

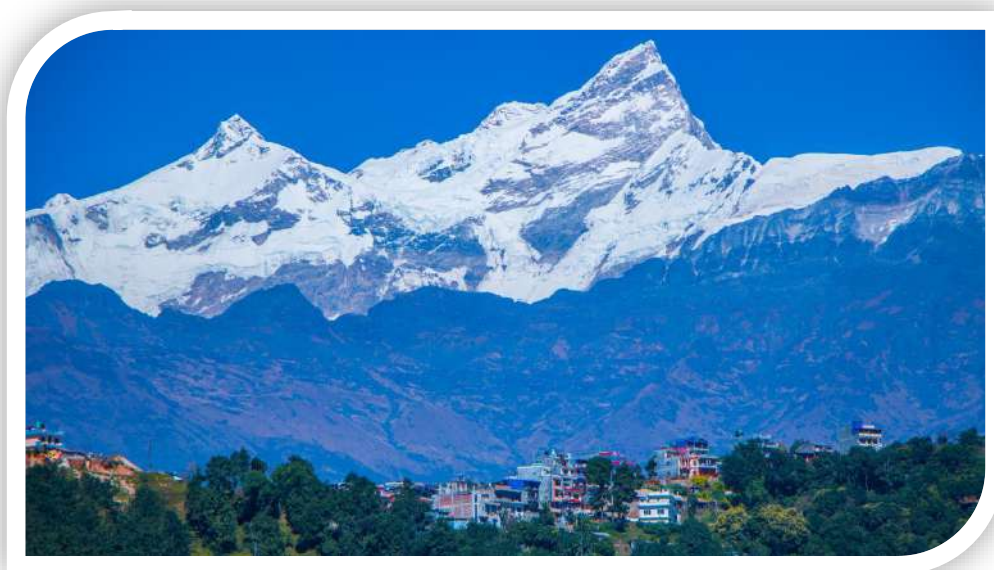


Ajirkot Rural Municipality.

Office of the Rural Municipality Executive

Gorkha District, Gandaki Province, Nepal

***Preparation of Detail Project Report (DPR) of
Rural Municipality Transport Master Plan
(RMTMP) of Ajirkot Rural Municipality***



Final Report

Volume I – Main Report

2079/80



Ajirkot Rural Municipality.
Office of the Rural Municipality Executive
Gorkha District, Gandaki Province, Nepal

***Preparation of Detail Project Report (DPR) of Municipality
Transport Master Plan (MTMP) of Ajirkot Rural
Municipality***



SUBMITTED BY:

Dwarika Engineering and Construction Suppliers Pvt. Ltd

Samakhusi, Kathmandu Nepal

Letter of Submission

Ajirkot Rural Municipality.

Office of the Rural Municipality Executive

Gorkha District, gandaki province Nepal

Final Report

This document (Volume-I Dpr of Rural Municipal Transport Master Plan) is the final report prepared for the project, “Consulting Services for Preparation of Detail Project Report (DPR) of Municipality Transport Master Plan (MTMP) of Ajirkot Rural Municipality. Undertaken by Ajirkot Rural Municipality, the opinions, findings, and conclusions expressed herein are those of the consultant and do not necessarily reflect those of the client. The report is submitted in volume and the content follows in subsequent pages.

Data Sources and Credits

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Dwarika Engineering and Construction Suppliers Pvt.Ltd

Samakhusi – Kathmandu, Nepal

Project Description and Structure

Altogether, the study, analysis, and planning of the R-MTMP of Ajirkot Rural Municipality has 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 project description as below.

<i>Project Descriptions and Structures</i>	
<i>Title of Consulting Service</i>	<i>Preparation of DPR of Municipal Transport Master Plan (MTMP) of Ajirkot Rural Municipality</i>
<i>Local Level</i>	<i>Ajirkot Rural Municipality, Gorkha, Gandaki Province</i>
<i>Date</i>	<i>2079/80</i>
<i>Report Volume-I</i>	<i>Main Report</i>
<i>Report Volume-II</i>	<i>GIS Maps and Drawings (R-MTMP- Maps)</i>
<i>Report Volume-III</i>	<i>GIS Inventory Data, Quantity and Estimation</i>
<i>DVD/USB</i>	<i>Soft Copy</i>
<i>Consultant</i>	<i>Dwarika Engineering and Construction Suppliers Pvt. Ltd. Samakhsi, Kathmandu, Nepal</i>

Acknowledgment

The (Volume-I Dpr of Rural Municipal Transport Master Plan) Preparation of Detail Project Report (DPR) of Municipality Transport Master Plan (MTMP) of Ajirkot Rural Municipality has been prepared under the contract agreement between Ajirkot Rural Municipality and Dwarika Engineering and Construction Suppliers Pvt.Ltd. We would like to convey our indebtedness to Ajirkot Rural Municipality for entrusting us with the responsibility to conduct the task of preparing Preparation of Detail Project Report (DPR) of Municipality Transport Master Plan (MTMP) of Ajirkot Rural Municipality.

The R-MTMP report has been developed on the basis of 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 rural municipality and ward levels and as per the ToR provided along with the contract agreement with the Ajirkot Rural Municipality.

We would like to express gratitude to the Ajirkot Rural Municipality team and experts, Representatives of the Ajirkot Rural Municipality for their valuable suggestion and motivation.

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Dwarika Engineering and Construction Suppliers Pvt.Ltd

Samakhusi - kathmandu, Nepal

2079/80 BS

Acronyms

<i>AOI</i>	<i>Area of Interest</i>
<i>MTMP</i>	<i>Municipal Transport Master Plan</i>
<i>R-MTMP</i>	<i>Rural Municipal Transport Master Plan</i>
<i>BT</i>	<i>Black Topped</i>
<i>CBS</i>	<i>Central Bureau of Statistics</i>
<i>DoLIDAR</i>	<i>Department of Local Infrastructure Development and Agricultural Roads</i>
<i>DoR</i>	<i>Department of Road</i>
<i>DRCN</i>	<i>District Road Core Network</i>
<i>DTMP</i>	<i>District Transport Master Plan</i>
<i>DUDBC</i>	<i>Department of Development of Building Construction</i>
<i>ER</i>	<i>Earthen Road</i>
<i>FR</i>	<i>Feeder Road</i>
<i>GR</i>	<i>Graveled Road</i>
<i>IAP</i>	<i>Integrated Accessibility Planning</i>
<i>IDP</i>	<i>Integrated Development Plan</i>
<i>IDPM</i>	<i>Indicative Developmental Potential Map</i>
<i>INGO</i>	<i>International Non-Governmental Organization</i>
<i>IRC</i>	<i>Indian Road Congress</i>
<i>KM</i>	<i>Kilometer</i>
<i>LGOA</i>	<i>Local Government operation Act</i>
<i>MIM</i>	<i>Municipal Inventory Map</i>
<i>MoFALD</i>	<i>Ministry of Federal Affair and Local Development</i>
<i>MoUD</i>	<i>Ministry of Urban Development</i>
<i>MRCC</i>	<i>Municipal Roads Coordination Committee</i>
<i>MRCN</i>	<i>Municipal Road Core Network</i>
<i>MTPP</i>	<i>Municipal Transport Perspective Plan</i>

<i>NGO</i>	<i>Non-Governmental Organization</i>
<i>NH</i>	<i>National Highway</i>
<i>NMT</i>	<i>Non- Motorized Transport</i>
<i>NPC</i>	<i>National Planning Commission</i>
<i>NRS</i>	<i>Nepal Road Standard</i>
<i>NTPCO</i>	<i>New Town Project Co-ordination Committee</i>
<i>NUDS</i>	<i>National Urban Development Strategic</i>
<i>NURS</i>	<i>Nepal Urban Road standard</i>
<i>OD</i>	<i>Origin and Destination</i>
<i>PCU</i>	<i>Passenger Car Unit</i>
<i>RCUP</i>	<i>Resource Conservation Utilization Project</i>
<i>RoW</i>	<i>Right of Way</i>
<i>RTO</i>	<i>Regional Transport Organization</i>
<i>SOR</i>	<i>Socially Oriented and Responsibility</i>
<i>TIMP</i>	<i>Transport Infrastructure Master Plan</i>
<i>TDF</i>	<i>Town Development Fund</i>
<i>ToR</i>	<i>Term of Reference</i>
<i>VDC</i>	<i>Village Development Committee</i>
<i>GIS</i>	<i>Geographic Information System</i>
<i>DEM</i>	<i>Digital Elevation Model</i>
<i>GPS</i>	<i>Global Positioning System</i>
<i>ToR</i>	<i>Term of Reference</i>
<i>DUDBC</i>	<i>Department of Urban Development and Building Construction</i>
<i>DBF</i>	<i>Data base File</i>
<i>ESRI</i>	<i>Environmental Systems Research Institute</i>
<i>SQL</i>	<i>Standard Query Language</i>

<i>CSV</i>	<i>Comma Separated Values</i>
<i>KVTDC</i>	<i>Kathmandu Valley Town Development Committee</i>
<i>DHUD</i>	<i>Department of Housing and urban Development</i>
<i>DWSS</i>	<i>Department of Water Supply and sewage</i>
<i>AMSL</i>	<i>Above Mean Sea Level</i>
<i>BOOT</i>	<i>Built Operate Own & Transfer</i>
<i>CBO</i>	<i>Community Based Organization</i>
<i>CBS</i>	<i>Central Bureau of Statistics</i>
<i>DCSI</i>	<i>Department of Cottage and Small Industries</i>
<i>DFO</i>	<i>Division Forest Office</i>
<i>DHO</i>	<i>District Public Health Office</i>
<i>DOLS</i>	<i>Department of Livestock Services</i>
<i>DOR</i>	<i>Department of Road</i>
<i>DOWRI</i>	<i>Department of Water Resources and Irrigation</i>
<i>DPR</i>	<i>Detailed Project Report</i>
<i>DPTC</i>	<i>Disaster Prevention Technical Centre</i>
<i>DRM</i>	<i>Disaster Risk Management</i>
<i>DRR</i>	<i>Disaster Risk Reduction</i>
<i>DUDBC</i>	<i>Department of Urban Development and Building Construction</i>
<i>EDP</i>	<i>Economic Development Plan</i>
<i>EIA</i>	<i>Environmental Impact Assessment</i>
<i>EPR</i>	<i>Environment Protection Rules</i>
<i>FAR</i>	<i>Floor Area Ratio</i>
<i>FGD</i>	<i>Focal Group Discussion</i>
<i>FNCCI</i>	<i>Federation of Nepalese Chamber of Commerce and Industries</i>

<i>GESI</i>	<i>Gender Equality and Social Inclusive</i>
<i>GLD</i>	<i>Guided Land Development</i>
<i>GON</i>	<i>Government of Nepal</i>
<i>GPS</i>	<i>Global Positioning System</i>
<i>HALT</i>	<i>House And Land Tax</i>
<i>HH</i>	<i>Household</i>
<i>IAP</i>	<i>Integrated Action Plan</i>
<i>ICT</i>	<i>Information and Communication Technology</i>
<i>IDP</i>	<i>Integrated Development Plan</i>
<i>IEE</i>	<i>Initial Environmental Examination</i>
<i>INGO</i>	<i>International Non-Governmental Organization</i>
<i>ISP</i>	<i>Internet Service Provider</i>
<i>IUDP</i>	<i>Integrated Urban Development Plan</i>
<i>IT</i>	<i>Information Technology</i>
<i>KMC</i>	<i>Kathmandu Metropolitan City</i>
<i>LAPA</i>	<i>Local Adaptation Plans for Action</i>
<i>LFA</i>	<i>Logical Framework Approach</i>
<i>LGOA</i>	<i>Local Government Operation Act</i>
<i>LR</i>	<i>Land Revenue</i>
<i>LS</i>	<i>Lump Sum</i>
<i>MIS</i>	<i>Management of Information System</i>
<i>MLD</i>	<i>Million Litre Per Day</i>
<i>MOCACT</i>	<i>Ministry of Civil Aviation, Culture and Tourism</i>
<i>MOE</i>	<i>Ministry of Education</i>
<i>MoFALD</i>	<i>Ministry of Federal Affairs and Local Development</i>

<i>MOHA</i>	<i>Ministry of Home Affairs</i>
<i>MOI</i>	<i>Ministry of Industry</i>
<i>MOPH</i>	<i>Ministry of Population and Health</i>
<i>MoUD</i>	<i>Ministry of Urban Development</i>
<i>MOYS</i>	<i>Ministry of Youth and Sports</i>
<i>MSIP</i>	<i>Multi Sectorial Investment Plan</i>
<i>MSUD</i>	<i>Management Support of Urban Development</i>
<i>MTMP</i>	<i>Municipal Transport Master Plan</i>
<i>NAPA</i>	<i>National Adaptation Programme of Action</i>
<i>NEA</i>	<i>Nepal Electricity Authority</i>
<i>NGO</i>	<i>Non-Governmental Organization</i>
<i>NPC</i>	<i>National Planning Commission</i>
<i>NT</i>	<i>New Town</i>
<i>NTB</i>	<i>Nepal Tourism Board</i>
<i>NTC</i>	<i>Nepal Telecommunication Corporation</i>
<i>NTFP</i>	<i>Non-Timber Forest Product</i>
<i>NTO</i>	<i>National Tourism Organization</i>
<i>NTPCO</i>	<i>New Town Project Coordination Office</i>
<i>NUDS</i>	<i>National Urban Development Strategy</i>
<i>NUP</i>	<i>National Urban Policy</i>
<i>OWOP</i>	<i>One Ward One Product</i>
<i>PDP</i>	<i>Physical Development Plan</i>
<i>PRM</i>	<i>Ajirkot Rural Municipality</i>
<i>PPP</i>	<i>Public Private Partnership</i>
<i>PS</i>	<i>Private Sector</i>

<i>RET</i>	<i>Renewable Energy Technologies</i>
<i>ROW</i>	<i>Right of Way</i>
<i>SWM</i>	<i>Solid Waste Management</i>
<i>SWOT</i>	<i>Strength Weakness Opportunity & Threat</i>
<i>TDC</i>	<i>Town Development Committee</i>
<i>TDF</i>	<i>Town Development Fund</i>
<i>TOR</i>	<i>Terms of Reference</i>
<i>UDLE</i>	<i>Urban Development through Local Effort</i>
<i>UNDP</i>	<i>United Nation Development Project</i>
<i>USAID</i>	<i>U.S Agency for International Development</i>
<i>VDC</i>	<i>Village Development Committee</i>
<i>WHO</i>	<i>World Health Organization</i>

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Chapter 1 Introduction

1.1 Background

The Constitution of Nepal has envisioned Federal Democratic Republicanism as the essence of its governance system. The rights of the local government have been enlisted in Annex -8 of the constitution. Local Government Operation Act 2074 elaborates and specifies those rights to be exercised by the local government. Article 11, Sub-Articles 2(G) and (K) specify the rights of the local government to devise and implement policies and plans regarding roads, transportation and other relevant development projects directly concerned with the local level.

As a local government, Ajirkot Rural Municipality had allocated fund, endorsed by the Village Assembly, for the preparation of Rural Municipal Transport Master Plan (RMTMP). Therefore, this report is the product of an extensive field study and study of relevant documents, interactions with the villagers, people representatives and stakeholders in the Rural Municipality and ward levels for the preparation of Rural Municipal Transport Master Plan (RMTMP).

Physical infrastructure development has been extremely sluggish esp. in rural level in Nepal since long due to extended political turmoil and transition. Development of transportation infrastructure is one of the most essential groundworks for initiating other avenues of development. Proper development of transportation systems opens accessibility of the people to larger markets, service centers and overall economic sectors. Development of roads also leads to the development of urban centers with amenities like hospitals, schools, markets, services etc.

Roads establish significant linkages with the large neighboring cities with vibrancy of economy, human activities, and transactions. This sort of linkage is a key for the development of rural areas. Therefore, development of transportation basically through the development of road linkages is a fundamental necessity of this Rural Municipality. It has prioritized the development of sustainable Rural Municipal Transport Master Plan which requires inception of avenues of all kinds of development in general through easy access to people's mobility.

Chiefly this RMTMP aims to assess the present status of roads and transportation within the Municipality through extensive field surveys making an inventory of the details of existing roads and transport situations. The study has also unfolded the problems and genuine necessities on road and transportation along with the recommendation of key interventions to be made for the sustainable development of road and transportation network. The planning approach adopted by the consultant is fundamentally bottom up and participatory. Study and analysis of existing road status and need assessment have been the basis for this overall planning.

(RMTMP) is a long-term visionary plan which aims to systematize the road and transport development processes within the Rural Municipality. It identifies the roads and creates a complete inventory of the roads. It categorizes the roads into four classes A, B, C, and D according to their importance. It prioritizes the interventions and allocates the estimated budget for the necessary interventions. Above all, it systematizes the process of road and transportation development according to the need of the Rural Municipality. The consultant has followed all the

prevailing norms and standards for the planning. It is based on the Approach Manual prepared by DOLIDAR and (R) MTMP guidelines prepared by MoFAGA. It has determined the Municipal Road Core Network as practical in the planning process of DTMP and has identified the key linkages with another road network. A complete road network has been identified to make a basis for future development of roads which primarily helps to develop the transport access to all the settlements in the Municipality meeting the national standard of nominal duration to reach the core road network or all-weather roads.

A broader perspective on urban transportation is proposed in the National Urban Development Strategy 2015. The strategies include the integration of land use and transportation in urban areas as well as regional planning and development of related institutional mechanisms and capacity. The provision of hierarchically balanced urban road infrastructure; promotion of sustainable urban public transport, and preparation and implementation of comprehensive transport management standards and plans for urban areas are the boarder perspective that has focused on the strategy. In prioritized regions the provision of high- speed inter-urban transport infrastructure is also proposed.

Nepal Government, Ministry of Federal Affairs and Local Development stepped up to bring forward proposal to create New Municipalities including Municipalities from those urban and semi-urban settlements by combining prevalent Village Development Committees approved the proposal leading to creation of 753 local bodies with new municipalities in various steps. There are altogether 6 Metropolitan, 11 Sub-Metropolitan, 276 Municipalities and 460 Rural Municipalities, October 2017. Since this Rural Municipality is at an early stage of infrastructure development, they require an appropriate long-term plan so that organized and beautiful cities shall be developed. R-MTMP has been considered as an objective tool for prioritizing projects and it will partially fulfil the lacking part of LGOA. 2074. Therefore, the Ajirkot Rural Municipality is intended to prepare R-MTMP for sustainable transport development in the city.

1.2 Objectives

The overall objective of the consulting services is to prepare the Rural Municipal Transport Master Plan (R-MTMP) of the Rural Municipality. The R-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 of demands for new/rehabilitation transport linkages from Rural Municipality/ Settlements based on city development plan.*
- Analyse the accessibility situation.*
- Identify and priorities the interventions based on the accessibility situation.*
- Prepare Indicative Developmental Potential Map (IDPM).*
- Prepare the Municipal Inventory Map (MIM) of Road networks.*
- Prepare the Perspective Plan of transport services and facilities.*

- *Synchronize the draft Perspective Plans of adjoining VDCs/Municipalities/districts.*
- *Develop scoring criteria and its approval from Rural Municipality.*
- *Prepare the five years Rural Municipal Transport Master Plan (R-MTMP)*
- *Prepare a realistic physical and financial implementation plan of prioritized roads for the R-MTMP period; and*
- *Prepare Municipal Transport Perspective Plan (MTPP).*

1.3 Scope & Limitation of R – MTMP

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

- *Assist in the formulation of the Municipal Roads Coordination Committee (MRCC).*
- *Secondary Sources of Information and Review of the existing R-MTMP.*
- *Accessibility data collection and analysis.*
- *Developing Scoring Criteria and its approval from Rural Municipality.*
- *Road classification and nomenclature.*
- *Analyse fund availability for Roads.*
- *Preparation of Perspective Plan of interventions of services and facilities.*
- *Preparation of the Municipal Transport Master Plan (R-MTMP).*
- *Prepare a realistic Physical and Financial Implementation Plan of prioritized roads for the R-MTMP implementation period.*

1.4 Limitation

This transport master plan is limited within the territory of the Rural Municipality. Since the data collected for the planning has been based on the information provided by the local people in the ward levels, they may have supplied limited information. Although enumerators have attempted their best to reach all the roads for the necessary data, there are chances of missing the data to some extent. Misnaming of the road may occur due to pronunciation error or hearing problem by the respondent as well as enumerators. Chances of error may occur during data entry and tabulation. The scale used to work on GIS is also likely to generate some errors. Though such limitation and errors are obvious, attempts have been made to minimize such errors taking precautions in the error prone areas. Though such limitations and errors are obvious, attempts have been made to minimize such errors by taking precautions in the error prone areas.

1.1 Expected Output

Rural Municipal Transport Master Plan has been prepared with a complete picture of Rural Municipal Road Core Network (R-MRCN). Plan supports municipal development and well-managed urban prospective. The complete in-depth analysis of development potentials of the study areas will include following outputs as:

- Study of existing road networks and mobility situations.*
- Analysis additional and potential road networks.*
- Prepare existing road network inventory maps and develop location maps.*
- Road grading, coding, prioritization with nomenclature of each road network.*
- Develop 5- Year horizon road inventory development plan.*
- Develop 5-Year horizon budget development plan.*
- Development of final GIS road inventory plan maps.*

Chapter 2 Literature Reviews and Guidelines

2.1 Background

We, Consultant studied of the proposed project and collection of information through internet, planning norms, government policies, planning policies, guidebooks, articles etc. Moreover, other relevant information was also collected from MoUD, NPC, DOR, MoFALD, DUDBC, DoLIDAR and other libraries. Case study of similar projects and best examples of proper R-MTMP were carried out. The urban linkage between the vicinity settlements, inter-relationship with neighboring towns, regional context was analyzed and the probable economical potentialities helping road networks be ascertained.

2.2 Historical Sketch of Road Transport in Nepal

The historical evidence shows that the Gorkhali rulers had devised several arrangements for maintaining lines of transport and communications from Kathmandu to different districts. As mentioned by Regmi (1987) these arrangements could be described under two main headings: An east-west track through the hill region and postal service for the transportation of official mail and supplies. However, Rana rulers (until 1950), according to Regmi (1987), refrained from constructing large-scale transportation infrastructure because they were afraid that economic development should provide a motive for the British to annex the Kingdom. Road construction initiative took place after the fall of Rana Regime. The major emphasis on the construction of astrategic road network during the period of 1950 – 1975 gradually changed and the country started to focus on constructing roads of regional importance.

Nepal's first highway Tribhuwan Rajpath connecting Birgunj and Kathmandu was constructed in the help of Government of India, completed in 1956. The agreement among the Governments of India, United States of America and Nepal in 1958 to establish the Regional Transportation Organization (RTO) for construction of roads is an organized and planned way on a long-term basis, was the first effort in the history of Nepalese motorized road construction in Nepal (Zimmermann and Rajbhandari, 1995). The RTO formulated a 20-year program to build north-south roads connecting with Indian cities and railheads along the border. After the collapse of RTO in 1962, Nepal continued its effort to invite donors and build roads. Second highway Siddhartha Rajmarga connecting Sunauli and Pokhara was constructed in the help of Government of India. The earlier policy of emphasizing north-south roads was replaced by the east-west roads like the East-West Highway (1026 km) and Prithivi Raj Marg (Kathmandu - Pokhara, 176 km). With the internal resources of Nepal and contributions received from the major donor countries and agencies like India, China, USSR, UK, USA, Switzerland, Japan, World Bank (WB) and Asian Development Bank (ADB), Nepal developed the present strategic road networks. (Source: International Conference on Sustainable Development of Transport System 20 -22 October 2011)

2.3 District Transport Planning Initiatives in Nepal

The main national focus since 1990 was the development of district level roads through mobilizing the local governments and maintenance of the strategic road networks. Regional and district level projects were implemented in various districts e.g., Rapti Integrated Project, Koshi Hill Integrated Development Project, RCUP, Palpa Development Project (PDP), Dhading Development Project (DDP/GTZ) etc.

2.4 Early Initiatives in District Transport Planning

The first DTMP was prepared for Dhading District in 1993 by DDP/GTZ. It was named as Transport Infrastructure Master Plan (TIMP). The idea of preparing TIMP was first conceived by DDP/GTZ IN 1987. As part of the policy of supporting the construction of district road that 'the road program should be executed in line with the overall infrastructure master plan of the district to be prepared and approved by the district'. The basic strategy adopted was to cover the district by a combination of roads, road bridges, trails and trail bridges networks as to reach most of the (80%) area from the nearest road or mule trail within two hours of walking distance, (Five kilometer of aerial distance was taken as two hours walking distance). Following basic concepts were utilized in proposing the networks and priorities of the master plan:

- Alignment is to pass through maximum of village settlements lying along the ridges or mid hill slopes rather than valley bottom.*
- Avoid as much as rivers and streams so that construction cost can be kept low.*
- Alignment to pass through geologically stable area.*
- Preference to alignment, where peoples' participation and resource conservation approach could be adopted.*
- Open economically active areas to better market access.*
- Selection of routes that make possible for local people to extend the proposed alignment to other villages through local resources mobilization.*
- Roads and trails so planned that are possible to interconnect with other road networks within the district or neighbouring districts to achieve an inter district road networks.*

TIMP was produced as part of DDP/GTZ support to the two rural road projects in Dhading district. TIMP made the plan in two categories – medium term and long term. Medium term plan was assumed to be completed within 25 years and long term after completion of medium-term plan. Later, during 1994 – 1998, Pilot Labour Based District Road Rehabilitation and Maintenance Project (PLRP) prepared DTMPs of 4 project districts – Syangja, Kapilvastu, Rupandehi and Nawalparasi in a systematic process of rural transport planning. With the objective of strengthening local governments, the PLRP (Shrestha, 1997a), initiated the concept of the “District Transport Master Plan (DTMP)”. After a successful implementation of the master plan in four pilot districts, GoN circulated the national policy to prepare a master plan for each

district of the country. Realizing its significance, the GoN established the Department of Local Infrastructure Development and Agricultural Roads (DOLIDAR) under the MOLD in 1998 (DOLIDAR, 1998). (Source: International Conference on Sustainable Development of Transport System 20 - 22 October 2011).

Note: Later, annexing of the VDC into Rural Municipality (2073 B.S), the DTMP has been replaced by MTMP/R-MTMP to make planning of urban roads in municipal level.

2.5 Do LIDAR-MTMP Guidelines and Manual

The guideline and Manual of Municipal Transport Master Plan (MTMP)/(R-MTMP) has been prepared by Do LIDAR (2014 A.D.). The main objective of the manual is to guide the preparation and formulation of the R-MTMP Final Report. The guideline defines the R-MTMP process and overall planning overviews in detail. The shortlist of the guidelines and steps has been given here as.

- *MTMP Definition and overviews.*
- *Objectives and scopes.*
- *Expected output and limitation in MTMP Implementation.*
- *Formulation of Municipality Road Coordination Committee (MRCC).*
- *Road inventory data collection sheets, demand analysis and map preparation.*
- *Requirements of transport linkages between wards and settlements, upgradation/Rehabilitation of urban roads etc.*
- *Develop Scoring Criteria and Approval from Rural Municipality.*
- *Road Classification (A, B, C, D, Municipal Ring Road (if any) and Nomenclature.*
- *Transport services and facilities intervention and accessibility.*
- *Analysis fund availability for urban roads and perspective budget planning by developing 5-years horizon.*
- *Preparation of MTMP with GIS Maps colour code, legends etc.*

2.6 Nepal Road Standard-2070 BS

Nepal Road Standards -2077 (Second Revision 2070), in short called NRS-2070, shall apply to all Strategic Roads in rural areas being constructed within Nepal. For non-strategic (Local Roads) and urban roads separate standards shall be considered.

With the objectives of achieving consistency in road design and construction, NRS was first introduced by DOR in B.S. 2027 and was revised in B. S 2045. Minor revisions were made in.B.S 2051 and in 2054 B.S to incorporate certain changes, which were relevant at the time of revisions. But those revisions were treated separately, not as an official version of the NRS-2027.

The NRS 2070 is the main guideline for the design of any types of roads in Nepal. NRS defines road types (Administration Roads: National Highway, Feeder Roads, District Roads and Urban

Roads and Technical Classification), vehicles dimensions, vehicle types and equivalency factors level of service (LOS), terrain classification, design speed etc. The standard provides design criteria of cross-section of roads such as carriage way, shoulder, medians, curbs, formation width, Row, horizontal and vertical curves, gradient, vertical and horizontal clearance, road drainage, camber, super elevation, sight distances, intersections, grade separation, road humps, traffic signs and safety consideration, bicycles tracks, footpaths, pedestrian crossing, road markings, hair pin bends, road tunnels and fly over pass etc. In addition, standard has also considered of road aesthetics, lighting, roadside arboriculture, and environmental aspect etc. The manual has developed some typical section of roads which has been given below as,

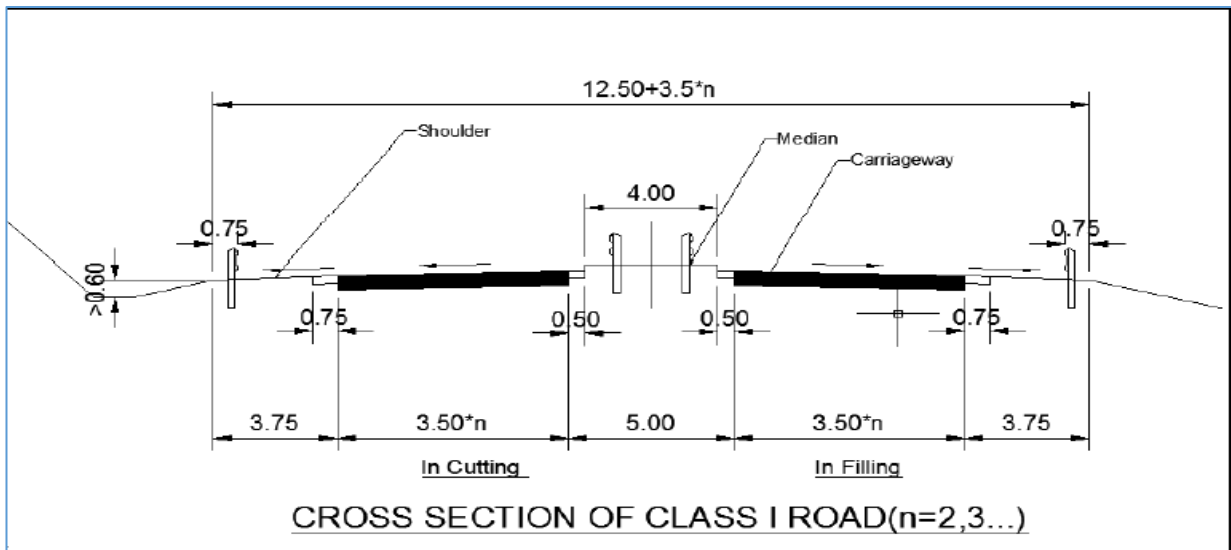


Figure 2-1 : Typical Cross Section of Road

2.7 Nepal Urban Road Standard- 2076

Nepal Urban Road Standards-2076 (NURS-2076) can apply to all urban roads being constructed within the urban areas of Nepal. These standards may be relaxed by Government of Nepal to meet special circumstances. Road network is the major urban infrastructure in terms of its required financial resources, land consumption and land-use planning in the urban area. Furthermore, the aesthetic appearance of the city is mainly dependent on the urban road pattern. The growth of the urban area is mainly guided by the urban road hierarchy and their alignment.

In this context, growing urbanization in Nepal is major challenge for the urban planner as well as municipal authorities. Such a situation has created a challenging situation for safe movement of vulnerable road users, especially the pedestrians and non-motorized vehicles leading to poor road safety situation. The recent situation demands safer travel and accessibility to all while considering the urban mobility. Urban mobility and accessibility mainly depend upon the urban road network planning and their technical parameters. With the objectives of achieving consistency in road design and construction, Nepal Road Standard, (NRS) had been introduced. According to four administrative classifications given in Nepal Road Standard-2070, urban road

is one of them but, these standards were applicable only for the design of strategic roads and are not applicable to address all the urban needs. Therefore, it became very essential to develop the 'Nepal Urban Road Standard'.

The standard incorporates major technical as well as planning aspects for urban roads. Classifications of urban roads, design criteria, elements of cross section, clearance etc., are major parts of this standard.

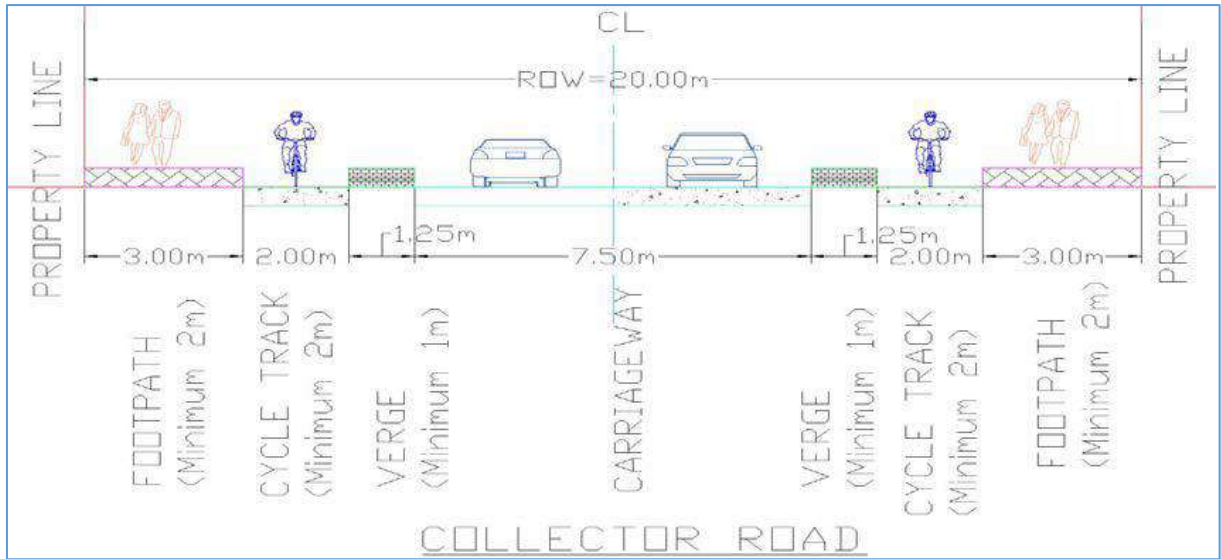


Figure 2-2 : Typical Cross Section of Urban Road

Chapter 3 Study Methodology

3.1 General Approach

Rural Municipal Transport Master Plan has been prepared using participatory bottom-up approach from the settlement level. We experts incorporate in the planning process, where active participation from representatives of Chief of Rural Municipality, Ward Member, political parties, line agencies, Rural Municipality officials is crucial. The Rural Municipality Road Coordination Committee (MRCC) has been constituted as an authorized legislative body of Rural Municipality.

The Consultant studied thoroughly the objective and Tor for preparation of the Rural Municipal Transport Master Plan (R-MTMP).

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 a measurement of accessibility.

The required interventions were 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.

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

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

The phases proposed in the technical approach have been further broken down into task series and specific tasks according to the intended content of the task, to help ease in comprehending the methodology planned for carrying out the task. Analysis will be carried out for the input requirements of discipline experts and the output expected for each task. Since the methodology has been developed in the form of phases formulated in the Technical Approach, their compatibility has been assured. The problems that normally come up in such projects will be identified. Phase included in the approach and methodology address them adequately. Task and sub tasks is organized in sequence, to run in series or in parallel process.

Field survey and data collection were done to study the existing accessibility condition of the villagers and analyze the necessary interventions to be made in the future. A demand survey was done to assess the existing condition and future necessity of road extension and transport infrastructure. A participatory bottom-up approach was ensured in the overall planning process.

Integrated Rural Accessibility Planning (IRAP) has been the foundational concept of overall planning which emphasizes improving the accessibility condition of all the settlements in the Rural Municipality.

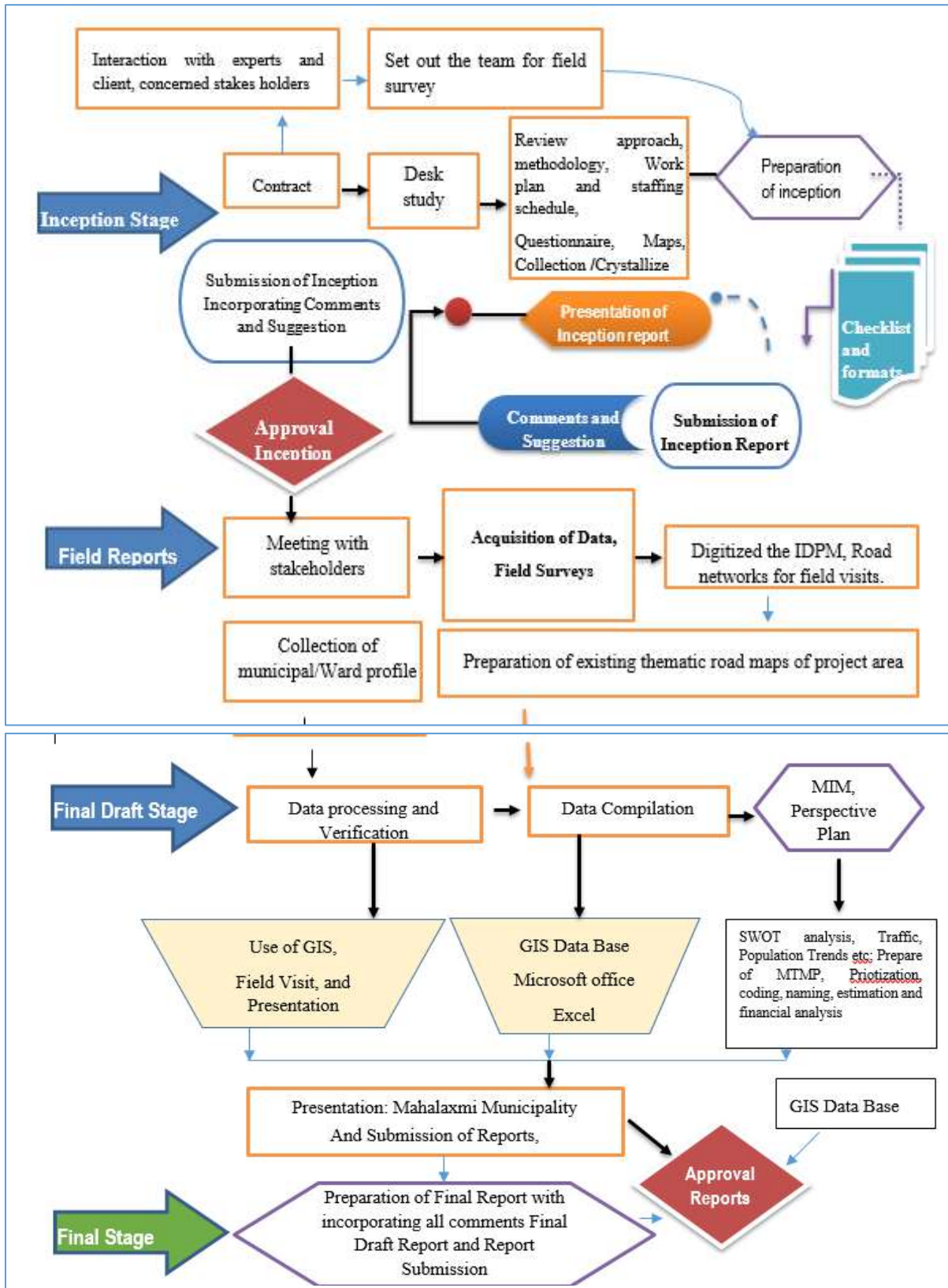


Figure 3-1 : Flow Chart of Project Methodology

Table 3-1 : Methodology Involved during R- MTMP Preparation

<i>S.N.</i>	<i>Task Description</i>	<i>Activities</i>	<i>Outcomes</i>
1.	<i>Preliminary Presentation on Ajirkot Rural Municipality</i>	<i>Expert team conducted initial presentation among the village executive members and all related stakeholders</i>	<i>Stakeholders sensitized</i>
2.	<i>Study of secondary resources on roads and transportation related to the Rural Municipality</i>	<i>Study and review of all relevant laws, by-laws, best practices, norms and standard of planning Review of previous (R)MTMP (if any)</i>	<i>Expert team got familiarized with existing information regarding (Rural) Municipality Transport Infrastructures and previous efforts for the development</i>
3.	<i>Ward level meeting</i>	<i>Participatory Rural Appraisal method adopted during ward level meetings in all wards for data collection demand survey; O-D survey, traffic count-survey and all other necessary information</i>	<i>Primary data collected from the ward level formed strong ground for the necessary interventions to be made in the future</i>
4.	<i>Data Management and analysis</i>	<i>Data obtained from the field were tabulated; GIS work done to develop base map, IDPM, inventory map and other maps; and nomenclature, coding and grading of roads completed</i>	<i>Data organized and maps prepared</i>
5	<i>IDPM and RMRIM Preparation</i>	<i>As the part and product of data management, Indicative Development potential Map (IDPM) and a complete Rural Municipality Road Inventory Map (RMRIM) was prepared</i>	<i>IDPM and RMRIM developed</i>

6	<i>Perspective Plan</i>	<i>After identification and preparation of the existing status of all the roads IDPM and RMRIM were prepared, and prioritization of key interventions finalized</i>	<i>Perspective plan helped to prioritize and systematize the planning process</i>
7	<i>RMTMP Preparation</i>	<i>After analysis of all the existing infrastructures 5 years' RMTMP was prepared, Implementation plan prepared. Fund availability and access to funds recommended</i>	<i>Perspective plan helped to prioritize and systematize the planning process</i>
8	<i>RMTMP Preparation</i>	<i>After analysis of all the existing infrastructures 5 years' RMTMP was prepared, Implementation plan prepared. Fund availability and access to funds recommended</i>	<i>RMTMP was prepared</i>
9	<i>Approval</i>	<i>After all necessary correction and feedbacks, final report of the RMTMP was submitted to village assembly for the approval and implementation</i>	<i>RMTMP was approved from the village assembly ensuring the ownership of the villagers</i>

3.2 Comprehensive Task Description

3.2.1 Rural Municipal Level Initial Presentation

The expert team conducted a day-long presentation and workshop to clarify the village executive members and stakeholders about the holistic process of preparing RMTMP.

3.2.2 Ward Level Meeting for Primary Data Collection

Enumerators and surveyors were deployed in each ward for the required interactions with the villagers and for the collection of all necessary data on the existing condition of roads from the ground level at respective wards.

3.3 Data Collection

3.3.1 Primary Data

Primary information of present household and trip characteristics, traffic characteristics, existing accessibility and mobility level of settlements, prioritized road network required for each ward has been collected via various reliable methods such as drone survey for clear image and land use calculation, questionnaire survey, ward level meetings and workshops etc. Tracking of the existing road network along with detailed information of its width, surface type and possible intervention required for the effectiveness of services have also been carried out.

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

- *Origin and Destination (OD) Survey*
- *Road Inventory Survey*
- *Demand Survey*
- *Classified Vehicle Count Survey*
- *Public Transport and Services Study*

*The questionnaire method was used to conduct an **Origin and Destination Survey** which gives a number of information reflecting personal, household and trip making characteristics. This survey has also helped to visualize the accessibility and mobility scenario of road network and to public transportation from the settlement/wards.*

*The **Road Inventory Survey** was conducted to collect data on its condition of road networks, road linkage, road safety status and issues that need to be highlighted. It helps in field validation of base maps and assists in the preparation of road inventory maps, nomenclature and coding/grading of the road linkages and proposed various interventions.*

***Road Demand Survey** comprises of interaction session with the members of ward representative, local peoples followed by ward level workshop to fill up demand survey form, which will include demand of new facility or interventions to improve existing roads based on priority.*

Classified Vehicle Count was conducted to reflect the usage of various vehicles in the certain route, especially where maximum volume occurs. Twelve-hour count has been done at specified location and the vehicles have been classified to different types and finally traffic volume has been converted to passenger car unit (PCU) to visualize the exact condition.

Public Transport and Services Study highlights the services provided by public transportation system and location of various services and facilities. It has been carried out by directly interviewing the route operators.

3.4 Secondary Data

The following documents and sources were reviewed for the important data as the secondary data and information.

1. *The constitution of Nepal.*
2. *Local Government Operation Act 2074.*
3. *DOLIDAR's Approach Manual*
4. *Nepal Rural Road Standard*
5. *Nepal Urban Road Standard*
6. *Municipal Profile*
7. *Demographic Data from CBS*
8. *Previous (R)MTMP (if any)*
9. *Relevant Plans and policies (Federal Provincial, Local)*
10. *SDGs*
11. *Yearly Plans, Policies and Programs of the Municipality*
12. *RMTMP/MTMP of adjoining Municipalities or Rural Municipalities*
13. *Annual reports and policies of line agencies*
14. *Land use plan and policy*
15. *Agricultural Plan and Policy*
16. *Traffic data (if available)*
17. *All other relevant documents*
18. *Maps:*
 - *Topographical maps of 1:25,000 scale*
 - *Rural Municipality administrative map*
 - *Arial Photographs*
 - *Rural Municipality trail map*
 - *National Highways, SRN maps*

- *Land use map*
- *Other thematic maps Data Sources*

Data Sources

- *Office of the Ajirkot Rural Municipality*
- *District Coordination Committee*
- *Government Line Agencies*
- *All related Sectoral Offices (Agriculture, Education, Irrigation, Forest, etc.)*
- *Chamber of Commerce*
- *Road Division Office*
- *Local and National NGOs and INGOs*
- *Department of Survey*
- *National Planning Commission*
- *Provincial Planning Commission*

3.5 Data Processing, Field Verification and Analysis

After verifying the Rural Municipal Boundaries, Ward boundaries and other necessary data, Data collected from field was used as a base data. All the complete and reliable sets of data were transformed into usable information and the present scenario of Rural Municipality has been shown through charts, graphs, figures, and tables. For Roads, fields have been added in attribute table for Total Width, Carriageway Width, Surface type, road name etc. Data obtained from field inventory and verification for roads, land use has been manually entered for all roads using Editor Tool in Arc GIS. GPS and drone image has been used for recording place names, Buildings, Culverts, and Bridges in the field. This drone image, GPS data have been converted using “GPS Conversion tools” and then used in Arc GIS. Similarly, those which has been entered into GIS database provides various types of maps. Population and traffic have been forecasted for the R-MTMP and MTPP Period. And finally various interventions have been proposed and their economic analysis is also performed.

3.6 Indicative Municipal Development Potential Map (IDPM)

*The Municipal Indicative Development Potential has been prepared based on visionary city as development plan of Rural Municipality. Further, the visionary city Development plan will help to prepare based the characteristics of the location along with the consultation with the people and MRCC. The final potential map is validated through the MRCC and Rural Municipality. The development potential of the Rural Municipality in agriculture, horticulture, livestock, cottage and small industries, markets center’s etc. have been compiled and prepared on the **map 1:25000 scale**. The maps have been prepared showing:*

Location Maps/Administrative/Political Boundaries of Rural Municipality/Ward.

Large/ Major settlements and Market Centres.

National Strategic Roads, Urban Roads, Trails, Bridges etc.

Important historical, cultural, religious, and preserved places.

Important water bodies, forest, cultivable land, and other lands.

Institutions, Line agencies, commercial, economic development areas, Industries, Tourism and Urban Linkages etc.

3.7 Rural Municipal Road Inventory Map (RMRIM)

R-Municipal Road Inventory Map (MIM) has been prepared based on field inventory survey. The field survey has been carried out by mobilizing enumerators via walkover surveys. The Inventory includes the roadway length, width, surface type, carriageway width, drainage condition, number of served population, administrative buildings, educational offices, and hospitals/health posts. The consultant then carries out reconnaissance surveys on the trails, bridges and roads with the help of a checklist and updates the maps.

All roads are plotted under separate legends category by intervention type in MIM. Information regarding inter urban road /trails will also be included and used drawing planning process.

3.8 Perspective Road Interventions of Services and Facilities

The study and planning team has prepared perspective plan of interventions of services and facilities, which are identified from the accessibility analysis and municipal level workshops. All the identified interventions have been screened and rated based on approved criteria. The team discussed with the R-municipal Technical Team and the R-MRCC relating to interventions of services and facilities for the improvement of the access situation and forwarded to Rural Municipal Council meeting with recommendation.

In the transportation sector, a list of roads, bridges and required interventions for respective roads along with bridges have been identified to improve accessibility to goods and services. The perspective plan of road has been prepared for 20-25 years. All the identified interventions are screened and graded based on criteria of the approach manual. Accordingly, the final perspective plan of urban roads is developed. The perspective plan has been shown in GIS maps also.

3.9 Perspective Plan

Perspective plan covers the nature of the key interventions to be made upon the roads in the future in accordance with their importance and necessity. This plan is based on the data collected from the grassroot level. As a local government, Rural Municipality itself determines the requirements and demands from the ward levels and necessary interventions are recommended in accordance with the demands and necessity of the local people. Such required interventions are based on criteria 'B' of the approach Manual. This perspective plan will be finalized after being approved by the Rural Municipality.

3.10 Preparation of Rural Municipality Transport Master Plan (RMTMP)

After finalization of fundamental components like base-map, IDPM and perspective plan RMTMP was prepared based on these components. The RMTMP rests on the following intervention types in one way or another. They are:

- *New construction*
- *Upgrading*
- *Rehabilitation*
- *Recurrent Maintenance*
- *Periodic Maintenance*

The consultant has prioritized the above interventions based on interaction with the villagers and the necessity of the place and time. Availability of funds for the execution of the projects have been analyzed and five years projected financial plan devised. Target for the year and types of interventions have been finalized accordingly. The report will have legitimacy along with approval from the village assembly.

Chapter 4 Review of Existing Situation

The Rural Municipal as well as ward level surveys held within Ajirkot Rural Municipality have revealed that the overall transport infrastructure, primarily road network appears to be in weak condition in this Rural Municipality. Geographically Ajirkot Rural Municipality is scattered in 198.01 sq. km covering mainly the hilly areas. Because of being in a geographically less accessible region, this Rural Municipality lags far behind in terms of road infrastructures chiefly due to inferior road quality characterized by muddy and dusty features.

These roads will ensure reliable access in terms of social services, livelihood measures and help contribute to opening new avenues of micro enterprises and tourism promotion both from the long term and short-term perspectives. At present, except for two major roads linking the district headquarters, the remaining roads are fair weather (FW) roads. Even these two roads are difficult to pass through during the heavy rains and need Excavator support to pass the vehicles.

Most of the roads in this Municipality do not have basic road furniture and lack basic structural components like culverts, cross structures (cause ways), check dams, chutes, side drains and the like to retain environment friendly physiognomies of the road. The slope cutting of the roads is basically done through heavy equipment, viz. dozers and excavators, without proper management of the slopes though the Rural Municipality envisions environmentally friendly road construction practices. 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 Rural Municipal roads. Provision of check dams, chutes, bioengineering etc. play vital role for mass balance which ultimately helps to maintain the essence of green road technology essential to be introduced in the municipal level road construction measures. All these facts indicate that the overall development of road transportation is at the elementary stage in Ajirkot Rural Municipality that requires proper interventions along with prioritized and meaningful investment.

4.1 Agriculture and livestock

The agriculture sector is the most potential sector in this Rural Municipality from the aspect of long-term prosperity. The provision of irrigation, scientific technology, fertilizer, seeds, and efficient storage system along with good market system will all help consume thousands of youthful human resources in these sectors assuring best utilization of the existing barren lands. Moreover, cash generating activities like Chicken farming/hatchery, goat keeping, cow- farming, beekeeping, off-seasonal vegetable production, horticulture, herb production, collection, and processing, are some of the prospective areas in line with agriculture and livestock.

Agriculture is the major way of earning a livelihood in Ajirkot Rural Municipality. For agriculture, suitable land is essential. However, most of the farmers are still practicing traditional agricultural practices, but recently people are intervening in modernization and commercialization of farming practices. So that farmers are attracted to modern but organic farming in Ajirkot Rural Municipality. Now, the municipality has decided to make this village an

organic agro-tourism rural municipality. In this rural municipality, only 74.16% of the people have their land for agriculture, and the rest of the 25.83% of the people do not have land for agriculture. It means that 74.16% of the total population is involved in agriculture in this rural municipality.

Table 4-1 : Type of land (%)

Ward No.	Types		
	Khet	Bari	Pakho
1	3.4	40.6	56.0
2	24.1	22.4	53.5
3	58.1	10.8	31.1
4	38.6	11.3	50.1
5	41.0	8.9	50.1
Average	33.1	18.9	48.2

Source: Ajirkot Rural Municipality, 2076

In the local system, land is categorized into “Khet”, “Bari” and “Pakho”. Khet (low land) has irrigated, relatively alluvial flat terraces having irrigation facilities during the dry season are known as “Khet” rice is grown in this type of land. In this rural municipality, this type of land is only 33.1% whereas the “Bari” terraces, in most of the instances, are outward sloping not properly leveled and relatively more slopy rainfed terraces suitable only for maize and millet. Every year farmers grow two crops of maize, millet, barley, wheat, and a variety of other crops on rainfed Bari. This type of land is about 18.9% of the total area of the municipality. Similarly, there is another type of agricultural slopy land (30' to 35' slopes) known as “Pakho” sometimes “Pokho-Bari” which is suitable only for maize and its proportion is higher in this rural municipality (48.2%). It indicates that maize is the major cereal crop followed by paddy, wheat, millet, and potato. As per the rural municipality profile 2076, of the total area, 13900 hectares of land (70.18%) is suitable for agriculture in Ajirkot Rural Municipality.

Ajirkot is also a high hill municipality in Gorkha located near the epicenter of Barpak earthquake, 2015. It is recently road connected. The population of this rural municipality is 15602. The gross and table vegetable, potato, and fruit production in Ajirkot seems seriously deficit by 603.2, 165.1 and 378.7MT/year. Meat and eggs are also in deficit. Ajirkot does not produce sugar and oilseed in a considerable volume. However, Ajirkot is balanced and self-sufficient on cereals, pulses, spices, and milk production.

Table 4-2 : Food/fiber production, requirement, and balance in Ajirkot, 2019

SN	Commodity	Per capita food (mt/yr)	Gross food production (mt/yr) *	Milled food. production (mt/yr)	Food requirement (mt/yr)	Food balance (mt/yr)
1	Cereals	183	11807	8855.3	2855.2	6000.1
2	Pulses	26	834	625.5	405.7	219.8

SN	Commodity	Per capita food (mt/yr)	Gross food production (mt/yr) *	Milled food. production (mt/yr)	Food requirement (mt/yr)	Food balance (mt/yr)
3	Vegetables	100	1276	957.0	1560.2	-603.2
4	Potato/tubers	100	1860.2	1395.2	1560.2	-165.1
5	Fruits	30	119.14	89.4	468.1	-378.7
6	Spices	3	418.7	314.0	46.8	267.2
7	Sugar	16	0	0.0	249.6	-249.6
8	Oilseed/Ghee	16	26.73	10.2	249.6	-239.4
9	Honey	0.5	3	2.3	7.8	-5.6
10	Tea	NA	1	0.8	NA	NA
11	Coffee	NA	48	36.0	NA	NA
12	Meat	14	253	189.8	218.4	-28.7
13	Fish	11	NA	NA	171.6	NA
14	Milk(Catt, Buff)	91	2098	2098	1419.8	678.2
15	Eggs (000)	48	482	482	748.9	-266.9
16	Wool	NA	2.8	2.8	NA	NA
17	Lokta	NA	0.1	0.1	NA	NA

source: AKC Gorkha, 2019

Timur, white sandal, and utis (*Alnus nepalensis* D. Don. Betulaceae) based agroforestry with the plantation crops like cardamom, tea, and coffee production are the most feasible commodities for the commercial production in Ajirkot. Chepekhola water shade area of Ajirkot is already commercializing on cardamom, tea, and coffee production. GI indicated the organic market of these plantation crops and the product of timer, Timur, and the sandalwood are sound with high value. Fodder and deciduous fruits also are feasible.

However, identification of the geography and users group/s, the establishment of high tech bio-safe tissue culture lab, nurseries and resource center for quality sapling production of timur, white sandal, utis, cardamom, tea, coffee, fodder and decides fruits together with training and capacity building on production and post-harvest operations, the establishment of drying, processing, packaging and storage units for timur, sandalwood, cardamom, tea and coffee processing, input management (saplings, irrigation, storage, organic manure, soft loan, technology, transportation, etc.) are very important for it. Goat production, kiwi, decides fruits, trout production, etc., can be the alternative activities providing additional income. This can

generate employment and income from the timer, sandalwood, cardamom, tea, coffee, goat, trout fish and decides fruits production and also can link on tourism for additional income.

4.2 Livestock Farming

Livestock is domesticated animals raised to produce milk, meat, eggs, wool, labor, etc. In Ajirkot Rural Municipality, livestock farming is an important agricultural sub-sector. Cattle, buffalo, sheep, goats, and pigs are major livestock raised to produce milk, meat, eggs, labor, etc. Livestock farming is used for encouraging and pulling people into cultivation in rural areas and the dung of animals is used to enrich the soil fertility. There are altogether 97215 livestock in this rural municipality (Table 4.15). Of the total livestock, chicken/duck are ranked on the top with 49.6%, which is followed by goats (25.0%) and cattle (10.1%). Goats are normally raised for meat, and cattle are raised for milk, cultivation, and dung. This data shows that buffalo, goats and chicken/duck have high potentiality in the rural municipality. If necessary, environment and infrastructure are developed for dairy farming, milk, and meat processing, livestock farming certainly contributes to create new employment opportunities and uplift the municipal economy.

Table 4-3 : Types and number of livestock

Livestock	Number	Percentage
Buffalo	8554	8.8
Cattle	9856	10.1
Goat	24325	25
Sheep	5240	5.4
Chicken/Duck	48240	49.6
Pigs	1000	1
Total	97215	100

Source: Ajirkot Rural Municipality, 2076

4.3 Forestry (linked) ventures.

Since the forest coverage is more than half of the entire area, there is a high scope of forest based economic ventures in this Rural Municipality. The inception of activities like horticulture, herbal productions, agro forestry etc as components of scientific forest management, is likely to bring revolutionary shift in economic terms in the near future. Thereis also potentiality of utilizing shrubs and other forest areas into productive sectors. The pre- feasibility level information gathered from our study team indicates that some part of forest could be developed as pocket areas of Amala, Chiraito, Ganegurji Dalchini Harro Barro, Paanch Aule, Kaljiro, Kurilo, Dardare, Pipla, Balajor and so. The foremost requirement to harness this potential is proper services of transportation. For this purpose, this RMTMP will be a benchmark to go further.

4.4 Industries (Agro based, forest resource based, and tourism based)

Ajirkot Rural Municipality does not have any large-scale industries. However, it has several micro and cottage types of industries providing self-employment and income opportunities to local inhabitants Ghalchowk, Keepung Bhangyang, Vhachchek, Baluwa, Dhodeni., etc. are the

main market centers of this rural municipality. Grocery, food suppliers, hardware, kitchenware, readymade clothing stores, shoe stores, construction material stores, etc. are the major trading centers. The profile of this rural municipality indicates that altogether there are 1583 people involved in 713 different economic activities. In this rural municipality, there are 41 small-scale production industries, 30 small hotels (tea/snack shops) and 31 cooperatives existing.

Industries based on locally available agro and forest-based resources will lead to employment generation on the one hand and export based growth on the other. Ajirkot being the pocket area of various agricultural, horticultural, and dairy products, there is a good scope of food-based processing and grading related micro/medium industries. Likewise, there is also a good prospect of launching modern chicken industries as well as other livestock related industries in different road corridors within the RM. As this area is popularly known for milk and dairy related products, there is scope of such industries having potential to diversify and upgrade dairy products as such. For e.g., micro level chocolate industries and so.

The coverage of forest area is nearly 60 per cent of the total land type and the numerous herbs and medicinal plants sustain its rich biodiversity. Thus, the processing units of number of valuable herbs could be established in the local level to link to the broader value chain of medicines (drugs) and cosmetic products which will have significant impact in the local economy. The RM could initiate some ventures with private parties in win modality/approach as well.

Likewise, many avenues in the name of Temples, Gumba and Shrines, and waterfalls, along with natural scenery, growing number of hospitality industries (homestay/hotel) etc. are in place to develop tourism as another lucrative industry. The development of good transport facilities, qualitative accommodations including provision of homestay services (with basic facilities) will all contribute to the rapid growth of this sector. Within the tourism industry, this Rural Municipality could be a trademark in terms of religious tourism.

In this way there remains potentiality of agriculture, livestock, and forestry-based production to processing related ventures in this Rural Municipality. To secure expected growth in this sector, fair investment must be made in the transportation sector. Without easy and good quality transportation, it is difficult to sustain other economic ventures too. That is why the preparation of Rural Municipality Transport Master Plan (RMTMP) is the first point to start with.

4.5 Visionary New Town Development Plan

The local level, Ajirkot rural municipality lies in Hill terrain that makes sure the great opportunities for the development. But, due to the lack of financial support, low literacy rate, poverty, social discriminations, Ajirkot is facing huge challenges in the sector of development. The rural municipality has aimed to make the city a SMART CITY by selecting the major settlements. The programs have been listed which was presented by Chairman of rural municipality during 5th Gaunshawa the presented report has chiefly focused on the physical, social, economic, institutional, and environmental infrastructures. However, development of road and transportation sector is the foremost sector to attain its long-term vision and goals.

The long-term vision of the Rural Municipality is " The development foundation of Ajirkot is an Agriculture, Tourism Industry and Infrastructures. "

“दिगो विकास हाम्रो सोच, सुन्दर शान्त समृद्ध अजिरकोट” को लक्ष्य हाँसिल गर्न “हाम्रो अजिरकोट राम्रो अजिरकोट”

The visionary SMART CITY Development plan of the rural municipality gives a brief picture of the potential areas of growth that will bring social and economic prosperity to the municipality. It has identified the potential areas of economic growth and helps guide other planning efforts to compatibly support those areas. This brings rapid development of the rural municipality in all sectors. The presented report during 5th Gaunshawa, rural municipality highlighted as a lead sector is Agriculture and Eco-Tourism of the development of Ajirkot Rural Municipality.

According to the “Planning Standard and Norms 2015”, road density should be 5 km/sq.km (NUDS 2015) for newly formed municipality. At present, the road density of the municipality is 0.80 km/sq.km which means that the road density is less than the standard value. Therefore, the rural municipality needs to open the new track and should plan for the upgrading/expansion of the roads which should be of standard quality and suitable for all types of weathers. The existing road networks need major intervention in maintenance and upgrading tasks.

The Major R-Municipal Policies and Guidelines (2079/80 BS)

यातायात , कृषि, खानेपानी, सिंचाई लगायतका विषयगत क्षेत्रका गुरुयोजना तयार गरी सम्बन्धित कार्यक्रमहरु संचालन गरिनेछ। एक घर एक धारा वृहत खानेपानी आयोजना संचालनको सुरुवात गर्नुका साथै गाउँपालिकास्तरिय वृहत सिंचाई आयोजना र अजिरकोट साँस्कृतिक संग्रहालयको विस्तृत अध्ययन प्रतिवेदन तयार गरी संघ र प्रदेश सरकारसँग अनुदानको लागि प्रस्ताव गरिनेछ।

वस्ती/ वडा/ गाउँपालिका स्तरबाट पहिचान एवं प्राथमिकिकरण भएका आयोजना तथा प्रथम पञ्चवर्षीय योजनाबाट औल्याइएका आयोजनाहरु समावेश गरी गाउँपालिकास्तरीय आयोजना बैंक स्थापना ढ मार्फत क्रमश कार्यान्वयनमा ल्याइनेछ। आयोजना बैंकमा समावेश भएका गाउँपालिका स्तरका गौरवका आयोजनाहरुको विस्तृत अध्ययन प्रतिवेदन तयार गरी संघ र प्रदेश सरकारसँग सम्पूरक, विशेष र सर्शत अनुदानका लागि प्रस्ताव पेश गरिनेछ।

भौतिक संरचनामा दिगो सुरक्षा र राजश्व संकलनलाई समेत टेवा पुग्ने गरी भवन संहिता तथा मापदण्ड तयार गरी घरनक्सापास सुरुवात गरिनेछ।

अजिरकोट भित्रका प्रसिद्ध धार्मिक स्थल अजिरकोट कालिका मन्दिर र भ्याल्लाभूमे मन्दिर निर्माण यसै आ.व. मा सम्पन्न गरिनेछ। अजिरकोट कालिका मन्दिर र भ्याल्लाभूमे मन्दिरमा आवश्यक थप पूर्वाधार

निर्माणको लागि विशेष पहल गरिनेछ । वि.पि.कोइराला उच्च (ज्ज्ज बतिष्टगमभ) रङ्गशाला निर्माणलाई निरन्तरता दिइनेछ ।

गाउँपालिका क्षेत्रका सानातिना सडकहरु मर्मत सम्भार तथा स्तरोन्नतिका लागि मर्मत-सम्भार कोष मार्फत् सडक मर्मत सम्भार र स्तरोन्नती गर्ने कार्यलाई उपभोक्ता साभेदारीमा सञ्चालन गर्ने नीति अवलम्बन गरिनेछ । गाउँपालिकाभित्रका महत्वपूर्ण सडकहरुलाई नियमित मर्मत गरी बाह्रै महिना यातायात सञ्चालन योग्य बनाउनको लागि नियमित मर्मत सम्भार कार्यलाई व्यवस्थित गरिनेछ ।

संघीय सरकारको समपुरक अनुदान अन्तर्गत साभेदारीमा काफलडाँडा बुद्धसिंहटार सडक स्तरोन्नती गरी बाह्रै महिना यातायात संचालन हुने व्यवस्था मिलाइनेछ । गण्डकी प्रदेश सरकारको समपुरक अनुदान अन्तर्गत साभेदारीमा सिमजुड घ्याचोक वडा कार्यालय जोड्ने सडक स्तरोन्नती गरी बाह्रै महिना यातायात संचालन हुने व्यवस्था मिलाइनेछ । नम्की कोलकाटे भिरकुना सडकको निर्माण कार्यलाई निरन्तरता दिइनेछ ।

स्थानीय स्रोतसाधन, सीपको प्रयोगबाट सञ्चालन हुने आयोजना, स्थानीय जनतालाई प्रत्यक्ष लाभ पुग्ने आयोजना र उपभोक्ताको लागत साभेदारी हुने योजनालाई प्राथमिकता दिइनेछ । दीगो विकासको लक्ष्य प्राप्तिका लागि जनसहभागितामा आधारित आयोजना तर्जुमा गरी कार्यान्वयन गरिनेछ ।

रसायनिक मलको प्रयोग कम गर्दै प्राङ्गरिक मल उत्पादन , प्रयोग र विक्रि वितरणलाई प्राथमिकता दिइनेछ । प्लाष्टिक मुक्त गाउँपालिका निर्माणको अभियान अगाडि बढाउन गाउँपालिका एवं मातहतका कार्यालयहरुमा प्लाष्टिकका सामग्रीको प्रयोग न्यूनिकरण गर्दै स्थानीय उत्पादन बाहेकका खादा प्रयोगमा रोक लगाइनेछ ।

जलवायु संकट तथा विपद्जन्य घटनाबाट अजिरकोटवासी समुदमयलाई सुरक्षित राख्न जलवायु उत्थानशिलता र विपद् व्यवस्थापनका एकीकृत कार्यक्रमहरु संचालन गरिनेछ । प्रकृतिप्रेमी विकास र पर्यावरण रक्षामा जोड दिई दिगो विकासमा जोड दिइनेछ ।

अजिरकोट गाउँपालिकाभित्रका मुख्य बजार क्षेत्रलाई वातावरणमैत्री, हरियाली र सुन्दर बनाउन बजारवासीको सौजन्यतामा सौन्दर्यकरणका विविध कार्यक्रमहरु संचालनमा ल्याइनेछ ।

जैविक मल तथा कीटनाशक औषधी उत्पादन गर्न कृषकहरुलाई ज्ञान र प्रविधि हस्तान्तरण गरिनेछ । पशु चौपायाहरुको गोठ सुधार गरी व्यवस्थित पशुपालन गर्न प्रोत्साहित गरिनेछ । उन्नत नस्लका

पशुपालनप्रति कृषकहरूलाई प्रोत्साहित गर्दै उच्च धरातलीय क्षेत्र अनुकूलका भेडा, च्याङ्गा, चौरी लगायतका चौपायाहरूको व्यवसायिक पालनमा जोड दिइनेछ ।

4.6 Visionary Rural Municipal Transport Master Plan

Current Life is Living in New Town/ SMART CITY-i.e., organized and planned human settlements, which are mostly referred to as communities is only possible if people have good mobility in daily basis. Settlements are separated from workplaces, major shopping is concentrated in identifiable centers, and larger entertainment and relaxation facilities are found at specific locations. They must have good accessibility.

The District Road passing through the rural municipality plays an important role in transport mobility and enhances the economy of the rural municipality. The Ajirkot Temple, Namkeen Village Home Stay, Siran danda, and Nagey pokhari are major tourism sites. The markets along the District Road like Vachek Bazar, Namkeen Village, Siran Danda are major existing Tourism centers. Besides these Ghyachowk, kafal danda, Dhade, Simjung, Keprung, mani gaun, pokhare tar areas can be developed as potential local market areas. The settlements are seen as a linear pattern which is mostly along the District Road and in typical village area, settlements are in compact type settlements. The people on the local level are migrating towards the market areas in search of better lives and opportunities. All wards are suitable for residential purposes. The major economic development sectors are agriculture, business/trade, and Eco-tourism. Majorly, livestock farming Agricultural Farming have great opportunity within the rural municipality. The agriculture products can be easily exported via. Major District roads to the major cities like Gorkha, Aabu Khaireni, Kathmandu, Chitwan, Pokhara. The food industries (Dunot Factory), rice mill, furniture, are major industries within the rural municipality. In general, most of the Settlements are connected by urban roads but lack in agricultural Sector.

The proposed road hierarchy and their network has been designed to support the growth of Agricultural sectors in the rural municipality. From the well-connected road networks, these sectors will have proper access to the market centers of neighborhood municipalities.

The minimum road density in existing municipal level has planned to make at least 5 km/sq.km area. Again, clause number-40 has described the overall strategy of municipal roads. It has focused on:

- *Integration of land use and transportation*
- *Provision of hierarchical and balanced urban road infrastructure development*
- *Sustainable urban public transportation system*
- *Standards for urban road management*
- *Intercity high-speed transportation system*

४०. सडक/परिवहन: शहरी यातायात संबन्धमा एउटा फराकिलो दृष्टिकोण राखिएको छ । यस अन्तर्गत प्रमुख रूपमा भूउपयोग र यातायात/परिवहनलाई शहरी तथा क्षेत्रीय योजना तर्जुमा प्रकृत्यामा एकीकृत गर्दै तत्सम्बन्धी संस्थागत संयन्त्र र क्षमताको विकास गर्ने, तहगत र सन्तुलित शहरी सडक पूर्वाधारको प्रावधान गर्ने, दिगो शहरी सार्वजनिक परिवहनको प्रबन्ध गर्ने, शहरी यातायात व्यवस्थापनका लागि मानकहरूका साथै बिस्तृत योजना तयार/कार्यान्वयन गर्ने, र प्राथमिकता प्राप्त प्रदेशहरूमा उच्च-गति अन्तर-शहरी यातायात पूर्वाधारको प्रावधान गर्ने जस्ता रणनीतिहरू रहेका छन् ।

Source: Nepal Urban Development Strategy, 2015

4.7 Limitation in the Implementation of R-MTMP

Road networks are believed to be the lifeline of infrastructure. The doors of other physical, social, economic, institutions, environmental infrastructures development possibilities are unlocked through the proper development of roads and transportation. Since the existing condition of roads in the rural municipality is poor stage and less in length which requires huge portion of budget is to address the problem of road upgradation and maintenance and to open new track. This budgetary problem is purely a major obstacle for the timely implementation of the R-MTMP. Besides this other possible limitation are:

- *Finalization of standard Row from the base level is problematic.*
- *Lack of technology and information.*
- *Lengthy procurement process for construction work.*
- *Lack of qualified manpower and labour force.*
- *Lack of smooth and reliable availability of construction materials.*
- *Lack of stable and favorable working environment.*
- *Social issues and believes.*
- *Lack of financial supports.*

Chapter 5 Indicative Development Potential map

5.1 Introduction of Study Area

Ajirkot Rural Municipality was established in 2017 (2073 BS) as a local government of Nepal. The headquarters of this Rural Municipality is in Bhachchek, Gorkha district, Gandaki Province of Nepal. Ajirkot is a rural municipality and is also known as Rural Municipality in the Nepali Language. The local people say that there was a fortress in the king's palace during the 14th century. From that fortress, the king ruled the kingdom. It was known as the Ajit Fort because no one could win the kingdom. In the same way, it is said that over time, people there have gone to Ajirkot when they say Ajit.

Ajirkot Rural Municipality is surrounded by Barpak Sulikot Rural Municipality on the East, Lamjung District on the West, Chum Nurbi Rural Municipality on the North, and Siranchok Rural Municipality on the South.

After the promulgation of the New Constitution in 2072, Ajirkot Rural Municipality was established in 2017 (27th Falgun, 2073) as a local government of Nepal. The headquarters of this rural municipality is in Bhachchek, Gorkha district, Gandaki Province of Nepal. This rural municipality is divided into 5 wards. Gyachchyok, Kharibot, Hanshapur, Simjung, and Muchchuk Village Development committees (VDCs) were incorporated to form Ajirkot.

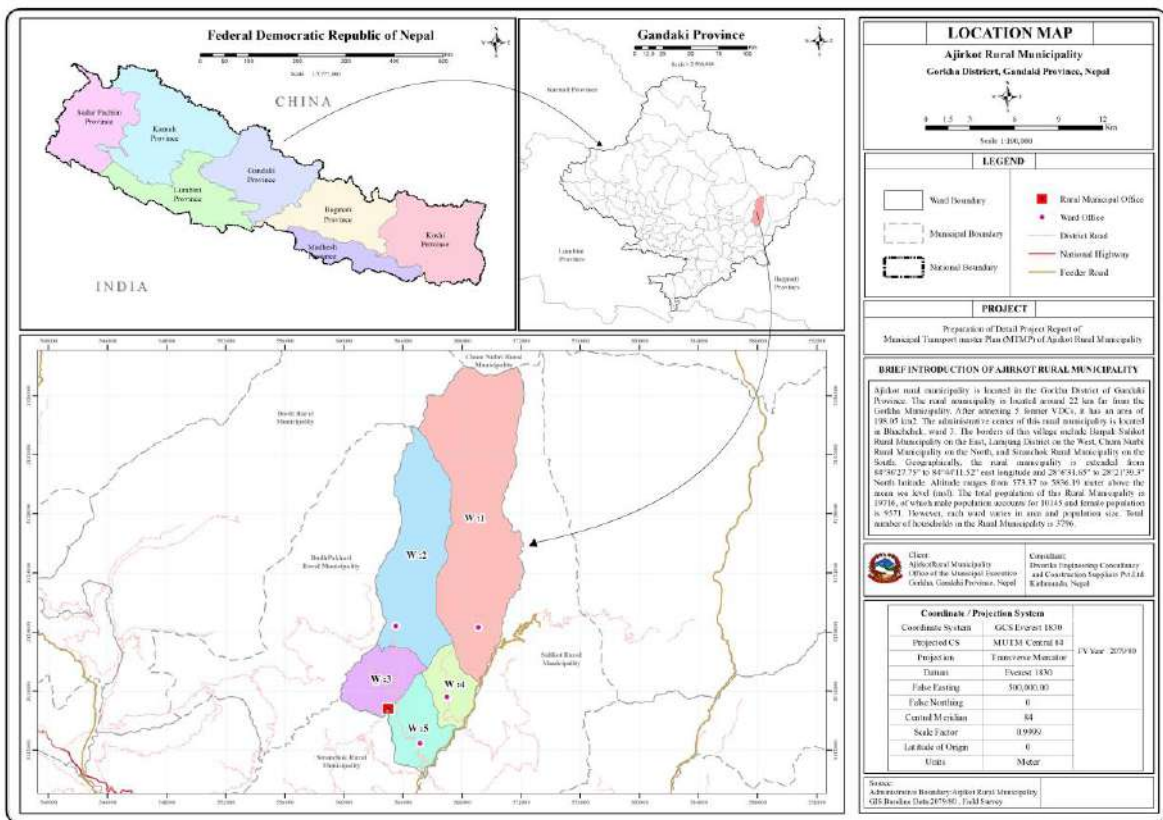


Figure 5-1 : Location Map of Project Location

5.2 Location

Ajirkot rural municipality is in the Gorkha District of Gandaki Province. The rural municipality is located around 22 km far from the Gorkha Municipality. After annexing 5 former VDCs, it has an area of 198.05 km². The administrative center of this rural municipality is in Bhachchek, ward 3. The borders of this village include Barpak Sulikot Rural Municipality on the East, Lamjung District on the West, Chum Nurbi Rural Municipality on the North, and Siranchok Rural Municipality on the South. Geographically, the rural municipality is extended from 84°36'27.75" to 84°44'11.52" east longitude and 28°6'31.65" to 28°21'39.3" North latitude. Altitude ranges from 573.37 to 5836.19 meter above the mean sea level (msl). The total population of this Rural Municipality is 19716, of which male population accounts for 10145 and female population is 9571. However, each ward varies in area and population size. Total number of households in the Rural Municipality is 3796.

5.3 Settlement and Administrative Units

Article 5 of the constitution of Nepal 2015 defines local government as rural municipalities, municipalities, and district assemblies. Rural municipalities and municipalities are known as local governments in Nepal which is the third level of government division. Ward is the smallest unit of local government. Administratively a rural municipality is divided into 5 to 21 wards and a municipality is divided into 9 to 35 wards depending upon the area and population of the municipality. There are 11 local governments in Gorkha District. Out of which, there are two municipalities (Gorkha and Palungtar) and nine Rural Municipalities. Ajirkot Rural Municipality is one of the nine Rural Municipalities. It is further divided into five wards. Ward consists of many villages and settlements. Gyachchyok, Kharibot, Hanshapur, Simjung, and Muchchuk are the major settlements and market centers of this rural municipality. Milib, Baskot, Dhansita,

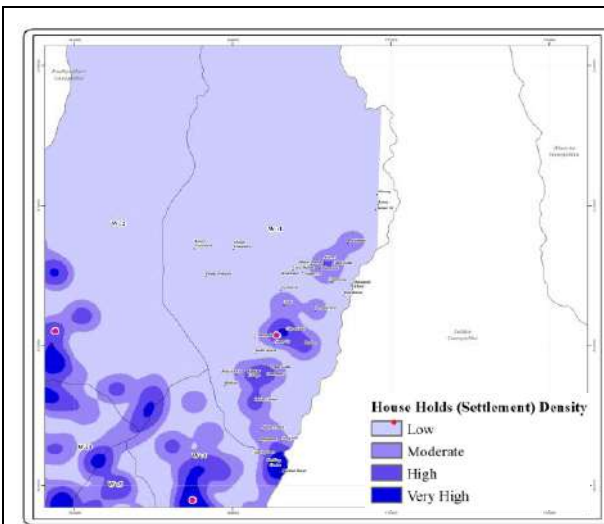


Figure 5-2 : Settlement Density at Ward no 1

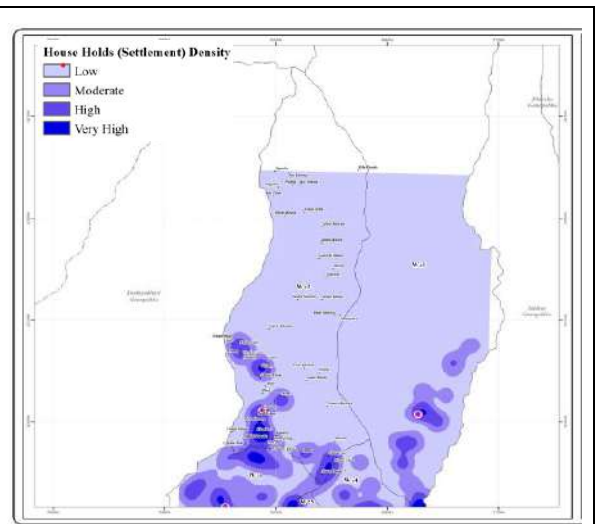


Figure 5-3 : Settlement Density at Ward no 2

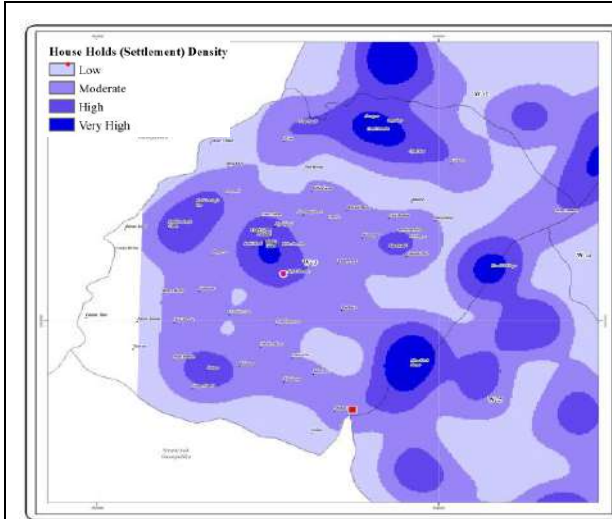


Figure 5-4 ; Settlement Density at Ward no 3

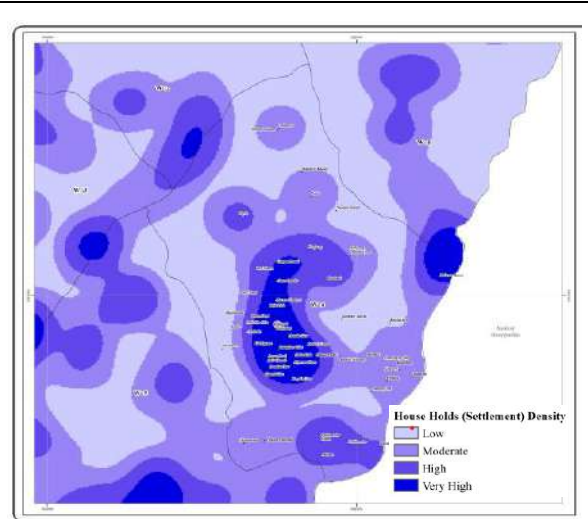


Figure 5-5 : Settlement Density at Ward no 4

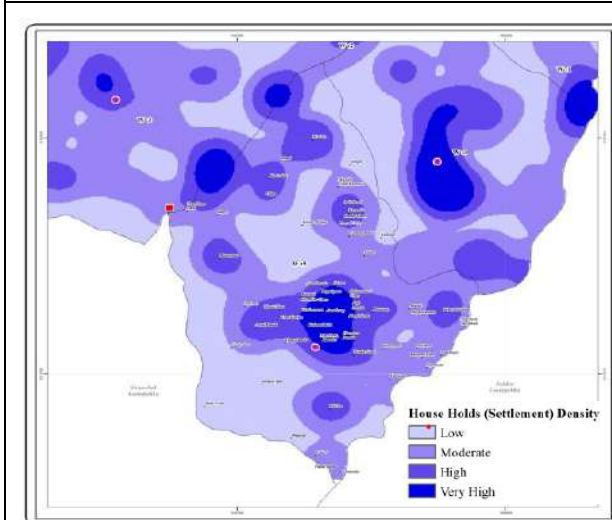


Figure 5-6 : Settlement Density at Ward no 5

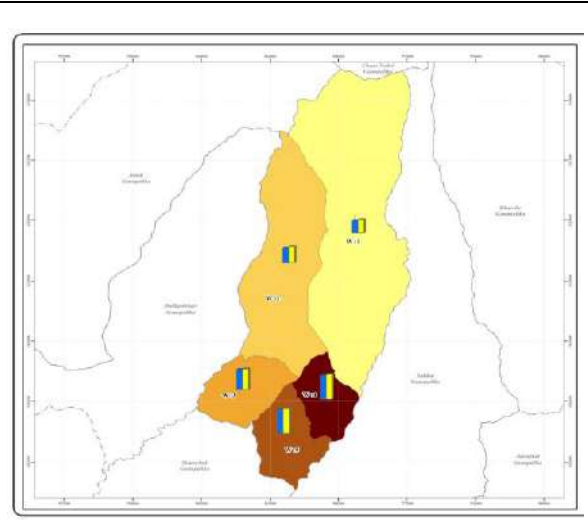


Figure 5-7 : population Density Map

Balang, Sisne, Bhangyang, Lamandanda, Batase, Taple, Lamichhanetar, Kusunde, Dharapani, etc. are other notable settlements of this rural municipality. Table 1.1 shows the administrative setup of the Ajirkot Rural Municipality.

Table 5-1 : Administrative setup of Ajirkot Rural Municipality

Ward No.	Former Annexed VDCs	Former ward	Population	Area (Sq. km.)
1	<i>Gyachchyok</i>	1 - 9	2584	96.8
2	<i>Kharibot</i>	1 - 9	3144	52.4
3	<i>Hanshapur</i>	1 - 9	4106	17.6
4	<i>Simjung</i>	1 - 9	4896	13.4
5	<i>Muchchuk</i>	1 - 9	4986	17.8
Total			19716	198

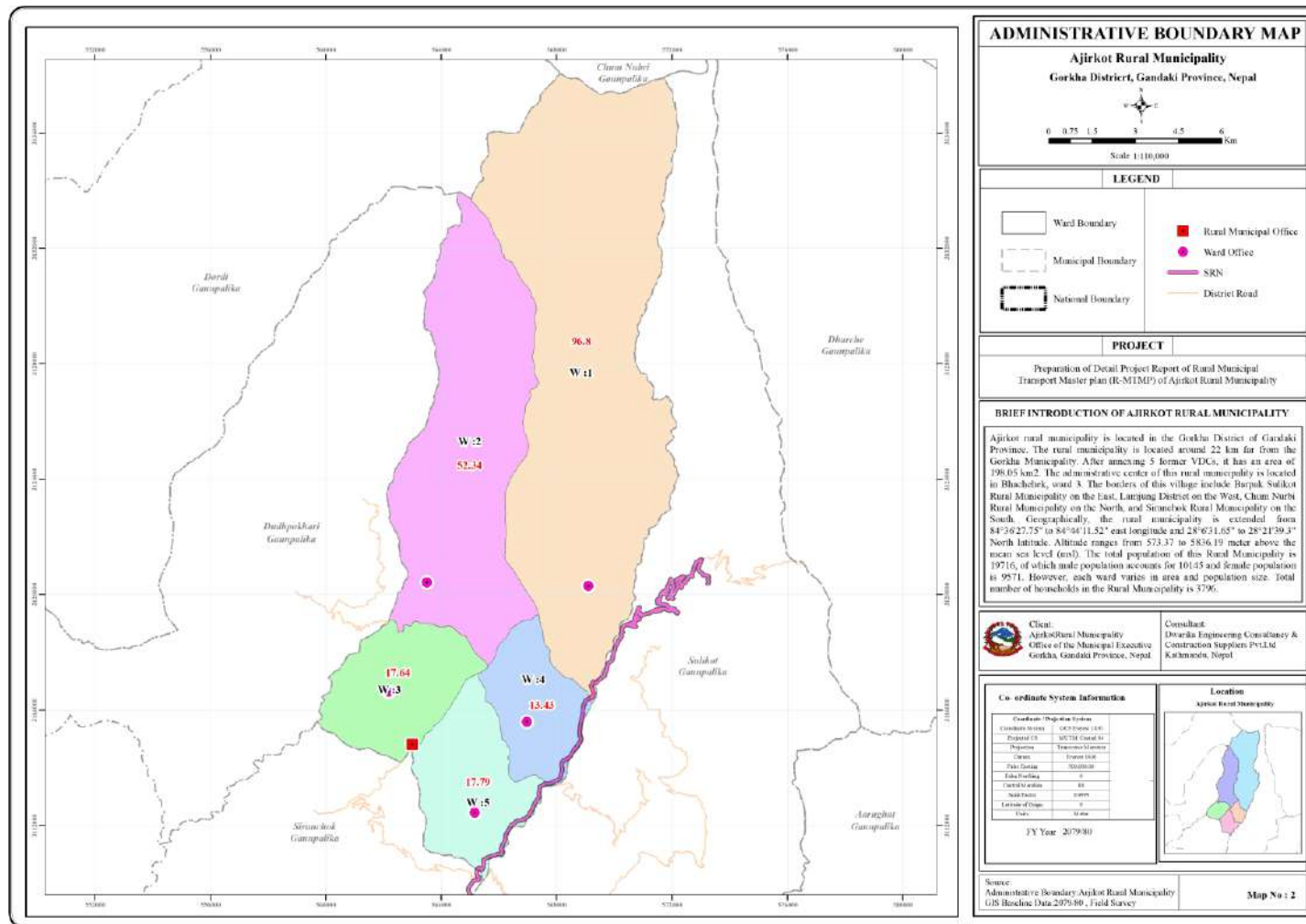


Figure 5-8 : Administrative Map

5.4 Present Land Use

General land use of the Ajirkot Rural Municipality at first hierarchical level of classification is provided in Table and Figure below. Out of total 19805.02-hectare land, 46.53% area is covered by Forest, 29.93% area is covered by Agriculture followed by Others land use area which covers 14.02%, public service covers 6.52% area of the Rural Municipality. Riverine, Lake and Marsh area land use covers about 1.99% and Residential land use covers 1.01 % of the total area. However, Cultural and archeological sectors cover small portion which are noticed below 0.004% of total area.

Table 5-2 : General land Use of Arjikot Rural Municipality

Land Use	Area (Sq Km)	Percentage
CULARCH	0.01	0.004%
RES	2.00	1.01%
PUB	3.62	1.83%
HYD	3.93	1.99%
Glacier	9.26	4.67%
OTH	27.77	14.02%
AGR	59.29	29.94%
FOR	92.14	46.53%
Grand Total	198.01	100.00%

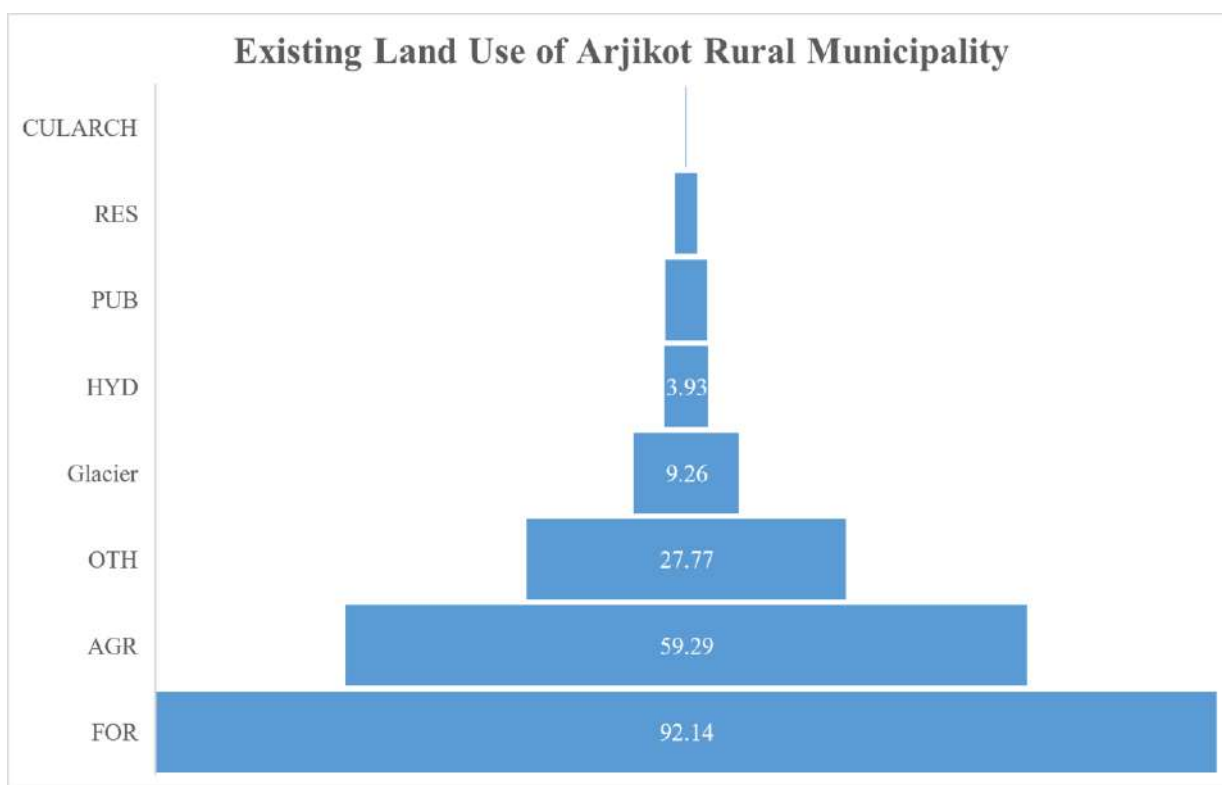


Figure 5-9 : General Land Use of Ajirkot Rural Municipality

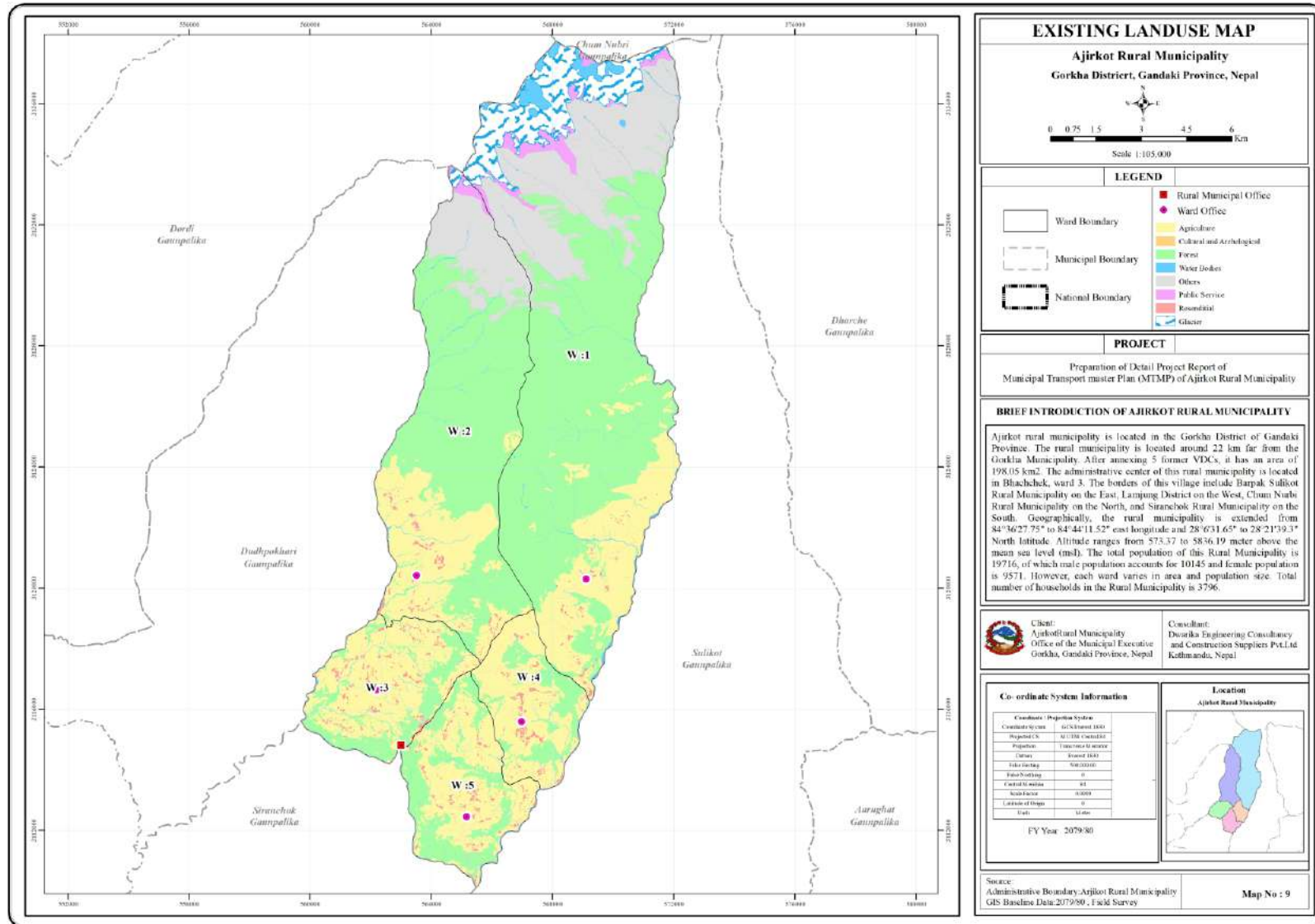


Figure 5-10 : Existing Land Use Map

Table 4.2: Ward wise population distribution by sex and density

5.5 Summary of Municipal Profile

According to the rural municipality profile 2077, this rural municipality has a population of 19716, where males are 10145 (51.46%) and females are 9571 (48.54%). The municipality has 3796 households with an average household size of 5.2 and the population density is 100 persons per sq. km with a sex ratio of 106. Demographic indicators of the rural municipality are shown in table below :

5.5.1 Demographic Characteristics

According to the rural municipality profile 2077, this rural municipality has a population of 19716, where males are 10145 (51.46%) and females are 9571 (48.54%). The municipality has 3796 households with an average household size of 5.2 and the population density is 100 persons per sq. km with a sex ratio of 106. Demographic indicators of the rural municipality are shown in table 5-3

5.5.2 Population Distribution and Density

Ajirkot Rural Municipality is divided into 5 wards and population distribution varies from 2584 (13.11%) in ward 1 to 4986 (25.29%) in ward 5. The administrative office of this rural municipality is in Bhachchek (ward no. 3), which is centrally located. It is also a popular market center. The population density of this rural municipality is 100 person per sq. km., which is less than the national average (180 per sq. km.) Table 5-3 shows the ward-wise population distribution and density of Ajirkot Rural Municipality.

Table 5-3 : Ward wise population distribution by sex and density

Ward No.	Household	Male	Female	Total	Percentage	Area	Density
1	466	1345	1239	2584	13.11	96.8	26.69421
2	570	1651	1493	3144	15.95	52.4	60
3	841	2077	2029	4106	20.83	17.6	233.2955
4	939	2511	2385	4896	24.83	13.4	365.3731
5	980	2561	2425	4986	25.29	17.8	280.1124
Total	3796	10145	9571	19716	100	198	99.57576

Sources: Profile of Ajirkot Rural Municipality

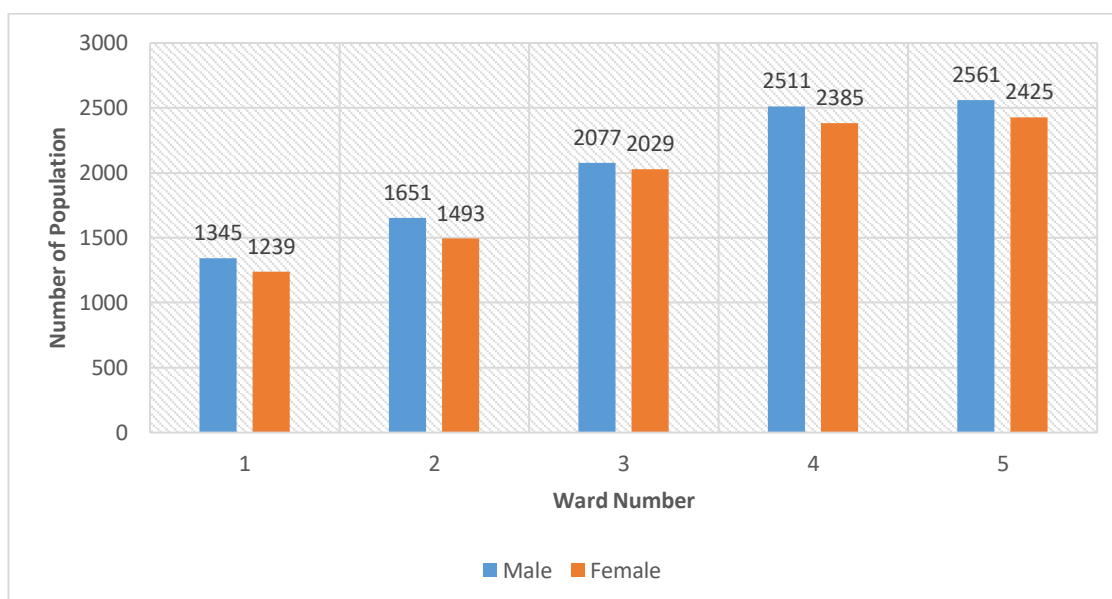


Figure 5-11 : Ward wise population distribution by sex

5.5.3 Age Sex Composition

When we look at the age and sex composition of the population in this rural municipality, we will see that the age group of the economically active population 15-59 has the highest share (63.20%) followed by age group of 0-14 and 60 above by 25.58% and 11.21% respectively. The distribution of the population by age group and population pyramid of the rural municipality is shown in table 4.3.

Table 5-4 : Age Sex Composition

Age group	Female	Male	Total	Percentage
0 - 14	2449	2595	5044	25.58
15 - 59	6049	6412	12461	63.20
60 and above	1073	1138	2211	11.21
Total	9571	10145	19716	100

The profile of this rural municipality (2076) shows that the proportion of youth and adults is higher than other age groups, i.e., the highest number of populations within the age of 15-29 years, which is 6221 (31.56%). Similarly, the age group of 30-44 covered 3732 which is 18.32% of the total population. In addition to that, the age group of 45-59 has a relatively lesser number than other age groups, i.e., they consist of 2508 (12.71%) of the total population. Thus, it seems that the economically active age group (15-59 years) covered 62.20% of the total population of this rural municipality.

5.5.4 Population by Caste/Ethnicity

Table 4.5: Population by mother tongue and Table 4.4: Population by caste ethnicity

This municipality has caste/ethnic diversity. It has been identified there are more than ten caste ethnic groups in this municipality. Brahman/Kshetri is the largest caste/ethnic group by 30.43%. Gurung and Tamang are the second and third largest communities with 26.21% and 18.70% of the population respectively. Dalit and Janajati shared with 15.81% and 2.79% respectively. Although the data shows the caste/ethnic diversity in the rural municipality, people are living in harmony. Details of caste/ethnic groups are shown in table 5-5

Table 5-5 : Population by caste ethnicity

Ward No.	Caste and ethnicity (number of Households)						
	Brahmin/Kshetri	Dalit	Gurung	Tamang	Janajati	Others	Total
1	0	80	0	300	36	50	466
2	200	50	150	100	60	10	570
3	305	120	295	60	0	61	841
4	400	150	200	150	0	39	939
5	250	200	350	100	10	70	980
Total	1155	600	995	710	106	230	3796
Percentage	30.43	15.81	26.21	18.70	2.79	6.06	100

Source: Ajirkot Rural Municipality, 2077

5.5.5 Mother Tongue

There is diversity in languages spoken in this rural municipality. Nepali and Gurung language is the major and dominant languages spoken in this rural municipality. Nepali is spoken by 57.01% which is followed by Gurung (30.01%) respectively speak their language at home as their mother tongue. Tamang language is the third language spoken by 9.98% of the total population, which is followed by Ghale (1.03%) and Magar (0.97% of the total population. Table 4.5 presents languages spoken in Ajirkot Rural Municipality.

Table 5-6 : Population by Mother Tongue and Sex

Mother tongue	Population	Percentage
Nepali	2164	57.01
Gurung	1139	30.01
Tamang	379	9.98
Ghale	39	1.03
Magar	37	0.97

Table 4.7: Migration status

Others	38	1
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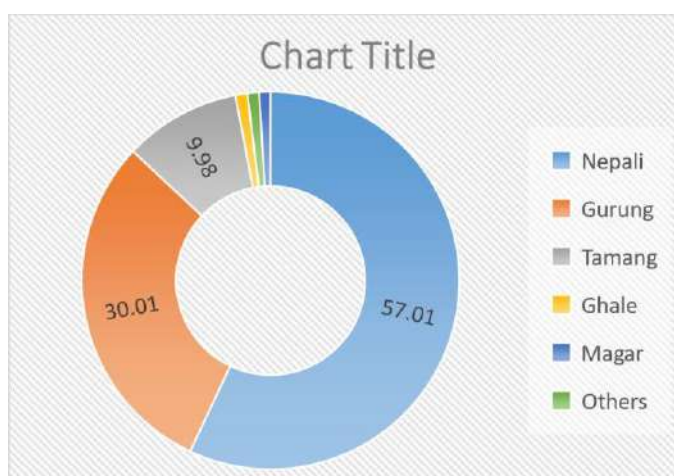


Figure 5-12 : Population by mother tongue

5.5.6 Religion

Hindu is a major religion (65.99%) followed by Buddha and Christian by 32.01% and 1.0% people respectively in Ajirkot Rural Municipality.

Table 5-7 : Population by religion

Religion	No. of Households	Percentage
Hindu	2505	65.99
Boudha	1215	32.01
Christian	38	1.00
Others	38	1.00
Total	3796	100

Source: Ajirkot Rural Municipality, 2077

5.5.7 Migration

Migration is the major demographic phenomenon in Ajirkot Rural Municipality. In comparison with other rural municipalities, the rate of absentee population is higher in this rural municipality. Out of the total population of Ajirkot Rural Municipality, 7.16% (1411) are living in other countries, whereas 28.62% (5642) are migrated to other districts within the country. However, 64.23% population is still living in their places within the municipality.

Table 5-8 : Migration Status

Ward No	International migration	%	Internal migration	%	The population within the rural municipality	%	Total	%
1	202	1.02	659	3.34	1723	8.74	2584	13.11
2	268	1.36	911	4.62	1965	9.97	3144	15.95
3	247	1.25	1048	5.32	2810	14.25	4105	20.82
4	325	1.65	1333	6.76	3238	16.42	4896	24.83
5	369	1.87	1691	8.58	2927	14.85	4987	25.29
Total	1411	7.16	5642	28.62	12663	64.23	19716	100

Source: Ajirkot Rural Municipality, 2077

5.5.8 Literacy

The literacy rate shows the educational status of any place. As per the rural municipality profile 2076, Ajirkot Rural Municipality has 88.79% literacy (can read and write) which is higher than the national figure (66%). The literacy status of the 5 to 14 years age group is higher (99.79%), whereas the age group of 15 to 59 is in the second with 92.89% and only 45.36% of the people who are belonging to the age group 60 and above.

Table 5-9 : Literacy by age group (%)

Age group	Male	Female	Total
5 to 14	99.69	99.89	99.79
15 to 59	96.15	89.36	92.89
60 and above	59.49	30.13	45.36
Total	92.56	84.36	88.79

Source: Ajirkot Rural Municipality, 2076

Out of the total literate population, 92.56% of males and 84.36% of females are literate in this rural municipality.

Table 5-10 : Ward wise literacy status (15 years and above)

Ward No.	Total population (15 yrs. and above)	Literate population	Literacy rate
1	2479	1995	80.48
2	3001	2661	88.67
3	3951	3426	86.71
4	4695	4360	92.86
5	4758	4326	90.92
Total	18884	16768	88.79

Source: Ajirkot Rural Municipality, 2076

According to the rural municipality profile (2076) that the highest literacy rate is in ward no. 4 with 92.86% whereas the lowest is in ward no.1 which consists of 80.48%. However, all of the wards of this rural municipality have better literacy status than the national average.

5.5.9 Level of Education

In this rural municipality out of 18139 populations of 5 years and above only 14078 have formal education status, which is 77.61%. Out of that formal education status, 44.22% have a basic level of education which is followed by high school level education (36.31%) and the primary level of education has only 7.88%. Only 137 people have completed technical school (SLC/SEE level) and 10.62% population of 5 years and above age group have a higher level of education such as bachelor level and above in this rural municipality.

Table 5-11 : Educational status (5 years and above age)

Ward No.	Primary	Basic	High School	Technical SLC/SEE	Bachelor and above	Total
1	35	951	493	66	76	1621
2	14	1048	917	3	189	2171
3	153	980	1178	8	440	2759
4	497	1579	1264	6	391	3737
5	410	1667	1260	54	399	3790
Total	1109	6225	5112	137	1495	14078
Percent	7.88	44.22	36.31	0.97	10.62	100.00

Source: Ajirkot Rural Municipality, 2076

5.6 Educational Institutions

In Ajirkot Rural Municipality, there are 33 different categories of educational institutions are located in different wards. Among them, 3 are primary level, 22 are basic level and 8 are high school level. There are 8 schools in ward 4 and 5; 7 in ward 3; 6 in ward 2 4 in ward 1. Several school buildings were destroyed during the 2072 devastating earthquake. However, most of them were reconstructed by the government of Nepal, donor agencies, and economic support of neighboring countries. The number of educational institutions by ward is shown in table 5-13 and the name of those schools are presented in table.

Table 5-12 : Educational institutions by level

Education Institution	Total
Basic	22
Primary	3
Secondary	8
Total	33

Source: Field survey, 2079/80

Table 5-13 : List of educational institutions

S. No.	Name	Location/ward
1	Dhansira High School	1
2	Mahadev Primary School	1
3	Dewalswara Primary School	1
4	Milim Primary School	1
5	Balang Primary School	2
6	Boudha Himali Primary School	2
7	Prabha High School	2
8	Bhanujyoti Primary School	2
9	Syartan Primary School	2
10	Singhadevi Primary School	3
11	Bhachchek Primary School	3
12	Gyanjyoti High School	3
13	Jeevan Jyoti High School	3

S. No.	Name	Location/ward
14	Buddha Jyoti Primary School	3
15	Shitaldanda Primary School	3
16	Parwati Primary School	3
17	Evergreen Academy	3
18	Himalaya High School	4
19	Jeevan Jyoti High School	4
20	Kalika Primary School	4
21	Shivalaya Primary School	4
22	Umamaheshwor Primary School	4
23	Mangaladevi Primary School	4
24	Chandrakala Primary School	4
25	Devasthan Primary School	4
26	Chaturmala High School	5
27	Gyanjyoti Primary School	5
28	Janaprabhat Primary School	5
29	Tarachandra High School	5
30	Bhalehunga Primary School	5
31	Jhakrapuri Primary School	5
32	Bhumijyoti Primary School	5
33	Muchoktar Primary School	5

5.7 Drinking Water and Sanitation

Tap/piped water is the main source of drinking water. 96.04% of households use tap/piped water for drinking. Among them, 49.12% of households have used private tap and 46.91% use public tap. Still, 138 households (3.64%) are using other sources of drinking water in this rural municipality. Table 5.3 shows the source of drinking water in this rural municipality.

Table 5-14 Source of drinking water

Ward No.	Sources of drinking water				
	Public tap water	Private tap water	River and spring	Other sources	Total
1	154	311	1	0	466
2	398	162	10	0	570
3	376	405	53	7	841
4	541	388	6	4	939
5	309	596	68	7	980
Total	1,778	1,862	138	18	3796
Percentage	46.84	49.05	3.64	0.47	100

Source: Ajirkot Rural Municipality profile, 2077

Overall sanitation situation of Ajirkot Rural Municipality seems good. The use of the toilet indicates the sanitation situation of this rural municipality. As per profile 2076, 98.87% of households have toilet facilities. Among them, 84.75% of households have toilet facilities with safety tanks, but 14.04% have a traditional type of toilet with the pit-hole tanks. Only 1.21% of households do not have toilet facilities in this rural municipality. Hence, the local government has to organize awareness programs for local dwellers to increase the use of the toilet.

Table 5-15 : Use of Toilets

Ward	Pit hole toilet	Toilet with safety tank	Household without toilet	Total
1	2	462	2	466
2	24	540	6	570
3	365	471	5	841
4	24	908	7	939
5	118	836	26	980
Total	533	3217	46	3796
Percentage	14.04	84.75	1.21	100

Source: Ajirkot Rural Municipality profile, 2076

5.8 Road

This municipality is connected with Gorkha Municipality (district headquarters of Gorkha District) by road with a road distance of 30 km. In this rural municipality, there are three types of roads exists, i.e., national, provincial, and local. Within this rural municipality,

Table 5-16 : Major Road Connection

Local level roads
Rural municipality level
Chanaute - Muchhwok-Bhachchek
Dhodeni - Simjung - Goganpani - Bhachchek
Ward level roads
Bhachchek - Madale - Simjung - Ghayachowk
Bhachchek - Namki - Kolkante - Bhangyang Deaurali - Keprung
Bhachchek - Lapsibote- Kharibote
Jhyalla Phant - Balang - Saunepani - Mulchowk - Bhachchek
Bhachchek - Kafaldanda - Buddhasinghtar - Lamjung
Bhachchek - Sirandanda - Sisne - Apun - Khimpu - Balang
<i>Source: Ajirkot Rural Municipality profile, 2076.</i>

Several strategic roads are under construction as the District Road Core Network program connecting all wards of Ajirkot Rural Municipality with the support of the Province Government and Rural Municipality. Accessibility status is another indicator of road connection. In this rural municipality, 33.17% of the households have motorable accessible roads, whereas 64.54% have trails (goreto) type of access and 2.29% of households have horse trails (ghodeto) as their accessibility.

5.9 Health

Ajirkot Rural Municipality has five health centers and four community health unit situated in different settlements and market centers. Available health centers lack proper equipment, laboratory, trained health manpower and good infrastructure. Only primary level health services are available in this rural municipality. Hence, people must Gorkha Bazar, Kathmandu, Chitwan, and Pokhara for further treatment and diagnosis of serious types of disease. There are few private health clinics and pharmacies running in this rural municipality. Recently, the rural municipality has finalized the location of the new hospital to be constructed by the government of Nepal. Name and location of existing health centers are presented in table 5.2.

Table 5-17 : List of health institutions

S. No	Name of health institutions
1	Ghayachowk Health Post
2	Dhansira Community Health Unit
3	Kharibote Health Post
4	Bhachchek Health Post
5	Buddhasing Community Health Unit
6	Simjung Health Post
7	Baluwa Birthing Centre
8	Muchowk Health Post
9	Malya Community Health Unit

Source: Ajirkot Rural Municipality Field Survey 2079/80 and Profile 2076

There is a gap between allocated posts and the available number of health staff in this rural municipality. In Ajirkot Rural Municipality, more than 20 posts are allocated for different health centers but not all health posts and health centers are functioning properly because of the lack of human resources.

5.10 Electricity and Use of Fuel

Micro-hydro is the dominant source of electricity in this rural municipality. Now, the national grid is also connected in some of the households, and it is undergoing a process to bring all of the households within the umbrella of a national grid system. Altogether 12 micro-hydros are fully operating and producing 315 KW electricity. Out of five wards 4 wards are already connected with the national grid system.

In this rural municipality, 90.01% of households have electricity connections, whereas 8.96% are using the solar systems for lighting purposes. For lighting, other sources such as kerosene are used by only 0.09%. At present, all the wards have electricity access and households having electricity connection have significantly increased during last 5-7 years.

Table 5-18 Fuel used for cooking.

Ward	Firewood	LP Gas	Others	Total
1	458	7	1	466
2	548	22	0	570
3	759	78	4	841
4	734	201	4	939

Ward	Firewood	LP Gas	Others	Total
5	947	29	4	980
Total	3446	337	13	3796
Percentage	90.78	8.88	0.34	100

Source: Ajirkot Rural Municipality profile, 2076

During fieldwork, it is observed that most of the households have electricity connections, which also indicates the increased access to electricity of local households. Firewood is the major source (90.78%) of fuel for the cooking of local households. Households using LGP gas for cooking constitute 8.88%. It indicates that the local people do not use only one fuel for cooking purposes. The number of households using LPG gas is increasing gradually due to the shortage of firewood and easy availability of LPG gas in the local market. The use of kerosene for cooking is almost discarded in Ajirkot Rural Municipality.

5.11 Financial Institutions

The number of market centers are located in this rural municipality, among them, Bhachhek and Simjung are well-known centers and popular locations for market and other services.

Table 5-19 : Financial Institute

S.No.	Bank and other financial sectors	Branch Location
1	Sadhana Laghubitta Bittiya Sanstha Limited	3
2	Rastriya Banijya Bank Limited (RBBL)	3
3	Jalpa Laghubitta (Srijana Samudayik Laghubitta)	3
4	Deprosc Laghubitta Bittiya Sanstha Limited (DDBL)	4

Source: <https://www.financialnotices.com/bank-location>

There are four different bank branches in this rural municipality (Table 5- 17). Among them, most of the financial institutions are located in Bhachhek (ward 3). Despite the availability of national-level commercial and development banks, local farmers and small traders have been facing financial access to these banking institutions due to the tough banking provision for collateral and high interest rates. Local entrepreneurs, traders, and farmers are compelled to visit microfinance and cooperatives. Therefore, most of the local transactions were done through cooperatives and microfinance.

5.12 Heritage

Heritage is the full range of our inherited traditions, monuments, objects, and culture. It has noticeable cultural and religious harmony because all of the ethnic groups such as Gurung,

Tamang, Ghale, Sherpa, Brahmin-Kshetry, Newar, Dalit, etc. are living together and respect their culture and religion each other. Therefore, this is the village known as a symbol of mixed settlement and the model of unity in diversity. Not only the cultural significance of this municipality, but the natural and scenic beauty also attract the people in this rural municipality. It has unique and traditional settlements, ancient monasteries, temples, culture and attire, music/dance and folklore, craft, and skills. Some of the major heritage sites are Nagi Pokhari, Nimche Pokhari, Siringee Pokhari, Narad Daha, Chandi Kunda, Dudh Pokhari, Boudha Gumba, Gorakhkali Temple, Jhyalla Bhumi Temple, etc. are famous for religion and eco-tourism in this rural municipality.

5.13 Culture

Having a diverse topography, there is a diverse set of ethnic groups and castes. As major traditional trading centers have a mixed culture, religions, and traditions that to a certain extent represent the whole nation. Gurung, Tamang, Ghale, Sherpa, Magar, etc. are the indigenous groups of people who initially inhabited different parts of this municipality. Since Gurung is the major caste group, Hinduism and Buddhism are the dominant religion following by the local people. Ghale and Gurungs are different tribes and ethnic groups. Ghale has a language different from Gurungs though both languages fall under the same family group. Ghale celebrates Lhosar (lunar new year) on a different day (Magh 1) while Poush 15 (Dec 30) is Gurungs' Tamu Lhosar. Therefore, there is cultural and religious diversity as well as harmony in this rural municipality. Dashain, Tihar, Lhosar, Ram Nawami, Maghe Sangranti, Janai Purnima, Buddha Purnima, Shivaratri, Teej are major festivals celebrated by local people. Traditional Gurung and Ghale attire, Nepali Daura Suruwal, Topi, Phariya, Patuka, and Choli are major costumes of the local people.

5.14 Tourism

Ajirkot Rural Municipality is one of the nine rural municipalities of the Gorkha District. This is a well-known rural municipality due to the location of the famous lakes and the scenic beauty of the panoramic mountain views. Temperate to alpine climate dominate in this rural municipality due to its location in the mid-hill area. Its administrative headquarter is Bhachchek, which is one of the unique locations for sightseeing and natural beauty because of its height. The rural municipality is crossed by Drabya Shaha Rajmarga. For a better experience of nature and its beauty, it would be better to visit year-round due to ease in transportation due to its location at a suitable elevation. The number of link roads is constructed in this rural municipality because of that the accessibility is very well in condition. However, this rural municipality has a plan to construct two different trekking routes from Nagpokhari-Nimche-Dudh Pokhari-Lipe Lake of Lamjung District. Another is from Nagpokhari-Rambhangyang-Tape-Mirdu. Both are planned to construct as high-altitude trekking routes. For domestic and international tourism promotion they also have recently finalized a tourist master plan. Within that plan, the municipality has mentioned strategic planning, the feasibility of the foot trail and its mapping, prepare promotional information booklet, documentary, etc.

The cultural landscape is another beauty of this rural municipality. Narad Pokhari is one of the famous lakes that has a huge potential for religion and ecotourism. Religious and cultural harmony is their motto so that people prefer to observe their traditional lifestyle. The dominant languages in this region are Nepali, Ghale, Gurung, Magar, Newari, Miya, and others. However, most people can speak the Nepali language. On the other hand, the ethnic community thriving here are Magar, Gurung, Newar, Chepang, Dalit, and others, which is another unique part of this rural municipality.

Altitudinal variation is an important prospect of tourism promotion. Due to the high altitudinal location from Nage, we can see Chitwan valley on the south and the beautiful and panoramic landscape of Boudha Himal and Himchuli Himal as well as large grazing lands.

There is Four homestays recently develop in this rural municipality, they are in Sirandada, Ghayachowk, Namkeen Village and Sijung. They are supported partially by the provincial government as well as the rural municipality. Their aim is to provide organic food and vegetable to the tourist. Therefore, they have started tunnel farming and producing off-season vegetables for the tourists and the local people. They intend to develop this rural municipality as organic Ajirkot.

Chapter 6 Municipal Inventory Map of Road Network

Road Inventory Survey has been done in the help of the earlier prepared GIS base map of the rural municipality and road inventory form. Field verification of the base map has been done in the help GPS survey and Satellite image maps. Road inventory survey has been completed from one nodal point to another in each road sections, collecting information related to road surface, crossing structure, road condition, and linkages to the large settlements, economically active spaces, existing service centres, potential growth centres, potential areas of development, areas of special considerations and direct link to another linkage. From data of the road inventory survey, MIM has been prepared. And based on the earlier study of potential areas and MIM, IDPM is developed.

6.1 Overview of Road Network

The Feeder Highway (F18401) passes the rural municipality crossing ward no 1,4 and 5, and four District Core Network (36DR011, 36DR012, 36DR015, 36DR016) Connect all five ward of Ajirkot Rural Municipality.

Table 6-1 : Administrative Road Classification

S. N	Administrative Road Classification	Blacktop	Earthen	Gravel	Grand Total
1	District Road Core Network	3.03	7.45	34.77	45.246686
2	Feeder Road Core Network			9.13	9.12
3	Rural Municipal Road Network	5.81	184.42	1.33	191.54
Grand Total		8.84	191.87	45.22	245.91

S. N	Administrative Road Network	House Holds Serve	Ward Pass	Average Width	Blacktop	Earthen	Gravel	Total
1	36DR011_Bhachhek Bazar - Tinthare - Kafal Danda - Dalit Basti - Deurali	252	3	4	0.00	0.00	5.52	5.52
2	36DR012_Silami - Bhachhek Bazar - Ghogini Tole - Bakore - Pipalbot - Lapibot - Keprung	558	2,3,5	7	3.04	0.00	8.29	11.33
3	36DR015_Pokharetar - Pokhare Danda - Bagale Gaun - Baje Tole - Simjung - Bulbule - Ghyachhok	713	1,4	4	0.00	7.45	8.53	15.98
4	36DR016_Bhachhek Bazar - Dharapani - Aagri Danda - Dhiska - Kalleri	493	5	4	0.00	0.00	12.43	12.43
5	F18401_11 Kilo (F035) - Chhepetar - Bhaluswara - Barpak	413	1,4,5	7	0.00	0.00	9.13	9.13
Grand Total					3.04	7.45	43.90	54.38

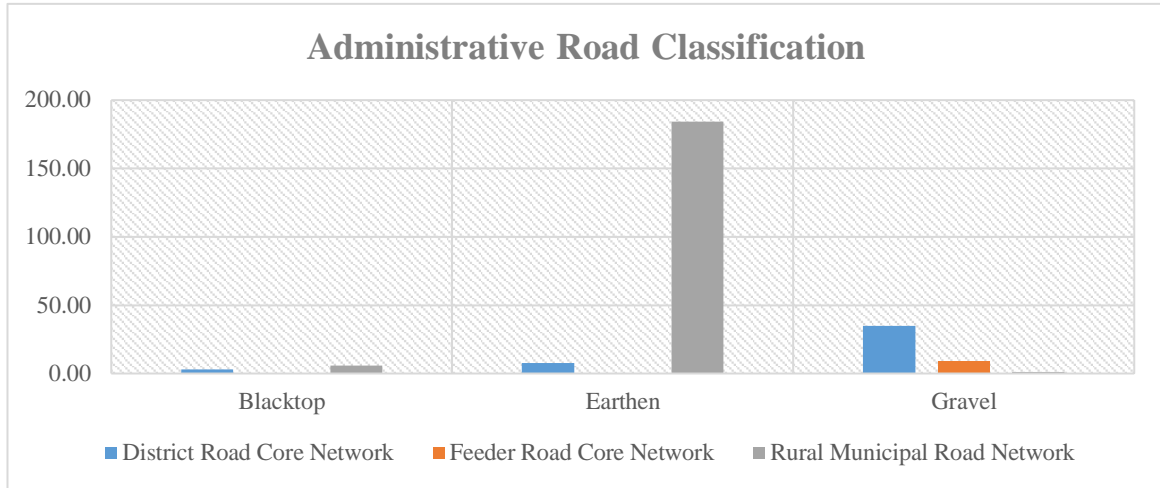


Figure 6-1 : Existing Inventory

Table 6-2 : Distribution of Ward Wise Road Length and Density

Ward	Blacktop	Earthen	Gravel	Grand Total	Area (Sq. Km)	Road Density Km/Sqkm	Population	Population Density (km/100 person)
1		32.41	0.72	33.13	96.8	0.342	2584	0.78
2	1.44	34.38	2.69	38.51	52.34	0.736	3144	0.82
3	6.59	44.07	11.96	62.62	17.64	3.550	4106	0.66
4	0.12	28.12	12.33	40.57	13.43	3.021	4896	1.21
5	0.70	52.89	17.51	71.09	17.79	3.996	4986	0.70
Grand Total	8.85	191.87	45.22	245.92	198	1.24 (avg)	19716	0.80

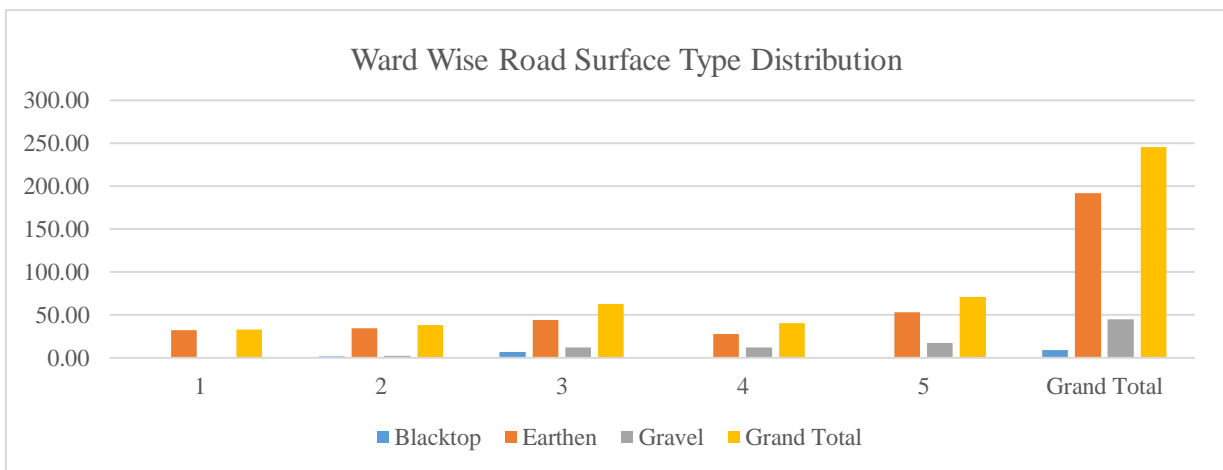


Figure 6-2 : Ward Wise Surface Type Distribution

Table 6-2 above shows that ward no. 5 has the highest road coverage of 71.09 km and ward no. 1 has the lowest road coverage of 33.13 km only. According to the NUDS 2015, the desirable road density of road should be 5 km/sq.km but while comparing the road density of whole rural municipality, we found out that the rural municipality has not met yet the standard requirement. The municipality has 1.24 km/sq.km of road.

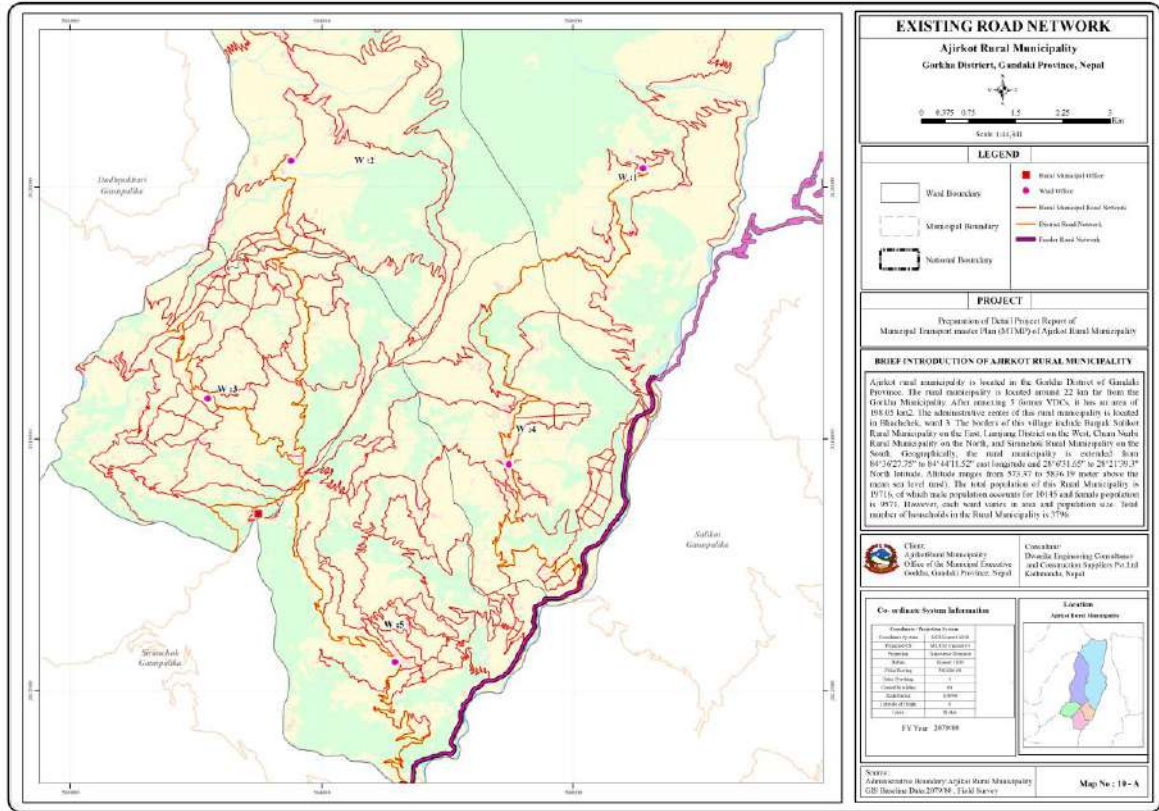


Figure 6-3 : Rural Municipal Road Network

Table 6-3 : Road Length by Road Width

Existing Road Width				
Ward	0-4	4 -6	6-8	Grand Total
1	33.13			33.13
2	34.14	1.67	2.69	38.51
3	52.78	3.29	6.55	62.62
4	38.46	2.11		40.57
5	67.47	3.33	0.28	71.09
Grand Total	225.99	10.40	9.53	245.92

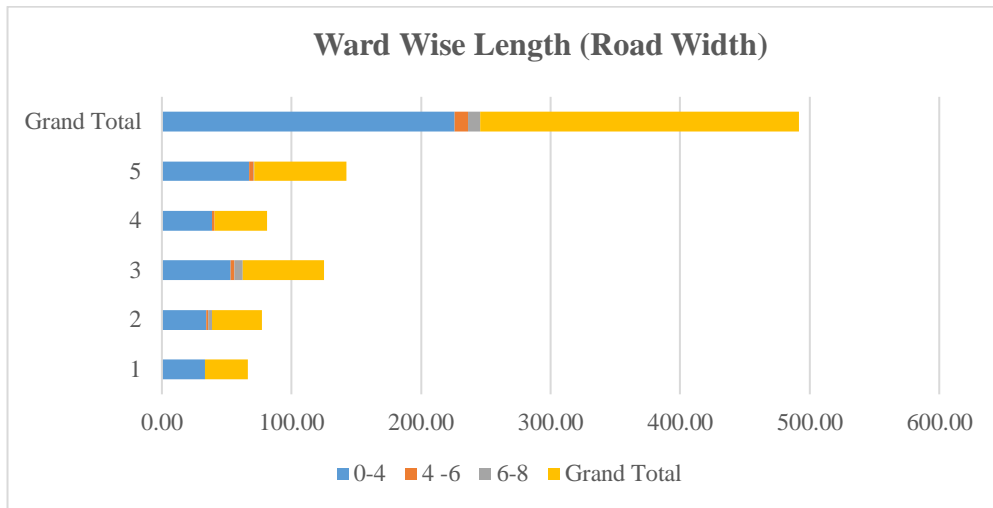


Figure 6-4 : Road Length by Road Width

Table 6-4 : Road Condition of Rural Municipality

Ward	All Weather Road	Fair Weather Road	Grand Total
1	0.72	32.40	33.13
2	4.13	34.38	38.51
3	18.55	44.07	62.62
4	12.45	28.11	40.57
5	18.20	52.89	71.09
Grand Total	54.07	191.87	245.92

This Shows That 191.87 km is Fair Weather Road while 54.07 km is All Weather Road.

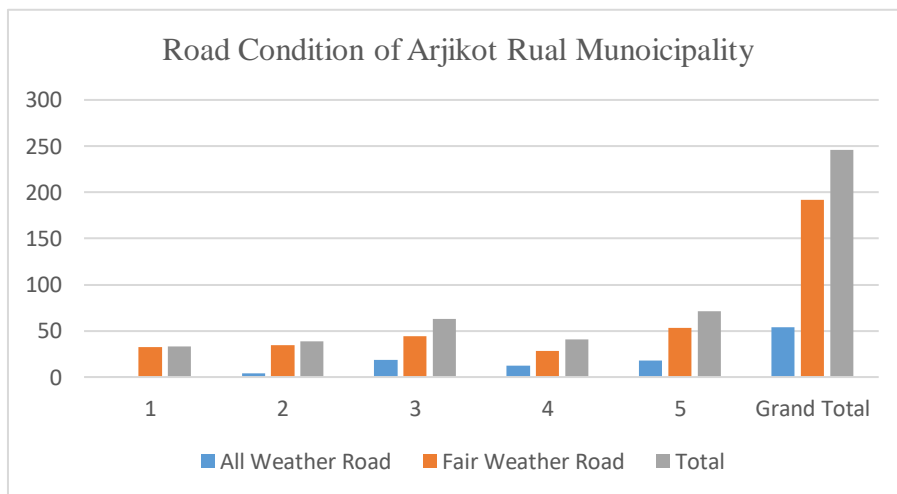


Figure 6-5 : Road Condition of R-Municipality

6.2 Accessibility and Mobility

The rural municipality has good connectivity with different parts of Nepal and its nearest cities and towns, it has not been any bus stations and parking plots due to which vehicles are parking along the roadside that may cause congestion and increase road accident. The bus park is one of the most important infrastructures in the town. Therefore, rural municipality needs to either expand or search for another alternative.

6.3 Traffic Volume Study

Generally, traffic volume studies have been done for establishment of relative importance of road. It helps to decide the priority of improvement and expansion of roads and to allocate funds accordingly. It will also help in the analysis of traffic patterns. Inventory of road traffic, physical features has been done by use of GPS, GIS Maps and manual vehicle counting method. This method has identified traffic volume as well as vehicle classification.

Mostly, People from the area has made trip by walking. Besides this people are using motorbikes as a trip option due to less availability of public vehicles in urban areas.

6.3.1 Traffic Vehicle Count

The traffic vehicle count per hour has been done at the following stations, all of these vehicle counting points, motorcycles have been recorded as the dominant vehicles among others. The summary of the survey is given through the figures mentioned below.

Table 6-5 : Location and Route for Vehicular Count

SN	Count station name	Location	Name of road Linkage
1	Bhacheck Bazzar	Ward no 3, Ajirkot RM	Bhachhek Bazzar - Namki Village - Siran Danda -Napre Than -Maurey - Sisne - Apun - Posh - Keprung
2	Simjung	Ward 4, Ajirkot RM	Bhachhek Bazzar - Madale - Tare Gaun - Simjung
3	Ghyachowk	Ward 1, Ajirkot RM	Pokharetar - Pokhare Danda - Bagale Gaun - Baje Tole - Simjung - Bulbule - Ghyachhok
4	Muchowk	Ward 5, Ajirkot RM	Bhachhek Bazar - Dharapani - Aagri Danda - Dhiska - Kalleri

The result of traffic survey held in Bacheck Bazzar, along the route of **Bhachhek Bazzar - Namki Village - Siran Danda -Napre Than -Maurey - Sisne - Apun - Posh – Keprung Road** of Ajirkot Rural Municipality is as following – Motorcycle -30 (42.86%), Truck- 10(14.29%), Jeep-15 (21.43 %), and Bus- 5 (7.14 %). Head counting of passer by through this route has not been included in this traffic survey.

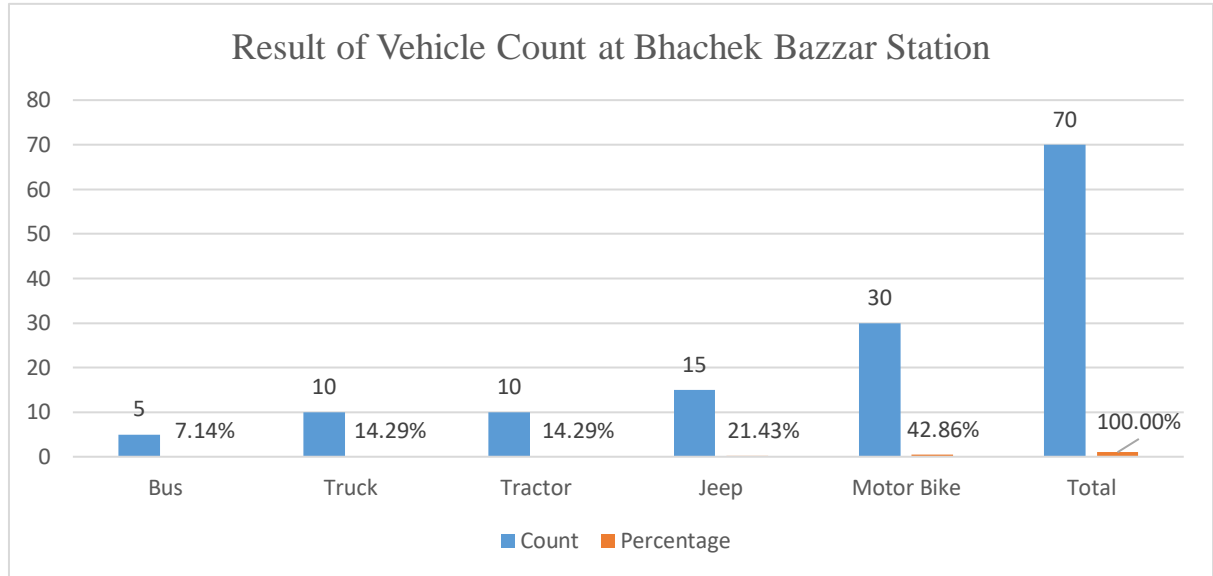


Figure 6-6 : Vehicle Count at Bhachek Bazzar Station ward No 3

*The result of traffic survey held in Simjung, along the route of **Bhachhek Bazzar - Madale - Tare Gaun - Simjung Road** of Ajirkot Rural Municipality is as following – Motorcycle -18 (25.71%), Truck- 5(7.41 %), Jeep-5 (7.41 %), and Bus-3 (4.29 %). Head counting of passer by through this route has not been included in this traffic survey.*

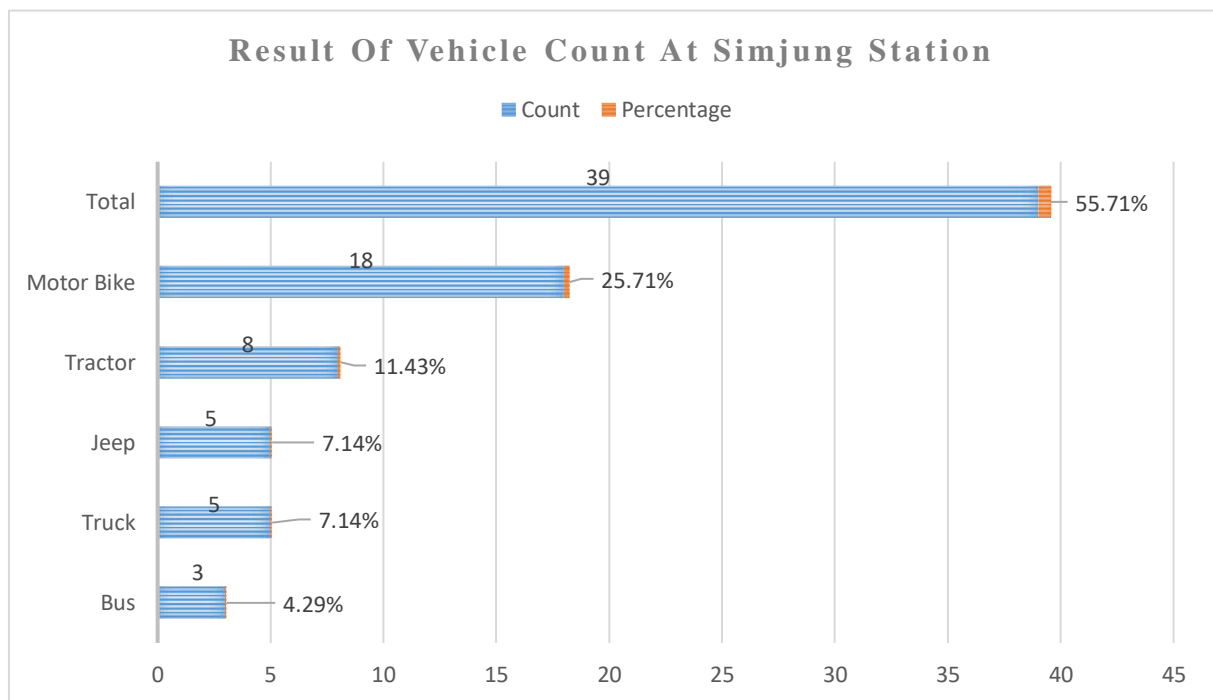


Figure 6-7 : Vehicle Count at Simjung Station Ward No 4

The result of traffic survey held in Ghyachowk station, along the route of **Pokharetar - Pokhare Danda - Bagale Gaun - Baje Tole - Simjung - Bulbule - Ghyachhok Road** of Ajirkot Rural Municipality is as following – Motorcycle -10 (14.29 %), Truck- 5(7.14 %), Jeep-8 (11.43 %), and Bus-2 (2.86 %). Head counting of passer by through this route has not been included in this traffic survey.

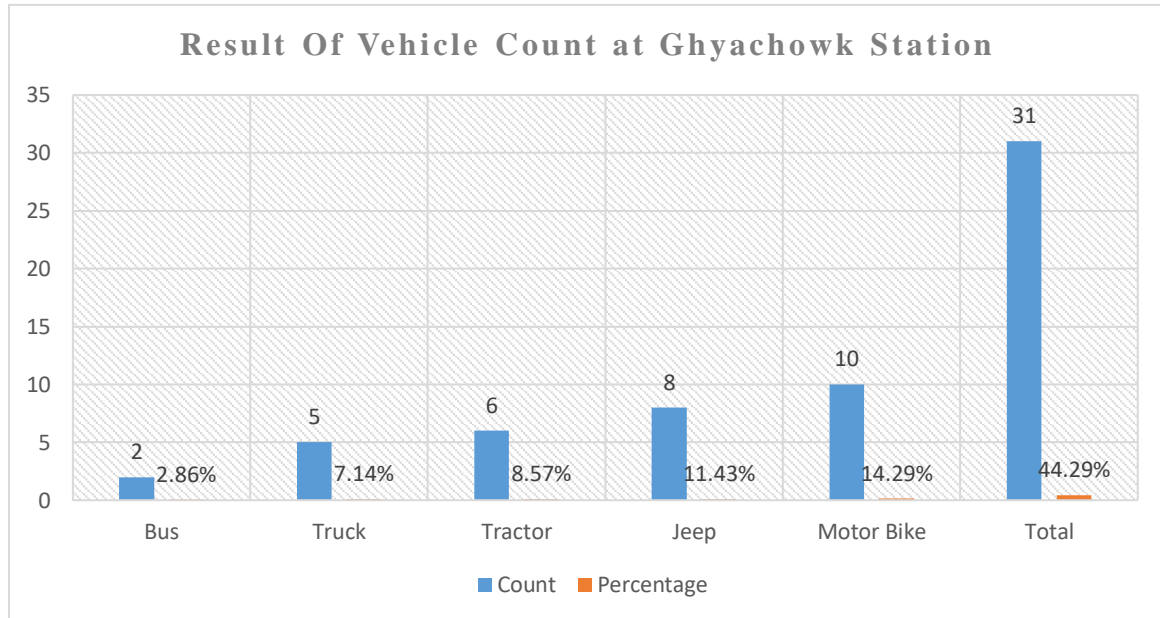


Figure 6-8 : Vehicle Count at Ghyachowk Station Ward No 1

The result of traffic survey held in Muchowk Station, along the route of **Bhachhek Bazar - Dharapani - Aagri Danda - Dhiska - Kalleri Road** of Ajirkot Rural Municipality is as following – Motorcycle -16 (22.86 %), Truck- 7 (10 %), Jeep- 10 (14.29 %), and Bus-3 (4.29 %). Head counting of passer by through this route has not been included in this traffic survey.

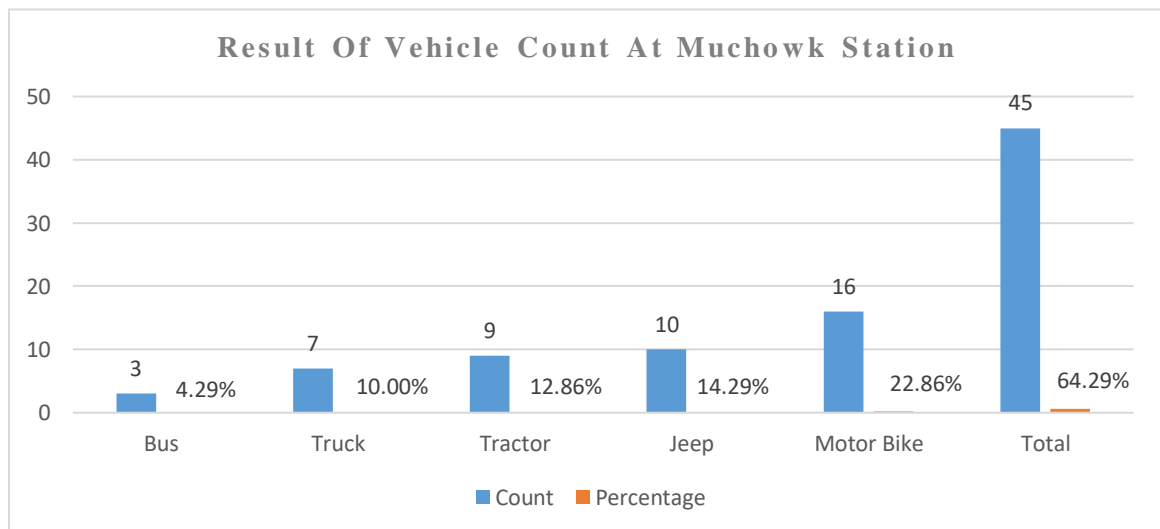


Figure 6-9 : Vehicle Count at Muchowk Station

6.3.2 Vehicle Type

Among the types of vehicle, the Indian brands have dominated in terms of motorbikes, bus, jeep (Bolero/TATA), trucks/mini trucks (TATA trippers, EICHER mini truck, Mahendra minitruck) and tractors (Indian and Chinese) for passenger and goods transportation.

6.3.3 Origin and Destination Survey

The main purpose of transportation is to connect farmland, market centers and other service centers. Among the total respondents of 40 respondents of Origin and Destination Survey, 11 (27.5%) reported agricultural chores as the primary reason of using roads followed by 7 (17.5%) respondents who mentioned that they chiefly travel for education purposes. Similarly, 5 (7.5%) respondents reported to have used roads to acquire health related services. Likewise, 8 (20%) respondents reported that they regularly travel to go to market for groceries. In the same way another 4 (10%) respondents happened to use road for business and commerce, 2 (5%) for tourism purpose and the remaining 3 (7.5%) use roads for other purposes.

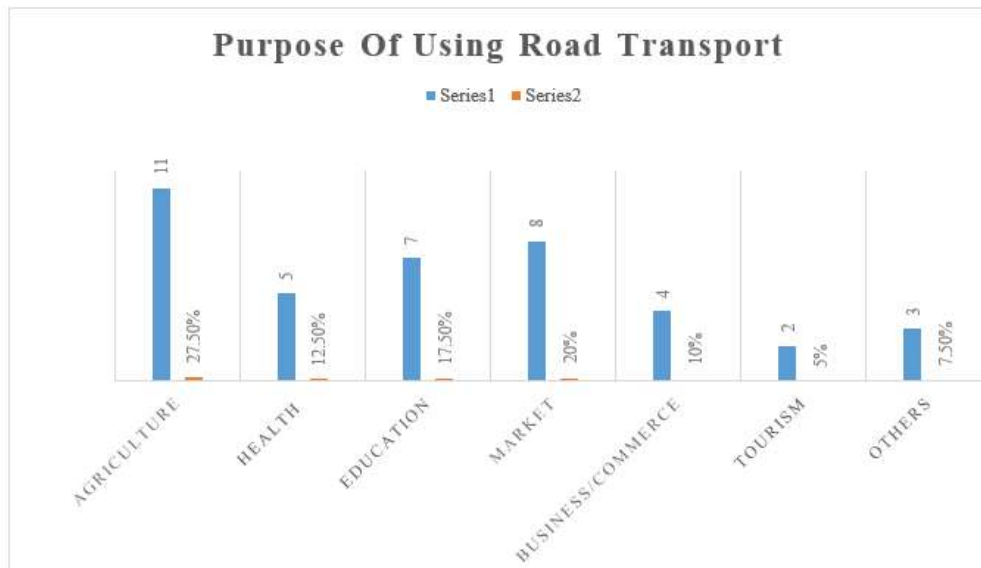


Figure 6-10 : Purpose of Using Transportation

6.3.4 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*
- Zone characteristics*
- Residential density, rate of urbanization*
- Accessibility*
- Vehicle ownership*
- Quality of local public transit*
- Purpose of travel, nature of work*
- Travel time, cost, and distance*

6.3.5 Active and Passive Transport User

Active transport is also called Non-Motorized Transport, NMT and human powered transport It 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 (Litman, 2015). The passive transport users refer to travel by buses, cars etc. The sample survey shows that nearly 60% or above 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.

6.3.6 Public Transportation

The use of public transportation for daily trips is limited to the Feeder Highway. Except for the highway and district road, the rural municipality does not have a formal form of public transportation. It lacks a defined time schedule and reliability. There is no public transport along other road sections of the rural municipality. Mobility relies on privately owned vehicles or walking. It is crucial to implement interventions to introduce proper public transport routes and services. This will establish a sustainable and reliable public transportation system and help control the increase in the number of private vehicles in the future.

6.3.7 Safety Status and Issues

The data provided by the traffic police shows that majority of vehicles involved in the accidents is motorbike due to negligence and over speeding are the major causes.

The R-municipal roads are primarily used by bicycle and motorbike users, as well as pedestrians. The ownership of motor vehicles is low, resulting in limited use of motorized vehicles. This situation contributes to safer roads, as the majority of vehicles traveling on R-municipal roads

are slow. Consequently, bicycles are commonly used by children to go to school, women for shopping, and others for various purposes within the rural municipality.

However, the situation is less favorable along the feeder roads and District Road, which accommodate high-speed motor vehicles. The District Road passes through the urban center (core market area Bhachek Bazaar) of ward 3. Market development along these highways carries a high risk due to the shared carriage way section that accommodates various types of vehicles, including pedestrians. Cyclists and pedestrians face the greatest risk along this section. Therefore, it is crucial to provide proper urban road infrastructure as part of the overall urban road network. Pedestrians should be prohibited from walking on the highway, and overhead bridges should be constructed to facilitate safe road crossing. This is necessary because pedestrians often do not follow traffic rules, and vehicle drivers may not adequately yield to them. Therefore, it is essential to either provide appropriate road infrastructure with overhead bridges or prohibit pedestrian access on the highway road.

6.4 Parking Space

Parking space is one of the major components of transport management. Unlike in urban areas human activities and traffic intensity is not that congested in this Rural Municipality. Therefore, parking space has yet not been a serious problem so far but some sorts of problems have been faced during the major local feasts and festivals (Jatra). However systematic parking spaces and bus bays will be necessary for future expansion zones.

6.5 Bus parks and Bus terminals

As in the case of parking space there are no systematically planned bus terminal as well as bus parks in this RM but at least necessity of systematic bus terminal has been felt strongly. Likewise, where there is possibility of road transport services some stop over, resting sheds, and public toilets need to be constructed. Similarly, following are the proposed bus stop (yatra pratikchyalaya) of various roads across Arjikot Rural Municipality.

Table 6-6 : Proposed Area for Buspark and Traffic Units

Ward	Proposed areas for bus park	Proposed traffic post/unit
1	Ghyachowk	Ghyachowk
2	Kharibot	Kharibot
3	Kafal Danda	Kafal Danda
4	Simjung Danda thar	Simjung Danda thar
5	Muchowk	Muchowk

Table 6-7 Proposed area for bus stop and public toilet.

Ward No.	Proposed areas for bus stop along the roads of Ajirkot Rural Municipality	Proposed areas for public toilets along the roads of Ajirkot Rural Municipality
1	Ghyachowk, Turti, poch gaun, dhara pani	Ghyachowk, Turti, poch gaun, dhara pani
2	Keprung, Apun, Kharibot	Keprung, Apun, Kharibot
3	Kafal danda, Maji gaun, Tinthare	Kafal danda, Maji gaun, Tinthare
4	Simjung, Chandi vanjyang, pokaretar	Simjung, Chandi vanjyang, pokaretar
5	Muchowk Ramche, Aagri Danda, Dharapani	Muchowk Ramche, Aagri Danda, Dharapani

6.6 Helipad

At least one Helipad in each ward is required for the emergency cases. The main roads should be accompanied by at least a cycle lane and foot path.

6.7 Drainage System

Good drainage system is an internal part of road management. Often hilly areas in the Rural Municipality provide natural drainage of water but if it is not installed and maintained according to the standard specifications, chances of massive soil erosion and even landslides are extremely high. Similarly, lack of drainage triggers damages in the roads increasing the cost of maintenance. Such unsustainable development leads to environmental destruction and regular obstacles during vehicular movement. Almost all of the roads in the Rural Municipality except in some quarters lack side drains. Therefore, construction and maintenance of drainage is equally important as the construction and maintenance of roads.

6.8 Road Furniture

Different sorts of objects which are installed in several places of a road to improve smoothness of travel and ensure safety are collectively called road furniture. They include objects like street light, lane signs, zebra crossing, all kinds of traffic signals, milestones, traffic barriers, bus stands, and passenger's lot etc. These objects enhance the aesthetic dimension of the roads in one hand and improve the safety of travel on the other. They equally provide comfort to pedestrian and control and regulate the traffic. Even very basic road furniture is seen to be missing in most of the roads in this Rural Municipality. Therefore, installing road furniture after the completion of major construction is essential.



Figure 6-11 : Road Furniture

6.9 Forecast and Planning

This clause basically deals with future projection of population and vehicle along with allocation of potential development areas. It also formulates the hierarchy of urban roads with for proposed different class of roads. It has considered the relationship of land use and future transportation planning. It also deals with various infrastructure planning and how they will help to enhance the mobility and accessibility scenario. Finally, it covers the aspect of short term and long-term urban road network and transportation planning.

6.9.1 Population and Traffic Forecasting

The population and population density of the rural municipality is obviously in increasing order. 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 locality), trip for reasons of health, education, or retirement etc. and others. For sustainable supply of transport infrastructure, it is crucial to forecast the future population and required infrastructures for traffic management.

Population forecast is considered for areas showing stability in the size of their populations for several decades, change in the economic and social conditions, whereas it becomes an extremely difficult and complex for areas having sharp fluctuations in the direction or rate of population change. Population can be forecasted via various methods, which includes arithmetic, geometric, arithmetic incremental method, logistic curve method and so on.

According to record from CBS 2068, CBS 2076, the population of rural municipal area seems to be increased. Assuming that the population will also be increase in coming years. We have selected the geometric method to fore caste the population of ajirkot rural municipaloity.

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

Where, I_G = geometric mean (%)

P = Present population

n = no. of year.

P_n =population at the end of nth year

By using this method, we found that the average increase rate of population in this municipality is on average 3.28 % per year. Based on this trend, the maximum projected population of this municipality on the year 2084/85 BS will be 25556

The population prediction for the rural Municipality has been made for the following years: 2078, 2079, 2080,2081 to 2084/85 BS which has been given in Table and figure below.

Table 6-8 : Population Forecast

Projected Years, BS	Projected Population	Remarks
2068	15602	Census Population
2076	19716	Municipal profile
2077	20366	Fore caste population
2078	21037	
2079	21731	
2080	22447	
2081	23187	
2082	23951	
2083	24740	
2084	25556	

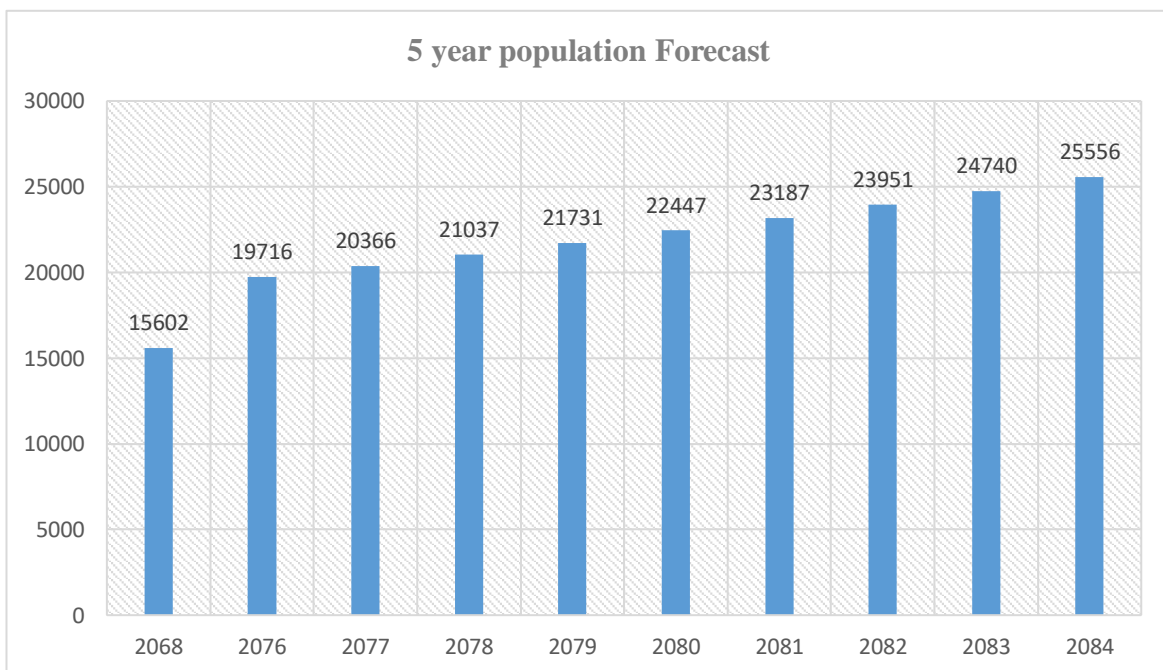


Figure 6-12 : Population Forecast

6.9.1 Traffic Forecast

Transportation forecasting is the process of estimating the number of people or vehicles that will use a specific transportation facility. Hence, it will provide benchmarks for developing overall transportation policy, planning, design and operation for efficient mass mobility and transportation system.

The transport infrastructure and facilities pave the path for the development of the area. Thus, the existing trend of the infrastructures 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. Transportation demand will depend upon demographic and geographic factors, including population size and age, economic and employment growth, urban road network, operating conditions, and land use policy, including cost of travel.

Thus, the data collected during the study is used for forecasting the traffic in the rural municipality. Present day traffic can be interpreted based on OD survey. To forecast the traffic flow, it is assumed that about 50 to 60% of the population make the daily trips. The projected traffic is based on extreme case of population.

Table 6-9: Traffic Forecast

Projection			Daily Trip, Mode Share						
Year (B.S.)	Projected Population	Trip Maker	Auto Tempo	Bicycle	Motorcycle	Car/Jeep	Public Vehicle	Walking	Total
Assume	%	50	11	20	25	6	8	30	100
2079	21731	10,865	1195	2173	2716	652	869	3260	10865
Assume	%	54	9	21	26	7	9	28	100
2080	22,447	12,121	1091	2545	3152	848	1091	3394	12121
Assume	%	56	8	22	27	8	10	25	100
2081	23,187	12,985	1039	2857	3506	1039	1298	3246	12985
Assume	%	58	7	24	28	9	12	20	100
2082	23,951	13,891	972	3334	3890	1250	1667	2778	13891
Assume	%	59	6	25	30	10	14	15	100
2083	24,740	14,597	876	3649	4379	1460	2044	2190	14597
Assume	%	60	6	28	31	11	15	9	100
2084	25,556	15,333	920	4293	4753	1687	2300	1380	15333

The above table 6 - 7 shows that the motorcycle contributes about 25% trips in 2079 and assuming 6% increases in bike ownership in next five years. The increase in trips of motorcycle reduces the trips of Auto Rickshaw and walking. Assuming the same trips get increase from cycle use, we can come up with the above table. Without any intervention in public transport routes, public transportation usage level will remain the same. But interventions during first five years should demand for public vehicles during the plan. Assuming increasing in the trips by 2%, we will come up with the above fact. There will increase in private car ownership and public vehicles in the rural municipality. At the same time, there will decrease in walking trips, which are taken up by bicycles, motorbike, car trips, and public vehicles. Though, its usage changes to initial one as people must walk to the nearest bus stops and so on. And provision of pedestrian facilities will help to maintain the mass mobility in proportion.

6.10 Formulation of Road Network Hierarchy

Urban roads facilitate a variety of functions, including as a direct access to pedestrian and bicycle paths, bus routes and catering for through traffic. Many roads serve more than one function and to varying degrees, but the mixing of incompatible functions can lead to problems. Thus it is important to distinguish road in different class or type based on various criteria.

An urban road hierarchy is a means of defining that each roadway in terms of its function along with appropriate objectives. Roadway can be setup and appropriate design criteria can be implemented. It is an important tool for road network and land use planning to asset management. Road hierarchy restricts or reduces direct connections between certain types of links, for example residential streets and arterial roads, and allows connections between similar order streets (e.g. arterial to arterial) or between street types that are separated by one level in the hierarchy (e.g. arterial to highway and collector to arterial.). These hierarchical distinctions of road types become clearer when considering the recommended design specifications for the number of through lanes, design speed, intersection spacing and driveway access. A well-planned road hierarchy will reduce overall impact of traffic by concentrating longer distance flow onto routes in less sensitive locations, ensuring land uses and activities. These networks are incompatible with traffic flow and restricted from routes where traffic movement should predominate and preserving areas where through traffic is discouraged.

There are some different levels of road hierarchy in India and Nepal Such as:

- *Indian Road Congress (IRC) has classified urban roads into four class: Arterial, Sub-Arterial, Collector and Local Street.*
- *NRS 2070 has classified road in four types that includes Class I, II, III and IV roads based on technical/functional classification and highlight the fact that these classes are almost equivalent with expressways, arterial roads, collector roads and local roads respectively.*
- *NURS 2076 has classified urban roads into five categories, i.e., Expressway, Arterial, Sub-Arterial, Collector and Local Roads.*

he road hierarchy principles will support orderly planning and provision of public transport routes, pedestrian, and bicycle routes. It also identifies the effects of development decisions on surrounding areas. It also facilitates urban design principles such as accessibility, connectivity, efficiency, amenity, safety, road furniture and preserves landscaping. This study also formulates the road hierarchy for the various roads. After going through large number of literature, the study has proposed four level hierarchy roads namely Class A, B, C and D.



Figure 6-13 : Conceptual Hierarchy



Figure 6-14 : Road Network Hierarchy

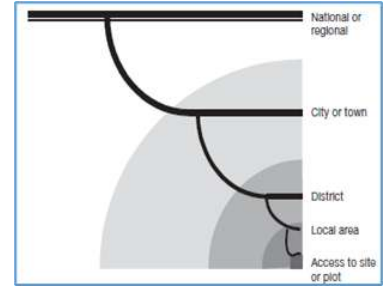


Figure 6-15 : Urban Road Hierarchy

6.10.1 Right of Way (RoW)

The RoW is width of land to be acquired for the road along its alignment. The Nepal Road Standard 2070 has proposed roads under category of National Highway (NH), Feeder Roads (FR), District Roads (DRCN) and Urban Road within the municipality area. The RoW of these roads are considered as per respective Guidelines. i.e the RoW of National Highways, Feeder Roads and District Roads are 50.0 m, 30.0 m and 20.0 m respectively. The guideline has clearly stated about the setback distance for these roads (having RoW \geq 20.0) as 6.0 m on either side. All of these standards shall be applied to the rural municipality accordingly.

Table 6-10 : Urban Road Class and Feature

Road Class	Descriptions	Minimum RoW (m)	Minimum Set-back Distance (m)	Remarks
NH	National Highway	50	As Prescribed	NRS 2070
FR	Feeder Road	30		
DRCN	District Road	20		
R-Municipal Ring Road	R-Municipal Road (if any)	20	5 & 5	R-MTMP
A	Arterial Road	15	3 & 3	
B	Sub-Arterial Road	12	2 & 2	
C	Collector Road	8	2 & 2	
D	Local Road	6	2 & 2	

Based on MTMP guideline, the building line or setback shall be maintained 6.0 m for roads having RoW equal to or more than 20.0 m and 2.0 to 5.0 m for other roads. However, Nepal Road Standards-2070 has considered the setback distance at curved section only and that should be sufficient to provide the adequate sight distance. It is silent about the building line.

१४.३१ अब निर्माण हुने सडकको कुनै पनि बाटोको न्यूनतम चौडाई ६ मी. हुनु पर्नेछ र नापी तथा मालपोत कार्यालयहरूलाई सोही बमिजिमले सेस्ता, नक्सा तथा अभिलेखहरूमा बाटो कायम गरी यस व्यवस्थाको कार्यन्वयन गर्न लेखि पठाउनु पर्नेछ। । यस्ता बाटोमा भवन निर्माण स्वीकृत दिँदा केन्द्रबाट कम्तिमा ३ मीटर सडकको क्षेत्राधिकार (RoW) र सडक क्षेत्राधिकार सिमाबाट १.५ मीटर सेट ब्याक छाडेर मात्र निर्माण स्वीकृति दिनु पर्नेछ। तर हिमाली/पहाडी जिल्लाका उपत्यका (valley) एवं समथल भू-भाग देखि बाहेकका भिरालो क्षेत्रमा प्राविधिकरूपमा उक्त ६ मिटर चौडाई कायम गर्न सम्भव नभएमा प्राविधिकको प्रतिवेदनको आधारमा सम्बन्धित स्थानीय निकायको परिषद्को निर्णयबाट ४ मिटरमा नघट्ने गरी निर्धारण गर्न सक्नेछ।

१४.३६ नगरपालिका क्षेत्रमा सडक सम्बन्धी ऐन लगायत प्रचलित कानूनले तोकेमा सोही अनुसार र सो नभएमा नगर यातायात गुरुयोजनाले निर्धारण गरे अनुरूप सेटब्याक कायम हुनेछ। तर नगरपालिकाले यस्तो सेटब्याक सडक किनारबाट १.५ मिटर भन्दा कम हुने गरी निर्धारण गर्ने छैन।

१४.३८ नयाँ बाटोको घुम्ति वा मोडको न्यूनतम अर्धव्यास बाटोको चौडाई भन्दा २०% ले बढी चौडा भएको हुनु पर्नेछ।

However, according to **Fundamental Guidelines for Settlement Development, Urban Planning and Building Construction-2072 (2015 AD)**, the minimum setback distance for urban roads as 1.5 m on either side. Again, the minimum Row of roads has set as 6.0 m. i.e.e., 0 m on either side form the centreline. A portion of this guideline has presented herewith.

6.10.2 Road Classification

Urban Roads are the roads serving within the rural municipality. The classification practices of urban roads basically are guided by the functional hierarchy of roads. In the context of Nepal, Nepal Urban Road Standard- 2076 has classified urban roads as Arterial, Sub-arterial, Collector and Local/Residential Street. The ToR provided for the preparation of R-MTMP has formulated the class of roads into A, B, C and D.

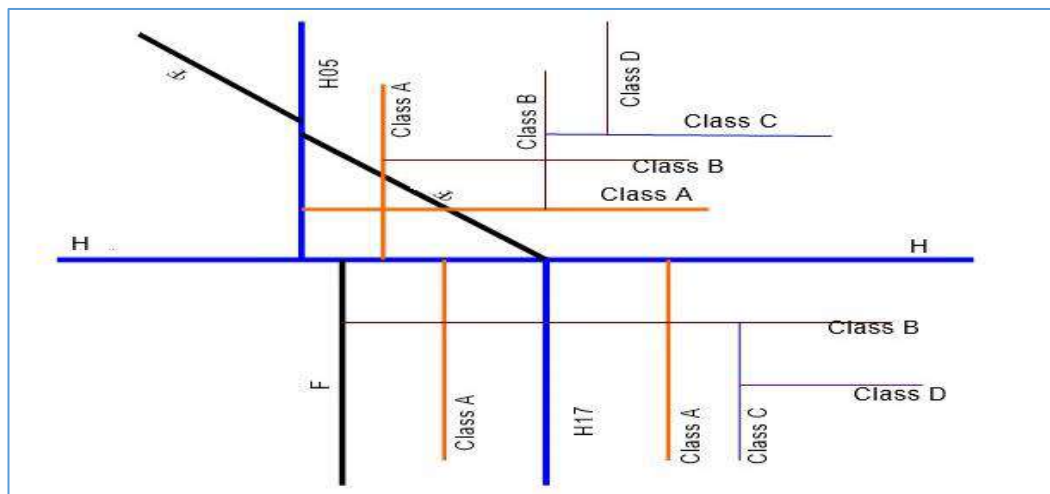


Figure 6-16 : Detail Description of Road Class

6.10.2.1 National Highways

National Highways are main roads connecting East to West and North to South of the Nation. These directly serve the greater portion of the longer distance travel, provide consistently higher level of service in terms of travel speeds, and bear the inter-community mobility. These roads shall be the main arterial routes passing through the length and breadth of the country. They are designated by letter „H” followed by a two-digit number.

6.10.2.2 Feeder Roads

Feeder roads are important roads of localized nature. These serve the community's wide interest and connect District Headquarters, Major economic centres, Tourism centres to National Highways or other feeder roads. They are designated by letter „F” followed by 3-digit number.

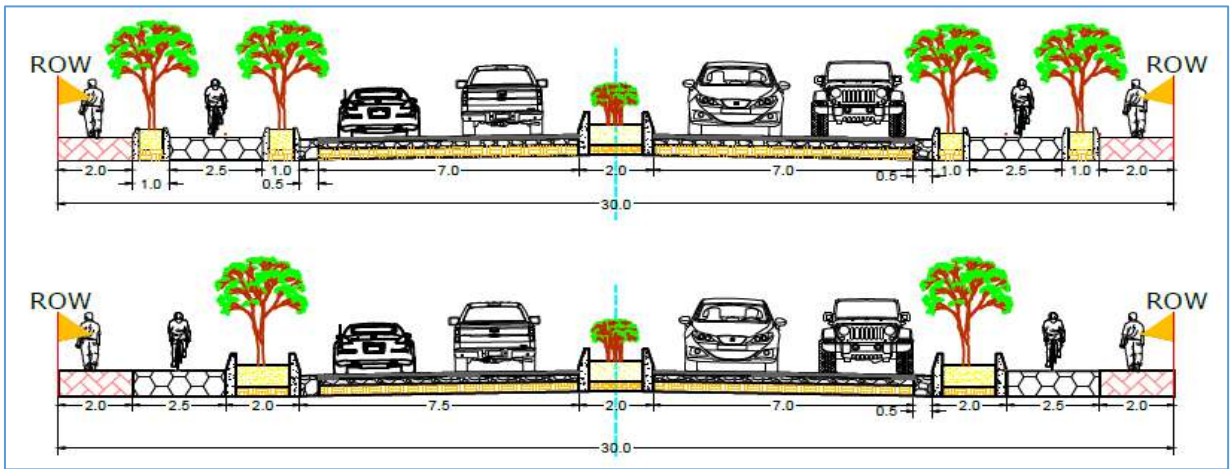


Figure 6-17 : Typical Cross section of Feeder Road

6.10.2.3 District Roads

District Roads are important roads within a district serving areas of production and markets, and connecting with each other or with the main highways.

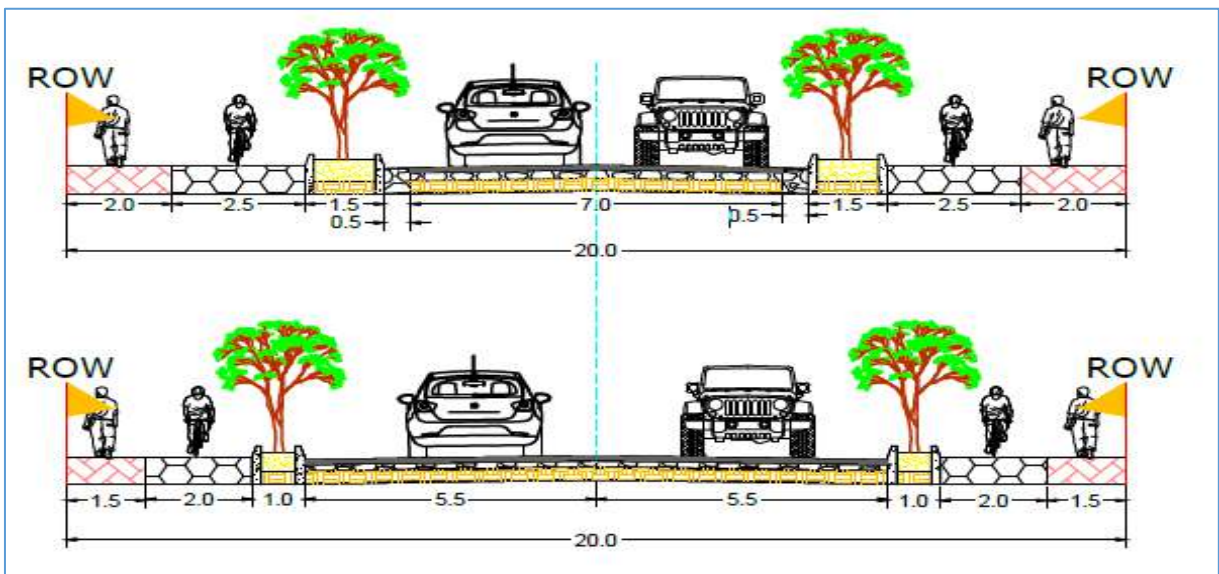


Figure 6-18 : Typical Cross section of District Road

6.10.2.4 Summary of road class A

These roads are major transport corridors within the municipal territory. These roads are assumed to have higher traffic and they connect major settlements or market areas within the municipality. Functionally these roads carry the traffic from major settlements, tourist areas to the SRN linkages. As per the available RoW, topography and land use pattern, typical cross section may be selected as shown in figure below. Minimum RoW for this class of road has been set to 15m. It is highly recommended to have separate segment for pedestrian and cycle track. At the same time, these roads need to have adequate median strip to segregate vehicles coming from different directions. Altogether 4 roads of Class A have been identified in this RM with total length of 36.5 km.

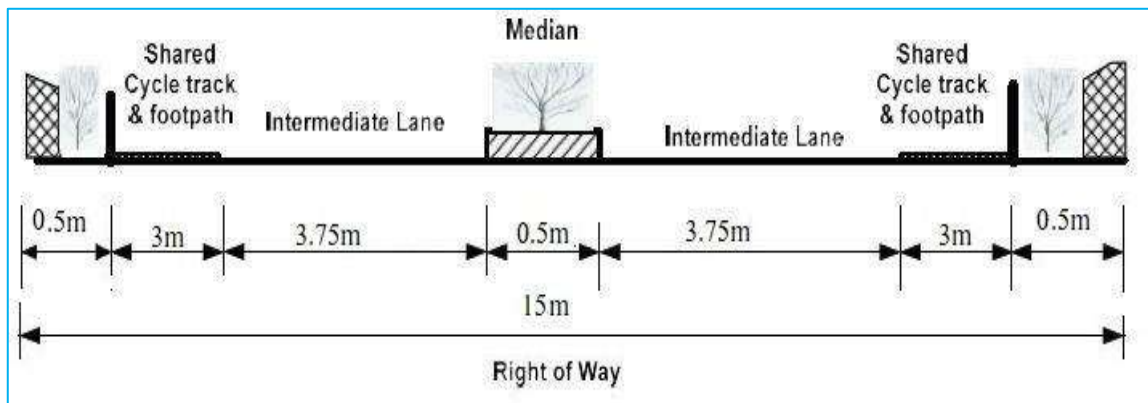


Figure 6-19 : Typical Cross Section of A Class Road

6.10.2.5 Summary of road class B

These roads serve for the purpose of collectors from relatively small settlements and having less traffic flow. The RoW for such class of roads is minimum of 10m. The typical cross section of such roads is shown in figure below. These roads serve as linkage to class “A” roads. These roads have been categorized based on public demand as well as keeping in view the future need of municipality. These roads will be served by smaller public transport modes.

These are roads of somewhat lower level of travel mobility than the arterial roads. The emphasis on access to adjoining area is more in case of these roads than in case of arterial roads. These roads have been designed with total right of way of **10 m** which can be considered as Feeder roads of R-Municipality. These roads connect major road network and other roads of similar hierarchy with either major growth center or provide access between Class A and Class C road. Mobility is also the main function and purpose for these roads too and are designed with similar facilities for all road users including drivers, pedestrians and cyclists. The Design Speed of 25-35 Kmph has been set for Class B roads. Pedestrians are allowed to cross only at intersections or at the designated crossings.

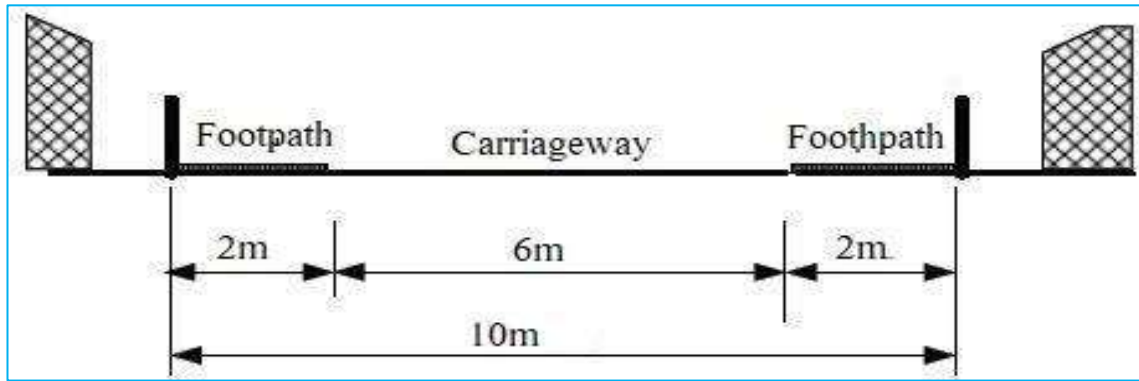


Figure 6-20 : Typical Cross Section of Road Class "B"

6.10.2.6 Summary of road class C

These types of urban roads are for the purpose of residential access. Residential streets are designed for lower traffic volumes for especially private transport. Therefore, RoW for this class is designed for single lane pavement. Minimum RoW for such class of roads is allocated as 8m. Typical cross section of such roads is shown below.

A collector road is one intended for collecting and distributing the traffic to and from local roads and also for providing access to arterial/sub-arterial road. They may be in residential neighbourhoods, business areas and industrial areas. Normally full access is allowed on these roads from abutting properties. Typical section of Collector Road is shown in the figure given below:

All roads which provide connection to higher order roads with any one of the following:

- All agricultural roads which connect a farm with a mini-market Centre or a agro-based production Centre
- The right of way is 8 m, Roads for mobility of local trips.

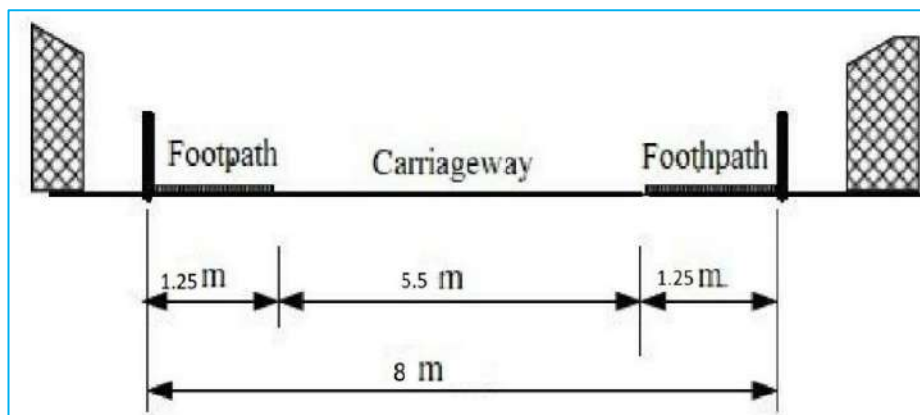


Figure 6-21 : Typical Cross section of Road Class

Criteria	Arterial Road (Path): - Class A	Sub-Arterial Road (Sadak): - Class B	Collector Road (Marg): - Class C	Local Road (Upa-Marg) Class D
Purpose	Mobility	Mobility and control Access	Access and mobility	Access
Function	Through and long-distance movement	Connection between Class A and C roads; and provide alternative connection routes between Class A	Connects higher order. roads and mobility to local trips	Connect local trips to higher level roads
	High network coverage	Support through movement of traffic	Access to property	direct access to property
	Segregated NMT facilities and Bus laybys	Segregated NMT facilities and Bus laybys	Segregated NMT facilities	Local NMT movement
	Complete access to public transport	High access to public transport	Limited access to public transport	-
Maintenance/Responsibility	Rural Municipality	Rural Municipality	R-Municipality & Community	Community
Public transport services	Mass Transit facilities	Mass Transit, Local Public transport	No public transportation	No public transportation
Minimum Right of Way (ROW) m	15	10	8	6
Design Speed (Kmph)	40-50	30-40	20-30	10-20
Radius (m)	60-70 and 90-105	30-40 and 60-70	15-20 and 30-40	9-20
Stopping Sight Distance, m	45-65	30-45	20-30	10-20
Decision Sight Distance (m)	160-195	120-160	80-120	40-80
Setback, m	3	2	2	2
Street Light pole height, m	10-12	10-12	9-10	9-10
Street Light Pole Spacing, m	30-35	30-35	25-30	25-30
Footpath, m	1.5	1.0	1.25	1.0
Cycle Track, m	1.5	1.25	-	-
Vertical Clearance, m	5	5	5	5

Table 6-11 : Geometric Details of Road Classification

Discussion on Road Hierarchy and Proposed Row

During R-MTMP preparation, a series of discussions was held with Ajirkot R-municipal Board members, stakeholders on related to R-MTMP. One of the major issues was road hierarchy and Row. The matter was discussed during field report presentation. It is an obvious fact that people welcome any possibility of investment in their locality. But when the people's contribution demanded especially with their own land and house for the road, they tend not to support such plans. With existing road width of about 12 m or less, the proposed road network with 16 m and 20 m Row roads were not welcomed whole heartedly.

The necessity of road infrastructures such as pedestrian way and cycle tracks with green belt was accepted as necessary roadside infrastructures by all the people at both ward level meetings and at the municipal meetings. The main issue was the possible social, economic, and emotional loss due to loss of only plot of land/house owned by individuals along the proposed wider roads. As such comments could divert the discussion, Class of roads with their function and purpose were first introduced during field report presentation and discussion with all the representatives. It was followed by proposed road network of class A and class B. All the participants had a common consensus on the necessity of the proposed road sections with proper pedestrian way, cycle tracks, green belt, and road space.

After the consensus on the road network was met, the proposed minimum Row of the roads was explained to accommodate the proposed infrastructures. The proposed Row of 16 m for class A and 13 m for class B roads was not easily accepted. The necessity of such wider roads was clarified with the examples of developed cities of Nepal such as Kathmandu, Biratnagar, Butwal, etc. where with urbanization, wider roads were enforced at the loss of huge built-up infrastructures including houses. With time, number of people with small plot of land and house along the major roads will increase making expansion socially more unacceptable. The necessity of minimum row of 6 m was also emphasized by giving an example of fire in Asan Indrachowk area, Kathmandu. There was slight change in road network during the initial discussion and final discussion at the municipality.

As the necessity of road infrastructure and the Row accommodating those infrastructure was accepted necessary for the sustainable development of all sectors, the main issue was as to how the loses (social, economic, and emotional) would be addressed. To address this, issue several possible tools were put forward. Such tools are direct compensation (by the municipality or through other sources) which will ensure economic security to the people whose land and house are located along the road. Such compensation cannot ensure protection of social and economic loss. The best way to ensure minimum loss of all sorts is through land pooling; where all the land and population that uses the road are identified in a buffer/catchment zone; all those in the buffer zone contribute for the road. In such provision, all the landowners in the buffer zone contributes certain percentage of his/her land for the development of the road so that the person whose land is located directly along the road do not suffer the all the loses and is shared by all those who use the road. After explaining such possible provisions to address loses, the participants agreed on the proposed Row.

All the representatives and people understand the need and necessity of wider roads and proper roadside infrastructure. But without proper compensation to those land/house owners along the roads, implementation of wider roads will be challenging.

Neither such compensation nor the land pooling at the local level is not a common practice in Nepal, expansion of such roads in a built-up area is only possible if proper compensation is ensured for those who lose their property. But it is not completely new (foreign) tool. Land acquisition has been an issue in many major projects in Nepal. So, proper policies and working plans should be prepared by the central level institution to implement these tools. It is utmost necessary as the amount of possible physical loss of property increases as the policy and regulations to enforce them is delayed.

6.11 Nomenclature and Coding of Urban Roads

All urban road links within the R-Municipality have been given their names and unique code number consisting of ten digits. The coding system for particular road link is described below:

- First digit (1 to 7) represents the number of Province. Code 1 stands for Provinces 1, 2, 3, 4 5,6 and 7 indicate Province 2, Province 3, Province 4, **Province 5**, Province 6 Province 7 respectively.
- Second and third digits represent district (1 to 77).
- Fourth code RM represents for the Rural Municipality.
- Fifth and sixth digits represent name (1 to 753 for municipality) of the municipality in the district.
- Seventh code indicates letter A to D for Class of road.
- Next three digits (001 to 999) represent the transport linkage.

The following guideline shall be followed for Road Coding.

4	Gandaki Province					
4	36	Gorkha District				
4	36	RM	Rural Municipality			
4	36	RM	02	Ajirkot Rural Municipality		
4	36	RM	02	A	Class Of Road	
4	36	RM	02	A	001	Number of Roads

After all the code numbers, road name has been written. An example of the code number and road in Ajirkot Rural Municipality is shown as

4	3	6	RM	0	2	A	0	0	1
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Chapter 7 Perspective Plan of Municipal Transport Network

7.1 Accessibility and Trip Pattern

The goal of most transportation is “access,” people’s ability to reach their destination, and get services and activities in time. Transportation decisions often involve trade-offs between different forms of access. How transport is measured can have a major impact on these trade-offs [(Littman Todd, 2003).

Land use patterns affect mobility and accessibility in various ways. Thus, Land use and transportation are interdependent. Mobility, especially in the form of motorized transport it requires an increasing share of land. For, Long term sustainability it should be considered by altering the urban structure itself. As we fell, Transportation demands are concentrated in urban areas, particularly town centers. However, one approach to alleviate this concentration is to develop markets and economic activities in sub-centers. By creating alternative hubs for commerce and economic opportunities, it is possible to disperse the transportation demand from the main town area and distribute it more evenly across multiple locations. This can help reduce congestion, improve accessibility, and promote balanced development within the region.

Roads are often constructed or upgraded to enhance accessibility to new developments and settlements. The improvement of roads increases the accessibility and desirability of adjacent land, encouraging further development. With more housing and services along the road, traffic volumes increase. This results in more congestion and decreased road capacity. Eventually reduced efficiency of the road necessities and 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 rural 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.

Land use patterns affect mobility and accessibility in various ways:

Density: *(number of people or jobs per unit of land area) increases the proximity of common destinations, and the number of people who use each mode, increasing demand for walking, cycling and transit.*

Land use mix: *(locating different types of activities close together, such as shops and schools within or adjacent to residential neighbourhoods) reduces the amount of travel required to reach common activities.*

Non-motorized conditions: *The existence and quality of walking and cycling facilities can have a major effect on accessibility, particularly for non-drivers.*

Network connectivity: *(more roads or paths that connect one geographic area with another) allows more direct travel.*

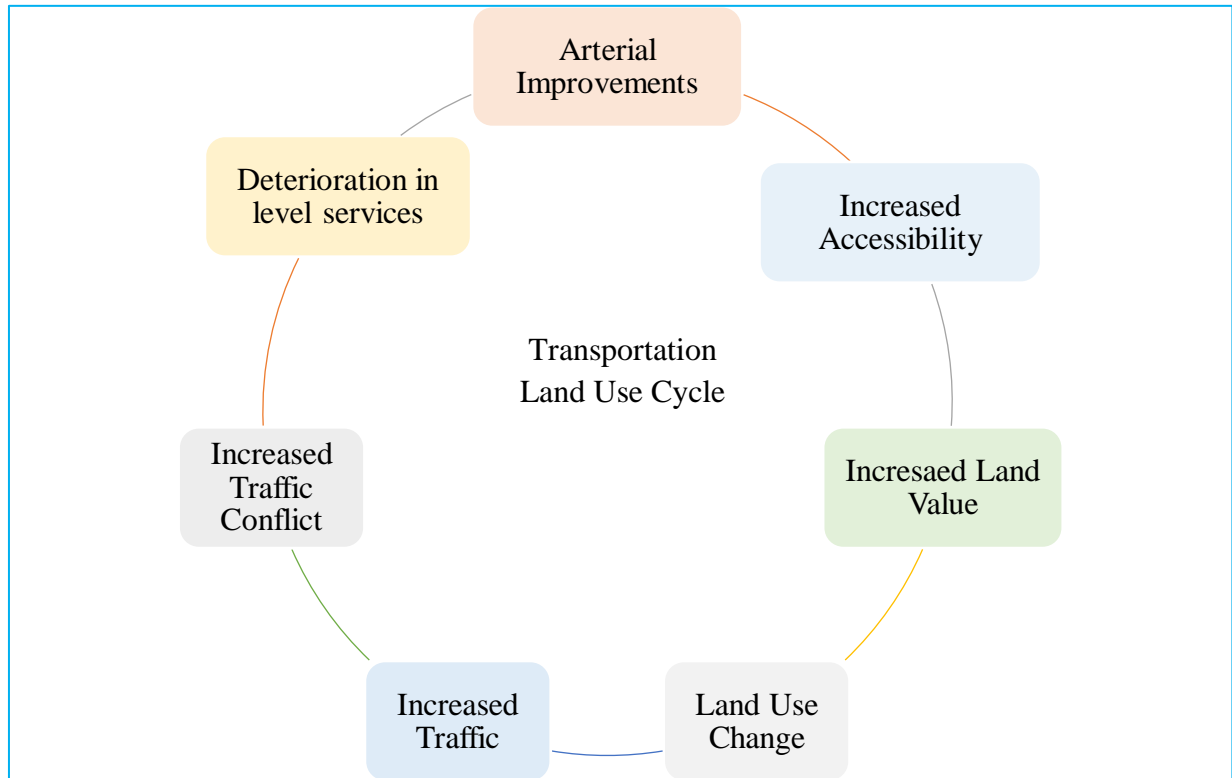


Figure 7-1 : Transportation land use Cycle

There are many ways to measure transportation system performance, each reflecting perspectives concerning who, what, where, how, when, and why. Different methods favour different types of transport users and modes, different land use patterns, and different solutions to transport problems. Vehicle traffic is easiest to measure, but this approach only considers a narrow range of transportation problems and solutions. Mobility is more difficult to measure since it requires tracking people's travel behaviour. It stills considers physical movement an end, rather than a means to an end, but expands the range of problems and solutions considered to include alternative modes such as transit, ridesharing, cycling and walking. Accessibility is most difficult to measure, because it requires much effort for considering of land use, mobility and mobility substitutes, but most accurately reflects the ultimate goal of transportation, and allows widest range of transport problems and solutions to be considered. For example, an accessibility perspective may identify low-cost solutions to transportation problems, such as improving local walkability; encouraging land use mix so common destinations such as stores, schools and parks are located near residential areas; and improving communications services for isolated people and communities (Litman Todd, 2003).

7.2 Procedure for collecting demands from wards.

Ward level meeting in every ward or ward cluster is done where information on MTMP is collected. Demand forms for each ward are provided which are later on collected after the form are duly filled in given time. As road demand from the settlement level is collected bottom up approach of planning is applied.

Data Analysis and Field Verification of the Roads from Demand Form Analysis of data regarding the accessibility situation in each settlement, population forecasting for each sector, major road linkages have been done. Similarly, all the roads demanded in demand form are verified in field by the survey team.

7.3 Scoring System for Screening

Development of the scoring criteria and prioritization criteria based on the provided guidelines are prepared and its approval from the municipality and Municipal Road Coordination Committee (MRCC) is accomplished during first workshop meeting.

Transport linkage in an urban area has greater importance for its overall development. A transport network consists of several links. It is not possible to construct all roads at a time due to resource and time constraint. Therefore, each link in a network needs to be scoring for screening, grading, and ranking them. The basic criteria that has been used for prioritization includes existing population within the urban of influence, present road demand, future potential route, accessibility situation, land use pattern, environmental and social safeguard, proximity to the market/service centers, religious and tourism places. The finalized scoring criteria based on rigorous study is set in front of municipality and MRCC for its approval. Each road link is allocated the number of points corresponding to the fulfillment of the particular criteria. The weighted average of score that each intervention receives leads to a ranking/prioritization of the intervention options. Consultant has worked out the following weights for the criteria for the prioritization of road links. The following criteria were used as prioritization indicator.

Table 7-1 : Scoring Criteria 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 existing, a) Commerce and business b) Market sites (local haat) c) Tourist attraction d) Argo based and cottage industries. e) Other obligatory centers decided by Municipality/Rural Municipality	Discretely based on existence. Each facility is given 20% weightage.	20
3	Link providing service to high potential for agriculture, horticulture, and livestock production	Annual transaction in these center's (NPR/Km)	10
4	Link providing service to service centers (Government offices, educational centers, health center's etc.)	Number of populations served by these service centers (Person/Km)	15

S.N.	Criteria	Scoring Unit	Score
5	Link providing service to the potential future development sites	Anticipated annual turnover (NPR/Km)	5
6	Potential growth service center	Population served/Km	10
7	Link providing service to the areas recognized by the municipality	Very important-10 Important-5 Less important-1	15
8	Linkages with other transport Linkages	National Highway- 10 Feeder Road- 8 District Road- 5 Neighboring Municipality/District-4	10
	Total		100

These criteria are described in brief below:

7.3.1 Population Served

Population served by the road link is one of the important indicators of prioritization. The higher the population served by the road, the higher will be its necessity or importance. Thus, such roads need to be upgraded/maintained/constructed first. Scoring is done relatively. The highest score is assigned for the road link serving the highest population and is relatively reduced. Thus, the score for road based on population served lies within zero to full score.

7.3.2 Access to services and facilities

It is one of the main governing prioritization indicators as it outlines the specific services provided to the locals. The road link may provide access to Recreation (picnic spot, historical place, park, cinema hall, and playground), Agricultural land, Market center and Service center (School, Health Centers, government offices etc.). A single road link can serve just a single function or more function. The proposed road interventions which serve all four facilities have higher importance and give the highest score. Each facility is given 20% weightage. Thus, a road link serving all these facilities will get a full score while the road link serving three facilities will get 80 % and so on.

7.3.3 High potential for agriculture

High potential for agriculture, horticulture, poultry, livestock play crucial role for prioritization of road.

7.3.4 Service centers

Road linkage is directly proportional to how far the road can serve the number of populations served to have access to government service centers such as educational centers, health centers, government offices etc.

7.3.5 Potential future development sites

Road is prioritized based on future development sites of town such as such as potential town development, land pooling; potential industrial area and or forming ring road to municipality etc. as indicated in the Indicative Development Potential Map of the municipality.

7.3.6 Potential growth service center

Link providing service to the potential growth or service centers identified by the municipality and shown in the Indicative Development Potential Map of the municipality, Waste Management Site

7.3.7 Special Consideration

Link providing service to the areas recognized by the municipality as areas for special consideration, such as areas inhabited by backward and poor ethnic groups/communities, isolated remote areas, historic sites, religious sites etc.

7.3.8 Linkages with other transport linkages

It is also one of the criteria for prioritization. Road linkages reflect the importance of the road in the municipality. Road linking with higher class road will be more important and immediate intervention required. Roads linking with National highways will receive full score. Road linking with feeder road will receive 80% score and road linking with district road will receive 60% score. Similarly, roads linking with neighboring district or municipal will receive 40% score and remaining others road will be scored zero.

7.4 Perspective Plan Framework for the RM roads

The perspective plan of the Municipality is the development plan that includes the plan of development of all road's hierarchy within the Municipality. MTMP/RMTMP 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.

The perspective plan identifies all the transport infrastructure demands of the Rural Municipality. The proposed road networks and road infrastructure will help to enhance the overall transportation network of the Rural Municipality which will eventually result in increased accessibility and mobility. The visionary development plan i.e. the municipal development plan will help to develop other sectors of the Rural 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. Moreover, increase in transportation facility will help to boost the economic development of that particular Rural Municipality which will eventually contribute to overall economic development of the nation.

The first five-year financial plan is prepared based on the assumption that each year's budget will increase by 10% from previous year budget. All the roads included in perspective plan along with their score, rank and class are given below:

The framework of the perspective plan of the municipal roads has been presented below which has been categorized according to the scoring system mentioned before.

7.5 Intervention Categories

After the finalization of perspective plan through the categorization of rural municipal road, required interventions should be decided according to the priority and necessity of the roads. As earthen, gravel, blacktop roads and tracks prevail in this RM, therefore, almost all roads need improvement or upgrading in the first phase parallel with conservation intervention. A considerable length of new linkage to remote areas requires new construction as well. For the reference of the Rural Municipality the categories of the interventions are defined below :

7.5.1 Conservation

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

Emergency maintenance - *Basic repairs aimed at removing landslides and repairing damage to the road that inhibit the proper use of the road and make it impassable. This mainly takes place during and after the rainy season. A provisional lump sum is reserved for the entire district road core network based on the network length. Allocation to specific road sections is based on the actual need for clearing landslides or repairing washouts and cuts in the road.*

Routine maintenance - *General maintenance of the road aimed at preventing damage by ensuring the proper working of the different road elements (retaining walls, drainage system, carriageway, etc.) and cutting vegetation. This is carried out each year on a more or less continuous basis. Routine maintenance is required for the entire district road core network. The specific requirements for routine maintenance are determined on an annual basis through the road condition survey and defined in the Annual Road Maintenance Plan (ARMP).*

Recurrent maintenance - *Repairs of minor damage to the road surface and road structures to bring them back to good condition. This is generally carried out once or twice a year. Recurrent maintenance is required for the entire district road core network, whereby distinction is made according to the surface type. The specific requirements for recurrent maintenance are determined on an annual basis through the road condition survey and defined in the ARMP.*

Periodic maintenance - *Larger repairs to the road largely aimed at renewing the road surface through re-gravelling, resealing or overlays. It is generally carried out with several years interval. Although periodic maintenance is only required for specific sections of the district road core network, a lump sum allocation is made for the entire district road core network based on average annual requirements, distinguishing between different surface types. The specific periodic maintenance requirements are determined on an annual basis through the annual road condition survey and defined in the ARMP.*

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

7.5.2 Improvement

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

Rehabilitation - *Significant repairs required to bring a very poor road back to a maintainable standard. This does not include any changes to the original surface type.*

Gravelling - *Placement of a gravel layer to make it all-weather and ensure that the road remains passable during the rainy season.*

Cross drainage - *Placement of suitable cross-drainage structures with the aim of making the road all-weather and ensuring that the road remains passable even during the rainy season*

Protective structures - *Placement of retaining walls and lined side drains to avoid excessive damage to the road during the rainy season and bring it to a maintainable standard.*

Blacktopping - *Placement of a blacktop layer in roads with traffic volumes exceeding 50 passenger car units (PCU) to reduce damage to the road surface.*

Widening - *Increase of the road width in roads with traffic volumes exceeding 500 passenger car units (PCU) to ensure the proper flow of traffic.*

7.5.3 New Construction

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

7.5.4 Sharing of Fund

The financial plan and the finalization of the RMTMP shall be done based on terms of reference as given by ministry. During preparation of RMTMP, the investment from total available resources under road sector for different classes of the road can be distributed as Apportion 30% for maintenance at first and remaining 70% shall be distributed. The MoFALD guidelines has set different view for budget distribution in different class of road:

- *Class A road, $\geq 50\%$*
- *Class B road, $\leq 30\%$*
- *Class C road, $\leq 20\%$*
- *Class D road, $\leq 10\%$*

Although, MoFALD has set guidelines for the distribution of budget, it was adjusted by making discussion with local authorities based on local condition and requirement of Municipality. Arjikot Rural Municipality has decided to invest the 70% in construction and 30% in Maintenance of road for next 5 fiscal year. The construction sector Budget shall be invested with 45% in A-Class, 30% in B-class, 20% in C-class and 5% in D- class.

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 and Class D road is to be made single lane and lane considered are assumed to be gravelled as possible. 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 3m is assumed if existing road width doesn't exist. Similarly, longitudinal drainage on both side of roadway is not considered in this plan.

RMTMP mainly deals with Class A, B and C roads, and Class D roads but private owned Roads are not given any consideration. Interventions on those roads need to be incorporated in annual budget plan. As compared to the present budget of Municipality, the estimated budget is more and the deficit amount should be managed from outer sources.

Intervention that 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 need to incorporate that particular heading in next year at any cost. They can look for grant, assistance from district or even central level or they can incorporate them by shifting budget from less importance item/heading.

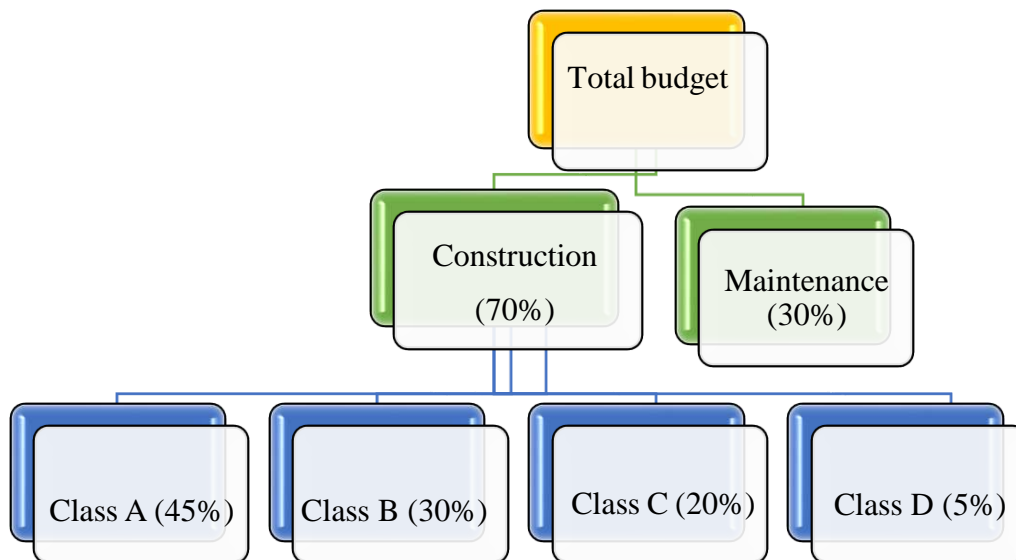


Figure 7-2 : Budget Allocation as Per Interest of Local Authorities over Planning of Municipal

Chapter 8 First Five Years Municipal Transport Master Plan

This chapter deals with the interventions to be made in road and transport sectors for first five years according to the road priority finalized in the perspective plan

8.1 Prioritized Municipality Road for RMTMP

Rural Municipality Transport Master Plan (MTMP) of this Rural Municipality includes the following 40 prioritized roads for upcoming five years. All 4 District roads ; 9 Class “A” roads; 5 class “B” roads, 8 class “C” roads and 5 Class “D”roads will be implemented as conservation, improvement and new construction in this five year period.

As such, five-year plan has focused 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 rural municipality. The strategy and investment plans for 5-year Municipal Transport Master Plan Road Network has been elaborated in below.

Table 8-1 Five Year Plan A Class Road Network

SN	Municipal code	Road Name	Length	Ward Passes	population served	Agricultural Potential Center	existing Market centre/Commercial/Tourism/Industries	Health & Education service centre	future service centre	potential Site	special consideration	road connection to highway and District Road	Total score	Rank	Rank in Class
Score					15	10	20	15	5	10	15	10	100		
1	2	436RM002A001_Bhachhek Bazzar - Bimirebot - Dalit Basti - Kundare - Mucchok Tar - Muchhok Tar Dhad	10.75	4,5	5.70	7.5	16	15	2.5	0	0	5	51.70	8	8
2	2	436RM002A002_Baluwa Bazzar - Khola Khet - Koirale - Pokharetar Gaun	3.33	4.00	1.89	7.5	12	0		5	0	5	31.39	20	13
3	2	436RM002A003_Mauney - Bulbule - Milim Village - Aap Chautara - Baluwa Bazzar	6.63	1.00	3.68	5	12	7.5	2.5	5	7.5	5	48.18	10	10
4	2	436RM002A004_Bhachhek Bazzar - Madale - Tare Gaun - Simjung	5.44	4,5	4.23	5	8	15	2.5	5	0	0	39.73	12	11
5	2	436RM002A005_Ghyachhok - Basbot - DewalSwara - Turti - Sum Khola - Chamrung -Dhansera - Gairi Gaun - PochGaun	9.43	0.00	5.39	5	20	15	2.5	5	7.5	5	65.39	4	4
6	2	436RM002A006_Bhachhek Bazzar - Namki Village - Siran Danda -Napre Than -Maurey - Sisne - Apun - Posh - Keprung	13.88	2,3,4,5	11.02	10	20	15	2.5	5	7.5	5	76.02	3	3
7	2	436RM002A007_Namki Village - Kolkate - Andheri Khola - Kharibot	4.96	2,3	5.43	2.5	12	0	2.5	5	0	5	32.43	18	12
8	2	436RM002A008_Sathhi Danda - Uppallo Tar - D Tar - Deurali - Buddha Sing Tar - Buddha Sing Gaun - Dovan basti - Chepe Khola	6.50	2,3	4.12	10	16	15	2.5	5	0	5	57.62	7	7
9	2	436RM002A009_Baguwa - Sungure - Mul Danda - Tutwan - Sital Danda - Batase - Khalanga - Khorsara - Bhachhek Bazzar	8.91	3.00	3.83	2.5	8	15	2.5	5	7.5	5	49.33	9	9
10	2	36DR011_Bhachhek Bazar - Tinthare - Kafal Danda - Dalit Basti - Deurali	5.52	3.00	5.30	7.5	16	15	2.5	5	7.5	0	58.80	6	6
11	2	36DR012_Silami - Bhachhek Bazar - Ghogini Tole - Bakore - Pipalbot - Lapibot - Keprung	11.33	2,3,5	11.74	7.5	16	15	2.5	5	7.5	0	65.24	5	5
12	2	36DR015_Pokharetar - Pokhare Danda - Bagale Gaun - Baje Tole - Simjung - Bulbule - Ghyachhok	15.98	1,4	15.00	7.5	20	15	2.5	5	7.5	10	82.50	1	1
13	2	36DR016_Bhachhek Bazar - Dharapani - Aagri Danda - Dhiska - Kalleri	12.43	5.00	10.37	7.5	20	15	2.5	5	7.5	10	77.87	2	2

Table 8-2 : Five-year plan B Class Road Network

SN	Municipal code	Road Name	Length	Ward Passes	population served	Agricultural Potential Center	existing Market centre/Commercial/Touri	Health & Education service centre	future service centre	potential Site	special consideration	road connection to highway and District	Total score	Rank	Rank in Class
10	2	436RM002B001_Falpu - Dharapani - Lukuna - Aagri Danda - KuraKharkha - Muchhok Ramche	4.04	5.00	3.13	2.5	8	0	2.5	5	0	5	26.13	25	6
11	2	436RM002B002_Kuna Kharkha - Thani Than - Thulo Swara - Kami gaun - Saune - Regmi Gaun - Salbot	3.42	5.00	5.62	2.5	0	7.5	2.5	5	0	0	23.12	29	8
12	2	436RM002B003_Jhyallefat - Bharang - Paharamuni Gaun - Darbot Falpa - Bimirebot	9.48	5.00	2.50	2.5	4	7.5	2.5	5	0	5	29.00	22	4

SN	Municipal code	Road Name	Length	Ward Passes	population served	Agricultural Potential Center	existing Market centre/Commercial/Tourism/Industries	Health & Education service centre	future service centre	potential Site	special consideration	road connection to highway and District	Total score	Rank	Rank in Class
13	2	436RM002B004_Kusunde - Ghopte - Kaule - Archale - Gairi gaun - Khatri tole - Bagale Gaun	3.51	4,5	3.81	2.5	0	0	0	5	0	5	16.31	40	10
14	2	436RM002B005_Siran danda - Taple - Gogan Paani	4.36	3,4,5	2.78	2.5	4	7.5	0	0	0	5	21.78	31	9

Table 8-3 : Five Year Plan C Class Road Network

SN	Municipal code	Road Name	Length	Ward Passes	population served	Agricultural Potential Center	existing Market centre/Commercial/Tourism/Industries	Health & Education service centre	future service centre	potential Site	special consideration	road connection to highway and District Road	Total score	Rank	Rank in Class
20	2	436RM002C001_Ghaiya ban - Takule Gaun - Bhutepani	1.896615	5	1.178121	2.5	0	0	0	0	0	5	8.678121	63	25
21	2	436RM002C002_Takule gaun - Bharang	0.817448	5	0.862553	2.5	0	0	0	0	0	0	3.362553	94	40
22	2	436RM002C003_Takule Gaun - Chaturmala Ma .Vi	0.714023	5	1.830295	2.5	0	0	2.5	0	0	5	11.83029	49	14
23	2	436RM002C004_Ghaiya Ban Sadak	2.08482	5	0.210379	0	0	0	0	5	0	5	10.21038	52	17
24	2	436RM002C005_Bharang - Gyanjyoti Pra .Vi Sadak	2.07988	5	1.388499	0	0	7.5	0	0	0	0	8.888499	60	22
25	2	436RM002C006_Deurali - Jhyalle Khola - Mucchok Tar	1.62273	5	0.904628	2.5	0	0	0	0	0	0	3.404628	90	37
26	2	436RM002C007_Mucchok Tar Sadak	0.620299	5	1.178121	0	0	0	0	0	0	0	1.178121	113	44
27	2	436RM002C008_Machhok Tar Aa.Vi - Pokhara Danda	1.125709	4,5	0.673212	0	0	7.5	0	0	0	5	13.17321	46	12

Table 8-4 : Five Year Plan D Class Road Network

SN	Municipal code	Road Name	Length	Ward Passes	population served	Agricultural Potential Center	existing Market centre/Commercial/Tourism/Industries	Health & Education service centre	future service centre	potential Site	special consideration	road connection to highway and District Road	Total score	Rank	Rank in Class
67	2	436RM002D018_Ghyachhok Tole Sadak 1	0.45586	1	1.57784	0	12	15	2.5	0	0	5	36.07784	15	1
68	2	436RM002D037_Uppalo Taar Agricultural Sadak	0.838211	2	0.504909	2.5	4	7.5	0	5	7.5	5	32.00491	19	2
69	2	436RM002D024_Thani Than Park Sadak	0.715101	3,5	0.778401	0	12	0	2.5	0	0	5	20.2784	32	3
70	2	436RM002D026_Gaupalika Sadak	0.264372	3	0.462833	0	12	0	2.5	0	0	5	19.96283	33	4
71	2	436RM002D027_Ajirkot Hill Temple Sadak	0.349576	3	0.420757	0	12	0	2.5	0	0	5	19.92076	34	5
72	2	436RM002D035_Kharibot Tole Sadak	0.508443	2	1.409537	0	8	0	0	5	0	5	19.40954	35	6
73	2	436RM002D027_Army Training Camp Sadak	0.263924	3	0.631136	0	8	0	0	5	0	5	18.63114	37	7
74	2	436RM002D039_Saurpur Tole Sadak	1.149317	3	2.1669	2.5	0	7.5	0	0	0	5	17.1669	39	8
75	2	436RM002D017_Sirubari Agriculture Sadak	1.18884	4	1.220196	2.5	0	7.5	0	0	0	5	16.2202	41	9

8.2 Budget Fore Casting for Five Years R-MTMP of Ajirkot Rural Municipality

Table 8-5 : Municipal Budgeting Fore Casting on R-MTMP

BUDGET	Probable Budget	Construction (70%)	maintenance (30%)	Class A (50%)	Class B (30%)	Class C (20%)	Class D (5%)	Total Cost for Construction
Base Year	39,000,000	27,300,000	11,700,000	12,285,000	8,190,000	5,460,000	1,365,000	27,300,000
first Year	44,850,000	31,395,000	13,455,000	14,127,750	9,418,500	6,279,000	1,569,750	31,395,000
Second Year	51,577,500	36,104,250	15,473,250	16,246,913	10,831,275	7,220,850	1,805,213	36,104,250
Third Year	59,314,125	41,519,888	17,794,238	18,683,949	12,455,966	8,303,978	2,075,994	41,519,888
Fourth Year	68,211,244	47,747,871	20,463,373	21,486,542	14,324,361	9,549,574	2,387,394	47,747,871
Fifth Year	78,442,930	54,910,051	23,532,879	24,709,523	16,473,015	10,982,010	2,745,503	54,910,051
Total				107,539,677	71,693,118	47,795,412	11,948,853	238,977,059

Table 8-6 Year Wise Budget Forecasting for Intervention of R- MTMP

Base Year		Forecasted Year (Amount in NRs.)					
year		-	1	2	3	4	5
f/y		2079/80	2080/81	2081/82	2082/83	2083/84	2084/85
Amount		39,000,000	44,850,000	51,577,500	59,314,125	68,211,244	78,442,930
Intervention Type	Construction	27,300,000	31,395,000	36,104,250	41,519,888	47,747,871	54,910,051
	Maintenance	11,700,000	13,455,000	15,473,250	17,794,238	20,463,373	23,532,879

Table 8-7 20-year budget forecasting for R -MTMP Road Network

Base Year	Forecasted Year (Amount in NRs.)							
	Base Year	1 year	2 years	3 years	4 years	5 years	10 years	20 years
2018/19	2079/80	2080/81	2081/82	2082/83	2083/84	2084/85	2089/90	3001/3002
Amount	39,000,000	44,850,000	51,577,500	59,314,125	68,211,244	78,442,930	451,046,849	5,187,038,767
Cumulative Budget	39,000,000	83,850,000	135,427,500	194,741,625	262,952,869	341,395,799		

8.2.1 Financial Forecasting in Road Construction

Table 8-8 : Forecasting Financial Plan of the R -MTMP in Road Construction

Forecasted Financial Plan of the Rural Municipality in Road Construction						
Road Type for the Construction Work	Forecasted Year (Amount in NRs.)					
	Base Year	1 year	2 year	3 years	4 years	5 years
	2079/80	2080/81	2081/82	2082/83	2083/84	2084/85
Class "A" Roads	12,285,000	14,127,750	16,246,913	18,683,949	21,486,542	24,709,523
Class "B" Roads	8,190,000	9,418,500	10,831,275	12,455,966	14,324,361	16,473,015
Class "C" Roads	5,460,000	6,279,000	7,220,850	8,303,978	9,549,574	10,982,010
Class "D" Roads	1,365,000	1,638,000	1,965,600	2,358,720	2,830,464	3,396,557
Total for Construction	27,300,000	31,463,250	36,264,638	41,802,613	48,190,941	55,561,105

Note: The Cost of 4 District Roads have also been incorporated in Class "A" Road's category

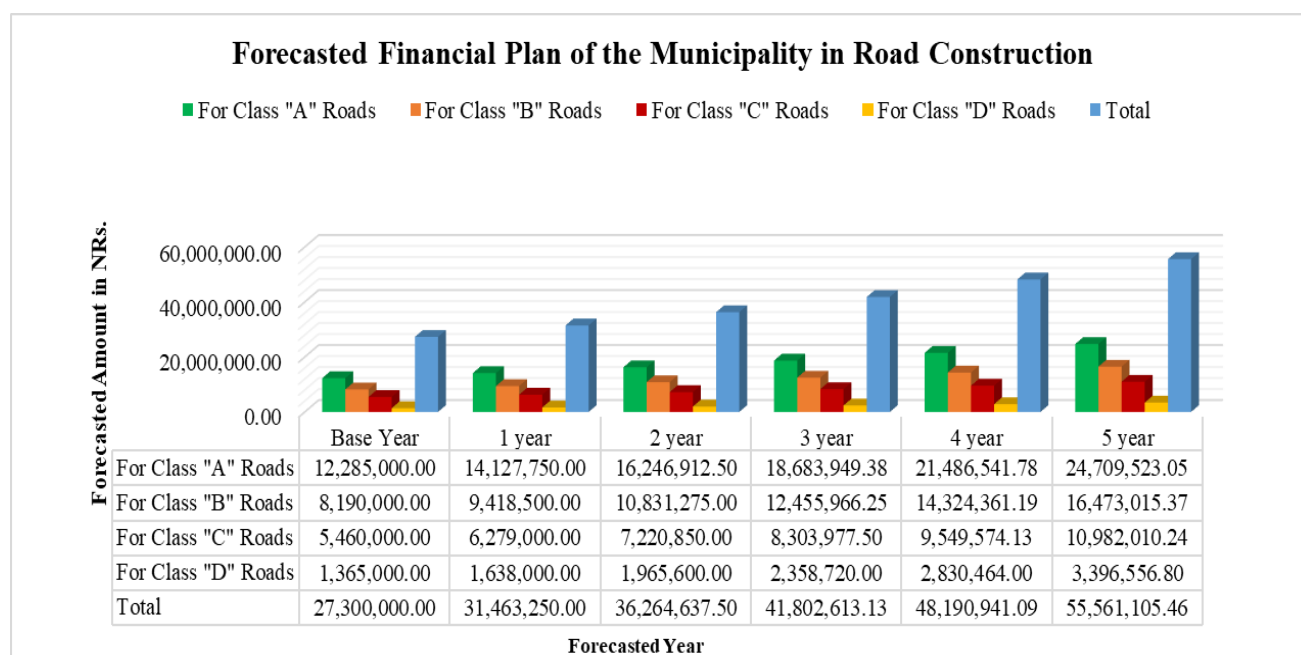


Figure 8-1 Financial Plan of Municipality in Road Construction

8.2.2 Financial Forecasting in Road Maintenance

Table 8-9 : Financial Plan of R -MTMP in Road Maintenance

Forecasted Financial Plan of the Rural Municipality in Road Maintenance						
Road Type for the Maintenance Work	Forecasted Year (Amount in NRs.)					
	Base Year	1 year	2 years	3 years	4 years	5 years
	2079/80	2080/81	2081/82	2082/83	2083/84	2084/85
Class "A" Roads	4,680,000	5,382,000	6,189,300	7,117,695	8,185,349	9,413,152
Class "B" Roads	3,510,000	4,036,500	4,641,975	5,338,271	6,139,012	7,059,864
Class "C" Roads	2,340,000	2,691,000	3,094,650	3,558,848	4,092,675	4,706,576
Class "D" Roads	1,170,000	1,345,500	1,547,325	1,779,424	2,046,337	2,353,288
Total for Construction	11,700,000	13,455,000	15,473,250	17,794,238	20,463,373	23,532,879

Note: The Cost of 4 District Roads have also been incorporated in Class "A" Road's category

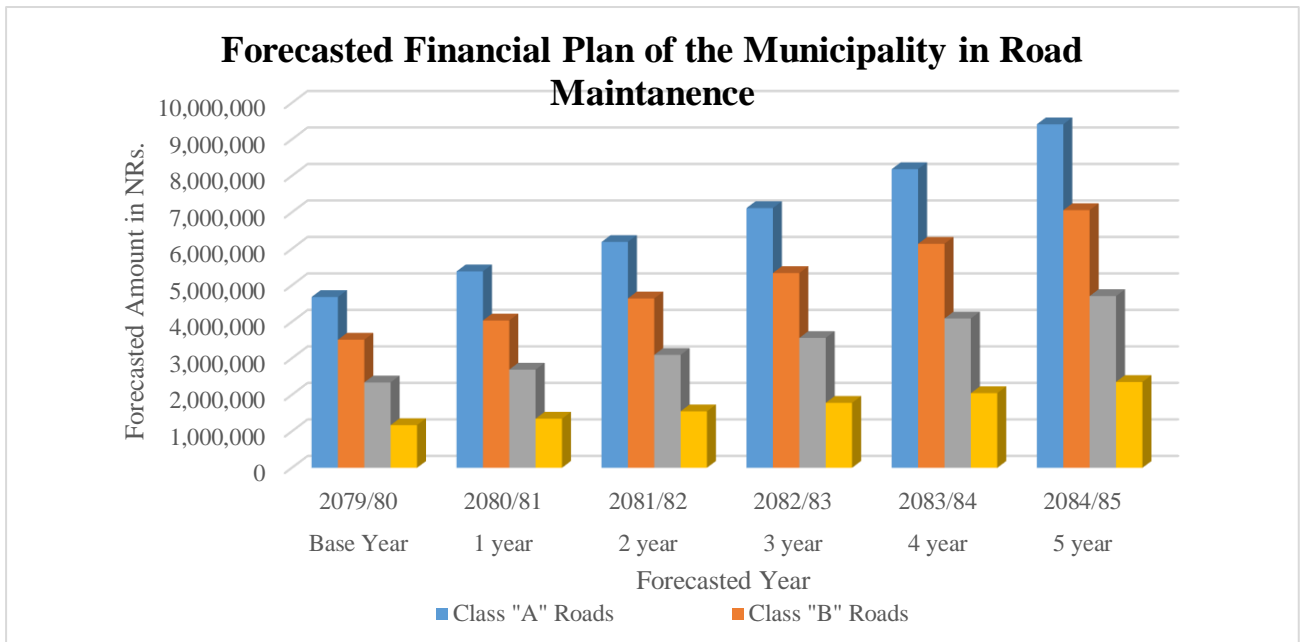


Figure 8-2 : Financial Plan of R - MTMP in Road Maintenance

8.3 Final output of R-MTMP

Table 8-10 : Final Output of R -MTMP

5 Year Implementation Plan of Selected A, B C and D Road Class

Forecasted Plan of the Municipality in Road Construction															
Road Type for the Construction Work	Base year (2079 / 80)					MTMP Period									
						1 year		2 year		3 years		4 years		5 years	
	Blacktop	Earthen	Gravel	Proposed	Grand Total	2080/81		2081/82		2082/83		2083/84		2084/85	
						GR	BT	GR	BT	GR	BT	GR	BT	GR	BT
A	8.85	71.46	34.77	0.00	115.08	34.77	8.85	34.77	8.85	39.77	8.85	38.77	11.85	42.77	13.85
B		25.83		14.09	39.919			4.00		7.00	-	5.00	2.00	2.10	4.90
C		6.90		7.65	14.550					4.00		3.00	1.50	3.00	3.00
D		2.38	1.33	2.03	5.734	1.33		1.33		2.63		3.90	-	3.94	0.46
Total for Construction	8.85	106.56	36.10	23.77	175.28	36.10	8.85	40.10	8.85	53.40	8.85	50.67	15.35	51.81	22.21

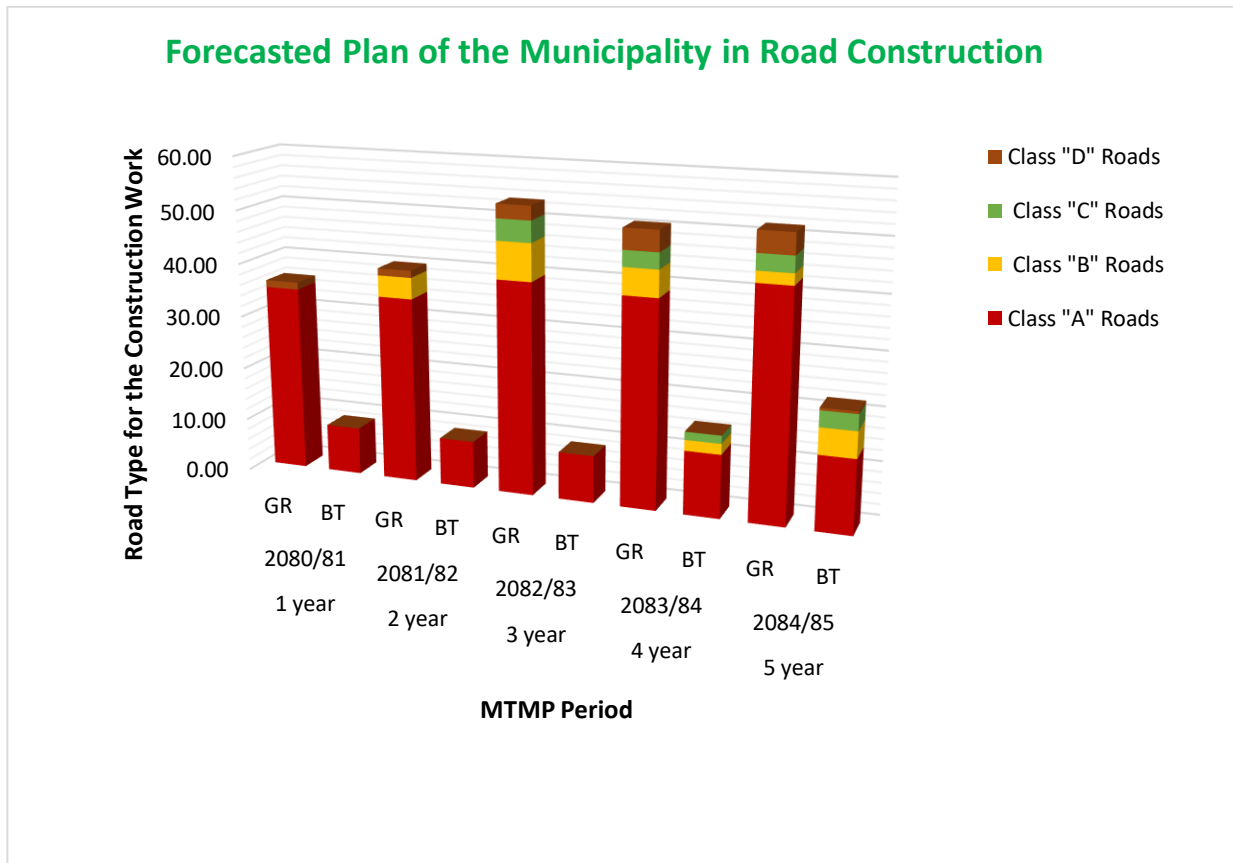


Figure 8-3 Forecasted Plan of Municipality in Road Construction



Based on investment plan, altogether 40 roads has been considered as prioritized roads. It includes, all of the district roads i.e. 4 district roads; 4 “A” CLASS roads, 15 “B” CLASS roads, 12 “C” CLASS roads and 5 “D” CLASS roads will be considered for the implementation within the RMTMP period of 5 years along with the base year. The base year budget is also expected to spend in line with current RMTMP format.

RMTMP roads will be improved by widening and maintaining longitudinal and cross drainage system with nominal intervention as gravel road. This intervention intends to bring all weather road for maintainable stage and new track will be opened especially for some Class “C” and majority of Class “D” roads and be brought into vehicle pliable condition (full design width and side drain construction) during the RMTMP period as projected budget.

During the RMTMP period, approx. a total of NPR 452 Million will be invested including the base line budget of NPR 58.7 Million. In this total figure, some NPR 317.03 Million will be invested for construction while NPR 135.87 Million is expected to spend on maintenance. Within construction works, NPR 142.66 Million (45% of total budget of construction) will be spent on Class A roads and District roads. Similarly, NPR. 95.11 Million (30%) will be spent on Class B roads. Likewise NPR 63.40 Million (25%) will be spent on Class C roads and NRs 15.84 (5%) will be spent on Class D roads.

In the sameway NPR 41.09 Million will be spent in the base year in the construction part while the investment in the first year of the MTMP period will be NPR 45.19 Million and the investment in successive years in the construction part will be as follows: NPR 49.71 Million in the second year, NPR. 54.69 Million in the third year, NPR 60.15 Million in the fourth year and NPR 66.17 Million in the fifth year budget.

Likewise in maintenance sector, the allotment in the base year has been estimated as NPR 17.61 Million while the investment in the first, second, third , fourth and fifth year of the RMTMP period has been estimated as NPR 19.37 Million, NPR 21.30 Million , NPR 23.43 Million, NPR 25.78 Million and NPR 28.36 Million respectively.

In totality, in the first year of RMTMP, the widening work (earthen road construction or back cutting) will be held in some 118.50 km stretch out of which the drainage construction will take place only in some 57.20 km stretch. Likewise, the widening work will take place in some 100 km stretch in the second year out of which the drainage construction will take place only in some 48.31 km portion. Similarly, in the third year, fourth and the fifth year the widening work will be completed in some 98.5 km, 85.45 km and 60.56 km stretches respectively while the drainage construction proposed in those years will be 38.53 km, 38 km and 37.34 km respectively. The drainage construction work has been proposed for DR and Class A roads only.

The gravel road was not proposed for Class D roads and quite a few stretch i.e. only 2 km has been proposed for Class C as well. In totality, approx. 17 km of Class B road has been proposed for gravelling in the five year period while for remaining classes. Similarly, roughly 77 km of earthen road from the remaining classes has been proposed for gravelling in the total five year period. In this way a total of approx. 96 km stretch of earthen road has been proposed for gravelling within this five year RMTMP period.

Additional length would be upgraded or improved (given priority for black top or concreting work chiefly) if additional fund is available during this RMTMP period. The worst section of the prioritized roads will be improved to make them operatable all the season upon the availability of any additional funds.

Summarizing the intervention, in the RMTMP period, basically widening of the existing municipal roads (Class A) and District Roads will be held along with construction of drainage. Likewise, upgrading (gravelling of the existing district and municipal roads) have also been proposed. Similarly in terms of Class B roads basically widening and upgrading (gravelling) has been proposed during the RMTMP period. Finally Class C and D type roads are expected to be intervened with activities like widening, upgrading and new track opening.



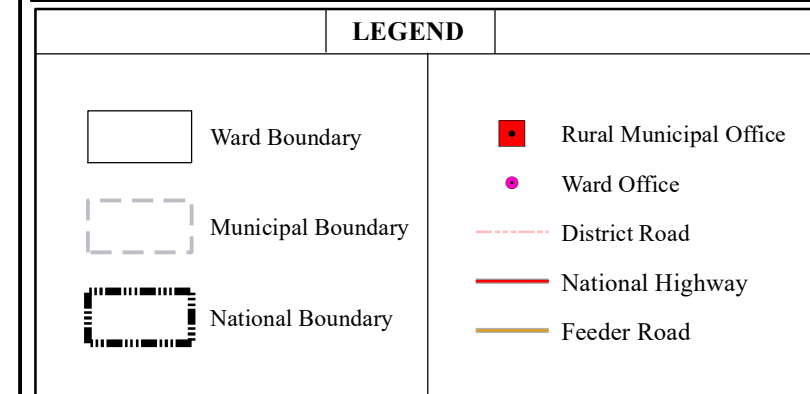
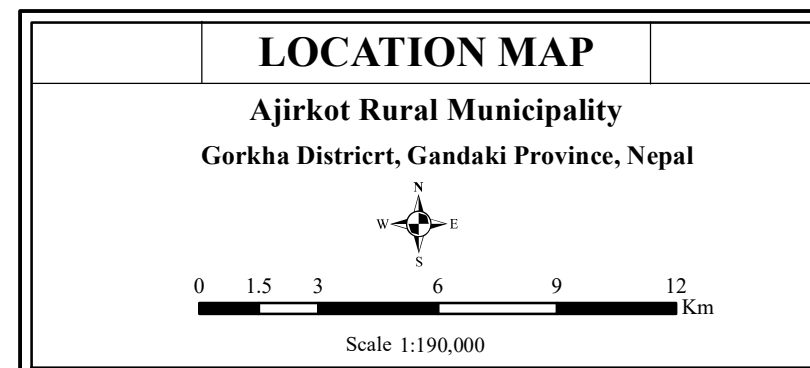
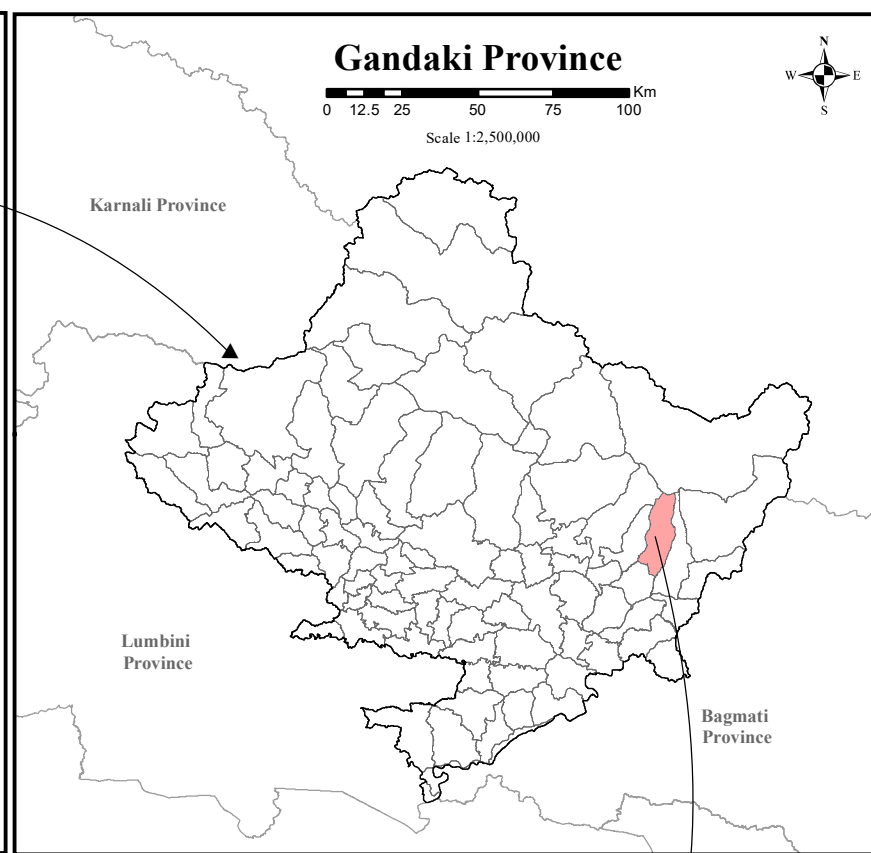
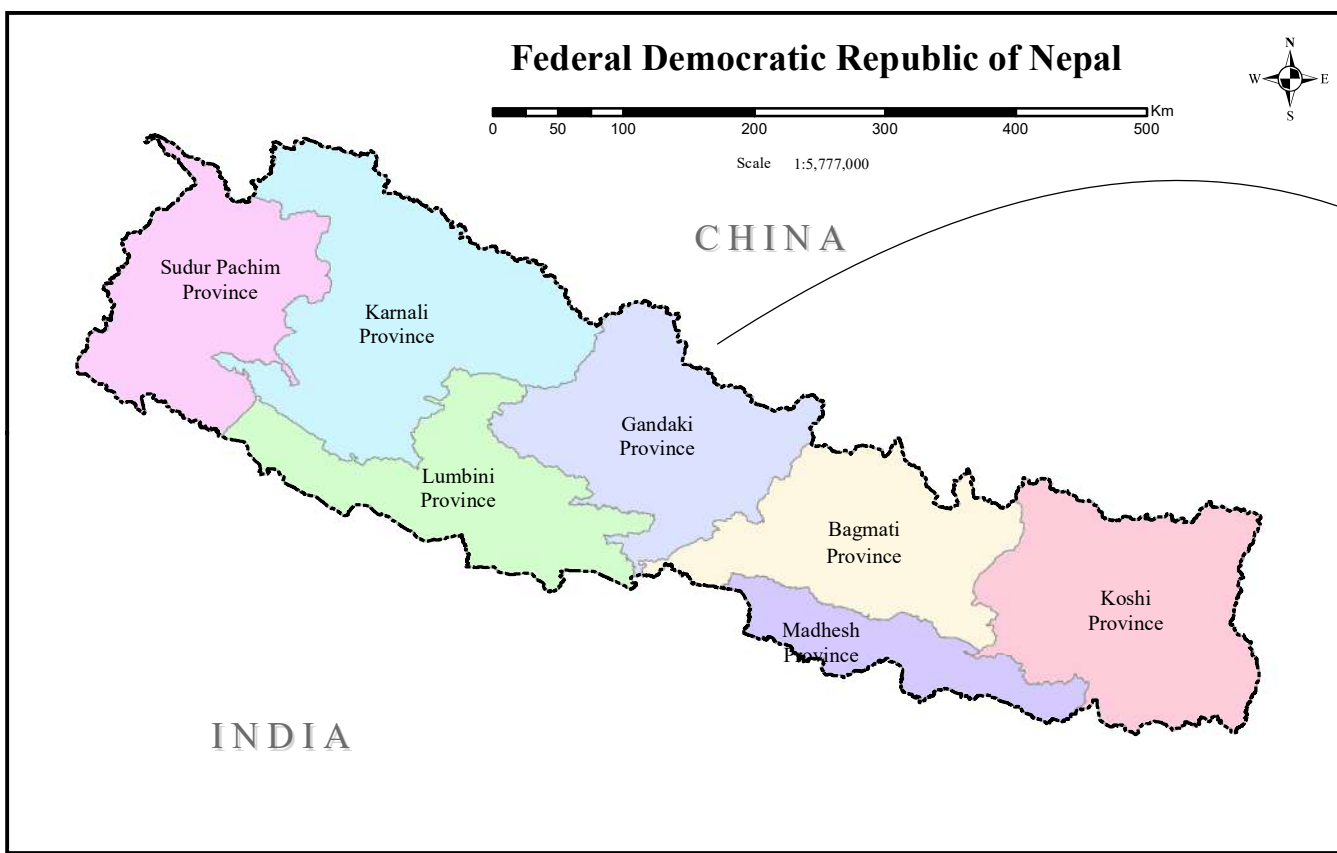
Ajirkot Rural Municipality
Office of the Rural Municipal Executive
Gorkha, Gandaki Province, Nepal



Volume II: GIS MAPS AND DRAWING

Submitted By:

**Dwarika Engineering Consultancy and
Construction Suppliers Pvt. Ltd.
Samakhushi – Kathmandu, Nepal**



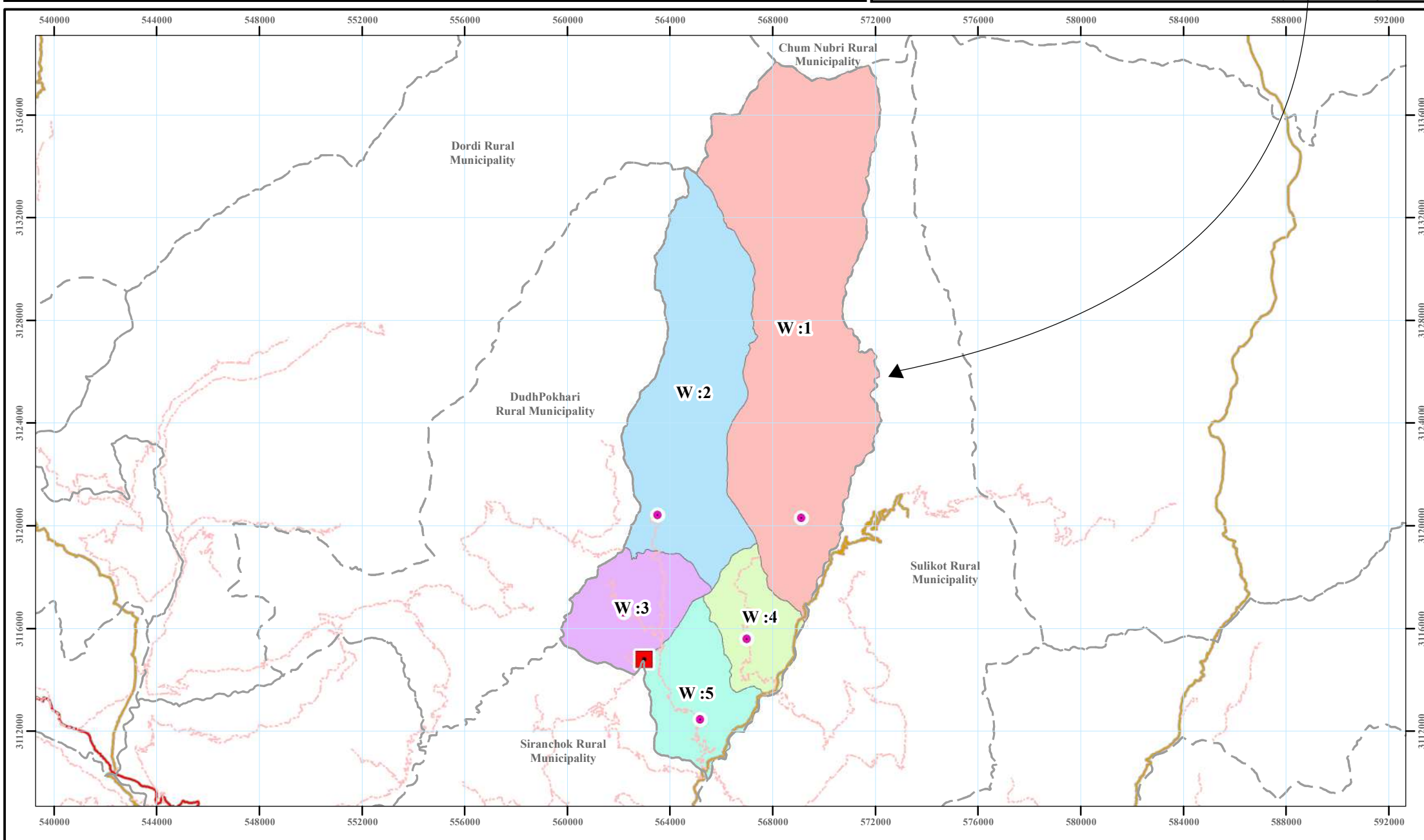
PROJECT

Preparation of Detail Project Report of
Municipal Transport master Plan (MTMP) of Ajirkot Rural Municipality

BRIEF INTRODUCTION OF AJIRKOT RURAL MUNICIPALITY

Ajirkot rural municipality is located in the Gorkha District of Gandaki Province. The rural municipality is located around 22 km far from the Gorkha Municipality. After annexing 5 former VDCs, it has an area of 198.05 km². The administrative center of this rural municipality is located in Bhachchek, ward 3. The borders of this village include Barpak Sulikot Rural Municipality on the East, Lamjung District on the West, Chum Nurbu Rural Municipality on the North, and Siranchok Rural Municipality on the South. Geographically, the rural municipality is extended from 84°36'27.75" to 84°44'11.52" east longitude and 28°6'31.65" to 28°21'39.3" North latitude. Altitude ranges from 573.37 to 5836.19 meter above the mean sea level (msl). The total population of this Rural Municipality is 19716, of which male population accounts for 10145 and female population is 9571. However, each ward varies in area and population size. Total number of households in the Rural Municipality is 3796.

Client: Ajirkot Rural Municipality Office of the Municipal Executive Gorkha, Gandaki Province, Nepal	Consultant: Dwarika Engineering and Construction Suppliers Pvt.Ltd Kathmandu, Nepal
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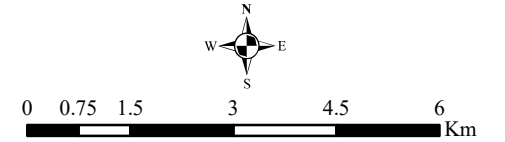


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Projected CS	MUTM Central 84	
Projection	Transverse Mercator	
Datum	Everest 1830	
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False Northing	0	
Central Meridian	84	
Scale Factor	0.9999	
Latitude of Origin	0	
Units	Meter	

Source:
Administrative Boundary: Ajirkot Rural Municipality
GIS Baseline Data: 2079/80, Field Survey

ADMINISTRATIVE BOUNDARY MAP

Ajirkot Rural Municipality
Gorkha District, Gandaki Province, Nepal



Scale 1:110,000

LEGEND

- Ward Boundary
- Municipal Boundary
- National Boundary
- Rural Municipal Office
- Ward Office
- SRN
- District Road

PROJECT

Preparation of Detail Project Report of Rural Municipal Transport Master plan (R-MTMP) of Ajirkot Rural Municipality

BRIEF INTRODUCTION OF AJIRKOT RURAL MUNICIPALITY

Ajirkot rural municipality is located in the Gorkha District of Gandaki Province. The rural municipality is located around 22 km far from the Gorkha Municipality. After annexing 5 former VDCs, it has an area of 198.05 km². The administrative center of this rural municipality is located in Bhachchek, ward 3. The borders of this village include Barpak Sulikot Rural Municipality on the East, Lamjung District on the West, Chum Nurbu Rural Municipality on the North, and Siranchok Rural Municipality on the South. Geographically, the rural municipality is extended from 84°36'27.75" to 84°44'11.52" east longitude and 28°6'31.65" to 28°21'39.3" North latitude. Altitude ranges from 573.37 to 5836.19 meter above the mean sea level (msl). The total population of this Rural Municipality is 19716, of which male population accounts for 10145 and female population is 9571. However, each ward varies in area and population size. Total number of households in the Rural Municipality is 3796.



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Gorkha, Gandaki Province, Nepal

Consultant:
Dwarika Engineering
& Construction Suppliers Pvt.Ltd
Kathmandu, Nepal

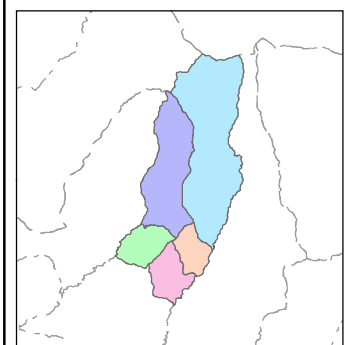
Co-ordinate System Information

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Coordinate System	GCS Everest 1830
Projected CS	MUTM Central 84
Projection	Transverse Mercator
Datum	Everest 1830
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False Northing	0
Central Meridian	84
Scale Factor	0.9999
Latitude of Origin	0
Units	Meter

FY Year 2079/80

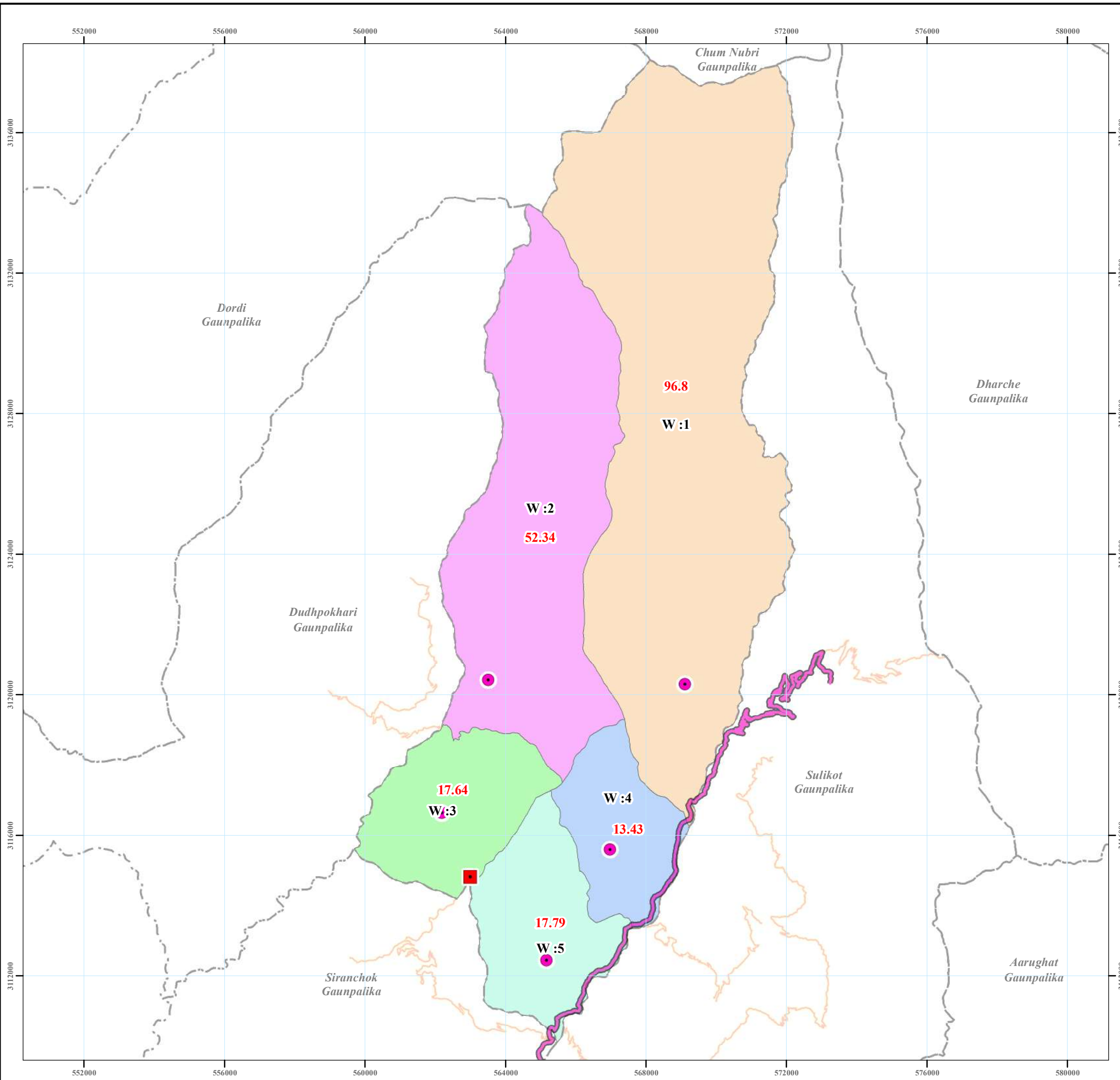
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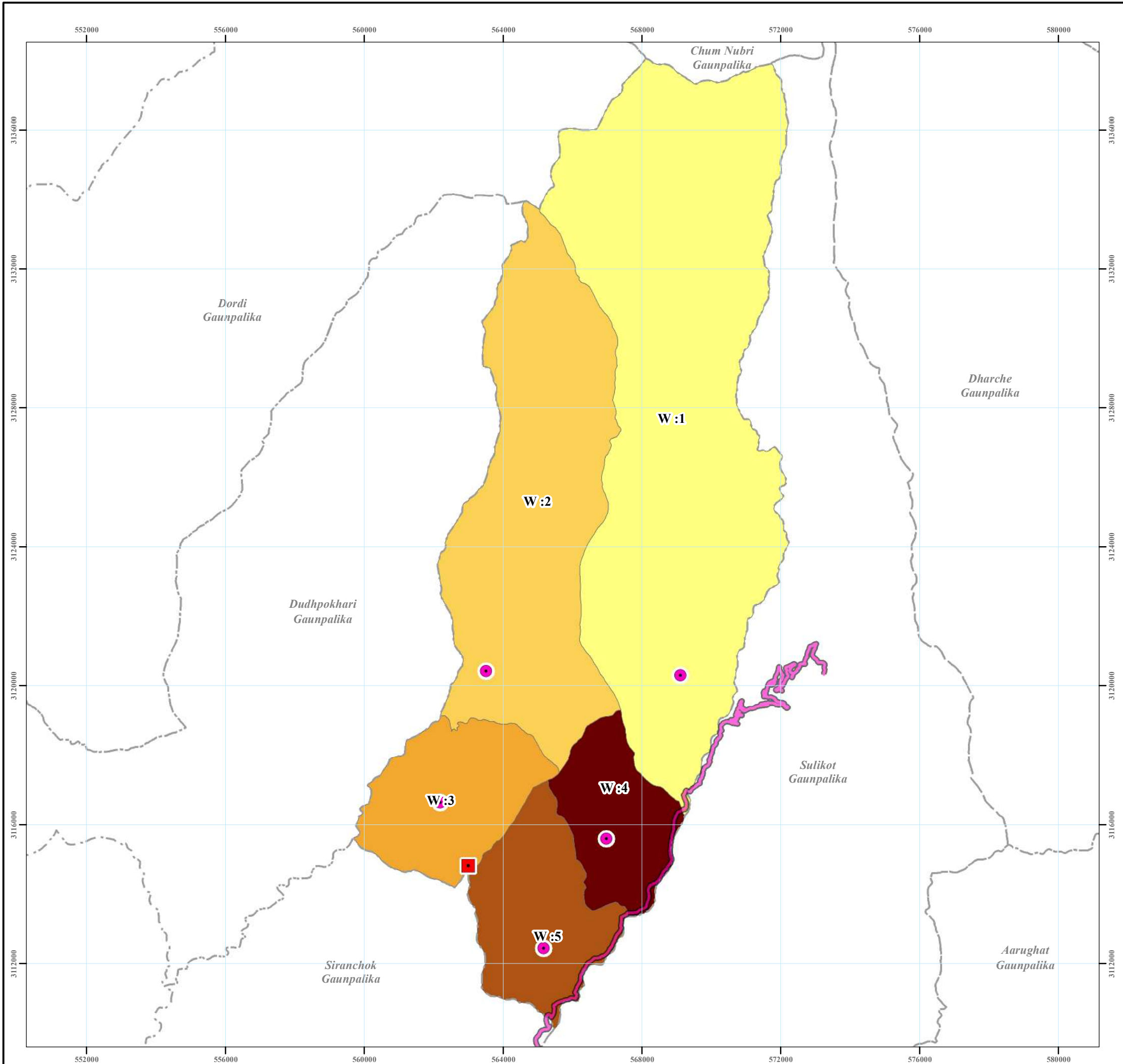
Ajirkot Rural Municipality



Source:
Administrative Boundary: Ajirkot Rural Municipality
GIS Baseline Data: 2079/80, Field Survey

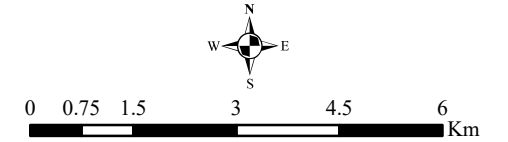
Map No : 2





POPULATION DENSITY MAP

Ajirkot Rural Municipality
Gorkha District, Gandaki Province, Nepal



LEGEND

- Ward Boundary
 - Municipal Boundary
 - National Boundary
 - Rural Municipal Office
 - Ward Office
- Population Density**
- 16.689175
 - 16.689176 - 56.589794
 - 56.589795 - 119.855255
 - 119.855256 - 172.521790
 - 172.521791 - 228.303406

PROJECT

Preparation of Detail Project Report of
 Municipal Transport master Plan (MTMP) of Ajirkot Rural Municipality

BRIEF INTRODUCTION OF AJIRKOT RURAL MUNICIPALITY

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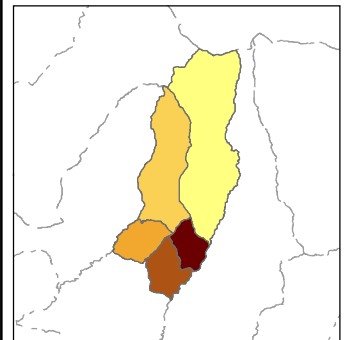
Co-ordinate System Information

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Projected CS	MUTM Central 84
Projection	Transverse Mercator
Datum	Everest 1830
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False Northing	0
Central Meridian	84
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Latitude of Origin	0
Units	Meter

FY Year 2079/80

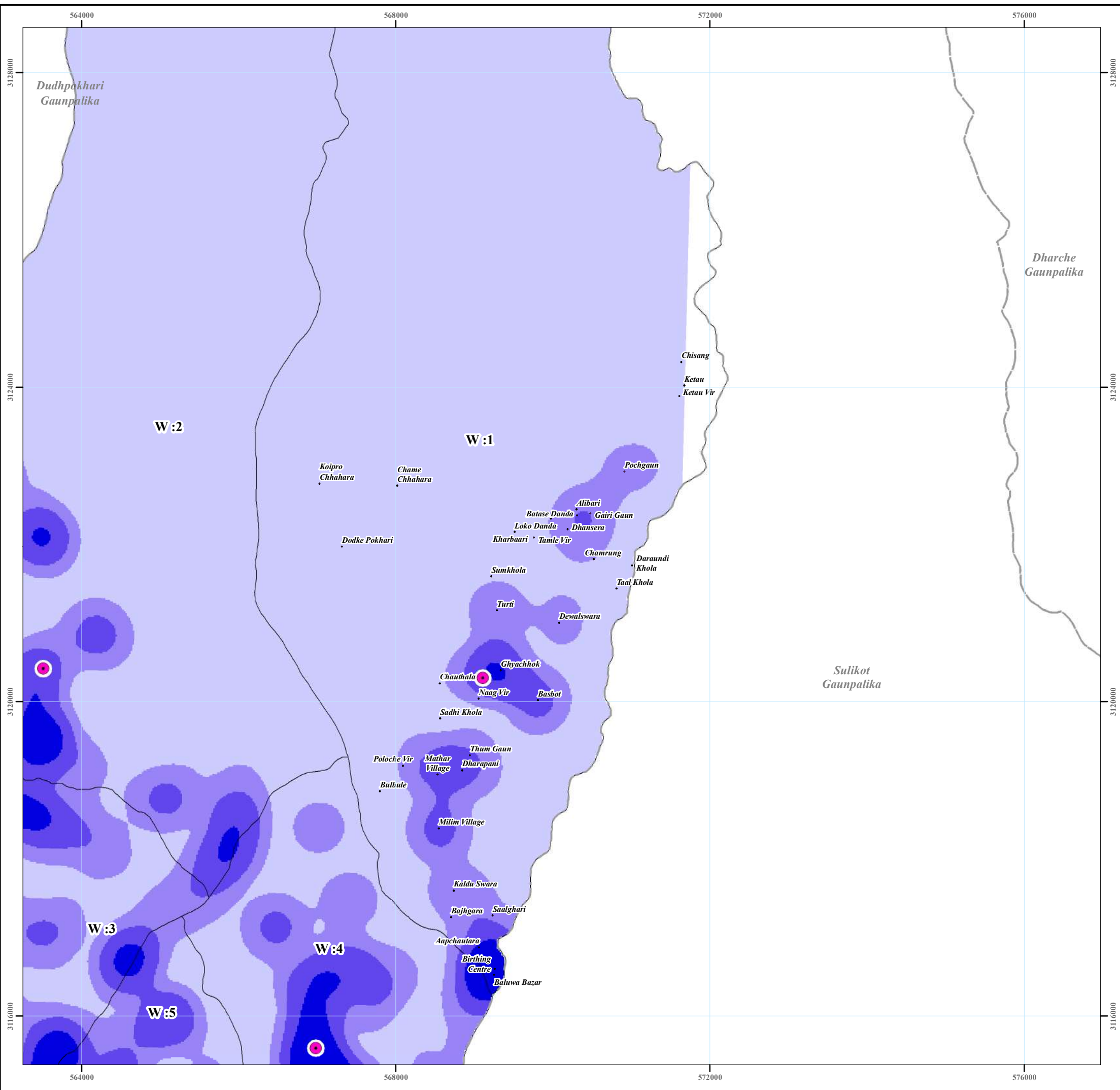
Location

Ajirkot Rural Municipality



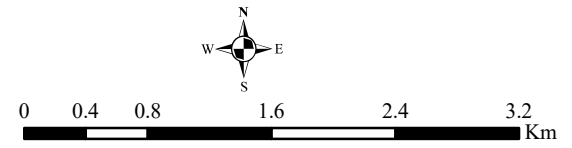
Source:
 Administrative Boundary: Ajirkot Rural Municipality
 GIS Baseline Data: 2079/80, Field Survey

Map No : 3



SETTLEMENT DENSITY MAP - Ward 1

Ajirkot Rural Municipality
Gorkha District, Gandaki Province, Nepal



Scale 1:48,854

LEGEND

- Ward Boundary
- Municipal Boundary
- National Boundary
- Place Name_With Ward
- Ward Office
- House Holds (Settlement) Density**
 - Low
 - Moderate
 - High
 - Very

PROJECT

Preparation of Detail Project Report of
 Municipal Transport master Plan (MTMP) of Ajirkot Rural Municipality

BRIEF INTRODUCTION OF AJIRKOT RURAL MUNICIPALITY

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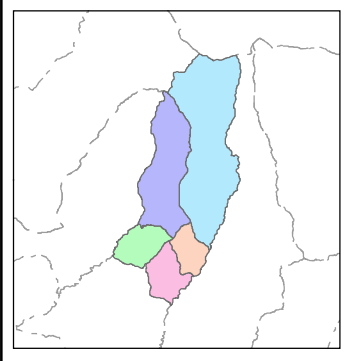
Co- ordinate System Information

Coordinate / Projection System	
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Projected CS	MUTM Central 84
Projection	Transverse Mercator
Datum	Everest 1830
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False Northing	0
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Scale Factor	0.9999
Latitude of Origin	0
Units	Meter

FY Year 2079/80

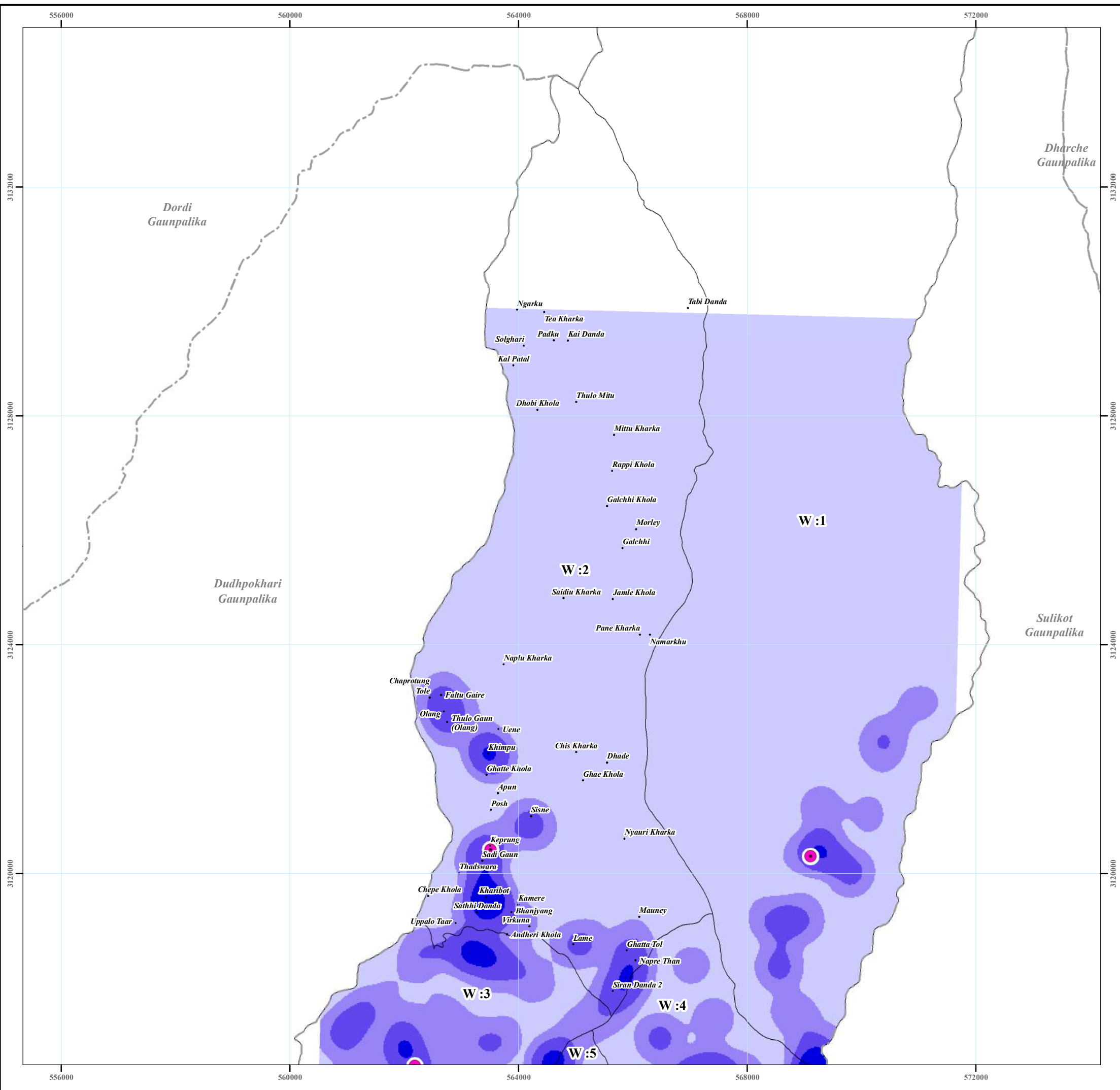
Location

Ajirkot Rural Municipality



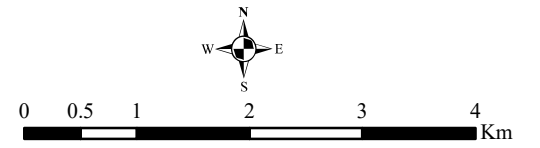
Source:
 Administrative Boundary: Arjikot Rural Municipality
 GIS Baseline Data: 2079/80, Field Survey

Map No : 4



SETTLEMENT DENSITY MAP - Ward 2

Ajirkot Rural Municipality
Gorkha District, Gandaki Province, Nepal



LEGEND

- Ward Boundary
- Municipal Boundary
- National Boundary
- Place Name_With Ward
- Ward Office
- House Holds (Settlement) Density**
 - Low
 - Moderate
 - High
 - Very

PROJECT

Preparation of Detail Project Report of
 Municipal Transport master Plan (MTMP) of Ajirkot Rural Municipality

BRIEF INTRODUCTION OF AJIRKOT RURAL MUNICIPALITY

Ajirkot rural municipality is located in the Gorkha District of Gandaki Province. The rural municipality is located around 22 km far from the Gorkha Municipality. After annexing 5 former VDCs, it has an area of 198.05 km². The administrative center of this rural municipality is located in Bhachchek, ward 3. The borders of this village include Barpak Sulikot Rural Municipality on the East, Lamjung District on the West, Chum Nurbu Rural Municipality on the North, and Siranchok Rural Municipality on the South. Geographically, the rural municipality is extended from 84°36'27.75" to 84°44'11.52" east longitude and 28°6'31.65" to 28°21'39.3" North latitude. Altitude ranges from 573.37 to 5836.19 meter above the mean sea level (msl). The total population of this Rural Municipality is 19716, of which male population accounts for 10145 and female population is 9571. However, each ward varies in area and population size. Total number of households in the Rural Municipality is 3796.



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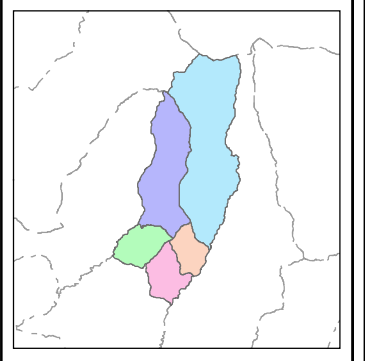
Co-ordinate System Information

Coordinate / Projection System	
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Projected CS	MUTM Central 84
Projection	Transverse Mercator
Datum	Everest 1830
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False Northing	0
Central Meridian	84
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Latitude of Origin	0
Units	Meter

FY Year 2079/80

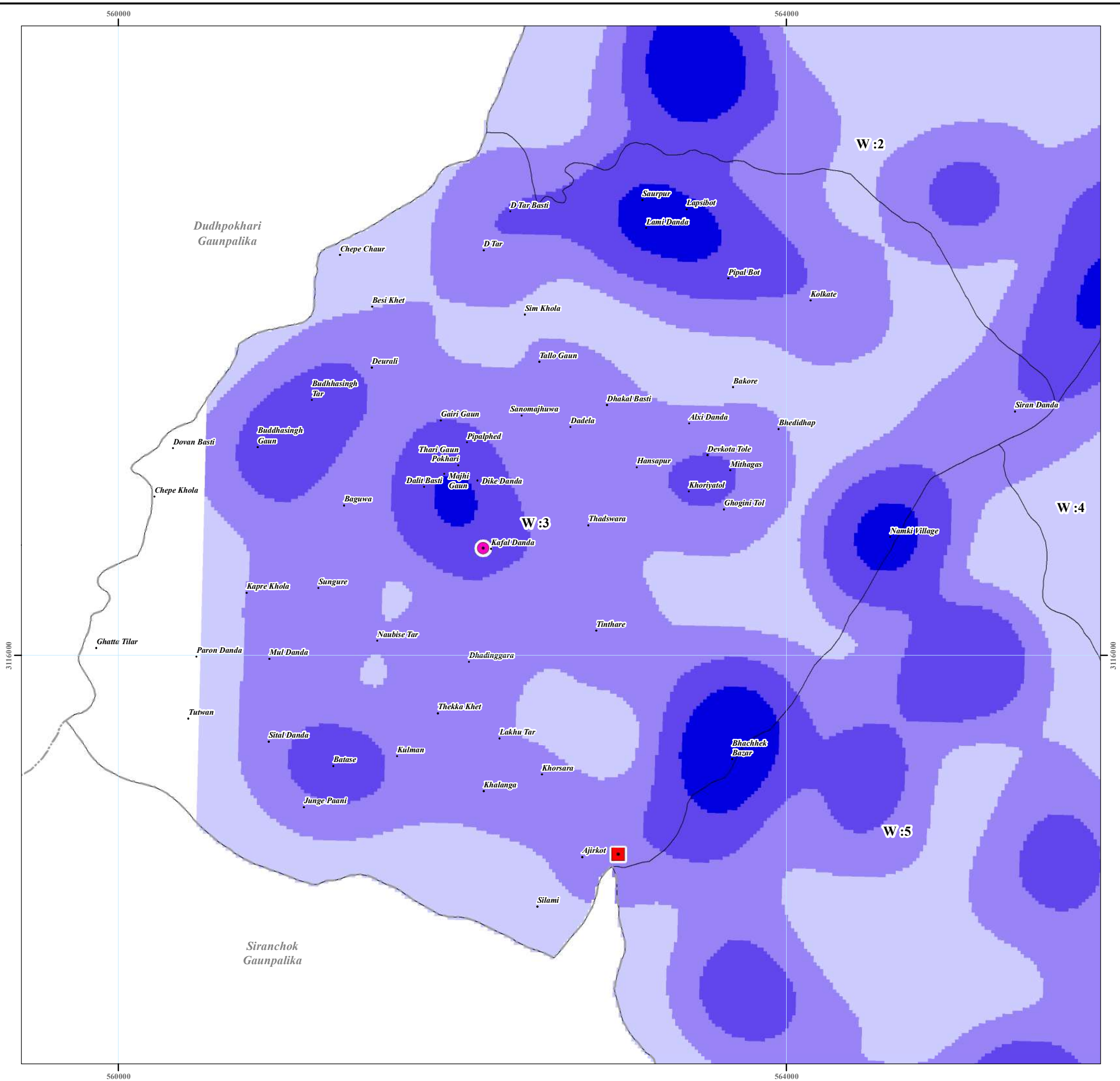
Location

Ajirkot Rural Municipality



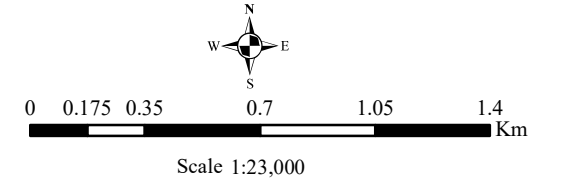
Source:
 Administrative Boundary: Ajirkot Rural Municipality
 GIS Baseline Data: 2079/80, Field Survey

Map No : 5



SETTLEMENT DENSITY MAP - Ward 3

Ajirkot Rural Municipality
Gorkha District, Gandaki Province, Nepal



LEGEND

- Ward Boundary
- Municipal Boundary
- National Boundary
- Rural Municipal Office
- Ward Office
- House Holds (Settlement) Density**
 - Low
 - Moderate
 - High
 - Very High

PROJECT

Preparation of Detail Project Report of
 Municipal Transport master Plan (MTMP) of Ajirkot Rural Municipality

BRIEF INTRODUCTION OF AJIRKOT RURAL MUNICIPALITY

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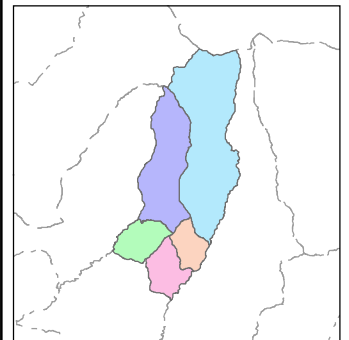
Co-ordinate System Information

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Projection	Transverse Mercator
Datum	Everest 1830
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Latitude of Origin	0
Units	Meter

FY Year 2079/80

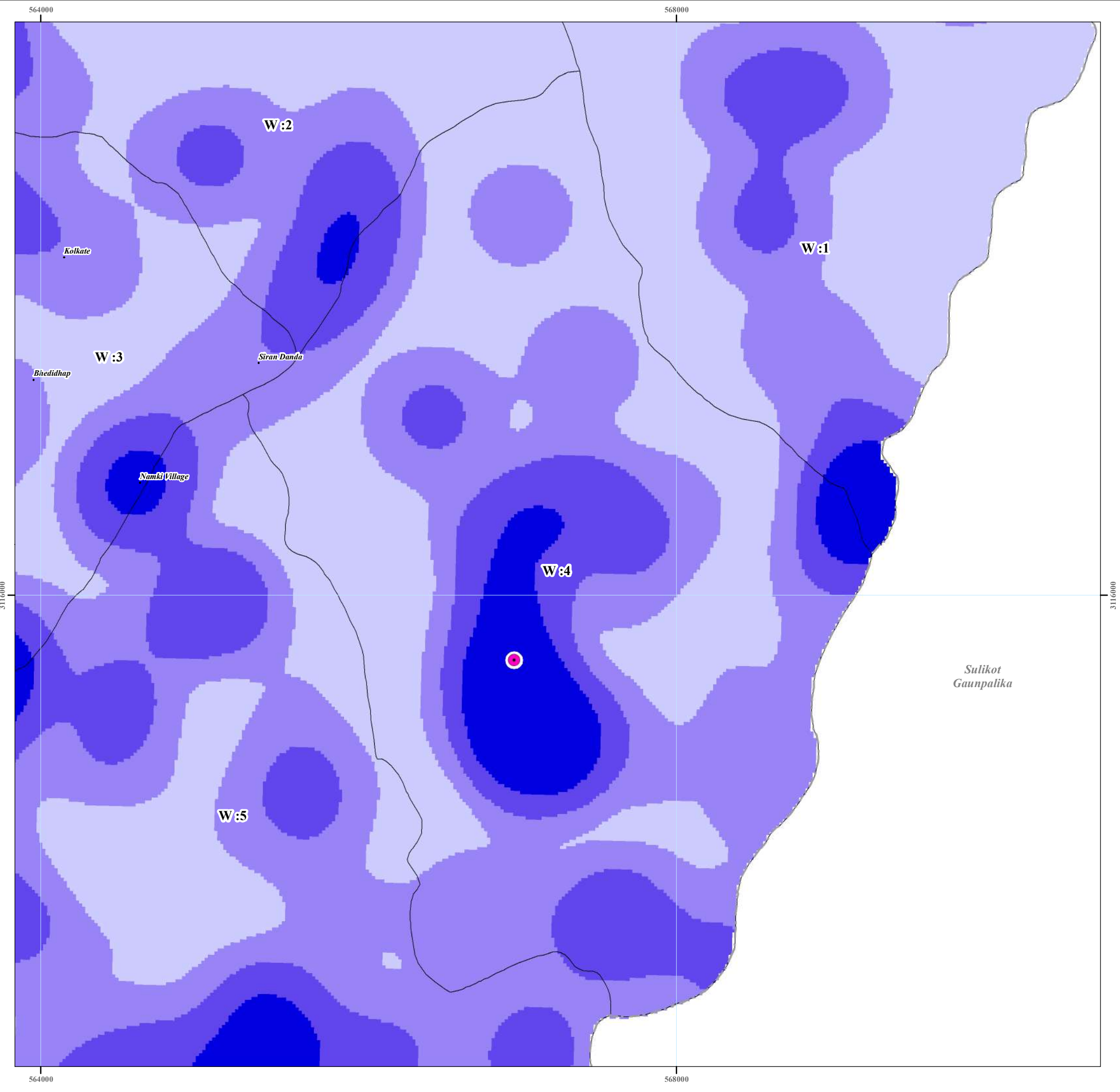
Location

Ajirkot Rural Municipality



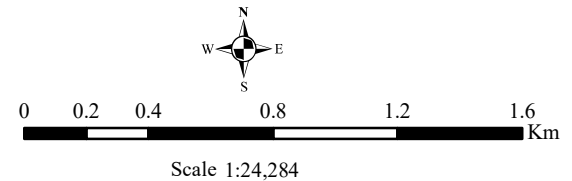
Source:
 Administrative Boundary: Ajirkot Rural Municipality
 GIS Baseline Data: 2079/80, Field Survey

Map No : 6



SETTLEMENT DENSITY MAP - Ward 4

Ajirkot Rural Municipality
Gorkha District, Gandaki Province, Nepal



LEGEND	
	Ward Boundary
	Municipal Boundary
	National Boundary
	Ward Office
House Holds (Settlement) Density	
	Low
	Moderate
	High
	Very High

PROJECT
Preparation of Detail Project Report of Municipal Transport master Plan (MTMP) of Ajirkot Rural Municipality

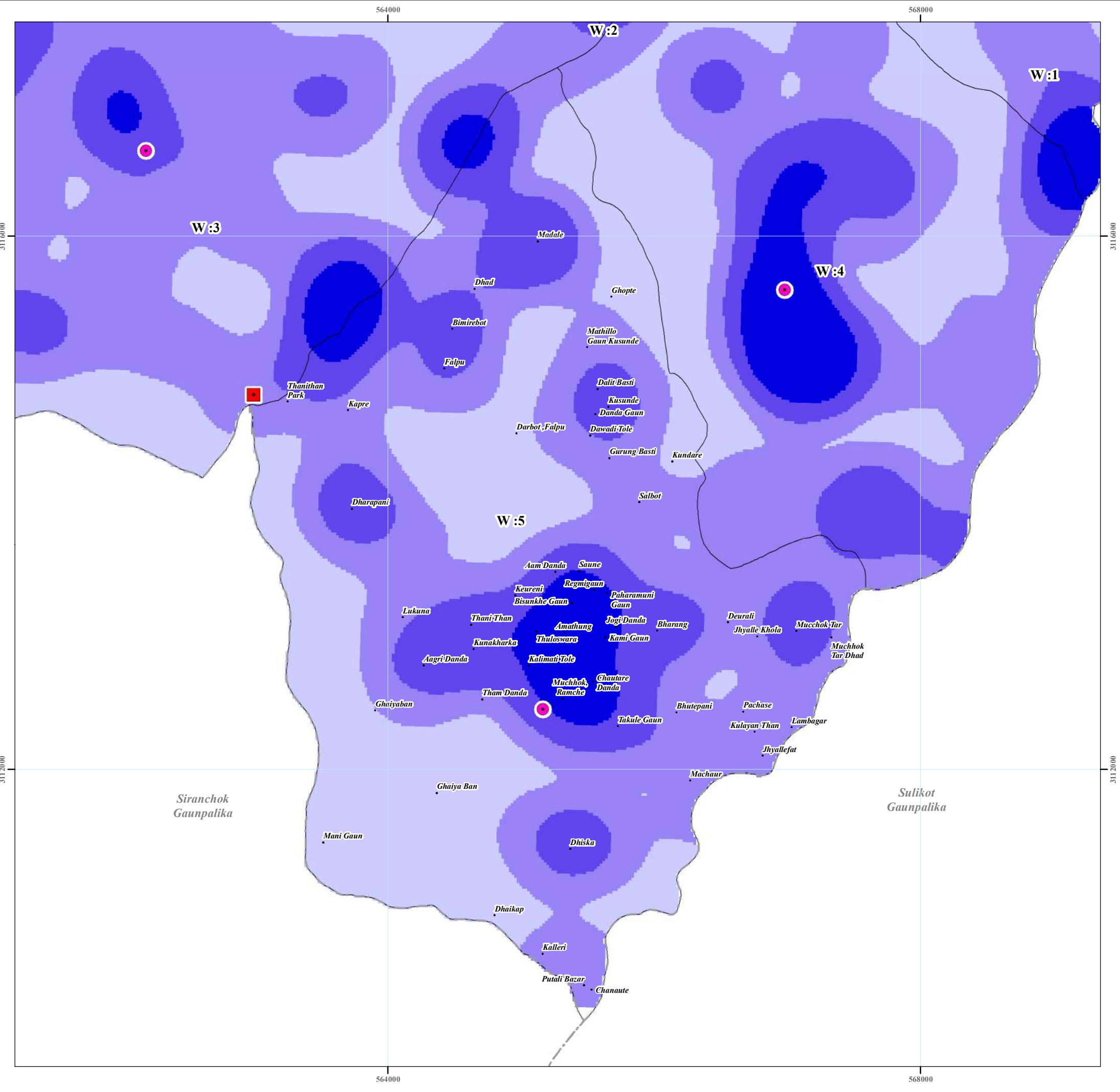
BRIEF INTRODUCTION OF AJIRKOT RURAL MUNICIPALITY

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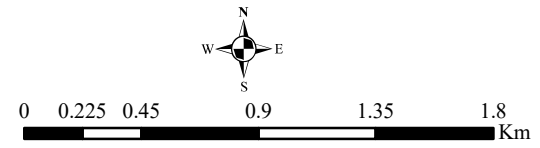
Co- ordinate System Information	Location																						
<table border="1"> <thead> <tr> <th colspan="2">Coordinate / Projection System</th> </tr> </thead> <tbody> <tr> <td>Coordinate System</td> <td>GCS Everest 1830</td> </tr> <tr> <td>Projected CS</td> <td>MUTM Central 84</td> </tr> <tr> <td>Projection</td> <td>Transverse Mercator</td> </tr> <tr> <td>Datum</td> <td>Everest 1830</td> </tr> <tr> <td>False Easting</td> <td>500,000.00</td> </tr> <tr> <td>False Northing</td> <td>0</td> </tr> <tr> <td>Central Meridian</td> <td>84</td> </tr> <tr> <td>Scale Factor</td> <td>0.9999</td> </tr> <tr> <td>Latitude of Origin</td> <td>0</td> </tr> <tr> <td>Units</td> <td>Meter</td> </tr> </tbody> </table>	Coordinate / Projection System		Coordinate System	GCS Everest 1830	Projected CS	MUTM Central 84	Projection	Transverse Mercator	Datum	Everest 1830	False Easting	500,000.00	False Northing	0	Central Meridian	84	Scale Factor	0.9999	Latitude of Origin	0	Units	Meter	
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False Northing	0																						
Central Meridian	84																						
Scale Factor	0.9999																						
Latitude of Origin	0																						
Units	Meter																						
FY Year 2079/80																							

Source: Administrative Boundary: Arjirkot Rural Municipality GIS Baseline Data: 2079/80, Field Survey	Map No : 7
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SETTLEMENT DENSITY MAP - Ward 5

Ajirkot Rural Municipality
Gorkha District, Gandaki Province, Nepal



LEGEND	
	Rural Municipal Office
	Ward Office
	Ward Boundary
	Municipal Boundary
	National Boundary
House Holds (Settlement) Density	
	Low
	Moderate
	High
	Very High

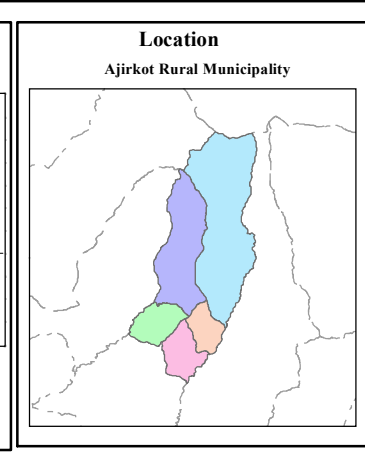
PROJECT
Preparation of Detail Project Report of Municipal Transport master Plan (MTMP) of Ajirkot Rural Municipality

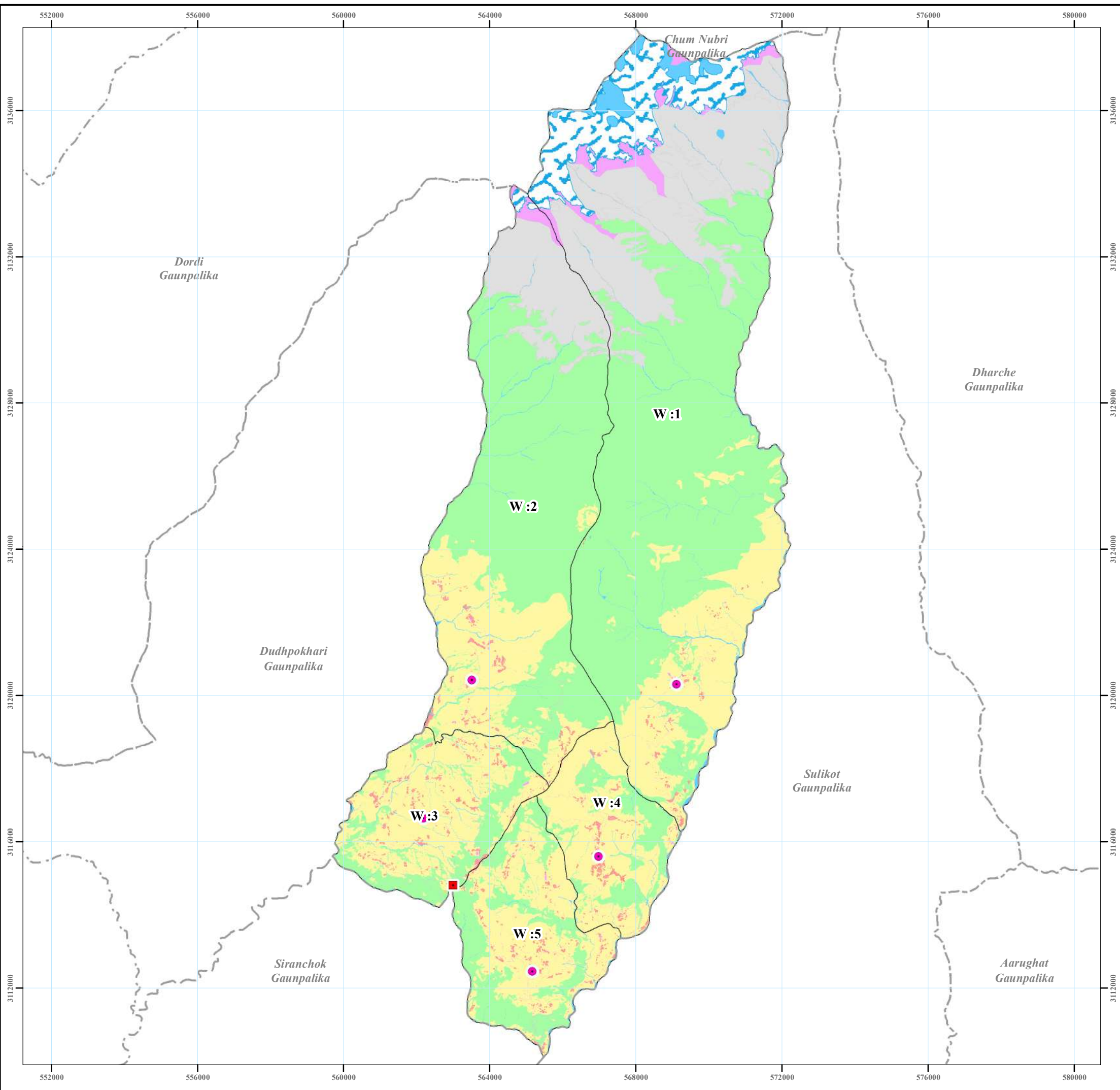
BRIEF INTRODUCTION OF AJIRKOT RURAL MUNICIPALITY

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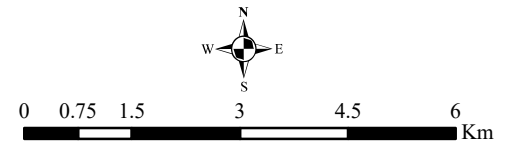
Co-ordinate System Information	
Coordinate / Projection System	
Coordinate System	GCS Everest 1830
Projected CS	MUTM Central 84
Projection	Transverse Mercator
Datum	Everest 1830
False Easting	500,000.00
False Northing	0
Central Meridian	84
Scale Factor	0.9999
Latitude of Origin	0
Units	Meter
FY Year 2079/80	





EXISTING LANDUSE MAP

Ajirkot Rural Municipality
Gorkha District, Gandaki Province, Nepal



Scale 1:105,000

LEGEND

- Rural Municipal Office
- Ward Office
- Agriculture
- Cultural and Archeological
- Forest
- Water Bodies
- Others
- Public Service
- Residential
- Glacier
- Ward Boundary
- Municipal Boundary
- National Boundary

PROJECT

Preparation of Detail Project Report of
 Municipal Transport master Plan (MTMP) of Ajirkot Rural Municipality

BRIEF INTRODUCTION OF AJIRKOT RURAL MUNICIPALITY

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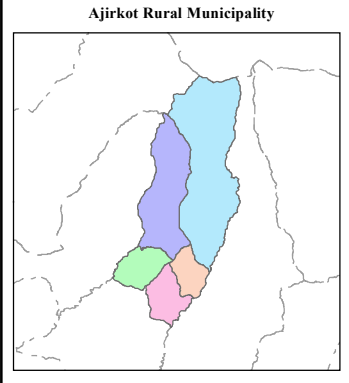
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Co-ordinate System Information

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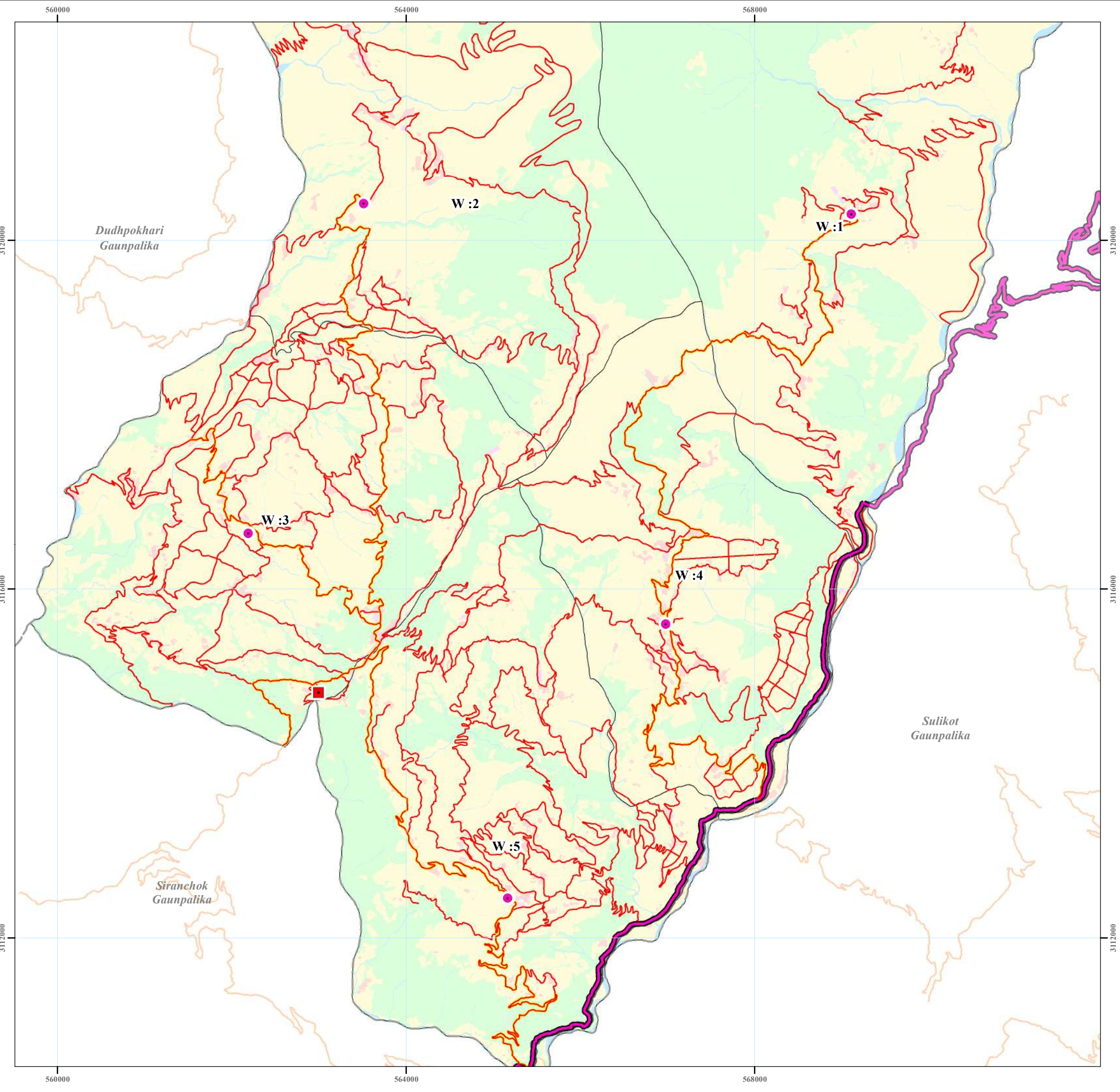
FY Year 2079/80

Location



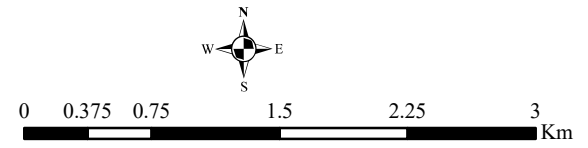
Source:
 Administrative Boundary: Ajirkot Rural Municipality
 GIS Baseline Data: 2079/80, Field Survey

Map No : 9



EXISTING ROAD NETWORK

Ajirkot Rural Municipality
Gorkha District, Gandaki Province, Nepal



LEGEND

- Rural Municipal Office
- Ward Office
- Rural Municipal Road Network
- District Road Network
- Feeder Road Network
- Ward Boundary
- Municipal Boundary
- National Boundary

PROJECT

Preparation of Detail Project Report of
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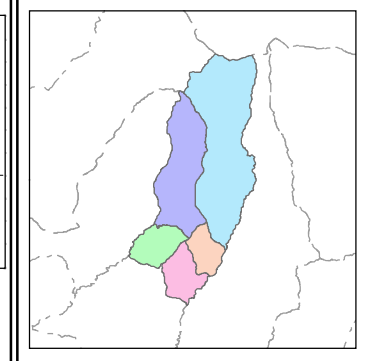
Co-ordinate System Information

Coordinate / Projection System	
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Projected CS	MUTM Central 84
Projection	Transverse Mercator
Datum	Everest 1830
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False Northing	0
Central Meridian	84
Scale Factor	0.9999
Latitude of Origin	0
Units	Meter

FY Year 2079/80

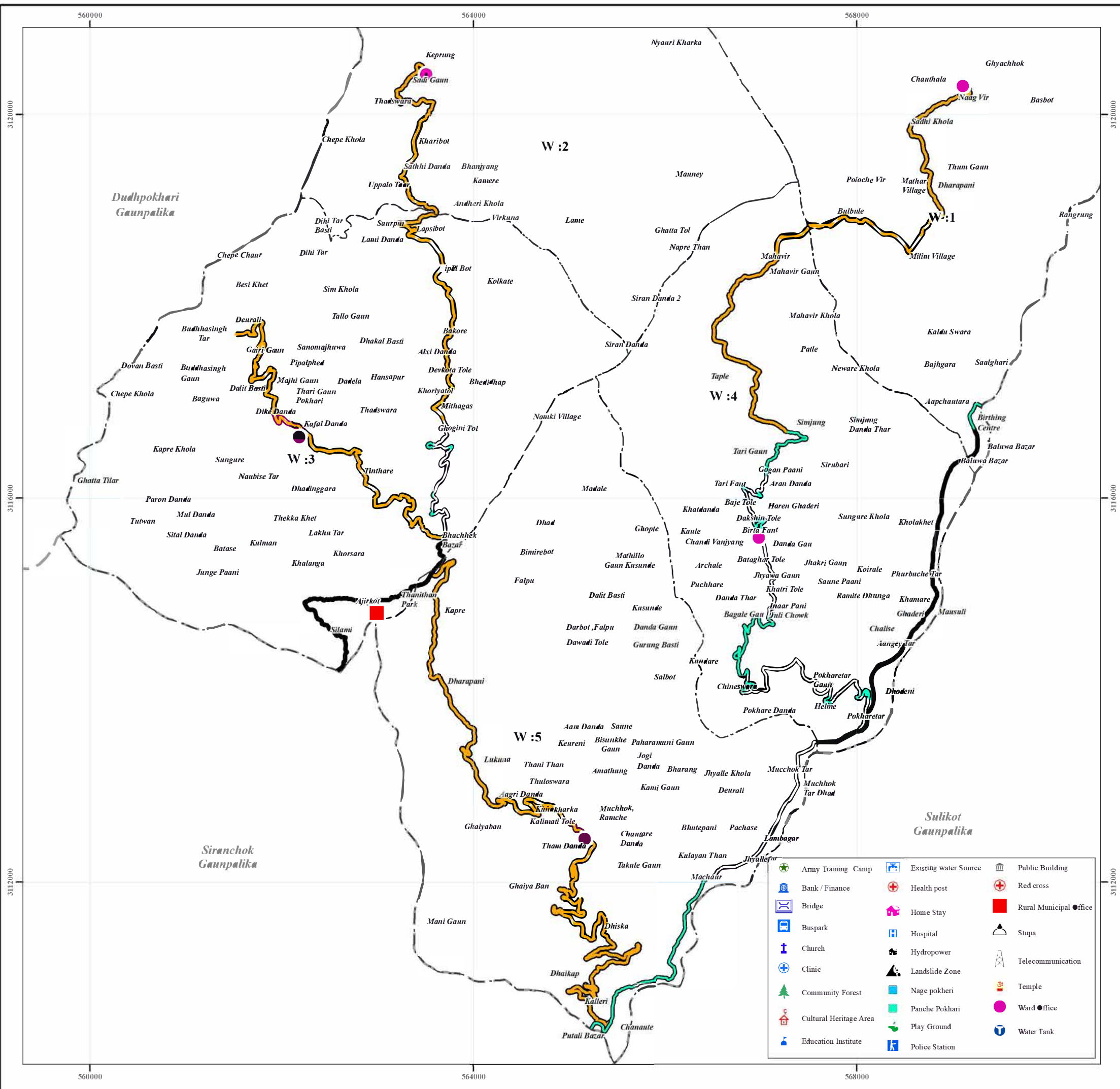
Location

Ajirkot Rural Municipality



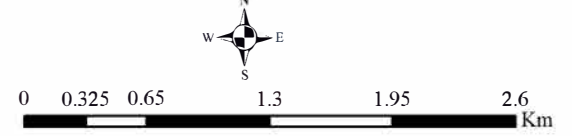
Source:
 Administrative Boundary: Ajirkot Rural Municipality
 GIS Baseline Data: 2079/80, Field Survey

Map No : 10 - A



Administrative Road Surface Type Map

Ajirkot Rural Municipality
Gorkha District, Gandaki Province, Nepal



LEGEND


- Ward Boundary
- Municipal Boundary
- National Boundary
- Blacktop
- Earthen
- Gravel

PROJECT

Preparation of Detail Project Report of Municipal Transport master Plan (MTMP) of Ajirkot Rural Municipality

BRIEF INTRODUCTION OF AJIRKOT RURAL MUNICIPALITY

Ajirkot rural municipality is located in the Gorkha District of Gandaki Province. The rural municipality is located around 22 km far from the Gorkha Municipality. After annexing 5 former VDCs, it has an area of 198.05 km². The administrative center of this rural municipality is located in Bhachchek, ward 3. The borders of this village include Barpak Sulikot Rural Municipality on the East, Lamjung District on the West, Chum Nurbu Rural Municipality on the North, and Siranchok Rural Municipality on the South. Geographically, the rural municipality is extended from 84°36'27.75" to 84°44'11.52" east longitude and 28°6'31.65" to 28°21'39.3" North latitude. Altitude ranges from 573.37 to 5836.19 meter above the mean sea level (msl). The total population of this Rural Municipality is 19716, of which male population accounts for 10145 and female population is 9571. However, each ward varies in area and population size. Total number of households in the Rural Municipality is 3796.

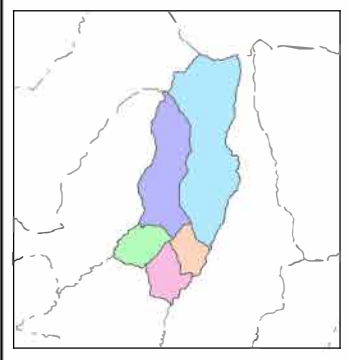
 <p>Client: Ajirkot Rural Municipality Office of the Municipal Executive Gorkha, Gandaki Province, Nepal</p>	<p>Consultant: Dwarika Engineering Consultancy and Construction Suppliers Pvt. Ltd Kathmandu, Nepal</p>
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Co-ordinate System Information

Coordinate / Projection System	
Coordinate System	GCS Everest 1830
Projection CS	MUTM Central 84
Projection	Transverse Mercator
Datum	Everest 1830
False Easting	500,000.00
False Northing	0
Central Meridian	84
Scale Factor	0.9999
Latitude of Origin	0
Units	Meter

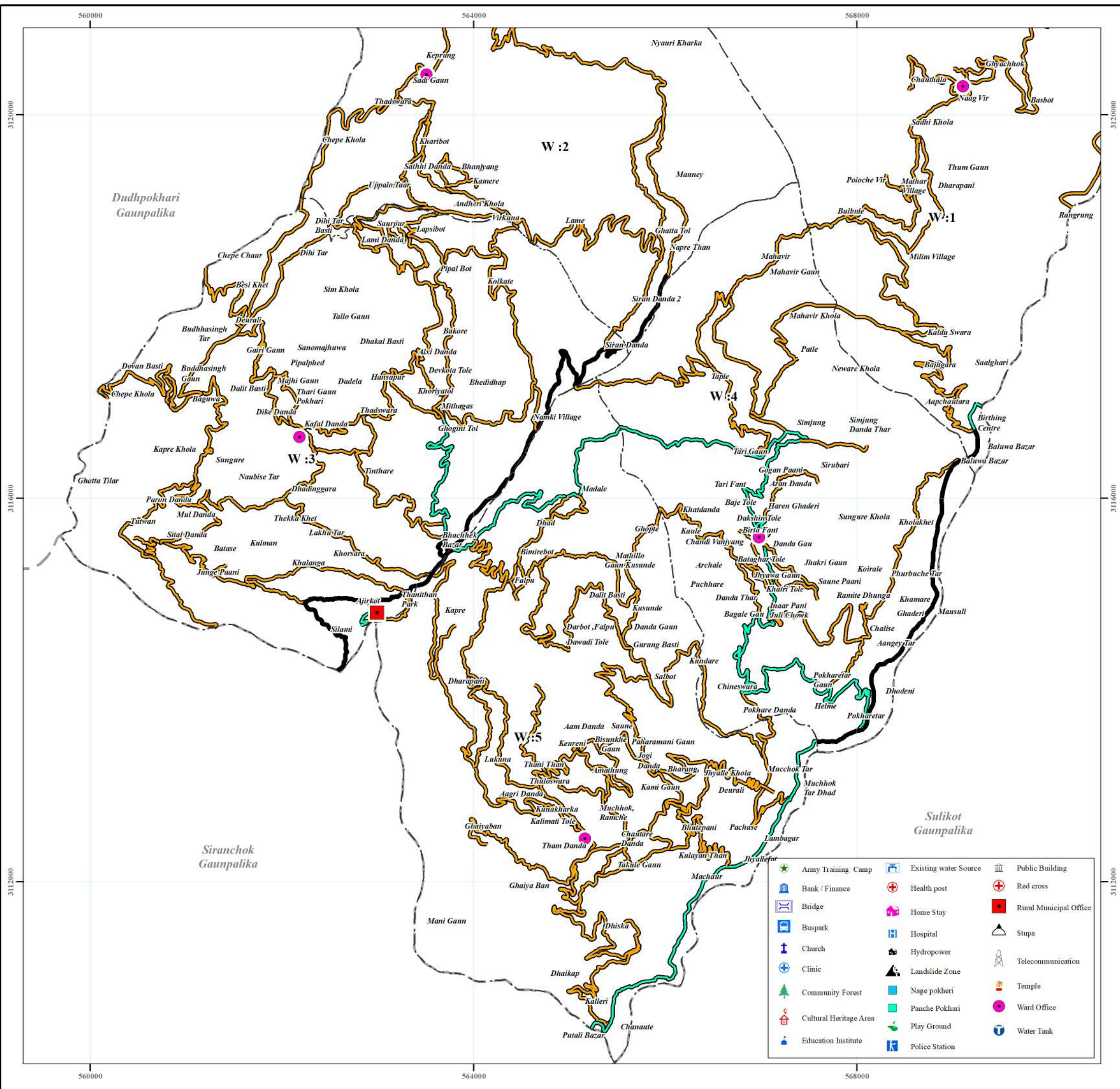
FY Year 2079/80

Location
Ajirkot Rural Municipality



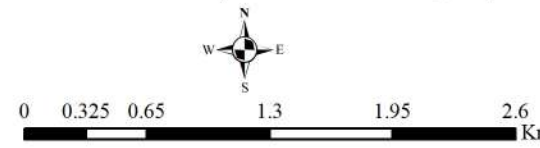
- Army Training Camp
- Existing water Source
- Public Building
- Bank / Finance
- Health post
- Red cross
- Bridge
- Home Stay
- Rural Municipal Office
- Buspark
- Hospital
- Stupa
- Church
- Hydropower
- Telecommunication
- Clinic
- Landslide Zone
- Temple
- Community Forest
- Nage pokheri
- Cultural Heritage Area
- Panche Pokhari
- Education Institute
- Play Ground
- Police Station
- Water Tank

Source: Administrative Boundary: Ajirkot Rural Municipality
GIS Baseline Data: 2079/80, Field Survey



Administrative Road Surface Type Map

Ajirkot Rural Municipality
Gorkha District, Gandaki Province, Nepal



LEGEND


- Ward Boundary
- Municipal Boundary
- National Boundary
- Blacktop
- Earthen
- Gravel

PROJECT

Preparation of Detail Project Report of Municipal Transport master Plan (MTMP) of Ajirkot Rural Municipality

BRIEF INTRODUCTION OF AJIRKOT RURAL MUNICIPALITY

Ajirkot rural municipality is located in the Gorkha District of Gandaki Province. The rural municipality is located around 22 km far from the Gorkha Municipality. After annexing 5 former VDCs, it has an area of 198.05 km². The administrative center of this rural municipality is located in Bhachechek, ward 3. The borders of this village include Barpak Sulikot Rural Municipality on the East, Lamjung District on the West, Chum Nurbu Rural Municipality on the North, and Siranchok Rural Municipality on the South. Geographically, the rural municipality is extended from 84°36'27.75" to 84°44'11.52" east longitude and 28°6'31.65" to 28°21'39.3" North latitude. Altitude ranges from 573.37 to 5836.19 meter above the mean sea level (msl). The total population of this Rural Municipality is 19716, of which male population accounts for 10145 and female population is 9571. However, each ward varies in area and population size. Total number of households in the Rural Municipality is 3796.

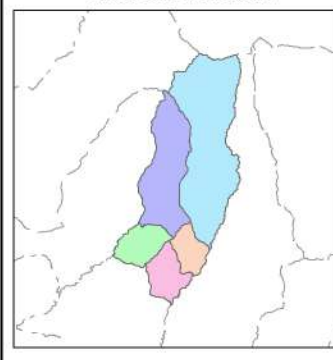
 <p>Client: Ajirkot Rural Municipality Office of the Municipal Executive Gorkha, Gandaki Province, Nepal</p>	<p>Consultant: Dwarika Engineering Consultancy and Construction Suppliers Pvt.Ltd Kathmandu, Nepal</p>
--	---

Co-ordinate System Information

Coordinate / Projection System	
Coordinate System	GCS Everest 1830
Projected CS	MUTM Central 84
Projection	Transverse Mercator
Datum	Everest 1830
False Easting	500,000.00
False Northing	0
Central Meridian	84
Scale Factor	0.9999
Latitude of Origin	0
Units	Meter

FY Year 2079/80

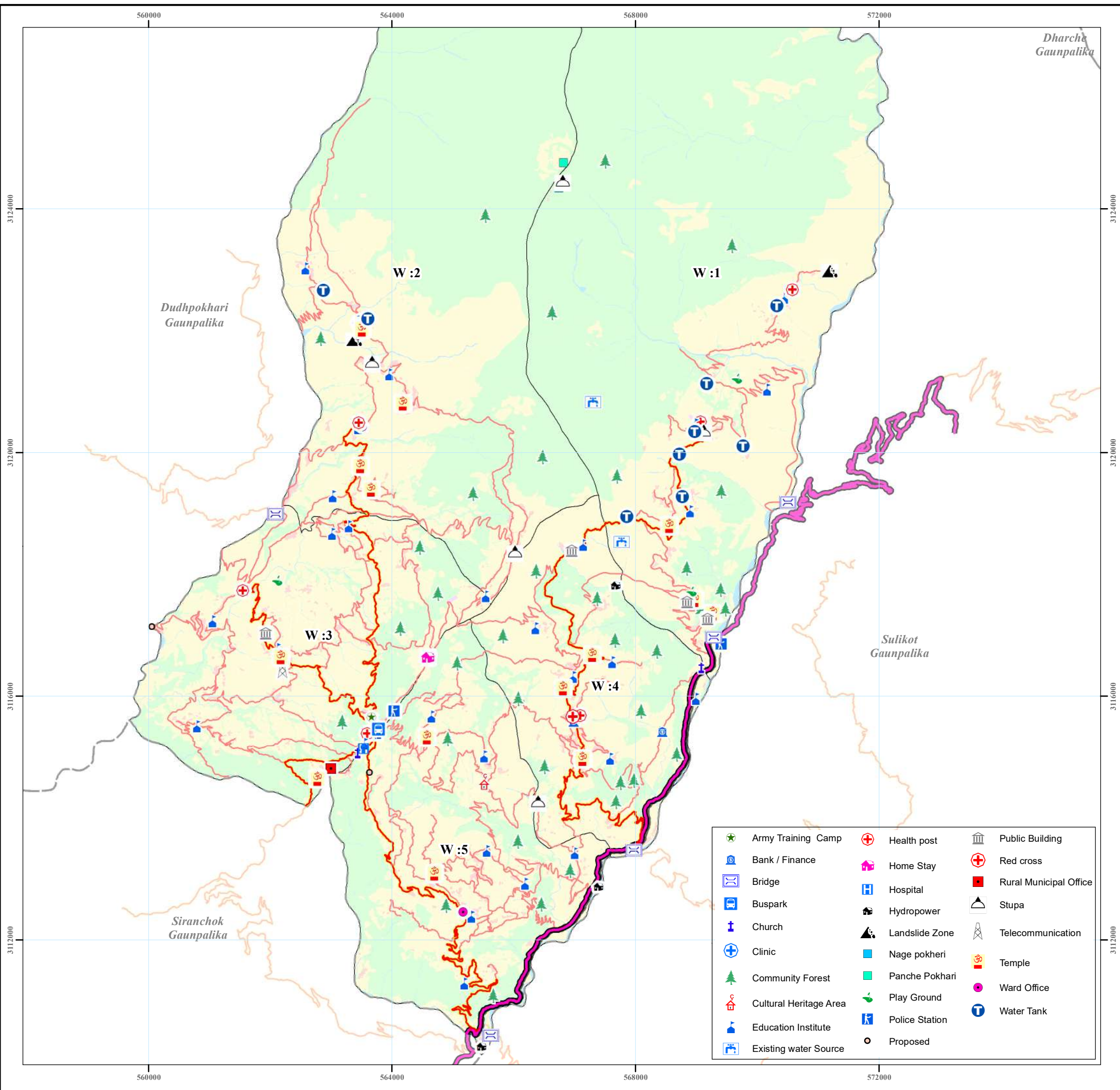
Location
Ajirkot Rural Municipality



- Army Training Camp
- Bank / Finance
- Buspark
- Church
- Clinic
- Community Forest
- Cultural Heritage Area
- Education Institute
- Existing water Source
- Health post
- Home Stay
- Hospital
- Hydropower
- Landslide Zone
- Nage pokheri
- Panche Pokhari
- Play Ground
- Police Station
- Public Building
- Red cross
- Rural Municipal Office
- Stupa
- Telecommunication
- Temple
- Ward Office
- Water Tank

Source:
Administrative Boundary: Ajirkot Rural Municipality
GIS Baseline Data: 2079/80, Field Survey

Map No : 10 - C



INDICATIVE DEVELOPMENT POTENTIAL MAP

Ajirkot Rural Municipality
Gorkha District, Gandaki Province, Nepal

Scale 1:63,000

LEGEND

- Ward Boundary
- Municipal Boundary
- National Boundary
- District Road Network
- Feeder Road Network
- Rural Municipal Road

PROJECT

Preparation of Detail Project Report of Municipal Transport master Plan (MTMP) of Ajirkot Rural Municipality

BRIEF INTRODUCTION OF AJIRKOT RURAL MUNICIPALITY

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Client: Ajirkot Rural Municipality
Office of the Municipal Executive
Gorkha, Gandaki Province, Nepal

Consultant: Dwarika Engineering and Construction Suppliers Pvt.Ltd
Kathmandu, Nepal

Co-ordinate System Information

Coordinate / Projection System	
Coordinate System	GCS Everest 1830
Projected CS	MUTM Central 84
Projection	Transverse Mercator
Datum	Everest 1830
False Easting	500,000.00
False Northing	0
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Units	Meter

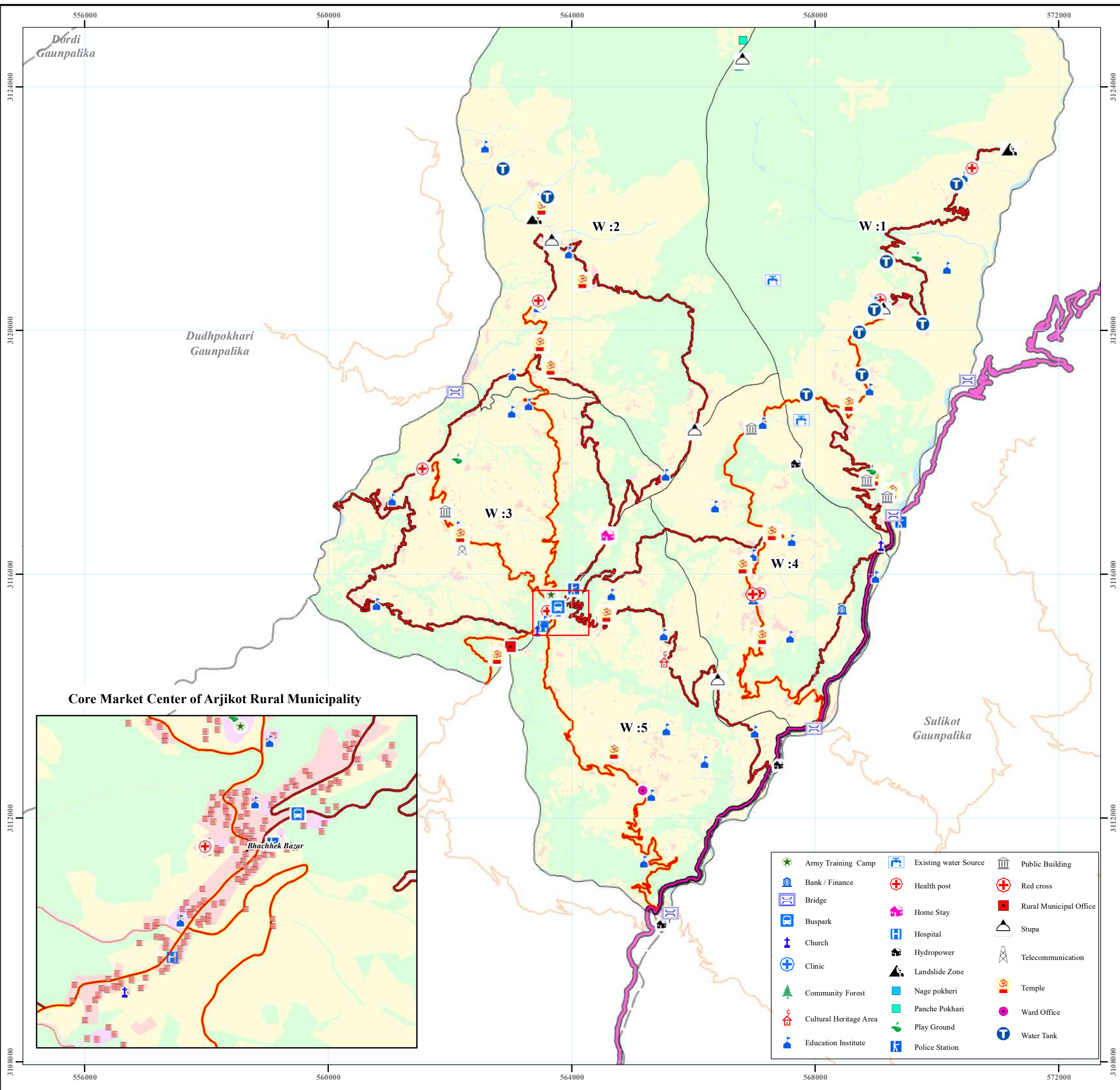
FY Year 2079/80

Location
Ajirkot Rural Municipality

- Army Training Camp
- Bank / Finance
- Bridge
- Buspark
- Church
- Clinic
- Community Forest
- Cultural Heritage Area
- Education Institute
- Existing water Source
- Health post
- Home Stay
- Hospital
- Hydropower
- Landslide Zone
- Nage pokheri
- Panche Pokhari
- Play Ground
- Police Station
- Proposed
- Public Building
- Red cross
- Rural Municipal Office
- Stupa
- Telecommunication
- Temple
- Ward Office
- Water Tank

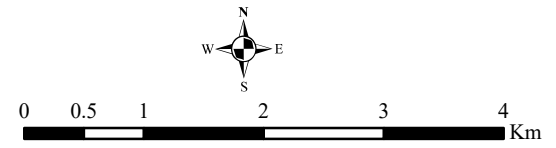
Source: Administrative Boundary: Ajirkot Rural Municipality
GIS Baseline Data: 2079/80, Field Survey

Map No : 11



A - CLASS ROAD NETWORK MAP

Ajirkot Rural Municipality
Gorkha District, Gandaki Province, Nepal



LEGEND

- Ward Boundary
- Municipal Boundary
- National Boundary
- A Class Road Network
- District Road Network
- Feeder Road Network

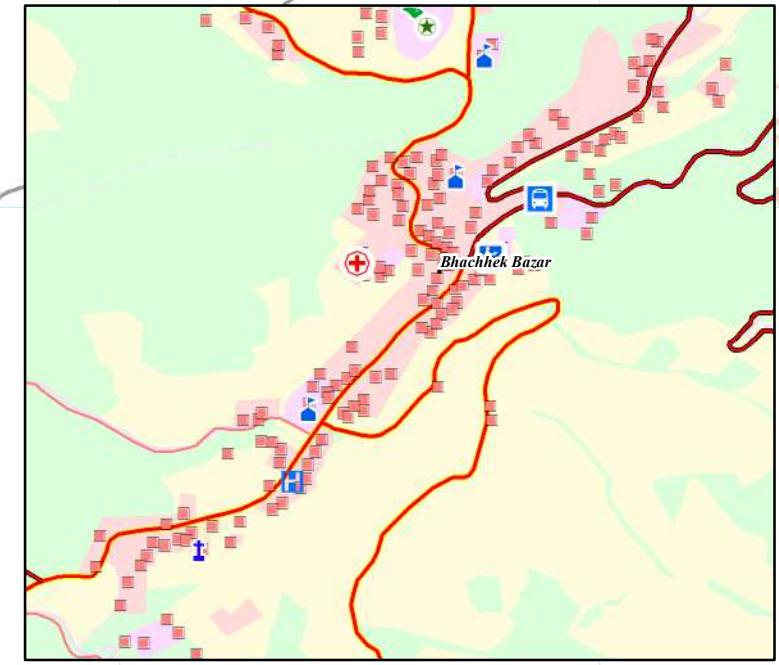
PROJECT

Preparation of Detail Project Report of
 Municipal Transport master Plan (MTMP) of Ajirkot Rural Municipality

BRIEF INTRODUCTION OF AJIRKOT RURAL MUNICIPALITY

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Core Market Center of Arjikut Rural Municipality



- Army Training Camp
- Bank / Finance
- Bridge
- Buspark
- Church
- Clinic
- Community Forest
- Cultural Heritage Area
- Education Institute
- Existing water Source
- Health post
- Home Stay
- Hospital
- Hydropower
- Landslide Zone
- Nage pokheri
- Panche Pokhari
- Play Ground
- Police Station
- Public Building
- Red cross
- Rural Municipal Office
- Stupa
- Telecommunication
- Temple
- Ward Office
- Water Tank

Client:
 Ajirkot Rural Municipality
 Office of the Municipal Executive
 Gorkha, Gandaki Province, Nepal

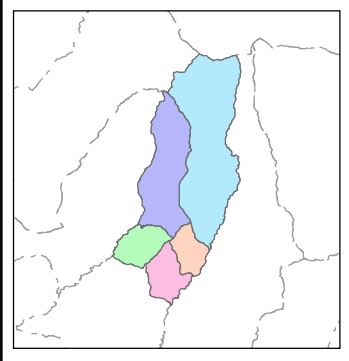
Consultant:
 Dwarika Engineering and
 Construction Suppliers Pvt.Ltd
 Kathmandu, Nepal

Co-ordinate System Information

Coordinate / Projection System	
Coordinate System	GCS Everest 1830
Projected CS	MUTM Central 84
Projection	Transverse Mercator
Datum	Everest 1830
False Easting	500,000.00
False Northing	0
Central Meridian	84
Scale Factor	0.9999
Latitude of Origin	0
Units	Meter

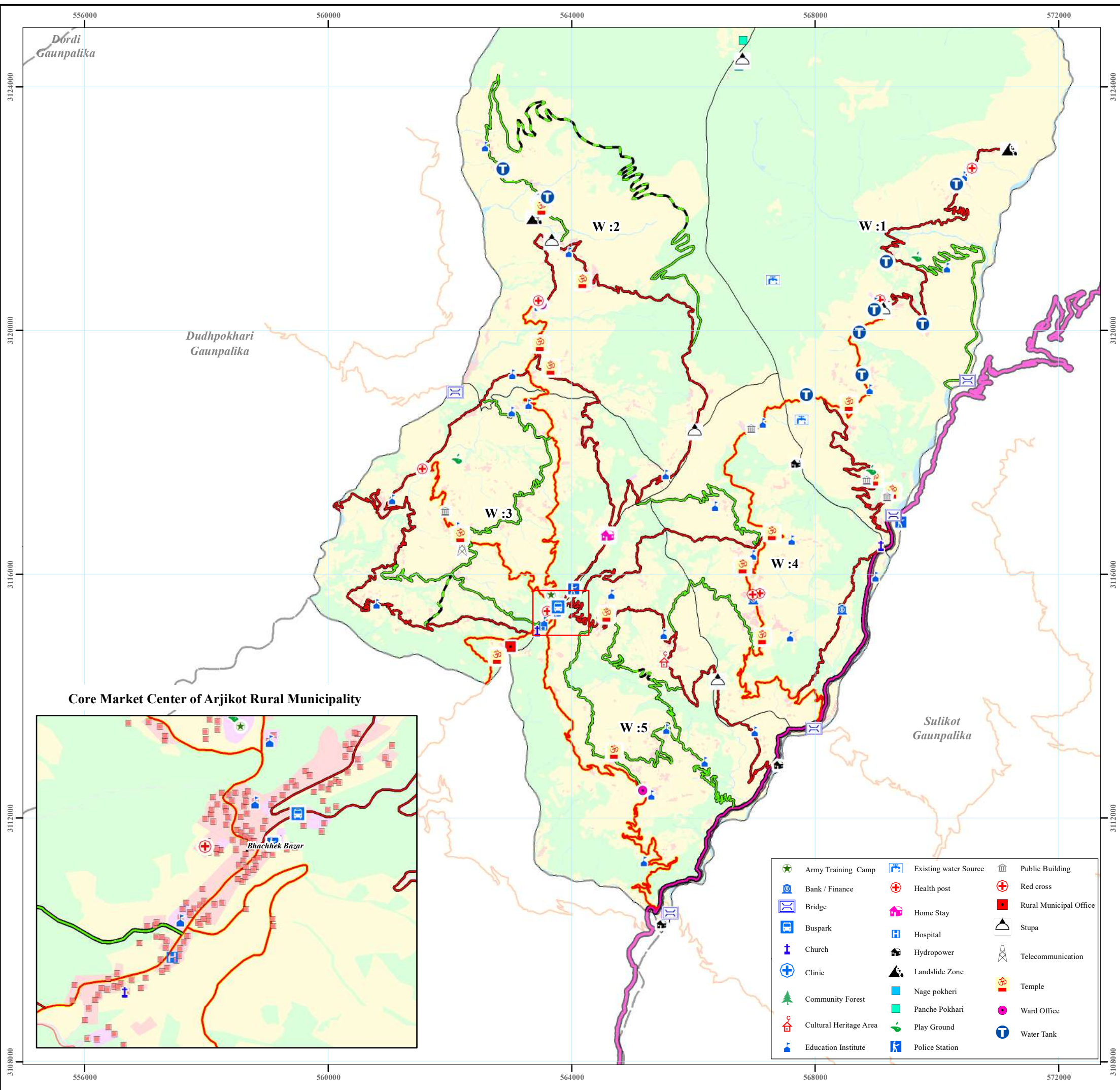
FY Year 2079/80

Location
 Ajirkot Rural Municipality



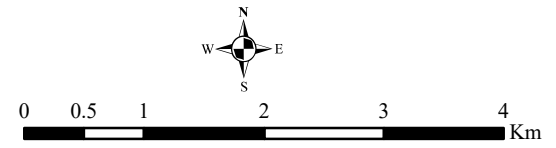
Source:
 Administrative Boundary: Arjikut Rural Municipality
 GIS Baseline Data: 2079/80, Field Survey

Map No : 12



B - CLASS ROAD NETWORK MAP

Ajirkot Rural Municipality
Gorkha District, Gandaki Province, Nepal



LEGEND

- A Class Road Network
- B Class Road Network
- District Road Network
- Feeder Road Network
- Proposed B Class Road Network
- Ward Boundary
- Municipal Boundary
- National Boundary

PROJECT

Preparation of Detail Project Report of
 Municipal Transport master Plan (MTMP) of Ajirkot Rural Municipality

BRIEF INTRODUCTION OF AJIRKOT RURAL MUNICIPALITY

Ajirkot rural municipality is located in the Gorkha District of Gandaki Province. The rural municipality is located around 22 km far from the Gorkha Municipality. After annexing 5 former VDCs, it has an area of 198.05 km². The administrative center of this rural municipality is located in Bhachhek, ward 3. The borders of this village include Barpak Sulikot Rural Municipality on the East, Lamjung District on the West, Chum Nurbu Rural Municipality on the North, and Siranchok Rural Municipality on the South. Geographically, the rural municipality is extended from 84°36'27.75" to 84°44'11.52" east longitude and 28°6'31.65" to 28°21'39.3" North latitude. Altitude ranges from 573.37 to 5836.19 meter above the mean sea level (msl). The total population of this Rural Municipality is 19716, of which male population accounts for 10145 and female population is 9571. However, each ward varies in area and population size. Total number of households in the Rural Municipality is 3796.



Client:
 Ajirkot Rural Municipality
 Office of the Municipal Executive
 Gorkha, Gandaki Province, Nepal

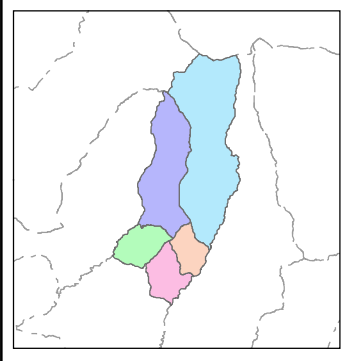
Consultant:
 Dwarika Engineering and
 Construction Suppliers Pvt.Ltd
 Kathmandu, Nepal

Co-ordinate System Information

Coordinate / Projection System	
Coordinate System	GCS Everest 1830
Projected CS	MUTM Central 84
Projection	Transverse Mercator
Datum	Everest 1830
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False Northing	0
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Latitude of Origin	0
Units	Meter

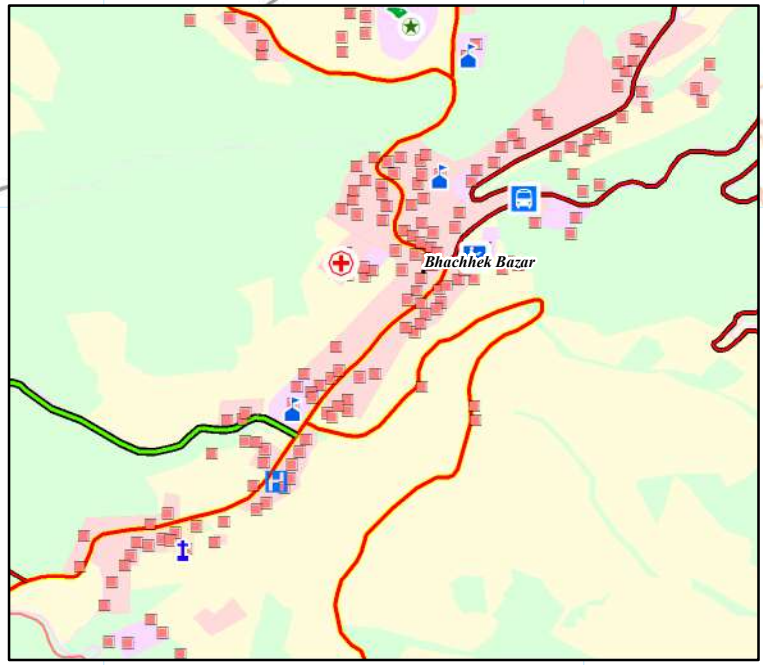
FY Year 2079/80

Location
 Ajirkot Rural Municipality

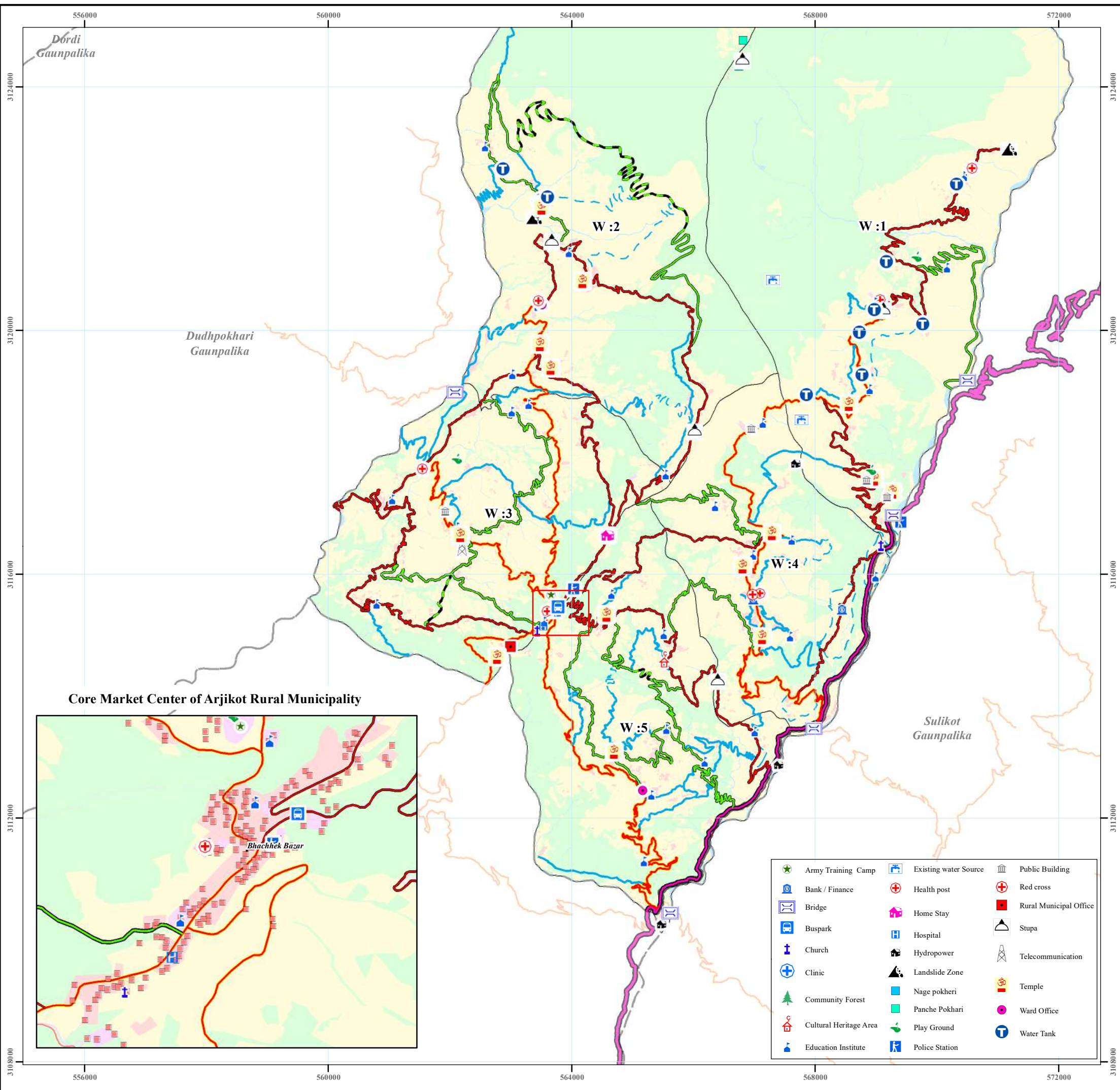


- Army Training Camp
- Existing water Source
- Public Building
- Bank / Finance
- Health post
- Red cross
- Bridge
- Home Stay
- Rural Municipal Office
- Buspark
- Hospital
- Stupa
- Church
- Hydropower
- Telecommunication
- Clinic
- Landslide Zone
- Temple
- Community Forest
- Nage pokheri
- Ward Office
- Cultural Heritage Area
- Panche Pokhari
- Water Tank
- Education Institute
- Play Ground
- Police Station

Core Market Center of Arjikut Rural Municipality

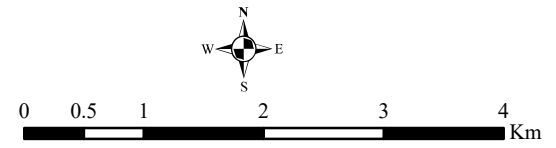


Source:
 Administrative Boundary: Arjikut Rural Municipality
 GIS Baseline Data: 2079/80, Field Survey



C - CLASS ROAD NETWORK MAP

Ajirkot Rural Municipality
Gorkha District, Gandaki Province, Nepal



Scale 1:63,000

LEGEND

- A Class Road Network
- B Class Road Network
- C Class Road Network
- District Road Network
- Feeder Road Network
- Proposed B Class Road Network
- Proposed C Class Road Network
- Ward Boundary
- Municipal Boundary
- National Boundary

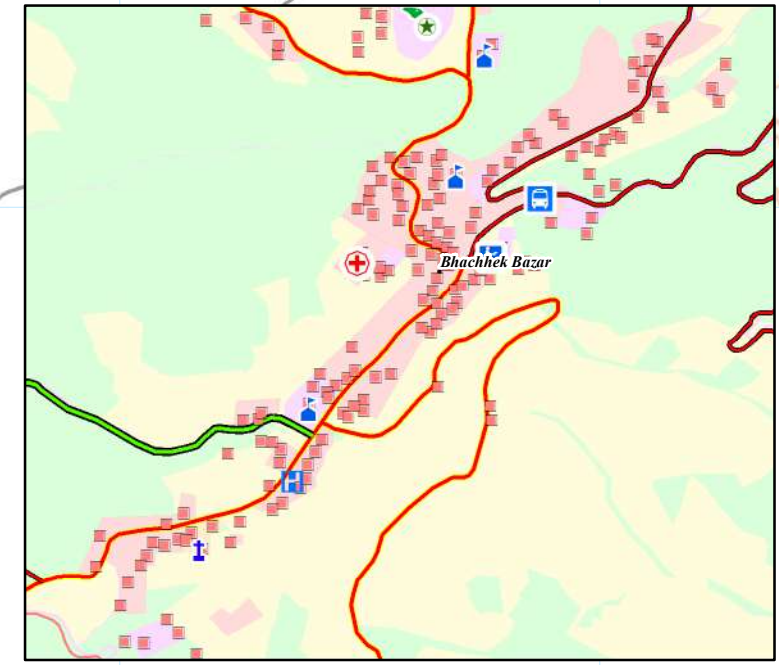
PROJECT

Preparation of Detail Project Report of
 Municipal Transport master Plan (MTMP) of Ajirkot Rural Municipality

BRIEF INTRODUCTION OF AJIRKOT RURAL MUNICIPALITY

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Core Market Center of Arjikut Rural Municipality



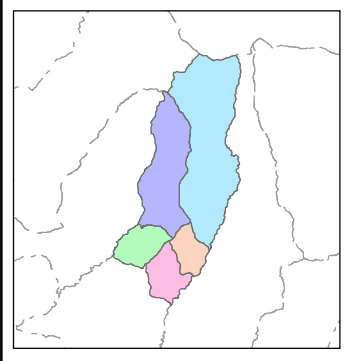
- Army Training Camp
- Bank / Finance
- Bridge
- Buspark
- Church
- Clinic
- Community Forest
- Cultural Heritage Area
- Education Institute
- Existing water Source
- Health post
- Home Stay
- Hospital
- Hydropower
- Landslide Zone
- Nage pokheri
- Panche Pokhari
- Play Ground
- Police Station
- Public Building
- Red cross
- Rural Municipal Office
- Stupa
- Telecommunication
- Temple
- Ward Office
- Water Tank

Co- ordinate System Information

Coordinate / Projection System	
Coordinate System	GCS Everest 1830
Projected CS	MUTM Central 84
Projection	Transverse Mercator
Datum	Everest 1830
False Easting	500,000.00
False Northing	0
Central Meridian	84
Scale Factor	0.9999
Latitude of Origin	0
Units	Meter

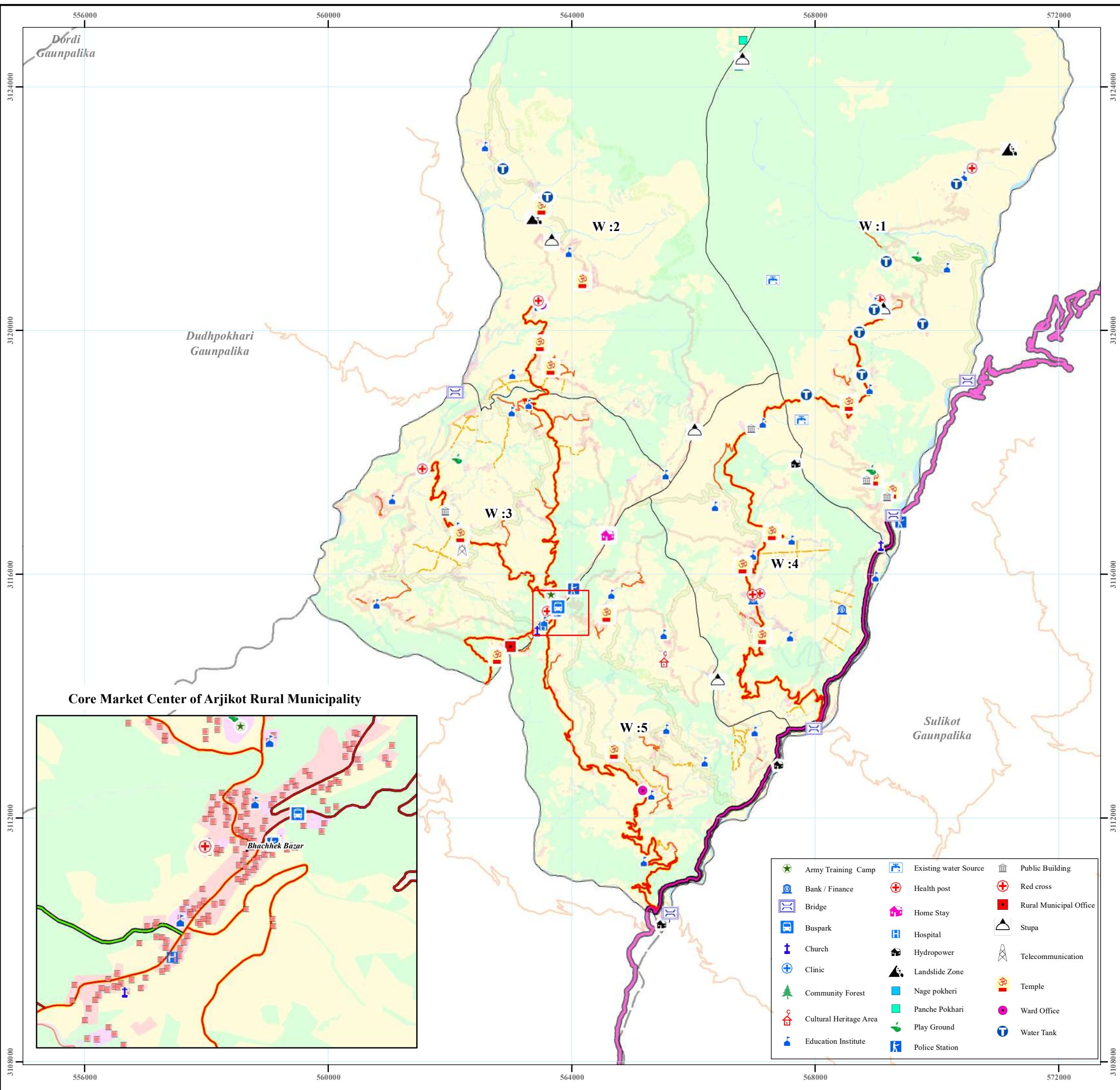
FY Year 2079/80

Location
Ajirkot Rural Municipality



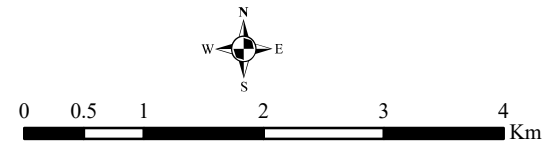
Source:
 Administrative Boundary: Arjikut Rural Municipality
 GIS Baseline Data: 2079/80, Field Survey

Map No : 14



D - CLASS ROAD NETWORK MAP

Ajirkot Rural Municipality
Gorkha District, Gandaki Province, Nepal



LEGEND

- Ward Boundary
- Municipal Boundary
- National Boundary
- D Class Road Network
- District Road Network
- Feeder Road Network
- Proposed D Class Road Network

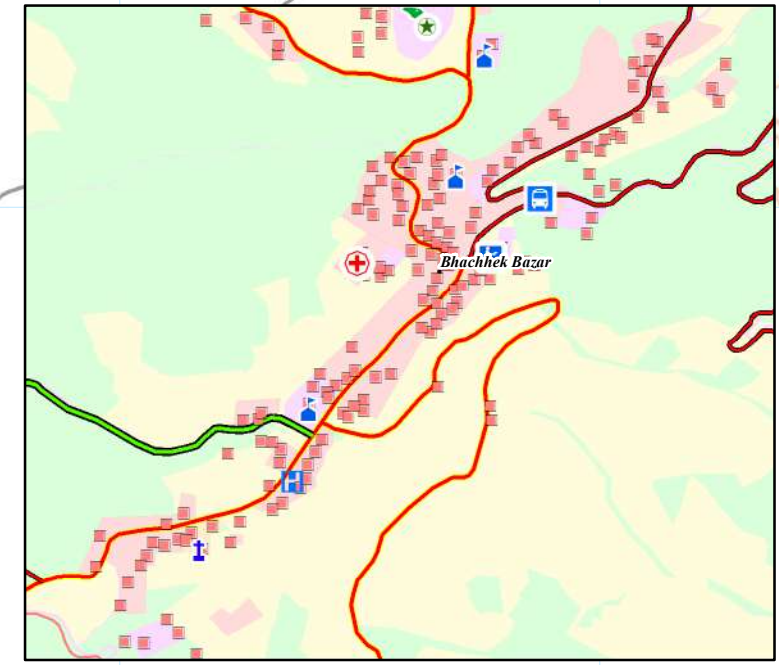
PROJECT

Preparation of Detail Project Report of
 Municipal Transport master Plan (MTMP) of Ajirkot Rural Municipality

BRIEF INTRODUCTION OF AJIRKOT RURAL MUNICIPALITY

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Core Market Center of Arjikut Rural Municipality



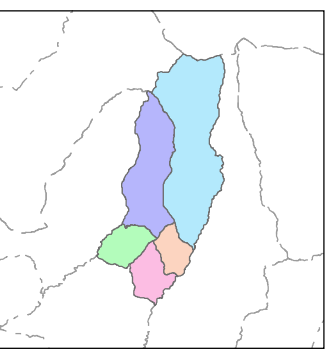
- Army Training Camp
- Existing water Source
- Health post
- Home Stay
- Hospital
- Hydropower
- Landslide Zone
- Community Forest
- Cultural Heritage Area
- Education Institute
- Bank / Finance
- Bridge
- Buspark
- Church
- Clinic
- Nage pokheri
- Panche Pokhari
- Play Ground
- Police Station
- Public Building
- Red cross
- Rural Municipal Office
- Stupa
- Telecommunication
- Temple
- Ward Office
- Water Tank

Co- ordinate System Information

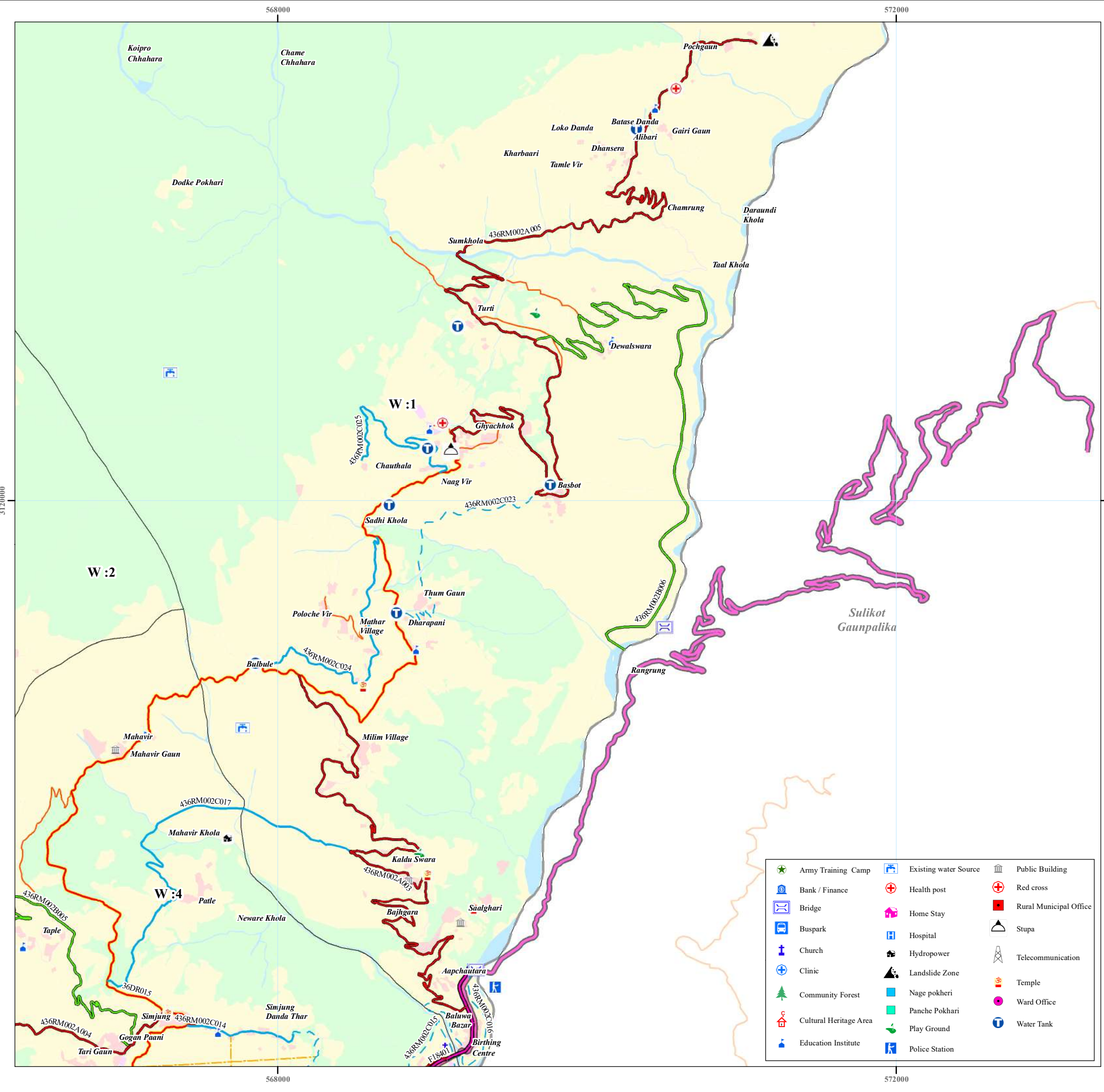
Coordinate / Projection System	
Coordinate System	GCS Everest 1830
Projected CS	MUTM Central 84
Projection	Transverse Mercator
Datum	Everest 1830
False Easting	500,000.00
False Northing	0
Central Meridian	84
Scale Factor	0.9999
Latitude of Origin	0
Units	Meter

FY Year 2079/80

Location
Ajirkot Rural Municipality

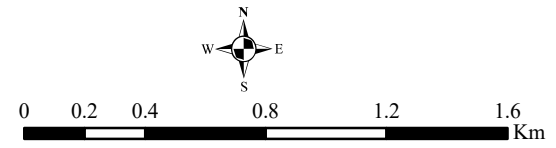


Source:
 Administrative Boundary: Arjikut Rural Municipality
 GIS Baseline Data: 2079/80, Field Survey



WARD -1 ROAD CLASSIFICATION MAP

Ajirkot Rural Municipality
Gorkha District, Gandaki Province, Nepal



LEGEND

- Ward Boundary
- Municipal Boundary
- National Boundary
- A Class Road Network
- B Class Road Network
- C Class Road Network
- D Class Road Network
- District Road Network
- Feeder Road Network
- Proposed C Class Road Network
- Proposed D Class Road Network

PROJECT

Preparation of Detail Project Report of
 Municipal Transport master Plan (MTMP) of Ajirkot Rural Municipality

BRIEF INTRODUCTION OF AJIRKOT RURAL MUNICIPALITY

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 Gorkha, Gandaki Province, Nepal

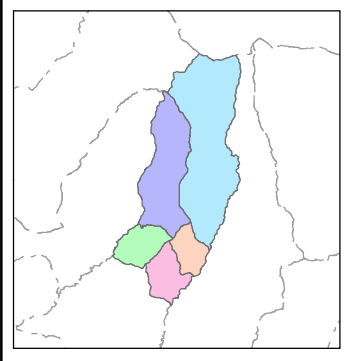
Consultant:
 Dwarika Engineering and
 Construction Suppliers Pvt.Ltd
 Kathmandu, Nepal

Co-ordinate System Information

Coordinate / Projection System	
Coordinate System	GCS Everest 1830
Projected CS	MUTM Central 84
Projection	Transverse Mercator
Datum	Everest 1830
False Easting	500,000.00
False Northing	0
Central Meridian	84
Scale Factor	0.9999
Latitude of Origin	0
Units	Meter

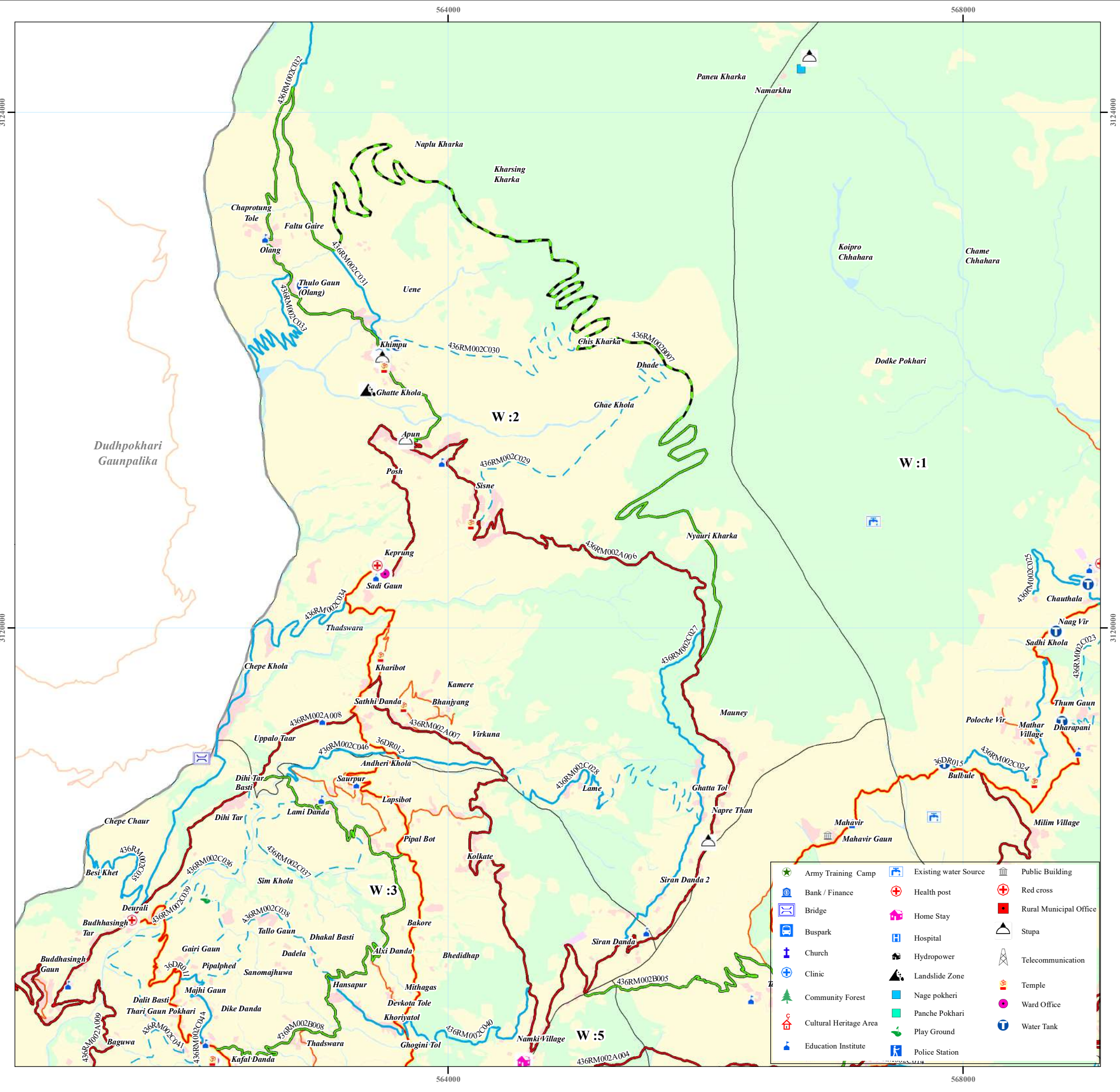
FY Year 2079/80

Location
 Ajirkot Rural Municipality



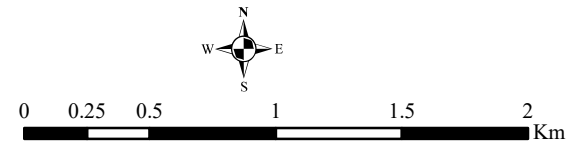
Source:
 Administrative Boundary: Ajirkot Rural Municipality
 GIS Baseline Data: 2079/80, Field Survey

Map No : 16



WARD -2 ROAD CLASSIFICATION MAP

Ajirkot Rural Municipality
Gorkha District, Gandaki Province, Nepal



LEGEND

- Ward Boundary
- Municipal Boundary
- National Boundary
- A Class Road Network
- B Class Road Network
- C Class Road Network
- D Class Road Network
- District Road Network
- Proposed B Class Road Network
- Proposed C Class Road Network

PROJECT

Preparation of Detail Project Report of
 Municipal Transport master Plan (MTMP) of Ajirkot Rural Municipality

BRIEF INTRODUCTION OF AJIRKOT RURAL MUNICIPALITY

Ajirkot rural municipality is located in the Gorkha District of Gandaki Province. The rural municipality is located around 22 km far from the Gorkha Municipality. After annexing 5 former VDCs, it has an area of 198.05 km². The administrative center of this rural municipality is located in Bhachchek, ward 3. The borders of this village include Barpak Sulikot Rural Municipality on the East, Lamjung District on the West, Chum Nurbu Rural Municipality on the North, and Siranchok Rural Municipality on the South. Geographically, the rural municipality is extended from 84°36'27.75" to 84°44'11.52" east longitude and 28°6'31.65" to 28°21'39.3" North latitude. Altitude ranges from 573.37 to 5836.19 meter above the mean sea level (msl). The total population of this Rural Municipality is 19716, of which male population accounts for 10145 and female population is 9571. However, each ward varies in area and population size. Total number of households in the Rural Municipality is 3796.

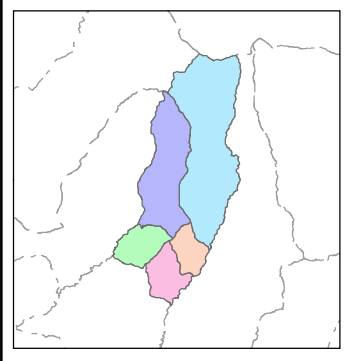
	Client: Ajirkot Rural Municipality Office of the Municipal Executive Gorkha, Gandaki Province, Nepal	Consultant: Dwarika Engineering and Construction Suppliers Pvt.Ltd Kathmandu, Nepal
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Co-ordinate System Information

Coordinate / Projection System	
Coordinate System	GCS Everest 1830
Projected CS	MUTM Central 84
Projection	Transverse Mercator
Datum	Everest 1830
False Easting	500,000.00
False Northing	0
Central Meridian	84
Scale Factor	0.9999
Latitude of Origin	0
Units	Meter

FY Year 2079/80

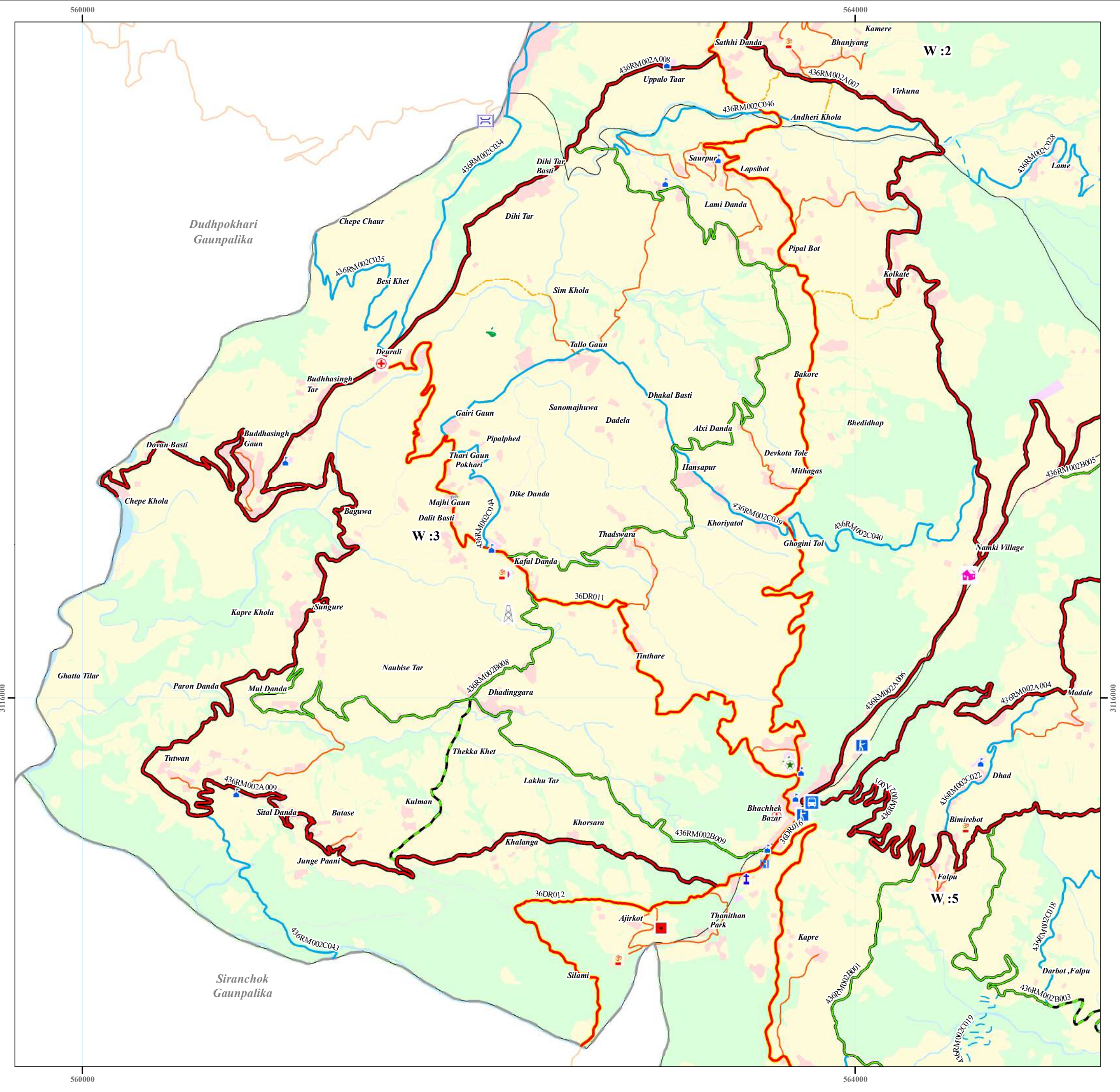
Location
Ajirkot Rural Municipality



- Army Training Camp
- Existing water Source
- Health post
- Red cross
- Rural Municipal Office
- Stupa
- Temple
- Ward Office
- Water Tank
- Bank / Finance
- Bridge
- Buspark
- Church
- Clinic
- Community Forest
- Cultural Heritage Area
- Education Institute
- Home Stay
- Hospital
- Hydropower
- Landslide Zone
- Nage pokhari
- Panche Pokhari
- Play Ground
- Police Station
- Public Building
- Telecommunication

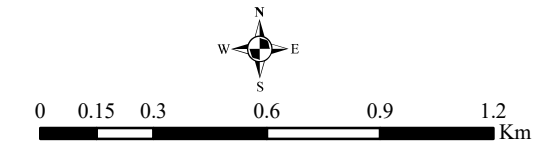
Source:
 Administrative Boundary: Ajirkot Rural Municipality
 GIS Baseline Data: 2079/80, Field Survey

Map No : 17



WARD -3 ROAD CLASSIFICATION MAP

Ajirkot Rural Municipality
Gorkha District, Gandaki Province, Nepal



LEGEND

- Ward Boundary
- Municipal Boundary
- National Boundary
- A Class Road Network
- B Class Road Network
- C Class Road Network
- D Class Road Network
- District Road Network
- Proposed B Class Road Network
- Proposed C Class Road Network
- Proposed D Class Road Network

PROJECT

Preparation of Detail Project Report of
 Municipal Transport master Plan (MTMP) of Ajirkot Rural Municipality

BRIEF INTRODUCTION OF AJIRKOT RURAL MUNICIPALITY

Ajirkot rural municipality is located in the Gorkha District of Gandaki Province. The rural municipality is located around 22 km far from the Gorkha Municipality. After annexing 5 former VDCs, it has an area of 198.05 km². The administrative center of this rural municipality is located in Bhachek, ward 3. The borders of this village include Barpak Sulikot Rural Municipality on the East, Lamjung District on the West, Chum Nurbu Rural Municipality on the North, and Siranchok Rural Municipality on the South. Geographically, the rural municipality is extended from 84°36'27.75" to 84°44'11.52" east longitude and 28°6'31.65" to 28°21'39.3" North latitude. Altitude ranges from 573.37 to 5836.19 meter above the mean sea level (msl). The total population of this Rural Municipality is 19716, of which male population accounts for 10145 and female population is 9571. However, each ward varies in area and population size. Total number of households in the Rural Municipality is 3796.



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 Ajirkot Rural Municipality
 Office of the Municipal Executive
 Gorkha, Gandaki Province, Nepal

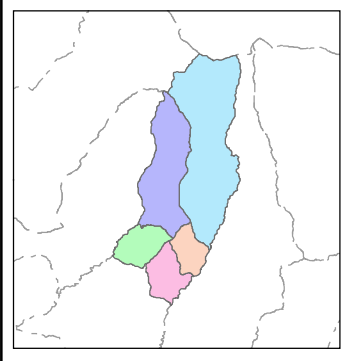
Consultant:
 Dwarika Engineering and
 Construction Suppliers Pvt.Ltd
 Kathmandu, Nepal

Co-ordinate System Information

Coordinate / Projection System	
Coordinate System	GCS Everest 1830
Projected CS	MUTM Central 84
Projection	Transverse Mercator
Datum	Everest 1830
False Easting	500,000.00
False Northing	0
Central Meridian	84
Scale Factor	0.9999
Latitude of Origin	0
Units	Meter

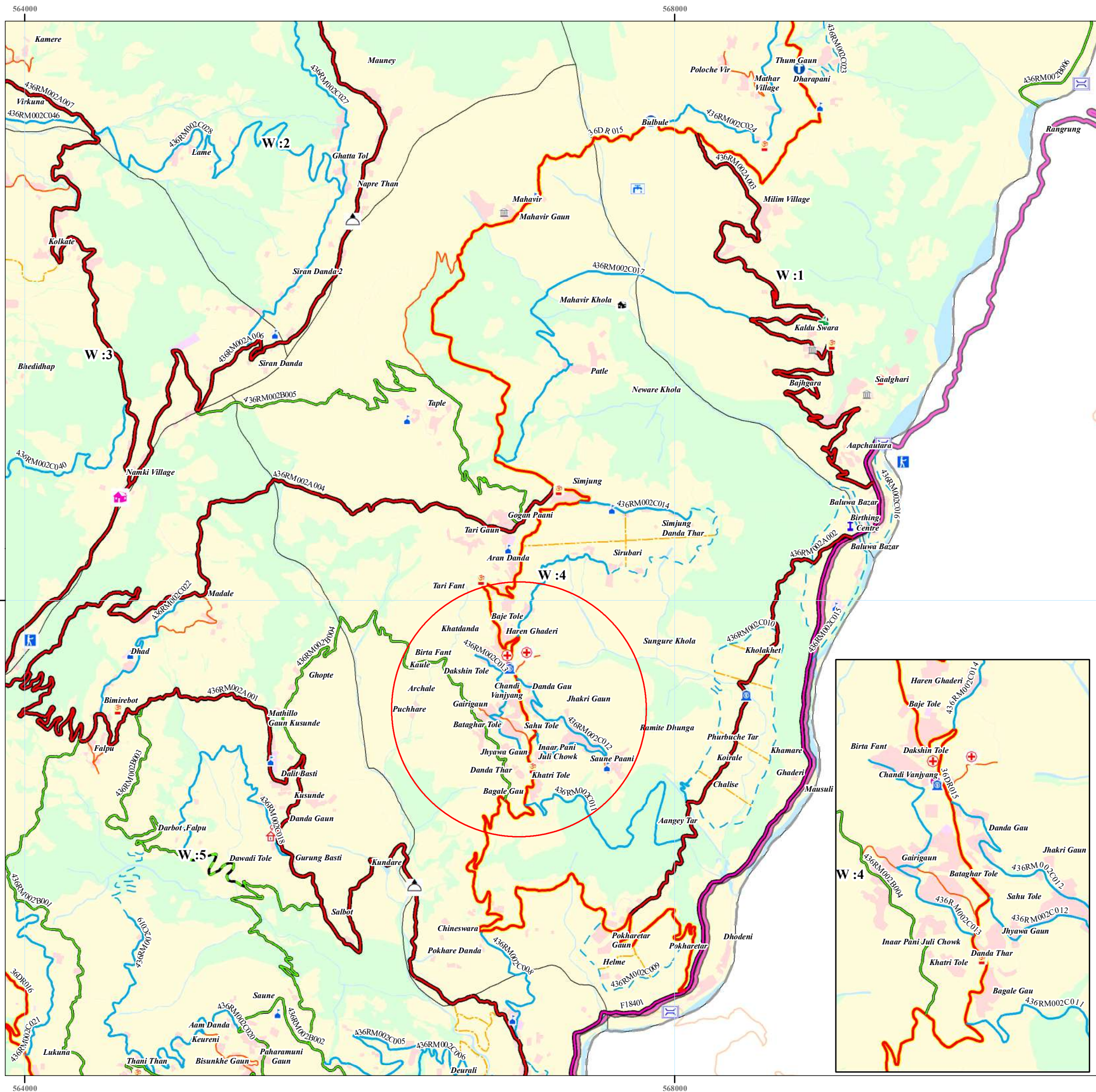
FY Year 2079/80

Location
 Ajirkot Rural Municipality



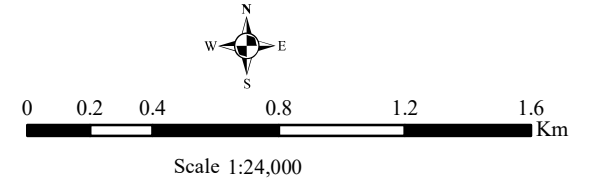
Source:
 Administrative Boundary: Ajirkot Rural Municipality
 GIS Baseline Data: 2079/80, Field Survey

Map No : 18



WARD -4 ROAD CLASSIFICATION MAP

Ajirkot Rural Municipality
Gorkha District, Gandaki Province, Nepal



LEGEND

- A Class Road Network
- B Class Road Network
- C Class Road Network
- D Class Road Network
- District Road Network
- Feeder Road Network
- Proposed B Class Road Network
- Proposed C Class Road Network
- Proposed D Class Road Network
- Ward Boundary
- Municipal Boundary
- National Boundary

PROJECT

Preparation of Detail Project Report of
Municipal Transport master Plan (MTMP) of Ajirkot Rural Municipality

BRIEF INTRODUCTION OF AJIRKOT RURAL MUNICIPALITY

Ajirkot rural municipality is located in the Gorkha District of Gandaki Province. The rural municipality is located around 22 km far from the Gorkha Municipality. After annexing 5 former VDCs, it has an area of 198.05 km². The administrative center of this rural municipality is located in Bhachchek, ward 3. The borders of this village include Barpak Sulikot Rural Municipality on the East, Lamjung District on the West, Chum Nurbu Rural Municipality on the North, and Siranchok Rural Municipality on the South. Geographically, the rural municipality is extended from 84°36'27.75" to 84°44'11.52" east longitude and 28°6'31.65" to 28°21'39.3" North latitude. Altitude ranges from 573.37 to 5836.19 meter above the mean sea level (msl). The total population of this Rural Municipality is 19716, of which male population accounts for 10145 and female population is 9571. However, each ward varies in area and population size. Total number of households in the Rural Municipality is 3796.



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Office of the Municipal Executive
Gorkha, Gandaki Province, Nepal

Consultant:
Dwarika Engineering and
Construction Suppliers Pvt.Ltd
Kathmandu, Nepal

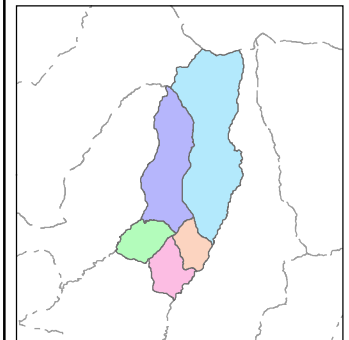
Co-ordinate System Information

Coordinate / Projection System	
Coordinate System	GCS Everest 1830
Projected CS	MUTM Central 84
Projection	Transverse Mercator
Datum	Everest 1830
False Easting	500,000.00
False Northing	0
Central Meridian	84
Scale Factor	0.9999
Latitude of Origin	0
Units	Meter

FY Year 2079/80

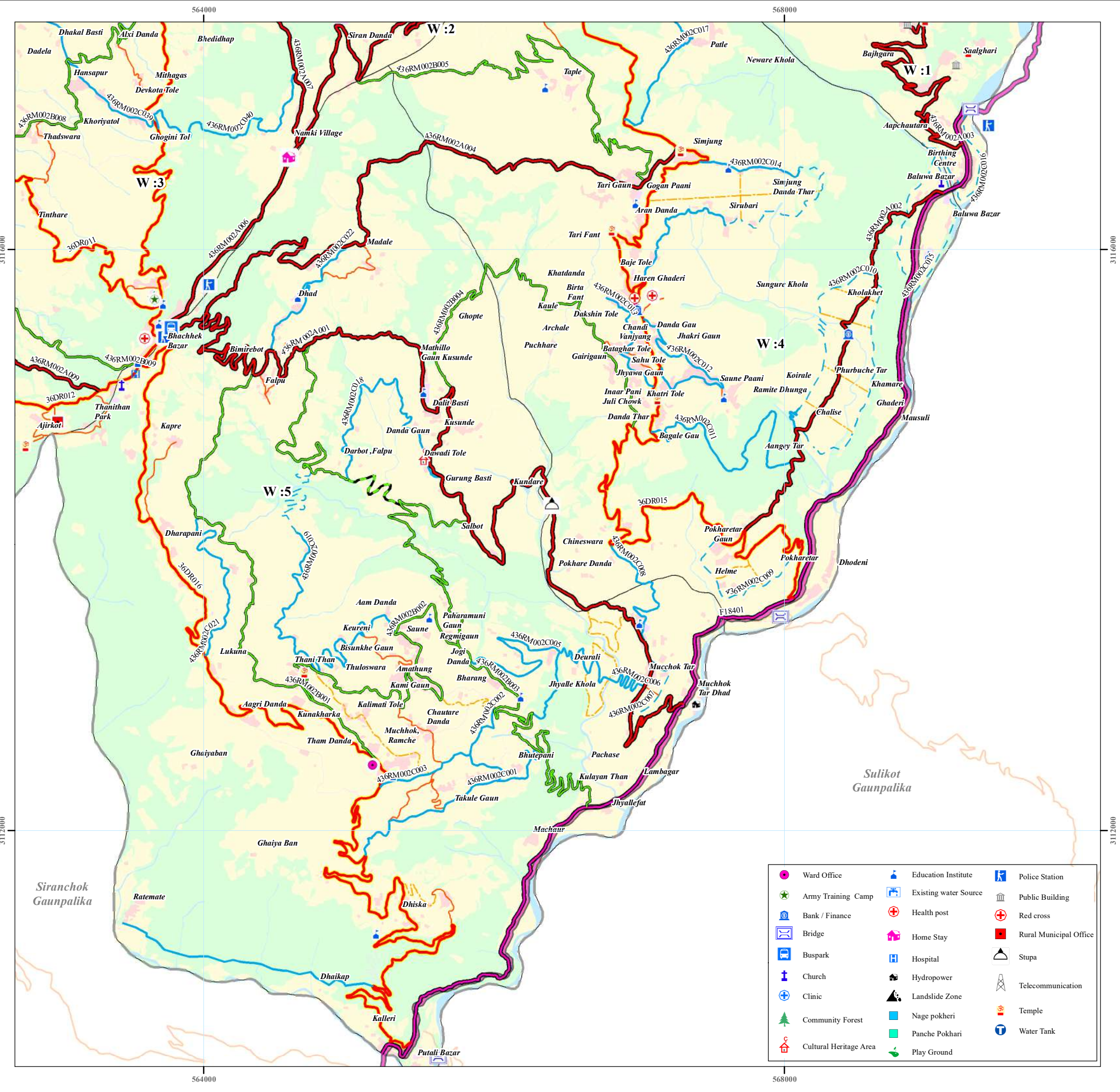
Location

Ajirkot Rural Municipality



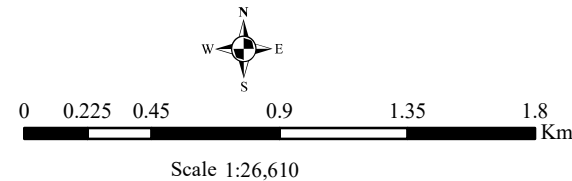
Source:
Administrative Boundary: Ajirkot Rural Municipality
GIS Baseline Data: 2079/80, Field Survey

Map No : 19



WARD - 5 ROAD CLASSIFICATION MAP

Ajirkot Rural Municipality
Gorkha District, Gandaki Province, Nepal



LEGEND

- A Class Road Network
- B Class Road Network
- C Class Road Network
- D Class Road Network
- District Road Network
- Feeder Road Network
- Proposed B Class Road Network
- Proposed C Class Road Network
- Proposed D Class Road Network
- Ward Boundary
- Municipal Boundary
- National Boundary

PROJECT

Preparation of Detail Project Report of
Municipal Transport master Plan (MTMP) of Ajirkot Rural Municipality

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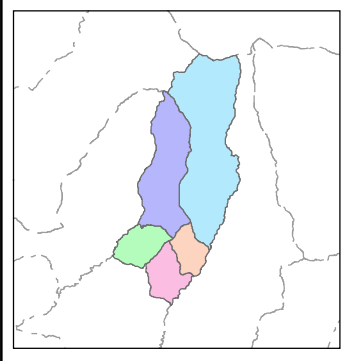
Consultant:
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Kathmandu, Nepal

Co-ordinate System Information

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Latitude of Origin	0
Units	Meter

FY Year 2079/80

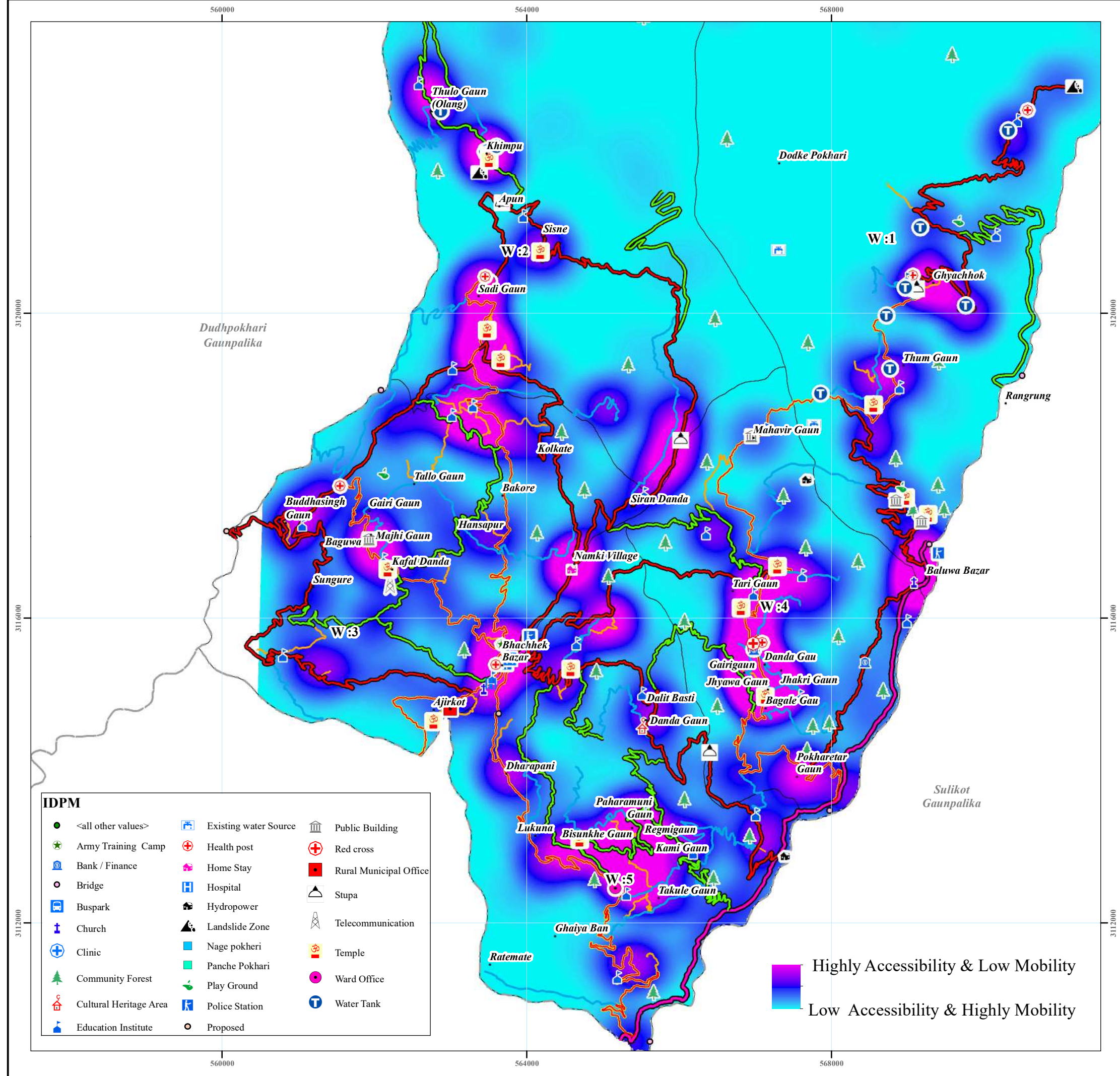
Location
Ajirkot Rural Municipality



- Ward Office
- Army Training Camp
- Bank / Finance
- Bridge
- Buspark
- Church
- Clinic
- Community Forest
- Cultural Heritage Area
- Education Institute
- Existing water Source
- Health post
- Home Stay
- Hospital
- Hydropower
- Landslide Zone
- Nage pokheri
- Panche Pokhari
- Play Ground
- Police Station
- Public Building
- Red cross
- Rural Municipal Office
- Stupa
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- Temple
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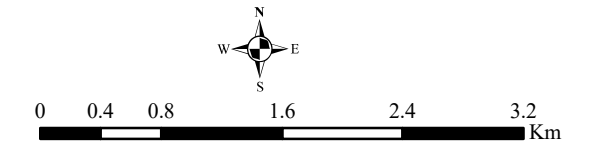
Source:
Administrative Boundary: Ajirkot Rural Municipality
GIS Baseline Data: 2079/80, Field Survey

Map No : 20



Accessibility & Mobility Map

Ajirkot Rural Municipality
Gorkha District, Gandaki Province, Nepal



LEGEND

- A Class Road Network
- B Class Road Network
- C Class Road Network
- D Class Road Network
- District Road Network
- Feeder Road Network
- Ward Boundary
- Municipal Boundary
- National Boundary

PROJECT

Preparation of Detail Project Report of
Municipal Transport master Plan (MTMP) of Ajirkot Rural Municipality

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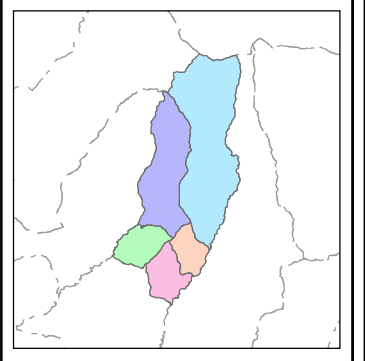
<p>Client: Ajirkot Rural Municipality Office of the Municipal Executive Gorkha, Gandaki Province, Nepal</p>	<p>Consultant: Dwarika Engineering and Construction Suppliers Pvt.Ltd Kathmandu, Nepal</p>
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False Northing	0
Central Meridian	84
Scale Factor	0.9999
Latitude of Origin	0
Units	Meter

FY Year 2079/80

Location



- ### IDPM
- | | | |
|------------------------|-----------------------|------------------------|
| <all other values> | Existing water Source | Public Building |
| Army Training Camp | Health post | Red cross |
| Bank / Finance | Home Stay | Rural Municipal Office |
| Bridge | Hospital | Stupa |
| Buspark | Hydropower | Telecommunication |
| Church | Landslide Zone | Temple |
| Clinic | Nage pokhari | Ward Office |
| Community Forest | Panche Pokhari | Water Tank |
| Cultural Heritage Area | Play Ground | Proposed |
| Education Institute | Police Station | |

Highly Accessibility & Low Mobility
 Low Accessibility & Highly Mobility



Ajirkot Rural Municipality
Office of the Rural Municipal Executive
Gorkha, Gandaki Province, Nepal



Volume III: GIS INVENTORY DATA / COST ESTIMATION/FIVE YEAR PLAN DATA

Submitted By:

**Dwarika Engineering Consultancy and
Construction Suppliers Pvt. Ltd.
Samakhushi – Kathmandu, Nepal**

S.N	Road Code / Name	Road Code	Road Class	House Holds Served	Ward Pass							Grand Total	Surface Type				Grand Total	Road Condition				Grand Total	Road Intervention				Road Width			
					1	2	3	4	5	Ward Pass	Blacktop		Earthen	Gravel	Proposed	All Weather Road		Fair Weather Road	Proposed	Proposed	Rehabilitation		Upgrading	4	5.5	7	Average Width			
1	436RM002A001_Bhachhek Bazzar - Bimirebot - Dalit Basti - Kundare - Mucchok Tar - Muchhok Tar Dhad	436RM002A001	A Class Road Network	271			1.22	9.523	4.5	10.75		10.7457			10.75		10.745744			10.75	10.75	10.75				4				
2	436RM002A002_Baluwa Bazzar - Khola Khet - Koirale - Pokharetar Gaun	436RM002A002	A Class Road Network	90			3.33		4	3.33		3.32972			3.33		3.329715			3.33	3.33	3.33				4				
3	436RM002A003_Mauney - Bulbule - Milim Village - Aap Chautara - Baluwa Bazzar	436RM002A003	A Class Road Network	175	6.63349				1	6.63		6.63348			6.63		6.63348			6.63	6.63	6.63				4				
4	436RM002A004_Bhachhek Bazzar - Madale - Tare Gaun - Simjung	436RM002A004	A Class Road Network	201			2.11	3.335	4.5	5.44		5.44122			5.44		5.441223			5.44	5.44	5.44		5.44		5				
5	Turti - Sum Khola - Chamrung - Dhansera - Gairi Gaun - PochGaun	436RM002A005	A Class Road Network	256	9.42982					9.43		9.4298			9.43		9.429804			9.43	9.43	9.43				4				
6	Danda - Napre Than - Maurey - Sisne - Apun - Posh - Keprung	436RM002A006	A Class Road Network	524		9.504	3.84	0.12	0.414	2.3,4,5	13.88	5.81241	8.06782		13.88		8.067819		5.81	8.07	13.88	13.88				4				
7	436RM002A007_Namki Village - Kolkate - Andheri Khola Kharibot	436RM002A007	A Class Road Network	258		1.671	3.291			2,3	4.96		4.96238		4.96		4.96238			4.96	4.96		4.96			5				
8	436RM002A008_Sathhi Danda - Uppallo Tar - D Tar - Deurali - Buddha Sing Tar - Buddha Sing Gaun - Dovan basti - Chepe Khola	436RM002A008	A Class Road Network	196		1.107	5.389			2,3	6.50		6.49644		6.50		6.49644			6.50	6.50	6.50				4				
9	- Sital Danda - Batase - Khalanga - Khorsara - Bhachhek Bazzar	436RM002A009	A Class Road Network	182			8.908			3	8.91		8.90809		8.91		8.908087			8.91	8.91	8.91				5				
10	436RM002B001_Falpu - Dharapani - Lukuna - Aagri Danda - KuraKharkha - Muchhok Ramche	436RM002B001	B Class Road Network	149					4.043	5	4.04		4.04328		4.04		4.04328			4.04	4.04	4.04				4				
11	436RM002B002_Kuna Kharkha - Thani Than - Thulo Swara - Kami gaun - Saune - Regmi Gaun - Salbot	436RM002B002	B Class Road Network	267					3.417	5	3.42		3.41674		3.42		3.416737			3.42	3.42	3.42				4				
12	436RM002B003_Jhyallefat - Bharang - Paharamuni Gaun - Darbot Falpa - Bimirebot	436RM002B003	B Class Road Network	119					9.482	5	9.48		8.73482	0.747066	9.48		8.734824	0.75		9.48	9.48	8.73				4				
13	436RM002B004_Kusunde - Ghopte - Kaule - Archale - Gairi gaun - Khatri tole - Bagale Gaun	436RM002B004	B Class Road Network	181			2.36	1.149	4.5	3.51			3.5077		3.51		3.507696			3.51	3.51	3.51				4				
14	436RM002B005_Siran danda - Taple - Gogan Paani	436RM002B005	B Class Road Network	132			0.008	4.09	0.269	3,4,5	4.36		4.36235		4.36		4.362352			4.36	4.36	4.36				4				
15	436RM002B006_Dewal Swara - Taal Khola - Rangrung	436RM002B006	B Class Road Network	23	6.17463					1	6.17		6.17462		6.17		6.174624			6.17	6.17	6.17				4				
16	436RM002B007_Kusunde - Ghopte - Kaule - Archale - Gairi gaun - Khatri tole - Bagale Gaun	436RM002B007	B Class Road Network	247		17.87				2	17.87		5.59519	12.2739	17.87		5.59519	12.27		17.87	17.87	5.60	17.87	5.60		4				
17	436RM002B008_Kafal Danda - Dhadinggara - Thekka Khet - Kulman	436RM002B008	B Class Road Network	68			2.131			3	2.13		1.06201	1.06856	2.13		1.06201	1.07		2.13	2.13	1.06				4				
18	436RM002B008_Kafal Danda - Thadswara - Hansapur - Alxi danda - Pipal Bot - lami Danda - Saurpur - D Tar	436RM002B008	B Class Road Network	193		0.21	5.638			23	5.85		5.84862		5.85		5.848619			5.85	5.85	5.85				4				
19	436RM002B009_Bhachhek Bazzar - Dhadinggara - Naubishe tar - Mul Danda - Kapre Khola	436RM002B009	B Class Road Network	112			4.545		0.044	1, 5	4.59		4.58898		4.59		4.58898			4.59	4.59	4.59				4				
20	436RM002C001_Ghaiya ban - Takule Gaun - Bhutepani	436RM002C001	C Class Road Network	56					1.897	5	1.90		1.90		1.90		1.90			1.90	1.90	1.90				4				
21	436RM002C002_Takule gaun - Bharang	436RM002C002	C Class Road Network	41					0.817	5	0.82		0.82		0.82		0.82			0.82	0.82	0.82				4				
22	436RM002C003_Takule Gaun - Chaturmala Ma .Vi	436RM002C003	C Class Road Network	87					0.714	5	0.71		0.71		0.71		0.71			0.71	0.71	0.71				4				
23	436RM002C004_Ghaiya Ban Sadak	436RM002C004	C Class Road Network	10					2.085	5	2.08		2.08		2.08		2.08			2.08	2.08	2.08				4				
24	436RM002C005_Bharang - Gyanjyoti Pra .Vi Sadak	436RM002C005	C Class Road Network	66					2.08	5	2.08		2.08		2.08		2.08			2.08	2.08	2.08				4				
25	436RM002C006_Deurali - Jhyalle Khola - Mucchok Tar	436RM002C006	C Class Road Network	43					1.623	5	1.62		1.62		1.62		1.62			1.62	1.62	1.62				4				
26	436RM002C007_Mucchok Tar Sadak	436RM002C007	C Class Road Network	56					0.62	5	0.62			0.620299	0.62			0.62		0.62	0.62	0.62				4				
27	436RM002C008_Machhok Tar Aa.Vi - Pokhara Danda	436RM002C008	C Class Road Network	32			0.39	0.736	4.5	1.13			1.13		1.13		1.13			1.13	1.13	1.13				4				
28	436RM002C009_Pokhare Tar Gaun - Helme - Pokharetar	436RM002C009	C Class Road Network	62					1.18	4	1.18			1.17755	1.18			1.18		1.18	1.18	1.18				4				
29	436RM002C010_Aangey Tar - Chalise - Ghaderi - Kholakhet - Koirale - Aangey Tar	436RM002C010	C Class Road Network	44					3.38	4	3.38		0.31	3.076392	3.38		0.31	3.08		3.38	3.38	0.31				4				
30	436RM002C011_Bagale Gaun - Devithan Community Forest - Aangey Tar	436RM002C011	C Class Road Network	41					2.14	4	2.14		2.14		2.14		2.14			2.14	2.14	2.14				4				
31	436RM002C012_Sahu Tole - Saune Panni - Jhakri gaun - Danda Gaun - Chandi Vanjang	436RM002C012	C Class Road Network	209					1.57	4	1.57		1.57		1.57		1.57			1.57	1.57	1.57				4				
32	436RM002C013_Inaar Pani Juli Chowk - Gaire Gaun - Chandi Vanjang - Daksin Tole	436RM002C013	C Class Road Network	230					1.01	4	1.01		1.01		1.01		1.01			1.01	1.01	1.01				4				
33	436RM002C014_Haren Ghaderi - Sirubari - Simjung Danda Thar - Simjung	436RM002C014	C Class Road Network	135					3.14	4	3.14		1.82	1.31119	3.14		1.82	1.31		3.14	1.311191					4				
34	436RM002C015_Baluwa Bazar Sadak	436RM002C015	C Class Road Network	155					2.10	4	2.10			2.104083	2.10			2.10		2.10	2.10	2.104083				4				
35	436RM002C016_Baluwa Bazar - Birthing Center	436RM002C016	C Class Road Network	165	1.31327				0.04	1,4	1.35			1.351545	1.35			1.35		1.35	1.351546					4				
36	436RM002C017_Simjung - Patle - Kaldu Swara	436RM002C017	C Class Road Network	26	0.76702				2.27	1,4	3.04		3.04		3.04		3.04			3.04	3.04	3.04				4				
37	436RM002C018_Darbot Falpu - Dawadi Tole	436RM002C018	C Class Road Network	53					2.079	5	2.08		2.08		2.08		2.08			2.08	2.08	2.08				4				
38	436RM002C019_Thani Than - Darbot Falpu	436RM002C019	C Class Road Network	33					2.785	5	2.79		1.50	1.28906	2.79		1.50	1.29		2.79	1.289056					4				
39	436RM002C020_Thani Than - Keureni - Aam Danda	436RM002C020	C Class Road Network	55					1.608	5	1.61		1.61		1.61		1.61			1.61	1.61	1.61				4				
40	436RM002C021_Lukuna - Dharapani	436RM002C021	C Class Road Network	49					1.485	5	1.48		1.48		1.48		1.48			1.48	1.48	1.48				4				
41	436RM002C022_Bimirebot - Madale	436RM002C022	C Class Road Network	87					1.151	5	1.15		1.15		1.15		1.15			1.15	1.15	1.15				44				
42	436RM002C023_Thun Gaun Dhara Pani Water Tank - Thum Gaun - Bas Kot	436RM002C023	C Class Road Network	56	1.97636					1	1.98			1.97636	1.98			1.98		1.98	1.976358					4				
43	436RM002C024_Milim Water Tank - Kalika Temple - Mathar Village - Sadhi Khola	436RM002C024	C Class Road Network	48	2.05311					1	2.05		2.05		2.05		2.05			2.05	2.05	2.05				4				
44	436RM002C025_Ghyahhok - Chauthala	436RM002C025	C Class Road Network	41	1.57152					1	1.57		1.57		1.57		1.57			1.57	1.57	1.57				4				

S.N	Road Code / Name	Road Code	Road Class	House Holds Served	Ward Pass							Grand Total	Surface Type					Grand Total	Road Condition				Grand Total	Road Intervention				Road Width			
					1	2	3	4	5	Ward Pass	Blacktop		Earthen	Gravel	Proposed	All Weather Road	Fair Weather Road		Proposed	Proposed	Rehabilitation	Upgrading		4	5.5	7	Average Width				
89	436RM002D019 Ghyachhok Tole Sadak 2	436RM002D019	D Class Road Network	22	0.17839					1	0.18	0.18			0.18		0.18			0.18	0.18			0.18				4			
90	436RM002D020 Turti Tole	436RM002D020	D Class Road Network	0	0.51921					1	0.52	0.52			0.52		0.52			0.52	0.52			0.52				4			
91	436RM002D021 Madale - Dhad Tole Sadak	436RM002D021	D Class Road Network	81					0.704	5	0.70	0.70			0.70		0.70			0.70	0.70			0.70				4			
92	436RM002D022 Falpu Tole Sadak	436RM002D022	D Class Road Network	37					0.394	5	0.39	0.39			0.39		0.39			0.39	0.39			0.39				4			
93	436RM002D023 Kapre Tole Sadak	436RM002D023	D Class Road Network	17					0.65	5	0.65	0.65			0.65		0.65			0.65	0.65			0.65				4			
94	436RM002D024 Thani Than Park Sadak	436RM002D024	D Class Road Network	37			0.239		0.476	3,5	0.72		0.715101		0.72		0.72			0.72	0.72			0.72				4			
95	436RM002D026 Gaupalika Sadak	436RM002D026	D Class Road Network	22			0.264			3	0.26	0.26	0.264372		0.26		0.26			0.26	0.26			0.26				4			
96	436RM002D027 Ajirkot Hill Temple Sadak	436RM002D027	D Class Road Network	20			0.35			3	0.35	0.35	0.349576		0.35		0.35			0.35	0.35			0.35				4			
97	436RM002D027 Army Training Camp Sadak	436RM002D027	D Class Road Network	30			0.264			3	0.26	0.26	0.264		0.26		0.26		0.26	0.26	0.26			0.26				4			
98	436RM002D028 Thadswara Tole Sadak	436RM002D028	D Class Road Network	18			0.665			3	0.67	0.665			0.67		0.67			0.67	0.67			0.67				4			
99	436RM002D029 Devkota Tole Sadak	436RM002D029	D Class Road Network	32			0.561			3	0.56	0.56	0.561		0.56		0.56			0.56	0.56			0.56				4			
100	436RM002D030 Pipalbot Kolkate Tole Sadak	436RM002D030	D Class Road Network	22			0.605			3	0.60	0.60		0.60	0.60		0.60		0.60	0.60	0.60			0.60							
101	436RM002D031 Pipal bot Tole Sadak	436RM002D031	D Class Road Network	45			0.88			3	0.88	0.87996			0.88		0.88			0.88	0.88			0.88				4			
102	436RM002D032 Adheri Khola Tole Sadak	436RM002D032	D Class Road Network	2			0.222			2	0.22	0.22		0.22	0.22		0.22		0.22	0.22	0.22			0.22							
103	436RM002D033 Bhanjyang Tole Sadak	436RM002D033	D Class Road Network	83			1.228			2	1.23	1.23	1.23		1.23		1.23			1.23	1.23			1.23				4			
104	436RM002D034 Banjyang Tole Sadak 2	436RM002D034	D Class Road Network	9			0.238			2	0.24	0.24			0.24		0.24			0.24	0.24			0.24				4			
105	436RM002D035 Kharibot Tole Sadak	436RM002D035	D Class Road Network	67			0.508			2	0.51	0.51			0.51		0.51			0.51	0.51			0.51				4			
106	436RM002D036 Sathhi Danda Tole Sadak	436RM002D036	D Class Road Network	12			0.242			2	0.24	0.24		0.24	0.24		0.24		0.24	0.24	0.24			0.24							
107	436RM002D037 Uppalo Taar Agricultural Sadak	436RM002D037	D Class Road Network	24			0.838			2	0.84	0.84		0.84	0.84		0.84		0.84	0.84	0.84			0.84							
108	436RM002D038 Uppalo Tar Agricultural Sadak 2	436RM002D038	D Class Road Network	7			0.319			2	0.32	0.32		0.32	0.32		0.32		0.32	0.32	0.32			0.32							
109	436RM002D039 Saurpur Tole Sadak	436RM002D039	D Class Road Network	103			1.149			3	1.15	1.149			1.15		1.15			1.15	1.15			1.15				4			
110	436RM002D040 Lapsibot Tole Sadak	436RM002D040	D Class Road Network	90			0.613			3	0.61	0.613			0.61		0.61			0.61	0.61			0.61				4			
111	436RM002D041 Tallo Gaun Agricultural Sadak	436RM002D041	D Class Road Network	10			0.936			3	0.94	0.94		0.94	0.94		0.94		0.94	0.94	0.94			0.94							
112	436RM002D042 Sim Khola Agricultural Sadak	436RM002D042	D Class Road Network	0			0.251			3	0.25	0.25		0.25	0.25		0.25		0.25	0.25	0.25			0.25							
113	436RM002D043 D Tar Agriculture Road 1	436RM002D043	D Class Road Network	42			0.298			3	0.30	0.30		0.30	0.30		0.30		0.30	0.30	0.30			0.30							
114	436RM002D044 D Tar Agriculture Road 2	436RM002D044	D Class Road Network	15			0.485			3	0.48	0.48		0.48	0.48		0.48		0.48	0.48	0.48			0.48							
115	436RM002D045 D Tar Agriculture Road 3	436RM002D045	D Class Road Network	26			0.628			3	0.63	0.63		0.63	0.63		0.63		0.63	0.63	0.63			0.63							
116	436RM002D046 Buddhasing Gaun Tole Sadak	436RM002D046	D Class Road Network	39			0.474			3	0.47	0.47			0.47		0.47			0.47	0.47			0.47				4			
117	436RM002D047 Naubishe Tar Agriculture Sadak 1	436RM002D047	D Class Road Network	5			0.939			3	0.94	0.94		0.94	0.94		0.94		0.94	0.94	0.94			0.94							
118	436RM002D048 Naubishe Tar Agriculture Sadak 2	436RM002D048	D Class Road Network	13			0.937			3	0.94	0.94		0.94	0.94		0.94		0.94	0.94	0.94			0.94							
119	436RM002D049 Mul Danda - Sital Danda Tole Sadak	436RM002D049	D Class Road Network	10			0.943			3	0.94	0.94		0.94	0.94		0.94			0.94	0.94			0.94				4			
120	436RM002D050 Tutwan Tole Sadak	436RM002D050	D Class Road Network	0			0.212			3	0.21	0.21			0.21		0.21			0.21	0.21			0.21				4			
121	436RM002D051 Batase Tole Sadak	436RM002D051	D Class Road Network	27			0.171			3	0.17	0.17			0.17		0.17			0.17	0.17			0.17				4			
122	436RM002D052 Saune Paani Tole Sadak	436RM002D052	D Class Road Network	14			0.107			4	0.11	0.11			0.11		0.11			0.11	0.11			0.11				4			
123	436RM002D053 Bataghar Tole - Gairegaun Tole Sadak	436RM002D053	D Class Road Network	30			0.441			4	0.44	0.44			0.44		0.44			0.44	0.44			0.44				4			
124	36DR011 Bhachhek Bazar - Tinthare - Kafal Danda - Dalit Basti - Deurali	36DR011	District Road Network	252			5.515			3	5.52	5.51515		5.52	5.52		5.52			5.52	5.52			5.52				4			
125	36DR012 Silami - Bhachhek Bazar - Ghogini Tole - Bakore - Pipalbot - Lapibot - Keprung	36DR012	District Road Network	558		2.695	8.348		0.285	2,3,5	11.33	3.04	8.28969		11.33	11.33			11.33	11.33	3.04		8.29	11.33	1.80	9.52766		7			
126	36DR015 Pokharetar - Pokhare Danda - Bagale Gaun - Baje Tole - Simjung - Bulbule - Ghyachhok	36DR015	District Road Network	713	3.99011		11.988		1,4	15.98	7.44786	8.53034		15.98	8.53	7.45		15.98			15.98	15.98			15.98				4		
127	36DR016 Bhachhek Bazar - Dharapani - Aagri Danda - Dhiska - Kalleri	36DR016	District Road Network	493			12.43		5	12.43	12.43	12.43115		12.43	12.43		12.43			12.43	12.43			12.43				4			
128	F18401 11 Kilo (F035) - Chhpetar - Bhaluswara - Barpak	F18401	Feeder Road Network	413	0.72369		3.804	4.602	1,4,5	9.13	9.13	9.129258		9.13	9.13		9.13			9.13	9.13			9.13				7			
Grand Total					36.42	58.16	78.6	51.74	78.15		303.07	8.85	191.87	45.22	57.13	303.07	54.07	191.87	57.13	303.07	57.13	8.85	237.10	303.07	226.01	10.40	9.53				

General information					Road Length					Road Condition				Required Intervention
S.N	Road name	HH's	Ward pass	Average width(m)	Black Topped	Earthen	Gravel	New Track	Total	All Weather Road	Fair Weather Road	Proposed	Total	
1	436RM002A001_Bhachhek Bazzar - Bimirebot - Dalit Basti - Kundare - Muchhok Tar - Muchhok Tar Dhad	271	4,5	4	-	10.75	-	-	10.75	-	10.75	-	10.75	Upgrading
2	436RM002A002_Baluwa Bazzar - Khola Khet - Koirale - Pokharetar Gaun	90	4.00	4	-	3.33	-	-	3.33	-	3.33	-	3.33	Upgrading
3	436RM002A003_Mauney - Bulbule - Milim Village - Aap Chautara - Baluwa Bazzar	175	1.00	4	-	6.63	-	-	6.63	-	6.63	-	6.63	Upgrading
4	436RM002A004_Bhachhek Bazzar - Madale - Tare Gaun - Simjung	201	4,5	5	-	5.44	-	-	5.44	-	5.44	-	5.44	Upgrading
5	436RM002A005_Ghyachhok - Basbot - DewalSwara - Turti - Sum Khola - Chamrung - Dhansera - Gairi Gaun - PochGaun	256	-	4	-	9.43	-	-	9.43	-	9.43	-	9.43	Upgrading
6	436RM002A006_Bhachhek Bazzar - Namki Village - Siran Danda -Napre Than -Maurey - Sisne - Apun - Posh - Keprung	524	2,3,4,5	4	5.81	8.07	-	-	13.88	5.81	8.07	-	13.88	Upgrading
7	436RM002A007_Namki Village - Kolkate - Andheri Khola - Kharibot	258	2,3	5	-	4.96	-	-	4.96	-	4.96	-	4.96	Upgrading
8	436RM002A008_Sathhi Danda - Uppallo Tar - D Tar - Deurali - Buddha Sing Tar - Buddha Sing Gaun - Dovan basti - Chepe Khola	196	2,3	4	-	6.50	-	-	6.50	-	6.50	-	6.50	Upgrading
9	436RM002A009_Baguwa - Sungure - Mul Danda - Tutwan - Sital Danda - Batase - Khalanga - Khorsara - Bhachhek Bazzar	182	3.00	5	-	8.91	-	-	8.91	-	8.91	-	8.91	Upgrading
10	436RM002B001_Falpu - Dharapani - Lukuna - Aagri Danda - KuraKharkha - Muchhok Ramche	149	5.00	4	-	4.04	-	-	4.04	-	4.04	-	4.04	Upgrading
11	436RM002B002_Kuna Kharkha - Thani Than - Thulo Swara - Kami gaun - Saune - Regmi Gaun - Salbot	267	5.00	4	-	3.42	-	-	3.42	-	3.42	-	3.42	Upgrading
12	436RM002B003_Jhyallefat - Bharang - Paharamuni Gaun - Darbot Falpa - Bimirebot	119	5.00	4	-	8.73	-	0.75	9.48	-	8.73	0.75	9.48	Upgrading/Track Opening
13	436RM002B004_Kusunde - Ghopte - Kaule - Archale - Gairi gaun - Khatri tole - Bagale Gaun	181	4,5	4	-	3.51	-	-	3.51	-	3.51	-	3.51	Upgrading
14	436RM002B005_Siran danda - Taple - Gogan Paani	132	3,4,5	4	-	4.36	-	-	4.36	-	4.36	-	4.36	Upgrading

General information					Road Length					Road Condition				Required Intervention
S.N	Road name	HH's	Ward pass	Average width(m)	Black Topped	Earthen	Gravel	New Track	Total	All Weather Road	Fair Weather Road	Proposed	Total	
15	436RM002B006_Dewal Swara - Taal Khola - Rangrung	23	1.00	4	-	6.17	-	-	6.17	-	6.17	-	6.17	Upgrading
16	436RM002B007_Kusunde - Ghopte - Kaule - Archale - Gairi gaun - Khatri tole - Bagale Gaun	247	2.00	4	-	5.60	-	12.27	17.87	-	5.60	12.27	17.87	Upgrading/Track Opening
17	436RM002B008_Kafal Danda - Dhadinggara - Thekka Khet - Kulman	68	3.00	4	-	1.06	-	1.07	2.13	-	1.06	1.07	2.13	Upgrading/Track Opening
18	436RM002B008_Kafal Danda - Thadswara - Hansapur - Alxi danda - Pipal Bot - lami Danda - Saurpur - D Tar	193	23.00	4	-	5.85	-	-	5.85	-	5.85	-	5.85	Upgrading
19	436RM002B009_Bhachhek Bazaar - Dhadinggara - Naubishe tar - Mul Danda - Kapre Khola	112	1, 5	4	-	4.59	-	-	4.59	-	4.59	-	4.59	Upgrading
20	436RM002C001_Ghaiya ban - Takule Gaun - Bhutepani	56	5.00	4	-	1.90	-	-	1.90	-	1.90	-	1.90	Upgrading
21	436RM002C002_Takule gaun - Bharang	41	5.00	4	-	0.82	-	-	0.82	-	0.82	-	0.82	Upgrading
22	436RM002C003_Takule Gaun - Chaturmala Ma .Vi	87	5.00	4	-	0.71	-	-	0.71	-	0.71	-	0.71	Upgrading
23	436RM002C004_Ghaiya Ban Sadak	10	5.00	4	-	2.08	-	-	2.08	-	2.08	-	2.08	Upgrading
24	436RM002C005_Bharang - Gyanjyoti Pra .Vi Sadak	66	5.00	4	-	2.08	-	-	2.08	-	2.08	-	2.08	Upgrading
25	436RM002C006_Deurali - Jhyalle Khola - Mucchok Tar	43	5.00	4	-	1.62	-	-	1.62	-	1.62	-	1.62	Upgrading
26	436RM002C007_Mucchok Tar Sadak	56	5.00	0	-	-	-	0.62	0.62	-	-	0.62	0.62	Upgrading/Track Opening
27	436RM002C008_Machhok Tar Aa.Vi - Pokhara Danda	32	4,5	4	-	1.13	-	-	1.13	-	1.13	-	1.13	Upgrading
28	436RM002C009_Pokhare Tar Gaun - Helme - Pokharetar	62	4.00	0	-	-	-	1.18	1.18	-	-	1.18	1.18	Upgrading/Track Opening
29	436RM002C010_Aangey Tar - Chalise - Ghaderi -Kholakhet - Koirale - Aangey Tar	44	4.00	4	-	0.31	-	3.08	3.38	-	0.31	3.08	3.38	Upgrading/Track Opening
30	436RM002C011_Bagale Gaun - Devithan Community Forest - Aangey Tar	41	4.00	4	-	2.14	-	-	2.14	-	2.14	-	2.14	Upgrading
31	436RM002C012_Sahu Tole - Saune Panni - Jhakri gaun - Danda Gaun - Chandi Vanjyang	209	4.00	4	-	1.57	-	-	1.57	-	1.57	-	1.57	Upgrading
32	436RM002C013_Inaar Pani Juli Chowk - Gaire Gaun - Chandi Vanjyang - Daksin Tole	230	4.00	4	-	1.01	-	-	1.01	-	1.01	-	1.01	Upgrading

General information					Road Length					Road Condition				Required Intervention
S.N	Road name	HH's	Ward pass	Average width(m)	Black Topped	Earthen	Gravel	New Track	Total	All Weather Road	Fair Weather Road	Proposed	Total	
33	436RM002C014_Haren Ghaderi - Sirubari - Simjung Danda Thar - Simjung	135	4.00	4	-	1.82	-	1.31	3.14	-	1.82	1.31	3.14	Upgrading/Track Opening
34	436RM002C015_Baluwa Bazar Sadak	155	4.00	0	-	-	-	2.10	2.10	-	-	2.10	2.10	Upgrading/Track Opening
35	436RM002C016_Baluwa Bazar - Birthing Center	165	1,4	0	-	-	-	1.35	1.35	-	-	1.35	1.35	Upgrading/Track Opening
36	436RM002C017_Simjung - Patle - Kaldu Swara	26	1,4	4	-	3.04	-	-	3.04	-	3.04	-	3.04	Upgrading
37	436RM002C018_Darbot Falpu - Dawadi Tole	53	5.00	4	-	2.08	-	-	2.08	-	2.08	-	2.08	Upgrading
38	436RM002C019_Thani Than - Darbot Falpu	33	5.00	4	-	1.50	-	1.29	2.79	-	1.50	1.29	2.79	Upgrading/Track Opening
39	436RM002C020_Thani Than - Keureni - Aam Danda	55	5.00	4	-	1.61	-	-	1.61	-	1.61	-	1.61	Upgrading
40	436RM002C021_Lukuna - Dharapani	49	5.00	4	-	1.48	-	-	1.48	-	1.48	-	1.48	Upgrading
41	436RM002C022_Bimirebot - Madale	87	5.00	44	-	1.15	-	-	1.15	-	1.15	-	1.15	Upgrading
42	436RM002C023_Thun Gaun Dhara Pani Water Tank - Thum Gaun - Bas Kot	56	1.00	0	-	-	-	1.98	1.98	-	-	1.98	1.98	Upgrading/Track Opening
43	436RM002C024_Milim Water Tank - Kalika Temple - Mathar Village -Sadhi Khola	48	1.00	4	-	2.05	-	-	2.05	-	2.05	-	2.05	Upgrading/Track Opening
44	436RM002C025_Ghyachhok - Chauthala	41	1.00	4	-	1.57	-	-	1.57	-	1.57	-	1.57	Upgrading/Track Opening
45	436RM002C027_Siran Danda - Ghatta Tol - Nyauri Kharka	179	2,3	4	-	3.12	-	-	3.12	-	3.12	-	3.12	Upgrading/Track Opening
46	436RM002C028_Virkuna - Ghatta Tol	109	2,4	4	-	3.84	-	-	3.84	-	3.84	-	3.84	Upgrading
47	436RM002C029_Sisne - Dhade	35	2.00	0	-	-	-	2.87	2.87	-	-	2.87	2.87	Upgrading/Track Opening
48	436RM002C030_Khimpu - Chis Kharkha	61	2.00	0	-	-	-	2.89	2.89	-	-	2.89	2.89	Upgrading/Track Opening
49	436RM002C031_Khimpu - Olang	18	2.00	4	-	0.85	-	-	0.85	-	0.85	-	0.85	Upgrading
50	436RM002C032_Faltu Gaire - Chepe Khola	0	2.00	4	-	2.01	-	-	2.01	-	2.01	-	2.01	Upgrading
51	436RM002C033_Olang - Chepe Khola	57	2.00	4	-	2.54	-	-	2.54	-	2.54	-	2.54	Upgrading
52	436RM002C034_Sadi Gaun - Thadswara - Chepe Khola - Deurali	15	2,3	4	-	4.11	-	-	4.11	-	4.11	-	4.11	Upgrading
53	436RM002C035_Deurali - Chepe Khola	18	3.00	4	-	1.81	-	-	1.81	-	1.81	-	1.81	Upgrading
54	436RM002C036_D Tar Agriculture Road 1	50	3.00	0	-	-	-	1.55	1.55	-	-	1.55	1.55	Upgrading/Track Opening

General information					Road Length					Road Condition				Required Intervention
S.N	Road name	HH's	Ward pass	Average width(m)	Black Topped	Earthen	Gravel	New Track	Total	All Weather Road	Fair Weather Road	Proposed	Total	
55	436RM002C037_Lami Danda Agriculture Road	42	3.00	0	-	-	-	1.76	1.76	-	-	1.76	1.76	Upgrading/Track Opening
56	436RM002C038_Hansapur - Dhakal Basti - Tallo Gaun - Pipalshed	42	3.00	0	-	-	-	1.71	1.71	-	-	1.71	1.71	Upgrading/Track Opening
57	436RM002C039_Gaire Gaun Agriculture Road	98	3.00	0	-	-	-	2.79	2.79	-	-	2.79	2.79	Upgrading/Track Opening
58	436RM002C039_Ghogini Tol - Hansapur	35	3.00	4	-	0.85	-	-	0.85	-	0.85	-	0.85	Upgrading
59	436RM002C040_Namki Village - Ghogini Tol -	88	3.00	4	-	1.87	-	-	1.87	-	1.87	-	1.87	Upgrading
60	436RM002C041_Naubishe Tar Agriculture Sadak	67	3.00	0	-	-	-	1.41	1.41	-	-	1.41	1.41	Upgrading/Track Opening
61	436RM002C042_Naubishe Tar Agriculture Sadak	47	3.00	0	-	-	-	0.61	0.61	-	-	0.61	0.61	Upgrading/Track Opening
62	436RM002C043_Tutwan - Junge Paani Road	2	3.00	4	-	1.26	-	-	1.26	-	1.26	-	1.26	Upgrading
63	436RM002C044_Shree Jivan Jyoti Ma.Vi - Gairi Gaun	78	3.00	4	-	0.92	-	-	0.92	-	0.92	-	0.92	Upgrading
64	436RM002C046_Uppalo Agriculture Road	28	2,3	4	-	1.11	-	-	1.11	-	1.11	-	1.11	Upgrading
65	436RM002C046_Vikuna Agriculture Road	14	2.00	4	-	0.78	-	-	0.78	-	0.78	-	0.78	Upgrading
66	436RM002C048_Chandi Vanjyang Healthpost Road	55	4.00	4	-	0.23	-	-	0.23	-	0.23	-	0.23	Upgrading
67	436RM002D001_Dhiska Gaun Tole Sadak	43	5.00	4	-	0.41	-	0.51	0.92	-	0.41	0.51	0.92	Upgrading/Track Opening
68	436RM002D002_Takule Gaun Tole Sadak 1	41	5.00	4	-	0.55	-	-	0.55	-	0.55	-	0.55	Upgrading
69	436RM002D003_Takule Gaun Tole Sadak 2	29	5.00	4	-	0.44	-	-	0.44	-	0.44	-	0.44	Upgrading
70	436RM002D004_Chautara dabda Tole Sadak	63	5.00	4	-	0.62	-	-	0.62	-	0.62	-	0.62	Upgrading
71	436RM002D005_Thani Than - Kalimati tole - Muchhok Ramche Tole Sadak	159	5.00	0	-	-	-	1.22	1.22	-	-	1.22	1.22	Upgrading/Track Opening
72	436RM002D006_Kami Gaun - Bharang	30	5.00	0	-	-	-	0.57	0.57	-	-	0.57	0.57	Upgrading/Track Opening
73	436RM002D007_Bisunkhe Gaun Tole Sadak	88	5.00	4	-	0.72	-	-	0.72	-	0.72	-	0.72	Upgrading
74	436RM002D008_Jhyalle Khola Agriculture Sadak 1	13	5.00	0	-	-	-	1.12	1.12	-	-	1.12	1.12	Upgrading/Track Opening
75	436RM002D009_Jhyalle Khola Agriculture Sadak 2	7	4,5	0	-	-	-	0.75	0.75	-	-	0.75	0.75	Upgrading/Track Opening
76	436RM002D010_Jhyalle Khola Agriculture Sadak 3	0	5.00	0	-	-	-	0.23	0.23	-	-	0.23	0.23	Upgrading/Track Opening
77	436RM002D011_Muchok Tar Tole Sadak	4	5.00	4	-	0.12	-	-	0.12	-	0.12	-	0.12	Upgrading

General information					Road Length					Road Condition				Required Intervention
S.N	Road name	HH's	Ward pass	Average width(m)	Black Topped	Earthen	Gravel	New Track	Total	All Weather Road	Fair Weather Road	Proposed	Total	
78	436RM002D012_Helme Agricuture Sadak	49	4.00	0	-	-	-	0.26	0.26	-	-	0.26	0.26	Upgrading/Track Opening
79	436RM002D012_Pokharetar Agricultural Sadak	5	4.00	0	-	-	-	0.23	0.23	-	-	0.23	0.23	Upgrading/Track Opening
80	436RM002D013_Chalise Agriculture Sadak	16	4.00	0	-	-	-	0.39	0.39	-	-	0.39	0.39	Upgrading/Track Opening
81	436RM002D014_Khamare Agricultural Sadak	6	4.00	0	-	-	-	0.37	0.37	-	-	0.37	0.37	Upgrading/Track Opening
82	436RM002D015_Khola Khet Agricultural Sadak	14	4.00	0	-	-	-	0.37	0.37	-	-	0.37	0.37	Upgrading/Track Opening
83	436RM002D016_Khola Khet Agricultural Sadak 2	4	4.00	0	-	-	-	0.32	0.32	-	-	0.32	0.32	Upgrading/Track Opening
84	436RM002D016_Taple Tole Sadak	0	4.00	4	-	1.27	-	-	1.27	-	1.27	-	1.27	Upgrading
85	436RM002D017_Matar Village Tole Sadak	46	1.00	4	-	0.64	-	-	0.64	-	0.64	-	0.64	Upgrading
86	436RM002D017_Sirubari Agriculture Sadak	58	4.00	0	-	-	-	1.19	1.19	-	-	1.19	1.19	Upgrading/Track Opening
87	436RM002D018_Ghyachhok Tole Sadak 1	75	1.00	4	-	0.46	-	-	0.46	-	0.46	-	0.46	Upgrading
88	436RM002D018_Sirubari Agricultural Sadak	14	4.00	0	-	-	-	0.33	0.33	-	-	0.33	0.33	Upgrading/Track Opening
89	436RM002D019_Ghyachhok Tole Sadak 2	22	1.00	4	-	0.18	-	-	0.18	-	0.18	-	0.18	Upgrading
90	436RM002D020_Turti Tole	0	1.00	4	-	0.52	-	-	0.52	-	0.52	-	0.52	Upgrading
91	436RM002D021_Madale - Dhad Tole Sadak	81	5.00	4	-	0.70	-	-	0.70	-	0.70	-	0.70	Upgrading
92	436RM002D022_Falpu Tole Sadak	37	5.00	4	-	0.39	-	-	0.39	-	0.39	-	0.39	Upgrading
93	436RM002D023_Kapre Tole Sadak	17	5.00	4	-	0.65	-	-	0.65	-	0.65	-	0.65	Upgrading
94	436RM002D024_Thani Than Park Sadak	37	3,5	4	-	-	0.72	-	0.72	0.72	-	-	0.72	Upgrading
95	436RM002D026_Gaupalika Sadak	22	3.00	4	-	-	0.26	-	0.26	0.26	-	-	0.26	Upgrading
96	436RM002D027_Ajirkot Hill Temple Sadak	20	3.00	4	-	-	0.35	-	0.35	0.35	-	-	0.35	Upgrading
97	436RM002D027_Army Training Camp Sadak	30	3.00	4	-	0.26	-	-	0.26	-	0.26	-	0.26	Upgrading
98	436RM002D028_Thadswara Tole Sadak	18	3.00	4	-	0.67	-	-	0.67	-	0.67	-	0.67	Upgrading
99	436RM002D029_Devkota Tole Sadak	32	3.00	4	-	0.56	-	-	0.56	-	0.56	-	0.56	Upgrading
100	436RM002D030_Pipalbot Kolkate Tole Sadak	22	3.00	0	-	-	-	0.60	0.60	-	-	0.60	0.60	Upgrading/Track Opening
101	436RM002D031_Pipal bot Tole Sadak	45	3.00	4	-	0.88	-	-	0.88	-	0.88	-	0.88	Upgrading
102	436RM002D032_Adheri Khola Tole Sadak	2	2.00	0	-	-	-	0.22	0.22	-	-	0.22	0.22	Upgrading/Track Opening
103	436RM002D033_Bhanjyang Tole Sadak	83	2.00	4	-	1.23	-	-	1.23	-	1.23	-	1.23	Upgrading
104	436RM002D034_Banjyang Tole Sadak 2	9	2.00	4	-	0.24	-	-	0.24	-	0.24	-	0.24	Upgrading

General information					Road Length					Road Condition				Required Intervention
S.N	Road name	HH's	Ward pass	Average width(m)	Black Topped	Earthen	Gravel	New Track	Total	All Weather Road	Fair Weather Road	Proposed	Total	
105	436RM002D035_Kharibot Tole Sadak	67	2.00	4	-	0.51	-	-	0.51	-	0.51	-	0.51	Upgrading
106	436RM002D036_Sathhi Danda Tole Sadak	12	2.00	0	-	-	-	0.24	0.24	-	-	0.24	0.24	Upgrading/Track Opening
107	436RM002D037_Uppalo Taar Agricultural Sadak	24	2.00	0	-	-	-	0.84	0.84	-	-	0.84	0.84	Upgrading/Track Opening
108	436RM002D038_Uppalo Tar Agricultural Sadak 2	7	2.00	0	-	-	-	0.32	0.32	-	-	0.32	0.32	Upgrading/Track Opening
109	436RM002D039_Saurpur Tole Sadak	103	3.00	4	-	1.15	-	-	1.15	-	1.15	-	1.15	Upgrading
110	436RM002D040_Lapsibot Tole Sadak	90	3.00	4	-	0.61	-	-	0.61	-	0.61	-	0.61	Upgrading
111	436RM002D041_Tallo Gaun Agricultural Sadak	10	3.00	0	-	-	-	0.94	0.94	-	-	0.94	0.94	Upgrading/Track Opening
112	436RM002D042_Sim Khola Agricultural Sadak	0	3.00	0	-	-	-	0.25	0.25	-	-	0.25	0.25	Upgrading/Track Opening
113	436RM002D043_D Tar Agriculture Road 1	42	3.00	0	-	-	-	0.30	0.30	-	-	0.30	0.30	Upgrading/Track Opening
114	436RM002D044_D Tar Agriculture Road 2	15	3.00	0	-	-	-	0.48	0.48	-	-	0.48	0.48	Upgrading/Track Opening
115	436RM002D045_D Tar Agriculture Road 3	26	3.00	0	-	-	-	0.63	0.63	-	-	0.63	0.63	Upgrading/Track Opening
116	436RM002D046_Buddhasing Gaun Tole Sadak	39	3.00	4	-	0.47	-	-	0.47	-	0.47	-	0.47	Upgrading
117	436RM002D047_Naubishe Tar Agriculture Sadak 1	5	3.00	0	-	-	-	0.94	0.94	-	-	0.94	0.94	Upgrading/Track Opening
118	436RM002D048_Naubishe Tar Agriculture Sadak 2	13	3.00	0	-	-	-	0.94	0.94	-	-	0.94	0.94	Upgrading/Track Opening
119	436RM002D049_Mul Danda - Sital Danda Tole Sadak	10	3.00	4	-	0.94	-	-	0.94	-	0.94	-	0.94	Upgrading
120	436RM002D050_Tutwan Tole Sadak	0	3.00	4	-	0.21	-	-	0.21	-	0.21	-	0.21	Upgrading
121	436RM002D051_Batase Tole Sadak	27	3.00	4	-	0.17	-	-	0.17	-	0.17	-	0.17	Upgrading
122	436RM002D052_Saune Paani Tole Sadak	14	4.00	4	-	0.11	-	-	0.11	-	0.11	-	0.11	Upgrading
123	436RM002D053_Bataghar Tole - Gairegaun Tole Sadak	30	4.00	4	-	0.44	-	-	0.44	-	0.44	-	0.44	Upgrading
124	36DR011_Bhachhek Bazar - Tinthare - Kafal Danda - Dalit Basti - Deurali	252	3.00	4	-	-	5.52	-	5.52	5.52	-	-	5.52	Upgrading
125	36DR012_Silami - Bhachhek Bazar - Ghogini Tole - Bakore - Pipalbot - Lapibot - Keprung	558	2,3,5	7	3.04	-	8.29	-	11.33	11.33	-	-	11.33	Upgrading

General information					Road Length					Road Condition				Required Intervention
S.N	Road name	HH's	Ward pass	Average width(m)	Black Topped	Earthen	Gravel	New Track	Total	All Weather Road	Fair Weather Road	Proposed	Total	
126	36DR015_Pokharetar - Pokhare Danda - Bagale Gaun - Baje Tole - Simjung - Bulbule - Ghyachhok	713	1,4	4	-	7.45	8.53	-	15.98	8.53	7.45	-	15.98	Upgrading
127	36DR016_Bhachhek Bazar - Dharapani - Aagri Danda - Dhiska - Kalleri	493	5.00	4	-	-	12.43	-	12.43	12.43	-	-	12.43	Upgrading
128	F18401_11 Kilo (F035) - Chhepetar - Bhaluswara - Barpak	413	1,4,5	7	-	-	9.13	-	9.13	9.13	-	-	9.13	Upgrading
Grand Total						191.87	45.22	57.13	303.07	54.07	191.87	57.13	303.07	

SN	Municipal code	Road Code / Road Name	Ward_pass	Length, km	Population served	Population served/km	link providing service to area with high potential for agriculture, livestock production	Commerce and Business Centre	Market	Tourist	agrobased and cottage	obligatory centres	Sum	health	education	Sum	future service centre	Potential site	special consideration	direct link to highway or district road
							4	5						2			2	2	2	2
44	2	436RM002C025 Ghyachhok - Chauthala	1.00	1,572	164	104	1	1	1	1	1	0	4	1	1	2	0	1	0	1
45	2	436RM002C027 Siran Danda - Ghatta Tol - Nyauri Kharka	2.3	3,125	716	229	0	0	0	0	0	0	0	0	0	0	0	0	0	0
46	2	436RM002C028 Virkuna - Ghatta Tol	2.4	3,835	436	114	0	0	1	0	0	1	0	0	0	0	1	0	0	0
47	2	436RM002C029 Sisne - Dhade	2.00	2,868	140	49	0	0	0	1	0	0	1	0	0	0	1	1	0	0
48	2	436RM002C030 Khimpu - Chis Kharkha	2.00	2,888	244	84	0	0	1	1	0	0	2	1	0	1	0	1	0	0
49	2	436RM002C031 Khimpu - Olang	2.00	0,848	72	85	1	0	1	0	0	0	1	1	0	1	0	0	0	0
50	2	436RM002C032 Faltu Gaire - Chepe Khola	2.00	2,007	0	-	0	0	0	0	0	0	0	0	1	1	1	0	0	0
51	2	436RM002C033 Olang - Chepe Khola	2.00	2,540	228	90	0	0	0	0	0	0	0	0	0	0	0	0	0	0
52	2	436RM002C034 Sadi Gaun - Thadswara - Chepe Khola - Deurali	2.3	4,112	60	15	1	0	0	0	0	0	0	1	0	1	1	1	0	0
53	2	436RM002C035 Deurali - Chepe Khola	3.00	1,809	72	40	1	0	0	0	0	0	0	1	0	1	0	0	0	0
54	2	436RM002C036 D Tar Agriculture Road 1	3.00	1,546	200	129	1	0	0	0	0	0	0	0	0	0	0	0	0	1
55	2	436RM002C037 Lami Danda Agriculture Road	3.00	1,762	168	95	1	0	0	0	0	0	0	0	0	0	0	0	0	0
56	2	436RM002C038 Hansapur - Dhakal Basti - Tallo Gaun - Pipalped	3.00	1,709	168	98	1	0	0	0	0	0	0	0	0	0	0	0	0	0
57	2	436RM002C039 Gaire Gaun Agriculture Road	3.00	2,788	392	141	1	0	0	0	0	0	0	0	0	0	0	0	0	1
58	2	436RM002C039 Ghogini Tol - Hansapur	3.00	0,846	140	166	1	0	0	0	0	0	0	0	0	0	0	0	0	0
59	2	436RM002C040 Namki Village - Ghogini Tol -	3.00	1,868	352	188	0	0	0	1	0	0	1	0	0	0	0	0	0	0
60	2	436RM002C041 Naubishe Tar Agriculture Sadak	3.00	1,411	268	190	1	0	0	0	0	0	0	0	0	0	0	0	0	0
61	2	436RM002C042 Naubishe Tar Agriculture Sadak	3.00	0,606	188	310	1	0	0	0	0	0	0	0	1	1	1	0	0	0
62	2	436RM002C043 Tutwan - Junge Paani Road	3.00	1,258	8	6	1	0	0	0	0	0	0	0	1	1	0	0	0	0
63	2	436RM002C044 Shree Jivan Jyoti Ma.Vi - Gairi Gaun	3.00	0,917	312	340	1	0	0	0	0	0	0	0	1	1	1	0	0	1
64	2	436RM002C046 Uppalo Agriculture Road	2.3	1,111	112	101	1	0	0	0	0	0	0	0	0	0	0	0	0	1
65	2	436RM002C046 Vikuna Agriculture Road	2.00	0,780	56	72	1	0	0	0	0	0	0	0	0	0	0	0	0	1
66	2	436RM002C048 Chandri Vaniyang Healthpost Road	4.00	0,226	220	973	0	0	0	0	0	0	0	0	0	0	0	0	0	0
67	2	436RM002D001 Dhiska Gaun Tole Sadak	5.00	0,924	172	186	0	0	0	0	0	0	0	0	0	0	0	0	0	0
68	2	436RM002D002 Takule Gaun Tole Sadak 1	5.00	0,549	164	299	1	0	0	0	0	0	0	0	0	0	0	0	0	0
69	2	436RM002D003 Takule Gaun Tole Sadak 2	5.00	0,444	116	261	1	0	0	0	0	0	0	0	0	0	0	0	0	0
70	2	436RM002D004 Chautara dabda Tole Sadak	5.00	0,619	252	407	1	0	0	0	0	0	0	0	0	0	0	0	0	0
71	2	436RM002D005 Thani Than - Kalimati tole - Muchhok Ramche Tole Sadak	5.00	1,224	636	520	0	1	0	0	0	0	1	0	0	0	0	0	0	0
72	2	436RM002D006 Kami Gaun - Bharang	5.00	0,566	120	212	0	0	0	0	0	0	0	0	1	1	0	0	0	0
73	2	436RM002D007 Bisunkhe Gaun Tole Sadak	5.00	0,717	352	491	1	0	0	0	0	0	0	0	0	0	0	0	0	0
74	2	436RM002D008 Jhyalle Khola Agriculture Sadak 1	5.00	1,125	52	46	0	0	0	0	0	0	0	0	0	0	0	0	0	0
75	2	436RM002D009 Jhyalle Khola Agriculture Sadak 2	4.5	0,748	28	37	1	0	0	0	0	0	0	0	1	1	0	0	0	0
76	2	436RM002D010 Jhyalle Khola Agriculture Sadak 3	5.00	0,225	0	-	1	0	0	0	0	0	0	0	0	0	0	0	0	0
77	2	436RM002D011 Muchok Tar Tole Sadak	5.00	0,117	16	137	0	0	0	0	0	0	0	0	0	0	0	0	0	0
78	2	436RM002D012 Helme Agriculture Sadak	4.00	0,264	196	743	1	0	0	0	0	0	0	0	0	0	0	0	0	1
79	2	436RM002D012 Pokharetar Agricultural Sadak	4.00	0,226	20	89	1	0	0	0	0	0	0	0	0	0	0	0	0	1
80	2	436RM002D013 Chalise Agriculture Sadak	4.00	0,392	64	163	1	0	0	0	0	0	0	0	0	0	0	0	0	0
81	2	436RM002D014 Khamare Agricultural Sadak	4.00	0,370	24	65	1	0	0	0	0	0	0	0	0	0	0	0	0	0
82	2	436RM002D015 Khola Khet Agricultural Sadak	4.00	0,366	56	153	1	0	0	0	0	0	0	0	0	0	0	0	0	0
83	2	436RM002D016 Khola Khet Agricultural Sadak 2	4.00	0,318	16	50	1	0	0	0	0	0	0	0	0	0	0	0	0	0
84	2	436RM002D016 Taple Tole Sadak	4.00	1,273	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	1
85	2	436RM002D017 Matar Village Tole Sadak	1.00	0,635	184	290	1	0	0	0	0	0	0	0	0	0	0	0	0	0
86	2	436RM002D017 Sirubari Agriculture Sadak	4.00	1,189	232	195	1	0	0	0	0	0	0	0	1	1	0	0	0	1
87	2	436RM002D018 Ghyachhok Tole Sadak 1	1.00	0,456	300	658	0	1	1	1	0	0	3	1	1	2	1	0	0	1
88	2	436RM002D018 Sirubari Agricultural Sadak	4.00	0,331	56	169	0	0	0	0	0	0	0	0	1	1	0	0	0	0
89	2	436RM002D019 Ghyachhok Tole Sadak 2	1.00	0,178	88	493	0	0	0	0	0	0	0	0	0	0	0	0	0	0
90	2	436RM002D020 Turti Tole	1.00	0,519	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0
91	2	436RM002D021 Madale - Dhad Tole Sadak	5.00	0,704	324	460	0	0	1	0	0	0	1	0	0	0	0	0	0	0
92	2	436RM002D022 Falpu Tole Sadak	5.00	0,394	148	376	1	0	0	0	0	0	0	0	0	0	0	0	0	0
93	2	436RM002D023 Kapre Tole Sadak	5.00	0,650	68	105	0	0	0	0	0	0	0	0	0	0	0	0	0	1
94	2	436RM002D024 Thani Than Park Sadak	3.5	0,715	148	207	0	1	1	1	0	0	3	0	0	0	1	0	0	1

Detail Score for Ranking of Roads

SN	Municipal code	Road Name	Length	Ward Passes	population served	Agricultural Potential Center	existing Market centre/Commercial/Tourism/Industries	Health & Education service centre	future service centre	potential Site	special consideration	road connection To highway and District Road	Total score	Rank	Rank in Class
Score					15.00	10	20	15	5	10	15	10	100.00		
1	2	436RM002A001_Bhachhek Bazzar - Bimirebot - Dalit Basti - Kundare - Mucchok Tar - Muchhok Tar Dhad	10.75	4,5	5.70	7.5	16	15	2.5	0	0	5	51.70	8	8
2	2	436RM002A002_Baluwa Bazzar - Khola Khet - Koirale - Pokharetar Gaun	3.33	4.00	1.89	7.5	12	0		5	0	5	31.39	20	13
3	2	436RM002A003_Mauney - Bulbule - Milim Village - Aap Chautara - Baluwa Bazzar	6.63	1.00	3.68	5	12	7.5	2.5	5	7.5	5	48.18	10	10
4	2	436RM002A004_Bhachhek Bazzar - Madale - Tare Gaun - Simjung	5.44	4,5	4.23	5	8	15	2.5	5	0	0	39.73	12	11
5	2	436RM002A005_Ghyachhok - Basbot - DewalSwara - Turti - Sum Khola - Chamrung -Dhansera - Gairi Gaun - PochGaun	9.43	0.00	5.39	5	20	15	2.5	5	7.5	5	65.39	4	4
6	2	436RM002A006_Bhachhek Bazzar - Namki Village - Siran Danda -Napre Than -Maurey - Sisne - Apun - Posh - Keprung	13.88	2,3,4,5	11.02	10	20	15	2.5	5	7.5	5	76.02	3	3
7	2	436RM002A007_Namki Village - Kolkate - Andheri Khola - Kharibot	4.96	2,3	5.43	2.5	12	0	2.5	5	0	5	32.43	18	12
8	2	436RM002A008_Sathhi Danda - Uppallo Tar - D Tar - Deurali - Buddha Sing Tar - Buddha Sing Gaun - Dovan basti - Chepe Khola	6.50	2,3	4.12	10	16	15	2.5	5	0	5	57.62	7	7
9	2	436RM002A009_Baguwa - Sungure - Mul Danda - Tutwan - Sital Danda - Batase - Khalanga - Khorsara - Bhachhek Bazzar	8.91	3.00	3.83	2.5	8	15	2.5	5	7.5	5	49.33	9	9
10	2	36DR011_Bhachhek Bazar - Tinthare - Kafal Danda - Dalit Basti - Deurali	5.52	3.00	5.30	7.5	16	15	2.5	5	7.5	0	58.80	6	6
11	2	36DR012_Silami - Bhachhek Bazar - Ghogini Tole - Bakore - Pipalbot - Lapibot - Keprung	11.33	2,3,5	11.74	7.5	16	15	2.5	5	7.5	0	65.24	5	5
12	2	36DR015_Pokharetar - Pokhare Danda - Bagale Gaun - Baje Tole - Simjung - Bulbule - Ghyachhok	15.98	1,4	15.00	7.5	20	15	2.5	5	7.5	10	82.50	1	1
13	2	36DR016_Bhachhek Bazar - Dharapani - Aagri Danda - Dhiska - Kalleri	12.43	5.00	10.37	7.5	20	15	2.5	5	7.5	10	77.87	2	2
10	2	436RM002B001_Falpu - Dharapani - Lukuna - Aagri Danda - KuraKharkha - Muchhok Ramche	4.04	5.00	3.13	2.5	8	0	2.5	5	0	5	26.13	25	6
11	2	436RM002B002_Kuna Kharkha - Thani Than - Thulo Swara - Kami gaun - Saune - Regmi Gaun - Salbot	3.42	5.00	5.62	2.5	0	7.5	2.5	5	0	0	23.12	29	8
12	2	436RM002B003_Jhyallefat - Bharang - Paharamuni Gaun - Darbot Falpa - Bimirebot	9.48	5.00	2.50	2.5	4	7.5	2.5	5	0	5	29.00	22	4
13	2	436RM002B004_Kusunde - Ghopte - Kaule - Archale - Gairi gaun - Khatri tole - Bagale Gaun	3.51	4,5	3.81	2.5	0	0	0	5	0	5	16.31	40	10
14	2	436RM002B005_Siran danda - Taple - Gogan Paani	4.36	3,4,5	2.78	2.5	4	7.5	0	0	0	5	21.78	31	9
15	2	436RM002B006_Dewal Swara - Taal Khola - Rangrung	6.17	1.00	0.48	2.5	8	7.5	0	0	0	5	23.48	28	7
16	2	436RM002B007_Kusunde - Ghopte - Kaule - Archale - Gairi gaun - Khatri tole - Bagale Gaun	17.87	2.00	5.20	2.5	12	7.5	2.5	5	0	0	34.70	16	1
17	2	436RM002B008_Kafal Danda - Dhadinggara - Thekka Khet - Kulman	2.13	3.00	1.43	2.5	8	7.5	2.5	0	0	5	26.93	23	5
18	2	436RM002B008_Kafal Danda - Thadswara - Hansapur - Alxi danda - Pipal Bot - lami Danda - Saurpur - D Tar	5.85	23.00	4.06	2.5	12	7.5	2.5	0	0	5	33.56	17	2
19	2	436RM002B009_Bhachhek Bazzar - Dhadinggara - Naubishe tar - Mul Danda - Kapre Khola	4.59	1,5	2.36	2.5	12	0	2.5	5	0	5	29.36	21	3
20	2	436RM002C001_Ghaiya ban - Takule Gaun - Bhutepani	1.90	5.00	1.18	2.5	0	0	0	0	0	5	8.68	63	25
21	2	436RM002C002_Takule gaun - Bharang	0.82	5.00	0.86	2.5	0	0	0	0	0	0	3.36	94	40
22	2	436RM002C003_Takule Gaun - Chaturmala Ma .Vi	0.71	5.00	1.83	2.5	0	0	2.5	0	0	5	11.83	49	14
23	2	436RM002C004_Ghaiya Ban Sadak	2.08	5.00	0.21	0	0	0	0	5	0	5	10.21	52	17
24	2	436RM002C005_Bharang - Gyanjyoti Pra .Vi Sadak	2.08	5.00	1.39	0	0	7.5	0	0	0	0	8.89	60	22
25	2	436RM002C006_Deurali - Jhyalle Khola - Mucchok Tar	1.62	5.00	0.90	2.5	0	0	0	0	0	0	3.40	90	37
26	2	436RM002C007_Mucchok Tar Sadak	0.62	5.00	1.18	0	0	0	0	0	0	0	1.18	113	44
27	2	436RM002C008_Machhok Tar Aa.Vi - Pokhara Danda	1.13	4,5	0.67	0	0	7.5	0	0	0	5	13.17	46	12
28	2	436RM002C009_Pokhare Tar Gaun - Helme - Pokharetar	1.18	4.00	1.30	2.5	0	0	0	0	0	5	8.80	61	23
29	2	436RM002C010_Aangey Tar - Chalise - Ghaderi -Kholakhet - Koirale - Aangey Tar	3.38	4.00	0.93	0	0	0	0	0	0	0	0.93	116	47
30	2	436RM002C011_Bagale Gaun - Devithan Community Forest - Aangey Tar	2.14	4.00	0.86	0	0	0	0	0	0	5	5.86	77	31
31	2	436RM002C012_Sahu Tole - Saune Panni - Jhakri gaun - Danda Gaun - Chandi Vanjyang	1.57	4.00	4.40	0	0	7.5	2.5	5	0	5	24.40	27	6
32	2	436RM002C013_Inaar Pani Juli Chowk - Gaire Gaun - Chandi Vanjyang - Daksin Tole	1.01	4.00	4.84	0	0	7.5	2.5	5	0	5	24.84	26	5
33	2	436RM002C014_Haren Ghaderi - Sirubari - Simjung Danda Thar - Simjung	3.14	4.00	2.84	2.5	8	15	0	5	0	5	38.34	13	2
34	2	436RM002C015_Baluwa Bazar Sadak	2.10	4.00	3.26	2.5	12	7.5	2.5	5	0	5	37.76	14	3
35	2	436RM002C016_Baluwa Bazar - Birthing Center	1.35	1,4	3.47	2.5	8	0	2.5	5	0	5	26.47	24	4
36	2	436RM002C017_Simjung - Patle - Kaldu Swara	3.04	1,4	0.55	0	0	0	0	5	0	5	10.55	50	15
37	2	436RM002C018_Darbot Falpu - Dawadi Tole	2.08	5.00	1.12	2.5	0	0	0	0	0	0	3.62	86	35

Detail Score for Ranking of Roads

SN	Municipal code	Road Name	Length	Ward Passes	population served	Agricultural Potential Center	existing Market centre/Commercial/Tourism/Industries	Health & Education service centre	future service centre	potential Site special consideration	road connection To highway and District Road	Total score	Rank	Rank in Class	
Score					15.00	10	20	15	5	10	15	10	100.00		
38	2	436RM002C019_Thani Than - Darbot Falpu	2.79	5.00	0.69	2.5	0	0	0	0	0	3.19	99	42	
39	2	436RM002C020_Thani Than - Keureni - Aam Danda	1.61	5.00	1.16	0	0	0	0	0	0	1.16	114	45	
40	2	436RM002C021_Lukuna - Dharapani	1.48	5.00	1.03	2.5	0	0	0	0	0	3.53	87	36	
41	2	436RM002C022_Bimirebot - Madale	1.15	5.00	1.83	0	0	7.5	0	0	0	9.33	59	21	
42	2	436RM002C023_Thun Gaun Dhara Pani Water Tank - Thum Gaun - Bas Kot	1.98	1.00	1.18	2.5	0	0	0	0	5	8.68	63	25	
43	2	436RM002C024_Milim Water Tank - Kalika Temple - Mathar Village -Sadhi Khola	2.05	1.00	1.01	0	0	0	0	0	5	6.01	76	30	
44	2	436RM002C025_Ghyachhok - Chauthala	1.57	1.00	0.86	2.5	16	15	0	5	0	44.36	11	1	
45	2	436RM002C027_Siran Danda - Ghatta Tol - Nyauri Kharka	3.12	2.3	3.77	0	0	0	0	0	0	3.77	85	34	
46	2	436RM002C028_Virkuna - Ghatta Tol	3.84	2.4	2.29	0	4	0	2.5	0	0	8.79	62	24	
47	2	436RM002C029_Sisne - Dhade	2.87	2.00	0.74	0	4	0	2.5	5	0	12.24	48	13	
48	2	436RM002C030_Khimpu - Chis Kharkha	2.89	2.00	1.28	0	8	7.5	0	5	0	21.78	30	7	
49	2	436RM002C031_Khimpu - Olang	0.85	2.00	0.38	2.5	4	7.5	0	0	0	14.38	42	10	
50	2	436RM002C032_Faltu Gaire - Chepe Khola	2.01	2.00	0.00	0	0	7.5	2.5	0	0	10.00	56	19	
51	2	436RM002C033_Olang - Chepe Khola	2.54	2.00	1.20	0	0	0	0	0	0	1.20	112	43	
52	2	436RM002C034_Sadi Gaun - Thadswara - Chepe Khola - Deurali	4.11	2.3	0.32	2.5	0	7.5	2.5	5	0	17.82	38	9	
53	2	436RM002C035_Deurali - Chepe Khola	1.81	3.00	0.38	2.5	0	7.5	0	0	0	10.38	51	16	
54	2	436RM002C036_D Tar Agriculture Road 1	1.55	3.00	1.05	2.5	0	0	0	0	5	8.55	65	27	
55	2	436RM002C037_Lami Danda Agriculture Road	1.76	3.00	0.88	2.5	0	0	0	0	0	3.38	91	38	
56	2	436RM002C038_Hansapur - Dhakal Basti - Tallo Gaun - Pipalghed	1.71	3.00	0.88	2.5	0	0	0	0	0	3.38	91	38	
57	2	436RM002C039_Gaire Gaun Agriculture Road	2.79	3.00	2.06	2.5	0	0	0	0	5	9.56	57	20	
58	2	436RM002C039_Ghogini Tol - Hansapur	0.85	3.00	0.74	2.5	0	0	0	0	0	3.24	98	41	
59	2	436RM002C040_Namki Village - Ghogini Tol -	1.87	3.00	1.85	0	4	0	0	0	0	5.85	78	32	
60	2	436RM002C041_Naubishe Tar Agriculture Sadak	1.41	3.00	1.41	2.5	0	0	0	0	0	3.91	83	33	
61	2	436RM002C042_Naubishe Tar Agriculture Sadak	0.61	3.00	0.99	2.5	0	7.5	2.5	0	0	13.49	45	11	
62	2	436RM002C043_Tutwan - Junge Paani Road	1.26	3.00	0.04	2.5	0	7.5	0	0	0	10.04	55	18	
63	2	436RM002C044_Shree Jivan Jyoti Ma.Vi - Gairi Gaun	0.92	3.00	1.64	2.5	0	7.5	2.5	0	0	19.14	36	8	
64	2	436RM002C046_Uppalo Agriculture Road	1.11	2.3	0.59	2.5	0	0	0	0	5	8.09	68	28	
65	2	436RM002C046_Vikuna Agriculture Road	0.78	2.00	0.29	2.5	0	0	0	0	5	7.79	70	29	
66	2	436RM002C048_Chandi Vanjyang Healthpost Road	0.23	4.00	1.16	0	0	0	0	0	0	1.16	114	45	
67	2	436RM002D001_Dhiska Gaun Tole Sadak	0.92	5.00	0.90	0	0	0	0	0	0	0.90	117	47	
68	2	436RM002D002_Takule Gaun Tole Sadak 1	0.55	5.00	0.86	2.5	0	0	0	0	0	3.36	94	32	
69	2	436RM002D003_Takule Gaun Tole Sadak 2	0.44	5.00	0.61	2.5	0	0	0	0	0	3.11	100	35	
70	2	436RM002D004_Chautara dabda Tole Sadak	0.62	5.00	1.33	2.5	0	0	0	0	0	3.83	84	28	
71	2	436RM002D005_Thani Than - Kalimati tole - Muchhok Ramche Tole Sadak	1.22	5.00	3.35	0	4	0	0	0	0	7.35	75	23	
72	2	436RM002D006_Kami Gaun - Bharang	0.57	5.00	0.63	0	0	7.5	0	0	0	8.13	67	17	
73	2	436RM002D007_Bisunkhe Gaun Tole Sadak	0.72	5.00	1.85	2.5	0	0	0	0	0	4.35	82	27	
74	2	436RM002D008_Jhyalle Khola Agriculture Sadak 1	1.12	5.00	0.27	0	0	0	0	0	0	0.27	122	52	
75	2	436RM002D009_Jhyalle Khola Agriculture Sadak 2	0.75	4.5	0.15	2.5	0	7.5	0	0	0	10.15	54	14	
76	2	436RM002D010_Jhyalle Khola Agriculture Sadak 3	0.23	5.00	0.00	2.5	0	0	0	0	0	2.50	111	46	
77	2	436RM002D011_Muchok Tar Tole Sadak	0.12	5.00	0.08	0	0	0	0	0	0	0.08	124	54	
78	2	436RM002D012_Helme Agriculture Sadak	0.26	4.00	1.03	2.5	0	0	0	0	5	8.53	66	16	
79	2	436RM002D012_Pokharetar Agricultural Sadak	0.23	4.00	0.11	2.5	0	0	0	0	5	7.61	74	22	
80	2	436RM002D013_Chalise Agriculture Sadak	0.39	4.00	0.34	2.5	0	0	0	0	0	2.84	103	38	
81	2	436RM002D014_Khamare Agricultural Sadak	0.37	4.00	0.13	2.5	0	0	0	0	0	2.63	107	42	
82	2	436RM002D015_Khola Khet Agricultural Sadak	0.37	4.00	0.29	2.5	0	0	0	0	0	2.79	105	40	
83	2	436RM002D016_Khola Khet Agricultural Sadak 2	0.32	4.00	0.08	2.5	0	0	0	0	0	2.58	109	44	
84	2	436RM002D016_Taple Tole Sadak	1.27	4.00	0.00	0	0	0	0	0	5	5.00	81	26	
85	2	436RM002D017_Matar Village Tole Sadak	0.64	1.00	0.97	2.5	0	0	0	0	0	3.47	88	29	

Detail Score for Ranking of Roads

SN	Municipal code	Road Name	Length	Ward Passes	population served	Agricultural Potential Center	existing Market centre/Commercial/Tourism/Industries	Health & Education service centre	future service centre	potential Site	special consideration	road connection To highway and District Road	Total score	Rank	Rank in Class
Score					15.00	10	20	15	5	10	15	10	100.00		
86	2	436RM002D017_Sirubari Agriculture Sadak	1.19	4.00	1.22	2.5	0	7.5	0	0	0	5	16.22	41	9
87	2	436RM002D018_Ghyachhok Tole Sadak 1	0.46	1.00	1.58	0	12	15	2.5	0	0	5	36.08	15	1
88	2	436RM002D018_Sirubari Agricultural Sadak	0.33	4.00	0.29	0	0	7.5	0	0	0	0	7.79	70	19
89	2	436RM002D019_Ghyachhok Tole Sadak 2	0.18	1.00	0.46	0	0	0	0	0	0	0	0.46	120	50
90	2	436RM002D020_Turti Tole	0.52	1.00	0.00	0	0	0	0	0	0	0	0.00	125	55
91	2	436RM002D021_Madale - Dhad Tole Sadak	0.70	5.00	1.70	0	4	0	0	0	0	0	5.70	79	24
92	2	436RM002D022_Falpu Tole Sadak	0.39	5.00	0.78	2.5	0	0	0	0	0	0	3.28	97	34
93	2	436RM002D023_Kapre Tole Sadak	0.65	5.00	0.36	0	0	0	0	0	0	5	5.36	80	25
94	2	436RM002D024_Thani Than Park Sadak	0.72	3.5	0.78	0	12	0	2.5	0	0	5	20.28	32	3
95	2	436RM002D026_Gaupalika Sadak	0.26	3.00	0.46	0	12	0	2.5	0	0	5	19.96	33	4
96	2	436RM002D027_Ajirkot Hill Temple Sadak	0.35	3.00	0.42	0	12	0	2.5	0	0	5	19.92	34	5
97	2	436RM002D027_Army Training Camp Sadak	0.26	3.00	0.63	0	8	0	0	5	0	5	18.63	37	7
98	2	436RM002D028_Thadswara Tole Sadak	0.67	3.00	0.38	2.5	0	0	0	0	0	5	7.88	69	18
99	2	436RM002D029_Devekota Tole Sadak	0.56	3.00	0.67	0	0	0	0	0	0	0	0.67	118	48
100	2	436RM002D030_Pipalbot Kolkate Tole Sadak	0.60	3.00	0.46	2.5	0	0	0	0	0	0	2.96	102	37
101	2	436RM002D031_Pipal bot Tole Sadak	0.88	3.00	0.95	2.5	0	0	0	0	0	0	3.45	89	30
102	2	436RM002D032_Adheri Khola Tole Sadak	0.22	2.00	0.04	2.5	0	0	0	0	0	0	2.54	110	45
103	2	436RM002D033_Bhanjyang Tole Sadak	1.23	2.00	1.75	2.5	8	0	0	0	0	0	12.25	47	12
104	2	436RM002D034_Banjyang Tole Sadak 2	0.24	2.00	0.19	0	0	0	0	0	0	0	0.19	123	53
105	2	436RM002D035_Kharibot Tole Sadak	0.51	2.00	1.41	0	8	0	0	5	0	5	19.41	35	6
106	2	436RM002D036_Sathhi Danda Tole Sadak	0.24	2.00	0.25	2.5	0	0	0	0	0	5	7.75	72	20
107	2	436RM002D037_Uppalo Taar Agricultural Sadak	0.84	2.00	0.50	2.5	4	7.5	0	5	7.5	5	32.00	19	2
108	2	436RM002D038_Uppalo Tar Agricultural Sadak 2	0.32	2.00	0.15	2.5	4	7.5	0	0	0	0	14.15	43	10
109	2	436RM002D039_Saurpur Tole Sadak	1.15	3.00	2.17	2.5	0	7.5	0	0	0	5	17.17	39	8
110	2	436RM002D040_Lapsibot Tole Sadak	0.61	3.00	1.89	2.5	0	0	0	0	0	5	9.39	58	15
111	2	436RM002D041_Tallo Gaun Agricultural Sadak	0.94	3.00	0.21	2.5	0	7.5	0	0	0	0	10.21	52	13
112	2	436RM002D042_Sim Khola Agricultural Sadak	0.25	3.00	0.00	0	0	0	0	0	0	0	0.00	125	55
113	2	436RM002D043_D Tar Agriculture Road 1	0.30	3.00	0.88	2.5	0	0	0	0	0	0	3.38	91	31
114	2	436RM002D044_D Tar Agriculture Road 2	0.48	3.00	0.32	2.5	0	0	0	0	0	0	2.82	104	39
115	2	436RM002D045_D Tar Agriculture Road 3	0.63	3.00	0.55	2.5	0	0	0	0	0	0	3.05	101	36
116	2	436RM002D046_Buddhasing Gaun Tole Sadak	0.47	3.00	0.82	2.5	0	0	0	0	0	0	3.32	96	33
117	2	436RM002D047_Naubishe Tar Agriculture Sadak 1	0.94	3.00	0.11	2.5	0	0	0	0	0	0	2.61	108	43
118	2	436RM002D048_Naubishe Tar Agriculture Sadak 2	0.94	3.00	0.27	2.5	0	0	0	0	0	0	2.77	106	41
119	2	436RM002D049_Mul Danda - Sital Danda Tole Sadak	0.94	3.00	0.21	0	0	7.5	0	0	0	0	7.71	73	21
120	2	436RM002D050_Tutwan Tole Sadak	0.21	3.00	0.00	0	0	0	0	0	0	0	0.00	125	55
121	2	436RM002D051_Batase Tole Sadak	0.17	3.00	0.57	0	0	0	0	0	0	0	0.57	119	49
122	2	436RM002D052_Saune Paani Tole Sadak	0.11	4.00	0.29	0	0	0	0	0	0	0	0.29	121	51

Detail Score for Ranking of Roads

SN	Municipal code	Road Name	Length	Ward Passes	population served	Agricultural Potential Center	existing Market centre/Commercial /Tourism/Industries	Health & Education service centre	future service centre	potential Site	special consideration	road connection To highway and District Road	Total score	Rank	Rank in Class
Score					15.00	10	20	15	5	10	15	10	100.00		
1	2	36DR015_Pokharetar - Pokhare Danda - Bagale Gaun - Baje Tole - Simjung - Bulbule - Ghyachhok	15.98	1,4	15.00	7.5	20	15	2.5	5	7.5	10	82.50	1	1
12	2	36DR016_Bhachhek Bazar - Dharapani - Aagri Danda - Dhiska - Kalleri	12.43	5.00	10.37	7.5	20	15	2.5	5	7.5	10	77.87	2	2
13	2	436RM002A006_Bhachhek Bazzar - Namki Village - Siran Danda -Napre Than -Maurey - Sisne - Apun - Posh - Keprung	13.88	2,3,4,5	11.02	10	20	15	2.5	5	7.5	5	76.02	3	3
6	2	436RM002A005_Ghyachhok - Basbot - DewalSwara - Turti - Sum Khola - Chamrung - Dhansera - Gairi Gaun - PochGaun	9.43	0	5.39	5	20	15	2.5	5	7.5	5	65.39	4	4
5	2	36DR012_Silami - Bhachhek Bazar - Ghogini Tole - Bakore - Pipalbot - Lapibot - Keprung	11.33	2,3,5	11.74	7.5	16	15	2.5	5	7.5	0	65.24	5	5
11	2	36DR011_Bhachhek Bazar - Tinthare - Kafal Danda - Dalit Basti - Deurali	5.52	3	5.30	7.5	16	15	2.5	5	7.5	0	58.80	6	6
10	2	436RM002A008_Sathhi Danda - Uppallo Tar - D Tar - Deurali - Buddha Sing Tar - Buddha Sing Gaun - Dovan basti - Chepe Khola	6.50	2,3	4.12	10	16	15	2.5	5	0	5	57.62	7	7
8	2	436RM002A001_Bhachhek Bazzar - Bimirebot - Dalit Basti - Kundare - Mucchok Tar - Muchhok Tar Dhad	10.75	4,5	5.70	7.5	16	15	2.5	0	0	5	51.70	8	8
9	2	436RM002A009_Baguwa - Sungure - Mul Danda - Tutwan - Sital Danda - Batase - Khalanga - Khorsara - Bhachhek Bazzar	8.91	3.00	3.83	2.5	8	15	2.5	5	7.5	5	49.33	9	9
3	2	436RM002A003_Mauney - Bulbule - Milim Village - Aap Chautara - Baluwa Bazzar	6.63	1.00	3.68	5	12	7.5	2.5	5	7.5	5	48.18	10	10
4	2	436RM002A004_Bhachhek Bazzar - Madale - Tare Gaun - Simjung	5.44	4,5	4.23	5	8	15	2.5	5	0	0	39.73	12	11
7	2	436RM002A007_Namki Village - Kolkate - Andheri Khola - Kharibot	4.96	2,3	5.43	2.5	12	0	2.5	5	0	5	32.43	18	12
2	2	436RM002A002_Baluwa Bazzar - Khola Khet - Koirale - Pokharetar Gaun	3.33	4.00	1.89	7.5	12	0		5	0	5	31.39	20	13
10	2	436RM002B007_Kusunde - Ghopte - Kaule - Archale - Gairi gaun - Khatri tole - Bagale Gaun	17.87	2	5.20	2.5	12	7.5	2.5	5	0	0	34.70	16	1
11	2	436RM002B008_Kafal Danda - Thadswara - Hansapur - Alxi danda - Pipal Bot - lami Danda - Saurpur - D Tar	5.85	23	4.06	2.5	12	7.5	2.5	0	0	5	33.56	17	2
12	2	436RM002B009_Bhachhek Bazzar - Dhadinggara - Naubishe tar - Mul Danda - Kapre Khola	4.59	1, 5	2.36	2.5	12	0	2.5	5	0	5	29.36	21	3
13	2	436RM002B003_Jhyallefat - Bharang - Paharamuni Gaun - Darbot Falpa - Bimirebot	9.48	5	2.50	2.5	4	7.5	2.5	5	0	5	29.00	22	4
14	2	436RM002B008_Kafal Danda - Dhadinggara - Thekka Khet - Kulman	2.13	3.00	1.43	2.5	8	7.5	2.5	0	0	5	26.93	23	5
15	2	436RM002B001_Falpu - Dharapani - Lukuna - Aagri Danda - KuraKharkha - Muchhok Ramche	4.04	5.00	3.13	2.5	8	0	2.5	5	0	5	26.13	25	6
16	2	436RM002B006_Dewal Swara - Taal Khola - Rangrung	6.17	1.00	0.48	2.5	8	7.5	0	0	0	5	23.48	28	7
17	2	436RM002B002_Kuna Kharkha - Thani Than - Thulo Swara - Kami gaun - Saune - Regmi Gaun - Salbot	3.42	5	5.62	2.5	0	7.5	2.5	5	0	0	23.12	29	8
18	2	436RM002B005_Siran danda - Taple - Gogan Paani	4.36	3,4,5	2.78	2.5	4	7.5	0	0	0	5	21.78	31	9
19	2	436RM002B004_Kusunde - Ghopte - Kaule - Archale - Gairi gaun - Khatri tole - Bagale Gaun	3.51	4,5	3.81	2.5	0	0	0	5	0	5	16.31	40	10
20	2	436RM002C025_Ghyachhok - Chauthala	1.57	1.00	0.86	2.5	16	15	0	5	0	5	44.36	11	1
21	2	436RM002C014_Haren Ghaderi - Sirubari - Simjung Danda Thar - Simjung	3.14	4	2.84	2.5	8	15	0	5	0	5	38.34	13	2
22	2	436RM002C015_Baluwa Bazar Sadak	2.10	4	3.26	2.5	12	7.5	2.5	5	0	5	37.76	14	3
23	2	436RM002C016_Baluwa Bazar - Birthing Center	1.35	1,4	3.47	2.5	8	0	2.5	5	0	5	26.47	24	4

Detail Score for Ranking of Roads

SN	Municipal code	Road Name	Length	Ward Passes	population served	Agricultural Potential Center	existing Market centre/Commercial /Tourism/Industries	Health & Education service centre	future service centre	potential Site	special consideration	road connection To highway and District Road	Total score	Rank	Rank in Class
Score					15.00	10	20	15	5	10	15	10	100.00		
24	2	436RM002C013_Inaar Pani Juli Chowk - Gaire Gaun - Chandi Vanjyang - Daksin Tole	1.01	4	4.84	0	0	7.5	2.5	5	0	5	24.84	26	5
25	2	436RM002C012_Sahu Tole - Saune Panni - Jhakri gaun - Danda Gaun - Chandi Vanjyang	1.57	4.00	4.40	0	0	7.5	2.5	5	0	5	24.40	27	6
26	2	436RM002C030_Khimpu - Chis Kharkha	2.89	2	1.28	0	8	7.5	0	5	0	0	21.78	30	7
27	2	436RM002C044_Shree Jivan Jyoti Ma.Vi - Gairi Gaun	0.92	3	1.64	2.5	0	7.5	2.5	0	0	5	19.14	36	8
28	2	436RM002C034_Sadi Gaun - Thadswara - Chepe Khola - Deurali	4.11	2,3	0.32	2.5	0	7.5	2.5	5	0	0	17.82	38	9
29	2	436RM002C031_Khimpu - Olang	0.85	2	0.38	2.5	4	7.5	0	0	0	0	14.38	42	10
30	2	436RM002C042_Naubishe Tar Agriculture Sadak	0.61	3	0.99	2.5	0	7.5	2.5	0	0	0	13.49	45	11
31	2	436RM002C008_Machhok Tar Aa.Vi - Pokhara Danda	1.13	4,5	0.67	0	0	7.5	0	0	0	5	13.17	46	12
32	2	436RM002C029_Sisne - Dhade	2.87	2	0.74	0	4	0	2.5	5	0	0	12.24	48	13
33	2	436RM002C003_Takule Gaun - Chaturmala Ma .Vi	0.71	5	1.83	2.5	0	0	2.5	0	0	5	11.83	49	14
34	2	436RM002C017_Simjung - Patle - Kaldu Swara	3.04	1,4	0.55	0	0	0	0	5	0	5	10.55	50	15
35	2	436RM002C035_Deurali - Chepe Khola	1.81	3	0.38	2.5	0	7.5	0	0	0	0	10.38	51	16
36	2	436RM002C004_Ghaiya Ban Sadak	2.08	5	0.21	0	0	0	0	5	0	5	10.21	52	17
37	2	436RM002C043_Tutwan - Junge Paani Road	1.26	3	0.04	2.5	0	7.5	0	0	0	0	10.04	55	18
38	2	436RM002C032_Faltu Gaire - Chepe Khola	2.01	2.00	0.00	0	0	7.5	2.5	0	0	0	10.00	56	19
39	2	436RM002C039_Gaire Gaun Agriculture Road	2.79	3	2.06	2.5	0	0	0	0	0	5	9.56	57	20
40	2	436RM002C022_Bimirebot - Madale	1.15	5	1.83	0	0	7.5	0	0	0	0	9.33	59	21
41	2	436RM002C005_Bharang - Gyanjyoti Pra .Vi Sadak	2.08	5	1.39	0	0	7.5	0	0	0	0	8.89	60	22
42	2	436RM002C009_Pokhare Tar Gaun - Helme - Pokharetar	1.18	4	1.30	2.5	0	0	0	0	0	5	8.80	61	23
43	2	436RM002C028_Virkuna - Ghatta Tol	3.84	2,4	2.29	0	4	0	2.5	0	0	0	8.79	62	24
44	2	436RM002C001_Ghaiya ban - Takule Gaun - Bhutepani	1.90	5	1.18	2.5	0	0	0	0	0	5	8.68	63	25
45	2	436RM002C023_Thun Gaun Dhara Pani Water Tank - Thum Gaun - Bas Kot	1.98	1	1.18	2.5	0	0	0	0	0	5	8.68	63	25
46	2	436RM002C036_D Tar Agriculture Road 1	1.55	3	1.05	2.5	0	0	0	0	0	5	8.55	65	27
47	2	436RM002C046_Uppalo Agriculture Road	1.11	2,3	0.59	2.5	0	0	0	0	0	5	8.09	68	28
48	2	436RM002C046_Vikuna Agriculture Road	0.78	2.00	0.29	2.5	0	0	0	0	0	5	7.79	70	29
49	2	436RM002C024_Milim Water Tank - Kalika Temple - Mathar Village -Sadhi Khola	2.05	1	1.01	0	0	0	0	0	0	5	6.01	76	30
50	2	436RM002C011_Bagale Gaun - Devithan Community Forest - Aangey Tar	2.14	4	0.86	0	0	0	0	0	0	5	5.86	77	31
51	2	436RM002C040_Namki Village - Ghogini Tol -	1.87	3	1.85	0	4	0	0	0	0	0	5.85	78	32
52	2	436RM002C041_Naubishe Tar Agriculture Sadak	1.41	3	1.41	2.5	0	0	0	0	0	0	3.91	83	33
53	2	436RM002C027_Siran Danda - Ghatta Tol - Nyauri Kharka	3.12	2,3	3.77	0	0	0	0	0	0	0	3.77	85	34
54	2	436RM002C018_Darbot Falpu - Dawadi Tole	2.08	5	1.12	2.5	0	0	0	0	0	0	3.62	86	35
55	2	436RM002C021_Lukuna - Dharapani	1.48	5	1.03	2.5	0	0	0	0	0	0	3.53	87	36
56	2	436RM002C006_Deurali - Jhyalle Khola - Mucchok Tar	1.62	5	0.90	2.5	0	0	0	0	0	0	3.40	90	37
57	2	436RM002C037_Lami Danda Agriculture Road	1.76	3	0.88	2.5	0	0	0	0	0	0	3.38	91	38
58	2	436RM002C038_Hansapur - Dhakal Basti - Tallo Gaun - Pipalped	1.71	3	0.88	2.5	0	0	0	0	0	0	3.38	91	38
59	2	436RM002C002_Takule gaun - Bharang	0.82	5	0.86	2.5	0	0	0	0	0	0	3.36	94	40
60	2	436RM002C039_Ghogini Tol - Hansapur	0.85	3	0.74	2.5	0	0	0	0	0	0	3.24	98	41
61	2	436RM002C019_Thani Than - Darbot Falpu	2.79	5	0.69	2.5	0	0	0	0	0	0	3.19	99	42
62	2	436RM002C033_Olang - Chepe Khola	2.54	2	1.20	0	0	0	0	0	0	0	1.20	112	43
63	2	436RM002C007_Mucchok Tar Sadak	0.62	5	1.18	0	0	0	0	0	0	0	1.18	113	44

Detail Score for Ranking of Roads

SN	Municipal code	Road Name	Length	Ward Passes	population served	Agricultural Potential Center	existing Market centre/Commercial /Tourism/Industries	Health & Education service centre	future service centre	potential Site	special consideration	road connection To highway and District Road	Total score	Rank	Rank in Class	
Score					15.00	10	20	15	5	10	15	10	100.00			
64	2	436RM002C020_Thani Than - Keureni - Aam Danda	1.61	5	1.16	0	0	0	0	0	0	0	1.16	114	45	
65	2	436RM002C048_Chandi Vanjyang Healthpost Road	0.23	4	1.16	0	0	0	0	0	0	0	1.16	114	45	
66	2	436RM002C010_Aangey Tar - Chalise - Ghaderi -Kholakhet - Koirale - Aangey Tar	3.38	4.00	0.93	0	0	0	0	0	0	0	0.93	116	47	
67	2	436RM002D018_Ghyachhok Tole Sadak 1	0.46	1	1.58	0	12	15	2.5	0	0	5	36.08	15	1	
68	2	436RM002D037_Uppalo Taar Agricultural Sadak	0.84	2	0.50	2.5	0	4	7.5	0	5	7.5	5	32.00	19	2
69	2	436RM002D024_Thani Than Park Sadak	0.72	3,5	0.78	0	12	0	2.5	0	0	5	20.28	32	3	
70	2	436RM002D026_Gaupalika Sadak	0.26	3	0.46	0	12	0	2.5	0	0	5	19.96	33	4	
71	2	436RM002D027_Ajirkot Hill Temple Sadak	0.35	3	0.42	0	12	0	2.5	0	0	5	19.92	34	5	
72	2	436RM002D035_Kharibot Tole Sadak	0.51	2	1.41	0	8	0	0	5	0	5	19.41	35	6	
73	2	436RM002D027_Army Training Camp Sadak	0.26	3	0.63	0	8	0	0	5	0	5	18.63	37	7	
74	2	436RM002D039_Saurpur Tole Sadak	1.15	3	2.17	2.5	0	7.5	0	0	0	5	17.17	39	8	
75	2	436RM002D017_Sirubari Agriculture Sadak	1.19	4	1.22	2.5	0	7.5	0	0	0	5	16.22	41	9	
76	2	436RM002D038_Uppalo Tar Agricultural Sadak 2	0.32	2	0.15	2.5	4	7.5	0	0	0	0	14.15	43	10	
77	2	436RM002D053_Bataghar Tole - Gairegaun Tole Sadak	0.44	4	0.63	0	8	0	0	0	0	5	13.63	44	11	
78	2	436RM002D033_Bhanjyang Tole Sadak	1.23	2	1.75	2.5	8	0	0	0	0	0	12.25	47	12	
79	2	436RM002D041_Tallo Gaun Agricultural Sadak	0.94	3	0.21	2.5	0	7.5	0	0	0	0	10.21	52	13	
80	2	436RM002D009_Jhyalle Khola Agriculture Sadak 2	0.75	4,5	0.15	2.5	0	7.5	0	0	0	0	10.15	54	14	
81	2	436RM002D040_Lapsibot Tole Sadak	0.61	3	1.89	2.5	0	0	0	0	0	5	9.39	58	15	
82	2	436RM002D012_Helme Agriculture Sadak	0.26	4	1.03	2.5	0	0	0	0	0	5	8.53	66	16	
83	2	436RM002D006_Kami Gaun - Bharang	0.57	5	0.63	0	0	7.5	0	0	0	0	8.13	67	17	
84	2	436RM002D028_Thadsvara Tole Sadak	0.67	3	0.38	2.5	0	0	0	0	0	5	7.88	69	18	
85	2	436RM002D018_Sirubari Agricultural Sadak	0.33	4	0.29	0	0	7.5	0	0	0	0	7.79	70	19	
86	2	436RM002D036_Sathhi Danda Tole Sadak	0.24	2	0.25	2.5	0	0	0	0	0	5	7.75	72	20	
87	2	436RM002D049_Mul Danda - Sital Danda Tole Sadak	0.94	3	0.21	0	0	7.5	0	0	0	0	7.71	73	21	
88	2	436RM002D012_Pokharetar Agricultural Sadak	0.23	4	0.11	2.5	0	0	0	0	0	5	7.61	74	22	
89	2	436RM002D005_Thani Than - Kalimati tole - Muchhok Ramche Tole Sadak	1.22	5	3.35	0	4	0	0	0	0	0	7.35	75	23	
90	2	436RM002D021_Madale - Dhad Tole Sadak	0.70	5	1.70	0	4	0	0	0	0	0	5.70	79	24	
91	2	436RM002D023_Kapre Tole Sadak	0.65	5	0.36	0	0	0	0	0	0	5	5.36	80	25	
92	2	436RM002D016_Taple Tole Sadak	1.27	4	0.00	0	0	0	0	0	0	5	5.00	81	26	
93	2	436RM002D007_Bisunkhe Gaun Tole Sadak	0.72	5	1.85	2.5	0	0	0	0	0	0	4.35	82	27	
94	2	436RM002D004_Chautara dabda Tole Sadak	0.62	5	1.33	2.5	0	0	0	0	0	0	3.83	84	28	
95	2	436RM002D017_Matar Village Tole Sadak	0.64	1	0.97	2.5	0	0	0	0	0	0	3.47	88	29	
96	2	436RM002D031_Pipal bot Tole Sadak	0.88	3	0.95	2.5	0	0	0	0	0	0	3.45	89	30	
97	2	436RM002D043_D Tar Agriculture Road 1	0.30	3	0.88	2.5	0	0	0	0	0	0	3.38	91	31	
98	2	436RM002D002_Takule Gaun Tole Sadak 1	0.55	5	0.86	2.5	0	0	0	0	0	0	3.36	94	32	
99	2	436RM002D046_Buddhasing Gaun Tole Sadak	0.47	3	0.82	2.5	0	0	0	0	0	0	3.32	96	33	
100	2	436RM002D022_Falpu Tole Sadak	0.39	5	0.78	2.5	0	0	0	0	0	0	3.28	97	34	
101	2	436RM002D003_Takule Gaun Tole Sadak 2	0.44	5	0.61	2.5	0	0	0	0	0	0	3.11	100	35	
102	2	436RM002D045_D Tar Agriculture Road 3	0.63	3	0.55	2.5	0	0	0	0	0	0	3.05	101	36	
103	2	436RM002D030_Pipalbot Kolkate Tole Sadak	0.60	3	0.46	2.5	0	0	0	0	0	0	2.96	102	37	
104	2	436RM002D013_Chalise Agriculture Sadak	0.39	4	0.34	2.5	0	0	0	0	0	0	2.84	103	38	
105	2	436RM002D044_D Tar Agriculture Road 2	0.48	3	0.32	2.5	0	0	0	0	0	0	2.82	104	39	

Detail Score for Ranking of Roads

SN	Municipal code	Road Name	Length	Ward Passes	population served	Agricultural Potential Center	existing Market centre/Commercial /Tourism/Industries	Health & Education service centre	future service centre	potential Site	special consideration	road connection To highway and District Road	Total score	Rank	Rank in Class
Score					15.00	10	20	15	5	10	15	10	100.00		
106	2	436RM002D015_Khola Khet Agricultural Sadak	0.37	4	0.29	2.5	0	0	0	0	0	0	2.79	105	40
107	2	436RM002D048_Naubishe Tar Agriculture Sadak 2	0.94	3	0.27	2.5	0	0	0	0	0	0	2.77	106	41
108	2	436RM002D014_Khamare Agricultural Sadak	0.37	4	0.13	2.5	0	0	0	0	0	0	2.63	107	42
109	2	436RM002D047_Naubishe Tar Agriculture Sadak 1	0.94	3	0.11	2.5	0	0	0	0	0	0	2.61	108	43
110	2	436RM002D016_Khola Khet Agricultural Sadak 2	0.32	4	0.08	2.5	0	0	0	0	0	0	2.58	109	44
111	2	436RM002D032_Adheri Khola Tole Sadak	0.22	2	0.04	2.5	0	0	0	0	0	0	2.54	110	45
112	2	436RM002D010_Jhyalle Khola Agriculture Sadak 3	0.23	5	0.00	2.5	0	0	0	0	0	0	2.50	111	46
113	2	436RM002D001_Dhiska Gaun Tole Sadak	0.92	5	0.90	0	0	0	0	0	0	0	0.90	117	47
114	2	436RM002D029_Devekota Tole Sadak	0.56	3	0.67	0	0	0	0	0	0	0	0.67	118	48
115	2	436RM002D051_Batase Tole Sadak	0.17	3	0.57	0	0	0	0	0	0	0	0.57	119	49
116	2	436RM002D019_Ghyachhok Tole Sadak 2	0.18	1	0.46	0	0	0	0	0	0	0	0.46	120	50
117	2	436RM002D052_Saune Paani Tole Sadak	0.11	4	0.29	0	0	0	0	0	0	0	0.29	121	51
118	2	436RM002D008_Jhyalle Khola Agriculture Sadak 1	1.12	5	0.27	0	0	0	0	0	0	0	0.27	122	52
119	2	436RM002D034_Banjyang Tole Sadak 2	0.24	2	0.19	0	0	0	0	0	0	0	0.19	123	53
120	2	436RM002D011_Muchok Tar Tole Sadak	0.12	5	0.08	0	0	0	0	0	0	0	0.0841515	124	54
121	2	436RM002D020_Turti Tole	0.52	1	0	0	0	0	0	0	0	0	0	125	55
122	2	436RM002D042_Sim Khola Agricultural Sadak	0.25	3	0	0	0	0	0	0	0	0	0	125	55
123	2	436RM002D050_Tutwan Tole Sadak	0.21	3	0	0	0	0	0	0	0	0	0	125	55

Budget Forecase Plan of Rural Municipal Transport Master Plan (RTMP) of Arjikot Rural Municipality

Forecasted Budget For Arjikot Rural Municipality

BUDGET	Probable Budget	Construction(70%)	maintainance(30%)	Class A(50%)	Class B(30%)	Class C(20%)	Class D(5%)	Total Cost For Construction
Base Year	39,000,000	27,300,000	11,700,000	12,285,000	8,190,000	5,460,000	1,365,000	27,300,000
first Year	44,850,000	31,395,000	13,455,000	14,127,750	9,418,500	6,279,000	1,569,750	31,395,000
Second Year	51,577,500	36,104,250	15,473,250	16,246,913	10,831,275	7,220,850	1,805,213	36,104,250
Third Year	59,314,125	41,519,888	17,794,238	18,683,949	12,455,966	8,303,978	2,075,994	41,519,888
Fourth Year	68,211,244	47,747,871	20,463,373	21,486,542	14,324,361	9,549,574	2,387,394	47,747,871
Fifth Year	78,442,930	54,910,051	23,532,879	24,709,523	16,473,015	10,982,010	2,745,503	54,910,051
Total				107,539,677	71,693,118	47,795,412	11,948,853	238,977,059

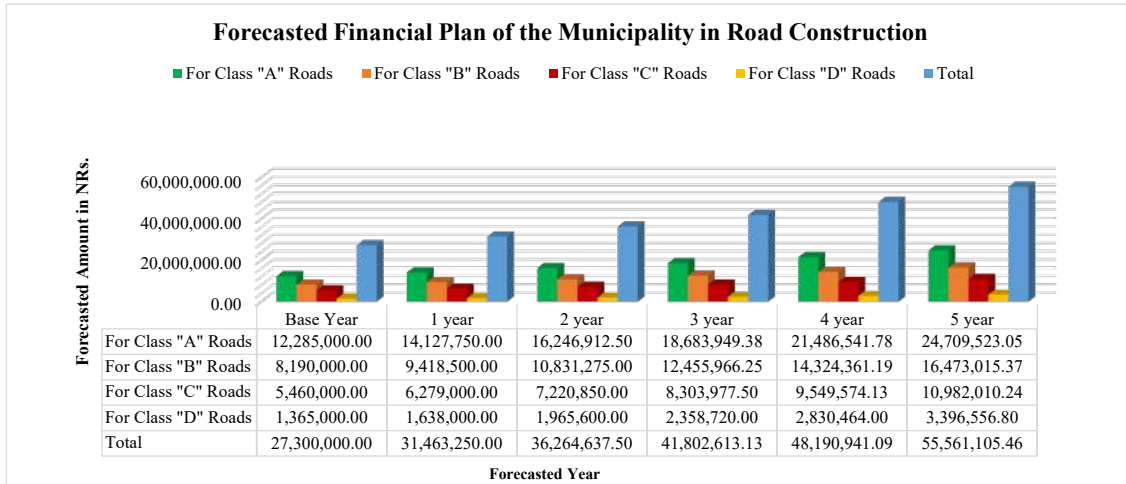
Forecasted Financial Plan of the Rural Municipality in Road Sector

Base Year		Forecasted Year (Amount in NRs.)					
year		-	1	2	3	4	5
f/y		2079/80	2080/81	2081/82	2082/83	2083/84	2084/85
Amount		39,000,000	44,850,000	51,577,500	59,314,125	68,211,244	78,442,930
Intervention Type	Construction	27,300,000	31,395,000	36,104,250	41,519,888	47,747,871	54,910,051
	Maintanence	11,700,000	13,455,000	15,473,250	17,794,238	20,463,373	23,532,879

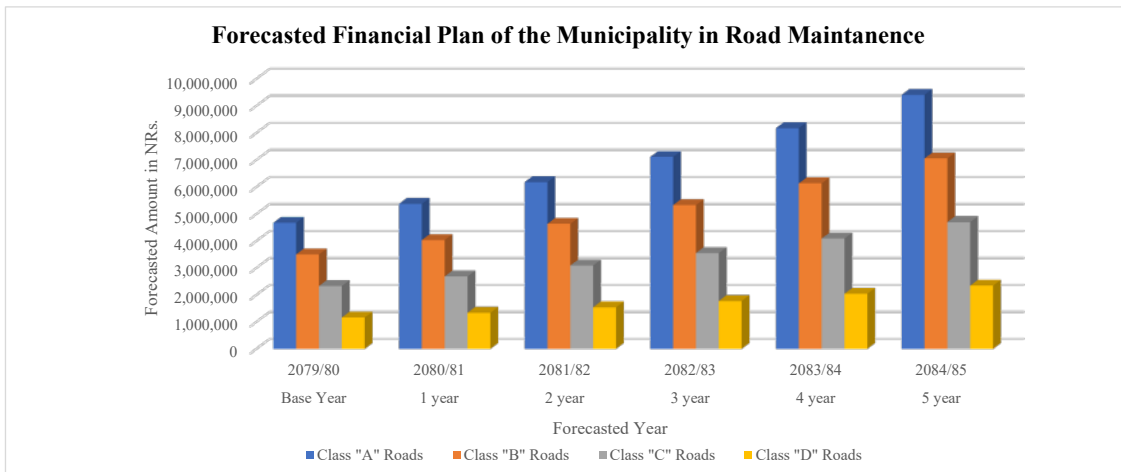
Forecasted Financial Plan of the Rural Municipality in Road Sector

Base Year	Forecasted Year (Amount in NRs.)							
	Base Year	1 year	2 year	3 year	4 year	5 year	10 year	20 year
2018/19	2079/80	2080/81	2081/82	2082/83	2083/84	2084/85	2090/91	2100/2101
Amount	39,000,000	44,850,000	51,577,500	59,314,125	68,211,244	78,442,930	451,046,849	5,187,038,767
Cumulative Budget	39,000,000	83,850,000	135,427,500	194,741,625	262,952,869	341,395,799		

Forecasted Financial Plan of the Rural Municipality in Road Construction						
Road Type for the Construction Work	Forecasted Year (Amount in NRs.)					
	Base Year	1 year	2 year	3 year	4 year	5 year
	2079/80	2080/81	2081/82	2082/83	2083/84	2084/85
Class "A" Roads	12,285,000	14,127,750	16,246,913	18,683,949	21,486,542	24,709,523
Class "B" Roads	8,190,000	9,418,500	10,831,275	12,455,966	14,324,361	16,473,015
Class "C" Roads	5,460,000	6,279,000	7,220,850	8,303,978	9,549,574	10,982,010
Class "D" Roads	1,365,000	1,638,000	1,965,600	2,358,720	2,830,464	3,396,557
Total for Construction	27,300,000	31,463,250	36,264,638	41,802,613	48,190,941	55,561,105



Forecasted Financial Plan of the Rural Municipality in Road Maintenance						
Road Type for the Maintenance Work	Forecasted Year (Amount in NRs.)					
	Base Year	1 year	2 year	3 year	4 year	5 year
	2079/80	2080/81	2081/82	2082/83	2083/84	2084/85
Class "A" Roads	4,680,000	5,382,000	6,189,300	7,117,695	8,185,349	9,413,152
Class "B" Roads	3,510,000	4,036,500	4,641,975	5,338,271	6,139,012	7,059,864
Class "C" Roads	2,340,000	2,691,000	3,094,650	3,558,848	4,092,675	4,706,576
Class "D" Roads	1,170,000	1,345,500	1,547,325	1,779,424	2,046,337	2,353,288
Total for Construction	11,700,000	13,455,000	15,473,250	17,794,238	20,463,373	23,532,879



General information																	Year 1				Year 2				Year 3				Year 4				Year 5							
S.N	Road Code	Road Name	score	overall rank	rank in class	Wards passes	Average width	Earthen	Gravel	Bituminous	New Track	Total	Total Cost	rate of gravelling	rate of black top	rate of drain constru	Cost Per km	Rate of surface Piere	Length Of Construct	Percent	Budget Allocated	Intervention	Length Of Construct	Percent	Budget Allocated	Intervention	Length Of Construct	Percent	Budget Allocated	Intervention	Length Of Construct	Percent	Budget Allocated	Intervention	Length Of Construct	Percent	Budget Allocated	Intervention		
																			10.00	0.57	14,127,750.00		10.50	1.00	16,246,912.50		6.00	1.00	18,683,949.38		5.00	1.00	21,486,541.78		8.00	0.88	24,709,523.05			
1	36DR015	36DR015_Pokharetar - Pokhare Danda - Bagale Gaun - Baje Tole - Simjung - Bulbule - Ghyachhok	82.50	1.00	1.00	1,4	4.00	7.45	8.53	-	-	15.98	106,189,791.01	1604545	7620767	1000000	6,645,917.00	200,000.00	2.00	0.14	2,100,000.00	Widenining and Drain	2.50	0.24	2,750,000.00	Widenining and Drain	2.00	0.33	4,400,000.00	Gravelling	2.00	0.40	11,400,000.00	Blacktop	-	-	-	-		
2	36DR016	36DR016_Bhachhek Bazar - Dharapani - Aagri Danda - Dhiska - Kalleri	77.87	2.00	2.00	5.00	4.00	-	12.43	-	-	12.43	82,616,391.11	1604545	7620767	1000000	6,645,917.00	200,000.00	1.00	0.07	1,100,000.00	Widenining and Drain	1.00	0.10	1,100,000.00	Widenining and Drain	1.00	0.17	2,200,000.00	Gravelling	1.00	0.20	5,700,000.00	Blacktop	-	-	-	-		
3	436RM002A006	436RM002A006_Bhachhek Bazar - Namki Village - Siran Danda - Napre Than - Maurey - Sisne - Apun - Posh - Keprung	76.02	3.00	3.00	2,3,4,5	4.00	8.07	-	5.81	-	13.88	150,541,718.79	1604545	7620767	1000000	10,845,767.00	200,000.00	1.00	0.07	1,100,000.00	Widenining and Drain	1.00	0.10	1,100,000.00	Widenining and Drain	1.00	0.17	5,700,000.00	Gravelling	1.00	0.20	2,200,000.00	Gravelling	1.00	0.13	5,700,000.00	Blacktop		
4	436RM002A005	436RM002A005_Ghyachhok - Basbot - DewalSwara - Turti - Sum Khola - Chamrung - Dhansera - Gairi Gaun - PochGaun	65.39	4.00	4.00	-	4.00	9.43	-	-	-	9.43	102,273,457.04	1604545	7620767	1000000	10,845,767.00	200,000.00	1.00	0.07	1,100,000.00	Widenining and Drain	1.00	0.10	1,100,000.00	Widenining and Drain	1.00	0.17	5,700,000.00	Gravelling	1.00	0.20	2,200,000.00	Gravelling	1.00	0.13	5,700,000.00	Blacktop		
5	36DR012	36DR012_Silami - Bhachhek Bazar - Ghogini Tole - Bakore - Pipalbot - Lapibot - Keprung	65.24	5.00	5.00	2,3,5	7.00	-	8.29	3.04	-	11.33	75,279,837.07	1604545	7620767	1000000	6,645,917.00	200,000.00	1.00	0.07	1,100,000.00	Widenining and Drain	1.00	0.10	1,100,000.00	Widenining and Drain	1.00	0.17	1,100,000.00	Widenining and Drain	-	-	-	-	1.00	0.13	2,200,000.00	Gravelling		
6	36DR011	36DR011_Bhachhek Bazar - Tinthare - Kafal Danda - Dalit Basti - Deurali	58.80	6.00	6.00	3.00	4.00	-	5.52	-	-	5.52	36,653,229.14	1604545	7620767	1000000	6,645,917.00	200,000.00	1.00	0.07	1,100,000.00	Widenining and Drain	1.00	0.10	1,100,000.00	Widenining and Drain	-	-	-	-	-	-	-	-	1.00	0.13	2,200,000.00	Gravelling		
7	436RM002A008	436RM002A008_Sathhi Danda - Uppallo Tar - D Tar - Deurali - Buddha Sing Tar - Buddha Sing Gaun - Dovan basti - Chepe Khola	57.62	7.00	7.00	2,3	4.00	6.50	-	-	-	6.50	70,458,874.57	1604545	7620767	1000000	10,845,767.00	200,000.00	1.00	0.07	1,100,000.00	Widenining and Drain	1.00	0.10	1,100,000.00	Widenining and Drain	-	-	-	-	-	-	-	-	1.00	0.13	2,200,000.00	Gravelling		
8	436RM002A001	436RM002A001_Bhachhek Bazar - Bimirebot - Dalit Basti - Kundare - Muchok Tar - Muchhok Tar Dhad	51.70	8.00	8.00	4,5	4.00	10.75	-	-	-	10.75	116,545,835.67	1604545	7620767	1000000	10,845,767.00	200,000.00	1.00	-	1,100,000.00	Widenining and Drain	1.00	0.10	1,100,000.00	Widenining and Drain	-	-	-	-	-	-	-	-	1.00	0.13	2,200,000.00	Gravelling		
9	436RM002A009	436RM002A009_Baguwa - Sungure - Mul Danda - Tutwan - Sital Danda - Batase - Khalanga - Khorsara - Bhachhek Bazar	49.33	9.00	9.00	3.00	5.00	8.91	-	-	-	8.91	79,422,428.11	1604545	7620767	1000000	8,915,767.00	200,000.00	1.00	-	1,100,000.00	Widenining and Drain	1.00	0.10	1,100,000.00	Widenining and Drain	-	-	-	-	-	-	-	-	1.00	0.13	2,200,000.00	Gravelling		
10	436RM002A003	436RM002A003_Mauney - Bulbule - Milim Village - Aap Chautara - Baluwa Bazar	48.18	10.00	10.00	1.00	4.00	6.63	-	-	-	6.63	71,945,178.48	1604546	7620767	1000000	10,845,767.00	200,001.00	1.00	-	1,100,000.00	Widenining and Drain	1.00	-	1,100,000.00	Widenining and Drain	-	-	-	-	-	-	-	-	1.00	-	2,200,000.00	Gravelling		
11	436RM002A004	436RM002A004_Bhachhek Bazar - Madale - Tare Gaun - Simjung	39.73	12.00	11.00	4,5	5.00	5.44	-	-	-	5.44	59,014,236.85	1604547	7620767	1000000	10,845,767.00	200,002.00	1.00	-	1,100,000.00	Widenining and Drain	1.00	-	1,100,000.00	Widenining and Drain	-	-	-	-	-	-	-	-	-	-	-	-	-	
12	436RM002A007	436RM002A007_Namki Village - Kolkate - Andheri Khola - Kharibot	32.43	18.00	12.00	2,3	5.00	4.96	-	-	-	4.96	53,820,817.25	1604548	7620767	1000000	10,845,767.00	200,003.00	1.00	-	1,100,000.00	Widenining and Drain	1.00	-	1,100,000.00	Widenining and Drain	-	-	-	-	-	-	-	-	-	-	-	-	-	
13	436RM002A002	436RM002A002_Baluwa Bazar - Khola Khet - Koirale - Pokharetar Gaun	31.39	20.00	13.00	4.00	4.00	3.33	-	-	-	3.33	36,113,313.07	1604549	7620767	1000000	10,845,767.00	200,004.00	1.00	-	1,100,000.00	Widenining and Drain	1.00	-	1,100,000.00	Widenining and Drain	-	-	-	-	-	-	-	-	-	-	-	-	-	-
								71.46	34.77	8.85									14.00	0.57	15,300,000.00		10.50	1.00	15,950,000.00		6.00	1.00	19,100,000.00		5.00	1.00	21,500,000.00		8.00	0.88	24,600,000.00			

General Information												Year 1				Year 2				Year 3				Year 4				Year 5			
S.n	Road Code	Road Name	overall rank	rank in class	Ward passes	Average width	Earthen	Gravel	Bituminous	New Track	Total	Length Of Construction	Percent	Budget Allocated	intervention	Length Of Construct	Percent	Budget Allocated	intervention	Length Of Construct	Percent	Budget Allocated	intervention	Length Of Construct	Percent	Budget Allocated	intervention	Length Of Construct	Percent	Budget Allocated	intervention
												9.00	1.00	9418500.00		5.50	1.00	10831275.00		5.40	1.00	12455966.25		3.40	1.00	14324361.19		2.90	1.00	16473015.37	
1	436RM002B007	436RM002B007_Kusunde - Ghopte - Kaule - Archale - Gairi gaun - Khatri tole - Bagale Gaun	16.00	1.00	2.00	5.60	-	-	-	12.27	17.87	3.00	0.33	3100000.00	Widening and Drain	2.00	0.36	4400000.00	Gravelling	1.40	0.26	5600000.00	Track Opening	1.40	0.41	140000.00	Drain	2.00	0.69	11400000.00	Blacktop
2	436RM002B008	436RM002B008_Kafal Danda - Thadswara - Hansapur - Alxi danda - Pipal Bot - lami Danda - Saurpur - D Tar	17.00	2.00	23.00	4.00	5.85	-	-	-	5.85	3.00	0.33	3100000.00	Widening and Drain	1.00	0.18	2200000.00	Gravelling	1.00	0.19	2200000.00	Gravelling	1.00	0.29	5700000.00	Blacktop	0.90	0.31	5130000.00	Blacktop
3	436RM002B009	436RM002B009_Bhachhek Bazaar - Dhadinggara - Naubishe tar - Mul Danda - Kapre Khola	21.00	3.00	1, 5	4.00	4.59	-	-	-	4.59	2.00	0.22	2100000.00	Widening and Drain	1.00	0.18	2200000.00	Gravelling	1.00	0.19	2200000.00	Gravelling	1.00	0.29	5700000.00	Blacktop	-	-	-	-
4	436RM002B003	436RM002B003_Jhyallefat - Bharang - Paharamuni Gaun - Darbot Falpa - Bimirebot	22.00	4.00	5.00	4.00	8.73	-	-	0.75	9.48	1.00	0.11	1100000.00	Widening and Drain	1.50	0.27	2500000.00	Widening and Drain	1.00	0.19	2200000.00	Gravelling	-	-	-	-	-	-	-	-
5	436RM002B008	436RM002B008_Kafal Danda - Dhadinggara - Thekka Khet - Kulman	23.00	5.00	3.00	4.00	1.06	-	-	1.07	2.13	-	-	-	-	-	-	-	-	1.00	0.19	-	-	-	-	-	-	-	-	-	-
						25.83	-	-	-	14.09		9.00	1.00	9400000.00		5.50	1.00	11300000.00		5.40	1.00	12200000.00		3.40	1.00	11540000.00		2.90	1.00	16530000.00	

General Information											Year 1			Year 2			Year 3			Year 4			Year 5							
Road Code	Road Name	score	rank in class	Ward passes	Average width	Earthen	Gravel	Bituminous	New Track	Total Length	Length Of Construction	Budget Allocated	intervention	Length Of Construction	Percent	Budget Allocated	intervention	Length Of Construction	Percent	Budget Allocated	intervention	Length Of Construction	Percent	Budget Allocated	intervention	Length Of Construction	Percent	Budget Allocated	intervention	
											5.50	1.00	6279000.00		6.37	1.00	7220850.00		4.00	1.00	8303977.50		2.00	1.00	9549574.13		3.00	1.00	10982010.24	
436RM002C025	436RM002C025_Ghyachhok - Chauthala	44.36	1.00	1	4.00	1.57	-	-	-	1.57	1.00		Widening and Drain	0.57	0.09	670,000.00	Widening and Drain	1.00	0.25	2200000.00	Gravelling	1.00			Blacktop	0.50	0.17	2850000.00	Blacktop	
436RM002C014	436RM002C014_Haren Ghaderi - Sirubari - Simjung Danda Thar - Simjung	38.34	2.00	4	4.00	1.82	-	-	1.31	3.14	1.00		Widening and Drain	1.00	0.16	1,100,000.00	Widening and Drain	0.50	0.13	1100000.00	Gravelling	0.50			Blacktop	0.50	0.17	2850000.00	Blacktop	
436RM002C015	436RM002C015_Baluwa Bazar Sadak	37.76	3.00	4	-	-	-	-	2.10	2.10	1.00		Widening and Drain	1.00	0.16	1,100,000.00	Widening and Drain	0.50	0.13	1100000.00	Gravelling	0.50	0.25	1,100,000.00	Gravelling	0.50	0.17	2850000.00	Blacktop	
436RM002C016	436RM002C016_Baluwa Bazar - Birthing Center	26.47	4.00	1,4	-	-	-	-	1.35	1.35	0.50		Widening and Drain	0.80	0.13	900,000.00	Widening and Drain	0.50	0.13	1100000.00	Gravelling						0.5	0.17	1100000.00	Gravelling
436RM002C013	436RM002C013_Inaar Pani Juli Chowk - Gaire Gaun - Chandi Vanjyang - Daksin Tole	24.84	5.00	4	4.00	1.01	-	-	-	1.01	0.50		Widening and Drain	1.00	0.16	1,100,000.00	Widening and Drain	0.50	0.13	1100000.00	Gravelling						0.5	0.17	1100000.00	Gravelling
436RM002C012	436RM002C012_Sahu Tole - Saune Panni - Jhakri gaun - Danda Gaun - Chandi Vanjyang	24.40	6.00	4	4.00	1.57	-	-	-	1.57	0.50		Widening and Drain	1.00	0.16	1,100,000.00	Widening and Drain	0.50	0.13	1100000.00	Gravelling						0.50	0.17	1100000.00	Gravelling
436RM002C030	436RM002C030_Khimpu - Chis Kharkha	21.78	7.00	2	-	-	-	-	2.89	2.89	0.50		Widening and Drain	0.50	0.08	600,000.00	Widening and Drain	0.50	0.13	1100000.00	Gravelling						-	-	-	-
436RM002C044	436RM002C044_Shree Jivan Jyoti Ma.Vi - Gairi Gaun	19.14	8.00	3	4.00	0.92	-	-	-	0.92	0.50		Widening and Drain	0.50	0.08	600,000.00	Widening and Drain		-								-	-	-	-
						6.90	-	-	7.65		5.50	1.00	6300000.00		6.37	1.00	7170000.00		4.00	1.00	8800000.00		2.00	1.00	9650000.00		3.00	1.00	11850000.00	

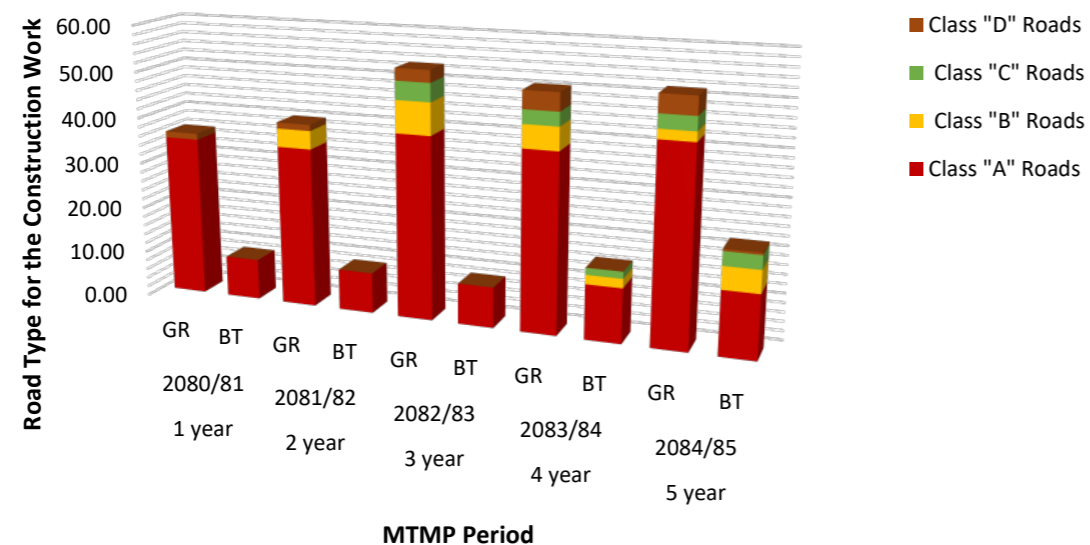
General Information											Year 1			Year 2			Year 3			Year 4			Year 5							
Road Code	Road Name	score	rank in class	Ward passes	Average width	Earthen	Gravel	Bituminous	New Track	Total Length	Length Of Construction	Budget Allocated	intervention	Length Of Construction	Percent	Budget Allocated	intervention	Length Of Construction	Percent	Budget Allocated	intervention	Length Of Construction	Percent	Budget Allocated	intervention	Length Of Construction	Percent	Budget Allocated	intervention	
											3.53	0.88	1638000.00		1.61	0.76	1883700.00		1.30	1.00	2166255.00		1.27	1.00	2491193.25		0.46	1.00	2864872.24	
436RM002D018	436RM002D018_Ghyachhok Tole Sadak	36.08	1.00	1	4.00	0.46	-	-	-	0.46	0.46	0.11	460,000.00	Drain		-			0.46	0.35	1012000.00	gravelling	-	-			0.46	0.48	2622000.00	Blacktop
436RM002D037	436RM002D037_Uppalo Taar Agricultural Sadak	32.00	2.00	2	-	-	-	-	0.84	0.84	0.50	0.12	500,000.00	Drain		-			0.84	0.65	1848000.00	gravelling		-				-	-	
436RM002D024	436RM002D024_Thani Than Park Sadak	20.28	3.00	3,5	4.00	-	0.72	-	-	0.72	0.70	0.17	700,000.00	Drain		-				-				-				-	-	
436RM002D026	436RM002D026_Gaupalika Sadak	19.96	4.00	3	4.00	-	0.26	-	-	0.26	0.26	0.06	260,000.00	Drain		-				-				-				-	-	
436RM002D027	436RM002D027_Ajirkot Hill Temple Sadak	19.92	5.00	3	4.00	-	0.35	-	-	0.35	0.35	0.09			0.35	0.17	350,000.00	Drain		-			-	-				-	-	
436RM002D035	436RM002D035_Kharibot Tole Sadak	19.41	6.00	2	4.00	0.51	-	-	-	0.51	0.50	0.12			0.50	0.24	500,000.00	Drain		-			0.51	0.40	1,122,000.00	Gravelling		-		
436RM002D027	436RM002D027_Army Training Camp Sadak	18.63	7.00	3	4.00	0.26	-	-	-	0.26	0.26	0.06			0.26	0.12	260,000.00	Drain		-			0.26	0.20	572,000.00	Gravelling		-		
436RM002D039	436RM002D039_Saurpur Tole Sadak	17.17	8.00	3	4.00	1.15	-	-	-	1.15	0.50	0.12			0.50	0.24	500,000.00	Drain		-			0.50	0.39	1,100,000.00	Gravelling		-		
436RM002D017	436RM002D017_Sirubari Agriculture Sadak	16.22	9.00	4	-	-	-		1.19	1.19	0.50	0.12			0.50	0.24	500,000.00	Drain						-			0.50	0.52	1100000.00	Gravelling
						2.38	1.33	-	2.03		4.03	0.88	1920000.00		2.11	1.00	2110000.00		1.30	1.00	2860000.00		1.27	1.00	2794000.00		0.96	1.00	3722000.00	

Forecasted Plan of the Municipality in Road Construction															
Road Type for the Construction Work	Base year(2079/2080)					MTMP Period									
						1 year		2 year		3 year		4 year		5 year	
						2080/81		2081/82		2082/83		2083/84		2084/85	
	Blacktop	Earthen	Gravel	Proposed	Grand Total	GR	BT	GR	BT	GR	BT	GR	BT	GR	BT
A	8.85	71.46	34.77	0.00	115.08	34.77	8.85	34.77	8.85	39.77	8.85	38.77	11.85	42.77	13.85
B	0.00	47.33	0.00	14.09	61.42			4.00		7.00		5.00	2.00	2.10	4.90
C	0.00	56.72	0.00	28.48	85.21					4.00		3.00	1.50	3.00	3.00
D	0.00	16.35	1.33	14.55	32.23	1.33		1.33		2.63		3.90	-	3.94	0.46
Total for Construction	8.85	191.87	36.10	57.13	293.94	36.10	8.85	40.10	8.85	53.40	8.85	50.67	15.35	51.81	22.21

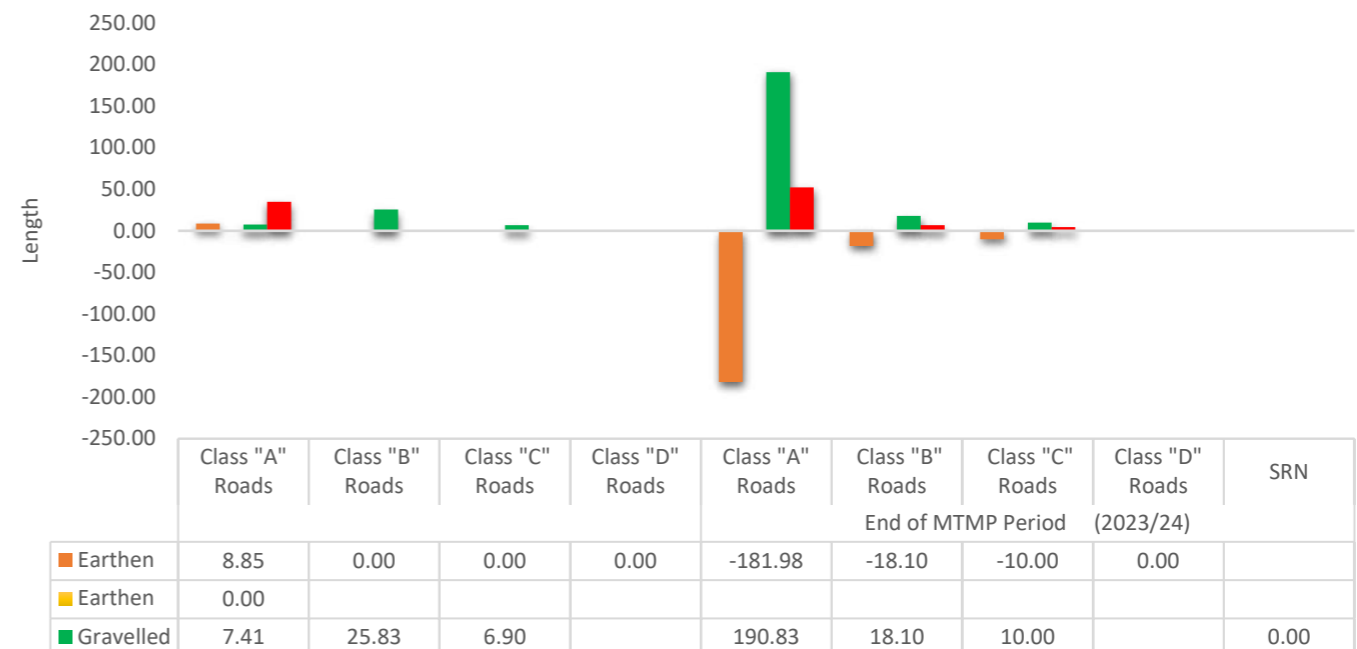
5 Year Implementation Plan of Selected A, B C and D Road Class

Forecasted Plan of the Municipality in Road Construction															
Road Type for the Construction Work	Base year(2079/2080)					MTMP Period									
						1 year		2 year		3 year		4 year		5 year	
						2080/81		2081/82		2082/83		2083/84		2084/85	
	Blacktop	Earthen	Gravel	Proposed	Grand Total	GR	BT	GR	BT	GR	BT	GR	BT	GR	BT
A	8.85	71.46	34.77	0.00	115.08	34.77	8.85	34.77	8.85	39.77	8.85	38.77	11.85	42.77	13.85
B		25.83		14.09	39.919			4.00		7.00	-	5.00	2.00	2.10	4.90
C		6.90		7.65	14.550					4.00		3.00	1.50	3.00	3.00
D		2.38	1.33	2.03	5.734	1.33		1.33		2.63		3.90	-	3.94	0.46
Total for Construction	8.85	106.56	36.10	23.77	175.28	36.10	8.85	40.10	8.85	53.40	8.85	50.67	15.35	51.81	22.21

Forecasted Plan of the Municipality in Road Construction



Forecasted Plan of the Municipality in Road Construction



	Class "A" Roads	Class "B" Roads	Class "C" Roads	Class "D" Roads	Class "A" Roads	Class "B" Roads	Class "C" Roads	Class "D" Roads	SRN
End of MTMP Period (2023/24)									
Earthen	8.85	0.00	0.00	0.00	-181.98	-18.10	-10.00	0.00	
Gravelled	7.41	25.83	6.90		190.83	18.10	10.00		0.00

Forecasted Plan of the Municipality in Road Construction															
Road Type for the Construction Work	Base year(2079/80)					MTMP Period									
						1 year		2 year		3 year		4 year		5 year	
	2080/81		2081/82		2082/83		2083/84		2084/85						
	BT	ER	GR	Total	NT Demand	GR	BT	GR	BT	GR	BT	GR	BT	GR	BT
Class "A" Roads	8.85	71.46	34.77	0.00	0.00	34.77	8.85	34.77	8.85	39.77	8.85	38.77	11.85	42.77	13.85
Class "B" Roads	0.00	25.83	0.00	14.09	14.09	0.00	0.00	4.00	0.00	7.00	0.00	5.00	2.00	2.10	4.90
Class "C" Roads	0.00	6.90	0.00	7.65	7.65	0.00	0.00	0.00	0.00	4.00	0.00	3.00	1.50	3.00	3.00
Class "D" Roads	0.00	2.38	1.33	2.03	2.03	1.33	0.00	1.33	0.00	2.63	0.00	3.90	0.00	3.94	0.46
Total for Construction	8.85	106.56	36.10	151.51	23.77	36.10	8.85	40.10	8.85	53.40	8.85	50.67	15.35	51.81	22.21

Forecasted Plan of the Municipality in Road Construction							
Road Type for the Construction Work	Base year (2017/2018)					End of MTMP Period (2023/24)	
	BT	ER	GR	Total	NT Demand	GR with Drain	BT
Class "A" Roads	8.85	7.41	34.77	51.02	0.00	190.83	52.25
Class "B" Roads	0.00	25.83	-	25.83	14.09	18.10	6.90
Class "C" Roads	0.00	6.90	-	6.90	7.65	10.00	4.50
Class "D" Roads	0.00	2.38	-	2.38	2.03	13.13	0.46
Total for Construction	8.85	42.51		51.36	23.77	232.06	64.11