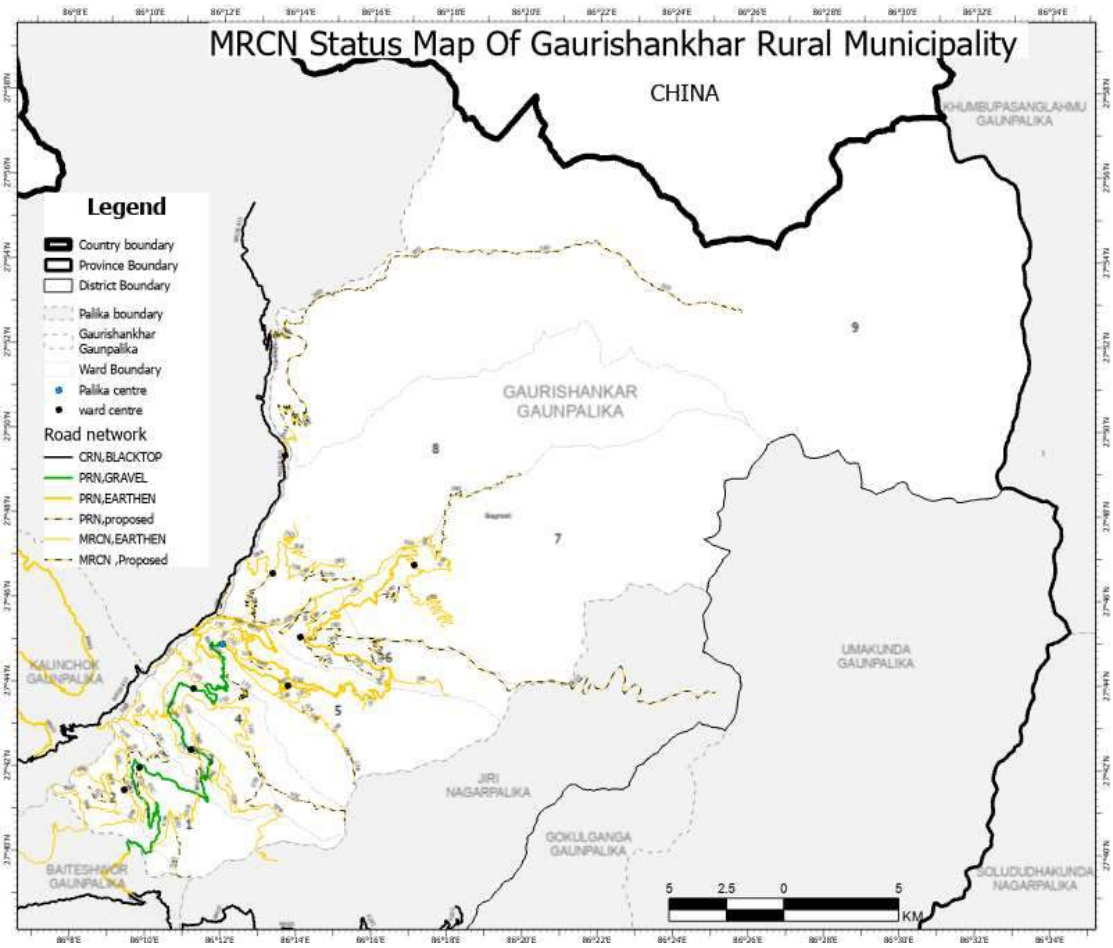
Gaurishankar Rural Municipality

Office of the Rural Municipal Executive

Suri, Dolakha

Bagmati Province, Nepal



RURAL MUNICIPALITY TRANSPORT MASTER PLAN (RMTMP)

ACKNOWLEDGEMENT

We would like to express our sincere thanks to Chairperson of MRCC and Executive Officer for providing opportunity to prepare Rural Municipality Transport Master Plan along with coordinating and providing valuable suggestions regarding RMTMP.

Similarly, we also would like to thank technical officer of Municipality for assisting and coordinating, we would also like to express our gratitude toward focal person of municipality for their assistance in municipality road inventory work. We also express our thankfulness to all the MRCC members for providing important suggestions and feedback during the period of RMTMP Preparation and field visits.

Furthermore, we express our thanks to all Ward secretaries for helping us on providing information and organizing ward meetings and workshops. Similarly, we express our thankfulness to all community people, members of political parties and members of Ward citizen chapters for taking part in ward meetings and providing information necessary for preparation of RMTMP.

At last but not least we also would like to thank to all Municipality team for assisting by providing suggestions and feed backs for preparation of RMTMP.

Zenex Engineering Solutions Pvt Ltd
10, Lalitpur Nepal

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ABBREVIATIONS

AI	Accessibility Indicator
Doli	*Department of Local Infrastructure*
DTMP	*District Transport Master Plan*
EO	*Executive Officer*
GIS	*Geographic Information System*
GPS	*Global Positioning System*
IDPM	*Indicative Development Potential Map*
IRAP	*Integrated Rural Accessibility Planning*
MIM	*Municipal Inventory Map*
MOFALD	*Ministry of Federal Affairs and Local Development*
MRCC	*Muncipality Road Coordination Committee*
RMTMP	*R u r a l Muncipality Transport Master Plan*
-SOR	*Socially Oriented and Responsibility*

Executive Summary

Gaurishankar Rural Municipality is one of the newly formed rural municipality in 2017 AD. It is one of the rapidly growing municipalities and is expected to grow even more rapidly after declaration of rural municipality. Gaurishankar rural municipality covers an area of 681.39 sq. km and has a population of 19,089 and number of households 5045 with the population density of 28 persons per sq. km. Transportation is, simply the major requisite to make access to each wards of the municipality. After the declaration of rural municipality, it is necessary to put forward the development plans over viewing that the means of transportation facilitate the market, agricultural sector, etc. It is an indispensable need to prepare the transportation master plan of Gaurishankar Rural Municipality, focusing on the present need and future demands, so that it also aids the reliable and easy decision making. So, the government of Nepal, Ministry of Local Development, Office of the Municipality, Gaurishankar Rural Municipality, Dolakha, has planned the preparation of Rural Municipality Transport Master Plan (RMTMP) of Gaurishankar Municipality and awarded the assignment of preparation of RMTMP to Zenex Engineering Solutions Pvt Ltd.

This report includes the introduction, detail work methodology of the field work and preparation of different maps of road networks and potential development indicative maps, p-erspective plan and RMTMP in a desired fashion within a specified time frame, instrument and data collection forms used, collected data presentation, data interpretation and conclusion. A five-year RMTMP with detail list of each category of road networks have been prepared along with financial requirements for interventions. A realistic physical and financial implementation plan was prepared. A detail GIS based Maps with database were prepared and presented. The prescribed data collection formats and checklists were filled and annexed in the report.

Traffic flow data and ward demand and socio-economic data were collected which are further analyzed and are converted to standard format to represent actual scenario of the study area. Total 335.76 km of motorable roads were verified within the municipality
Boundaries which are further categorized as follow.

Table 1:Categorization of Municipality Roads (Existing)

Class	Length (K.m.)		Surface	Length (K.m.)		Serviceability	Length (K.m.)
A	69.1		Earthen	290.76		All weather	33.0
B	89.76		Gravel	44		Fair weather	302.76
C	57.15		Blacktop	1.0			
D	119.75						
Total	**335.76**			**335.76**			**335.76**

Based on survey, it has been found that most of village tole roads were 3 m. to 4 m. wide earthen roads which cannot provide service throughout the year. Thus, local people strongly demanded that these roads should be upgraded to graveled road along with widening and provision for lateral and cross drainage as soon as possible. Present population and demand for reliable public transportation induced the need of high-quality public transportation system and proper road network within the municipality.

Completion of this plan will yield approx. 15 km of blacktop standard road and approx. 300 km to gravel standard. All of these roads will also receive the cross drainage and protective structures required to make them maintainable all-weather roads. The remaining roads at the end of the RMTMP period will be improved in next RMTMP.

-Preparation of RMTMP is the first effort for the planned development of the municipal area. This is an opportunity for implementing a sustainable transport system in the municipality. The study being its first should be periodically reviewed and revised along with integration with other plans. This will ensu-re efficient use of available resources and proper development of the municipality. For effective RMTMP, it needs to be compatible with comprehensive town planning and land use policy.

30101 - Gaurishankar / गौरिशंकर - 7. FUNDING							
Funding source	Details	Expected funding amount (NPR)					Grand Total
		2078/79	2079/80	2080/81	2081/82	2082/83	
		Year 1	Year 2	Year 3	Year 4	Year 5	
Fiscal Equalization Grant		15,000,000	21,000,000	29,400,000	41,160,000	57,624,000	**164,184,000**
Conditional Grants		1,000,000	1,050,000	1,102,500	1,157,625	1,215,506	**5,525,631**
Complementary Grants							-
Special Grants							-
Roads Board Nepal		27,000,000	33,750,000	42,187,500	52,734,375	65,917,969	**221,589,844**
Provincial transfer		5,000,000	6,000,000	7,200,000	8,640,000	10,368,000	**37,208,000**
Donor project -							-
Donor project -							-
Donor project -							-
Other - People's Contribution	People's Contribution	5,000,000	5,500,000	6,050,000	6,655,000	7,320,500	**30,525,500**
Other -							-
Other -							-
Other -							-
Other -							-
Other -							-
Other -							-
Total budget		**53,000,000**	**67,300,000**	**85,940,000**	**110,347,000**	**142,445,975**	**459,032,975**

30101 - Gaurishankar / गौरिशंकर - 8. BUDGET ALLOCATION

Financial year			2078/79	2079/80	2080/81	2081/82	2082/83						
Expected funding amount			53,000,000	67,300,000	85,940,000	110,347,000	142,445,975						
Non-MRCN roads (max 20%)			5,300,000	6,730,000	8,594,000	11,034,700	14,244,598	Investment needs					
MRCN expected budget			47,700,000	60,570,000	77,346,000	99,312,300	128,201,378	ER	GR	BT	Widen	Bridge	
MRCN maintenance (min 20%)			9,540,000	12,114,000	15,469,200	19,862,460	25,640,276	km	km	km	km	m	
MRCN investment allocation			43,460,000	55,186,000	70,470,800	90,484,540	116,805,700	46.08	294.83	1.00	72.10	145	
Rank	Section code	Cost NPR	MRCN investment allocation					Investment output					Main funding source
			NPR	NPR	NPR	NPR	NPR	ER	GR	BT	Widen	Bridge	
		420,004,418	43,460,000	55,186,000	70,470,800	90,484,540	116,805,700	1.70	95.38	1.00	54.60	10	
1	M3010109A	21,390,000	21,390,000	-	-	-	-	-	3.10	1.00	4.10	-	Provincial transfer
2	M3010113B	1,010,000	1,010,000	-	-	-	-	1.70	-	-	-	-	
3	M3010108A	27,400,000	21,060,000	6,340,000	-	-	-	-	6.00	-	6.00	-	Provincial transfer
4	M3010101A	67,500,000	-	48,846,000	18,654,000	-	-	-	15.00	-	15.00	-	Roads Board Nepal
5	M3010112B	16,500,000	-	-	16,500,000	-	-	-	11.00	-	-	-	
6	M3010106A	24,990,000	-	-	24,990,000	-	-	-	5.50	-	5.50	-	Roads Board Nepal
7	M3010111B	2,700,000	-	-	2,700,000	-	-	-	1.80	-	-	-	
8	M3010103C	37,850,009	-	-	7,626,800	30,223,209	-	-	2.62	-	-	-	
9	M3010105A	94,100,000	-	-	-	60,261,331	33,838,669	-	17.00	-	17.00	-	
10	M3010104C	3,118,051	-	-	-	-	3,118,051	-	1.87	-	-	-	Other - People's Contribution
11	M3010107A	41,500,000	-	-	-	-	41,500,000	-	7.00	-	7.00	10	Roads Board Nepal
12	M3010110B	1,500,000	-	-	-	-	1,500,000	-	1.00	-	-	-	
13	M3010107C	6,182,945	-	-	-	-	6,182,945	-	3.91	-	-	-	
14	M3010117B	11,890,000	-	-	-	-	11,890,000	-	7.50	-	-	-	
15	M3010109B	2,400,000	-	-	-	-	2,400,000	-	1.60	-	-	-	
16	M3010114B	1,660,000	-	-	-	-	1,660,000	-	1.00	-	-	-	
17	M3010104B	6,320,000	-	-	-	-	6,320,000	-	4.00	-	-	-	
18	M3010106B	3,910,000	-	-	-	-	3,910,000	-	2.50	-	-	-	
19	M3010103B	1,500,000	-	-	-	-	1,500,000	-	1.00	-	-	-	
20	M3010118B	3,150,000	-	-	-	-	2,986,035	-	1.99	-	-	-	

The list of deficit budget of road sections is presented in following sections as follows:

M3010118B	3,150,000
M3010108B	10,230,000
M3010101C	3,685,501
M3010102C	2,600,001
M3010119B	24,520,000
M2051305D	2,397,912
M3010105B	1,500,000
M3010105C	1,563,042
M3010111D	2,523,436
M3010126D	5,199,013
M3010127D	27,621,482
M3010125D	11,725,797
M3010124D	23,065,995
M3010128D	19,512,661
M3010115B	30,400,000
M3010102D	2,620,582
M3010123D	18,164,175
M3010103A	36,000,000
M3010120B	22,350,000
M3010101B	11,570,000
M3010102A	31,900,000
M3010130D	94,835,000
M3010116B	4,710,000
M3010105D	3,480,490
M3010104A	11,250,000
M3010109D	1,188,800
M3010113C	807,963
M3010110C	31,731,155
M3010118C	9,120,210
M3010107B	6,320,000
M3010102B	49,350,000
M3010120C	26,366,584
M3010108C	1,616,060
M3010109C	9,719,965
M3010112D	10,400,153
M3010114D	5,684,192
M3010115D	1,543,532
M3010116D	3,487,232
M3010119C	21,371,138
M3010115C	1,600,141
M3010114C	3,827,262
M3010104D	3,893,029
M3010111C	3,994,062
M3010112C	4,387,855

M3010113D	2,948,908
M3010117D	25,160,481
M3010117C	1,694,285
M3010101D	2,305,037
M3010103D	1,892,196
M3010106D	3,715,693
M3010106C	4,768,437
M3010116C	3,646,988
M3010122D	6,077,808
M3010110D	3,590,775
M3010118D	6,688,882
M3010119D	3,964,270
M3010107D	3,806,315
M3010121D	20,814,994
M3010120D	2,324,099
M3010131D	907,849
M3010129D	66,555,000

The final output is presented in following sections as follows:

Indicative Development Potential Map (IDPM)

The IDPM was prepared on the basis of Comprehensive City Development Plan. The topographical GIS based topographical maps were prepared at the scale of 1:25000. The potential development areas were identified and ranked on the basis of beneficiary population, socioeconomics, government services, potential and special consideration areas identified by Municipality IDPM.

Municipality Inventory Map (MIM)

The total road network including national strategic road network, main trails, district roads and bridges have been displayed in Municipality Inventory Maps of 1:25000,1: 50000 scales. The GIS maps include munici-pality buildings, ward buildings, bus-parks, historical places, health and police post and so on. Municipal roads are classified and as symbolized as 'Road Class A' while another Collector Road, Tolle Road and Other Road were symbolized with 'Road Class B', 'Road Class C', and 'Road Class D' respectively.

RMTMP

The ward and community level consultations and workshops were conducted to identify the potential areas and road alignments which need new construction/ intervention/ rehabilitation/ maintenance. The alignments were prioritized on the basis of transport linkage and demand from the local level. The scoring criteria form helped to select the area

of more importance and screen the specific road if more than one road is demanded from each ward.

CHAPTER 1: INTRODUCTION

1.1. BACKGROUND

Transport is one of the major components to improve access of the people to services and facilities through increased mobility. Due to increased mobility results in better linkage with market centers, agricultural production, pocket areas and other opportunities in the Municipality. With the increased migrants' number, provision of well-planned and well managed infrastructure for urban development has become a challenge. With transport sector interventions and planning based on accessibility considerations, Rural Municipality Transport Master Plan (RMTMP) for a Municipality offers long- term perspective for the planned development of the rural roads in the Municipality. In a nutshell, Rural Municipality Transport Master Plan reflects existing transport infrastructure situation and future potential in relation with the resources available at the municipality. RMTMP essentially covers the Urban Transport Infrastructures (UTIs), which are funded, supported and implemented by municipalities. The RMTMP preparation strongly advocates meaningful participation of all key stakeholders in the planning process to make RMTMP more acceptable and ensure ownership. The preparation process goes through a series of techno- political activities that include consultation workshops and interactive meetings with stakeholders to increase participation of all stakeholders. These activities include Municipality level workshop, MRCC meetings and cluster of ward level workshops, formal/informal meeting, focus group discussions and transit walk, etc. At every stage, to careful consideration is given to ensure access and high level of participation of representatives from line agencies, major political parties, social leaders, women organizations, alit and Janjati coordination committees, differently able people, chamber of commerce, transportation association etc. The approach is to work towards consensus building. A completed and municipality endorsed RMTMP serves as a planning document when potential donor agencies, line agencies and development partners approach the municipality for possible transport sector investments. RMTMP becomes an authoritative document of the municipality to negotiate possible grant and loan assistance from donor agencies. It facilitates project identification. Donors or funding agencies supporting rural transport investments have accepted RMTMP as a prerequisite tool for transport related assistance.

Gaurishankar Rural Municipality is one of the newly formed r u r a l municipality in 2017 AD. It is one of the rapidly growing municipalities and is expected to grow even more rapidly after declaration of rural municipality. This will increase the demand for physical infrastructures such as housing, transport, waste management, water supply, electricity and so on. Being the newly formed municipality, it is yet to define and implement the basic parameter of urban management such as formulation of municipal management plan, city development plan, enactment and compulsory enforcement of building and planning bylaws etc. Delay in these, will result in series of serious urban environmental issues including insufficiency of transportation and its management, inadequate drinking water supply, uncontrolled and unmanageable urban and physical development resulting in urban sprawl within the municipality and surrounding rural municipality. Thus, formulation of R u r a l Municipal Transport Master Plan (RMTMP) is must to assess the present road and transport infrastructures and facilities within the municipality and the surrounding VDCs and to ensure better accessibility and mobility at the designated locality.

Gaurishankar Rural Municipality (Nepali: गौरीशंकर गाउँपालिका), located in Dolakha District, is one of the villagers in accordance with Sub-section (3) of Article 295 of the Constitution of Nepal. Gaurishankar Gaupalika was incorporated in 2017 AD. The name of this Rural Municipality comes from the famous Gaurishankar Himal of Nepal and the Dolakha district.

The famous Tsho Rolpa Glacial Lake is also located within the geography of this Rural Municipality. The headquarters of this rural municipality is located in Suri.

Gaurishankar Rural Municipality is located in the Dolakha district. After the implementation of 744 local levels by the Ministry of Federal Affairs and Local Development in 2073 BS, Gaurishankar Rural Municipality has been formed in the Dolakha district by merging the former Gaurishankar, Khare, Marvu, Suri, Chankhu, Jhaku, and Jungu Village Development Committees. Gaurishankar Gaupalika has a total area of 681.39 sq km. and is divided into 9 wards.

It is bounded on the east by Jiri Municipality, Ramechhap District, and Solukhumbu District, on the west by Kalinchok Rural Municipality and Bigu Rural Municipality, on the north by China and on the south by Jiri Municipality, Baiteshwar Rural Municipality, and Ramechhap District. Gaurishankar Rural Muncipality has latitude of 27º40’ N to 27º58’ N and longitude 86° 05’ E to 86° 35’ E. According to the National Population Census 2011 (CBS), total

population of Basbariya Rural Municipality is 19,089 and number of household 4,067 with a population density of 28 peson/ sq.km.

The aim of preparing such development plan are given below

i) To make investment for planned development within each of the local bodies

ii) To attain sustainable livelihood and improved well-being of people of the local bodies

iii) To provide better access to information, markets, opportunities, health, education, goods and services.

1.2. OBJECTIVE

The main objective of the services is to prepare the Rural Municipality Transport Master Plan (RMTMP) of the Gaurishankar Rural Municipality. The RMTMP has been prepared as per the Guidelines and ToR for the preparation of Rural Municipality Transport Master Plan prepared by Infrastructure Development Division of MoFALD to harmonize with Department of Local Infrastructure (Doli)'s Approach Manual for the Preparation of DTMP.

The specific objectives are:

- To finalize visionary city development plan
- To analyze the accessibility situation
- To identify the priorities
- To prepare Indicative Development Potential Map and Rural Municipality Inventory Map (RMIM) of road network
- To collect demand for new construction, rehabilitation or maintenance
- To prepare perspective plan of transport service and facilities
- To develop scoring criteria and its approval from Municipality
- To Prepare 5-year RMTMP
- To prepare realistic physical and financial implementation plan
- To prepare Rural Municipality Transport Perspective Plan (RMTPP).

1.3. SCOPE OF WORK

The process of RMTMP preparation as envisaged under this assignment includes studies of the municipality roads, their socio-economic analysis and scope of various sectors such as industries, Industry etc. In detail, the followings are the scope of work:

A) Assist in the Formulation of the Municipality Roads Coordination Committee (MRCC)

The main task of the MRCC is to provide support to the municipality in formulating, managing and monitoring Municipality Road transport infrastructure policies, rules and regulations. Generally, the MRCC shall be composed of;

- Mayor — Chairperson MRCC
- Executive Officer of municipality — Member
- Two elected or nominated Municipality members — Member
- One representative from different political parties — Member
- Chiefs of Lines agencies within the municipality — Member
- Representative from Women and ethnic minority groups — Member
- DTO representative — Member
- Planning section chief of municipality — Member
- MTS Chief — Member Secretary

Technical team should advise, assist and support the Municipality to form the MRCC. It should ensure involvement of the MRCC in the entire planning, decision-making, programming etc. processes in the preparation of the RMTMP. Initiating with one introduction/ orientation workshop to the various stakeholders (MRCC, Ward representative and Tole Sudhar Committee's representatives) about the process and procedures and their respective roles during the Preparation of RMTMP/ MTPP the consultant shall continue preparation of RMTMP.

B) Secondary Sources of Information and Review of the existing RMTMP

The technical team should collect secondary information from the various district-based line agencies, project/ programmes, INGOs/ NGOs, and other regional and central level organizations as required.

They should review the available existing RMTMP if any. All the roads identified from secondary sources shall be assessed and considered seriously for the forthcoming RMTMP. The RMTMP should be updated every 5 years.

C) Accessibility Data Collection and Analysis

Accessibility data is collected using GPS from settlement level by involving enumerator/s. Proper orientation training provided to the enumerator/s for efficient data collection within the prescribed time periods.

The collected information is stored on a computer. Primary analysis is done to find the accessibility situation of the Municipality and identify the gaps with the reference of visionary of city development plan.

D) Prepare the Indicative Municipality Development Potential Map (IDPM)

The technical team should prepare the Indicative Municipality Development Potential Map (IDPM) according to the vision of city development plan. The base map will be prepared on a 1:25000 scale topographical map and digitized to prepare GIS Maps. The identification and ranking process of existing/ potential areas and services should have carried. They should validate the IDPM from the MRCC and Municipality.

E) Prepare the Municipality Inventory Map (MIM) of Urban Road, Main Trails and Bridges

The technical team should prepare Municipality Inventory Map (MIM) of the municipality linking to existing strategic and local road network such as national highways, trunk roads, and District core road network (DRCN), main trails and main bridges, wherever pertinent and possible, by plotting on the 1:25000 topo-base maps. The consultant shall carry out, by mobilizing enumerator/s, Reconnaissance/walkover surveys. MIM shall be prepared with reference to form annexed. The team should disseminate and discusses MIM with a wider audience through a municipality level workshop. Later, the MIM shall be discussed and verified through discussion with the municipality technical team and finalized from the municipality.

F) Collection of Demands for New/Upgrading/Rehabilitation Transport Linkages from Wards/ Settlements

The technical team should collect formal requests for new construction or rehabilitation of different linkages from wards and settlements, on their need's basis. The demand is collected in the order of priority in case of more than one transport linkage is demanded from each ward. The collected demand is screened, synthesized, synchronized and harmonized at municipality level through a workshop. Similarly, they should obtain the socio-economic data of all requested transport linkages by involving enumerator.

G) Developing Scoring Criteria and its Approval from Municipality

The technical team should mandatorily develop weight system for the scoring and prioritization criteria for screening and prioritized demanded following guidelines annexed,

for all interventions. The scoring and prioritization criteria is approved by the municipality. All the demanded linkages are processed and undergo through the screening and prioritization process.

H) Road classification and nomenclature

The technical team should prepare road classification criteria, propose metric system of road nomenclature and accordingly apply the same during data collection and stock taking from field. For this, annexed guideline should follow.

I) Preparation of Perspective Plan of Interventions of Services and Facilities

The technical team should prepare perspective plan of interventions of services and facilities, which are identified from the accessibility analysis and municipality level workshops. All the identified interventions are screened and rated on the basis of approved criteria. The team should discuss with the municipality technical team and the MRCC relating to interventions of services and facilities for the improvement of the access situation and should forward to Municipality Council meetings with recommendation. Accordingly, the final perspective plan of municipality roads is developed. The perspective plan shall be shown in GIS maps also.

J) Analyze Fund Availability for Roads

The internal and external financial resources available in the municipality is reviewed by the technical team discussing with the municipality authorities so that the financial resources available for the transport interventions during the five-year RMTMP period can be estimated. Sources of funding incl-ude annual budget allocated in the municipality; the budget allocated through GoN central agencies such as Doli/ MoFALD etc. Other possible sources of funds could be from road tolls, royalties, land taxes etc. Prospects of funding from other external sources, including possible and committed funding from donors, are reviewed and are considered.

K) Preparation of the Rural Municipality Transport Master Plan (RMTMP)

Considering the Perspective Plan, the consultant shall prioritize the Perspective Plan Subsequently, the technical team should prepare and/or update the five-year RMTMP of the municipality by selecting transport interventions (maintenance, upgrading and new construction of main trails, trail bridges and roads) from among top priority in the Perspective Plan starting from first and that could be implemented in the next five years

period. This is based on cost estimates of Maintenance, upgrading, rehabilitation and new construction of main trails, bridges and roads and available financial resources Maintenance, upgrading, rehabilitation and new construction of main trails, bridges and roads and available financial resources. The team should present the findings of the RMTMP and MTPP to municipality and MRCC in a workshop and incorporate the suggestions and recommendations from the Municipality and MRCC in the final report. Subsequently, the municipality is present the final RMTMP report to the Municipality council for formal approval that will be approved by municipality council with a strong commitment not to invest in non-RMTMP roads.

L) Prepare a Realistic Physical and Financial Implementation Plan of Prioritized Roads for the RMTMP Period

The technical team should collect information on existing resources spent on transport infrastructure and possible available resources, and make a projection for the next five years' period. From the total projected resources, the team should discuss with the municipality to find out the appropriate proportion to be spent on on-going roads and new interventions (construction/rehabilitation/maintenance etc.) proposed. Based on the five-year projected funds availability the financial implementation plan is prepared. This step involves matching the estimated resources that are expected to be available to the municipality over the plan period, with the interventions for on-going roads and proposed ones. The total numbers of road and interventions proposed for the RMTMP period shall match with the projected available resources and should avoid proposing a long list for the RMTMP period.

1.4. LIMITATION OF STUDY

The limitations underlying in the study methodology and output are summarized below

1. RMTMP as per Tore should focus on CTDP or in absence CVP, however lack of such plans hinders the quality of RMTMP
2. Land use plan and policy prior to RMTMP is missing
3. Data structures and data management are a real problematic issue which fade away the beauty of this report and elsewhere.

CHAPTER 2: STUDY APPROACH AND METHODOLOGY

Proper execution of plans is not possible without good quality data and good quality data can be acquired only if suitable survey methods are selected. This chapter deals with the methodological framework adopted for data collection covering all used survey methods, sampling techniques, quality and quantity of data along with data processing, analysis and presentation of data.

2.1. GENERAL APPROACH

The guiding principle for conducting the task from inception to the final stage stems from the Terms of Reference disseminated by the ministry for preparation of the Rural Municipality Transport Master Plan (RMTMP). The ToR is itself sufficient in conducting the aspects and methods of selection of consultants, to make agreement stage of works to be conducted, procedures of conducting the works, standard of the works, time limitation of the works.

An integrated approach to solving problems by combining transport as well as non-transport interventions is adopted. It is participatory and bottom-up approach. Active involvement of community people and local authorities in every step is essential. The Surveu field team facilitated the community people and local authorities in their need's identification, project prioritization and visionary development planning process.

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

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

2.2. METHODOLOGY

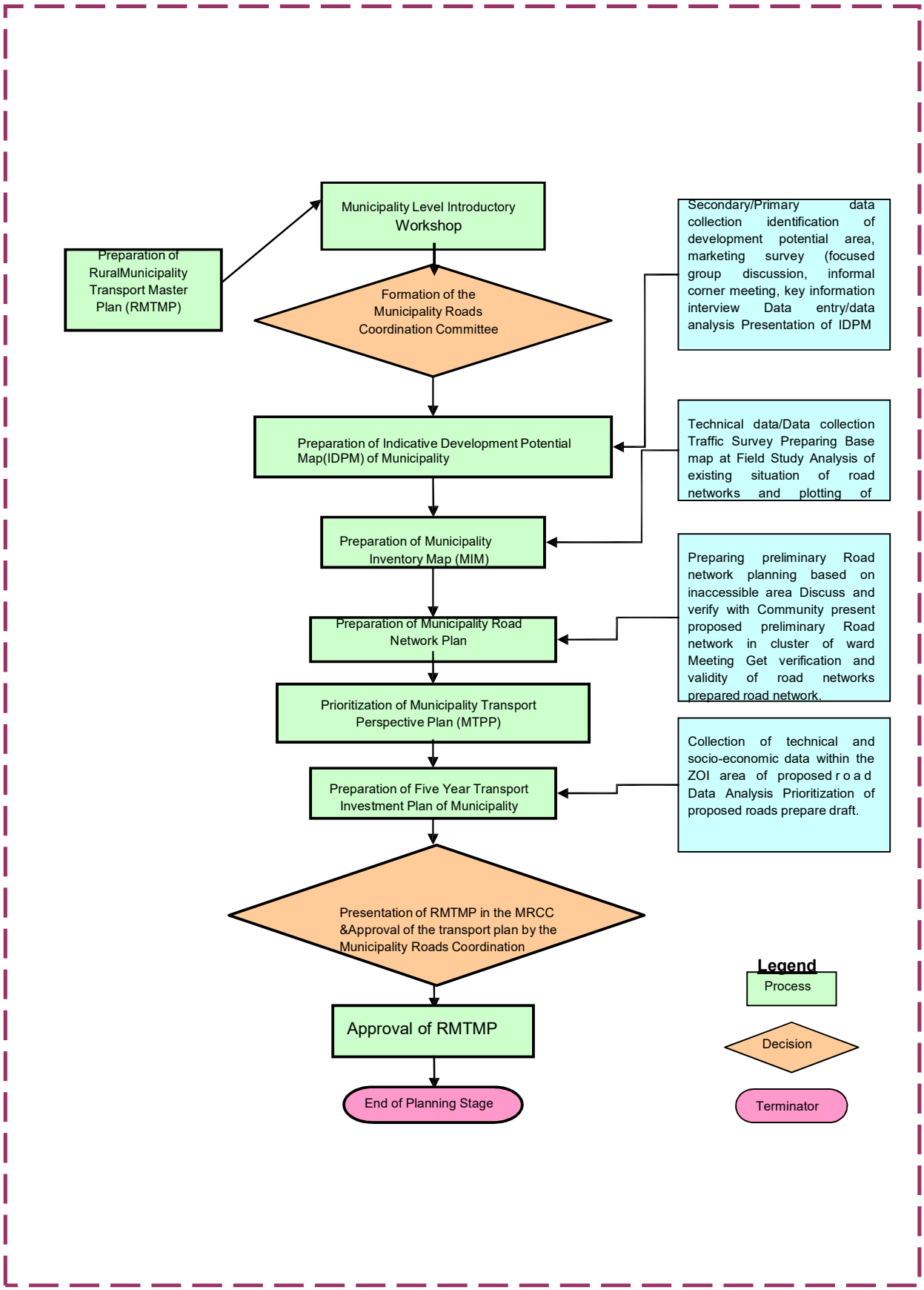
The methodology basically incorporated a participatory bottom-up approach which differs from conventional practices of top-down approach. The Municipality Road Coordination Committee (MRCC) was established to oversee plans and decisions made by the consultant

during the preparation of RMTMP. The MRCC constitutes of all the political parties' representatives and concerned technical officials. By forming the MRCC, a techno-political interface was incorporated in the planning process, where active participation from representatives of political parties, line agencies, and municipality officials was possible. The methodology also considered that the study area (municipality) has other elements such as settlement, infrastructure, market, business center area etc. alongside the transportation network. The proposed objective is to provide an accessible and proper transport service to connect all these components. For this, regional transportation policy plan is required which cannot be formulated without relevant quality data. Any form of transport or land use planning requires collection of certain form of data. The quality of plan depends on the quality of data collected which is directly affected by the survey method used, sampling method and its quality and quantity of data.

Land use survey is an integral part of the transport planning process. Land use data are vital because the travel in itself has no value and is done for participation in other activities located at different areas with different land use patterns. The combination of a land use activity and a transport system invariably results in trip-making. To measure the types and the extent of trip-making, it is necessary to conduct travel pattern surveys. Such travel patterns may be described in terms of who is going where, with whom, at what time, by which mode and route and for what purpose. The data is then used to present required information in the form of proper maps and reports.

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

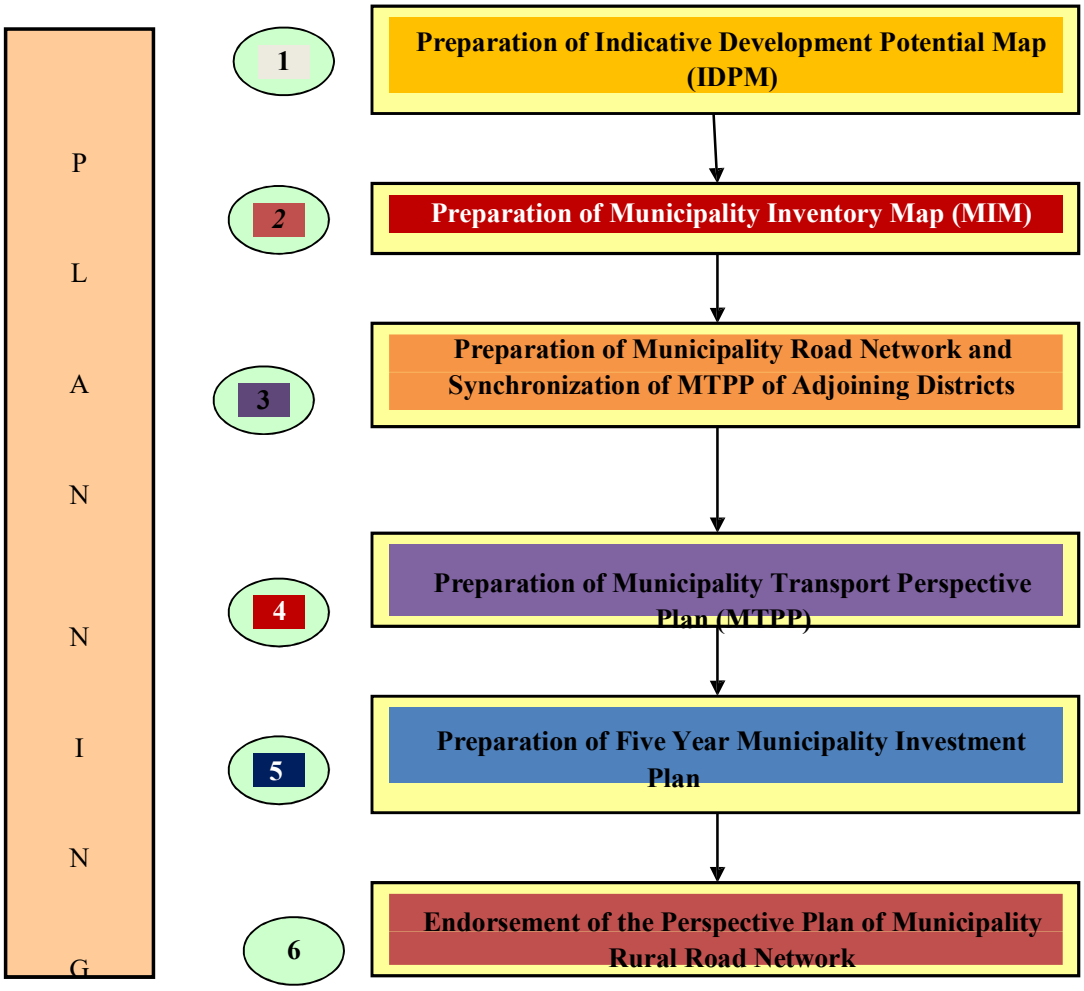
The consultant team undertook related tasks and activities according to a work schedule as agreed in their Inception Report. These include:


Preparation of RuralMunicipality Transport Master Plan (RMTMP)
Municipality Level Introductory Workshop
Formation of the Municipality Roads Coordination Committee
Preparation of Indicative Development Potential Map(IDPM) of Municipality
Preparation of Municipality Inventory Map (MIM)
Preparation of Municipality Road Network Plan
Prioritization of Municipality Transport Perspective Plan (MTPP)
Preparation of Five Year Transport Investment Plan of Municipality
Presentation of RMTMP in the MRCC &Approval of the transport plan by the Municipality Roads Coordination
Approval of RMTMP
End of Planning Stage
Secondary/Primary data collection identification of development potential area, marketing survey (focused group discussion, informal corner meeting, key information interview Data entry/data analysis Presentation of IDPM
Technical data/Data collection Traffic Survey Preparing Base map at Field Study Analysis of existing situation of road networks and plotting of
Preparing preliminary Road network planning based on inaccessible area Discuss and verify with Community present proposed preliminary Road network in cluster of ward Meeting Get verification and validity of road networks prepared road network.
Collection of technical and socio-economic data within the ZOI area of proposed road Data Analysis Prioritization of proposed roads prepare draft.
Legend
Process
Decision
Terminator

The general methodology of the study is outlined below:

Table 2: Methodology

Action No.	Description
1.0	Desk Study and Review of previous RMTMP reports
1.1	Collection and review of other Relevant Documents.
1.2	Collection and review of Maps
1.3	Collection and review of other socioeconomic aspects
1.4	Identification of existing and potential areas with development activities
2.0	Prepare the accessibility profile of settlements and compile them at Ward level
3.0	Preparation of indicative Development Potential Map
4.0	Preparation of Municipality Inventory Map (MIM)
5.0	Preparation of Municipality Network Plan (MNP)
6.0	Financial resource Assessment and preparation
7.0	Preparation of perspective plan
8.0	Five year projected Financial Plan
9.0	Preparation of RMTMP


PLANNING
1
Preparation of Indicative Development Potential Map (IDPM)
2
Preparation of Municipality Inventory Map (MIM)
3
Preparation of Municipality Road Network and Synchronization of MTPP of Adjoining Districts
4
Preparation of Municipality Transport Perspective Plan (MTPP)
5
Preparation of Five Year Municipality Investment Plan
6
Endorsement of the Perspective Plan of Municipality Rural Road Network

2.3. DETIALS ON METHODOLOGY

Project Sensitization to Team

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

Collection and Review of Secondary Information

The secondary information was collected from published and unpublished literatures and maps. The information about demographic data of Municipality, maps, service flow pattern, various maps showing service centers or the location of SOR facilities, transport infrastructure inventory, past plans and sectoral study reports, sectoral standards and policy targets were collected from the secondary sources like Doli DTMP Guidelines, Municipality, line agencies of Municipality, central Bureau of Statistics, Kathmandu, Topographical Survey Branch, Local NGOs etc. Then such collected information was assessed before field mobilization. The details of information from secondary sources so far are given below.

List of documents/ information collected and reviewed are:

1. District/ Municipality periodic plan prepared by the concerned DDC/ Municipality
2. Annual reports / publications of line agencies of Municipality
3. District/ Municipality profile of the DDC/ Municipality
4. Traffic data of the Municipality rural roads and strategic roads
5. Annual plan, Programme and Budgetary allocations of last 5 years
6. Expenditure in infrastructure development including roads in last 5 years
7. Report on settlement pattern and market centers of the Municipality
8. Rural road statistics of neighboring Municipalities and strategic road Networks
9. Financial and technical Data of ongoing rural road projects in the Municipalities and schedule including bilateral and multilateral funded projects.
10. Demographic Statistics feature of the Municipality
11. Other relevant reports

Collected and referred Maps for the study are

12. Topo maps the 1:25000 scales, which were used as base map.
13. Municipality administrative map of Municipality
14. Arial photographs
15. Municipality Trail Map
16. Map of strategic road Networks of Nepal
17. Other Thematic maps

The main agencies for sources of information are

1. DOLI
2. District Development Committees (DDC),
3. Municipality
4. Line agencies/ office of the district about road, Municipality Soil Conservation office, Forest, Agriculture Development, Livestock Service, Irrigation, Health, Education, Water Supply and sanitation, cottage industries, Municipality Technical Office, Municipality Chamber of Commerce and Industries office etc.
5. National or Municipality Research Organizations,
6. Local and national NGO and INGO's working in development fields,
7. National Bureau of Statistics.
8. Department of survey
9. National Land Use Project
10. Other relevant office

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

All the roads identified during field visits were verified with existing maps and assessed for the forthcoming RMTMP.

Field Observation and Primary Data collection

Direct field observation, consultation meetings, workshops and field verification of secondary information and maps collected so far for the study were carried out during this

stage. The relevant SOR sectors were identified as per purpose of study. Primary information was taken from concerned community people, Ward officials, and schoolteachers about real accessibility situation of settlements in special format developed for this purpose. GPS position and tracking of potential development areas, road networks bridges, major settlements, ward and municipal office buildings and other public and commercial places along with important historical places were carried out. For this following activity were carried out.

RMTMP Orientation

One-day orientation program was carried out in the Municipality for the RMTMP preparation. The participants were Municipality body, ex-Municipality body, line agencies, stakeholders, and representatives of national political parties and representatives from women, Dalit, local NGO. The field visits of enumerators were arranged for the collection of accessibility information along with other necessary socio-economic information.

In this stage secondary data and maps were verified in the field and the data on access situation of each settlement were identified, assessed and filled in prescribed formats and annexed in this report.

Analysis of Data

The raw data collected from field in different prescribed formats were processed, sorted and analyzed using spread sheets. Compilations of data/ Information collected from primary as well as secondary sources were done to prepare accessibility tables by calculating the accessibility indicator approved by Municipality.

The detail analysis was carried out on the basis of time and quality factors. Accessibility Maps of every SOR facilities were prepared in GIS. Accessibility profiles and accessibility maps of various SOR sector at settlement level were prepared and compiled them at Ward level. GIS based maps and data base were prepared.

Verification of accessibility data was done at ward/ Municipality level. Validation workshop of each ward was organized with proper representatives. Final accessibility indices were prepared and required intervention was identified based on respective indices at the participatory meetings/ workshop at Ward and Municipality level.

For defining the right of way of each road in the municipality, the criteria set forth by the ToR, Morfeld and the planning norms of the Department of Urban Development and Building Construction (2013) are used. The definitions are also assumed to hear the existing scenario of the local level.

S.No	Types of Infrastructure	Norms	Standards				
A	**Physical Infrastructure**						
1.	Road	Expressway, Arterial, Sub arterial, Collector street and Local Street All or 90% of household are within 1km from motorable road		ROW	Setback	Footpath	Cycle Track
			Expressway				
			Arterial	30	1	2	2
			Sub Arterial	22	1	2	1.5
			Collector	14	1	2	1.5
			Local	10	1	2	-

Main Collector Road ---------- classA; RoW-14m
Other Collector Road ---------- class B; RoW -10m
Main Tole Road ---------- class C; RoW - 8 m
Other Road ---------- class D; RoW- 6 m

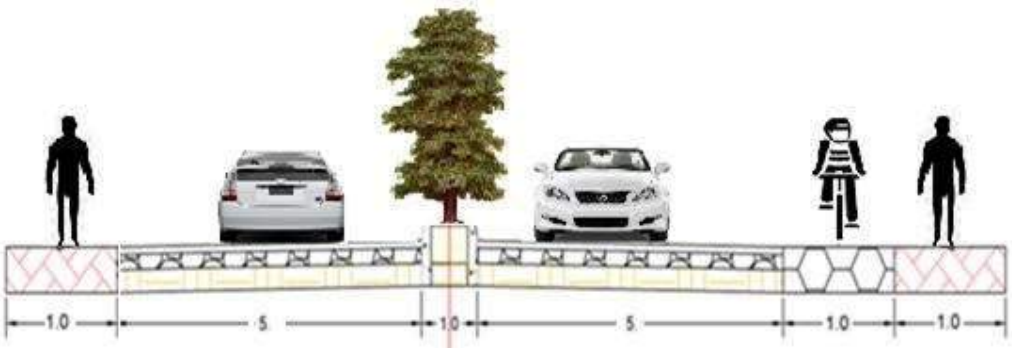


Figure 1: Road Class 'A'

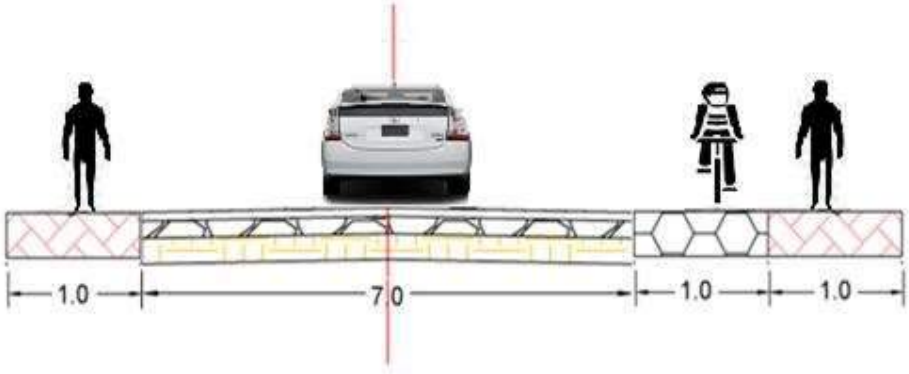


Figure 2: Road Class 'B'

Figure 4: Road Class 'D'

Figure 4: Road Class 'D'

Preparation of GIS based Maps

The project work is based on primary and secondary data information. The updated field information was gathered using GPS (Global Positioning System). The alignments of existing roads, potential roads and roads to be upgraded were tracked through GPS. The ward level consultations were conducted to identify the potential road alignments and their nomenclature. Roads to be upgraded were verified through field visit as well.

The collected field survey data was overlaid in Google earth and the alignment was digitized. Meanwhile, land use and buildings of the area were also updated from the Google earth data of 2020/21. All the information was processed to ArcGIS Pro 2.9.2 and the statistics were achieved by the analysis in GIS itself.

CHAPTER 3 INDICATIVE DEVELOPMENT POTENTIAL MAP

3.1. INDICATIVE DEVELOPMENT POTENTIAL MAP (IDPM) CREATION

The existing maps were verified at sites and actual GPS positions of the development potential of the Municipality like agriculture, important public places, horticulture, livestock, cottage and small industries and other potentiality of the Municipality were compiled and prepared on the base map.

The potentialities of the Municipality were assessed by gathering information from municipality line agencies as well as field observation and verification.

The IDPM was prepared on the basis of Comprehensive City Development Plan. The topographical GIS maps were prepared at the scale of 1:25000. The potential areas were identified and ranked on the basis of beneficiary population, socioeconomics, government services, potential and special consideration areas identified by Municipality IDPM.

3.2. PHYSICAL LOCATION AND GEOGRAPHICAL CHARACTERISTICS

Gaurishankar Rural Municipality is in north east side of Dolakha District which lies in the Bagmati Pradesh of Nepal. After the implementation of 744 local levels by the Ministry of Federal Affairs and Local Development in 2073 BS, Gaurishankar Rural Municipality has been formed in the Dolakha district by merging the former Gaurishankar, Khare, Marvu, Suri, Chankhu, Jhaku, and Jungu Village Development Committees. Gaurishankar Gaupalika has a total area of 681.39 sq km. and is divided into 9 wards.

It is bounded on the east by Jiri Municipality, Ramechhap District, and Solukhumbu District, on the west by Kalinchok Rural Municipality and Bigu Rural Municipality, on the north by China and on the south by Jiri Municipality, Baiteshwar Rural Municipality, and Ramechhap District. Gaurishankar Rural Muncipality has latitude of 27º40’ N to 27º58’ N and longitude 86° 05’ E to 86° 35’ E.

RMTMP includes Review of existing infrastructure situation, Indicative Development Potential Map, Municipality Inventory Map of Road Network, Perspective Plan of Muricipality Transport Network, and First Five-Year Municipality Transport Master Plan.

3.3. SOCIO- ECONOMIC CHARACTERISTICS

3.3.1. Demography

According to the household Survey 2075 B.S. the total population is 19,089. Of these 9,803 were male and 9,286 are female. Total no of household is 3699. Population density stands at 28 persons per square kilometer.

Table 3: Demography

Ward no.	Households	Total	Male	Female
1	605	2138	1126	1012
2	635	2790	1423	1367
3	650	2816	1457	1359
4	357	1672	861	811
5	941	3060	1581	1479
6	454	1815	902	913
7	426	1662	829	833
8	463	1710	884	826
9	414	1426	740	686
Total	**5,045**	**19,089**	**9,803**	**9,286**

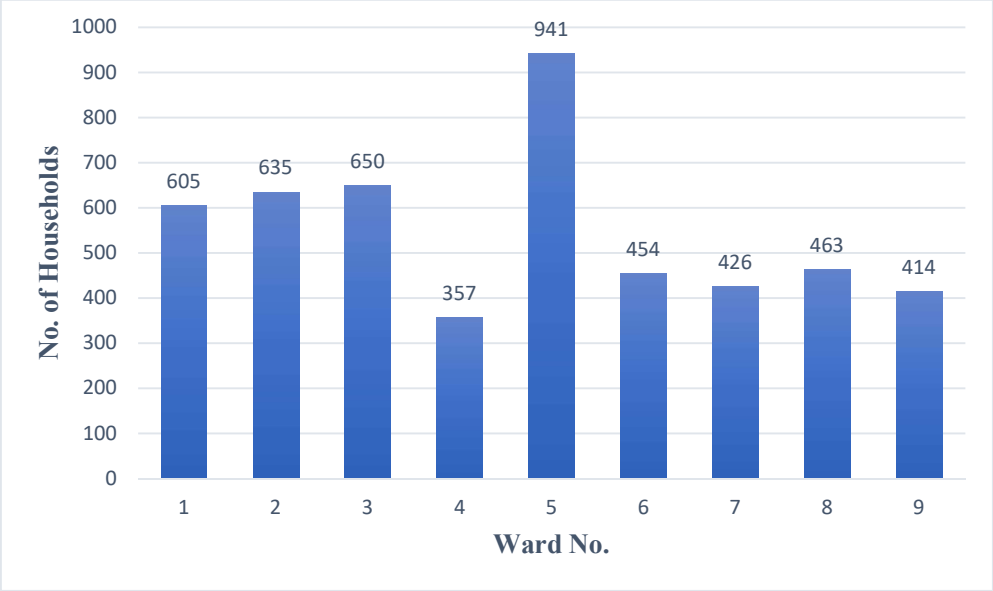


Chart 1: Wardwise Number of Households

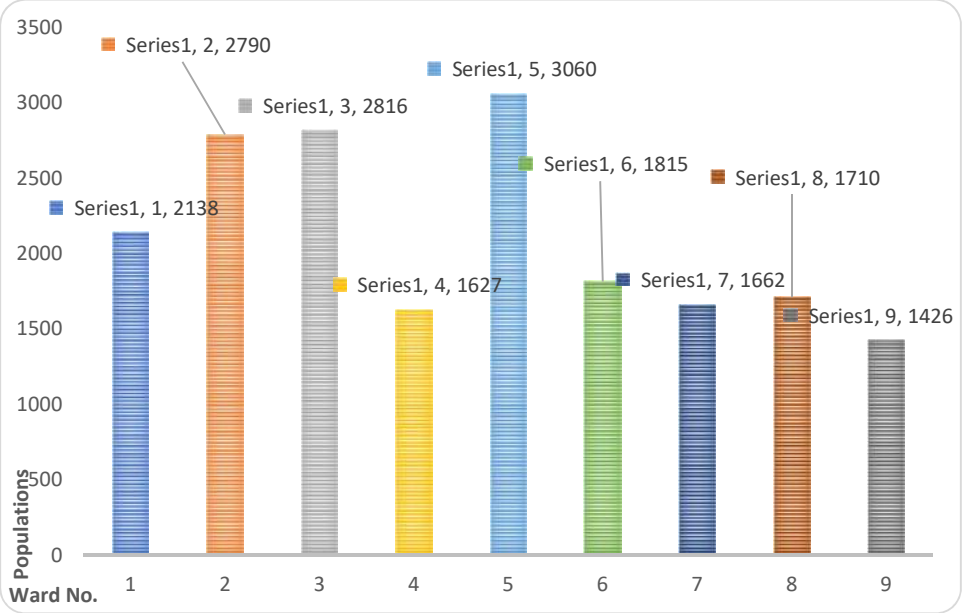


Chart 2: Ward wise Population

3.4. EXISTING TRANSPORT NETWORK SITUATION OF THE MUNICIPALITY

The municipality is served by surface transport facility through North-South National highway road Charikot-Lamabagar Road. The networks of the black topped urban roads are increasing significantly in the town area. However, most of the roads are earthen in this Rural Municipality which is in poor condition that requires upgrading/rehabilitation and proper maintenance. Major roads are in villages of municipality are earthen wherea s collector and toll roads have also earthen surface. Hence preparation of Rural Municipality Transport Master Plan (RMTMP) is must in order to develop sustainable, efficient and optimum transport facility in the municipality.

There are total 335.76 km of motor able roads within the Municipality boundary of which about 86.60% of roads have earthen surface.

Table 4: Summary of roads (Existing)

Class	Length K.m.		Surface	Length K.m.		Serviceability	Length K.m.
A	69.1		Earthen	290.76		All weather	33.0
B	89.76		Gravel	44		Fair weather	302.76
C	57.15		Blacktop	1.0			
D	119.75						
Total	**335.76**			**335.76**			**335.76**

CHAPTER 4: MUNCIPALITY ROAD INVENTORY

4.1. PREPARATION OF MIM

The total road network including main trails, national highways, district roads, municipal roads and bridges within the Municipality premises were identified and displayed in scale 1:25000, 1:50000 scale from Municipality level secondary sources. Then reconnaissance survey of the trails, bridges and road networks were carried out with the help of the prescribed checklist and updated the map. Similarly, detailed indicative cost estimates of transport infrastructures improvements (Routine maintenance, recurrent maintenance, rehabilitation & upgrading) and new construction of representative trails, bridges and roads in the Municipality as per the local ward demand, weighted criteria and preferences.

The list of all existing transport linkages under the category of routing maintenance, recurrent maintenance, periodic maintenance and upgrading has been prepared. These lists have been prepared separately and annexed for various classes of roads. The indicative cost estimates for upgrading and improvement of road, trails and bridges were prepared and attached with this report in annexes.

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

1. Section requiring routine maintenance
2. Section requiring periodic maintenance
3. Section requiring rehabilitation
4. Unordered section (new construction)

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

4.2. INVENTORY OF CROSSDRAINAGE STRUCTURES

Table 5: list of cross drainage structures and bridges

S.N.	Code	Feature	Intervention/ Status	Shape Length (m.)	Location/ Road name	Start X-coordinate Easting m	Start Y-coordinate Northing
1	M3010107A	Minor Bridge	Needed	10	Marbu-tokding sikpaswor sadak Road	431182.365	3072773.006
2	M3010110C	Minor Bridge	Needed	20	Nagkuse-bagandi-chanmara-sadak	420228.931	3068875.939
3	M3010120C	Minor Bridge	Needed	20	Thambu -khanigaun -sikpawor sadak	429709.536	3073848.318
4	M3010127D	Minor Bridge	Needed	20	Chhesakhare keldar sadak	427057.148	3072378.967
5	M3010129D	Minor Bridge	Needed	30	Chhyot chhyot -simigaun sadak sugarmill	423336.960	3083228.158
6	M3010130D	Minor Bridge	Needed	45	Simigaun-beding -na gaun paratyan sadak	427482.655 43437469.60 437469.607	3085030.826 3086682.825
7	M3010105A	Slab Culvert	Needed	6	Namdu-chetetrapa -resamdada Road	416600.377	3062240.230
8	M3010119B	Slab Culvert	Needed	6	Tasinam fedi-tasinam-simigaun sadak	424742.710	3080106.527
9	M3010115B	Slab Culvert	Needed	6	Kaseri-chhessakhare-tharbaling sadak	424085.911	3072769.115

10	M3010120B	Slab Culvert	Needed	6	Luwangsa - koing -bhangang-shyama -sadak	430614.157	3068011.641
11	M30101-02B	Slab Culvert	Needed	12	Saune dadakharka -serkepati jiri sadak	423692.067	3062064.559
12	M3010103C	Slab Culvert	Needed	12	Mahatara-rukuma -selfu -nakarpa sadak	418856.454	3064507.965
13	M3010119C	Slab Culvert	Needed	6	Najig gongata keldar sadak	426929.530	3071652.647
14	M3010117D	Slab Culvert	Needed	6	Tinekhu -jacktuli okharbhote sadak	421396.360	3068198.533
15	M3010121D	Slab Culvert	Needed	6	Lagum -bhirmuni-nimarang-sikarpa sadak	426878.432	3068845.999
16	M3010124D	Slab Culvert	Needed	6	Hupchi-balem pokhari sadak	429110.764	3072097.543
17	M3010128D	Slab Culvert	Needed	6	Chhesakare-thackchi krishi sadak	426481.491	3073057.896
18	M3010129D	Slab Culvert	Needed	12	Chhyot chhyot -simigaun sadak	423932.472 423541.820	3083231.001 3082054.60
19	M3010130D	Slab Culvert	Needed	12	Simigaun-beding -na gaun paratyan sadak	438147.779 438767.205	3086695.424

4.3. TRAFFIC STUDY

A technical survey team carried out the existing road inventory survey, socio- economic survey of the designated traffic analysis zones with manual traffic count over the entire study area. During the field visit of the study area, present scenario of road network, road infrastructure, active, public and private transport standing and traffic management status has been investigated. The existing road network of the entire area has been visited. The team has been studied the present and future possibilities of existing and alternative network considering public hearing, strategic development and future demands. During the field visit, possible new routes, and existing route hierarchy has been analyzed. The existing scenario of road hierarchy, current level of services of road, road and road side infrastructures have been observed. The current vehicle flow along various routes, type and number of vehicles can be determined by the observed manual traffic count conducted over the entire area. The mobility of people from one place to another place and vehicle used has been collected.

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CHAPTER 5 MUNICIPALITY TRANSPORT PERSPECTIVE PLAN

5.1. OVERVIEW

The purpose of preparation of RMTMP for Gaurishankar Rural Municipality is concerned with achieving directly or indirectly the following objectives:

- Improve the connectivity between different parts of the municipality.
- Provide outdoor recreation and destination access.
- Promote development practices that mitigate environmental impacts.
- Enhance transitional areas by creating public spaces within the built environment.
- Recognize the value of traditional neighborhood components—parks and public spaces, integrated public services and infrastructure systems, distinct character attributes and design features, neighborhood centers, etc.
- Coordinate future development practices with expansion of public services and infrastructure systems.
- Provide capacity to prepare for and minimize dam-age from natural events.
- Make services available that meet the needs and demands of a diverse community.
- Establish development patterns which enable alternative forms of transportation.
- Acknowledge the inherent link between land use and transportation systems.
- Recognize the value of mixed-use areas to improve municipality public spaces, connectivity, character, and planning.
- Support the municipality's economic activity centers and economic base.

Moreover, for sustained development of the municipality, proper plans should be formulated for different sectors and their coordination with one another is equally important.

- Environmental planning
- Transportation plan
- Community facilities and services plan
- Education plan
- Economy planning, etc.

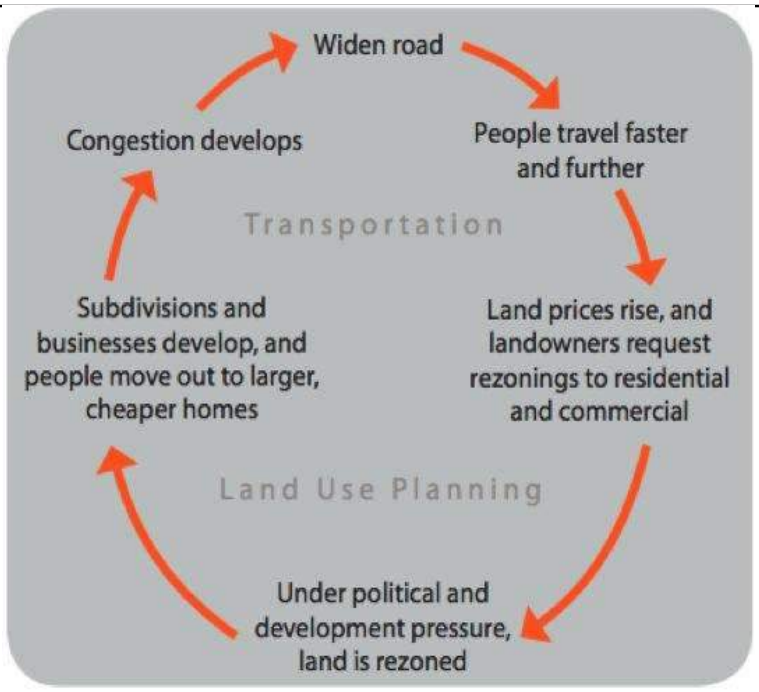

Chart 3: Land Use Transportation Cycle

5.2. SHORT TERM MUNICIPAL TRANSPORT MASTER PLAN (FIVE YEARS)

Transportation planning involves a broad consideration of a large number of strategies and alternatives, an evaluation from different angles, the collaborative participation of relevant transportation-related agencies and organizations, and timely public involvement. It plays a vital role in realizing the vision of a nation, region, district, or municipality.

Short term planning focuses on maintenance and upgrading of the existing road networks to the proposed standards to support present and future transport demand. It - provides a direction towards the execution of medium- and long-term plans. Like in any other planning process, active involvement of the planners and the associated public is necessary in short term planning. The interventions are applied to the road sections based on their priorities and the available annual budget.

If successfully implemented, the five-year-program will result in organized development and maintenance of access road linkages and class C and class D roads (also some class A and class B roads based on priority), later on justifying the construction and development of higher hierarchy roads in the medium- and long-term plans.

Through short term plan, accessibility scenario is improved in all wards of the municipality, thereby leading towards the next step which is increased mobility which in turn enhances the access to much wider horizon. Only then, comprehensive and sustainable public transport services can be established to accomplish intra-municipal and inter-municipal transport needs. Ultimately, improved overall transportation scenario triggers other development activities

within and around the municipality which causes an increase in demand of transport facilities, sometimes beyond an anticipated level, and the plans will have to be revised and new plans formulated accordingly.

Other plans such as land use plan, city development plan and drainage network master plan should be developed in compliance with the Rural Municipal Transport Master Plan and later RMTMP needs to be modified considering all these plans.

5.3. PREPARATION OF PRESPECTIVE PLAN OF RURAL MUNCIPALITY TRANSPORT NETWORK

The required interventions of services and facilities were identified from the accessibility analysis and compilation of ward level workshops. The demand on required interventions of road infrastructures services and facilities were collected in prescribed ward demand forms by organizing ward level meetings and workshops.

During the final Municipality level workshop, the Municipality standard of time and quality accessibility for every service and facilities will be decided. The required intervention of all services and facilities will be identified and finalized on workshop on the basis of Accessibility Indicator (AI). The Prioritized sector of services and prioritization of wards for every sector will be done at Municipality level based on AI.

In transportation sector, list of roads, bridges and required interventions for respective roads and bridges were identified to improve accessibility to goods and services within the Municipality. The perspective plan of Municipality Road was prepared for 20 years.

The interventions of services and facilities for the improvement of the access situation will be discussed first with the Municipality technical team and the MRCC, and only upon their - recommendation should be forwarded to Municipality Council meetings, hence the final perspective plan of Municipality roads will be developed. The final perspective plan shall be shown in GIS maps also.

5.4. SCORING OF TRANSPORT LINKAGE

All roads are of importance in some way, some serve large population, whereas some serve the purpose of access, while some link the ward with market or service facilities and some links act as connectors between two wards or municipalities. It is not possible to construct/maintain or upgrade all roads at a time due to various constraints such as time, resources and cost. Considering the importance of road, some roads need intervention immediately and some can be done later on. Thus, each link in a network needs to be prioritized and various interventions need to be taken based on the prioritization. In simple words, rank of each road network needs to be assessed based on its importance and the

intervention is taken based on rank.

TOR of RMTMP preparation has clearly specified the criteria and socio-economic data required for scoring of transport linkage. Survey Field team have collected the s-ocio-economic and population data of all transport linkage and on the basis of this data following scoring results was obtained which are displayed below in table format on descending order of score.

5.5. PLAN OF INTERVENTION OF SERVICES AND FACILITIES

The required interventions regarding conservation, improvement and new construction of the district road core network have been prepared. It provides a complete list of all works required in the MRCN, which together form the Municipality Transport Perspective Plan (MTPP). For the works forming part of the MTPP, chapter 4 will subsequently provide cost estimation, while chapter 5 will rank the works according to priority and chapter 6 will select those priority works that can be carried out in the next 5 years and thus form part of the Rural Municipality Transport Master Plan (RMTMP). All the identified interventions were screened and rated on the basis of approved criteria. A discussion of Survey field Team members, Municipality Technical Team, and MRCC relating to interventions of services and facilities was performed during field visit and after finishing field work and following results were obtained.

5.5.1. Conservation

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

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

2 . Routine maintenance - General maintenance of the road aimed at preventing damage by ensuring the proper working of the different road elements (retaining walls, drainage system, carriageway, etc.) and cutting vegetation. This is carried out each

year on a more or less continuous basis. Routine maintenance is required for the entire Muncipality road core network. The specific requirements for routine maintenance are determined on an annual basis through the road condition survey and defined in the ARMP.

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

4 . Periodic maintenance- larger repairs to the road largely aimed at renewing the road surface through re-gravelling, resealing or overlays. It is generally carried out with several years' interval. Although periodic maintenance is only required for specific sections of the Municipality Road core network, a lump sum allocation is made for the entire Municipality 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.

5.5.2. 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 for Gaurishankar Rural Municipality are described in more detail in the subsequent sections.

1. Rehabilitation- Significant repairs required to bring a very poor road back to a maintainable standard. This does not include any changes to the original surface type.
2. Gravelling- Placement of a gravel layer to make it all-weather and ensure that the road remains passable during the rainy season.
3. Cross Drainage-Placement of suitable cross-drainage structures with the aim of making the road all-weather and ensuring that the road remains passable even during the rainy season.
4. Protective Structures-Placement of retaining walls and lined side drains to avoid excessive damage to the road during the rainy season and bring it to a maintainable standard.
5. Blacktopping-Placement of a blacktop layer in roads with traffic volumes exceeding 50 passenger car units (PCU) to reduce damage to the road surface.
6. Widening-Increase of the road width in roads with traffic volumes exceeding 500 passenger car units (PCU) to ensure the proper flow of traffic.

Table 6: Right of Way

Road Class	ROW(meter)
A	14
B	10
C	8
D	6

5.5.3. Widening

Widening of the Municipality Road network is required only in specific locations to bring it up to the minimum standard and to ensure sufficient space in the curves. Additional widening to a higher standard is not required because traffic volumes remain very low in those places.

However, during field study no such location was identified which require urgent widening. Moreover, local people also did not demand widening of any transport linkage but, they say to fix and maintain a reasonable and realistic right of way (Row) for roads of different categories. Right of way (Row) for different category of road is recommended in final chapter.

5.5.4. New Construction

There is not any pressing need of constructing new transport linkage in Gaurishankar Rural Municipality, however some roads demanded by local people as new construction road are incorporated in Municipality Inventory Map and are treated as class D tole roads. These class D tole roads are listed in Prespective Plan of muncipality and appropriate intervention is assigned to them according to their relative priority.

5.6. RMTMP Cost Estimation

For the cost estimation, use has been made of standard costs for the different activities required. For the conservation activities this results in an estimation of annual costs, while for improvement and new construction activities this result in an estimation of the total costs required.

5.6.1. Conservation

The costs of the required conservation measures have been calculated using the following standard costs. These standard costs have been applied to the Municipality Road network. It must be noted here that the standard costs for periodic maintenance are the average annual

costs, but that the cost for applying periodic maintenance in a specific section every several years will be higher (the cumulative cost of several years). The estimated costs for the first year are presented below, while the costs for subsequent years will vary slightly as road surface types change as a result of improvements. Detailed cost estimations for the actual maintenance needs in any given year will be presented in the ARMP.

-

CHAPTER 6: MUNCIPALITY TRANSPORT MASTER PLAN

6.1. GENERAL

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

The ward and village level consultations were conducted to identify the potential areas and road alignments which need newconstruction/intervention/rehabilitation/maintenance. The alignments were prioritized on the basis transport linkage and demand from the local level. The scoring criteria form helped to select the area of more importance and screen the specific road if more than one road is demanded from each ward. The updated field information such as road alignment, name, code, length, surface type was gathered using Global Positioning System (GPS). The alignments of existing roads, potential roads and roads to be upgraded were tracked through GPS. The locations of roads of new construction/intervention/rehabilitation/maintenance were captured in GPS. The collected field survey data was overlaid in Google earth and the alignment was digitized. Following maps were prepared:

- Administrative Boundary of Gaurishankar Gaupalika
- Consolidated RMTMP Map showing Road Classes
- Consolidated RMTMP Map showing Status of Road Classes
- Consolidated RMTMP Map showing Status of Upgradation Road Classes
- RMTMP Maps of necessity of new construction of minor bridge and slab culvert

6.2. FIVE YEAR PROJECTED FINANCIAL PLAN AND SHARING OF FUNDS

The projected financial resources for the next five years are estimated by considering all possible funding sources. The funding levels are based on the existing trend of funding. An annual increase in funding of 10% is assumed for all funding sources. According to the past record total Municipality budget was NRs 20 million per year of which about 40% was allocated for road sector. Considering above data first year budget for transportation sector in Gaurishankar Rural Municipality is 8.4 million.

During the preparation of RMTMP, the investment from total available resources under road sector for different classes of the road can be distributed as.

A portion of 30% for maintenance at first and then remaining 30% shall be distributed as.

a. Main Collector road---------Class A; ---------->=40%

b. Other Collector road---------Class B; ----------<=30% c.

Main Tole road---------Class C; ----------<=20% d.

Other road---------Class D; ----------<=10%

Table 7: Estimated Funding in transportation sector of Gaurishankar

Funding Source	2078/79	2079/80	2080/81	2081/82	2082/83
Fiscal Equalization Grant	15,000,000	21,000,000	29,400,000	41,160,000	57,624,000
Roads Board Nepal (assuming 25%)	27,000,000	33,750,000	42,187,500	52,734,375	65,917,969
Provincial transfer	5,000,000	6,000,000	7,200,000	8,640,000	10,368,000
People's contribution (30 %)	5,000,000	5,500,000	6,050,000	6,655,000	7,320,500
Conditional Grants	1,000,000	1,050,000	1,102,500	1,157,625	1,215,506
Total NPR	53,000,000	67,300,000	85,940,000	110,347,000	142,445,975
Grand Total NPR	459,032,975				

For municipality fund 40 % of rise is considered each year, 25 % rise is considered for road department, 5 % rise is considered for other government donations and 10 % rise each year is considered for people's contribution.

Investment given in above table shall be distributed in accordance with priority of respective transport linkage and respective intervention as stated in Ranking table in excel sheets.

Moreover, it is not necessary to make investment on all transport linkage given in Perspective Plan, but roads having higher priority should be worked first and moderate priority in second year and roads having lesser priority in flowing years.

CHAPTER 7: CONCLUSION & RECOMMENDATION

7.1. SUMMARY AND FINDINGS

From the entire study of field and different types of GIS based map preparation and information collection and analysis at different location during field study, it was found that ineffective development planning, lack of education, public awareness, topography of Gaurishankar Rural Municipality is the main hindrance for development of efficient transport facility in the region. During the interaction meeting among local communities, the people expectations were found high. This draft report has thus prepared by clarifying the existing real situation of transport infrastructure and need of their improvement and upgrading to some extend so as to fulfill local needs. The RMTMP therefore needs to be prepared for the purpose of systematic transport planning.

In field we have collected traffic flow data and ward demand form which contains list of all existing and needed transportation linkages along with their relative priority. Socioeconomic data like population, household number, local productivity etc. was also collected which are of great importance in scoring the transportation linkage to find their actual prioritization.

Total 335.76 km. of motor able roads was verified within the municipality boundaries which are further categorized as follow.

Table 8:Categorization of Municipality roads (Existing)

Class	Length (K.m.)		Surface	Length (K.m.)		Serviceability	Length (K.m.)
A	69.1		Earthen	290.76		All weather	33.0
B	89.76		Gravel	44		Fair weather	302.76
C	57.15		Blacktop	1.0			
D	119.75						
Total	**335.76**			**335.76**			**335.76**

It has been found that most of village tole roads were 3 m. to 4 m. wide earthen roads which cannot provide service throughout the year, thus local people strongly

demanded that these roads should be upgraded to Graveled road along with widening and provision for lateral and cross drainage as soon as possible.

Most of native people asked for upgrading of agricultural road as soon as possible, as this road is of great importance for farmers to transport their products to market centers, transportation of manures and equipments.

Peoples residing in market centers also demanded for rehabilitation of market roads with construction of efficient and sufficient drainage facilities as most of roads in market have exposed subbase making them dusty in dry season and muddy in wet season.

During field study we also identified and located a number of sites for, cross drainage structures like causeways and culverts, bridges etc.

7.2. RECOMMENDATION

7.2.1. Roads

Roads are the foundation of transportation system. They represent one of the largest public infrastructure investments within the city. Roads significantly affect the economic vitality and competitiveness of the Suri, as they facilitate the movement of goods and services, emergency response services, and people using public and private vehicles, taxis, bicycles and active modes.

Roads serve a variety of functions and transportation modes, and provide connections between modes (for example, automobile to air travel). The needs of these various modes often compete for the same limited resources, such as physical space and funding. In managing this public resource to achieve the greatest possible public benefit, the Gaurishankar Rural Municipality must frequently make choices that consider or require trade-offs.

Following points should be considered in development of city roads-

- Balanced Road Network with road hierarchy as per estimated demand is proposed.
- Divided Road is strongly recommended for more than 3 lane roads in core market area.
- City Bus is recommended for the routes joining regional bus parks, city Bus Park and major places within city core.

- Environment friendly road furniture, street lamps at core municipality region and green vegetation along the road side are recommended.
- It is recommended to upgrade, repair and necessary interventions as per this RMTMP.

7.2.2. Parking

Parking is an integral part of the city's transportation system. An appropriate balance of supply and pricing of parking is necessary to support the viability of businesses and integrity of residential neighborhoods. Management of the supply, location and price of parking can be an effective way to influence travel behavior and encourage alternative travel modes.

Within the commercial areas of Municipality, on-street parking facilitates access to businesses by customers and allows delivery and pick-up of goods. In this context, on-street parking is typically shorter term and turnover of vehicles is encouraged through limited duration parking meters and time limited parking and loading zones. On-street parking in residential areas typically serves as longer-term accommodation for vehicles of residents and their guests.

On-site parking is influenced by the city through its land use planning functions. The Zoning Bylaw stipulates parking regulations for new developments based on land use type. Currently, standard zoning requires a minimum number of parking stalls, but there is no maximum limit on the number of stalls that can be provided. A review of these standards will be conducted to ensure alignment with the City's Strategic Goals.

7.2.3. Walking

Walking is the most fundamental form of transportation as almost all travel begins and ends with a walking trip. Workability describes the extent to which citizens have the opportunity to walk to get to everyday destinations for work, shopping, education and recreation. Universally accessible (barrier free) sidewalks and multi-use trails are the basic infrastructure necessary to enable walking in the public realm. Complementing this basic infrastructure with neighborhood design that incorporates a full range of destinations and higher residential densities provides for a more walkable environment.

Since there are practical limitations to the range of walking trips, access to a good quality public transportation system is essential to transport pedestrians over long

distances. Public transportation and pedestrian infrastructure should be well integrated. The level of year-round maintenance is an important factor in determining the accessibility of a pedestrian facility. This will become increasingly important as population, ages, and is a factor in the mode choices made by individuals.

Following points should be considered regarding pedestrians walking-

• Exclusive foot path is strongly recommended along arterial roads.

• Foot path is strongly recommended where per hour pedestrian flow reached 100.

• Foot path is strongly recommended into city core at arterial, sub-arterial and collector roads.

7.2.4. Cycling

Bicycles are the most energy efficient mode of transportation. Many of the vehicle trips make every day are of a length that may be reasonably accomplished by bicycle. Throughout the city, cycling routes are provided along wide curb lanes, bike lanes, multi-use trails, granular trails and on-street bike routes. Encouraging cycling, and constructing its related facilities, can help to create well-connected, livable Communities as an essential part of Suri. Maintenance of roadways, bike lanes and trails is a key factor to the accessibility of the bicycle network in all seasons.

Bicycling and transit are well suited as complementary modes of transportation. Transit service and bicycle facilities should be integrated to provide cyclists with reasonable alternatives for moderate and long-distance trips

REFERENCES

1 Doli Approach Manual for the preparation of RMTMP

2 RMTMP preparation Guide lines and Term of Reference by MoFALD

3 GIS map of Nepal provided by department of survey

4 DTMP report of Dolakha

5 Provincial Transport Master Plan (PTMP) Bagamati Province

ANNEXES-

Annex 1 Maps

Map 1: Administrative Boundary of Gaurishankar Gaupalika with Google Earth Image
Map 2: Consolidated RMTPP Map showing Highway and Road Classes
Map 3: Consolidated RMTMP Map showing Status of Road Classes
Map 4: Consolidated RMTMP Map showing MRCN class
Map 5: Consolidated RMTMP Map showing Selected Mrcn Roads
Map 6: School Loactaions Along with Road Network
Map 7: Waterways along with Road Network
Map 8: Major Settlements Along with Road Network
Map 9: Bus Park and Helipad Along with Road Network
Map 10: Tourism Places and Treaking Trail Along with Road Network
Map 11: Elevation Map of Gaurisankhar Rural Municipality
Map 12: Slope Map of Gaurisankhar Rural Muncipality
Map 13: Landuse Map of Gaurisankhar Rural Municipality
Map 14: Land Surface Temperature Map
Map 15: Normalized Difference Built-Up Index Map
Map 16: Normalized Difference Vegetation Index Map

MRCN MAP: Highway and Road Class

CHINA

KHUMBUPASANGLAHMU GAUNPALIKA

BIGU GAUNPALIKA

GAURISHANKAR GAUNPALIKA

KALINCHOK GAUNPALIKA

BHIMESHWOR NAGARPALIKA

BAITESHWOR GAUNPALIKA

JIRI NAGARPALIKA

GOKULGANGA GAUNPALIKA

UMAKUNDA GAUNPALIKA

SOLUDUDHAKUNDA NAGARPALIKA

Bagmati

86°6'E 86°8'E 86°10'E 86°12'E 86°14'E 86°16'E 86°18'E 86°20'E 86°22'E 86°24'E 86°26'E 86°28'E 86°30'E 86°32'E 86°34'E

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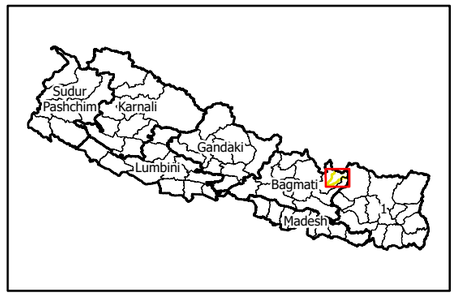
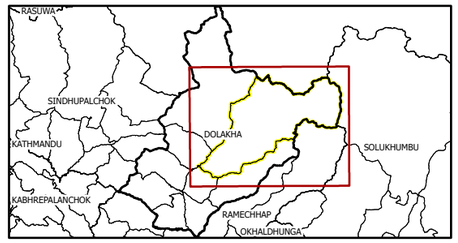




Legend

- Country boundary
- Province Boundary
- District Boundary
- Palika boundary
- Gaurishankhar Gaunpalika
- Ward Boundary
- Palika centre
- ward centre

Highway and Road Class

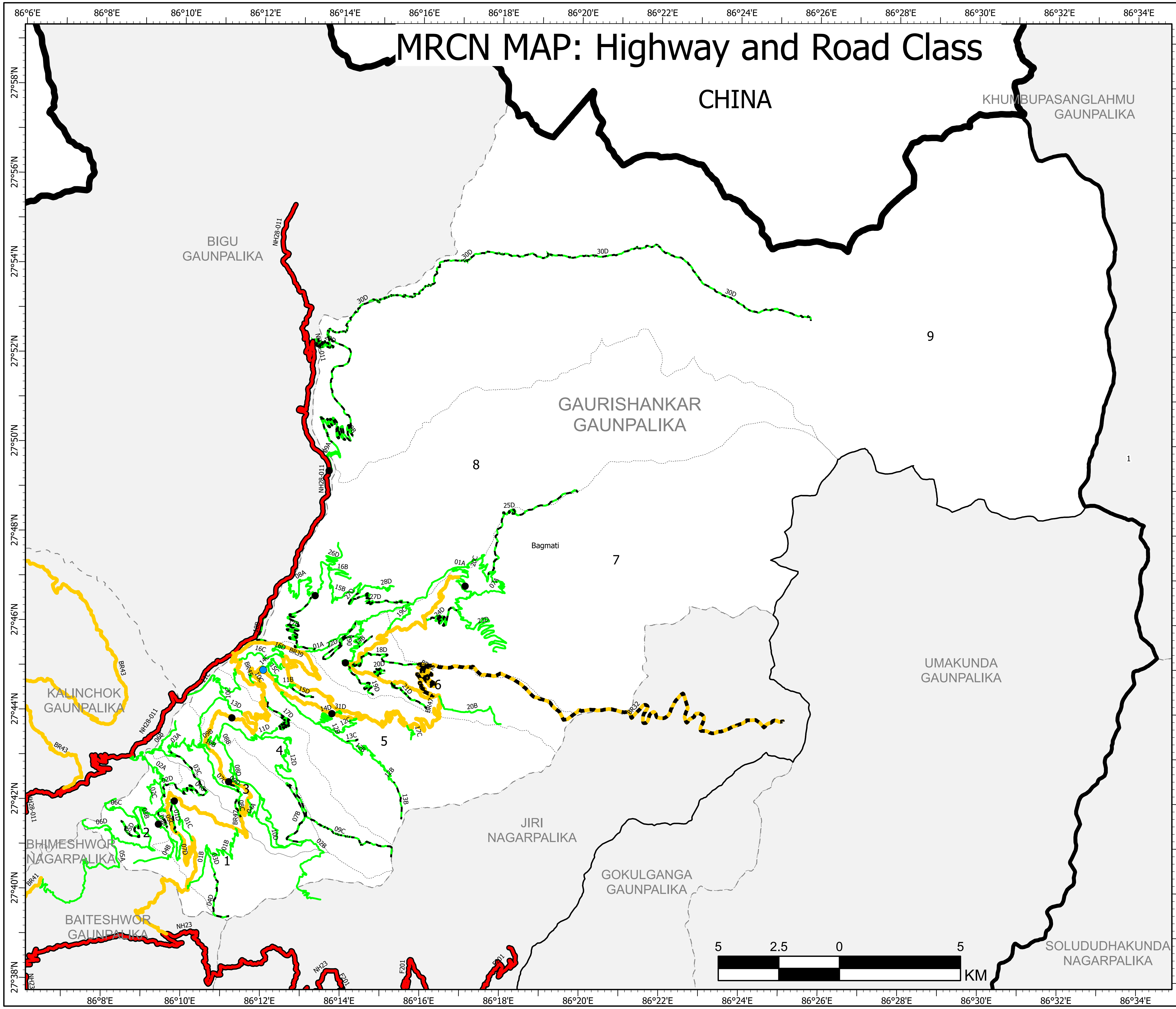
- National highway
- Provincial Road
- Provincial Road ,Proposed
- MRCN Road
- MRCN road ,Proposed

5 2.5 0 5 KM

Earthstar Geographics

Gaurishankar Rural Municipality
OFFICE OF THE RURAL MUNICIPAL EXECUTIVE
SURI, DOLAKHA
BAGMATI PROVINCE, NEPAL

MRCN MAP: Highway and Road Class



CHINA
KHUMBUPASANGLAHMU GAUNPALIKA
BIGU GAUNPALIKA
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BHIMESHWOR NAGARPALIKA
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GOKULGANGA GAUNPALIKA
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Lumbini
Bagmati
Madesh
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KATHMANDU
DOLAKHA
SOLUKHUMBU
KABHREPALANCHOK
RAMECHHAP
OKHALDHUNGA
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KM

Legend

- Country boundary
- Province Boundary
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- Palika boundary
- Gaurishankhar Gaunpalika
- Ward Boundary
- Palika centre
- ward centre

Highway and Road Class

- National highway
- Provincial Road
- Provincial Road ,Proposed
- MRCN Road
- MRCN road ,Proposed

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MRCN Status Map Of Gaurishankhar Rural Municipality

CHINA

KHUMBUPASANGLAHMU GAUNPALIKA

BIGU GAUNPALIKA

GAURISHANKAR GAUNPALIKA

KALINCHOK GAUNPALIKA

BAITESHWOR GAUNPALIKA

JIRI NAGARPALIKA

GOKULGANGA GAUNPALIKA

UMAKUNDA GAUNPALIKA

SOLUDUDHAKUNDA NAGARPALIKA

Bagmati

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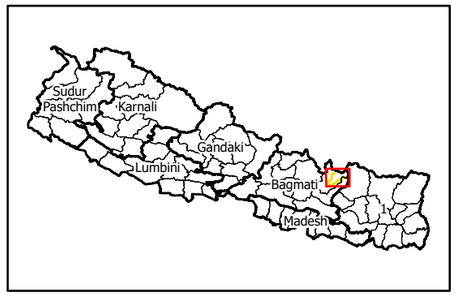

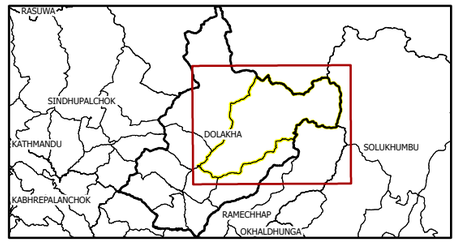

Legend

- Country boundary
- Province Boundary
- District Boundary
- Palika boundary
- Gaurishankhar Gaunpalika
- Ward Boundary
- Palika centre
- ward centre

Road network

- CRN,BLACKTOP
- PRN,GRAVEL
- PRN,EARTHEN
- PRN,proposed
- MRCN,EARTHEN
- MRCN ,Proposed

5 2.5 0 5 KM

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BAGMATI PROVINCE, NEPAL

MRCN MAP: MRCN CLASS

CHINA

KHUMBUPASANGLAHMU GAUNPALIKA

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Bagmati

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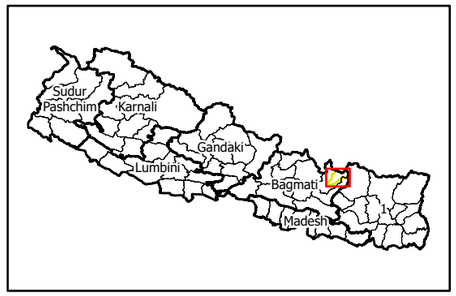

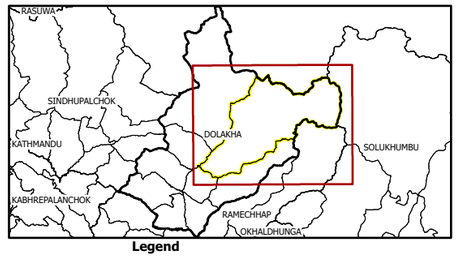

Legend

- Country boundary
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- Ward Boundary
- Palika centre
- ward centre

Road Class

- CRN, ,existing
- PRN, ,existing
- PRN, ,proposed
- MRCN, A
- MRCN,B,existing
- MRCN,B,proposed
- MRCN,C,existing
- MRCN,C,proposed
- MRCN,D,existing
- MRCN,D,proposed

5 2.5 0 5 KM

Gaurishankar Rural Municipality
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SURI, DOLAKHA
BAGMATI PROVINCE, NEPAL

MRCN MAP: SELECTED ROAD

CHINA

KHUMBUPASANGLAHMU GAUNPALIKA

BIGU GAUNPALIKA

GAURISHANKAR GAUNPALIKA

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Bagmati

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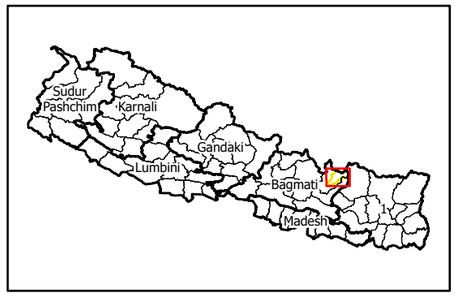

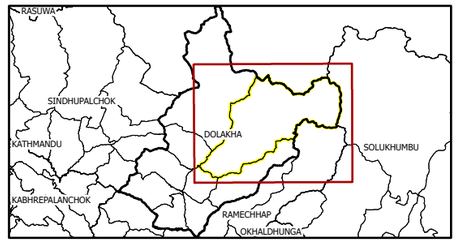

Legend

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- Gaurishankhar Gaunpalika
- Ward Boundary
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- ward centre

MRCN Selected

- CRN
- PRN
- MRCN
- MRCN,Selected

Gaurishankar Rural Municipality
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SURI, DOLAKHA
BAGMATI PROVINCE, NEPAL

School Locations

CHINA

KHUMBUPASANGLAHMU GAUNPALIKA

BIGU GAUNPALIKA

GAURISHANKAR GAUNPALIKA

KALINCHOK GAUNPALIKA

BAITESHWOR GAUNPALIKA

JIRI NAGARPALIKA

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UMAKUNDA GAUNPALIKA

SOLUDUDHAKUNDA NAGARPALIKA

Bagmati

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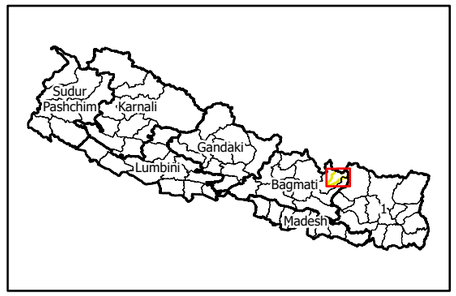

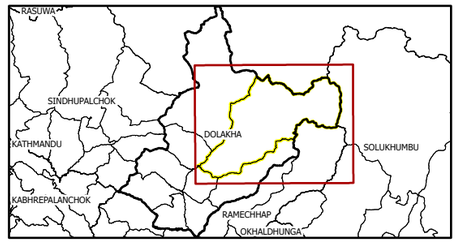

Legend

- Country boundary
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- Palika boundary
- Gaurishankhar Gaunpalika
- Ward Boundary
- Palika centre
- ward centre
- School

Road network

- CRN,BLACKTOP
- PRN,GRAVEL
- PRN,EARTHEN
- PRN,proposed
- MRCN,EARTHEN
- MRCN ,Proposed

Gaurishankar Rural Municipality
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MRCN MAP: Waterways Locations

CHINA

KHUMBUPASANGLAHMU GAUNPALIKA

BIGU GAUNPALIKA

GAURISHANKAR GAUNPALIKA

KALINCHOK GAUNPALIKA

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BAITESHWOR GAUNPALIKA

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Bagmati

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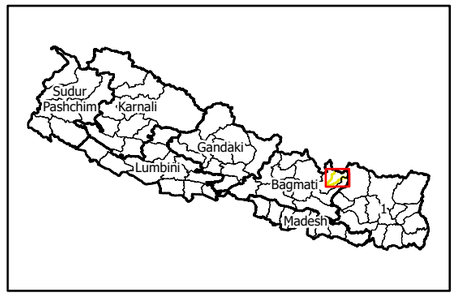
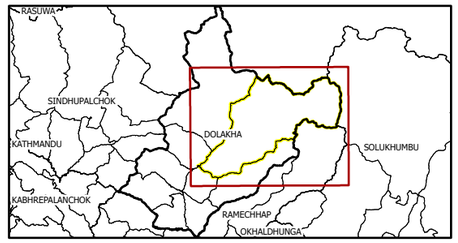
N W E S





Legend

- Country boundary
- Province Boundary
- District Boundary
- Palika boundary
- Gaurishankhar Gaunpalika
- Ward Boundary
- waterways
- Palika centre
- ward centre

Road network

- CRN,BLACKTOP
- PRN,GRAVEL
- PRN,EARTHEN
- PRN,proposed
- MRCN,EARTHEN
- MRCN ,Proposed

Gaurishankar Rural Municipality
OFFICE OF THE RURAL MUNICIPAL EXECUTIVE
SURI, DOLAKHA
BAGMATI PROVINCE, NEPAL

Major Settlements in Gaurishankhar Rural Municipality

CHINA

KHUMBUPASANGLAHMU GAUNPALIKA

BIGU GAUNPALIKA

KALINCHOK GAUNPALIKA

BAITESHWOR GAUNPALIKA

GAURISHANKAR GAUNPALIKA

UMAKUNDA GAUNPALIKA

JIRI NAGARPALIKA

GOKULGANGA GAUNPALIKA

SOLUDUDHAKUNDA NAGARPALIKA

JHARNA

Cwaji Dada

cherdung

KYALCHE DONGGANG

SUMURCHE

BRIDGE

SIMIGAUN

Daldhunga Pas

BEDING

DUDHKUNDA

Na Village

CHOROLA

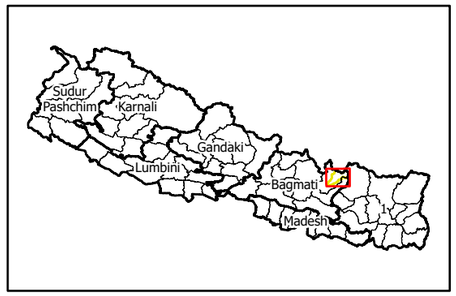
Bagmati

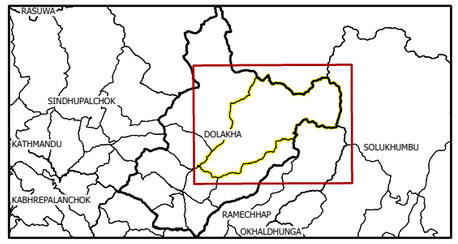
1 2 3 4 5 6 7 8 9

86°8'E 86°10'E 86°12'E 86°14'E 86°16'E 86°18'E 86°20'E 86°22'E 86°24'E 86°26'E 86°28'E 86°30'E 86°32'E 86°34'E

27°58'N 27°56'N 27°54'N 27°52'N 27°50'N 27°48'N 27°46'N 27°44'N 27°42'N 27°40'N

5 2.5 0 5 KM





Legend

- Country boundary
- Province Boundary
- District Boundary
- Palika boundary
- Gaurishankhar Gaunpalika
- Ward Boundary
- Palika centre
- ward centre
- School
- Tourism Places
- places

Road network

- CRN,BLACKTOP
- PRN,GRAVEL
- PRN,EARTHEN
- PRN,proposed
- MRCN,EARTHEN
- MRCN ,Proposed

Gaurishankar Rural Municipality
OFFICE OF THE RURAL MUNICIPAL EXECUTIVE
SURI, DOLAKHA
BAGMATI PROVINCE, NEPAL

Bus Park and Helipad

CHINA

KHUMBUPASANGLAHMU GAUNPALIKA

BIGU GAUNPALIKA

GAURISHANKAR GAUNPALIKA

KALINCHOK GAUNPALIKA

BHIMESHWOR NAGARPALIKA

BAITESHWOR GAUNPALIKA

JIRI NAGARPALIKA

GOKULGANGA GAUNPALIKA

UMAKUNDA GAUNPALIKA

SOLUDUDHAKUNDA NAGARPALIKA

Bagmati

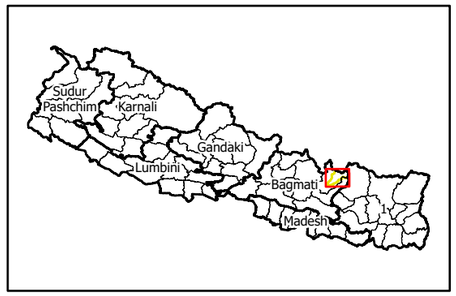
1 2 3 4 5 6 7 8 9

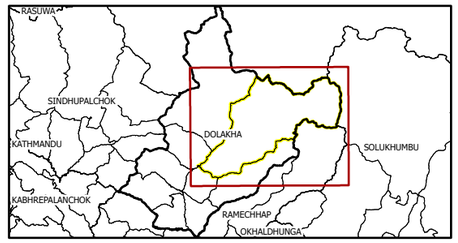
86°8'E 86°10'E 86°12'E 86°14'E 86°16'E 86°18'E 86°20'E 86°22'E 86°24'E 86°26'E 86°28'E 86°30'E 86°32'E 86°34'E

27°58'N 27°56'N 27°54'N 27°52'N 27°50'N 27°48'N 27°46'N 27°44'N 27°42'N 27°40'N 27°38'N

5 2.5 0 5 KM

N W E S





Legend

- buspark
- helipad
- Palika centre
- ward centre
- Country boundary
- Province Boundary
- District Boundary
- Palika boundary
- Gaurishankhar Gaunpalika
- Ward Boundary

Road network

- CRN,BLACKTOP
- PRN,GRAVEL
- PRN,EARTHEN
- PRN,proposed
- MRCN,EARTHEN
- MRCN ,Proposed

Gaurishankar Rural Municipality
OFFICE OF THE RURAL MUNICIPAL EXECUTIVE
SURI, DOLAKHA
BAGMATI PROVINCE, NEPAL

Tourism Places and Trekking Trails

CHINA

KHUMBUPASANGLAHMU GAUNPALIKA

BIGU GAUNPALIKA

GAURISHANKAR GAUNPALIKA

KALINCHOK GAUNPALIKA

BHIMESHWOR NAGARPALIKA

BAITESHWOR GAUNPALIKA

JIRI NAGARPALIKA

GOKULGANGA GAUNPALIKA

UMAKUNDA GAUNPALIKA

SOLUDUDHAKUNDA NAGARPALIKA

KYALCHE
DONGGANG
BEDING
SUMURCHE
DUDHKUNDA
Na Village
CHOROLA
CHYAT-CHYAT JHARNA
SIMIGAUN
Daldhunga Pas
JHARNA
Bagmati
Cwaji Dada
cherdung

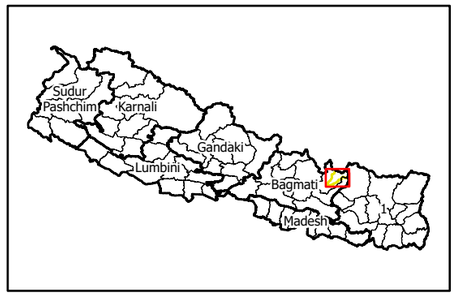
1 2 3 4 5 6 7 8 9

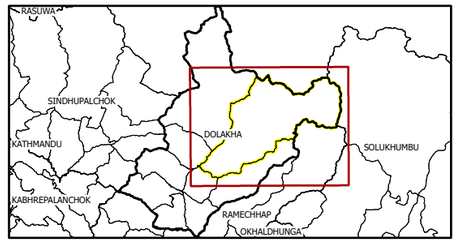
86°8'E 86°10'E 86°12'E 86°14'E 86°16'E 86°18'E 86°20'E 86°22'E 86°24'E 86°26'E 86°28'E 86°30'E 86°32'E 86°34'E

27°58'N 27°56'N 27°54'N 27°52'N 27°50'N 27°48'N 27°46'N 27°44'N 27°42'N 27°40'N 27°38'N

5 2.5 0 5 KM

N W E S



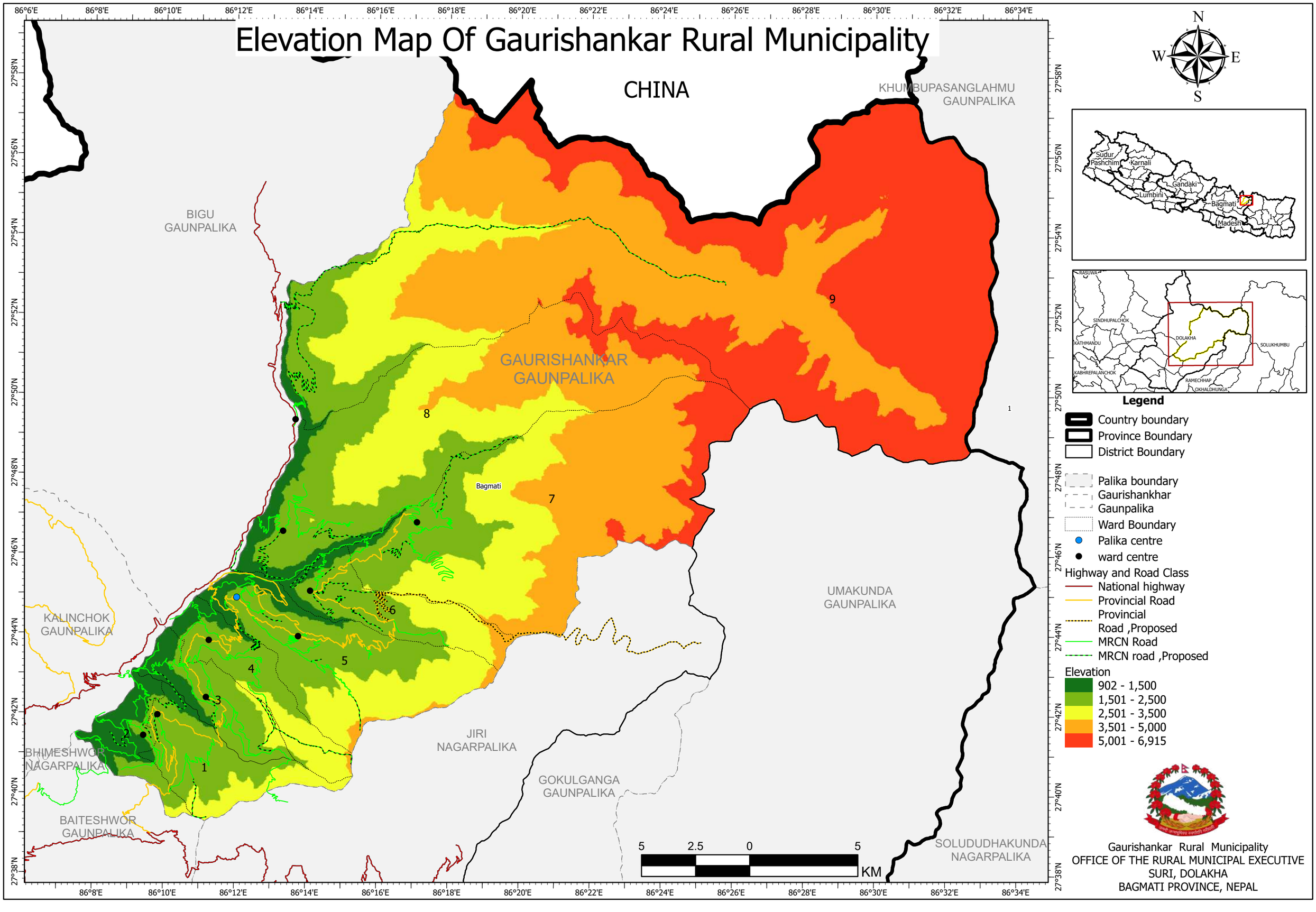


Legend

- Country boundary
- Province Boundary
- District Boundary
- Palika boundary
- Gaurishankhar Gaunpalika
- Ward Boundary
- treaking trails
- CRN,BLACKTOP
- PRN,GRAVEL
- PRN,EARTHEN
- PRN,proposed
- MRCN,EARTHEN
- MRCN ,Proposed
- Palika centre
- ward centre
- Tourism Places

Gaurishankar Rural Municipality
OFFICE OF THE RURAL MUNICIPAL EXECUTIVE
SURI, DOLAKHA
BAGMATI PROVINCE, NEPAL

Elevation Map Of Gaurishankar Rural Municipality



Legend

- Country boundary
- Province Boundary
- District Boundary
- Palika boundary
- Gaurishankhar Gaunpalika
- Ward Boundary
- Palika centre
- ward centre

Highway and Road Class

- National highway
- Provincial Road
- Provincial Road ,Proposed
- MRCN Road
- MRCN road ,Proposed

Elevation

- 902 - 1,500
- 1,501 - 2,500
- 2,501 - 3,500
- 3,501 - 5,000
- 5,001 - 6,915

Gaurishankar Rural Municipality
OFFICE OF THE RURAL MUNICIPAL EXECUTIVE
SURI, DOLAKHA
BAGMATI PROVINCE, NEPAL

Slope Map Of Gaurishankar Rural Municipality

CHINA

KHUMBUPASANGLAHMU GAUNPALIKA

BIGU GAUNPALIKA

GAURISHANKAR GAUNPALIKA

KALINCHOK GAUNPALIKA

BHIMESHWOR NAGARPALIKA

BAITESHWOR GAUNPALIKA

JIRI NAGARPALIKA

GOKULGANGA GAUNPALIKA

UMAKUNDA GAUNPALIKA

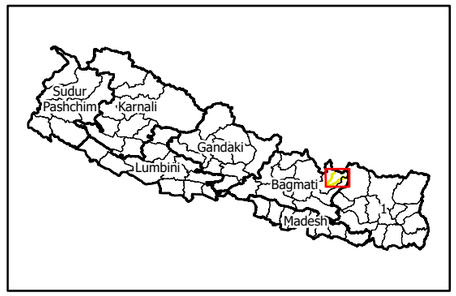
SOLUDUDHAKUNDA NAGARPALIKA

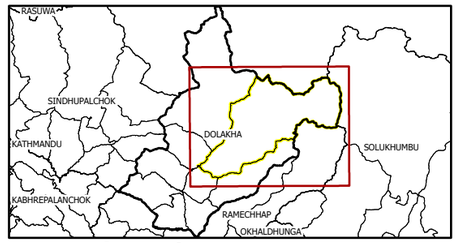
1 2 3 4 5 6 7 8 9

86°6'E 86°8'E 86°10'E 86°12'E 86°14'E 86°16'E 86°18'E 86°20'E 86°22'E 86°24'E 86°26'E 86°28'E 86°30'E 86°32'E 86°34'E

27°58'N 27°56'N 27°54'N 27°52'N 27°50'N 27°48'N 27°46'N 27°44'N 27°42'N 27°40'N 27°38'N

N W E S





Legend

- Country boundary
- Province Boundary
- District Boundary
- Palika boundary
- Gaurishankhar Gaunpalika
- Ward Boundary
- Palika centre
- ward centre

Highway and Road Class

- National highway
- Provincial Road
- Provincial Road ,Proposed
- MRCN Road
- MRCN road ,Proposed

Slope_gaurisank

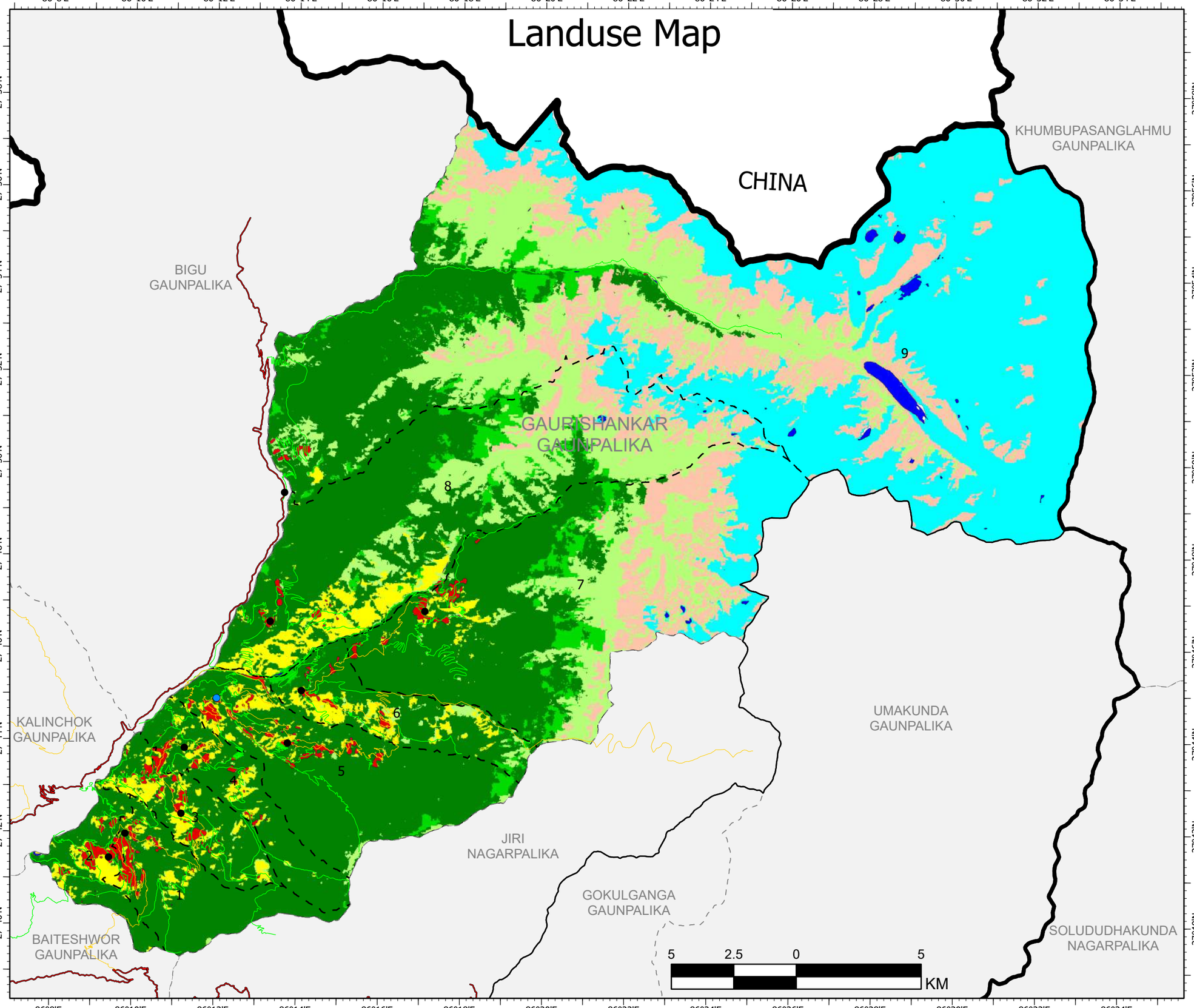
Slope

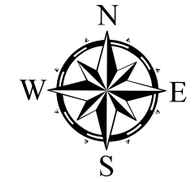
- 1 - 10
- 11 - 20
- 21 - 30
- 31 - 40
- 41 - 81

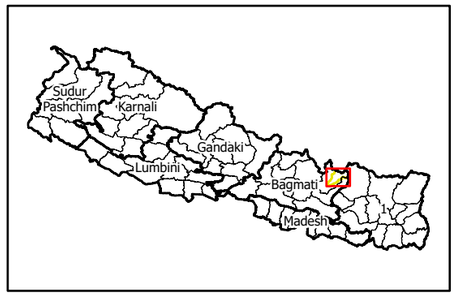
5 2.5 0 5 KM

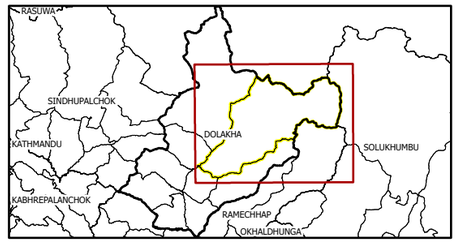
Gaurishankar Rural Municipality
OFFICE OF THE RURAL MUNICIPAL EXECUTIVE
SURI, DOLAKHA
BAGMATI PROVINCE, NEPAL

Landuse Map









Legend

- Ward Boundary
- National highway
- Provincial Road
- MRCN Road
- Palika centre
- ward centre

LANDUSE

- Settlements
- Water
- Forest
- Shrubland
- Grassland
- Agriculture area
- Barren area
- Snow/glacier

Gaurishankar Rural Municipality
OFFICE OF THE RURAL MUNICIPAL EXECUTIVE
SURI, DOLAKHA
BAGMATI PROVINCE, NEPAL

Land Surface Temperature

CHINA

KHUMBUPASANGLHAMU GAUNPALIKA

BIGU GAUNPALIKA

GAURISHANKAR GAUNPALIKA

KALINCHOK GAUNPALIKA

UMAKUNDA GAUNPALIKA

JIRI NAGARPALIKA

GOKULGANGA GAUNPALIKA

BAITESHWOR GAUNPALIKA

SOLUDUDHAKUNDA NAGARPALIKA

86°8'E 86°10'E 86°12'E 86°14'E 86°16'E 86°18'E 86°20'E 86°22'E 86°24'E 86°26'E 86°28'E 86°30'E 86°32'E 86°34'E

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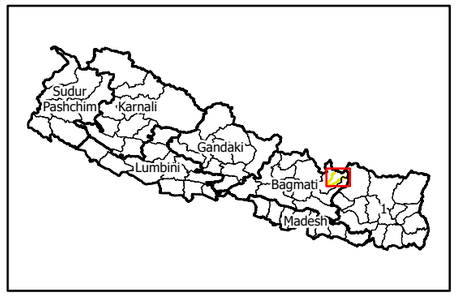
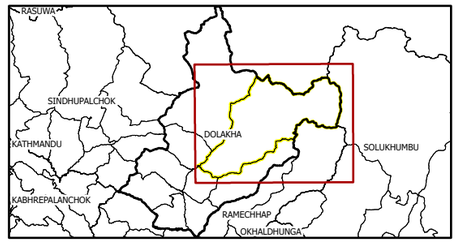
N W E S





Legend

- Ward Boundary
- Palika centre
- ward centre

Highway and Road Class

- National highway
- Provincial Road
- MRCN Road

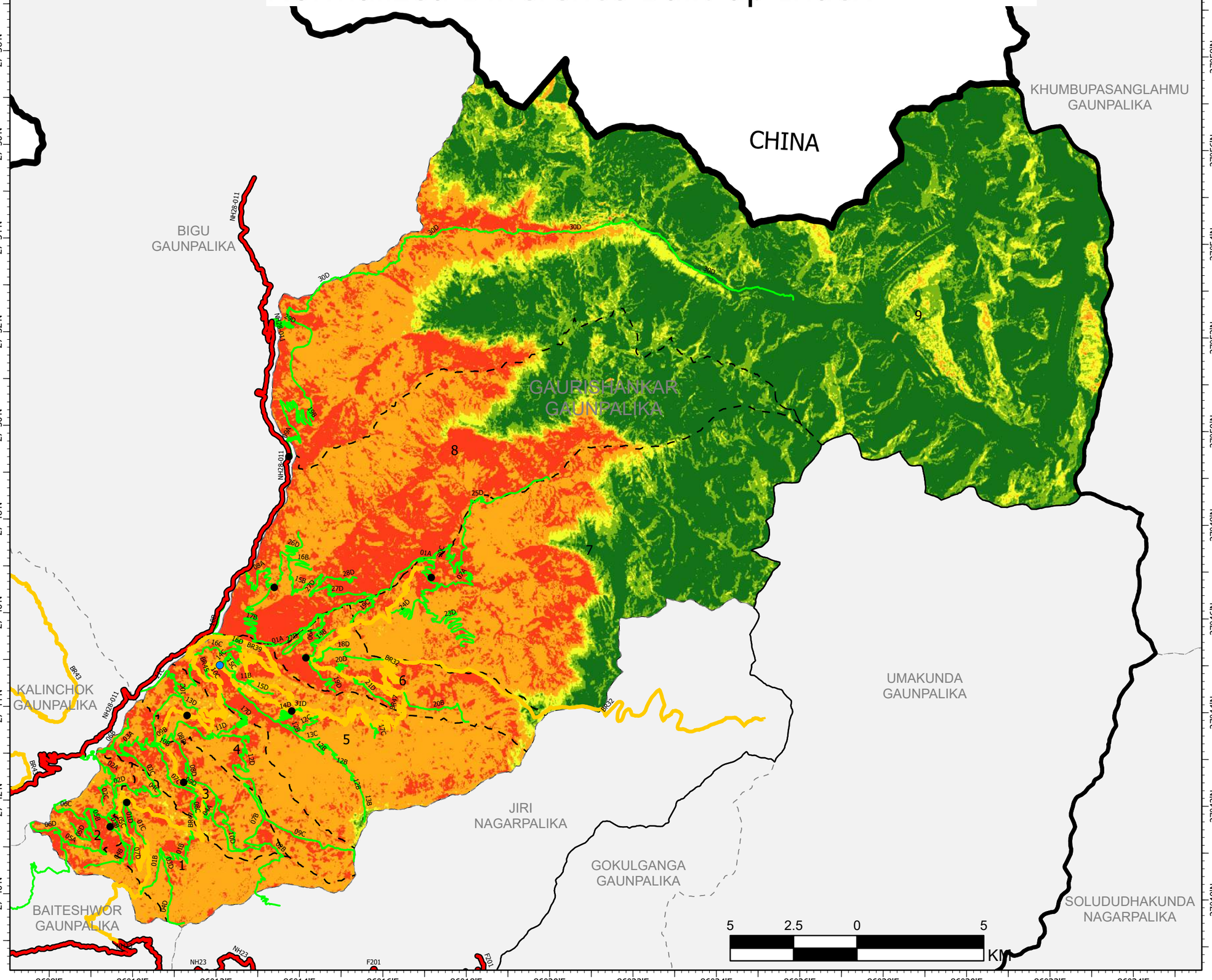
LST

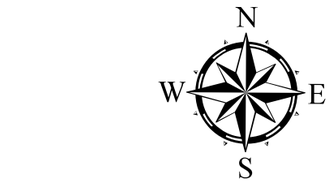
- -20.242 - -5
- -4.999 - 0
- 0.001 - 15
- 15.001 - 25
- 25.001 - 32.386

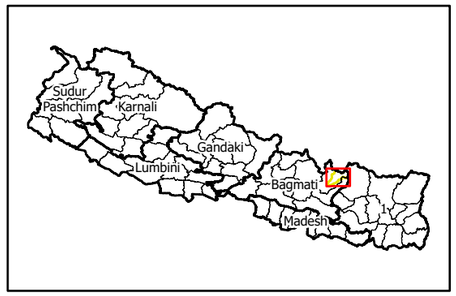
5 2.5 0 5 KM

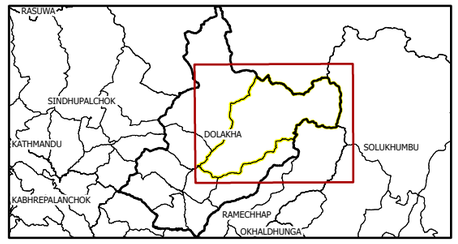
Gaurishankar Rural Municipality
OFFICE OF THE RURAL MUNICIPAL EXECUTIVE
SURI, DOLAKHA
BAGMATI PROVINCE, NEPAL

Normalized Difference Built-up Index









Legend

- Ward Boundary
- Palika centre
- ward centre

Highway and Road Class

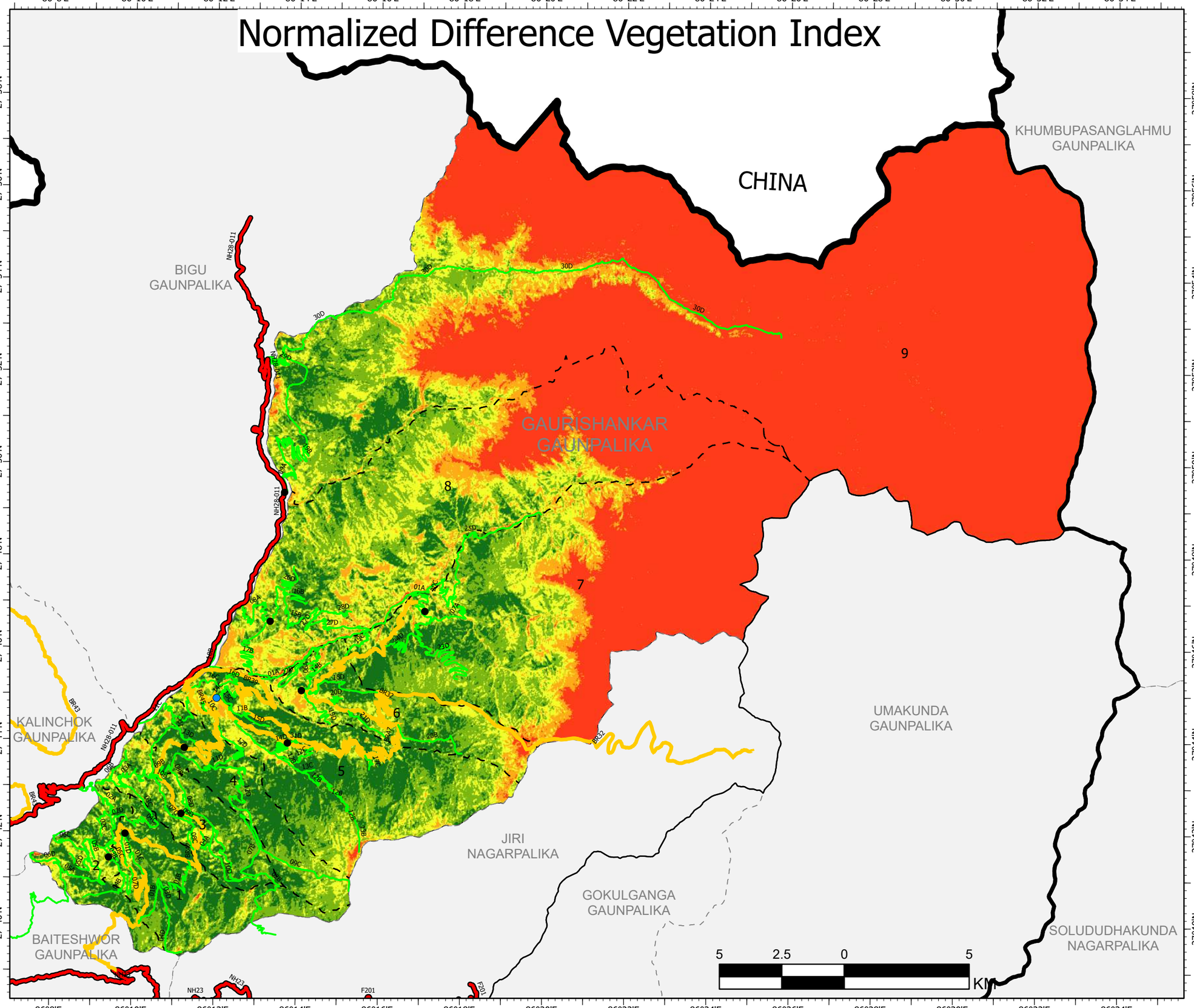
- National highway
- Provincial Road
- MRCN Road

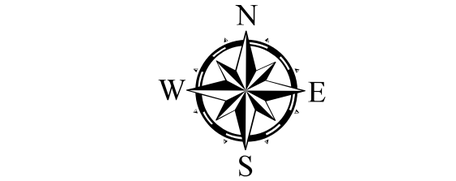
NDBI

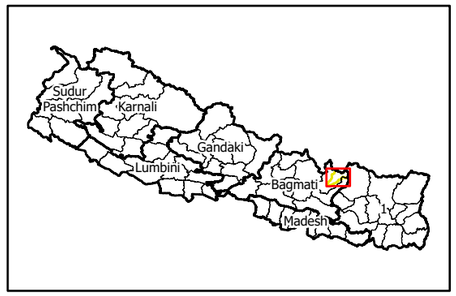
- -0.74 - -0.573
- -0.572 - -0.429
- -0.428 - -0.234
- -0.233 - -0.063
- -0.062 - 0.231

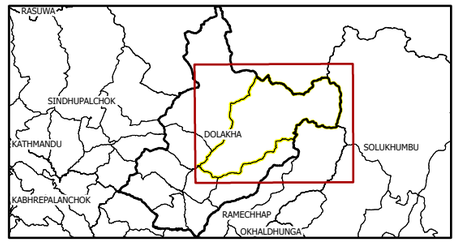
Gaurishankar Rural Municipality
OFFICE OF THE RURAL MUNICIPAL EXECUTIVE
SURI, DOLAKHA
BAGMATI PROVINCE, NEPAL

Normalized Difference Vegetation Index









Legend

- Ward Boundary
- Palika centre
- ward centre

Highway and Road Class

- National highway
- Provincial Road
- MRCN Road

NDVI

- -0.34 - 0.044
- 0.045 - 0.152
- 0.153 - 0.237
- 0.238 - 0.318
- 0.319 - 0.521

Gaurishankar Rural Municipality
OFFICE OF THE RURAL MUNICIPAL EXECUTIVE
SURI, DOLAKHA
BAGMATI PROVINCE, NEPAL

Annex 2 Final MTMP

1. Central Road Network (CRN) + Provincial ROAD Network (PRN)
2. Municipal Road Core Network (MRCN)
3. Connectivity
4. Ranking
5. Investment Needs
6. Investment Costs
7. Funding
8. Budget Allocation

30101 - Gaurishankar / गौरिशंकर - 1. CENTRAL ROAD NETWORK (CRN) + PROVINCIAL ROAD NETWORK (PRN)												
Sn	**Road code**	**Road section**	**Class**	**Road name**	**Width** m	**BT** km	**GR** km	**ER** km	**Existing** km	**UC** km	**PL** km	**Total** km
1	NH28-011	03	NH	Charikot-Lamabagar Road	3.75	63.42			**63.42**			**63.42**
2	BR47	A	PR	Sitakathan -jugu-jhaku -palika kendra -chankhu-marbu sadak	3.75		33.85	30.37	**64.22**			**64.22**
3	BR32	A	PR	Luwangsa -basa yale -pachpokhari jatapokhari sadak	3.75			21.11				
4	BR39	A	PR	Bhorle gurumphi suri yemba nakpa kapti masting sadakk 2:	3.75			13.37	**13.37**			**13.37**
5	BR45	A	PR	Bhorle tinakhu gaunpalika ibithan masting sadak	3.75			4.11	**4.11**			**4.11**

0														
#	Road code	Road section	Class	Road name	Width m	BT km -	GR km **1.00**	ER km **110.80**	Existing km **111.80**	UC km -	PL km **15.70**	Total km **127.50**	Total traffic estimation VPD	Traffic category
1	M3010109A	A	MRCN	Tasinam fedi-tasinam sadak	3.75		1.00	3.10	**4.10**			**4.10**	70	**T1**
2	M3010108A	A	MRCN	Jamune ,kaseri sadak : ward kendra jodne sadak	3.75			6.00	**6.00**			**6.00**	60	**T1**
3	M3010101A	A	MRCN	Bhorle -gurumphe -marbu sadak	3.75			15.00	**15.00**			**15.00**	90	**T1**
4	M3010107A	A	MRCN	Marbu-tokding sikpaswor sadak	3.75			7.00	**7.00**			**7.00**	60	**T1**
5	M3010106A	A	MRCN	Gurumfi -chamar -jyantipur sadak	3.75			5.50	**5.50**			**5.50**	70	**T1**
6	M3010103A	A	MRCN	Pikhuti-mahatara-manedada sadak	3.75			8.00	**8.00**			**8.00**	80	**T1**
7	M3010104A	A	MRCN	Saune jaldevi serakapti sadak	3.75			2.50	**2.50**			**2.50**	80	**T1**
8	M3010102A	A	MRCN	Banchhare-gairi-yarsa sadak	3.75			7.00	**7.00**			**7.00**	85	**T1**
9	M3010105A	A	MRCN	Namdu-chetetrapa -resamdada Road	3.75			17.00	**17.00**			**17.00**	80	**T1**
10	M3010113B	B	MRCN	Suridada-dadatole-laharemane-chendrung tourism road	3.75				-		1.70	**1.70**	60	**T1**
11	M3010119B	B	MRCN	Tasinam fedi-tasinam-simigaun sadak	3.75				-		14.00	**14.00**	55	**T1**
12	M3010115B	B	MRCN	Kaseri-chhessakhare-tharbaling sadak	3.75			8.00	**8.00**			**8.00**	60	**T1**
13	M3010116B	B	MRCN	Manedada sothalisotaali paratyan sadak	3.75			2.50	**2.50**			**2.50**	60	**T1**
14	M3010117B	B	MRCN	Kaseri lamkhali kirase longata kharekhola sadak	3.75			7.50	**7.50**			**7.50**	50	**T1**
15	M3010118B	B	MRCN	Jamune suridobhan sadak	3.75			2.10	**2.10**			**2.10**	40	**T1**
16	M3010120B	B	MRCN	Luwangsa - koing -bhangang-shyama -sadak	3.75			3.70	**3.70**			**3.70**	50	**T1**
17	M3010114B	B	MRCN	Bothu dorje sadak	3.75			1.00	**1.00**			**1.00**	45	**T1**
18	M3010111B	B	MRCN	Dofar gaunpalika sadak	3.75			1.80	**1.80**			**1.80**	65	**T1**
19	M3010108B	B	MRCN	Gorpang -yarsa-digarpu-serakapchi sadak	3.75			6.50	**6.50**			**6.50**	40	**T1**
20	M3010109B	B	MRCN	Manedada -digarpu sadak	3.75			1.60	**1.60**			**1.60**	45	**T1**
21	M3010110B	B	MRCN	Nagkuse manedada sadak	3.75			1.00	**1.00**			**1.00**	55	**T1**
22	M3010104B	B	MRCN	Gabisabhawan sarkigaun sadak	3.75			4.00	**4.00**			**4.00**	60	**T1**
23	M3010103B	B	MRCN	Chaap majgaun ward no 2 office road	3.75			1	**1.00**			**1.00**	50	**T1**
24	M3010105B	B	MRCN	Chaap kaseri hudai gumukhola sadak	3.75			1	**1.00**			**1.00**	55	**T1**
25	M3010101B	B	MRCN	Khole huppa- selele chtpu sadak	3.75			7.5	**7.50**			**7.50**	60	**T1**
26	M3010106B	B	MRCN	Pikhuti falate bhorle sadak	3.75			2.5	**2.50**			**2.50**	50	**T1**
27	M3010107B	B	MRCN	Serakapti-basa sadak	3.75			4	**4.00**			**4.00**	45	**T1**
28	M3010102B	B	MRCN	Saune dadakharka -serkepati jiri sadak	3.75			10.5	**10.50**			**10.50**	60	**T1**
29	M3010112B	B	MRCN	Suridada-dadatole-laharemane-chendrung tourism road	3.75			11	**11.00**			**11.00**	65	**T1**

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#	Road code	Road section	Class	Road name	Width m	BT km	GR km	ER km	Existing km	UC km	PL km	Total km	Total traffic estimation VPD	Traffic category
						-	1.00	110.80	111.80	-	15.70	127.50		
30	M3010101C	C	MRCN	lukuwa yersa bojhepu sadak	3.75			2.46	**2.46**			**2.46**	45	**T1**
31	M3010102C	C	MRCN	Gairi tari sadak	3.75			1.73	**1.73**			**1.73**	45	**T1**
32	M3010103C	C	MRCN	Mahatara-rukuma -selfu -nakarpa sadak	3.75			2.62	**2.62**			**2.62**	40	**T1**
33	M3010104C	C	MRCN	Chyangasing -nakarpa	3.75			1.87	**1.87**			**1.87**	35	**T1**
34	M3010105C	C	MRCN	Aitabare-bhimsenthan sadak khotasi sadak :	3.75			0.94	**0.94**			**0.94**	50	**T1**
35	M3010106C	C	MRCN	Ukhubari -haute sadak	3.75			3.07	**3.07**			**3.07**	45	**T1**
36	M3010107C	C	MRCN	Nagkuse-puranogaun-gardig sadak	3.75			3.91	**3.91**			**3.91**	35	**T1**
37	M3010108C	C	MRCN	Chandeshwori-irbalu-gopang khola sadak	3.75			1.08	**1.08**			**1.08**	40	**T1**
38	M3010109C	C	MRCN	Basa-chertnu	3.75			6.05	**6.05**			**6.05**	40	**T1**
39	M3010110C	C	MRCN	Nagkuse-bagandi-chanmara-sadak	3.75			7.61	**7.61**			**7.61**	45	**T1**
40	M3010111C	C	MRCN	Manedada-bagandi-chanmara-jhangaraki-singat	3.75			2.56	**2.56**			**2.56**	40	**T1**
41	M3010112C	C	MRCN	Nakpa gobindada kasika laheremane sadak	3.75			2.82	**2.82**			**2.82**	35	**T1**
42	M3010113C	C	MRCN	Laheremane -sebding sadak	3.75			0.54	**0.54**			**0.54**	35	**T1**
43	M3010114C	C	MRCN	Mulabari gaunpalkia sadak	3.75			2.55	**2.55**			**2.55**	45	**T1**
44	M3010115C	C	MRCN	Gaunpalika suri sadak	3.75			0.96	**0.96**			**0.96**	40	**T1**
45	M3010116C	C	MRCN	Sameli mulabari sadak	3.75			2.22	**2.22**			**2.22**	35	**T1**
46	M3010117C	C	MRCN	Kapti ghamtara chedung paryatan sadak	3.75			1.13	**1.13**			**1.13**	30	**T1**
47	M3010118C	C	MRCN	Luwangsa -basa -yale sadak	3.75			6.08	**6.08**			**6.08**	30	**T1**
48	M3010119C	C	MRCN	Najig gongata keldar sadak	3.75			2.73	**2.73**			**2.73**	35	**T1**
49	M3010120C	C	MRCN	Thambu -khanigaun -sikpawor sadak	3.75			4.24	**4.24**			**4.24**	30	**T1**
50	M3010101D	D	MRCN	Jagade dhara ward no 1 ward jodne sadak	3.75			1.54	**1.54**			**1.54**	25	**T1**
51	M3010102D	D	MRCN	Gairi-darkha-chyangashing sadak	3.75			1.75	**1.75**			**1.75**	30	**T1**
52	M3010103D	D	MRCN	Khole narding sadak	3.75			1.26	**1.26**			**1.26**	35	**T1**
53	M3010104D	D	MRCN	Narding hanumante mandir sadak	3.75			2.49	**2.49**			**2.49**	30	**T1**

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#	Road code	Road section	Class	Road name	Width m	BT km	GR km	ER km	Existing km	UC km	PL km	Total km	Total traffic estimation VPD	Traffic category
						-	1.00	110.80	111.80	-	15.70	127.50		
54	M3010105D	D	MRCN	Ukubari ,karkitole ,haute sadak	3.75			2.32	**2.32**			**2.32**	30	**T1**
55	M3010106D	D	MRCN	Gairi tari sadak	3.75			2.37	**2.37**			**2.37**	35	**T1**
56	M3010107D	D	MRCN	Jagade biramsi ramite	3.75			2.54	**2.54**			**2.54**	40	**T1**
57	M3010108D	D	MRCN	Yauseluchaur digarpu sadak	3.75			1.39	**1.39**			**1.39**	35	**T1**
58	M3010109D	D	MRCN	Swasta chauki saune sadak	3.75			0.79	**0.79**			**0.79**	35	**T1**
59	M3010110D	D	MRCN	Jaldevi serkapti sadak	3.75			2.39	**2.39**			**2.39**	30	**T1**
60	M3010111D	D	MRCN	Takarmu khola -okharbote sadak	3.75			1.47	**1.47**			**1.47**	25	**T1**
61	M3010112D	D	MRCN	Yersa -depung- basa -cherdung sadak	3.75			6.72	**6.72**			**6.72**	30	**T1**
62	M3010113D	D	MRCN	Kispan bogandi sadak	3.75			1.75	**1.75**			**1.75**	35	**T1**
63	M3010114D	D	MRCN	Ebithan sirughari -kharsaru krishi sadk	3.75			3.58	**3.58**			**3.58**	40	**T1**
64	M3010115D	D	MRCN	Dofar niti sadak	3.75			1.03	**1.03**			**1.03**	45	**T1**
65	M3010116D	D	MRCN	Sugna -jogum -mulabari sadak	3.75			2.22	**2.22**			**2.22**	30	**T1**
66	M3010117D	D	MRCN	Tinekhu -jacktuli okharbhote sadak :	3.75			5.47	**5.47**			**5.47**	35	**T1**
67	M3010118D	D	MRCN	Jyantipur -chiwaji dada sadak	3.75			4.35	**4.35**			**4.35**	30	**T1**
68	M3010119D	D	MRCN	Jyantipur -makarpu krishi sadak :	3.75			2.64	**2.64**			**2.64**	35	**T1**
69	M3010120D	D	MRCN	Lagum chirtung dulding yersa krishi sadak :	3.75			1.55	**1.55**			**1.55**	25	**T1**
70	M3010121D	D	MRCN	Lagum -bhirmuni-nimarang-sikarpa sadak :	3.75			2.57	**2.57**			**2.57**	30	**T1**
71	M3010122D	D	MRCN	Chamar - cihandada -tutepani -chokti sadak	3.75			3.95	**3.95**			**3.95**	30	**T1**
72	M3010123D	D	MRCN	Marbu-balem-damji-godling krishi sadak	3.75			11.68	**11.68**			**11.68**	35	**T1**
73	M3010124D	D	MRCN	Hupchi-balem pokhari sadak	3.75			3.86	**3.86**			**3.86**	35	**T1**
74	M3010125D	D	MRCN	Sikpawor-koplang - nisding hanabu doban parya	3.75			7.50	**7.50**			**7.50**	30	**T1**
75	M3010126D	D	MRCN	Manedada bhasme kirsi sadak	3.75			3.04	**3.04**			**3.04**	25	**T1**
76	M3010127D	D	MRCN	Chhesakhare keldar sadak	3.75			5.08	**5.08**			**5.08**	25	**T1**
77	M3010128D	D	MRCN	Chhesakare-thackchi krishi sadak	3.75			1.49	**1.49**			**1.49**	25	**T1**
78	M3010129D	D	MRCN	Chhyot chhyot -simigaun sadak	3.75				-		4.31	**4.31**	40	**T1**
79	M3010130D	D	MRCN	Simigaun-beding -na gaun paratyan sadak	3.75				-		26.07	**26.07**	35	**T1**
80	M3010131D	D	MRCN	Ibithan oralo sadak	3.75			0.61	**0.61**			**0.61**	30	**T1**

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#	Road code	Road section	Class	Road name	Width m	BT km	GR km	ER km	Existing km	UC km	PL km	Total km	Total traffic estimation VPD	Traffic category
						-	1.00	110.80	111.80	-	15.70	127.50		

30101 - Gaurishankar / गौरिशंकर - 3. CONNECTIVITY						
Ward No.	Ward name		Population (2011)	1st connecting road	2nd connecting road	3rd connecting road
	English	Nepali				
1	JUGU	वडा न १ जुगु	2,138	**PRN**	M3010102A	M3010101C
2	JUGU	वडा न २ जुगु	2,790	**PRN**	M3010103B	M3010102A
3	JHAKU	वडा न ३ झाकु	2,816	**PRN**	M3010108B	M3010110C
4	JHAKU	वडा न ४ झाकु	1,672	**PRN**	M3010108B	M3010110C
5	SURI	सुरी	3,060	**PRN**	**PRN**	M3010112B
6	CHANKHU	चंखु	1,815	**PRN**	M3010101A	M3010106A
7	MARBU	मार्बु	1,662	**PRN**	M3010101A	**PRN**
8	KHARE	खारे	1,710	M3010108A	M3010117B	M3010116D
9	GOURISHANKAR	गौरीशंकर	1,426	M3010109A	**PRN**	**CRN**

30101 - Gaurishankar / गौरिशंकर - 4. RANKING													
#	Rank	Section code	Road name	Population served		Population unconnected		Traffic category		Palika priority		Total	Rank
				40		20		20		20		100	
				#	Score	#	Score	#	Score	#	Score	Score	
1	1	M3010109A	Tasinam fedi-tasinam sadak	8,482	**40.0**	-	-	T1	-	1	**20.0**	**60.0**	1
2	3	M3010108A	Jamune ,kaseri sadak : ward kendra jodne sadak	7,113	**33.5**	-	-	T1	-	1	**20.0**	**53.5**	3
3	4	M3010101A	Bhorle -gurumphe -marbu sadak	4,653	**21.9**	-	-	T1	-	1	**20.0**	**41.9**	4
4	11	M3010107A	Marbu-tokding sikpaswor sadak	2,628	**12.4**	-	-	T1	-	1	**20.0**	**32.4**	11
5	6	M3010106A	Gurumfi -chamar -jyantipur sadak	3,556	**16.8**	-	-	T1	-	1	**20.0**	**36.8**	6
6	37	M3010103A	Pikhuti-mahatara-manedada sadak	2,261	**10.7**	-	-	T1	-	2	**10.0**	**20.7**	37
7	44	M3010104A	Saune jaldevi serakapti sadak	966	**4.6**	-	-	T1	-	2	**10.0**	**14.6**	44
8	40	M3010102A	Banchhare-gairi-yarsa sadak	1,449	**6.8**	-	-	T1	-	2	**10.0**	**16.8**	40
9	9	M3010105A	Namdu-chetetrapa -resamdada Road	2,744	**12.9**	-	-	T1	-	1	**20.0**	**32.9**	9
10	2	M3010113B	Suridada-dadatole-laharemane-chendrung tourism road	4,039	**19.0**	4,039	**20.0**	T1	-	1	**20.0**	**59.0**	2
11	24	M3010119B	Tasinam fedi-tasinam-simigaun sadak	1,624	**7.7**	1,624	**8.0**	T1	-	2	**10.0**	**25.7**	24
12	34	M3010115B	Kaseri-chhessakhare-tharbaling sadak	406	**1.9**	-	-	T1	-	1	**20.0**	**21.9**	34
13	42	M3010116B	Manedada sothalisotaali paratyan sadak	1,218	**5.7**	-	-	T1	-	2	**10.0**	**15.7**	42
14	14	M3010117B	Kaseri lamkhali kirase longata kharekhola sadak	2,239	**10.6**	-	-	T1	-	1	**20.0**	**30.6**	14
15	20	M3010118B	Jamune suridobhan sadak	1,361	**6.4**	-	-	T1	-	1	**20.0**	**26.4**	20
16	38	M3010120B	Luwangsa - koing -bhangang-shyama -sadak	2,239	**10.6**	-	-	T1	-	2	**10.0**	**20.6**	38

30101 - Gaurishankar / गौरिशंकर - 4. RANKING												
#	Rank	Section code	Road name	Population served		Population unconnected		Traffic category		Palika priority		Total	Rank
				40		20		20		20		100	
				#	Score	#	Score	#	Score	#	Score	Score	
17	16	M3010114B	Bothu dorje sadak	1,702	**8.0**	-	-	T1	-	1	**20.0**	**28.0**	16
18	7	M3010111B	Dofar gaunpalika sadak	2,910	**13.7**	-	-	T1	-	1	**20.0**	**33.7**	7
19	21	M3010108B	Gorpang -yarsa-digarpu-serakapchi sadak	1,361	**6.4**	-	-	T1	-	1	**20.0**	**26.4**	21
20	15	M3010109B	Manedada -digarpu sadak	2,037	**9.6**	-	-	T1	-	1	**20.0**	**29.6**	15
21	12	M3010110B	Nagkuse manedada sadak	2,500	**11.8**	-	-	T1	-	1	**20.0**	**31.8**	12
22	17	M3010104B	Gabisabhawan sarkigaun sadak	1,569	**7.4**	-	-	T1	-	1	**20.0**	**27.4**	17
23	19	M3010103B	Chaap majgaun ward no 2 office road	1,440	**6.8**	-	-	T1	-	1	**20.0**	**26.8**	19
24	26	M3010105B	Chaap kaseri hudai gumukhola sadak	774	**3.7**	-	-	T1	-	1	**20.0**	**23.7**	26
25	39	M3010101B	Khole huppa- selele chtpu sadak	1,548	**7.3**	-	-	T1	-	2	**10.0**	**17.3**	39
26	18	M3010106B	Pikhuti falate bhorle sadak	1,548	**7.3**	-	-	T1	-	1	**20.0**	**27.3**	18
27	49	M3010107B	Serakapti-basa sadak	740	**3.5**	-	-	T1	-	2	**10.0**	**13.5**	49
28	50	M3010102B	Saune dadakharka -serkepati jiri sadak	740	**3.5**	-	-	T1	-	2	**10.0**	**13.5**	50
29	5	M3010112B	Suridada-dadatole-laharemane-chendrung tourism road	4,551	**21.5**	-	-	T1	-	1	**20.0**	**41.5**	5
30	22	M3010101C	lukuwa yersa bojhepu sadak	1,222	**5.8**	-	-	T1	-	1	**20.0**	**25.8**	22
31	23	M3010102C	Gairi tari sadak	1,222	**5.8**	-	-	T1	-	1	**20.0**	**25.8**	23
32	8	M3010103C	Mahatara-rukuma -selfu -nakarpa sadak	2,880	**13.6**	-	-	T1	-	1	**20.0**	**33.6**	8
33	10	M3010104C	Chyangasing -nakarpa	2,663	**12.6**	-	-	T1	-	1	**20.0**	**32.6**	10
34	27	M3010105C	Aitabare-bhimsenthan sadak khotasi sadak :	725	**3.4**	-	-	T1	-	1	**20.0**	**23.4**	27
35	70	M3010106C	Ukhubari -haute sadak	333	**1.6**	-	-	T1	-	2	**10.0**	**11.6**	70
36	13	M3010107C	Nagkuse-puranogaun-gardig sadak	2,384	**11.2**	-	-	T1	-	1	**20.0**	**31.2**	13
37	52	M3010108C	Chandeshwori-irbalu-gopang khola sadak	611	**2.9**	-	-	T1	-	2	**10.0**	**12.9**	52
38	53	M3010109C	Basa-chertnu	611	**2.9**	-	-	T1	-	2	**10.0**	**12.9**	53
39	47	M3010110C	Nagkuse-bagandi-chanmara-sadak	815	**3.8**	-	-	T1	-	2	**10.0**	**13.8**	47

30101 - Gaurishankar / गौरिशंकर - 4. RANKING													
#	Rank	Section code	Road name	Population served		Population unconnected		Traffic category		Palika priority		Total	Rank
				40		20		20		20		100	
				#	Score	#	Score	#	Score	#	Score	Score	
40	62	M3010111C	Manedada-bagandi-chanmara-jhangaraki-singati sadak	407	**1.9**	-	-	T1	-	2	**10.0**	**11.9**	62
41	63	M3010112C	Nakpa gobindada kasika laheremane sadak	407	**1.9**	-	-	T1	-	2	**10.0**	**11.9**	63
42	46	M3010113C	Laheremane -sebding sadak	859	**4.1**	-	-	T1	-	2	**10.0**	**14.1**	46
43	60	M3010114C	Mulabari gaunpalkia sadak	537	**2.5**	-	-	T1	-	2	**10.0**	**12.5**	60
44	59	M3010115C	Gaunpalika suri sadak	554	**2.6**	-	-	T1	-	2	**10.0**	**12.6**	59
45	71	M3010116C	Sameli mulabari sadak	266	**1.3**	-	-	T1	-	2	**10.0**	**11.3**	71
46	66	M3010117C	Kapti ghamtara chedung paryatan sadak	387	**1.8**	-	-	T1	-	2	**10.0**	**11.8**	66
47	48	M3010118C	Luwangsa -basa -yale sadak	774	**3.7**	-	-	T1	-	2	**10.0**	**13.7**	48
48	58	M3010119C	Najig gongata keldar sadak	581	**2.7**	-	-	T1	-	2	**10.0**	**12.7**	58
49	51	M3010120C	Thambu -khanigaun -sikpawor sadak	681	**3.2**	-	-	T1	-	2	**10.0**	**13.2**	51
50	67	M3010101D	Jagade dhara ward no 1 ward jodne sadak	340	**1.6**	-	-	T1	-	2	**10.0**	**11.6**	67
51	35	M3010102D	Gairi-darkha-chyangashing sadak	340	**1.6**	-	-	T1	-	1	**20.0**	**21.6**	35
52	68	M3010103D	Khole narding sadak	340	**1.6**	-	-	T1	-	2	**10.0**	**11.6**	68
53	61	M3010104D	Narding hanumante mandir sadak	442	**2.1**	-	-	T1	-	2	**10.0**	**12.1**	61
54	43	M3010105D	Ukubari ,karkitole ,haute sadak	1,191	**5.6**	-	-	T1	-	2	**10.0**	**15.6**	43
55	69	M3010106D	Gairi tari sadak	340	**1.6**	-	-	T1	-	2	**10.0**	**11.6**	69
56	76	M3010107D	Jagade biramsi ramite	170	**0.8**	-	-	T1	-	2	**10.0**	**10.8**	76
57	61	M3010108D	Yauseluchaur digarpu sadak	483	**2.3**	-	-	T1	-	2	**10.0**	**12.3**	61
58	45	M3010109D	Swasta chauki saune sadak	889	**4.2**	-	-	T1	-	2	**10.0**	**14.2**	45
59	73	M3010110D	Jaldevi serkapti sadak	242	**1.1**	-	-	T1	-	2	**10.0**	**11.1**	73

30101 - Gaurishankar / गौरिशंकर - 4. RANKING												
#	Rank	Section code	Road name	Population served		Population unconnected		Traffic category		Palika priority		Total	Rank
				40		20		20		20		100	
				#	Score	#	Score	#	Score	#	Score	Score	
60	28	M3010111D	Takarmu khola -okharbote sadak	725	**3.4**	-	-	T1	-	1	**20.0**	**23.4**	28
61	54	M3010112D	Yersa -depung- basa -cherdung sadak	609	**2.9**	-	-	T1	-	2	**10.0**	**12.9**	54
62	64	M3010113D	Kispan bogandi sadak	406	**1.9**	-	-	T1	-	2	**10.0**	**11.9**	64
63	55	M3010114D	Ebithan sirughari -kharsaru krishi sadk	609	**2.9**	-	-	T1	-	2	**10.0**	**12.9**	55
64	56	M3010115D	Dofar niti sadak	609	**2.9**	-	-	T1	-	2	**10.0**	**12.9**	56
65	57	M3010116D	Sugna -jogum -mulabari sadak	609	**2.9**	-	-	T1	-	2	**10.0**	**12.9**	57
66	65	M3010117D	Tinekhu -jacktuli okharbhote sadak :	406	**1.9**	-	-	T1	-	2	**10.0**	**11.9**	65
67	74	M3010118D	Jyantipur -chiwaji dada sadak	203	**1.0**	-	-	T1	-	2	**10.0**	**11.0**	74
68	75	M3010119D	Jyantipur -makarpu krishi sadak :	200	**0.9**	-	-	T1	-	2	**10.0**	**10.9**	75
69	78	M3010120D	Lagum chirtung dulding yersa krishi sadak :	122	**0.6**	-	-	T1	-	2	**10.0**	**10.6**	78
70	77	M3010121D	Lagum -bhirmuni-nimarang-sikarpa sadak :	163	**0.8**	-	-	T1	-	2	**10.0**	**10.8**	77
71	72	M3010122D	Chamar - cihandada -tutepani -chokti sadak	244	**1.2**	-	-	T1	-	2	**10.0**	**11.2**	72
72	36	M3010123D	Marbu-balem-damji-godling krishi sadak	326	**1.5**	-	-	T1	-	1	**20.0**	**21.5**	36
73	32	M3010124D	Hupchi-balem pokhari sadak	489	**2.3**	-	-	T1	-	1	**20.0**	**22.3**	32
74	31	M3010125D	Sikpawor-koplang - nisding hanabu doban paryatan sadak	570	**2.7**	-	-	T1	-	1	**20.0**	**22.7**	31
75	29	M3010126D	Manedada bhasme kirsi sadak	611	**2.9**	-	-	T1	-	1	**20.0**	**22.9**	29
76	30	M3010127D	Chhesakhare keldar sadak	611	**2.9**	-	-	T1	-	1	**20.0**	**22.9**	30
77	33	M3010128D	Chhesakare-thackchi krishi sadak	489	**2.3**	-	-	T1	-	1	**20.0**	**22.3**	33
78	80	M3010129D	Chhyot chhyot -simigaun sadak	611	**2.9**	611	**3.0**	T1	-	3	-	**5.9**	80
79	41	M3010130D	Simigaun-beding -na gaun paratyan sadak	611	**2.9**	611	**3.0**	T1	-	2	**10.0**	**15.9**	41
80	79	M3010131D	Ibithan oralo sadak	122	**0.6**	-	-	T1	-	2	**10.0**	**10.6**	79

30101 - Gaurishankar / गौरिशंकर - 4. RANKING													
#	Rank	Section code	Road name	Population served		Population unconnected		Traffic category		Palika priority		Total	Rank
				40		20		20		20		100	
				#	Score	#	Score	#	Score	#	Score	Score	

30101 - Gaurishankar / गौरिशंकर - 5. INVESTMENT NEEDS																	
#	Rank	Section code	Road name	BT km	GR km	ER km	UC/PL km	Width m	Traffic category	New construc-tion km 46.08	Rehabili-tation km -	Gravelling km 294.83	Black-topping km 1.00	Widening km 72.10	Bridge m 145	Causeway m 261	Culverts # 102	Retaining walls m3 -
1	1	M3010109A	Tasinam fedi-tasinam sadak	-	1.00	3.10	-	3.75	T1			3.10	1.00	4.10		3		
2	3	M3010108A	Jamune ,kaseri sadak : ward kendra jodne sadak	-	-	6.00	-	3.75	T1			6.00	-	6.00		5		
3	4	M3010101A	Bhorle -gurumphe -marbu sadak	-	-	15.00	-	3.75	T1			15.00	-	15.00				
4	11	M3010107A	Marbu-tokding sikpaswor sadak	-	-	7.00	-	3.75	T1			7.00	-	7.00	10			
5	6	M3010106A	Gurumfi -chamar -jyantipur sadak	-	-	5.50	-	3.75	T1			5.50	-	5.50		3		
6	37	M3010103A	Pikhuti-mahatara-manedada sadak	-	-	8.00	-	3.75	T1			8.00	-	8.00				
7	44	M3010104A	Saune jaldevi serakapti sadak	-	-	2.50	-	3.75	T1			2.50	-	2.50				
8	40	M3010102A	Banchhare-gairi-yarsa sadak	-	-	7.00	-	3.75	T1			7.00	-	7.00		5		
9	9	M3010105A	Namdu-chetetrapa -resamdada Road	-	-	17.00	-	3.75	T1			17.00	-	17.00		10	6	
10	2	M3010113B	Suridada-dadatole-laharemane-chendrung tourism road	-	-	-	1.70	3.75	T1	1.70		-	-	-		2		
11	24	M3010119B	Tasinam fedi-tasinam-simigaun sadak	-	-	-	14.00	3.75	T1	14.00		-	-	-		9	6	
12	34	M3010115B	Kaseri-chhessakhare-tharbaling sadak	-	-	8.00	-	3.75	T1			8.00	-			20	6	
13	42	M3010116B	Manedada sothalisotaali paratyan sadak	-	-	2.50	-	3.75	T1			2.50	-			12		
14	14	M3010117B	Kaseri lamkhali kirase longata kharekhola sadak	-	-	7.50	-	3.75	T1			7.50	-			8		
15	20	M3010118B	Jamune suridobhan sadak	-	-	2.10	-	3.75	T1			2.10	-					
16	38	M3010120B	Luwangsa - koing -bhangang-shyama - sadak	-	-	3.70	-	3.75	T1			3.70	-				6	
17	16	M3010114B	Bothu dorje sadak	-	-	1.00	-	3.75	T1			1.00	-			2		
18	7	M3010111B	Dofar gaunpalika sadak	-	-	1.80	-	3.75	T1			1.80	-					
19	21	M3010108B	Gorpang -yarsa-digarpu-serakapchi sadak	-	-	6.50	-	3.75	T1			6.50	-			6		
20	15	M3010109B	Manedada -digarpu sadak	-	-	1.60	-	3.75	T1			1.60	-					
21	12	M3010110B	Nagkuse manedada sadak	-	-	1.00	-	3.75	T1			1.00	-					
22	17	M3010104B	Gabisabhawan sarkigaun sadak	-	-	4.00	-	3.75	T1			4.00	-			4		
23	19	M3010103B	Chaap majgaun ward no 2 office road	-	-	1.00	-	3.75	T1			1.00	-					
24	26	M3010105B	Chaap kaseri hudai gumukhola sadak	-	-	1.00	-	3.75	T1			1.00	-					
25	39	M3010101B	Khole huppa- selele chtpu sadak	-	-	7.50	-	3.75	T1			7.50	-			4		
26	18	M3010106B	Pikhuti falate bhorle sadak	-	-	2.50	-	3.75	T1			2.50	-			2		
27	49	M3010107B	Serakapti-basa sadak	-	-	4.00	-	3.75	T1			4.00	-			4		

30101 - Gaurishankar / गौरिशंकर - 5. INVESTMENT NEEDS																		
#	Rank	Section code	Road name	BT km	GR km	ER km	UC/PL km	Width m	Traffic category	New construc-tion km 46.08	Rehabili-tation km -	Gravelling km 294.83	Black-topping km 1.00	Widening km 72.10	Bridge m 145	Causeway m 261	Culverts # 102	Retaining walls m3 -
28	50	M3010102B	Saune dadakharka -serkepati jiri sadak	-	-	10.50	-	3.75	T1			10.50	-				12	
29	5	M3010112B	Suridada-dadatole-laharemane-chendrung tourism road	-	-	11.00	-	3.75	T1			11.00	-					
30	22	M3010101C	lukuwa yersa bojhepu sadak	-	-	2.46	-	3.75	T1			2.46	-					
31	23	M3010102C	Gairi tari sadak	-	-	1.73	-	3.75	T1			1.73	-					
32	8	M3010103C	Mahatara-rukuma -selfu -nakarpa sadak	-	-	2.62	-	3.75	T1			2.62	-			4	12	
33	10	M3010104C	Chyangasing -nakarpa	-	-	1.87	-	3.75	T1			1.87	-			4		
34	27	M3010105C	Aitabare-bhimsenthan sadak khotasi sadak :	-	-	0.94	-	3.75	T1			0.94	-			2		
35	70	M3010106C	Ukhubari -haute sadak	-	-	3.07	-	3.75	T1			3.07	-			2		
36	13	M3010107C	Nagkuse-puranogaun-gardig sadak	-	-	3.91	-	3.75	T1			3.91	-			4		
37	52	M3010108C	Chandeshwori-irbalu-gopang khola sadak	-	-	1.08	-	3.75	T1			1.08	-					
38	53	M3010109C	Basa-chertnu	-	-	6.05	-	3.75	T1			6.05				8		
39	47	M3010110C	Nagkuse-bagandi-chanmara-sadak	-	-	7.61	-	3.75	T1			7.61			20	4		
40	62	M3010111C	Manedada-bagandi-chanmara-jhangaraki-singati sadak	-	-	2.56	-	3.75	T1			2.56				2		
41	63	M3010112C	Nakpa gobindada kasika laheremane sadak	-	-	2.82	-	3.75	T1			2.82				2		
42	46	M3010113C	Laheremane -sebding sadak	-	-	0.54	-	3.75	T1			0.54						
43	60	M3010114C	Mulabari gaunpalkia sadak	-	-	2.55	-	3.75	T1			2.55						
44	59	M3010115C	Gaunpalika suri sadak	-	-	0.96	-	3.75	T1			0.96				2		
45	71	M3010116C	Sameli mulabari sadak	-	-	2.22	-	3.75	T1			2.22				4		
46	66	M3010117C	Kapti ghamtara chedung paryatan sadak	-	-	1.13	-	3.75	T1			1.13						

30101 - Gaurishankar / गौरिशंकर - 5. INVESTMENT NEEDS																		
#	Rank	Section code	Road name	BT km	GR km	ER km	UC/PL km	Width m	Traffic category	New construc-tion km 46.08	Rehabili-tation km -	Gravelling km 294.83	Black-topping km 1.00	Widening km 72.10	Bridge m 145	Causeway m 261	Culverts # 102	Retaining walls m3 -
47	48	M3010118C	Luwangsa -basa -yale sadak	-	-	6.08	-	3.75	T1			6.08						
48	58	M3010119C	Najig gongata keldar sadak	-	-	2.73	-	3.75	T1			2.73				6	6	
49	51	M3010120C	Thambu -khanigaun -sikpawor sadak	-	-	4.24	-	3.75	T1			4.24			20			
50	67	M3010101D	Jagade dhara ward no 1 ward jodne sadak	-	-	1.54	-	3.75	T1			1.54	-					
51	35	M3010102D	Gairi-darkha-chyangashing sadak	-	-	1.75	-	3.75	T1			1.75						
52	68	M3010103D	Khole narding sadak	-	-	1.26	-	3.75	T1			1.26						
53	61	M3010104D	Narding hanumante mandir sadak	-	-	2.49	-	3.75	T1			2.49				2		
54	43	M3010105D	Ukubari ,karkitole ,haute sadak	-	-	2.32	-	3.75	T1			2.32	-					
55	69	M3010106D	Gairi tari sadak	-	-	2.37	-	3.75	T1			2.37	-			2		
56	76	M3010107D	Jagade biramsi ramite	-	-	2.54	-	3.75	T1			2.54						
57	61	M3010108D	Yauseluchaur digarpu sadak	-	-	1.39	-	3.75	T1			1.39	-			4		
58	45	M3010109D	Swasta chauki saune sadak	-	-	0.79	-	3.75	T1			0.79	-					
59	73	M3010110D	Jaldevi serkapti sadak	-	-	2.39	-	3.75	T1			2.39						
60	28	M3010111D	Takarmu khola -okharbote sadak	-	-	1.47	-	3.75	T1			1.47	-			4		
61	54	M3010112D	Yersa -depung- basa -cherdung sadak	-	-	6.72	-	3.75	T1			6.72				4		
62	64	M3010113D	Kispan bogandi sadak	-	-	1.75	-	3.75	T1			1.75				4		
63	55	M3010114D	Ebithan sirughari -kharsaru krishi sadk	-	-	3.58	-	3.75	T1			3.58				4		

30101 - Gaurishankar / गौरिशंकर - 5. INVESTMENT NEEDS																		
#	Rank	Section code	Road name	BT km	GR km	ER km	UC/PL km	Width m	Traffic category	New construc-tion km 46.08	Rehabili-tation km -	Gravelling km 294.83	Black-topping km 1.00	Widening km 72.10	Bridge m 145	Causeway m 261	Culverts # 102	Retaining walls m3 -
64	56	M3010115D	Dofar niti sadak	-	-	1.03	-	3.75	T1			1.03						
65	57	M3010116D	Sugna -jogum -mulabari sadak	-	-	2.22	-	3.75	T1			2.22	-			2		
66	65	M3010117D	Tinekhu -jacktuli okharbhote sadak :	-	-	5.47	-	3.75	T1			5.47	-			2	6	
67	74	M3010118D	Jyantipur -chiwaji dada sadak	-	-	4.35	-	3.75	T1			4.35				2		
68	75	M3010119D	Jyantipur -makarpu krishi sadak :	-	-	2.64	-	3.75	T1			2.64						
69	78	M3010120D	Lagum chirtung dulding yersa krishi sadak :	-	-	1.55	-	3.75	T1			1.55	-					
70	77	M3010121D	Lagum -bhirmuni-nimarang-sikarpa sadak :	-	-	2.57	-	3.75	T1			2.57	-			2	6	
71	72	M3010122D	Chamar - cihandada -tutepani -chokti sadak	-	-	3.95	-	3.75	T1			3.95	-			2		
72	36	M3010123D	Marbu-balem-damji-godling krishi sadak	-	-	11.68	-	3.75	T1			11.68				8		
73	32	M3010124D	Hupchi-balem pokhari sadak	-	-	3.86	-	3.75	T1			3.86				6	6	
74	31	M3010125D	Sikpawor-koplang - nisding hanabu doban paryatan sadak	-	-	7.50	-	3.75	T1			7.50				6		
75	29	M3010126D	Manedada bhasme kirsi sadak	-	-	3.04	-	3.75	T1			3.04				8		
76	30	M3010127D	Chhesakhare keldar sadak	-	-	5.08	-	3.75	T1			5.08			20			
77	33	M3010128D	Chhesakare-thackchi krishi sadak	-	-	1.49	-	3.75	T1			1.49				6	6	
78	80	M3010129D	Chhyot chhyot -simigaun sadak	-	-	-	4.31	3.75	T1	4.31		-	-		30	10	12	
79	41	M3010130D	Simigaun-beding -na gaun paratyan sadak	-	-	-	26.07	3.75	T1	26.07		-	-		45	40	12	
80	79	M3010131D	Ibithan oralo sadak	-	-	0.61	-	3.75	T1			0.61	-					

30101 - Gaurishankar / गौरिशंकर - 6. INVESTMENT COSTS												
#	Rank	Section code	New construction	Rehabilitation	Gravelling	Blacktopping	Widening	Bridge	Causeway	Culverts	Retaining walls	TOTAL
			500,000		1,500,000	4,200,000	3,000,000	1,000,000	80,000	2,800,000		
			NPR	NPR	NPR	NPR	NPR	NPR	NPR	NPR	NPR	NPR
			23,040,000	-	442,247,441	4,200,000	216,300,000	10,000,000	20,880,000	285,600,000	-	497,350,000
1	1	M3010109A	-	-	4,650,000	4,200,000	12,300,000	-	240,000	-	-	21,390,000
2	3	M3010108A	-	-	9,000,000	-	18,000,000	-	400,000	-	-	27,400,000
3	4	M3010101A	-	-	22,500,000	-	45,000,000	-	-	-	-	67,500,000
4	11	M3010107A	-	-	10,500,000	-	21,000,000	10,000,000	-	-	-	41,500,000
5	6	M3010106A	-	-	8,250,000	-	16,500,000	-	240,000	-	-	24,990,000
6	37	M3010103A	-	-	12,000,000	-	24,000,000	-	-	-	-	36,000,000
7	44	M3010104A	-	-	3,750,000	-	7,500,000	-	-	-	-	11,250,000
8	40	M3010102A	-	-	10,500,000	-	21,000,000	-	400,000	-	-	31,900,000
9	9	M3010105A	-	-	25,500,000	-	51,000,000	-	800,000	16,800,000	-	94,100,000
10	2	M3010113B	850,000	-	-	-	-	-	160,000	-	-	1,010,000
11	24	M3010119B	7,000,000	-	-	-	-	-	720,000	16,800,000	-	24,520,000
12	34	M3010115B	-	-	12,000,000	-	-	-	1,600,000	16,800,000	-	30,400,000
13	42	M3010116B	-	-	3,750,000	-	-	-	960,000	-	-	4,710,000
14	14	M3010117B	-	-	11,250,000	-	-	-	640,000	-	-	11,890,000
15	20	M3010118B	-	-	3,150,000	-	-	-	-	-	-	3,150,000
16	38	M3010120B	-	-	5,550,000	-	-	-	-	16,800,000	-	22,350,000
17	16	M3010114B	-	-	1,500,000	-	-	-	160,000	-	-	1,660,000
18	7	M3010111B	-	-	2,700,000	-	-	-	-	-	-	2,700,000
19	21	M3010108B	-	-	9,750,000	-	-	-	480,000	-	-	10,230,000
20	15	M3010109B	-	-	2,400,000	-	-	-	-	-	-	2,400,000
21	12	M3010110B	-	-	1,500,000	-	-	-	-	-	-	1,500,000
22	17	M3010104B	-	-	6,000,000	-	-	-	320,000	-	-	6,320,000
23	19	M3010103B	-	-	1,500,000	-	-	-	-	-	-	1,500,000

30101 - Gaurishankar / गौरिशंकर - 6. INVESTMENT COSTS												
#	Rank	Section code	New construction	Rehabilitation	Gravelling	Blacktopping	Widening	Bridge	Causeway	Culverts	Retaining walls	TOTAL
			500,000		1,500,000	4,200,000	3,000,000	1,000,000	80,000	2,800,000		
			NPR	NPR	NPR	NPR	NPR	NPR	NPR	NPR	NPR	NPR
			23,040,000	-	442,247,441	4,200,000	216,300,000	10,000,000	20,880,000	285,600,000	-	497,350,000
24	26	M3010105B	-	-	1,500,000	-	-	-	-	-	-	1,500,000
25	39	M3010101B	-	-	11,250,000	-	-	-	320,000	-	-	11,570,000
26	18	M3010106B	-	-	3,750,000	-	-	-	160,000	-	-	3,910,000
27	49	M3010107B	-	-	6,000,000	-	-	-	320,000	-	-	6,320,000
28	50	M3010102B	-	-	15,750,000	-	-	-	-	33,600,000	-	49,350,000
29	5	M3010112B	-	-	16,500,000	-	-	-	-	-	-	16,500,000
30	22	M3010101C	-	-	3,685,501	-	-	-	-	-	-	3,685,501
31	23	M3010102C	-	-	2,600,001	-	-	-	-	-	-	2,600,001
32	8	M3010103C	-	-	3,930,009	-	-	-	320,000	33,600,000	-	37,850,009
33	10	M3010104C	-	-	2,798,051	-	-	-	320,000	-	-	3,118,051
34	27	M3010105C	-	-	1,403,042	-	-	-	160,000	-	-	1,563,042
35	70	M3010106C	-	-	4,608,437	-	-	-	160,000	-	-	4,768,437
36	13	M3010107C	-	-	5,862,945	-	-	-	320,000	-	-	6,182,945
37	52	M3010108C	-	-	1,616,060	-	-	-	-	-	-	1,616,060
38	53	M3010109C	-	-	9,079,965	-	-	-	640,000	-	-	9,719,965
39	47	M3010110C	-	-	11,411,155	-	-	20,000,000	320,000	-	-	31,731,155
40	62	M3010111C	-	-	3,834,062	-	-	-	160,000	-	-	3,994,062
41	63	M3010112C	-	-	4,227,855	-	-	-	160,000	-	-	4,387,855
42	46	M3010113C	-	-	807,963	-	-	-	-	-	-	807,963
43	60	M3010114C	-	-	3,827,262	-	-	-	-	-	-	3,827,262
44	59	M3010115C	-	-	1,440,141	-	-	-	160,000	-	-	1,600,141
45	71	M3010116C	-	-	3,326,988	-	-	-	320,000	-	-	3,646,988
46	66	M3010117C	-	-	1,694,285	-	-	-	-	-	-	1,694,285
47	48	M3010118C	-	-	9,120,210	-	-	-	-	-	-	9,120,210
48	58	M3010119C	-	-	4,091,138	-	-	-	480,000	16,800,000	-	21,371,138
49	51	M3010120C	-	-	6,366,584	-	-	20,000,000	-	-	-	26,366,584
50	67	M3010101D	-	-	2,305,037	-	-	-	-	-	-	2,305,037
51	35	M3010102D	-	-	2,620,582	-	-	-	-	-	-	2,620,582

30101 - Gaurishankar / गौरिशंकर - 6. INVESTMENT COSTS												
#	Rank	Section code	New construction	Rehabilitation	Gravelling	Blacktopping	Widening	Bridge	Causeway	Culverts	Retaining walls	TOTAL
			500,000		1,500,000	4,200,000	3,000,000	1,000,000	80,000	2,800,000		
			NPR	NPR	NPR	NPR	NPR	NPR	NPR	NPR	NPR	NPR
			23,040,000	-	442,247,441	4,200,000	216,300,000	10,000,000	20,880,000	285,600,000	-	497,350,000
52	68	M3010103D	-	-	1,892,196	-	-	-	-	-	-	1,892,196
53	61	M3010104D	-	-	3,733,029	-	-	-	160,000	-	-	3,893,029
54	43	M3010105D	-	-	3,480,490	-	-	-	-	-	-	3,480,490
55	69	M3010106D	-	-	3,555,693	-	-	-	160,000	-	-	3,715,693
56	76	M3010107D	-	-	3,806,315	-	-	-	-	-	-	3,806,315
57	61	M3010108D	-	-	2,077,912	-	-	-	320,000	-	-	2,397,912
58	45	M3010109D	-	-	1,188,800	-	-	-	-	-	-	1,188,800
59	73	M3010110D	-	-	3,590,775	-	-	-	-	-	-	3,590,775
60	28	M3010111D	-	-	2,203,436	-	-	-	320,000	-	-	2,523,436
61	54	M3010112D	-	-	10,080,153	-	-	-	320,000	-	-	10,400,153
62	64	M3010113D	-	-	2,628,908	-	-	-	320,000	-	-	2,948,908
63	55	M3010114D	-	-	5,364,192	-	-	-	320,000	-	-	5,684,192
64	56	M3010115D	-	-	1,543,532	-	-	-	-	-	-	1,543,532
65	57	M3010116D	-	-	3,327,232	-	-	-	160,000	-	-	3,487,232
66	65	M3010117D	-	-	8,200,481	-	-	-	160,000	16,800,000	-	25,160,481
67	74	M3010118D	-	-	6,528,882	-	-	-	160,000	-	-	6,688,882
68	75	M3010119D	-	-	3,964,270	-	-	-	-	-	-	3,964,270
69	78	M3010120D	-	-	2,324,099	-	-	-	-	-	-	2,324,099
70	77	M3010121D	-	-	3,854,994	-	-	-	160,000	16,800,000	-	20,814,994
71	72	M3010122D	-	-	5,917,808	-	-	-	160,000	-	-	6,077,808
72	36	M3010123D	-	-	17,524,175	-	-	-	640,000	-	-	18,164,175
73	32	M3010124D	-	-	5,785,995	-	-	-	480,000	16,800,000	-	23,065,995
74	31	M3010125D	-	-	11,245,797	-	-	-	480,000	-	-	11,725,797
75	29	M3010126D	-	-	4,559,013	-	-	-	640,000	-	-	5,199,013
76	30	M3010127D	-	-	7,621,482	-	-	20,000,000	-	-	-	27,621,482
77	33	M3010128D	-	-	2,232,661	-	-	-	480,000	16,800,000	-	19,512,661
78	80	M3010129D	2,155,000	-	-	-	-	30,000,000	800,000	33,600,000	-	66,555,000
79	41	M3010130D	13,035,000	-	-	-	-	45,000,000	3,200,000	33,600,000	-	94,835,000
80	79	M3010131D	-	-	907,849	-	-	-	-	-	-	907,849

30101 - Gaurishankar / गौरिशंकर - 7. FUNDING							
Funding source	**Details**	**Expected funding amount (NPR)**					
		2078/79	2079/80	2080/81	2081/82	2082/83	**Grand Total**
		Year 1	Year 2	Year 3	Year 4	Year 5	
Fiscal Equalization Grant		15,000,000	21,000,000	29,400,000	41,160,000	57,624,000	**164,184,000**
Conditional Grants		1,000,000	1,050,000	1,102,500	1,157,625	1,215,506	**5,525,631**
Complementary Grants							-
Special Grants							-
Roads Board Nepal		27,000,000	33,750,000	42,187,500	52,734,375	65,917,969	**221,589,844**
Provincial transfer		5,000,000	6,000,000	7,200,000	8,640,000	10,368,000	**37,208,000**
Donor project -							-
Donor project -							-
Donor project -							-
Other - People's Contribution	People's Contribution	5,000,000	5,500,000	6,050,000	6,655,000	7,320,500	**30,525,500**
Other -							-
Other -							-
Other -							-
Other -							-
Other -							-
Other -							-
Total budget		**53,000,000**	**67,300,000**	**85,940,000**	**110,347,000**	**142,445,975**	**459,032,975**

30101 - Gaurishankar / गौरिशंकर - 8. BUDGET ALLOCATION (AUTO)														
Financial year			2078/79	2079/80	2080/81	2081/82	2082/83							
Expected funding amount			**53,000,000**	**67,300,000**	**85,940,000**	**110,347,000**	**142,445,975**							
Non-MRCN roads (max 20%)			5,300,000	6,730,000	8,594,000	11,034,700	14,244,598	Investment needs						
MRCN expected budget			**47,700,000**	**60,570,000**	**77,346,000**	**99,312,300**	**128,201,378**	ER	GR	BT	Widen	Bridge		
MRCN maintenance (min 20%)			9,540,000	12,114,000	15,469,200	19,862,460	25,640,276	km	km	km	km	m		
MRCN investment allocation			**43,460,000**	**55,186,000**	**70,470,800**	**90,484,540**	**116,805,700**	46.08	294.83	1.00	72.10	145		
Rank	Section code	Cost	MRCN investment allocation					Investment output					Main funding source	
		NPR	NPR	NPR	NPR	NPR	NPR	ER	GR	BT	Widen	Bridge		
		1,137,267,441	**43,460,000**	**55,186,000**	**70,470,800**	**90,484,540**	**116,805,700**	**1.70**	**95.38**	**1.00**	**54.60**	**10**		
1	M3010109A	21,390,000	21,390,000	-	-	-	-	-	3.10	1.00	4.10	-		
2	M3010113B	1,010,000	1,010,000	-	-	-	-	1.70	-	-	-	-		
3	M3010108A	27,400,000	21,060,000	6,340,000	-	-	-	-	6.00	-	6.00	-		
4	M3010101A	67,500,000	-	48,846,000	18,654,000	-	-	-	15.00	-	15.00	-		
5	M3010112B	16,500,000	-	-	16,500,000	-	-	-	11.00	-	-	-		
6	M3010106A	24,990,000	-	-	24,990,000	-	-	-	5.50	-	5.50	-		
7	M3010111B	2,700,000	-	-	2,700,000	-	-	-	1.80	-	-	-		
8	M3010103C	37,850,009	-	-	7,626,800	30,223,209	-	-	2.62	-	-	-		
9	M3010105A	94,100,000	-	-	-	60,261,331	33,838,669	-	17.00	-	17.00	-		
10	M3010104C	3,118,051	-	-	-	-	3,118,051	-	1.87	-	-	-		
11	M3010107A	41,500,000	-	-	-	-	41,500,000	-	7.00	-	7.00	10		
12	M3010110B	1,500,000	-	-	-	-	1,500,000	-	1.00	-	-	-		
13	M3010107C	6,182,945	-	-	-	-	6,182,945	-	3.91	-	-	-		
14	M3010117B	11,890,000	-	-	-	-	11,890,000	-	7.50	-	-	-		
15	M3010109B	2,400,000	-	-	-	-	2,400,000	-	1.60	-	-	-		
16	M3010114B	1,660,000	-	-	-	-	1,660,000	-	1.00	-	-	-		
17	M3010104B	6,320,000	-	-	-	-	6,320,000	-	4.00	-	-	-		
18	M3010106B	3,910,000	-	-	-	-	3,910,000	-	2.50	-	-	-		
19	M3010103B	1,500,000	-	-	-	-	1,500,000	-	1.00	-	-	-		
20	M3010118B	3,150,000	-	-	-	-	2,986,035	-	1.99	-	-	-		
21	M3010108B	10,230,000	-	-	-	-	-	-	-	-	-	-		
22	M3010101C	3,685,501	-	-	-	-	-	-	-	-	-	-		
23	M3010102C	2,600,001	-	-	-	-	-	-	-	-	-	-		
24	M3010119B	24,520,000	-	-	-	-	-	-	-	-	-	-		
25	M3010108D	2,397,912	-	-	-	-	-	-	-	-	-	-		
26	M3010105B	1,500,000	-	-	-	-	-	-	-	-	-	-		
27	M3010105C	1,563,042	-	-	-	-	-	-	-	-	-	-		

30101 - Gaurishankar / गौरिशंकर - 8. BUDGET ALLOCATION (AUTO)														
Financial year			2078/79	2079/80	2080/81	2081/82	2082/83							
Expected funding amount			53,000,000	67,300,000	85,940,000	110,347,000	142,445,975							
Non-MRCN roads (max 20%)			5,300,000	6,730,000	8,594,000	11,034,700	14,244,598	Investment needs						
MRCN expected budget			47,700,000	60,570,000	77,346,000	99,312,300	128,201,378	ER	GR	BT	Widen	Bridge		
MRCN maintenance (min 20%)			9,540,000	12,114,000	15,469,200	19,862,460	25,640,276	km	km	km	km	m		
MRCN investment allocation			43,460,000	55,186,000	70,470,800	90,484,540	116,805,700	46.08	294.83	1.00	72.10	145		
Rank	Section code	Cost	MRCN investment allocation					Investment output					Main funding source	
		NPR	NPR	NPR	NPR	NPR	NPR	ER	GR	BT	Widen	Bridge		
		1,137,267,441	43,460,000	55,186,000	70,470,800	90,484,540	116,805,700	1.70	95.38	1.00	54.60	10		
28	M3010111D	2,523,436	-	-	-	-	-	-	-	-	-	-		
29	M3010126D	5,199,013	-	-	-	-	-	-	-	-	-	-		
30	M3010127D	27,621,482	-	-	-	-	-	-	-	-	-	-		
31	M3010125D	11,725,797	-	-	-	-	-	-	-	-	-	-		
32	M3010124D	23,065,995	-	-	-	-	-	-	-	-	-	-		
33	M3010128D	19,512,661	-	-	-	-	-	-	-	-	-	-		
34	M3010115B	30,400,000	-	-	-	-	-	-	-	-	-	-		
35	M3010102D	2,620,582	-	-	-	-	-	-	-	-	-	-		
36	M3010123D	18,164,175	-	-	-	-	-	-	-	-	-	-		
37	M3010103A	36,000,000	-	-	-	-	-	-	-	-	-	-		
38	M3010120B	22,350,000	-	-	-	-	-	-	-	-	-	-		
39	M3010101B	11,570,000	-	-	-	-	-	-	-	-	-	-		
40	M3010102A	31,900,000	-	-	-	-	-	-	-	-	-	-		
41	M3010130D	94,835,000	-	-	-	-	-	-	-	-	-	-		
42	M3010116B	4,710,000	-	-	-	-	-	-	-	-	-	-		
43	M3010105D	3,480,490	-	-	-	-	-	-	-	-	-	-		
44	M3010104A	11,250,000	-	-	-	-	-	-	-	-	-	-		
45	M3010109D	1,188,800	-	-	-	-	-	-	-	-	-	-		
46	M3010113C	807,963	-	-	-	-	-	-	-	-	-	-		
47	M3010110C	31,731,155	-	-	-	-	-	-	-	-	-	-		
48	M3010118C	9,120,210	-	-	-	-	-	-	-	-	-	-		
49	M3010107B	6,320,000	-	-	-	-	-	-	-	-	-	-		
50	M3010102B	49,350,000	-	-	-	-	-	-	-	-	-	-		
51	M3010120C	26,366,584	-	-	-	-	-	-	-	-	-	-		
52	M3010108C	1,616,060	-	-	-	-	-	-	-	-	-	-		
53	M3010109C	9,719,965	-	-	-	-	-	-	-	-	-	-		
54	M3010112D	10,400,153	-	-	-	-	-	-	-	-	-	-		

30101 - Gaurishankar / गौरिशंकर - 8. BUDGET ALLOCATION (AUTO)														
Financial year			2078/79	2079/80	2080/81	2081/82	2082/83							
Expected funding amount			53,000,000	67,300,000	85,940,000	110,347,000	142,445,975							
Non-MRCN roads (max 20%)			5,300,000	6,730,000	8,594,000	11,034,700	14,244,598	Investment needs						
MRCN expected budget			47,700,000	60,570,000	77,346,000	99,312,300	128,201,378	ER	GR	BT	Widen	Bridge		
MRCN maintenance (min 20%)			9,540,000	12,114,000	15,469,200	19,862,460	25,640,276	km	km	km	km	m		
MRCN investment allocation			43,460,000	55,186,000	70,470,800	90,484,540	116,805,700	46.08	294.83	1.00	72.10	145		
Rank	Section code	Cost	MRCN investment allocation					Investment output					Main funding source	
		NPR	NPR	NPR	NPR	NPR	NPR	ER	GR	BT	Widen	Bridge		
		1,137,267,441	43,460,000	55,186,000	70,470,800	90,484,540	116,805,700	1.70	95.38	1.00	54.60	10		
55	M3010114D	5,684,192	-	-	-	-	-	-	-	-	-	-		
56	M3010115D	1,543,532	-	-	-	-	-	-	-	-	-	-		
57	M3010116D	3,487,232	-	-	-	-	-	-	-	-	-	-		
58	M3010119C	21,371,138	-	-	-	-	-	-	-	-	-	-		
59	M3010115C	1,600,141	-	-	-	-	-	-	-	-	-	-		
60	M3010114C	3,827,262	-	-	-	-	-	-	-	-	-	-		
61	M3010104D	3,893,029	-	-	-	-	-	-	-	-	-	-		
62	M3010111C	3,994,062	-	-	-	-	-	-	-	-	-	-		
63	M3010112C	4,387,855	-	-	-	-	-	-	-	-	-	-		
64	M3010113D	2,948,908	-	-	-	-	-	-	-	-	-	-		
65	M3010117D	25,160,481	-	-	-	-	-	-	-	-	-	-		
66	M3010117C	1,694,285	-	-	-	-	-	-	-	-	-	-		
67	M3010101D	2,305,037	-	-	-	-	-	-	-	-	-	-		
68	M3010103D	1,892,196	-	-	-	-	-	-	-	-	-	-		
69	M3010106D	3,715,693	-	-	-	-	-	-	-	-	-	-		
70	M3010106C	4,768,437	-	-	-	-	-	-	-	-	-	-		
71	M3010116C	3,646,988	-	-	-	-	-	-	-	-	-	-		
72	M3010122D	6,077,808	-	-	-	-	-	-	-	-	-	-		
73	M3010110D	3,590,775	-	-	-	-	-	-	-	-	-	-		
74	M3010118D	6,688,882	-	-	-	-	-	-	-	-	-	-		
75	M3010119D	3,964,270	-	-	-	-	-	-	-	-	-	-		
76	M3010107D	3,806,315	-	-	-	-	-	-	-	-	-	-		
77	M3010121D	20,814,994	-	-	-	-	-	-	-	-	-	-		
78	M3010120D	2,324,099	-	-	-	-	-	-	-	-	-	-		
79	M3010131D	907,849	-	-	-	-	-	-	-	-	-	-		
80	M3010129D	66,555,000	-	-	-	-	-	-	-	-	-	-		
Remaining			-	-	-	-	-	-	-	-	-	-		

30101 - Gaurishankar / गौरिशंकर - 8. BUDGET ALLOCATION														
Financial year			2078/79	2079/80	2080/81	2081/82	2082/83							
Expected funding amount			53,000,000	67,300,000	85,940,000	110,347,000	142,445,975							
Non-MRCN roads (max 20%)			5,300,000	6,730,000	8,594,000	11,034,700	14,244,598	Investment needs						
MRCN expected budget			47,700,000	60,570,000	77,346,000	99,312,300	128,201,378	ER	GR	BT	Widen	Bridge		
MRCN maintenance (min 20%)			9,540,000	12,114,000	15,469,200	19,862,460	25,640,276	km	km	km	km	m		
MRCN investment allocation			43,460,000	55,186,000	70,470,800	90,484,540	116,805,700	46.08	294.83	1.00	72.10	145		
Rank	Section code	Cost	MRCN investment allocation					Investment output					Main funding source	
		NPR	NPR	NPR	NPR	NPR	NPR	ER	GR	BT	Widen	Bridge		
		420,004,418	43,460,000	55,186,000	70,470,800	90,484,540	116,805,700	1.70	95.38	1.00	54.60	10		
1	M3010109A	21,390,000	21,390,000	-	-	-	-	-	3.10	1.00	4.10	-	Provincial transfer	
2	M3010113B	1,010,000	1,010,000	-	-	-	-	1.70	-	-	-	-		
3	M3010108A	27,400,000	21,060,000	6,340,000	-	-	-	-	6.00	-	6.00	-	Provincial transfer	
4	M3010101A	67,500,000	-	48,846,000	18,654,000	-	-	-	15.00	-	15.00	-	Roads Board Nepal	
5	M3010112B	16,500,000	-	-	16,500,000	-	-	-	11.00	-	-	-		
6	M3010106A	24,990,000	-	-	24,990,000	-	-	-	5.50	-	5.50	-	Roads Board Nepal	
7	M3010111B	2,700,000	-	-	2,700,000	-	-	-	1.80	-	-	-		
8	M3010103C	37,850,009	-	-	7,626,800	30,223,209	-	-	2.62	-	-	-		
9	M3010105A	94,100,000	-	-	-	60,261,331	33,838,669	-	17.00	-	17.00	-		
10	M3010104C	3,118,051	-	-	-	-	3,118,051	-	1.87	-	-	-	Other - People's Contribution	
11	M3010107A	41,500,000	-	-	-	-	41,500,000	-	7.00	-	7.00	10	Roads Board Nepal	
12	M3010110B	1,500,000	-	-	-	-	1,500,000	-	1.00	-	-	-		
13	M3010107C	6,182,945	-	-	-	-	6,182,945	-	3.91	-	-	-		
14	M3010117B	11,890,000	-	-	-	-	11,890,000	-	7.50	-	-	-		
15	M3010109B	2,400,000	-	-	-	-	2,400,000	-	1.60	-	-	-		
16	M3010114B	1,660,000	-	-	-	-	1,660,000	-	1.00	-	-	-		
17	M3010104B	6,320,000	-	-	-	-	6,320,000	-	4.00	-	-	-		
18	M3010106B	3,910,000	-	-	-	-	3,910,000	-	2.50	-	-	-		
19	M3010103B	1,500,000	-	-	-	-	1,500,000	-	1.00	-	-	-		
20	M3010118B	3,150,000	-	-	-	-	2,986,035	-	1.99	-	-	-		
21	M3010108B	10,230,000	-	-	-	-	-	-	-	-	-	-		
22	M3010101C	3,685,501	-	-	-	-	-	-	-	-	-	-		
23	M3010102C	2,600,001	-	-	-	-	-	-	-	-	-	-		
24	M3010119B	24,520,000	-	-	-	-	-	-	-	-	-	-		
25	M2051305D	2,397,912	-	-	-	-	-	-	-	-	-	-		
26	M3010105B	1,500,000	-	-	-	-	-	-	-	-	-	-		
27	M3010105C	1,563,042	-	-	-	-	-	-	-	-	-	-		

30101 - Gaurishankar / गौरिशंकर - 8. BUDGET ALLOCATION														
Financial year			2078/79	2079/80	2080/81	2081/82	2082/83							
Expected funding amount			53,000,000	67,300,000	85,940,000	110,347,000	142,445,975							
Non-MRCN roads (max 20%)			5,300,000	6,730,000	8,594,000	11,034,700	14,244,598	Investment needs						
MRCN expected budget			47,700,000	60,570,000	77,346,000	99,312,300	128,201,378	ER	GR	BT	Widen	Bridge		
MRCN maintenance (min 20%)			9,540,000	12,114,000	15,469,200	19,862,460	25,640,276	km	km	km	km	m		
MRCN investment allocation			43,460,000	55,186,000	70,470,800	90,484,540	116,805,700	46.08	294.83	1.00	72.10	145		
Rank	Section code	Cost	MRCN investment allocation					Investment output					Main funding source	
		NPR	NPR	NPR	NPR	NPR	NPR	ER	GR	BT	Widen	Bridge		
		420,004,418	43,460,000	55,186,000	70,470,800	90,484,540	116,805,700	1.70	95.38	1.00	54.60	10		
28	M3010111D	2,523,436	-	-	-	-	-	-	-	-	-	-		
29	M3010126D	5,199,013	-	-	-	-	-	-	-	-	-	-		
30	M3010127D	27,621,482	-	-	-	-	-	-	-	-	-	-		
31	M3010125D	11,725,797	-	-	-	-	-	-	-	-	-	-		
32	M3010124D	23,065,995	-	-	-	-	-	-	-	-	-	-		
33	M3010128D	19,512,661	-	-	-	-	-	-	-	-	-	-		
34	M3010115B	30,400,000	-	-	-	-	-	-	-	-	-	-		
35	M3010102D	2,620,582	-	-	-	-	-	-	-	-	-	-		
36	M3010123D	18,164,175	-	-	-	-	-	-	-	-	-	-		
37	M3010103A	36,000,000	-	-	-	-	-	-	-	-	-	-		
38	M3010120B	22,350,000	-	-	-	-	-	-	-	-	-	-		
39	M3010101B	11,570,000	-	-	-	-	-	-	-	-	-	-		
40	M3010102A	31,900,000	-	-	-	-	-	-	-	-	-	-		
41	M3010130D	94,835,000	-	-	-	-	-	-	-	-	-	-		
42	M3010116B	4,710,000	-	-	-	-	-	-	-	-	-	-		
43	M3010105D	3,480,490	-	-	-	-	-	-	-	-	-	-		
44	M3010104A	11,250,000	-	-	-	-	-	-	-	-	-	-		
45	M3010109D	1,188,800	-	-	-	-	-	-	-	-	-	-		
46	M3010113C	807,963	-	-	-	-	-	-	-	-	-	-		
47	M3010110C	31,731,155	-	-	-	-	-	-	-	-	-	-		
48	M3010118C	9,120,210	-	-	-	-	-	-	-	-	-	-		
49	M3010107B	6,320,000	-	-	-	-	-	-	-	-	-	-		
50	M3010102B	49,350,000	-	-	-	-	-	-	-	-	-	-		
51	M3010120C	26,366,584	-	-	-	-	-	-	-	-	-	-		
52	M3010108C	1,616,060	-	-	-	-	-	-	-	-	-	-		
53	M3010109C	9,719,965	-	-	-	-	-	-	-	-	-	-		
54	M3010112D	10,400,153	-	-	-	-	-	-	-	-	-	-		

30101 - Gaurishankar / गौरिशंकर - 8. BUDGET ALLOCATION													
Financial year			2078/79	2079/80	2080/81	2081/82	2082/83						
Expected funding amount			**53,000,000**	**67,300,000**	**85,940,000**	**110,347,000**	**142,445,975**						
Non-MRCN roads (max 20%)			5,300,000	6,730,000	8,594,000	11,034,700	14,244,598	Investment needs					
MRCN expected budget			**47,700,000**	**60,570,000**	**77,346,000**	**99,312,300**	**128,201,378**	ER	GR	BT	Widen	Bridge	
MRCN maintenance (min 20%)			9,540,000	12,114,000	15,469,200	19,862,460	25,640,276	km	km	km	km	m	
MRCN investment allocation			**43,460,000**	**55,186,000**	**70,470,800**	**90,484,540**	**116,805,700**	46.08	294.83	1.00	72.10	145	
Rank	Section code	Cost	MRCN investment allocation					Investment output					Main funding source
		NPR	NPR	NPR	NPR	NPR	NPR	ER	GR	BT	Widen	Bridge	
		420,004,418	**43,460,000**	**55,186,000**	**70,470,800**	**90,484,540**	**116,805,700**	**1.70**	**95.38**	**1.00**	**54.60**	**10**	
55	M3010114D	5,684,192	-	-	-	-	-	-	-	-	-	-	
56	M3010115D	1,543,532	-	-	-	-	-	-	-	-	-	-	
57	M3010116D	3,487,232	-	-	-	-	-	-	-	-	-	-	
58	M3010119C	21,371,138	-	-	-	-	-	-	-	-	-	-	
59	M3010115C	1,600,141	-	-	-	-	-	-	-	-	-	-	
60	M3010114C	3,827,262	-	-	-	-	-	-	-	-	-	-	
61	M3010104D	3,893,029	-	-	-	-	-	-	-	-	-	-	
62	M3010111C	3,994,062	-	-	-	-	-	-	-	-	-	-	
63	M3010112C	4,387,855	-	-	-	-	-	-	-	-	-	-	
64	M3010113D	2,948,908	-	-	-	-	-	-	-	-	-	-	
65	M3010117D	25,160,481	-	-	-	-	-	-	-	-	-	-	
66	M3010117C	1,694,285	-	-	-	-	-	-	-	-	-	-	
67	M3010101D	2,305,037	-	-	-	-	-	-	-	-	-	-	
68	M3010103D	1,892,196	-	-	-	-	-	-	-	-	-	-	
69	M3010106D	3,715,693	-	-	-	-	-	-	-	-	-	-	
70	M3010106C	4,768,437	-	-	-	-	-	-	-	-	-	-	
71	M3010116C	3,646,988	-	-	-	-	-	-	-	-	-	-	
72	M3010122D	6,077,808	-	-	-	-	-	-	-	-	-	-	
73	M3010110D	3,590,775	-	-	-	-	-	-	-	-	-	-	
74	M3010118D	6,688,882	-	-	-	-	-	-	-	-	-	-	
75	M3010119D	3,964,270	-	-	-	-	-	-	-	-	-	-	
76	M3010107D	3,806,315	-	-	-	-	-	-	-	-	-	-	
77	M3010121D	20,814,994	-	-	-	-	-	-	-	-	-	-	
78	M3010120D	2,324,099	-	-	-	-	-	-	-	-	-	-	
79	M3010131D	907,849	-	-	-	-	-	-	-	-	-	-	
80	M3010129D	66,555,000	-	-	-	-	-	-	-	-	-	-	
Remaining			-	-	-	-	-	44.38	199.45	-	17.50	135	

Annex 3 Minutes of Meetings

श्री

आज मिति २०७८।१२।०१ गते बुधवारको दिन गौरीशंकर गाउँपालिका मा ग्रामिण यातायात गुरुयोजना निर्माणको प्रारम्भिक छलफल तथा अन्तक्रिया कार्यक्रम गाउँपालिका अध्यक्ष श्री सोयम बहादुर खड्का ज्युको अध्यक्षतामा तपशिल बमोजिमको उपस्थितिमा तपशिल बमोजिम निर्णय गरियो।

उपस्थिति

क्र.स.	नाम	पद	हस्ताक्षर
१.	श्री सोयम बहादुर खड्का	गाउपालिका अध्यक्ष	
२.	श्री उर्मिला थामी (कै.ली.)	" उपाध्यक्ष	
३.	श्री झलक कुमार कार्की	१ नं. वडा अध्यक्ष	
४.	श्री वसन्त कार्की	२ नं. वडा अध्यक्ष	
५.	श्री नेत्र बहादुर बस्नेत	३ नं. वडा अध्यक्ष	
६.	श्री प्रकाश कार्की	४ नं. वडा अध्यक्ष	
७.	श्री डिल्लोध्वज बस्नेत	५ नं. वडा अध्यक्ष	
८.	श्री पेम्बा शेर्पा	६ नं. वडा अध्यक्ष	
९.	श्री थाङछेजे शेर्पा	७ नं. वडा अध्यक्ष	
१०.	श्री उदय बहादुर खड्का	८ नं. वडा अध्यक्ष	
११.	श्री छिरिङ शेर्पा	९ नं. वडा अध्यक्ष	
१२.	श्री कविता नेपाली	कार्यपालिका सदस्य	
१३.	श्री द्वारिका बुढाथोकी	"	"
१४.	श्री मिङमा शेर्पा	"	"
१५.	श्री आङमा शेर्पा	"	"
१६.	श्री पवन कु. त्यारुकेल	गा.पा. प्र.प्र. अ.	
१७.	श्री सुस्मिता दाहाल	गा.पा. सिभिल ई.	
१८.	श्री तुलसीराम कट्टेल	" " लेखा स.	
१९.	श्री उदय कु. गाना	" " योजना प्रमुख	
२०.	श्री अर्जुन घनानी	सिभिल सब इन्जिनियर	

सोहि छलफलमा ग्रामिण सडक समन्वय समितिको निम्नलिखित पदाधिकारीहरु रहने गरि गठन गरियो।

ग्रामिण यातायात
ग्रामिण सडक समन्वय समिति

१. अध्यक्ष श्री सौचम बहादुर खड्का - संयोजक
२. प्र.प्र.अ. श्री पवन कुमार प्याकुरेल - सदस्य सचिव
३. १ नं. वडा अध्यक्ष श्री खडक कु. कार्की सदस्य
४. २ नं. वडा अध्यक्ष श्री बसन्त कार्की "
५. ३ नं. वडा अध्यक्ष श्री नेत्र बहादुर बस्नेत "
६. ४ नं. वडा " श्री पुलाद कार्की "
७. ५ " " " श्री डिल्लीरमण बस्नेत "
८. ६ नं. " " श्री पेम्बा शेर्पा "
९. ७ नं. " " श्री आङदोर्जे शेर्पा "
१०. ८ नं. " " श्री उदय बहादुर खड्का "
११. ९ नं. " " श्री छिरिङ शेर्पा "
१२. गा. पा. कर्मचारी श्री सुस्मिता दाहाल "
१३. गा. पा. कर्मचारी श्री अरुण घताने "
१४. कार्यपालिका सदस्य द्वारिका बुढाथोकि "
१५. कार्यपालिका सदस्य कबिता नेपालि "

अब उक्त समितिद्वारा ग्रामीण नगर यातायात गुरुयोजना निर्माणका लागि निम्न लिखित निर्णय गरियो।

निर्णयहरु
१. गाउँपालिका स्तरीय छलफल गरि

गाउँपालिका अन्तरगत रहेका सम्पुर्ण सडकहरूलाई निम्नानुसार चौडाइ अनुसार सडक वर्ग छुट्याइयो।

सडक वर्ग	सडक क्षेत्राधिकार (चौडाइ)
A	१४ मीटर
B	१० मीटर
C	८ मीटर
D	६ मीटर

२. सडकको वर्ग एवम् प्राथमिकता सम्बन्धित वडा कार्यालयमा वडा बैठक गरेर छलफल गराई अन्तिम रुप दिने।

३. गाउँपालिका मातहतका सडकको निर्माण मर्मत स्तरोन्नति तथा ~~पुनःसबलीकरण~~ पुनर्स्थापनको लागि पहिलो वर्ष रु. सात करोडको बजेट छुट्याउने।

प्रस्तुत बैठक २०७८ साल चैत्र ९ गते बिहान ११:०० बजे सुरु भई दिउँसो २:३० मा समापन भयो।

Minutes Of Different Meetings

Minutes Of ward No 1

श्री

आज मिति २०७८ फाल्गुन चैत्र महिनाको १० गते बिहिवारको दिन गौरीशंकर गाउँपालिका १ नं वडा का वडा अध्यक्ष श्री झलक कुमार कार्कीको अध्यक्षतामा बसेको बैठकमा तपशिल बमोजिमका उपस्थितिमा तपशिल बमोजिमको प्रस्तावहरुमा उर छलफल गरी निर्णय गरियो।

उपस्थिति

क्र.सं	नाम	हस्ताक्षर
१.	श्री झलक कुमार कार्की (वडा अध्यक्ष)	
२.	श्री पूर्ण बहादुर तिरेल (वडा सदस्य)	
३.	श्री लिला माया सार्की (वडा सदस्य)	
४.	श्री सुवास के.सि. (वडा सचिव)	
५.	श्री खड्क बहादुर बल्लैत (ने.स.व.स)	
६.	श्री भरत खड्का (ने.कु.पा. सामाजीक केन्द्र वं.अ)	
७.	श्री कृष्ण वं. खड्का (ने.कु.पा. रामाली वं.अ)	
८.	श्री परशुराम बल्लैत स्थानीय	
९.	श्री विर बीज खड्का स्थानीय	
१०.	श्री अनिक कुमार तिरैला स्थानीय	
११.	श्री देव वं. राउत स्थानीय	
१२.	श्री कृष्ण वं. सार्की स्थानीय	
१३.	श्री रत्न वं. शाक्य "	
१४.	श्री खड्का वं. खड्का "	
१५.	श्री शेरबर नाथ चापागाई (परामर्श दाता)	
१६.	श्री घनश्याम तिरैला परामर्शदाता	

प्रस्तावहरु

१. सडकहरुको वर्गीकरण गर्ने।
२. ग्रामीण यातायात गुरुयोजना अन्तर्गत सडक छनौट सम्बन्धी।

निर्णयहरु

१. प्रस्ताव नं. १ उपर छलफल गर्दा सडक क्षेत्राधिकार चौडाईको आधारमा सडक वर्गिकरण गरियो ।

२. प्रस्ताव नं. २ उपर छलफल गर्दा गौरी शंकर गाउँपालिका १ नं. वडाका विद्यमान सडक स्तरोन्नती गर्नुपर्ने सडक तथा नयाँ सडक निर्माणका लागि सर्वसहमतीले निम्नानुसारका सडक योजनाहरु प्राथमिकता -का आधारमा सुचिकृत गरिने निर्णय गरियो।

प्राथमिकताका आधारमा सडकहरु

१. खोले हुदै चिलाउने चेप्टु मोटर बाटो (१० मी.)

२. रेडाम डाँडा देखि फाल्टुक हुदै ढुलो ढुङ्गा मोटर बाटो (१० मी)

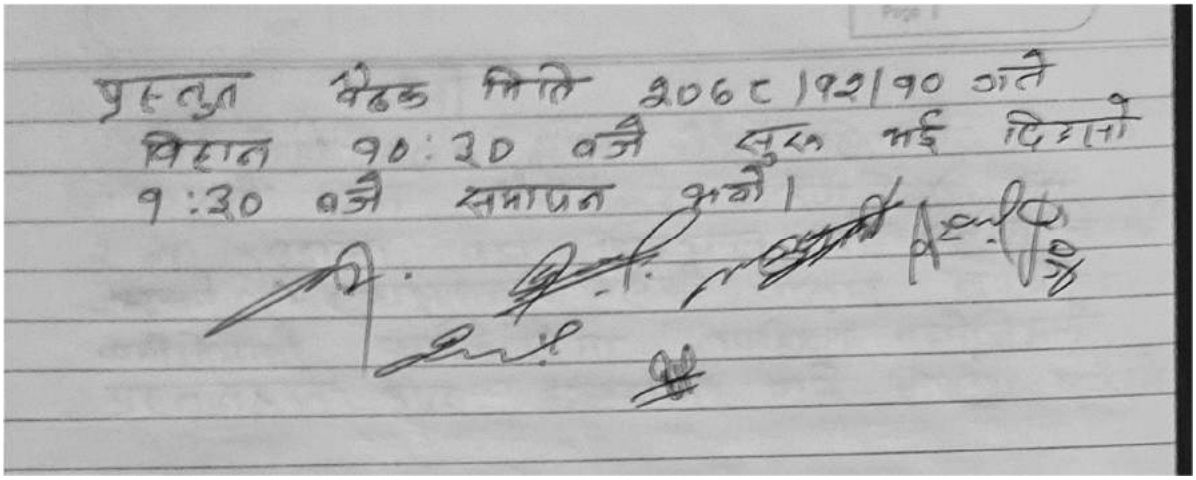
३. च्याङ्गासे हुदै नकुर्पा सडक (८ मी) (नया सडक प्रस्तावित)

४. छार्वा हुदै राजपु बाट पुलासो सडक (६ मी) (नया सडक प्रस्तावित)

५. सुनगडेधारा हुदै १ वडा कार्यलय जाने बाटो (६ मी) नया सडक प्रस्तावित)

६. लुकुवा देखि यार्सा हुदै बोईसङ्पु जाने सडक (८ मी) ~~नया सडक प्रस्तावित~~

८. सुनगडेधारा हुदै बिरेनासो बाट सामेते जाने बाटो (६ मी)


प्रस्तुत बैठक मिति 2066/12/10 गते
बिहान 10:30 बजे सुरु भई दिउसो
1:30 बजे समापन भयो।

Minutes Of Different Meetings

Minutes of Ward No 2

श्री

आज मिति २०७८ साल चैत्र महिनाको १० गते बिहिवारको दिन गौरीशंकर गाउँपालिका वडा २ नं. वडाका वडा अध्यक्ष श्री वसन्त कार्कीज्यूको अध्यक्षतामा बसेको बैठकमा तपशिल बमोजिमको उपस्थितिमा तपशिल बमोजिमको प्रस्तावहरुमा उपर छलफल गरि निर्णय गरियो।

उपस्थिति

क्र.सं.	नाम	पद	हस्ताक्षर
१.	श्री वसन्त कार्की	२ नं. वडा अध्यक्ष	
२.	श्री इन्द्र ब. खड्का	२ नं. वडा सदस्य	
३.	श्री हरिराम वि.क.	२ नं. वडा सदस्य	
४.	श्री मिङ्मा नुरी शेर्पा	२ नं. वडा सचिव	
५.	श्री निरञ्जन खड्का	२ नं. वडा पशु सहायक	
६.	श्री इश्वराज खड्का	गौ.गा. पालिका सचिव	
७.	श्री गोमिनि के.सि.	स्थानिय	
८.	श्री दान ब. कार्की	"	
९.	श्री नेत्र ब. निरौला	"	
१०.	श्री बुद्धि राज कार्की	"	
११.	श्री शेखर नाथ चापागाई	परामर्शदाता	
१२.	श्री घनश्याम निरौला	परामर्शदाता	

प्रस्तावहरु

१. सडकको वर्गीकरण गर्ने।
२. ग्रामिण यातायात गुरुयोजना अन्तर्गत सडक छनौट गर्ने।

निर्णयहरु :

१. प्रस्ताव नं. १ उपर छलफल गर्दा सडक & क्षेत्रअधिकार चौडाइका आधारमा सडक वर्गिकरण गरियो ।

२. प्रस्ताव नं २ उपर छलफल गर्दा गौरीशंकर गाउँपालिका २ नं. वडाका विद्यमान सडक स्तरउन्नती गर्नुपर्ने सडक तथा नया सडक निर्माणका लागि सर्वसहमतीले निम्नानुसार-का सडक योजनाहरु प्राथमिकताका आधारमा सुचिकृत गरियो ।

प्राथमिकताका आधारमा परेका सडकहरु

१. लाम्दु बाट सत्रांसा - देउरामडाडा हुदै सुरी. ~~आ मा~~ जाने सडक (१४ मी)

२. छाप बाट फलेटे हुदै गुम्बुखोला जाने सडक (१०मी)

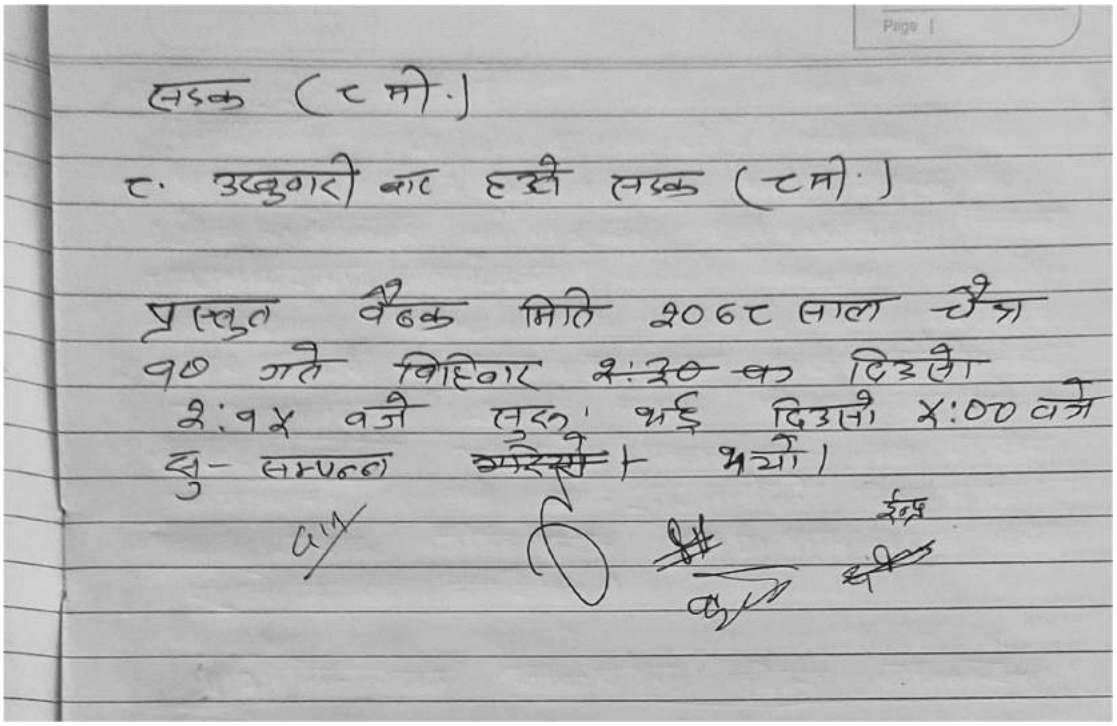
३. छाप बाट माझगाउँ हुदै २ नं. वडा कार्यलय जोड्ने सडक (१० मी)

४. सिम्तलो बस्ती बाट उर्लोनी हुदै जनउपकार सहकारी बाट माने डाडा सडक (१० मी)

५. उखुबारी बाट दारेगौंडा - नेपाने हुदै बानेटार कोइरालेक जोड्ने सडक (प्रस्तावित नया सडक) ६ मी.

६. गौरो ठारो सडक (६मी.)

७. आहलबारी बाट भिमसेन थान हुदै खोरसो



सडक (८ मी.)

८. उखुवारी बाट हुने सडक (८ मी.)

प्रस्तुत बैठक मिति २०७८ साल चैत्र १० गते बिहिवार २:३० बजे दिउसो २:१५ बजे सुरु भई दिउसो ४:०० बजे सु- सम्पन्न ~~भएको~~ भयो।

Minutes of Ward No 3

श्री

आज मिति २०७८।१२।११ गते शुक्रवारका दिन गौरीशंकर गाउँपालिका वडा ३ नं. वडाका वडा अध्यक्ष श्री नेत्र बहादुर बस्नेत ज्यूको अध्यक्षतामा बसेको बैठकमा निम्न उपस्थितमा तपशिल बमोजिमको प्रस्तावहरु उपर छलफल गरे निर्णय गरियो।

उपस्थिति

क्र. स.	नाम	पद	हस्ताक्षर
१.	श्री नेत्र बहादुर बस्नेत	३ नं. वडा अध्यक्ष	
२.	श्री कृष्ण बहादुर खड्का	३ नं. वडा सदस्य	
३.	श्री दुर्गा खत्री	३ नं. वडा सदस्य	
४.	श्री विष्णु माया कमोनी	३ नं. वडा सदस्य	
५.	श्री कलावती चन्द	३ नं. वडा सचिव	
६.	श्री देव ब. खड्का	३ नं. वडा सहायक	
७.	श्री इन्द्र ब. खत्री	गौरीशंकर गा.पा.उ.स	
८.	श्री अनिल कु. खड्का	ने.क.पा. (माले) पालिका सदस्य	
९.	श्री क्षत्र ब. खड्का	ने.क.पा. माओवादी केन्द्र पा.स	
१०.	श्री प्रदिप कु. थापा	सरतेपु आ.वि. प्र.अ	
११.	श्री लोक ब. बस्नेत	स्थानिय	
१२.	श्री राजेन्द्र बस्नेत	"	
१३.	श्री झलक ब. खड्का	"	
१४.	श्री भिम कु. लामाङ	"	
१५	श्री दुर्गा ब बस्नेत		
१६	श्री [illegible] ब बस्नेत		
१८	श्री शेखर नाथ चापागाई	(परामर्शदाता)	

प्रस्तावहरु

१. सडकको बर्गीकरण गर्ने।
२. ग्रामिण यातायात गुरुयोजना अन्तर्गत

सडक फर्कौट गर्ने ।

निर्णयहरू :

१. प्रस्ताव नं. १ मा उपर छलफल गर्दा सडक क्षेत्रअधिकार चौडाइका आधारमा सडक वर्गीकरण गरियो ।

२. प्रस्ताव नं. २ माथि छलफल गर्दा गौरीशंकर गाउँपालिका ३ नं. वडाका विद्यमान सडक स्तरउन्नति गर्नुपर्ने सडक तथा नयाँ सडक निर्माणका लागि सर्वसहमतीले निम्न अनुसारका सडक योजनाहरू प्राथमिकता -ता का आधारमा सूचिकृत गरियो ।

प्राथमिकताका आधारमा परेका सडकहरू

१. फिरकुती बाट मालेडाँडा जाने सडक (१४ मी)

२. फिरकुती बाट फलाँटे हुँदै भोर्ले सडक (१० मी)

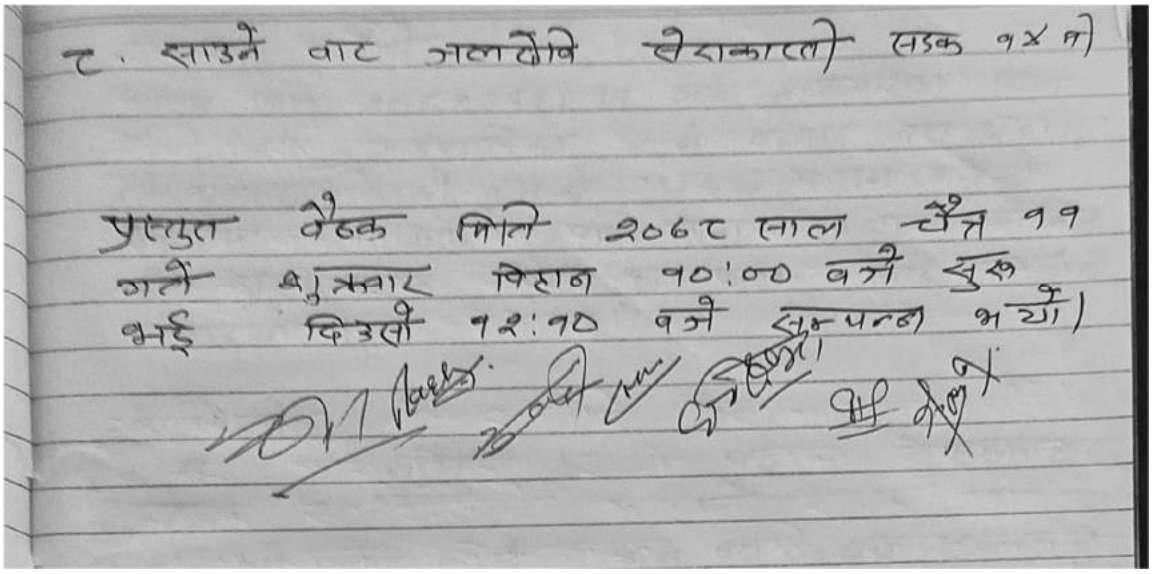
३. साउने बाट डाँडारखर्क हुँदै सेराकारती गैरी न.पा जाने सडक (१० मी)

४. सेराकारती बाट वासा हुँदै चेर्दुङ पर्यटकीय सडक (प्रस्तावित) ८ मी.

५. पुरानो गाउँ बाट गार्देङ हुँदै र्वालु सडक (८ मी)

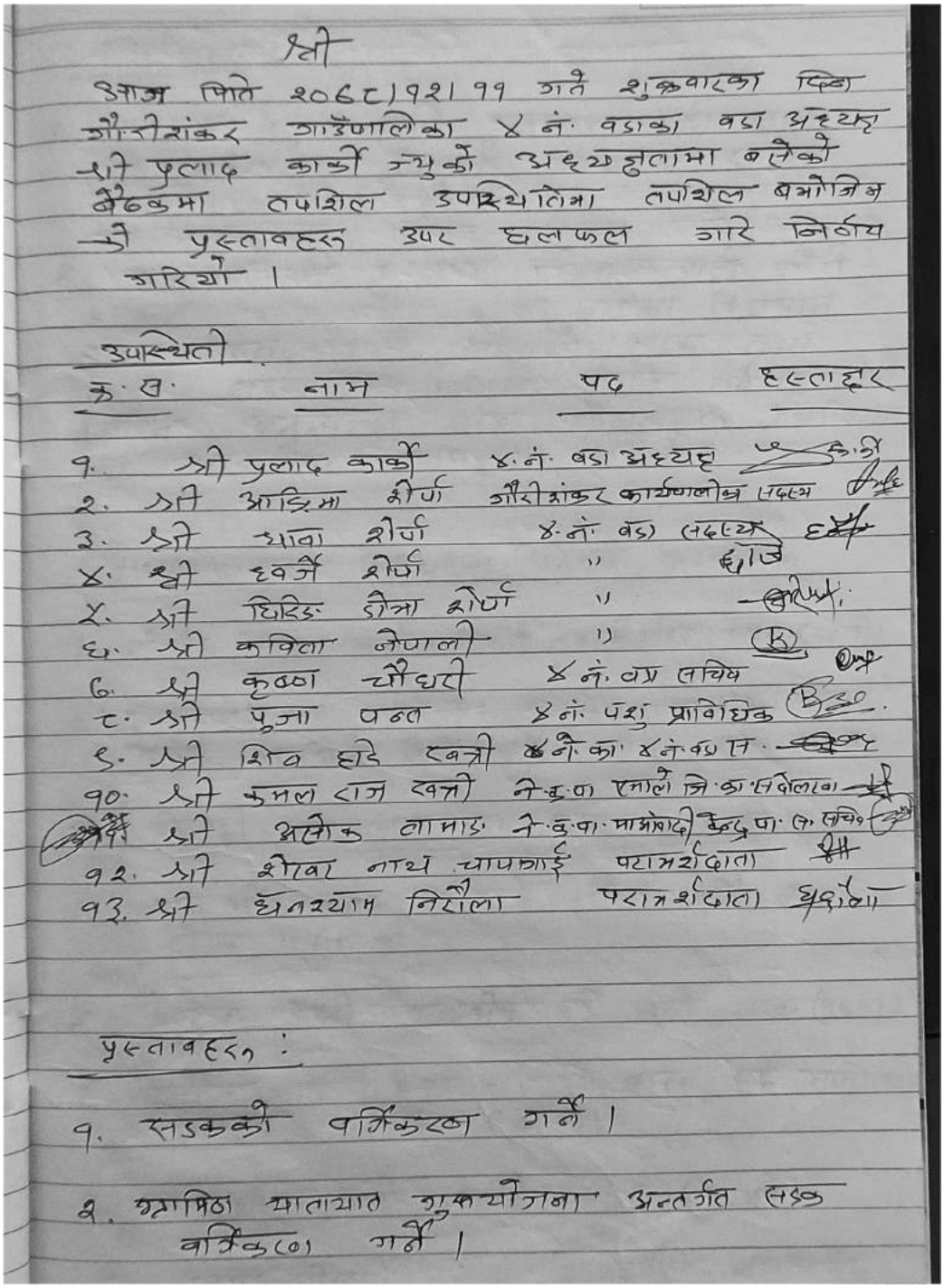
६. स्वास्थ्य चौकी - साउने सडक (६ मी)

७. महतारा - सकुमा हुँदै सेलफु सडक (८ मी)



Minutes Of Different Meetings

Minutes Of ward no 4



श्री

आज मिति २०६८।१२।११ गते शुक्रवारका दिन गौरीशंकर गाउँपालिका ४ नं. वडाका वडा अध्यक्ष श्री प्रल्लाद कार्की ज्यूको अध्यक्षतामा बसेको बैठकमा तपशिल उपस्थितिमा तपशिल बमोजिम को प्रस्तावहरु उपर छलफल गरि निर्णय गरियो ।

उपस्थिती

क्र.स.	नाम	पद	हस्ताक्षर
१.	श्री प्रल्लाद कार्की	४.नं. वडा अध्यक्ष	
२.	श्री आङ्क्षिमा शेर्पा	गौरीशंकर कार्यपालिका सदस्य	
३.	श्री धाना शेर्पा	४.नं. वडा सदस्य	
४.	श्री दवर्जे शेर्पा	,,	
५.	श्री थिरिङ दोर्जा शेर्पा	,,	
६.	श्री कविता नेपाली	,,	
७.	श्री कृष्ण चौधरी	४ नं. वडा सचिव	
८.	श्री पुजा पन्त	४ नं. पशु प्राविधिक	
९.	श्री शिव हाडे क्षत्री	४ नं. का. ४ नं. वडा स.	
१०.	श्री कमल राज क्षत्री	ने.कु.पा. एमाले जि.का.सदस्य	
११.	श्री अशोक लामाङ	ने.कु.पा. माओवादी केन्द्र पा.ना. सचिव	
१२.	श्री शोभा नाथ चापागाई	पराम्शदाता	
१३.	श्री घनश्याम निरौला	पराम्शदाता	

प्रस्तावहरु :

१. सडकको पर्खिकरण गर्ने ।

२. ग्रामिण यातायात गुरुयोजना अन्तर्गत सडक पर्खिकरण गर्ने ।

निर्णयहरु :-

१. प्रस्ताव नं. १ माथि छलफल गर्दा सडक क्षेत्र अधिकार चौडाइको आधारमा सडक वर्गीकरण गरियो।

२. प्रस्ताव नं. २ उपर छलफल गर्दा गौरी-शंकर गाउँपालीका ४ नं. वडाका विद्यमान सडक स्तरउन्नती गर्नुपर्ने सडक तथा नया सडक निर्माणका लागि सर्वसहमतीले निम्न अनुसारका सडक योजनाहरु प्राथमिकता का आधारमा सूचिकृत गरियो।

प्राथमिकताका आधारमा परेका सडकहरु

१. गोर्पाङ बाट यार्सा - डिगर्दु - मानेडाँडा सडक (१०मी)

२. झाङराली बाट बगाल्डो - किस्पान - गोर्पाङ, घ्यैंदुपू, देपुङ - बलागिर्दे भैदि हुदै चोदुङ सडक (१० मी)

३. बगाल्डो बाट चानमारा सडक (८ मी)

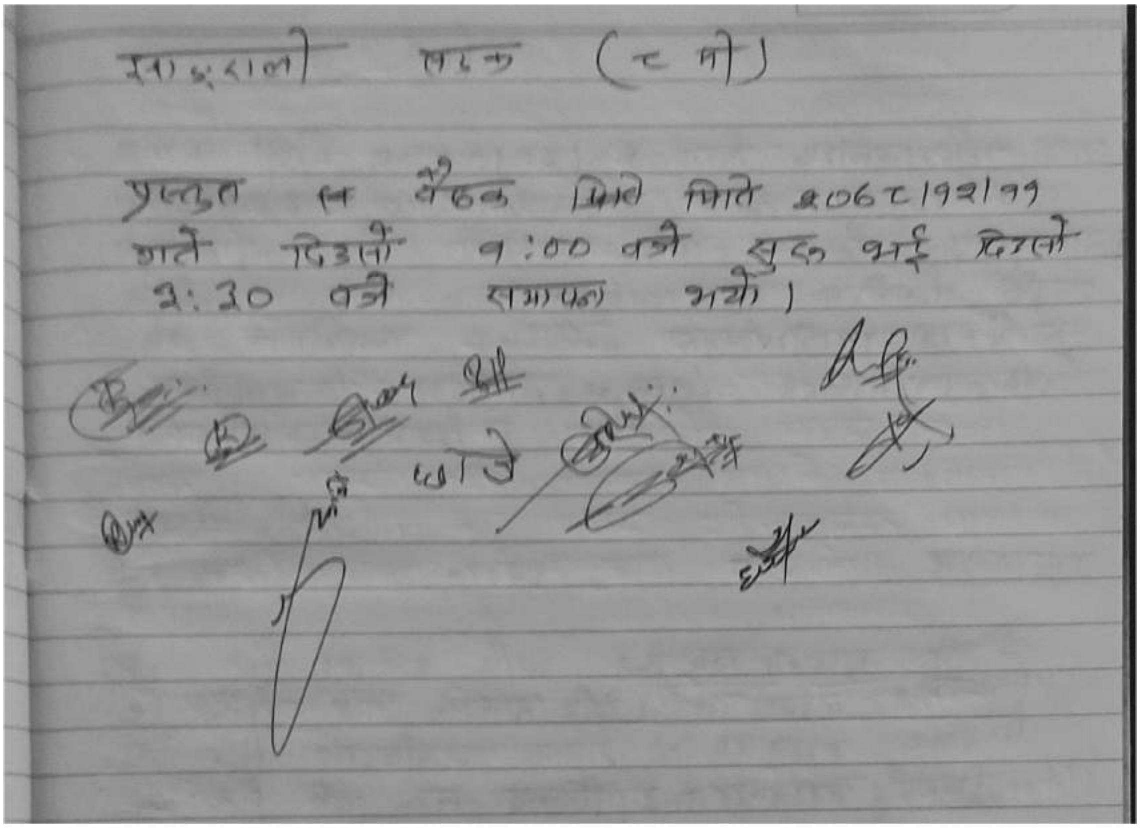
४. स्याथौंक बाट स्वास्थ्य चौकी हुदै लेखर्के सडक (८ मी)

५. घ्यैंदुपु देखी काङचेपु हुदै सुरी सडक (१०मी)

६. यार्सा बाट देपुङ - तल्लो बास्ता हुदै माथिल्लो बास्ता बारी (६मी)

७. स्याथौंक बाट फलेटे सडक (६मी)

८. पालदुङ पोखरी बाट स्याथौंक - बगाल्डो



एघारौं बैठक (८ मो)

प्रस्तुत ल बैठक मिति मिति २०६८।१२।११ गते दिउँसो १:०० बजे सुरु भई दिउँसो ३:३० बजे समापन भयो।

घले

श्री

आज मिति 2068/9/19 गते बुधबारका दिन गौरीशंकर गाउपालिका ४ नं. वडा अध्यक्ष श्री डिल्लीध्वज बस्नेत ज्यूको अध्यक्षतामा बसेको वडा समिति तपशिल बमोजिम उपस्थितिमा तपशिल प्रस्ताव उपर छलफल गरी निर्णय गरियो।

उपस्थिति

क्रम नाम पद हस्ताक्षर

1. श्री डिल्लीध्वज बस्नेत ४ नं. वडा अध्यक्ष
2. श्री सर्मिला बुढाथोकी ४ नं. वडा सदस्य
3. श्री सुमन खड्का स्थानिय
4. श्री सुन्दर प्रकाश खड्का ने.क.पा.ए. ४ नं. वडा अ.
5. श्री सुवरा शर्मा स्थानिय व्यवसायी
6. श्री घनश्याम निरौला परामर्शदाता
7. श्री शेखर नाथ चापागाई परामर्शदाता

प्रस्ताव हरु :-

1. ४ नं. वडाका सडकहरु नामाकरण तथा वर्गीकरण गर्ने।
2. यातायात सुधार योजना अन्तर्गत सडक ढलान गर्ने।

निर्णयहरु :-

1. प्रस्ताव नं. 1 उपर छलफल गर्दा गौरीशंकर गाउपालिका ४ नं. वडाका सडकहरुको क्षेत्राधिकार यकिनको आधारमा वर्गिकरण

गरियो।

२. प्रस्ताव नं. २ उपर छलफल गर्दा गौरीशंकर गाउँपालिका ५ नं. वडाका विद्यमान सडक, स्तरउन्नती गर्नुपर्ने सडक तथा नया सडक प्राथमिकताको आधारमा सूचीकृत गरियो।

प्राथमिकताका आधारमा परेका सडकहरु

१. ओर्लौ बाट लिनखु - गाउँपालिका हुँदै रविथान मस्तिङ सडक (१४ मी.)

२. सुरिडाडा बाट डाडा टोल - जहरेमाने हुँदै चैदुङ पर्यटन सडक (१० मी) नया प्रस्तावित

३. दोरकर बाट पिरवलो हुँदै गाउँपालिका सडक (१० मी)

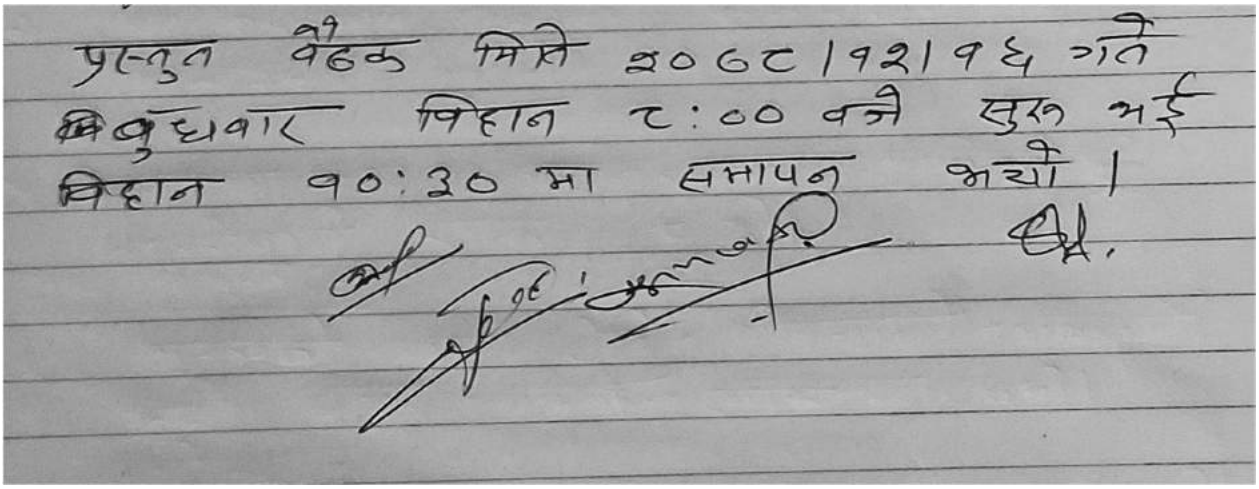
४. नकपा बाट गाङलाङडाडा - कालिका हुँदै जहरेमाने सडक (८ मी)

५. गुरुङफो बाट ठेले - थैसनालो - घ्यारबोर हुँदै ठगार - यारुवा सडक (६ मी)

६. मुलावारी बाट गाउपालिका सडक (८ मी)

७. दोफर हुँदै निले सडक (६ मी)

८.


प्रस्तुत बैठक मिति २०७८।१२।१६ गते बुधवार बिहान ८:०० बजे सुरु भई बिहान १०:३० मा समापन भयो।

Minutes Of Different Meetings

Minutes Of ward No 6

श्री

आज मिति 2076/12/13 गते आइतबारका दिन गौरीशंकर गाउपालिका ६ नं. वडाका वडा अध्यक्ष श्री पेम्बा शेर्पाज्युको अध्यक्षतामा बसेको बैठकले तपशिल बमोजिमको उपस्थितिमा तपशिल प्रस्तावहरुमाथि छलफल गरी निर्णय गरियो ।

उपस्थिति

क.ल.	नाम	पद	हस्ताक्षर
१.	श्री पेम्बा शेर्पा	६ नं. वडा अध्यक्ष	
२.	श्री तेम्बा शेर्पा	६ नं. वडा सदस्य	
३.	श्री मान कुमारी सैन्जुरे	" "	
४.	श्री चरि माया तामाङ	" "	
५.	श्री भुवन गुरुङ	दलित युवा ले दोलखा	
६.	श्री सन्देश श्रेष्ठ	६ नं. वडा सचिव	
७.	श्री निमसाङ्गे शेर्पा	नेका ६ नं. वडा सभापति	
८.	श्री गेल्जो शेर्पा	६ नं. वडा का.स.	
९.	श्री बालकृष्ण गुरुङ	रा.यु.से दोलखा	
१०.	श्री किम ब. तामाङ	स्थानीय कि.प	
११.	श्री घनश्याम निरौला	पत्रकार दोलखा	
१२.	श्री शेरबर नोर्चे चापागाई	पत्रकार दोलखा	
१३.	श्री. दिपक लामा		
१४	श्री सम्रि तमाङ		

प्रस्तावहरु

१. गौरीशंकर गाउपालिका ६ नं. वडाका सडक बर्गिकरण गर्ने ।

२. ग्रामिण यातायात गुरुयोजना अन्तरगत सडक ढलान गर्ने ।

निर्णयहरु :

१. प्रस्ताव नं. १ उपर छलफल गर्दा गौरीशंकर गाउपालिका ६ नं वडाका सडकहरुको क्षेत्रअधिकार चौडाइको आधारमा वर्गिकरण गरियो।

२. प्रस्ताव नं. २ उपर छलफल गर्दा गौरीशंकर गाउपालिका ६ नं. वडाका विद्यमान सडक, स्तरउन्नति गर्नुपर्ने सडक तथा नयाँ सडक प्राथमिकताका आधारमा सुचिकृत गरियो।

प्राथमिकताका आधारमा परेका सडकहरु

१. गुरुमफी बाट चमार - जयन्तीपुर हुदै बहरेमाने - ख्यानासा सडक (१०मी)

२. सुरी बाट यांख्रु हुदै मार्दु सडक (१४ मी)

३. लुवाङ्सा बाट कोयाङ - भञ्ज्याङ हुदै ख्याम्रा सडक (१० मी)

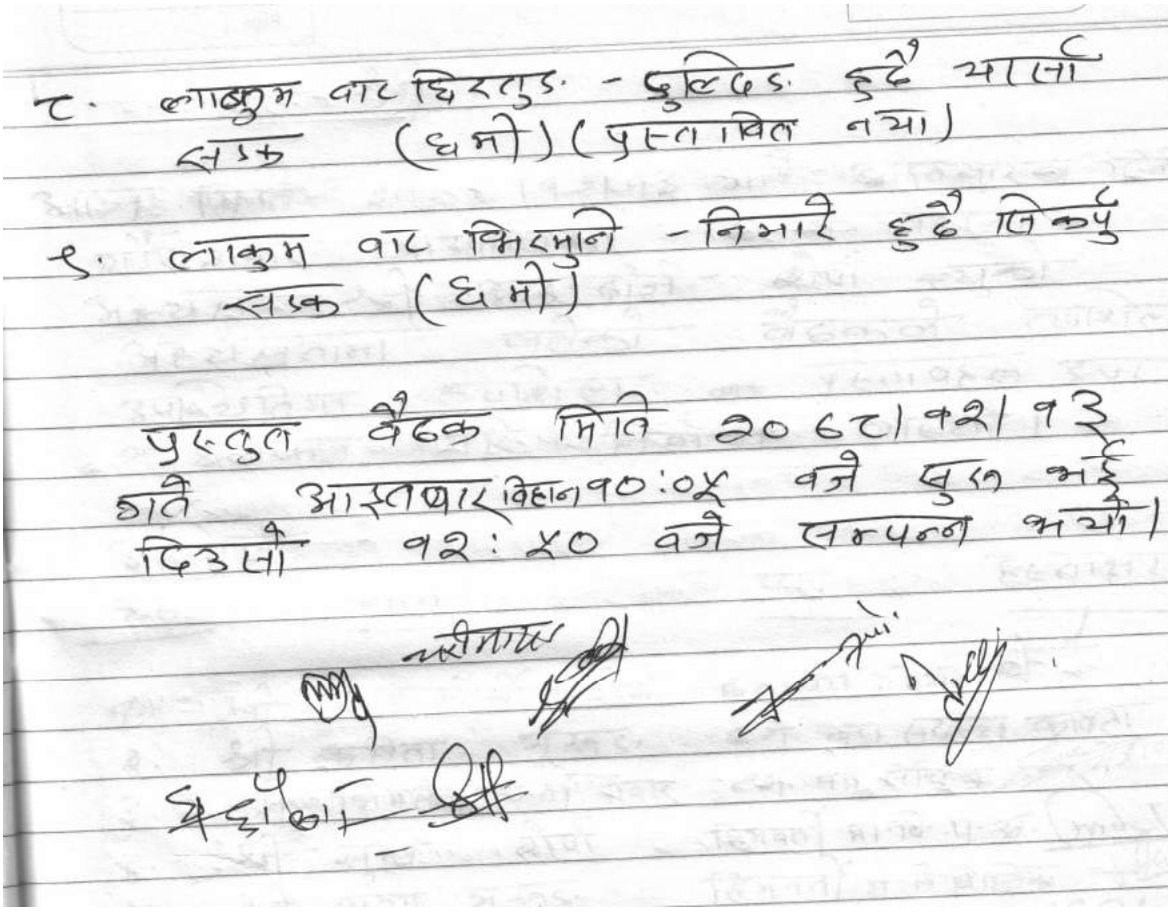
~~४. जयन्तिपुर बाट चिबाज~~

४. लुवाङ्सा बाट चिबाजो - वासा - याले हुदै पाचपोखरी पर्यटन सडक (८ मी)

५. जयन्तिपुर बाट मकरपु - दुईपानी वोखु सडक (६ मी)

६. ख्यानासा छिलङ्वा जोग्न क्राबे सडक (प्रस्तावित नया सडक) (६ मी)

७. वोखु बाट दोले सडक (१० मी)



Minutes Of Different Meetings

Minutes Of ward No 7

श्री

आज मिति 2076।9।13 गते आइतवारका दिन गौरीशंकर गाउपालिका 6 नं. वडाका अध्यक्ष श्री आइ. दोर्जे शेर्पा ज्युको अध्यक्षतामा बसेको बैठकले तपशिल उपस्थितिमा तपशिलका प्रस्तावहरुमा छलफल गरी निर्णय गरियो।

उपस्थिति

क्रम	नाम	पद	हस्ताक्षर
१.	श्री आइ. दोर्जे शेर्पा	6नं. वडा अध्यक्ष	
२.	श्री कविता गुरुङ	6नं. वडा सदस्य	कविता
३.	श्री भिमसेन घर्ती मगर	6नं. वडा सचिव	
४.	श्री सुक्ष्म शेर्पा	हिमवर्ती मा.वि. पु.अ.	
५.	श्री माया गुरुङ	हिमवर्ती मा.वि. शिक्षिका	
६.	श्री अनुपा आचार्य	" " "	
७.	श्री विनु शेर्पा	" " "	
८.	श्री लाकफुरो शेर्पा	" " "	
९.	श्री बिबिता श्रेष्ठ	6नं. वडा कार्यालय	
१०.	श्री सोनाम शेर्पा	[illegible]	
११.	श्री प्रेम गोलो शेर्पा	स्थानिय	
१२.	श्री शेखर नाथ चापागाई	परामर्शदाता	
१३.	श्री घनश्याम निरौला	परामर्शदाता	

प्रस्तावहरु

१. गौरीशंकर गाउपालिका 6 नं. वडाका सडक वर्गिकरण गर्ने।

२. ग्रामीण यातायात गुरुयोजना अन्तरगत सडक इन्भेष्ट गर्ने।

निर्णयहरु :

१. प्रस्ताव नं. १ उपर छलफल गर्दा ६ नं. वडाका क्षेत्रअधिकार चौडाइको आधारमा वर्गीकरण गरियो।

२. प्रस्ताव नं. २ उपर छलफल गर्दा गौरीशंकर गाउँपालिका ६ नं. वडाका विद्यमान सडकहरु, स्तरउन्नती गर्नुपर्ने सडकहरु, तथा नया सडकहरु प्राथमिकताका आधारमा सुचिकृत गरियो।

प्राथमिकताका आधारमा परेका सडकहरु

१. भलौटे वाट गुरुङगाउँ - मार्बु सडक (१४ मी)

२. सुरोवाट चङ्खु हुँदै मार्बु सडक (१४ मी)

३. नाम्जेङ वाट गोगटा हुँदै केलावार सडक (८ मी)

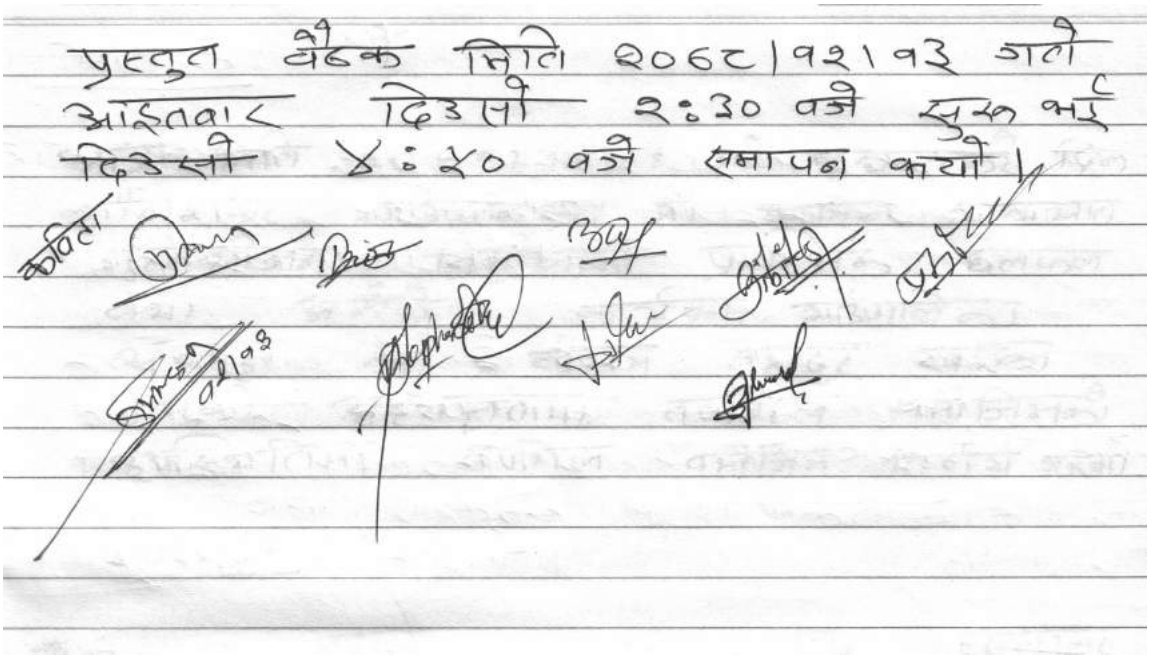
४. थम्बु वाट खानी हुँदै सिवपाश्वर सडक (८ मी)

५. मार्बु वाट वालेम - दार्जो - गौदालेङ - ज्वाला कावे सडक (६मी)।

६. सिवपाश्वर वाट कोटलाङ - निस्डेङ पर्यटन सडक (६मी प्रस्तावित)

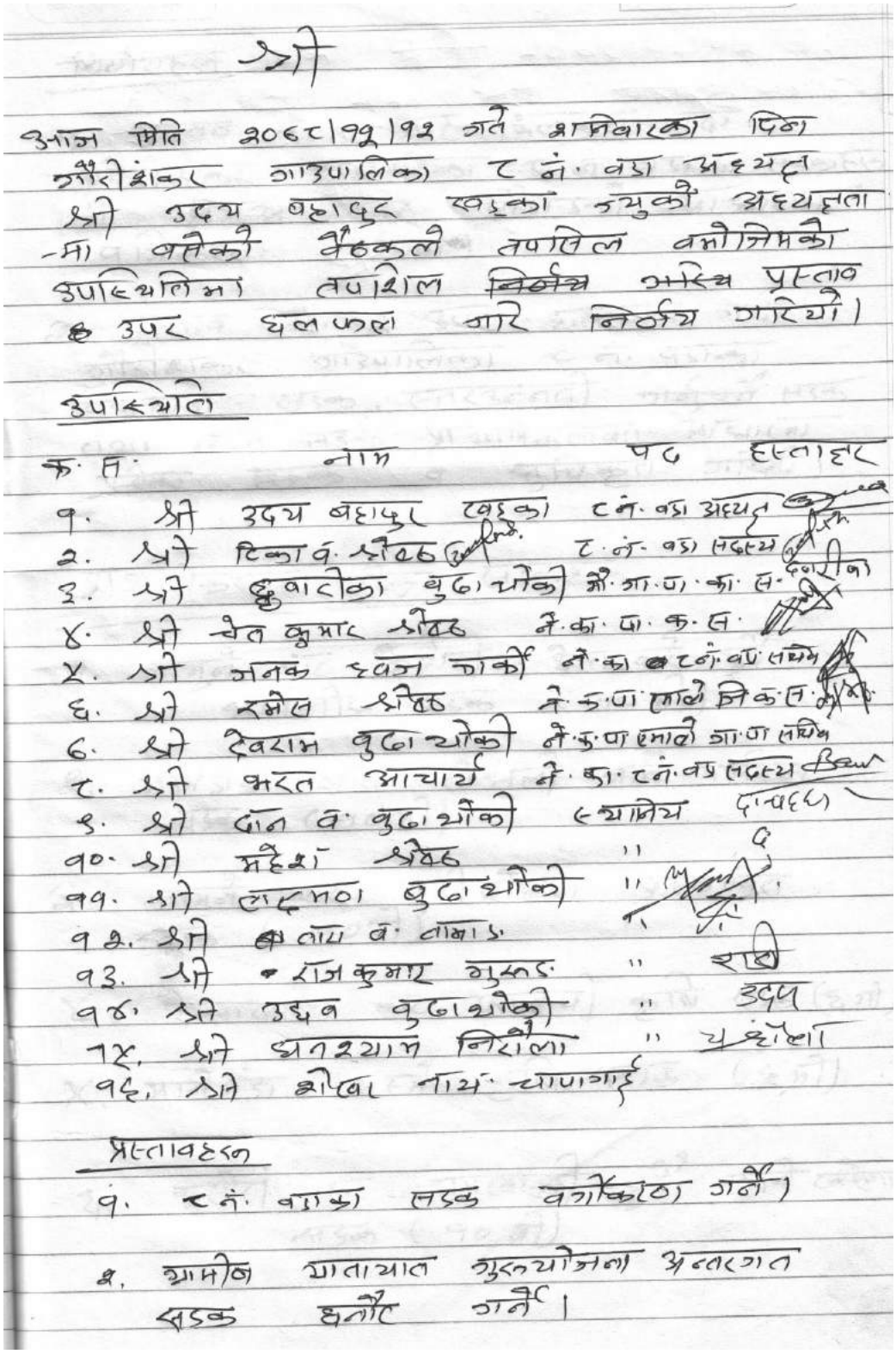
७. हुल्ल्च हुल्चो वाट वालेम पोखरी कावे सडक (६मी)

८. हनुपु वाट धोक्सुम - रामदाङ - पाम्लाका हुँदै धो - रोल्पा पर्यटन पदमार्ग


प्रस्तुत बैठक मिति २०८८।१२।१३ गते
आइतवार दिउसो २:३० बजे सुरु भई
दिउसो ४:४० बजे समापन कयो।

Minutes Of Different Meetings

Minutes Of ward No 8



श्री

आज मिति २०६८।१२।१२ गते शनिवारका दिन गौरीशंकर गाउपालिका ८ नं. वडा अध्यक्ष श्री उदय बहादुर खड्का ज्यूको अध्यक्षता मा बसेको बैठकको तपसिल बमोजिमको उपस्थितिमा तपसिल बमोजिम रहेका प्रस्ताव उपर छलफल गरे निर्णय गरियो।

उपस्थिति

क. सं.	नाम	पद	हस्ताक्षर
१.	श्री उदय बहादुर खड्का	८ नं. वडा अध्यक्ष	
२.	श्री दिकाराम [illegible]	८ नं. वडा सदस्य	
३.	श्री झुवाटोका बुढाथोकी	गौ.गा.प.का.स.	
४.	श्री चेत कुमार [illegible]	ने.का.पा.क.स.	
५.	श्री मनक ध्वज [illegible]	ने.का ८ नं. वडा सदस्य	
६.	श्री रमेश [illegible]	ने.क.पा.[illegible]	
७.	श्री देवराम बुढाथोकी	ने.कु.पा.[illegible]	
८.	श्री भरत आचार्य	ने.का. ८ नं. वडा सदस्य	
९.	श्री दान ब. बुढाथोकी	स्थानीय [illegible]	
१०.	श्री महेश [illegible]	"	
११.	श्री लक्ष्मण बुढाथोकी	"	
१२.	श्री [illegible]		
१३.	श्री राज कुमार गुरुङ	"	राजि
१४.	श्री उदय बुढाथोकी	"	उदय
१५.	श्री धनश्याम निरौला	"	धनश्याम
१६.	श्री [illegible]		

प्रस्तावहरु

१. ८ नं. वडाका सडक बत्तीकरण गर्ने।

२. ग्रामीण यातायात गुरुयोजना अन्तरगत सडक ग्रावेल गर्ने।

निर्णयहरु

१. प्रस्ताव नं. १ उपर छलफल गर्दा गौरीशंकर गाउपालिका ८ नं. वडाका सडकहरु को क्षेत्राअधिकार चौडाइको आधारमा वर्गिकरण गरियो ।

२. प्रस्ताव नं. २ उपर छलफल गर्दा गौरीशंकर गाँउपालिका ८ नं. वडाका विद्यमान सडक, स्तरउन्नती गर्नुपर्ने सडक तथा नयाँ सडक प्राथमिकताका आधारमा ~~प्रत्येक सडक~~ व सुचिकृत गरियो ।

प्राथमिकतामा परेका सडकहरु :

१. जामुने बाट कुरौरी - छैमारवारे हुदै थार्वलोङ सडक (१० मी)

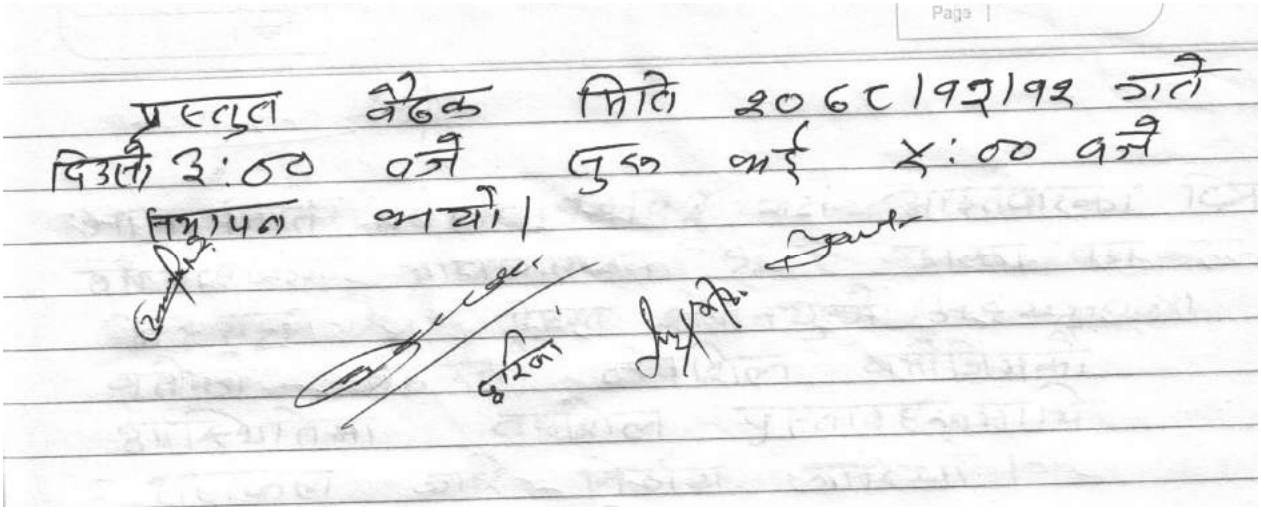
२. मानेडाँडा बाट सोभलो जाने पर्यटन सडक (१० मी)

३. जामुने बाट सुरी दोभान प्रस्तावित सडक (१० मी)

४. छैमारवारे बाट फावचो कृषि सडक (६ मी)

५. मानेडाँडा भस्मे कृषि सडक (६ मी)

६. कुरौरी बाट लामावाली हुदै खारे खोला सडक (१० मी)


Page 1
प्रस्तुत बैठक मिति २०८८/१२/१२ गते
दिउसो ३:०० बजे सुरु भई ४:०० बजे
समाप्त भयो।

Minutes Of Different Meetings

Minutes Of ward No 9

श्री

आज मिति २०७८।१२।१२ गते शनिबारको दिन गौरीशंकर गाउँपालिका ९ नं. वडाका वडा अध्यक्ष श्री छिरिङ शेर्पा ज्यूको अध्यक्षतामा ~~बसेको~~ ९ नं. वडा कार्यालयमा बसेको बैठकमा तपशिल ~~बमोजिम~~ उपस्थितिमा तपशिल बमोजिमको प्रस्तावहरुमाथि छलफल गरी निर्णय गरियो।

उपस्थिति

क्र.सं.	नाम	पद	हस्ताक्षर
१.	श्री छिरिङ शेर्पा	९नं. वडा अध्यक्ष	
२.	श्री आङ लाक्पा शेर्पा	९नं. वडा सदस्य	
३.	श्री आइतीमाया तामाङ	९नं. वडा सदस्य	आइती
४.	श्री मेघ राज ठकुरी	९ नं. वडा सदस्य	
५.	श्री रवि प्रकाश बली	९नं. वडा सचिव	
६.	श्री निश्चल शेर्पा	९ नं. वडा का.स.	
७.	श्री भैरवा श्री शेर्पा	ने.क.पा. एमाले पा.क.स.	
८.	श्री सुजन गुरुङ	ने.क.पा. एमाले पा.क.स.	
९.	श्री घनश्याम निरौला	परामर्शदाता	
१०.	श्री श्रीश्वर नाथ चापागाई	परामर्शदाता	

प्रस्तावहरु

१. सडक वर्गीकरण गर्ने

२. ग्रामीण यातायात गुरुयोजना अन्तरगत सडक छनौट गर्ने।

निर्णयहरु :

१. प्रस्ताव नं १ उपर छलफल गर्दा सडक क्षेत्रअधिकार चौडाईको आधारमा सडक वर्गीकरण गरियो।

२. प्रस्ताव नं २ उपर छलफल गर्दा गौरीशंकर गाउपालिका ५ नं वडाका विद्यमान सडक, स्तरउन्नती गर्नुपर्ने सडक तथा नया साडक र पदमार्ग निर्माणका लागि सर्वसहमती ले तपशिल सडक योजनाहरु प्राथमिकताको आधारमा सुचिकृत गरियो।

प्राथमिकताको आधारमा परेका सडकहरु :

१. तासेनाम फेदि — ताशिनाम हुदै सिमिगाउँ वेदिङ पर्यटन सडक (१० मी)

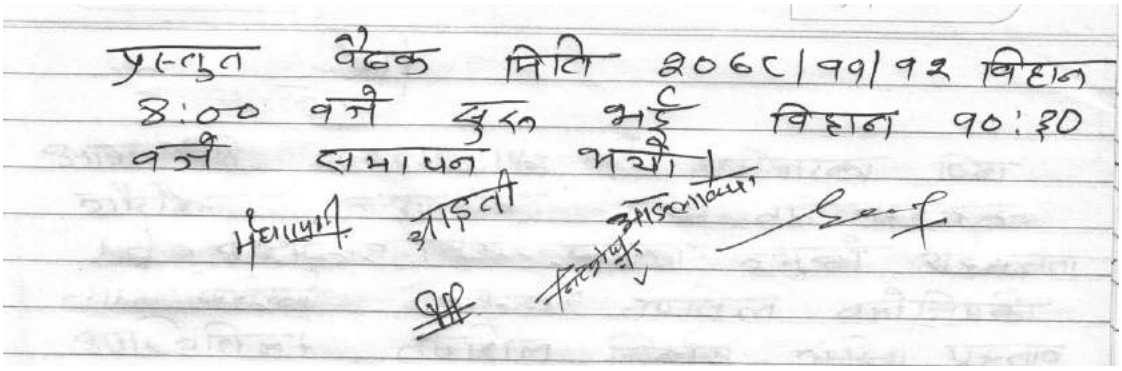
२. ह्योद ह्याद हुदै सिमिगाउँ सडक (६मी)

३. ताशिनाम - दाहुङलापास पदमार्ग

४. सिमिगाउँ - दालाहुङला पदमार्ग

५. सिमिगाउँ वाट ह्योद ह्याद ह्याद हुदै छो-रोल्पा हिमताल पदमार्ग

Minutes Of Different Meetings



Annex 4: Road Request Form

गौरीशंकर गाउँपालिका
१ नं. वडा कार्यालय
जुँगु, दोलखा, नेपाल
वागमती प्रदेश, २०७३

Annex -2

Request for Transport Linkage
To be filled by the Wards

1. Name of the ward demanding the Projects: 1

2. Type of transport linkages requested and respective Order-of-Priority (Indicate the class, if known):

Code	Name of Transport Linkage	Class	Type of Project (Tick 3 the appropriate box)				Order-of-Priority *
			New Construction	Upgrading	Rehabilitation	Periodic Maintenance	
a	खोले कुप्पा - चिलाउने - चेपु	B	☐	☑	☐	☐	1
b	रेशम डाँडा फालुक ढुलो ढुङ्गा साक	B	☐	☑	☐	☐	2
c	- चाजसिं - नदुर्पा	C	☑	☐	☐	☐	3
d	दारवा - राजापु - प्रतासी	D	☑	☐	☐	☐	4

गौरीशंकर गाउँपालिका
१ नं. वडा कार्यालय
जुँगु, दोलखा, नेपाल
वागमती प्रदेश, २०७३

Code	Name of Transport Linkage	Class	Type of Project (Tick 3) the appropriate box				Order-of-Priority *
e	झगडेधारा – वडाकार्यालय	D	☑	☐	☐	☐	5

* 1 for the highest priority, 2 for second highest and so on.

Please follow the below-mentioned classification when filling the above table.

Main collector Road................A Collector Road........................ B
Tole Road ....C Other Road............................. D

3. The above Order-of-Priority was fixed and minuted by the ward meeting held on ....

4. Benefiting Settlements:

Code**	Name of Settlements benefited by the Linkage (Indicate the households or the population)
a	हनुमन्ते मन्दिर (ओल्ने चेत्पु तल्लो माथिल्लो चेत्पु र हुल्या नादिङबस्ती
b	रेशाङडाँडा, फाल्टुङ दाम्सी, राजापु तक्पो कफेरी पिपुती
c	च्याप्ररि, यामी घुन्सा सल्लेरी तकपो पुर्कीबस्ती
d	दारखो, वोजम्पु, राजापु, कुम, रावा प्ताती, चेत्पु
e	विरंसी, काफ्ले, रफिते अपत्येपु घट्टे, काउतो यासी

** Use the same code as in 2.

5. Type of benefits and reason for the given Priority:

Code**	Explain what type of benefit it offers, and why ward has given a particular priority to this Linkage
a	
b	
c	

गौरीशंकर गाउँपालिका
१ नं. वडा कार्यालय
जुँगु, दोलखा
बागमती प्रदेश, नेपाल
२०७४

d	
e	

** Use the same code as in 2.

6. Involvement of other Agencies:

Code**	Are there other agencies (external donor, NGOs, INGOs, other line agencies of GoN) involved in this project at present ? Or has the VDC requested them for support ? Outline their nature and level of involvement (existing or expected).
a	लि.फि. वाटर, साबिक 1, 7, 8, 9 खानेपानी मात्र जनताको लागि ऊर्जा तथा वातावरण विकास संस्था - 1,8,9,7
b	
c	
d	
e	

** Use the same code as in 2.

7. Other Development Plans/Projects of Ward:

In addition to transport sector, list what other development projects are planned in the ward and indicate their priority.

S. No.	Name of Planned Development Project	Priority Order	Remarks (location, importance, supported by etc.)
1	लिफ्टिङ वाटर	1	
2			
3			
4			

गौरीशंकर गाउँपालिका
१ नं. वडा कार्यालय
जुगु, दोलखा
बागमती प्रदेश, नेपाल
२०७२

5			
6			
7			

8. Ward's role as committed in the Requested Transport Linkage Projects (Tick 3 the appropriate box):

(a) The ward agrees to mobilise the people and its resources:

- for cash contribution (indicate percentage of total estimate) .....% ☐
- for free labour (indicate the limit) up to NRs. ..... ☐
- for free contribution of land (with required right of way) ☐
- for Food-for-Work ☐
- for routine maintenance ☐
- others (specify) ..... ☐

(b) The ward certifies that the above furnished information are true. ward meeting held on ..... has reviewed and approved the request and information contained in this form. One copy of this form is kept at ward office, for records.

Signature of ward Chairman

(Name : .....)

Date : 2068/12/18

फूलक कुमार कार्की
वडा अध्यक्ष

गौरीशंकर गाउँपालिका
१ नं. वडा कार्यालय
जुँगा, दोलखा
बागमती प्रदेश, नेपाल
२०७३

Signature of ward Secretary

(Name : .....)

Date : 2068/12/18

सुवास के. सी.
वडा सचिव

Request fo[illegible] Linkage
To be fi[illegible] Wards

गौरीशंकर गाउँपालिका २ नं. वडा कार्यालय जुँगु, दोलखा बागमती प्रदेश, नेपाल २०७३

1. Name of the ward demanding the Projects: 2

2. Type of transport linkages requested and respective Order-of-Priority (Indicate the class, if known):

Code	Name of Transport Linkage	Class	Type of Project (Tick [3] the appropriate box)				Order-of-Priority *
			New Construction	Upgrading	Rehabilitation	Periodic Maintenance	
a	नारदु-झ्यापा-उरकुवारी धाप-रैसमडाडा-इच्याकु सुरी हुँदै गापा कार्यालय	4	☐	☑	☐	☐	1
b	धाप-केसरी-गुमुबोला सडक	B	☐	☑	☐	☐	2
c	धाप-माझगाउँ हुँदै २.वडा कार्यलय	B	☐	☑	☐	☐	3
d	सिटालो वस्तो-उलीनो वाट जनउपकार सहकारी हुँदै मार्ने डाडा सडक	B	☐	☑	☐	☐	4

गौरीशंकर गाउँपालिका २ नं. वडा कार्यालय जुँगु, दोलखा बागमती प्रदेश, नेपाल २०७३

गौरीशंकर गाउँपालिका
२ नं. वडा कार्यालय
जुगु, दोलखा
बागमती प्रदेश, नेपाल
२०७४

Code	Name of Transport Linkage	Class	Type of Project (Tick 3 the appropriate box)				Order-of-Priority *
e	उखुबारी - दारेगौडा नेपाने हुदै बगैचार कोइराले सम्म	D	✓	☐	☐	☐	5

* 1 for the highest priority, 2 for second highest and so on.

Please follow the below-mentioned classification when filling the above table.

Main collector Road.................A
Tole Road C
Collector Road......................... B
Other Road.............................. D

3. The above Order-of-Priority was fixed and minuted by the ward meeting held on ....

4. Benefiting Settlements:

Code**	Name of Settlements benefited by the Linkage (Indicate the households or the population)
a	मारफु, छेत्राथा, गौरीगाउँ, बाझाखेत, उखुबारी, डाँप, रेलमडाडा
b	डाँप, कशेरी, गुमुखोला, बन्चरे (कालिन्चोक गाउँ)
c	डाँप, डाडागाउँ, माझगाउँ, २ नं. वडा कार्यालय
d	सितल बस्ती, उलोनो, सार्की गाउँ, सहकारी, मानेडाडा
e	उखुबारी, कार्की टोल, बाहुन टोल, नेपाने बस्ती, बगैचार

** Use the same code as in 2.

5. Type of benefits and reason for the given Priority:

Code**	Explain what type of benefit it offers, and why ward has given a particular priority to this Linkage
a	
b	
c	

गौरीशंकर गाउँपालिका
२ नं. वडा कार्यालय
जुगु, दोलखा
बागमती प्रदेश, नेपाल
२०७४

5			
6			
7			

8. Ward's role as committed in the Requested Transport Linkage Projects (Tick 3 the appropriate box):

(a) The ward agrees to mobilise the people and its resources:

- for cash contribution (indicate percentage of total estimate) .....% ☐
- for free labour (indicate the limit) up to NRs. ..... ☐
- for free contribution of land (with required right of way) ☐
- for Food-for-Work ☐
- for routine maintenance ☐
- others (specify) ..... ☐

(b) The ward certifies that the above furnished information are true. ward meeting held on ..... has reviewed and approved the request and information contained in this form. One copy of this form is kept at ward office, for records.

.....

Signature of ward Chairman

(Name : Basanta Karki

Date : 2078/12/10

Basanta Karki
Ward Chairman

.....

Signature of ward Secretary

(Name : Mingma Nuri Sherpa.

Date : 2078/12/10

Mingma Nuri Sherpa
Ward Secretary

गौरीशंकर गाउँपालिका
२ नं. वडा कार्यालय
जुँगु, दोलखा
बागमती प्रदेश, नेपाल
२०७३

गौरीशंकर गाउँपालिका
३ नं. वडा कार्यालय
झ्याँकु, दोलखा
बागमती प्रदेश, नेपाल
२०७३

Annex -2

Request for Transport Linkage
To be filled by the Wards

1. Name of the ward demanding the Projects: ......३......

2. Type of transport linkages requested and respective Order-of-Priority (Indicate the class, if known):

Code	Name of Transport Linkage	Class	Type of Project (Tick 3 the appropriate box)				Order-of-Priority *
			New Construction	Upgrading	Rehabilitation	Periodic Maintenance	
a	पिखुती - मानेडाडा सडक		☐	☑	☐	☐	(१)
b	पिखुती फलाँटे भोर्लै सडक		☑	☐	☐	☐	(२)
c	साउँले डाडादेखि सेराबारी झिरे सडक		☐	☑	☐	☐	(३)
d	सेरबारी बासा चौँदुङ पर्यटकिय सडक		☑	☐	☐	☐	(४)

गौरीशंकर गाउँपालिका
३ नं. वडा कार्यालय
झ्याँकु, दोलखा
बागमती प्रदेश, नेपाल
२०७३

Code	Name of Transport Linkage	Class	Type of Project (Tick 3 the appropriate box)				Order-of-Priority *
e	पुरानागाउँ जार्दै, इर्वालु सडक		☐	☑	☐	☐	(६)

* 1 for the highest priority, 2 for second highest and so on.

Please follow the below-mentioned classification when filling the above table.

Main collector Road................A   Collector Road.......................... B
Tole Road C   Other Road.............................. D

3. The above Order-of-Priority was fixed and minuted by the ward meeting held on ....

4. Benefiting Settlements:

Code**	Name of Settlements benefited by the Linkage (Indicate the households or the population)
a	निउरे, कात्तिके, गहनार फोलबारी भयाङु लुडवागौंरी, पूर्णगाउँ, स्वर्ग
b	निउरे, पल्लारे, कालेके आइजाल भोल्ने
c	साउले पारिधि चिलाउने एवं डाँडा एवं आल एवं खेराबारी, सिरी नगरपालिका
d	खेराबारी, बाला चेहुँदे
e	नाकुले, पुरानागाउँ इर्वालु, साउले

** Use the same code as in 2.

5. Type of benefits and reason for the given Priority:

Code**	Explain what type of benefit it offers, and why ward has given a particular priority to this Linkage
a	गौरीशंकर गा·पा वडा नं. ३,८,४ हुँदै वडा हुँदै पालिका जोडी सदरमुकाम र राजधानी सम्म जाने सुविधा भएको
b	लिङ्गार बजार हुँदै गौरीशंकर गा·पा ३,८,४ वडाको बस्ती हुँदै पालिका सम्म आउने लागि सुविधा गर्ने
c	गौरीशंकर गा·पा वडा नं ३ हुँदै पर्यटकीय स्थल ९ चेडुङ बाट सिधै गाउँपालिका सम्म आवत जावत गर्ने।
d	पर्यटकीय स्थल चेडुङ सम्म जाने लगायत वडा बाट गौरीशंकर गा·पा र अरु गाउँको दृश्य हेर्नको लागि
e	लिङ्गार बजार हुँदै गौरीशंकर गा·पा वडा नं १,८,२ सम्म आवत जावत गर्ने।

** Use the same code as in 2.

6. Involvement of other Agencies:

Code**	Are there other agencies (external donor, NGOs, INGOs, other line agencies of GoN) involved in this project at present ? Or has the VDC requested them for support ? Outline their nature and level of involvement (existing or expected).
a	
b	
c	
d	
e	

** Use the same code as in 2.

7. Other Development Plans/Projects of Ward:

In addition to transport sector, list what other development projects are planned in the ward and indicate their priority.

S. No.	Name of Planned Development Project	Priority Order	Remarks (location, importance, supported by, etc.)
1			
2			
3			
4			
5			
6			
7			

8. **Ward's role as committed in the Requested Transport Linkage Projects (Tick ☑ the appropriate box):**

(a) The ward agrees to mobilise the people and its resources:

- *for cash contribution (indicate percentage of total estimate)* .....% ☐
- for free labour (indicate the limit) up to NRs. ..... ☐
- for free contribution of land (with required right of way) ☐
- for Food-for-Work ☐
- for routine maintenance ☐
- others (specify) ..... ☐

(b) The ward certifies that the above furnished information are true. ward meeting held on ..... has reviewed and approved the request and information contained in this form. One copy of this form is kept at ward office, for records.

Signature of ward Chairman
(Name : .....)
Date : .....

Signature of ward Secretary
(Name : .....)
Date : .....

गौरीशंकर गाउँपालिका
४ नं. वडा कार्यालय
भ्याकु, दोलखा
बागमती प्रदेश, नेपाल
२०७३

Annex -2

Request for Transport Linkage
To be filled by the Wards

1. Name of the ward demanding the Projects: 4

2. Type of transport linkages requested and respective Order-of-Priority (Indicate the class, if known):

Code	Name of Transport Linkage	Class	Type of Project (Tick 3 the appropriate box)				Order-of-Priority *
			New Construction	Upgrading	Rehabilitation	Periodic Maintenance	
a	गोर्पाङ. थार्गा डिगार्डु मनेडपा गोर्पाङ. किसान बगाप्छी थार्सा मानेडाँडा सडक		☐	☑	☐	☐	1
b	ङाङ.आली बगाप्छी किसान गोर्पाङ. घट्टेखु देखुङ. बाघा गिद्रे छेदो चेर्दुङ सडक		☑	☐	☐	☐	2
c	बगाप्छे चानमारा सडक		☐	☑	☐	☐	3
d	ख्याचोक स्वास्थ्य चौकी जेरखे सडक		☑	☐	☐	☐	4

गौरीशंकर गाउँपालिका
४ नं. वडा कार्यालय
भ्याकु, दोलखा
बागमती प्रदेश, नेपाल
२०७३

Code	Name of Transport Linkage	Class	Type of Project (Tick ☑ the appropriate box)				Order-of-Priority *
e	घट्टेखु कावचेपु खुरी सडक		☑	☐	☐	☐	5

* 1 for the highest priority, 2 for second highest and so on.

Please follow the below-mentioned classification when filling the above table.

Main collector Road................A   Collector Road........................ B
Tole Road C   Other Road............................ D

3. The above Order-of-Priority was fixed and minuted by the ward meeting held on ....

4. Benefiting Settlements:

Code**	Name of Settlements benefited by the Linkage (Indicate the households or the population)
a	गोर्पाङ., यार्सा, डिझाई, मानेडाँडा, किस्पान
b	आडग्याली, बगाख्रो, किस्पान, गोर्पाङ., घट्टेखु, पेडुङ बागा
c	बगाख्रो, चानमारा
d	स्याचेङ, तमाङ गाउँ, लेरके
e	घट्टेखु, खुरी

** Use the same code as in 2.

5. Type of benefits and reason for the given Priority:

Code**	Explain what type of benefit it offers, and why ward has given a particular priority to this Linkage
a	पर्यटन विकास
b	पर्यटन विकास
c	कृषि उन्नति
d	कृषि विकास
e	स्वास्थ्य उपचार

** Use the same code as in 2.

6. Involvement of other Agencies:

Code**	Are there other agencies (external donor, NGOs,. INGOs, other line agencies of GoN) involved in this project at present ? Or has the VDC requested them for support ? Outline their nature and level of involvement (existing or expected).
a	
b	
c	
d	
e	

** Use the same code as in 2.

7. Other Development Plans/Projects of Ward:

In addition to transport sector, list what other development projects are planned in the *ward and indicate their priority.*

S. No.	Name of Planned Development Project	Priority Order	Remarks (location, importance, supported by etc.)
1			
2			
3			
4			
5			
6			
7			

8. **Ward's role as committed in the Requested Transport Linkage Projects (Tick ☑ the appropriate box):**

(a) The ward agrees to mobilise the people and its resources:

- *for cash contribution (indicate percentage of total estimate)* .....% ☐
- for free labour (indicate the limit) up to NRs. ..... ☐
- for free contribution of land (with required right of way) ☐
- for Food-for-Work ☐
- for routine maintenance ☐
- others (specify) ..... ☐

(b) The ward certifies that the above furnished information are true. ward meeting held on ..... has reviewed and approved the request and information contained in this form. One copy of this form is kept at ward office, for records.

.....

Signature of ward Chairman

(Name : ..... प्रल्हाद काकी .....)

Date : ..... वडा अध्यक्ष .....

.....

Signature of ward Secretary

(Name : ..... कृष्ण चौधरी .....)

Date : ..... वडा सचिव .....

Annex -2

Request for Transport Linkage
To be filled by the Wards

1. Name of the ward demanding the Projects: Ward No. 5

2. Type of transport linkages requested and respective Order-of-Priority (Indicate the class, if known):

Code	Name of Transport Linkage	Class	Type of Project (Tick [3] the appropriate box)				Order-of-Priority *
			New Construction	Upgrading	Rehabilitation	Periodic Maintenance	
a	Ebithan masding Road		☐	☑	☐	☐	
b	Cherdung Paryatan Sadak		☑	☐	☐	☐	
c	Dofar Pirali Gaupalika Sadak		☐	☑	☐	☐	
d	Nakpa Gongling-dada, Kasika Laharemane Sadak		☐	☑	☐	☐	

Code	Name of Transport Linkage	Class	Type of Project (Tick [3] the appropriate box)				Order-of-Priority *
e	Gurumphi, Thele. chesnali, Ghaya-khori, Dagar-Jamba Sadak		☑	☐	☐	☐	

* 1 for the highest priority, 2 for second highest and so on.

Please follow the below-mentioned classification when filling the above table.

Main collector Road.....A Collector Road..... B
Tole Road .....C Other Road..... D

3. The above Order-of-Priority was fixed and minuted by the ward meeting held on .....

4. Benefiting Settlements:

Code**	Name of Settlements benefited by the Linkage (Indicate the households or the population)
a	Ebithan. Nokpa. Masding. Kapti
b	Cherdung Tourist Area, Ghamtara Chaite.
c	Gaupalika Joining Road
d	Nokpa, Kasika, Rawa School.
e	Chesnali, Dagar. Ghaiyabari

** Use the same code as in 2.

7. Other Development Plans/Projects of Ward:

In addition to transport sector, list what other development projects are planned in the ward and indicate their priority.

S. No.	Name of Planned Development Project	Priority Order	Remarks (location, importance, supported by etc.)
1			
2			
3			
4			
5			
6			
7			

8. Ward's role as committed in the Requested Transport Linkage Projects (Tick ☐ 3 the appropriate box):

(a) The ward agrees to mobilise the people and its resources:

- for cash contribution (indicate percentage of total estimate) .....% ☐
- for free labour (indicate the limit) up to NRs. ..... ☐
- for free contribution of land (with required right of way) ☐
- for Food-for-Work ☐
- for routine maintenance ☐
- others (specify) ..... ☐

(b) The ward certifies that the above furnished information are true. ward meeting held on ..... has reviewed and approved the request and information contained in this form. One copy of this form is kept at ward office, for records.

.....

Signature of ward Chairman

(Name : Dillidhoj Basnet)

Date : 2078/12/16

डिल्लीधोज बस्नेत
वडा अध्यक्ष

.....

Signature of ward Secretary

(Name : Sarmila Budhathoki)

Date : 2078/12/16

शर्मिला बुढाथोकी
वडा सचिव

Annex -2

Request for Transport Linkage
To be filled by the Wards

1. Name of the ward demanding the Projects: 6

2. Type of transport linkages requested and respective Order-of-Priority (Indicate the class, if known):

Code	Name of Transport Linkage	Class	Type of Project (Tick 3 the appropriate box)				Order-of-Priority *
			New Construction	Upgrading	Rehabilitation	Periodic Maintenance	
a	गुरुम्फी चमार जयन्तिपुर लहरेपाते च्यानाखा सडक		☑	☐	☐	☐	1
b	सुरी चेंदु मार्ग सडक		☐	☑	☐	☐	2
c	जुवाङखा कोयाङ मन्ज्याङ श्यामा सडक		☐	☑	☐	☐	3
d	जुवाङखा छिवाजी वाखा याल्चे पाख्यपोखरी पर्यन्त सडक		☐	☑	☐	☐	4

Code	Name of Transport Linkage	Class	Type of Project (Tick 3 the appropriate box)				Order-of-Priority *
e	जयन्तिपुर मकरपु टुटेपानी बोथु सडक		☑	☐	☐	☐	५

* 1 for the highest priority, 2 for second highest and so on.

Please follow the below-mentioned classification when filling the above table.

Main collector Road................A	Collector Road........................ B
Tole Road C	Other Road............................. D

3. The above Order-of-Priority was fixed and minuted by the ward meeting held on ....

4. Benefiting Settlements:

Code**	Name of Settlements benefited by the Linkage (Indicate the households or the population)
a	गुरुम्फी, कुन्द्रिङ, थामा, पधेरो खोला, च्यान्डारा, चोमती खोला डाडा, चौतारा, गापेशा थान, खुवकुड, जयन्तिपुर, लहरेमाने, च्याबाला
b	कुलाङ खोला, लुवाङसा, बैंकु, जयन्तिपुर, नाग्छि, दोभे
c	लुवाङसा दारजिङ च्यांयाङ श्यामा सडक
d	लुवाङसा ~~खिबाङ्गो~~ वासा, फाले पाख्यपोखरी, जटापोखरी, कालो पोखरी
e	जयन्तीपुर मकरपु टुटेपानी बोथु

** Use the same code as in 2.

7. Other Development Plans/Projects of Ward:

In addition to transport sector, list what other development projects are planned in the *ward and indicate their priority.*

S. No.	Name of Planned Development Project	Priority Order	Remarks (location, importance, supported by etc.)
1			
2			
3			
4			
5			
6			
7			

8. Ward's role as committed in the Requested Transport Linkage Projects (Tick ☑ the appropriate box):

(a) The ward agrees to mobilise the people and its resources:

- *for cash contribution (indicate percentage of total estimate) .....%* ☐
- for free labour (indicate the limit) up to NRs. ..... ☐
- for free contribution of land (with required right of way) ☐
- for Food-for-Work ☐
- for routine maintenance ☐
- others (specify) ..... ☐

(b) The ward certifies that the above furnished information are true. ward meeting held on ..... has reviewed and approved the request and information contained in this form. One copy of this form is kept at ward office, for records.

.....

Signature of ward Chairman

(Name : पम्बा शेर्पा वडा अध्यक्ष)

Date : 2067।9।93

.....

Signature of ward Secretary

(Name : .....)

Date : 2067।9।93

Annex -2

Request for Transport Linkage
To be filled by the Wards

1. Name of the ward demanding the Projects: 7

2. Type of transport linkages requested and respective Order-of-Priority (Indicate the class, if known):

Code	Name of Transport Linkage	Class	Type of Project (Tick 3 the appropriate box)				Order-of-Priority *
			New Construction	Upgrading	Rehabilitation	Periodic Maintenance	
a	मोलै - गुरुम्फी माडु सडक (१४) मि.)		☐	✓	☐	☐	1
b	मुरी - चंखु ग्रामिण सडक (१४कि)		☐	✓	☐	☐	2
c	ताजिङ - जोमाता - कपालपा सडक (८ मि.)		☐	✓	☐	☐	3
d	थारु, रवानी - तिकपारवर सडक (६ मि.		☐	✓	☐	☐	4

Code	Name of Transport Linkage	Class	Type of Project (Tick 3) the appropriate box				Order-of-Priority *
e	माडुँ, वालोम, दामजी, गोदालिङ: ज्यांसा कृषि सडक (६ मि.)		☐ ✓	☐	☐	☐	5

* 1 for the highest priority, 2 for second highest and so on.

Please follow the below-mentioned classification when filling the above table.

Main collector Road................A	Collector Road......................... B
Tole Road C	Other Road.............................. D

3. The above Order-of-Priority was fixed and minuted by the ward meeting held on ....

4. Benefiting Settlements:

Code**	Name of Settlements benefited by the Linkage (Indicate the households or the population)
a	ओखरी, सुनी, चंखु, खवारे, माडु/ रिभ्पास्वर
b	माडुँ, हुच्ची, भट्मे, गोमाता, चखु, लुवाङ्ग्रा, मास्दिम, कात्ती, नप्पा, डवियान खुरी (फालिभा)
c	नागिङ, गोमाता, क्यान्दारे।
d	खानीगाउ, रिभ्पास्वर
e	

** Use the same code as in 2.

5. Type of benefits and reason for the given Priority:

Code**	Explain what type of benefit it offers, and why ward has given a particular priority to this Linkage
a	गाउँपालिको/ सदरमुकाम (च्यारिकोट) जान हुने बाटो
b	३ गाउँबस्ती हुँदै पालिकासम्म जाने बाटो।
c	गोमाता स्थानीय बासीको लागि होतो दूरीको पालिका तथा सिंगाटी जोड्ने बाटो
d	स्थानीयको सुविधाको लागि
e	कृषि उत्पादन तथा कृषकको सेवाको लागि।

** Use the same code as in 2.

6. Involvement of other Agencies:

Code**	Are there other agencies (external donor, NGOs, INGOs, other line agencies of GoN) involved in this project at present ? Or has the VDC requested them for support ? Outline their nature and level of involvement (existing or expected).
a	
b	
c	
d	
e	

** Use the same code as in 2.

7. Other Development Plans/Projects of Ward:

In addition to transport sector, list what other development projects are planned in the ward and indicate their priority.

S. No.	Name of Planned Development Project	Priority Order	Remarks (location, importance, supported by etc.)
1			
2			
3			
4			
5			
6			
7			

8. Ward's role as committed in the Requested Transport Linkage Projects (Tick [3] the appropriate box):

(a) The ward agrees to mobilise the people and its resources:

- for cash contribution (indicate percentage of total estimate) .....% ☐
- for free labour (indicate the limit) up to NRs. ..... ☐
- for free contribution of land (with required right of way) ☐
- for Food-for-Work ☐
- for routine maintenance ☐
- others (specify) ..... ☐

(b) The ward certifies that the above furnished information are true. ward meeting held on ..... has reviewed and approved the request and information contained in this form. One copy of this form is kept at ward office, for records.

.....

Signature of ward Chairman

(Name : .....)

Date : .....

.....2078

Signature of ward Secretary

(Name : Bhimsen Ghayti Magar

Date : 2078/12/13

Request for Transport Linkage
To be filled by the Wards

1. Name of the ward demanding the Projects: ....8........

2. Type of transport linkages requested and respective Order-of-Priority (Indicate the class, if known):

Code	*Name of Transport Linkage*	*Class*	**Type of Project (Tick 3 the appropriate box)**				**Order-of-Priority ***
			New Construction	Upgrading	Rehabilitation	Periodic Maintenance	
a	आमुनें - कसैरी - हैलाकारे थार्वतोड सडक		☐	✓	☐	☐	1
b	मानेडाडा - सीथलो पर्यटन सडक		✓	☐	☐	☐	2
c	आमुनें - सुरी दोभान सडक		✓	☐	☐	☐	3
d	हैलारखारे - फाक्चो ढाबे सडक		☐	✓	☐	☐	4

Code	Name of Transport Linkage	Class	Type of Project (Tick ☑ the appropriate box)				Order-of-Priority *
e	मानेडाडा - भटमे केवर क्राषि लड्क		☑	☐	☐	☐	5

* 1 for the highest priority, 2 for second highest and so on.

Please follow the below-mentioned classification when filling the above table.

Main collector Road.................A Collector Road......................... B
Tole Road ....C Other Road............................ D

3. The above Order-of-Priority was fixed and minuted by the ward meeting held on ....

4. Benefiting Settlements:

Code**	Name of Settlements benefited by the Linkage (Indicate the households or the population)
a	जामुने, कलैरी, मानेडाडा, गुम्वा, भुमीथान ईसारवारी भार्वाहिड.
b	मानेडाडा, बाघखोर, तीथली
c	जामुने, सुरी दोभान इर्दै ~~१.~~ ४ नं. वडा
d	ईसारवारी, हुर्पुड., फाकचो तल्लो
e	मानेडाडा, भटमे, केर्योर

** Use the same code as in 2.

गौरीशंकर गाउँपालिका
८ नं. वडा कार्यालय
खारे, दोलखा
३ नं. प्रदेश, नेपाल
२०७४

5. Type of benefits and reason for the given Priority:

Code**	Explain what type of benefit it offers, and why ward has given a particular priority to this Linkage
a	गाउँपालिकाको सडक सञ्जाल सँग जोडिएको, धेरै जनसंख्या समेट्ने
b	पर्यटकीय स्थल सीपल डाँडा हुँदै घी तोलपा हिमताल जोड्ने सडक
c	व. नं. ७ र गौरीशंकर गा. पा. जोड्ने सडक
d	कृषि, खाद्यान्न बाली तथा उद्योग पनि सडकले
e	कृषि, खाद्यान्न, फलफूल तथा तरकारी र [illegible] पुऱ्याउन [illegible] सडकले

** Use the same code as in 2.

6. Involvement of other Agencies:

Code**	Are there other agencies (external donor, NGOs, INGOs, other line agencies of GoN) involved in this project at present? Or has the VDC requested them for support? Outline their nature and level of involvement (existing or expected).
a	
b	
c	
d	
e	

** Use the same code as in 2.

7. Other Development Plans/Projects of Ward:

In addition to transport sector, list what other development projects are planned in the *ward and indicate their priority.*

S. No.	Name of Planned Development Project	Priority Order	Remarks (location, importance, supported by, etc.)
1			
2			
3			
4			
5			
6			
7			

8. Ward's role as committed in the Requested Transport Linkage Projects (Tick 3 the appropriate box):

(a) The ward agrees to mobilise the people and its resources:

- *for cash contribution (indicate percentage of total estimate) ....%* ☐
- for free labour (indicate the limit) up to NRs. .... ☐
- for free contribution of land (with required right of way) ☐
- for Food-for-Work ☐
- for routine maintenance ☐
- others (specify) .... ☐

(b) The ward certifies that the above furnished information are true. ward meeting held on .... has reviewed and approved the request and information contained in this form. One copy of this form is kept at ward office, for records.

[illegible]
Signature of ward Chairman
(Name : [illegible] Bdr. Khadka
Date : 2078/12/12

गौरीशंकर गाउँपालिका
८ नं. वडा कार्यालय
खारे, दोलखा
३ नं. प्रदेश, नेपाल
२०७३

[illegible]
Signature of ward Secretary
(Name : [illegible])
Date : 2078/12/12

गौरीशंकर गाउँपालिका
१ नं. वडा कार्यालय
गौरीशंकर, दोलखा
बागमती, प्रदेश, नेपाल
२०७३

Annex -2

Request for Transport Linkage
To be filled by the Wards

1. Name of the ward demanding the Projects: ......९......

2. Type of transport linkages requested and respective Order-of-Priority (Indicate the class, if known):

Code	Name of Transport Linkage	Class	Type of Project (Tick 3) the appropriate box				Order-of-Priority *
			New Construction	Upgrading	Rehabilitation	Periodic Maintenance	
a	टासिनाम केपि - टासिनाम हुदैं सिमिगाउँ वेदिङ पर्यटक सडक (१० मी)		☑	☐	☐	☐	1
b	छ्योपा छ्योंग हुँदै सिमिगाउँ सडक (६ मी)		☑	☐	☐	☐	2
c			☐	☐	☐	☐	
d			☐	☐	☐	☐	

Code	Name of Transport Linkage	Class	Type of Project (Tick [3] the appropriate box)				Order-of-Priority *
e			☐	☐	☐	☐	

* 1 for the highest priority, 2 for second highest and so on.

Please follow the below-mentioned classification when filling the above table.

Main collector Road.....A Collector Road..... B
Tole Road .....C Other Road..... D

3. The above Order-of-Priority was fixed and minuted by the ward meeting held on .....

4. Benefiting Settlements:

Code**	Name of Settlements benefited by the Linkage (Indicate the households or the population)
a	टाडिनाम केदि, टाडिनाम, सिमिगाउँ, वेदि.
b	सिमिगाउँ.
c	
d	
e	

** Use the same code as in 2.

7. Other Development Plans/Projects of Ward:

In addition to transport sector, list what other development projects are planned in the ward and indicate their priority.

S. No.	Name of Planned Development Project	Priority Order	Remarks (location, importance, supported by etc.)
1			
2			
3			
4			
5			
6			
7			

8. Ward's role as committed in the Requested Transport Linkage Projects (Tick 3 the appropriate box):

(a) The ward agrees to mobilise the people and its resources:

- for cash contribution (indicate percentage of total estimate) .....% ☐
- for free labour (indicate the limit) up to NRs. ..... ☐
- for free contribution of land (with required right of way) ☐
- for Food-for-Work ☐
- for routine maintenance ☐
- others (specify) ..... ☐

(b) The ward certifies that the above furnished information are true. ward meeting held on ..... has reviewed and approved the request and information contained in this form. One copy of this form is kept at ward office, for records.

.....
Signature of ward Chairperson
(Name : .....)
Date : .....

.....
Signature of ward Secretary
(Name : .....)
Date : .....

Annex 5: Photos of meetings and road locations

*Figure 1 i*nteraction with ward No 1

Figure 2 Interaction With ward No 2

Figure 3 Interaction with ward No 3

Figure 4 Interaction with ward No 4

Figure 5 Interaction With ward No 7

Figure 6 Interaction with ward 6 members

Figure 7 Interaction with ward 6 members

Figure 8 Interaction with ward 8 members

Figure 9 Interaction with ward 9 members

Figure 10 Interaction with ward 4 members

Figure 11 Interaction with ward 3 members

Figure 12 Interaction with ward 2 members

Figure 13 Interaction with ward 1 members

Figure 14 Road condition at intersection

Figure 15 Transport facilities at Rural Municipality

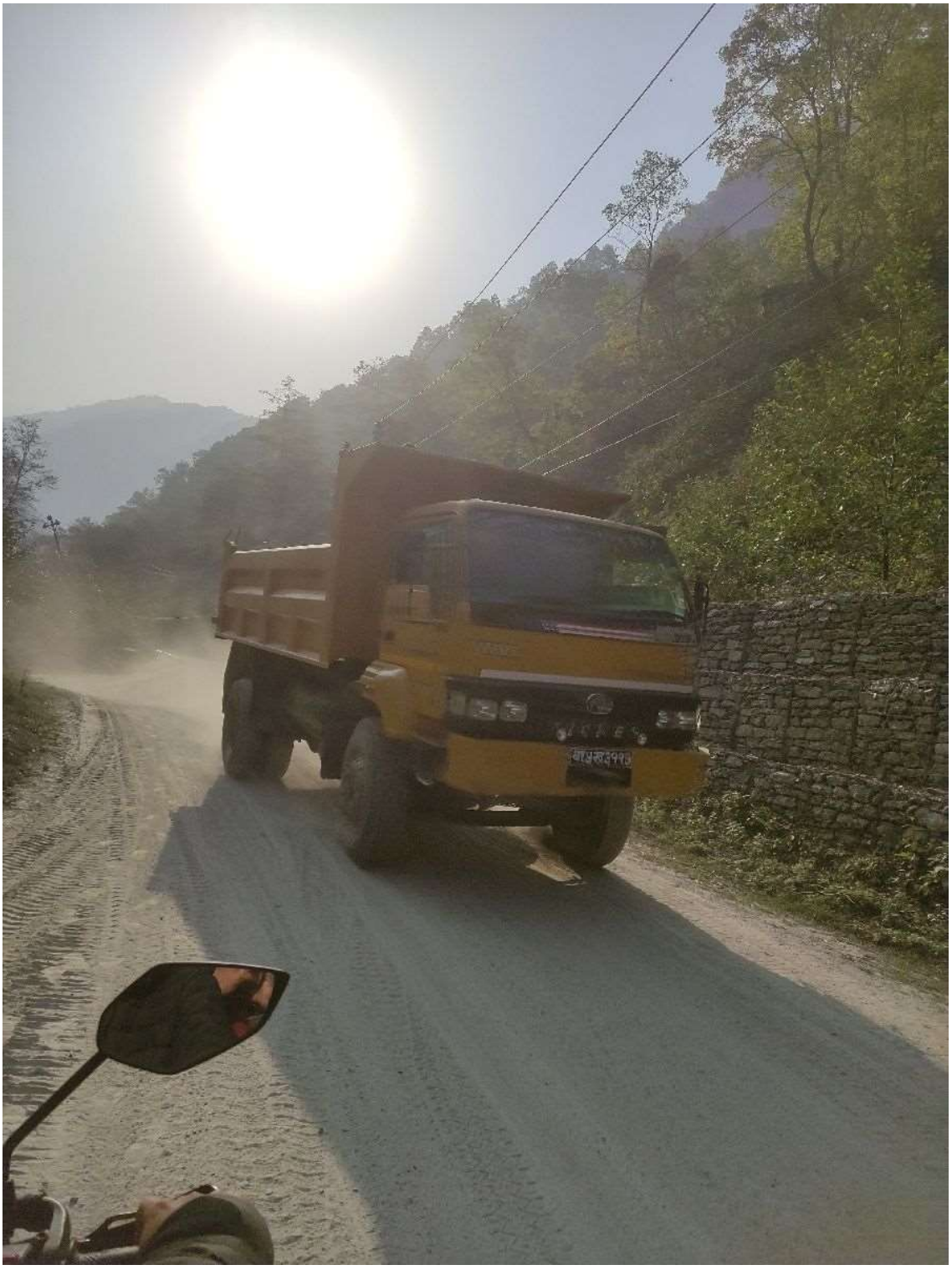


Figure 16 Road condition

Figure 17 Road condition

Figure 18 Road Conditions

Figure 19 Road Conditions

Figure 20 Graveled Road

Figure 21 road Conditions

Figure 22 Graveled Road

Figure 23 Retaining Wall

Figure 24 Road conditions