in km for maintenance				
	emergency	routine	recurrent(blacktop)	recurrent(earthen)	Periodic
C063	0.62	0.62	-	0.62	-
C064	0.18	0.18	-	0.18	-
C065	0.20	0.20	-	0.20	-
C066	2.32	2.32	-	2.32	-
C067	1.42	1.42	-	1.42	-
C068	-	-	-	-	-
C069	0.93	0.93	-	0.93	-
C070	5.14	5.14	-	5.14	-
C071	1.29	1.29	-	1.29	-
C072	3.64	3.64	-	3.64	-
C073	1.31	1.31	-	1.31	-
C074	2.38	2.38	-	2.38	-
C075	2.29	2.29	-	2.29	-
C076	0.44	0.44	-	0.44	-
C077	1.03	1.03	-	1.03	-
C078	2.00	2.00	-	2.00	-
C079	0.52	0.52	-	0.52	-
C080	4.14	4.14	-	4.14	-
C081	0.65	0.65	-	0.65	-
C082	1.12	1.12	-	1.12	-
C083	0.51	0.51	-	0.51	-
C084	0.98	0.98	-	0.98	-
C085	0.41	0.41	-	0.41	-
C086	1.91	1.91	-	1.91	-
C087	0.35	0.35	-	0.35	-
C088	1.03	1.03	-	1.03	-
C089	0.53	0.53	-	0.53	-
C090	0.26	0.26	-	0.26	-
C091	-	-	-	-	-
C092	0.44	0.44	-	0.44	-
C093	3.91	3.91	-	3.91	-
C094	-	-	-	-	-
C095	2.38	2.38	-	2.38	-
C096	0.89	0.89	-	0.89	-
C097	1.06	1.06	-	1.06	-
C098	1.13	1.13	-	1.13	-
C099	0.83	0.83	-	0.83	-
C100	1.13	1.13	-	1.13	-
C101	2.60	2.60	-	2.60	-
C102	0.79	0.79	-	0.79	-
C103	1.20	1.20	-	1.20	-
C104	4.57	4.57	-	4.57	-

Code	Length of road in km for maintenance				
	emergency	routine	recurrent(blacktop)	recurrent(earthen)	Periodic
C105	1.21	1.21	-	1.21	-
C106	0.42	0.42	-	0.42	-
C107	2.18	2.18	-	2.18	-
C108	0.99	0.99	-	0.99	-
C109	1.09	1.09	-	1.09	-
C110	0.83	0.83	-	0.83	-
C111	1.53	1.53	-	1.53	-
C112	0.19	0.19	-	0.19	-
C113	2.11	2.11	-	2.11	-
C114	-	-	-	-	-
C115	0.30	0.30	-	0.30	-
C116	3.29	3.29	-	3.29	-
C117	0.52	0.52	-	0.52	-
C118	0.56	0.56	-	0.56	-
C119	1.10	1.10	-	1.10	-
C120	1.33	1.33	-	1.33	-
C121	0.90	0.90	-	0.90	-
C122	0.85	0.85	-	0.85	-
C123	3.62	3.62	-	3.62	-
C124	4.69	4.69	-	4.69	-
C125	0.33	0.33	-	0.33	-
C126	0.58	0.58	-	0.58	-
C127	0.23	0.23	-	0.23	-
C128	0.53	0.53	-	0.53	-
C129	0.57	0.57	-	0.57	-
C130	2.65	2.65	-	2.65	-
C131	4.08	4.08	-	4.08	-
C132	7.25	7.25	0.24	7.01	0.24
C133	-	-	-	-	-
C134	0.52	0.52	-	0.52	-
C135	0.60	0.60	-	0.60	-
C136	0.47	0.47	-	0.47	-
C137	0.35	0.35	-	0.35	-
C138	0.24	0.24	-	0.24	-
C139	0.25	0.25	-	0.25	-
C140	0.16	0.16	-	0.16	-
C141	1.74	1.74	1.74	-	1.74
C142	1.49	1.49	-	1.49	-
C143	-	-	-	-	-
C144	0.85	0.85	-	0.85	-
C145	0.49	0.49	-	0.49	-
C146	-	-	-	-	-

Code	Length of road in km for maintenance				
	emergency	routine	recurrent(blacktop)	recurrent(earthen)	Periodic
C147	0.30	0.30	-	0.30	-
C148	0.84	0.84	-	0.84	-
C149	0.51	0.51	-	0.51	-
C150	0.43	0.43	-	0.43	-
C151	0.71	0.71	-	0.71	-
C152	0.30	0.30	-	0.30	-
C153	0.30	0.30	-	0.30	-
C154	0.35	0.35	-	0.35	-
C155	0.85	0.85	-	0.85	-
C156	0.17	0.17	-	0.17	-
C157	0.37	0.37	-	0.37	-
C158	0.22	0.22	-	0.22	-
C159	-	-	-	-	-
C160	0.26	0.26	-	0.26	-
C161	1.34	1.34	-	1.34	-
C162	0.27	0.27	-	0.27	-
C163	0.19	0.19	-	0.19	-
C164	0.76	0.76	-	0.76	-
C165	0.24	0.24	-	0.24	-
C166	-	-	-	-	-
C167	0.66	0.66	-	0.66	-
C168	0.76	0.76	-	0.76	-
C169	0.62	0.62	-	0.62	-
C170	0.20	0.20	0.20	-	0.20
C171	0.22	0.22	-	0.22	-
C172	0.28	0.28	-	0.28	-
C173	0.14	0.14	-	0.14	-
C174	0.24	0.24	-	0.24	-
C175	0.34	0.34	-	0.34	-
C176	0.71	0.71	-	0.71	-
C177	0.51	0.51	-	0.51	-
C178	1.40	1.40	-	1.40	-
C179	0.97	0.97	-	0.97	-
C180	1.34	1.34	-	1.34	-
C181	0.48	0.48	-	0.48	-
C182	2.36	2.36	-	2.36	-
C183	1.18	1.18	-	1.18	-
C184	0.13	0.13	-	0.13	-
C185	0.19	0.19	-	0.19	-
C186	0.29	0.29	-	0.29	-
C187	1.58	1.58	-	1.58	-
C188	0.38	0.38	-	0.38	-

Code	Length of road in km for maintenance				
	emergency	routine	recurrent(blacktop)	recurrent(earthen)	Periodic
C189	0.82	0.82	-	0.82	-
C190	-	-	-	-	-
C191	0.18	0.18	-	0.18	-
C192	2.32	2.32	-	2.32	-
C193	0.55	0.55	-	0.55	-
C194	0.91	0.91	-	0.91	-
C195	0.66	0.66	-	0.66	-
C196	1.72	1.72	-	1.72	-
C197	0.44	0.44	-	0.44	-
C198	1.37	1.37	-	1.37	-
C199	0.42	0.42	-	0.42	-
C200	0.82	0.82	-	0.82	-
C201	1.34	1.34	-	1.34	-
C202	2.22	2.22	-	2.22	-
C203	1.60	1.60	-	1.60	-
C204	0.53	0.53	-	0.53	-
C205	1.02	1.02	-	1.02	-
C206	4.42	4.42	-	4.42	-
C207	2.29	2.29	-	2.29	-
C208	0.44	0.44	-	0.44	-
C209	1.04	1.04	-	1.04	-
C210	0.94	0.94	-	0.94	-
C211	1.24	1.24	-	1.24	-
C212	1.20	1.20	-	1.20	-
C213	1.84	1.84	-	1.84	-
C214	3.65	3.65	-	3.65	-
C215	0.64	0.64	-	0.64	-
C216	1.34	1.34	-	1.34	-
C217	0.35	0.35	-	0.35	-
C218	0.26	0.26	-	0.26	-
C219	0.36	0.36	-	0.36	-
C220	1.76	1.76	-	1.76	-
C221	0.52	0.52	-	0.52	-
C222	1.26	1.26	-	1.26	-
C223	0.48	0.48	-	0.48	-
C224	0.64	0.64	-	0.64	-
C225	2.41	2.41	-	2.41	-
C226	0.45	0.45	-	0.45	-
C227	2.91	2.91	-	2.91	-
C228	2.55	2.55	-	2.55	-
C229	1.82	1.82	-	1.82	-

Table 12: Costing for maintenance of roads

Code	Cost in thousand (,000) for maintenance				
	emergency	routine	recurrent(blacktop)	recurrent(earthen)	Periodic
A001	1,274.14	849.43	8,626.33	630.47	4,313.16
A002	583.73	389.15	-	486.44	-
A003	115.90	77.27	-	96.59	-
A004	210.25	140.17	-	175.21	-
A005	130.56	87.04	-	108.80	-
A006	259.96	173.31	-	216.64	-
A007	225.59	150.40	-	187.99	-
A008	305.44	203.62	-	254.53	-
A009	724.84	483.23	9,063.47	150.86	4,531.73
A010	152.37	101.58	-	126.98	-
A011	933.10	622.06	8,094.82	372.84	4,047.41
A012	96.70	64.47	-	80.59	-
A013	80.23	53.49	-	66.86	-
A014	19.70	13.13	-	16.42	-
A015	205.78	137.19	-	171.48	-
A016	228.68	152.45	-	190.56	-
A017	238.06	158.71	-	198.38	-
A018	176.23	117.49	-	146.86	-
A019	154.66	103.11	-	128.89	-
A020	147.17	98.11	-	122.64	-
B001	452.83	301.89	-	377.36	-
B002	532.35	354.90	-	443.62	-
B003	23.74	15.82	-	19.78	-
B004	23.53	15.68	-	19.61	-
B005	101.62	67.75	-	84.69	-
B006	67.36	44.90	-	56.13	-
B007	59.62	39.75	-	49.68	-
B008	24.98	16.65	-	20.82	-
B009	17.81	11.88	-	14.85	-
B010	64.29	42.86	-	53.58	-
B011	352.87	235.25	-	294.06	-
B012	25.73	17.15	-	21.44	-
B013	13.64	9.09	-	11.37	-
B014	156.99	104.66	-	130.82	-
B015	66.00	44.00	-	55.00	-
B016	362.92	241.95	-	302.43	-
B017	446.04	297.36	-	371.70	-
B018	231.18	154.12	239.85	180.66	119.93
B019	21.52	14.35	358.63	-	179.31
B020	70.56	47.04	-	58.80	-

Code	Cost in thousand (,000) for maintenance				
	emergency	routine	recurrent(blacktop)	recurrent(earthen)	Periodic
B021	28.22	18.81	-	23.51	-
C001	91.53	61.02	-	76.27	-
C002	8.03	5.35	-	6.69	-
C003	28.77	19.18	-	23.98	-
C004	7.74	5.16	-	6.45	-
C005	34.33	22.89	-	28.61	-
C006	74.79	49.86	-	62.33	-
C007	67.97	45.31	-	56.64	-
C008	85.99	57.33	-	71.66	-
C009	132.75	88.50	-	110.63	-
C010	64.82	43.22	-	54.02	-
C011	32.79	21.86	-	27.32	-
C012	120.99	80.66	-	100.82	-
C013	12.56	8.37	-	10.46	-
C014	79.81	53.21	-	66.51	-
C015	59.20	39.47	-	49.33	-
C016	20.30	13.54	-	16.92	-
C017	34.26	22.84	-	28.55	-
C018	-	-	-	-	-
C019	15.40	10.27	-	12.83	-
C020	10.84	7.23	-	9.03	-
C021	42.60	28.40	-	35.50	-
C022	29.03	19.35	-	24.19	-
C023	35.66	23.77	-	29.72	-
C024	17.64	11.76	-	14.70	-
C025	11.48	7.65	-	9.57	-
C026	-	-	-	-	-
C027	20.14	13.43	-	16.78	-
C028	12.01	8.01	-	10.01	-
C029	-	-	-	-	-
C030	58.03	38.68	-	48.36	-
C031	16.88	11.25	-	14.07	-
C032	57.79	38.53	-	48.16	-
C033	9.16	6.11	-	7.63	-
C034	-	-	-	-	-
C035	-	-	-	-	-
C036	35.78	23.85	-	29.82	-
C037	25.00	16.67	-	20.83	-
C038	18.04	12.03	-	15.03	-
C039	19.45	12.96	-	16.20	-
C040	20.57	13.72	-	17.15	-
C041	47.32	31.55	-	39.43	-

Code	Cost in thousand (,000) for maintenance				
	emergency	routine	recurrent(blacktop)	recurrent(earthen)	Periodic
C042	11.99	7.99	-	9.99	-
C043	12.31	8.20	-	10.25	-
C044	73.53	49.02	-	61.27	-
C045	24.13	16.08	-	20.10	-
C046	24.14	16.10	-	20.12	-
C047	-	-	-	-	-
C048	9.42	6.28	-	7.85	-
C049	10.35	6.90	-	8.63	-
C050	5.92	3.95	-	4.94	-
C051	15.53	10.36	-	12.95	-
C052	7.04	4.70	-	5.87	-
C053	8.27	5.51	-	6.89	-
C054	5.02	3.35	-	4.18	-
C055	4.79	3.19	-	3.99	-
C056	12.51	8.34	-	10.42	-
C057	-	-	-	-	-
C058	40.42	26.95	-	33.68	-
C059	-	-	-	-	-
C060	16.95	11.30	-	14.12	-
C061	27.85	18.57	-	23.21	-
C062	37.80	25.20	-	31.50	-
C063	18.49	12.33	-	15.41	-
C064	5.32	3.54	-	4.43	-
C065	5.94	3.96	-	4.95	-
C066	69.60	46.40	-	58.00	-
C067	42.56	28.38	-	35.47	-
C068	-	-	-	-	-
C069	28.00	18.67	-	23.33	-
C070	154.31	102.87	-	128.59	-
C071	38.58	25.72	-	32.15	-
C072	109.20	72.80	-	91.00	-
C073	39.15	26.10	-	32.63	-
C074	71.28	47.52	-	59.40	-
C075	68.62	45.75	-	57.19	-
C076	13.27	8.85	-	11.06	-
C077	30.98	20.66	-	25.82	-
C078	59.86	39.90	-	49.88	-
C079	15.49	10.33	-	12.91	-
C080	124.21	82.81	-	103.51	-
C081	19.65	13.10	-	16.37	-
C082	33.58	22.39	-	27.99	-
C083	15.25	10.17	-	12.71	-

Code	Cost in thousand (,000) for maintenance				
	emergency	routine	recurrent(blacktop)	recurrent(earthen)	Periodic
C084	29.34	19.56	-	24.45	-
C085	12.39	8.26	-	10.33	-
C086	57.29	38.19	-	47.74	-
C087	10.40	6.93	-	8.67	-
C088	30.93	20.62	-	25.78	-
C089	15.79	10.52	-	13.16	-
C090	7.81	5.21	-	6.51	-
C091	-	-	-	-	-
C092	13.15	8.76	-	10.96	-
C093	117.38	78.25	-	97.82	-
C094	-	-	-	-	-
C095	71.47	47.65	-	59.56	-
C096	26.60	17.73	-	22.17	-
C097	31.78	21.19	-	26.48	-
C098	33.93	22.62	-	28.28	-
C099	24.82	16.55	-	20.69	-
C100	33.83	22.55	-	28.19	-
C101	77.86	51.91	-	64.88	-
C102	23.77	15.84	-	19.81	-
C103	36.05	24.03	-	30.04	-
C104	137.01	91.34	-	114.17	-
C105	36.43	24.29	-	30.36	-
C106	12.74	8.49	-	10.61	-
C107	65.55	43.70	-	54.62	-
C108	29.65	19.77	-	24.71	-
C109	32.72	21.81	-	27.26	-
C110	24.79	16.53	-	20.66	-
C111	45.82	30.54	-	38.18	-
C112	5.78	3.86	-	4.82	-
C113	63.26	42.17	-	52.71	-
C114	-	-	-	-	-
C115	8.93	5.95	-	7.44	-
C116	98.73	65.82	-	82.27	-
C117	15.59	10.39	-	12.99	-
C118	16.77	11.18	-	13.98	-
C119	32.90	21.94	-	27.42	-
C120	39.77	26.51	-	33.14	-
C121	26.92	17.95	-	22.44	-
C122	25.49	16.99	-	21.24	-
C123	108.55	72.37	-	90.46	-
C124	140.62	93.75	-	117.19	-
C125	10.02	6.68	-	8.35	-

Code	Cost in thousand (,000) for maintenance				
	emergency	routine	recurrent(blacktop)	recurrent(earthen)	Periodic
C126	17.40	11.60	-	14.50	-
C127	6.80	4.53	-	5.67	-
C128	15.88	10.59	-	13.23	-
C129	17.16	11.44	-	14.30	-
C130	79.56	53.04	-	66.30	-
C131	122.46	81.64	-	102.05	-
C132	217.48	144.98	121.11	175.18	60.55
C133	-	-	-	-	-
C134	15.72	10.48	-	13.10	-
C135	17.86	11.90	-	14.88	-
C136	14.09	9.39	-	11.74	-
C137	10.41	6.94	-	8.68	-
C138	7.22	4.81	-	6.01	-
C139	7.56	5.04	-	6.30	-
C140	4.80	3.20	-	4.00	-
C141	52.21	34.80	870.10	-	435.05
C142	44.62	29.75	-	37.19	-
C143	-	-	-	-	-
C144	25.36	16.91	-	21.13	-
C145	14.57	9.71	-	12.14	-
C146	-	-	-	-	-
C147	8.97	5.98	-	7.47	-
C148	25.25	16.84	-	21.04	-
C149	15.28	10.19	-	12.73	-
C150	12.81	8.54	-	10.68	-
C151	21.24	14.16	-	17.70	-
C152	8.91	5.94	-	7.43	-
C153	9.08	6.06	-	7.57	-
C154	10.54	7.03	-	8.79	-
C155	25.41	16.94	-	21.18	-
C156	5.04	3.36	-	4.20	-
C157	11.13	7.42	-	9.27	-
C158	6.56	4.37	-	5.47	-
C159	-	-	-	-	-
C160	7.91	5.28	-	6.60	-
C161	40.24	26.83	-	33.53	-
C162	7.99	5.33	-	6.66	-
C163	5.60	3.73	-	4.67	-
C164	22.79	15.19	-	18.99	-
C165	7.34	4.89	-	6.11	-
C166	-	-	-	-	-
C167	19.85	13.23	-	16.54	-

Code	Cost in thousand (,000) for maintenance				
	emergency	routine	recurrent(blacktop)	recurrent(earthen)	Periodic
C168	22.80	15.20	-	19.00	-
C169	18.75	12.50	-	15.62	-
C170	5.91	3.94	98.42	-	49.21
C171	6.52	4.35	-	5.43	-
C172	8.54	5.69	-	7.11	-
C173	4.15	2.77	-	3.46	-
C174	7.11	4.74	-	5.93	-
C175	10.29	6.86	-	8.58	-
C176	21.35	14.23	-	17.79	-
C177	15.27	10.18	-	12.73	-
C178	42.13	28.09	-	35.11	-
C179	29.24	19.50	-	24.37	-
C180	40.23	26.82	-	33.53	-
C181	14.33	9.56	-	11.95	-
C182	70.73	47.15	-	58.94	-
C183	35.51	23.68	-	29.59	-
C184	3.88	2.59	-	3.23	-
C185	5.56	3.71	-	4.64	-
C186	8.77	5.85	-	7.31	-
C187	47.31	31.54	-	39.42	-
C188	11.49	7.66	-	9.58	-
C189	24.49	16.33	-	20.41	-
C190	-	-	-	-	-
C191	5.49	3.66	-	4.57	-
C192	69.55	46.37	-	57.96	-
C193	16.64	11.09	-	13.87	-
C194	27.31	18.20	-	22.76	-
C195	19.90	13.27	-	16.58	-
C196	51.57	34.38	-	42.97	-
C197	13.19	8.79	-	10.99	-
C198	40.97	27.31	-	34.14	-
C199	12.68	8.45	-	10.56	-
C200	24.48	16.32	-	20.40	-
C201	40.13	26.75	-	33.44	-
C202	66.47	44.31	-	55.39	-
C203	47.98	31.99	-	39.99	-
C204	15.86	10.57	-	13.22	-
C205	30.53	20.35	-	25.44	-
C206	132.53	88.35	-	110.44	-
C207	68.79	45.86	-	57.33	-
C208	13.34	8.89	-	11.12	-
C209	31.20	20.80	-	26.00	-

Code	Cost in thousand (,000) for maintenance				
	emergency	routine	recurrent(blacktop)	recurrent(earthen)	Periodic
C210	28.17	18.78	-	23.47	-
C211	37.13	24.76	-	30.95	-
C212	36.12	24.08	-	30.10	-
C213	55.24	36.82	-	46.03	-
C214	109.57	73.05	-	91.31	-
C215	19.06	12.70	-	15.88	-
C216	40.27	26.85	-	33.56	-
C217	10.53	7.02	-	8.77	-
C218	7.69	5.13	-	6.41	-
C219	10.66	7.11	-	8.88	-
C220	52.77	35.18	-	43.97	-
C221	15.65	10.44	-	13.04	-
C222	37.71	25.14	-	31.43	-
C223	14.41	9.61	-	12.01	-
C224	19.11	12.74	-	15.92	-
C225	72.22	48.15	-	60.19	-
C226	13.55	9.03	-	11.29	-
C227	87.25	58.16	-	72.71	-
C228	76.60	51.06	-	63.83	-
C229	54.69	36.46	-	45.58	-

b. Improvement

Improvement refers to actions required to improve a road to bring it to a maintainable all-weather standard. It includes the following actions:

- 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 gravel layer to make it all-weather and ensure that the road remains passable during the rainy season.
- 3. Cross drainage** - 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 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.

Code	Road Name	Blacktop	Earthen	New Track	Total	Maintainance Cost	Upgradation Cost	Cost for New Track	Total Cost
A001	Bastari-Jhadewa-Rahabas-Dumkibas Road	17.25	25.22		42.47	15,693,528.26	1,059,188,370.47	-	1,074,881,898.74
A002	Mahalpokhari-Bhutuke-Jagat-Marmara-Sarai Road		19.46		19.46	1,459,325.96	817,222,536.39	-	818,681,862.34
A003	Birauta Dhaireni Rumaldanda Bihadi dham Sadak		3.86		3.86	289,757.29	162,264,080.45	-	162,553,837.73
A004	Jagat poderatari tanhsen rahabas sadak		7.01		7.01	525,627.55	294,351,426.23	-	294,877,053.78
A005	Okhaldhunga matha puranpani jhintung sadak		4.35		4.35	326,411.53	182,790,458.38	-	183,116,869.92
A006	Daunghat -Damar Jhumsa Tinau sadak		8.67		8.67	649,906.26	363,947,504.35	-	364,597,410.61
A007	Surkhabas-Dhamiga-Bangsidanda jhumsa tinau sadak		7.52		7.52	563,983.70	315,830,874.05	-	316,394,857.75
A008	Krikbhanjyang-takatum-nisdi bhutugey sadak		10.18		10.18	763,592.50	427,611,801.06	-	428,375,393.56
A009	Humin-Devinagar-Jalpa-Bahadurpur Road	18.13	6.03		24.16	14,954,136.09	253,449,686.01	-	268,403,822.10
A010	Kiyudanda nisdi malagram sadak		5.08		5.08	380,932.33	213,322,106.95	-	213,703,039.29
A011	Khaireni Jhadewa-Muntung-Waling Jane Road	16.19	14.91		31.10	14,070,229.50	626,368,391.82	-	640,438,621.32
A012	Deugir devinagar sadak		3.22		3.22	241,760.78	135,386,036.03	-	135,627,796.81
A013	Jhadewa Ring Road		2.67		2.67	200,577.65	112,323,483.92	-	112,524,061.57
A014	Khahare Badabari budikot Bhutugey Jaupokhara sadak		0.66		0.66	49,245.37	27,577,407.04	-	27,626,652.40
A015	Khahare Fedi bhimad sadak		6.86		6.86	514,446.09	288,089,809.43	-	288,604,255.52
A016	Khahare Badabari budikot Bhutugey Jaupokhara sadak		7.62		7.62	571,692.07	320,147,561.24	-	320,719,253.32
A017	Madi Chakrapath		7.94		7.94	595,144.67	333,281,017.18	-	333,876,161.86
A018	Dohora bahakhok bhutugey sadak		5.87		5.87	440,576.60	246,722,893.94	-	247,163,470.54
A019	Ekleybar satodobat sadak		5.16		5.16	386,659.30	216,529,209.52	-	216,915,868.82
A020	Agahakhola Chidipani Fedi Jhadewa Dumkibas sadak		4.91		4.91	367,920.74	206,035,615.42	-	206,403,536.16

Code	Road Name	Blacktop	Earthen	New Track	Total	Maintainance Cost	Upgradation Cost	Cost for New Track	Total Cost
B001	Garhabas-Majhuwa-Kumbi-Argale-Tindomi Road		15.09	2.29	17.39	1,132,078.83	633,964,144.99	114,671,791.07	749,768,014.89
B002	Garhabas-Bhutuke-Bahadurgaun-Dhaba-Krikbhanjyang Road		17.74	1.90	19.65	1,330,869.61	745,286,981.93	95,003,610.65	841,621,462.19
B003	Dalleraha chiureymati sadak		0.79		0.79	59,337.63	33,229,070.47	-	33,288,408.10
B004	Gairabari Sathipaila Swastyachauki sadak		0.78		0.78	58,815.07	32,936,438.11	-	32,995,253.18
B005	Mankey amrai sathipaila swastya chauki sadak		3.39		3.39	254,061.87	142,274,649.92	-	142,528,711.80
B006	Dharamtari kashchaur padheratari sadak		2.25		2.25	168,392.83	94,299,982.93	-	94,468,375.75
B007	Namdi hyakbari timudhara sadak		1.99		1.99	149,053.37	83,469,884.61	-	83,618,937.98
B008	Okhrigauda chowk dekhi sharbottam janey chowk sadak		0.83		0.83	62,445.95	34,969,731.72	-	35,032,177.67
B009	Takatum ringroad		0.59		0.59	44,536.49	24,940,436.60	-	24,984,973.09
B010	Bagmara beteni sadak		2.14		2.14	160,734.67	90,011,417.71	-	90,172,152.38
B011	Kerauli dekhi bahadurpur sadak		11.76		11.76	882,176.48	494,018,830.26	-	494,901,006.75
B012	Dhakreybas plotting sadak		0.86		0.86	64,326.34	36,022,752.40	-	36,087,078.74
B013	Anandanagar nayabasti sadak		0.45		0.45	34,102.30	19,097,289.56	-	19,131,391.86
B014	Fafarbari majhuwa Bohokhar sadak		5.23		5.23	392,473.56	219,785,196.13	-	220,177,669.70
B015	majhuwa batuleychaur sadak		2.20		2.20	164,995.46	92,397,455.87	-	92,562,451.33
B016	Maidan makaley gofadi jyamirey fedu sadak		12.10		12.10	907,301.56	508,088,876.18	-	508,996,177.74
B017	Sarai-Silingdi-Oles-Geraudi Road		14.87		14.87	1,115,096.63	624,454,111.34	-	625,569,207.97
B018	Khaharey-Eklabar-Oles sadak	0.48	7.23		7.71	925,737.67	303,507,168.42	-	304,432,906.08
B019	Fulbari chandithan bisundanda chowk sadak	0.72			0.72	573,806.09	-	-	573,806.09
B020	Khaharey pul Naya basti sadak		2.35		2.35	176,399.01	98,783,444.83	-	98,959,843.84
B021	Nayagaun sadak		0.94		0.94	70,544.33	39,504,825.37	-	39,575,369.70
C001	Dhaba pakhari Golbhanjyang sadak		3.05	0.32	3.38	228,823.50	128,141,157.92	16,225,895.96	144,595,877.38
C002	Hitanbhyanjang sadak		0.27		0.27	20,072.45	11,240,570.04	-	11,260,642.48
C003	Mathagadi mandir sadak		0.96		0.96	71,935.73	40,284,011.39	-	40,355,947.12

Code	Road Name	Blacktop	Earthen	New Track	Total	Maintainance Cost	Upgradation Cost	Cost for New Track	Total Cost
C004	Namsubhanjyang tadi pokhara sadak		0.26		0.26	19,347.36	10,834,523.31	-	10,853,870.67
C005	Nagsubhanjyang Gadawas sadak		1.14		1.14	85,822.52	48,060,610.45	-	48,146,432.97
C006	Ghrlik danda parasan Ghadawas sadak		2.49	0.51	3.00	186,979.02	104,708,249.40	25,356,574.08	130,251,802.50
C007	Fudungdi Brising Sikharrao sadak		2.27		2.27	169,930.95	95,161,329.40	-	95,331,260.34
C008	Damar simley bangsidanda sadak		2.87		2.87	214,973.94	120,385,404.62	-	120,600,378.56
C009	Dhadkun dekhi maulathar bangsidanda sadak		4.43	1.41	5.84	331,880.18	185,852,903.52	70,525,028.78	256,709,812.49
C010	Thigura shrigdanda Maraghat sadak		2.16	0.51	2.68	162,060.95	90,754,130.16	25,743,868.02	116,660,059.13
C011	Gejadanda sadak		1.09		1.09	81,966.27	45,901,110.68	-	45,983,076.95
C012	Dhamiga khani sadak		4.03		4.03	302,469.95	169,383,169.86	-	169,685,639.81
C013	Pokhardanda gharlikhola birkhuli sadak		0.42	0.38	0.80	31,391.11	17,579,022.56	18,991,966.62	36,602,380.30
C014	Jagat Puktung sadak		2.66		2.66	199,520.09	111,731,250.87	-	111,930,770.96
C015	Puktung Arkhala sadak		1.97		1.97	147,999.23	82,879,570.42	-	83,027,569.65
C016	Sunabhanjyang Toklogdi sadak		0.68		0.68	50,759.20	28,425,153.47	-	28,475,912.67
C017	Chargharey bangey sadak		1.14		1.14	85,661.23	47,970,290.65	-	48,055,951.88
C018	Gadadhi chargharey sadak			0.60	0.60	-	-	30,110,675.86	30,110,675.86
C019	Simley raghubhanjyang sadak		0.51		0.51	38,504.55	21,562,548.56	-	21,601,053.11
C020	Bhadaurey sadak		0.36		0.36	27,095.59	15,173,529.26	-	15,200,624.85
C021	Muakhar jagar bhangkhola sadak		1.42		1.42	106,495.01	59,637,203.78	-	59,743,698.78
C022	Bhutugey gohelung sadak		0.97		0.97	72,572.01	40,640,326.87	-	40,712,898.88
C023	Kauley jherxa budichaur sadak		1.19		1.19	89,151.75	49,924,977.31	-	50,014,129.06
C024	Luwajit sadak		0.59		0.59	44,098.93	24,695,400.76	-	24,739,499.69
C025	Labdakot mandir sadak		0.38		0.38	28,702.34	16,073,312.09	-	16,102,014.43
C026	Chandithan chorkot nigreychaur sadak			0.90	0.90	-	-	45,060,072.42	45,060,072.42
C027	Dholkeydanda budichaur sadak		0.67		0.67	50,348.99	28,195,436.01	-	28,245,785.00
C028	Dholkeydanda shiwaparbati mandir chautarakharak sadak		0.40		0.40	30,030.47	16,817,063.89	-	16,847,094.36

Code	Road Name	Blacktop	Earthen	New Track	Total	Maintainance Cost	Upgradation Cost	Cost for New Track	Total Cost
C029	Padheratari aadhajari sadak			0.52	0.52	-	-	26,011,310.10	26,011,310.10
C030	Padheratari bhanik tole sadak		1.93		1.93	145,065.64	81,236,758.81	-	81,381,824.45
C031	Padheratari ghorlikhorak sadak		0.56		0.56	42,205.76	23,635,225.11	-	23,677,430.87
C032	Padheratari seera daha sadak		1.93	1.75	3.68	144,484.51	80,911,326.58	87,656,879.91	168,712,691.00
C033	Simaldanda karmitari sadak		0.31		0.31	22,899.25	12,823,579.76	-	12,846,479.01
C034	Nambdi dekhi kafalthumka sadak			0.67	0.67	-	-	33,550,492.92	33,550,492.92
C035	Khursaney bagar devithan sadak			0.61	0.61	-	-	30,544,648.15	30,544,648.15
C036	Kafalthumka rahabas sadak		1.19		1.19	89,445.91	50,089,707.10	-	50,179,153.00
C037	Khabdanda dumsilung angarikharak sadak		0.83		0.83	62,500.46	35,000,258.96	-	35,062,759.42
C038	Daha bhitri sadak		0.60		0.60	45,104.45	25,258,494.63	-	25,303,599.08
C039	Thadey bahadur bhutugey sadak		0.65		0.65	48,613.12	27,223,345.94	-	27,271,959.06
C040	Fedi Thadey dhaba krikbhanjyang sadak		0.69		0.69	51,435.94	28,804,124.08	-	28,855,560.02
C041	Mathillo dhawa sadak		1.58		1.58	118,301.52	66,248,851.42	-	66,367,152.94
C042	Bich dhawa sadak		0.40		0.40	29,971.80	16,784,208.56	-	16,814,180.36
C043	Mathillo okharigauda sadak		0.41		0.41	30,763.21	17,227,398.77	-	17,258,161.98
C044	Okharigauda charangi sadak		2.45		2.45	183,814.56	102,936,155.93	-	103,119,970.50
C045	Takatum chowk dekhi thulakharak janey sadak		0.80		0.80	60,314.52	33,776,132.08	-	33,836,446.60
C046	Malauta narkateni sadak		0.80		0.80	60,360.17	33,801,696.91	-	33,862,057.09
C047	Kathedhap krishi sadak			0.45	0.45	-	-	22,352,817.15	22,352,817.15
C048	Thulochaupari dekhi thumka sadak		0.31		0.31	23,543.98	13,184,629.29	-	13,208,173.27
C049	Dangrey sadak		0.35		0.35	25,878.71	14,492,075.40	-	14,517,954.10
C050	Gejha tauwa sadak		0.20		0.20	14,808.23	8,292,609.34	-	8,307,417.57
C051	Kharkhola kabildev sadak		0.52	0.31	0.83	38,835.35	21,747,794.08	15,522,655.61	37,309,285.04
C052	Thapana dekhi mauladevi sadak		0.23		0.23	17,607.37	9,860,124.58	-	9,877,731.95
C053	Tari dekhi mohordanda sadak		0.28		0.28	20,663.54	11,571,579.72	-	11,592,243.26
C054	Dharadevi mandir sadak		0.17		0.17	12,546.93	7,026,279.19	-	7,038,826.12
C055	Dandatole sadak		0.16		0.16	11,963.43	6,699,522.79	-	6,711,486.22

Code	Road Name	Blacktop	Earthen	New Track	Total	Maintainance Cost	Upgradation Cost	Cost for New Track	Total Cost
C056	Oda karyalaya dekhi malauta thadey sadak		0.42	0.69	1.10	31,268.38	17,510,290.33	34,323,979.22	51,865,537.93
C057	Malauta rapatey sadak			0.36	0.36	-	-	17,815,794.39	17,815,794.39
C058	Satighat odarey sadak		1.35		1.35	101,044.40	56,584,863.48	-	56,685,907.88
C059	Ghorlikharak khelmaidan sadak			0.37	0.37	-	-	18,265,521.93	18,265,521.93
C060	Galaxy sadak		0.56	0.32	0.89	42,371.79	23,728,201.44	16,090,356.72	39,860,929.94
C061	Bokhar dekhi topidanda sadak		0.93		0.93	69,632.69	38,994,305.48	-	39,063,938.17
C062	Khiluwa tole ringroad		1.26		1.26	94,500.52	52,920,288.40	-	53,014,788.92
C063	Deurali tole ringroad		0.62		0.62	46,228.37	25,887,887.22	-	25,934,115.59
C064	Swastya chauki sadak		0.18		0.18	13,290.39	7,442,618.53	-	7,455,908.92
C065	Belauti danda sadak		0.20		0.20	14,839.68	8,310,218.40	-	8,325,058.07
C066	Fedi Thadey dhaba krikbhanjyang sadak		2.32		2.32	173,990.58	97,434,724.24	-	97,608,714.82
C067	Sangdhung dhodri karamfat dhanuwa guwagni sadak I		1.42		1.42	106,410.37	59,589,808.79	-	59,696,219.17
C068	Tingharey khiluwang bhanjyang karamfat arunkhola sadak			0.79	0.79	-	-	39,267,717.55	39,267,717.55
C069	Sangdhung dhodri karamfat dhanuwa guwagni sadak II		0.93		0.93	69,999.44	39,199,687.03	-	39,269,686.47
C070	Tingharey dhanuwa khopernu sadak		5.14		5.14	385,771.30	216,031,929.16	-	216,417,700.46
C071	Thangsin Budichaur sadak		1.29		1.29	96,456.18	54,015,460.76	-	54,111,916.94
C072	Timurdhara lamochaur rupakot sadak		3.64		3.64	273,008.59	152,884,812.60	-	153,157,821.19
C073	Timurdhara khanga maulathar sadak		1.31		1.31	97,877.48	54,811,386.62	-	54,909,264.10
C074	Kanchachaur mailachaur sirtung sadak		2.38		2.38	178,190.75	99,786,817.95	-	99,965,008.70
C075	Rahabas kerauli sadak		2.29		2.29	171,560.38	96,073,813.59	-	96,245,373.97
C076	Chirtung bhitri sadak		0.44		0.44	33,180.33	18,580,987.51	-	18,614,167.84
C077	Khani khsetra sadak		1.03		1.03	77,457.41	43,376,148.53	-	43,453,605.94
C078	Satpokhari ghari sadak		2.00		2.00	149,639.04	83,797,862.47	-	83,947,501.51

Code	Road Name	Blacktop	Earthen	New Track	Total	Maintainance Cost	Upgradation Cost	Cost for New Track	Total Cost
C079	Puranpani satpokhara sadak		0.52		0.52	38,725.62	21,686,346.91	-	21,725,072.53
C080	Pakharobari ghari maidan sadak		4.14	1.48	5.62	310,523.79	173,893,322.09	74,027,057.32	248,230,903.20
C081	Ghari satpokhari sadak		0.65	1.07	1.72	49,113.69	27,503,664.80	53,440,211.01	80,992,989.50
C082	Lavey chhapa sadak		1.12		1.12	83,955.72	47,015,204.77	-	47,099,160.49
C083	Swamidanda majhuwa sadak		0.51		0.51	38,122.80	21,348,765.57	-	21,386,888.37
C084	Malewas niurikot sadak		0.98		0.98	73,342.86	41,072,001.43	-	41,145,344.29
C085	Malewas lamichaur krishi sadak		0.41		0.41	30,982.77	17,350,353.24	-	17,381,336.01
C086	Dallera gothdanda sadak		1.91		1.91	143,220.93	80,203,723.11	-	80,346,944.04
C087	Dallera jukeni sadak		0.35	0.29	0.64	25,999.33	14,559,622.72	14,526,630.51	29,112,252.55
C088	Khalatari badikuna aanandanagar sadak		1.03		1.03	77,329.78	43,304,676.30	-	43,382,006.08
C089	Fasurghat ruchaldanda sadak		0.53		0.53	39,466.59	22,101,287.77	-	22,140,754.36
C090	Gaddanda haddanda sadak		0.26		0.26	19,525.36	10,934,202.61	-	10,953,727.97
C091	Chiureymati khalatari sadak			0.72	0.72	-	-	35,807,354.00	35,807,354.00
C092	Chighwangdi bohorithok sadak		0.44		0.44	32,868.39	18,406,300.02	-	18,439,168.42
C093	Makaley devinagar sadak		3.91		3.91	293,454.80	164,334,685.67	-	164,628,140.47
C094	Rangsilakharak bolepokhara sadak			0.69	0.69	-	-	34,660,309.89	34,660,309.89
C095	khariutey chitrechhap bharlajhyal sadak		2.38		2.38	178,676.78	100,058,995.55	-	100,237,672.32
C096	Khariutey khartung sadak		0.89		0.89	66,503.54	37,241,982.08	-	37,308,485.62
C097	Maidan kharekot sadak		1.06		1.06	79,454.15	44,494,325.83	-	44,573,779.98
C098	Maidan jhindanda hukdanda sadak		1.13	0.43	1.56	84,829.00	47,504,237.49	21,369,176.39	68,958,242.88
C099	Jamun danda khamja tole sadak		0.83		0.83	62,062.09	34,754,770.92	-	34,816,833.01
C100	Bainidanda newargaira sadak		1.13		1.13	84,575.58	47,362,323.86	-	47,446,899.44
C101	Gatdanda gokhadi pokhara tole sadak		2.60		2.60	194,654.02	109,006,250.72	-	109,200,904.74
C102	Debagir gatdanda sadak		0.79		0.79	59,416.99	33,273,513.08	-	33,332,930.07
C103	Batulechaur bhayerthan pipalgauda sadak		1.20		1.20	90,119.67	50,467,016.96	-	50,557,136.64
C104	Chaulani goldi deurali sadak		4.57		4.57	342,517.19	191,809,628.70	-	192,152,145.89
C105	Pokharabhanjyang chaulani sadak		1.21		1.21	91,080.88	51,005,295.29	-	51,096,376.17

Code	Road Name	Blacktop	Earthen	New Track	Total	Maintainance Cost	Upgradation Cost	Cost for New Track	Total Cost
C106	Pokharabhanjyang sitagufa sadak		0.42		0.42	31,843.72	17,832,484.82	-	17,864,328.55
C107	Swamibhanjyang koluwa chaulani sadak		2.18		2.18	163,865.48	91,764,671.60	-	91,928,537.08
C108	Foksihang koluwa sadak		0.99		0.99	74,130.01	41,512,803.35	-	41,586,933.35
C109	Swamibhanjyang foksihang sadak		1.09		1.09	81,790.35	45,802,593.39	-	45,884,383.74
C110	Argotey sadak		0.83		0.83	61,973.48	34,705,151.13	-	34,767,124.61
C111	Batuleychaur gujigaira sanmada sadak		1.53		1.53	114,540.05	64,142,427.09	-	64,256,967.14
C112	Ghorkota khola saru tole sadak		0.19		0.19	14,460.70	8,097,989.89	-	8,112,450.58
C113	Devgir dangsngha sadak		2.11		2.11	158,140.73	88,558,806.59	-	88,716,947.31
C114	Gaddanda takendanda sadak			0.51	0.51	-	-	25,557,660.35	25,557,660.35
C115	Bagaley malikadevi sadak		0.30		0.30	22,328.50	12,503,960.55	-	12,526,289.05
C116	Bokhar sitaley bardanda sadak		3.29		3.29	246,813.02	138,215,292.09	-	138,462,105.11
C117	Sitaley humandi sadak		0.52		0.52	38,964.63	21,820,190.26	-	21,859,154.89
C118	Dharagaira bardanda sadak		0.56		0.56	41,931.48	23,481,630.78	-	23,523,562.26
C119	Jyamirey dekhi sirikghat sadak		1.10		1.10	82,262.36	46,066,922.14	-	46,149,184.50
C120	Suthukon fediya bhukey sadak		1.33		1.33	99,426.36	55,678,760.86	-	55,778,187.22
C121	Geraudi dhakardanda sadak		0.90		0.90	67,307.93	37,692,438.88	-	37,759,746.81
C122	Chandeni ripa deurali sadak		0.85		0.85	63,731.03	35,689,379.13	-	35,753,110.16
C123	Deuruli baxadi birauta sadak		3.62		3.62	271,380.14	151,972,880.43	-	152,244,260.57
C124	Sapangey Ringroad		4.69		4.69	351,556.16	196,871,450.59	-	197,223,006.76
C125	Oles mandir dekhi kaudelek sadak		0.33		0.33	25,037.64	14,021,078.29	-	14,046,115.93
C126	Sikarkot maula dekhi fenamdi sadak		0.58		0.58	43,509.69	24,365,427.07	-	24,408,936.77
C127	Maulathar dekhi sikarkot bich sadak		0.23		0.23	16,999.39	9,519,658.22	-	9,536,657.61
C128	Maulathar dekhi deurali school sadak		0.53		0.53	39,696.46	22,230,019.18	-	22,269,715.64
C129	Bhaskata jherudanda hudai maulakathar sadak		0.57		0.57	42,898.41	24,023,107.64	-	24,066,006.04
C130	Bel bata tallo thar hudai sikarkot sadak		2.65		2.65	198,899.53	111,383,737.87	-	111,582,637.40

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C131	ekleybar xodighat gijandanda sadak		4.08		4.08	306,160.45	171,449,849.73	-	171,756,010.17
C132	Belghari chowk dekhi sarapkot hudai silangi oles sadak	0.24	7.01		7.25	719,300.62	294,294,196.01	-	295,013,496.64
C133	Bagmara jhirubas saraplot sadak			2.59	2.59	-	-	129,425,214.99	129,425,214.99
C134	Sarapkot jherubas sadak		0.52		0.52	39,304.97	22,010,781.15	-	22,050,086.12
C135	Chitrundi sadak		0.60		0.60	44,643.13	25,000,151.31	-	25,044,794.44
C136	Damar bhitri bato		0.47		0.47	35,228.08	19,727,727.24	-	19,762,955.32
C137	Damar dekhi gadaha khola sadak		0.35		0.35	26,037.06	14,580,750.91	-	14,606,787.96
C138	Jhokhola sadak		0.24		0.24	18,043.47	10,104,344.33	-	10,122,387.80
C139	Chitrundi nayabasti sadak		0.25		0.25	18,905.36	10,587,004.00	-	10,605,909.37
C140	Chitrundi bhitri bato		0.16		0.16	12,003.32	6,721,858.07	-	6,733,861.39
C141	ekleybar xodighat gijandanda sadak	1.74			1.74	1,392,167.47	-	-	1,392,167.47
C142	Belghari chowk dekhi barpokhara thotra kol bajari sadak		1.49		1.49	111,559.94	62,473,564.41	-	62,585,124.35
C143	Thotrakol hudai batasey jodney bhitri sadak			0.61	0.61	-	-	30,658,512.28	30,658,512.28
C144	Gijandanda chowk dekhi mountvalley hudai thotra kol sadak		0.85		0.85	63,398.34	35,503,073.07	-	35,566,471.42
C145	Sarai school ural danda thotra kol sadak		0.49		0.49	36,412.98	20,391,271.53	-	20,427,684.52
C146	Osimchowk dekhi divyajyoti bhitri sadak			0.46	0.46	-	-	22,916,118.69	22,916,118.69
C147	Oda karyalaya sadak		0.30		0.30	22,413.54	12,551,581.92	-	12,573,995.46
C148	Mathillo agani dekhi tallo agani hudai gijendanda chowk sad*		0.84		0.84	63,132.02	35,353,930.77	-	35,417,062.79
C149	Baghmara to lakuribari sadak		0.51		0.51	38,193.81	21,388,532.43	-	21,426,726.23
C150	Bagaicha bagmara sadak		0.43		0.43	32,029.51	17,936,526.55	-	17,968,556.06
C151	Agani dekhi batasey janey bhitri sadak		0.71		0.71	53,099.23	29,735,566.54	-	29,788,665.77
C152	Agani volleyball ground to simalghat sadak		0.30		0.30	22,285.17	12,479,694.17	-	12,501,979.34
C153	Xiraldhara dekhi simalghat sadak		0.30		0.30	22,708.93	12,717,003.32	-	12,739,712.26

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C154	Bisundanda chowk dekhi gadiyakhola sadak		0.35		0.35	26,360.07	14,761,641.11	-	14,788,001.19
C155	Khilauridhara bhitri sadak I		0.85		0.85	63,533.33	35,578,662.53	-	35,642,195.86
C156	Khilauri dhara bhitri sadak II		0.17		0.17	12,604.93	7,058,763.03	-	7,071,367.97
C157	Xiraldanda dekhi madi krishi farm sadak		0.37		0.37	27,821.84	15,580,227.88	-	15,608,049.72
C158	Gijindhara chowk dekhi nayabasti janey bhitri sadak		0.22		0.22	16,399.43	9,183,679.70	-	9,200,079.13
C159	Ajinatari dekhi dharadhik sadak			0.37	0.37	-	-	18,370,673.86	18,370,673.86
C160	Fulbari niskiney sadak		0.26		0.26	19,785.14	11,079,680.61	-	11,099,465.75
C161	Fulbari dharadhik lalpati sadak		1.34		1.34	100,599.67	56,335,815.04	-	56,436,414.71
C162	Deurali chaupari dekhi lalpati sadak		0.27		0.27	19,975.49	11,186,272.11	-	11,206,247.60
C163	Tersey bhitri sadak		0.19		0.19	13,995.18	7,837,301.62	-	7,851,296.80
C164	Dadrani pokharey sadak		0.76	0.17	0.93	56,963.46	31,899,538.95	8,508,674.36	40,465,176.77
C165	Gahachaupari dekhi lakhan thapa park sadak		0.24		0.24	18,343.60	10,272,416.84	-	10,290,760.45
C166	Pratiksshyalaya to belghari chowk sadak			0.17	0.17	-	-	8,666,886.52	8,666,886.52
C167	Khaharey nayabasti bhitri sadak		0.66		0.66	49,619.75	27,787,061.25	-	27,836,681.01
C168	Raxa krishi sadak		0.76		0.76	56,989.35	31,914,034.91	-	31,971,024.26
C169	Birawa dekhi deurali chaupari krishi sadak		0.62		0.62	46,870.47	26,247,461.48	-	26,294,331.94
C170	Khaharey bairawatole sadak	0.20			0.20	157,479.85	-	-	157,479.85
C171	Lakuribari chimnidanda sadak II		0.22		0.22	16,297.30	9,126,489.79	-	9,142,787.09
C172	Lakuribari chimnidanda sadak I		0.28		0.28	21,344.26	11,952,784.80	-	11,974,129.06
C173	Chimli bhitri sadak		0.14		0.14	10,373.64	5,809,238.84	-	5,819,612.48
C174	Khaharey dekhi raksaha krishi sadak		0.24		0.24	17,782.61	9,958,261.03	-	9,976,043.63
C175	Khaharey bhitri sadak		0.34		0.34	25,731.70	14,409,751.59	-	14,435,483.29
C176	Bagaicha ratmata aamchaur sadak		0.71		0.71	53,375.99	29,890,553.12	-	29,943,929.11
C177	Kaharey church dekhi ratmata sadak		0.51		0.51	38,182.05	21,381,948.09	-	21,420,130.14

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C178	Badbari soley krishi sadak		1.40		1.40	105,327.70	58,983,509.64	-	59,088,837.34
C179	Pandey Path		0.97		0.97	73,112.48	40,942,986.43	-	41,016,098.91
C180	Dadra dhubindanda gosakhori ringroad		1.34		1.34	100,584.67	56,327,412.93	-	56,427,997.60
C181	Dadra chilauni gaira sadak		0.48		0.48	35,835.30	20,067,770.13	-	20,103,605.44
C182	Thuloghunti rajauli sadak		2.36		2.36	176,819.87	99,019,128.64	-	99,195,948.52
C183	Masuwar samidanda rajauli sadak		1.18		1.18	88,784.65	49,719,404.54	-	49,808,189.19
C184	Swamidanda Daharpari sadak		0.13		0.13	9,696.13	5,429,832.88	-	5,439,529.01
C185	Amarai rambari sadak		0.19		0.19	13,911.58	7,790,484.74	-	7,804,396.32
C186	Bajadi basakhari sadak		0.29		0.29	21,935.23	12,283,727.42	-	12,305,662.65
C187	Khasadi pipaldanda sadak		1.58		1.58	118,270.42	66,231,435.03	-	66,349,705.45
C188	Dohora alxichaupari hudai pipaldanda sadak		0.38		0.38	28,735.93	16,092,120.27	-	16,120,856.20
C189	Dohora simalgaira sadak		0.82		0.82	61,232.99	34,290,475.73	-	34,351,708.72
C190	Simaldanda pipalgaira sadak			0.37	0.37	-	-	18,295,360.64	18,295,360.64
C191	Butyan chowk sadak		0.18		0.18	13,719.27	7,682,790.01	-	7,696,509.28
C192	Sathipaila dohora sadak		2.32		2.32	173,871.02	97,367,772.96	-	97,541,643.99
C193	Kaunehar sadak		0.55		0.55	41,595.70	23,293,589.43	-	23,335,185.13
C194	Kafle chaupari oda karyalaya sadak		0.91		0.91	68,265.28	38,228,554.09	-	38,296,819.36
C195	Bayar danda gada khola sadak		0.66		0.66	49,744.28	27,856,794.54	-	27,906,538.82
C196	Sapangey gaun sadak		1.72		1.72	128,913.14	72,191,359.42	-	72,320,272.56
C197	Sapangi dandatoe sadak II		0.44		0.44	32,969.39	18,462,860.34	-	18,495,829.74
C198	Sapangi dandatole sadak I		1.37		1.37	102,417.11	57,353,579.63	-	57,455,996.73
C199	Sapangi Dandatoe sadak III		0.42		0.42	31,694.80	17,749,089.90	-	17,780,784.70
C200	Rajepokhara ghartibari sadak		0.82		0.82	61,196.89	34,270,260.42	-	34,331,457.31
C201	Sathipaila kalika bhanjyang sadak		1.34		1.34	100,330.05	56,184,827.27	-	56,285,157.32
C202	Rajekhola padeykhola sadak		2.22		2.22	166,173.17	93,056,976.39	-	93,223,149.56
C203	Rajepokhari okhaley aargidanda sadak		1.60		1.60	119,958.96	67,177,018.76	-	67,296,977.72
C204	Taripuchhar sadak		0.53		0.53	39,648.29	22,203,041.18	-	22,242,689.46

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C205	Chawaley tari lampataiya jho pul sadak		1.02		1.02	76,330.13	42,744,874.82	-	42,821,204.96
C206	Fedi Chargharey sikhar sadak		4.42		4.42	331,317.90	185,538,023.34	-	185,869,341.24
C207	Sampokhari fedi sadak		2.29		2.29	171,985.67	96,311,972.75	-	96,483,958.42
C208	Bhadbari sadak		0.44		0.44	33,351.29	18,676,722.87	-	18,710,074.16
C209	Chuka mainchaur sadak		1.04		1.04	77,999.34	43,679,630.06	-	43,757,629.40
C210	Bahakhok darlamdanda sadak		0.94		0.94	70,412.74	39,431,137.08	-	39,501,549.82
C211	Thaoindanda swastya chauki sadak		1.24		1.24	92,836.91	51,988,671.05	-	52,081,507.96
C212	Satdobato kota devi sadak		1.20		1.20	90,296.23	50,565,887.91	-	50,656,184.14
C213	Bihadi dekhi dhama sadak		1.84		1.84	138,089.78	77,330,276.70	-	77,468,366.48
C214	Dhaireni Tallo rumaldanda hudai batai khola sadak		3.65		3.65	273,922.60	153,396,654.52	-	153,670,577.11
C215	Raichandi hudai kho khola sadak		0.64		0.64	47,638.86	26,677,759.81	-	26,725,398.67
C216	Bihadi raichandi sadak		1.34		1.34	100,686.77	56,384,590.31	-	56,485,277.08
C217	Kho khola sadak		0.35		0.35	26,318.31	14,738,252.03	-	14,764,570.34
C218	Tallo rumaldanda sadak		0.26		0.26	19,233.79	10,770,923.95	-	10,790,157.74
C219	Dhaireni sadak		0.36		0.36	26,654.92	14,926,756.66	-	14,953,411.59
C220	Aayurbed dekhi kota sadak		1.76		1.76	131,922.37	73,876,527.66	-	74,008,450.03
C221	Chidipani sakha bato		0.52		0.52	39,131.45	21,913,609.71	-	21,952,741.16
C222	Khumdanda sadak I		1.26		1.26	94,275.44	52,794,243.67	-	52,888,519.11
C223	Khumdanda Sadak II		0.48		0.48	36,025.87	20,174,484.69	-	20,210,510.55
C224	Khumdanda Sadak III		0.64			47,773.63	26,753,232.19	-	26,801,005.82
C225	Jaupokhara Falamdi hudai birauta sadak		2.41			180,562.02	101,114,729.33	-	101,295,291.35
C226	Jaluke tallo jaupokhara sadak		0.45			33,871.49	18,968,034.75	-	19,001,906.24
C227	Dholkeydanda khabdanda devithan sandanda thangsins sadak		2.91		2.91	218,118.73	122,146,488.66	-	122,364,607.39
C228	Hattilung goyenglung sadak		2.55		2.55	191,489.31	107,234,011.80	-	107,425,501.10
C229	Taruk Jhumsakhola Jhyangtung sadak		1.82		1.82	136,731.23	76,569,489.12	-	76,706,220.35

4.4. Perspective Plan of RMTTP

In total there are roads of length 151.15 within the municipality either in planned or existing condition. All the standards set by the municipality council are assumed not to decrease its RoW whenever these roads fall on the lower class in this RMTMP.

Table 13: Arrangement of Road width

SN	Class of Road	Minimum RoW(m)	Setback(m)	Pavement(m)
1	A	10	2	7
2	B	8	1.5	7
3	C	8	1.5	3.75

Urban Development Strategy 2015 aims to pave 50% of the municipal roads by the end of 2031 AD for New Municipalities and this RMTMP planned to pave **all roads** within the perspective period of 20 years i.e. by the year of 2037AD in its **full width**.

For the financial requirement, the rate of different interventions as given by the ToR is used. For the financial planning the following assumptions are made:

- 20% of length of road requires retaining wall on hill and valley side and the cross section of retaining is taken as 2 square meters
- 20% of the length of road requires gabion wall
- full length of road requires longitudinal drainage structures
- Length of bridge in average taken as 30m
- Financial capacity of municipality increases by 10% each year

Based on this rate of item and total required interventions, a total of 2.15 Crore of Nepalese rupees is projected to be required to develop road infrastructure and maintain road infrastructures. For this the assumption made is that the financial capacity of municipality increases by 5% each year. These costs will change slightly as the roads are improved and the standard costs change. This should be updated on annual basis.

Table 14: Construction and Maintainance cost for 20 years

Year	Cost	Construction	Maintainance
1	651,727,753.96	456,209,427.77	195,518,326.19
2	684,314,141.66	479,019,899.16	205,294,242.50
3	718,529,848.74	502,970,894.12	215,558,954.62
4	754,456,341.18	528,119,438.82	226,336,902.35
5	792,179,158.24	554,525,410.77	237,653,747.47
6	831,788,116.15	582,251,681.30	249,536,434.84
7	873,377,521.96	611,364,265.37	262,013,256.59
8	917,046,398.05	641,932,478.64	275,113,919.42
9	962,898,717.96	674,029,102.57	288,869,615.39
10	1,011,043,653.85	707,730,557.70	303,313,096.16
11	1,061,595,836.55	743,117,085.58	318,478,750.96
12	1,114,675,628.37	780,272,939.86	334,402,688.51
13	1,170,409,409.79	819,286,586.85	351,122,822.94

Year	Cost	Construction	Maintainance
14	1,228,929,880.28	860,250,916.20	368,678,964.08
15	1,290,376,374.30	903,263,462.01	387,112,912.29
16	1,354,895,193.01	948,426,635.11	406,468,557.90
17	1,422,639,952.66	995,847,966.86	426,791,985.80
18	1,493,771,950.29	1,045,640,365.21	448,131,585.09
19	1,568,460,547.81	1,097,922,383.47	470,538,164.34
20	1,646,883,575.20	1,152,818,502.64	494,065,072.56

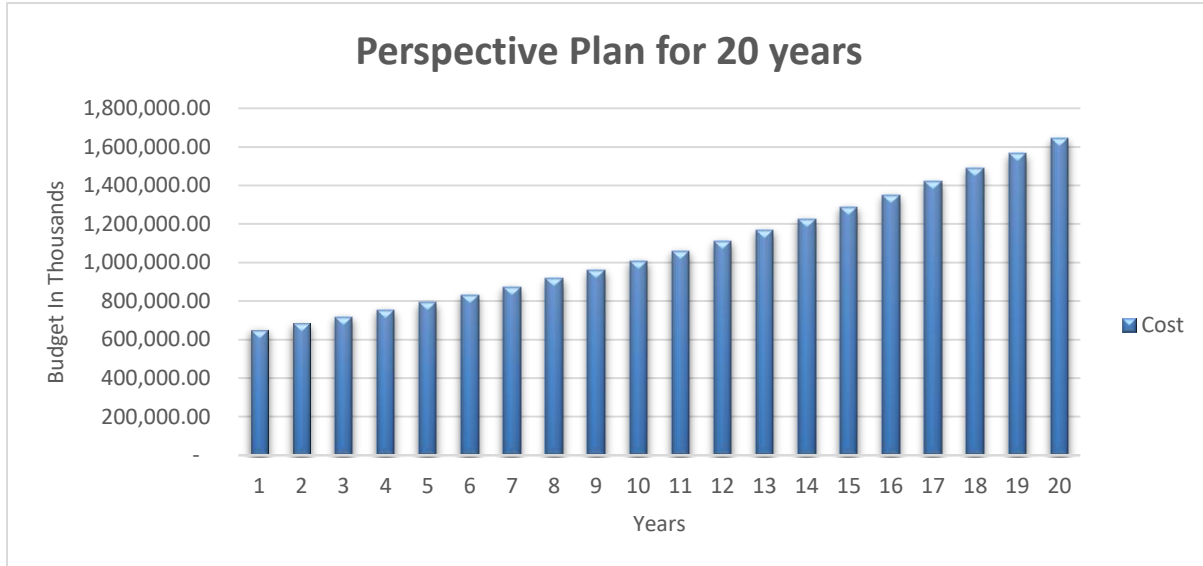


Figure 5: Perspective financial plan for 20 years

4.5. First Five-year Implementation Plan

4.5.1. Vision of RMTMP

In the first 5 years of implementing the Municipality Transport Master Plan (RMTMP), Mathagadi Rural Municipality aims to achieve significant improvements in road connectivity, pedestrian safety, and public transport. Key milestones include upgrading key roads, creating safe sidewalks and pedestrian crossings, launching organized public transport services, and promoting non-motorized transport like walking and cycling. The municipality will also focus on environmental sustainability by introducing low-emission transport options and enhancing green spaces. Additionally, efforts will be made to strengthen local capacity for transport planning and establish a system for ongoing monitoring and evaluation to ensure the long-term success of the plan.

4.5.2. Goal of RMTMP

The goals of the Municipality Transport Master Plan (RMTMP) for Mathagadi Rural Municipality focus on improving road connectivity, pedestrian safety, and promoting sustainable mobility options. Key objectives include upgrading road infrastructure to enhance connectivity between key areas, developing pedestrian-friendly features, and encouraging the use of non-motorized and low-emission transport to reduce congestion and environmental impact. The plan aims to strengthen public transport systems, making them more accessible

and affordable for all residents, while ensuring inclusivity for vulnerable groups. Additionally, the RMTMP seeks to build institutional capacity for effective transport management and create a resilient, adaptive transport system that can support the municipality's growth and environmental goals in the long term.

Objectives of RMTMP

- Upgrade and maintain road infrastructure to improve access between residential, commercial, and service areas
- Develop safe pedestrian infrastructure, including sidewalks, crossings, and traffic-calming measures in high-traffic zones.
- Establish or enhance organized, affordable, and reliable public transport services within the municipality.
- Provide inclusive transport solutions that cater to the needs of vulnerable groups, including the elderly, children, and persons with disabilities.
- Design a flexible and adaptive transport system that can accommodate future population growth and evolving urban needs.

4.5.3. Policy of RMTMP

- RMTMP will consider three broader aspects of economic, social, and environmental issues for sustainable transport management.
- RMTMP will employ management aspect interconnects the broader principles of mobility, assets, safety, and technology.
- RMTMP will manage the whole transport system with an integrated approach.

4.5.4. Programs of RMTMP

To achieve above goal and objectives, RMTMP adopted strategies under the policy framework as follows:

- A network operation plan will be prepared for implementing RMTMP.
- Traffic standards and systems will be developed and established.
- Safety technology and measures will be installed on the whole roads.
- Public Information system will be set up to access information about road assets quality and standard.
- The road construction standards will be improved, checked, and monitored with a punishment and reward system.
- Vehicle and Passengers insurance will be made mandatory.
- Mass transportation system will be preferred instead of private vehicles.

To fulfil the required interventions implementation plan, financial requirements should be collected from the possible funding sources. For this the present financial capacity of the municipality is considered to increase by 5% each year. From the past fiscal year data of municipality, approximately 25 Crore rupees had been allocated for road infrastructure construction and maintenance work. Based on this data and assumption made, the budget from the municipality on road infrastructure will be 15 Crore for the first RMTMP year and increases so on. But for the targeted plan, there will be 49.90 Crore rupees requirements of budget. This gap in resources should be balanced by possible funding sources such as Province fund, GoN fund, Road Board of Nepal fund and other development agencies fund. The projected financial

requirement, the projected financial capacity of municipality and the gap in funding can be seen for the RMTMP period.

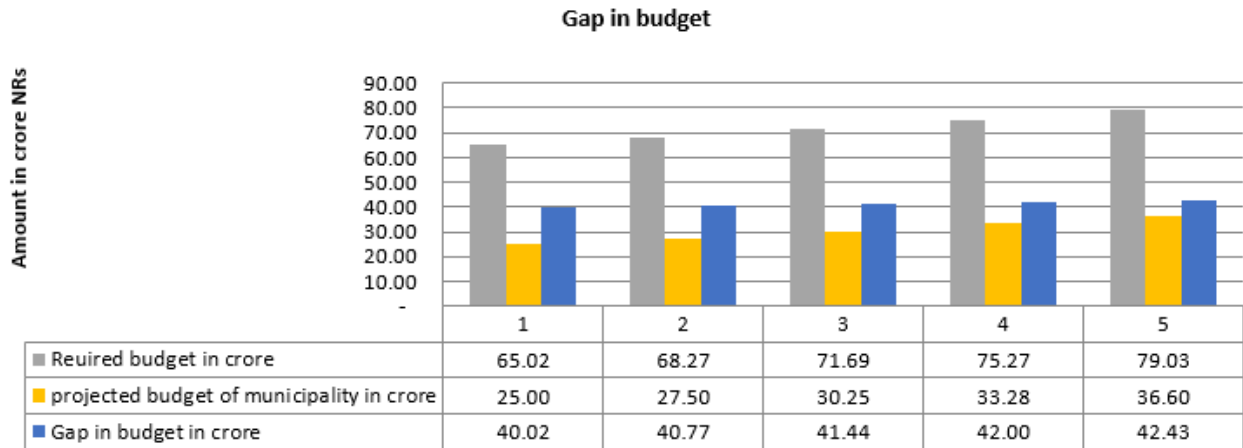


Figure 6: Estimated funding and gap during RMTMP period

For the first five year implementation plan, source of funding for transportation sector may be Mathagadi Rural Municipality itself along with federal government, provincial government and other agencies. For the following estimate of funding is assumed for the first year and assumed to increase by 10% per year:

Table 15: Estimation of funding sources for implementation plan

SN	Sources Of Funding	Amount in thousands(,000)					
			1st year	2nd year	3rd year	4th year	5th year
	Agencies	Percentage (%)	655,000	720,500.0	792,550.0	871,805.0	958,985.5
1	Mathagadi Rural Municipality	40.0	262,000	288,200	317,020	348,722	383,594
2	Federal government	35.0	229,250	252,175	277,393	305,132	335,645
3	Province government	20.0	131,000	144,100	158,510	174,361	191,797
4	others(MPs fund, donor agencies, Road boards nepal etc)	5.0	32,750	36,025	39,628	43,590	47,949

For the implementation for the first five year, different five investment sectors are identified and budget allocation have been proposed as shown in table below:

Table 16: Allocation of budget for different road sectors

SN	Total Funding on transportation sector	Amount in thousands(,000)					
			1st year	2nd year	3rd year	4th year	5th year
	Sector	Percentage (%)	655,000	720,500.0	792,550.0	871,805.0	958,985.5
1	Planning Road network	70.00	458,500	504,350	554,785	610,264	671,290
2	Maintaining Road Network	20.00	131,000	144,100	158,510	174,361	191,797
3	Improving Road Saftey	5.00	32,750	36,025	39,628	43,590	47,949
4	Supporting Sustainable Modes	4.50	29,475	32,423	35,665	39,231	43,154

SN	Total Funding on transportation sector		Amount in thousands(,000)				
			1st year	2nd year	3rd year	4th year	5th year
	Sector	Percentage (%)	655,000	720,500.0	792,550.0	871,805.0	958,985.5
5	Supporting policy making/research/trainings	0.50	3,275	3,603	3,963	4,359	4,795

Out of the five sectors identified for road sector investment, the major portion of budget is allocated for road network planning, upgradation, construction of culverts/bridges as shown below in the table:

Table 17: allocation of budget for road network planning, upgradation and active road users

SN	Planning Road network		Amount in thousands(,000)				
			1st year	2nd year	3rd year	4th year	5th year
	Plans	Percentage (%)	455,500	501,050.0	551,155.0	606,270.5	666,897.6
1	Upgarde existing road networks	80.0	364,400	400,840	440,924	485,016	533,518
a	Class A	50.0	227,750	250,525	275,578	303,135	333,449
b	Class B	20.0	91,100	100,210	110,231	121,254	133,380
c	Class C	30.0	136,650	150,315	165,347	181,881	200,069
2	Plan New Road Networks	10.0	45,550	50,105	55,116	60,627	66,690
3	Construct Bridges/Culverts	10.0	45,550	50,105	55,116	60,627	66,690

Table 18: allocation of budget for maintenance work for first five year

S N	Maintaining Road Network		Amount in thousands(,000)				
			1st year	2nd year	3rd year	4th year	5th year
	Types of Maintainance	Percentage (%)	130,500	143,550.0	157,905.0	173,695.5	191,065.1
1	Routine maintenance	15.0	19,575	21,533	23,686	26,054	28,660
2	Recurrent maintenance	35.0	45,675	50,243	55,267	60,793	66,873
3	Periodic maintenance	45.0	58,725	64,598	71,057	78,163	85,979
4	emergency maintenance	5.0	6,525	7,178	7,895	8,685	9,553

Table 19: allocation of budget for improving road safety for first five year

SN	Improving Road Safety		Amount in thousands(,000)				
			1st year	2nd year	3rd year	4th year	5th year
	Improvements	Percentage (%)	33,000	36,300.0	39,930.0	43,923.0	48,315.3
1	Improve pedestrian crossing conditions	40.0	13,200	14,520	15,972	17,569	19,326
2	Improve road marking, sign , signal	34.0	11,220	12,342	13,576	14,934	16,427
3	Improve street lighting conditions and CCTV surveillance on main chowks	20.0	6,600	7,260	7,986	8,785	9,663

SN	Improving Road Safety	Percentage (%)	Amount in thousands(,000)				
			1st year	2nd year	3rd year	4th year	5th year
			33,000	36,300.0	39,930.0	43,923.0	48,315.3
4	Improve road geometry and design of roads	2.0	660	726	799	878	966
5	Improve road users behaviour and awareness	2.0	660	726	799	878	966
6	Collect road crash data, identify black spots, speed limit	2.0	660	726	799	878	966

Table 20: allocation of budget for supporting sustainable modes for first five year

SN	Supporting Sustainable Modes	Percentage (%)	Amount in thousands(,000)				
			1st year	2nd year	3rd year	4th year	5th year
			29,500	32,450.0	35,695.0	39,264.5	43,191.0
1	Improve public transportation	25	7,375	400,840	440,924	485,016	533,518
2	Construct Parking facility, busparks and bus stands	60	17,700	12,342	13,576	14,934	16,427
3	Motivate for cycling/walking	10	2,950	7,260	7,986	8,785	9,663
4	Promote electric vehicles	5	1,475	726	799	878	966

Table 21: allocation of budget for road asset management, policy making, research & training for first five year

SN	Supporting policy making/research/training	Percentage (%)	Amount in thousands(,000)				
			1st year	2nd year	3rd year	4th year	5th year
			3,500	3,850.0	4,235.0	4,658.5	5,124.4
1	Prepare different policies related to transportation sector	20	700	400,840	440,924	485,016	533,518
2	Maintain/collect road inventory data	20	700	12,342	13,576	14,934	16,427
3	Maintain/collect traffic data	20	700	7,260	7,986	8,785	9,663
4	Conduct quality control training for contractors/supervisors/engineers	20	700	726	799	878	966
5	Create job opportunity on road construction sector by skilled labor training	20	700	726	799	878	966

4.5.5. Sharing Of Funds

The distribution of the available road sector budget for the RMTMP period is given by ToR is as given below figure. Out of 100% budget, 70% is allocated for the construction of roads and 30% is allocated for maintenance work. As this amount of budget for maintenance work is huge, this amount can also be used for the construction of drain and retaining structures while

in the initial RMTMP period. After large network of road is developed, this amount will be used in maintenance work.

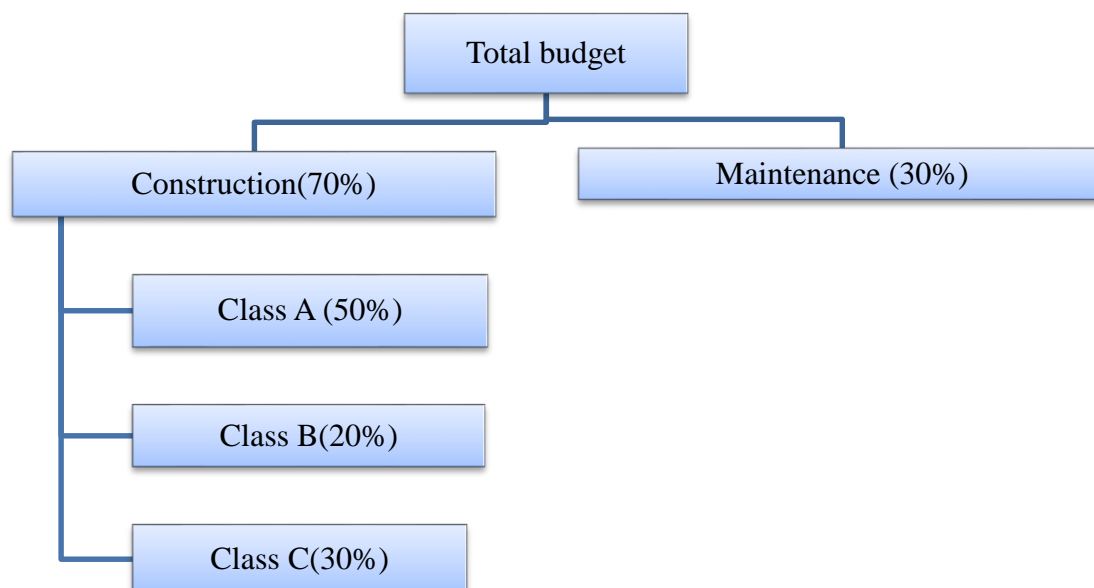


Figure 7: Distribution of Budget in RMTMP period

Based on the above distribution scheme of the budget, the required annual budget will be as follows:

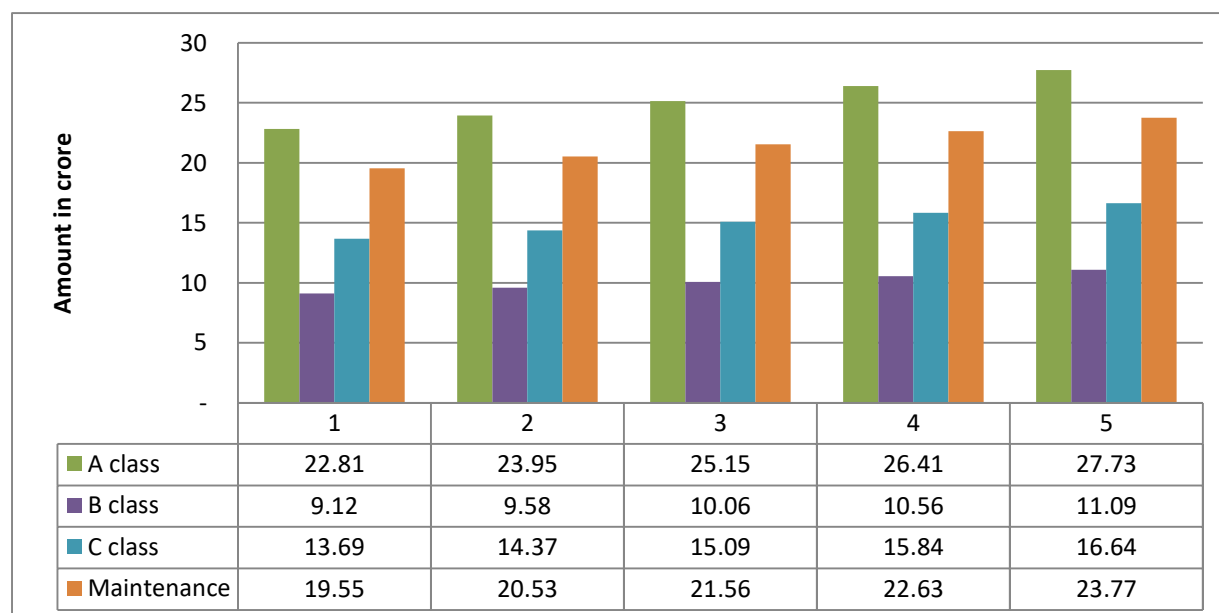


Figure 8: Investment Plan for RMTMP period

SECTION 5. CONCLUSION AND RECOMMENDATION

Rural Municipality Transport Master Plan final report has been prepared for Mathagadi Rural municipality. A series surveys for data collection, series of different level interaction with the locals and various authorities was conducted. The map of RMIM, RMTTP and other maps are prepared. The inventory shows that majority of roads are narrow and earthen and needs maintenance and upgrading. This is in line with the demand by the wards. Access to facilities is hindered due to lack of reliable and safe public transport services within the municipality.

This Rural Municipality Transport Master Plan (RMTMP) for Mathagadi Rural Municipality provides a strategic roadmap to guide the development of a safe, inclusive, and sustainable transportation system over the coming years. Based on an in-depth analysis of existing mobility patterns, infrastructure conditions, and stakeholder input, the plan identifies key mobility challenges—such as limited road connectivity, inadequate pedestrian infrastructure, and growing vehicular congestion—and proposes practical, phased solutions to address them.

The RMTMP outlines a balanced approach, prioritizing improved road networks, enhanced public transportation options, better integration of non-motorized transport, and measures to ensure accessibility for all, including vulnerable groups. Particular attention has been given to strengthening connections between ward-level settlements and economic hubs within the municipality, while promoting environmentally sustainable practices.

Implementation of this plan will require coordinated efforts among rural municipal authorities, provincial and national government agencies, local communities, and development partners. This RMTMP will serve as a vital tool to ensure mobility supports, rather than hinders, social, economic, and environmental progress.

Regular review and updates to the plan will be essential to adapt to evolving needs, technological changes, and emerging opportunities, ensuring that Mathagadi Rural's transport system remains resilient, efficient, and people-centered.

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ANNEX 1- WARWISE ROAD LIST

SN	Code	Ward No/ Road Name	Blacktopped	Earthen	New Track	Total
		Ward No 1	16.16	57.82		73.98
		<u>A Class Roads</u>				
1	A003	Birauta Dhairani Rumaldanda Bihadi dham Sadak		3.86		3.86
2	A014	Khahare Badabari budikot Bhutugey Jaupokhara sadak		0.66		0.66
3	A016	Khahare Badabari budikot Bhutugey Jaupokhara sadak		1.90		1.90
4	A017	Madi Chakrapath		7.94		7.94
5	A018	Dohora bahakhok bhutugey sadak		5.87		5.87
6	A019	Ekleybar satodobat sadak		5.16		5.16
7	A020	Agahakhola Chidipani Fedi Jhadewa Dumkibas sadak		4.91		4.91
		<u>C Class Roads</u>				
8	C206	Fedi Chargharey sikhar sadak		4.42		4.42
9	C207	Sampokhari fedi sadak		2.29		2.29
10	C208	Bhadbari sadak		0.44		0.44
11	C209	Chuka mainchaur sadak		1.04		1.04
12	C210	Bahakhok darlamdanda sadak		0.94		0.94
13	C211	Thaoindanda swastya chauki sadak		1.24		1.24
14	C212	Satdobato kota devi sadak		1.20		1.20
15	C213	Bihadi dekhi dhama sadak		1.84		1.84
16	C214	Dhairani Tallo rumaldanda hudai batai khola sadak		3.65		3.65
17	C215	Raichandi hudai kho khola sadak		0.64		0.64
18	C216	Bihadi raichandi sadak		1.34		1.34
19	C217	Kho khola sadak		0.35		0.35
20	C218	Tallo rumaldanda sadak		0.26		0.26
21	C219	Dhairani sadak		0.36		0.36
22	C220	Aayurbed dekhi kota sadak		1.76		1.76
23	C221	Chidipani sakha bato		0.52		0.52
24	C222	Khumdanda sadak I		1.26		1.26
25	C223	Khumdanda Sadak II		0.48		0.48
26	C224	Khumdanda Sadak III		0.64		0.64
27	C225	Jaupokhara Falamdi hudai birauta sadak		2.41		2.41
28	C226	Jaluke tallo jaupokhara sadak		0.45		0.45
		<u>SRN</u>				
29	SRN	Aaryabhanjyang Rampur Sadak (F197)	6.92			6.92
30	SRN	Siddhartha Rajmarga	9.24			9.24
		Ward No 2	7.49	59.65	0.37	67.50
		<u>A Class Roads</u>				
31	A001	Bastari-Jhadewa-Rahabas-Dumkibas Road	7.49			7.49
32	A009	Humin-Devinagar-Jalpa-Bahadurpur Road		2.34		2.34
33	A015	Khahare Fedi bhimad sadak		6.86		6.86
34	A016	Khahare Badabari budikot Bhutugey Jaupokhara sadak		5.72		5.72

SN	Code	Ward No/ Road Name	Blacktopped	Earthen	New Track	Total
		<u>B Class Roads</u>				
35	B004	Gairabari Sathipaila Swastyachauki sadak		0.78		0.78
36	B005	Mankey amrai sathipaila swastya chauki sadak		3.39		3.39
37	B016	Maidan makaley gofadi jyamirey feddi sadak		2.10		2.10
38	B020	Khaharey pul Naya basti sadak		2.35		2.35
39	B021	Nayagaun sadak		0.94		0.94
		<u>C Class Roads</u>				
40	C123	Deurali baxadi birauta sadak		3.62		3.62
41	C124	Sapangey Ringroad		4.69		4.69
42	C167	Khaharey nayabasti bhitri sadak		0.66		0.66
43	C178	Badbari soley krishi sadak		1.40		1.40
44	C179	Pandey Path		0.97		0.97
45	C180	Dadra dhubindanda gosakhori ringroad		1.34		1.34
46	C181	Dadra chilauni gaira sadak		0.48		0.48
47	C182	Thuloghunti rajauli sadak		2.36		2.36
48	C183	Masuwar samidanda rajauli sadak		1.18		1.18
49	C184	Swamidanda Daharpari sadak		0.13		0.13
50	C185	Amarai rambari sadak		0.19		0.19
51	C186	Bajadi basakhari sadak		0.29		0.29
52	C187	Khasadi pipaldanda sadak		1.58		1.58
53	C188	Dohora alxichaupari hudai pipaldanda sadak		0.38		0.38
54	C189	Dohora simalgaira sadak		0.82		0.82
55	C190	Simaldanda pipalgaira sadak			0.37	0.37
56	C191	Butyan chowk sadak		0.18		0.18
57	C192	Sathipaila dohora sadak		2.32		2.32
58	C193	Kaunehar sadak		0.55		0.55
59	C194	Kafle chaupari oda karyalaya sadak		0.91		0.91
60	C195	Bayar danda gada khola sadak		0.66		0.66
61	C196	Sapangey gaun sadak		1.72		1.72
62	C197	Sapangi dandatoe sadak II		0.44		0.44
63	C198	Sapangi dandatoe sadak I		1.37		1.37
64	C199	Sapangi Dandatoe sadak III		0.42		0.42
65	C200	Rajepokhara ghartibari sadak		0.82		0.82
66	C201	Sathipaila kalika bhanjyang sadak		1.34		1.34
67	C202	Rajekhola padeykhola sadak		2.22		2.22
68	C203	Rajepokhari okhaley aargidanda sadak		1.60		1.60
69	C204	Taripuchhar sadak		0.53		0.53
		Ward No 3	6.40	52.93	4.37	63.71
		<u>A Class Roads</u>				
70	A001	Bastari-Jhadewa-Rahabas-Dumkibas Road	3.03			3.03
		<u>B Class Roads</u>				
71	B017	Sarai-Silingdi-Oles-Geraudi Road		12.09		12.09
72	B018	Khaharey-Eklabar-Oles sadak	0.48	7.23		7.71

SN	Code	Ward No/ Road Name	Blacktopped	Earthen	New Track	Total
73	B019	Fulbari chandithan bisundanda chowk sadak	0.72			0.72
		C Class Roads				
74	C125	Oles mandir dekhi kaudelek sadak		0.33		0.33
75	C126	Sikarkot maula dekhi fenamdi sadak		0.58		0.58
76	C127	Maulathar dekhi sikarkot bich sadak		0.23		0.23
77	C128	Maulathar dekhi deurali school sadak		0.53		0.53
78	C129	Bhaskata jherudanda hudai maulakathar sadak		0.57		0.57
79	C130	Bel bata tallo thar hudai sikarkot sadak		2.65		2.65
80	C131	ekleybar xodighat gijandanda sadak		4.08		4.08
81	C132	Belghari chowk dekhi sarapkot hudai silangi oles sadak	0.24	7.01		7.25
82	C133	Bagmara jhirubas saraplot sadak			2.59	2.59
83	C134	Sarapkot jherubas sadak		0.52		0.52
84	C135	Chitrundi sadak		0.60		0.60
85	C136	Damar bhitri bato		0.47		0.47
86	C137	Damar dekhi gadaha khola sadak		0.35		0.35
87	C138	Jhokhola sadak		0.24		0.24
88	C139	Chitrundi nayabasti sadak		0.25		0.25
89	C140	Chitrundi bhitri bato		0.16		0.16
90	C141	ekleybar xodighat gijandanda sadak	1.74			1.74
91	C142	Belghari chowk dekhi barpokhara thotra kol bajari sadak		1.49		1.49
92	C143	Thotrakol hudai batasey jodney bhitri sadak			0.61	0.61
93	C144	Gijandanda chowk dekhi mountvalley hudai thotra kol sadak		0.85		0.85
94	C145	Sarai school ural danda thotra kol sadak		0.49		0.49
95	C146	Osimchowk dekhi divyajyoti bhitri sadak			0.46	0.46
96	C147	Oda karyalaya sadak		0.30		0.30
97	C148	Mathillo agani dekhi tallo agani hudai gijendanda chowk sad*		0.84		0.84
98	C149	Baghmara to lakuribari sadak		0.51		0.51
99	C150	Bagaicha bagmara sadak		0.43		0.43
100	C151	Agani dekhi batasey janey bhitri sadak		0.71		0.71
101	C152	Agani volleyball ground to simalghat sadak		0.30		0.30
102	C153	Xiraldhara dekhi simalghat sadak		0.30		0.30
103	C154	Bisundanda chowk dekhi gadiyakhola sadak		0.35		0.35
104	C155	Khilauridhara bhitri sadak I		0.85		0.85
105	C156	Khilauri dhara bhitri sadak II		0.17		0.17
106	C157	Xiraldanda dekhi madi krishi farm sadak		0.37		0.37
107	C158	Gijindhara chowk dekhi nayabasti janey bhitri sadak		0.22		0.22
108	C159	Ajinatari dekhi dharadhik sadak			0.37	0.37
109	C160	Fulbari niskiney sadak		0.26		0.26

SN	Code	Ward No/ Road Name	Blacktopped	Earthen	New Track	Total
110	C161	Fulbari dharadhik lalpati sadak		1.34		1.34
111	C162	Deurali chaupari dekhi lalpati sadak		0.27		0.27
112	C163	Tersey bhitri sadak		0.19		0.19
113	C164	Dadrani pokharey sadak		0.76	0.17	0.93
114	C165	Gahachaupari dekhi lakhan thapa park sadak		0.24		0.24
115	C166	Pratiksshyalaya to belghari chowk sadak			0.17	0.17
116	C168	Raxa krishi sadak		0.76		0.76
117	C169	Birawa dekhi deurali chaupari krishi sadak		0.62		0.62
118	C170	Khaharey bairawatole sadak	0.20			0.20
119	C171	Lakuribari chimnidanda sadak II		0.22		0.22
120	C172	Lakuribari chimnidanda sadak I		0.28		0.28
121	C173	Chimli bhitri sadak		0.14		0.14
122	C174	Khaharey dekhi raksaha krishi sadak		0.24		0.24
123	C175	Khaharey bhitri sadak		0.34		0.34
124	C176	Bagaicha ratmata aamchaur sadak		0.71		0.71
125	C177	Kaharey church dekhi ratmata sadak		0.51		0.51
		Ward No 4	6.40	106.61	2.64	115.65
		<u>A Class Roads</u>				
126	A001	Bastari-Jhadewa-Rahabas-Dumkibas Road	1.60	8.20		9.79
127	A002	Mahalpokhari-Bhutuke-Jagat-Marmara-Sarai Road		8.05		8.05
128	A011	Khairani Jhadewa-Muntung-Waling Jane Road	4.80	1.97		6.77
129	A012	Deugir devinagar sadak		3.22		3.22
130	A013	Jhadewa Ring Road		2.67		2.67
		<u>B Class Roads</u>				
131	B003	Dalleraha chiureymati sadak		0.79		0.79
132	B011	Kerauli dekhi bahadurpur sadak		11.76		11.76
133	B012	Dhakreybas plotting sadak		0.86		0.86
134	B013	Anandanagar nayabasti sadak		0.45		0.45
135	B014	Fafarbari majhuwa Bohokhar sadak		5.23		5.23
136	B015	majhuwa batuleychaur sadak		2.20		2.20
137	B016	Maidan makaley gofadi jyamirey fedo sadak		10.00		10.00
138	B017	Sarai-Silingdi-Oles-Geraudi Road		2.78		2.78
		<u>C Class Roads</u>				
139	C082	Lavey chhapa sadak		1.12		1.12
140	C083	Swamidanda majhuwa sadak		0.51		0.51
141	C084	Malewas niurikot sadak		0.98		0.98
142	C085	Malewas lamichaur krishi sadak		0.41		0.41
143	C086	Dallera gothdanda sadak		1.91		1.91
144	C087	Dallera jukeni sadak		0.35	0.29	0.64
145	C088	Khalatari badikuna aanandanagar sadak		1.03		1.03
146	C089	Fasurghat ruchaldanda sadak		0.53		0.53
147	C090	Gaddanda haddanda sadak		0.26		0.26

SN	Code	Ward No/ Road Name	Blacktopped	Earthen	New Track	Total
148	C091	Chiureymati khalatari sadak			0.72	0.72
149	C092	Chighwangdi bohorithok sadak		0.44		0.44
150	C093	Makaley devinagar sadak		3.91		3.91
151	C094	Rangsilakharak bolepokhara sadak			0.69	0.69
152	C095	khaributey chitrechhap bharlajhyal sadak		2.38		2.38
153	C096	Khaributey khartung sadak		0.89		0.89
154	C097	Maidan khairekot sadak		1.06		1.06
155	C098	Maidan jhindanda hukdanda sadak		1.13	0.43	1.56
156	C099	Jamun danda khamja tole sadak		0.83		0.83
157	C100	Bainidanda newargaira sadak		1.13		1.13
158	C101	Gatdanda gokhadi pokhara tole sadak		2.60		2.60
159	C102	Debagir gatdanda sadak		0.79		0.79
160	C103	Batulechaur bhayerthan pipalgauda sadak		1.20		1.20
161	C104	Chaulani goldi deurali sadak		4.57		4.57
162	C105	Pokharabhanjyang chaulani sadak		1.21		1.21
163	C106	Pokharabhanjyang sitagufa sadak		0.42		0.42
164	C107	Swamibhanjyang koluwa chaulani sadak		2.18		2.18
165	C108	Foksihang koluwa sadak		0.99		0.99
166	C109	Swamibhanjyang foksihang sadak		1.09		1.09
167	C110	Argotey sadak		0.83		0.83
168	C111	Batuleychaur gujigaira sanmada sadak		1.53		1.53
169	C112	Ghorkota khola saru tole sadak		0.19		0.19
170	C113	Devgir dangsngha sadak		2.11		2.11
171	C114	Gaddanda takendanda sadak			0.51	0.51
172	C115	Bagaley malikadevi sadak		0.30		0.30
173	C116	Bokhar sitaley bardanda sadak		3.29		3.29
174	C117	Sitaley humandi sadak		0.52		0.52
175	C118	Dharagaira bardanda sadak		0.56		0.56
176	C119	Jyamirey dekhi sirikghat sadak		1.10		1.10
177	C120	Suthukon fediya bhutukey sadak		1.33		1.33
178	C121	Geraudi dhakardanda sadak		0.90		0.90
179	C122	Chandeni ripa deurali sadak		0.85		0.85
180	C205	Chawaley tari lampataiya jho pul sadak		1.02		1.02
		Ward No 5		70.64	5.43	76.07
		<u>A Class Roads</u>				
181	A005	Okhaldhunga matha puranpani jhintung sadak		4.35		4.35
182	A006	Daunghat -Damar Jhumsa Tinau sadak		8.67		8.67
183	A007	Surkhabas-Dhamiga-Bangsidanda jhumsa tinau sadak		7.52		7.52
184	A011	Khaireni Jhadewa-Muntung-Waling Jane Road		7.88		7.88
		<u>B Class Roads</u>				
185	B001	Garhabas-Majhuwa-Kumbi-Argale-Tindomi Road		2.58	2.29	4.88

SN	Code	Ward No/ Road Name	Blacktopped	Earthen	New Track	Total
186	B002	Garhabas-Bhutuke-Bahadurgaun-Dhaba-Krikbhanjyang Road		5.20		5.20
		C Class Roads				
187	C001	Dhaba pakhari Golbhanjyang sadak		3.05	0.32	3.38
188	C002	Hitanbhyanjang sadak		0.27		0.27
189	C003	Mathagadi mandir sadak		0.96		0.96
190	C004	Namsubhanjyang tadi pokhara sadak		0.26		0.26
191	C005	Nagsubhanjyang Gadawas sadak		1.14		1.14
192	C006	Ghrlik danda parasan Ghadawas sadak		2.49	0.51	3.00
193	C007	Fudungdi Brising Sikharrao sadak		2.27		2.27
194	C008	Damar simley bangsidanda sadak		2.87		2.87
195	C009	Dhadrkun dekhi maulathar bangsidanda sadak		4.43	1.41	5.84
196	C010	Thigura shrigdanda Maraghat sadak		2.16	0.51	2.68
197	C011	Gejadanda sadak		1.09		1.09
198	C012	Dhamiga khani sadak		4.03		4.03
199	C013	Pokhardanda gharlikhola birkhuli sadak		0.42	0.38	0.80
200	C014	Jagat Puktung sadak		2.66		2.66
201	C015	Puktung Arkhala sadak		1.97		1.97
202	C228	Hattilung goyenglung sadak		2.55		2.55
203	C229	Taruk Jhumsakhola Jhyangtung sadak		1.82		1.82
		Ward No 6	0.47	79.02	7.61	87.10
		A Class Roads				
204	A001	Bastari-Jhadewa-Rahabas-Dumkibas Road		3.95		3.95
205	A002	Mahalpokhari-Bhutuke-Jagat-Marmara-Sarai Road		11.41		11.41
206	A004	Jagat poderatari tanhsen rahabas sadak		5.40		5.40
207	A011	Khairani Jhadewa-Muntung-Waling Jane Road	0.47	5.07		5.54
		B Class Roads				
208	B001	Garhabas-Majhuwa-Kumbi-Argale-Tindomi Road		12.51		12.51
209	B002	Garhabas-Bhutuke-Bahadurgaun-Dhaba-Krikbhanjyang Road		7.16		7.16
210	B006	Dharamtari kashchaur padheratari sadak		2.25		2.25
211	B007	Namdi hyakbari timudhara sadak		1.99		1.99
		C Class Roads				
212	C016	Sunabhanjyang Toklogdi sadak		0.68		0.68
213	C017	Chargharey bangey sadak		1.14		1.14
214	C018	Gadadhi chargharey sadak			0.60	0.60
215	C019	Simley raghubhanjyang sadak		0.51		0.51
216	C020	Bhadaurey sadak		0.36		0.36
217	C021	Muakhar jagar bhangkhola sadak		1.42		1.42
218	C022	Bhutugey gohelung sadak		0.97		0.97
219	C023	Kauley jherxa budichaur sadak		1.19		1.19
220	C024	Luwajib sadak		0.59		0.59
221	C025	Labdakot mandir sadak		0.38		0.38

SN	Code	Ward No/ Road Name	Blacktopped	Earthen	New Track	Total
222	C026	Chandithan chorkot nigreychaur sadak			0.90	0.90
223	C027	Dholkeydanda budichaur sadak		0.67		0.67
224	C028	Dholkeydanda shiwaparbaty mandir chautarakharak sadak		0.40		0.40
225	C029	Padheratari aadhajari sadak			0.52	0.52
226	C030	Padheratari bhanik tole sadak		1.93		1.93
227	C031	Padheratari ghorlikhorak sadak		0.56		0.56
228	C032	Padheratari seera daha sadak		1.93	1.75	3.68
229	C033	Simaldanda karmitari sadak		0.31		0.31
230	C034	Nambdi dekhi kafalthumka sadak			0.67	0.67
231	C035	Khursaney bagar devithan sadak			0.61	0.61
232	C036	Kafalthumka rahabas sadak		1.19		1.19
233	C037	Khabdanda dumsilung angarikharak sadak		0.83		0.83
234	C038	Daha bhitri sadak		0.60		0.60
235	C074	Kanchachaur mailachaur sirtung sadak		2.38		2.38
236	C077	Khani khsetra sadak		1.03		1.03
237	C078	Satpokhari ghari sadak		2.00		2.00
238	C079	Puranpani satpokhara sadak		0.52		0.52
239	C080	Pakharobari ghari maidan sadak		4.14	1.48	5.62
240	C081	Ghari satpokhari sadak		0.65	1.07	1.72
241	C227	Dholkeydanda khabdanda devithan sandanda thangsini sadak		2.91		2.91
		Ward No 7		44.21	2.69	46.89
		<u>A Class Roads</u>				
242	A001	Bastari-Jhadewa-Rahabas-Dumkibas Road		13.07		13.07
243	A004	Jagat poderatari tanhsen rahabas sadak		1.61		1.61
		<u>B Class Roads</u>				
244	B002	Garhabas-Bhutuke-Bahadurgaun-Dhaba-Krikbhanjyang Road		5.39	1.90	7.29
245	B008	Okhrigauda chowk dekhi sharbottam janey chowk sadak		0.83		0.83
		<u>C Class Roads</u>				
246	C039	Thadey bahadur bhutugey sadak		0.65		0.65
247	C040	Fedi Thadey dhaba krikbhanjyang sadak		0.69		0.69
248	C041	Mathillo dhawa sadak		1.58		1.58
249	C042	Bich dhawa sadak		0.40		0.40
250	C043	Mathillo okharigauda sadak		0.41		0.41
251	C045	Takatam chowk dekhi thulakharak janey sadak		0.80		0.80
252	C066	Fedi Thadey dhaba krikbhanjyang sadak		2.32		2.32
253	C067	Sangdhung dhodri karamfat dhanuwa guwagni sadak I		1.42		1.42
254	C068	Tingharey khiluwang bhanjyang karamfat arunkhola sadak			0.79	0.79
255	C069	Sangdhung dhodri karamfat dhanuwa guwagni sadak II		0.93		0.93
256	C070	Tingharey dhanuwa khopernu sadak		5.14		5.14

SN	Code	Ward No/ Road Name	Blacktopped	Earthen	New Track	Total
257	C071	Thangsin Budichaur sadak		1.29		1.29
258	C072	Timurdhara lamochaur rupakot sadak		3.64		3.64
259	C073	Timurdhara khanga maulathar sadak		1.31		1.31
260	C075	Rahabas kerauli sadak		2.29		2.29
261	C076	Chirtung bhitri sadak		0.44		0.44
		Ward No 8		32.67	2.49	35.16
		<u>A Class Roads</u>				
262	A008	Krikbhanjyang-takatum-nisdi bhutugey sadak		10.18		10.18
263	A009	Humin-Devinagar-Jalpa-Bahadurpur Road		3.70		3.70
264	A010	Kiyudanda nisdi malagram sadak		5.08		5.08
		<u>B Class Roads</u>				
265	B009	Takatum ringroad		0.59		0.59
266	B010	Bagmara beteni sadak		2.14		2.14
		<u>C Class Roads</u>				
267	C044	Okharigauda charangi sadak		2.45		2.45
268	C046	Malauta narkateni sadak		0.80		0.80
269	C047	Kathedhap krishi sadak			0.45	0.45
270	C048	Thulochaupari dekhi thumka sadak		0.31		0.31
271	C049	Dangrey sadak		0.35		0.35
272	C050	Gejha tauwa sadak		0.20		0.20
273	C051	Kharkhola kabildev sadak		0.52	0.31	0.83
274	C052	Thapana dekhi mauladevi sadak		0.23		0.23
275	C053	Tari dekhi mohordanda sadak		0.28		0.28
276	C054	Dharadevi mandir sadak		0.17		0.17
277	C055	Dandatole sadak		0.16		0.16
278	C056	Oda karyalaya dekhi malauta thadey sadak		0.42	0.69	1.10
279	C057	Malauta rapatey sadak			0.36	0.36
280	C058	Satighat odarey sadak		1.35		1.35
281	C059	Ghorlikharak khelmaidan sadak			0.37	0.37
282	C060	Galaxy sadak		0.56	0.32	0.89
283	C061	Bokhar dekhi topidanda sadak		0.93		0.93
284	C062	Khiluwa tole ringroad		1.26		1.26
285	C063	Deurali tole ringroad		0.62		0.62
286	C064	Swastya chauki sadak		0.18		0.18
287	C065	Belauti danda sadak		0.20		0.20
		Grand Total	36.93	503.55	25.59	566.06

ANNEX 2- PRIORITAZTION OF ROADS

Code	Road Name	Total Points	Overall Rank	Rank in Class
A001	Bastari-Jhadewa-Rahabas-Dumkibas Road	72.23464	1	1
A011	Khaireni Jhadewa-Muntung-Waling Jane Road	61.63669	2	2
A009	Humin-Devinagar-Jalpa-Bahadurpur Road	50.31822	3	3
A002	Mahalpokhari-Bhutuke-Jagat-Marmara-Sarai Road	45.02426	4	4
A004	Jagat Poderatari Tanhsen Rahabas Sadak	40.36945	6	5
A020	Agahakhola Chidipani Fedi Jhadewa Dumkibas Sadak	40.25884	7	6
A016	Khahare Badabari Budikot Bhutugey Jaupokhara Sadak	38.40178	8	7
A013	Jhadewa Ring Road	38.14156	9	8
A006	Daunghat -Damar Jhumsa Tinau Sadak	35.45665	11	9
A015	Khahare Fedi Bhimad Sadak	35.36165	12	10
A007	Surkhabas-Dhamiga-Bangsidanda Jhumsa Tinau Sadak	34.39632	13	11
A003	Birauta Dhaireni Rumaldanda Bihadi Dham Sadak	33.20406	15	12
A017	Madi Chakrapath	32.41825	16	13
A005	Okhaldhunga Matha Puranpani Jhintung Sadak	32.2298	17	14
A019	Ekleybar Satodobat Sadak	31.27202	18	15
A010	Kiyudanda Nisdi Malagram Sadak	29.26803	21	16
A008	Krikbhanjyang-Takatum-Nisdi Bhutugey Sadak	15.53632	40	17
A018	Dohora Bahakhok Bhutugey Sadak	15.30981	41	18
A012	Deugir Devinagar Sadak	10.17042	44	19
A014	Khahare Badabari Budikot Bhutugey Jaupokhara Sadak	10.03537	47	20
B001	Garhabas-Majhuwa-Kumbi-Argale-Tindomi Road	40.91539	5	1
B010	Bagmara Beteni Sadak	36.11356	10	2
B003	Dalleraha Chiureymati Sadak	34.04248	14	3
B015	Majhuwa Batuleychaur Sadak	29.11659	22	4
B021	Nayagaun Sadak	29.05036	24	5
B020	Khaharey Pul Naya Basti Sadak	27.12457	25	6
B006	Dharamtari Kashchaur Padheratari Sadak	27.11893	26	7
B017	Sarai-Silingdi-Oles-Geraudi Road	26.78285	28	8
B012	Dhakreybas Plotting Sadak	22.04594	37	9
B018	Khaharey-Eklabar-Oles Sadak	10.4062	42	10
B014	Fafarbari Majhuwa Bohokhar Sadak	10.27609	43	11
B007	Namdi Hyakbari Timudhara Sadak	10.10541	45	12
B004	Gairabari Sathipaila Swastyachauki Sadak	10.04213	46	13
B002	Garhabas-Bhutuke-Bahadurgaun-Dhaba-Krikbhanjyang Road	6.034058	48	14
B016	Maidan Makaley Gofadi Jyamirey Fedi Sadak	5.63713	49	15
B005	Mankey Amrai Sathipaila Swastya Chauki Sadak	5.179003	52	16
B019	Fulbari Chandithan Bisundanda Chowk Sadak	5.038575	72	17
B013	Anandanagar Nayabasti Sadak	5.024792	86	18
B011	Kerauli Dekhi Bahadurpur Sadak	0.619533	98	19
B008	Okhrigauda Chowk Dekhi Sharbottam Janey Chowk Sadak	0.044642	178	20
B009	Takatum Ringroad	0.032073	202	21
C133	Bagmara Jhirubas Saraplot Sadak	30.13705	19	1

Code	Road Name	Total Points	Overall Rank	Rank in Class
C132	Belghari Chowk Dekhi Sarapkot Hudai Silangi Oles Sadak	29.3821	20	2
C142	Belghari Chowk Dekhi Barpokhara Thotra Kol Bajari Sadak	29.07906	23	3
C071	Thangsin Budichaur Sadak	27.06848	27	4
C134	Sarapkot Jherubas Sadak	26.02843	29	5
C061	Bokhar Dekhi Topidanda Sadak	25.04967	30	6
C117	Sitale Humandi Sadak	25.02817	31	7
C067	Sangdhung Dhodri Karamfat Dhanuwa Guwagni Sadak I	24.0755	32	8
C040	Fedi Thadey Dhaba Krikbhanjyang Sadak	24.03693	33	9
C069	Sangdhung Dhodri Karamfat Dhanuwa Guwagni Sadak li	23.04993	34	10
C063	Deurali Tole Ringroad	23.03329	35	11
C062	Khiluwa Tole Ringroad	22.06709	36	12
C073	Timurdhara Khanga Maulathar Sadak	21.06952	38	13
C002	Hitanbhanjang Sadak	21.01491	39	14
C104	Chaulani Goldi Deurali Sadak	5.241069	50	15
C032	Padheratari Seera Daha Sadak	5.194433	51	16
C008	Damar Simley Bangsidanda Sadak	5.151611	53	17
C101	Gatdanda Gokhadi Pokhara Tole Sadak	5.137395	54	18
C225	Jaupokhara Falamdi Hudai Birauta Sadak	5.127513	55	19
C075	Rahabas Kerauli Sadak	5.121185	56	20
C015	Puktung Arkhala Sadak	5.104628	57	21
C220	Aayurbed Dekhi Kota Sadak	5.093359	58	22
C196	Sapangey Gaun Sadak	5.091279	59	23
C111	Batuleychaur Gujigaira Sanmada Sadak	5.081223	60	24
C058	Satighat Odarey Sadak	5.071688	61	25
C105	Pokharabhanjyang Chaulani Sadak	5.064753	62	26
C183	Masuwar Samidanda Rajauli Sadak	5.063106	63	27
C005	Nagsubhanjyang Gadawas Sadak	5.061026	64	28
C056	Oda Karyalaya Dekhi Malauta Thadey Sadak	5.058859	65	29
C077	Khani Khsetra Sadak	5.055218	66	30
C194	Kafle Chaupari Oda Karyalaya Sadak	5.048717	67	31
C122	Chandeni Ripa Deurali Sadak	5.045596	68	32
C148	Mathillo Agani Dekhi Tallo Agani Hudai Gijendanda Chowk Sadak	5.045163	69	33
C045	Takatam Chowk Dekhi Thulakharak Janey Sadak	5.043169	70	34
C068	Tingharey Khiluwang Bhanjyang Karamfat Arunkhola Sadak	5.042129	71	35
C094	Rangsilakharak Bolepokhara Sadak	5.037361	73	36
C195	Bayar Danda Gada Khola Sadak	5.035714	74	37
C087	Dallera Jukeni Sadak	5.034414	75	38
C215	Raichandi Hudai Kho Khola Sadak	5.03424	76	39
C143	Thotrakol Hudai Batasey Jodney Bhitri Sadak	5.033113	77	40
C024	Luwajit Sadak	5.031813	78	41

Code	Road Name	Total Points	Overall Rank	Rank in Class
C129	Bhaskata Jherudanda Hudai Maulakathar Sadak	5.030946	79	42
C031	Padheratari Ghorlikhorak Sadak	5.030426	80	43
C089	Fasurghat Ruchaldanda Sadak	5.028519	81	44
C114	Gaddanda Takendanda Sadak	5.027739	82	45
C145	Sarai School Ural Danda Thotra Kol Sadak	5.026439	83	46
C181	Dadra Chilauni Gaira Sadak	5.026005	84	47
C146	Osimchowk Dekhi Divyajyoti Bhitri Sadak	5.024965	85	48
C226	Jaluke Tallo Jaupokhara Sadak	5.024618	87	49
C208	Bhadbari Sadak	5.024272	88	50
C042	Bich Dhawa Sadak	5.021844	89	51
C188	Dohora Alxichaupari Hudai Pipaldanda Sadak	5.020978	90	52
C057	Malauta Rapatey Sadak	5.019591	91	53
C137	Damar Dekhi Gadaha Khola Sadak	5.019157	92	54
C125	Oles Mandir Dekhi Kaudelek Sadak	5.018464	93	55
C033	Simaldanda Karmitari Sadak	5.016903	94	56
C147	Oda Karyalaya Sadak	5.016557	95	57
C112	Ghorkota Khola Saru Tole Sadak	5.011009	96	58
C055	Dandatole Sadak	5.009275	97	59
C009	Dhadkun Dekhi Maulathar Bangsidanda Sadak	0.307816	99	60
C080	Pakharobari Ghari Maidan Sadak	0.296461	100	61
C070	Tingharey Dhanuwa Khopernu Sadak	0.271409	101	62
C124	Sapangey Ringroad	0.247397	102	63
C206	Fedi Chargharey Sikhar Sadak	0.233181	103	64
C131	Ekleybar Xodighat Gijandanda Sadak	0.215584	104	65
C012	Dhamiga Khani Sadak	0.212984	105	66
C093	Makaley Devinagar Sadak	0.206656	106	67
C214	Dhaireni Tallo Rumaldanda Hudai Batai Khola Sadak	0.192959	107	68
C072	Timurdhara Lamochaur Rupakot Sadak	0.192353	108	69
C123	Deurali Baxadi Birauta Sadak	0.191139	109	70
C001	Dhaba Pakhari Golbhanjyang Sadak	0.178397	110	71
C116	Bokhar Sitaley Bardanda Sadak	0.173976	111	72
C006	Ghrlik Danda Parasan Ghadawas Sadak	0.158632	112	73
C227	Dholkeydanda Khabdanda Devithan Sandanda Thangsin Sadak	0.153865	113	74
C010	Thigura Shrigdanda Maraghat Sadak	0.141556	114	75
C014	Jagat Puktung Sadak	0.140775	115	76
C130	Bel Bata Tallo Thar Hudai Sikarkot Sadak	0.140342	116	77
C228	Hattilung Goyenglung Sadak	0.135141	117	78
C044	Okharigauda Charangi Sadak	0.129767	118	79
C095	Khaributey Chitrechhap Bharlajhyal Sadak	0.126126	119	80
C074	Kanchachaur Mailachaur Sirtung Sadak	0.125866	120	81
C182	Thuloghunti Rajauli Sadak	0.124826	121	82
C066	Fedi Thadey Dhaba Krikbhanjyang Sadak	0.122918	122	83
C192	Sathipaila Dohora Sadak	0.122832	123	84

Code	Road Name	Total Points	Overall Rank	Rank in Class
C207	Sampokhari Fedi Sadak	0.121445	124	85
C007	Fudungdi Brising Sikhharao Sadak	0.120058	125	86
C202	Rajekholo Padeykhola Sadak	0.117371	126	87
C107	Swamibhanjyang Koluwa Chaulani Sadak	0.11581	127	88
C113	Devgir Dangsngha Sadak	0.111736	128	89
C078	Satpokhari Ghari Sadak	0.105842	129	90
C030	Padheratari Bhanik Tole Sadak	0.102634	130	91
C086	Dallera Gothdanda Sadak	0.101334	131	92
C213	Bihadi Dekhi Dhama Sadak	0.097693	132	93
C229	Taruk Jhumsakhola Jhyangtung Sadak	0.09674	133	94
C141	Ekleybar Xodighat Gijandanda Sadak	0.092406	134	95
C081	Ghari Satpokhari Sadak	0.091539	135	96
C203	Rajepokhari Okhaley Aargidanda Sadak	0.084951	136	97
C041	Mathillo Dhawa Sadak	0.083824	137	98
C187	Khasadi Pipaldanda Sadak	0.083824	137	98
C098	Maidan Jhindanda Hukdanda Sadak	0.08287	139	100
C021	Muakhar Jagar Bhangkhola Sadak	0.075589	140	101
C178	Badbari Soley Krishi Sadak	0.074722	141	102
C198	Sapangi Dandatole Sadak I	0.072728	142	103
C216	Bihadi Raichandi Sadak	0.071515	143	104
C161	Fulbari Dharadhik Lalpati Sadak	0.071428	144	105
C180	Dadra Dhubindanda Gosakhori Ringroad	0.071428	144	105
C201	Sathipaila Kalika Bhanjyang Sadak	0.071255	146	107
C120	Suthukon Fediya Bhutukey Sadak	0.070561	147	108
C222	Khumdanda Sadak I	0.067007	148	109
C211	Thaoindanda Swastya Chauki Sadak	0.065967	149	110
C212	Satdobato Kota Devi Sadak	0.064146	150	111
C103	Batulechaur Bhayerthan Pipalgauda Sadak	0.06406	151	112
C036	Kafalthumka Rahabas Sadak	0.063626	152	113
C023	Kauley Jherxa Budichaur Sadak	0.063366	153	114
C017	Chargharey Bangey Sadak	0.060939	154	115
C100	Bainidanda Newargaira Sadak	0.060159	155	116
C082	Lavey Chhapa Sadak	0.059726	156	117
C119	Jyamirey Dekhi Sirikghat Sadak	0.058512	157	118
C011	Gejadanda Sadak	0.058339	158	119
C109	Swamibhanjyang Foksihang Sadak	0.058252	159	120
C097	Maidan Khairekot Sadak	0.056605	160	121
C209	Chuka Mainchaur Sadak	0.055565	161	122
C088	Khalatari Badikuna Aanandanagar Sadak	0.055131	162	123
C205	Chawaley Tari Lampataiya Jho Pul Sadak	0.054351	163	124
C108	Foksihang Koluwa Sadak	0.052877	164	125
C084	Malewas Niurikot Sadak	0.052271	165	126
C179	Pandey Path	0.052097	166	127

Code	Road Name	Total Points	Overall Rank	Rank in Class
C022	Bhutugey Gohelung Sadak	0.051751	167	128
C003	Mathagadi Mandir Sadak	0.051317	168	129
C210	Bahakhok Darlamdanda Sadak	0.050277	169	130
C164	Dadrani Pokharey Sadak	0.049757	170	131
C026	Chandithan Chorkot Nigreychaur Sadak	0.048283	171	132
C121	Geraudi Dhakardanda Sadak	0.04811	172	133
C060	Galaxy Sadak	0.047503	173	134
C096	Khaributey Khartung Sadak	0.047503	173	134
C155	Khilauridhara Bhitri Sadak I	0.045423	175	136
C144	Gijandanda Chowk Dekhi Mountvalley Hudai Thotra Kol Sadak	0.045336	176	137
C037	Khabdanda Dumsilung Angarikharak Sadak	0.044729	177	138
C051	Kharkhola Kabildev Sadak	0.044469	179	139
C099	Jamun Danda Khamja Tole Sadak	0.044382	180	140
C110	Argotey Sadak	0.044296	181	141
C189	Dohora Simalgaira Sadak	0.043776	182	142
C200	Rajepokhara Ghartibari Sadak	0.043776	182	142
C046	Malauta Narkateni Sadak	0.043169	184	144
C013	Pokhardanda Gharlikhola Birkhuli Sadak	0.042822	185	145
C102	Debagir Gatdanda Sadak	0.042562	186	146
C168	Raxa Krishi Sadak	0.040828	187	147
C091	Chiureymati Khalatari Sadak	0.038575	188	148
C176	Bagaicha Ratmata Aamchaur Sadak	0.038315	189	149
C151	Agani Dekhi Batasey Janey Bhitri Sadak	0.038141	190	150
C016	Sunabhanjyang Toklogdi Sadak	0.036494	191	151
C027	Dholkeydanda Budichaur Sadak	0.036147	192	152
C034	Nambdi Dekhi Kafalthumka Sadak	0.036147	192	152
C167	Khaharey Nayabasti Bhitri Sadak	0.035627	194	154
C039	Thadey Bahadur Bhutugey Sadak	0.034934	195	155
C224	Khumdanda Sadak Iii	0.034327	196	156
C169	Birawa Dekhi Deurali Chaupari Krishi Sadak	0.03372	197	157
C035	Khursaney Bagar Devithan Sadak	0.033027	198	158
C018	Gadadhi Chargharey Sadak	0.032507	199	159
C038	Daha Bhitri Sadak	0.032507	199	159
C135	Chitrundi Sadak	0.03216	201	161
C126	Sikarkot Maula Dekhi Fenamdi Sadak	0.03138	203	162
C118	Dharagaira Bardanda Sadak	0.030253	204	163
C193	Kaunehar Sadak	0.029993	205	164
C128	Maulathar Dekhi Deurali School Sadak	0.028693	206	165
C204	Taripuchhar Sadak	0.028693	206	165
C221	Chidipani Sakha Bato	0.028346	208	167
C029	Padheratari Aadhajari Sadak	0.028259	209	168
C079	Puranpani Satpokhara Sadak	0.027999	210	169
C019	Simley Raghubhanjyang Sadak	0.027826	211	170

Code	Road Name	Total Points	Overall Rank	Rank in Class
C149	Baghmara To Lakuribari Sadak	0.027652	212	171
C177	Kaharey Church Dekhi Ratmata Sadak	0.027652	212	171
C083	Swamidanda Majhuwa Sadak	0.027566	214	173
C223	Khumdanda Sadak li	0.026092	215	174
C136	Damar Bhitri Bato	0.025572	216	175
C047	Kathedhap Krishi Sadak	0.024358	217	176
C076	Chirtung Bhitri Sadak	0.024098	218	177
C197	Sapangi Dandatoe Sadak li	0.024012	219	178
C092	Chighwangdi Bohorithok Sadak	0.023925	220	179
C150	Bagaicha Bagmara Sadak	0.023318	221	180
C106	Pokharabhanjyang Sitagufa Sadak	0.023231	222	181
C199	Sapangi Dandatoe Sadak Iii	0.023058	223	182
C085	Malewas Lamichaur Krishi Sadak	0.022625	224	183
C043	Mathillo Okharigauda Sadak	0.022451	225	184
C028	Dholkeydanda Shiwaparbati Mandir Chautarakharak Sadak	0.021931	226	185
C025	Labdakot Mandir Sadak	0.020978	227	186
C157	Xiraldanda Dekhi Madi Krishi Farm Sadak	0.020371	228	187
C159	Ajinatari Dekhi Dharadhik Sadak	0.020197	229	188
C059	Ghorlikharak Khelmaidan Sadak	0.020111	230	189
C190	Simaldanda Pipalgaira Sadak	0.020111	230	189
C020	Bhadaurey Sadak	0.019851	232	191
C219	Dhaireni Sadak	0.019591	233	192
C154	Bisundanda Chowk Dekhi Gadiyakhola Sadak	0.019331	234	193
C217	Kho Khola Sadak	0.019331	234	193
C049	Dangrey Sadak	0.018984	236	195
C175	Khaharey Bhitri Sadak	0.018897	237	196
C048	Thulochaupari Dekhi Thumka Sadak	0.017337	238	197
C153	Xiraldhara Dekhi Simalghat Sadak	0.016817	239	198
C115	Bagaley Malikadevi Sadak	0.016557	240	199
C152	Agani Volleyball Ground To Simalghat Sadak	0.01647	241	200
C186	Bajadi Basakhari Sadak	0.01621	242	201
C172	Lakuribari Chimnidanda Sadak I	0.015863	243	202
C053	Tari Dekhi Mohordanda Sadak	0.015343	244	203
C162	Deurali Chaupari Dekhi Lalpati Sadak	0.01491	245	204
C160	Fulbari Niskiney Sadak	0.014736	246	205
C090	Gaddanda Haddanda Sadak	0.014563	247	206
C004	Namsubhanjyang Tadi Pokhara Sadak	0.014476	248	207
C218	Tallo Rumaldanda Sadak	0.01439	249	208
C139	Chitrundi Nayabasti Sadak	0.01413	250	209
C165	Gahachaupari Dekhi Lakhan Thapa Park Sadak	0.013696	251	210
C138	Jhokhola Sadak	0.013523	252	211
C174	Khaharey Dekhi Raksaha Krishi Sadak	0.013349	253	212
C052	Thapana Dekhi Mauladevi Sadak	0.013176	254	213

Code	Road Name	Total Points	Overall Rank	Rank in Class
C127	Maulathar Dekhi Sikarkot Bich Sadak	0.012829	255	214
C158	Gijindhara Chowk Dekhi Nayabasti Janey Bhitri Sadak	0.012396	256	215
C171	Lakuribari Chimnidanda Sadak li	0.012309	257	216
C050	Gejha Tauwa Sadak	0.011269	258	217
C065	Belauti Danda Sadak	0.011269	258	217
C170	Khaharey Bairawatole Sadak	0.011182	260	219
C163	Tersey Bhitri Sadak	0.010662	261	220
C185	Amarai Rambari Sadak	0.010662	261	220
C191	Butyan Chowk Sadak	0.010489	263	222
C064	Swastya Chauki Sadak	0.010229	264	223
C166	Pratiksshyalaya To Belghari Chowk Sadak	0.009969	265	224
C054	Dharadevi Mandir Sadak	0.009709	266	225
C156	Khilauri Dhara Bhitri Sadak li	0.009709	266	225
C140	Chitrundi Bhitri Bato	0.009275	268	227
C173	Chimli Bhitri Sadak	0.008148	269	228
C184	Swamidanda Daharpari Sadak	0.007628	270	229

ANNEX 3- WARD MEETING PHOTOGRAPHS

Ward No 1



Ward No 2



Ward No 3



Ward No 4



Ward No 5



Ward No 6



Ward No 7



Ward No 8

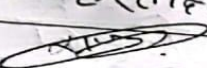
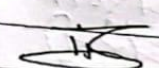
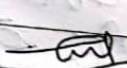


ANNEX 4- MEETING MINUTES:

WARD 1

आज मिति २०८२-०९-०९ गते, मंगलबारको दिन यस त्रि माथागदी गाउँपालिकाको वडा नं १ का वडा अध्यक्ष त्रि राज कुमार पन्थी ज्यूको अध्यक्षतामा, ग्रामीण सडकबोलायात गुरुयोजना सम्बन्धी विशेष छलफल कार्यक्रम तपखालको उपस्थितिमा संचालन गरियो ।

उपस्थिति

क्रमा	नाम	पद	हस्ताक्षर
१.	राज कुमार पन्थी	वडा अध्यक्ष	
२.	तुलना न्यौपाने	उपप्रमुख/लक्ष्य	
३.	इकल बहादुर गाहा	वडा सदस्य	
४.	लिना कुमारी विक	वडा सदस्य	
५.	हैल बहादुर मन्त्राङ्ग	थापा वडा लक्ष्य	
६.	नेवराज पन्थी	अध्यक्ष लक्ष्य	
७.			

५८

निर्णय

- क. आदर्श स्कूल सडक
- ख. आधुनिक देखि कोट सडक
- ग. वाहुरकोट दुर्लभगडडा सडक
- घ. वाहुरकोट सडक
- ङ. सुदुर्ग जडपोखरा सडक
- च. विहादी देखि घामा सडक
- छ. विहादी राइनचढी सडक
- ज. विहादी देखि धौरेनी सडक.
- झ. चौक मैनचौर सडक
- ञ. धौरेनी समालडा डे हुदै विहादी सडक
- ट. धौरेनी तल्लो समालडा डे हुदै बट्ट खोला सडक
- ड. रज्जुकोट सातदोवाटो सडक
- ण. जेदि चौबसे शिखर सडक
- त. जेदि तल्लो जडपोखरा सडक
- थ. जडपोखरा घामादी हुदै विहादी सडक
- द. खुमडाडा सडक.
- ध. मोदी चक्रपथ
- न. रैनचढी हुदै खो खोला सडक.
- प. सप्तपोखरी जेदि सडक
- ब. सातदोवाटो कोट देवि सडक
- भ. तल्लो सुदुर्ग - जेदि सडक.
- व. घामादी, लेडडा विहादी हुदै मोडा कार्यालय सडक.
- श. घामादी स्वास्थ्य चौक सडक




Ward 2

मिति २०८५/१२/२३ गते
 उपाय मिति २०८५/१२/२३ गतेका दिन यस माथागढी
 गाउँपालिका वडा नं. २ का वडा अध्यक्ष श्री चोम बहादुर
 ठाडाको अध्यक्षता तथा माथागढी गाउँपालिकाका अध्यक्ष
 श्री चोम बहादुर चिदीको प्रमुख आतिथ्यतामा माथागढी
 सडक गुरुमोर्चना सम्बन्धी विशेष विशेष छलफल
 कार्यक्रम संचालन गरियो ।

उपस्थित

कोषाध्यक्ष श्री चोम बहादुर ठाडा - वडा अध्यक्ष
 उपस्थित : श्री चोम बहादुर चिदी - प्रमुख आतिथी गाउँपालिका अ.
 अध्यक्ष श्री भोजली कुमाल - कार्यपालिका सदस्य
 सदस्य श्री मान सिंह थापा - वडा सदस्य
 श्री केली सरा राना - वडा सदस्य
 श्री समिला सुनार - वडा सदस्य
 श्री सरस्वती पन्ना - वडा सचिव
 श्री रमा चली - पूर्व सुन्ती (समाजकादी)
 श्री अनन्त रिजेल - पूर्व वडा अध्यक्ष
 आमन्त्रित श्री राम चन्द्र नेपाल - फादी प्रतिनिधी
 श्री तारा बहादुर सारु - समाज सेवी
 श्री नवराज कर्मा -
 श्री नन्द विर दिगुषा
 होल सम्पादन श्री बिष्णु कर्मा
 श्री गणेश रुचाल
 श्री कृष्ण महाराष्ट्र
 श्री उमेश साह
 श्री देवी बहादुर सारु राना
 श्री केश बहादुर सारु
 श्री लाल बहादुर थापा
 श्री दुर्गा देवी कुमाल
 श्री अन बहादुर सारु
 श्री केश बहादुर सारु
 श्री गगन बहादुर थापा

Ward 3

समाज मिति २०७९-०९-३ गतेका दिन यस न्यायाधीश गाउँपालिका वडा नं. ३ वडा अहमस श्री तेज बहादुर धर्ती मगर ज्यूको अध्यक्षतामा ग्रामीण सहक पुरुर्योजना सम्बन्धी विशेष छलफल कार्यक्रम संचालन गरियो ।

उपस्थिति

- | | |
|----------------------------|------------------|
| १- तेज बहादुर धर्ती मगर | |
| २ - केशमामा सुनार | <u>Kesam</u> |
| ३ - तिला रमा चिदी | |
| ४ - मान व. राय | |
| ५ - प्रेम व. कुमाल | |
| ६ - टिकाराम राय | <u>टिकाराम</u> |
| ७ - जगन्नाथ शर्मा | <u>जगन्नाथ</u> |
| ८ - विष्णु लामा | <u>विष्णु</u> |
| ९ - नारायण सुब्बा | <u>नारायण</u> |
| १० - दिक्क बहादुर राय | <u>दिक्क</u> |
| ११ - योग बहादुर धर्ती | <u>योग</u> |
| १२ - दिल बहादुर सुब्बा | <u>दिल</u> |
| १३ - यमकादास मगर | <u>यमकादास</u> |
| १४ - समर व. कुमाल | <u>समर</u> |
| १५ - बाल कृष्ण राय | <u>बाल</u> |
| १६ - पुष्पराज शाही | <u>पुष्पराज</u> |
| १७ - सुम बहादुर सुब्बा | <u>सुम</u> |
| १८ - मान बहादुर सुब्बा | <u>मान</u> |
| १९ - चक्र बहादुर धर्ती मगर | <u>चक्र</u> |
| २० - सुम बहादुर धर्ती राय | <u>सुम</u> |
| २१ - विर बहादुर मगर | <u>विर</u> |
| २२ - लक्ष्मी सुब्बा | <u>लक्ष्मी</u> |
| २३ - मान बहादुर राय | <u>मान</u> |
| २४ - ग. बहादुर | <u>ग. बहादुर</u> |
| २५ - योग बहादुर राय | <u>योग</u> |
| २६ - माधव चिन्मयी | <u>माधव</u> |

26	मान बहादुर मजिठिया	3 खेक - 1000
27	दीप बहादुर मजिठिया	3 खेक - 1000
28	विनोद चौधरी	अर्चन पट्टी काट मारीफाट
29	माया बहादुर	काठमाडौं काठमाडौं काठमाडौं
30	प्र.स.नि. विजय शर्मा	अर्चन पट्टी काट मारीफाट
31	दुर्गा नि. मजिठिया	अर्चन पट्टी काट मारीफाट
32	माया चौधरी	अर्चन पट्टी काट मारीफाट
33	माया चौधरी	अर्चन पट्टी काट मारीफाट
34	तारा रसाली	अर्चन पट्टी काट मारीफाट
35	पुष्पा चौधरी	अर्चन पट्टी काट मारीफाट
36	बाल कुमार चौधरी	अर्चन पट्टी काट मारीफाट
37	गोबिन्द दलाल	अर्चन पट्टी काट मारीफाट
38	भैरव चौधरी	अर्चन पट्टी काट मारीफाट
39	विष्णु चौधरी	अर्चन पट्टी काट मारीफाट
40	राम बहादुर सुवेदी	अर्चन पट्टी काट मारीफाट
41	भगवती चौधरी	अर्चन पट्टी काट मारीफाट
42	लिना चौधरी	अर्चन पट्टी काट मारीफाट
43	राम बहादुर सुवेदी	अर्चन पट्टी काट मारीफाट
44	लिना चौधरी	अर्चन पट्टी काट मारीफाट
45	राम बहादुर सुवेदी	अर्चन पट्टी काट मारीफाट
46	राम बहादुर सुवेदी	अर्चन पट्टी काट मारीफाट
47	राम बहादुर सुवेदी	अर्चन पट्टी काट मारीफाट
48	राम बहादुर सुवेदी	अर्चन पट्टी काट मारीफाट
49	राम बहादुर सुवेदी	अर्चन पट्टी काट मारीफाट
50	राम बहादुर सुवेदी	अर्चन पट्टी काट मारीफाट

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वडा नं. ३ ग्रेटका बाथोड्ड

१. सराई अडाही बत्ताली खाडक — १० म
२. फुलवाडी चन्दीया विस्कुण्डारा — ~~६०~~ ८ म
३. फुलवाडी धाराधिक खाडक — ८ म.
४. गिजेनडा चोकवाट मधुमधु वागु हुँदै थोलाकोल — ८ म
५. लया गवन डुरालडा थोलाकोल — ८ म.
६. देउराली चौपाडी लालपाथी जाने — ६ म
७. सराई देउराली चौपाडी बधवाडी — १० म
८. सराई खव्खावा हमाट सिकारकोट ओलेख — ८ म
९. बेलवाडी सरापकोट रिलड.गी ओलेख — ६ म.
१०. खव्खावा दोडीघाट गिजेनडा — ६ म
११. चिबुड.डी खाडक — ६ म
१२. चिबुड.डी नया वस्ती — ६ म
१३. जेखोला खाडक — ६ म
१४. वग्या वागमारा वागमारा — ६ म
१५. वागमारा लाकुडी वाडी — ६ म
१६. वागमारा जोकावास सरापकोट — ६ म
१७. खव्खावा चय बालामारा — ६ म
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Ward 4

समाज भित्ति २०८५-१६-०६ गते यस भि माथागढी गा.पा वडा नं ४ का वडा अध्यक्ष भि बाँकर दलामी थापा ज्यूको सहयनतामा ग्राभीर सडक गुरुर्योजना सम्बन्धी विशेष छलफल कार्यक्रम संचालन गरियो ।

छपस्थिति

क्रस	नाम	पय	हस्ताक्षर
०१)	शङ्कराजी	वडा अध्यक्ष	शङ्कराजी
०२)	निमला वि.क	वडा सदस्य	निमला
०३)	मिम कुमारी परियार	वडा ८ का.पा. सदस्य	मिम कुमारी
०४)	दमन्ती सुजा	वडा ४	दमन्ती
०५)	यामो सरा बराल	वडा ४	यामो
०६)	जस बहादुर साकु	वडा ४	जस बहादुर
०७)	दीप बहादुर साकु	वडा ४	दीप बहादुर
०८)	रमकत बहादुर	वडा ४	रमकत
०९)	तुलु बहादुर बि.क	वडा ४	तुलु
१०)	कल बहादुर लामो	वडा ४	कल
११)	हमी सिंजाली	वडा नं. ४	हमी
१२)	बाबु कुमारी दलामी	" " "	बाबु
१३)	गुर बहादुर साकु	वडा ४	गुर
१४)	सह बहादुर साकु	वडा ४	सह
१५)	गुणबिक्रम कोठु	वडा ४	गुणबिक्रम
१६)	जोग बहादुर जि.नी	" " "	जोग
१७)	निग लामो	" " "	निग
१८)	चोला जी राता	" " "	चोला
१९)	मधु पराजुली	" " "	मधु
२०)	जंगा बहादुर विश्वकर्मा	" " "	जंगा
२१)	पद्म बहादुर जि.नी	" " "	पद्म
२२)	कौशल पुसाङ सि.क	वडा ४	कौशल
२३)	सुनिल व. सुयबंशी	वडा नं. ४	सुनिल

28	लगा कर दलौली	भावागडी ४	पामा
29	जैम राग	भावागडी ४ आनन्दनगर	जैम
28-	वन बहादुर पामा	भावागडी ४ पिपल डाडा रिम	
29-	पुष्पा व. थापा	" " "	
30-	पिप्पा काकी घाली सेमी	" " "	
31-	राम केन चैरल	" " "	
32-	व. व. व. पामा		
33-	पुष्पा दलौली		
34-	महेन्द्र पुंसी		
35-	लक्ष्मी बहादुर रिम		
36-	दल व. पामा		

सडको नाम

रौलानी गौली देखाली सडक - ६६.
 हर्नेटार मेरीदी मोलाथर वीहराखर सडक - १०
 पापारवारी मझुवा बाहुलेचौर सडक - ८
 डुल्लाहेर चिउमति आनन्दनगर सडक - १०
 चौकमति भुथारिडाकोन सडक - १०
 मैदान मकाले गोपाडि-छामिरे जेदी सडक - १०
 पापारवारी मझुवा वीहराखर सडक - ८००
 देउगिर देविनगर सडक - १० मि
 केरीली देखि बहादुरपुर सडक - ८ मि

32)	उम ल. पामा	वडा १७८५-४	पामा
34)	रामो सुनारी	भावागडी-४	रामो
36-	पुष्पा केनपली	" ४	पुष्पा
37-	जैम वहादुर जी. ल.		जैम
38.	लिप्पा सुनारी		
39.	शान्ति चौहान		
39.	जैम थापा		
40.	अमर कुमार सुनारी		

प्राप्त मिति

आबकद्वारा बचावस्ती आइक - ८ मि

1) चिक्कमति ग्ग्यारिडकोत सडक - 90 मि

जलपथ चिह्नचित्रमिति आंतरद्वारा ५५-१० मि

(~~वे~~ देउगिर देवीनगर सडक - १० मि

(पाण्डुरवारी) मरुवा बाहुनेचोर सडक - ८ मि

जाफरवारी मंगळवा बोधार सरस्व - ८ मि


हरनोटा गैरोदि मोलाधार को होखर सस्क-१०

कैराली देवी बहादुर साह - ६ गि

मैदाबा मकाला गैकादा ज्यामिरे कासक - १७ मि.



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
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Ward 5

आज मिति २०८१-१२-०४ गते यस मिति माथगढी गाउँपालिका वडा नं. ५ का वडा अध्यक्ष मिति गणेशमान गाहा ज्यूको अध्यक्षतामा, ग्राभीर सडक पुर्णोजना सम्बन्धी विशेष जनक कार्यक्रम संचालन गरियो ।

उपस्थिति

१	गणेशमान गाहा	वडाअध्यक्ष	गणेश
२	धाम वडापुर आले	डा. सत्य	गणेश
३	रवि बमडर पुनर	का.पो. व.	गणेश
४	धामी रसु कामी	वाडा अध्यक्ष	Ghama
५	पवन ग. म.	अ.स. व. उ. म. म. म.	गणेश
६	सुन्दर काँडा		गणेश
७	सुन्दर व. सुन्दर		गणेश
८	मि. वडापुर चोदान		Ghama
९	मि. सुन्दर धामि		गणेश
१०	पुरन थापा	सि. म. ड.	गणेश
११	वडा वडापुर गाहा	सुन्दर	गणेश
१२	शिब वडापुर धामि	सुन्दर	गणेश
१३	देव व. वडापुर	सुन्दर	गणेश
१४	गणेश व. वडापुर	सुन्दर	गणेश
१५	धाम व. वडापुर	सुन्दर	गणेश
१६	देव व. वडापुर	सुन्दर	गणेश
१७	जोपाल थापा	सुन्दर	गणेश
१८	गणेश व. वडापुर	सुन्दर	गणेश
१९	सुन्दर व. वडापुर	सुन्दर	गणेश
२०	गणेश व. वडापुर	सुन्दर	गणेश
२१	गणेश व. वडापुर	सुन्दर	गणेश
२२	गणेश व. वडापुर	सुन्दर	गणेश
२३	गणेश व. वडापुर	सुन्दर	गणेश
२४	गणेश व. वडापुर	सुन्दर	गणेश
२५	गणेश व. वडापुर	सुन्दर	गणेश
२६	गणेश व. वडापुर	सुन्दर	गणेश
२७	गणेश व. वडापुर	सुन्दर	गणेश
२८	गणेश व. वडापुर	सुन्दर	गणेश
२९	गणेश व. वडापुर	सुन्दर	गणेश
३०	गणेश व. वडापुर	सुन्दर	गणेश

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9. Gredawa hattilum thimura bhagpolta sadak
2. Dhaka pakari Golbhanjyang sadak. 6m
8. Okhabhanga matha puranpani jithung sadak - 10m
4. Hattilung boyeslung sadak - 6m
5. Thigura shrigdanda sadak - 6m
6. Shurbhabas - Dhamiga - Bangsidanda Tinau sadak - 10m
7. Dhamiga Khani sadak \rightarrow 6m
8. Grejadanda sadak \rightarrow 6m
9. dhadabun debhi Maulathar bangsidanda sadak \rightarrow 6m
10. Damar Simley bangsidanda sadak - 6m
- 11) Taruk Tamsakhola Jhyangtung sadak - 8m
- 12) Jagat puttung sadak 6m
- 13) Puttung Arkhala sadak 6m
- 14) Bhagbhala Arkhala sadak 6m

Ward 6

राज्य विधि २०८१-८२-८३ गते रास शि माथागढी गाउँपालिका
तडा नं. ६ वर तडा माथागढी शि पुन वडा नं. ६ तडा नगर ज्यूको
अहमदाभा गाउँपालिका रासक पुरागोजना सम्बन्धी विवरण
हलपान कार्यक्रम संचालन गरियो ।

उपरिधति

१. पुन वडा नं. ६ तडा नगर	वडा अध्यक्ष	विष्णु
२. पुन वडा नं. ६ तडा नगर	पु. वडा नं. ६ तडा नगर	विष्णु
३. विष्णु राज श्रेष्ठ		विष्णु
४. विष्णु राज श्रेष्ठ		विष्णु
५. विष्णु राज श्रेष्ठ		विष्णु
६. विष्णु राज श्रेष्ठ	वि. वडा नं. ६ तडा नगर	विष्णु
७. विष्णु राज श्रेष्ठ	वि. वडा नं. ६ तडा नगर	विष्णु
८. विष्णु राज श्रेष्ठ	वि. वडा नं. ६ तडा नगर	विष्णु
९. विष्णु राज श्रेष्ठ	वि. वडा नं. ६ तडा नगर	विष्णु
१०. विष्णु राज श्रेष्ठ	वि. वडा नं. ६ तडा नगर	विष्णु
११. विष्णु राज श्रेष्ठ	वि. वडा नं. ६ तडा नगर	विष्णु
१२. विष्णु राज श्रेष्ठ	वि. वडा नं. ६ तडा नगर	विष्णु
१३. विष्णु राज श्रेष्ठ	वि. वडा नं. ६ तडा नगर	विष्णु
१४. विष्णु राज श्रेष्ठ	वि. वडा नं. ६ तडा नगर	विष्णु
१५. विष्णु राज श्रेष्ठ	वि. वडा नं. ६ तडा नगर	विष्णु
१६. विष्णु राज श्रेष्ठ	वि. वडा नं. ६ तडा नगर	विष्णु
१७. विष्णु राज श्रेष्ठ	वि. वडा नं. ६ तडा नगर	विष्णु
१८. विष्णु राज श्रेष्ठ	वि. वडा नं. ६ तडा नगर	विष्णु
१९. विष्णु राज श्रेष्ठ	वि. वडा नं. ६ तडा नगर	विष्णु
२०. विष्णु राज श्रेष्ठ	वि. वडा नं. ६ तडा नगर	विष्णु
२१. विष्णु राज श्रेष्ठ	वि. वडा नं. ६ तडा नगर	विष्णु
२२. विष्णु राज श्रेष्ठ	वि. वडा नं. ६ तडा नगर	विष्णु
२३. विष्णु राज श्रेष्ठ	वि. वडा नं. ६ तडा नगर	विष्णु
२४. विष्णु राज श्रेष्ठ	वि. वडा नं. ६ तडा नगर	विष्णु

- २५ - कालुटाग लुङ्गे
 २६ - पेगु व. लेगो
 २७ - हिमाल थापा जहाँ
 २८ - निज वसुन्धरा थापा
 २९ - बुद्ध व. लेगो
 ३० - तर्फ वसुन्धरा उमाल रिम्टेन
 ३१ - शान्ति प्रेम्वारा
 ३२ - जिना पोखरेल
 ३३ - जिना जिन्सी
 ३४ - तारा क. केगा

(Signatures)
 ३५ - जहाँ
 ३६ - जहाँ
 ३७ - जहाँ
 ३८ - जहाँ
 ३९ - जहाँ
 ४० - जहाँ
 ४१ - जहाँ
 ४२ - जहाँ
 ४३ - जहाँ
 ४४ - जहाँ

सडकको नाम र क्षमताधिकार

- ५ भदौरे सडक - ६ मि
 ५ काङ्गापोल्टा मुङ्गुगे दह ठाउँ क्रिष्णज्याङ्ग
 सडक - १० मि
 ५ मुङ्गुगे भोसलुङ्ग सडक - ६ मि
 ५ पठिस्थान चौरचेर निङ्गुगेचौर सडक - ६ मि
 ५ चाखेरे बाङ्गुगे सडक - ६ मि
 ५ दिसनज्याङ्ग कुम्भी झुङ्गुगेखोला मझुला
 सडक - ८ मि
 ५ दह मित्रि सडक - ६ मि
 ५ परमयरी खसचौर पछेराटारी सडक - ६ मि
 ५ गणदि परङ्गुगे सडक - ६ मि तथा द्र्याक
 ५ घारी सातपोखरी सडक - ६ मि
 ५ जगत पछेरायरी हाबास सडक - १० मि
 ५ झुङ्गुगे जगत मुङ्गुगे मोहनपोखरी सुनवल
 मझुला सडक - १० मि
 ५ काफलधुङ्का राहास सडक - ६ मि

सडकको नाम
 काँडाचौर मिलचौर सिधुङ्गा सडक - ६ मि
 काँडाचौर मोदी बूढिचौर सडक - ६ मि
 खानी देउ सडक - ६ मि
 खुसीने तगर देविधान सडक - ६ मि (नयाँ)
 कुवाजित सडक - ६ मि
 मुकुवारकर जावर भाइखोला सडक - ६ मि
 नाम्दी देखी काफलथुम्का सडक - ६ मि (नयाँ)
 नाम्दी इशकवारी रिमूखारा सडक - ६ मि
 पधेरायारि वानिकचौल सडक - ६ मि
 पधेरायारि सैरा दह सडक - ६ मि (नयाँ)
 बुरानपानी मातपोखरी सडक - ६ मि
 मातपोखरी घाँसे सडक - ६ मि
 माले खुमज्याङ सडक - ६ मि
 खुमज्याङ लैकुली सडक - ६ मि
 परवरोवारी घारीमैदाब सडक - ६ मि (नयाँ)
 पधेरायारी छोलीखोरक सडक - ६ मि

Signature

Signature

Signature

Signature

Ward 7

माना छिति २०८१-०२-०४ गते यस मि माथगढी
गाउँपालिका वडा नं ०७ का सहस्रक मि जंग बहादुर
दुर्गाणी ज्यूको सहस्रकतमा उपस्थित सहस्रक युक्तियोजना
सम्बन्धी विभिन्न स्तम्भको कार्यक्रम संचालन गरियो ।

इतिवृत्ति

नं	नाम	पद	हस्ताक्षर
१.	जंग बहादुर दुर्गाणी	वडा सहस्रक	गणेश
२.	जंग बहादुर पोखरेल	वडा सदस्य	गणेश
३.	हरिकृष्ण लामिछाने राणा	वडा सदस्य	गणेश
४.	पुन वर वराला	वडा सदस्य	गणेश
५.	जंग बहादुर थापा	निर्वातमान वडा अध्यक्ष	गणेश
६.	पुन प्रकाश राणा	नेपाली कांग्रेस सचिव	गणेश
७.	पुन बहादुर राणा	नेपाली कांग्रेस प्रतिनिधि	गणेश
८.	आनंद प्रकाश राणा	राजपा प्रतिनिधि	गणेश
९.	आनंद प्रकाश राणा	राजपा प्रतिनिधि	गणेश
१०.	जंग बहादुर थापा	वडा सचिव	गणेश
११.	जंग बहादुर राणा	इतिवृत्ति	गणेश
१२.	जंग बहादुर राणा	वडा सचिव	गणेश
१३.	कला जंग चौहान	सदस्य	गणेश
१४.	सुनिता राणा	का.स.	गणेश
१५.	पुन बहादुर राणा	सदस्य	गणेश
१६.	पुन बहादुर राणा	सदस्य	गणेश
१७.	जंग बहादुर राणा	सदस्य	गणेश
१८.	सुनिता राणा	सदस्य	गणेश
१९.	पुन वर वराला	सदस्य	गणेश
२०.	जंग बहादुर राणा	सदस्य	गणेश

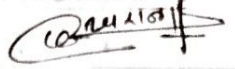
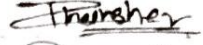






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Ward 8

मान-मिति २०८१-०८-०४ गते यस मिति माथगढी गाउँपालिका वडा नं ८ का वडा अध्यक्ष मिति दल वडापुर देगा मगर ज्यूको अध्यक्षतामा ग्रामिण सहक पुर्णयोजना सम्वन्धी विशेष छलफल कार्यक्रम संचालन गरियो ।

छपस्थिति

क्र.सं	नाम	पद	हस्ताक्षर
१.	दिल वडापुर देगा मगर	वडा अध्यक्ष	
२.	लाली सरा देगा	वडा सदस्य	
३.	मनिराम देगा	" "	
४.	गिल वडापुर देगा	" "	
५.	जित वडापुर रास्कोटी	मै.उ.पा.समाज प्रतिनिधी	
६.	बालेन कुमारी नेपाली	मै.उ.पा.समाज प्रतिनिधी के.डु. २	
७.	बेम्ब कुमारी दलमी	धारदेवी प्र.वि.उ.हा.	
८.	जैरा वडापुर रास्कोटी	बालविकास प्र.वि.उ.हा.	
९.	बाल वडापुर देगा	नेपाली कांग्रेस प्रतिनिधी	
१०.	मनिराम वडेरी	मिनिराम जमिन सहक	
११.	देव वडापुर धापा (वडा सदस्य)		
१२.	कृष्ण माथा वाघारे	देवदाली टोलविकास संस्था	
१३.	रिता देवि रास्कोटी	धारदेवी टोलविकास संस्था रिता	
१४.	राम वडापुर देगा	देवदाली प्रतिनिधी	
१५.	जित वडापुर रास्कोटी	धारदेवी	
१६.	राम वडापुर रास्कोटी	"	
१७.	जित वडापुर रास्कोटी	"	
१८.	राम वडापुर रास्कोटी	"	
१९.	मनिराम देगा	कृषि ना.पा.स	
२०.	दिल वडापुर रास्कोटी	धारदेवी	
२१.	सन्तोष वडा देगा	"	
२२.	पुन वडा देगा	"	
२३.	कुमारी व देगा	"	
२४.	बाल वडा देगा	"	

२३	दिलिप राता	युवा क्लब अध्यक्ष	
२४	धनशिर थापा	अ.सत इन्जिनियर	
२५	मोहन राता	उपमहानिषिप सदस्य	
२६	तेज कुमारी देवा	कार्यालय सदस्योजी	
२७	देवी बस्ती	सामाजिक परिचालक	
२८	मेनिम लोधी काण		
२९	कुमार दलवी	प.क.स. धारा देवी	
३०	जान बसु	प्रबन्ध चन्द्रदेवी प्राणिक	

सड़क की नाम

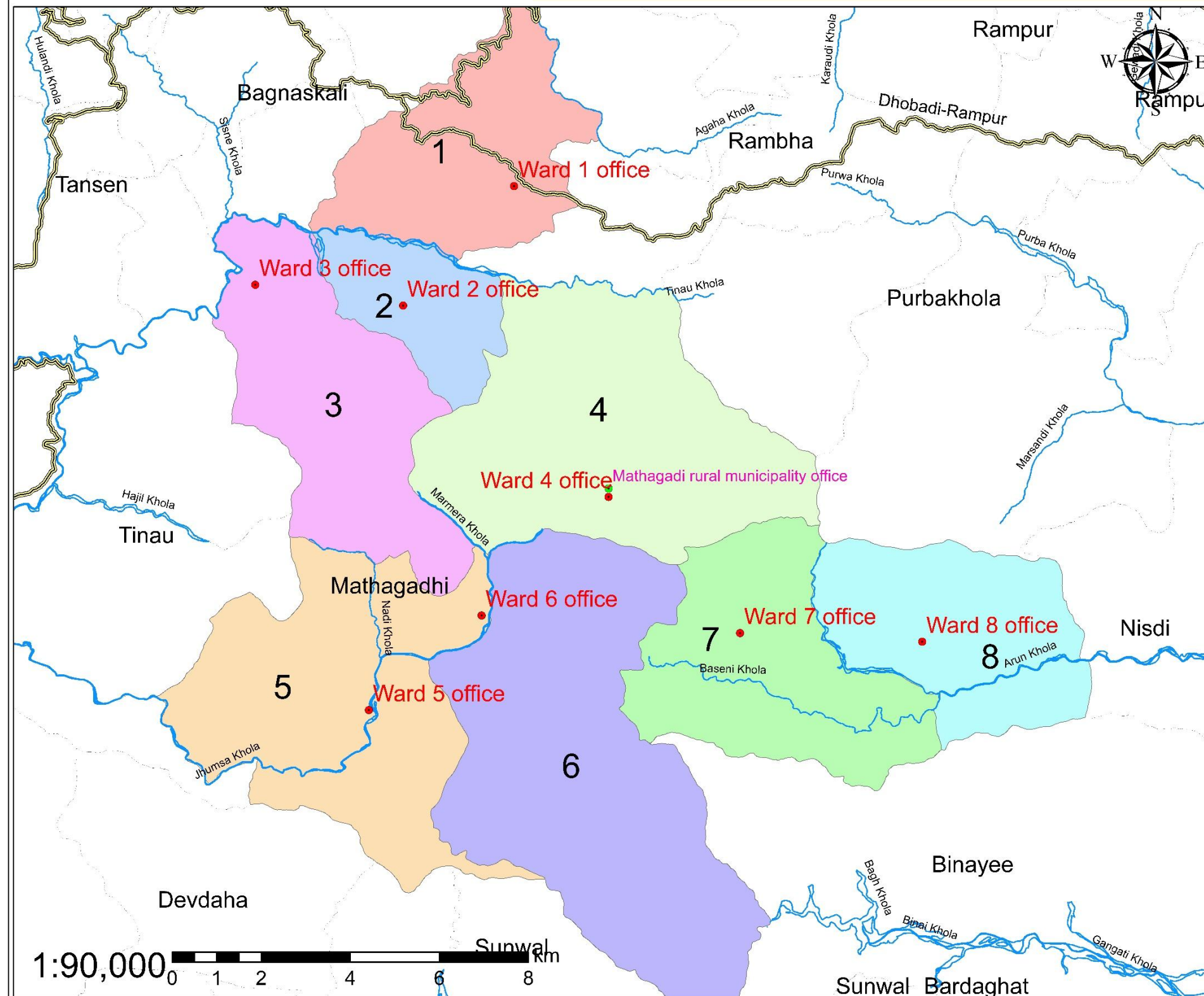
- | | |
|---|--|
| ④ | पृथ्वीराज साहू साइक - १० मि |
| ⑤ | मलौटा मरकटेनी साइक - ६ मि |
| ⑥ | सकातुग रिडुबोड - ४ मि |
| ⑦ | खोडा कार्यालय देखि मलौटा हाई साइक - ६ मि |
| ⑧ | हाई देखि मोहरडा साइक - ६ मि |
| ⑨ | खारखोला कपलद्विप साइक ६६ m (Row) |
| ⑩ | किहुडा मलद्वाराम साइक १० m |
| ⑪ | डाडा साइक ६ m |
| ⑫ | गंगा तैला साइक ६ m |
| ⑬ | धपना देखि मेलादेवी साइक ६ m |
| ⑭ | बोखर देखि सोपीडा साइक ६ m |
| ⑮ | देउराली टीला रिड रोड ६ m |
| ⑯ | खिलुवा टीला रिड रोड ६ m |
| ⑰ | बैलेंती डा साइक ६ m |
| ⑱ | गुलामनी साइक ६ m |
| ⑲ | बोखार देखि साइक ८ m |
| ⑳ | झोखी सरक खैलमेदा साइक ६ m |
| ㉑ | झोखरीगौडा चखु साइक ६ मि |
| ㉒ | धारादेवी मन्दिर साइक ६ मि |
| ㉓ | काठेदाय वृष साइक ६ मि |

29
22
23
24
25

[illegible]

ANNEX 4- GIS MAPS

LOCATION MAP OF MATHAGADI RURAL MUNICIPALITY

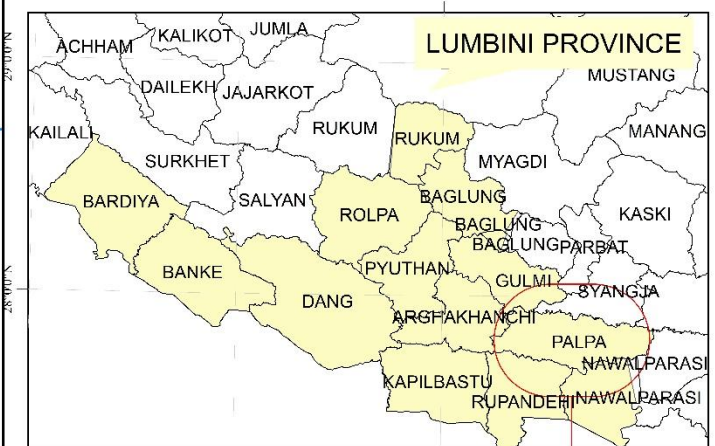
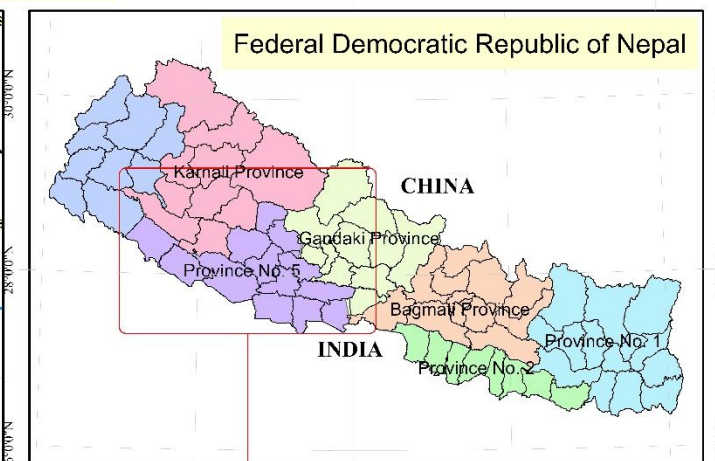


Legend
 — SRN
 — River_Nepal

Client:
 Mathagadi Rural Municipality
 Office of the Rural Municipal Executive
 Palpa
 Lumbini Province

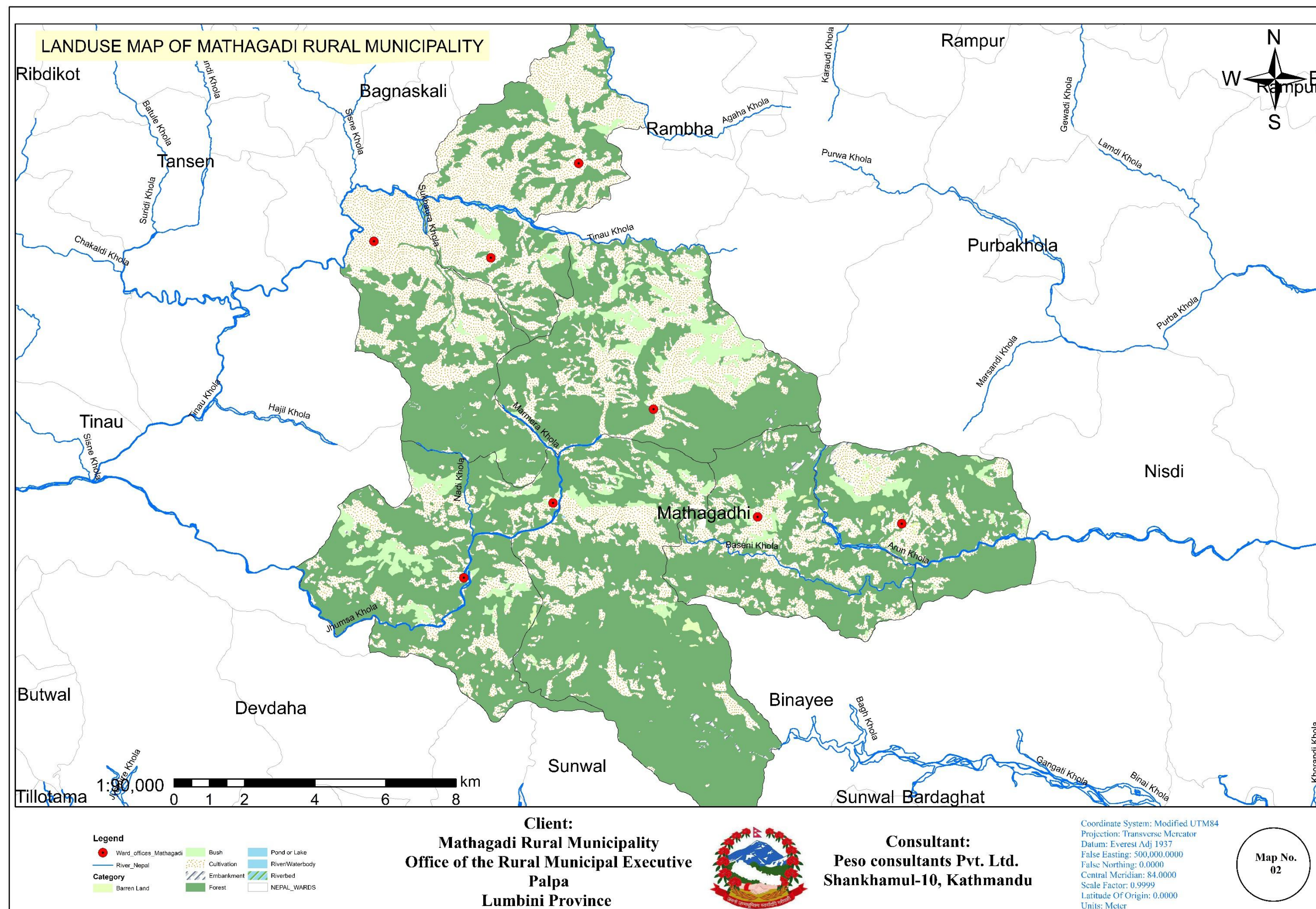


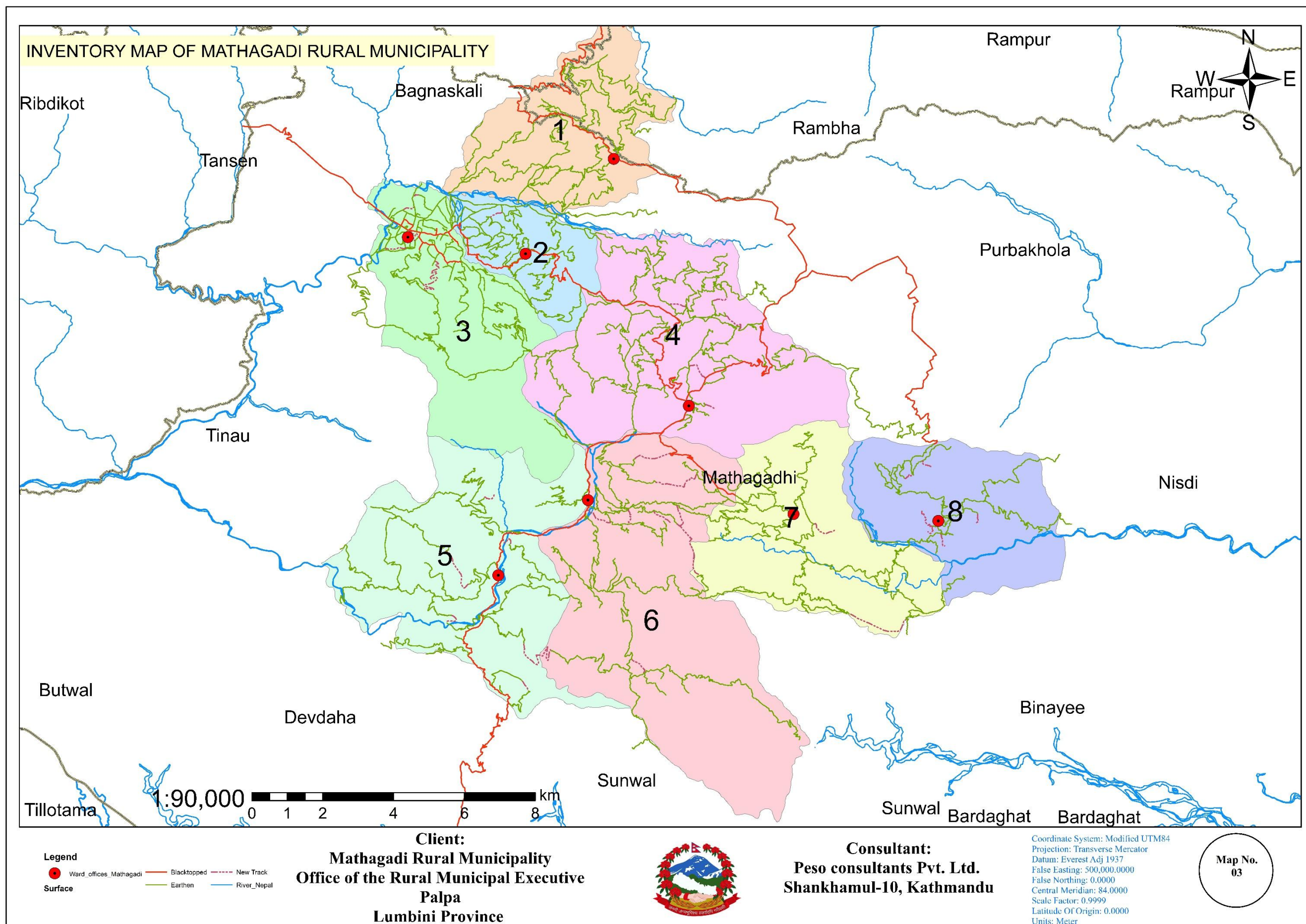
Consultant:
 Peso consultants Pvt. Ltd.
 Shankhamul-10, Kathmandu

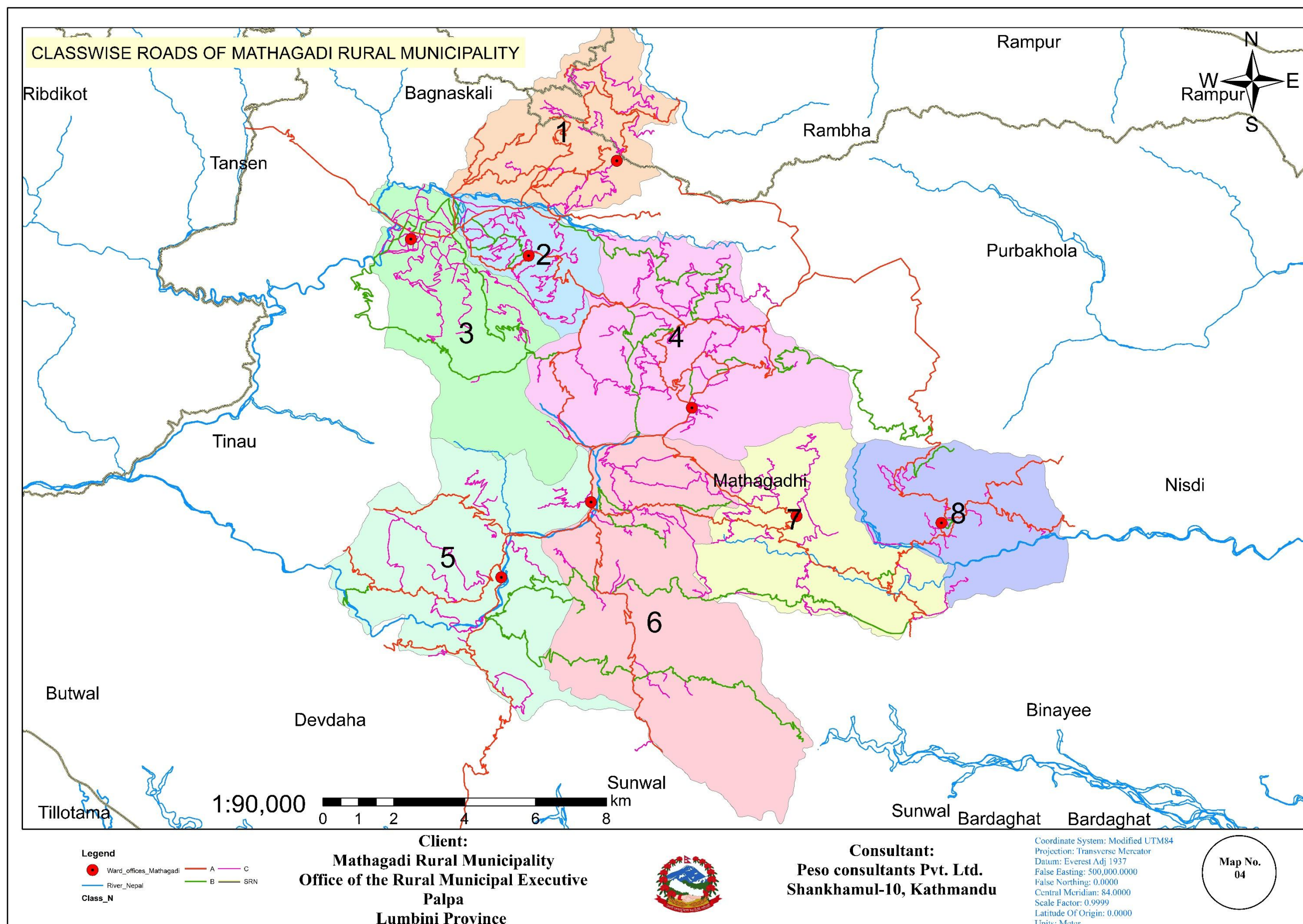


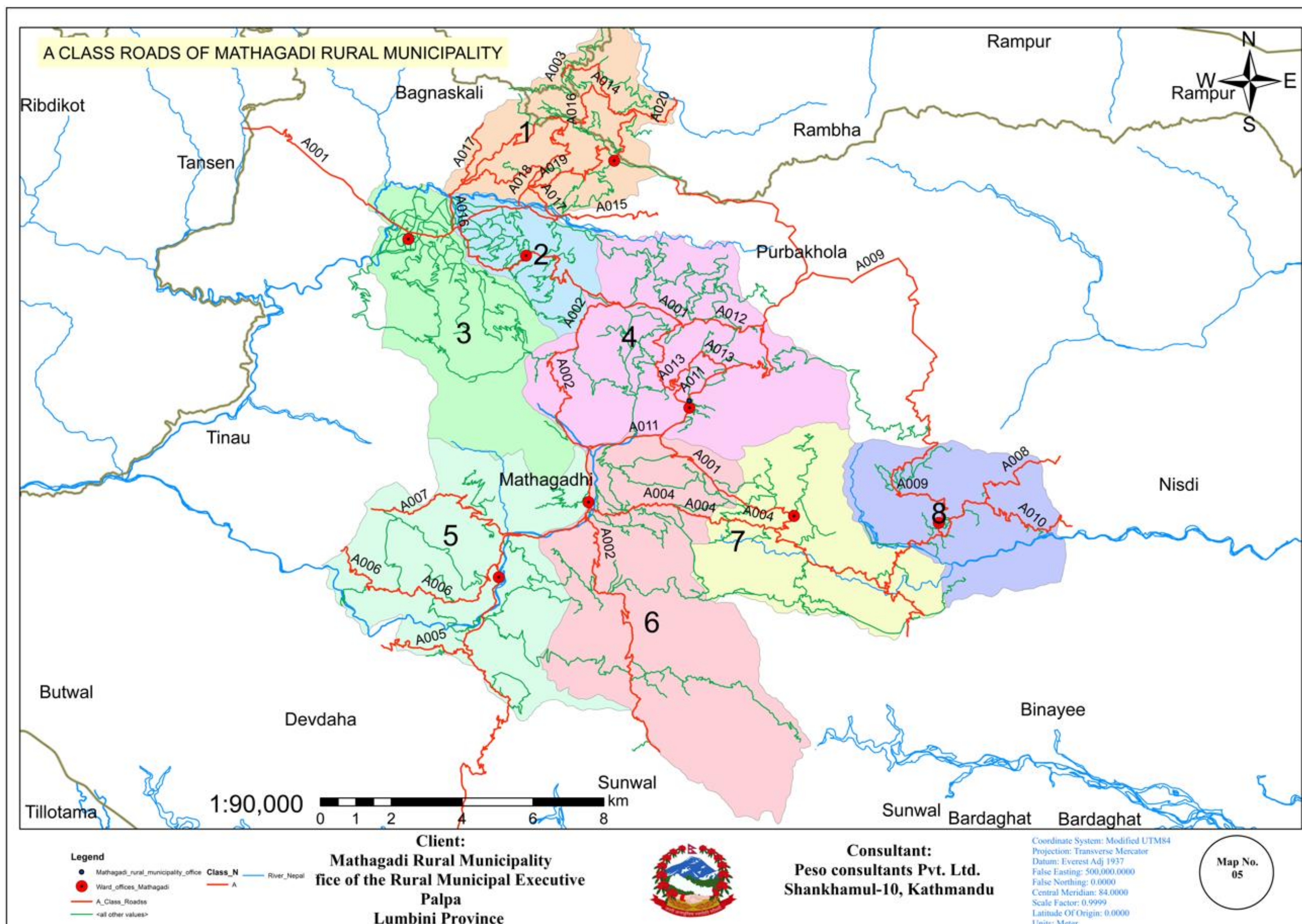
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 Central Meridian: 84.0000
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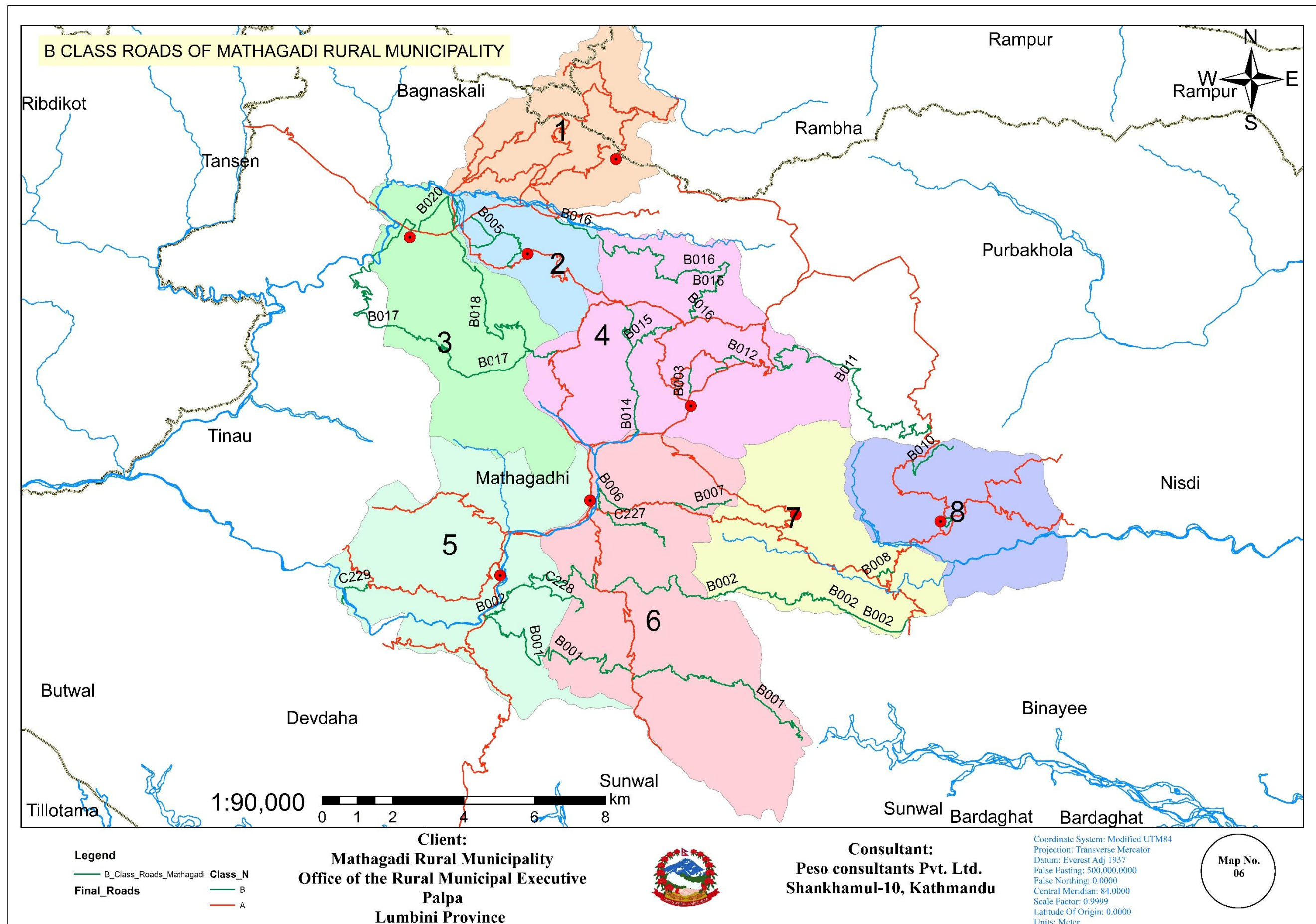
Map No.
 01

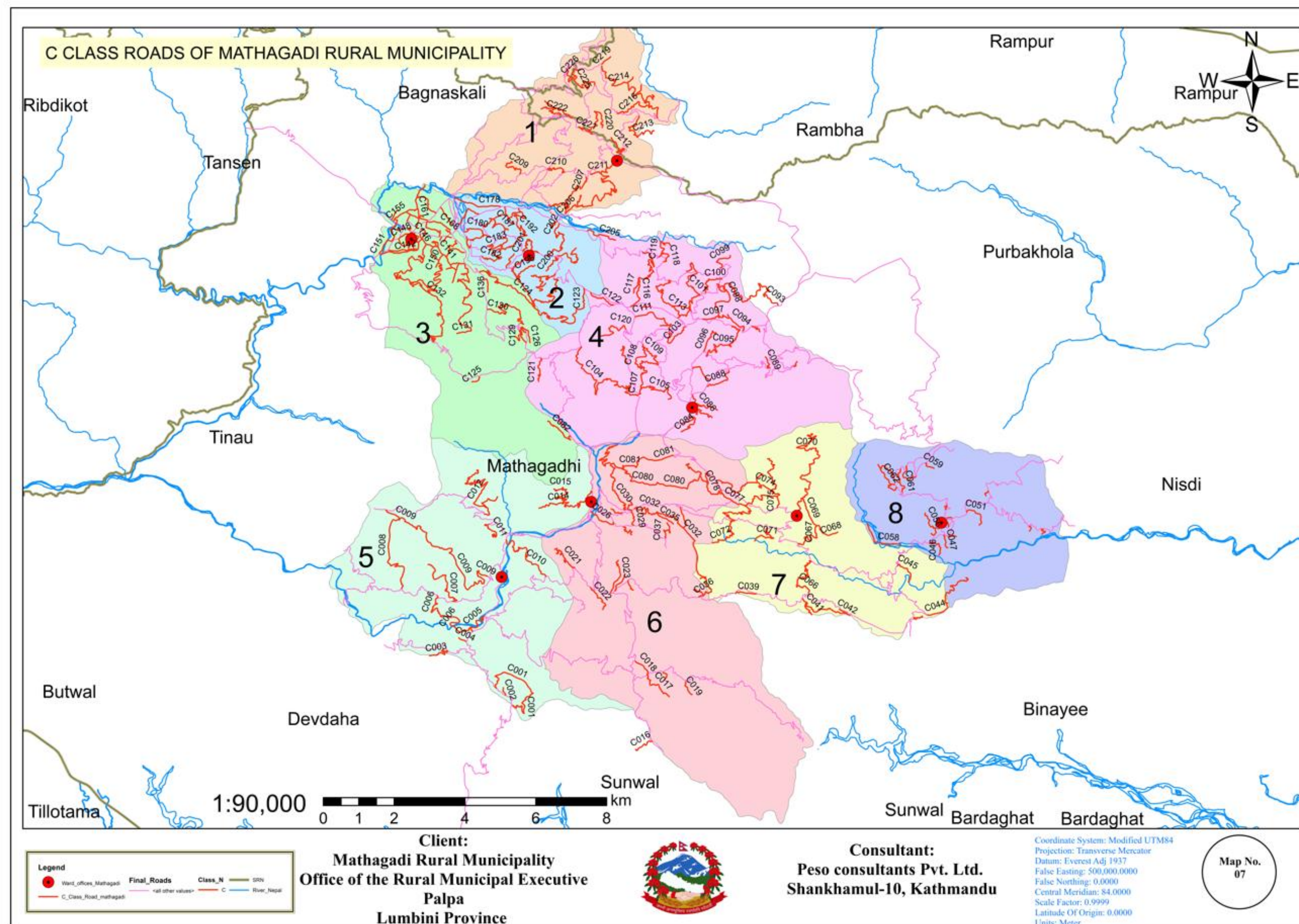






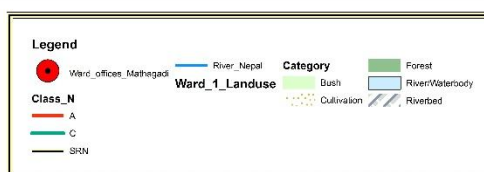
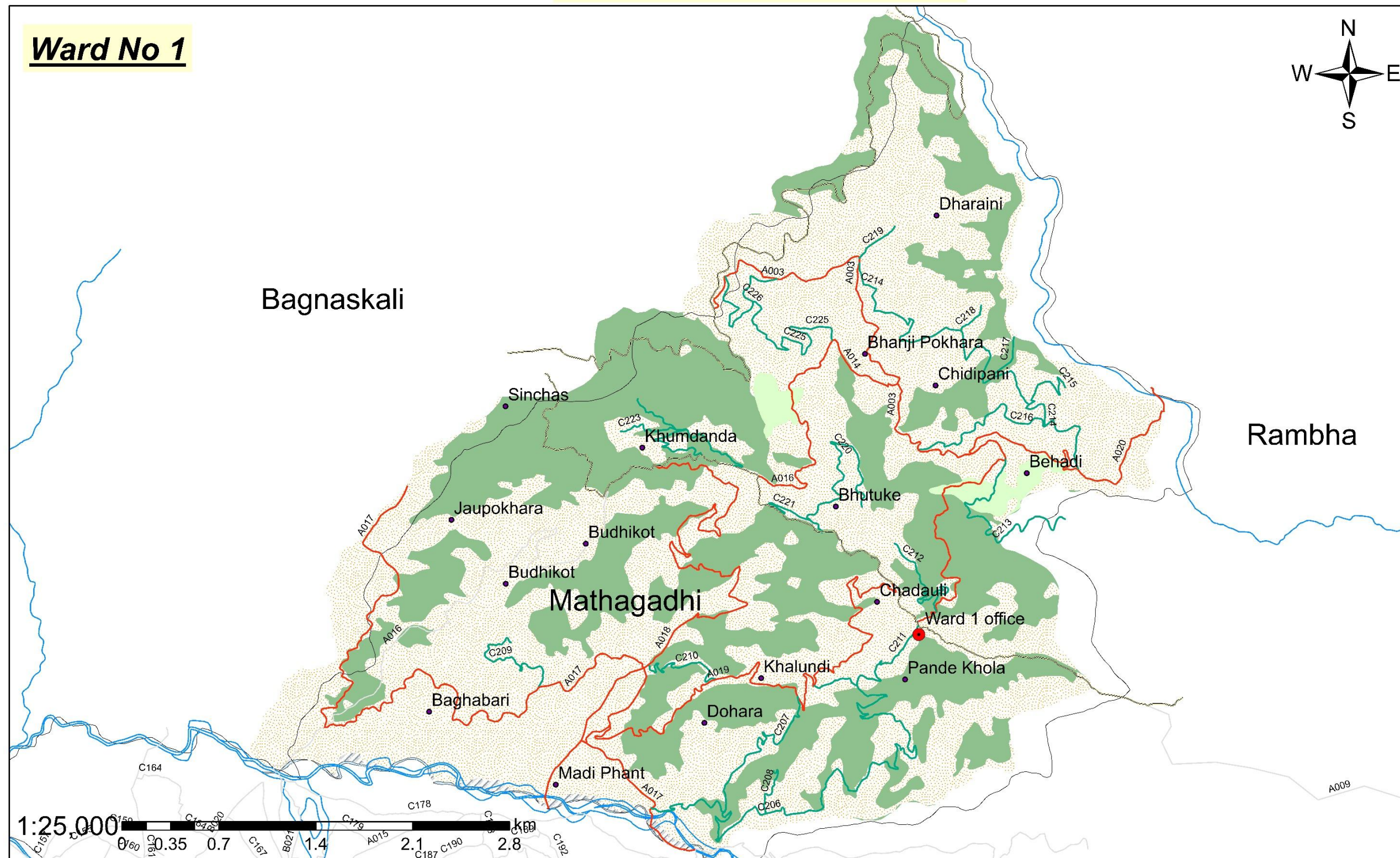
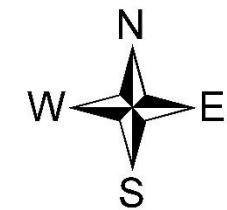






WARDWISE ROAD NETWORKS

Ward No 1



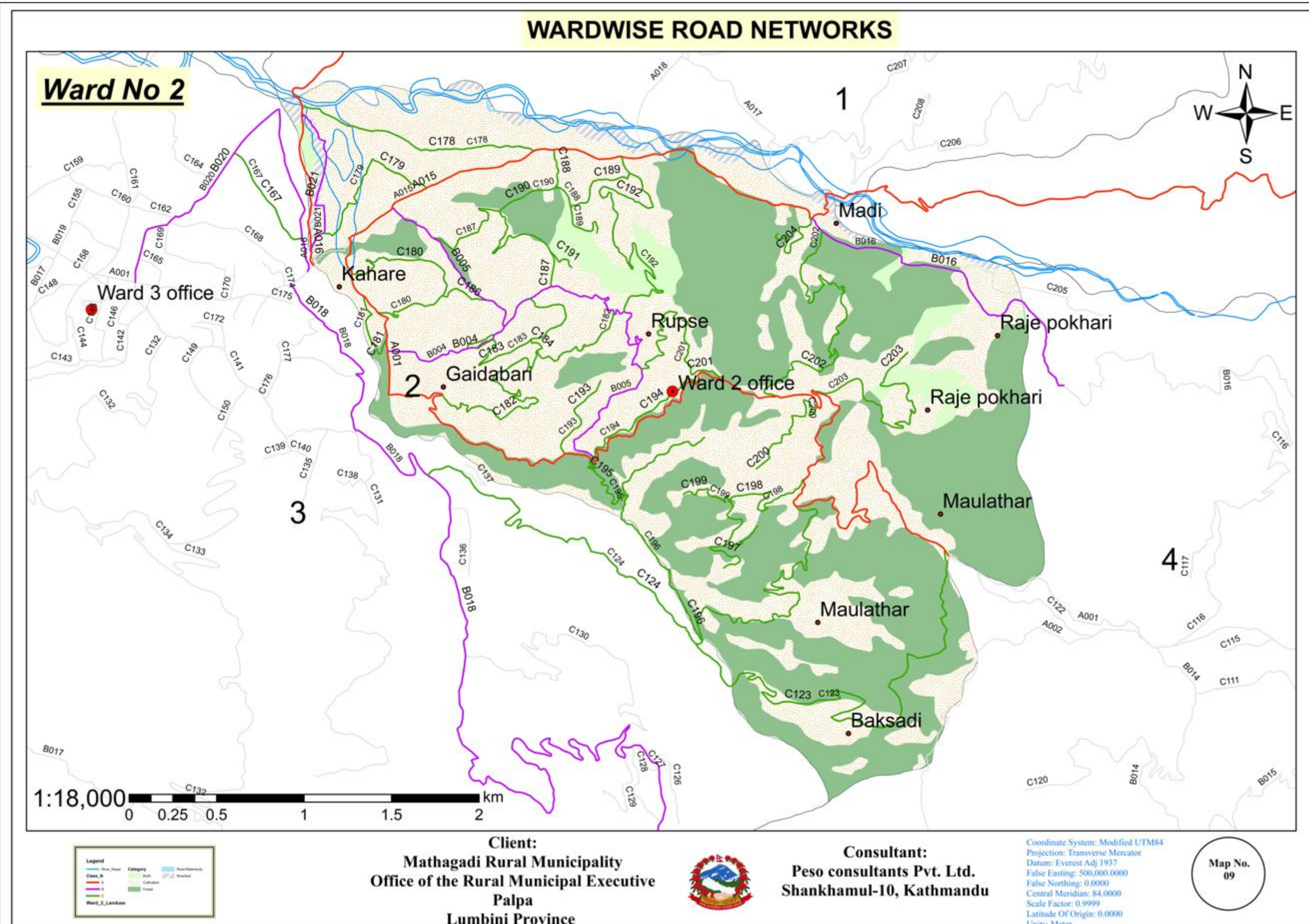
Client:
Mathagadi Rural Municipality
Office of the Rural Municipal Executive
Palpa
Lumbini Province

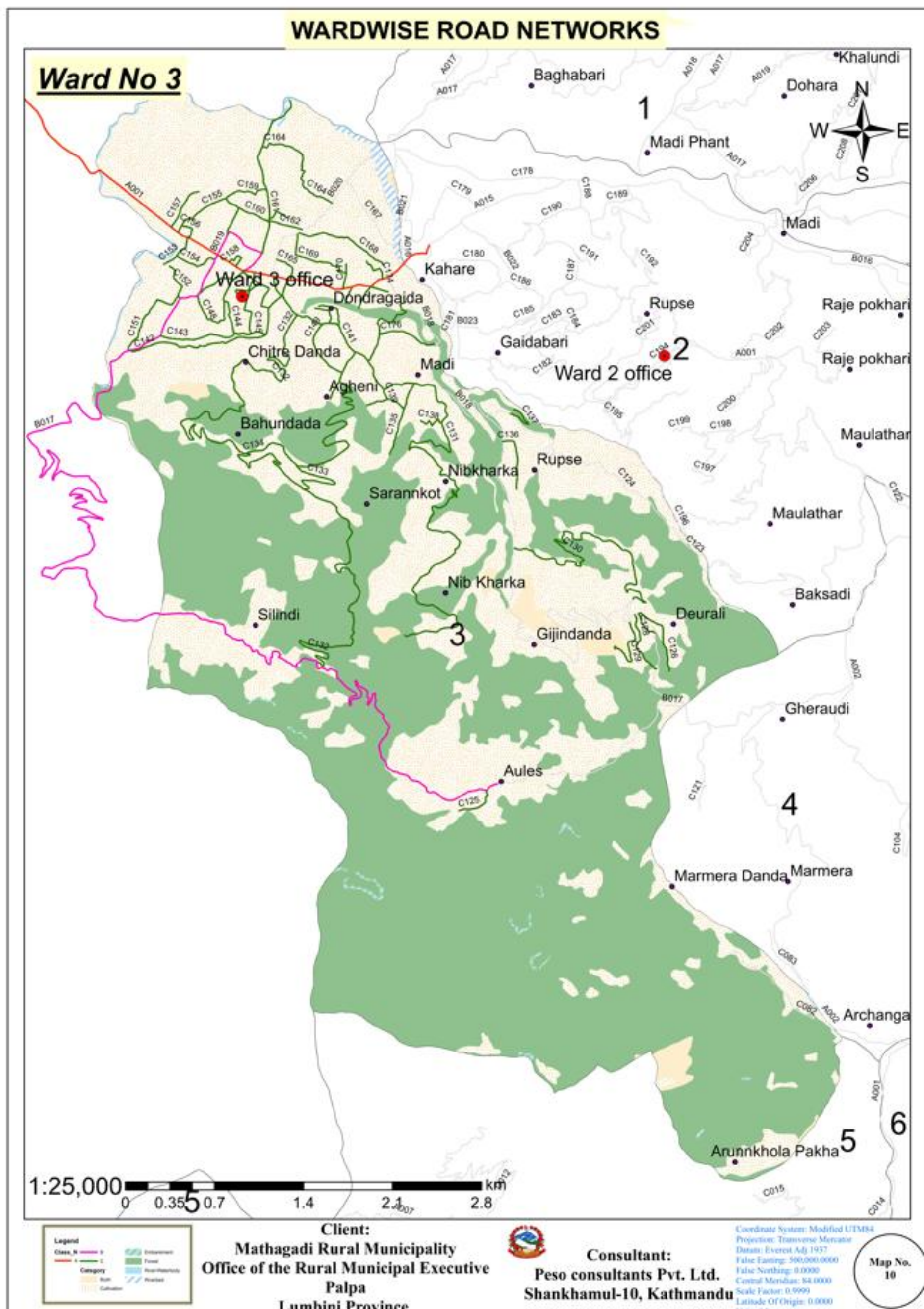


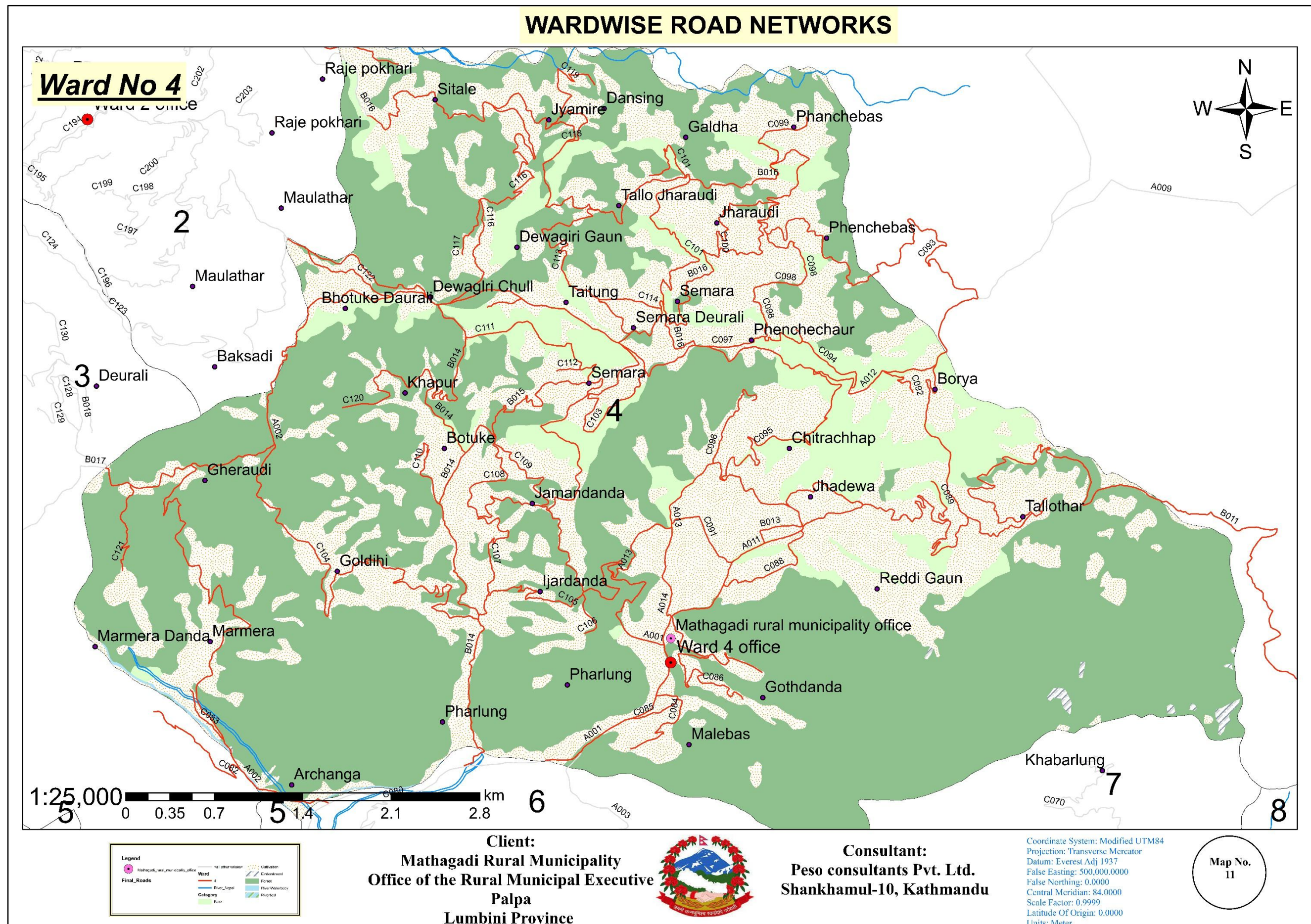
Consultant:
Peso consultants Pvt. Ltd.
Shankhamul-10, Kathmandu

Coordinate System: Modified UTM84
Projection: Transverse Mercator
Datum: Everest Adj 1937
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False Northing: 0.0000
Central Meridian: 84.0000
Scale Factor: 0.9999
Latitude Of Origin: 0.0000
Units: Meter

Map No.
08

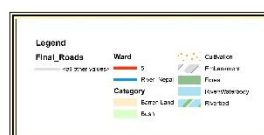
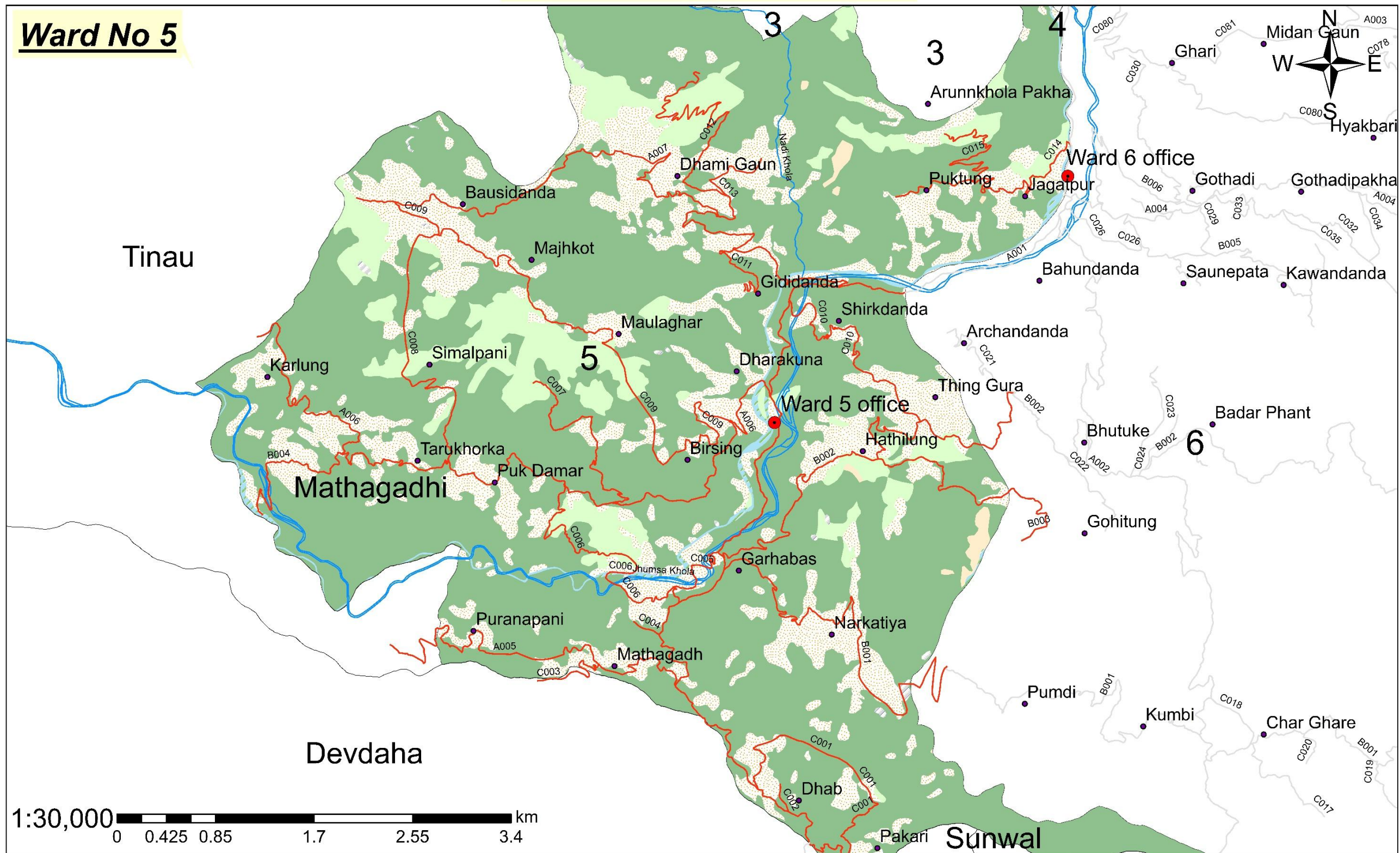






WARDWISE ROAD NETWORKS

Ward No 5



Client:
Mathagadi Rural Municipality
Office of the Rural Municipal Executive
Palpa
Lumbini Province

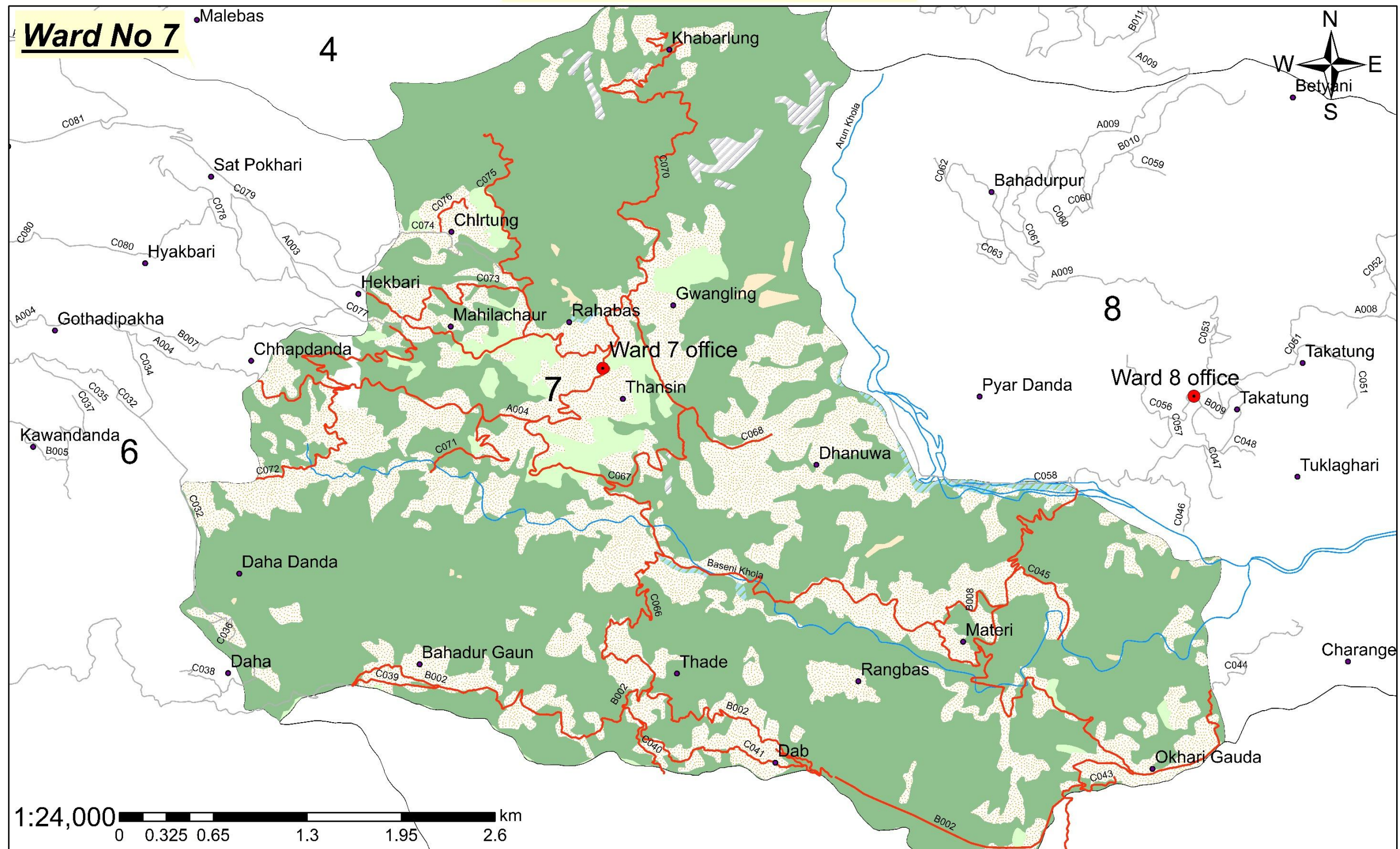


Consultant:
Peso consultants Pvt. Ltd.
Shankhamul-10, Kathmandu

Coordinate System: Modified UTM84
Projection: Transverse Mercator
Datum: Everest Adj 1937
False Easting: 500,000.0000
False Northing: 0.0000
Central Meridian: 84.0000
Scale Factor: 0.9999
Latitude Of Origin: 0.0000
Units: Meter

Map No.
12

WARDWISE ROAD NETWORKS



Client:
 Mathagadi Rural Municipality
 Office of the Rural Municipal Executive
 Palpa
 Lumbini Province



Consultant:
 Peso consultants Pvt. Ltd.
 Shankhamul-10, Kathmandu

Coordinate System: Modified UTM84
 Projection: Transverse Mercator
 Datum: Everest Adj 1937
 False Easting: 500,000.0000
 False Northing: 0.0000
 Central Meridian: 84.0000
 Scale Factor: 0.9999
 Latitude Of Origin: 0.0000
 Units: Meter

Map No.
 14

