



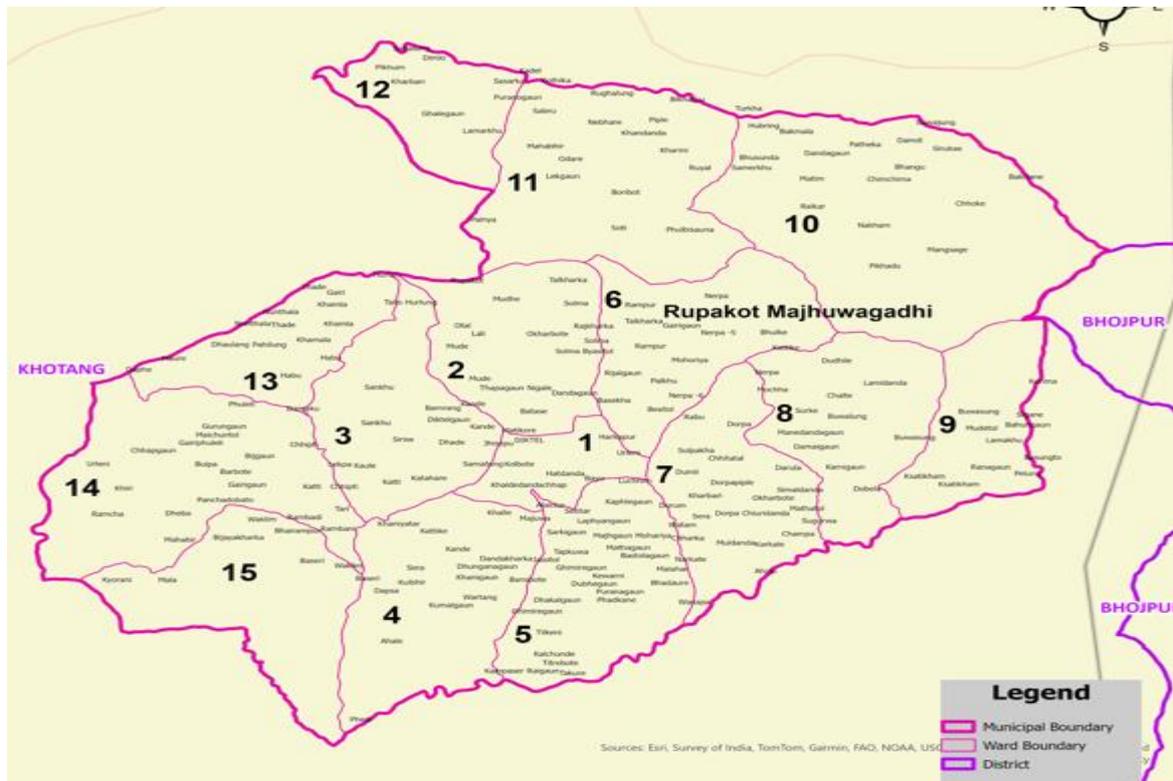
Diktel Rupakot Majhuwagadhi Municipality

Office of Municipal Executive

Diktel, Khotang

Koshi Province, Nepal

Municipality Transport Master Plan



VOL-I Main Report

Submitted By

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Project Description and Structure

Altogether, the study, analysis, and planning of the MTMP of Diktel Rupakot Majhuwagadhi Municipality have been compiled in three volumes including GIS Maps. This report is volume one that presents the overall study outcome in the form of data, analysis, and the proposed plans and proposals. The total compilation is presented including the project description below;

Name of the Project	Municipality Transport Master Plan (MTMP) of Diktel Rupakot Majhuwagadhi Municipality	
Project Executing Agency	Diktel Rupakot Majhuwagadhi Municipality Office of the Municipal Executive Province No-1, Khotang district	
Implementing Agency	Diktel Rupakot Majhuwagadhi Municipality Office of the Municipal Executive Koshi Province, Khotang district	
Name of the Consultant	Clock Consult Pvt. Ltd. Anamnagar, Kathmandu	
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The MTMP report has been developed based on an extensive field study and study of relevant documents guidelines such as DoLIDAR Guideline and Manual 2014 A.D., Nepal Road Standards 2070 B.S, Nepal Urban Road Standards-2076 (NURS-2076 BS), Urban Planning Norm and Standard 2015 A.D., interactions with the local government, people representatives, stakeholders in the Municipality and ward levels and as per the ToR provided along with the contract agreement with the Diktel Rupakot Majhuwagadhi Municipality. We would like to express gratitude to the Diktel Rupakot Majhuwagadhi Municipality for providing an opportunity to study and prepare of Municipal Transport Master Plan (MTMP).

The consultant would like to express its appreciation to the officials from Diktel Rupakot Majhuwagadhi Municipality are highly grateful for the support. We Consultant would like to extend sincere gratitude to Mr. Tirtha Raj Bhattarai, Municipal Chairperson, and Mr. Bishan Rai, Deputy municipal chairperson of Diktel Rupakot Majhuwagadhi Municipality. We would also like to express our gratitude to Mr. Dinesh Kumar Rai, Chief Administrative officer of the Municipality, members of the steering committee, head of the technical section, planning Section, and other concerned sections of the Municipality for their valuable time, support, valuable comments and suggestions during the preparation of MTMP. We would like to express special thanks to the chairman of all wards and ward members, the representatives from different political parties, and volunteers for their support and contribution to making the working environment easy and pleasant for their coordination during the field visit and project identification.

I, the Consultant, am also grateful to all technical and management teams involved in the preparation of MTMP. The acknowledgment will be incomplete if we ignore the support obtained from every individual in the Municipality. Finally, we would like to thank all the helping hands involved directly or indirectly in the preparation of this report.

DECLARATION LETTER

We hereby declare that we have sincerely conducted the study of Municipal Transport Master Plan (MTMP) for Diktel Rupakot Majhuwagadhi Municipality in professional manner following DOLIDAR (MoFALD) guideline and other acceptable standard methodologies. To the best of our knowledge, the findings of our study are correct. The Municipality Transport Master Plan has been prepared as per standard engineering tools, norms and practices. The visionary city development has been finalized on the basis of the discussion with the stakeholders. We would like to assure you that the MTMP is reliable, practicable and adequate to the overall development of this Municipality transport system. We shall be accountable for any misleading information in any part of this report in respective area of study.

**Managing director
Mr. Mahesh Oli
Clock Consult Pvt. Ltd.
Anamnagar, Kathmandu**

EXECUTIVE SUMMARY

Diktel Rupakot Majhuwagadhi Municipality is located in Diktel of Khotang district of Koshi Province, Nepal. This municipality was declared on 25 Baishakh 2071 the former Diktel, Bamrang, Lafying and Khalle VDCs were included and on 27 Falgun 2073, when the municipality of Kharmi, Chiuridanda, Jalpa, Nirmalidanda, Bijaykharka, Buipa, Nunthala, Nerpa and Patheka were merged into it. According to the preliminary report of population census 2021, Diktel Rupakot Majhuwagadhi Municipality has 43008 population where male and female comprises 20823 (48.4%) and 22185 (51.6%) population respectively. This rural municipality has a 246.5 square km area and has 10767 household in total and is divided into 15 wards. It is surrounded by Sakela Rural Municipality from the east, Rawa Besi Rural Municipality and Halesi Tuwachung Municipality from the west, Kepilasgadhi Rural Municipality in the north, and Dibrung Rural Municipality in the south direction.

Diktel Rupakot Majhuwagadhi Municipality, which has its own geographical, cultural, and community identity, is mainly inhabited by Rai, Chhetri, Brahmin (Hill), Newar, Bishwokarma, Tamang, Pariyar, Mijar, Gharti/Bhujel, Gurung and other communities. This municipality is situated between Lower altitude 700m to higher altitude 2250 m from sea level. Complete dependence on agriculture. The main source of income of the people here is agriculture. From this, the people here make a living.

Though this Municipality retains a huge scope in sectors like agriculture, tourism, and small-scale industries, it has not been able to maintain a good pace of development mainly due to lack of sectoral plans and their proper executing mechanism. Still a huge population of this Municipality happen to fight against social maladies like poverty, illiteracy, backwardness and fatalism. The abundance of natural resources like forest, plants, herbs, wild life, water resources and unique geo-physical structure is the back bone of agricultural and tourism development in this municipality. The proper utilization, and promotion of these resources is likely to transform the overall livelihood situation of the people of this Municipality. Major cereals, vegetables, fruits, and spices like cardamom and ginger, though a significant portion of cultivated land remains fallow due to labor shortages and migration.

Diktel Rupakot Majhuwagadhi Municipality in Nepal is characterized by a rugged and hilly topography. The land is not flat, and the area is known for its diverse and challenging terrain. This topography presents both opportunities and challenges for development in the municipality. The Municipality has a tropical to subtropical climate, and a network of rivers and roads. Agriculture and livestock contribute about 60% of entire income portfolio and they retain high potentiality to absorb significant number of youth populace if modernization in agricultural system gets in place. This Municipality has no air transport service to complement the surface transport facilities. Inner mobility and other development activities fully depend on expansion of road network within the district. The Municipality has limited number of all-weather road facilities. Because most of the municipal roads are earthen in nature, it requires lots of adventure during the rainy season to shuttle from one place to another.

Based on investment plan, some MTMP roads will be improved and prepared for upgrade up to Blacktop Road standard including widening and maintaining longitudinal and cross drainage system. This intervention ensures to bring into all-weather road for maintainable stage. Additional length of road section could also be upgraded with focus on PCC in some particular sections depending upon the need and necessity if additional fund is available during this MTMP period.

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ABBREVIATIONS

DDC	District Development Committee
DoLIDAR	Department of Local Infrastructure Development and Agriculture Road
DoR	Department of Road
DTICC	District Transport Infrastructure Coordination Committee
DTMP	District Transport Master Plan
DTPP	District Transport Perspective Plan
GIS	Geographical Information system
GPS	Global Positioning System
GoN	Government of Nepal
LGCDP	Local Governance and Community Development Programme
MoFALD	Ministry of Federal Affairs and Local Development
MTICC	Municipality Transport Infrastructure Coordination Committee
MTPP	Municipality Transport Perspective Plan
MTMP	Municipality Transport Master Plan
RAP	Rural Access Program
RoW	Right of Way
SOR	Socially Oriented Responsibility
SWAp	Sector Wide Approach
VDC	Village Development Committee

CHAPTER 1

INTRODUCTION

1.1 BACKGROUND

This report on Municipality Transport Master Plan of Diktel Rupakot Majhuwagadhi Municipality is the outcome of study carried out by Clock Consult Pvt. Ltd. as per the agreement between the Office of Diktel Rupakot Majhuwagadhi Municipality and the consultant. This Municipality Transport Master Plan (MTMP) has been prepared following the Municipality Transport Master Plan preparation guide lines and terms of reference prepared by MoFALD. This report has been prepared with intensive field visit of Transport planner, Engineer, Social mobilizers, Enumerators and other professionals.

Nepal having least developed rural countryside communities, rural development is one of the main agenda for the overall development of the nation. The ultimate goal of rural development is attainment of sustainable livelihood and improved well-being of rural people. In the absence of better access to the goods and services; the people suffer. Rural people's needs for sustainable livelihood and improved well-being are possible only when they have better access to information, markets and opportunities; they need better access to health, education and other goods and services. The MTMP is designed to take account of the real needs of the rural population for easy access to infrastructure.

Integrated Rural Accessibility Planning (IRAP) could be an effective tool to assess the existing situation of the services and facilities in rural areas. The access situation of the services and facilities including the infrastructure for each settlement will indicate the interventions to improve the access situation. The interventions derived from the Integrated Rural Accessibility Planning will represent the real needs and priorities of the local people. The planning approach should be participatory and Bottom-up, Demand Driven Approach from the settlement level. The implementations of such projects will certainly be more participatory and owned by the local communities. That makes the plan and project sustainable in the long run.

Local self-Governance Act 2055 and the Regulation 2056, has provisioned DDC and VDC for local level planning process to identify, prioritize and development of various sectoral plan and programs according to need-based and public participatory approach. Accordingly, the act has provisioned to formulate the periodic plan of the district with the visions, mission and strategy of the district vis-à-vis integrated Plan of the various sectors and sub sector agencies. Municipality Transport Master Plan (MTMP) is infrastructure development plan of district to identify the Rural Road Interventions it contains the perspective plan of Rural Road and holds the prioritized Rural Roads investment for five-year period.

Municipality Transport Perspective Plan (MTPP) is a long-term transport plan of feasible rural linkages based on the socio-economic, geo-physical structure, development potentialities, as well as accessibility conditions of the district. The Rural Roads linkages are scored, graded and classified according to the Approach for the development of Rural and Agriculture Roads - DoLIDAR. A total Road Network is prepared to provide transport access to the settlements within the national standard of minimum hour to reach the all-weather Roads.

1.2 OBJECTIVE OF MTMP

The overall objective of the consulting services is to prepare the Municipal Transport Master Plan (MTMP) of the Diktel Rupakot Majhuwagadhi Municipality. The MTMP has been prepared as per the Department of Local Infrastructure Development and Agricultural Roads (DoLIDAR)s Approach Manual and ToR provided by the client. The specific objectives, but not necessarily limited to the following, are:

- To collect demands for new/rehabilitation transport linkages from municipalities/Settlements based on the city development plan.
- To analyse the accessibility situation.
- To identify and prioritize the interventions based on the accessibility situation.
- To prepare Indicative Developmental Potential Map (IDPM).
- To prepare the Municipal Inventory Map (MIM) of Road networks.
- To prepare the Perspective Plan of transport services and facilities.
- To synchronize the draft Perspective Plans of adjoining VDCs/Municipalities/districts.
- To develop scoring criteria and their approval from Municipality.
- To prepare the five years Rural Municipal Transport Master Plan (MTMP)
- To prepare a realistic physical and financial implementation plan for prioritized roads for the MTMP period; and
- To prepare Municipal Transport Perspective Plan (MTPP).

1.3 SCOPE AND LIMITATION OF MTMP

The consulting services is to provide high quality professional services for the preparation of the Municipality Transport Master Plan (MTMP), harmonized with the approach Manual of Department of Local Infrastructure Development and Agricultural Roads (DoLIDAR)'s. The scope of services carried out by the consultant shall broadly include, but not be limited to, the following:

- Assist for the formation of the Municipality roads coordination committee (RMRCC)
- Secondary sources of information and review of the existing MTMP (if any)
- Accessibility data collection and analysis
- Prepare the Indicative Municipality Development Potential Map (IDPM)
- Prepare the Municipality Inventory Map (MIM) of Urban Road, Main Trails and Bridges
- Collection of Demands for New/Upgrading/Rehabilitation Transport Linkages from Wards/Settlements
- Developing Scoring Criteria and its Approval from Municipality

- Road Classification and Nomenclature
- Preparation of Perspective Plan of Interventions of Services and Facilities
- Analyse Fund Availability for Roads
- Preparation of the Municipality Transport Master Plan (MTMP)
- Prepare a Realistic Physical and Financial Implementation Plan of Prioritized Roads for the MTMP Period

1.4 APPROACH AND METHODOLOGY

1.4.1 General approach

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

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

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

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

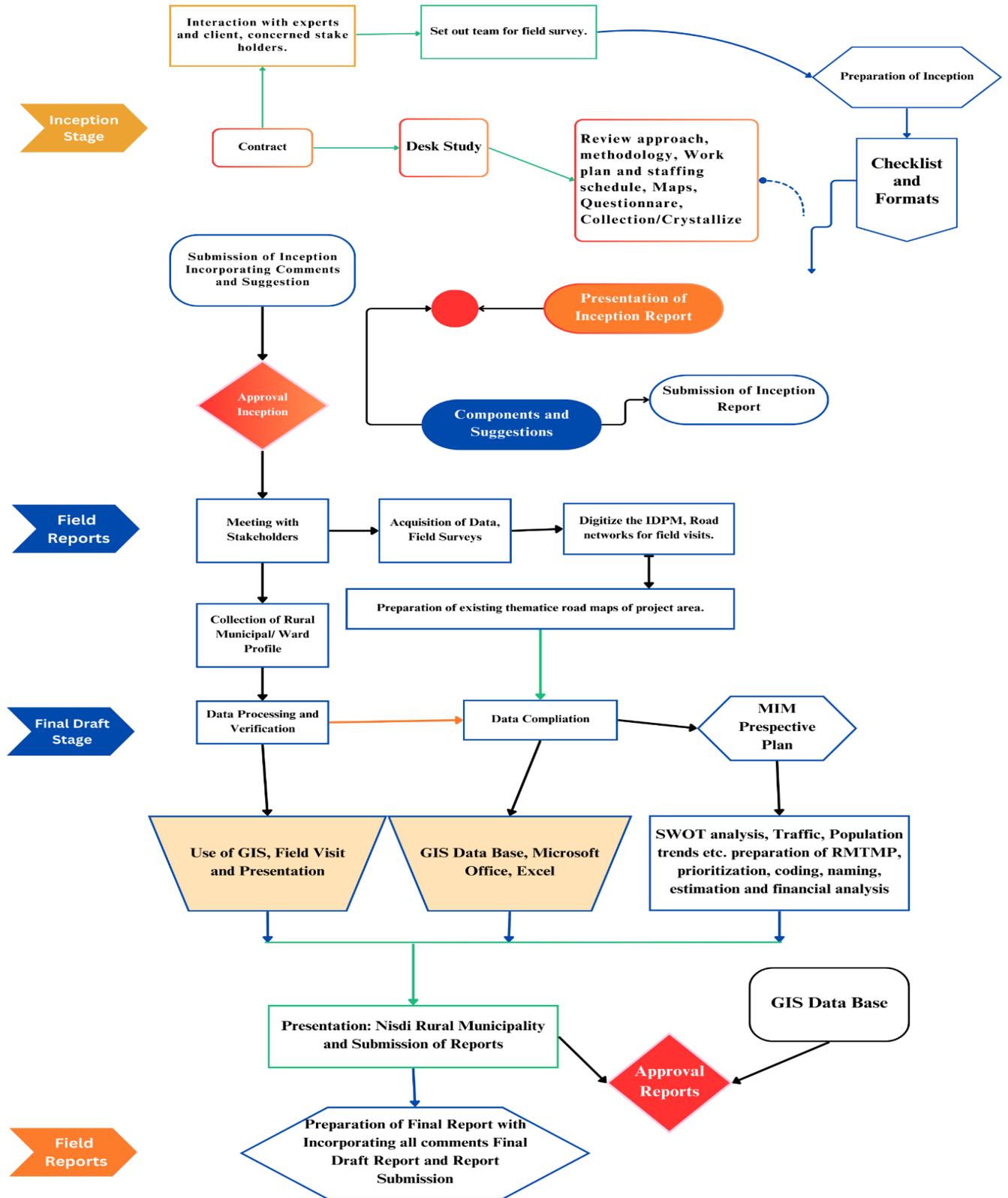


Figure: Flow Chart of Project Methodology

1.4.2 Methodology

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

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

Table 1: General methodology

S N	List of Task	Activities	Outputs
1.0 Data Collection			
1.1	Review of secondary source of information Review of existing MTMP	<ul style="list-style-type: none"> Collection of secondary information/Maps from the various Municipality based line agencies, I/NGOs and other regional and central level related institutions. Review of available existing MTMP if any Data collection about year wise budgeting for MTMP road and progress report of Municipality Interaction with Municipality technician and other officials 	Obtain information about Municipality situation in general, ready to precede further steps. Trend of implementation of MTMP planning, constraint of implementation will be found out
1.2	Accessibility data collection	Through enumerators/field supervisor: <ul style="list-style-type: none"> Verification of secondary data in the field. Collection of road data using GPS Collection of access situation of every settlement in prescribed format. 	find out the access situation of every settlement, identification of gaps with the reference to Comprehensive City Development Plan
2	Analysis of Data	<ul style="list-style-type: none"> Data entry -storage of collected data in computer using MS Excel software. Base map preparation Calculation of accessibility index 	Compilation of data, Accessibility index of all Wards of the Municipality
3	IDPM preparation	<ul style="list-style-type: none"> Assess the various potentiality of development of the Municipality 	IDPM report, Finalization of Growth

		<ul style="list-style-type: none"> Organized Municipality/MRCC meeting GIS map preparation 	Centers, identification and ranking of existing/potential areas and services
4	MIM preparation	<ul style="list-style-type: none"> Assess the inventory of existing transportation linkage Reconnaissance survey Identification of required intervention Map preparation 	MIM report, identify the existing transport situation, verification of MIM through discussion with the Municipality
5	Area workshop Ward/VDC level	<ul style="list-style-type: none"> Participatory workshop in each ward Discussion about criteria of prioritization. Standardize the accessibility indicator Synchronize of interventions at Municipality level Validation of access data Prioritization of interventions. 	Prioritization of interventions and projects.
6	Perspective Plan	<ul style="list-style-type: none"> Compile the result from <ul style="list-style-type: none"> Accessibility analysis. Area workshops Identify and prioritize the interventions in every service and facility based on approved Municipality standard. Extract required interventions in transport linkage from the perspective plan of services and facilities 	Perspective Plan of service and facilities including Municipality Road network
7	MTMP Preparation	<ul style="list-style-type: none"> Assess the financial resources Priorities the perspective plan Preparation or updating MTMP 	First five years Municipality Road planning
8	Approval of MTMP	<ul style="list-style-type: none"> Presentation of draft MTMP on Municipality council through MRCC and Municipality meetings. 	Final MTMP report

1.4.3 Desk Study

Project Sensitization to Team

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

Task 1 Data Collection

a) Collection and Review of Secondary Information

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

List of documents/information will be collected and reviewed

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

Collection of Maps

- Topo maps the 1:51000 scales, which will be used as base map.
- Municipality administrative map of Municipality
- Arial photographs
- Municipality Trail Map
- Map of strategic road Networks of Nepal
- Other Thematic maps

The main agencies for sources of information are

- District Development Committees (DDC),

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

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

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

b) Primary Data collection

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

c) Municipality IRAP and MTMP Orientation

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

- Verify the secondary data in the field.
- Collect data of access situation of every settlement in prescribed format.

Task 2 Analysis of Data

Compilation of data/Information collected from primary and secondary sources has been done by storing the data on computer. The data was entered in spreadsheet and prepare accessibility tables calculating the accessibility indicator approved by Municipality.

The analysis has been done on the basis of time and quality factors. Accessibility Maps of every SOR facilities has been prepared. Accessibility profiles and accessibility maps of various SOR sector at settlement level was prepared and compiled them at VDC level.

Task 3 Indicative Development Potential Map (IDPM) preparation

The development potential of the Municipality in agriculture, horticulture, livestock, cottage and small industries, other potentiality of the Municipality has been compiled and prepared on the base map 1:112000 scale.

a) Municipality base map has been prepared showing:

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

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

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

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

Task 4 Preparation of MIM

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

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

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

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

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

Task 5 Perspective Plan

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

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

Task 6 MTMP Preparation

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

1.4.4 Process and Activities in detail:

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

- a. New construction
 - b. Upgrading
 - c. Rehabilitation
 - d. Recurrent maintenance
 - e. Periodic maintenance
- These lists have been prepared separately for various classes (Municipality Road, Village Road, Main Trail, and Village Trail).
 - On the basis of Criteria (for prioritization), the consultant has ranked all the above projects
 - The financial resources of Municipality on road sector have been analysed first
 - The Consultant has prepared next Five Year's Projected Financial Plan by accounting all possible financial resources of Municipality and concerned wards and VDCs.
 - The consultant has prepared Five Year Financial Plan of the Municipality based on likely availability of financial resources in next five year. (All consolidated financial resource has been projected based on the past 3- 5 yeas data.
 - The Consultant will determine the tentative lengths that could be under taken by each year, in each category and under each class. These lengths shall be documented and presented.

- The Consultant has prepared all ranked lists of transport linkages to the Municipality development Committee for the selection of year - wise priority lists which should be implemented in the first, second and fifth year.
- All ranked lists of transport linkages; the Consultant has selected the year-wise priority lists to be included in the "*Five Year Master Plan*".
- Based on the approved year-wise priority lists, the Consultant has prepared Five Year Rural Road Master Plan.
- Synchronizing of the Draft Perspective Plans with adjoining Municipality was done
- The draft report of MTMP was presented on Municipality and MRCC in a workshop. Incorporating the suggestions and recommendations from the Municipality and MRCC, the final report has been prepared. Subsequently, the Municipality will present the final MTMP report to the Municipality council for formal approval

1.4.5 Organization of Workshop

Following workshop was organized

1) Municipality IRAP and MTMP Orientation

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

2) IRAP Data collection training

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

3) Ward/ VDC/cluster level workshop

The consultant has organized ward/ cluster level workshop in each ward in which ward secretaries, representatives of political parties, women, NGO's, disadvantaged people's representations, davits, traders, industries were presented. The workshop primarily focused on following aspects.

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

4) Final workshop at Municipality level

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

- Verification and update of secondary information and data's
- Finalizing IDPM, MIM, Accessibility profiles.
- Standardize accessibility indicator.
- Finalization of intervention required and prioritized at Municipality level.

- Identifying new viable transportation linkages and standard.
- Problem identification in the rural transport linkage and required intervention on this.
- Identifying required intervention (i.e., routine maintenance, periodic maintenance, rehabilitation and upgrading length) for each transportation linkages and bridges.
- Responsibility of ward and Municipality regarding maintenance, rehabilitation and upgrading works.
- Financial recourse mobilization for the achievement of the set target.

CHAPTER 2

REVIEW OF EXISTING INFRASTRUCTURE SITUATION

Municipal and ward level surveys have revealed that the overall transport infrastructure, primarily road network appears to be in fairly weak condition in this Diktel Rupakot Majhuwagadhi Municipality. Geographically Diktel Rupakot Majhuwagadhi Municipality is scattered in the area of 246.51 sq. km covering both hilly areas. Despite being located in geographically accessible region, this Municipality lags far behind in terms of road infrastructures chiefly due to inferior road quality characterized by muddy and dusty features.

Madhya Pahadi Highway and Sagarmatha Highway Road is the life line road of this Municipality because all major strategic roads traverse through this particular road covering majority of the wards of this Municipality. Some of the strategic roads of this Municipality include: 1. Aahale- Regmitar; 2. Diktel bazar- Mochha; 3. Diktel-Chiuridada 4. Bhedamare- Diktel-Patheka; 5. Diktel_Bakshila; 6.Hurlung-Bakshila; 7.Hurlung-Aaiselukharka; 8.Hurlung-bakshila; 9. Madhya Pahadi Lokmarga (Highway) 10. Main roads of Gaighat.

Most of the roads in this Municipality do not have basic road furniture and also lack basic structural components like culverts, cross structures (cause ways), check dams, chutes, side drains and the like so as to retain environment friendly physiognomies of the road. The slope cutting of the roads are basically done through heavy equipment viz. dozers and excavators without proper management of the slopes. No balance of cut and fill was observed in the construction practices posing high risk of landslides and soil erosion in different road sections of the municipal roads. Provision of check dams, chutes, bioengineering etc. play vital role for mass balance which ultimately help complying with green road technology essential to be introduced in the municipal level road construction measures. All of these facts indicate that the overall development of road transportation is at the elementary stage in Diktel Rupakot Majhuwagadhi Municipality that requires proper interventions along with prioritized and meaningful investment.

Accessibility

Diktel is well-connected through road networks that provide accessibility to all fifteen wards. It is bordered by Bhojpur to the east, Halesi Tuwachung municipality and Rawabesi Rural Municipality to the west, Kepilasgadhi Rural Municipality and Aaiselu kharka Rural Municipality to the north, and Diprung Chuichumma rural municipality , Sakela Rural Municipality and Halesi Tuwachung municipality to the south.

2.1 ASSESSMENT OF EXISTING INFRASTRUCTURE SITUATION

Diktel Rupakot Majhuwagadhi Municipality has directly linked with Rukum (West) via a wide road which lies under SRN. Again, it has connected with six feeder roads. Again, the proposed road shall pass through it. Most of the roads at city area are metallic with bituminous surfaced while the internal and the roads at plain portion with small settlement are under planning and construction stage.

Strategic Road Network (SRN)

There is one National Highway which passes through the municipality area, while it has three Feeder Roads that has passed through it till 2016. However, during transportation planning the existing strategic road in neighbor municipality and district shall play as an instrumental role for providing service to the municipality. So, for overall travel pattern and the traffic movement, the ring road has also considered

as a link of road. Again, the planned outer ring road shall facilitate the municipality area.

Table 3, Existing SRN within the Municipality Area [5]

Road Code	Name of Road	RoW	Class	Length
105M05A005	Highway (पुष्पलाल मध्यपहाडि लोकमार्ग)	20	A	3669.376
105M05A001	मध्यपहाडि लोकमार्ग	20	A	666.593
	Highway	20	A	7254.903
	राजमार्ग	20	A	11026.59
105M05A007	सगरमाथा राजमार्ग	20	A	3328.850

Typical cross sections of SRN Roads

National Highways and feeder roads in Municipality area are major arterial and sub-arterial links which serve for through traffic. DoR is responsible for RoW demarcation, planning, design and maintenance of these highways. Typical cross sections are shown in Figure 4, Figure 5 and Figure 6. These cross-sections are prepared based on the recommendations of NRS-2070 [6] and NRRS-2012 [7].

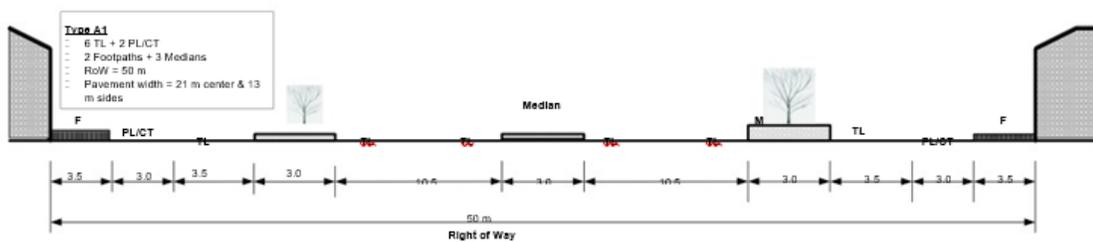


Figure 4 Typical Cross Section of Arterial (National Highway)

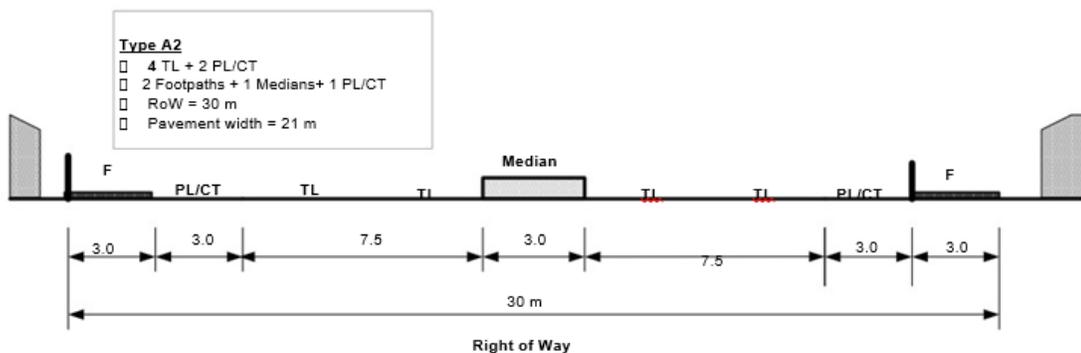


Figure 5 Typical cross section of Sub-arterial (Feeder Roads)

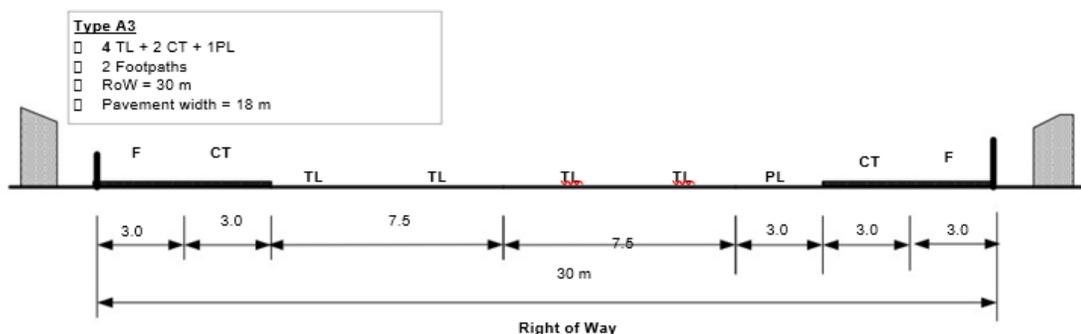


Figure 6 Typical cross section of Sub Arterial (Feeder Roads)

District Road Core Network (DRCN)

These are the roads connecting old VDCs centres of the district with SRN. The planning of these roads was carried out by the district itself., the district roads are listed in Table 4 [8].

S.N.	Name of Road	Class	Ref No	Length (km)

Based on NRRS-2012, [7] the minimum RoW of DRCN is 20 m, i.e. 10.0 m on either side. These roads served as feeder for SRN however as a collector from municipality roads.

Typical cross sections of DRCN Roads

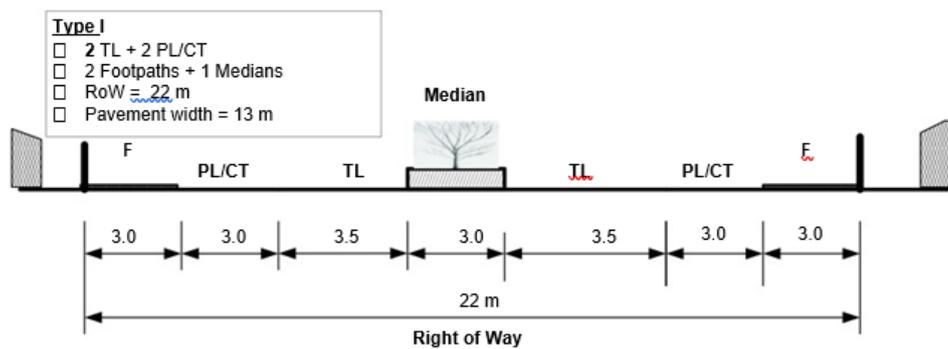


Figure 7, Typical Cross-section for DCRN Roads (with RoW 22m)

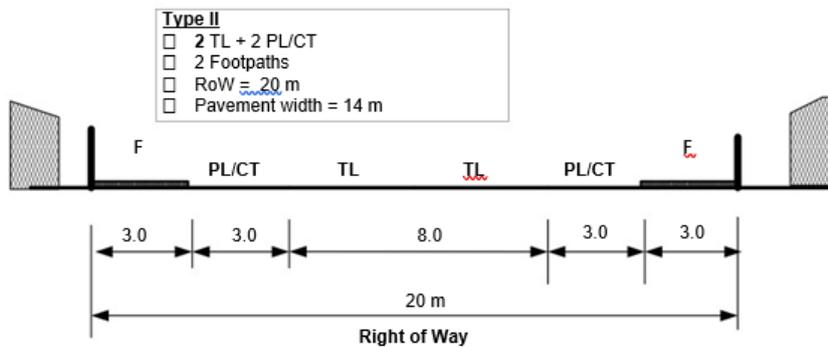


Figure 8, Typical Cross-section for DCRN Roads (with RoW 20 m)

2.2 ACCESSIBILITY SITUATION OF THE MUNICIPALITY

This Municipality is formed with the five wards. In this present situation the people of the all wards have access with road head. Since the people has access with the road head it's assumed that people have access with the services and facilities including the utilities. Though; the local people have few difficulties for the access situation due to irregular public

transportation facilities in the local level. On above of that most of the roads are not all weather.

Table 2.1: Ward wise road density

Class	ER	GR	BT
A	0	227.240	50.906
B	168.399	94.275	-
C	386.633	48.375	-
D	309.395	18.871	-

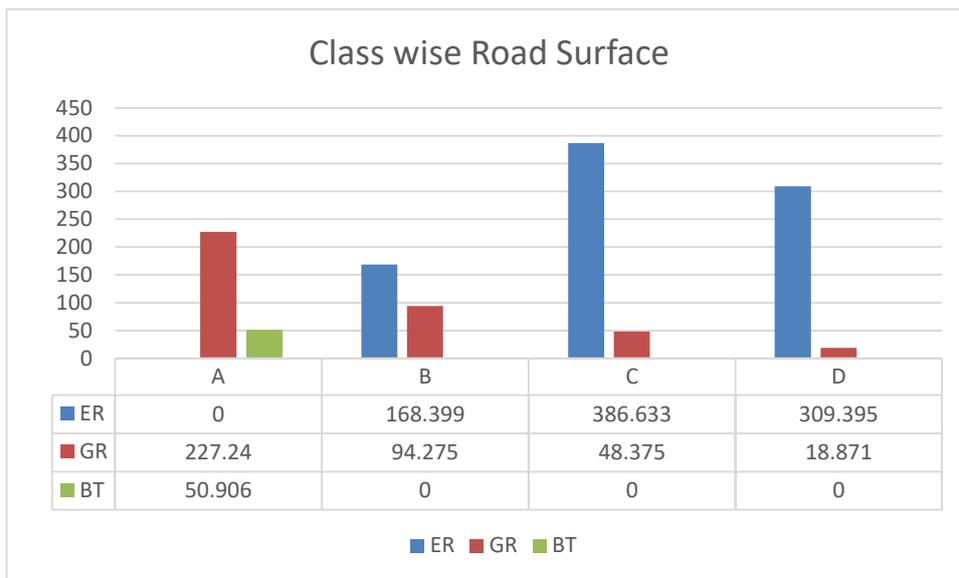


Figure 1: Ward wise Road condition and road density (excluding proposed road length)

2.3 REVIEW OF EXISTING INFRASTRUCTURE SITUATION

The existing transportation network of Diktel Rupakot Majhuwadahi Municipality was studied during this inventory survey. Condition of various structures of roads was also studied. Most of the roads were found to be fair weather road. Condition of structures like bridge, masonry walls, culverts, drains etc. were also studied. Most of the roads and cross drainage structures requires proper regular maintenance in order to keep them in full functioning state. Also lacks of cross drainage structures have created difficulties in road crossing. It is required to upgrade all existing roads to all weather roads.

2.4 RISK SENSITIVITY SITUATION OF THE MUNICIPALITY

Risk sensitivity analysis will not eliminate the uncertain risk but it can reduce that risk to the minimum and provide the tools for minimizing risk as the action goes forward. People suffer a relentless cycle of periodic destruction of homes, livelihoods, schools and disruption of life given the country's geographical vulnerability to frequent natural disaster.

In the recent years the nation has faced the severe threats from the earthquake devastation and this Municipality is one of the affected areas. Likewise, the landslide, fire, floods, soil erosion and other are of prime importance to consider before preparation of any development plan of the city or town. During our field visit we find some of the road's pass by the landslide prone zone and some of them pass by the flood plain too. Therefore, before implementing and having detailed design and survey all of the roads should study in detail for the risk sensitivity.

Disaster resilience infrastructure should be made in order to ensure sustainable development of a Municipality. To create a wider safety net for the entire community, local government, communities and other organizations should collectively address such issues.

CHAPTER 3

INDICATIVE DEVELOPMENT POTENTIAL MAP

3.1 MUNICIPALITY PROFILE

3.1.1 Background

Diktel Rupakot Majhuwagadhi Municipality is a located in Diktel of Khotang district of Koshi Province, Nepal. This municipality was declared on 25 Baishakh 2071 the former Diktel, Bamrang, Lafying and Khalle VDCs were included and on 27 Falgun 2073, when the municipality of Kharmi, Chiuridanda, Jalpa, Nirmalidanda, Bijaykharka, Buipa, Nunthala, Nerpa and Patheka wwere merged into it.. According to the preliminary report of population census 2021, Diktel Rupakot Majhuwagadhi Municipality has 43008 population where male and female comprises 20823 (48.4%) and 22185 (51.6%) population respectively. This rural municipality has a 246.5 square km area and has 10767 household in total and is divided into 15 wards. It is surrounded by Sakela Rural Municipality from the east, Rawa Besi Rural Municipality and Halesi Tuwachung Municipality from the west, Kepilasgadhi Rural Municipality in the north, and Diprung Rural Municipality in the south direction.

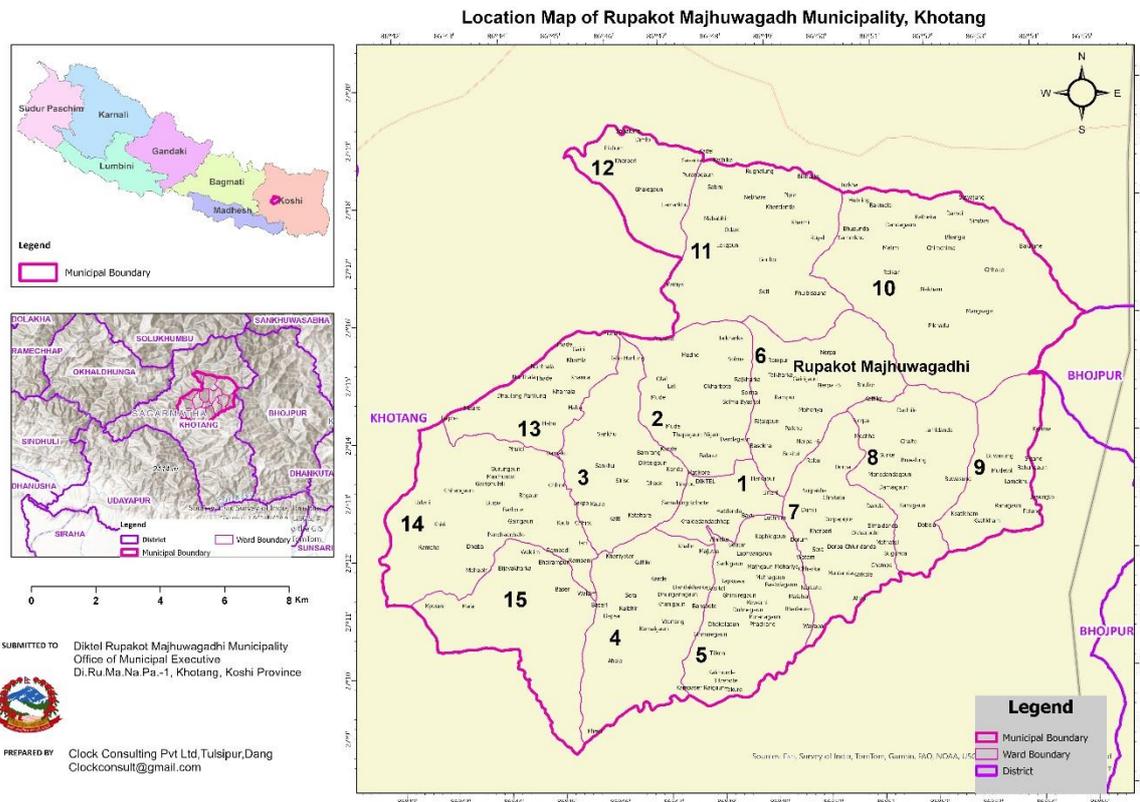


Figure 2: Location map of Diktel Rupakot Majhuwagadhi Municipality

This Municipality was established by merging then ten Village Development Committees (VDCs) i.e.Diktel, Nerpa, Chiuri Danda, Nirmali Danda, Patheka, khaarmi, Jalpa, Nunthala, Buipa, and Bijayaakhark. The formation of this Municipality along with the new composition of wards, population and area has been shown in the table below:

Table Diktel Rupakot Majhuwagadhi Municipality with its respective wards, population and area

Ward No.	Former VDC	Population	Area in sq.km.
1	Diktel(1-3)	6,482	5.75
2	Diktel(4-6)	3,520	14.42
3	Diktel(7,9)	2,823	14.88
4	Diktel(13-15)	2713	18.88
5	Diktel(10-12)	2538	16.22
6	Nerpa(1-9)	2604	15.89
7	Chiuri Danda(1,2,5,7,9)	2561	14.70
8	Chiuri Danda(3,4,6,8)	2027	15.28
9	Nirmali Danda(1-9)	1772	10.93
10	Patheka(1-9)	3382	34.95
11	Khaarmi(1-9)	3034	24.01
12	Jalpa(1-9)	2399	9.46
13	Nunthala,(1-9)	1401	10.28
14	Buipa(1-9)	3802	23.73
15	Bijayaakhark(1-9).	1950	17.14
	Total	43008	246.51

urce: MoFALD web portal

As mentioned in the table, wardwise, Ward No. 10 holds the largest area i.e. 34.95sq. km. followed by Ward No. 11 and so on whereas Ward No. 1 holds the smallest size of 5.75sq. km.

3.1.2. Physical location and geographical Characteristics

Diktel Rupakot Majhuwagadhi Municipality is located in the eastern part of Nepal and covers an area of around 246.5 square kilometres. This Municipality is surrounded by Sakela Rural Municipality from the east, Rawa Besi Rural Municipality and Halesi Tuwachung Municipality from the west, Kepilasgadhi Rural Municipality in the north, and Dprung Rural Municipality in the south direction.

3.1.3. Socio economic

The Demographic features and other social characteristics of the municipality have been presented here

Likewise, population wise Ward No. 1 dominates all of the wards by some 6482 population followed by Ward No. 14 (3802) and Ward No. 2 (3,520) respectively while the least has been recorded in Ward. No. 13 with a total of 1401 populace. The total population of this Municipality has been recorded as 43008 where male to female ratio stands at 95.01 male per 100 female. The Population density per square kilometer is calculated as 174.46

The pathetic state of physical infrastructure for e.g. weak road networks, unemployment, dearth of social and other basic services, slow economic activities, etc. result into the meagre growth of rate of population of Diktel Rupakot Majhuwagadhi Municipality. However, lack of social awareness, reluctance towards family planning, preference to male child etc. contribute to the growth of population in this newly established Municipality at least up to some years in the near future

contributing to the negative growth in terms of population size. The population of this Municipality was calculated as 43008 according to national population census 2021 . The poor state of infrastructure for e.g. road, electricity, water supply, health, etc. along with unemployment, poor quality of basic services health and education has equally led to the negative growth rate of population in this Municipality. As a result the population of this Municipality has decreased to till date.

This trend of negative population growth rate is more vocal in many remote quarters of Nepal at present. Road network development planning should be compatible with serving this population and their mobility from settlements to several destinations. Integrated urban/or settlement plans will be highly appropriate to minimize the cost of road construction which is often necessary in the areas where population is too low.

Following are the proposed major construction works within the Municipality from the government sectors. Chiefly office buildings, school buildings, health service providing buildings, community buildings, buildings for security personnel (police) have been proposed. Except three wards, every ward from 1-15 have proposed some kind of building construction in their respective areas. Ward no. 1,2,3,4,5,10,11 and 14 have relatively more building construction related works as compared to other wards. Hence, the roads linking the area of these facilities require proper attention in order to complete these proposed construction projects in due time and budget.

Table 3: Demography

S.N.	Description	Year 2021
1	Total Population	43008
2	Female	22185
3	Male	20823
4	No. of household	10767
5	Population Density Per Sq.KM	174.5
6	Sex ratio (Male per 100 Female)	93.86

Source: CBS 2021

Table 4: Wardwise population of Diktel Rupakot Majhuwagadhi Municipality

Ward	Total population	Male	Female
1	6482	3158	3324
2	3520	1711	1809
3	2823	1333	1490
4	2713	1321	1392
5	2538	1205	1333
6	2604	1277	1327
7	2561	1258	1303
8	2027	988	1039
9	1772	873	899
10	3382	1617	1765
11	3034	1502	1532
12	2399	1146	1253

Ward	Total population	Male	Female
13	1401	685	716
14	3802	1855	1947
15	1950	894	1056
Total	43008	20823	22185

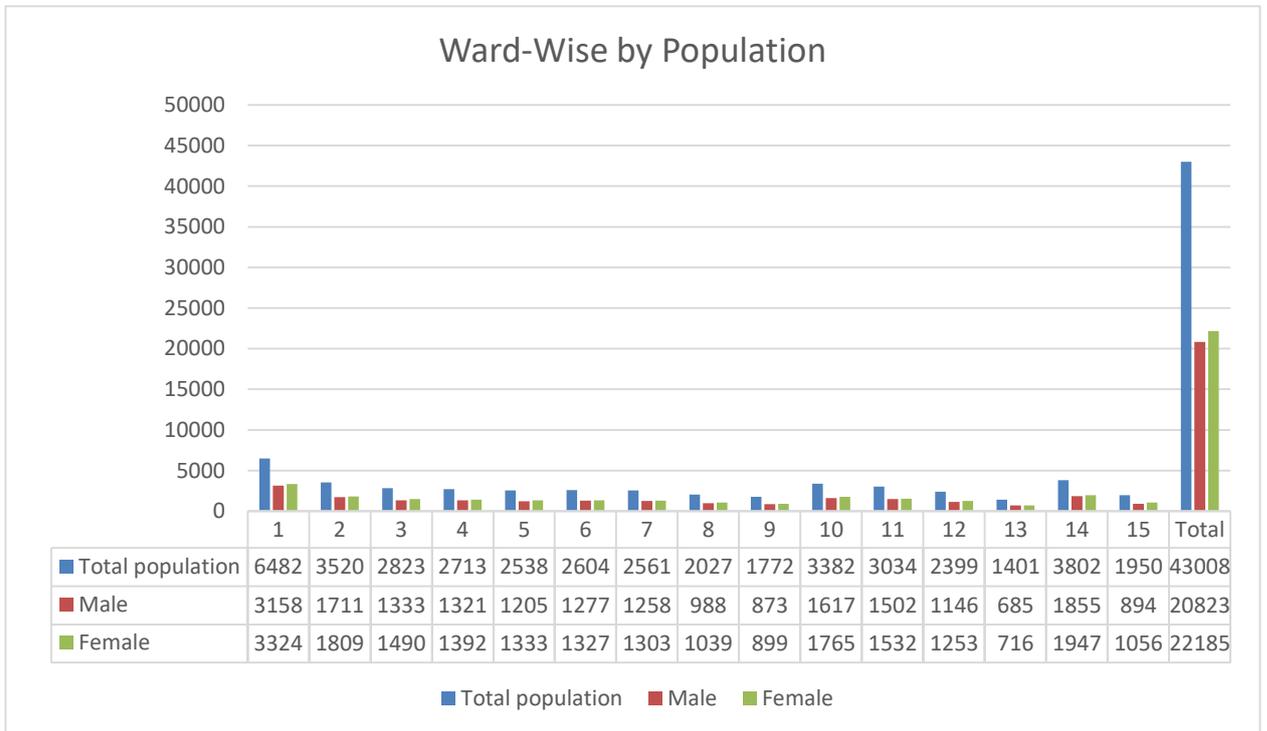


Fig 2: Chart demonstrating Wardwise Population of male and female
Population by age group:

S.N	Age of 5 years Group	Male	Female
1	95+	7	16
2	90-94	40	30
3	85-89	120	85
4	80-84	226	162
5	75-79	387	457
6	70-74	544	579
7	65-69	664	700
8	60-64	827	839
9	55-59	879	1003
10	50-54	1108	1181
11	45-49	893	1040
12	40-44	1079	1148
13	35-39	1157	1415
14	30-34	1379	1425
15	25-29	1538	1887
16	20-24	1648	2072

S.N	Age of 5 years Group	Male	Female
17	15-19	2169	2246
18	10-14	2077	2109
19	05-09	2160	2082
20	00-04	1921	1709

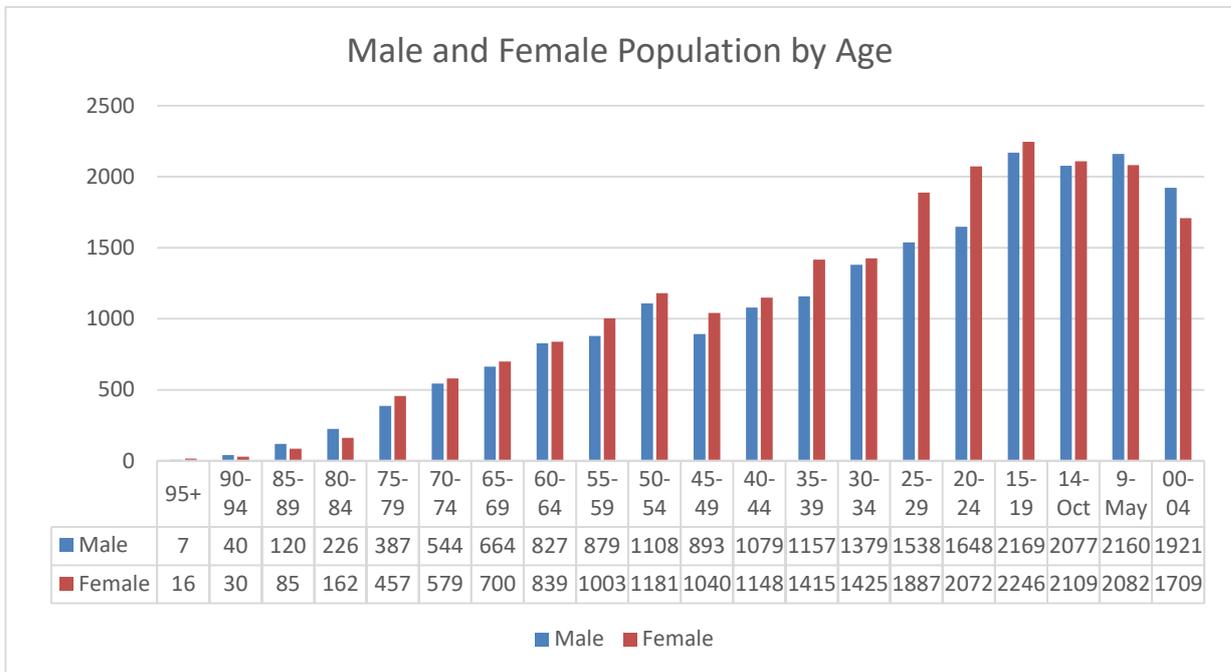


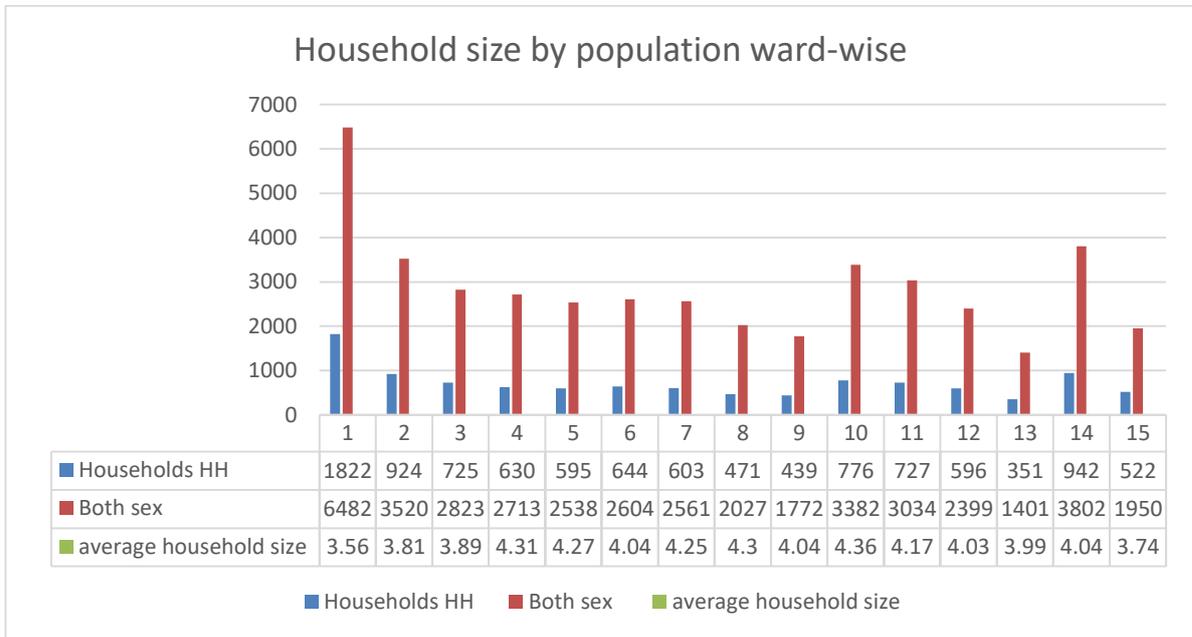
Fig 3: Chart Illustrating Male and Female Population by Age group of 5 years

❖ Household Structures

Diktel Rupakot Majhuwagadhi Municipality consists of 10767 household with total population of 43008.

Ward No	Households HH	Both sex	average household size
1	1822	6482	3.56
2	924	3520	3.81
3	725	2823	3.89
4	630	2713	4.31
5	595	2538	4.27
6	644	2604	4.04
7	603	2561	4.25
8	471	2027	4.3
9	439	1772	4.04
10	776	3382	4.36
11	727	3034	4.17
12	596	2399	4.03
13	351	1401	3.99

Ward No	Households HH	Both sex	average household size
14	942	3802	4.04
15	522	1950	3.74

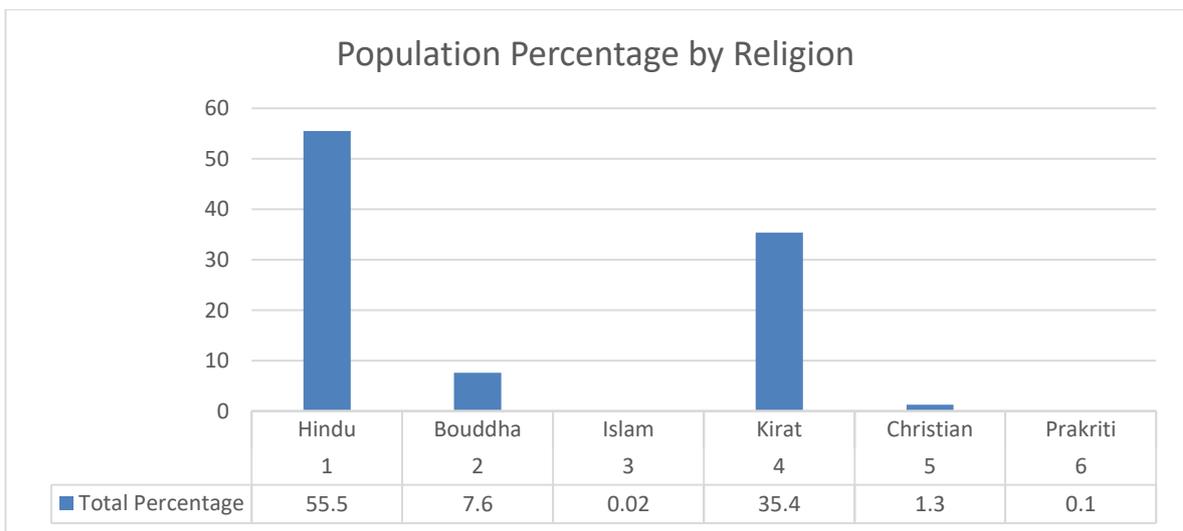
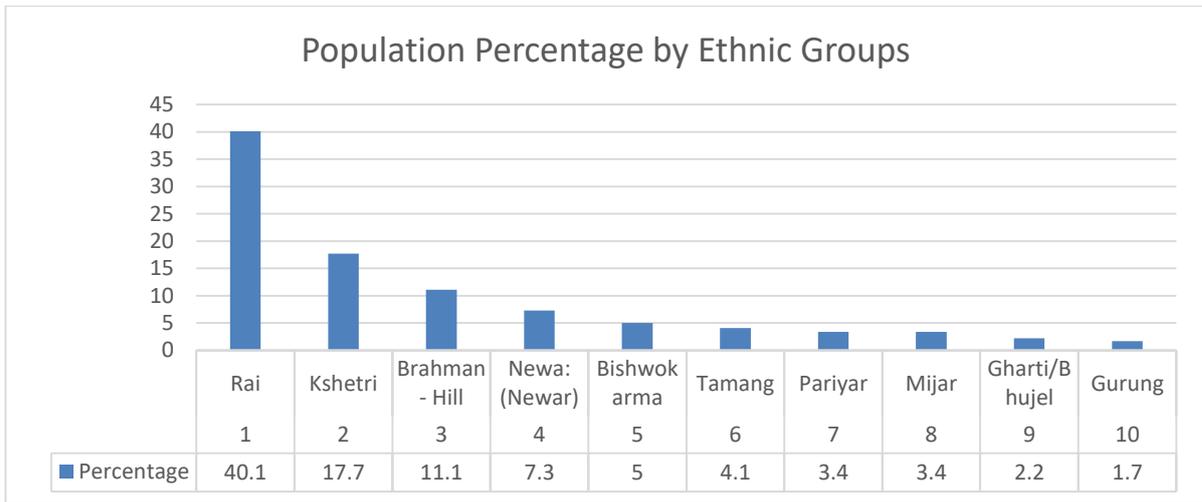


❖ Festivals

The festivities such as the Dashain, Tihar, Shivaratri and many more are observed by all Hindu communities of Diktel Rupakot. Some of the traditional festivals observed Festivals in Diktel Rupakot Majhuwagadhi include the recently established Red Panda and Tahr Festival (April 2025), which promotes wildlife conservation and cultural heritage, and the Sixth Latokosero and Huchil Festival (February 2025), an annual event focused on bird protection. These festivals, organized by the municipality, aim to boost tourism and local economies while celebrating and preserving the region's unique natural resources and culture.

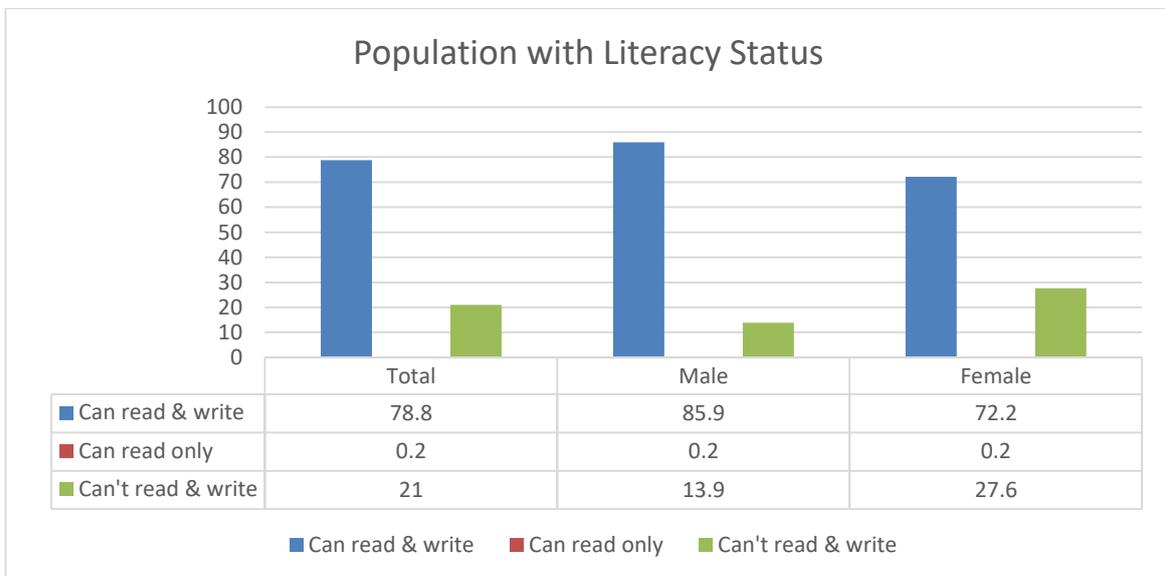
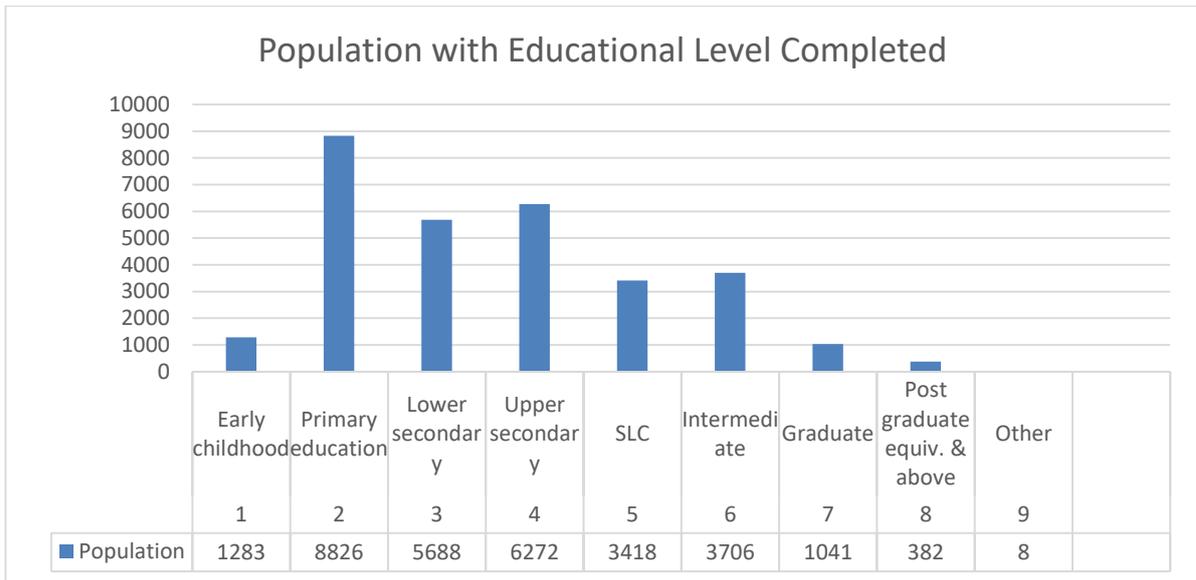
❖ Ethnic groups

Diktel Rupakot Majhuwagadhi and surrounding areas in Khotang District are home to diverse ethnic groups, including various Janajati (indigenous) communities like the Majhi people, as well as Brahman/Chhetri groups. The area's ethnic composition is influenced by the broader cultural and spiritual heritage of Nepal, which includes significant indigenous populations and diverse religious practices, such as the veneration of the Halesi Mahadev cave temple by Hindus, Buddhists, and Kirats.



❖ **Education:**

The overall literacy rate in Diktel Rupakot Majhuwagadhi Municipality is 78.77%, according to the 2021 census, with a higher rate for males (85.93%) compared to females (72.17%). The municipality is situated in the Khotang District of Koshi Province and has a total population of 43,008.



3.2 LIST OF POTENTIAL DEVELOPMENT AREA

3.2.1 Existing/Potential Area for Cottage and Agro based Industries

Agro-based industries in Diktel Rupakot Majhuwagadhi are currently developing, with a focus on **fruit cultivation**, particularly kiwi and coffee, and the **establishment of processing facilities** like the nearly-completed kiwi processing center. Other initiatives include **marketing support** through programs like the "Agriculture Ambulance" to transport produce to market and the distribution of a Kisan Credit Card to help farmers access inputs. A **compost fertilizer industry** is also under development.

Key Agro-based Industries and Initiatives:

- **Fruit Cultivation:**
- **Kiwi:** Significant increases in kiwi production are noted, with a processing center for the fruit being constructed to facilitate commercialization.

- **Coffee:** The municipality aims to commercialize coffee production, with plans for export to the UK, even in raw form.
- **Other Fruits:** Other fruits like oranges, lime, litchi, mango, and banana are grown, with increasing plantations for various reasons beyond immediate financial incentives.
- **Processing and Value Addition:**
- **Processing Centers:** Construction of a processing center in the Nerpa area for fruits is in the final stages.
- **Coffee Processing:** The plan is to process coffee locally before selling it in national and international markets.
- **Infrastructure and Support Systems:**
- **Kisan Credit Card:** Farmers can access subsidized credit for purchasing seeds, fertilizers, and tools through a Kisan Credit Card scheme, in collaboration with Global IME Bank.
- **"Agriculture Ambulance":** A municipality-initiated service that provides free transport for farmers' produce to market, supporting sales and marketing efforts.
- **Compost Fertilizer Industry:** The development of a compost fertilizer industry is underway, aiming to support agricultural productivity.
- **Focus on Commercialization:**
- The municipality's strategy includes a strong emphasis on production, processing, and marketing to achieve local prosperity through fruit cultivation.

Diktel Rupakot Majhuwagadhi Municipality in Khotang, Nepal has been actively promoting cottage and agro-based industries as part of its local development strategy. Here's a snapshot of the existing areas and initiatives:

Cottage Industries

While specific industrial zones aren't formally demarcated, cottage industries are typically spread across various wards, often operating from homes or small workshops. These include:

- **Handicrafts and weaving:** Traditional textile production and bamboo crafts.
- **Local food processing:** Pickle making, dried fruits, and traditional snacks.
- **Tea and coffee processing:** Small-scale units supported by local cooperatives.

Agro-Based Industries

The municipality has made notable strides in agro-industrial development:

- **Meat production:** A large-scale buffalo rearing program was launched for meat production, with over 400 buffaloes distributed across wards like Bamrang (Ward 3), Khale (Ward 4), Lafyang (Ward 5), and Vijaykharka (Ward 15).
- **Organic fertilizer production:** Linked to livestock farming, helping boost vegetable and crop yields.
- **Fruit cultivation:** Commercial farming of bananas, kiwis, lemons, oranges, and coffee is supported through subsidies and training programs.
- **Coffee nurseries:** Established to promote high-value crop cultivation with projected significant income generation.

Table 5: Existing area of cottage and agro based industries

S.N.	Industry	Location
1	Rice and Flour mills	3
2	Forest/Agro based industries	2
3	Handicrafts	2
4	Mechanical Industrial	2

3.3 SERVICE CENTERS AND FACILITIES

3.3.1 Health

In Diktel Rupakot Majhuwagadhi Municipality, health facilities are accessible to almost all local peoples. The health institutions available in this Municipality are enlisted follow:

S.N.	Type of health centre	Numbers/Location
1.	Basic Health Service Centres	4
2.	Health Post	12
3.	Primary Health Centre	2
4.	Vetenary Service Centre	5
5.	Rehabilitation Centre	0
6.	Government Hospital	2
7.	Community Hospital	1
8.	Private Hospital	2
9.	Ambulance Service	4

Table 6: List of health services

3.3.2 Market centers

The primary market center of **Diktel Rupakot Majhuwagadhi Municipality** is **Diktel Bazaar**, which serves as the economic and administrative hub of the municipality and much of Khotang District. Here's a breakdown of key market areas and developments.

Here's a more detailed breakdown:

Major Market Centers

1. Diktel Bazaar

- Central commercial hub of the municipality
- Hosts retail shops, banks, government offices, and transport services
- Location of the **Ratnapark Shopping Complex** and **Children's Park**, which are being leased for commercial use

2. Majhuwagadhi Area

- Adjacent to Diktel Bazaar
- Known for cultural and religious sites like Kalika Bhagwati Temple and Budheshwar Mahadev Cave
- Emerging as a tourism-linked market zone with cafés and tea shops being leased for business

3. Nerpa (Ward 6)

- Site of a newly constructed **Fruit Processing Center**, aimed at supporting agro-based trade and juice production from local fruits like kiwi, apple, and pear
- Expected to become a specialized agro-industrial market node

Market Expansion & Infrastructure

- The municipality is actively promoting market development through leasing public structures for commercial use
- Infrastructure upgrades include electricity expansion and equipment installation in agro-processing zones

3.3.3 Business and commerce

Table 7: List of service providers

S.N.	Type of Services	Number
1	Hotel, lodges and resturants	5
2	Agriculture service centres	7
3	Grocery shops	120
4	Hardware shop	12
5	Clothes shop	23
6	Stationary	38

3.3.4 Educational centres

According to the latest publicly available report of the Center for Education and Human Resource Development (CEHRD), Diktel Rupakot Majhuwagadhi has 95 schools. Of these, 6 are private and 87 are public. The breakdown includes 57 pre-schools, 93 basic schools, and 24 secondary schools. Among the secondary schools, 12 offer +2 programs.

Some of the popular schools within the municipal area include Diktel English Boarding Secondary School, Saraswati Secondary School Khotang, Mount English Boarding School, Jalpa Secondary School Ghale Gaun Khotang, and Saraswati Secondary.

Table 8: List of educational centres

S.N.	Type of educational centres	Number
1	Pre-School	57
2	Basic	93
3	Secondary	24
4	+2	12

3.3.5 Telecommunication

Telephone facilities are available in all part of the Municipality. Nepal telecom and Ncell are the major service providers. CDMA and GSM mobile service are available in every ward of the Municipality. Internet/ email services are easily available. In addition, internet service is available from CDMA mobiles.

3.3.6 Office

Diktel Rupakot Majhuwagadhi Municipality has several types of offices, including the central Municipal Executive Office, various thematic subject-matter branches (such as Agriculture, Livestock, Employment, and Education), and ward offices. Additionally, there are offices for judicial committees, WASH units, and various government and non-government organizations within the municipality.

Here's a breakdown: key offices and organizations in Diktel Rupakot Majhuwagadhi Municipality:

- **दिकतेल रुपाकोट मझुवागढी नगरपालिका Diktel Rupakot Majhuwagadhi Municipality Office** – The central municipal office handling governance and development.
- **दिकतेल रुपाकोट मझुवागढी नगरपालिका, ११ नं. वडा कार्यालय, खार्मी** – Local ward office serving Kharmi area.
- **Diktel Rupakot Majhuwagadhi municipality, Office of ward number 12, Jalapa, Khotang** – Administrative office for Jalapa ward.

- **The British Gurkha Welfare Centre Diktel** – Supporting Gurkha veterans and their families.
- **Health Insurance Board, khoTang office** – Facilitating health insurance services for residents.
- **District Post Office** – Providing postal services across the municipality.
- **Khotang Khabar Weekly Office खोटाङ खबर साप्ताहिक पत्रिका कार्यालय** – Local media outlet publishing regional news.

NGOs working in Diktel Rupakot Majhuwagadhi, Khotang include the **Institute for Social and Environmental Transition (ISET) - Nepal** and the **Gurkha Welfare Trust**. For comprehensive data, refer to the **Diktel Rupakot Majhuwagadhi Municipality's official records** or contact organizations like the local NGO network or the NGO Federation of Nepal for a directory of active organizations and their project details.

Known NGOs and Potential Data Sources:

- **Institute for Social and Environmental Transition (ISET) - Nepal:** This NGO has been involved in initiatives, such as facilitating a conference on Himalayan biodiversity in the municipality.
- **The Gurkha Welfare Trust:** The Trust supports projects like the Shree Bidhyodaya Basic School in the municipality.
- **UNDP Nepal (via its implementing partner, ICDPI):** UNDP has supported programs for Integrated Watershed Management in the area, which could involve various local and international NGOs.

S.N.	Type	Number
1	Banks	26

3.4 TRAFFIC VOLUME STUDY

According to traffic survey conducted, it was found that people use private vehicles mostly motorcycle for travelling purpose. In case of short distance people preferred walking. Few numbers of trucks and jeeps were found to be used for the purpose of transportation of goods, agricultural products etc. to and from the production area and market centre.

Table 9: Traffic volume study

S.N.	Type	Present traffic volume (per day)	%
1	Motorcycle	120	76.92
2	Jeep	18	11.54
3	Truck	15	9.62
4	Bus	3	1.92
	Total	156	100

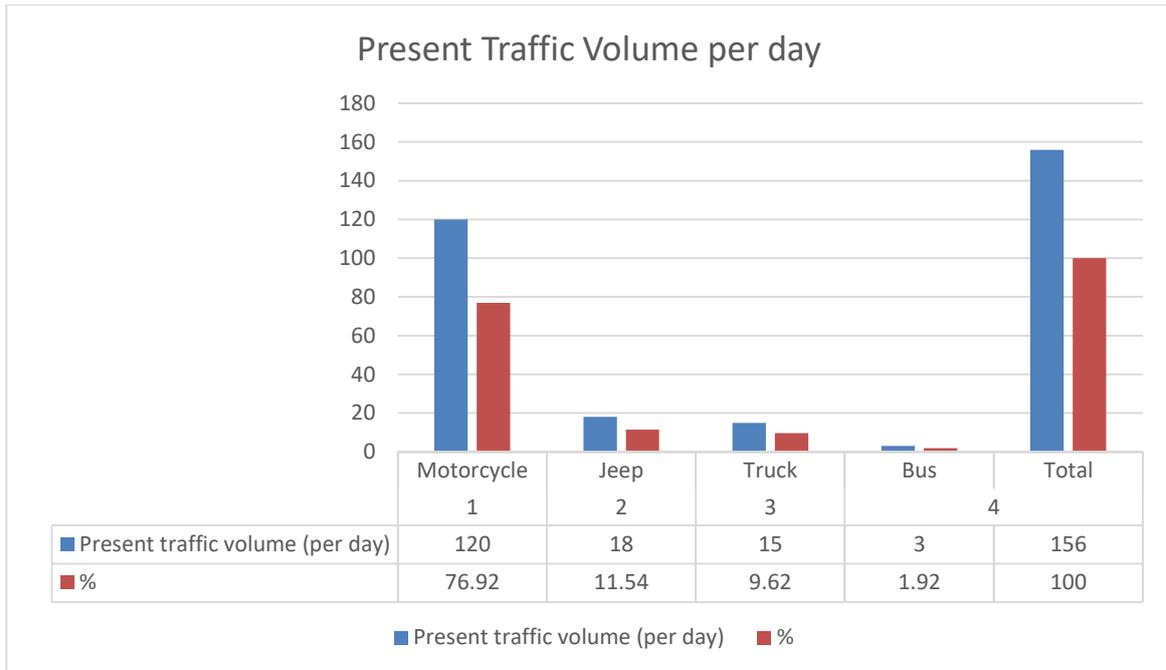


Figure 3: Traffic volume

3.4.1 Mode choice

People choose the mode of transportation as per their convenience and their requirement. Different factors like purpose and necessity affect the mode choice. In most of cases, people have preferred walking to reach to the market center within wards. Use of modes of public transport like bus and jeep have been used for shuttling purpose from one destination to the other. Trucks and some public/private jeeps are used for transferring day to day commodities including groceries, garments, construction materials etc from the adjoining cites and taking away locally produced agricultural and livestock related goods to other areas while jeeps are used to carry or transfer people as well for private purposes. Motorbikes are the dominant form of transportation in each of the road of this Municipality. Significant number of tractors also facilitate transportation of construction and agricultural goods from the production area/quarries to the nearby market centers or settlements. Different factors affect the mode choice. Some of them are:

- Household characteristics
 - ✓ Income
 - ✓ Household structures
- Zone characteristics
 - ✓ Land use
 - ✓ Land price
- Residential density, rate of urbanization
- Accessibility
- Vehicle ownership
- Quality of local public transit
- Purpose of travel, nature of work

- Travel time, cost and distance

3.4.1.a. Active and Passive Transport user

Active transport (also called Non-motorized transport, NMT and human powered transport) refers to walking, cycling, and variants such as wheelchair, scooter and handcart use. It includes both utilitarian and recreational travel activity, plus stationary uses of pedestrian environments such as standing on sidewalks and sitting at bus stops. The sample household survey shows that roughly some above 80% of the daily trips are done via active mode of transport. Active mode of transport is beneficial in many aspects: this mode can be used by people of any age group irrespective of gender and economic status, it consumes human energy and does not depend on fossil fuel, and it is environment friendly and provides many health benefits to the user.

In remaining 20% of the daily trips, there is pure dominance of motorcycle over other motorized vehicles. Motorcycle is used in nearly 62% of the trips and public vehicles in nearly 38% of the trips. 1 motorcycle is owned by every 60/90 people. This leaves the remaining without any vehicle. Without proper access to public vehicles, they are left out with no option but to walk or opt for public facilities

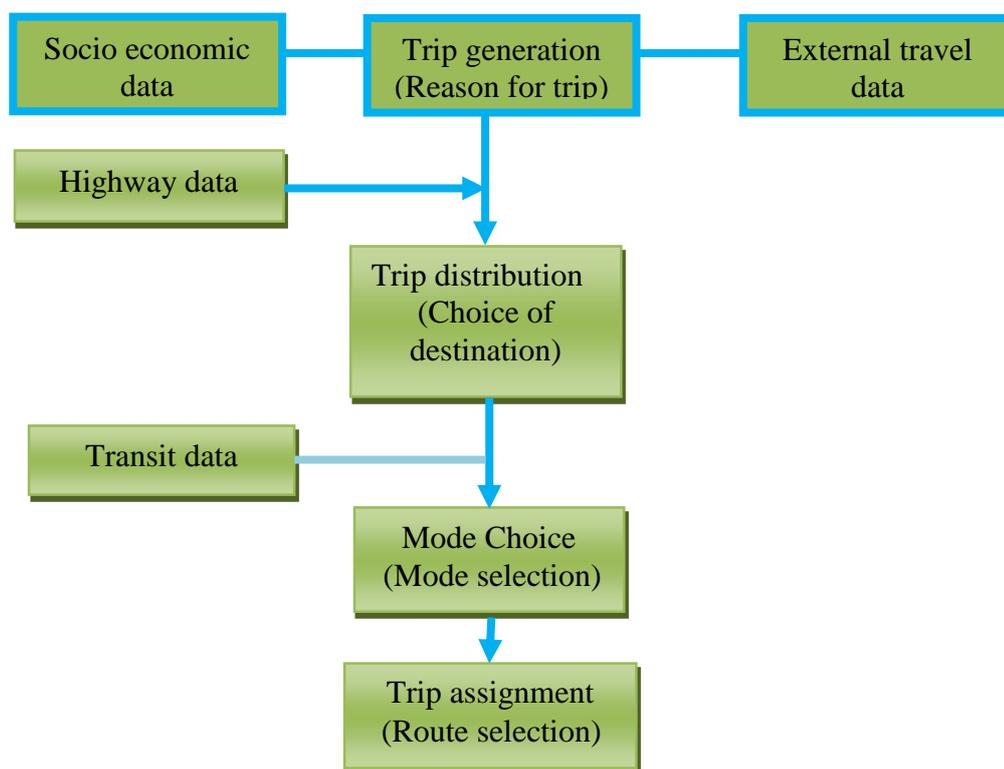
3.4.1.b. Alternative Transportation Feasibility

There are many ways to measure transportation system feasibility, each reflecting particular perspectives concerning who, what, where, how, when and why. Different methods favor different types of transport users and modes, different land use patterns, and different solutions to transport problems in the Rural Municipality. Some transportation system may be economic and some may be non-economic and non-beneficial to the users and authorities. However, we do not see any transportation system feasible other than roadway transportation for the present situation in this Municipality until next five years. However, along the harnessing of suffice energy within the country, some other potential mode of transportation like rope way, cable car, mono electric rails etc could be explored for the promotion of tourism activities like religious tourism, adventure tourism, sight-seeing and all. These could also be a relatively cheaper as well as short cut and environment friendly options by the time Nepal will have its own reserve electricity to divert further in the areas like transport sector too. But it may take at least 10 years or more at earliest to get to that point.

3.4.2 Future traffic forecast

Traffic forecasting is the process of estimating the number of vehicles or people that are likely to use different transportation facilities in the future. Forecasting and estimation of growth in vehicular population of any major transportation engineering development requires capturing the past trend and using it to predict the future trend based on qualified assumptions, simulations and models created using explanatory variables.

Figure 4: Flow chart of travel demand forecasting



From the traffic survey conducted over Diktel Rupakot Majhuwagadhi Municipality following traffic data were collected and future traffic were forecasted taking growth rate 7% using following formulae:

$$F = P(1+r)^n$$

Where;

F = Future traffic

r = growth rate

n = number of years

P = Present traffic

Table 10: Future traffic forecast

S.N.	Vehicle	Present traffic	Future traffic forecast			
			5 years	10 years	15 years	20 years
1	Motorcycle	200	168	236	331	464
2	Jeep	30	25	35	50	70
3	Bus	20	21	30	41	58
4	Truck	5	4	6	8	12

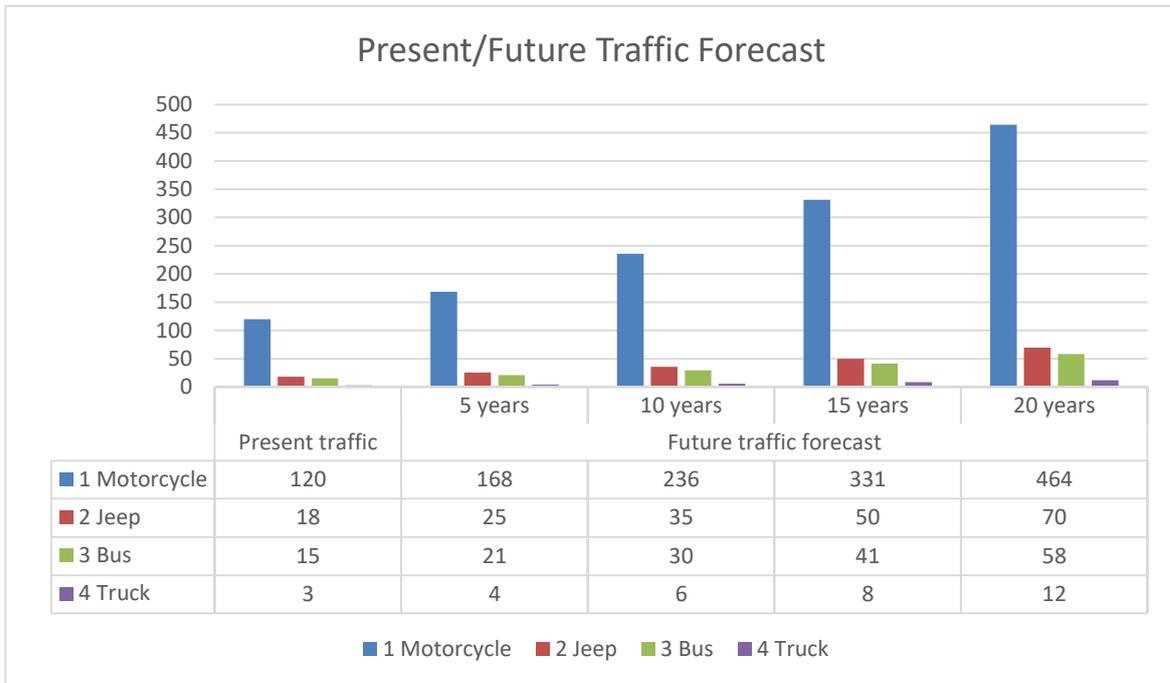


Figure 5: Chart showing future traffic forecast

From the above table, it is clear that the number of vehicles will be doubled after 10 years. Knowledge of future traffic flow is an essential input in planning, implementation and development of transportation system. These traffic forecast data are used for various operation like roadway and intersection level of service, delay, measure of effectiveness, road design etc. so while planning transport networking, future forecast have to be considered along the past trend analysis.

3.4.3 Transportation management

Various components are included in a transportation system. For the proper functioning of the whole system, each and every component should work properly. Some of the major components of transportation system are as follows:

1. Drainage system:

Drainage is one of the most important factors in road maintenance. Side drains are the integral part of the roads and are essential means of preventing structural damage to the road. From general observation it is apparent that their design and construction is not given enough thought in Nepal resulting in problems. This case implies in the case of this Municipality also.

2. Parking area:

Parking is a part of an overall transportation system and is one of the serious problems that confront the urban planner and traffic engineer. Traffic usually travels towards a destination and a vehicle must be parked while some business. As the number of automobiles increases exponentially around the city, the need to house them in close proximity to destinations creates a challenging design problem.

3. Road furniture

Different objects and equipment should be installed on roads for various purpose e.g., traffic signals, traffic signs, street light, traffic barriers, bus stands, bus stops etc. Road furniture will

- Ensure the most efficient and effective use of resources
- Building the aesthetics in surrounding area
- Ensure traffic safety
- Provide comfort to the pedestrian (bus stand, benches)
- Control and regulates traffic flow

So, while installing road furniture following elements should be considered:

- Standard road sign
- Junction improvement i.e., entry and exit through slip lanes with proper acceleration and deceleration lane
- Provision of raised footpath for pedestrian
- Inside widening for sharp curves
- Adequate off set distance from natural and road side features

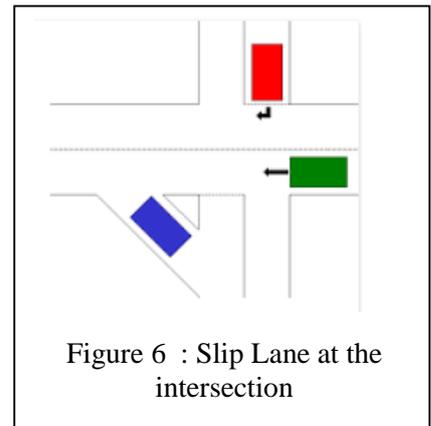


Figure 6 : Slip Lane at the intersection

3.5 ROAD CLASSIFICATION

Roads can be classified as per

- Function
- Purpose
- Speed
- Capacity
- Maintenance Responsibility
- Services and
- as per the guideline based on RoW

Apart from the guidelines other factors are also considered while determining the class of the road; such as accessibility to market centre, connection with strategic road networks, district headquarters, service centers, administrative centers etc. Various methods of road classification are as follows:

Table 11: Road classification criteria:

Criteria	Class A	Class B	Class C (5-6m)	Class D(3-4m)
Purpose	Mobility	Mobility and control access	Access and mobility	Access
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	Connect local trips to higher level roads

Criteria	Class A	Class B	Class C (5-6m)	Class D(3-4m)
	High network coverage	Support through movement of traffic	Access to property	Direct access to property
	Segregated NMT facilities and Bus lay bays	Segregated NMT facilities and Bus lay bays	Segregated NMT facilities	Local NMT movement
	Complete access to public transport	High access public transport	Access limited to public transport	
Maintenance Responsibility	Rural Municipality	Rural Municipality	Rural Municipality and local people	Local people
Speed (kmph)	80-100	60-80	50-60	40-50
Capacity (PCU/hr.)	4000-4800	2400-3600	1500-2400	Less than 1500
Access Control	Full control	Partial control	No	No
Public transport services	Mass transit facilities	Mass transit, Local public transport	Access to public transport	No public transportation
Right of way	Minimum 10 m	Minimum 8m	Minimum 6m	Minimum 4m

Here for the classification of road, guideline has been followed i.e. Right of way has been considered for road classification.

3.6 ROAD CODING, DIGITAL NAMING AND NODAL POINTS

Digital Naming and the coding of the road have been done as prescribed by the MTMP Preparation guideline. As per this, the digital name of the roads has been carried out starting from the SRN. And the coding of the road has been done for all roads starting from the district code. The digital name are assigned so that,

- first digit represents roads under strategic road network
- followed by a digit which indicates the number of collector road
- Then following digit indicates the nth sub collector road.
- Since there is no strategic road network in this Municipality, class A roads are taken as main roads for naming.
- In case of this Municipality due to absence of SRN Road class A area assumed as major roads for digital naming.

Once the roads are finalized, each municipal roads are assigned a road code. During assignment of road code guideline has been followed. As per the guide line, road code is made up of nine digit where first two digit represent the district, third digit letter 'M' represents Municipality, fourth and fifth digit represents number of particular Municipality, sixth digit represents class of the road and next three digits represents the particular transport linkage.

Nodal point of the road is the point from where the particular road starts. Here, Nodal points have been assigned as per ToR during field survey. Any infrastructure or road junction at the start of the roads were noted as nodal points.

Digital name are assigned in such a way that first digit represents roads under strategic road network followed by a digit which indicates the number of collector road then following digit indicates the nth sub collector road. If there is no strategic road network in this Municipality, class A roads are taken as main roads for naming.

CHAPTER 4

MUNICIPALITY INVENTORY MAP OF ROAD NETWORK

4.1 EXISTING ROAD NETWORK

The Municipality is not connected by Strategic Road network. Study and analysis show that Diktel Rupakot Majhuwagadhi Municipality has 159 Municipal roads. Most of the roads have earthen surface restricting their operations in only fair weather. Moreover, construction quality of the road is poor and has to be upgraded to all weather roads to increase transport accessibility of the people and improve the overall transport situation of the Municipality.

Table 12: Road network of Municipality

S.N.	Road Name	Total length (M)
1.	Strategic road network/ District Road	80383.108
2.	Municipal roads	1441.730

From table no. 13 it can be known that there are altogether 4 no. s of Class A, B, C, D roads. Length of the roads according to the class is given below:

Table 13: Summary of Road inventory according to the class of roads

Road Class	No. s	Length (km)
A	85	278.14
B	166	262.67
C	482	435.36
D	430	142.88
Total	1163	1119.05



Figure 7: Class wise roads

From the survey it has been found that most of the roads within the Municipality are bituminous, PCC, gravel and earthen. Length of the roads according to their surface type are as follows:

Table 14: Road according to surface type

Road type	Length (km)
Earthen	864.427
Gravelled	389.123
Black topped	50.906
PCC	8
Total	1312.456

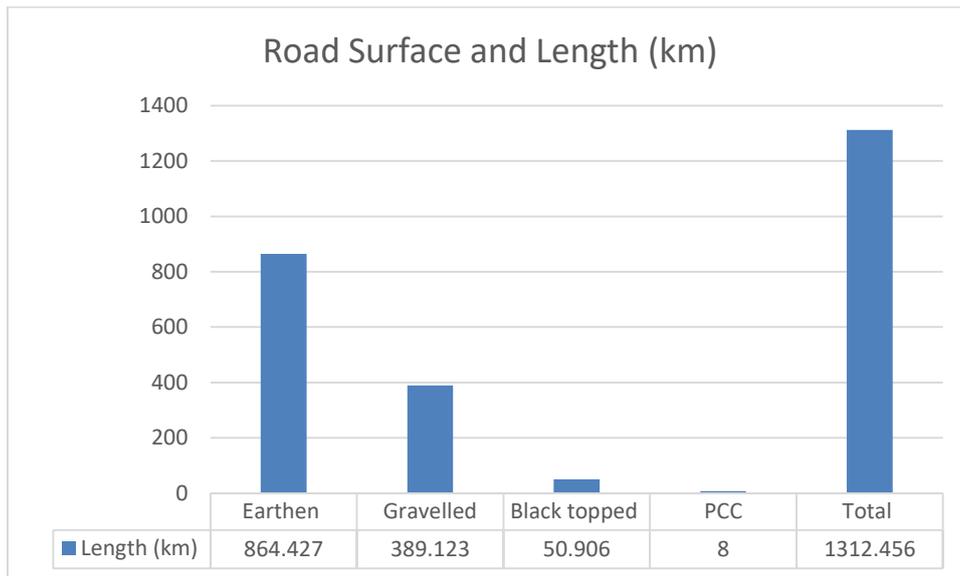


Figure 8: Chart showing road with different surface type

Brief Description of Road Class “A”

Roads with Right of Way greater than or equal to 20m and 10m are categorized as Road Class “A”. These are the main collector road of the Municipality. Generally, class A roads are linked with strategic road network, highly dense settlement, major growth area, higher level market centre, service centers etc. These roads are facilitated with various road furniture, green belts for all road users i.e., vehicles, pedestrian, cycle etc. as shown in Figure no. 11.

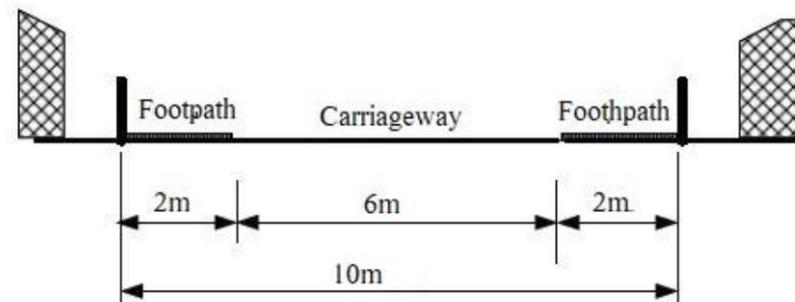


Figure 9: Typical cross section of Road Class "A"

The roads which lie in road class A.

Table 15: List of road class A

Road_code	Road_name	RoW	Class	Surface Type	MTMP	Length_m
	akley pipal dekhi bhamrang jhisepu 3 no oda janey sadak	10	A	GR	BT	65.600
	वडा कार्यालय आसपास बसपार्क छेत्र	10	A	GR	BT	350.000
105M05B015	दिक्तेल आले दिपरुङ चुइचुम्बा गाउँपालिका सडक	10	A	GR	BT	4697.688
105M05C059	कुइभिर बेसिटोल दुईखोवा १५ न. सडक	10	A	GR	BT	7039.268
105M05C066	डाडाखर्क हुँदै लफ्याङ मेघे चैतरा सडक	10	A	GR	BT	1478.410
105M05C068	दिक्तेल खानिडाडा वारताङ टारवारि दिपर	10	A	GR	BT	2520.224
105M05C071	पिङ आले घिमिरे गाउँ गहते सडक	10	A	GR	BT	1396.883
	डाडा खर्क घुम्ती सुर्यदय कृब लाफ्यंग तितिरे बोटे देपुंग सडक	10	A	GR	BT	580.000
	हस्पिटल चोक, चामलिंग चोक - बस्बोटे खानी डाडा जोरपाटी	10	A	GR	BT	810.000
105M05C082	चाम्लिङ चोक खनिया डाडा सडक	10	A	GR	BT	2684.708
105M05D030	डम्पङ सडक	10	A	GR	BT	437.389
105M05B016	दिक्तेल अस्पताल चोक लफ्याङ साप्सु खोला सडक	10	A	GR	BT	10856.450
105M05B017	दुभे पुरानो गाउ तावा दोभान सडक	10	A	GR	BT	7745.697
105M05D039	वातम दोखुम सडक	10	A	GR	BT	599.366
105M05C092	हात डाडा मधेचउतारा डाडा खर्क रिङ-रोड सडक	10	A	GR	BT	3605.911
105M05C092	हात डाडा हलेसि FM हुँदै देविथान वसपार्क जाने सडक	10	A	GR	BT	26.131

Road_code	Road_name	RoW	Class	Surface Type	MTMP	Length_m
	हाडेगैरा हलेसि FM कटुवाल हलेसी गुल्म हुदै देविथान सडक	10	A	GR	BT	240.000
105M05C093	काउसे सडक	10	A	GR	BT	158.717
105M05C094	गुम्बा देखि काउसे सडक	10	A	GR	BT	1875.623
105M05C095	छेपेखोला गुम्बा सडक	10	A	GR	BT	3163.169
105M05B019	छेपेखोला मोछा घुम्ति सडक	10	A	GR	BT	3654.619
105M05C097	ठुटेबोट भुलभुले सडक	10	A	GR	BT	6131.059
105M05C098	ताल खर्क वगरे भन्ज्याङ सडक	10	A	GR	BT	2676.577
105M05C0103	मान्खा चौतारा सडक	10	A	GR	BT	1652.966
105M05C0105	मिलन चोक साकेला प्रा.वि. हुँदै जाने वा	10	A	GR	BT	2378.724
105M05D046	वडा कार्यालय साकेला थान लालबु सडक	10	A	GR	BT	1453.386
105M05B020	सन्साइ डाडा देखि वगरे भन्ज्याङ सडक	10	A	GR	BT	6088.482
105M05C109	सुगुरवा हुदै सावसु जाने सडक	10	A	GR	BT	2327.170
105M05D053	मेवाखोला /दुमली सडक	10	A	GR	BT	148.538
105M05C118	चिउरे डाडा, शिरजनशिल हुदै लोकमार्ग जो	10	A	GR	BT	3266.261
	दिक्तेल वडा न. १ - वडा न. २ सोलमा हुदै वडा न. ३ नेर्पा - वडा न. ७ दोर्प	10	A	GR	BT	15640.000
105M05C130	स्थालठुलो देखि पिडडाडा हुदै तालचैरजो	10	A	GR	BT	459.164
105M05C131	सिदे ठुङ्गा देखि दानबहादुरको घर हुदै	10	A	GR	BT	1150.722
105M05C132	सामसु खोला देखी मुडके बर सडक	10	A	GR	BT	3043.449
105M05C133	वडा कार्यालय देखि दुदिलो सडक	10	A	GR	BT	1179.940
105M05B022	मूल सडक (गोल्डेन चक्रपथ सडक)	10	A	GR	BT	13442.423
105M05D077	नेवारे देखि खावा जाने सडक	10	A	GR	BT	324.312
105M05D079	नासटुंग सडक	10	A	GR	BT	231.381
105M05C138	गोपी गल छिडा देखि जरा बिसाउने हुदै साव	10	A	GR	BT	1539.252
	भिमसेन थान देखि छहरे हुदै मुद्के सडक	10	A	GR	BT	1450.000
	वडा कार्यालय देखी नस्तुम सडक	10	A	GR	BT	714.180

Road_code	Road_name	RoW	Class	Surface Type	MTMP	Length_m
	बनाचुंग देखि चिउरी डाडा सडक	10	A	GR	BT	930.000
	खनाम देखि लामी डाडा सडक	10	A	GR	BT	843.470
	वडा कार्यालय देखि खवा डाडा सडक	10	A	GR	BT	345.000
	सुर्के देखि खनाम सदाल	10	A	GR	BT	180.000
105M05B024	पेलुङग साप्सु ढाप पर्यटक सडक	10	A	GR	BT	11466.430
105M05C152	जुगेबरी फुलपाती डाडा गाउँ स्वास्थ्य चौकी	10	A	GR	BT	2997.637
105M05D120	सिकुरि भंज्याङ सडक	10	A	GR	BT	18822.356
105M05D124	चोखाने सडक	10	A	GR	BT	1189.138
105M05D114	पिचकुले सडक	10	A	GR	BT	3144.971
	ढुंगे चौतारा तालखर्क, मूलडाडा पाथेका खारतम्छा फेदी सडक	10	A	GR	BT	1232.000
	पिपल डाडा जिरो पोइन्ट पावेरहोउस भागु सिरुवास केलासी सडक	10	A	GR	BT	2938.000
	बानिया पाटि रैकर मर्मिटर चिम्बीमा	10	A	GR	BT	877.000
105M05C197	देउसालि गाउ तुरखा हुदै तापखोला राटी प	10	A	GR	BT	6473.018
	हुर्लुङ-खार्मी-तापखोला राटिपुल सडक	10	A	GR	BT	3933.000
	वडा कार्यालय माझगाउँ स्वास्थ्य चौकी सडक	10	A	GR	BT	690.000
105M05C241	जालपा-सप्तेश्वर-केपिलासराढी सडक	10	A	GR	BT	6552.133
105M05C242	जालपा-लुम्जुखोला-खार्मी सडक	10	A	GR	BT	2984.221
105M05B029	हुर्लुङ-जालपा-ऐसेलुखर्क सोलुखुम्बु सडक	10	A	GR	BT	18450.010
105M05C238	मेन सडक पर्शु गुरुङको घर -लमर्खु सडक	10	A	GR	BT	301.591
	खर्वारी हिदुखोला सडक	10	A	GR	BT	324.000
105M05C263	बि जुले दलले दि कतेल सडक	10	A	GR	BT	46.415
	पन्चेदोबाटो विजय खर्क सडक	10	A	GR	BT	160.000
	वडा कार्यालय सडक	10	A	GR	BT	433.000
105M05C289	मालि मरे देखि साकेला याखा सडक	10	A	GR	BT	4480.374
105M05A001	मध्य वाटि लोकमार्ग	14	A	BT	BT	4587.916

Road_code	Road_name	RoW	Class	Surface Type	MTMP	Length_m
105M05A002	दिक्तेल आले रेगमटार सगरमाथा राजमार्ग	20	A	BT	BT	31398.870
105M05C055	Airport देखि वासवोटे चाम्लिङ चोक सडक	10	A	GR	BT	3335.472
105M05A005	Highway (पुष्पलाल मध्यपहाडि लोकमार्ग)	20	A	BT	BT	3669.376
105M05A001	मध्यपहाडि लोकमार्ग	20	A	BT	BT	666.593
105M05A007	सगरमाथा राजमार्ग	20	A	BT	BT	3328.850
105M05B002	झिसेफ रोड	10	A	GR	BT	1000.102
105M05C065	डाडाखर्क दिक्तेल जाने वाटो	10	A	GR	BT	57.320
105M05D009	क्याम्पस रोड	10	A	GR	BT	178.054
105M05C018	हातडाडा हुदै खानीडाडा जाने सडक	10	A	GR	BT	595.739
105M05C010	झिसेफ रोड जोड्ने सडक	10	A	GR	BT	341.329
105M05C008	खड्का गाउ जाने बाटो	10	A	GR	BT	17.390
	Highway	20	A	BT	BT	7254.903
105M05D062	बाना चउर सडक	10	A	GR	BT	833.820
105M05D063	दोवेला बाना चोक सडक	10	A	GR	BT	74.850
	राजमार्ग	20	A	GR	BT	11026.590
105M05D062	बाना चउर सडक	10	A	GR	BT	268.344
105M05D063	दोवेला बाना चोक सडक	10	A	GR	BT	190.875
		10	A	GR	BT	57.809
		10	A	GR	BT	184.871

4.3 SUMMARY OF ROAD CLASS B

Brief Description of RoadClass “B”

Roads with Right of Way greater than or equal to 8m are categorized as Road Class “B”. These are the other collector road beside main collector roads of the Municipality. Generally, class B roads are linked with road class “A”, settlement, various market centre, service centers etc. these roads are facilitated with various road furniture, green belts for all road users i.e. Vehicles, pedestrian, cycle etc. as shown in Figure no. 12.

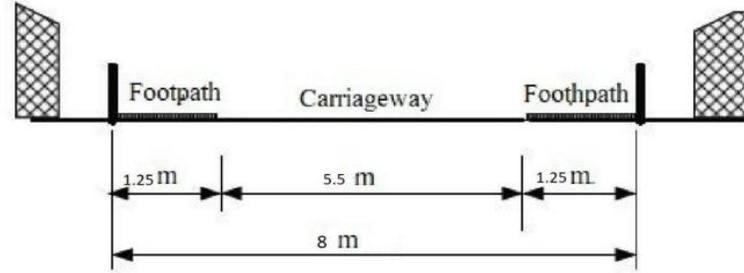


Figure 10: Typical cross section of Road Class B

The Municipality roads which lie in road class B are. The brief of individual road class B are as follows:

Road_code	Road_name	RoW	Class	Road Surface	MTMP	Length_m
	ayurbed hospital- prakash thapa ghar hudaifilm hall cheui	8	B	ER	GR	459.310
	matikorey akley pipal hudaii madir sadak	8	B	ER	GR	169.940
	sarswoti a b rudraxya hudai samata school khadka gau jodney bato	8	B	ER	GR	258.610
	yuba barsha pra vi dekhi gupteswor	8	B	ER	GR	217.333
105M05C019	अछिदुङ्गा वेसुटोल जाने सडक	8	B	ER	GR	1071.433
105M05C021	पाउधारा रोड (Paudhara)	8	B	ER	GR	1391.68
	मुडे, देउराली सडक	8	B	ER	GR	1230
105M05D008	थापा गाउबाट समातुंग हुदै महले जाने सड	8	B	ER	GR	1717.15
105M05C032	हुमुसा चोक हुदै कटहरे हुदै ईपा जाने	8	B	ER	GR	1360.16
105M05C034	ईटाभट्टा बाट थापागाउ हुदै चुपला पाण्डे गाउ जाने सडक	8	B	ER	GR	917.979

Road_code	Road_name	RoW	Class	Road Surface	MTMP	Length_m
105M05C037	झिसेफ मन्दिर हुदै सामातुंग आउने रोड	8	B	ER	GR	1843.434
105M05C038	झिसेफ हुदै कोल्बोते खोला	8	B	ER	GR	7128.614
105M05C039	ब्यारेक छेउ बाट झुजेल गाउ जाने बाटो	8	B	ER	GR	369.555
105M05C040	झुनेजल गाउ हुदै चुप्ला जाने सडक	8	B	ER	GR	1376.25
	जनता प्रा. वि. स्कूल बाट बम्राई बुस्पा जाने सडक	8	B	ER	GR	12.67
105M05C036	मफलिङ हुदै नगर खोला हुदै वडा कार्यालय	8	B	ER	GR	1994.8
105M05C049	सामातुंग आउने रोड	8	B	ER	GR	846.55
	पुरानो पेट्रोल पुम्प हुदै काराधार जोड्ने सडक	8	B	ER	GR	230
	टाउके धारा बाट प्राथमिक स्वास्थ्य चौकी जोड्ने सडक	8	B	ER	GR	340
	झ्याली कुवा बाट तामांग गाउँ जोड्ने सडक	8	B	ER	GR	1130
	लाकुरी भीमसेनस्थान बाट पश्चिम गल्ली सडक	8	B	ER	GR	450
	हबदम्मा खोला हुदै दलित बाक्लो बस्ति जोड्ने सडक	8	B	ER	GR	556
	हर्रा बोटे बाट धनमान हुदै कटहरे जोड्ने सडक	8	B	ER	GR	890
	कटुवाल ग्रामिण सडक हुदै मेनरोड जोड्ने सडक	8	B	ER	GR	1230.56
	माझ माझ थापा गाउँ बाट पाँच गेर जोड्ने सडक	8	B	ER	GR	450.44

Road_code	Road_name	RoW	Class	Road Surface	MTMP	Length_m
	खत्री गाउँ बाट चुपला पुछार वडा कार्यालय जाने बाटो	8	B	ER	GR	234.55
105M05C069	देउमानिको घर स्वास्थ्य चौकि सितला मा.	8	B	ER	GR	3030.755
105M05D012	आले दापसा कुइकुइ वेसटोल	8	B	ER	GR	556.7105
105M05C061	खापेठुङ्गा लेखालि टोल देविथान सडक	8	B	ER	GR	364.4695
105M05C067	डुडे ठाटि काडे सेतेटार सडक	8	B	ER	GR	1226.737
105M05C072	बेसिटोल कालिमाटि खोला सडक	8	B	ER	GR	1689.392
105M05D022	वस्नेतगाउ पानधारे खेरुडले वनपाला खान	8	B	ER	GR	3571.493
105M05C073	वासवोटे डाडाखर्क सडक	8	B	ER	GR	1396.474
105M05C074	सगरमाथा प्रावि समलवोटे सामखोला बेखवा	8	B	ER	GR	3485.268
	दिक्तेल दोरे खोला पाखाली टोल हुदै सिल्ला सडक	8	B	ER	GR	2450.67
105M05C078	लाफे हाचा चोक नरकटे रिठा दह सडक	8	B	ER	GR	5305.12
105M05D024	अड्चने समाधि सडक	8	B	ER	GR	186.768
105M05C079	एलमवर डाडा खेत सडक	8	B	ER	GR	767.207
105M05D026	कृकेट खेल मैदान जाने सडक	8	B	ER	GR	1281.55
105M05C081	घाटे खोला वास्तोला गाउँर रिवावोटे मा	8	B	ER	GR	28.2899
105M05C083	चिउरि डाडा धारापानी नरकटे सडक	8	B	ER	GR	1484.56
105M05C086	डम्पिङ हुँदै कलसुडे हुँदै तावा दोभान	8	B	ER	GR	2756.69
105M05C087	मैघे चउतारा माछागाउँ वासवोटे सडक	8	B	ER	GR	2586.33
105M05C088	राजम्पा डाडा र दमङ् गाउँ साकेला सडक	8	B	ER	GR	1306.32
105M05D036	रिठावोटे नरकटे सडक	8	B	ER	GR	485.925

Road_code	Road_name	RoW	Class	Road Surface	MTMP	Length_m
105M05D038	वडा कार्यालय हुँदै राजम्पा डाडा सडक	8	B	ER	GR	1039.36
105M05C090	ससत्र घुम्ति काफ्ले गाऊ सडक	8	B	ER	GR	844.789
	यलम्बर चोक जसराज किरातीको घर हुँदै मनोज राई को घर सम्म सडक	8	B	ER	GR	670.45
	रमितेडाडा खर्क कटुवाल गाउँ हुँदै रुइलेखोला सडक सम्म	8	B	ER	GR	2055.21
	कलिमाते जामुने हुँदै धन्बीर मुग्राती घर जोड्ने सडक	8	B	ER	GR	890.5
	हलेसि FM कटुवाल चोक, लाफ्यंग सकेला थान हुँदै देविथान सडक	8	B	ER	GR	1800.3
	चण्डी डाडा देखि खम्लुंग खेत जामुने हुँदै मिल डाडा जोड्ने सडक	8	B	ER	GR	4500.5
	मेघेचौतारा परसुराम कटुवालको घर अलैचे, हुँदै तप्कुवा सडक	8	B	ER	GR	2200.8
105M05D042	बासवोटे पल्लु सडक	8	B	ER	GR	363.4755
105M05C101	भुङ्गाले मोछा सडक	8	B	ER	GR	3113.368272
105M05C107	यायोखा भवन देखि च्यानडाडा जाने सडक	8	B	ER	GR	1364.136341
105M05D047	वर डाडा सडक	8	B	ER	GR	424.959969
	वोडिंग समावेशी सडक	8	B	ER	GR	1100.9
105M05C122	काउले छिछताल सडक	8	B	ER	GR	3244.24955
105M05D074	भोजे खत्रिको घर देखि काब्रे जाने सडक	8	B	ER	GR	787.2162
	बल बहादुर बि. क. देखि चक्र बि. क.	8	B	ER	GR	600.5
	jara bisauney dekhi wabari jodney sadak	8	B	ER	GR	1291.985258
	oda dekhi lapsey hudaii lami dhada jodney sadak	8	B	ER	GR	1100.264013

Road_code	Road_name	RoW	Class	Road Surface	MTMP	Length_m
	मुढे टोल ग्रामिण सडक	8	B	ER	GR	1343.9
	पेलुंग खोला ग्रामिण सडक	8	B	ER	GR	878.22
105M05C141	वासुना हरेराम सडक	8	B	ER	GR	1472.5278
105M05C144	क्षेतिसाम कृषि सडक	8	B	ER	GR	4212.771355
105M05D128	ढाड सडक	8	B	ER	GR	949.2223874
105M05C164	लुवालुड देखि दमढी सडक	8	B	ER	GR	4024.67592
105M05C175	छोकेबु सडक	8	B	ER	GR	6104.409228
105M05D110	चिचिडखा सडक	8	B	ER	GR	1158.274804
105M05D125	बाखमाला सडक	8	B	ER	GR	2062.208182
105M05B028	दिकतेल पाथेक सडक	8	B	ER	GR	4302.050119
105M05C171	चिमचिम सडक	8	B	ER	GR	2770.584778
105M05C178	नाखम सडक	8	B	ER	GR	2515.855206
105M05C158	हुपलिउ रोड	8	B	ER	GR	4088.928477
105M05D130	तामाड टोल जाने सडक	8	B	ER	GR	472.1404044
105M05D131	पाखा घर सडक	8	B	ER	GR	1721.706144
	भौदारे खिकाचा मूल डाडा सडक	8	B	ER	GR	1588.5
	धम्प बाहुन डाडा देखि तिनतुमके मेरुन सडक	8	B	ER	GR	2904.24
105M05D138	सोति जम्दार टोल जाने सडक	8	B	ER	GR	1569.092342
105M05D142	सोतो डडेलि सडक	8	B	ER	GR	1220.822475
105M05C232	कालिका मा.वि. स्वस्थचौकि खानि डाडा स	8	B	ER	GR	1024.052944
105M05C234	वाजोवारी नोगाले सडक	8	B	ER	GR	3756.355614
105M05D154	जनसेवा नगर अस्पताल- शसिदुङ्गा-ससर्का सडक	8	B	ER	GR	833.787
	लमखु भिरकुना सडक	8	B	ER	GR	1340.33
105M05C247	स्कुल डाडा-पउलुन्ड-हाबु ग्रामीण कृषी सडक	8	B	ER	GR	5653.041145

Road_code	Road_name	RoW	Class	Road Surface	MTMP	Length_m
105M05B030	मौरि CTEVT सडक हदै राजमार्ज जाने सडक	8	B	ER	GR	589.13011
105M05B033	खर्क गौरि कृषी हुदै राजमार्ग जाने सडक	8	B	ER	GR	7337.074519
	नम्देल घुम्ती डाडा सडक	8	B	ER	GR	345.67
	स्कूल डाडा मूल डाडा सडक	8	B	ER	GR	680.87
	पन्चेदोबाटो तस्लुंग विजय खर्क सडक	8	B	ER	GR	670.56
105M05B009	झाल्याली कुवा देखि पाण्डे गाउ चुक्ला हुदै वडा कार्यालय ज	8	B	GR	BT	3090.532
105M05B008	जिरो पोइन्ट हुदै बामराई रत्नपार्क बम्राई बुस्या जाने सड	8	B	GR	BT	5302.236
105M05B025	केसी चोक हुदै वडा कार्यालय जाने सडक	8	B	GR	BT	3804.086779
105M05B035	सगरमाथा राजमार्ग जाने सडक	8	B	GR	BT	7907.69699
105M05B004	राजमार्ग जोडने सडक	8	B	GR	BT	558.3624216
105M05B005	सोलमा रिङ्गरोड	8	B	GR	BT	189.73145
105M05C030	सोलमा खेल मैदान रोड	8	B	GR	BT	198.7340237
105M05B005	सोलमा रिङ्गरोड	8	B	GR	BT	1067.457689
105M05B001	अल्छेढुंगा रोड	8	B	GR	BT	71.14535777
105M05C038	झिसेफ हुदै पुरानो बैंक चोक	8	B	ER	GR	24.48382146
105M05B005	सोलमा रिङ्गरोड	8	B	ER	GR	2222.568261
105M05B012	बानिया चोक हुदै सिने डाडा ग्रामीण सडक	8	B	GR	BT	2061.47121
105M05B007	जिरो पोइन्ट हुदै बामराई रत्नपार्क बुस्या जाने सडक	8	B	GR	BT	243.385148
105M05B010	बनियाचोक हुदै सिनेडाडा ग्रामिण सडक चुपलाशंखु जाने सडक	8	B	GR	BT	394.4581435
105M05B006	जिरो पोइन्ट हुदै बामराई रत्नपार्क	8	B	GR	BT	2139.858981

Road_code	Road_name	RoW	Class	Road Surface	MTMP	Length_m
105M05B010	बनियाचोक हुदै सिनेडाडा ग्रामिण सडक चुपलाशंखु जाने सडक	8	B	GR	BT	2.236
105M05B015	दिक्तेल आले दिपरुङ चुइचुम्बा गाउँपालिका सडक	8	B	GR	BT	4697.687779
105M05B015	दिक्तेल आले दिपरुङ चुइचुम्बा गाउँपालिका सडक	8	B	GR	BT	4697.687779
105M05B016	दिक्तेल अस्पताल चोक लप्याङ साप्सु खोला सडक	8	B	GR	BT	834.2819642
105M05B016	दिक्तेल अस्पताल चोक लप्याङ साप्सु खोला सडक	8	B	GR	BT	2653.554321
105M05B016	दिक्तेल अस्पताल चोक लप्याङ साप्सु खोला सडक	8	B	GR	BT	1165.224594
105M05B016	दिक्तेल अस्पताल चोक लप्याङ साप्सु खोला सडक	8	B	GR	BT	1404.131972
105M05B017	दुभे पुरानो गाउ तावा दोभान सडक	8	B	ER	GR	1292.475977
105M05B016	दिक्तेल अस्पताल चोक लप्याङ साप्सु खोला सडक	8	B	ER	GR	362.0358083
105M05B017	दुभे पुरानो गाउ तावा दोभान सडक	8	B	ER	GR	3705.473338
105M05B016	दिक्तेल अस्पताल चोक लप्याङ साप्सु खोला सडक	8	B	GR	BT	4309.319991
105M05B016	दिक्तेल अस्पताल चोक लप्याङ साप्सु खोला सडक	8	B	GR	BT	127.8987691
105M05B021	सन्सारि डाडा हुँदै बंगुर फर्म गुप्तेश्वर जाने सडक	8	B	GR	BT	748.9338496
105M05B021	सन्सारि डाडा हुँदै बंगुर फर्म गुप्तेश्वर जाने सडक	8	B	GR	BT	852.6050632
105M05B021	सन्सारि डाडा हुँदै बंगुर फर्म गुप्तेश्वर जाने सडक	8	B	GR	BT	671.5492508

Road_code	Road_name	RoW	Class	Road Surface	MTMP	Length_m
105M05B020	सन्साइ डाडा देखि वगरे भन्ज्याङ सडक	8	B	ER	GR	788.3339338
105M05B020	सन्साइ डाडा देखि वगरे भन्ज्याङ सडक	8	B	ER	GR	402.24754
105M05B020	सन्साइ डाडा देखि वगरे भन्ज्याङ सडक	8	B	ER	GR	231.1393549
105M05B021	सन्सारि डाडा हुँदै बंगुर फर्म गुप्तेश्वर जाने सडक	8	B	GR	BT	281.3441756
105M05B020	सन्साइ डाडा देखि वगरे भन्ज्याङ सडक	8	B	GR	BT	1582.096679
105M05B021	सन्सारि डाडा हुँदै बंगुर फर्म गुप्तेश्वर जाने सडक	8	B	GR	BT	356.2272126
105M05D007	होरखा वेसि टोल जाने सडक	8	B	GR	BT	129.3762769
105M05B020	सन्साइ डाडा देखि वगरे भन्ज्याङ सडक	8	B	GR	BT	469.1910388
105M05B019	छेपेखोला मोछा घुम्ति सडक	8	B	GR	BT	408.0838292
105M05B020	सन्साइ डाडा देखि वगरे भन्ज्याङ सडक	8	B	ER	GR	663.2178033
105M05D007	होरखा वेसि टोल जाने सडक	8	B	ER	GR	49.16943838
105M05B005	सोलमा रिङ्गरोड	8	B	ER	GR	268.6631689
105M05B021	सन्सारि डाडा हुँदै बंगुर फर्म गुप्तेश्वर जाने सडक	8	B	GR	BT	2061.175831
105M05D007	होरखा वेसि टोल जाने सडक	8	B	GR	BT	557.8699772
105M05B020	सन्साइ डाडा देखि वगरे भन्ज्याङ सडक	8	B	ER	GR	461.1530154
105M05B021	सन्सारि डाडा हुँदै बंगुर फर्म गुप्तेश्वर जाने सडक	8	B	ER	GR	452.5506948
105M05B019	छेपेखोला मोछा घुम्ति सडक	8	B	ER	GR	653.8929392

Road_code	Road_name	RoW	Class	Road Surface	MTMP	Length_m
105M05B024	पेलुडग साप्सु ढाप पर्यटक सडक	8	B	GR	BT	2683.827561
105M05B024	पेलुडग साप्सु ढाप पर्यटक सडक	8	B	GR	BT	40.56311953
105M05B024	पेलुडग साप्सु ढाप पर्यटक सडक	8	B	GR	BT	1878.350108
105M05B024	पेलुडग साप्सु ढाप पर्यटक सडक	8	B	GR	BT	639.9038899
105M05B024	पेलुडग साप्सु ढाप पर्यटक सडक	8	B	GR	BT	209.6034575
105M05B029	हुर्लुड-जालपा-ऐसेलुखर्क सोलुखुम्बु सडक	8	B	GR	BT	3160.408688
105M05B029	हुर्लुड-जालपा-ऐसेलुखर्क सोलुखुम्बु सडक	8	B	GR	BT	1687.98058
105M05B029	हुर्लुड-जालपा-ऐसेलुखर्क सोलुखुम्बु सडक	8	B	GR	BT	738.8607949
105M05B029	हुर्लुड-जालपा-ऐसेलुखर्क सोलुखुम्बु सडक	8	B	GR	BT	1960.680696
105M05B029	हुर्लुड-जालपा-ऐसेलुखर्क सोलुखुम्बु सडक	8	B	GR	BT	571.5764041
105M05B029	हुर्लुड-जालपा-ऐसेलुखर्क सोलुखुम्बु सडक	8	B	GR	BT	501.9877734
105M05B029	हुर्लुड-जालपा-ऐसेलुखर्क सोलुखुम्बु सडक	8	B	GR	BT	874.6644033
105M05B029	हुर्लुड-जालपा-ऐसेलुखर्क सोलुखुम्बु सडक	8	B	GR	BT	1528.026253
105M05B029	हुर्लुड-जालपा-ऐसेलुखर्क सोलुखुम्बु सडक	8	B	GR	BT	3488.727327
105M05B029	हुर्लुड-जालपा-ऐसेलुखर्क सोलुखुम्बु सडक	8	B	GR	BT	3616.170407
105M05B029	हुर्लुड-जालपा-ऐसेलुखर्क सोलुखुम्बु सडक	8	B	GR	BT	320.9287756
105M05B035	सगरमाथा राजमार्ग जाने सडक	8	B	GR	BT	205.4240316

Road_code	Road_name	RoW	Class	Road Surface	MTMP	Length_m
105M05B035	सगरमाथा राजमार्ग जाने सडक	8	B	GR	BT	1278.544304
105M05B035	सगरमाथा राजमार्ग जाने सडक	8	B	GR	BT	898.4118194
105M05B035	सगरमाथा राजमार्ग जाने सडक	8	B	GR	BT	3945.07932
105M05B035	सगरमाथा राजमार्ग जाने सडक	8	B	GR	BT	1098.791809
105M05B035	सगरमाथा राजमार्ग जाने सडक	8	B	GR	BT	481.4457063
105M05B035	सगरमाथा राजमार्ग जाने सडक	8	B	GR	BT	205.4240316
105M05B035	सगरमाथा राजमार्ग जाने सडक	8	B	GR	BT	1278.544304
105M05B035	सगरमाथा राजमार्ग जाने सडक	8	B	GR	BT	898.4118194
105M05B035	सगरमाथा राजमार्ग जाने सडक	8	B	GR	BT	3945.07932
105M05B035	सगरमाथा राजमार्ग जाने सडक	8	B	GR	BT	1098.791809
Total						262674.958

Table 16: Description of Road Class “B”

4.4 SUMMARY OF ROAD CLASS C

Roads with Right of Way greater than or equal to 6m are categorized as Road Class “C”. These are the main tole roads of the Municipality. Generally, class C roads are market roads etc. connecting various local markets and service centres. Typical cross section of road class C is as shown in figure 13.

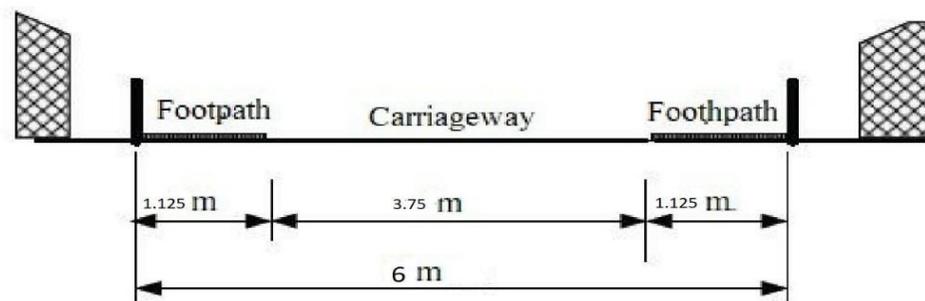


Figure 11: Typical Cross Section of Road Class "C"

The Municipality roads which lie in road class C.

Road_code	Road_name	RoW	Class	Road Surface	MTMP	Length_m
105M05C302	कटवाल गाउँ देखि खन्ने खर्क सम्म सडक	5	C	GR	BT	1329.979551
105M05C302	कटवाल गाउँ देखि खन्ने खर्क सम्म सडक	5	C	GR	BT	1329.979551
105M05B022	मूल सडक (गोल्डेन चक्रपथ सडक)	5	C	ER	GR	1369.012069
105M05B022	मूल सडक (गोल्डेन चक्रपथ सडक)	5	C	ER	GR	12073.4109
105M05B025	केटि चोक हुदै वडा कार्यालय जाने सडक	5	C	GR	BT	1729.208958
105M05B024	पेलुङ्ग साप्सु ढाप पर्यटक सडक	5	C	GR	BT	3092.651799
105M05C095	छेपेखोला गुम्वा सडक	5	C	ER	GR	693.6773973
105M05B021	सन्सारि डाडा हुँदै बंगुर फर्म गुप्तेश्वर जाने सडक	5	C	ER	GR	1274.284747
105M05B017	दुभे पुरानो गाउ तावा दोभान सडक	5	C	GR	BT	2747.747705
105M05B002	झिसेफ रोड	5	C	ER	GR	336.2319831
105M05C038	झिसेफ हुदै पुरानो बैंक चोक	5	C	ER	GR	108.594
105M05B005	सोलमा रिङ्गरोड	5	C	ER	GR	2924.557203
105M05B005	सोलमा रिङ्गरोड	5	C	GR	BT	1456.196768
105M05B003	हाईवे छुने फरक वडा जाने सडक	5	C	GR	BT	2074.351
105M05B001	अल्छेढुंगा रोड	6	C	ER	GR	1170.872
105M05C005	आचार्य क्षेत्र हुदै बसपार्क जाने सडक	5	C	ER	GR	112.103
105M05C001	अदालत एरिया	5	C	ER	GR	995.946
105M05C003	अल्छेढुंगा रोड जाने सडक	6	C	ER	GR	109.587
105M05C005	आचार्य क्षेत्र हुदै बसपार्क जाने सडक	5	C	ER	GR	1071.839
105M05C005	आचार्य क्षेत्र हुदै बसपार्क जाने सडक	5	C	ER	GR	451.264
105M05C004	अस्पताल र नगरपालिका जोड्ने सडक	6	C	ER	GR	1300.863
105M05C004	अस्पताल र नगरपालिका जोड्ने सडक	6	C	GR	BT	538.449
105M05C038	झिसेफ हुदै पुरानो बैंक चोक	5	C	GR	BT	373.688
105M05D026		6	C	GR	BT	20.970
105M05C002	अदालत हुदै हातडाडा जाने सडक	5	C	ER	GR	241.538

Road_code	Road_name	RoW	Class	Road Surface	MTMP	Length_m
105M05C004	अस्पताल र नगरपालिका जोड्ने सडक	6	C	ER	GR	351.315
105M05C092		6	C	GR	BT	143.136
105M05C035	कपटी-मफलिङ-नगरेखोलाहुदै वडा कार्यालय	6	C	ER	GR	426.937
105M05C017	मालपोत एरिया रोड	6	C	ER	GR	1330.119
105M05C002	अदालत हुदै हातडाडा जाने सडक	6	C	ER	GR	105.410
105M05C002	अदालत हुदै हातडाडा जाने सडक	6	C	ER	GR	186.856
105M05C017	मालपोत एरिया रोड	6	C	ER	GR	449.062
105M05C004	अस्पताल र नगरपालिका जोड्ने सडक	6	C	ER	GR	256.816
105M05C015	बसपार्क जाने सडक	5	C	ER	GR	345.835
105M05C004	अस्पताल र नगरपालिका जोड्ने सडक	6	C	ER	GR	256.816
105M05C011	डाडा छाप सडक	6	C	ER	GR	953.403
105M05C027	रुमाङ्ग सडक खण्ड	6	C	ER	GR	98.560
105M05C012	तल्लो अल्छे तुंगा सडक	6	C	ER	GR	459.804
105M05C005	आचार्य क्षेत्र हुदै बसपार्क जाने सडक	6	C	ER	GR	955.591
105M05C006	एकता टोल चोक रोड	6	C	ER	GR	1244.732
105M05C007	एकता टोलबाट हातडाडा निस्कने रोड	6	C	ER	GR	705.098
105M05C018	हातडाडा हुदै खानीडाडा जाने सडक	6	C	ER	GR	977.262
105M05C008	खड्का गाउ जाने बाटो	6	C	ER	GR	435.386
105M05C041	पुरानो बैंक चोक	6	C	ER	GR	551.954
105M05C006	एकता टोल चोक रोड	6	C	ER	GR	213.855
105M05C012	तल्लो अल्छे तुंगा सडक	6	C	ER	GR	1238.736
105M05C004	अस्पताल र नगरपालिका जोड्ने सडक	6	C	ER	GR	647.171
105M05C017	मालपोत एरिया रोड	6	C	ER	GR	376.008
105M05C027	रुमाङ्ग सडक खण्ड	6	C	ER	GR	718.062
105M05C009	गुप्तेश्वर रोड	6	C	ER	GR	2281.320
105M05C012	तल्लो अल्छे तुंगा सडक	6	C	ER	GR	579.039
105M05B011	बम्राई बुस्पा जाने सडक	6	C	ER	GR	11.373

Road_code	Road_name	RoW	Class	Road Surface	MTMP	Length_m
105M05B011	बम्राई बुस्पा जाने सडक	6	C	ER	GR	492.629
105M05C027	रुमाझ सडक खण्ड	6	C	ER	GR	140.961
105M05C076	सितला मा.वि. वस्नेत गाउं ठोटेखोला दिक्तेल सडक	6	C	GR	BT	3.756
105M05C016	माटिकुरे ग्राउण्ड फुटबल एरिया	6	C	GR	BT	1042.044
105M05C005	आचार्य क्षेत्र हुदै बसपार्क जाने सडक	6	C	GR	BT	840.816
105M05C002	अदालत हुदै हातडाडा जाने सडक	6	C	GR	BT	83.139
105M05B011	बम्राई बुस्पा जाने सडक	6	C	ER	GR	218.143
105M05C005	आचार्य क्षेत्र हुदै बसपार्क जाने सडक	6	C	ER	GR	533.715
105M05C020	गाउ जाने सडक	3	C	ER	GR	480.8810568
105M05C027	रुमाझ सडक खण्ड	6	C	ER	GR	649.6309305
105M05C022	बहेखा रोड	6	C	ER	GR	2531.914145
105M05C027	रुमाझ सडक खण्ड	6	C	ER	GR	1156.083376
105M05C024	मुडे सडक	6	C	ER	GR	791.5999909
105M05C024	मुडे सडक	6	C	ER	GR	1187.176688
105M05C030	सोलमा खेल मैदान रोड	6	C	ER	GR	452.1493285
105M05C028	वेसिटोल जाने सडक	6	C	ER	GR	1617.393343
105M05C023	बातल सडक	5	C	ER	GR	935.3410917
105M05C030	सोलमा खेल मैदान रोड	6	C	ER	GR	610.4643615
105M05C038	झिसेफ हुदै पुरानो बैंक चोक	6	C	ER	GR	416.6585076
105M05C019	अछिढुङ्गा वेसुटोल जाने सडक	5	C	ER	GR	63.42693323
105M05C019	अछिढुङ्गा वेसुटोल जाने सडक	6	C	ER	GR	915.4581378
105M05C045	मुडे सडक	6	C	ER	GR	387.3209854
105M05C025	रझ टोल जाने सडक	6	C	ER	GR	879.959039
105M05C030	सोलमा खेल मैदान रोड	6	C	ER	GR	171.6655797
105M05C023	बातल सडक	6	C	ER	GR	261.9545247
105M05C030	सोलमा खेल मैदान रोड	6	C	ER	GR	913.9804631
105M05C031	हर्कपुर रोड	6	C	ER	GR	1551.534896

Road_code	Road_name	RoW	Class	Road Surface	MTMP	Length_m
105M05C038	झिसेफ हुदै पुरानो बैंक चोक	6	C	ER	GR	2452.37375
105M05C023	बातल सडक	6	C	ER	GR	333.301173
105M05C038	झिसेफ हुदै पुरानो बैंक चोक	6	C	ER	GR	12.23506166
105M05C024	मुडे सडक	6	C	ER	GR	1419.143148
105M05C026	राज खर्क खेल मैदान जाने सडक	6	C	ER	GR	1554.310282
105M05C019	अछिदुङ्गा वेसुटोल जाने सडक	6	C	ER	GR	1621.698569
105M05C030	सोलमा खेल मैदान रोड	6	C	GR	BT	486.2387703
105M05C023	बातल सडक	6	C	GR	BT	725.6403144
105M05C031	हर्कपुर रोड	6	C	GR	BT	381.9975499
105M05C031	हर्कपुर रोड	6	C	GR	BT	148.7070484
105M05C030	सोलमा खेल मैदान रोड	6	C	GR	BT	128.1982894
105M05C019	अछिदुङ्गा वेसुटोल जाने सडक	6	C	GR	BT	262.8791702
105M05C024	मुडे सडक	6	C	GR	BT	849.6657949
105M05C030	सोलमा खेल मैदान रोड	6	C	ER	GR	375.6620119
105M05C030	सोलमा खेल मैदान रोड	6	C	ER	GR	1355.814624
105M05C025	रझ टोल जाने सडक	6	C	ER	GR	598.4096836
105M05C020	गाउ जाने सडक	6	C	ER	GR	410.5533236
105M05C027	रुमाझ सडक खण्ड	6	C	ER	GR	188.4919909
105M05C029	सोलमा खेल मैदान जाने सडक	6	C	ER	GR	1375.672426
105M05C023						
105M05C023	बहेखा रोड	6	C	ER	GR	456.2536678
105M05A001	मध्य वाटि लोकमार्ग	6	C	ER	GR	821.8496805
105M05C028	वेसिटोल जाने सडक	6	C	ER	GR	818.7844197
105M05C030	सोलमा खेल मैदान रोड	6	C	ER	GR	129.4178417
105M05C019	अछिदुङ्गा वेसुटोल जाने सडक	6	C	ER	GR	213.9209024
105M05C023	बातल सडक	6	C	ER	GR	168.6760773

Road_code	Road_name	RoW	Class	Road Surface	MTMP	Length_m
105M05C030	सोलमा खेल मैदान रोड	6	C	ER	GR	1283.270743
105M05C046	मुफलिंग हुदै नगरे खोला दुबोछा चोक हुदै पुरानो बैंक चोक	6	C	ER	GR	305.5423573
105M05C038	झिसेफ हुदै पुरानो बैंक चोक	6	C	ER	GR	641.5539983
105M05C048	लेख बहादुरको घरदेखि खत्रीगाउ हुदै ग्रामिण सडक जाने रोड	6	C	ER	GR	148.3419367
	साधु खोला देखि फेमिली केयर जाने रोड	6	C	ER	GR	503.867495
105M05C036	कपटी मफलिङ हुदै नगर खोला हुदै वडा कार्यालय जाने सडक	6	C	ER	GR	984.8749508
105M05C042	मगर गाउ देखि भण्डारी टोल सम्म जाने सडक	6	C	ER	GR	289.8353028
105M05C046	मुफलिंग हुदै नगरे खोला दुबोछा चोक हुदै पुरानो बैंक चोक	6	C	ER	GR	1004.667618
105M05C037	झिसेफ मन्दिर हुदै सामातुंग आउने रोड	6	C	ER	GR	913.222181
105M05C048	लेख बहादुरको घरदेखि खत्रीगाउ हुदै ग्रामिण सडक जाने रोड	6	C	ER	GR	934.434354
105M05C038	झिसेफ हुदै पुरानो बैंक चोक	6	C	ER	GR	1191.172986
105M05C038	झिसेफ हुदै पुरानो बैंक चोक	6	C	ER	GR	1160.607022
105M05C274	मुफलिंग हुदै नगरे खोला दुबोछा चोक हुदै पुरानो बैंक चोक	6	C	ER	GR	428.2085389
105M05C246	हुर्लुन्ड-सानो हुर्लुन्ड सडक	6	C	ER	GR	90.55618388
105M05C038	झिसेफ हुदै पुरानो बैंक चोक	6	C	ER	GR	2236.05644
105M05C281	सिने डाडा ग्रामीण सडक	6	C	ER	GR	276.0805716
105M05B011	बम्राई बुस्पा जाने सडक	6	C	ER	GR	191.1732804
105M05C046	मुफलिंग हुदै नगरे खोला दुबोछा चोक हुदै पुरानो बैंक चोक	6	C	ER	GR	862.4106189
105M05C050	सिने डाडा ग्रामीण सडक	6	C	ER	GR	819.7091831
105M05C046	मुफलिंग हुदै नगरे खोला दुबोछा चोक हुदै पुरानो बैंक चोक	6	C	ER	GR	1681.249591
105M05C046	मुफलिंग हुदै नगरे खोला दुबोछा चोक हुदै पुरानो बैंक चोक	6	C	ER	GR	483.200669
105M05C046	मुफलिंग हुदै नगरे खोला दुबोछा चोक हुदै पुरानो बैंक चोक	6	C	ER	GR	790.0852451
105M05C273	सिने डाडा ग्रामीण सडक	6	C	ER	GR	281.038631
105M05C278	मफलिङ हुदै नगर खोला हुदै वडा कार्यालय जाने सडक	6	C	ER	GR	1009.91517

Road_code	Road_name	RoW	Class	Road Surface	MTMP	Length_m
105M05C050	सिने डाडा ग्रामीण सडक	6	C	ER	GR	203.070709
105M05C046	मुफलिंग हुदै नगरे खोला दुबोछा चोक हुदै पुरानो बैक चोक	6	C	ER	GR	1107.533604
105M05C046	मुफलिंग हुदै नगरे खोला दुबोछा चोक हुदै पुरानो बैक चोक	6	C	ER	GR	447.8588105
105M05C068	दिक्तेल खानिडाडा वारताड टारवारि दिपरुड सडक	5	C	ER	GR	584.0803026
105M05C069	देउवानिको घर स्वास्थ्य चौकि सितला मा.वि. नेवार गाउं जाने	5	C	ER	GR	837.2890359
105M05C062	गहते चोक तिलकेति landfie side कुरचुडे सडक	5	C	ER	GR	360.9347948
105M05C055	Airport देखि वासवोटे चाम्लिङ चोक सडक	5	C	ER	GR	271.9982991
105M05C074	सगरमाथा प्रावि समलवोटे खामखोला वेखवा सडक	6	C	GR	BT	2418.839131
105M05C063	गहते सुर्यदय क्लव डाडाखर्क घुम्ति सड	5	C	GR	BT	1733.819124
105M05C060	खानिडाडा २ चैतार सडक	6	C	GR	BT	277.2295785
105M05C073	वासवोटे डाडाखर्क सडक	5	C	GR	BT	126.2241424
105M05A002	दिक्तेल आले रेगमटार सगरमाथा राजमार्ग	6	C	GR	BT	1171.511071
105M05C076	सितला मा.वि. वस्नेत गाउं ठोटेखोला दिक्तेल सडक	6	C	GR	BT	820.9359282
105M05C063	गहते सुर्यदय क्लव डाडाखर्क घुम्ति सड	6	C	ER	GR	1733.819124
105M05C074	सगरमाथा प्रावि समलवोटे खामखोला वेखवा सडक	6	C	ER	GR	2418.839131
105M05C055	Airport देखि वासवोटे चाम्लिङ चोक सडक	6	C	ER	GR	46.04540621
105M05C072	बेसिटोल कालिमाटि खोला सडक	6	C	ER	GR	1151.526866
105M05C059	कुइभिर बेसिटोल दुईखोवा १५ न. सडक	6	C	ER	GR	1373.122324
105M05C069	देउवानिको घर स्वास्थ्य चौकि सितला मा.वि. नेवार गाउं जाने	6	C	ER	GR	837.2890359
105M05C076	सितला मा.वि. वस्नेत गाउं ठोटेखोला दिक्तेल सडक	6	C	ER	GR	823.4790371
105M05C073	वासवोटे डाडाखर्क सडक	6	C	ER	GR	640.0777356
105M05C060	खानिडाडा २ चैतार सडक	6	C	ER	GR	277.2295785
105M05C068	दिक्तेल खानिडाडा वारताड टारवारि दिपरुड सडक	6	C	ER	GR	584.0803026
105M05C069	देउवानिको घर स्वास्थ्य चौकि सितला मा.वि. नेवार गाउं जाने	6	C	ER	GR	452.1786697
105M05C065	डाडाखर्क दिक्तेल जाने वाटो	6	C	ER	GR	2117.876471
105M05C064	चिलाउने खर्क सिङखर्क ठोटि सामातुङ सड	6	C	ER	GR	242.9548763
105M05C066	डाडाखर्क हुँदै लफ्याङ मेघे चैतरा सडक	5	C	ER	GR	739.2051757

Road_code	Road_name	RoW	Class	Road Surface	MTMP	Length_m
105M05C062	गहते चोक तिलकेति landfie side कुरचुडे सडक	6	C	ER	GR	360.9347948
105M05C060	खानिडाडा २ चैतार सडक	6	C	ER	GR	214.4292244
105M05C069	देउवानिको घर स्वास्थ्य चौकि सितला मा.वि. नेवार गाउं जाने	6	C	ER	GR	452.1786697
105M05C073	वासवोटे डाडाखर्क सडक	5	C	ER	GR	630.1719726
105M05C069	देउवानिको घर स्वास्थ्य चौकि सितला मा.वि. नेवार गाउं जाने	6	C	ER	GR	225.1652893
105M05A002	दिक्तेल आले रेगमटार सगरमाथा राजमार्ग	6	C	ER	GR	1212.85746
105M05C060	खानिडाडा २ चैतार सडक	6	C	ER	GR	684.0948164
105M05C060	खानिडाडा २ चैतार सडक	6	C	ER	GR	149.7678442
105M05C060	खानिडाडा २ चैतार सडक	6	C	ER	GR	149.7678442
105M05C060	खानिडाडा २ चैतार सडक	6	C	ER	GR	214.4292244
105M05C069	देउवानिको घर स्वास्थ्य चौकि सितला मा.वि. नेवार गाउं जाने	6	C	ER	GR	225.1652893
105M05C064	चिलाउने खर्क सिङखर्क ठोटि सामातुङ सड	6	C	ER	GR	242.9548763
105M05C059	कुइभिर बेसिटोल दुईखोवा १५ न. सडक	6	C	ER	GR	1130.584162
105M05C076	सितला मा.वि. वस्नेत गाउं ठोटेखोला दिक्तेल सडक	6	C	ER	GR	801.3684393
105M05C076	सितला मा.वि. वस्नेत गाउं ठोटेखोला दिक्तेल सडक	6	C	ER	GR	823.4790371
105M05C077	सेराखोला पुरानो वडा कार्यालय वनपाला	6	C	ER	GR	594.6391351
105M05C059	कुइभिर बेसिटोल दुईखोवा १५ न. सडक	6	C	ER	GR	1373.122324
105M05C070	देउरालि कात्तिके दिखुवा सडक	6	C	ER	GR	1329.974222
105M05C059	कुइभिर बेसिटोल दुईखोवा १५ न. सडक	6	C	ER	GR	1015.92748
105M05C072	बेसिटोल कालिमाटि खोला सडक	6	C	ER	GR	1151.526866
105M05C058	कालिका खामखुवा खन्याटार सडक	6	C	ER	GR	1405.226051
105M05C064	चिलाउने खर्क सिङखर्क ठोटि सामातुङ सड	6	C	ER	GR	535.0086894
105M05C011	डाडा छाप सडक	5	C	ER	GR	70.31385735
105M05C065	डाडाखर्क दिक्तेल जाने वाटो	5	C	ER	GR	2117.876471
105M05C076	सितला मा.वि. वस्नेत गाउं ठोटेखोला दिक्तेल सडक	6	C	ER	GR	801.3684393
105M05C055	Airport देखि वासवोटे चाम्लिङ चोक सडक	6	C	ER	GR	271.605024
105M05C069	देउवानिको घर स्वास्थ्य चौकि सितला मा.वि. नेवार गाउं जाने	6	C	ER	GR	641.1576222

Road_code	Road_name	RoW	Class	Road Surface	MTMP	Length_m
105M05A002	दिक्तेल आले रेगमटार सगरमाथा राजमार्ग	6	C	ER	GR	1212.85746
105M05C075	सितल मा.वि. च्यान डाडा कालिका मा.वि. सडक	6	C	ER	GR	278.1964697
105M05C076	सितला मा.वि. वस्नेत गाउं ठोटेखोला दिक्तेल सडक	6	C	ER	GR	820.9359282
105M05C060	खानिडाडा २ चैतार सडक	6	C	ER	GR	531.8530143
105M05C069	देउवानिको घर स्वास्थ्य चौकि सितला मा.वि. नेवार गाउं जाने	6	C	ER	GR	874.9642519
105M05C060	खानिडाडा २ चैतार सडक	6	C	ER	GR	531.8530143
105M05A002	दिक्तेल आले रेगमटार सगरमाथा राजमार्ग	6	C	ER	GR	1171.511071
105M05C060	खानिडाडा २ चैतार सडक	6	C	ER	GR	684.0948164
105M05C055	Airport देखि वासवोटे चाम्लिङ चोक सडक	6	C	ER	GR	1349.692335
105M05C060	खानिडाडा २ चैतार सडक	6	C	ER	GR	491.7835998
105M05C066	डाडाखर्क हुँदै लफ्याङ मेघे चैतरा सडक	6	C	ER	GR	739.2051757
105M05C058	कालिका खामखुवा खन्याटार सडक	6	C	ER	GR	1405.226051
105M05C059	कुइभिर बेसिटोल दुईखोवा १५ न. सडक	6	C	ER	GR	1130.584162
105M05C061	खापेठुङ्गा लेखालि टोल देविथान सडक	6	C	ER	GR	364.4694796
105M05C060	खानिडाडा २ चैतार सडक	6	C	ER	GR	263.7071299
105M05C073	वासवोटे डाडाखर्क सडक	6	C	ER	GR	630.1719726
105M05C068	दिक्तेल खानिडाडा वारताङ टारवारि दिपरुङ सडक	6	C	ER	GR	676.0315896
105M05C070	देउरालि कात्तिके दिखुवा सडक	6	C	ER	GR	724.9560324
105M05C075	सितल मा.वि. च्यान डाडा कालिका मा.वि. सडक	6	C	ER	GR	1661.491489
105M05C075	सितल मा.वि. च्यान डाडा कालिका मा.वि. सडक	6	C	ER	GR	1661.491489
105M05C055	Airport देखि वासवोटे चाम्लिङ चोक सडक	6	C	ER	GR	1349.692335
105M05C069	देउवानिको घर स्वास्थ्य चौकि सितला मा.वि. नेवार गाउं जाने	6	C	ER	GR	874.9642519
105M05C060	खानिडाडा २ चैतार सडक	6	C	ER	GR	263.7071299
105M05C057	काडे खोपे ठुङ्गा रोइले खोला सडक	6	C	ER	GR	908.6440955
105M05C074	सगरमाथा प्रावि समलवोटे खामखोला वेखवा सडक	6	C	ER	GR	1066.428726
105M05C073	वासवोटे डाडाखर्क सडक	6	C	ER	GR	126.2241424
105M05C070	देउरालि कात्तिके दिखुवा सडक	6	C	ER	GR	724.9560324

Road_code	Road_name	RoW	Class	Road Surface	MTMP	Length_m
105M05C073	वासवोटे डाडाखर्क सडक	6	C	ER	GR	640.0777356
105M05A002	दिक्तेल आले रेगमटार सगरमाथा राजमार्ग	6	C	ER	GR	13.12165747
105M05C068	दिक्तेल खानिडाडा वारताङ टारवारि दिपरुङ सडक	6	C	ER	GR	676.0315896
105M05C071	पिङ आले घिमिरे गाउँ गहते सडक	6	C	ER	GR	698.441386
105M05C069	देउवानिको घर स्वास्थ्य चौकि सितला मा.वि. नेवार गाउँ जाने	6	C	ER	GR	641.1576222
105M05C056	आले टारवारि दिक्तेल सडक	6	C	ER	GR	1890.52788
105M05C006	एकता टोल चोक रोड	5	C	ER	GR	322.698279
105M05C084	च्यानडाडा किउरेनि सडक	5	C	ER	GR	684.9025594
105M05C092	हात डाडा मधेचउतारा डाडा खर्क रिङरोड सडक	5	C	ER	GR	1630.270256
105M05C081	घाटे खोला वास्तोला गाउँरिवावोटे महादेवस्थान	6	C	ER	GR	330.5447683
105M05C055	Airport देखि वासवोटे चाम्लिङ चोक सडक	5	C	ER	GR	687.1509227
105M05C062	गहते चोक तिलकेति landfie side कुरचुडे सडक	6	C	ER	GR	1175.12892
105M05C092	हात डाडा मधेचउतारा डाडा खर्क रिङरोड सडक	6	C	ER	GR	383.8285324
105M05C055	Airport देखि वासवोटे चाम्लिङ चोक सडक	5	C	ER	GR	687.1509227
105M05C067	डुडे ठाटि काडे सेतेटार सडक	5	C	ER	GR	283.0936351
105M05C062	गहते चोक तिलकेति landfie side कुरचुडे सडक	6	C	ER	GR	1175.12892
105M05C006	एकता टोल चोक रोड	6	C	ER	GR	268.4897344
105M05C066	डाडाखर्क हुँदै लफ्याङ मेघे चैतरा सडक	5	C	ER	GR	358.0874077
105M05C073	वासवोटे डाडाखर्क सडक	6	C	ER	GR	340.5007122
105M05C089	लाफे हाचा चोक नरकटे रिठा दह सडक	6	C	ER	GR	1096.649892
105M05C082	चाम्लिङ चोक खनिया डाडा सडक	5	C	ER	GR	776.0365354
105M05C081	घाटे खोला वास्तोला गाउँरिवावोटे महादेवस्थान	5	C	ER	GR	920.8039964
105M05C089	लाफे हाचा चोक नरकटे रिठा दह सडक	6	C	ER	GR	600.5606853
105M05C064	चिलाउने खर्क सिङखर्क ठोटि सामातुङ सड	6	C	ER	GR	119.1309258
105M05C055	Airport देखि वासवोटे चाम्लिङ चोक सडक	6	C	ER	GR	300.3811187
105M05C092	हात डाडा मधेचउतारा डाडा खर्क रिङरोड सडक	6	C	ER	GR	398.8321852

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105M05C092	हात डाडा मधेचउतारा डाडा खर्क रिडरोड सडक	6	C	ER	GR	1192.97987
105M05C082	चाम्लिङ चोक खनिया डाडा सडक	6	C	ER	GR	1908.671452
105M05C089	लाफे हाचा चोक नरकटे रिठा दह सडक	6	C	ER	GR	55.0022237
105M05C055	Airport देखि वासवोटे चाम्लिङ चोक सडक	6	C	ER	GR	300.3811187
105M05C089	लाफे हाचा चोक नरकटे रिठा दह सडक	6	C	ER	GR	907.3050172
105M05C064	चिलाउने खर्क सिङखर्क ठोटि सामातुङ सड	6	C	ER	GR	551.6930296
105M05C089	लाफे हाचा चोक नरकटे रिठा दह सडक	6	C	ER	GR	1324.747004
105M05C064	चिलाउने खर्क सिङखर्क ठोटि सामातुङ सड	6	C	ER	GR	551.6930296
105M05C084	च्यानडाडा किउरेनि सडक	6	C	ER	GR	306.0443624
105M05C066	डाडाखर्क हुँदै लफ्याङ मेघे चैतरा सडक	6	C	ER	GR	358.0874077
105M05C067	डुडे ठाटि काडे सेतेटार सडक	6	C	ER	GR	283.0936351
105M05C014	प्रहरी कार्यालय वरिपरी जाने रोड	6	C	ER	GR	299.4177842
105M05C089	लाफे हाचा चोक नरकटे रिठा दह सडक	6	C	ER	GR	819.8854727
105M05C064	चिलाउने खर्क सिङखर्क ठोटि सामातुङ सड	6	C	ER	GR	119.1309258
105M05C019	अछिढुङ्गा वेसुटोल जाने सडक	6	C	ER	GR	548.1457618
105M05C107	यायोखा भवन देखि च्यानडाडा जाने सडक	6	C	ER	GR	328.2595581
105M05C097	ठुटेबोट भुलभुले सडक	6	C	ER	GR	1728.907522
105M05B020	सन्साइ डाडा देखि वगरे भन्ज्याङ सडक	6	C	ER	GR	460.4569297
105M05C097	ठुटेबोट भुलभुले सडक	6	C	ER	GR	896.7467823
105M05B020	सन्साइ डाडा देखि वगरे भन्ज्याङ सडक	5	C	ER	GR	1030.645367
105M05C116	तलेघर हुँदै चम्पा चोक जाने सडक	5	C	GR	BT	140.4295974
105M05C089	लाफे हाचा चोक नरकटे रिठा दह सडक	5	C	GR	BT	528.6920823
105M05C111	वोडिङ हुँदै चिउरी डाँडा सडक	5	C	GR	BT	178.7167496
105M05C127	MB सडक	5	C	ER	GR	1015.204668
105M05C116	तलेघर हुँदै चम्पा चोक जाने सडक	5	C	ER	GR	1500.535763
105M05C124	करकले हुँदै तलेघर जाने सडक	5	C	ER	GR	611.8179047
105M05C110	सुगुरवा हुँदै सावसु जाने सडक	5	C	ER	GR	2327.170472

Road_code	Road_name	RoW	Class	Road Surface	MTMP	Length_m
105M05C129	स्याल ठुलो देखि पिङ् डाडा हुदै तालचौर	5	C	ER	GR	2161.108471
105M05C137	तालचौर देखि आहाल डाडा हुदै एकिकृत बस	5	C	ER	GR	3788.031967
105M05C113	बानाचुन सडक	5	C	ER	GR	9.016724323
105M05C134	माथाटोल देखि मुडके बर हुदै पाचम बरजर	5	C	ER	GR	1705.780626
105M05C178	नाखम सडक	5	C	ER	GR	72.14165852
105M05C159	कानेगेरा देखी चोखाने सडक	5	C	ER	GR	664.055162
105M05C153	वडा कार्यालय जाने सडक	5	C	ER	GR	29.83852399
105M05C216	मुलडाडा पाथेगा सडक	5	C	ER	GR	125.8317798
105M05C174	लोपुङ त्रिवेणी सडक	5	C	ER	GR	1948.903453
105M05C160	राङ्कड सडक	5	C	ER	GR	3004.635055
105M05C213	साबरु कोतिका सडक	5	C	ER	GR	1159.733914
105M05C202	वाजोवारी कसह होप ताल खर्क सडक	5	C	ER	GR	358.1135798
105M05C193	तालखरक निगाके डाडा सडक	5	C	ER	GR	1730.068281
105M05C242	जालपा-लुम्जुखोला-खार्मि सडक	5	C	ER	GR	305.9830654
105M05C241	जालपा-सप्तेश्वर-केपिलासराढी सडक	5	C	ER	GR	1767.952354
105M05C242	जालपा-लुम्जुखोला-खार्मि सडक	5	C	ER	GR	56.53085942
105M05C197	देउसालि गाउ तुरखा हुदै तापखोला राटी प	5	C	ER	GR	4915.673916
105M05C195	गोपिखरक- गुरुङगाउ हुदै स्वस्थचौकि	5	C	ER	GR	2213.546601
105M05C190	स्वस्थचौकि, हुलुम हागे नेवारे जाने	5	C	ER	GR	2975.56049
105M05C098	ताल खर्क वगरे भन्ज्याङ सडक	5	C	ER	GR	58.78271416
105M05C231	झिगु चोक तालखरक सडक	5	C	ER	GR	218.8270945
105M05C242	जालपा-लुम्जुखोला-खार्मि सडक	5	C	ER	GR	646.3634248
105M05C219	निगले डाडा पैया सडक	5	C	ER	GR	870.5892121
105M05C188	देउरालि गाउ बाट कालिका मा.वि. जाने सडक	5	C	ER	GR	1188.391114
105M05C197	देउसालि गाउ तुरखा हुदै तापखोला राटी प	5	C	ER	GR	1149.499026
105M05C242	जालपा-लुम्जुखोला-खार्मि सडक	5	C	ER	GR	1525.010534
105M05B033	खर्क गैरि कृषी हुदै राजमार्ग जाने सडक	5	C	ER	GR	458.523154

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105M05B030	मौरे CTEVT सडक हदै राजमार्ज जाने सडक	5	C	ER	GR	589.13011
105M05C253	किरात चोक-नुनथाल खम्ला सडक	5	C	ER	GR	1964.392087
105M05C288	वडा कार्यालय देखि माला बर डाँडा सम्म सडक	5	C	GR	BT	134.24045
105M05C304	एक्लेबेसी देखि मुर्म सडक	5	C	GR	BT	1239.590882
105M05C296	पञ्चरा बाट वाकिल म वडा कार्यालय airport सडक	5	C	ER	GR	2910.735339
105M05C269	पन्चे दोबाटो जाने सडक	5	C	ER	GR	381.3647624
105M05C098	ताल खर्क वगरे भन्ज्याङ सडक	6	C	ER	GR	1912.595224
105M05C216	मुलडाडा पाथेगा सडक	6	C	GR	BT	500.8663309
105M05C089	लाफे हाचा चोक नरकटे रिठा दह सडक	6	C	ER	GR	1016.468891
105M05B028	दिकतेल पाथेक सडक	6	C	ER	GR	1476.783937
105M05B028	दिकतेल पाथेक सडक	6	C	ER	GR	1170.71152
105M05C097	ठुटेबोट भुलभुले सडक	6	C	ER	GR	780.2013979
105M05C099	नरेपा प्रावि छेउ वाट माथलो पराजुली गाउँ रामपुर जाने सडक	6	C	ER	GR	1403.651607
105M05C099	नरेपा प्रावि छेउ वाट माथलो पराजुली गाउँ रामपुर जाने सडक	6	C	ER	GR	296.0025397
105M05C107	यायोखा भवन देखि च्यानडाडा जाने सडक	6	C	ER	GR	337.1577721
105M05C019	अछिदुङ्गा वेसुटोल जाने सडक	6	C	ER	GR	33.88138902
105M05C093	काउसे सडक	6	C	ER	GR	158.7169979
105M05C108	सन्सारि गुम्बा सडक	6	C	ER	GR	267.7676764
105M05C095	छेपेखोला गुम्वा सडक	6	C	ER	GR	550.3729752
105M05C095	छेपेखोला गुम्वा सडक	6	C	ER	GR	1206.916725
105M05C107	यायोखा भवन देखि च्यानडाडा जाने सडक	6	C	ER	GR	560.3057361
105M05C097	ठुटेबोट भुलभुले सडक	6	C	ER	GR	412.0376797
105M05C105	मान्खानामटार पयैडाडा सडक	6	C	ER	GR	596.6994966
105M05C019	अछिदुङ्गा वेसुटोल जाने सडक	6	C	ER	GR	572.7895628
105M05C104	मान्खा नामटार सडक	6	C	ER	GR	232.3020929

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105M05C097	ठुटेबोट भुलभुले सडक	6	C	ER	GR	853.5053528
105M05C098	ताल खर्क वगरे भन्ज्याङ सडक	6	C	ER	GR	763.9816566
105M05C095	छेपेखोला गुम्वा सडक	6	C	ER	GR	36.90495885
105M05C105	मिलन चोक साकेला मा.वि. हुँदै वोरा जाने सडक	6	C	ER	GR	269.7253333
105M05C106	मुलडाडा देखि काउसे जाने सडक	6	C	ER	GR	797.0799569
105M05C102	माथ्लो पराजुलि गाउवाट सन्सारि डाडा जाने सडक	6	C	ER	GR	621.2380338
105M05C100	परनि वाउको घर हुदै गुम्बा जाने सडक	6	C	ER	GR	618.3229413
105M05C103	मान्खा चौतारा सडक	6	C	ER	GR	1075.030542
105M05C122	काउले छिछताल सडक	6	C	ER	GR	1524.65029
105M05C113	वानाचुन सडक	6	C	ER	GR	510.159667
105M05C109	सुगुरवा सावसु जाने सडक	6	C	ER	GR	2327.170472
105M05C118	चिउरे डाडा, शिरजनशिल हुदै लोकमार्ग जो	6	C	ER	GR	3266.260693
105M05C121	कातिके सडक खण्ड	6	C	ER	GR	1037.301569
105M05C115	तेलेघर हुदै चम्पा जाने सडक	6	C	ER	GR	374.4489692
105M05C124	करकले हुदै मुलडाँडा जाने सडक	6	C	ER	GR	947.8165728
105M05C122	काउले छिछताल सडक	6	C	ER	GR	194.0891159
105M05D067	ढाडवारी सडक	6	C	ER	GR	1071.912996
105M05C124	करकले हुदै तलेघर जाने सडक	6	C	ER	GR	324.764687
105M05C122	काउले छिछताल सडक	6	C	ER	GR	1525.510144
105M05C120	कोप्चे तमाह सडक	6	C	ER	GR	433.3538626
105M05C123	करकले हुदै मुलडाँडा जाने सडक	6	C	ER	GR	409.5580422
105M05C120	कोप्चे तमाह सडक	6	C	ER	GR	70.50725361
105M05C113	वानाचुन सडक	6	C	ER	GR	674.8596031
105M05D067	ढाडवारी सडक	6	C	ER	GR	1071.912996
105M05C125	Warkhu हुदै मेवाखोला जाने सडक	6	C	ER	GR	346.927503
105M05C101	भुङ्गाले मोछा सडक	6	C	ER	GR	567.7309822
105M05C119	खरवारी रिठा भोटे सडक	6	C	ER	GR	1823.779444

Road_code	Road_name	RoW	Class	Road Surface	MTMP	Length_m
105M05C120	कोप्ये तमाह सडक	6	C	ER	GR	1495.927734
105M05C124	करकले हुदै तलेघर जाने सडक	6	C	ER	GR	168.6371985
105M05C113	बानाचुन सडक	6	C	ER	GR	673.9997489
105M05C009	गुप्तेश्वर रोड	6	C	ER	GR	4.802483924
105M05C120	कोप्ये तमाह सडक	6	C	ER	GR	135.9913275
105M05C115	तेलेघर हुदै चम्पा जाने सडक	6	C	ER	GR	699.4320082
105M05C120	कोप्ये तमाह सडक	6	C	ER	GR	433.8470332
105M05C132	सामसु खोला देखी मुडके बर सडक	6	C	ER	GR	94.42613182
105M05C129	स्याल ठुलो देखि पिङ् डाडा हुदै तालचौर	6	C	ER	GR	373.6064334
105M05C129	स्याल ठुलो देखि पिङ् डाडा हुदै तालचौर	6	C	ER	GR	1.539823895
105M05C128	Hospital chowk ढोभेला सडक	6	C	ER	GR	360.350705
105M05C132	सामसु खोला देखी मुडके बर सडक	6	C	ER	GR	2949.022931
105M05C130	स्थालठुलो देखि पिङडाडा हुदै तालचैरजो	6	C	ER	GR	84.01785104
105M05C143	वोहोरि डाडा हुदै शेपा चोक जाने सडक	6	C	ER	GR	692.0630234
105M05C175	छोकेबु सडक	6	C	ER	GR	1761.64036
105M05D114	पिचकुले सडक	6	C	ER	GR	1142.296476
105M05C159	कानेगेरा देखी चोखाने सडक	6	C	ER	GR	543.7521449
105M05C178	नाखम सडक	6	C	ER	GR	562.9030873
105M05C175	छोकेबु सडक	6	C	ER	GR	649.4517762
105M05C178	नाखम सडक	6	C	ER	GR	921.9865056
105M05C178	नाखम सडक	6	C	ER	GR	958.8239545
105M05B028	दिकतेल पाथेक सडक	6	C	ER	GR	1654.554662
105M05C171	चिमचिम सडक	6	C	ER	GR	365.9356152
105M05C159	कानेगेरा देखी चोखाने सडक	6	C	ER	GR	1324.728351
105M05C158	हुपलिउ रोड	6	C	ER	GR	1776.551922
105M05C208	कागेली चेतारी-फुलविसउना देखुमे खोला	6	C	ER	GR	1152.612405
105M05C174	लोपुङ त्रिवेणी सडक	6	C	ER	GR	1277.701158

Road_code	Road_name	RoW	Class	Road Surface	MTMP	Length_m
105M05C183	ढकम टूनलड देखल अइतबारे	6	C	ER	GR	305.5195475
105M05C175	छेकेबु सडक	6	C	ER	GR	944.7346915
105M05C171	चलमचलम सडक	6	C	ER	GR	173.8298662
105M05C207	ओरमलनल डलडल डलकुकुले सडक खणुड	6	C	ER	GR	50.86197359
105M05C164	लुवलुड देखल दमढी सडक	6	C	ER	GR	1307.703697
105M05C194	कलगेली चेतारी-डुलवलसडनल देखुडे खोला	6	C	ER	GR	77.06274011
105M05C175	छेकेबु सडक	6	C	ER	GR	912.190462
105M05C200	डड-चलम देखल देडरलल गलड ओने सडक	6	C	ER	GR	1158.122116
105M05C173	सओड सडक	6	C	ER	GR	1739.378009
105M05C171	चलमचलम सडक	6	C	ER	GR	1700.417659
105M05C164	लुवलुड देखल दमढी सडक	6	C	ER	GR	115.1987994
105M05C158	हुडललड रूड	6	C	ER	GR	1695.05932
105M05C241	ओलडल-सडुतेशुवर-केडललसरलढी सडक	6	C	ER	GR	725.7042411
105M05C241	ओलडल-सडुतेशुवर-केडललसरलढी सडक	6	C	ER	GR	602.7205745
105M05C216	डुलडलडल डलथेगल सडक	6	C	ER	GR	60.2312887
105M05C234	वलओवलरी नूगले सडक	6	C	ER	GR	2945.702322
105M05C199	कलगेली चेतारी-डुलवलसडनल देखुडे खोला	6	C	ER	GR	3540.857927
105M05C208	कलगेली चेतारी-डुलवलसडनल देखुडे खोला	6	C	ER	GR	711.2534122
105M05C202	वलओवलरी कसह हूड तलल खरुड सडक	6	C	ER	GR	641.3968133
105M05C201	कलगेनल-खेलडैडलन हूडै डलओडलरी सुकुल	6	C	ER	GR	1106.780112
105M05C195	गूडलखरक- गुरुडगलड हूडै सुवसुथुओकल	6	C	ER	GR	775.131523
105M05C202	वलओवलरी कसह हूड तलल खरुड सडक	6	C	ER	GR	1428.103895
105M05C221	नलडलते सबु हूडै लुडुओ खोला ओने सड	6	C	ER	GR	2115.242024
105M05C095	छेडेखोला गुडुवल सडक	6	C	ER	GR	190.4884647
105M05C095	छेडेखोला गुडुवल सडक	6	C	ER	GR	114.8913018
105M05C207	ओरमलनल डलडल डलकुकुले सडक खणुड	6	C	ER	GR	1857.066387
		6	C	ER	GR	98.83309592

Road_code	Road_name	RoW	Class	Road Surface	MTMP	Length_m
105M05C223	गुरुडगाउ लुम्जु खोला सडक	6	C	ER	GR	765.3943296
105M05C189	खत्रीगाउ गोरजुरे सडक	6	C	ER	GR	1185.913045
105M05C216	मुलडाडा पाथेगा सडक	6	C	ER	GR	1781.052504
105M05C201	कागेली-खेलमैदान हुदै बाजोबारी स्कुल	6	C	ER	GR	184.8874134
105M05C223	गुरुडगाउ लुम्जु खोला सडक	6	C	ER	GR	698.4626291
105M05C201	कागेनि-खेलमैदान हुदै बाजोबारी स्कुल	6	C	ER	GR	1366.857019
105M05C211	जालपा-सप्तेश्वर-केपिलासराढी सडक	6	C	ER	GR	232.3180063
105M05C232	कालिका मा.वि. स्वस्थचौकि खानि डाडा स	6	C	ER	GR	1024.052944
105M05C195	गोपिखरक- गुरुडगाउ हुदै स्वस्थचौकि	6	C	ER	GR	1041.118864
105M05C190	स्वस्थचौकि, हुलुम हागे नेवारे जाने	6	C	ER	GR	153.0256866
105M05C213	साबरु कोतिका सडक	6	C	ER	GR	60.70004738
105M05C221	निभाते सब्रु हुदै लुम्जु खोला जाने सड	6	C	ER	GR	306.4134871
105M05C231	झिगु चोक तालखरक सडक	6	C	ER	GR	307.6309
105M05C195	गोपिखरक- गुरुडगाउ हुदै स्वस्थचौकि	6	C	ER	GR	804.9503724
105M05C197	देउसालि गाउ तुरखा हुदै तापखोला राटी प	6	C	ER	GR	407.8447624
105M05C184	वडारे पउचमि निभारे सडक खण्ड	6	C	ER	GR	2062.115633
105M05C241	जालपा-सप्तेश्वर-केपिलासराढी सडक	6	C	ER	GR	624.8475663
105M05C242	जालपा-लुम्जुखोला-खार्मि सडक	6	C	ER	GR	569.1805855
105M05C241	जालपा-सप्तेश्वर-केपिलासराढी सडक	6	C	ER	GR	1914.063521
105M05C241	जालपा-सप्तेश्वर-केपिलासराढी सडक	6	C	ER	GR	1175.723007
105M05C241	जालपा-सप्तेश्वर-केपिलासराढी सडक	6	C	ER	GR	1924.156334
105M05C241	जालपा-सप्तेश्वर-केपिलासराढी सडक	6	C	ER	GR	889.1171185
105M05C242	जालपा-लुम्जुखोला-खार्मि सडक	6	C	ER	GR	890.0299435
105M05C241	जालपा-सप्तेश्वर-केपिलासराढी सडक	6	C	ER	GR	24.22503953
105M05C246	हुर्लुन्ड-सानो हुर्लुन्ड सडक	6	C	ER	GR	1726.241525
105M05C248	मौरै CTEVT सडक	6	C	ER	GR	935.8891047
105M05C246	हुर्लुन्ड-सानो हुर्लुन्ड सडक	6	C	ER	GR	772.8099222

Road_code	Road_name	RoW	Class	Road Surface	MTMP	Length_m
105M05C247	स्कुल डाडा-पउलुन्ड-हाबु ग्रामीण कृषी	6	C	ER	GR	2590.403053
105M05B033	खर्क गैरि कृषी हुदै राजमार्ग जाने सडक	6	C	ER	GR	1658.251005
105M05C251	धैलुन्ड-पैलुन्ड सडक	6	C	ER	GR	517.3369263
105M05B033	खर्क गैरि कृषी हुदै राजमार्ग जाने सडक	6	C	ER	GR	152.4497257
105M05B033	खर्क गैरि कृषी हुदै राजमार्ग जाने सडक	6	C	ER	GR	2061.089589
105M05B033	खर्क गैरि कृषी हुदै राजमार्ग जाने सडक	6	C	ER	GR	607.8063796
105M05C254	किरात चोक-खाम्ला सडक	6	C	ER	GR	2066.638006
105M05C252	धैलुन्ड- लोसे बिसाउने सडक	6	C	ER	GR	1861.659685
105M05C248	मौरै CTEVT सडक	6	C	GR	BT	223.7615409
105M05C249	बिजुवाथान-देभीथान सडक	6	C	GR	BT	462.0213356
105M05B033	खर्क गैरि कृषी हुदै राजमार्ग जाने सडक	6	C	GR	BT	426.3380053
105M05B033	खर्क गैरि कृषी हुदै राजमार्ग जाने सडक	6	C	GR	BT	1371.424396
105M05C300	कोइराले देखि छखुली सडक	6	C	ER	GR	83.59494553
105M05C300	कोइराले देखि छखुली सडक	6	C	ER	GR	1763.25258
105M05C299	डाँडा खर्क देखि बडका भञ्ज्याङ सम्म सडक	6	C	ER	GR	1972.909036
105M05C291	माला बर डाँडा देखि भुजेल गाउँ सम्म सडक	6	C	ER	GR	280.0403785
		6	C	ER	GR	160.5665948
105M05C306	मालि मरे देखि साकेला याखा सडक	6	C	ER	GR	869.6803277
105M05C305	भुते पहरा रामनाथ एकिकृत वस्ती हुदै वडा १५ जाने सडक	6	C	ER	GR	1632.59194
105M05C300	कोइराले देखि छखुली सडक	6	C	ER	GR	762.2021433
105M05C255	श्री जन चेतना नि मा वि जाने सडक	6	C	ER	GR	899.1978541
105M05C291	माला बर डाँडा देखि भुजेल गाउँ सम्म सडक	6	C	ER	GR	240.1391012
105M05C299	डाँडा खर्क देखि बडका भञ्ज्याङ सम्म सडक	6	C	ER	GR	243.5513487
105M05C294	भुते पहरा रामनाथ एकिकृत वस्ती हुदै वडा १५ जाने सडक	6	C	ER	GR	1237.72398
105M05C303	एक्लेबेसी देखि मुर्मै सडक	6	C	ER	GR	568.9695835
105M05C306	मालि मरे देखि साकेला याखा सडक	6	C	ER	GR	1148.306019

Road_code	Road_name	RoW	Class	Road Surface	MTMP	Length_m
105M05C296	पञ्चरा बाट वाकिल म वडा कार्यालय airport सडक	6	C	ER	GR	477.8178444
105M05C288	वडा कार्यालय देखि माला बर डाँडा सम्म सडक	6	C	ER	GR	134.24045
105M05C293	भैरब श्वरी मन्दिर देखि भैरम्पुर सडक	6	C	ER	GR	1685.354299
105M05C299	डाँडा खर्क देखि बडका भञ्ज्याङ सम्म सडक	6	C	ER	GR	7691.951763
105M05C304	एक्लेबेसी देखि मुर्मै सडक	6	C	ER	GR	1239.590882
105M05C300	कोइराले देखि छखुली सडक	6	C	ER	GR	416.7278965
105M05C292	भैसे देखि पन्च कन्या मावि सम्म	6	C	ER	GR	1084.56667
105M05C255	श्री जन चेतना नि मा वि जाने सडक	6	C	ER	GR	494.231339
105M05C287	वरगौरा देखि कुलदिप राई घर जाने सडक	6	C	ER	GR	1490.512944
105M05C291	माला बर डाँडा देखि भुजेल गाउँ सम्म सडक	6	C	ER	GR	469.5276455
105M05C286	वाक्लिम रेकर देखि भालुस्वरा सडक	6	C	ER	GR	5352.466367
105M05C300	कोइराले देखि छखुली सडक	6	C	ER	GR	83.59494553
105M05C300	कोइराले देखि छखुली सडक	6	C	ER	GR	1763.25258
105M05C255	श्री जन चेतना नि मा वि जाने सडक	6	C	ER	GR	85.69588279
105M05C299	डाँडा खर्क देखि बडका भञ्ज्याङ सम्म सडक	6	C	ER	GR	1972.909036
105M05C289	मालि मरे देखि साकेला याखा सडक	6	C	ER	GR	2462.388377
105M05C298	दुम्ली देखि करकुसे वर सम्म सडक	6	C	GR	BT	771.5955573
105M05C290	माला बर देखि राजापानी सिमाना सम्म	6	C	GR	BT	831.516753
105M05C305	भुते पहरा रामनाथ एकिकृत वस्ती हुदै वडा १५ जाने सडक	6	C	GR	BT	2763.560571
105M05C291	माला बर डाँडा देखि भुजेल गाउँ सम्म सडक	6	C	GR	BT	280.0403785
105M05C301	कटवाल गाउँ देखि झगडेडाँडा सम्म सडक	6	C	GR	BT	797.87561
105M05C306	मालि मरे देखि साकेला याखा सडक	6	C	GR	BT	869.6803277
105M05C305	भुते पहरा रामनाथ एकिकृत वस्ती हुदै वडा १५ जाने सडक	6	C	GR	BT	1632.59194
105M05C300	कोइराले देखि छखुली सडक	6	C	GR	BT	762.2021433
105M05C255	श्री जन चेतना नि मा वि जाने सडक	6	C	GR	BT	899.1978541
105M05C291	माला बर डाँडा देखि भुजेल गाउँ सम्म सडक	6	C	GR	BT	240.1391012
105M05C299	डाँडा खर्क देखि बडका भञ्ज्याङ सम्म सडक	6	C	GR	BT	243.5513487

Road_code	Road_name	RoW	Class	Road Surface	MTMP	Length_m
105M05C294	भुते पहरा रामनाथ एकिकृत वस्ती हुदै वडा १५ जाने सडक	6	C	GR	BT	1237.72398
105M05C296	पञ्चरा बाट वाकिल म वडा कार्यालय airport सडक	6	C	GR	BT	2910.735339
105M05C295	बर गैरा सुखसेरराईको घर जाने सडक	6	C	GR	BT	374.9440558
105M05C303	एक्लेबेसी देखि मुर्मै सडक	6	C	GR	BT	568.9695835
105M05C306	मालि मरे देखि साकेला याखा सडक	6	C	GR	BT	1148.306019
105M05C269	पन्चे दोबाटो जाने सडक	6	C	GR	BT	381.3647624
105M05C296	पञ्चरा बाट वाकिल म वडा कार्यालय airport सडक	6	C	GR	BT	477.8178444
Total						435369.187

Table 17: Description of Road Class “C”

4.4 SUMMARY OF ROAD CLASS D

The roads classified under this Class D are proposed roads. The RoW for this class is also determined as 4m. Since the roads following under this class is Earthen, these roads are soon going to be upgraded to gravel or Bituminous.

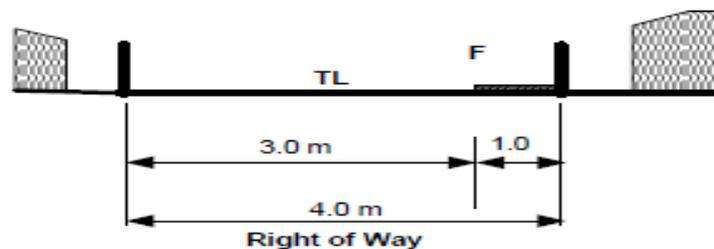


Figure 12: Typical Cross Section of Road Class "D"

Road_code	Road_name	RoW	Class	Road Surface	MTMP	Length_m
105M05C105	मिलन चोक साकेला मा.वि. हुँदै वोरा जाने सडक	4	D	ER	GR	655.3173421
105M05C103	मान्खा नामटार सडक	4	D	ER	GR	408.3006709
105M05C100	परनि वाउको घर हुदे गुम्बा जाने सडक	4	D	ER	GR	214.8325095
105M05C095	छेपेखोला गुम्बा सडक	4	D	ER	GR	675.2971893
105M05C101	भुङ्गाले मोछा सडक	4	D	ER	GR	1392.588658
105M05C094	गुम्बा देखि काउसे सडक	4	D	ER	GR	1206.916725
105M05C105	मिलन चोक साकेला मा.वि. हुँदै वोरा जाने सडक	4	D	ER	GR	358.7043507
105M05C105	मिलन चोक साकेला मा.वि. हुँदै वोरा जाने सडक	4	D	ER	GR	361.2105703
105M05C105	मिलन चोक साकेला मा.वि. हुँदै वोरा जाने सडक	4	D	ER	GR	733.7666927
105M05C108	सन्सारि गुम्बा सडक	4	D	ER	GR	460.8557886
105M05C108	सन्सारि गुम्बा सडक	4	D	ER	GR	118.3135083
105M05C101	भुङ्गाले मोछा सडक	4	D	ER	GR	1720.779614
105M05C096	झुल्ले बाखेर सडक	4	D	ER	GR	1993.144599
105M05C103	मान्खा चौतारा सडक	4	D	GR	BT	577.935426
105M05C009	गुप्तेश्वर रोड	4	D	GR	BT	717.8816222
105M05C120	कोप्ये तमाह सडक	4	D	GR	BT	1495.927734
105M05C113	बानाचुन सडक	4	D	GR	BT	1104.846069
105M05C121	कातिके सडक खण्ड	4	D	ER	GR	140.6173308
105M05C117	ढोमले सडक	4	D	ER	GR	1329.273568
105M05C128	Hospital chowk ढोभेला सडक	4	D	ER	GR	341.0418587
105M05C126	Warkhu Road	4	D	ER	GR	924.1736132
105M05C101	भुङ्गाले मोछा सडक	4	D	ER	GR	248.8618843
105M05C123	करकले हुँदै मुलडाँडा जाने सडक	4	D	ER	GR	203.3608086
105M05D067	ढाडवारी सडक	4	D	ER	GR	208.8642771
105M05C114	नेबारे खाउडाडा सडक	4	D	ER	GR	1693.880713
105M05C119	खरवारी रिठा भोटे सडक	4	D	ER	GR	1823.779444
105M05C120	कोप्ये तमाह सडक	4	D	ER	GR	70.50725361

Road_code	Road_name	RoW	Class	Road Surface	MTMP	Length_m
105M05C112	बोडिङ विषले हुदै चुनढुङ्गा सडक	4	D	ER	GR	1684.137859
105M05C139	गलछिडादेखि चन्द्र चौहानको घर हुदै ओम	4	D	ER	GR	830.7896472
105M05C136	बानियाको घर देखि तामा खोला हुदै दुधिल	4	D	ER	GR	1678.341593
105M05C135	भुजेलको घर देखि पङ्खु जङ्जल हुदै मूल स	4	D	ER	GR	1337.565477
105M05C138	गोपी गल छिडा देखि जरा बिसाउने हुदै साव	4	D	ER	GR	1539.251506
105M05C133	वडा कार्यालय देखि हरिबनियाको घर हुदै	4	D	ER	GR	1179.939835
105M05C131	सिदे ठुङ्गा देखि दानबहादुरको घर हुदै	4	D	ER	GR	1150.722376
105M05C141	वासुना हरेराम सडक	4	D	ER	GR	1472.5278
105M05C143	वोहोरि डाडा हुदै शेपा चोक जाने सडक	4	D	ER	GR	359.2619245
105M05C144	क्षेतिसाम कृषि सडक	4	D	ER	GR	158.6031259
105M05C143	वोहोरि डाडा हुदै शेपा चोक जाने सडक	4	D	ER	GR	1372.999519
105M05C144	क्षेतिसाम कृषि सडक	4	D	ER	GR	4054.168229
105M05C175	छोकेबु सडक	4	D	ER	GR	1836.391939
105M05C183	ढकम टुनिङ देखि अइतबारे	4	D	ER	GR	430.2359963
105M05C171	चिमचिम सडक	4	D	ER	GR	530.4016378
105M05D114	पिचकुले सडक	4	D	ER	GR	2002.674833
105M05C173	सजुङ सडक	4	D	ER	GR	269.9569568
105M05C200	पङ्चमि देखि देउरालि गाउ जाने सडक	4	D	ER	GR	25.18023779
105M05C166	गोलडाडा जाने सडक	4	D	ER	GR	165.6032203
105M05C208	कागेली चेतारी-फुलविसउना देखुमे खोला	4	D	ER	GR	547.6530672
105M05C158	हुपलिउ रोड	4	D	ER	GR	617.3172346
105M05C181	वोडिङ सडक	4	D	ER	GR	1558.532139
105M05C164	लुवालुङ देखि दमढी सडक	4	D	ER	GR	2601.773424
105M05C157	बरुवा सडक	4	D	ER	GR	1095.889608
105M05C168	तिनमुटे सडक	4	D	ER	GR	2627.086757
105M05C152	फुलपाती	4	D	ER	GR	2997.636722
105M05C157	बरुवा सडक	4	D	ER	GR	158.1271028

Road_code	Road_name	RoW	Class	Road Surface	MTMP	Length_m
105M05C234	वाजोवारी नोगाले सडक	4	D	ER	GR	810.6532916
105M05C184	वडारे पउचमि निभारे सडक खण्ड	4	D	ER	GR	859.9134834
105M05C192	बाजोबारी सिरुवानि सडक	4	D	ER	GR	2045.315399
105M05C191	निभारे रुधालुड जोरदुङ्गा तापखोला	4	D	ER	GR	4320.660604
105M05C185	सिरुवानि जोरमारि डाडा सडक खण्ड	4	D	ER	GR	613.6750461
105M05C216	मुलडाडा पाथेगा सडक	4	D	ER	GR	259.1946969
105M05C221	निभाते सब्रु हुदै लुम्जु खोला जाने सड	4	D	ER	GR	923.7300046
105M05C233	खरपाखा देखि कालिका मा.वि. जाने सडक	4	D	ER	GR	642.113296
105M05C201	कागेनी-खेलमैदान हुदै बाजोबारी स्कुल	4	D	ER	GR	708.8830743
105M05C219	निगले डाडा पैया सडक	4	D	ER	GR	1533.47612
105M05C189	खत्रीगाउ गोरजुरे सडक	4	D	ER	GR	2098.931476
105M05C185	सिरुवानि जोरमारि डाडा सडक खण्ड	4	D	ER	GR	762.3235021
105M05C095	छेपेखोला गुम्वा सडक	4	D	ER	GR	439.4599026
105M05C200	पडचमि देखि देउरालि गाउ जाने सडक	4	D	ER	GR	1474.473659
105M05C224	हरेल डाडा देखी कागेलि चौतारो जाने सडक	4	D	ER	GR	460.0367385
105M05C187	खरपाखा देखि भानु खोला सडक	4	D	ER	GR	904.6928005
105M05C186	वाजोबारी वोहोरि बोट जाने सडक	4	D	ER	GR	424.7986541
105M05C238	मेन सडक पर्शु गुरुडको घर -लमखु सडक	4	D	ER	GR	301.5911625
105M05C235	कारेल ढाड-सिमल प्रेक सडक	4	D	ER	GR	985.8215788
105M05C243	जाल्पा डाडा-राइसिंगरे सडक	4	D	ER	GR	160.16804
105M05C244	जालपा-गुरुडगाँउ-छिम्ती-वाघखोर सडक	4	D	ER	GR	685.1816406
105M05C246	हुर्लुन्ड-सानो हुर्लुन्ड सडक	4	D	ER	GR	311.4312903
105M05C252	धैलुन्ड- लोसे बिसाउने सडक	4	D	ER	GR	768.1932176
105M05C273	सिने डाडा ग्रामीण सडक	4	D	ER	GR	496.9059717
105M05C248	मौरै CTEVT सडक	4	D	ER	GR	1288.534908
105M05C247	स्कुल डाडा-पउलुन्ड-हाबु ग्रामीण कूषी	4	D	ER	GR	3062.638092

Road_code	Road_name	RoW	Class	Road Surface	MTMP	Length_m
105M05C252	धैलुन्ड- लोसे बिसाउने सडक	4	D	ER	GR	283.9363351
105M05C251	धैलुन्ड पैलुन्ड सडक	4	D	ER	GR	277.9367212
105M05B032	पखेरा-खर्क हुदै राजमार्ग जाने सडक	4	D	ER	GR	1606.564609
105M05B033	खर्क गैरि कृषी हुदै राजमार्ग जाने सडक	4	D	ER	GR	601.1922653
105M05C249	बिजुवाथान-देभीथान सडक	4	D	ER	GR	3101.345783
105M05C250	पखेरा-खर्क टोल सडक	4	D	ER	GR	1148.726737
105M05C293	भैरब श्वरी मन्दिर देखि भैरम्पुर सडक	4	D	GR	BT	1685.354299
105M05C299	डाँडा खर्क देखि बडका भञ्ज्याङ सम्म सडक	4	D	GR	BT	7691.951763
105M05C300	कोइराले देखि छखुली सडक	4	D	GR	BT	416.7278965
105M05C292	भैसे देखि पन्च कन्या मावि सम्म	4	D	GR	BT	1084.56667
105M05C255	श्री जन चेतना नि मा वि जाने सडक	4	D	GR	BT	494.231339
105M05C287	वरगैरा देखि कुलदिप राई घर जाने सडक	4	D	ER	GR	1490.512944
105M05C291	माला बर डाँडा देखि भुजेल गाउँ सम्म सडक	4	D	ER	GR	469.5276455
105M05C286	वाक्लिम रेकर देखि भालुस्वरा सडक	4	D	ER	GR	5352.466367
105M05C255	श्री जन चेतना नि मा वि जाने सडक	4	D	ER	GR	85.69588279
105M05C289	मालि मरे देखि साकेला याखा सडक	4	D	ER	GR	2462.388377
105M05C298	दुम्ली देखि करकुसे वर सम्म सडक	4	D	ER	GR	771.5955573
105M05C290	माला बर देखि राजापानी सिमाना सम्म	4	D	ER	GR	831.516753
105M05C305	भुते पहरा रामनाथ एकिकृत वस्ती हुदै वडा १५ जाने सडक	4	D	ER	GR	2763.560571
105M05C301	कटवाल गाउँ देखि झगडेडाँडा सम्म सडक	4	D	ER	GR	797.87561
105M05C297	नागी देखि पिपल बोट सडक	4	D	ER	GR	569.9955237
105M05C295	बर गैरा सुखसेरराईको घर जाने सडक	4	D	ER	GR	374.9440558
105M05C297	नागी देखि पिपल बोट सडक	4	D	GR	BT	569.9955237
105M05C104	मान्खानामटार पयैडाडा सडक	4	D	ER	GR	314.8617432
105M05C094	गुम्बा देखि काउसे सडक	4	D	ER	GR	668.7061301

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105M05C099	नरेपा प्रावि छेउ वाट माथलो पराजुली गाउँ रामपुर जाने सडक	4	D	ER	GR	1046.31952
105M05C107	यायोखा भवन देखि च्यानडाडा जाने सडक	4	D	ER	GR	138.413275
105M05C012	तल्लो अल्छे ठुना सडक	4	D	ER	GR	619.1829307
105M05C097	ठुटेबोट भुलभुले सडक	4	D	ER	GR	855.5767496
105M05D026	कृकेट खेल मैदान जाने सडक	4	D	ER	GR	1281.54937
105M05C091	साकेला वासवोटे सडक	4	D	ER	GR	1868.2854
105M05C086	डम्पिङ हुँदै कलसुडे हुँदै तावा दोभान	4	D	ER	GR	2756.688601
105M05C090	ससत्र घुम्ति काफ्ले गाऊ सडक	4	D	ER	GR	844.7894415
105M05C057	काडे खोपे ठुङ्गा रोइले खोला सडक	4	D	ER	GR	492.1674439
105M05C083	चिउरि डाडा धारापानी नरकटे सडक	4	D	ER	GR	1484.55935
105M05C080	खर्क डाडाबारि सडक	4	D	ER	GR	615.8201763
105M05C073	वासवोटे डाडाखर्क सडक	4	D	ER	GR	340.5007122
105M05C014	प्रहरी कार्यालय वरिपरी जाने रोड	4	D	ER	GR	294.7990349
105M05C013	प्रशासन एरिया हुँदै हाटबजार जाने बाटो	4	D	ER	GR	325.0359491
105M05C008	खड्का गाउ जाने बाटो	4	D	ER	GR	495.4426134
105M05C079	एलमवर डाडा खेत सडक	4	D	ER	GR	767.2068676
105M05C087	मैघे चउतारा माछागाउँ वासवोटे सडक	4	D	ER	GR	2081.15082
105M05C091	साकेला वासवोटे सडक	4	D	ER	GR	399.0744901
105M05C089	लाफे हाचा चोक नरकटे रिठा दह सडक	4	D	ER	GR	145.1990094
105M05C087	मैघे चउतारा माछागाउँ वासवोटे सडक	4	D	ER	GR	505.180652
105M05C078	लाफे हाचा चोक नरकटे रिठा दह सडक	4	D	ER	GR	355.7690134
105M05C088	राजम्पा डाडा र दमइ गाउँ साकेला सडक	4	D	ER	GR	1306.320013
105M05C057	काडे खोपे ठुङ्गा रोइले खोला सडक	4	D	ER	GR	492.1674439
105M05C081	घाटे खोला वास्तोला गाउँर रिवावोटे महादेवस्थान	4	D	ER	GR	1244.94074
105M05C084	च्यान डाडा किउरिनि सडक	4	D	ER	GR	828.88516
105M05C070	देउरालि कात्तिके दिखुवा सडक	4	D	ER	GR	1329.974222

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105M05C064	चिलाउने खर्क सिङ्खर्क ठोटि सामातुङ सड	4	D	ER	GR	535.0086894
105M05C077	सेराखोला पुरानो वडा कार्यालय वनपाला	4	D	ER	GR	594.6391351
105M05C057	काडे खोपे ठुङ्गा रोइले खोला सडक	4	D	ER	GR	908.6440955
105M05C058	कालिका खामखुवा खन्याटार सडक	4	D	ER	GR	285.1048962
105M05C067	डुडे ठाटि काडे सेतेटार सडक	4	D	ER	GR	1226.737152
105M05C061	खापेठुङ्गा लेखालि टोल देविथान सडक	4	D	ER	GR	364.4694796
105M05C075	सितल मा.वि. च्यान डाडा कालिका मा.वि. सडक	4	D	ER	GR	278.1964697
105M05C071	पिङ आले घिमिरे गाउँ गहते सडक	4	D	ER	GR	698.441386
105M05C067	डुडे ठाटि काडे सेतेटार सडक	4	D	ER	GR	1226.737152
105M05C064	चिलाउने खर्क सिङ्खर्क ठोटि सामातुङ सड	4	D	ER	GR	106.6639845
105M05C056	आले टारवारि दिक्तेल सडक	4	D	ER	GR	1890.52788
105M05C059	कुइभिर बेसिटोल दुईखोवा १५ न. सडक	4	D	ER	GR	1015.92748
105M05C058	कालिका खामखुवा खन्याटार सडक	4	D	GR	BT	285.1048962
105M05C072	बेसिटोल कालिमाटि खोला सडक	4	D	GR	BT	537.8648613
105M05C074	सगरमाथा प्रावि समलवोटे खामखोला वेखवा सडक	4	D	ER	GR	1066.428726
105M05C060	खानिडाडा २ चैतार सडक	4	D	ER	GR	491.7835998
105M05C072	बेसिटोल कालिमाटि खोला सडक	4	D	ER	GR	537.8648613
105M05C064	चिलाउने खर्क सिङ्खर्क ठोटि सामातुङ सड	4	D	ER	GR	106.6639845
105M05C032	हुमुसा चोक हुदै कटहरे हुदै ईपा जाने	4	D	ER	GR	1360.164846
105M05C038	झिसेफ हुदै पुरानो बैक चोक	4	D	ER	GR	3059.830072
105M05C040	झनेजल गाउ हुदै चुप्ला जाने सडक	4	D	ER	GR	945.2057884
105M05C047	रुपचाने हुदै बोपाल जोडिने सडक	4	D	ER	GR	1274.951758
105M05C037	झिसेफ मन्दिर हुदै सामातुंग आउने रोड	4	D	ER	GR	930.2118483
105M05C052	हरहरवाटि देखि झोपोलिङ्ग जाने रोड	4	D	ER	GR	645.1535613
105M05C049	सामातुंग आउने रोड	4	D	ER	GR	310.0618058
105M05C246	हुर्लुन्ड-सानो हुर्लुन्ड सडक	4	D	ER	GR	7.67656005
105M05C039	झुजेल गाउ जाने बाटो	4	D	ER	GR	369.5549954

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105M05C040	झुनेजल गाउ हुदै चुप्ला जाने सडक	3	D	ER	GR	431.0432508
105M05C034	ईट्टाभट्टा बाट थापागाउ हुदै चुपला पाण्डे गाउ जाने सडक	4	D	ER	GR	917.9794475
105M05C042	मगर गाउ देखि भण्डारी टोल सम्म जाने सडक	4	D	ER	GR	602.186806
105M05C052	हरहरवाटि देखि झोपोलिङ्ग जाने रोड	4	D	ER	GR	1065.476781
105M05C049	सामातुंग आउने रोड	4	D	ER	GR	536.4878042
105M05C043	मफलिङ हुदै नगर खोला हुदै वडा कार्यालय	4	D	ER	GR	2061.711462
105M05C043	मफलिङ हुदै नगर खोला हुदै वडा कार्यालय	4	D	ER	GR	765.1793123
105M05C021	पाउधारा रोड (Paudhara)	4	D	ER	GR	1391.680074
105M05C044	मुडे गुम्बा सडक	4	D	ER	GR	181.3644908
105M05C025	रङ्ग टोल जाने सडक	4	D	ER	GR	147.2204403
105M05C026	राज खर्क खेल मैदान जाने सडक	4	D	ER	GR	146.355696
105M05C031	हर्कपुर रोड	4	D	ER	GR	138.9144211
105M05C020	गाउ जाने सडक	3	D	ER	GR	298.7043038
105M05C008	खड्का गाउ जाने बाटो	4	D	ER	GR	57.024
105M05C046	मुफलिङ हुदै नगरे खोला दुबोछा चोक हुदै पुरानो बैक चोक	4	D	ER	GR	246.673
105M05C076	सितला मा.वि. वस्रेत गाउं ठोटेखोला दिक्तेल सडक	4	D	ER	GR	3.756
105M05C038	झिसेफ हुदै पुरानो बैक चोक	4	D	GR	BT	239.063
105M05C018	हातडाडा हुदै खानीडाडा जाने सडक	4	D	GR	BT	977.262
105M05C012	तल्लो अल्ले ठुगा सडक	4	D	GR	BT	118.676
105M05C001	अदालत एरिया	4	D	ER	GR	132.282
105M05C016	माटिकुरे ग्राउण्ड फुटबल एरिया	3	D	GR	BT	241.009
105M05C017	मालपोत एरिया रोड	4	D	GR	BT	633.182
105M05C023	बहेखा रोड	4	D	ER	GR	16.271
105M05C012	तल्लो अल्ले ठुगा सडक	4	D	ER	GR	1029.468
105M05C027	रुमाङ्ग सडक खण्ड	4	D	ER	GR	293.970
105M05B019	छेपेखोला मोछा घुम्ति सडक	4	D	ER	GR	1020.845216

Road_code	Road_name	RoW	Class	Road Surface	MTMP	Length_m
105M05B019	छेपेखोला मोछा घुम्ति सडक	4	D	ER	GR	436.1342808
105M05B019	छेपेखोला मोछा घुम्ति सडक	4	D	ER	ER	1395.151186
105M05B019	छेपेखोला मोछा घुम्ति सडक	4	D	ER	GR	394.4045089
105M05C097	ठुटेबोट भुलभुले सडक	4	D	ER	ER	604.0835333
105M05C048	लेख बहादुरको घरदेखि खत्रीगाउ हुदै ग्रामिण सडक जाने रोड	4	D	ER	GR	2242.089413
105M05B002	झिसेफ रोड	4	D	ER	ER	2215.698
105M05B002	झिसेफ रोड	4		ER	ER	1700.516
105M05D001	पुरानो बैंक चोक रोड	4	D	ER	GR	331.972
105M05D001	पुरानो बैंक चोक रोड	4	D	ER	GR	540.082
105M05D002	शुभ दिनबाट भवन एरिया आउने बाटो	3	D	ER	GR	1277.140
105M05D009	क्याम्पस रोड	4	D	ER	GR	53.504
105M05D009	क्याम्पस रोड	4	D	ER	GR	211.684
105M05D004	थापा गाउ जाने सडक	4	D	ER	GR	109.3474974
105M05D010	खानेपानी हुदै क्याम्पस निस्किने बाटो	4	D	ER	GR	240.445921
105M05D010	खानेपानी हुदै क्याम्पस निस्किने बाटो	4	D	ER	GR	261.2354065
105M05D010	खानेपानी हुदै क्याम्पस निस्किने बाटो	4	D	ER	GR	227.2528795
105M05D006	शुभम अर्गानिक क्याफे जाने सडक	4	D	ER	GR	221.9991851
105M05D010	खानेपानी हुदै क्याम्पस निस्किने बाटो	4	D	ER	GR	563.3086661
105M05D005	भिन्नि सडक	3	D	ER	GR	605.8625221
105M05D004	थापा गाउ जाने सडक	4	D	ER	GR	280.7737395
105M05D004	डाडागाउ खानि पाथेगा रोड	4	D	ER	GR	5499.134221
105M05B004	राजमार्ग जोड्ने सडक	5	D	ER	GR	627.9183614
105M05D003	Hos मा टोल रोड	4	D	ER	GR	986.6213497
105M05D004	थापा गाउ जाने सडक	4	D	ER	GR	552.3281168
105M05D004	थापा गाउ जाने सडक	4	D	ER	GR	472.0787353
105M05D004	डाडागाउ खानि पाथेगा रोड	4	D	ER	GR	97.36243535

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105M05B004	राजमार्ग जोडने सडक	4	D	ER	GR	141.5071832
105M05D004	थापा गाउ जाने सडक	4	D	ER	GR	166.9326772
105M05D010	खानेपानी हुदै क्याम्पस निस्किने बाटो	4	D	ER	GR	110.2550147
105M05D004	थापा गाउ जाने सडक	4	D	ER	GR	489.361149
105M05D006	शुभम अर्गानिक क्याफे जाने सडक	4	D	ER	GR	641.7020386
105M05D009	क्याम्पस रोड	4	D	ER	GR	297.2271714
105M05D004	थापा गाउ जाने सडक	4	D	ER	GR	287.6817146
105M05D010	खानेपानी हुदै क्याम्पस निस्किने बाटो	4	D	ER	GR	1480.245687
105M05D010	खानेपानी हुदै क्याम्पस निस्किने बाटो	4	D	ER	GR	59.04836721
105M05D009	क्याम्पस रोड	4	D	ER	GR	149.4977747
105M05D010	खानेपानी हुदै क्याम्पस निस्किने बाटो	4	D	ER	GR	407.4965115
105M05D008	थापा गाउबाट समातुंग हुदै महले जाने सड	4	D	ER	GR	1717.152051
105M05D010	खानेपानी हुदै क्याम्पस निस्किने बाटो	4	D	ER	GR	275.4685098
105M05D009	क्याम्पस रोड	4	D	ER	GR	264.1511783
105M05D010	खानेपानी हुदै क्याम्पस निस्किने बाटो	4	D	ER	GR	319.5269335
105M05D019	पानधारे नाइना सडक	4	D	ER	GR	622.5999237
105M05D020	वस्नेत गाउ पानधारि सडक	4	D	ER	GR	487.0669341
105M05D017	टारवारि नुनथला होइपु सडक	4	D	ER	GR	376.0629751
105M05D022	बस्नेत गाउं पानधारे खेरुडले वनपाला खानडाडा सडक	4	D	ER	GR	776.0714228
105M05D016	च्यानडाडा भुजेल गाउं त्रिपल टोल सडक	4	D	ER	GR	315.5224511
105M05D022	बस्नेत गाउं पानधारे खेरुडले वनपाला खानडाडा सडक	4	D	ER	GR	776.0714228
105M05D023	सेराखोला अधिकारि टोल सडक	4	D	ER	GR	245.4114206
105M05D013	कालिका मा.वि सेरा कटउरे सडक	4	D	ER	GR	454.9815431
105M05D016	च्यानडाडा भुजेल गाउं त्रिपल टोल सडक	4	D	ER	GR	315.5224511
105M05D016	च्यानडाडा भुजेल गाउं त्रिपल टोल सडक	4	D	ER	GR	141.3579744
105M05D023	सेराखोला अधिकारि टोल सडक	4	D	ER	GR	245.4114206
105M05D020	वस्नेत गाउ पानधारि सडक	4	D	ER	GR	327.9862864

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105M05D014						
105M05D014						
105M05D014	खिरुड-ले साजिवारि वस्त्रेत गाउँ जाने सड	4	D	ER	GR	332.0053501
105M05D015	च्यानडाडा के.सि. गाउँ सडक	4	D	ER	GR	166.0247554
105M05D020	वस्त्रेत गाउँ पानधारि सडक	4	D	ER	GR	487.0669341
105M05D018	डाडाखर्क सेतेटार साकेला सडक	4	D	ER	GR	502.0275654
105M05D022	बस्त्रेत गाउँ पानधारे खेरुड-ले वनपाला खानडाडा सडक	4	D	ER	GR	1841.264314
105M05D019	पानधारे नाइना सडक	4	D	ER	GR	622.5999237
105M05D020	वस्त्रेत गाउँ पानधारि सडक	4	D	ER	GR	327.9862864
105M05D022	बस्त्रेत गाउँ पानधारे खेरुड-ले वनपाला खानडाडा सडक	4	D	ER	GR	1841.264314
105M05D014						
105M05D014						
105M05D014	खिरुड-ले साजिवारि वस्त्रेत गाउँ जाने सड	4	D	ER	GR	332.0053501
105M05D021	वस्त्रेत गाउँ ठोडे सडक	4	D	ER	GR	574.4903
105M05D022	बस्त्रेत गाउँ पानधारे खेरुड-ले वनपाला खानडाडा सडक	4	D	ER	GR	954.1575655
105M05D013	कालिका मा.वि सेरा कटउरे सडक	4	D	ER	GR	454.9815431
105M05D015	च्यानडाडा के.सि. गाउँ सडक	4	D	ER	GR	166.0247554
105M05D018	डाडाखर्क सेतेटार साकेला सडक	4	D	ER	GR	502.0275654
105M05D021	वस्त्रेत गाउँ ठोडे सडक	4	D	ER	GR	574.4903
105M05D017	टारवारि नुनथला होइपु सडक	4	D	ER	GR	315.6706659
105M05D016	च्यानडाडा भुजेल गाउँ त्रिपल टोल सडक	4	D	ER	GR	141.3579744
105M05D017	टारवारि नुनथला होइपु सडक	4	D	ER	GR	315.6706659
105M05D017	टारवारि नुनथला होइपु सडक	4	D	ER	GR	376.0629751
105M05D022	बस्त्रेत गाउँ पानधारे खेरुड-ले वनपाला खानडाडा सडक	4	D	ER	GR	954.1575655
105M05D012	आले दापसा कुइकुइ वेसटोल	4	D	ER	GR	556.7103559

Road_code	Road_name	RoW	Class	Road Surface	MTMP	Length_m
105M05D012	आले दापसा कुडकुड वेसटोल	4	D	ER	GR	556.7103559
105M05D027	ठाटिडाडा सहरि स्वास्थय केन्द्र सडक	4	D	ER	GR	947.9696489
105M05D028						
105M05D028	ठुलो सिम दोरुड सडक	4	D	ER	GR	321.7641029
105M05D036	रिठावोटे नरकटे सडक	4	D	ER	GR	485.9250221
105M05D039	वातम दोखुम सडक	4	D	ER	GR	599.3658532
105M05D036	रिठावोटे वरडाडा सडक	4	D	ER	GR	257.6672557
105M05D038	वडा कार्यालय हुँदै राजम्पा डाडा सडक	4	D	ER	GR	1039.355449
105M05D034						
105M05D034						
105M05D034	राता डाडा	4	D	ER	GR	558.5526595
105M05D028	ठुलो सिम हलेसि गुल्म सडक	4	D	ER	GR	301.2038158
105M05D032	दुवे भदरे सडक	4	D	ER	GR	319.4456139
105M05D030	डम्पड सडक	5	D	ER	GR	437.3893581
105M05D035	रिठावोटे	4	D	ER	GR	1122.398724
105M05D040	साखेला भान सातघरे सडक	4	D	ER	GR	381.6598372
105M05D037	लुछिने दिक्तेल वारि सडक	4	D	ER	GR	300.0303744
105M05D025	कालिका हाइड्रो जाने बाटो	5	D	ER	GR	488.7234581
105M05D033	मोहरिया आहाल डाडा सडक	4	D	ER	GR	475.5435464
105M05D031						
105M05D031						
105M05D031	डाठि गैरा सडक	4	D	ER	GR	687.1425092
105M05D024	अड्चने समाधि सडक	4	D	ER	GR	186.7680837
105M05D028	ठुलो सिम हलेसि गुल्म सडक	4	D	ER	GR	268.1157246
105M05D046	वडा कार्यालय साकेला थान लालबु सडक	4	D	ER	GR	472.2195334

Road_code	Road_name	RoW	Class	Road Surface	MTMP	Length_m
105M05D047	वर डाडा सडक	4	D	ER	GR	231.7740778
105M05D041	जनता आधारभुत गुम्बा सडक	4	D	ER	GR	513.5852212
105M05D007	होरखा वेसि टोल जाने सडक	4	D	ER	GR	868.9025071
105M05D143	बगरे मुल डाडा जाने सडक	5	D	ER	GR	268.218834
105M05D044	रामपुर आधारभुत सडक	4	D	ER	GR	528.0093392
105M05D046	वडा कार्यालय साकेला थान लालबु सडक	4	D	ER	GR	227.2426273
105M05D007	होरखा वेसि टोल जाने सडक	4	D	ER	GR	43.79881816
105M05D042	बासवोटे पल्खु सडक	4	D	ER	GR	363.475532
105M05D047	वर डाडा सडक	4	D	ER	GR	424.9599969
105M05D045	लाल्बु रिजाल गांड जाने वाटो	4	D	ER	GR	475.71397
105M05D046	वडा कार्यालय साकेला थान लालबु सडक	4	D	ER	GR	753.9238151
105M05D045	लाल्बु रिजाल गांड जाने वाटो	4	D	ER	GR	744.1426466
105M05D056	मासे सडक	4	D	ER	GR	21.56669859
105M05D057	माथाटोल सडक	4	D	ER	GR	404.2844007
105M05D050	सम्रित चोक सडक	4	D	ER	GR	260.3726375
105M05D065	तमाह हुदै सुगुरवा	4	D	ER	GR	556.363168
105M05D062	बाना चउर सडक	4	D	ER	GR	221.7136485
105M05D068	खरवारी छेडा सडक	4	D	ER	GR	574.5387515
105M05D061	बार घरे सडक	4	D	ER	GR	317.9265068
105M05D056	मासे सडक	4	D	ER	GR	532.0210696
105M05D053	मेवाखोला /दुमली सडक	5	D	ER	GR	53.88498068
105M05D050	सम्रित चोक सडक	4	D	ER	GR	565.5963219
105M05D068	खरवारी छेडा सडक	4	D	ER	GR	1117.638161
105M05D066	ढोभेला हुदै मातिम सडक	4	D	ER	GR	1130.076737
105M05D052	मोछा रिजाल सडक	4	D	ER	GR	1699.515133
105M05D059	माथाटोल मान डाँडा सडक	4	D	ER	GR	748.610875
105M05D064	तलेघर रखु सडक	4	D	ER	GR	3460.567951

Road_code	Road_name	RoW	Class	Road Surface	MTMP	Length_m
105M05D065	तमाह हुदै सुगुरवा	4	D	ER	GR	379.5456692
105M05D050	सम्रित चोक सडक	4	D	ER	GR	1982.594763
105M05D052	मोछा रिजाल सडक	4	D	ER	GR	454.1132121
105M05D059	माथाटोल मानडाडा सडक	4	D	ER	GR	748.610875
105M05D052	मोछा रिजाल सडक	4	D	ER	GR	105.0835824
105M05D049	सुगुरवा तमा सडक	4	D	ER	GR	742.8090003
105M05D055	मुसादेउ सडक	4	D	ER	GR	160.9405279
105M05D053	मेवाखोला /दुमली सडक	4	D	ER	GR	94.65285589
105M05D049	सुगुरवा तमा सडक	4	D	ER	GR	697.8248598
105M05D055	मुलडाँडा हुदै कोप्चे	4	D	ER	GR	333.0630233
105M05D050	सम्रित चोक सडक	4	D	ER	GR	274.8128525
105M05D068	खरवारी छेडा सडक	4	D	ER	GR	574.5387515
105M05D065	तमाह हुदै सुगुरवा	4	D	ER	GR	2585.589385
105M05D062	बानाचउर सडक	4	D	ER	GR	747.1528645
105M05D065	तमाह हुदै सुगुरवा	4	D	ER	GR	1552.922825
105M05D056	मासे सडक	4	D	ER	GR	111.5219786
105M05D063						
105M05D063	दोवेला वानाचोक सडक	4	D	ER	GR	64.51034404
105M05D058	माथा टोल सडक	4	D	ER	GR	935.3262121
105M05D054	मुसादेउ सडक	4	D	ER	GR	1580.614337
105M05D056	मुलडाँडा हुदै कोप्चे	4	D	ER	GR	358.0350363
105M05D049	सुगुरवा तमा सडक	4	D	ER	GR	793.7805894
105M05D057	मानडाडा सडक	4	D	ER	GR	1440.03039
105M05B019	छेपेखोला मोछा घुम्ति सडक	4	D	ER	GR	85.92143746
105M05D050	सम्रित चोक सडक	4	D	ER	GR	576.6088905
105M05D069	हेमराजको घर देखि बिरबहादुर खत्रीको घ	4	D	ER	GR	129.2335106
105M05D071	मानबहादुर को खोल्सा देखि अक्करात चौह	4	D	ER	GR	112.9529893

Road_code	Road_name	RoW	Class	Road Surface	MTMP	Length_m
105M05D084	ठुलो खोला बाट खत्रि गाउ अम्बर बहादुर	4	D	ER	GR	321.4687818
105M05D092	कमला पाण्डे को घर बाट दीपामाइको घर हुद	4	D	ER	GR	1036.373173
105M05D056	मासे सडक	4	D	ER	GR	176.5541791
105M05D094	Zero Point बाट J P Rai को घर हुदै विशाल जौहन को घर	4	D	ER	GR	481.0975968
105M05D095	Zero Point देखिरा राजन राईको घर हुदै पडखु खो	4	D	ER	GR	875.3906841
105M05D050	सम्रित चोक सडक	4	D	ER	GR	173.0266747
105M05D080	नबिन राईको घर मुनि बाट निर्मली जोड्ने	4	D	ER	GR	214.7274053
105M05D093	अन्नपुर्न स्कूल जाने सडक	4	D	ER	GR	600.4031231
105M05D085	चौकी देखि माथाटोल जाने सडक	4	D	ER	GR	673.848636
105M05D098	Zero Point देखि भिमबहादुर चौहानको घर जाने सड	4	D	ER	GR	124.5358073
105M05D075	भुसाल चौहानको घर देखि गङ्ग बुदाथोकीक	4	D	ER	GR	1001.364012
105M05D089	खावाडाडा school देखि हम्मारे राहुलको घर स	4	D	ER	GR	54.5724031
105M05D099	Zero Point देखि बम बहादुर खत्रीको घर सम्म जा	4	D	ER	GR	101.1716097
105M05D063	दोवेला वानाचिक सडक	5	D	ER	GR	593.1960521
105M05D050	सम्रित चोक सडक	4	D	ER	GR	180.2411233
105M05D102	Zero point देखि खड्काको घर जाने सडक	4	D	ER	GR	104.1300234
105M05D097	Zero Point देखि मानराहतको घर जाने सडक	4	D	ER	GR	66.38150369
105M05D078	नासतुम देखि सुखे जोड्ने सडक	4	D	ER	GR	243.0079763
105M05D079	नासटुंग सडक	4	D	ER	GR	231.3809221
105M05D050	सम्रित चोक सडक	4	D	ER	GR	244.1891561
105M05D096	Zero Point देखि रामकुमारी राई को घर सम्म जान	4	D	ER	GR	51.04395556
105M05D101	Zero point देखि ढाहाल गाउ जाने सडक	4	D	ER	GR	184.2761484
105M05D076	पचामे देखि लमसे जाने सडक	4	D	ER	GR	64.34672352
105M05D082	देवाली थान देखि चैते पोखरी जाने सडक	4	D	ER	GR	78.30625016
105M05D104	गाउ जाने सडक	3	D	ER	GR	1001.732831
105M05D091	किते पाण्डे घर जाने सडक देखि खाल्डा school	4	D	ER	GR	587.2019984
105M05D055	मुसादेउ सडक	4	D	ER	GR	28.00456131

Road_code	Road_name	RoW	Class	Road Surface	MTMP	Length_m
105M05D100	Zero Point देखि दुर्गा जौहन को घर हुदै लमी डा	4	D	ER	GR	118.0787666
105M05D086	गुम्बा देखि आलडाडा खेल मैदान हुदै साव	4	D	ER	GR	1946.218527
105M05D081	दोबेल स्कुल हुदै राजमार्ग जाने सडक	5	D	ER	GR	1306.46916
105M05D090	खाने पानी बाट J P Rai को घर हुदै वडा कार्या	4	D	ER	GR	2016.182627
105M05D081	दोबेल स्कुल हुदै राजमार्ग जाने सडक	5	D	ER	GR	1081.03711
105M05D074	भोजे खत्रिको घर देखि काब्रे जाने सडक	4	D	ER	GR	787.2162412
105M05D063						
105M05D063	दोवेला वानाचोक सडक	5	D	ER	GR	178.6350887
105M05D083	ठूलो खोला बाट वडा कार्यालय हुदै लामिड	4	D	ER	GR	386.423118
105M05D066	ढोभेला हुदै मातिम सडक	4	D	ER	GR	399.8457462
105M05D054	मुसादेउ सडक	4	D	ER	GR	978.6345777
105M05D088	गहु वारि देखि नास्तुम हुदै खनाम चैतार	4	D	ER	GR	2924.834953
105M05D054	मुसादेउ सडक	4	D	ER	GR	40.30106337
105M05D103	School मुनि बाट बदम कुमारी राई को घर जाने स	4	D	ER	GR	398.4308502
105M05D077	नेवारे देखि खावा जाने सडक	5	D	ER	GR	324.3118515
105M05D072	मन्दिर डाडा देखि तडक बहादुर चौहानको घ	4	D	ER	GR	350.0276213
105M05D073	मध्य पहाडी लोक मार्ग देखि बाबुराम राई	4	D	ER	GR	309.3608356
105M05D086	गुम्बा देखि आलडाडा खेल मैदान हुदै साव	4	D	ER	GR	2369.141521
105M05B024	पेलुङग साप्सु ढाप पर्यटक सडक	5	D	ER	GR	2192.571973
105M05C145	गुम्बा चोक सडक खण्ड	5	D	ER	GR	290.3326749
105M05D106	महाविर सडक	4	D	ER	GR	643.4615321
105M05C145	गुम्बा चोक सडक खण्ड	4	D	ER	GR	394.6757213
105M05D106	महाविर सडक	4	D	ER	GR	137.6451661
105M05D105	वेसिटोल सडक	4	D	ER	GR	546.7686371
105M05B024	पेलुङग साप्सु ढाप पर्यटक सडक	4	D	ER	GR	728.9560002
105M05C145	गुम्बा चोक सडक खण्ड	4	D	ER	GR	86.29399798
105M05D106	महाविर सडक	4	D	ER	GR	295.7285285

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105M05D107	पेलुडग गैथले सडक	4	D	ER	GR	135.4098535
105M05D080	नबिन राईको घर मुनि बाट निर्मली जोड्ने	4	D	ER	GR	834.3819153
105M05D125	बाखमाला सडक	4	D	ER	GR	71.60239743
105M05D111	देउराली सडक	4	D	ER	GR	815.9935509
105M05D130	तामाङ टोल जाने सडक	4	D	ER	GR	472.1404044
105M05D117	ठुले सडक	4	D	ER	GR	561.9385945
105M05D114	पिखाडु सडक	4	D	ER	GR	132.81153
105M05D131	पाखा घर सडक	4	D	ER	GR	1157.228832
105M05D120	सिकुरि भंज्याङ सडक	5	D	ER	GR	148.7807066
105M05D131	पाखा घर सडक	4	D	ER	GR	564.4773121
105M05D124	चोखाने सडक	5	D	ER	GR	1189.137841
105M05D127	सर्वचित सडक	4	D	ER	GR	154.7140047
105M05D123	धाप भंज्याङ सडक	4	D	ER	GR	429.8337302
105M05D125	बाखमाला सडक	4	D	ER	GR	1990.605785
105M05D120	सिकुरि भंज्याङ सडक	4	D	ER	GR	1733.575362
105M05D113	बुलतिङ टोल जाने सडक	4	D	ER	GR	494.7935665
105M05D115	रोशन घर जाने सडक	4	D	ER	GR	272.8299899
105M05D123	धाप भंज्याङ सडक	4	D	ER	GR	1457.876151
105M05D132	कामि गाउ सडक	4	D	ER	GR	536.9580122
105M05D114	पिखाडु सडक	4	D	ER	GR	2059.123231
105M05D128	ढाड सडक	4	D	ER	GR	866.2776694
105M05D110	चिचिङखा सडक	4	D	ER	GR	1158.274804
105M05D128	ढाड सडक	4	D	ER	GR	82.94471799
105M05D114	पिखाडु सडक	4	D	ER	GR	471.4272908
105M05D145	नया स्वस्थ चौकी जाने सडक	4	D	ER	GR	118.6605675
105M05D144	खेलमैदान जाने सडक	4	D	ER	GR	242.1469854
105M05D139	तमेखु देखि बिखरफ जाने सडक	4	D	ER	GR	294.9719693

Road_code	Road_name	RoW	Class	Road Surface	MTMP	Length_m
105M05D134	सिरुवानि फुल विसाउना सडक खण्ड	4	D	ER	GR	987.3390749
105M05D146	पिसुलु जङ्गल देखि लम्वा जाने सडक	4	D	ER	GR	200.6739346
105M05D147	झडगेटार रिफुम सडक	4	D	ER	GR	59.58577238
105M05D138	सोति जम्दार टोल जाने सडक	4	D	ER	GR	1569.092342
105M05D146	पिसुलु जङ्गल देखि लम्वा जाने सडक	4	D	ER	GR	153.5426973
105M05D142	सोतो डडेलि सडक	4	D	ER	GR	1220.822475
105M05D136	लम्वाडाडा बाट हागे जाने सडक	4	D	ER	GR	282.5788887
105M05D143	बगरे मुल डाडा जाने सडक	5	D	ER	GR	118.2833249
105M05D140	लुम्जु खोला खाल्देल सापराड जाने सडक	5	D	ER	GR	1434.108377
105M05D133	कासाहोप ताल जाने बाटो	5	D	ER	GR	202.8644906
105M05D147	झडगेटार रिफुम सडक	4	D	ER	GR	1154.421842
105M05D154	जनसेवा नगर अस्पताल- शसिदुङ्गा-ससर्का सडक	5	D	ER	GR	189.4276295
105M05D154	जनसेवा नगर अस्पताल- शसिदुङ्गा-ससर्का सडक	4	D	ER	GR	540.5284559
105M05D154	जनसेवा नगर अस्पताल- शसिदुङ्गा-ससर्का सडक	4	D	ER	GR	103.8308772
105M05D153	इमान राइको घर -ज्योति मा.वि. सडक खण्ड	4	D	ER	GR	188.4082721
105M05D148	जालपा खेलमैदान-डाडाटोल पुरानोगाँउ सडक	5	D	ER	GR	185.242553
105M05D150	मुख्य सडक -जालपा खेलमैदान जाने सडक	5	D	ER	GR	98.0327039
105M05D152	जनसेवानगर अस्पताल-वडा कार्यालय जाने सडक	4	D	ER	GR	304.9490648
105M05D155	वडा कार्यालय जाने सडक	4	D	ER	GR	2392.750974
Total						142887.543

Table 8: Description of Road Class “D”

CHAPTER 5

PERSPECTIVE PLAN OF MUNICIPALITY TRANSPORT NETWORK

5.1 PROCESS AND PROCEDURE FOR COLLECTION OF DEMAND

Ward level meeting were held in each ward and demand forms were filled as per the demand and priority of the local people. From the discussion held in wards, various demands of people regarding requirement or upgrading of infrastructures were listed out and were prioritized. The hearings from public play a major role in planning the transportation network in future.

5.2 SCORING SYSTEM FOR SCREENING, GRADING AND PRIORITIZATION

A network consists of several links. It is not possible to construct all roads at a time due to resource gap, time constraint and limited management capacity. Therefore, each link in a network should be prioritized. Each road link is then allocated the number of points corresponding to the fulfilment of the particular criteria. The aggregate number of points that each intervention receives is computed by simple adding the points allocated per indicator. The result of this process leads to a ranking of the investment options. The following criteria are used for prioritization of new transport linkages:

Table 18: Scoring system for prioritization

S.N.	Criteria	Scoring Unit	Score
1	Link providing service to large settlement areas/population	Population served/km	15
2	Link providing service to areas with high potential for agriculture, horticulture, livestock production	Per Km income	10
3	Link providing service to existing Commerce and business centres, Market sites, Tourist attraction areas, areas having agro-based and cottage industries, other growth centres -Estimated annual transaction in these centres equivalent to NRs.../km	Per Km, Amount	20
4	Population served by service centers	Population served/km	15
5	Link providing service to the potential growth or service centres identified by the District Development Committee and shown in the Indicative Development Potential Map of the District	Per Km Pop.	5
6	Link providing service to the potential future development sites such as hydropower development sites, mines, etc. as indicated in the IDPM of the district	Per Km Financial turn over	10
7	Special social Consideration center		15
8	Linkages with another Transport Linkages		10

5.3 POSSIBLE INTER MUNICIPALITY/DISTRICT LINKAGE

In Diktel Rupakot Majhuwagadhi Municipality, there are some rural roads which in future will be possible inter-Municipality/District link roads. After completing the target of planned roads, there will be good transport facilities for the people of two municipalities/VDCs. Municipality should give priority for constructing the planned road which will be inter-district linkage and DTMP/MTMP should be updated regularly. List of possible inter-VDC/Municipality link roads are as follows:

Table 19: List of Inter-District Transport Linkages

S.N.	Road Name
1	Highway (पुष्पलाल मध्यपहाडि लोकमार्ग)
2	मध्यपहाडि लोकमार्ग
3	सगरमाथा राजमार्ग

5.4 PERSPECTIVE PLAN OF MUNICIPALITY TRANSPORT NETWORK WITH THE RESPECTIVE SCORE AND RANKING

Perspective plan of the Municipality is the development plan that includes the plan of development of all road's hierarchy within the Municipality. MTMP is short term Municipality Transportation Master Plan generally of 5 years which includes the prioritized road demands whereas perspective plan is a long-term plan which includes the overall road demand of the Municipality.

Perspective plan identifies all the infrastructure demands of the municipality. The proposed road networks and road infrastructure will help to enhance the overall transportation network of the municipality result in increased accessibility and mobility. The visionary development plan i.e. the municipal development plan will help to develop other sectors of the municipality along with the development of transportation sector. The well facilitated and well-connected road will facilitate safe, comfortable and efficient trips to the road user. Also increase in transportation facility will help to boost the economic development of that particular municipality which will contribute in overall economic activities of the nation. MTMP cost of all roads is around 331.05million and all roads. The first five-year financial plan is prepared based on the assumption that each year budget will increase.

Table 20: Standard cost of improvement

Activity	Unit	Unit cost (NPR)
Rehabilitation	km	500,000
Widening	m	25,000
RCC	Km	34,067,250.00
Gravelling	km	5,565,500.00
Blacktopping	km	10,283,475.00
Bridge construction	m	18,00,000
Slab culvert construction	m	350,000
Pipe culvert placement	unit	30,000
Masonry wall construction	m ³	20,000
Gabion wall construction	m ³	5,500
Lined drain construction	m	8500

Table 21: Standard cost for conservation

Activity	Unit	Unit cost (NPR)
Emergency maintenance	km	250,000
Routine maintenance	km	80,000
Recurrent maintenance (blacktop)	km	200,000
Recurrent maintenance (gravel)	km	600,000
Recurrent maintenance (earthen)	km	350,000
Periodic maintenance (blacktop)	km	1250,000
Periodic maintenance (gravel)	km	350,000

This section discusses about the future anticipated population and the traffic and the planning road infrastructure to cater these traffic in short, medium and long term.

Projection of Population

The underlying assumption for the preparation of MTMP is that, the recently designated municipal area has a growing population and has also fulfilled the population criteria (one of many criterion to be a municipality) to be a municipality. As such the municipality is an urban area or an urbanizing area. One of the characteristics of an urban area is higher population densities and corresponding higher demand for services and facilities all of which directly demands proper transport infrastructure. For sustainable supply of transport infrastructure, it is pertinent to forecast the population in the future so that the infrastructures can be planned and constructed accordingly.

A population forecast requires certain information on historic population counts, births, deaths, other rates which affect population change. Population forecasting is essentially a matter of judgment in selecting the kind of forecast to present, in determining the procedures for making it, and in appraising effects of the factors that induce population changes. The problem, of course, is much simpler for areas which have shown marked stability in the size of their populations for several decades, and for which no great change in the economic and social conditions of the locality seems likely. On the other hand it may be extremely difficult and complex for areas which have had sharp fluctuations in the direction or rate of population change in the past, and which may continue to have them.

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:

Projection of Road Traffic

Transportation forecasting is the process of estimating the number of people or vehicles that will use a specific transportation facility in the future. Forecasts explain what the needs of the future might be and provide benchmarks for from developing overall transportation policy, to planning studies, to the engineering design of specific projects, and efficient transportation system operation. At the same time, the transport infrastructure and facilities paves the path for the development of the area. Thus, the existing trend in the development of the economy and change in land use along with the planned development and land use are considered to plan the transport facilities requirements in the future. In the planning process of the transport infrastructures, projection of the traffic is the most crucial factor. Traffic forecasting for planning projects determines the required number of lanes and road width to meet the future anticipated traffic demands. Future transportation demand will depend upon demographic and geographic factors, including population size and age, economic and employment growth, transportation network and operating conditions and transportation and land use policy, including cost of travel.

In case of Ganyapadhura rural municipality, there is no traffic data from past. Lack of proper city development plan and land use plan further restricts the use of complex models for reliable traffic forecast. Thus, the use of primary data collected during the study is used to forecast the traffic.

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 Gyanapadhura rural municipality, the following areas have been proposed for the potential development area. For this the “Ganyapadhura rural municipality Profile 2077” has been used as a reference document.

Accessibility and mobility scenario

Transportation system most often needs to trade-off between accessibility and mobility. Need of travel is a derived demand, not being end in itself but a means. Accessibility is the ease with which goods, services, people and opportunities can be reached. In the context of Ganyapadhura rural municipality with core market centers as epicenter of all goods, services and facilities, people lying on the peripheral regions need accessibility.

Mobility is efficient movement of goods and people. Mobility is more focused on trips and distance covered. Mobility values transportation as end rather than means, but still in outlying areas accessibility requires a lot of mobility, while central population need smaller trip lengths. While we provide space for active mode users and public transits as a means of enhancing accessibility, we are trading a part of road space from the mobility sector, and when we provide more road space for private vehicles to move efficiently we trade part of road space associated with accessibility.

Present scenario of Ganyapadhura rural municipality reflects the access to bus stop on an average about 10 minutes, Class “C” roads that are planned for public vehicle to ply are

expected to reduce this time to within 5 minutes. People will have access to either Class “B” or Class “A” roads designed for more mobility within 10 minutes or 15 minutes on an average walking distance that are designed for greater mobility. Planning work has focused on reducing access directly to highways, subsequent developments are recommended for national authority to develop required infrastructures.

Transport infrastructure planning

Land use and transport, developed road hierarchy, accessibility and mobility scenario are the policy level guidelines for development and planning of transport infrastructures. Nearly 54.90% of household own cycle, 20.93% do not own any type of vehicle whereas around 19.93% of people own motorcycle. Thus from the perspective of sustainable transport also, we need to protect the peoples’ utilization of cycle in planning works. While 21% of the trips made as of today is on foot, the planning works has incorporated footpaths for pedestrians segregated from carriage-way width. With projection of population at present growth rate, population would rise in 10 years which will certainly grow in economic size and have better income scenario. People will aspire to have private vehicles of their own to increase mobility, requiring greater road space width which will be provisioned by class A and class B roads but the aim of sustainable transport and accessibility policy will be to check private ownership of vehicles under control.

Class A and Class B road would have provision of bus-bay to facilitate public transit riders. Green belts would be developed for aesthetic purpose and noise reduction purpose as well as segregation of pedestrians from road traffic. Road side furniture would be installed as deemed necessary.

Short term Municipality Transport Master Plan (Five years)

The short term municipality transport master plan has been developed to guide the municipal investments on road infrastructure through 2022-2026. This short term plan will mainly focus on the demand by the people and for the accessibility of the people in the first step. The plan will advance the municipality towards the medium and long term plan as outlined in the later topics. Short term planning elements generally known as transportation system management (TSM) are basically meant for efficient use of existing and proposed infrastructure (Verma & Ramanayya, 2015). Short term MTMP refers to maintenance and upgrading of the existing road networks to the proposed standards to support the present and future (5 years) transport demand paving the demand for the implementation of medium term and long term plan. It also includes construction of new road linkages which are necessary to support the current road network and the envisaged road network for the future. The interventions are applied to the road sections based on their priorities (based on the developed scoring criteria) and the annual budget. The transport infrastructure envisaged at the end of five years plan is for the development and maintenance of access road linkages and collector roads that maintains a road hierarchy (as formulated above) and justifies the construction and development of higher hierarchy roads in the medium and long term (in short term if justified).

As such, short term plan focuses on the accessibility of all the settlements, moving towards mobility to increase the access to wider services, thus paving the way for development of proper sustainable public transport services within and around the municipality. The strategy and investment plans for short term municipality transport master plan is elaborated in the next section.

Medium term Municipality Transport Master Plan (Ten years)

The development of the road network in medium term plan includes opening of the track and clearing the right of way (ROW) along the Class B roads. The period of short term plan controls the encroachment and urban sprawl growth along the ROW of the Class B roads.

Medium term and long term municipality transport plan gives the layout for the development of higher hierarchy road corridors with higher mobility and limited direct access. During the short term (first five years) development of local access roads and collector roads develops the concept and culture of wide roads among the locals. This facilitates in creating the demand for expansion of the roads to their designated class width during the medium term (five to ten years). Medium term plan continues the development and maintenance of the access roads and, expansion and maintenance of collector roads to their respective standard layout. Class “B” roads will also be constructed and expanded during the medium term plan depending upon the necessity/demand of road hierarchy.

All the roads of Class “C” will be constructed and maintained at their designated standard layout at the end of medium term plan. Class “B” and Class “A” roads will also be constructed wide enough to address the demand generated during this period. Few Class “B” roads will be constructed to their full width with designated pedestrian paths and cycle tracks. For other Class “B” roads, the medium term time period will allow opening of the track by shifting the existing structures and stopping further construction of other structures within the designated ROW.

Long term Municipality Transport Master Plan (Twenty years)

The development of Class A roads is necessary in the long run of the municipality for the structured development of the road network hierarchy and thus the proper development of the trips and the municipality as a whole. The period of short term and medium term plan controls the encroachment and urban sprawl growth along the ROW of the Class “A” roads.

Long term municipality transport master plan envisages the development of the roads of all hierarchy within the municipality as depicted by the perspective plan whose demand is set out by the indicative potential development of the municipality.

Short term period (first five years) identifies the higher hierarchy roads necessary for the municipality in the long run and set necessary bylaws. It also implements those higher hierarchy roads in the policy level by controlling the development of other structures within the proposed ROW and shifting of the existing structure away. It will facilitate clearing of the ROW and track opening during the medium term time period (five to ten years). During medium term plan, these roads will be developed to certain level as per the existing demand.

This time period (first ten years) is critical in developing proper implementation policies, tools and plans for the construction and implementation of the standards of these roads in the long term time period of ten to twenty years. Plans to integrate other service facilities such as electricity, drainage and drinking water pipes should be developed during this period. Other plans such as land use plan, city development plan (if not developed), drainage network master plan should be developed in compliance with the municipality transport master plan. Depending upon these plans, MTMP may also be revised. During the long term plan of ten years to twenty years, the higher hierarchy roads will be constructed in full phase.

Table 22: List of roads for Municipality Perspective Plan

Road Name	Rank	Road surface (km)				Proposed Improvement	Estimated cost of Road in Lakhs
		ER	GR	BT	Total		
akley pipal dekhi bhamrang jhisepu 3 no oda janey sadak	6	-	0.07	-	0.07	Upgrading, Periodic Maintenance,	39.80
वडा कार्यालय आसपास बसपार्क छेत्र	2	-	0.35	-	0.35	Upgrading, Periodic Maintenance,	47.40
दिक्तेल आले दिपरुङ चुइचुम्बा गाउँपालिका सडक	5	-	4.70	-	4.70	Upgrading, Periodic Maintenance,	443.80
कुइभिर बेसिटोल दुईखोवा १५ न. सडक	5	-	7.04	-	7.04	Upgrading, Periodic Maintenance,	944.15
डाडाखर्क हुँदै लफ्याङ मेघे चैतरा सडक	5	-	1.48	-	1.48	Upgrading, Periodic Maintenance,	1,077.42
दिक्तेल खानिडाडा वारताङ टारवारि दिपर	5	-	2.52	-	2.52	Upgrading, Periodic Maintenance,	332.30
पिङ आले घिमिरे गाउँ गहते सडक	2	-	1.40	-	1.40	Upgrading, Periodic Maintenance,	2,047.25
डाडा खर्क घुम्ती सुर्यदय कृब लाफ्यंग तितिरे बोटे देपुंग सडक	5	-	0.58	-	0.58	Upgrading, Periodic Maintenance,	68.66
हस्पिटल चोक, चामलिंग चोक - बस्बोटे खानी डाडा जोरपाटी	3	-	0.81	-	0.81	Upgrading, Periodic Maintenance,	84.29

Road Name	Rank	Road surface (km)				Proposed Improvement	Estimated cost of Road in Lakhs
		ER	GR	BT	Total		
चाम्लिङ चोक खनिया डाडा सडक	4	-	2.68	-	2.68	Upgrading, Periodic Maintenance,	1,192.35
डम्पड सडक	7	-	0.44	-	0.44	Upgrading, Periodic Maintenance,	57.35
दिक्तेल अस्पताल चोक लप्याङ साप्सु खोला सडक	5	-	10.86	-	10.86	Upgrading, Periodic Maintenance,	1,063.36
दुभे पुरानो गाउ तावा दोभान सडक	4	-	7.75	-	7.75	Upgrading, Periodic Maintenance,	2,166.15
वातम दोखुम सडक	8	-	0.60	-	0.60	Upgrading, Periodic Maintenance,	73.79
हात डाडा मधेचउतारा डाडा खर्क रिङरोड सडक	8	-	3.61	-	3.61	Upgrading, Periodic Maintenance,	391.63
हात डाडा हलेसि FM हुदै देविथान वसपार्क जाने सडक	14	-	0.03	-	0.03	Upgrading,	2.75
हाडेगौरा हलेसि FM कटुवाल हलेसी गुल्म हुदै देविथान सडक	14	-	0.24	-	0.24	Upgrading,	43.51
काउसे सडक	12	-	0.16	-	0.16	Upgrading,	16.70
गुम्बा देखि काउसे सडक	12	-	1.88	-	1.88	Upgrading,	200.35
छेपेखोला गुम्बा सडक	12	-	3.16	-	3.16	Upgrading,	348.90
छेपेखोला मोछा घुम्ति सडक	10	-	3.65	-	3.65	Upgrading,	525.18
ठुटेबोट भुलभुले सडक	10	-	6.13	-	6.13	Upgrading,	820.64

Road Name	Rank	Road surface (km)				Proposed Improvement	Estimated cost of Road in Lakhs
		ER	GR	BT	Total		
ताल खर्क वगरे भन्ज्याङ सडक	10	-	2.68	-	2.68	Upgrading,	364.95
मान्खा चौतारा सडक	10	-	1.65	-	1.65	Upgrading,	180.74
मिलन चोक साकेला प्रा.वि. हुँदै जाने वा	10	-	2.38	-	2.38	Upgrading,	330.62
वडा कार्यालय साकेला थान लालबु सडक	4	-	1.45	-	1.45	Upgrading,	187.22
सन्साइ डाडा देखि वगरे भन्ज्याङ सडक	10	-	6.09	-	6.09	Upgrading,	815.67
सुगुरवा हुँदै सावसु जाने सडक	10	-	2.33	-	2.33	Upgrading,	257.70
मेवाखोला /दुमली सडक	10	-	0.15	-	0.15	Upgrading,	34.90
चिउरे डाडा, शिरजनशिल हुँदै लोकमार्ग जो	10	-	3.27	-	3.27	Upgrading,	434.30
दिक्तेल वडा न. १ - वडा न. २ सोलमा हुँदै वडा न. ३ नेर्पा - वडा न. ७ दोर्प	3	-	15.64	-	15.64	Upgrading,	2,088.03
स्थालठुलो देखि पिडडाडा हुँदै तालचैरजो	10	-	0.46	-	0.46	Upgrading,	185.42
सिदे ठुङ्गा देखि दानबहादुरको घर हुँदै	10	-	1.15	-	1.15	Upgrading,	136.50
सामसु खोला देखी मुडके बर सडक	10	-	3.04	-	3.04	Upgrading,	338.36
वडा कार्यालय देखि दुदिलो सडक	10	-	1.18	-	1.18	Upgrading,	178.65
मूल सडक (गोल्डेन चक्रपथ सडक)	10	-	13.44	-	13.44	Upgrading,	1,441.03
नेवारे देखि खावा जाने सडक	10	-	0.32	-	0.32	Upgrading,	55.40
नासटुंग सडक	10	-	0.23	-	0.23	Upgrading,	37.95

Road Name	Rank	Road surface (km)				Proposed Improvement	Estimated cost of Road in Lakhs
		ER	GR	BT	Total		
गोपी गल छिडा देखि जरा बिसाउने हुदै साव	11	-	1.54	-	1.54	Upgrading,	153.15
भिमसेन थान देखि छहरे हुदै मुद्के सडक	11	-	1.45	-	1.45	Upgrading,	145.29
वडा कार्यालय देखी नस्तुम सडक	11	-	0.71	-	0.71	Upgrading,	80.48
बनाचुंग देखि चिउरी डाडा सडक	11	-	0.93	-	0.93	Upgrading,	99.49
खनाम देखि लामी डाडा सडक	11	-	0.84	-	0.84	Upgrading,	91.87
वडा कार्यालय देखि खवा डाडा सडक	3	-	0.35	-	0.35	Upgrading,	47.96
सुर्के देखि खनाम सडाल	11	-	0.18	-	0.18	Upgrading, Periodic Maintenance,	15.85
पेलुङग साप्सु ढाप पर्यटक सडक	11	-	11.47	-	11.47	Upgrading,	1,214.27
जुगेबरी फुलपाती डाडा गाउँ स्वास्थ्य चौकी	4	-	3.00	-	3.00	Upgrading,	316.75
सिकुरि भंज्याङ सडक	11	-	18.82	-	18.82	Periodic Maintenance,	3,688.48
चोखाने सडक	10	-	1.19	-	1.19	New Track, Upgrading,	122.31
पिचकुले सडक	10	-	3.14	-	3.14	New Track,	312.16
ढुंगे चौतारा तालखर्क, मूलडाडा पाथेका खारतम्छा फेदी सडक	10	-	1.23	-	1.23	New Track, Upgrading,	143.66
पिपल डाडा जिरो पोइन्ट पावेरहोउस भागु सिरुवास केलासी सडक	10	-	2.94	-	2.94	Upgrading,	293.93
बानिया पाटि रैकर मर्मिटर चिम्चीमा	10	-	0.88	-	0.88	Upgrading,	94.82

Road Name	Rank	Road surface (km)				Proposed Improvement	Estimated cost of Road in Lakhs
		ER	GR	BT	Total		
देउसालि गाउ तुरखा हुदै तापखोला राटी प	12	-	6.47	-	6.47	Upgrading,	704.15
हुर्लुग-खार्मी-तापखोला राटिपुल सडक	10	-	3.93	-	3.93	Upgrading,	399.14
वडा कार्यालय माझगाउँ स्वास्थ्य चौकी सडक	12	-	0.69	-	0.69	Upgrading,	78.35
जालपा-सप्तेश्वर-केपिलासराढी सडक	12	-	6.55	-	6.55	Upgrading,	682.55
जालपा-लुम्जुखोला-खार्मी सडक	10	-	2.98	-	2.98	Upgrading,	1,172.71
हुर्लुङ-जालपा-ऐसेलुखर्क सोलुखुम्बु सडक	2	-	18.45	-	18.45	Upgrading,	1,941.39
मेन सडक पर्शु गुरुङको घर -लमर्खु सडक	12	-	0.30	-	0.30	Upgrading,	55.14
खर्वारी हिदुखोला सडक	12	-	0.32	-	0.32	Upgrading,	28.54
बि जुले दलले दि कतेल सडक	13	-	0.05	-	0.05	Upgrading,	861.23
पन्चेदोबाटो विजय खर्क सडक	14	-	0.16	-	0.16	Upgrading, Periodic Maintenance,	14.09
वडा कार्यालय सडक	5	-	0.43	-	0.43	Upgrading,	38.14
मालि मरे देखि साकेला याखा सडक	14	-	4.48	-	4.48	Upgrading,	464.92
मध्य वाटि लोकमार्ग	14	-	-	4.59	4.59	Upgrading,	839.81
दिक्तेल आले रेगमटार सगरमाथा राजमार्ग	2	-	-	31.40	31.40	Upgrading,	8,052.62
Airport देखि वासवोटे चाम्लिङ चोक सडक	1	-	3.34	-	3.34	Upgrading,	422.75
Highway (पुष्पलाल मध्यपहाडि लोकमार्ग)	1	-	-	3.67	3.67	Upgrading,	979.12

Road Name	Rank	Road surface (km)				Proposed Improvement	Estimated cost of Road in Lakhs
		ER	GR	BT	Total		
मध्यपहाडि लोकमार्ग	1	-	-	0.67	0.67	Upgrading,	148.34
सगरमाथा राजमार्ग	1	-	-	3.33	3.33	Upgrading,	811.06
झिसेफ रोड	14	-	1.00	-	1.00	Upgrading,	105.66
डाडाखर्क दिक्तेल जाने वाटो	14	-	0.06	-	0.06	Upgrading,	6.69
क्याम्पस रोड	15	-	0.18	-	0.18	Upgrading,	15.68
हातडाडा हुदै खानीडाडा जाने सडक	9	-	0.60	-	0.60	Upgrading,	52.47
झिसेफ रोड जोड्ने सडक	9	-	0.34	-	0.34	Upgrading,	30.06
खड्का गाउ जाने बाटो	15	-	0.02	-	0.02	Upgrading,	1.53
Highway	1	-	-	7.25	7.25	Upgrading,	2,204.72
बाना चउर सडक	15	-	0.83	-	0.83	Upgrading,	73.44
दोवेला बाना चोक सडक	15	-	0.07	-	0.07	Upgrading,	8.09
राजमार्ग	1	-	11.03	-	11.03	Upgrading,	2,873.44
बाना चउर सडक	15	-	0.27	-	0.27	Upgrading,	23.64
दोवेला बाना चोक सडक	15	-	0.19	-	0.19	Upgrading,	16.81
-	15	-	0.06	-	0.06	Upgrading,	5.09
-	15	-	0.18	-	0.18	Upgrading,	16.28

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ayurbed hospital- prakash thapa ghar hudaifilm hall cheui	15	0.46	-	-	0.46	Upgrading,	89.69
matikorey akley pipal hudaii madir sadak	15	0.17	-	-	0.17	Upgrading,	33.18
sarswoti a b rudraxya hudai samata school khadka gau jodney bato	15	0.26	-	-	0.26	Upgrading,	50.50
yuba barsha pra vi dekhi gupteswor	16	0.22	-	-	0.22	Upgrading,	42.44
अछिढुङ्गा वेसुटोल जाने सडक	16	1.07	-	-	1.07	Upgrading,	209.22
पाउधारा रोड (Paudhara)	16	1.39	-	-	1.39	Upgrading,	285.81
मुडे, देउराली सडक	16	1.23	-	-	1.23	Upgrading,	240.18
थापा गाउबाट समातुंग हुदै महले जाने सड	16	1.72	-	-	1.72	Upgrading,	335.34
हुमुसा चोक हुदै कटहरे हुदै ईपा जाने	16	1.36	-	-	1.36	Upgrading,	279.69
ईट्टाभट्टा बाट थापागाउ हुदै चुपला पाण्डे गाउ जाने सडक	16	0.92	-	-	0.92	Upgrading,	193.33
झिसेफ मन्दिर हुदै सामातुंग आउने रोड	17	1.84	-	-	1.84	Upgrading,	360.03
झिसेफ हुदै कोल्बोते खोला	17	7.13	-	-	7.13	Upgrading,	1,392.19
ब्यारेक छेउ बाट झुजेल गाउ जाने बाटो	17	0.37	-	-	0.37	Upgrading,	86.23
झुनेजल गाउ हुदै चुप्ला जाने सडक	10	1.38	-	-	1.38	Upgrading,	325.02
जनता प्रा. वि. स्कूल बाट बम्राई बुस्या जाने सडक	10	0.01	-	-	0.01	Upgrading,	2.48
मफलिङ हुदै नगर खोला हुदै वडा कार्यालय	10	1.99	-	-	1.99	Upgrading,	389.53

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सामातुंग आउने रोड	10	0.85	-	-	0.85	Upgrading,	165.33
पुरानो पेट्रोल पुम्प हुदै काराधार जोड्ने सडक	10	0.23	-	-	0.23	Upgrading,	58.97
टाउके धारा बाट प्राथमिक स्वास्थ्य चौकी जोड्ने सडक	10	0.34	-	-	0.34	Upgrading,	66.41
झ्याली कुवा बाट तामांग गाउँ जोड्ने सडक	10	1.13	-	-	1.13	Upgrading,	220.67
लाकुरी भीमसेनस्थान बाट पश्चिम गल्ली सडक	10	0.45	-	-	0.45	Upgrading,	87.87
हबदम्मा खोला हुदै दलित बाक्लो बस्ति जोड्ने सडक	10	0.56	-	-	0.56	Upgrading,	108.57
हर्रा बोटे बाट धनमान हुदै कटहरे जोड्ने सडक	10	0.89	-	-	0.89	Upgrading,	173.81
कटुवाल ग्रामिण सडक हुदै मेनरोड जोड्ने सडक	10	1.23	-	-	1.23	Upgrading,	240.30
माझ माझ थापा गाउँ बाट पाँच गेर जोड्ने सडक	7	0.45	-	-	0.45	Upgrading,	87.96
खत्री गाउँ बाट चुपला पुछार वडा कार्यालय जाने बाटो	7	0.23	-	-	0.23	Upgrading,	45.80
देउमानिको घर स्वास्थ्य चौकि सितला मा.	7	3.03	-	-	3.03	Upgrading,	591.89
आले दापसा कुइकुइ वेसटोल	7	0.56	-	-	0.56	Upgrading,	108.71
खापेटुङ्गा लेखालि टोल देविथान सडक	18	0.36	-	-	0.36	Upgrading,	71.17
डुडे ठाटि काडे सेतेटार सडक	7	1.23	-	-	1.23	Upgrading,	239.62
बेसिटोल कालिमाटि खोला सडक	7	1.69	-	-	1.69	Upgrading,	329.90
वस्नेतगाउ पानधारे खेरुडले वनपाला खान	7	3.57	-	-	3.57	Upgrading,	697.42

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वासवोटे डाडाखर्क सडक	7	1.40	-	-	1.40	Upgrading,	272.72
सगरमाथा प्रावि समलवोटे सामखोला बेखवा	7	3.49	-	-	3.49	Upgrading,	694.74
दिक्तेल दोरे खोला पाखाली टोल हुदै सिल्ला सडक	7	2.45	-	-	2.45	Upgrading,	478.73
लाफे हाचा चोक नरकटे रिठा दह सडक	18	5.31	-	-	5.31	Upgrading,	1,050.13
अड्चने समाधि सडक	7	0.19	-	-	0.19	Upgrading,	50.54
एलमवर डाडा खेत सडक	7	0.77	-	-	0.77	Upgrading,	192.02
कृकेट खेल मैदान जाने सडक	19	1.28	-	-	1.28	Upgrading,	250.40
घाटे खोला वास्तोला गाउँ रिवावोटे मा	19	0.03	-	-	0.03	Upgrading,	5.52
चिउरि डाडा धारापानी नरकटे सडक	19	1.48	-	-	1.48	Upgrading,	289.91
डम्पिङ हुँदै कलसुडे हुदै तावा दोभान	19	2.76	-	-	2.76	Upgrading,	538.37
मैघे चउतारा माछागाउँ वासवोटे सडक	19	2.59	-	-	2.59	Upgrading,	505.02
राजम्पा डाडा र दमइ गाउँ साकेला सडक	19	1.31	-	-	1.31	Upgrading,	269.18
रिठावोटे नरकटे सडक	19	0.49	-	-	0.49	Upgrading,	108.97
वडा कार्यालय हुँदै राजम्पा डाडा सडक	20	1.04	-	-	1.04	Upgrading,	217.07
ससत्र घुम्ति काफ्ले गाऊ सडक	20	0.84	-	-	0.84	Upgrading,	164.98
यलम्बर चोक जसराज किरातीको घर हुदै मनोज राई को घर सम्म सडक	20	0.67	-	-	0.67	Upgrading,	130.92

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रमितेडाडा खर्क कटुवाल गाउँ हुदै रुइलेखोला सडक सम्म	20	2.06	-	-	2.06	Upgrading,	401.36
कलिमाते जामुने हुदै धन्बीर मुग्राती घर जोड्ने सडक	20	0.89	-	-	0.89	Upgrading,	173.90
हलेसि FM कटुवाल चोक, लाप्यंग सकेला थान हुदै देविथान सडक	20	1.80	-	-	1.80	Upgrading,	379.68
चण्डी डाडा देखि खम्लुंग खेत जामुने हुदै मिल डाडा जोड्ने सडक	20	4.50	-	-	4.50	Upgrading,	879.00
मेघेचौतारा परसुराम कटुवालको घर अलैचे, हुदै तफ्कुवा सडक	20	2.20	-	-	2.20	Upgrading,	429.78
बासवोटे पल्लु सडक	20	0.36	-	-	0.36	Upgrading,	113.16
भुङ्गाले मोछा सडक	20	3.11	-	-	3.11	Upgrading,	622.31
यायोखा भवन देखि च्यानडाडा जाने सडक	20	1.36	-	-	1.36	Upgrading,	266.44
वर डाडा सडक	20	0.42	-	-	0.42	Upgrading,	111.10
वोडिंग समावेशी सडक	21	1.10	-	-	1.10	Upgrading,	229.10
काउले छिछताल सडक	21	3.24	-	-	3.24	Upgrading,	633.59
भोजे खत्रिको घर देखि काब्रे जाने सडक	21	0.79	-	-	0.79	Upgrading,	153.72
बल बहादुर बि. क. देखि चक्र बि. क.	21	0.60	-	-	0.60	Upgrading,	145.39
jara bisauney dekhi wabari jodney sadak	21	1.29	-	-	1.29	Upgrading,	252.38
oda dekhi lapsey hudaii lami dhada jodney sadak	21	1.10	-	-	1.10	Upgrading,	214.86
मुढे टोल ग्रामिण सडक	21	1.34	-	-	1.34	Upgrading,	276.49

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पेलुंग खोला ग्रामिण सडक	21	0.88	-	-	0.88	Upgrading,	171.51
वासुना हरेराम सडक	21	1.47	-	-	1.47	Upgrading,	287.57
क्षेतिसाम कृषि सडक	22	4.21	-	-	4.21	Upgrading,	812.59
ढाड सडक	22	0.95	-	-	0.95	Upgrading,	193.98
लुवालुड देखि दमढी सडक	22	4.02	-	-	4.02	Upgrading,	285.04
छोकेबु सडक	22	6.10	-	-	6.10	Upgrading,	403.74
चिचिडखा सडक	23	1.16	-	-	1.16	Upgrading,	116.11
बाखमाला सडक	23	2.06	-	-	2.06	Upgrading,	187.87
दिकतेल पाथेक सडक	23	4.30	-	-	4.30	Upgrading,	288.69
चिमचिम सडक	23	2.77	-	-	2.77	Upgrading,	190.92
नाखम सडक	24	2.52	-	-	2.52	Upgrading,	188.72
हुपलिउ रोड	24	4.09	-	-	4.09	Upgrading,	275.08
तामाङ टोल जाने सडक	24	0.47	-	-	0.47	Upgrading,	44.20
पाखा घर सडक	25	1.72	-	-	1.72	Upgrading,	138.02
भौदारे खिकाचा मूल डाडा सडक	25	1.59	-	-	1.59	Upgrading,	101.40
धम्प बाहुन डाडा देखि तिनतुमके मेरुन सडक	25	2.90	-	-	2.90	Upgrading,	199.45

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सोति जम्दार टोल जाने सडक	26	1.57	-	-	1.57	Upgrading,	114.22
सोतो डडेलि सडक	26	1.22	-	-	1.22	Upgrading,	91.99
कालिका मा.वि. स्वस्थचौकि खानि डाडा स	27	1.02	-	-	1.02	Upgrading,	79.43
वाजोवारी नोगाले सडक	27	3.76	-	-	3.76	Upgrading,	253.85
जनसेवा नगर अस्पताल- शसिदुङ्गा-ससर्का सडक	18	0.83	-	-	0.83	Upgrading,	67.28
लमखु भिरकुना सडक	28	1.34	-	-	1.34	Upgrading,	113.68
स्कूल डाडा-पउलुन्ड-हाबु ग्रामीण कृषी सडक	28	5.65	-	-	5.65	Upgrading,	374.93
मौरे CTEVT सडक हदै राजमार्ज जाने सडक	28	0.59	-	-	0.59	Upgrading,	51.67
खर्क गैरि कृषी हुदै राजमार्ग जाने सडक	28	7.34	-	-	7.34	Upgrading,	510.55
नम्देल घुम्ती डाडा सडक	28	0.35	-	-	0.35	Upgrading,	22.07
स्कूल डाडा मूल डाडा सडक	28	0.68	-	-	0.68	Upgrading,	113.75
पन्चेदोबाटो तस्लुंग विजय खर्क सडक	28	0.67	-	-	0.67	Upgrading,	42.81
झाल्याली कुवा देखि पाण्डे गाउ चुक्ला हुदै वडा कार्यालय ज	28	-	3.09	-	3.09	Upgrading,	198.80
जिरो पोइन्ट हुदै बामराई रत्नपार्क बम्राई बुस्या जाने सड	29	-	5.30	-	5.30	Upgrading,	341.07
केसी चोक हुदै वडा कार्यालय जाने सडक	29	-	3.80	-	3.80	Upgrading,	272.82
सगरमाथा राजमार्ग जाने सडक	29	-	7.91	-	7.91	Upgrading,	550.85

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राजमार्ग जोडने सडक	29	-	0.56	-	0.56	Upgrading,	49.97
सोलमा रिङ्गरोड	29	-	0.19	-	0.19	Upgrading,	82.49
सोलमा खेल मैदान रोड	29	-	0.20	-	0.20	Upgrading,	12.78
सोलमा रिङ्गरोड	29	-	1.07	-	1.07	Upgrading,	82.72
अल्छेढुंगा रोड	29	-	0.07	-	0.07	Upgrading,	18.63
झिसेफ हुदै पुरानो बैंक चोक	29	0.02	-	-	0.02	Upgrading,	29.68
सोलमा रिङ्गरोड	30	2.22	-	-	2.22	Upgrading,	155.94
बनिया चोक हुदै सिने डाडा ग्रामीण सडक	30	-	2.06	-	2.06	Upgrading,	132.61
जिरो पोइन्ट हुदै बामराई रत्नपार्क बुस्या जाने सडक	30	-	0.24	-	0.24	Upgrading,	15.66
बनियाचोक हुदै सिनेडाडा ग्रामिण सडक चुपलाशंखु जाने सडक	30	-	0.39	-	0.39	Upgrading,	25.37
जिरो पोइन्ट हुदै बामराई रत्नपार्क	30	-	2.14	-	2.14	Upgrading,	137.65
बनियाचोक हुदै सिनेडाडा ग्रामिण सडक चुपलाशंखु जाने सडक	30	-	0.00	-	0.00	Upgrading,	0.14
दिक्तेल आले दिपरुङ चुइचुम्बा गाउँपालिका सडक	31	-	4.70	-	4.70	Upgrading,	302.19
दिक्तेल आले दिपरुङ चुइचुम्बा गाउँपालिका सडक	31	-	4.70	-	4.70	Upgrading,	316.24
दिक्तेल अस्पताल चोक लप्याङ साप्सु खोला सडक	31	-	0.83	-	0.83	Upgrading,	67.72
दिक्तेल अस्पताल चोक लप्याङ साप्सु खोला सडक	31	-	2.65	-	2.65	Upgrading,	170.69

Road Name	Rank	Road surface (km)				Proposed Improvement	Estimated cost of Road in Lakhs
		ER	GR	BT	Total		
दिक्तेल अस्पताल चोक लप्पाङ साप्सु खोला सडक	32	-	1.17	-	1.17	Upgrading,	74.95
दिक्तेल अस्पताल चोक लप्पाङ साप्सु खोला सडक	32	-	1.40	-	1.40	Upgrading,	104.38
दुभे पुरानो गाउ तावा दोभान सडक	32	1.29	-	-	1.29	Upgrading,	82.51
दिक्तेल अस्पताल चोक लप्पाङ साप्सु खोला सडक	32	0.36	-	-	0.36	Upgrading,	37.17
दुभे पुरानो गाउ तावा दोभान सडक	32	3.71	-	-	3.71	Upgrading,	264.66
दिक्तेल अस्पताल चोक लप्पाङ साप्सु खोला सडक	32	-	4.31	-	4.31	Upgrading,	305.32
दिक्तेल अस्पताल चोक लप्पाङ साप्सु खोला सडक	32	-	0.13	-	0.13	Upgrading,	8.23
सन्सारि डाडा हुँदै बंगुर फर्म गुप्तेश्वर जाने सडक	32	-	0.75	-	0.75	Upgrading,	62.23
सन्सारि डाडा हुँदै बंगुर फर्म गुप्तेश्वर जाने सडक	32	-	0.85	-	0.85	Upgrading,	54.85
सन्सारि डाडा हुँदै बंगुर फर्म गुप्तेश्वर जाने सडक	33	-	0.67	-	0.67	Upgrading,	57.26
सन्साइ डाडा देखि वगरे भन्ज्याङ सडक	33	0.79	-	-	0.79	Upgrading,	50.32
सन्साइ डाडा देखि वगरे भन्ज्याङ सडक	33	0.40	-	-	0.40	Upgrading,	25.68
सन्साइ डाडा देखि वगरे भन्ज्याङ सडक	33	0.23	-	-	0.23	Upgrading,	14.76
सन्सारि डाडा हुँदै बंगुर फर्म गुप्तेश्वर जाने सडक	33	-	0.28	-	0.28	Upgrading,	18.10
सन्साइ डाडा देखि वगरे भन्ज्याङ सडक	33	-	1.58	-	1.58	Upgrading,	129.89
सन्सारि डाडा हुँदै बंगुर फर्म गुप्तेश्वर जाने सडक	33	-	0.36	-	0.36	Upgrading,	65.09

Road Name	Rank	Road surface (km)				Proposed Improvement	Estimated cost of Road in Lakhs
		ER	GR	BT	Total		
होरखा वेसि टोल जाने सडक	33	-	0.13	-	0.13	Upgrading,	8.32
सन्साइ डाडा देखि वगरे भन्ज्याङ सडक	33	-	0.47	-	0.47	Upgrading,	30.18
छेपेखोला मोछा घुम्ति सडक	33	-	0.41	-	0.41	Upgrading,	26.25
सन्साइ डाडा देखि वगरे भन्ज्याङ सडक	33	0.66	-	-	0.66	Upgrading,	42.34
होरखा वेसि टोल जाने सडक	33	0.05	-	-	0.05	Upgrading,	3.14
सोलमा रिङ्गरोड	33	0.27	-	-	0.27	Upgrading,	17.15
सन्सारि डाडा हुँदै बंगुर फर्म गुप्तेश्वर जाने सडक	34	-	2.06	-	2.06	Upgrading,	146.65
होरखा वेसि टोल जाने सडक	34	-	0.56	-	0.56	Upgrading,	35.89
सन्साइ डाडा देखि वगरे भन्ज्याङ सडक	34	0.46	-	-	0.46	Upgrading,	29.44
सन्सारि डाडा हुँदै बंगुर फर्म गुप्तेश्वर जाने सडक	34	0.45	-	-	0.45	Upgrading,	28.89
छेपेखोला मोछा घुम्ति सडक	34	0.65	-	-	0.65	Upgrading,	55.80
पेलुङग साप्सु ढाप पर्यटक सडक	34	-	2.68	-	2.68	Upgrading,	172.64
पेलुङग साप्सु ढाप पर्यटक सडक	34	-	0.04	-	0.04	Upgrading,	2.61
पेलुङग साप्सु ढाप पर्यटक सडक	34	-	1.88	-	1.88	Upgrading,	120.83
पेलुङग साप्सु ढाप पर्यटक सडक	34	-	0.64	-	0.64	Upgrading,	55.22
पेलुङग साप्सु ढाप पर्यटक सडक	34	-	0.21	-	0.21	Upgrading,	13.48

Road Name	Rank	Road surface (km)				Proposed Improvement	Estimated cost of Road in Lakhs
		ER	GR	BT	Total		
हुर्लुड-जालपा-ऐसेलुखर्क सोलुखुम्बु सडक	34	-	3.16	-	3.16	Upgrading,	203.30
हुर्लुड-जालपा-ऐसेलुखर्क सोलुखुम्बु सडक	34	-	1.69	-	1.69	Upgrading,	108.58
हुर्लुड-जालपा-ऐसेलुखर्क सोलुखुम्बु सडक	34	-	0.74	-	0.74	Upgrading,	47.53
हुर्लुड-जालपा-ऐसेलुखर्क सोलुखुम्बु सडक	34	-	1.96	-	1.96	Upgrading,	126.12
हुर्लुड-जालपा-ऐसेलुखर्क सोलुखुम्बु सडक	35	-	0.57	-	0.57	Upgrading,	36.77
हुर्लुड-जालपा-ऐसेलुखर्क सोलुखुम्बु सडक	35	-	0.50	-	0.50	Upgrading,	32.29
हुर्लुड-जालपा-ऐसेलुखर्क सोलुखुम्बु सडक	35	-	0.87	-	0.87	Upgrading,	56.26
हुर्लुड-जालपा-ऐसेलुखर्क सोलुखुम्बु सडक	35	-	1.53	-	1.53	Upgrading,	98.29
हुर्लुड-जालपा-ऐसेलुखर्क सोलुखुम्बु सडक	35	-	3.49	-	3.49	Upgrading,	224.42
हुर्लुड-जालपा-ऐसेलुखर्क सोलुखुम्बु सडक	35	-	3.62	-	3.62	Upgrading,	232.62
हुर्लुड-जालपा-ऐसेलुखर्क सोलुखुम्बु सडक	35	-	0.32	-	0.32	Upgrading,	20.64
सगरमाथा राजमार्ग जाने सडक	35	-	0.21	-	0.21	Upgrading,	13.21
सगरमाथा राजमार्ग जाने सडक	35	-	1.28	-	1.28	Upgrading,	82.24
सगरमाथा राजमार्ग जाने सडक	35	-	0.90	-	0.90	Upgrading,	170.25
सगरमाथा राजमार्ग जाने सडक	36	-	3.95	-	3.95	Upgrading,	267.83
सगरमाथा राजमार्ग जाने सडक	36	-	1.10	-	1.10	Upgrading,	98.80

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सगरमाथा राजमार्ग जाने सडक	36	-	0.48	-	0.48	Upgrading,	59.08
सगरमाथा राजमार्ग जाने सडक	36	-	0.21	-	0.21	Upgrading,	13.21
सगरमाथा राजमार्ग जाने सडक	36	-	1.28	-	1.28	Upgrading,	82.24
सगरमाथा राजमार्ग जाने सडक	36	-	0.90	-	0.90	Upgrading,	57.79
सगरमाथा राजमार्ग जाने सडक	36	-	3.95	-	3.95	Upgrading,	253.77
सगरमाथा राजमार्ग जाने सडक	36	-	1.10	-	1.10	Upgrading,	98.80
कटवाल गाउँ देखि खन्ने खर्क सम्म सडक	36	-	1.33	-	1.33	Upgrading,	60.30
कटवाल गाउँ देखि खन्ने खर्क सम्म सडक	36	-	1.33	-	1.33	Upgrading,	51.52
मूल सडक (गोल्डेन चक्रपथ सडक)	36	1.37	-	-	1.37	Upgrading,	61.48
मूल सडक (गोल्डेन चक्रपथ सडक)	36	12.07	-	-	12.07	Upgrading,	464.70
केटि चोक हुँदै वडा कार्यालय जाने सडक	36	-	1.73	-	1.73	Upgrading,	66.98
पेलुङग साप्सु ढाप पर्यटक सडक	36	-	3.09	-	3.09	Upgrading,	119.79
छेपेखोला गुम्वा सडक	36	0.69	-	-	0.69	Upgrading,	35.49
सन्सारि डाडा हुँदै बंगुर फर्म गुप्तेश्वर जाने सडक	36	1.27	-	-	1.27	Upgrading,	66.62
दुभे पुरानो गाउ तावा दोभान सडक	36	-	2.75	-	2.75	Upgrading,	124.00
झिसेफ रोड	36	0.34	-	-	0.34	Upgrading,	12.94

Road Name	Rank	Road surface (km)				Proposed Improvement	Estimated cost of Road in Lakhs
		ER	GR	BT	Total		
झिसेफ हुदै पुरानो बैक चोक	36	0.11	-	-	0.11	Upgrading,	4.18
सोलमा रिङ्गरोड	36	2.92	-	-	2.92	Upgrading,	121.35
सोलमा रिङ्गरोड	37	-	1.46	-	1.46	Upgrading,	56.41
हाईवे छुने फरक वडा जाने सडक	37	-	2.07	-	2.07	Upgrading,	89.14
अल्लेढुंगा रोड	37	1.17	-	-	1.17	Upgrading,	75.83
आचार्य क्षेत्र हुदै बसपार्क जाने सडक	37	0.11	-	-	0.11	Upgrading,	4.31
अदालत एरिया	37	1.00	-	-	1.00	Upgrading,	38.33
अल्लेढुंगा रोड जाने सडक	37	0.11	-	-	0.11	Upgrading,	5.12
आचार्य क्षेत्र हुदै बसपार्क जाने सडक	37	1.07	-	-	1.07	Upgrading,	41.25
आचार्य क्षेत्र हुदै बसपार्क जाने सडक	37	0.45	-	-	0.45	Upgrading,	17.37
अस्पताल र नगरपालिका जोड्ने सडक	38	1.30	-	-	1.30	Upgrading,	60.82
अस्पताल र नगरपालिका जोड्ने सडक	38	-	0.54	-	0.54	Upgrading,	46.43
झिसेफ हुदै पुरानो बैक चोक	38	-	0.37	-	0.37	Upgrading,	14.47
	38	-	0.02	-	0.02	Upgrading,	0.92
अदालत हुदै हातडाडा जाने सडक	38	0.24	-	-	0.24	Upgrading,	8.61
अस्पताल र नगरपालिका जोड्ने सडक	38	0.35	-	-	0.35	Upgrading,	15.22

Road Name	Rank	Road surface (km)				Proposed Improvement	Estimated cost of Road in Lakhs
		ER	GR	BT	Total		
	38	-	0.14	-	0.14	Upgrading,	6.25
कपटी-मफलिङ-नगरेखोलाहुदै वडा कार्यालय	38	0.43	-	-	0.43	Upgrading,	18.50
मालपोत एरिया रोड	39	1.33	-	-	1.33	Upgrading,	57.62
अदालत हुदै हातडाडा जाने सडक	39	0.11	-	-	0.11	Upgrading,	4.57
अदालत हुदै हातडाडा जाने सडक	39	0.19	-	-	0.19	Upgrading,	8.10
मालपोत एरिया रोड	39	0.45	-	-	0.45	Upgrading,	19.45
अस्पताल र नगरपालिका जोड्ने सडक	39	0.26	-	-	0.26	Upgrading,	11.13
बसपार्क जाने सडक	39	0.35	-	-	0.35	Upgrading,	12.32
अस्पताल र नगरपालिका जोड्ने सडक	39	0.26	-	-	0.26	Upgrading,	11.13
डाडा छाप सडक	39	0.95	-	-	0.95	Upgrading,	41.30
रुमाझ सडक खण्ड	39	0.10	-	-	0.10	Upgrading,	4.27
तल्लो अल्छे ठुंगा सडक	39	0.46	-	-	0.46	Upgrading,	19.92
आचार्य क्षेत्र हुदै बसपार्क जाने सडक	39	0.96	-	-	0.96	Upgrading,	41.40
एकता टोल चोक रोड	39	1.24	-	-	1.24	Upgrading,	53.92
एकता टोलबाट हातडाडा निस्कने रोड	39	0.71	-	-	0.71	Upgrading,	30.55
हातडाडा हुदै खानीडाडा जाने सडक	39	0.98	-	-	0.98	Upgrading,	42.34

Road Name	Rank	Road surface (km)				Proposed Improvement	Estimated cost of Road in Lakhs
		ER	GR	BT	Total		
खड्का गाउ जाने बाटो	39	0.44	-	-	0.44	Upgrading,	18.86
पुरानो बैंक चोक	39	0.55	-	-	0.55	Upgrading,	23.91
एकता टोल चोक रोड	39	0.21	-	-	0.21	Upgrading,	9.26
तल्लो अल्छे ठुना सडक	40	1.24	-	-	1.24	Upgrading,	53.67
अस्पताल र नगरपालिका जोड्ने सडक	40	0.65	-	-	0.65	Upgrading,	28.04
मालपोत एरिया रोड	40	0.38	-	-	0.38	Upgrading,	16.29
रुमाझ सडक खण्ड	40	0.72	-	-	0.72	Upgrading,	31.11
गुप्तेश्वर रोड	40	2.28	-	-	2.28	Upgrading,	98.83
तल्लो अल्छे ठुना सडक	40	0.58	-	-	0.58	Upgrading,	25.09
बम्राई बुस्पा जाने सडक	40	0.01	-	-	0.01	Upgrading,	0.49
बम्राई बुस्पा जाने सडक	40	0.49	-	-	0.49	Upgrading,	21.34
रुमाझ सडक खण्ड	40	0.14	-	-	0.14	Upgrading,	6.11
सितला मा.वि. वस्नेत गाउं ठोटेखोला दिक्तेल सडक	41	-	0.00	-	0.00	Upgrading,	0.16
माटिकुरे ग्राउण्ड फुटबल एरिया	41	-	1.04	-	1.04	Upgrading,	45.48
आचार्य क्षेत्र हुदै बसपार्क जाने सडक	41	-	0.84	-	0.84	Upgrading,	36.69
अदालत हुदै हातडाडा जाने सडक	41	-	0.08	-	0.08	Upgrading,	3.63

Road Name	Rank	Road surface (km)				Proposed Improvement	Estimated cost of Road in Lakhs
		ER	GR	BT	Total		
बम्राई बुस्पा जाने सडक	41	0.22	-	-	0.22	Upgrading,	19.99
आचार्य क्षेत्र हुदै बसपार्क जाने सडक	42	0.53	-	-	0.53	Upgrading,	33.66
गाउ जाने सडक	42	0.48	-	-	0.48	Upgrading,	10.01
रुमाझ सडक खण्ड	42	0.65	-	-	0.65	Upgrading,	28.14
बहेखा रोड	42	2.53	-	-	2.53	Upgrading,	109.69
रुमाझ सडक खण्ड	42	1.16	-	-	1.16	Upgrading,	50.08
मुडे सडक	42	0.79	-	-	0.79	Upgrading,	34.29
मुडे सडक	43	1.19	-	-	1.19	Upgrading,	51.43
सोलमा खेल मैदान रोड	43	0.45	-	-	0.45	Upgrading,	19.59
वेसिटोल जाने सडक	43	1.62	-	-	1.62	Upgrading,	70.07
बातल सडक	43	0.94	-	-	0.94	Upgrading,	33.33
सोलमा खेल मैदान रोड	43	0.61	-	-	0.61	Upgrading,	36.99
झिसेफ हुदै पुरानो बैंक चोक	43	0.42	-	-	0.42	Upgrading,	18.05
अछिढुङ्गा वेसुटोल जाने सडक	43	0.06	-	-	0.06	Upgrading,	2.26
अछिढुङ्गा वेसुटोल जाने सडक	44	0.92	-	-	0.92	Upgrading,	39.66
मुडे सडक	44	0.39	-	-	0.39	Upgrading,	16.78

Road Name	Rank	Road surface (km)				Proposed Improvement	Estimated cost of Road in Lakhs
		ER	GR	BT	Total		
रझ टोल जाने सडक	44	0.88	-	-	0.88	Upgrading,	38.12
सोलमा खेल मैदान रोड	44	0.17	-	-	0.17	Upgrading,	17.98
बातल सडक	44	0.26	-	-	0.26	Upgrading,	11.35
सोलमा खेल मैदान रोड	44	0.91	-	-	0.91	Upgrading,	39.60
हर्कपुर रोड	44	1.55	-	-	1.55	Upgrading,	67.22
झिसेफ हुदै पुरानो बैंक चोक	44	2.45	-	-	2.45	Upgrading,	106.24
बातल सडक	44	0.33	-	-	0.33	Upgrading,	14.44
झिसेफ हुदै पुरानो बैंक चोक	44	0.01	-	-	0.01	Upgrading,	0.53
मुडे सडक	45	1.42	-	-	1.42	Upgrading,	72.02
राज खर्क खेल मैदान जाने सडक	45	1.55	-	-	1.55	Upgrading,	77.88
अछिढुङ्गा वेसुटोल जाने सडक	45	1.62	-	-	1.62	Upgrading,	70.26
सोलमा खेल मैदान रोड	45	-	0.49	-	0.49	Upgrading,	21.22
बातल सडक	45	-	0.73	-	0.73	Upgrading,	31.67
हर्कपुर रोड	45	-	0.38	-	0.38	Upgrading,	27.21
हर्कपुर रोड	45	-	0.15	-	0.15	Upgrading,	6.49
सोलमा खेल मैदान रोड	45	-	0.13	-	0.13	Upgrading,	5.59

Road Name	Rank	Road surface (km)				Proposed Improvement	Estimated cost of Road in Lakhs
		ER	GR	BT	Total		
अछिढुङ्गा वेसुटोल जाने सडक	45	-	0.26	-	0.26	Upgrading,	11.47
मुडे सडक	45	-	0.85	-	0.85	Upgrading,	37.08
सोलमा खेल मैदान रोड	45	0.38	-	-	0.38	Upgrading,	16.27
सोलमा खेल मैदान रोड	45	1.36	-	-	1.36	Upgrading,	58.74
रझ टोल जाने सडक	45	0.60	-	-	0.60	Upgrading,	25.92
गाउ जाने सडक	45	0.41	-	-	0.41	Upgrading,	17.79
रुमाझ सडक खण्ड	46	0.19	-	-	0.19	Upgrading,	8.17
सोलमा खेल मैदान जाने सडक	46	1.38	-	-	1.38	Upgrading,	59.60
बहेखा रोड	46	0.46	-	-	0.46	Upgrading,	19.77
मध्य वाटि लोकमार्ग	46	0.82	-	-	0.82	Upgrading,	35.60
वेसिटोल जाने सडक	46	0.82	-	-	0.82	Upgrading,	35.47
सोलमा खेल मैदान रोड	46	0.13	-	-	0.13	Upgrading,	5.61
अछिढुङ्गा वेसुटोल जाने सडक	46	0.21	-	-	0.21	Upgrading,	9.27
बातल सडक	46	0.17	-	-	0.17	Upgrading,	17.85
सोलमा खेल मैदान रोड	46	1.28	-	-	1.28	Upgrading,	55.59
मुफलिंग हुदै नगरे खोला दुबोछा चोक हुदै पुरानो बैंक चोक	46	0.31	-	-	0.31	Upgrading,	13.24

Road Name	Rank	Road surface (km)				Proposed Improvement	Estimated cost of Road in Lakhs
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झिसेफ हुदै पुरानो बैक चोक	47	0.64	-	-	0.64	Upgrading,	38.34
लेख बहादुरको घरदेखि खत्रीगाउ हुदै ग्रामिण सडक जाने रोड	47	0.15	-	-	0.15	Upgrading,	16.97
साधु खोला देखि फेमिली केयर जाने रोड	47	0.50	-	-	0.50	Upgrading,	32.37
कपटी मफलिङ हुदै नगर खोला हुदै वडा कार्यालय जाने सडक	47	0.98	-	-	0.98	Upgrading,	42.67
मगर गाउ देखि भण्डारी टोल सम्म जाने सडक	47	0.29	-	-	0.29	Upgrading,	12.56
मुफलिंग हुदै नगरे खोला दुबोछा चोक हुदै पुरानो बैक चोक	47	1.00	-	-	1.00	Upgrading,	43.52
झिसेफ मन्दिर हुदै सामातुंग आउने रोड	47	0.91	-	-	0.91	Upgrading,	39.56
लेख बहादुरको घरदेखि खत्रीगाउ हुदै ग्रामिण सडक जाने रोड	48	0.93	-	-	0.93	Upgrading,	40.48
झिसेफ हुदै पुरानो बैक चोक	48	1.19	-	-	1.19	Upgrading,	51.60
झिसेफ हुदै पुरानो बैक चोक	48	1.16	-	-	1.16	Upgrading,	50.28
मुफलिंग हुदै नगरे खोला दुबोछा चोक हुदै पुरानो बैक चोक	48	0.43	-	-	0.43	Upgrading,	29.09
हुर्लुन्ड-सानो हुर्लुन्ड सडक	48	0.09	-	-	0.09	Upgrading,	3.92
झिसेफ हुदै पुरानो बैक चोक	49	2.24	-	-	2.24	Upgrading,	96.87
सिने डाडा ग्रामीण सडक	49	0.28	-	-	0.28	Upgrading,	22.50
बम्राई बुस्या जाने सडक	49	0.19	-	-	0.19	Upgrading,	8.28
मुफलिंग हुदै नगरे खोला दुबोछा चोक हुदै पुरानो बैक चोक	49	0.86	-	-	0.86	Upgrading,	37.36

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सिने डाडा ग्रामीण सडक	49	0.82	-	-	0.82	Upgrading,	35.51
मुफलिंग हुदै नगरे खोला दुबोछा चोक हुदै पुरानो बैंक चोक	49	1.68	-	-	1.68	Upgrading,	83.38
मुफलिंग हुदै नगरे खोला दुबोछा चोक हुदै पुरानो बैंक चोक	49	0.48	-	-	0.48	Upgrading,	20.93
मुफलिंग हुदै नगरे खोला दुबोछा चोक हुदै पुरानो बैंक चोक	50	0.79	-	-	0.79	Upgrading,	34.23
सिने डाडा ग्रामीण सडक	50	0.28	-	-	0.28	Upgrading,	12.18
मफलिङ हुदै नगर खोला हुदै वडा कार्यालय जाने सडक	50	1.01	-	-	1.01	Upgrading,	43.75
सिने डाडा ग्रामीण सडक	50	0.20	-	-	0.20	Upgrading,	8.80
मुफलिंग हुदै नगरे खोला दुबोछा चोक हुदै पुरानो बैंक चोक	50	1.11	-	-	1.11	Upgrading,	47.98
मुफलिंग हुदै नगरे खोला दुबोछा चोक हुदै पुरानो बैंक चोक	51	0.45	-	-	0.45	Upgrading,	29.95
दिक्तेल खानिडाडा वारताङ टारवारि दिपरुङ सडक	51	0.58	-	-	0.58	Upgrading,	20.81
देउवानिको घर स्वास्थ्य चौकि सितला मा.वि. नेवार गाउं जाने	51	0.84	-	-	0.84	Upgrading,	29.83
गहते चोक तिलकेति landfie side कुरचुडे सडक	52	0.36	-	-	0.36	Upgrading,	12.86
Airport देखि वासवोटे चाम्लिङ चोक सडक	52	0.27	-	-	0.27	Upgrading,	9.69
सगरमाथा प्रावि समलवोटे खामखोला वेखवा सडक	52	-	2.42	-	2.42	Upgrading,	105.56
गहते सुर्यदय क्लव डाडाखर्क घुम्ति सड	53	-	1.73	-	1.73	Upgrading,	62.21
खानिडाडा २ चैतार सडक	53	-	0.28	-	0.28	Upgrading,	22.64

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वासवोटे डाडाखर्क सडक	53	-	0.13	-	0.13	Upgrading,	4.53
दिक्तेल आले रेगमटार सगरमाथा राजमार्ग	54	-	1.17	-	1.17	Upgrading,	72.21
सितला मा.वि. वस्नेत गाउं ठोटेखोला दिक्तेल सडक	54	-	0.82	-	0.82	Upgrading,	35.83
गहते सुर्यदय क्लव डाडाखर्क घुम्ति सड	54	1.73	-	-	1.73	Upgrading,	75.11
सगरमाथा प्रावि समलवोटे खामखोला वेखवा सडक	55	2.42	-	-	2.42	Upgrading,	104.79
Airport देखि वासवोटे चाम्लिङ चोक सडक	55	0.05	-	-	0.05	Upgrading,	1.99
बेसिटोल कालिमाटि खोला सडक	55	1.15	-	-	1.15	Upgrading,	60.43
कुइभिर बेसिटोल दुईखोवा १५ न. सडक	56	1.37	-	-	1.37	Upgrading,	70.03
देउवानिको घर स्वास्थ्य चौकि सितला मा.वि. नेवार गाउं जाने	56	0.84	-	-	0.84	Upgrading,	36.27
सितला मा.वि. वस्नेत गाउं ठोटेखोला दिक्तेल सडक	56	0.82	-	-	0.82	Upgrading,	35.68
वासवोटे डाडाखर्क सडक	57	0.64	-	-	0.64	Upgrading,	38.27
खानिडाडा २ चैतार सडक	57	0.28	-	-	0.28	Upgrading,	12.01
दिक्तेल खानिडाडा वारताङ टारवारि दिपरुङ सडक	57	0.58	-	-	0.58	Upgrading,	25.30
देउवानिको घर स्वास्थ्य चौकि सितला मा.वि. नेवार गाउं जाने	58	0.45	-	-	0.45	Upgrading,	19.59
डाडाखर्क दिक्तेल जाने वाटो	58	2.12	-	-	2.12	Upgrading,	91.75
चिलाउने खर्क सिङखर्क ठोटि सामातुङ सड	58	0.24	-	-	0.24	Upgrading,	10.53

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डाडाखर्क हुँदै लफ्याङ मेघे चैतरा सडक	59	0.74	-	-	0.74	Upgrading,	26.34
गहते चोक तिलकेति landfie side कुरचुडे सडक	59	0.36	-	-	0.36	Upgrading,	15.64
खानिडाडा २ चैतार सडक	59	0.21	-	-	0.21	Upgrading,	9.29
देउवानिको घर स्वास्थ्य चौकि सितला मा.वि. नेवार गाउं जाने	60	0.45	-	-	0.45	Upgrading,	19.59
वासवोटे डाडाखर्क सडक	60	0.63	-	-	0.63	Upgrading,	22.45
देउवानिको घर स्वास्थ्य चौकि सितला मा.वि. नेवार गाउं जाने	60	0.23	-	-	0.23	Upgrading,	9.75
दिक्तेल आले रेगमटार सगरमाथा राजमार्ग	61	1.21	-	-	1.21	Upgrading,	52.54
खानिडाडा २ चैतार सडक	61	0.68	-	-	0.68	Upgrading,	29.64
खानिडाडा २ चैतार सडक	61	0.15	-	-	0.15	Upgrading,	6.49
खानिडाडा २ चैतार सडक	62	0.15	-	-	0.15	Upgrading,	6.49
खानिडाडा २ चैतार सडक	62	0.21	-	-	0.21	Upgrading,	9.29
देउवानिको घर स्वास्थ्य चौकि सितला मा.वि. नेवार गाउं जाने	62	0.23	-	-	0.23	Upgrading,	9.75
चिलाउने खर्क सिङखर्क ठोटि सामातुङ सड	63	0.24	-	-	0.24	Upgrading,	10.53
कुइभिर बेसिटोल दुईखोवा १५ न. सडक	63	1.13	-	-	1.13	Upgrading,	59.52
सितला मा.वि. वस्नेत गाउं ठोटेखोला दिक्तेल सडक	64	0.80	-	-	0.80	Upgrading,	34.72
सितला मा.वि. वस्नेत गाउं ठोटेखोला दिक्तेल सडक	64	0.82	-	-	0.82	Upgrading,	46.22

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सेराखोला पुरानो वडा कार्यालय वनपाला	64	0.59	-	-	0.59	Upgrading,	25.76
कुइभिर बेसिटोल दुईखोवा १५ न. सडक	65	1.37	-	-	1.37	Upgrading,	59.49
देउरालि कात्तिके दिखुवा सडक	65	1.33	-	-	1.33	Upgrading,	57.62
कुइभिर बेसिटोल दुईखोवा १५ न. सडक	65	1.02	-	-	1.02	Upgrading,	44.01
बेसिटोल कालिमाटि खोला सडक	66	1.15	-	-	1.15	Upgrading,	49.89
कालिका खामखुवा खन्याटार सडक	66	1.41	-	-	1.41	Upgrading,	60.88
चिलाउने खर्क सिङखर्क ठोटि सामातुङ सड	66	0.54	-	-	0.54	Upgrading,	23.18
डाडा छाप सडक	67	0.07	-	-	0.07	Upgrading,	2.51
डाडाखर्क दिक्तेल जाने वाटो	67	2.12	-	-	2.12	Upgrading,	84.25
सितला मा.वि. वस्नेत गाउँ ठोटेखोला दिक्तेल सडक	67	0.80	-	-	0.80	Upgrading,	34.72
Airport देखि वासवोटे चाम्लिङ चोक सडक	68	0.27	-	-	0.27	Upgrading,	11.77
देउवानिको घर स्वास्थ्य चौकि सितला मा.वि. नेवार गाउँ जाने	68	0.64	-	-	0.64	Upgrading,	27.78
दिक्तेल आले रेगमटार सगरमाथा राजमार्ग	68	1.21	-	-	1.21	Upgrading,	52.54
सितल मा.वि. च्यान डाडा कालिका मा.वि. सडक	69	0.28	-	-	0.28	Upgrading,	33.14
सितला मा.वि. वस्नेत गाउँ ठोटेखोला दिक्तेल सडक	69	0.82	-	-	0.82	Upgrading,	46.11
खानिडाडा २ चैतार सडक	69	0.53	-	-	0.53	Upgrading,	23.04

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देउवानिको घर स्वास्थ्य चौकि सितला मा.वि. नेवार गाउँ जाने	70	0.87	-	-	0.87	Upgrading,	37.91
खानिडाडा २ चैतार सडक	70	0.53	-	-	0.53	Upgrading,	33.58
दिक्तेल आले रेगमटार सगरमाथा राजमार्ग	70	1.17	-	-	1.17	Upgrading,	50.75
खानिडाडा २ चैतार सडक	71	0.68	-	-	0.68	Upgrading,	29.64
Airport देखि वासवोटे चाम्लिङ चोक सडक	71	1.35	-	-	1.35	Upgrading,	58.47
खानिडाडा २ चैतार सडक	71	0.49	-	-	0.49	Upgrading,	21.31
डाडाखर्क हुँदै लप्पाङ मेघे चैतरा सडक	72	0.74	-	-	0.74	Upgrading,	32.02
कालिका खामखुवा खन्याटार सडक	72	1.41	-	-	1.41	Upgrading,	71.42
कुइभिर बेसिटोल दुईखोवा १५ न. सडक	72	1.13	-	-	1.13	Upgrading,	59.52
खापेठुङ्गा लेखालि टोल देविथान सडक	73	0.36	-	-	0.36	Upgrading,	15.79
खानिडाडा २ चैतार सडक	73	0.26	-	-	0.26	Upgrading,	11.42
वासवोटे डाडाखर्क सडक	73	0.63	-	-	0.63	Upgrading,	27.30
दिक्तेल खानिडाडा वारताङ टारवारि दिपरुङ सडक	74	0.68	-	-	0.68	Upgrading,	29.29
देउरालि कात्तिके दिखुवा सडक	74	0.72	-	-	0.72	Upgrading,	31.41
सितल मा.वि. च्यान डाडा कालिका मा.वि. सडक	75	1.66	-	-	1.66	Upgrading,	82.52
सितल मा.वि. च्यान डाडा कालिका मा.वि. सडक	75	1.66	-	-	1.66	Upgrading,	71.98

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Airport देखि वासवोटे चाम्लिङ चोक सडक	76	1.35	-	-	1.35	Upgrading,	58.47
देउवानिको घर स्वास्थ्य चौकि सितला मा.वि. नेवार गाउँ जाने	76	0.87	-	-	0.87	Upgrading,	58.99
खानिडाडा २ चैतार सडक	77	0.26	-	-	0.26	Upgrading,	11.42
काडे खोपे ठुङ्गा रोइले खोला सडक	77	0.91	-	-	0.91	Upgrading,	39.36
सगरमाथा प्रावि समलवोटे खामखोला वेखवा सडक	78	1.07	-	-	1.07	Upgrading,	46.20
वासवोटे डाडाखर्क सडक	78	0.13	-	-	0.13	Upgrading,	5.47
देउरालि कात्तिके दिखुवा सडक	79	0.72	-	-	0.72	Upgrading,	31.41
वासवोटे डाडाखर्क सडक	79	0.64	-	-	0.64	Upgrading,	27.73
दिक्तेल आले रेगमटार सगरमाथा राजमार्ग	80	0.01	-	-	0.01	Upgrading,	0.57
दिक्तेल खानिडाडा वारताङ टारवारि दिपरुङ सडक	80	0.68	-	-	0.68	Upgrading,	29.29
पिङ आले घिमिरे गाउँ गहते सडक	81	0.70	-	-	0.70	Upgrading,	30.26
देउवानिको घर स्वास्थ्य चौकि सितला मा.वि. नेवार गाउँ जाने	82	0.64	-	-	0.64	Upgrading,	27.78
आले टारवारि दिक्तेल सडक	83	1.89	-	-	1.89	Upgrading,	92.45
एकता टोल चोक रोड	84	0.32	-	-	0.32	Upgrading,	11.50
च्यानडाडा किउरेनि सडक	85	0.68	-	-	0.68	Upgrading,	24.40
हात डाडा मधेचउतारा डाडा खर्क रिङ-रोड सडक	86	1.63	-	-	1.63	Upgrading,	58.09

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		ER	GR	BT	Total		
घाटे खोला वास्तोला गाउँर रिवावोटे महादेवस्थान	87	0.33	-	-	0.33	Upgrading,	14.32
Airport देखि वासवोटे चाम्लिङ चोक सडक	88	0.69	-	-	0.69	Upgrading,	24.49
गहते चोक तिलकेति landfie side कुरचुडे सडक	89	1.18	-	-	1.18	Upgrading,	50.91
हात डाडा मधेचउतारा डाडा खर्क रिङरोड सडक	90	0.38	-	-	0.38	Upgrading,	16.63
Airport देखि वासवोटे चाम्लिङ चोक सडक	91	0.69	-	-	0.69	Upgrading,	24.49
डुडे ठाटि काडे सेतेटार सडक	92	0.28	-	-	0.28	Upgrading,	10.09
गहते चोक तिलकेति landfie side कुरचुडे सडक	93	1.18	-	-	1.18	Upgrading,	61.45
एकता टोल चोक रोड	94	0.27	-	-	0.27	Upgrading,	11.63
डाडाखर्क हुँदै लप्प्याङ मेघे चैतरा सडक	95	0.36	-	-	0.36	Upgrading,	12.76
वासवोटे डाडाखर्क सडक	96	0.34	-	-	0.34	Upgrading,	14.75
लाफे हाचा चोक नरकटे रिठा दह सडक	97	1.10	-	-	1.10	Upgrading,	47.51
चाम्लिङ चोक खनिया डाडा सडक	98	0.78	-	-	0.78	Upgrading,	27.65
घाटे खोला वास्तोला गाउँर रिवावोटे महादेवस्थान	99	0.92	-	-	0.92	Upgrading,	32.81
लाफे हाचा चोक नरकटे रिठा दह सडक	100	0.60	-	-	0.60	Upgrading,	36.56
चिलाउने खर्क सिङखर्क ठोति सामातुङ सड	101	0.12	-	-	0.12	Upgrading,	15.70
Airport देखि वासवोटे चाम्लिङ चोक सडक	102	0.30	-	-	0.30	Upgrading,	23.56

Road Name	Rank	Road surface (km)				Proposed Improvement	Estimated cost of Road in Lakhs
		ER	GR	BT	Total		
हात डाडा मधेचउतारा डाडा खर्क रिडरोड सडक	103	0.40	-	-	0.40	Upgrading,	27.82
हात डाडा मधेचउतारा डाडा खर्क रिडरोड सडक	104	1.19	-	-	1.19	Upgrading,	62.23
चाम्लिड चोक खनिया डाडा सडक	105	1.91	-	-	1.91	Upgrading,	93.23
लाफे हाचा चोक नरकटे रिठा दह सडक	106	0.06	-	-	0.06	Upgrading,	2.38
Airport देखि वासवोटे चाम्लिड चोक सडक	107	0.30	-	-	0.30	Upgrading,	13.01
लाफे हाचा चोक नरकटे रिठा दह सडक	108	0.91	-	-	0.91	Upgrading,	49.85
चिलाउने खर्क सिडखर्क ठोटि सामातुड सड	109	0.55	-	-	0.55	Upgrading,	23.90
लाफे हाचा चोक नरकटे रिठा दह सडक	110	1.32	-	-	1.32	Upgrading,	57.39
चिलाउने खर्क सिडखर्क ठोटि सामातुड सड	111	0.55	-	-	0.55	Upgrading,	23.90
च्यानडाडा किउरेनि सडक	112	0.31	-	-	0.31	Upgrading,	23.80
डाडाखर्क हुँदै लफ्याड मेघे चैतरा सडक	113	0.36	-	-	0.36	Upgrading,	15.51
डुडे ठाटि काडे सेतेटार सडक	114	0.28	-	-	0.28	Upgrading,	12.26
प्रहरी कार्यालय वरिपरी जाने रोड	115	0.30	-	-	0.30	Upgrading,	12.97
लाफे हाचा चोक नरकटे रिठा दह सडक	116	0.82	-	-	0.82	Upgrading,	35.52
चिलाउने खर्क सिडखर्क ठोटि सामातुड सड	117	0.12	-	-	0.12	Upgrading,	5.16
अछिडुङ्गा वेसुटोल जाने सडक	118	0.55	-	-	0.55	Upgrading,	34.29

Road Name	Rank	Road surface (km)				Proposed Improvement	Estimated cost of Road in Lakhs
		ER	GR	BT	Total		
यायोखा भवन देखि च्यानडाडा जाने सडक	119	0.33	-	-	0.33	Upgrading,	14.22
ठुटेबोट भुलभुले सडक	120	1.73	-	-	1.73	Upgrading,	85.44
सन्साइ डाडा देखि वगरे भन्ज्याङ सडक	121	0.46	-	-	0.46	Upgrading,	19.95
ठुटेबोट भुलभुले सडक	122	0.90	-	-	0.90	Upgrading,	38.85
सन्साइ डाडा देखि वगरे भन्ज्याङ सडक	123	1.03	-	-	1.03	Upgrading,	36.72
तलेघर हुदै चम्पा चोक जाने सडक	124	-	0.14	-	0.14	Upgrading,	13.82
लाफे हाचा चोक नरकटे रिठा दह सडक	125	-	0.53	-	0.53	Upgrading,	18.97
वोडिङ हुदै चिउरी डाँडा सडक	126	-	0.18	-	0.18	Upgrading,	6.41
MB सडक	127	1.02	-	-	1.02	Upgrading,	36.17
तलेघर हुदै चम्पा चोक जाने सडक	128	1.50	-	-	1.50	Upgrading,	53.47
करकले हुदै तलेघर जाने सडक	129	0.61	-	-	0.61	Upgrading,	21.80
सुगुरवा हुदै सावसु जाने सडक	130	2.33	-	-	2.33	Upgrading,	91.71
स्याल ठुलो देखि पिङ् डाडा हुदै तालचौर	131	2.16	-	-	2.16	Upgrading,	85.79
तालचौर देखि आहाल डाडा हुदै एकिकृत बस	132	3.79	-	-	3.79	Upgrading,	143.76
बानाचुन सडक	133	0.01	-	-	0.01	Upgrading,	0.32
माथाटोल देखि मुडके बर हुदै पाचम बरजर	134	1.71	-	-	1.71	Upgrading,	60.78

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नाखम सडक	135	0.07	-	-	0.07	Upgrading,	2.57
कानेगेरा देखी चोखाने सडक	136	0.66	-	-	0.66	Upgrading,	32.45
वडा कार्यालय जाने सडक	137	0.03	-	-	0.03	Upgrading,	1.06
मुलडाडा पाथेगा सडक	138	0.13	-	-	0.13	Upgrading,	4.48
लोपुङ त्रिवेणी सडक	139	1.95	-	-	1.95	Upgrading,	69.44
राइकड सडक	140	3.00	-	-	3.00	Upgrading,	107.06
साबरु कोतिका सडक	141	1.16	-	-	1.16	Upgrading,	41.32
वाजोवारी कसह होप ताल खर्क सडक	142	0.36	-	-	0.36	Upgrading,	12.76
तालखरक निगाके डाडा सडक	143	1.73	-	-	1.73	Upgrading,	61.65
जालपा-लुम्जुखोला-खार्मि सडक	144	0.31	-	-	0.31	Upgrading,	28.47
जालपा-सप्तेश्वर-केपिलासराढी सडक	145	1.77	-	-	1.77	Upgrading,	71.78
जालपा-लुम्जुखोला-खार्मि सडक	146	0.06	-	-	0.06	Upgrading,	2.01
देउसालि गाउ तुरखा हुदै तापखोला राटी प	147	4.92	-	-	4.92	Upgrading,	175.16
गोपिखरक- गुरुङगाउ हुदै स्वस्थचौकि	148	2.21	-	-	2.21	Upgrading,	78.87
स्वस्थचौकि, हुलुम हागे नेवारे जाने	149	2.98	-	-	2.98	Upgrading,	114.81
ताल खर्क वगरे भन्ज्याङ सडक	150	0.06	-	-	0.06	Upgrading,	2.09

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		ER	GR	BT	Total		
झिगु चोक तालखरक सडक	151	0.22	-	-	0.22	Upgrading,	7.80
जालपा-लुम्जुखोला-खार्मि सडक	152	0.65	-	-	0.65	Upgrading,	23.03
निगले डाडा पैया सडक	153	0.87	-	-	0.87	Upgrading,	31.02
देउरालि गाउ बाट कालिका मा.वि. जाने सडक	154	1.19	-	-	1.19	Upgrading,	42.35
देउसालि गाउ तुरखा हुदै तापखोला राटी प	155	1.15	-	-	1.15	Upgrading,	40.96
जालपा-लुम्जुखोला-खार्मि सडक	156	1.53	-	-	1.53	Upgrading,	54.34
खर्क गैरि कृषी हुदै राजमार्ग जाने सडक	157	0.46	-	-	0.46	Upgrading,	16.34
मौरे CTEVT सडक हुदै राजमार्ग जाने सडक	158	0.59	-	-	0.59	Upgrading,	20.99
किरात चोक-नुनथाल खम्ला सडक	159	1.96	-	-	1.96	Upgrading,	70.00
वडा कार्यालय देखि माला बर डाँडा सम्म सडक	160	-	0.13	-	0.13	Upgrading,	4.82
एक्लेबेसी देखि मुर्मि सडक	161	-	1.24	-	1.24	Upgrading,	44.47
पञ्चरा बाट वाकिल म वडा कार्यालय airport सडक	162	2.91	-	-	2.91	Upgrading,	103.72
पन्चे दोबाटो जाने सडक	163	0.38	-	-	0.38	Upgrading,	13.59
ताल खर्क वगरे भन्ज्याङ सडक	164	1.91	-	-	1.91	Upgrading,	82.86
मुलडाडा पाथेगा सडक	165	-	0.50	-	0.50	Upgrading,	21.86
लाफे हाचा चोक नरकटे रिठा दह सडक	166	1.02	-	-	1.02	Upgrading,	44.04

Road Name	Rank	Road surface (km)				Proposed Improvement	Estimated cost of Road in Lakhs
		ER	GR	BT	Total		
दिकतेल पाथेक सडक	167	1.48	-	-	1.48	Upgrading,	63.98
दिकतेल पाथेक सडक	168	1.17	-	-	1.17	Upgrading,	50.72
ठुटेबोट भुलभुले सडक	169	0.78	-	-	0.78	Upgrading,	54.89
नरेपा प्रावि छेउ वाट माथलो पराजुली गाउँ रामपुर जाने सडक	170	1.40	-	-	1.40	Upgrading,	60.81
नरेपा प्रावि छेउ वाट माथलो पराजुली गाउँ रामपुर जाने सडक	171	0.30	-	-	0.30	Upgrading,	23.37
यायोखा भवन देखि च्यानडाडा जाने सडक	172	0.34	-	-	0.34	Upgrading,	14.61
अछिढुङ्गा वेसुटोल जाने सडक	173	0.03	-	-	0.03	Upgrading,	1.47
काउसे सडक	174	0.16	-	-	0.16	Upgrading,	6.88
सन्सारि गुम्बा सडक	175	0.27	-	-	0.27	Upgrading,	11.60
छेपेखोला गुम्वा सडक	176	0.55	-	-	0.55	Upgrading,	23.84
छेपेखोला गुम्वा सडक	177	1.21	-	-	1.21	Upgrading,	52.29
यायोखा भवन देखि च्यानडाडा जाने सडक	178	0.56	-	-	0.56	Upgrading,	45.36
ठुटेबोट भुलभुले सडक	179	0.41	-	-	0.41	Upgrading,	17.85
मान्खानामटार पयैडाडा सडक	180	0.60	-	-	0.60	Upgrading,	46.94
अछिढुङ्गा वेसुटोल जाने सडक	181	0.57	-	-	0.57	Upgrading,	24.81
मान्खा नामटार सडक	182	0.23	-	-	0.23	Upgrading,	10.06

Road Name	Rank	Road surface (km)				Proposed Improvement	Estimated cost of Road in Lakhs
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ठुटेबोट भुलभुले सडक	183	0.85	-	-	0.85	Upgrading,	36.98
ताल खर्क वगरे भन्ज्याङ सडक	184	0.76	-	-	0.76	Upgrading,	43.64
छेपेखोला गुम्वा सडक	185	0.04	-	-	0.04	Upgrading,	12.14
मिलन चोक साकेला मा.वि. हुँदै वोरा जाने सडक	186	0.27	-	-	0.27	Upgrading,	22.23
मुलडाडा देखि काउसे जाने सडक	187	0.80	-	-	0.80	Upgrading,	45.07
माथ्लो पराजुलि गाउवाट सन्सारि डाडा जाने सडक	188	0.62	-	-	0.62	Upgrading,	26.91
परनि वाउको घर हुदे गुम्बा जाने सडक	189	0.62	-	-	0.62	Upgrading,	26.79
मान्खा चौतारा सडक	190	1.08	-	-	1.08	Upgrading,	46.57
काउले छिछताल सडक	191	1.52	-	-	1.52	Upgrading,	66.05
वानाचुन सडक	192	0.51	-	-	0.51	Upgrading,	32.64
सुगुरवा सावसु जाने सडक	193	2.33	-	-	2.33	Upgrading,	100.82
चिउरे डाडा, शिरजनशिल हुदै लोकमार्ग जो	194	3.27	-	-	3.27	Upgrading,	141.50
कातिके सडक खण्ड	195	1.04	-	-	1.04	Upgrading,	44.94
तेलेघर हुदै चम्पा जाने सडक	196	0.37	-	-	0.37	Upgrading,	16.22
करकले हुदै मुलडाँडा जाने सडक	197	0.95	-	-	0.95	Upgrading,	41.06
काउले छिछताल सडक	198	0.19	-	-	0.19	Upgrading,	8.41

Road Name	Rank	Road surface (km)				Proposed Improvement	Estimated cost of Road in Lakhs
		ER	GR	BT	Total		
ढाडवारी सडक	199	1.07	-	-	1.07	Upgrading,	46.44
करकले हुदै तलेघर जाने सडक	200	0.32	-	-	0.32	Upgrading,	14.07
काउले छिछताल सडक	201	1.53	-	-	1.53	Upgrading,	76.63
कोपे तमाह सडक	202	0.43	-	-	0.43	Upgrading,	18.77
करकले हुदै मुलडाँडा जाने सडक	203	0.41	-	-	0.41	Upgrading,	17.74
कोपे तमाह सडक	204	0.07	-	-	0.07	Upgrading,	3.05
वानाचुन सडक	205	0.67	-	-	0.67	Upgrading,	29.24
ढाडवारी सडक	206	1.07	-	-	1.07	Upgrading,	46.44
Warkhu हुदै मेवाखोला जाने सडक	207	0.35	-	-	0.35	Upgrading,	15.03
भुङ्गाले मोछा सडक	208	0.57	-	-	0.57	Upgrading,	24.60
खरवारी रिठा भोटे सडक	209	1.82	-	-	1.82	Upgrading,	79.01
कोपे तमाह सडक	210	1.50	-	-	1.50	Upgrading,	64.81
करकले हुदै तलेघर जाने सडक	211	0.17	-	-	0.17	Upgrading,	7.31
बानाचुन सडक	212	0.67	-	-	0.67	Upgrading,	29.20
गुप्तेश्वर रोड	213	0.00	-	-	0.00	Upgrading,	10.75
कोपे तमाह सडक	214	0.14	-	-	0.14	Upgrading,	5.89

Road Name	Rank	Road surface (km)				Proposed Improvement	Estimated cost of Road in Lakhs
		ER	GR	BT	Total		
तेलेघर हुदै चम्पा जाने सडक	215	0.70	-	-	0.70	Upgrading,	30.30
कोप्चे तमाह सडक	216	0.43	-	-	0.43	Upgrading,	18.80
सामसु खोला देखी मुडके बर सडक	217	0.09	-	-	0.09	Upgrading,	4.09
स्याल ठुलो देखि पिङ् डाडा हुदै तालचौर	218	0.37	-	-	0.37	Upgrading,	16.19
स्याल ठुलो देखि पिङ् डाडा हुदै तालचौर	219	0.00	-	-	0.00	Upgrading,	0.07
Hospital chowk ढोभेला सडक	220	0.36	-	-	0.36	Upgrading,	15.61
सामसु खोला देखी मुडके बर सडक	221	2.95	-	-	2.95	Upgrading,	127.76
स्थालठुलो देखि पिङडाडा हुदै तालचौरजो	222	0.08	-	-	0.08	Upgrading,	3.64
वोहोरि डाडा हुदै शेपा चोक जाने सडक	223	0.69	-	-	0.69	Upgrading,	29.98
छोकेबु सडक	224	1.76	-	-	1.76	Upgrading,	76.32
पिचकुले सडक	225	1.14	-	-	1.14	Upgrading,	49.49
कानेगेरा देखी चोखाने सडक	226	0.54	-	-	0.54	Upgrading,	23.56
नाखम सडक	227	0.56	-	-	0.56	Upgrading,	24.39
छोकेबु सडक	228	0.65	-	-	0.65	Upgrading,	28.14
नाखम सडक	229	0.92	-	-	0.92	Upgrading,	39.94
नाखम सडक	230	0.96	-	-	0.96	Upgrading,	41.54

Road Name	Rank	Road surface (km)				Proposed Improvement	Estimated cost of Road in Lakhs
		ER	GR	BT	Total		
दिकतेल पाथेक सडक	231	1.65	-	-	1.65	Upgrading,	71.68
चिमचिम सडक	232	0.37	-	-	0.37	Upgrading,	26.40
कानेगेरा देखी चोखाने सडक	233	1.32	-	-	1.32	Upgrading,	67.93
हुपलुड रोड	234	1.78	-	-	1.78	Upgrading,	87.51
कागेली चेतारी-फुलविसउना देखुमे खोला	235	1.15	-	-	1.15	Upgrading,	49.93
लोपुड त्रिवेणी सडक	236	1.28	-	-	1.28	Upgrading,	55.35
ढकम ट्रनिड देखि अइतबारे	237	0.31	-	-	0.31	Upgrading,	13.24
छोकेबु सडक	238	0.94	-	-	0.94	Upgrading,	40.93
चिमचिम सडक	239	0.17	-	-	0.17	Upgrading,	7.53
जोरमानि डाडा पिचकुले सडक खण्ड	240	0.05	-	-	0.05	Upgrading,	2.20
लुवालुड देखि दमढी सडक	241	1.31	-	-	1.31	Upgrading,	56.65
कागेली चेतारी-फुलविसउना देखुमे खोला	242	0.08	-	-	0.08	Upgrading,	3.34
छोकेबु सडक	243	0.91	-	-	0.91	Upgrading,	39.52
पडचमि देखि देउरालि गाउ जाने सडक	244	1.16	-	-	1.16	Upgrading,	50.17
सजुड सडक	245	1.74	-	-	1.74	Upgrading,	85.90
चिमचिम सडक	246	1.70	-	-	1.70	Upgrading,	84.21

Road Name	Rank	Road surface (km)				Proposed Improvement	Estimated cost of Road in Lakhs
		ER	GR	BT	Total		
लुवालुङ देखि दमढी सडक	247	0.12	-	-	0.12	Upgrading,	15.53
हुपलिउ रोड	248	1.70	-	-	1.70	Upgrading,	73.43
जालपा-सप्तेश्वर-केपिलासराढी सडक	249	0.73	-	-	0.73	Upgrading,	31.44
जालपा-सप्तेश्वर-केपिलासराढी सडक	250	0.60	-	-	0.60	Upgrading,	26.11
मुलडाडा पाथेगा सडक	251	0.06	-	-	0.06	Upgrading,	13.15
वाजोवारी नोगाले सडक	252	2.95	-	-	2.95	Upgrading,	138.16
कागेली चेतारी-फुलविसउना देखुमे खोला	253	3.54	-	-	3.54	Upgrading,	153.40
कागेली चेतारी-फुलविसउना देखुमे खोला	254	0.71	-	-	0.71	Upgrading,	30.81
वाजोवारी कसह होप ताल खर्क सडक	255	0.64	-	-	0.64	Upgrading,	27.79
कागेनि-खेलमैदान हुदै बाजोबारी स्कूल	256	1.11	-	-	1.11	Upgrading,	58.49
गोपिखरक- गुरुङगाउ हुदै स्वस्थचौकि	257	0.78	-	-	0.78	Upgrading,	33.58
वाजोवारी कसह होप ताल खर्क सडक	258	1.43	-	-	1.43	Upgrading,	72.41
निभाते सब्रु हुदै लुम्जु खोला जाने सड	259	2.12	-	-	2.12	Upgrading,	102.18
छेपेखोला गुम्वा सडक	260	0.19	-	-	0.19	Upgrading,	18.80
छेपेखोला गुम्वा सडक	261	0.11	-	-	0.11	Upgrading,	4.98
जोरमानि डाडा पिचकुले सडक खण्ड	262	1.86	-	-	1.86	Upgrading,	80.45

Road Name	Rank	Road surface (km)				Proposed Improvement	Estimated cost of Road in Lakhs
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	263	0.10	-	-	0.10	Upgrading,	4.28
गुरुडगाउ लुम्जु खोला सडक	264	0.77	-	-	0.77	Upgrading,	33.16
खत्रीगाउ गोरजुरे सडक	265	1.19	-	-	1.19	Upgrading,	51.38
मुलडाडा पाथेगा सडक	266	1.78	-	-	1.78	Upgrading,	77.16
कागेली-खेलमैदान हुदै बाजोबारी स्कुल	267	0.18	-	-	0.18	Upgrading,	29.10
गुरुडगाउ लुम्जु खोला सडक	268	0.70	-	-	0.70	Upgrading,	51.34
कागेनि-खेलमैदान हुदै बाजोबारी स्कुल	269	1.37	-	-	1.37	Upgrading,	69.76
जालपा-सप्तेश्वर-केपिलासराढी सडक	270	0.23	-	-	0.23	Upgrading,	31.15
कालिका मा.वि. स्वस्थचौकि खानि डाडा स	271	1.02	-	-	1.02	Upgrading,	54.91
गोपिखरक- गुरुडगाउ हुदै स्वस्थचौकि	272	1.04	-	-	1.04	Upgrading,	45.10
स्वस्थचौकि, हुलुम हागे नेवारे जाने	273	0.15	-	-	0.15	Upgrading,	6.63
साबरु कोतिका सडक	274	0.06	-	-	0.06	Upgrading,	2.63
निभाते सब्रु हुदै लुम्जु खोला जाने सड	275	0.31	-	-	0.31	Upgrading,	13.27
झिगु चोक तालखरक सडक	276	0.31	-	-	0.31	Upgrading,	23.87
गोपिखरक- गुरुडगाउ हुदै स्वस्थचौकि	277	0.80	-	-	0.80	Upgrading,	45.42
देउसालि गाउ तुरखा हुदै तापखोला राटी प	278	0.41	-	-	0.41	Upgrading,	28.21

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वडारे पउचमि निभारे सडक खण्ड	279	2.06	-	-	2.06	Upgrading,	89.34
जालपा-सप्तेश्वर-केपिलासराढी सडक	280	0.62	-	-	0.62	Upgrading,	37.61
जालपा-लुम्जुखोला-खार्मि सडक	281	0.57	-	-	0.57	Upgrading,	24.66
जालपा-सप्तेश्वर-केपिलासराढी सडक	282	1.91	-	-	1.91	Upgrading,	82.92
जालपा-सप्तेश्वर-केपिलासराढी सडक	283	1.18	-	-	1.18	Upgrading,	50.94
जालपा-सप्तेश्वर-केपिलासराढी सडक	284	1.92	-	-	1.92	Upgrading,	83.36
जालपा-सप्तेश्वर-केपिलासराढी सडक	285	0.89	-	-	0.89	Upgrading,	38.52
जालपा-लुम्जुखोला-खार्मि सडक	286	0.89	-	-	0.89	Upgrading,	38.56
जालपा-सप्तेश्वर-केपिलासराढी सडक	287	0.02	-	-	0.02	Upgrading,	1.05
हुर्लुन्ड-सानो हुर्लुन्ड सडक	288	1.73	-	-	1.73	Upgrading,	74.79
मौरै CTEVT सडक	289	0.94	-	-	0.94	Upgrading,	40.55
हुर्लुन्ड-सानो हुर्लुन्ड सडक	290	0.77	-	-	0.77	Upgrading,	44.02
स्कुल डाडा-पउलुन्ड-हाबु ग्रामीण कृषी	291	2.59	-	-	2.59	Upgrading,	122.77
खर्क गैरि कृषी हुदै राजमार्ग जाने सडक	292	1.66	-	-	1.66	Upgrading,	71.84
धैलुन्ड पैलुन्ड सडक	293	0.52	-	-	0.52	Upgrading,	22.41
खर्क गैरि कृषी हुदै राजमार्ग जाने सडक	294	0.15	-	-	0.15	Upgrading,	6.60

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खर्क गैरि कृषी हुदै राजमार्ग जाने सडक	295	2.06	-	-	2.06	Upgrading,	89.29
खर्क गैरि कृषी हुदै राजमार्ग जाने सडक	296	0.61	-	-	0.61	Upgrading,	26.33
किरात चोक-खाम्ला सडक	297	2.07	-	-	2.07	Upgrading,	89.53
धैलुन्ड- लोसे बिसाउने सडक	298	1.86	-	-	1.86	Upgrading,	80.65
मौरे CTEVT सडक	299	-	0.22	-	0.22	Upgrading,	20.31
बिजुवाथान-देभीथान सडक	300	-	0.46	-	0.46	Upgrading,	41.25
खर्क गैरि कृषी हुदै राजमार्ग जाने सडक	301	-	0.43	-	0.43	Upgrading,	29.15
खर्क गैरि कृषी हुदै राजमार्ग जाने सडक	302	-	1.37	-	1.37	Upgrading,	80.94
कोइराले देखि छखुली सडक	303	0.08	-	-	0.08	Upgrading,	3.62
कोइराले देखि छखुली सडक	304	1.76	-	-	1.76	Upgrading,	86.93
डाँडा खर्क देखि बडका भञ्ज्याङ सम्म सडक	305	1.97	-	-	1.97	Upgrading,	96.01
माला बर डाँडा देखि भुजेल गाउँ सम्म सडक	306	0.28	-	-	0.28	Upgrading,	12.13
	307	0.16	-	-	0.16	Upgrading,	6.96
मालि मरे देखि साकेला याखा सडक	308	0.87	-	-	0.87	Upgrading,	37.68
भुते पहरा रामनाथ एकिकृत वस्ती हुदै वडा १५ जाने सडक	309	1.63	-	-	1.63	Upgrading,	81.27
कोइराले देखि छखुली सडक	310	0.76	-	-	0.76	Upgrading,	33.02

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श्री जन चेतना नि मा वि जाने सडक	311	0.90	-	-	0.90	Upgrading,	49.50
माला बर डाँडा देखि भुजेल गाउँ सम्म सडक	312	0.24	-	-	0.24	Upgrading,	31.49
डाँडा खर्क देखि बडका भञ्ज्याङ सम्म सडक	313	0.24	-	-	0.24	Upgrading,	10.55
भुते पहरा रामनाथ एकिकृत वस्ती हुदै वडा १५ जाने सडक	314	1.24	-	-	1.24	Upgrading,	64.16
एक्लेबेसी देखि मुर्मो सडक	315	0.57	-	-	0.57	Upgrading,	24.65
मालि मरे देखि साकेला याखा सडक	316	1.15	-	-	1.15	Upgrading,	49.75
पञ्चरा बाट वाकिल म वडा कार्यालय airport सडक	317	0.48	-	-	0.48	Upgrading,	20.70
वडा कार्यालय देखि माला बर डाँडा सम्म सडक	318	0.13	-	-	0.13	Upgrading,	16.36
भैरब श्वरी मन्दिर देखि भैरम्पुर सडक	319	1.69	-	-	1.69	Upgrading,	94.10
डाँडा खर्क देखि बडका भञ्ज्याङ सम्म सडक	320	7.69	-	-	7.69	Upgrading,	343.78
एक्लेबेसी देखि मुर्मो सडक	321	1.24	-	-	1.24	Upgrading,	53.70
कोइराले देखि छखुली सडक	322	0.42	-	-	0.42	Upgrading,	18.05
भैसे देखि पन्च कन्या मावि सम्म	323	1.08	-	-	1.08	Upgrading,	46.99
श्री जन चेतना नि मा वि जाने सडक	324	0.49	-	-	0.49	Upgrading,	21.41
वरगैरा देखि कुलदिप राई घर जाने सडक	325	1.49	-	-	1.49	Upgrading,	85.66
माला बर डाँडा देखि भुजेल गाउँ सम्म सडक	326	0.47	-	-	0.47	Upgrading,	20.34

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वाक्लिम रेकर देखि भालुस्वरा सडक	327	5.35	-	-	5.35	Upgrading,	231.88
कोइराले देखि छखुली सडक	328	0.08	-	-	0.08	Upgrading,	3.62
कोइराले देखि छखुली सडक	329	1.76	-	-	1.76	Upgrading,	76.39
श्री जन चेतना नि मा वि जाने सडक	330	0.09	-	-	0.09	Upgrading,	3.71
डाँडा खर्क देखि बडका भञ्ज्याङ सम्म सडक	331	1.97	-	-	1.97	Upgrading,	85.47
मालि मरे देखि साकेला याखा सडक	332	2.46	-	-	2.46	Upgrading,	106.68
दुम्ली देखि करकुसे वर सम्म सडक	333	-	0.77	-	0.77	Upgrading,	33.67
माला बर देखि राजापानी सिमाना सम्म	334	-	0.83	-	0.83	Upgrading,	36.29
भुते पहरा रामनाथ एकिकृत वस्ती हुदै वडा १५ जाने सडक	335	-	2.76	-	2.76	Upgrading,	120.60
माला बर डाँडा देखि भुजेल गाउँ सम्म सडक	336	-	0.28	-	0.28	Upgrading,	12.22
कटवाल गाउँ देखि झगडेडाँडा सम्म सडक	337	-	0.80	-	0.80	Upgrading,	34.82
मालि मरे देखि साकेला याखा सडक	338	-	0.87	-	0.87	Upgrading,	37.95
भुते पहरा रामनाथ एकिकृत वस्ती हुदै वडा १५ जाने सडक	339	-	1.63	-	1.63	Upgrading,	71.25
कोइराले देखि छखुली सडक	340	-	0.76	-	0.76	Upgrading,	33.26
श्री जन चेतना नि मा वि जाने सडक	341	-	0.90	-	0.90	Upgrading,	39.24
माला बर डाँडा देखि भुजेल गाउँ सम्म सडक	342	-	0.24	-	0.24	Upgrading,	10.48

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डाँडा खर्क देखि बडका भञ्ज्याङ सम्म सडक	343	-	0.24	-	0.24	Upgrading,	10.63
भुते पहरा रामनाथ एकिकृत वस्ती हुँदै वडा १५ जाने सडक	344	-	1.24	-	1.24	Upgrading,	64.56
पञ्चरा बाट वाकिल म वडा कार्यालय airport सडक	345	-	2.91	-	2.91	Upgrading,	137.57
बर गैरा सुखसेरराईको घर जाने सडक	346	-	0.37	-	0.37	Upgrading,	26.91
एक्लेबेसी देखि मुर्मो सडक	347	-	0.57	-	0.57	Upgrading,	35.37
मालि मरे देखि साकेला याखा सडक	348	-	1.15	-	1.15	Upgrading,	71.20
पन्चे दोबाटो जाने सडक	349	-	0.38	-	0.38	Upgrading,	37.73
पञ्चरा बाट वाकिल म वडा कार्यालय airport सडक	350	-	0.48	-	0.48	Upgrading,	31.40
मिलन चोक साकेला मा.वि. हुँदै वोरा जाने सडक	351	0.66	-	-	0.66	Upgrading,	25.46
मान्खा नामटार सडक	352	0.41	-	-	0.41	Upgrading,	18.51
परनि वाउको घर हुँदै गुम्बा जाने सडक	353	0.21	-	-	0.21	Upgrading,	13.07
छेपेखोला गुम्वा सडक	354	0.68	-	-	0.68	Upgrading,	26.03
भुङ्गाले मोछा सडक	355	1.39	-	-	1.39	Upgrading,	39.17
गुम्बा देखि काउसे सडक	356	1.21	-	-	1.21	Upgrading,	33.95
मिलन चोक साकेला मा.वि. हुँदै वोरा जाने सडक	357	0.36	-	-	0.36	Upgrading,	10.09
मिलन चोक साकेला मा.वि. हुँदै वोरा जाने सडक	358	0.36	-	-	0.36	Upgrading,	17.19

Road Name	Rank	Road surface (km)				Proposed Improvement	Estimated cost of Road in Lakhs
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मिलन चौक साकेला मा.वि. हुँदै वीरा जाने सडक	359	0.73	-	-	0.73	Upgrading,	20.64
सन्सारि गुम्बा सडक	360	0.46	-	-	0.46	Upgrading,	12.96
सन्सारि गुम्बा सडक	361	0.12	-	-	0.12	Upgrading,	10.36
भुङ्गाले मोछा सडक	362	1.72	-	-	1.72	Upgrading,	55.44
झुल्ले बाखेर सडक	363	1.99	-	-	1.99	Upgrading,	70.13
मान्खा चौतारा सडक	364	-	0.58	-	0.58	Upgrading,	16.36
गुप्तेश्वर रोड	365	-	0.72	-	0.72	Upgrading,	20.32
कोप्ये तमाह सडक	366	-	1.50	-	1.50	Upgrading,	42.35
बानाचुन सडक	367	-	1.10	-	1.10	Upgrading,	31.28
कातिके सडक खण्ड	368	0.14	-	-	0.14	Upgrading,	3.96
ढोमले सडक	369	1.33	-	-	1.33	Upgrading,	37.39
Hospital chowk ढोभेला सडक	370	0.34	-	-	0.34	Upgrading,	9.59
Warkhu Road	371	0.92	-	-	0.92	Upgrading,	26.00
भुङ्गाले मोछा सडक	372	0.25	-	-	0.25	Upgrading,	7.00
करकले हुँदै मुलडाँडा जाने सडक	373	0.20	-	-	0.20	Upgrading,	5.72
ढाडवारी सडक	374	0.21	-	-	0.21	Upgrading,	5.88

Road Name	Rank	Road surface (km)				Proposed Improvement	Estimated cost of Road in Lakhs
		ER	GR	BT	Total		
नेबारे खाउडाडा सडक	375	1.69	-	-	1.69	Upgrading,	61.71
खरवारी रिठा भोटे सडक	376	1.82	-	-	1.82	Upgrading,	51.30
कोप्चे तमाह सडक	377	0.07	-	-	0.07	Upgrading,	23.07
बोडिङ विषले हुदै चुनढुङ्गा सडक	378	1.68	-	-	1.68	Upgrading,	47.38
गलछिडादेखि चन्द्र चौहानको घर हुदै ओम	379	0.83	-	-	0.83	Upgrading,	44.46
बानियाको घर देखि तामा खोला हुदै दुधिल	380	1.68	-	-	1.68	Upgrading,	47.21
भुजेलको घर देखि पङ्खु जङ्गल हुदै मूल स	381	1.34	-	-	1.34	Upgrading,	44.66
गोपी गल छिडा देखि जरा बिसाउने हुदै साव	382	1.54	-	-	1.54	Upgrading,	43.30
वडा कार्यालय देखि हरिबनियाको घर हुदै	383	1.18	-	-	1.18	Upgrading,	33.19
सिदे ठुङ्गा देखि दानबहादुरको घर हुदै	384	1.15	-	-	1.15	Upgrading,	32.37
वासुना हरेराम सडक	385	1.47	-	-	1.47	Upgrading,	41.42
वोहोरि डाडा हुदै शेपा चोक जाने सडक	386	0.36	-	-	0.36	Upgrading,	17.13
क्षेतिसाम कृषि सडक	387	0.16	-	-	0.16	Upgrading,	4.46
वोहोरि डाडा हुदै शेपा चोक जाने सडक	388	1.37	-	-	1.37	Upgrading,	45.65
क्षेतिसाम कृषि सडक	389	4.05	-	-	4.05	Upgrading,	121.07
छोकेबु सडक	390	1.84	-	-	1.84	Upgrading,	51.66

Road Name	Rank	Road surface (km)				Proposed Improvement	Estimated cost of Road in Lakhs
		ER	GR	BT	Total		
ढकम टूनिड देखि अइतबारे	391	0.43	-	-	0.43	Upgrading,	12.10
चिमचिम सडक	392	0.53	-	-	0.53	Upgrading,	14.92
पिचकुले सडक	393	2.00	-	-	2.00	Upgrading,	56.34
सजुड सडक	394	0.27	-	-	0.27	Upgrading,	7.59
पडचमि देखि देउरालि गाउ जाने सडक	395	0.03	-	-	0.03	Upgrading,	14.77
गोलडाडा जाने सडक	396	0.17	-	-	0.17	Upgrading,	18.72
कागेली चेतारी-फुलविसउना देखुमे खोला	397	0.55	-	-	0.55	Upgrading,	15.41
हुपलिउ रोड	398	0.62	-	-	0.62	Upgrading,	17.37
वोडिड सडक	399	1.56	-	-	1.56	Upgrading,	43.84
लुवालुड देखि दमढी सडक	400	2.60	-	-	2.60	Upgrading,	73.19
बरुवा सडक	401	1.10	-	-	1.10	Upgrading,	37.86
तिनमुटे सडक	402	2.63	-	-	2.63	Upgrading,	73.90
फुलपाती	403	3.00	-	-	3.00	Upgrading,	84.33
बरुवा सडक	404	0.16	-	-	0.16	Upgrading,	11.48
वाजोवारी नोगाले सडक	405	0.81	-	-	0.81	Upgrading,	36.86
वडारे पडचमि निभारे सडक खण्ड	406	0.86	-	-	0.86	Upgrading,	24.19

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बाजोबारी सिरुवानि सडक	407	2.05	-	-	2.05	Upgrading,	57.54
निभारे रुधालुङ जोरढुङ्गा तापखोला	408	4.32	-	-	4.32	Upgrading,	128.57
सिरुवानि जोरमारि डाडा सडक खण्ड	409	0.61	-	-	0.61	Upgrading,	17.26
मुलडाडा पाथेगा सडक	410	0.26	-	-	0.26	Upgrading,	7.29
निभाते सब्रु हुदै लुम्जु खोला जाने सड	411	0.92	-	-	0.92	Upgrading,	25.99
खरपाखा देखि कालिका मा.वि. जाने सडक	412	0.64	-	-	0.64	Upgrading,	18.06
कागेनी-खेलमैदान हुदै बाजोबारी स्कुल	413	0.71	-	-	0.71	Upgrading,	19.94
निगले डाडा पैया सडक	414	1.53	-	-	1.53	Upgrading,	43.14
खत्रीगाउ गोरजुरे सडक	415	2.10	-	-	2.10	Upgrading,	66.07
सिरुवानि जोरमारि डाडा सडक खण्ड	416	0.76	-	-	0.76	Upgrading,	28.47
छेपेखोला गुम्वा सडक	417	0.44	-	-	0.44	Upgrading,	12.36
पड-चमि देखि देउरालि गाउ जाने सडक	418	1.47	-	-	1.47	Upgrading,	41.48
हरेल डाडा देखी कागेलि चौतारो जाने सडक	419	0.46	-	-	0.46	Upgrading,	19.97
खरपाखा देखि भानु खोला सडक	420	0.90	-	-	0.90	Upgrading,	25.45
वाजोबारी वोहोरि बोट जाने सडक	421	0.42	-	-	0.42	Upgrading,	11.95
मेन सडक पर्शु गुरुङको घर -लमर्खु सडक	422	0.30	-	-	0.30	Upgrading,	8.48

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कारेल ढाड-सिमल प्रेक सडक	423	0.99	-	-	0.99	Upgrading,	27.73
जालपा डाडा-राइसिंगरे सडक	424	0.16	-	-	0.16	Upgrading,	4.51
जालपा-गुरुडगाँउ-छिम्ती-वाघखोर सडक	425	0.69	-	-	0.69	Upgrading,	19.27
हुर्लुन्ड-सानो हुर्लुन्ड सडक	426	0.31	-	-	0.31	Upgrading,	8.76
धैलुन्ड- लोसे बिसाउने सडक	427	0.77	-	-	0.77	Upgrading,	21.61
सिने डाडा ग्रामीण सडक	428	0.50	-	-	0.50	Upgrading,	13.98
मौरै CTEVT सडक	429	1.29	-	-	1.29	Upgrading,	36.25
स्कुल डाडा-पउलुन्ड-हाबु ग्रामीण कृषी	430	3.06	-	-	3.06	Upgrading,	93.18
धैलुन्ड- लोसे बिसाउने सडक	431	0.28	-	-	0.28	Upgrading,	7.99
धैलुन्ड- पैलुन्ड सडक	432	0.28	-	-	0.28	Upgrading,	7.82
पखेरा-खर्क हुदै राजमार्ग जाने सडक	433	1.61	-	-	1.61	Upgrading,	45.19
खर्क गैरि कृषी हुदै राजमार्ग जाने सडक	434	0.60	-	-	0.60	Upgrading,	16.91
बिजुवाथान-देभीथान सडक	435	3.10	-	-	3.10	Upgrading,	87.24
पखेरा-खर्क टोल सडक	436	1.15	-	-	1.15	Upgrading,	39.34
भैरब श्वरी मन्दिर देखि भैरम्पुर सडक	437	-	1.69	-	1.69	Upgrading,	47.71
डाँडा खर्क देखि बडका भञ्ज्याङ सम्म सडक	438	-	7.69	-	7.69	Upgrading,	217.76

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कोइराले देखि छखुली सडक	439	-	0.42	-	0.42	Upgrading,	11.80
भैसे देखि पन्च कन्या मावि सम्म	440	-	1.08	-	1.08	Upgrading,	30.70
श्री जन चेतना नि मा वि जाने सडक	441	-	0.49	-	0.49	Upgrading,	13.99
वरगैरा देखि कुलदिप राई घर जाने सडक	442	1.49	-	-	1.49	Upgrading,	48.96
माला बर डाँडा देखि भुजेल गाउँ सम्म सडक	443	0.47	-	-	0.47	Upgrading,	13.21
वाक्लिम रेकर देखि भालुस्वरा सडक	444	5.35	-	-	5.35	Upgrading,	150.57
श्री जन चेतना नि मा वि जाने सडक	445	0.09	-	-	0.09	Upgrading,	2.41
मालि मरे देखि साकेला याखा सडक	446	2.46	-	-	2.46	Upgrading,	69.27
दुम्ली देखि करकुसे वर सम्म सडक	447	0.77	-	-	0.77	Upgrading,	21.71
माला बर देखि राजापानी सिमाना सम्म	448	0.83	-	-	0.83	Upgrading,	30.42
भुते पहरा रामनाथ एकिकृत वस्ती हुदै वडा १५ जाने सडक	449	2.76	-	-	2.76	Upgrading,	77.74
कटवाल गाउँ देखि झगडेडाँडा सम्म सडक	450	0.80	-	-	0.80	Upgrading,	36.50
नागी देखि पिपल बोट सडक	451	0.57	-	-	0.57	Upgrading,	16.03
बर गैरा सुखसेरराईको घर जाने सडक	452	0.37	-	-	0.37	Upgrading,	10.55
नागी देखि पिपल बोट सडक	453	-	0.57	-	0.57	Upgrading,	16.14
मान्खानामटार पयैडाडा सडक	454	0.31	-	-	0.31	Upgrading,	8.86

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गुम्बा देखि काउसे सडक	455	0.67	-	-	0.67	Upgrading,	18.81
नरेपा प्रावि छेउ वाट माथलो पराजुली गाउँ रामपुर जाने सडक	456	1.05	-	-	1.05	Upgrading,	29.43
यायोखा भवन देखि च्यानडाडा जाने सडक	457	0.14	-	-	0.14	Upgrading,	3.89
तल्लो अल्ले ठुना सडक	458	0.62	-	-	0.62	Upgrading,	31.48
ठुटेबोट भुलभुले सडक	459	0.86	-	-	0.86	Upgrading,	31.10
कृकेट खेल मैदान जाने सडक	460	1.28	-	-	1.28	Upgrading,	43.08
साकेला वासवोटे सडक	461	1.87	-	-	1.87	Upgrading,	66.61
डम्पिङ हुँदै कलसुडे हुँदै तावा दोभान	462	2.76	-	-	2.76	Upgrading,	77.55
ससत्र घुम्ति काप्ले गाऊ सडक	463	0.84	-	-	0.84	Upgrading,	23.76
काडे खोपे ठुङ्गा रोइले खोला सडक	464	0.49	-	-	0.49	Upgrading,	13.84
चिउरि डाडा धारापानी नरकटे सडक	465	1.48	-	-	1.48	Upgrading,	41.76
खर्क डाडाबारि सडक	466	0.62	-	-	0.62	Upgrading,	24.35
वासवोटे डाडाखर्क सडक	467	0.34	-	-	0.34	Upgrading,	9.58
प्रहरी कार्यालय वरिपरी जाने रोड	468	0.29	-	-	0.29	Upgrading,	8.29
प्रशासन एरिया हुँदै हाटबजार जाने बाटो	469	0.33	-	-	0.33	Upgrading,	9.14
खड्का गाउ जाने बाटो	470	0.50	-	-	0.50	Upgrading,	13.94

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एलमवर डाडा खेत सडक	471	0.77	-	-	0.77	Upgrading,	21.58
मैघे चउतारा माछागाउँ वासवोटे सडक	472	2.08	-	-	2.08	Upgrading,	65.57
साकेला वासवोटे सडक	473	0.40	-	-	0.40	Upgrading,	11.23
लाफे हाचा चोक नरकटे रिठा दह सडक	474	0.15	-	-	0.15	Upgrading,	4.08
मैघे चउतारा माछागाउँ वासवोटे सडक	475	0.51	-	-	0.51	Upgrading,	14.21
लाफे हाचा चोक नरकटे रिठा दह सडक	476	0.36	-	-	0.36	Upgrading,	10.01
राजम्पा डाडा र दमइ गाउँ साकेला सडक	477	1.31	-	-	1.31	Upgrading,	36.75
काडे खोपे ठुङ्गा रोइले खोला सडक	478	0.49	-	-	0.49	Upgrading,	13.84
घाटे खोला वास्तोला गाउँ रिवावोटे महादेवस्थान	479	1.24	-	-	1.24	Upgrading,	35.02
च्यान डाडा किउरिनि सडक	480	0.83	-	-	0.83	Upgrading,	30.35
देउरालि कात्तिके दिखुवा सडक	481	1.33	-	-	1.33	Upgrading,	37.41
चिलाउने खर्क सिङखर्क ठोटे सामातुङ सड	482	0.54	-	-	0.54	Upgrading,	15.05
सेराखोला पुरानो वडा कार्यालय वनपाला	483	0.59	-	-	0.59	Upgrading,	16.73
काडे खोपे ठुङ्गा रोइले खोला सडक	484	0.91	-	-	0.91	Upgrading,	25.56
कालिका खामखुवा खन्याटार सडक	485	0.29	-	-	0.29	Upgrading,	8.02
डुडे ठाटि काडे सेतेटार सडक	486	1.23	-	-	1.23	Upgrading,	41.54

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खापेठुङ्गा लेखालि टोल देविथान सडक	487	0.36	-	-	0.36	Upgrading,	17.28
सितल मा.वि. च्यान डाडा कालिका मा.वि. सडक	488	0.28	-	-	0.28	Upgrading,	7.83
पिङ आले घिमिरे गाउँ गहते सडक	489	0.70	-	-	0.70	Upgrading,	19.65
डुडे ठाटि काडे सेतेटार सडक	490	1.23	-	-	1.23	Upgrading,	48.57
चिलाउने खर्क सिङखर्क ठोटि सामातुङ सड	491	0.11	-	-	0.11	Upgrading,	3.00
आले टारवारि दिक्तेल सडक	492	1.89	-	-	1.89	Upgrading,	53.18
कुइभिर बेसिटोल दुईखोवा १५ न. सडक	493	1.02	-	-	1.02	Upgrading,	28.58
कालिका खामखुवा खन्याटार सडक	494	-	0.29	-	0.29	Upgrading,	8.07
बेसिटोल कालिमाटि खोला सडक	495	-	0.54	-	0.54	Upgrading,	15.23
सगरमाथा प्रावि समलवोटे खामखोला वेखवा सडक	496	1.07	-	-	1.07	Upgrading,	30.00
खानिडाडा २ चैतार सडक	497	0.49	-	-	0.49	Upgrading,	13.83
बेसिटोल कालिमाटि खोला सडक	498	0.54	-	-	0.54	Upgrading,	15.13
चिलाउने खर्क सिङखर्क ठोटि सामातुङ सड	499	0.11	-	-	0.11	Upgrading,	3.00
हुमुसा चोक हुदै कटहरे हुदै ईपा जाने	500	1.36	-	-	1.36	Upgrading,	38.26
झिसेफ हुदै पुरानो बैंक चोक	501	3.06	-	-	3.06	Upgrading,	86.07
झुनेजल गाउ हुदै चुप्ला जाने सडक	502	0.95	-	-	0.95	Upgrading,	33.62

Road Name	Rank	Road surface (km)				Proposed Improvement	Estimated cost of Road in Lakhs
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रुपचाने हुदै बोपाल जोडिने सडक	503	1.27	-	-	1.27	Upgrading,	35.87
झिसेफ मन्दिर हुदै सामातुंग आउने रोड	504	0.93	-	-	0.93	Upgrading,	26.17
हरहरवाटि देखि झोपोलिङ्ग जाने रोड	505	0.65	-	-	0.65	Upgrading,	25.18
सामातुंग आउने रोड	506	0.31	-	-	0.31	Upgrading,	8.72
हुर्लुन्ड-सानो हुर्लुन्ड सडक	507	0.01	-	-	0.01	Upgrading,	0.22
झुजेल गाउ जाने बाटो	508	0.37	-	-	0.37	Upgrading,	10.40
झुनेजल गाउ हुदै चुप्ला जाने सडक	509	0.43	-	-	0.43	Upgrading,	14.24
ईट्टाभट्टा बाट थापागाउ हुदै चुपला पाण्डे गाउ जाने सडक	510	0.92	-	-	0.92	Upgrading,	53.94
मगर गाउ देखि भण्डारी टोल सम्म जाने सडक	511	0.60	-	-	0.60	Upgrading,	23.97
हरहरवाटि देखि झोपोलिङ्ग जाने रोड	512	1.07	-	-	1.07	Upgrading,	29.97
सामातुंग आउने रोड	513	0.54	-	-	0.54	Upgrading,	22.12
मफलिङ हुदै नगर खोला हुदै वडा कार्यालय	514	2.06	-	-	2.06	Upgrading,	58.00
मफलिङ हुदै नगर खोला हुदै वडा कार्यालय	515	0.77	-	-	0.77	Upgrading,	28.55
पाउधारा रोड (Paudhara)	516	1.39	-	-	1.39	Upgrading,	39.15
मुडे गुम्बा सडक	517	0.18	-	-	0.18	Upgrading,	33.22
रझ टोल जाने सडक	518	0.15	-	-	0.15	Upgrading,	4.14

Road Name	Rank	Road surface (km)				Proposed Improvement	Estimated cost of Road in Lakhs
		ER	GR	BT	Total		
राज खर्क खेल मैदान जाने सडक	519	0.15	-	-	0.15	Upgrading,	4.12
हर्कपुर रोड	520	0.14	-	-	0.14	Upgrading,	3.91
गाउ जाने सडक	521	0.30	-	-	0.30	Upgrading,	6.22
खड्का गाउ जाने बाटो	522	0.06	-	-	0.06	Upgrading,	8.63
मुफलिंग हुदै नगरे खोला दुबोछा चोक हुदै पुरानो बैंक चोक	523	0.25	-	-	0.25	Upgrading,	6.94
सितला मा.वि. वस्नेत गाउं ठोटेखोला दिक्तेल सडक	524	0.00	-	-	0.00	Upgrading,	0.11
झिसेफ हुदै पुरानो बैंक चोक	525	-	0.24	-	0.24	Upgrading,	13.80
हातडाडा हुदै खानीडाडा जाने सडक	526	-	0.98	-	0.98	Upgrading,	27.67
तल्लो अल्छे ठुना सडक	527	-	0.12	-	0.12	Upgrading,	3.36
अदालत एरिया	528	0.13	-	-	0.13	Upgrading,	3.72
माटिकुरे ग्राउण्ड फुटबल एरिया	529	-	0.24	-	0.24	Upgrading,	5.05
मालपोत एरिया रोड	530	-	0.63	-	0.63	Upgrading,	24.95
बहेखा रोड	531	0.02	-	-	0.02	Upgrading,	0.46
तल्लो अल्छे ठुना सडक	532	1.03	-	-	1.03	Upgrading,	28.96
रुमाझ सडक खण्ड	533	0.29	-	-	0.29	Upgrading,	8.27
छेपेखोला मोछा घुम्ति सडक	534	1.02	-	-	1.02	Upgrading,	28.72

Road Name	Rank	Road surface (km)				Proposed Improvement	Estimated cost of Road in Lakhs
		ER	GR	BT	Total		
छेपेखोला मोछा घुम्ति सडक	535	0.44	-	-	0.44	Upgrading,	19.30
छेपेखोला मोछा घुम्ति सडक	536	1.40	-	-	1.40	Upgrading,	53.30
छेपेखोला मोछा घुम्ति सडक	537	0.39	-	-	0.39	Upgrading,	11.09
ठुटेबोट भुलभुले सडक	538	0.60	-	-	0.60	Upgrading,	16.99
लेख बहादुरको घरदेखि खत्रीगाउ हुदै ग्रामिण सडक जाने रोड	539	2.24	-	-	2.24	Upgrading,	70.10
झिसेफ रोड	540	2.22	-	-	2.22	Upgrading,	62.33
झिसेफ रोड	541	1.70	-	-	1.70	Upgrading,	47.84
पुरानो बैंक चोक रोड	542	0.33	-	-	0.33	Upgrading,	9.34
पुरानो बैंक चोक रोड	543	0.54	-	-	0.54	Upgrading,	15.19
शुभ दिनबाट भवन एरिया आउने बाटो	544	1.28	-	-	1.28	Upgrading,	31.86
क्याम्पस रोड	545	0.05	-	-	0.05	Upgrading,	1.51
क्याम्पस रोड	546	0.21	-	-	0.21	Upgrading,	5.95
थापा गाउ जाने सडक	547	0.11	-	-	0.11	Upgrading,	3.08
खानेपानी हुदै क्याम्पस निस्कने बाटो	548	0.24	-	-	0.24	Upgrading,	6.76
खानेपानी हुदै क्याम्पस निस्कने बाटो	549	0.26	-	-	0.26	Upgrading,	7.35
खानेपानी हुदै क्याम्पस निस्कने बाटो	550	0.23	-	-	0.23	Upgrading,	6.39

Road Name	Rank	Road surface (km)				Proposed Improvement	Estimated cost of Road in Lakhs
		ER	GR	BT	Total		
शुभम अर्गानिक क्याफे जाने सडक	551	0.22	-	-	0.22	Upgrading,	6.24
खानेपानी हुदै क्याम्पस निस्किने बाटो	552	0.56	-	-	0.56	Upgrading,	15.85
भित्री सडक	553	0.61	-	-	0.61	Upgrading,	12.61
थापा गाउ जाने सडक	554	0.28	-	-	0.28	Upgrading,	7.90
डाडागाउ खानि पाथेगा रोड	555	5.50	-	-	5.50	Upgrading,	154.69
राजमार्ग जोड्ने सडक	556	0.63	-	-	0.63	Upgrading,	22.37
Hos मा टोल रोड	557	0.99	-	-	0.99	Upgrading,	27.75
थापा गाउ जाने सडक	558	0.55	-	-	0.55	Upgrading,	15.54
थापा गाउ जाने सडक	559	0.47	-	-	0.47	Upgrading,	13.28
डाडागाउ खानि पाथेगा रोड	560	0.10	-	-	0.10	Upgrading,	2.74
राजमार्ग जोड्ने सडक	561	0.14	-	-	0.14	Upgrading,	3.98
थापा गाउ जाने सडक	562	0.17	-	-	0.17	Upgrading,	4.70
खानेपानी हुदै क्याम्पस निस्किने बाटो	563	0.11	-	-	0.11	Upgrading,	3.10
थापा गाउ जाने सडक	564	0.49	-	-	0.49	Upgrading,	13.77
शुभम अर्गानिक क्याफे जाने सडक	565	0.64	-	-	0.64	Upgrading,	18.05
क्याम्पस रोड	566	0.30	-	-	0.30	Upgrading,	8.36

Road Name	Rank	Road surface (km)				Proposed Improvement	Estimated cost of Road in Lakhs
		ER	GR	BT	Total		
थापा गाउ जाने सडक	567	0.29	-	-	0.29	Upgrading,	8.09
खानेपानी हुदै क्याम्पस निस्किने बाटो	568	1.48	-	-	1.48	Upgrading,	48.67
खानेपानी हुदै क्याम्पस निस्किने बाटो	569	0.06	-	-	0.06	Upgrading,	1.66
क्याम्पस रोड	570	0.15	-	-	0.15	Upgrading,	4.21
खानेपानी हुदै क्याम्पस निस्किने बाटो	571	0.41	-	-	0.41	Upgrading,	11.46
थापा गाउबाट समातुंग हुदै महले जाने सड	572	1.72	-	-	1.72	Upgrading,	55.33
खानेपानी हुदै क्याम्पस निस्किने बाटो	573	0.28	-	-	0.28	Upgrading,	7.75
क्याम्पस रोड	574	0.26	-	-	0.26	Upgrading,	7.43
खानेपानी हुदै क्याम्पस निस्किने बाटो	575	0.32	-	-	0.32	Upgrading,	8.99
पानधारे नाइना सडक	576	0.62	-	-	0.62	Upgrading,	17.51
वस्रेत गाउ पानधारि सडक	577	0.49	-	-	0.49	Upgrading,	13.70
टारवारि नुनथला होइपु सडक	578	0.38	-	-	0.38	Upgrading,	10.58
बस्रेत गाउं पानधारे खेरुडले वनपाला खानडाडा सडक	579	0.78	-	-	0.78	Upgrading,	21.83
च्यानडाडा भुजेल गाउं त्रिपल टोल सडक	580	0.32	-	-	0.32	Upgrading,	8.88
बस्रेत गाउं पानधारे खेरुडले वनपाला खानडाडा सडक	581	0.78	-	-	0.78	Upgrading,	21.83
सेराखोला अधिकारि टोल सडक	582	0.25	-	-	0.25	Upgrading,	6.90

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		ER	GR	BT	Total		
कालिका मा.वि सेरा कटउरे सडक	583	0.45	-	-	0.45	Upgrading,	12.80
च्यानडाडा भुजेल गाउं त्रिपल टोल सडक	584	0.32	-	-	0.32	Upgrading,	8.88
च्यानडाडा भुजेल गाउं त्रिपल टोल सडक	585	0.14	-	-	0.14	Upgrading,	3.98
सेराखोला अधिकारि टोल सडक	586	0.25	-	-	0.25	Upgrading,	6.90
वस्नेत गाउ पानधारि सडक	587	0.33	-	-	0.33	Upgrading,	9.23
खिरुडले साजिवारि वस्नेत गाउं जाने सड	588	0.33	-	-	0.33	Upgrading,	9.34
च्यानडाडा के.सि. गाउं सडक	589	0.17	-	-	0.17	Upgrading,	4.67
वस्नेत गाउ पानधारि सडक	590	0.49	-	-	0.49	Upgrading,	13.70
डाडाखर्क सेतेटार साकेला सडक	591	0.50	-	-	0.50	Upgrading,	14.12
बस्नेत गाउं पानधारे खेरुडले वनपाला खानडाडा सडक	592	1.84	-	-	1.84	Upgrading,	51.80
पानधारे नाइना सडक	593	0.62	-	-	0.62	Upgrading,	17.51
वस्नेत गाउ पानधारि सडक	594	0.33	-	-	0.33	Upgrading,	9.23
बस्नेत गाउं पानधारे खेरुडले वनपाला खानडाडा सडक	595	1.84	-	-	1.84	Upgrading,	58.82
खिरुडले साजिवारि वस्नेत गाउं जाने सड	596	0.33	-	-	0.33	Upgrading,	9.34
वस्नेत गाउं ठोडे सडक	597	0.57	-	-	0.57	Upgrading,	16.16
बस्नेत गाउं पानधारे खेरुडले वनपाला खानडाडा सडक	598	0.95	-	-	0.95	Upgrading,	26.84

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कालिका मा.वि सेरा कटउरे सडक	599	0.45	-	-	0.45	Upgrading,	12.80
च्यानडाडा के.सि. गाउँ सडक	600	0.17	-	-	0.17	Upgrading,	4.67
डाडाखर्क सेतेटार साकेला सडक	601	0.50	-	-	0.50	Upgrading,	14.12
वस्रेत गाउँ ठोडे सडक	602	0.57	-	-	0.57	Upgrading,	16.16
टारवारि नुनथला होइपु सडक	603	0.32	-	-	0.32	Upgrading,	8.88
च्यानडाडा भुजेल गाउँ त्रिपल टोल सडक	604	0.14	-	-	0.14	Upgrading,	3.98
टारवारि नुनथला होइपु सडक	605	0.32	-	-	0.32	Upgrading,	8.88
टारवारि नुनथला होइपु सडक	606	0.38	-	-	0.38	Upgrading,	10.58
बस्रेत गाउँ पानधारे खेरुडले वनपाला खानडाडा सडक	607	0.95	-	-	0.95	Upgrading,	26.84
आले दापसा कुइकुइ वेसटोल	608	0.56	-	-	0.56	Upgrading,	15.66
आले दापसा कुइकुइ वेसटोल	609	0.56	-	-	0.56	Upgrading,	15.66
ठाटिडाडा सहरि स्वास्थ्य केन्द्र सडक	610	0.95	-	-	0.95	Upgrading,	26.67
तुलो सिम दोरुड सडक	611	0.32	-	-	0.32	Upgrading,	9.05
रिठावोटे नरकटे सडक	612	0.49	-	-	0.49	Upgrading,	13.67
वातम दोखुम सडक	613	0.60	-	-	0.60	Upgrading,	16.86
रिठावोटे वरडाडा सडक	614	0.26	-	-	0.26	Upgrading,	7.25

Road Name	Rank	Road surface (km)				Proposed Improvement	Estimated cost of Road in Lakhs
		ER	GR	BT	Total		
वडा कार्यालय हुँदै राजम्पा डाडा सडक	615	1.04	-	-	1.04	Upgrading,	36.27
राता डाडा	616	0.56	-	-	0.56	Upgrading,	15.71
ठुलो सिम हलेसि गुल्म सडक	617	0.30	-	-	0.30	Upgrading,	8.47
दुवे भदरे सडक	618	0.32	-	-	0.32	Upgrading,	8.99
डम्पड सडक	619	0.44	-	-	0.44	Upgrading,	15.59
रिठवोटे	620	1.12	-	-	1.12	Upgrading,	38.60
साखेला भान सातघरे सडक	621	0.38	-	-	0.38	Upgrading,	10.74
लुछिने दिक्तेल वारि सडक	622	0.30	-	-	0.30	Upgrading,	8.44
कालिका हाइड्रो जाने बाटो	623	0.49	-	-	0.49	Upgrading,	17.41
मोहरिया आहाल डाडा सडक	624	0.48	-	-	0.48	Upgrading,	13.38
डाठि गैरा सडक	625	0.69	-	-	0.69	Upgrading,	19.33
अड्चने समाधि सडक	626	0.19	-	-	0.19	Upgrading,	5.25
ठुलो सिम हलेसि गुल्म सडक	627	0.27	-	-	0.27	Upgrading,	7.54
वडा कार्यालय साकेला थान लालबु सडक	628	0.47	-	-	0.47	Upgrading,	13.28
वर डाडा सडक	629	0.23	-	-	0.23	Upgrading,	6.52
जनता आधारभुत गुम्बा सडक	630	0.51	-	-	0.51	Upgrading,	14.45

Road Name	Rank	Road surface (km)				Proposed Improvement	Estimated cost of Road in Lakhs
		ER	GR	BT	Total		
होरखा वेसि टोल जाने सडक	631	0.87	-	-	0.87	Upgrading,	24.44
बगरे मुल डाडा जाने सडक	632	0.27	-	-	0.27	Upgrading,	9.56
रामपुर आधारभुत सडक	633	0.53	-	-	0.53	Upgrading,	14.85
वडा कार्यालय साकेला थान लालबु सडक	634	0.23	-	-	0.23	Upgrading,	6.39
होरखा वेसि टोल जाने सडक	635	0.04	-	-	0.04	Upgrading,	1.23
बासवोटे पल्लु सडक	636	0.36	-	-	0.36	Upgrading,	10.22
वर डाडा सडक	637	0.42	-	-	0.42	Upgrading,	11.95
लाल्बु रिजाल गांड जाने वाटो	638	0.48	-	-	0.48	Upgrading,	13.38
वडा कार्यालय साकेला थान लालबु सडक	639	0.75	-	-	0.75	Upgrading,	21.21
लाल्बु रिजाल गांड जाने वाटो	640	0.74	-	-	0.74	Upgrading,	20.93
मासे सडक	641	0.02	-	-	0.02	Upgrading,	0.61
माथाटोल सडक	642	0.40	-	-	0.40	Upgrading,	11.37
सम्रित चोक सडक	643	0.26	-	-	0.26	Upgrading,	7.32
तमाह हुदै सुगुरवा	644	0.56	-	-	0.56	Upgrading,	15.65
बाना चउर सडक	645	0.22	-	-	0.22	Upgrading,	6.24
खरवारी छेडा सडक	646	0.57	-	-	0.57	Upgrading,	16.16

Road Name	Rank	Road surface (km)				Proposed Improvement	Estimated cost of Road in Lakhs
		ER	GR	BT	Total		
बार घरे सडक	647	0.32	-	-	0.32	Upgrading,	8.94
मासे सडक	648	0.53	-	-	0.53	Upgrading,	14.97
मेवाखोला /दुमली सडक	649	0.05	-	-	0.05	Upgrading,	1.92
सम्रित चोक सडक	650	0.57	-	-	0.57	Upgrading,	15.91
खरवारी छेडा सडक	651	1.12	-	-	1.12	Upgrading,	38.47
ढोभेला हुदै मातिम सडक	652	1.13	-	-	1.13	Upgrading,	38.82
मोछा रिजाल सडक	653	1.70	-	-	1.70	Upgrading,	54.84
माथाटोल मान डाँडा सडक	654	0.75	-	-	0.75	Upgrading,	21.06
तलेघर र खु सडक	655	3.46	-	-	3.46	Upgrading,	118.43
तमाह हुदै सुगुरवा	656	0.38	-	-	0.38	Upgrading,	10.68
सम्रित चोक सडक	657	1.98	-	-	1.98	Upgrading,	55.77
मोछा रिजाल सडक	658	0.45	-	-	0.45	Upgrading,	12.77
माथाटोल मानडाडा सडक	659	0.75	-	-	0.75	Upgrading,	21.06
मोछा रिजाल सडक	660	0.11	-	-	0.11	Upgrading,	2.96
सुगुरवा तमा सडक	661	0.74	-	-	0.74	Upgrading,	20.90
मुसादेउ सडक	662	0.16	-	-	0.16	Upgrading,	4.53

Road Name	Rank	Road surface (km)				Proposed Improvement	Estimated cost of Road in Lakhs
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मेवाखोला /दुमली सडक	663	0.09	-	-	0.09	Upgrading,	2.66
सुगुरवा तमा सडक	664	0.70	-	-	0.70	Upgrading,	19.63
मुलडाँडा हुदै कोप्चे	665	0.33	-	-	0.33	Upgrading,	9.37
सम्रित चोक सडक	666	0.27	-	-	0.27	Upgrading,	7.73
खरवारी छेडा सडक	667	0.57	-	-	0.57	Upgrading,	16.16
तमाह हुदै सुगुरवा	668	2.59	-	-	2.59	Upgrading,	79.76
बानाचउर सडक	669	0.75	-	-	0.75	Upgrading,	21.02
तमाह हुदै सुगुरवा	670	1.55	-	-	1.55	Upgrading,	50.71
मासे सडक	671	0.11	-	-	0.11	Upgrading,	3.14
दोवेला वानाचोक सडक	672	0.06	-	-	0.06	Upgrading,	1.81
माथा टोल सडक	673	0.94	-	-	0.94	Upgrading,	26.31
मुसादेउ सडक	674	1.58	-	-	1.58	Upgrading,	51.49
मुलडाँडा हुदै कोप्चे	675	0.36	-	-	0.36	Upgrading,	10.07
सुगुरवा तमा सडक	676	0.79	-	-	0.79	Upgrading,	22.33
मानडाडा सडक	677	1.44	-	-	1.44	Upgrading,	47.54
छेपेखोला मोछा घुम्ति सडक	678	0.09	-	-	0.09	Upgrading,	2.42

Road Name	Rank	Road surface (km)				Proposed Improvement	Estimated cost of Road in Lakhs
		ER	GR	BT	Total		
सप्रित चोक सडक	679	0.58	-	-	0.58	Upgrading,	16.22
हेमराजको घर देखि बिरबहादुर खत्रीको घ	680	0.13	-	-	0.13	Upgrading,	3.64
मानबहादुर को खोल्सा देखि अक्करात चौह	681	0.11	-	-	0.11	Upgrading,	3.18
ठुलो खोला बाट खत्रि गाउ अम्बर बहादुर	682	0.32	-	-	0.32	Upgrading,	9.04
कमला पाण्डे को घर बाट दीपामाइको घर हुद	683	1.04	-	-	1.04	Upgrading,	36.18
मासे सडक	684	0.18	-	-	0.18	Upgrading,	4.97
Zero Point बाट J P Rai को घर हुदै बिशाल जौहन को घर	685	0.48	-	-	0.48	Upgrading,	13.53
Zero Point देखिरा राजन राईको घर हुदै पङखु खो	686	0.88	-	-	0.88	Upgrading,	24.63
सप्रित चोक सडक	687	0.17	-	-	0.17	Upgrading,	4.87
नबिन राईको घर मुनि बाट निर्मली जोड्ने	688	0.21	-	-	0.21	Upgrading,	6.04
अन्नपुर्न स्कुल जाने सडक	689	0.60	-	-	0.60	Upgrading,	16.89
चौकी देखि माथाटोल जाने सडक	690	0.67	-	-	0.67	Upgrading,	18.96
Zero Point देखि भिमबहादुर चौहानको घर जाने सड	691	0.12	-	-	0.12	Upgrading,	3.50
भुसाल चौहानको घर देखि गङ्ग बुदाथोकीक	692	1.00	-	-	1.00	Upgrading,	35.20
खावाडाडा school देखि हम्भारे राहुलको घर स	693	0.05	-	-	0.05	Upgrading,	1.54
Zero Point देखि बम बहादुर खत्रीको घर सम्म जा	694	0.10	-	-	0.10	Upgrading,	2.85

Road Name	Rank	Road surface (km)				Proposed Improvement	Estimated cost of Road in Lakhs
		ER	GR	BT	Total		
दोवेला वानाचिक सडक	695	0.59	-	-	0.59	Upgrading,	21.14
सम्रित चोक सडक	696	0.18	-	-	0.18	Upgrading,	5.07
Zero point देखि खड्काको घर जाने सडक	697	0.10	-	-	0.10	Upgrading,	2.93
Zero Point देखि मानराहतको घर जाने सडक	698	0.07	-	-	0.07	Upgrading,	1.87
नासतुम देखि सुखे जोड्ने सडक	699	0.24	-	-	0.24	Upgrading,	6.84
नासटुंग सडक	700	0.23	-	-	0.23	Upgrading,	6.51
सम्रित चोक सडक	701	0.24	-	-	0.24	Upgrading,	6.87
Zero Point देखि रामकुमारी राई को घर सम्म जान	702	0.05	-	-	0.05	Upgrading,	1.44
Zero point देखि ढाहाल गाउ जाने सडक	703	0.18	-	-	0.18	Upgrading,	5.18
पचामे देखि लमसे जाने सडक	704	0.06	-	-	0.06	Upgrading,	1.81
देवाली थान देखि चैते पोखरी जाने सडक	705	0.08	-	-	0.08	Upgrading,	2.20
गाउ जाने सडक	706	1.00	-	-	1.00	Upgrading,	20.85
किते पाण्डे घर जाने सडक देखि खाल्डा school	707	0.59	-	-	0.59	Upgrading,	16.52
मुसादेउ सडक	708	0.03	-	-	0.03	Upgrading,	0.79
Zero Point देखि दुर्गा जौहन को घर हुदै लमी डा	709	0.12	-	-	0.12	Upgrading,	3.32
गुम्बा देखि आलडाडा खेल मैदान हुदै साव	710	1.95	-	-	1.95	Upgrading,	68.81

Road Name	Rank	Road surface (km)				Proposed Improvement	Estimated cost of Road in Lakhs
		ER	GR	BT	Total		
दोबेल स्कुल हुदै राजमार्ग जाने सडक	711	1.31	-	-	1.31	Upgrading,	55.34
खाने पानी बाट J P Rai को घर हुदै वडा कार्या	712	2.02	-	-	2.02	Upgrading,	70.77
दोबेल स्कुल हुदै राजमार्ग जाने सडक	713	1.08	-	-	1.08	Upgrading,	47.31
भोजे खत्रिको घर देखि काब्रे जाने सडक	714	0.79	-	-	0.79	Upgrading,	22.14
दोवेला वानाचोक सडक	715	0.18	-	-	0.18	Upgrading,	6.37
ठूलो खोला बाट वडा कार्यालय हुदै लामिड	716	0.39	-	-	0.39	Upgrading,	10.87
ढोभेला हुदै मातिम सडक	717	0.40	-	-	0.40	Upgrading,	11.25
मुसादेउ सडक	718	0.98	-	-	0.98	Upgrading,	27.53
गहु वारि देखि नास्तुम हुदै खनाम चैतार	719	2.92	-	-	2.92	Upgrading,	96.33
मुसादेउ सडक	720	0.04	-	-	0.04	Upgrading,	1.13
School मुनि बाट बदम कुमारी राई को घर जाने स	721	0.40	-	-	0.40	Upgrading,	11.21
नेवारे देखि खावा जाने सडक	722	0.32	-	-	0.32	Upgrading,	11.56
मन्दिर डाडा देखि तडक बहादुर चौहानको घ	723	0.35	-	-	0.35	Upgrading,	9.85
मध्य पहाडी लोक मार्ग देखि बाबुराम राई	724	0.31	-	-	0.31	Upgrading,	8.70
गुम्बा देखि आलडाडा खेल मैदान हुदै साव	725	2.37	-	-	2.37	Upgrading,	80.70
पेलुङग साप्सु ढाप पर्यटक सडक	726	2.19	-	-	2.19	Upgrading,	78.13

Road Name	Rank	Road surface (km)				Proposed Improvement	Estimated cost of Road in Lakhs
		ER	GR	BT	Total		
गुम्बा चोक सडक खण्ड	727	0.29	-	-	0.29	Upgrading,	10.35
महाविर सडक	728	0.64	-	-	0.64	Upgrading,	18.10
गुम्बा चोक सडक खण्ड	729	0.39	-	-	0.39	Upgrading,	11.10
महाविर सडक	730	0.14	-	-	0.14	Upgrading,	3.87
वेसिटोल सडक	731	0.55	-	-	0.55	Upgrading,	15.38
पेलुङ्ग साप्सु ढाप पर्यटक सडक	732	0.73	-	-	0.73	Upgrading,	20.51
गुम्बा चोक सडक खण्ड	733	0.09	-	-	0.09	Upgrading,	2.43
महाविर सडक	734	0.30	-	-	0.30	Upgrading,	8.32
पेलुङ्ग गैथले सडक	735	0.14	-	-	0.14	Upgrading,	3.81
नबिन राईको घर मुनि बाट निर्मली जोड्ने	736	0.83	-	-	0.83	Upgrading,	23.47
बाखमाला सडक	737	0.07	-	-	0.07	Upgrading,	2.01
देउराली सडक	738	0.82	-	-	0.82	Upgrading,	22.95
तामाङ टोल जाने सडक	739	0.47	-	-	0.47	Upgrading,	13.28
ठुले सडक	740	0.56	-	-	0.56	Upgrading,	15.81
पिखाडु सडक	741	0.13	-	-	0.13	Upgrading,	3.74
पाखा घर सडक	742	1.16	-	-	1.16	Upgrading,	39.58

Road Name	Rank	Road surface (km)				Proposed Improvement	Estimated cost of Road in Lakhs
		ER	GR	BT	Total		
सिकुरि भंज्याड सडक	743	0.15	-	-	0.15	Upgrading,	5.30
पाखा घर सडक	744	0.56	-	-	0.56	Upgrading,	15.88
चोखाने सडक	745	1.19	-	-	1.19	Upgrading,	51.16
सर्वचित सडक	746	0.15	-	-	0.15	Upgrading,	4.35
धाप भंज्याड सडक	747	0.43	-	-	0.43	Upgrading,	12.09
बाखमाला सडक	748	1.99	-	-	1.99	Upgrading,	63.03
सिकुरि भंज्याड सडक	749	1.73	-	-	1.73	Upgrading,	55.80
बुलतिड टोल जाने सडक	750	0.49	-	-	0.49	Upgrading,	13.92
रोशन घर जाने सडक	751	0.27	-	-	0.27	Upgrading,	7.67
धाप भंज्याड सडक	752	1.46	-	-	1.46	Upgrading,	48.04
कामि गाउ सडक	753	0.54	-	-	0.54	Upgrading,	15.10
पिखाडु सडक	754	2.06	-	-	2.06	Upgrading,	71.98
ढाड सडक	755	0.87	-	-	0.87	Upgrading,	24.37
चिचिडखा सडक	756	1.16	-	-	1.16	Upgrading,	32.58
ढाड सडक	757	0.08	-	-	0.08	Upgrading,	2.33

CHAPTER 6

FIRST FIVE YEAR MUNICIPALITY TRANSPORT MASTER PLAN

This chapter explains the framework basis of preparation of master plan. The perspective plan of road network formed by different categories of road, financial institution for financing the projects and budget expenditure are elaborated in this chapter. This chapter concludes with plans to stage implementation.

6.1 STRATEGIC FRAMEWORK

The framework adopted during the entire planning and how it is compatible with long term vision of transportation planning and economic-social development is described in the underlying headings.

6.1.1 HIERARCHY OF ROADS

In any urban area, provision of proper hierarchy of roads at proper spacing helps to reduce traffic congestions and increase the mobility along the roads. A well-formed road hierarchy and its network of roads will reduce overall impact of traffic on the land use and at the same time guide the planned change of the land use. Thus, a proper hierarchy of road networks should be provided at proper spacing so that their purpose and functions can be justified. Hierarchy should be maintained according to the major SRN road (national highway, feeder road) that passes through the municipality or is closest to the municipal area. Urban/municipal roads that open into these SRN should be have proper ROW and spacing so that the traffic that enters the SRN is justified and the purpose of the road is also preserved. The NRS (2070) gives the provision of parallel service (frontage roads) at the spacing of at least 750 meters. Larger spacing creates bottlenecks while closer spacing may be unnecessary. A well-formed network of Class “A” and “B” roads creates blocks of 1 sq. km. to 2 sq. km. in the urban area and bigger blocks in the sub-urban areas. The hierarchy also provides well connected pedestrian way.

6.1.2 URBAN ROADS

- **Expressway and Urban Road**

The expressway and the urban roads should be segregated in terms of their function and thus their use. Expressway (highway) is meant for long route thorough traffic. Long distance mobility is the sole purpose of such roads. Development of core market centers of the municipalities along the Highway has hand devoured their mobility functionality and also made road safety questionable at those sections. Thus it is necessary to segregate such roads via direct property access control along with adequate spacing of other road that links the settlements to these roads.

- **Segregation of road users**

Urban roads are used by all sorts of users including pedestrians, cyclists, motorists and public vehicles. Their speed of travel varies significantly. Pedestrians and cyclists move slowly while other motorized vehicles travel at greater speed. Sharing of common roadway by all these users is very unsafe and unpleasant, especially for the active users. Their volumes are also very significant and thus cannot be ignored. Thus, adequate road infrastructure should be provided to ensure their safety by segregated pedestrian facilities and bicycle tracks. Such segregation can be achieved by level difference in those facilities and construction of green belt between the facilities.

- Green Belt Urban area is characterized by dense population and high built up area. Unplanned urbanization has rendered many cities unlivable because of the growing pollution and lack of green/open spaces. Road space is most frequently used public space. Provision of green belt along the urban roads creates safer and pleasant walking spaces, and acts as median to separate motorists from each other and from the NMT users. It also reduces the road side air temperature and absorbs more pollutants generated from the motor vehicles on street than other distant trees. Green belts can absorb precipitation and reduce the size of required drainage. The trees also act as screen and results in attenuation of air, noise and light pollution alongside the urban roads. Thus, green belt between the motorists and NMT users, and in the median strip is a compulsory infrastructure in the urban roads. Urban roads are used by all sorts of users including pedestrians, cyclists, motorists and public vehicles. Their speed of travel varies significantly. Pedestrians and cyclists move slowly while other motorized vehicles travel at greater speed. Sharing of common roadway by all these users is very unsafe and unpleasant, especially for the active users. Their volume is also very significant and thus cannot be ignored. Thus, proper road infrastructure should be provided to ensure their safety by segregated pedestrian facilities and bicycle tracks.

6.1.3 PUBLIC TRANSPORT

Public transport is a means for enhancing mobility of local people. High proportion of active transport users justifies the necessity of public transport to increase their mobility and thus access to wider services and facilities within the perceived travel time budget. Proper structured public transport routes are vital for sustainable transport development. The existing economy and travel pattern may not sustain on its own. Development of proper roads to facilitate access and (through access) mobility to various services and facilities will create more trips and thus demand. Strategic development of such roads will not only create demand for public transport (greater mobility) but also develop proper road network where public transport vehicles can ply.

As the demand increases, before well-structured and formal transport is justified economically, the local government should introduce city buses. City buses are government run public vehicles. Their sole purpose is to provide greater mobility to the local people even when the demand is not economically justified. Such provision adds fuel to the overall development of the local economy. It also captures the potential public transport users and retains those users. This is a “pull factor” to increase public transport users in the future and creates an environment to introduce formal public transport services.

6.1.4 PRINCIPLE GUIDELINE OF ROAD PLANNING

Change in land use and transport are cause and effect of each other, as depicted by the land use cycle in previous chapter. Thus, current land use and the predicted/planned change in land use in the future is the basic guideline for transport planning. Development of compact settlements and corresponding development scenario has been considered for road planning. The municipality is urbanizing area whose population is expected to rise in the coming years. As the population is added, the settlements grow both horizontally and vertically. Horizontal expansion increases the built up area while vertical expansion increases the population density. With higher road densities, the required width of the transport facilities also increases locally and along the major roads. Increase in built up area demands bigger network of local and collector roads which ultimately demand wider roads of higher hierarchy.

6.1.5 HIERARCHY OF SETTLEMENT

A proper hierarchy of settlement should be developed to segregate the commercial and business centers from settlement areas and industrial area. A hierarchy of the market centers should be

developed as main market centre and local market centers. Promotion of bi-nuclear or multinuclear city is necessary for even development of the settlements within the municipality. These bring many services and facilities closer to the demand and reduce the need to travel to the main market centre. Jitpur area has highest settlement density.

6.1.6 INTRODUCTION OF BASIC ROAD AND ROAD SIDE INFRASTRUCTURE

There is a need to redefine the term “road way” among the local people who perceive only paved road surface for motorized vehicles as proper road way. Although, the proportion of active transport users is very high, the road infrastructure necessary to support these users do not fit within the defined road by the locals. Such perception and construction of road infrastructure accordingly will lead to high rate of motorization which creates problem to manage the generated traffic, pollution and other externalities.

In the present context, with very high active users, proper networks of pedestrian way and cycle tracks should fit in the basic road width. It should be planned and implemented as basic road side infrastructure. Similarly, the landscaping of the road sections with proper greenbelt increases the greenery in the city, provides shade to the active users, segregate different users and a pleasant travelling environment for all the users.

Proper lay bys are necessary elements for proper public transport system. Bus stops should have proper sheltering furniture, seating benches, lighting system, trash boxes, information boards and displays of routes and schedule of buses and proper connected pedestrian ways and zebra crossings.

Intersections are major part of urban roads. Adequate design of sight distance, turning radius, islands, signs and signals need to be incorporated during early phase of construction of intersection.

6.1.7 URBAN ROAD DISCIPLINE

Obeying of proper discipline and enforcement of it is equally important as the provision of the urban road infrastructure itself. Proper discipline not only makes the use of the facility efficient, it also creates a sense of comfort and safety. Segregation of the pedestrian way and cycle track from the main carriageway enforces certain level of discipline among the users. Provision of proper NMT crossing facilities and control of jay walkers is necessary to maintain proper flow of traffic in the Main Street and safety.

6.1.8 INTEGRATED SERVICE PLANNING

Integrated service planning is a very important factor for damage minimization during construction and expansion of various facilities. As the road follows, settlement also expands which demands other facilities such as electricity, drainage and drinking water. All these facilities are provided along with road infrastructure, mostly within the ROW of road. Proper integration of these services with road planning is necessary to minimize multiple investments in the individual infrastructure and the damage to other infrastructure during maintenance and/or expansion.

6.1.9 DEVELOPMENT PHASE OF ROADS

The proposed roads cannot be directly implemented at a glance. Proper phases of development of roads of all hierarchy should be envisaged and planned. The first phase is simply the formulation of necessary hierarchy and identification of road sections that serves/ can serve as different hierarchy roads. During this phase, bylaws as demanded by the formulated road hierarchy along the identified roads should be enforced. The next phase is to develop necessary policy and implementation plan for expansion and construction of the road. The phases of construction total road width should also be worked out as development of full road width as demanded by the respective road hierarchy may not be possible. As such, implementation of road hierarchy starts

from roads in lowest hierarchy and stage wise expansion of the roads according to the demand and necessity of wider roads and facilities to the higher hierarchy roads.

6.1.10 GRASS ROOT INSTITUTIONS

The grass root institutions/committees should be empowered with the provision of local technicians in such institutions. Such institutions include consumers' groups, ward level committees, MRCC and others.

6.1.11 LAND ACQUISITION

Land development and management should go parallel with clearance of RoW of higher classes of road. Road corridor development project should be introduced for acquisition of land required to clear RoW for various classes of road. Each road project requires to be individual project. The development project is aimed at minimizing social, financial and physical loss. The process of development needs to internalize the value created beyond the corridor as a result of corridor development in trickle down order. Generation and sales of sales plot can be enough to compensate for physical loss of building and account for social exclusion and rehabilitation. Moreover, the development project should be launched by the land owners committee rather than local government. To conduct feasibility study and advocate, Rs 10 lakhs has been apportioned to this sector from MTMP fund.

6.2 PROSPECTIVE PLAN OF MUNICIPAL ROAD NETWORK

Perspective plan of municipal road network includes the maintenance of the access and collector roads and development of higher hierarchy road corridors supporting mobility of the roads. First five years should focus on development of existing access roads and their maintenance. It also incorporates construction of new road linkages to provide basic access to the settlements. Roads of Class "C" will also be widened to its functional width providing proper cycle tracks and pedestrian ways where permitted by the available road space. During this period formulated road Hierarchy will be implemented in terms of policy and enforcement of bylaws. Within 2 years other complementary plans of land use and city development will be developed. In the third year, the MTMP and its perspective plan should be revised in coordination with the other plans formulated and changes captured during this period.

Year five to ten will then implement the higher hierarchy roads in stages of clearing of the required ROW road space and construction of necessary infrastructure. Proper development stages of roads should be planned (construction of Class "A" roads to the standards of Class "C", then gradually upgrading to Class "B" and then to Class "A"). Other implementation strategies should also be developed and finalized at the end of this period. The road network developed during this period shall complete construction of Class "C" roads. This will demand higher class roads to support the local road networks. Gradual upgrading of the higher hierarchy road networks during year ten to twenty will be justified by the traffic generated and level of mobility demanded to support the emerging economy.

6.3 FINANCIAL INSTITUTION AND CAPITAL INVESTMENT PLAN

To determine how much of the proposed work can be carried out in the 5-year MTMP period, it is necessary to estimate the budget available in this period. This is done by estimating the amount of money available from different sources based on the actual amounts of the current or last financial year, assuming certain growth rates for each funding source.

Firstly, the total budget for the current or last financial year needs to be determined. This information needs to be obtained from the municipality account and planning section or the Annual Budget Book published by the municipality, indicating the different sources of funding and the amount of funding from each source allocated to the road sector. Sources of funding should be

clarified as much as possible to avoid confusion and duplication. In writing up the budget of the last financial year, the wording of the funding sources below should be used to facilitate understanding and comparison with other municipalities. Additional funding sources may be included where relevant.

Planning of the investment is essential to support local government in developing good and best practice in construction, upgrading, overall asset management and especially operation and maintenance the road project. Most of local governments in Nepal have accounting systems that are not capable to meet today's requirements, and it is assumed that there are growing differences between public and private sector accounting policies and practices. The poor standards in public sector accounting do have multiple consequences, most obvious in the area of auditing and accountability. It is recommended that the planning section of municipality should incorporate funding source from different line agencies as well as NGOs, INGOs, people's contribution fund for proper management, infrastructure development and maintenance of road within the municipality.

6.4 FIVE YEAR BUDGET EXPENDITURE

One of the final outcomes of this study is to provide annual budget expenditure for proposed intervention (new construction, upgrading, maintenance and rehabilitation).

For the allocation of yearly budget, the total cost required for five years is first calculated and this amount is distributed to yearly assuming that budget spending capacity of municipality is expected to grow at the rate of 10% per year.

The estimate of budget required for the five years is prepared based on the assumption that the Class A road is to be made two lane, Class B road is to be made intermediate lane and Class C roads are to be made single lane and lane considered are assumed to be metalled. Due to limitation of budget, the roads are assumed to have simple cross drainage structures within this period whereas cross drainage structures such as Bridges are not included in this budget and expected to be completed within this time period by external sources. For approximate costing, the construction rate of road appurtenances is assumed to be equal to that of gravelling cost and for short term the minimum width of 4m is assumed if existing road width doesn't exists.

MTMP mainly deals with Class A, B, C, D and proposed roads, and it may found that Class D roads are not given any consideration. Interventions on those roads need to be incorporated in annual budget plan. Intervention that need can't be completed in predetermined year should be the next priority in coming year. If a certain road, which was targeted to complete in first year could not be finished in first year, need to be given first priority in next year expenditure plan. If there is deficit in annual expenditure, municipality needs to incorporate that particular heading in next year at any cost.

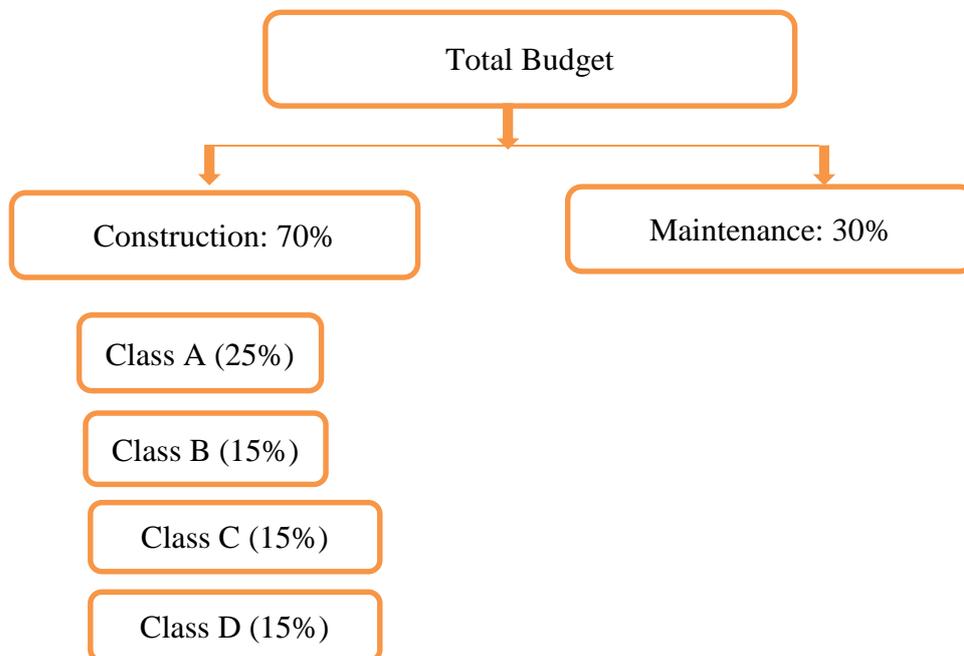
They can look for grant, assistance from province or even central level or they can incorporate them by shifting budget from less importance item/heading.

Total budget is first broken down to 70% for road construction and 30% for maintenance. Of the total budget available for construction of roads, 25% is allocated for construction of class A roads, 15% is allocated for Class B, 12.5% is allocated to Class C roads, 12.5% is allocated to Class D roads and 5% to proposed roads.

Maintenance cost has been allocated 30% of fund available for municipal road. Yearly maintenance plans according to need based assessment of required maintenance has to be prepared and cost allocation needs to be done through this plan. Rs 10 lakhs required for advocacy and promotion of higher classes of road for clearance of RoW through land development and land

pooling projects is allocated from budget available for maintenance. These projects of road corridor development should be conducted by directly involving local people.

In absence of specific fund granted for special project, all other fund available to municipality for construction of road should come through one window system collected in under single basket and allocated to the roads based on ranking of roads.



6.3 PRIORITIZED RURAL MUNICIPALITY ROAD FOR RMTMP

Due to constrain in resources all roads cannot be included in five years plan. So as per the various criteria defined in Guidelines, scoring for all the roads are done and those with higher scores are included in prioritized road for RMTMP. For this Rural Municipality following roads have been finalized as priority roads for RMTMP:

During five-year Class A roads along with National Highway will be maintained, Class B and C roads will be widened and addition of cross structures and drain lining. The Rural Municipality should either raise funds from various donor agencies or collect loans from other agencies for the fulfilment of resource gap. Some of the sources for budget may be as follows:

- Donor agencies
- Revenue/tax collection
- People participation
- Loans
- Government grants
- Service charges/tariffs
- Fines
- Public Private Partnership

CHAPTER 7

LANDUSE AND MUNICIPALITY DEVELOPMENT PLAN

7.1 LANDUSE PLAN

Land-use planning means the scientific, aesthetic, and orderly disposition of land, resources, facilities and services with a view to securing the physical, economic and social efficiency, health and well-being of urban and rural communities.

Land-use planning often leads to land-use regulation, which typically encompasses zoning. Zoning is the process of categorizing land tracts according to their intended use. Common types of zones include commercial, industrial, recreational, and various levels of residential

A proper land use system is required for increasing agricultural production, environmental sustainability and bio-diversity conservation. At present there is no strict norms regarding the land use system which has led to haphazard location of settlements and industries in places where food production is very feasible.

7.2 EXISTING LAND USE PATTERN

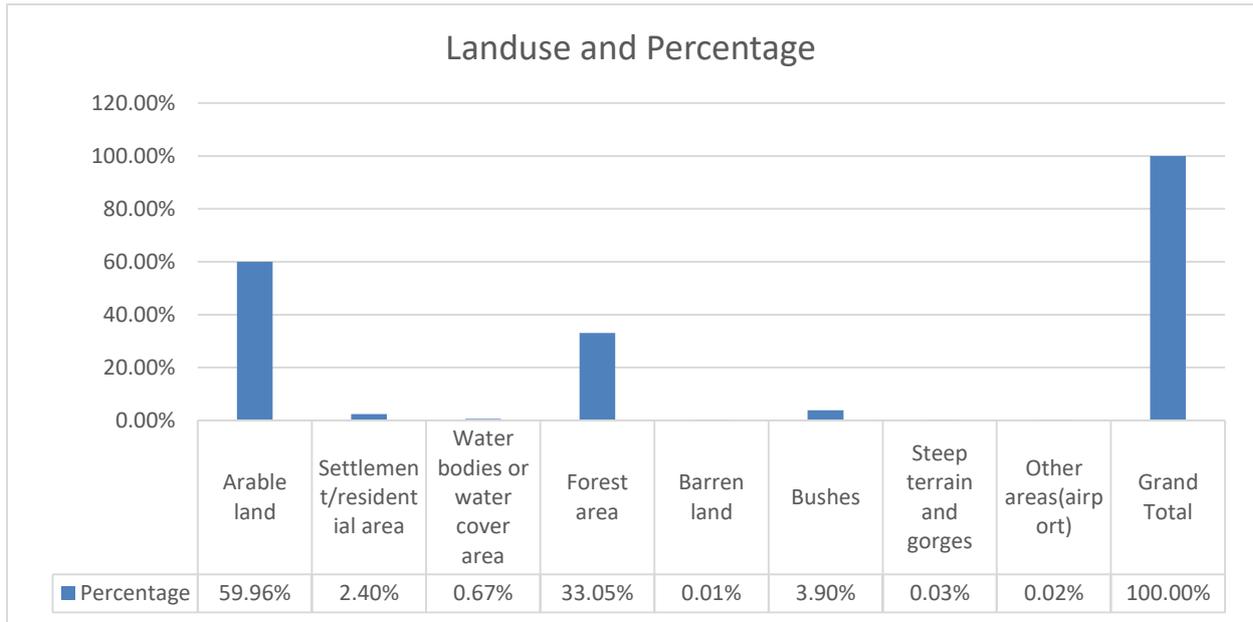
Land use involves the management and modification of natural environment or wilderness into built up pattern such as settlement. Land use typically refers to the changes we make to the natural environment to create homes, subdivisions, offices, urban areas, manufacturing centers, etc. Urban land use comprises two elements; the nature of land use which relates to which activities are taking place where, and the level of spatial accumulation, which indicates their intensity and concentration.

Existing land use pattern of this Municipality is as follows:

Table 23: Existing Landuse pattern

S.N.	Description	Total (%) area
1	Arable land	59.96%
2	Settlement/residential area	2.40%
3	Water bodies or water cover area	0.67%
4	Forest area	33.05%
5	Barren land	0.01%
6	Bushes	3.90%
7	Steep terrain and gorges	0.03%
8	Other areas(airport)	0.02%

Figure 12: Chart showing existing land use pattern



7.3 LANDUSE AND TRANSPORTATION

Transportation and land use are inexorably connected. Everything that happens to land use has transportation implication and every transportation action affects land use. Effective land use planning can make our roads safer and more efficient and can reduce the need for new roads.

Roads are often built or improved to allow greater access to new development. The road improvement makes other land along the road more accessible and attractive for further development. With more housing and services along the road, traffic volumes increase resulting in more congestion and decreased road capacity. Eventually the reduced efficiency of the road necessitates more roadway improvements which can lead to additional development along the road and restart the land use transportation cycle.

When the land use transportation cycle occurs over and over in a newly developed city, the pressure of road capacity increases. The Municipality Transport Master Plan is one among the many planning efforts which will reflect the efforts to define where we work, play and how we move from one place to another. Both population and traffic volume forecasting are considered during the planning.

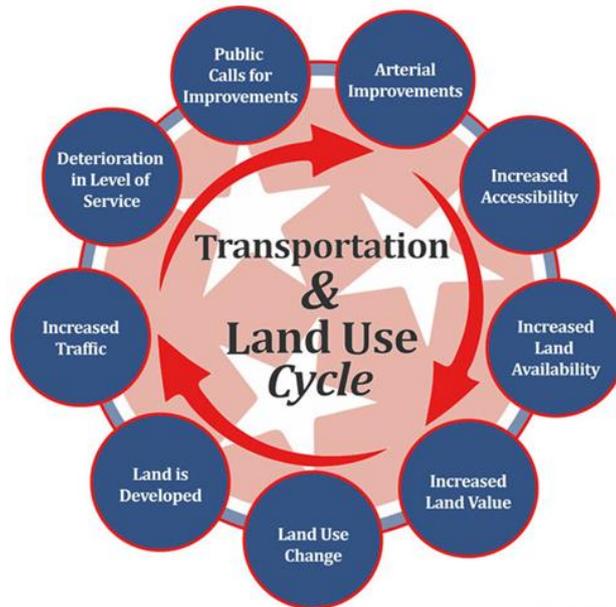


Figure 13: Transportation and land use cycle

Some visions of integration of Municipality Transport Master Plan and land use plan are:

- Various settlements will be linked to each other via a network of greens paces, public transit
- Everyday services such as markets, medicines etc. will be concentrated in higher density settlements
- Religious, educational and medical institutions will have respected place in the community
- There will be protection of natural areas from harmful and incompatible development and maintain the integrity of natural systems
- There will be support to the development of relationship between agriculture and industries

7.4 MUNICIPALITY DEVELOPMENT PLAN

Rural Municipal Development Plan includes the vision for land use and development over next few years. This master plan outlines the goals and objectives for the future and is the principal guide directing land use policy and decision making. It will help in growth of city and provides a reliable basis for public and private investment. This plan will present a vision for land use and development in coming years.

For the successful implementation of this plan following steps are to be included:

- Revision of municipal ordinances and bylaws in order to ensure the proper reflection of plan's goal and policies
- Development of a capital budget and program to outline long term public investments need and commitments
- To offer detail about the various area of the Municipality
- Continuing community involvement in the planning and governing

7.5 MUNICIPALITY GOALS AND OBJECTIVES

- ❖ Sustainable development of the city

- ❖ Preservation of the natural environment
- ❖ Preservation of the cultural and religious monuments
- ❖ Preservation of social cohesion
- ❖ Qualitative economic development
- ❖ Encouraging the local people for the better accessibility in the services & facilities
- ❖ Encouraging the people's participation in the development process
- ❖ Encouraging the disadvantaged and backwards peoples

Goals of Diktel Rupakot Majhuwagadhi Municipality Transportation Master Plan are:

1. To create an inter-connected street system
 - Enhance connectivity
 - Coordinate with an adjacent community
2. To provide multi modal transportation opportunities
 - Creating linkage with regional transit system
 - Creating a more walk able city
 - Providing an inter-connected system of trails for regional activity centers
3. To provide a transportation system which compliments land uses in city
 - Providing street cross section which vary by adjacent land use
 - Providing street cross section which maintain and enhance the character of historic areas
4. To create a transportation system for the future
 - Providing a network for all modes of travel
 - Considering options for future generations and future transportation demands
 - Considering funding in development of plan
5. To manage the parking spaces
 - Assesses future parking needs based on planned institutional growth
 - Evaluation of potential locations for future parking facilities and assesses the appropriate scale of these facilities
 - Quantification of existing parking supply and demand
 - Review of facilities vehicle and loading/ service area location

Plan of various sectors should be included in the municipal plan

A. Land use Plan

- Various settlements will be linked to each other via a network of greens paces, public transit
- Everyday services such as markets, medicines etc. will be concentrated in higher density settlements
- Religious, educational and medical institutions will have respected place in the community

- There will be protection of natural areas from harmful and incompatible development and maintain the integrity of natural systems
 - There will be support to the development of relationship between agriculture and industries
- B. Natural environment
- Will work toward relationship with the natural environment
 - Protection of natural resources from degradation
 - Will preserve scenic viewpoints and insure public access to natural areas where appropriate
- C. Transportation Plan
- Will offers a range of choices that are safe, affordable and convenient for residents
 - Will use the roadway as efficiency as possible
- D. Community facilities and services plan
- Will make the most effective and efficient use of existing services, buildings, utilities and facilities
 - Will coordinate land use and development with the availability and capacity of public services, facilities and utilities
 - Will concentrate city administrative functions and public services to the greatest extent possible
 - Will ensure that existing public property, buildings will receive regular maintenance, upgrade and replacement or expansion based on approved standards
- E. Economic development plan
- Will support sustainable development activities in target area so the character of the neighborhood
 - Will promote and support locally owned and controlled small business including home occupation appropriate
 - Will work with neighboring communities, regional agencies and government to promote land use and development policies
- F. Educational Plan
- Will ensure excellent and diverse educational opportunities, services
 - Will support and maintain schools where children live in close proximity and school serves wide range of community
 - Will ensure safe access to school facilities
- G. Built Environment
- Will protect the scenic view by proper management of hoarding boards
 - Will discourage haphazard vendors shops and will allocate specific market centers

CHAPTER 8

CONCLUSION

Road transportation is most crucial for socio-economic development of district. Municipality should give more emphasis on resource collection and its proper allocation and efficient mobilization. This MTMP will guide for this purpose too. The MTMP is the result of studies considering socio-economic, environmental analysis and potentiality of various sectors as well as the accessibility to transport facilities in the Municipality, which will draw the future scenario of the Municipality and rural road development. MTMP focuses on existing transportation situation, expected future road network accessibility and socio-economic benefits. It provides directives on utilization of the local resources by local institutions as well as other development agencies in line with the decentralization and local self-government act. In addition, it will provide Government and other donor agencies a rational basis on which to decide on future investments efficiently that will improve district transport accessibility situation.

The proposed interventions are reflection of the requirement of Municipality to improve accessibility of people on goods and services and planned on current trend of financial resource availability.

It is strongly recommended that Municipality shall strictly follow the MTMP particularly in the Perspective Plan of Municipality Road Network in deciding the sub-projects to be undertaken for development for future even beyond the five-year period. Strong commitment from all stakeholders is necessary for its implementation. It is also suggested that the MTMP shall be revised at the end of every fifth year evaluating the previous planning and implementation. Municipality should go ahead with required revisions if the Municipality development potentials have changed tremendously.

ANNEXES

ANNEX - MEETING MINUTES



- १) राजमार्ग - १४ मि.
- २) ना.पा. / जिल्ला सडक - १० मि.
- ३) ग्रामिन सडक - ८ मि.
- ४) कृषि सडक - ६ मि.
- ५) अन्य (जल्ला) सडक - ४ मि.

सडकहरू

- १) मध्यपहाडि राजमार्ग
- २) अलखे डुङ्गा देखि हस्पीवल चौक सडक -
- ३) हस्पीवल चौक देखि खानिडाँडा सडक -
- ४) स. अन्य सडक - राजमार्ग र जिल्ला सडक ना.पा. ले जोडेको हुने।
- १) सिचाई गेट देखि फेमेनी बे घर फिसेपु सडक - ६ मि.
- २) पुरानो बस चौक देखि ढोडे खोला सडक - ६ मि.
- ३) सरस्वती आ. वि. हानडाँडा सडक - ६ मि.
- ४) पर्या उद बाट बर्पा हुने पर्याडाँडा सडक - ३ मि.
- ५) भायूवेद देखि गुप्तेश्वर सडक - ३ मि.
- ६) बसपार्क बनिडाँडा सडक - ३ मि.
- ७) हारिकोल को घर पश्च मा. वि. सडक - ३ मि.
- ८) बस चौक हस्पीवल सडक - ३ मि.
- ९) बस चौक फिसेपु सडक - ३ मि.
- १०) पुने भायूवेद सडक - ३ मि.
- ११) इलेनी हुने मेलुङ्गा सडक - ६ मि.
- १२) पुरानो पश्च मा. वि. हुने मोहन राई को घर सडक - ६ मि.
- १३) हानपतिको घर हुने उकु हुने पुरानो गाँके सडक - ६ मि.
- १४) कर कार्यालय देखि पाल्दे जाने सडक - ३ मि.
- १५) आचार्यगाँके बसपार्क

स.पा. न.पा. सडक



आज मिति २०८१ चैत्र १९ गतेका दिन दिक्तेल रुपाकोट मझुवागढी नगरपालिका वडा नं.२ का अध्यक्ष श्री धुव विक्रम राई राईज्यूको अध्यक्षतामा बैठक बसी तपशिल बमोजिमका प्रस्तावहरु माथि छलफल गरी पारित गरियो ।

तपशिल

१. अध्यक्ष श्री धुव विक्रम राई
२. सदस्य श्री कृष्ण कुमारी पुरी
३. सदस्य श्री सुमन राई
४. सदस्य श्री पेमा दोर्ची शेर्पा
५. सदस्य श्री भोज कुमारी मुग्राती
६. वडा सचिव श्री गोमा ढकाल
७. का.स. श्री दान बहादुर बस्नेत

अथितीहरु

१. नवराज शाही - सहजकर्ता

प्रस्तावहरु:

१. यातायात गुरु योजना कार्यक्रममा
२. विविध सम्बन्धमा

प्रस्ताव नं.१ माथि छलफल गर्दा यातायात गुरु योजना अन्तर्गत यस दिक्तेल रुपाकोट मझुवागढी नगरपालिका वडा नं.२ का तपशिल बमोजिमका सडकहरुलाई प्राथमिता गरी छनौट गर्ने निर्णय गरियो ।

प्रमुख राजमार्ग-१४ मिटर

नगरपालिका-प्रमुख सडक -१० मिटर

दामीण सडक ८ - मिटर

कृषि सडक ६ मिटर

अन्य सडक ४ मिटर

धुव विक्रम राई
नगर अध्यक्ष

- 
१. अल्छेदुङ्गा बेशिटोल छेपेखोला सडक - ८ मिटर
 २. डाँडागाउँ पर्युधारा, तालखर्क सडक - ८ मिटर (दुङ्गे चौतारा, पाथेका फेदी)
 ३. सोल्मा रिडरोड ६ मिटर
 ४. वडा स्वास्थ्य होरखा भिमसेन थान सडक ६ मिटर
 ५. रत्नपार्क कलेज रोड ४ मिटर
 ६. मुडे, ओखरबोटे, तालखर्क सडक १० मिटर
 ७. मुडे, लाली सडक ६ मिटर
 ८. हर्कपुर सडक ६ मिटर
 ९. भराङ्गे सडक ६ मिटर
 - १० रबुटोल बेशिटोल सडक ६ मिटर
 ११. डाँडागाउँ, सोल्मा खेलमैदान जाने सडक ६ मिटर
 १२. बेशिटोल इमोरम्बाखि जाने सडक ६ मिटर
 १३. डाँडागाउँ हर्कपुर सडक ६ मिटर
 १४. राजखर्क, ओखरबोटे सडक ६ मिटर
 १५. कलेज रोड कारागार सडक ६ मिटर
 १६. मुडे, देउराली सडक ८ मिटर
 १७. देउरालीखेखि सहिदपार्क ६ मिटर
 १८. वाटल सडक (भुजेल गाउँ) ६ मिटर
 १९. रुपाकोट एफफेम बाट मुडेडाँडा ६ मिटर
 २०. मुन्दुम रिसोर्ट खेखि जलकन्या मन्दिर ६ मिटर
 २१. हर्कपुर रुमाभुङ सडक ६ मिटर
 २२. सोल्मा बसपार्क

विविध सम्बन्धमा आजको बैठकमा अन्य प्रस्तावहरू नआएकोले बैठक समापन गरियो ।

(Handwritten signatures and dates)

(Handwritten signature)
 सुदामिकर्म राई
 वडा अध्यक्ष



आज मिति २०८२/१/४ गतेको दिने यस दिल्डेल उपकोट मझुवागढी नगरपालिका वडा नं. ३ का अध्यक्ष श्री महेन्द्र बहादुर राई को अध्यक्षतामा बैठक बसी तपशिलको उपस्थितिमा निम्न बमोजिम निर्णय गरियो।

उपस्थितहरू

- १) वडा अध्यक्ष श्री महेन्द्र बहादुर राई
- २) वडा सदस्य श्री विष्णु कुमार श्रेष्ठ
- ३) " " श्री रत्न श्रेष्ठ
- ४) " " श्री रत्न ब. राई

आमन्त्रित

- १) नगर कार्यपालीका सदस्य राम कुमार हिडाल
- २) " " " मिता कुर्ती
- ३) ना.पा. यातायात गुरु योजना सहजकर्ता - नवराज शाही
- ४) धनिल राई
- ५) हेमन्त राई
- ६) शम्भु कुमार थापा
- ७) मोन्दरा विष्ट वडा सचिव

प्रस्ताव तथा निर्णय १- नगरपालिका यातायात गुरु योजना रात-धारा प्रकृत विषयमा हतफल गर्दा नगरपालिका यातायात गुरु योजना (या.पा.या.गु.) अन्तर्गत यस दिल्डेल उपकोट मझुवागढी नगरपालिका वडा नं. ३को तपशिलका सडकहरूलाई प्राथमिकता गरी हनार्त गर्न निर्णय गरियो

तपशिल

- १) रजमार्ग १४ मिटर
- २) ना.पा. प्रमुख/मिल्ला सडक १० मिटर
- ३) ग्रामिन सडक - ८ मिटर
- ४) कृषि सडक - ६ मिटर
- ५) अन्य (जल्ली) सडक - ४ मिटर

(Signatures)



೧೦೦೦ (೧೧) ಶುಭಾರ್ಥ ವಾಸ್ತು: ವೆಂಕಟೇಶ್ವರನು ಇದೆ ವುಡುಪಾ ವಿಜುಲೆ ಜೊಡ್ಡೆ ಸುಡು
 ೮೦೦ ೨, ತುಡುವಾಣ ಗಾಂವೆ ಪುಲಾ ಶುಭಿ ಗಾಂವೆ ಕೇವಿ ಪುಸ್ತು ಜೊಡ್ಡೆ ಸುಡು
 ೮೦೦ ೩, ಶಶಾಂಗಶಾ ಶುಭಿ ಗಾಂವೆ ಇದೆ ಪುಲಾ ಪಾಣೆ ಗಾಂವೆ ಪುಸ್ತು ಸುಡು
 ೮೦೦ ೪) ಹುಯೇಶ್ವರ ಕೆಡು ವಾಶ ಗಾಂವೆ ಇದೆ ಪುಲಾ ಶುಜಲ ಗಾಂವೆ
 ಜೊಡ್ಡೆ ವಾಶ

೮೦೦ (೫) ಶುಭಾಣಿ ಕುಲಾ ವಾಶ ಪುಲಾ ಇದೆ ವಾಶ ಕಾರ್ಯಾಂಗನು ಇದೆ ಕಡ್ಡಿ ಜೊಡ್ಡಿ
 ಸುಡು

೮೦೦ (೬) ಶುಭಿಣಿ ಟಾಂಜ ಕೇವಿ ಶುಭೇಶ್ವರನು ಕಾರ್ಯಾಂಗನು ಇದೆ ಪುಸ್ತು ಕಾರ್ಯಾಂಗನು
 ಇದೆ ಕಾರಾಚಾರ ಕಾಲ ಜೊಡ್ಡೆ ಸುಡು

೮೦೦ (೭) ವಾಶ ಕಾರ್ಯಾಂಗನು ಇದೆ ಲಾಪಾತುಡ ಕೇವಿ ಪುಸ್ತು ಕಾರ್ಯಾಂಗನು ಸುಡು
 ಕೊಂಬಾಶೆ ಶುಭಾಣಿ ಇದೆ ವಾಶ ಗಾಂವೆ ವಾಶ ಪುಸ್ತು ಜೊಡ್ಡೆ ಸುಡು

೮೦೦ ೮, ಪುಸ್ತು ಮಣಿಣಿ ಇದೆ ಕಾರ್ಯಾಂಗನು ಇದೆ ಮಣಿಣಿ ಜೊಡ್ಡೆ ಸುಡು

೮೦೦ ೧೦, ಕುಂಬಾಶೆ - ಪಾಂಜ ವಾಶ ಕಾರ್ಯಾಂಗನು ಪುಡು ಇದೆ ಕಡ್ಡಿ ಕಡ್ಡಿ ಜೊಡ್ಡಿ
 ಸುಡು

೮೦೦ ೧೧, ಪಾಂಜ ಶಾಶಾ ವಾಶ ಪುಸ್ತು ಪುಸ್ತು ಪ್ರಾಣಿ ಪುಸ್ತು ಜೊಡ್ಡೆ ಸುಡು

೮೦೦ ೧೨, ಪುಸ್ತು ಕೇವಿಶಾಶಾ ವಾಶ ಪುಸ್ತು ಗಾಂವೆ ಇದೆ ವುಡುಪಾ ಜೊಡ್ಡೆ ಸುಡು
 ಜೊಡ್ಡೆ ಸುಡು

೮೦೦ ೧೩, ಪುಸ್ತು ಪುಸ್ತು ಪುಸ್ತು ಕೇವಿ ಪುಸ್ತು ಇದೆ ಮಣಿಣಿ
 ಜೊಡ್ಡೆ ಸುಡು

೮೦೦ ೧೪, ಮಣಿಣಿ ಕೇವಿ ಪುಸ್ತು ಪುಡು ಜೊಡ್ಡೆ ಸುಡು

(೧೫) ಮಣಿಣಿ ವಾಶ ಕಾರ್ಯಾಂಗನು ಗಾಂವೆ ಕಾರ್ಯಾಂಗನು ಇದೆ ಕಡ್ಡಿ ಕಾರ್ಯಾಂಗನು
 ಜೊಡ್ಡೆ ಸುಡು

(೧೬) ವಾಶ ಕಾರ್ಯಾಂಗನು ವಾಶ ಕಾರ್ಯಾಂಗನು ಇದೆ ಕಾರ್ಯಾಂಗನು ಕಡ್ಡಿ ಇದೆ
 ವುಡುಪಾ ಶಾಶಾ ಜೊಡ್ಡೆ ಸುಡು

(೧೭) ಜಗತಾ ಪ್ರಾಣಿ ಪುಸ್ತು ವಾಶ ಕಾರ್ಯಾಂಗನು ಪುಸ್ತು ಇದೆ ವುಡುಪಾ
 ಪುಸ್ತು ಜೊಡ್ಡೆ ಸುಡು

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- १०) हरिबोर्ड काट करके जोड़ने लख
- ११) माकू थापा जोड़ कर कर्मचारी लख जोड़ने लख
- १२) टाइड थाय काट प्राथमिक स्वास्थ्यकर्मी जोड़ने लख
- १३) इयाणी कुवा काट लडाड जोड़ने लख
- १४) कटुवाल आनीण लख दुई मेनरेड जोड़ने लख
- १५) माकू माकू थापा जोड़ काट पांच जोर जोड़ने लख
- १६) चकी जोड़ काट थुला पुकार कडाकार्यलय जात काथ
- १७) हबदन्ना खोला दुई हलित काकली वल्ली जोड़ने लख
- १८) कडाकार्यलय का आदपात वसपाड क्षेत्र
- १९) लाडुरी मिहोमनात काट पदियम जालनी लख
- २०) पुराने पेटेल पम दुई कासधार जोड़ने लख



 मन्त्रालय, नई दिल्ली
 २०१७

- 17) हरिबोटे काट करके जोड़ने लड्ड
- 18) माकू थापा जोड़ें हुई वडाकार्यलय लड्ड जोड़ने लड्ड
- 19) चंडेय थाय काट प्राथमिक स्वास्थ्यकर्मी जोड़ने लड्ड
- 20) इशानीइवा काट लदाए जोड़ें जोड़ने लड्ड
- 21) कुडुवाल प्राणीण लड्ड हुई मेनरेड जोड़ने लड्ड
- 22) माकू माकू थापा जोड़ें काट पांच जेर जोड़ने लड्ड
- 23) यकी जोड़ें काट थुला पुहार वडाकार्यलय जात काय
- 24) हबदल्ला खोला हुई हलित काकला वली जोड़ने लड्ड
- 25) वडाकार्यलय का आलपात वसपाड क्षेत्र
- 26) लाडुरी मिहिसनान काट पक्षिय जाली लड्ड
- 27) युमला पेटेल पम हुई कायधार जोड़ने लड्ड



 वडाकार्यलय
 का आलपात



आज मिति २० चैत्र १९९४ गतेका दिन यस किलेक कुपाकोट
 मञ्जुवागडी नगरपालिका वडा नं. ४ का वडा अध्यक्ष श्री
 खगेन्द्र राई को अध्यक्षतामा केन्द्र वसी तपशिलको उपस्थितिमा
 निम्न बमोजिम निर्णय गरियो

उपस्थितिहरू

- १ खगेन्द्र राई वडा अध्यक्ष
- २ सीताराम विष्टे का सदस्य
- ३ भूपराम श्रेष्ठ का सदस्य
- ४ सुबोध राई का सदस्य
- ५ सिता मित्र का सदस्य

अधितिहरू

- १ नवराम शाही सहजकर्ता
- २ लेखकिकाप अध्यक्ष
- ३ बाबुराम खत्री
- ४ भोमराज मगर प्रधान
- ५ विष्टे प्रधान
- ६ राजत बस्नेत

अधितिहरू

- बाली वं: ५
- गिर वं: ५
- पुन वं: ५
- दुर्गा वं: ५
- लिज वं: ५
- बिर वं: ५
- पुल वं: (५)
- लिला वं: ५
- कृष्ण राई
- विरलनी राई



Date:
Page:

प्रस्ताव तदनुसंधान व यातायातयुक्त योजनाका सम्बन्धमा

प्रस्तुत विषयमा हनुमान गढी स्थित यातायात युक्त योजनाका अन्तर्गत यस जिल्ला कुपकोट मझुवागढी नगरपालिका वडानं ४ का तपशिलका सडकहरूलाई प्रशासित गरी कर्नात गर्ने निर्णय गरियो ।

सडकहरूका नामहरू :-

- १) जिल्ला हातडाडा हाथ खानीडाडा, आहामि, अरुगमीतार (राजमाडी) १४ डिस्ट्रिक्ट बस-चोक खाल्डे खाल्डेघाडी हाथ १४ म
- २) जिल्ला खानीडाडा काताड लखवाडी डिस्ट्रिक्ट चुन्चुमा (१४) नमो नमो गा.पा.
- ३) खानीडाडा काताड अरुपाटे हाथ १ - १४ म
- ४) हनुमान चोक, चामलीडाडा चोक, वास्कोटे खानीडाडा अरुपाटी. (१०) म
- ५) जिल्ला, धितला, काशीराम पोखरी, खाडखुवा, चित्तलकवईपा (१०) म
- ६) जिल्ला हातडाडा मुवे चौराहा कुईले डाडा हाथ १ (१०) म
- ७) जिल्ला डाडा खड्कियुद्ध कव लखवाडी, तिलार बोटे डिस्ट्रिक्ट, सडक १० म
- ८) हाथ कुई और देवि ब्रम्हने बेडी टोल खड्कियुद्ध (१०) म
- १०) सुपुद्ध कवलु चिमरे गा.पा. आले सडक - (१०) म
- ११) जिल्ला काडा लखवाली टोल लखवाडी, सडक (८) म
- १२) दुडे कुम्फले डाडा डाडा हाथ सडक (८) म
- १३) अरुमाथा मा.वे धिमल बोटे सडक (८) म
- १४) कालिमाडी बेडी टोल कसेरी (८) म
- १५) आले दाप्ता सडक (८) म
- १६) जिल्ला व. टारे खोला पाखाडी टोल हुँदै धितला सडक (८) म
- १७) जिल्ला पान्धार कनपाला खानीडाडा अरुपाटे सडक (८) म
- १८) डाडा खड्क वास्कोटे मा.वे सडक (८) म

सन् २०७३
१३ अक्टोबर





Handwritten signature and stamp.

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- १९) देकराली चौक, कात्थे जैत, जख्खन गढल गाँऊ
खानियादार सडक - (६m)
- २०) खाडि खोला चौक सेरा खुवाब गाँऊ परिय सडक
(६m)
- २१) सरपोट पश्चिम खानियाडाँ गाँऊ खुवा गैरी
सडक - (६m)
- २२) सरपोट पश्चिम दीपन सडक - (६m)
- २३) हिलेल हाईवे नालेमा पान्धार गेवार गाँऊ खुवासको
बरहुट्टे घितला मा.वि. सडक - (६m)
- २४) कुन्ती खोला काभ्रे बरी दडगल वमी पुहा सडक - ६
- २५) लखेत गाँऊ साक्षे बारी खानियाडाँ सडक - ६
- २६) ~~खुकी फुल~~ सेतवार खोला स्थान लफथाड; सडक - ६मि)
- २७) पडा कार्यालय सडक - (६m)

तथा सडक कनाउनुपर्ने

- १) हिउडं ख्याडाडाँ पाखाली खोलीपाला (३km)
- २) चीलाउने खर्क हाँडे खोला बाभ्राड काँडु (५km)
- ३) गढल चौक, नन गढलको बर खाम खुवा (१km)

Handwritten signature and stamp.



आज मिति २०८१ साल चैत १४ गतेका दिन विसु दिक्तेल रुपाकोट मझुवागढी नगरपालिका वडा नं ५ का वडा अध्यक्ष श्री दिनेश कुमार घिमिरे ज्यूको अध्यक्षतामा बैठक बसि तपसिलका बमोजिमको उपस्थितीमा तपसिल अनुसारका प्रस्ताव माथी छलफल गरी बैठक संचालन गरि निर्णय गरियो ।

तपसिल:-

१. वडा अध्यक्ष श्री दिनेश कुमार घिमिरे
२. वडा सदस्य श्री मनिला राई
३. वडा सदस्य श्री देव कुमारी मुग्राती
४. वडा सदस्य श्री गोविन्द बहादुर कटुवाल
५. वडा सदस्य श्री पहाड जित राई
६. वडा सचिव श्री दिनेश कुमार राई
७. वडा प्राविधिक श्री निराजन खत्री
८. वडा कर्मचारी श्री राजन प्रसाद दुलाल

अन्य आमन्त्रित उपस्थितीहरु:-

१. नेपाली कांग्रेस पार्टी प्रमुख वा प्रतिनिधि श्री काजीमान राई
२. ने.क.पा.एमाले पार्टी प्रमुख वा प्रतिनिधि श्री बालाराम कटुवाल
३. ने.क.पा.माओवादी केन्द्र पार्टी प्रमुख प्रतिनिधि श्री युवराज भुजेल
४. ज.स.पा पार्टी प्रमुख वा प्रतिनिधि श्री नगेन्द्र राज चाम्लिङ राई
५. ने.क.पा.एकिकृत स.पाटी प्रतिनिधि श्री बल बहादुर कटुवाल
६. रा.प्र.पा. पार्टी प्रमुख वा प्रतिनिधि श्री ईन्द्र बहादुर राई
७. स्वास्थ्य चौकी प्रमुख श्री सन्तोष बजिमय
८. सहजकर्ता श्री नवराज शाही
९. स्वास्थ्य चौकी सि.अ.हे.व. श्री शोभा राई
१०. स्वास्थ्य चौकी सि.अ.न.मि. श्री मैयादेवि राई
११. स्वास्थ्य चौकी सि.अ.हे.व. श्री शन्तोष राई
१२. जेष्ठ नागरिक श्री गम्ब सि दर्जी
१३. समाजसेवी श्री मदन दर्जी
१४. स्वास्थ्य चौकी का.स. श्री चन्द्र कुमारी बास्तोला
१५. श्री कनक दर्जी
१६. चित्र कुमर राई
- १७.
- १८.
- १९.
- २०.

दिनेश कुमार घिमिरे
वडा अध्यक्ष

प्रस्तावहरू:-

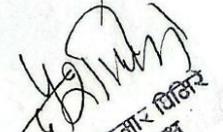
१. सडकको मापदण्ड सम्बन्धमा।

२. विविध सम्बन्धमा।

प्रस्ताव नं. १ माथि छलफल गर्दा यस दित्केल मझुवागढी नगरपालिका वडा नं. ५ लफ्याड स्थित रहेका सम्पूर्ण सडकहरूको मापदण्ड तपसिल बमोजिमको प्राथमिकताका आधारमा तपसिल बमोजिमको मापदण्ड तोकि दित्केल न्याकोट मझुवागढी नगरपालिकाको कार्यालयमा पठाउने भनि सर्वसहमत निर्णय गरियो।

तपसिल

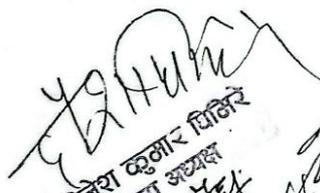
क्र.नं.	सडकको नाम:-	सडकको मापदण्ड	प्राथमिकता नं.	कैफियत
१.	दित्केल हाटडाँडा लफ्याड मेधेचौतारा हुदै डाँडाखर्क रिडग् रोड सडक -	(१०) दश मिटर	१ नं.	
२.	हाँटडाँडा हलेसी एफ.एम.हुँदै देविस्थान बसपार्क जाने सम्म सडक	१० मिटर	२ नं.	
३.	सशाख धुम्ती कटुवालगाँउ, क्रिकेट खेलमैदान रुईलेखोला सडक-	८ मिटर	८ नं.	
४.	दित्केल अस्पताल चोक लफ्याड साप्सु खोला सडक-	१४ मिटर	३ नं.	
५.	राजेम्पाडाँडा वडा कार्यालय सडक	८ मिटर	२४ नं.	
६.	वडा कार्यालय माझगाँउ स्वास्थ्य चौकी सडक।	८ मिटर	२३ नं.	
७.	चाम्लिङ चोक केउरेनी श्री मा वि बास्वोटे हुदै खानिडाँडा सडक-	१० मिटर	६ नं.	
८.	वाताम लुच्छिम मुलाबारी नर्कटे मलहर बास्तोलागाँउ दुभे सडक	१० मिटर	७ नं.	
९.	नर्कटे रिष्टावोटे, रिष्टावोटेदह दोर्पा सडक।	८ मिटर	९ नं.	
१०.	केउरेनी घिमिरेचोक, मिलडाँडा पुरानागाँउ हुदै तावादोभान सडक।	१० मिटर	१० नं.	
११.	मेधेचौतारा पशुराम कटुवालको घर अलैचे, हुँदै तापकुवा सडक।	८ मिटर	२२ नं.	
१२.	चण्डीडाँडा देखि खाम्लुङ खेत जामुने हुँदै मिलडाँडा जोड्ने सडक।	८ मिटर	११ नं.	
१३.	वडा कार्यालय माझगाँउ साकेलाथान साकीगाउ हुदै श्री मा वि बास्वोटे।	८ मिटर	१३ नं.	
१४.	दुभे विवुवा खोल्ला कालिमाटे मुक्सन समाधि हुदै मिलडाँडा पुरानागाँउ सडक।	८ मिटर	२१ नं.	
१५.	दुभे बास्तोलागाँउ ठाँटीगैरा मलहर रिष्टावोटे रिष्टादह सडक।	८ मिटर	१२ नं.	
१६.	हाडेगैरा हलेसी एफ. एम.कटवाल हलेसी गुल्म हुदै देविस्थान सडक।	१० मिटर	४ नं.	
१७.	हलेसी एफ.एम. कटवाल चोक लफ्याड साकेला थान हुँदै डाँडाखर्क सम्म सडक।	८ मिटर	१४ नं.	


दिलेश कुमार शिस्टि
वडा अध्यक्ष

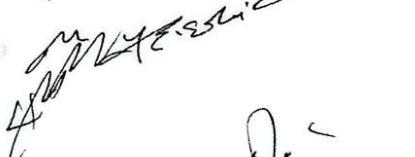
१८.	श्री मा.वि. वास्वाटे, रुईलखांला, तिल्कनी हुदै डम्पिङ जाने सडक।	१० मिटर	१५ नं.
१९.	यलम्बर चोक, अंचल कुमार राईको घर हुदै दोर्पा जोड्ने सडक।	८ मिटर	५ नं.
२०.	पैसे/चिउरीडाँडा धारापानी कमेरे हुदै नर्कटे सडक।	८ मिटर	१६ नं.
२१.	राजेम्पाडाँडा बौधराम राईको घर माझगाउ साकेला थान श्री मावि सडक।	८ मिटर	१८ नं.
२२.	कालीमाटे जामुने हुदै धनवीर मुग्राती घर जोड्ने सडक।	८ मिटर	२५ नं.
२३.	रमितेडाँडा खर्क कटुवालगाँउ हुदै रुईलेखोला सम्म सडक।	८ मिटर	१९ नं.
२४.	धुम्ती एलो कालीमाट्टी तावादोभान सम्म (नयाँ खोलिने) सडक।	८ मिटर	२७ नं.
२५.	रणजितमान राई खेलमैदान हुदै बलु सम्म सडक।	८ मिटर	१७ नं.
२६.	यलम्बरचोक जसराज किराँतीको घर हुदै मनोज राईको घर सम्म सडक।	८ मिटर	२६ नं.
२७.	नर्कटे रिछावोटे सोल्मालीको घर हुदै रिछादह सम्म सडक।	८ मिटर	२० नं.
२८.	बुद्धेश्वर महादेव गुफा मुनि वसपार्क लफ्याड-५	-	-

प्रस्ताव नं. २ विविध सम्बन्धमा छलफल गर्दा अन्य प्रसंग नभएकोले आजको बैठक यही समापन गर्ने भनि निर्णय गरियो।




 दिनेश कुमार शिजिरे
 बडा अध्यक्ष
 जय १५


 बाइदा







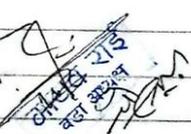
मध्य प्रदेश
राज्य सरकार

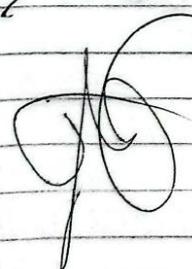
- ✓ ४, आगला सडक — १० मीटर
- ✓ ५, कडवे रामपुर गौरीया सडक - १० मीटर
- ✓ ६, गिलानचोक चौथा सडक — १० मीटर
- ✓ ७, बुरेकर गुलबुले सडक — १५ मीटर
- ✓ ८, हंपरकोला गौरी बुम्ती सडक - १५ मीटर
- ९, चार्गेरिया चयानडाडा सडक — ८ मीटर
- ✓ १०, जायवौरे पल्लव सडक — ८ मीटर
- ✓ ११, बरडाडा जेरे सडक — ८ मीटर
- ✓ १२, मोडि, सतगिरी सडक — ८ मीटर
- ✓ १३, नालयके कोरेमकाड सडक - २० मीटर
- ✓ १४, मुशाले मोहा सडक — ८ मीटर
- ✓ १५, धनं तडा कार्यालय साकलाधान लल्लव सडक - १० मीटर

प्रस्ताव नं २ माधी इतर प्रस्ताव, १ मंडळील (डा. जगदीश) वेंक (समाप्त गरियो)









आज मिति २०८१/१२/२२ गतेका दिन दिक्तेल रुपाकोट मझुवागढी नगरपालिका वडा नं. ७ वडा अध्यक्ष श्री हरि प्रसाद चौलागाईंको अध्यक्षतामा बैठक बसि तपशिल बमोजिमका प्रस्तावहरु माथि छलफल गरि निर्णय पारित गरियो

तपशिल

१, अध्यक्ष:- श्री हरि प्रसाल चौलागाईं

२, सदस्य:- श्री हरि कुमार राई

३, सदस्य:- श्री भोज कुमारी बुढाथोकी

४, सदस्य श्री दशरथ राई

५, सदस्य श्री कमला वि.क

आमन्त्रीक अतिथिहरु

१, नवराज साही

२, चण्डिका राई

३, हुण्डीराज आचार्य

४, देविका बस्नेत

५, देविका प्रधान

६, लोक नाथ खनाल

७, मौल बहादुर साकी

प्रस्तावहरु ग्रामिण यातायात गुरु योजना सम्बन्धमा

प्रस्ताव नं.१ माथि छलफल गर्दा ग्रामिण यातायात गुरु योजना अन्तर्गत यस दिक्तेल रुपाकोट मझुवागढी नगरपालिका वडा नं. ७ का तपशिल बमोजिमका सडकहरु लाई प्रथमिकता गरी छनोट गर्ने निर्णय गरियो ।

तपशिल सडकहरु

राज मार्ग १४ मिटर

नगरपालिका प्रमुख तथा जिल्ला सडक १० मिटर

ग्रामिण सडक ८ मिटर

कृषि सडक ६ मिटर अन्य (गल्ली) सडक ४ मिटर

श्री हरि प्रसाद चौलागाईं
वडा अध्यक्ष

१, दिक्तेल रुपाकोट मझुवागढी नगरपालिका वडा नं. १ दिक्तेल बाट वडा नं. २ सोल्मा हुदै वडा नं. ६ नेर्पा बाट वडा नं. ७ दोर्पा दुम्ली विर्ता चम्पा देखि लामदुवाली बाट साकेला गाउँ पालिका जाने सडक १० मिटर

२, हाईवय थापा गाउँ देखि चिउरीडाँडा वडा कार्यालय हुदै दोवेला वडा नं. ८ १० मिटर

३, रडकु, कर्कले, आहाले, वार्कु सडक ६ मिटर

४, दिक्तेल अस्पताल चोक बाट दुम्ली सडक १० मिटर

५, मानेडाँडा बाट छिताताल वालिङ कृषि सडक ६ मिटर

६, काली खोला बाट खरविरी रिहवावोटे कृषि सडक ६ मिटर

७, छिताताल रुवावु ग्रामिण सडक ८ मिटर

८, माथाटोल मानेडाँडा कृषि सडक ६ मिटर

९, कैदले धारा सुगुरा सडक १० मिटर

१०, वालिङ चिलाउने रुवावु कृषि ६ मिटर

११, ढाडवारी छिताताल कृषि सडक ६ मिटर

१२, खड्का गाउँ तल्लो रुवावु सडक ६ मिटर

१३, काउले दारुला सडक ६ मिटर

१४, रुवावु राई गाउँ सडक ६ मिटर



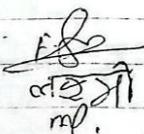
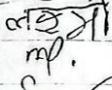
हरी प्रसाद चोलागाईं
सुनु अग्रवाल


रुपाकोट नगरपालिका
७ चिउरीडाँडा, दोर्पा
कोशी प्रदेश, नेपाल
२०७३

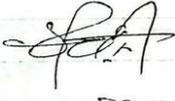
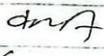
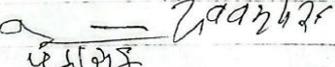
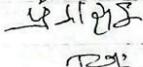
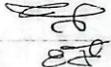
२०८१/११/२५

भाष्य मिति २०८१/११/२५ गते यस शिर्कल खापाकोट मसुवागढी
 वडापालिका ट का वडा अध्यक्ष श्री लिला कुमार् चौधनका
 अध्यक्षतामा बैठक बसी तपसिल पुस्तावहन मायि हलफ्त
 गरी सर्वसहमत निर्णय गरियो

तपसिल

१. अध्यक्ष श्री लिला कुमार् चौधन 
२. सदस्य श्री परम कुमारी राई
३. सदस्य श्री धार कुमार् खत्री
४. सदस्य श्री जोगेश्वर श्रेष्ठ 
५. सदस्य श्री नरमी कामी 
६. वडा सचिव श्री मिम जसाद आचार्य 
७. वडा कार्य प्रविधिक श्री रामपी आचार्य 
८. वडा कार्यालय अध्यक्षी श्री धरे पुस्ताद चौधन
९. सहजर्की श्री नवराम खादी 

सदस्य उपस्थिति

१. दान पदाय चौधन 
२. कृष्ण खत्री 
३. देवरा रानल 
४. प्रेम को राई 
५. पुपात चौधन 
६. पिठना कुमार् पेडजा 
७. अगत वर चौधन 
८. हर्ष वर चौधन 
९. मिम राव्य राई 
१०. भला शेर राई 
११. शुवास चौधन 
१२. नर चौधन 
१३. प्रदीप खत्री 

१४. अगत राउत
 १५. कुवाल सिंह राई
 १६. नारायण खवास

शुभम
 श्री. व. ल. श्री. देवराज मिश्र (५५)

प्रस्ताव सूची

१. यातायात गुरुन योपना समवर्धना
२. नागरीकता सिप्याविस समवर्धना
३. विविध

निर्णय सूची

प्रस्तुत विषयमा माथि प्रस्ताव नं-१५ मा छलफल गर्दा यातायात गुरुन योपनाका अन्तर्गत यस दिकेतल रूपाकोट मञ्जुवाडी नगपालीका वडा नं. ८ का तपशिलका सडकहरूलाई प्राथमिकता गरी सूची गरी निर्णय गरियो।
तपशील सडक :

१. गौडेन चक्र पट्ट सडक - १०० म
२. डौवरे साटसुडाप सडक - १०० म
३. वडा कार्यालय डेखी दुइले सडक - १०० म
४. वडा कार्यालय डेखी खावावाडा सडक - १०० म
५. सुके डेखी खनाम सडक - १०० म
६. खनाम डेखी खावावाडा सडक - १०० म
७. गौपिगन्धीडा डेखी लहरै माने सडक - १०० म
८. सिद्धे दुइगा डेखी लखैरपोला - १०० म
९. खनाम डेखी लामिडाडा सडक - १०० म
१०. राजान्युडा डेखी चिउरीडाडा सडक - १०० म
११. वडा कार्यालय डेखी गारतुम सडक - १०० म
१२. स्थालडुला डेखी लकिकत वस्ती सडक - १०० म
१३. फिमसेन थान डेखी हरे दुई मुसके सडक - १०० म
१४. भौपवाहाडुर खत्री डेखी काके सडक - ८० म
१५. मुसके डेखी सासु सडक - १०० म
१६. बल वहाडुर विके डेखी चक्र विके - ८० म

विविध :-

प्रस्तुत विषयमा यस वडामा सेधिय सफाट पेश सफाट स्थानीय सफाट स्वीस सफाट र उपभोक्ता सीमितको संयुक्त लगाबीमा मिति २०२०/०८० मा संचालनको लागि सञ्चालन भएको राई कुलो अथवा सचिवाय योजनाको कार्य पेशकी रकम निकासी गरी निर्माण कार्य सुरु गभएको अवस्थामा उपभोक्ता सीमितका अध्यक्ष श्री भूपाल सिं राईले मिति २०२१/११/१० गते नगरपालिका को कार्यालयमा गरेको कपुलियता अनुसार २०२१ चैत २७ गते हेरवी निर्माण कार्य सुरु गर्ने शत वमोजिम उपभोक्ता सीमित वाट कार्य सुरु गर्ने उपभोक्ता सीमितको तर्फवाट अध्यक्ष श्री भूपाल सिं राई सहित नगरपालिका प्रतिनिधि स्वीस विकास सरकारको प्रतिनिधि समेतका उपस्थितीमा वडा सीमितको बैठकवाट निर्णय गरियो । कपुलियतनामा तोकिएको अवधिमा कार्यसुरु गभएमा कपुलियतनामा सत अनुसार कुरावाही गर्ने नगरपालिकामा समेत अनुपेक्ष गन निर्णय गरियो ।

माथि अह्य कुनै विषय गभएको छैन भएपनि छ बैठक घरी समाप्त गरियो ।



(Handwritten signature)

२० २१/११/२१

(राई कुलो अध्यक्ष)



20/12/2019
दिनांक
का अध्यक्ष

आज दिनांक 20/12/2019 को विवेक रूपाकोट अशुवागरी
नगरपालिकाका नं ९ निर्वाचनमा प्राथमिक यातायात
संयोजक सम्बन्धमा कार्यका कक्षा अध्यक्ष श्री दिने
कठेत अध्यक्षतामा वैभव बस्ने तिम्रान प्रस्ताव माघी तण
को निर्णय हरु गरियो

उपस्थितहरू

- | | | |
|----|--------------------------------|------------------|
| १ | का अध्यक्ष श्री दिनेश कठेत | दिनेश |
| २ | का अध्यक्ष श्री तिम्रान वस्नेत | |
| ३ | का अध्यक्ष श्री हरि कुडुयेन | हरि |
| ४ | का अध्यक्ष श्री रेणुका राई | |
| ५ | का अध्यक्ष श्री जितमाया किडु | जिता |
| ६ | का अध्यक्ष श्री बबिता आर्चन | बबिता |
| ७ | का अध्यक्ष श्री सुलजना राई | सुलजना |
| ८ | का अध्यक्ष श्री लवजना राई | लवजना |
| ९ | महिला बोली श्री कमला कठेत | कमला |
| १० | तारा भुजेल | तारा |
| ११ | लवजना आर्चन सुलजना आर्चन | लवजना |
| १२ | सुलजना राई | सुलजना |
| १३ | सुमना राई | सुमना |
| १४ | सुगाज देवी श्री सुमन देवी राई | सुगाज |
| १५ | सुगिता मगर | सुगिता |
| १६ | सुविता राई | सुविता |
| १७ | सिता कठेत | सिता |
| १८ | दिनेश कुमारी बालिया | दिनेश |
| १९ | युग | युग |
| २० | बसु व चौहान | बसु |

प्रस्तावहरू

प्रस्ताव तथा निर्णय - प्राथमिक यातायात
संयोजक सम्बन्धमा ।

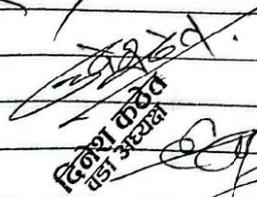


प्रस्तुत विषयमा छलफल गर्दा ग्रामीणर
 योजना अर्हतागत यस विषेण उपग्रामेट अशुवागर्दा नगर
 पालिका वडा नं. ६ निर्मलीडाँडा का तपशिलका प्र
 थागमेकीकरण गरी हुतोर् जीर् तिणाय गरियो ।

तपशिल

- पुस्पहाल राजमार्ग
- ब्यापुडाप पेलुङ्ग स्तम्भ १० मिटर
- हेतिखाम कुषी स्तम्भ ८ मिटर
- हरेखाम स्तम्भ ८ मिटर
- मैडेपोल ग्रामिण स्तम्भ ६ मिटर
- केमिचोड वडा स्तम्भ ८ मिटर
- पेलुङ्ग खेसा ग्रामिण स्तम्भ ८ मिटर ट्रायड खले

तिम्तन स्तम्भ हरे कु नामपुरण गरी माण्डह
 तय गरी सर्वे सहमतिवाप्राय निर्माण छलफल गर
 पाय गरियो ।

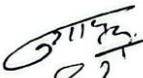
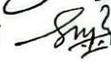
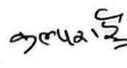
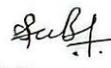







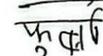
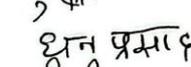
आज मिति २०८१/१२/२७ गतेका दिन यस दिकेल रुपाकोट मझुवागढी नगरपालिका वडा नं. १० पाथेकाको वडा अध्यक्ष श्री मुंगाधन राई को अध्यक्षतामा बैठक बसी तपशिलको उपस्थितिमा निम्न बमोजिम निर्णय गरियो ।

उपस्थितिहरु

१. वडा अध्यक्ष श्री मुंगाधन राई 
२. वडा सदस्य श्री सहरमति राई 
३. वडा सदस्य श्री रामधन राई
४. वडा सदस्य श्री कल्पना राई 
५. वडा सदस्य श्री गिता वि.क.
६. वडा सचिव श्री मोहन प्रसाद आर्चाय 
७. वडा कृषि प्राविधिक सुसिला भट्टराई 
८. वडा पशु सेवा प्राविधिक दैव केशर वि.क.

अतिथिहरु

नवराज शाही - ना.पा.यातायात मरु गुरुयोजना सहजकर्ता 

१. श्री रुद्र बहादुर वि.क. 
२. श्री बाला खड्गे राई 
३. श्री जुर्ना 
४. श्री धन प्रसाद गिरी 
५. श्री पञ्चरात्र वानियाँ 
६. श्री मनि सुब्बा राई 
७. श्री रुद्र बहादुर वानियाँ
८. श्री हिमाल शेर राई 
- ९.
- १०.
- ११.







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प्रस्ताव तथा निर्णय नं.१ नगरपालिका यातायात गुरु योजना सम्बन्धमा ।

प्रस्तुत विषयमा छलफल गर्दा नगरपालिका यातायात गुरु योजनाका अन्तर्गत यस दिकेल रुपाकोट मझुवागढी नगरपालिका वडा नं.१० पाथेकाका तपशलिका सडकहरुलाई प्राथमिकता गरी छनोट गर्ने निर्णय गरियो ।

तपशिल

राजमार्ग - १४ मिटर

नगरपालिका प्रमुख/जिल्ला सडक- १० मिटर

ग्रामिण सडक- ८ मिटर

कृषि सडक - ६ मिटर

अन्य वा (गल्ली) सडक -४ मिटर

१.ढुङ्गे चौतारा तालखर्क ,मुलडाँडा पाथेका खारताम्छ फेदी सडक - १० मिटर

२. पिचकुले भुसुन्डा पाथेका नाँखाम माक्साङ्गे छोके सिरुवास सडक - १० मिटर

३. पिपल डाँडा जिरो पाइन्ट पावरहावस भाँगु सिरुवास केलासी सडक - १० मिटर

४.लुवालुङ दम्दी चोखाने ८ मिटर

५.पिपल डाँडा वाँखमाला चिचिडखा ८ मिटर

६. ढाडवारी पाथेका पाँखाघर बडुवा ८ मिटर

७. जुगेवारी फूलपाति डाँडा गाउँ स्वास्थ्य चौकी १० मिटर

८.पाथेका तिन ८ मिटर

९.चिम्चीमा सिरान बडुवा ८ मिटर

१०.भाँगु घुम्ती सुवाजुङ चोखाने सडक १० मिटर

११.सिरुवास ढाँड सडक ८ मिटर

१२. बाँनिया पाटी रैकर मुर्मेटार चिम्चीमा १० मिटर

१३. नाँखाम छोके सडक ८ मिटर

१४. मोटेदार तामाङ गाँउ सडक ८ मिटर

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१५. नाँखाम ग्रामिण सडक ८ मिटर
१६. डाँडाटोल भुसुन्डा हुपरिड सडक ८ मिटर
१७. लिम्बेश्वर रैकर सिकुरी भन्ज्याड सडक १० मिटर

नयाँ सडक खन्नुपर्ने ।

१. पिखाडु, माक्साङ्गे, छोके, सिरुवास सडक
२. बाँखमाला चिचिडखा सडक
३. भुसुन्डा, बाँखमाला पिपलडाँडा सडक
४. सिरुवास लिन थुम्के सडक
५. जुगेवारी, फूलपाती, खोलाघर सडक
६. खहरे पाखा डाँडागाउँ ग्रामिण सडक
७. देविथान डाँडा आरान हुदै मुर्मिटार ग्रामिण सडक
८. नाँखाम माथिल्लो टोल ग्रामिण सडक
९. फूलपाती डाँडाटोल ग्रामिण सडक
१०. दम्दि शनिवारे सडक
११. हुप्रिड चिचिडखा शनिवारे सडक
१२. सहकाली आ.वि. सोपसोपा नाँखाम सडक
१३. छोके हम्बैसुड सडक
१४. पाथेका बसपार्क निर्माण

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आज मिति २०८१/१२/२८ गतेको दिन यस दिक्कल रुपाकोट नगरपालिका
 वडा नं.११का वडा अध्यक्ष श्री ईश्वर बहादुर रौं अध्यक्षतामा वैठेर वसी
 तपशिलको उपस्थितिमा निम्न कम्पोजिम निर्णय गरियो।

उपस्थितहरू

- १ वडा अध्यक्ष श्री ईश्वर बहादुर रौं
- २ वडा सदस्य श्री निरमाला तामाङ
- ३ - - श्री धन कुमारी पारियार
- ४ - - श्री विवेक राई
- ५ वडा सचिव श्री होमनाथ खनाल
- ६ का.स. श्री रमेश भद्रराइ
- ७ राम बहादुर श्री रमेश श्री
 आभिनव निमान्तरेतक
- १ नवराज राई - ना.पा.यातायात गुरु योजना सहजकर्ता
- २

प्रस्ताव तथा निर्णय:- नगरपालिका यातायात गुरु योजना सम्बन्धमा

प्रस्तुत विषयमा हलफल गर्दै नगरपालिका यातायात गुरु योजनाका
 अन्तर्गत यस दिक्कल रुपाकोट मझुवागढी नगरपालिका वडा नं.११
 का तपशिलका सडकहरूलाई प्राथमिकता गरी इमार्ट गर्ने निर्णय गरियो

- तपशिल
- १) राजमार्ग १४ मिटर
 - २) ना.पा.प्रमुख ११ मिल्ला सडक - १० मिटर
 - ३) ग्रामिण सडक - ८ मिटर
 - ४) कृषि सडक - ६ मिटर
 - ५) अन्य (गल्बी) सडक - ४ मिटर

ईश्वर रौं
 २०८१-१२-२८
 वडा अध्यक्ष



जिल्हेल रुपाडोट मनुवागळी नगरपालिका
११ नं. वडा कार्यालय, खासि. रनोचड ।

सडकें नामावली

- (१) हुलुंड - खासि. तापरवेला शरीपुल सडक (१०मीटर)
- (२) जिल्हेल. मुलडांडा. खासि. तापरवेला शरीपुल (१०मीटर)
- (३) विसासै. डावोनी. चौतररा. फूलविश्याडगा. पिरकुल ~~का~~ कवीसै. (६मी.)
- (४) सिरवाती. फूल विश्याडगा सडक (६मीटर)
- (५) सोती. लखाली गाँड सडक (८मीटर)
- (६) वाँडोवारी. निगाळ सडक (८मीटर)
- (७) वाँडोवारी. काड. साहोप ताल सडक (६मीटर)
- (८) गौपीरकड. स्वास्थयौडी. खातीडांडा सडक (६मीटर)
- (९) वाजुरै. दाहाल गाँड सडक (६मीटर)
- (१०) गुडडगाँड. साबु. लम्जुरवेला सडक (६मीटर)
- (११) खासि. जालिका प्रा.वे. - खातीडांडा निभारै साबु जालपा सडक (८मीटर)
- (१२) वडारै. पञ्चमी. निभारै. रुधालुड. तापरवेला सडक (६मीटर)
- (१३) साबु कौथिका पुल सडक (६मीटर)
- (१४) खाल्येल. लम्जुरवेला सडक (६मीटर)
- (१५) रुधालुड. लापडा सडक (६मीटर)
- (१६) लम्जुरवेला. तमेरु. किरकड सडक (६मीटर)
- (१७) मड. कुखोला. ढडने टोल सडक (६मीटर)
- (१८) पिसुल लम्बा सडक (६मीटर)
- (१९) देउसाळी. पञ्चमी. देखुमवेला पाथेडा सडक (६मीटर) (६)
- (२०) औशमारे. पिरकुल पाथेडा सडक (६मीटर)
नयाँ दृथाण खोन्नै (प्रस्तवित) सडक
- (२१) हाँडै. सल्लेरी स्कूल सडक
- (२२) हुलुम. कुम्बेल सडक
- (२३) लापडा. कौथिका सडक
- (२४) किरकड. रुधालुड सडक
- (२५) तुर्वा. सुबिलाथान. देखुमवेला. पाथेडा सडक
- (२६) पञ्चमी. खाल्येल सडक

२०२१-१२-२९

(२१) निम्नरे क दालुड तापववला

(२२) वामोवारी बोधे रिबोट

२२ सोती डुल विसाडत

५
२/२/२३
२०२३-१२-२८

आजमिति २०८१/१२/२९ गतेका दिन यस दिल्हेल रुपाकोट मझुवागढी नगरपालिका वडा नं. १२का वडा अध्यक्ष श्री दान बहादुर राई को अध्यक्षतामा बैठक बसी तपशिलको उपरिधातेमा निम्न वामोजिम निर्णय गरियो।

उपरिधातेहरु

- १) वडा अध्यक्ष-श्री दान बहादुर राई
- २) कुमुा सदस्य श्री धन शोभा राई
- ३) वडा सदस्य श्री देवेन्द्र राई
- ४) वडा सदस्य श्री पद्मा वि. ख.
- ५) वडा सदस्य श्री पार्वती श्रेष्ठ
- ६) ना.पा मातायात गुरु योजना सहकर्ता - नवराज शाही
- ७) सहर्ताय श्री रामकामी श्रेष्ठ
- ८) " " अञ्जु राई
- ९) विद्युता राई
- १०) मनिशा वि. सु.
- ११) अशान वि. सु. Ashal
- १२) उद्विप श्रेष्ठ
- १३) निवेस वि. सु.

प्रस्ताव तथा निर्णय १- नगरपालिका मातायात गुरु योजना सम्बन्धमा

सम्बन्धित विषयमा हलफल गर्दा नगरपालिका मातायात गुरु योजनाका अन्तर्गत यस दिल्हेल रुपाकोट मझुवागढी नगरपालिका वडा नं. १२ का तपशिलका सडकहरुलाई प्राथमिकता गरी हनौट गर्ने निर्णय गरियो।

तपशिल

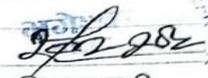
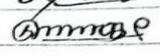
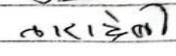
- १) राजमार्ग १४ मिटर
- २) ना.पा प्रगुष/जिल्ला सडक - १० मिटर
- ३) उन्नामिन सडक - ८ मिटर
- ४) कृषि सडक - ६ मिटर
- ५) अन्य (गल्ली) सडक - ४ मिटर

तपशिलका सडकहरू

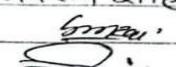
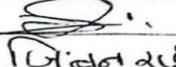
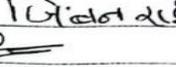
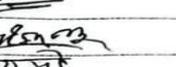
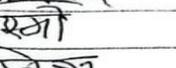
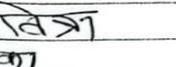
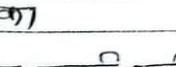
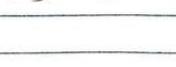
- १) हुर्लुङ जालपा सडक - १४ मी.
- २) जालपा केपिलासुवाही सडक - १४ मी.
- ३) जालपा खर्मी पाशेडा सडक - १० मी.
- ४) छालेगाँउ लमखु गुरुङ गाँउ छिप्टी हुँदै रावावेशी जोड्ने सडक - १० मी.
- ५) मुख्य सडकबाट काठालिपु जोड्ने सडक - ६ मी.
- ६) लमखु गिरिकुना सडक - ६ मी.
- ७) हस्पिटल सडक सडक हुँदा हुँदै खर्मी जोड्ने सडक - ७ मी.
- ८) खर्मी हुँदै दिम्लो, चउर, दाइवेशी जोड्ने सडक - ६ मी.
- ९) खर्मी कात्रेल सडक सडक - ६ मी.
- १०) स्वस्थान चौकी हुँदै खर्मी मुलसडक सडक जोड्ने सडक - ६ मी.
- ११) खर्मी दिवुरवाला सडक - १० मी.
- १२) छालेगाँउ जोड्ने माथि जाने सडक - ६ मी.
- १३) ~~सडक~~ पुरानो गाँउ डाँडाटोल सडक - ६ मी.
- १४) खर्मी डाँडागाँउ जाने सडक (मुख्य सडकबाट) - ६ मी.
- १५) मुख्य सडकबाट सावालुङको टोल जोड्ने सडक - ६ मी.
- १६) मुख्य सडकबाट सावालुङको टोल जोड्ने सडक - ६ मी.
- १७) मुख्य सडकबाट सावालुङको सावित्रीपानी जोड्ने सडक - ६ मी.
- १८) पुरानो गाँउ डाँडा टोलको भवन हुँदै साम्बेर टोल जोड्ने सडक (खर्मी बाटो)
- १९) जालपा बसपार्क
- २०) छिप्टी भन्ने काठको सडक - ६ मी.
- २१) छिप्टी रावावेशी जोड्ने सडक - ६ मी.
- २२) पुरानो गाँउ लमखु पुल हुँदै सावालुङ जोड्ने सडक (खर्मी बाटो)

आज मिति २०८२/१/१० गतेका दिन यस विर्कल रुपाकोट मझुवागढी नगरपालिका वडा नं. १३ का वडा अध्यक्ष श्री भगेश्वर राईको अध्यक्षतामा केवु बस्ती तपशिलका उपस्थितिमा निम्न तमोगिम निर्णय पारित गरियो ।

उपस्थितिहरू

- | | |
|--|---|
| १) वडा अध्यक्ष श्री. भगेश्वर राई |  |
| २) वडा सदस्य श्री - रिमाल कुमार श्रेणी |  |
| ३) वडा सदस्य श्री - स्मिता राई | |
| ४) वडा सदस्य श्री - जंगम विज |  |
| ५) वडा सदस्य श्री - तारा देवि तामाङ |  |

अधितिहरू

- | | |
|--|---|
| १) न. पापातापात गुरु योजना सहकर्ता श्री - नवराज शाही | |
| २, वडा का. ११. समिष्ठा राई |  |
| ३, अध्यापक सुमिता तामाङ |  |
| ४, " " जिवन राई |  |
| ५, " " सन्देश राई |  |
| ६, " " पराशम राई का |  |
| ७, " " लक्ष्मी तामाङ |  |
| ८, " " पवित्रा तामाङ |  |
| ९, " " विद्यादेवी तामाङ |  |
| १०, " " रत्नका राई | |
| ११, " " लक्ष्मी कुमारी राई |  |



प्रस्ताव :- नगरपालिका यातायात गुरु योजना सम्बन्धमा ।

प्रस्ताव नं. १ माथि इलफल गर्दै नगरपालिका यातायात गुरु योजना अन्तर्गत यस विलेन सुपाकोट मझुवागढी नगरपालिका वडा नं. १३ का तपशिलका सडकहरुलाई प्राथमिकता गरी हार्नार्त गर्ने निर्णय गरियो ।

तपशिलका सडकहरु

- (१) राजमार्ग - १४ मि.
 - (२) ल. पा. / जिल्ला सडक - १० मि.
 - (३) ग्रामिन सडक - ८ मि.
 - (४) कृषि सडक - ६ मि.
 - (५) अन्य (गल्ली) सडक - ४ मि.
- मध्यमहति लोडमार्ग
- (१) मुशफ्लाल राजमार्ग - १४ मि.
 - (२) सगरमाथा राजमार्ग - १४ मि.
 - (३) ~~पैलुङ~~ स्कूल डाडाँ पैलुङ, हाडु ग्रामिन कृषिसडक - ८ मि.
 - (४) किरात चौडु घाम्ला सडक - ८ मि.
 - (५) खर्क गरी कृषि सडक - ६ मि.
 - (६) किरात चौडु नुनपला घाम्ला सडक - ६ मि.
 - (७) धुलोडा, पैलुङ, सडक - ६ मि.
 - (८) ~~मोरेह~~ मोरेह सिधै मिरी सडक - ८ मि.
 - (९) कुरलुडा, सानो कुरलुडा सडक - ६ मि.
 - (१०) वडा कार्यालय सडक -
 - (११) कमल नुम्बेल बुमणि डाडाँ सडक - ८ मि.
 - (१२) स्कूल डाडाँ मुल डाडाँ सडक - ८ मि.
 - (१३) किनुवा घान, ढीविघान डाडाँ सडक - ४ मि.
 - (१४) पौवरा खर्कतेल सडक - ४ मिटर.
 - (१५) धुलोडा, लोपे किराडने - ४ मि.
 - (१६) धुलोडा, नुस्री ड. बुरवी डाडवारी - ४ मि.

(Handwritten signatures and stamps)



आज दिने १०२२ खाल में शायद लगतेन दिन
 दिनेल रुपानेन मजुकागरी प्र.पा. वडा ने १६ का वडा
 अख्यस दिनेन कुमार राईको अख्यसलादा वरिगे केड
 मा निम्न उपलिपिका तपाशिल को प्रस्तावनामई दलावल
 गरि निर्णय पारित गरियो।

उपालेन

- वडा अख्यस : श्री दिनेश कुमार राई
- " अख्यस : श्री धनमान राई
- " " : श्री निता कुमारी झाको
- " " : श्री सुपिता महराई
- " सचिव : श्री प्रोहल प्रसाद झाचार्य
- " कर्मचारी : श्री रत्नमनज झाको
- का.स. : श्री शन्त कुमार शंज

आमन्त्रित

- का.स. दि. प्र.का. श्री रत्नमनज राई
- जे.का. प्रतिकिर्षी : श्री भीम कुमार शंज
- जे.का. एमाले प्रतिकिर्षी : श्री लक्ष्मण शंज
- जे.का. माकेकारी " : श्री नारायण कुमार राई
- प्रहरी चौकी इन्चार्ज : श्री उमर शंज
- लागिने : श्री गोकुलमान राई
- खोकिचलिपि (हड्डर) : श्री विपिन राई
- नापा प्रमुख पातायात गुक्योजना सहजकर्ता नवराज शर्मा

प्र.स. वरिगे प्र.स. व. विज कुमार कामल
 उपनिचालिका श्री. वि. राई प्रपञ्च - विपिन राई
 अतिथि दिनेने

प्रस्ताव नं. १ नगरपालिका विभागात गुरु योजना सभतन्वामा

प्रस्तुत विषयमा हलाफल गदी नगरपालिका यातायात गुरु योजनाका अन्तर्गत पस दिकेल सुपाकोट मुझुवागदी नगरपालिका वडा नं. १४ का तपशिलका सडकहरूलाई प्रथामिक गरी इनात गर्त निर्णय गरियो ।

तपशिलका सडकहरू

१) राजमार्ग -

- १) तापा प्रमुख / जिल्ला सडक - १० मि.
- २) ग्रामिण सडक - ८ मि.
- ३) कृषि सडक - ६ मि.
- ४) अन्य (गल्ली) सडक - ४ मि.

सडकहरू -

- १) सगरमाथा राजमार्ग १४ मि
- २) विजुले इल्ले दिकेल सडक - १० मि
- ३) पञ्चदेवाले धिपा रामचे सडक - ६ मि
- ४) पञ्चदेवाले उरलीनी धिरी सडक - ६ मि
- ५) कुइपा पजार गुरुडगाडी हाडा फुल्लेली सडक - ६ मि
- ६) पञ्चदेवाले हाप गाडी सडक - ६ मि
- ७) पञ्चदेवाले दिपती पेसी टोल दिवरा सडक - ६ मि
- ८) पञ्चदेवाले लेम्पा तारी कुशुडगाँ देपुवा सडक - ६ मि
- ९) च्यातडाडा रिवा बोटे कडी सडक - ६ मि
- १०) कडी घण कुन्ने शे पिनुपा दोभान सडक - ६ मि
- ११) खेतमदान तारी फुलेले फोक सडक - ६ मि
- १२) धिरी रामचे सडक - ६ मि
- १३) भुम धान तिन धार सडक - ६ मि
- १४) मान्ने धान धिरी सडक - ६ मि
- १५) मान्ने धान फुडी सडक - ६ मि
- १६) पञ्चदेवाले रिवा राइटोल लहेरे टोल चालडे पिपल डाडा - ६ मि
- १७) कुइपा सुवारा टोल - ६ मि
- १८) सीता बोटे प्रकीर सडक - ६ मि

- (१९) लोक्पा तारी सडक - ३ मि.
 (२०) मोती चोड - चमसीभावी सडक - ३ (२१) पञ्चदेवाते विजयाखंड सडक
 ताम्रा पल्लुपते सडक - १०. मि.
 (२२) पञ्चदेवाते - ताम्रा
 (१) हाडा फुल्लोली समकु - विजयखंड - ८ मि
 (२) पञ्चदेवाते बसपाव -

Emis

सर्व मिला

विजय कुमार सह
 वडा अध्यक्ष



आज मिति २०८२/१/२ अर्थात् दिन दिनेल रुपाकोट मझुवागढी नगरपालिका वडा नं. १२ का वडा अध्यक्ष श्री राम बहादुर कटवाल ज्यू को अध्यक्षतामा बैठक वषी तपशिल बमोजिमका प्रस्तावहरू माथि हुलफल गरी निर्णय पारित गरियो।

तपशिल

राम बहादुर कटवाल
वडा अध्यक्ष

- १) वडा अध्यक्ष श्री राम बहादुर कटवाल
- २) वडा सदस्य श्री ~~...~~ प्रसाद पोखरेल
- ३) - - - युव बहादुर ठाडी - ~~...~~
- ४) - - - माया देवी कुंसा ~~...~~
- ५) - - - भक्ति सगाले सुपल ~~...~~

अन्य आमज्रीहरू

- १) ना.पा. यातायात गुरु योजना सहजकर्ता नवरत्न शाही
- २) १४ नं वडा सचिव श्री होमनाथ ठकाल
- ३) १५ नं वडा उमेसारी श्री जयप्रिय सुमार खनाल
- ४) कार्यन्वय सहयोगी श्री रोहित बास्कोला
- ५) ने.का गाउँ कार्य समायोत्री श्री - सन्तोष राई
- ६) ने.का समाले गाउँपायी अध्यक्ष श्री - गणेश ठाडी
- ७) ने.का/सामुदायिक पार्टी अध्यक्ष श्री/चा.प्रतिनिधी - युवराज
- ८) स्थानिय लेखनाथ खमाल

प्रस्तावहरू :- नगरपालिका यातायात गुरु

योजना सम्बन्धमा

प्रस्ताव नं.१ माथि हुलफल गर्दा नगरपालिका यातायात गुरु योजना अन्तर्गत राख दिनेल रुपाकोट मझुवागढी नगरपालिका वडा नं.१२ का तपशिल बमोजिमका सडकहरू नई प्रथमिकता गरी इनाम गरी निर्णय गरियो

तपशिल सडकहरू

- १) राजमार्ग १४ मिटर
- २) ना.पा. प्रमुख जिल्ला सडक १० मि
- ३) ग्रामिन सडक ८ मि
- ४) कौच सडक ६ मि
- ५) अन्य (जलवा) सडक ४ मि

- पंचायत
- पञ्चरा बारा वाडलिम पडाकार्पण्य इ. कलादिपरार्डको खेतसम्म १० मि
- १७) १५ न पडा कार्पण्य देखि रातमदेवरी कलादिपरार्डको खेतसम्म १० मि
- १८) पडा कार्पण्य देखि माला करडाको सभ - ६ मिटर
- १९) डाडा खक देखि वडका भन्डाडा - ८ मिटर
- २०) बुईपा पड्येकेजे दोबारे पापर हापल हुई स्ता. वि. उ. विजयखर्क २ सभको सड - १० मिटर
- २१) वान्तीप रंजर देखि भालुस्वारा - ६ मिटर
- २२) हुमुली देखि करकुसे वर सभ - ६ मिटर
- २३) कौराले देखि ह्युली - ६ मिटर
- २४) वरगौरा देखि सुपलेर राईकोखर - ६ मिटर
- २५) वरगौरा देखि कुलादिप राई खर - ६ मिटर
- २६) रेकुर्लेबेसी देखि मुकुमे सड - ६ मिटर
- २७) भुल्ले पहरा देखि रामनाथ स्फुति वस्ती हुई १५ १५ न सभ सड - ६ मिटर
- २८) माला देखि सिमारे देखि सकेला पाखा - १० मिटर
- २९) भैरवस्वरी मन्दिर देखि भैरपुर सड - ६ मिटर
- ३०) माला देखि छिक्का धिवा गौरा सभ - ६ मिटर
- ३१) माला वरडाडा देखि राजापानी खिमान सभ - ६ मिटर
- ३२) कडवाल गाऊ देखि खन्नेखक सभ - ६ मिटर
- ३३) कडवाल गाऊ देखि भगडेडाडा सभ - ६ मिटर
- ३४) नागी देखि पिपल कोट सड - ८ मिटर
- नयाँ सड खन्ने (१९) भैरदेखि पञ्चकन्थ मावि - ६ मि -
- ३५) सहदेवगढी नागी देखि ५ न कुवित भवन सभ - ६ मि
- ३६) माला वरडाडा देखि भुजेल गाऊ सभ - ६ मिटर
- ३७) बाबखोर डाडा देखि जोगने विजयाखर्क - ६ मिटर
- ३८) वाडन रोव देखि खामडाडा सभ - ६ मि



क्र.सं.	नाम	सम्बन्ध	सम्बन्धीको नाम	सम्बन्धीको पता	सम्बन्धीको फोन नम्बर	सम्बन्धीको मोबाइल नम्बर
१	श्रीमान. राम	पति	श्रीमती. सुशीला	सुशीला, राम, काठमाडौं	९७७-१-४२२२२२	९७७-९७७-९७७९७७
२	श्रीमान. शम्भु	पति	श्रीमती. प्रियंका	प्रियंका, शम्भु, काठमाडौं	९७७-१-४२२२२२	९७७-९७७-९७७९७७
३	श्रीमान. विष्णु	पति	श्रीमती. अम्बिका	अम्बिका, विष्णु, काठमाडौं	९७७-१-४२२२२२	९७७-९७७-९७७९७७
४	श्रीमान. रामेश्वर	पति	श्रीमती. लक्ष्मी	लक्ष्मी, रामेश्वर, काठमाडौं	९७७-१-४२२२२२	९७७-९७७-९७७९७७
५	श्रीमान. सुन्दर	पति	श्रीमती. सुशीला	सुशीला, सुन्दर, काठमाडौं	९७७-१-४२२२२२	९७७-९७७-९७७९७७
६	श्रीमान. विष्णु	पति	श्रीमती. अम्बिका	अम्बिका, विष्णु, काठमाडौं	९७७-१-४२२२२२	९७७-९७७-९७७९७७
७	श्रीमान. रामेश्वर	पति	श्रीमती. लक्ष्मी	लक्ष्मी, रामेश्वर, काठमाडौं	९७७-१-४२२२२२	९७७-९७७-९७७९७७
८	श्रीमान. सुन्दर	पति	श्रीमती. सुशीला	सुशीला, सुन्दर, काठमाडौं	९७७-१-४२२२२२	९७७-९७७-९७७९७७
९	श्रीमान. विष्णु	पति	श्रीमती. अम्बिका	अम्बिका, विष्णु, काठमाडौं	९७७-१-४२२२२२	९७७-९७७-९७७९७७
१०	श्रीमान. रामेश्वर	पति	श्रीमती. लक्ष्मी	लक्ष्मी, रामेश्वर, काठमाडौं	९७७-१-४२२२२२	९७७-९७७-९७७९७७







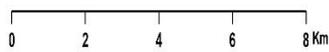
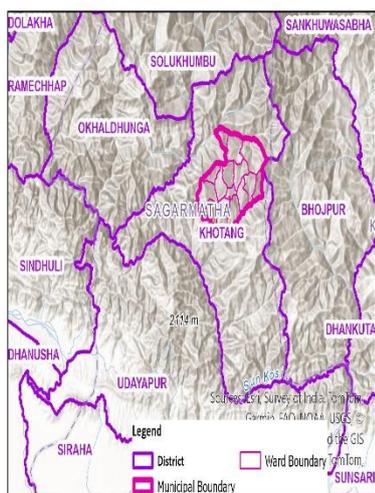






ANNEX MAPS

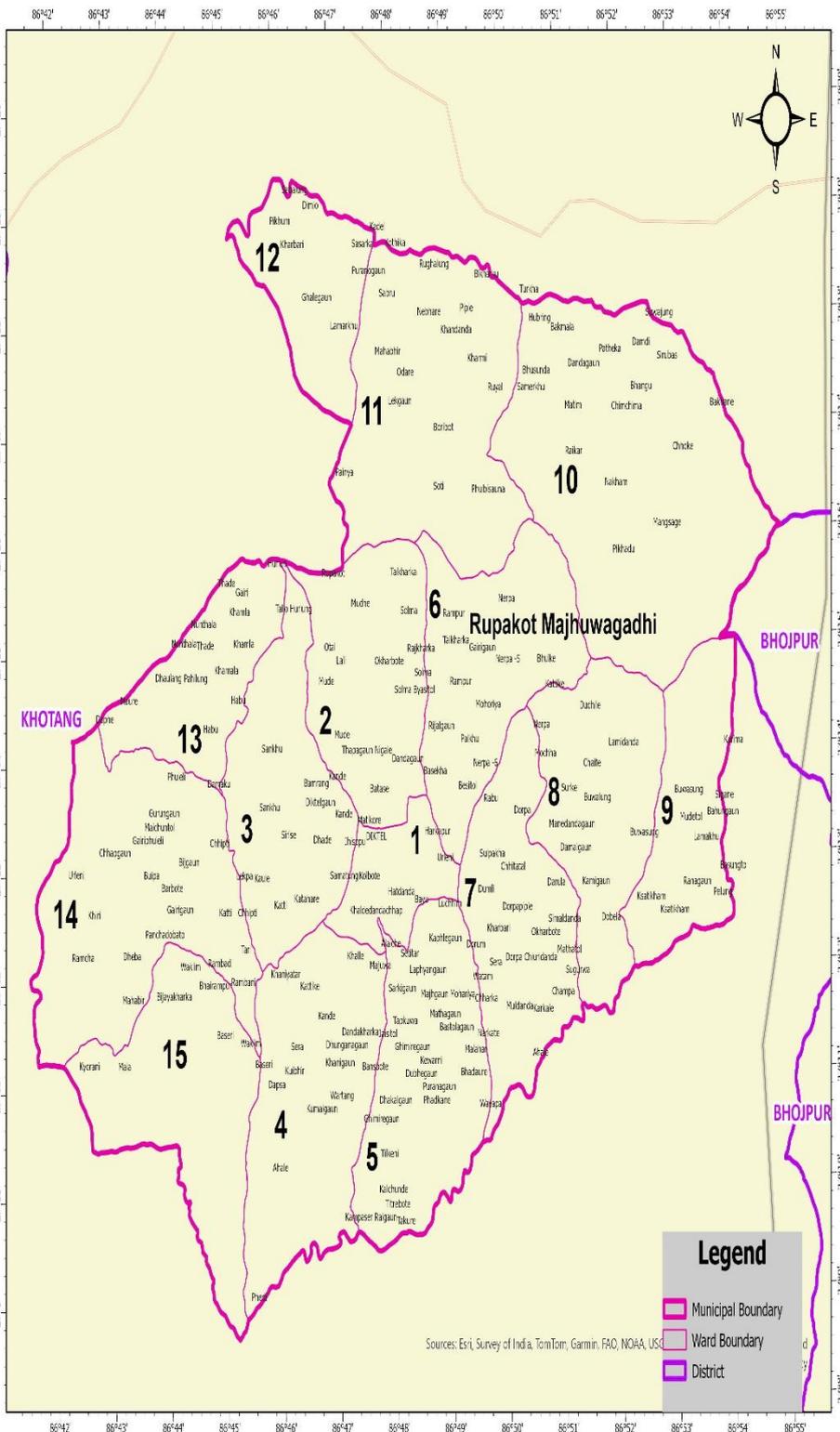
Location Map of Rupakot Majhuwadgh Municipality, Khotang



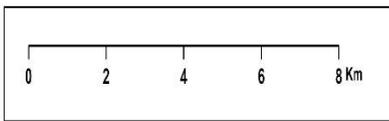
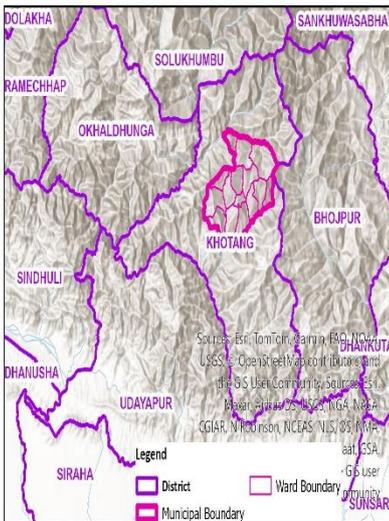
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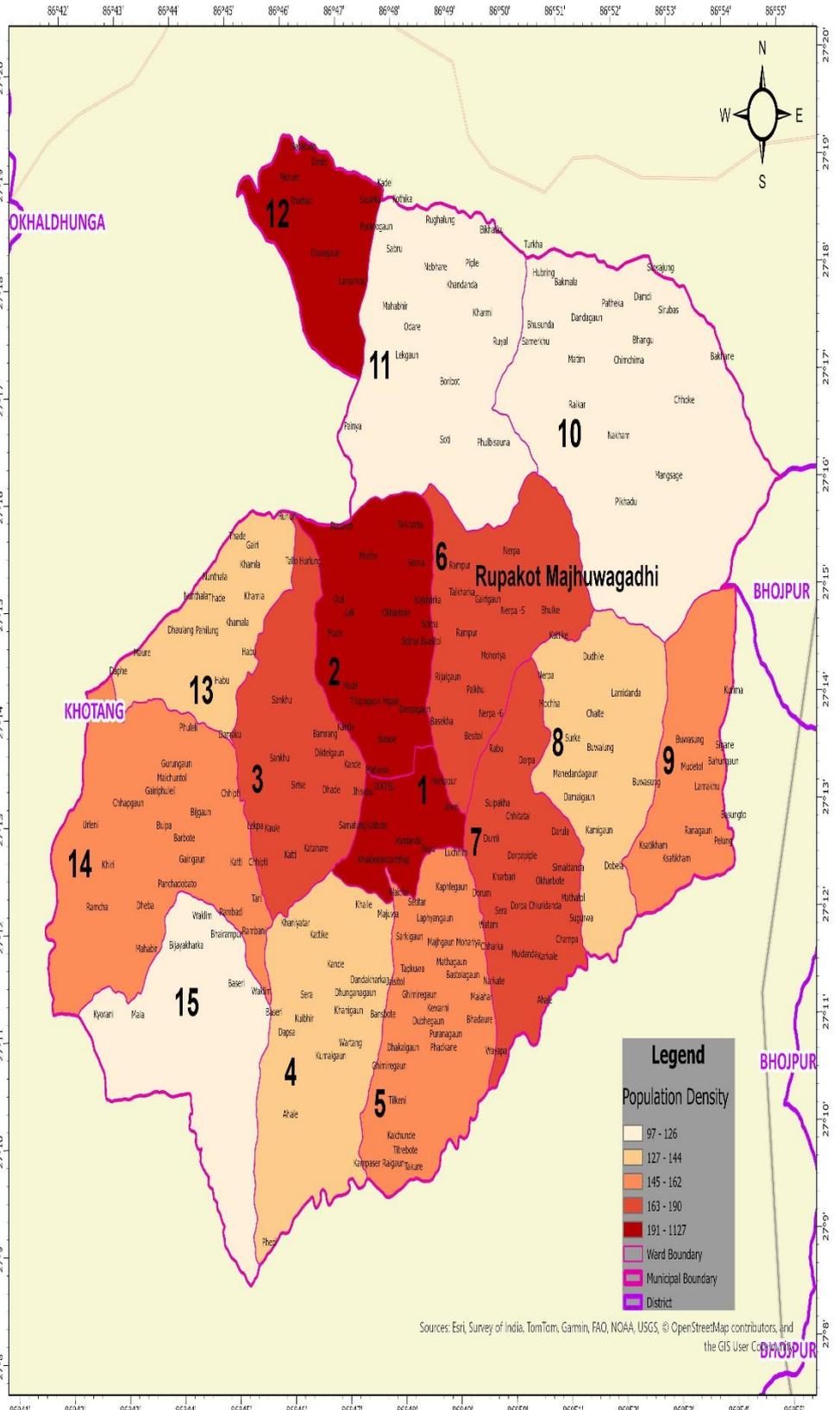
Population Density Map of Rupakot Majhuwagadh Municipality, Khotang



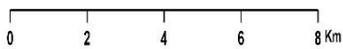
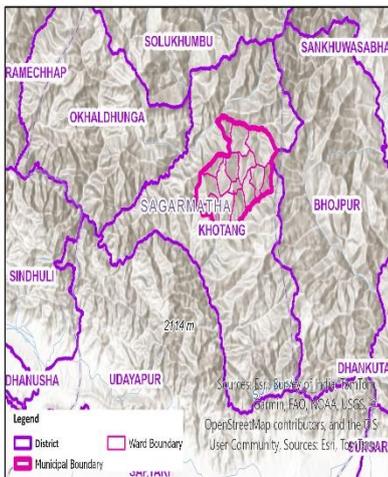
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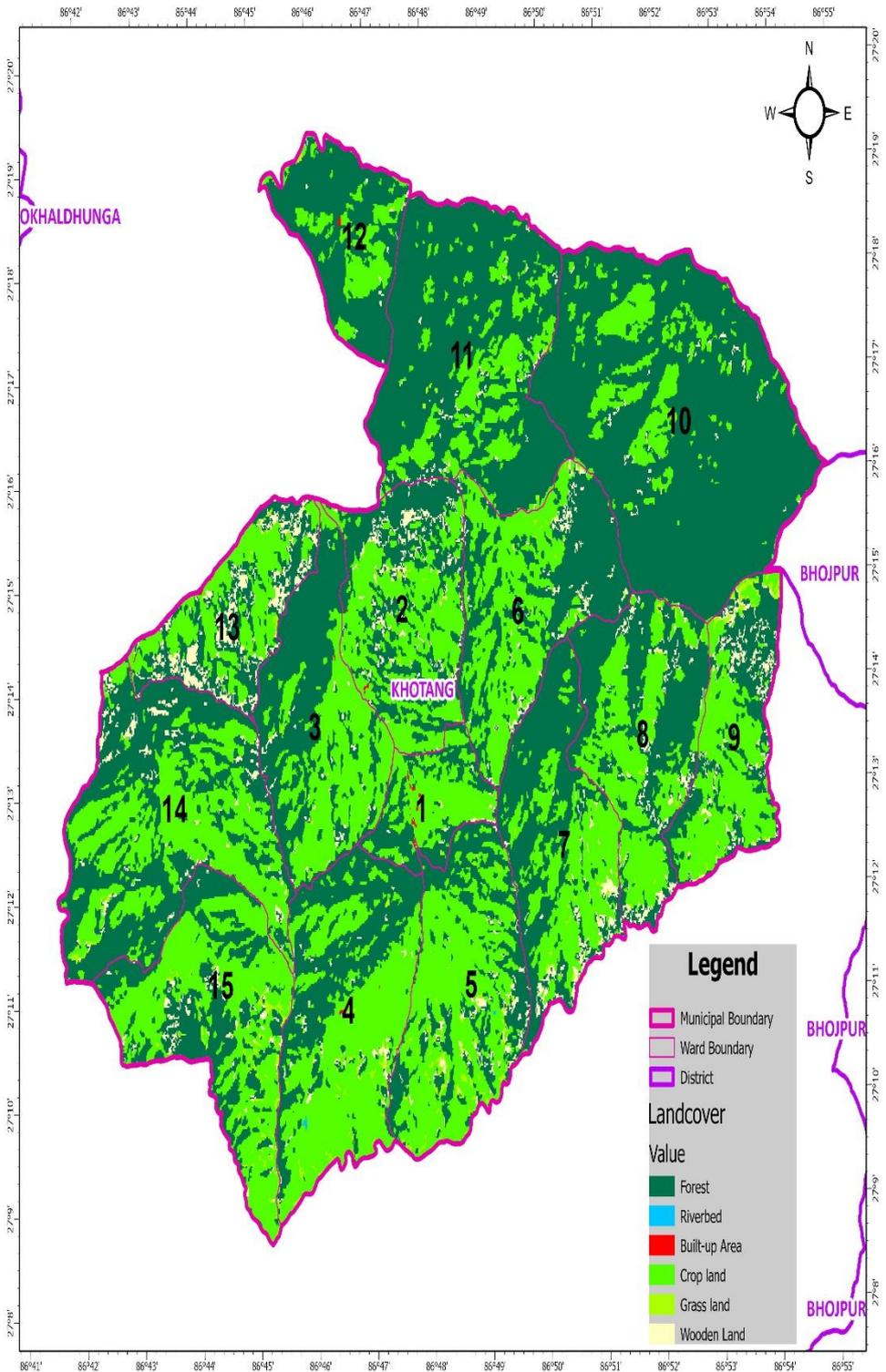
Land Cover Map of Rupakot Majhuwagadh Municipality, Khotang



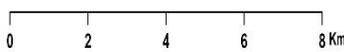
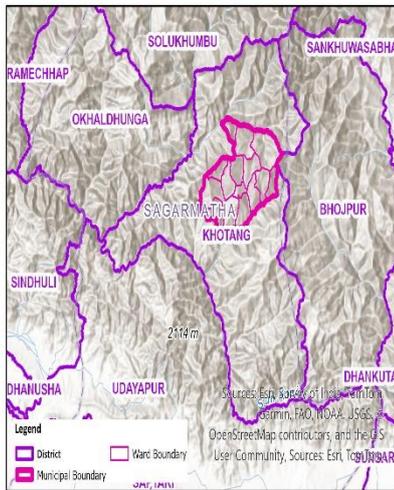
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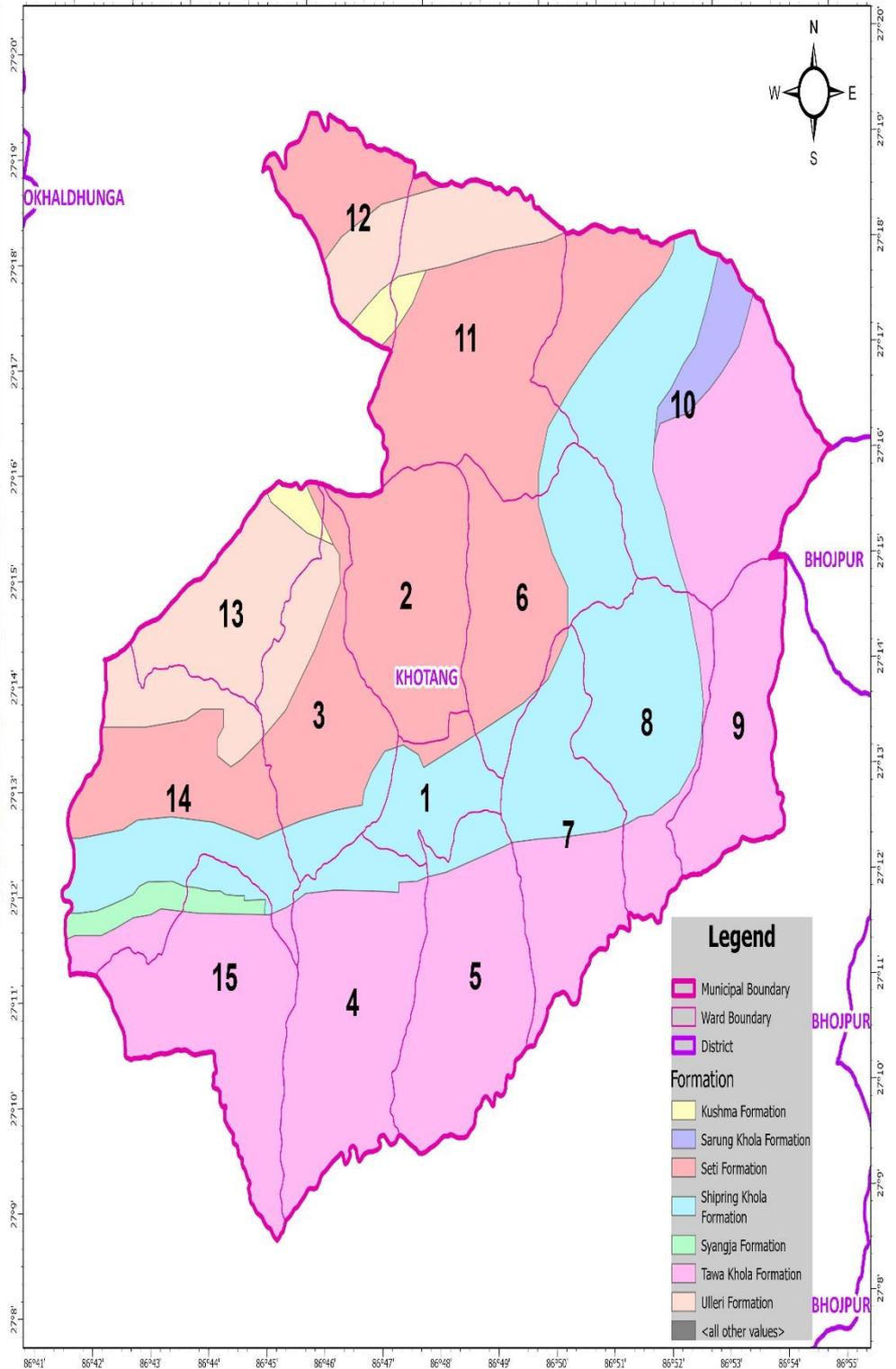
Geological Map of Rupakot Majhuwagadh Municipality, Khotang



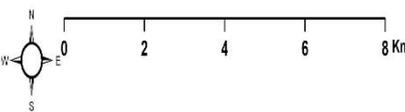
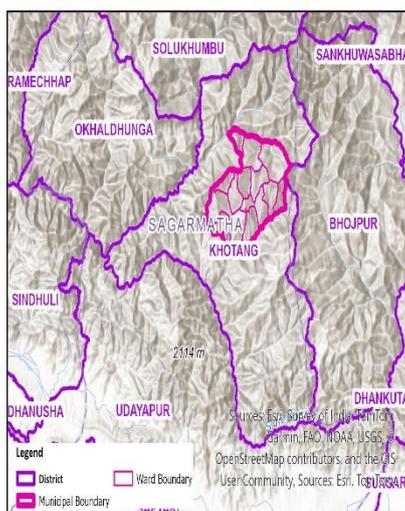
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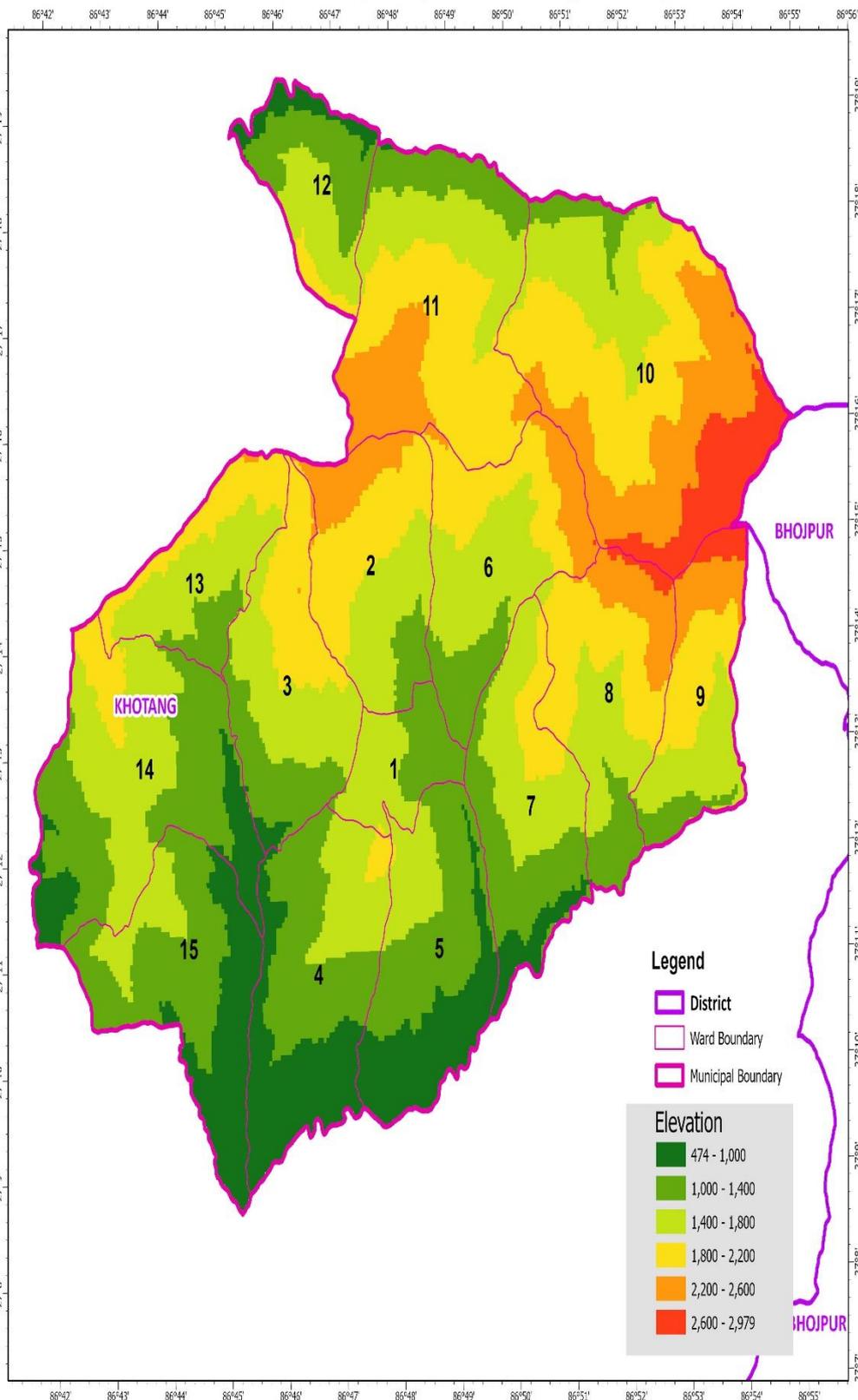


Elevation of Rupakot Majhuwadgh Municipality, Khotang

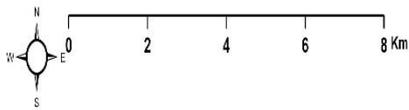
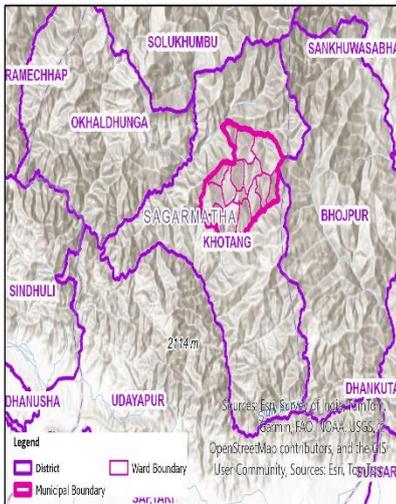


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Slope of Rupakot Majhuwagadh Municipality, Khotang



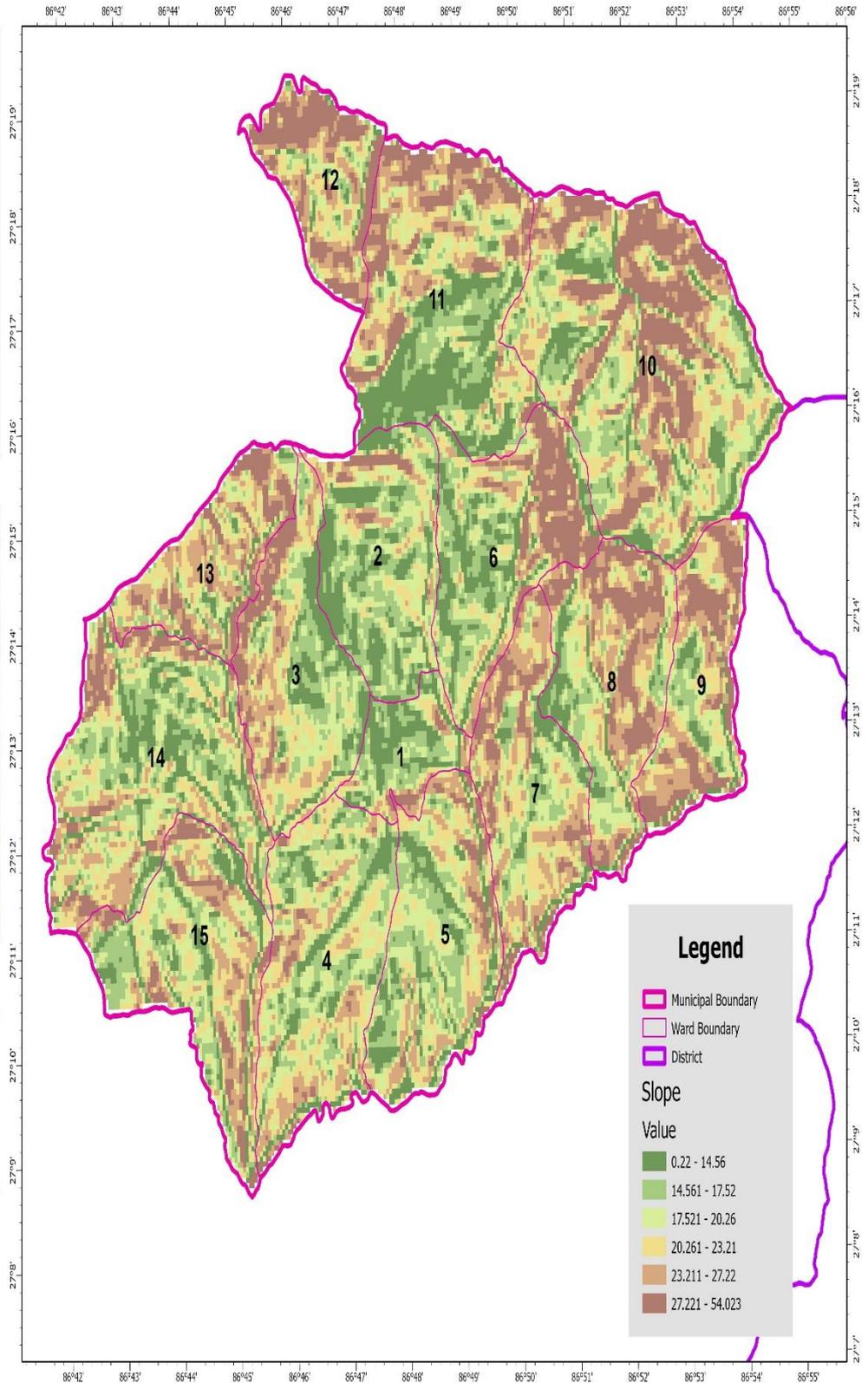
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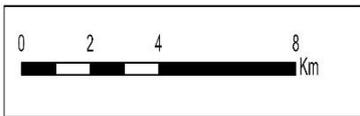
Class Wise Road Network Map of Diktel Rupakot Majhuwagadh Municipality, Khotang



Legend

- Ward Boundary
- Municipal Boundary
- District

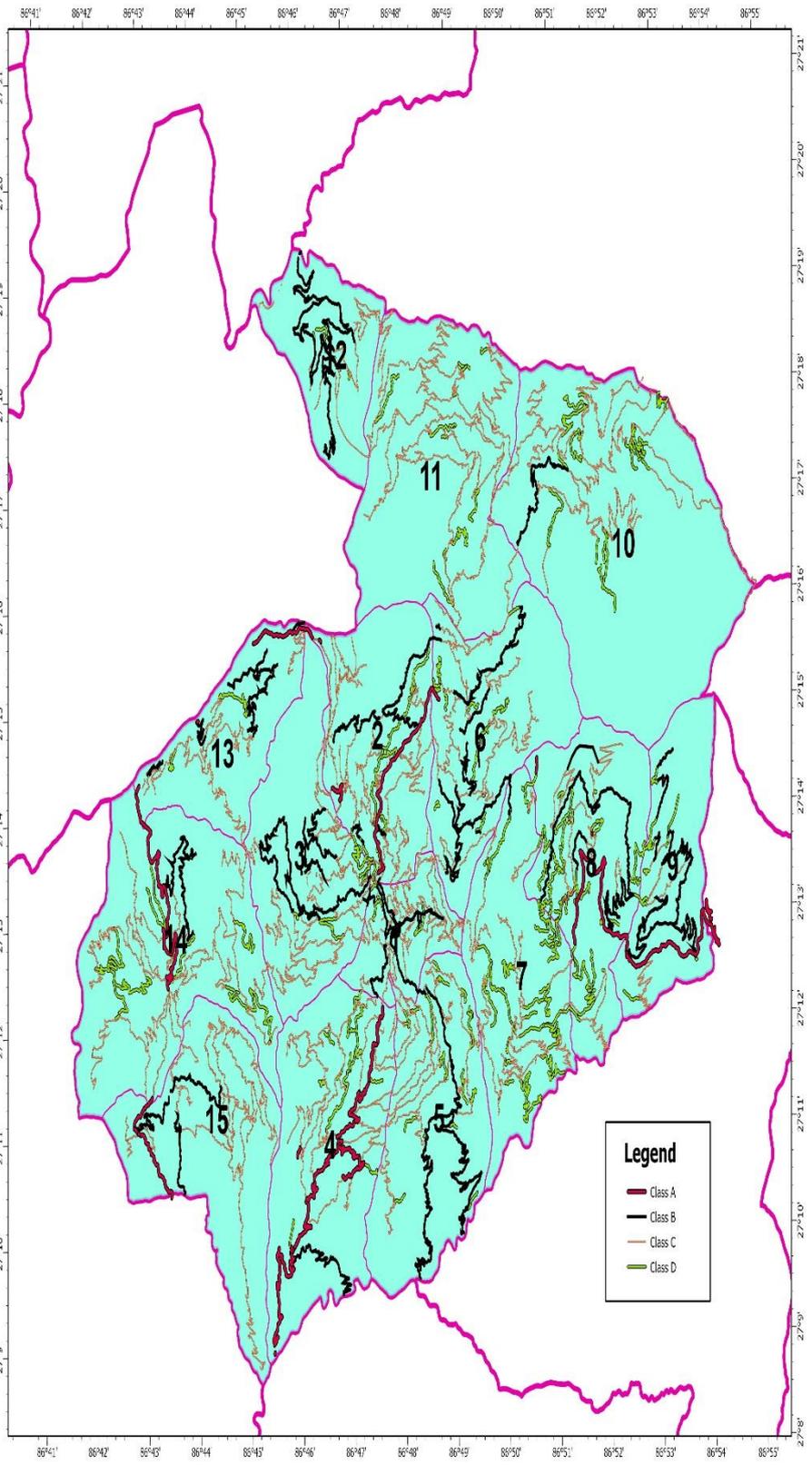
<p>Spatial Reference Name: ModifiedUTM 84 PCS: ModifiedUTM 84 GCS: GCS Everest 1830 Datum: Everest Adj 1937 Projection: Transverse Mercator</p>	 Scale: 1:90,763
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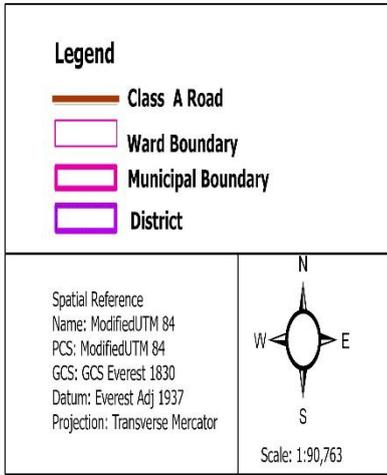
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Legend

- Class A
- Class B
- Class C
- Class D

Class "A" Road Network Map of Diktel Rupakot Majhuwagadh Municipality, Khotang

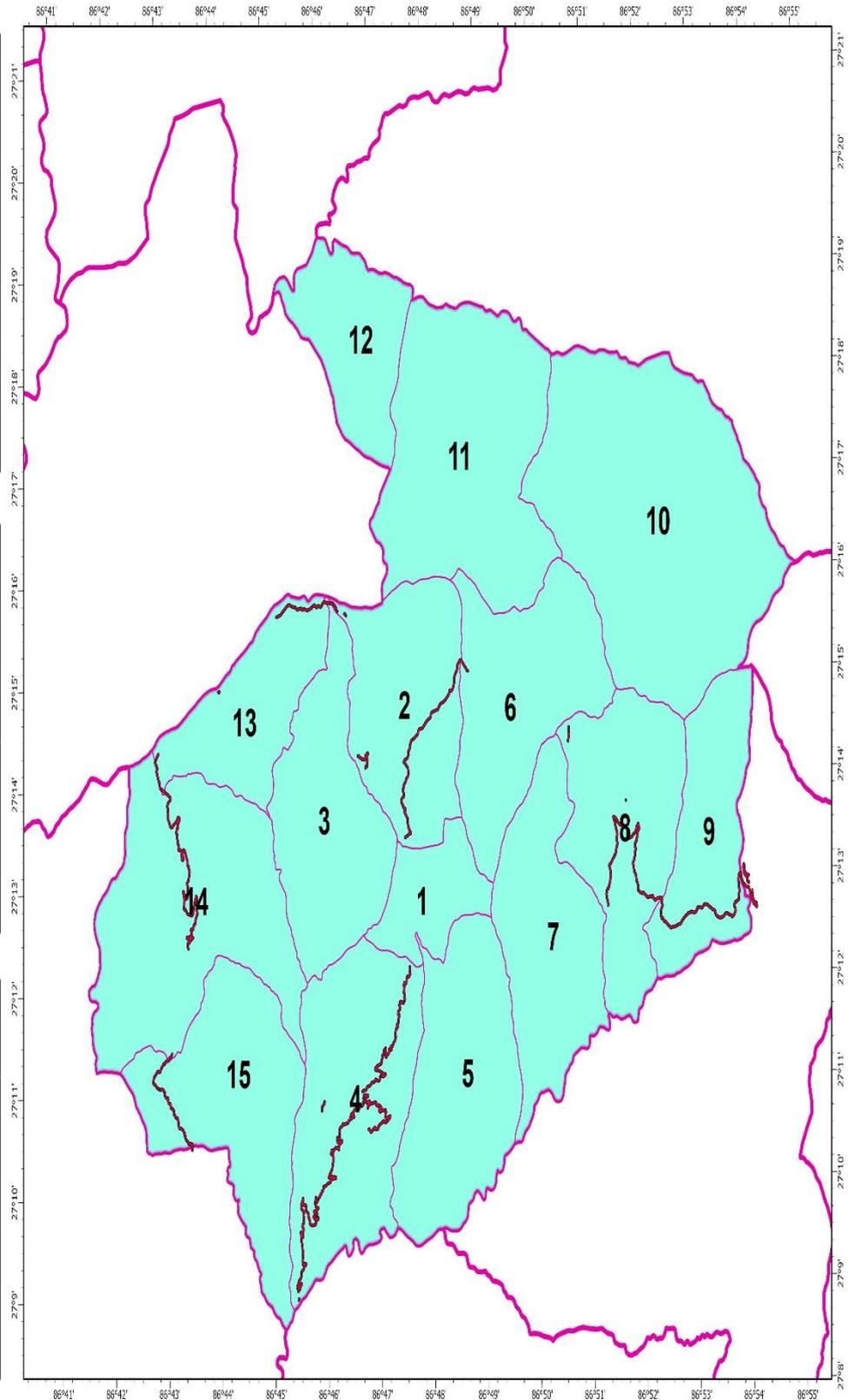


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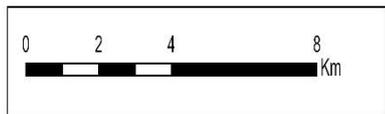
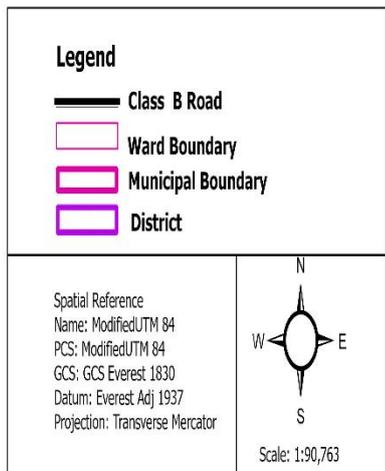
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Class "B" Road Network Map of Diktel Rupakot Majhuwagadh Municipality, Khotang

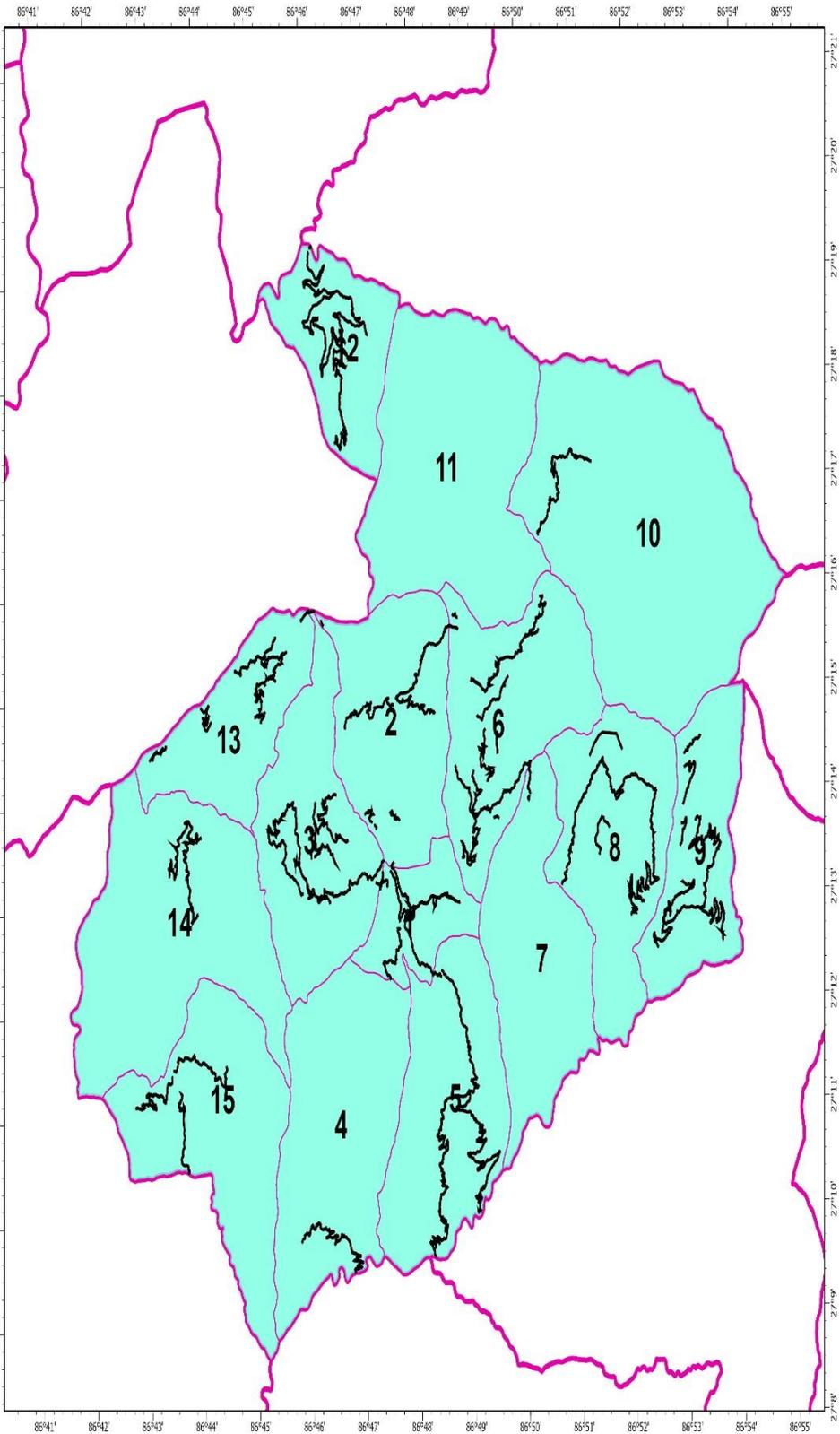


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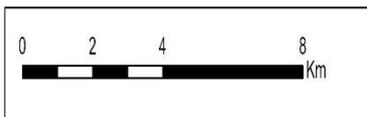
Class "C" Road Network Map of Diktel Rupakot Majhuwagadh Municipality, Khotang



Legend

- Class C Road
- Ward Boundary
- Municipal Boundary
- District

Spatial Reference Name: ModifiedUTM 84 PCS: ModifiedUTM 84 GCS: GCS Everest 1830 Datum: Everest Adj 1937 Projection: Transverse Mercator	 Scale: 1:90,763
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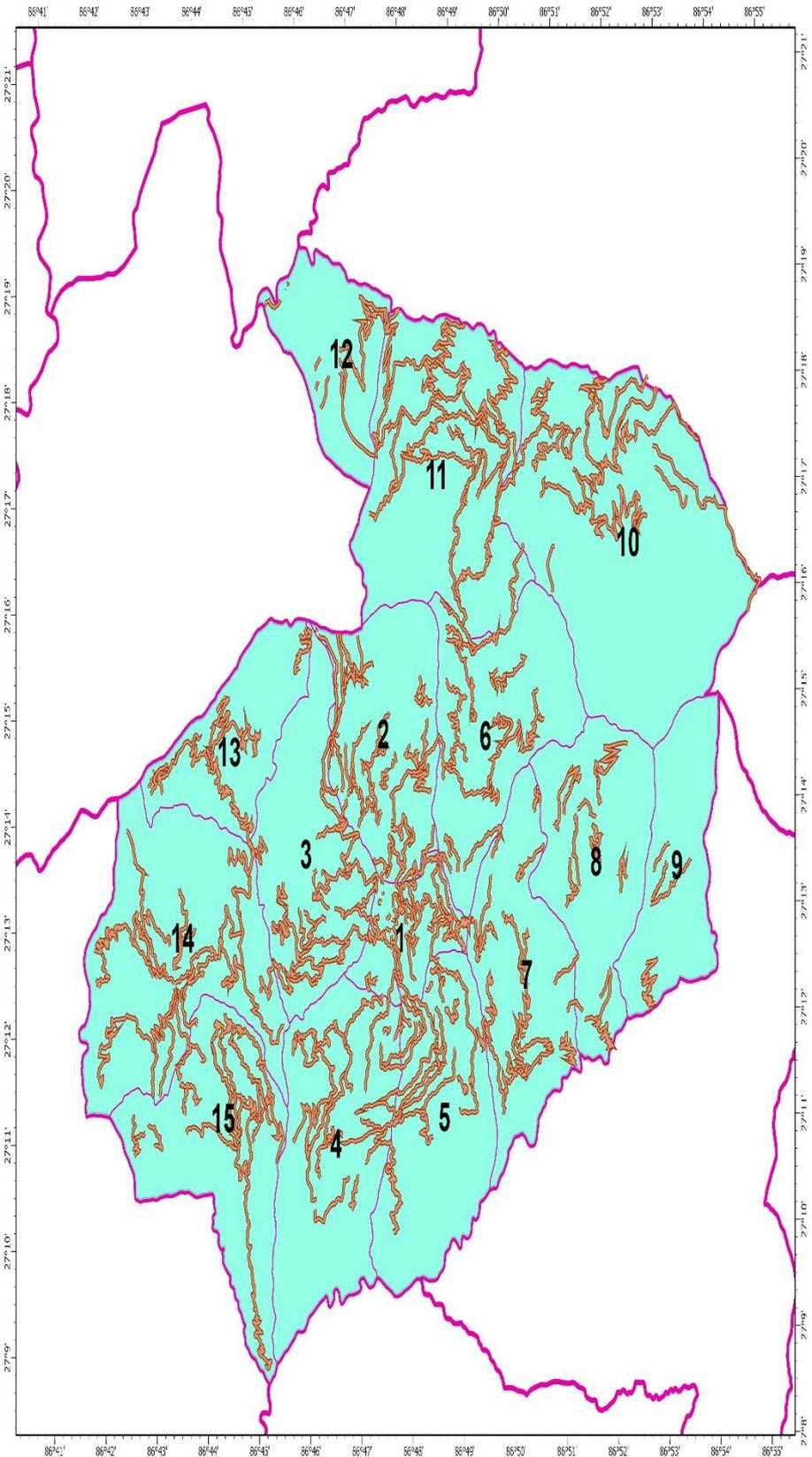


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Class "D" Road Network Map of Diktel Rupakot Majhuwagadh Municipality, Khotang

