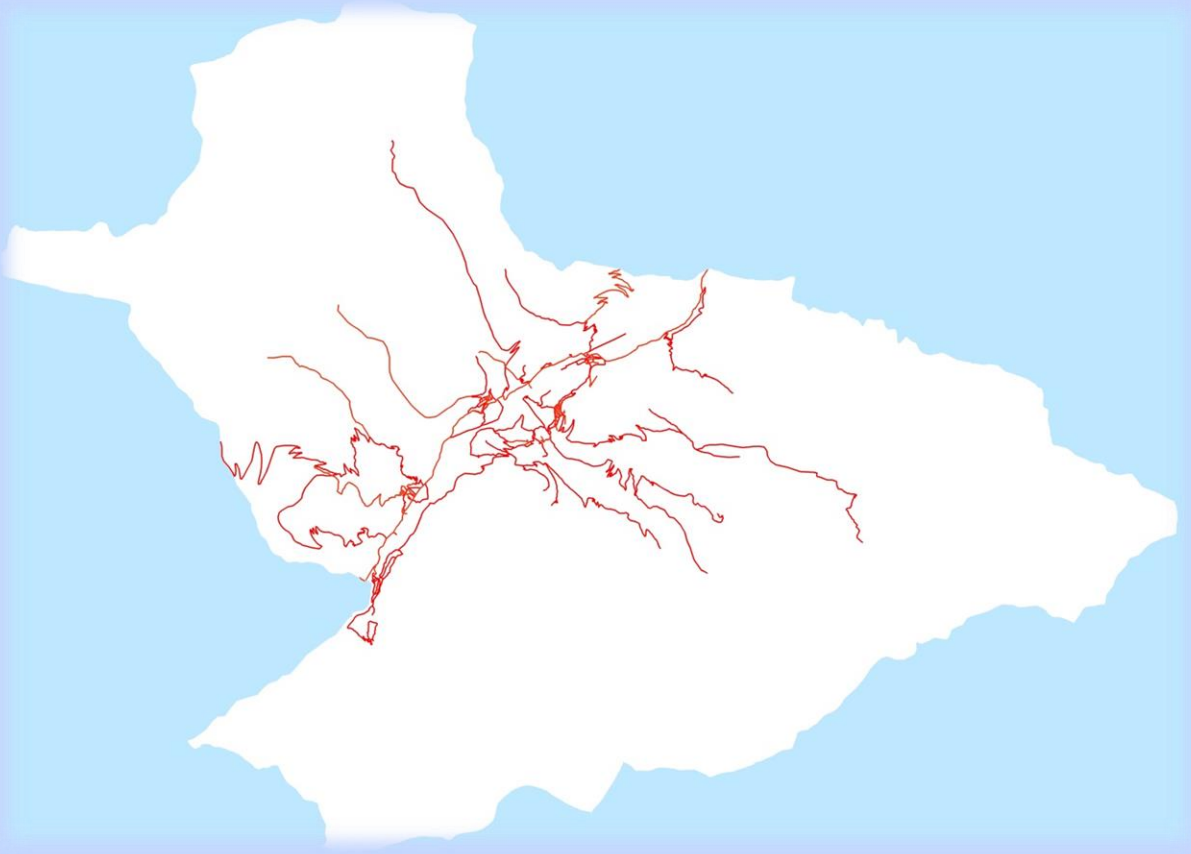
Gharapjhong Rural Municipality

Office of the Rural Municipal Executive

Jomsom, Mustang

Gandaki Province, Nepal



Rural Municipal Transport Master Plan

August, 2024

Gharapjhong Rural Municipality

Office of the Rural Municipal Executive

Jomsom, Mustang

Gandaki Province, Nepal

RURAL MUNICIPAL TRANSPORT MASTER PLAN (RMTMP)

VOL-I

PREPARED BY:

Alpha Design and Development Pvt. Ltd.

Baneshwor-31, Kathmandu

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Acknowledgement

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Alpha Design and Development Pvt. Ltd.

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Acronyms/Abbreviations

RM	Rural Municipality
DCC	District Coordination Committee
DTMP	District Transport Master Plan
GIS	Geographic Information System
GPS	Global Positioning System
IDPM	Indicative Development Potential Map
RMIM	Rural Municipality Inventory Map
RMRCC	Rural Municipality Road Coordination Committee
NMT	Non- Motorized Transport
RMTMP	Rural Municipal Transport Master Plan
RMTPP	Rural Municipal Transport Perspective Plan
VDC	Village Development Committee
MTPP	Municipal Transport Perspective Plan
PCU	Passenger Car Unit
DOLI	Department of Local Infrastructure
OD	Origin and Destination
ToR	Terms of Reference
HH	Household
VDCs	Village Development Committees
PT	Public Transport
Min.	Minute
Km.	Kilometre
Sq. km	Square Kilometre
Ha	Hectare

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Executive Summary

Modern economic processes are closely linked to notable increases in easeness of movement and utility. Only when people have everyday mobility, is it possible to live in organized human settlements. Transport facilities help in developing access with the urban linkages. Road accessibility can reduce isolation, stimulate crop production and other market activities, encourage public services and help to transfer technology. Road construction has been seen to bring about visible changes and notable enthusiasm in life. Road infrastructure is considered as "the infrastructure for infrastructure". However, in the absence of clear criteria and rational guidelines, road construction is carried out in adverse manner resulting in haphazard use and wastage of limited resources. For the purpose of evaluating and planning the current road and transportation infrastructures and amenities within the Rural Municipality and its environs, the Rural Municipal Transport Master Plan (RMTMP) is prepared.

Gharapjhong Rural Municipality lies in Mustang district of Gandaki Province. In 12 March 2017, the government of Nepal implemented a new local administrative structure consisting of 753 local units. With this implementation of the new local administrative structure, VDCs have been replaced with the Municipal and Rural Municipal councils.

The Gharapjhong Rural Municipality was established by merging the Marpha and Jomsom VDCs and parts of Tukuche VDC having a total area of **319.79 sq. kms**. The present population according to census 2021 is **3,712** and the population after the merging was 3,071. The population density of Gharapjhong Rural Municipality is **11.61 person/sq.km**. Gharapjhong Rural Municipality has altogether 5 wards.

RMTMP started with the formation of Rural Municipal Road Coordination Committee (RMRCC) and the collection of demand and inventory of road within the Rural Municipality. For the collection of existing road infrastructure data, GPS survey was used and total length of road surveyed was **82.15 Km** (excluding SRN, PRN and foot-trails). Based on field survey, ward no. 05 has highest length of road and ward no. 01 has lowest road length among all wards. The total of **33.02 Km** new tracks was proposed.

Indicative Development Potential Plan is prepared showing the existing and potential market center/service centers (key growth centers) and the areas having various development potentials

such as agro-based industries, high value cash crops and tourism. This city may be developed as the agricultural, Industrial and Trade centre and with promoting this, the tourism can be improved as well. By improving the agriculture, industry, trade and tourism sector we have to develop the health, education and environment of the people of this Municipality.

This study formulated the road hierarchy for the various roads namely Class A, B, C, D and *Other Local Roads*. Class D and *Other Local Roads* basically deal with access while Class A and B deal with the mobility whereas Class C basically deals with both mobility and accessibility to higher services. The minimum right of way and setback for the different classes of roads are recommended as follows:

S.N.	Road Class	Min. RoW (m)	Setback (m)	Possible Pavement width (m)
1	B	10	1.5	8
2	C	8	1.5	5.5
3	D	6	1.5	3.75
4	Others	4	1.5	-
5	Padmarga	2 (varies at different sections)	-	-

The total lengths of Class B, C, D and *Other Local Roads* are summarized in the table below:

Class	RoW (m)	Road Surface/Approx. Length (Km)						
		Concrete	Earthen	Gravelled	New Track	Stone Paved	Stairs	Grand Total
B	**10**	0.05	16.78	0.65	5.74	-	-	**23.21**
C	**8**	-	41.81	-	4.30	-	-	**46.12**
D	**6**	0.08	19.23	0.43	21.72	-	-	**41.47**
Others	**4**	0.35	0.77	1.23	1.26	0.76	-	**4.37**
Padmarga	**2**	0.06	32.99	-	1.71	3.97	0.97	**39.69**
Grand Total		**0.54**	**111.58**	**2.31**	**34.73**	**4.73**	**0.97**	**154.86**

There is one National Highway and one Province Roads passing through this Rural Municipality which play important role for inter-municipality mobility as well as accessibility.

For the development of overall transportation infrastructures there is a need of approximately **613.36 crores** of budgets which in summary is as follows:

S. No.	Project	Required Capital
1	Upgrading all roads inside rural municipality with necessary infrastructures	4,193,756,152
2	Cross Drainage Structures	57,048,000
3	Maintenance of all roads	1,821,773,000
4	Construction of Bus Park with bus terminal	20,000,000
5	Construction of Bus Stands (1 in each ward)	15,000,000
6	Construction of Helipad for emergency (1 in each ward)	15,000,000
7	Installation of traffic signals at 3 locations	4,500,000
8	Traffic Safety and Signs	3,500,000
9	Road Safety education	3,000,000
Total		**6,133,577,152**

However, the potential of Rural Municipality to invest in transportation infrastructure is **171.83 crore** Nepalese rupees (considering the capital of Rural Municipality increases by 10 percent each year) over twenty years period of time. The Rural Municipality needs to find sources for another **435.43 crore** Nepalese rupees for construction and maintenance of roads and **441.53 crore** Nepalese rupees for overall infrastructure development from different sources. The Municipality should collaborate with federal government, province government and private sectors. Similarly, involving people in development works would help to generate revenue for infrastructure development. Likewise, Rural Municipality should increase their internal income through different income generating activities. For the RMTMP period, the Rural Municipality aims to invest approximately **18.32 crores** of budget through Rural Municipality in road infrastructure construction in the next 5 fiscal years' period and this budget will increase on the years following.

Year	Capacity of Rural Municipality (in Thousands)						
	Class B	Class C	Class D	Others	Construction	Maintenance	Sub Total
1	5,250	8,400	6,300	1,050	21,000	9,000	30,000
2	5,775	9,240	6,930	1,155	23,100	9,900	33,000
3	6,353	10,164	7,623	1,271	25,411	10,890	36,301
4	6,988	11,180	8,385	1,398	27,951	11,979	39,930
5	7,687	12,298	9,224	1,537	30,746	13,177	43,923
Total	**32,053**	**51,282**	**38,462**	**6,411**	**128,208**	**54,946**	**183,154**

The concept of RMTMP is to develop sustainable and economic road network; therefore, the rural municipality should focus on strengthening existing road network to operate them in all weather conditions rather than opening new tracks. Moreover, strategically important tracks should be opened after proper planning and design. RMTMP will also help to preserve the land from acquisition at various sections of the rural municipality. At the same time, it will increase the mobility and accessibility scenario within the rural municipality.

The overall road network along with location points are shown in an interactive online map with satellite basemap. The details of the roads and locations can be obtained from the interactive map through the following link:

https://www.tinyurl.com/gharapjhongroads

Chapter 1: Introduction

1.1. Background

Societies' social and economic activities have always relied heavily on accessibility and mobility. Modern economic processes are closely linked to notable increases in easeness of movement and utility. An examination of the development of transportation systems from a historical standpoint highlights the effects of technological advancements and the ways in which advancements in transportation were influenced by shifts in the economy, society, and geography. As a result, the long historical history of transportation networks was characterized by times of rapid change during which new transportation technologies were implemented. Only when people have everyday mobility is it possible to live in organized human settlements. Transport facilities help in developing access with the urban linkages. Road accessibility can reduce isolation, stimulate crop production and other market activities, encourage public services and help to transfer technology. Road construction has been seen to bring about visible changes and notable enthusiasm in life. Road infrastructure is considered as “the infrastructure for infrastructure”. However, in the absence of clear criteria and rational guidelines, road construction is carried out in adverse manner resulting in haphazard use and wastage of limited resources.

Transportation systems benefit from their own operational characteristics like costs, capacity, efficiency, dependability, and pace/speed. A complex web of relationships between the transport supply, which reflects the network's operating capability, the demand for transportation, and the need for mobility within an economy, is shaping how transportation systems evolve.

Even while transportation has a favorable effect on socioeconomic systems, there can be drawbacks as well, like traffic congestions, crashes, disasters, and gaps in mobility. Haphazard development of settlement in the urban and sub-urban area is a great problem which we have learned from the past earthquake and other special shock events. For disaster risk management and reducing the problem of congestion, we should go for planned development. Construction of roads after the settlement is made or extension of road only after the congestion problem creates different types of problems in the society which we are closely observing from different metropolitan cities. In this regard, formulation of Rural Municipal Transport Master Plan was initiated for assessing the present road and transport infrastructures and facilities within the Municipality and the surrounding Municipalities. So as to be presented as proper Municipality or

a city, it must have a very good mobility and accessibility by public or private means of transportation.

1.2. Objective of RMTMP

The major objective of this study is to prepare the Rural Municipal Transport Master Plan (RMTMP) of Gharapjhong Rural Municipality. With participatory and bottom-up-from-the-settlement-level approach of planning approach, it will include a constructive plan to incorporate all the transportation needs and facilities for now and coming decades. The specific objectives of the RMTMP are mentioned below:

1. Prepare the Rural Municipal Inventory Map (RMIM) of all road networks.
2. Identify the major road networks linking the Rural Municipality with the surrounding areas.
3. Collection of demands for new/rehabilitation transport linkages from Municipalities/settlements based on city development plan.
4. Prepare the Perspective Plan of transport services and facilities (Rural Municipal Transport Perspective Plan)
5. Prepare physical and financial implementation plan of prioritized roads for the RMTMP period.
6. Prepare a five years Rural Municipal Transport Master Plan (RMTMP).
7. Prepare an online interactive map for the road network of Gharapjhong Rural Municipality.

1.3. Scope and Limitation of MTMP

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

a. Analyze Mobility status of the Rural Municipality

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

b. Access the condition of public transportation

The consultant will have collected data on different public transportation routes and their operation characteristics, which operate within the Rural Municipal area and to other adjoining area.

c. Prepare Rural Municipal Inventory Map (RMIM) of existing roads within Gharapjhong Rural Municipality.

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

d. Scoring criteria

   The consultant will have developed scoring criteria to screen and prioritize all potential interventions for proper allocation of limited budget. Scoring and prioritization criteria shall be checked with all linkages and interventions and approved by the Rural Municipality.

e. Road classification and Nomenclature

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

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

   The data collected through accessibility survey, demand survey and inventory maps shall be used to prepare a perspective plan of interventions of services and facilities. All the identified interventions shall be screened and rated on the basis of approved criteria and forwarded to Rural Municipality council meetings. The final perspective plan shall be shown in GIS maps.

g. Prepare a realistic Physical and Financial Implementation Plan of Prioritised Roads for the RMTMP period

   The consultant shall have collected information on the resources that can be spent on the construction or rehabilitation of transportation infrastructures by the Rural Municipality.

The consultant may also carry out studies to project the resources to fund the transport infrastructures for the next five years. From the total projected resources, the consultant shall discuss with the Rural Municipality to find out the appropriate proportion to be spent on ongoing roads and new interventions proposed. The projected resources should be able to cope with the total number of roads and new interventions proposed.

h. Prepare Rural Municipal Transport Master Plan (RMTMP) of Gharapjhong Rural Municipality

   The consultant shall have prepared Rural Municipal Transport Master Plan (RMTMP) for Gharapjhong Rural Municipality with due consideration to the existing situation of: vehicular parking, travel routes, modes of transport, etc and propose for future urban growth. The consultant shall prepare a base scenario of the existing road and transport network and management, and prepare road inventory map and transport infrastructure network and management plan based on the travel demand, population growth, and growth rate of vehicular and transport infrastructure.

i. Pepare framework for medium term and long-term planning

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

j. Prepare online interactive map of transport infrastructure network

   The consultant shall have prepared the online interactive map of transport intrastructure network with satellite image basemap, and the link to the online map shall be provided to the Rural Municipal council. The online interactive map shall be accessible in the internet through such link.

1.4. Approach and Methodology

Encouraging and promoting the development of transportation networks that integrate different modes of transportation in a way that effectively maximizes the mobility of people and products within and through urbanized regions, and minimizes transportation-related disparities is in the best interests of the rural municipality, if not the whole nation. An integrated planning process that considers requirements, financial resources, and municipal plans is the goal. MTMP will help to assist the planning of such roads to fulfill the stated objectives. Better planning is incomplete without relevant quality data and quality data can only be acquired by use of properly selected survey methods. The chapter deals with the methodological framework adopted for data collection covering all used survey method, sampling techniques, quality and quantity of data along with data processing, analysis and presentation methodology.

a. Approach:

The Rural Municipal Transport Master Plan preparation process shall heavily rely on participatory bottom-up approach, prioritizing the needs and voices of local communities, in contrast to traditional practices of trickle-down approaches. Techno-political interface shall be incorporated into the planning process, where active participation from political party representatives, line agencies, and Rural Municipality officials is essential. This is cruicial in developing areas with diverse rural landscapes and challenges, like Mustang. The Rural Municipal Road Coordination Committee (RMRCC) shall be established as the Rural Municipality's authorized legislative body, and its members, who include concerned technical officials and representatives, assist in making necessary policy decisions during the RMTMP preparation and implementation process.

b. Methodological Framework:

The study started with preliminary planning or desk study where basic background of Rural Municipality is studied with help of secondary data including census data, GIS data and several relevant reports/publications. The study got acceleration with formation of RMRCC and inception report. Various field surveys were carried out with objective of collecting primary data on transportation network, trip characteristics and service facilities. Along with the primary data, demands for various transportation projects (construction/upgrading/maintenance) were obtained from each ward. Also, potential areas/locations for various facilities were also identified based on

interaction with local people and RMRCC. The scoring criteria for prioritizing road network was identified based on ToR and shall be approved by Rural Municipality. Then, the hierarchy of roads will be proposed and perspective plan of various interventions will be proposed and analysed based on available fund and finally physical and financial implementation plan of prioritized roads for RMTMP period. After analysis, the study will come up with potential roads, that need immediate intervention and roads that need to be given consideration for effective future planning.

All the above-mentioned strategy adopted for data collection, processing and analysis is summarized in the following figure.

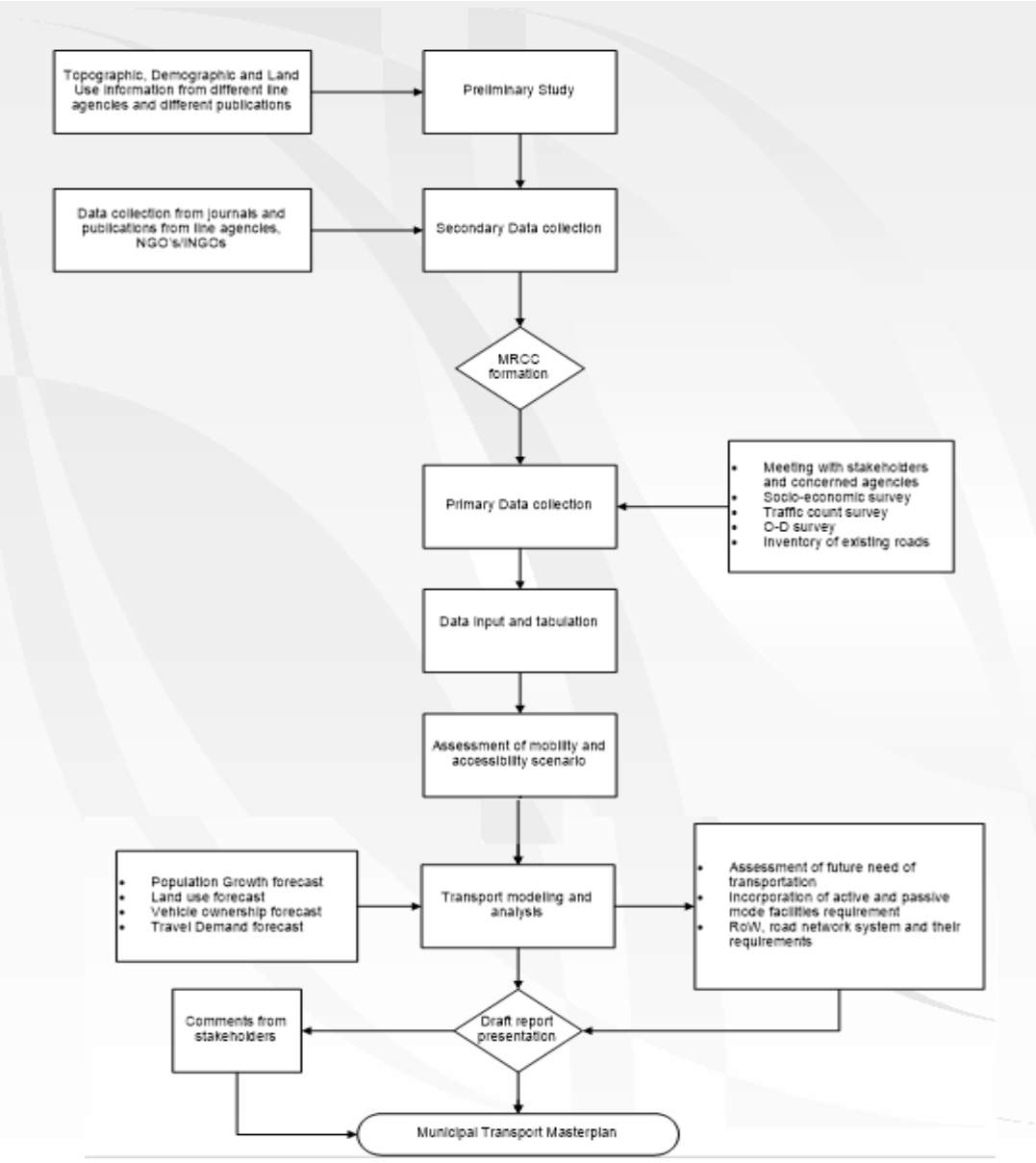

Figure 1: Methodological Framework

a. Secondary Data Collection

Secondary data encompasses any type of information gathered from secondary sources. The yearly reports from district level offices, DOR, IDO, and discussions with various other stakeholders were the sources of these data. The next source of diverse secondary data is the Rural Municipal Road Coordination Committee (RMRCC), which is composed of individuals from different political backgrounds and fields. A field study was also conducted as part of the Rural Municipality's overall socioeconomic assessment. This involved gathering information about high development potential areas, such as hubs for business, commerce, and markets, tourist destinations, service centers (such as hospitals, health facilities, and agriculture service sub-centres), high value cash crop production, livestock farming, agriculture, horticulture, and cottage and agro-based industries, etc. Data on the population of the Rural Municipality, a variety of maps displaying service centers, an inventory of the transportation infrastructure, historical plans and reports from sector studies, industry standards, and policy objectives were gathered from secondary sources, such as the Bureau of Statistics, Survey Department, local NGOs, line agencies, DCC, Rural Municipality, etc. Other secondary data included in the study included digitized topographic maps, administrative maps of the rural municipality, strategic road network plan created by the Department of Roads, etc.

b. Primary Data Collection:

As primary data collection, tracking of the existing road network along with detail information of its width, surface type, and possible intervention required for the effectiveness of services was carried out. Data on current household and trip characteristics, traffic characteristics, existing accessibility and mobility level of settlements, and prioritized road network required for each ward were obtained via various reliable methods. The primary data collection methods carried out in the field was:

- Road Inventory Survey
- Demand Survey
- Public Transport and Services Study

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

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

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

c. Data Processing, Analysis and Presentation of Reports

First, data gathered in the field was entered into GIS database and MS Office (MSWord and MSExcel) tools. All complete and reliable data sets were converted into usable information, and maps, graphs, figures, and tables were used to illustrate the Rural Municipality's current situation. In a similar way, those that were added to the GIS database offer a variety of maps and tables. Forecasts were made for the RMTMP and RMTPP time periods regarding population and traffic data. For predicting and interpretation, a variety of transportation models were employed. Finally, a number of interventions were suggested, and an economic analysis of them was also done.

d. Municipal Coding of Roads

Municipal code is given to each road which is unique and generated through the combination of province, district and rural municipality indicators followed by class of the road. Each code is different to the other and forms the basis of differentiating from other road.

After the designation of the start and end points, streets are assigned a unique code in the format **403RM02B001**. The first digit in the Code represents Province number. It ranges from 1 to 7 for respective provinces. The 2nd and 3rd digits of code represent the district code within the province. It is denoted as 01, 02, 03 and so on for respective districts within the province. Similarly, district code is followed by M or RM which designate wheather the municipal body is a Municipality or Rural Municipality. It is then followed by the Municipality code within the district (01, 02, …). Finally, the class of the road (A/B/C/D…) followed by three-numbers code

for individual road (001) completes the municipal coding of roads. Each municipal code contains 10 digits in case of municipality and 11 digits in case of Rural Municipality.

For Gharapjhong Rural Municipality, the Municipal Code is shown in the table below:

Table 1: Municipal Code for Gharapjhong Rural Municipality

Province Code	District Code	Municipality Initials (M/RM)	Municipality Code	Road Class	Road Code
4	03	RM	02	B	001

Source: CBS (https://cbs.gov.np/provincial-maps-with-codes/)

Hence any Municipal code of road of Class B in Gharapjhong Rural Municipality takes the format of **403RM02B001.** For the ease of formatting of tables, the digits upto the municipality code is omitted as it is same for all the roads inside the Rural Municipality. The code of road followed by class only (B001) is written throughout this report.

So, the municipal code of road ***B003*** should be understood as **403RM02B003.**

e. Scoring Criteria for Prioritization

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

Table 2: Scoring Criteria for prioritization of Municipal Road

S.N	Scoring Criteria	Scoring Unit	Score
1	Link providing service to large settlement areas/population	Population served/km	30
2	Link providing service to existing · Market center · Tourist attraction areas · Other obligatory centres as decided by the RM	No of areas	10
3	Link providing service to the existing service centres such as health centres, education centres (schools/campuses), offices (RM office/Government office, etc.),	Number of different service sector	30
4	Priority of Ward	Ranking of priority from 1 to 5	20
5	Link providing service to the areas recognised by the Rural Municipality as areas for special consideration, such as areas inhabited by backward and poor ethnic groups/communities, isolated remote areas, historic sites, religious sites etc.	Connection to the settlement of such criteria	10
Total			**100**

Chapter 2: Review of Existing Infrastructure Situation

This chapter discusses the Rural Municipality's current state and future prospects using a variety of primary and secondary data sources. This chapter primarily deals with socioeconomic, travel, land use, and transportation aspects. It also analyzes the accessibility and mobility scenarios inside the Rural Municipality. The primary data that were gathered serve as the analysis's primary data source.

2.1 Location

Gharapjhong Rural Municipality lies in Southern part of Mustang district of Gandaki Province. Topographically the Rural Municipality entails from 28.66° N to 28.87° N latitude and from 83.57° E to 83.90° E longitude.

Table 3: Borders of Gharapjhong Rural Municipality

East:	Manang District
West:	Thasang and Varagung Muktikshetra Rural Municipality
North:	Varagung Muktikshetra Rural Municipality
South:	Thasang Rural Municipality

This Rural Municipality is surrounded by two rural municipalities of Mustang District and one rural municipality of Manang district. Gharapjhong Rural Municipality neighbours to Thasang and Varagung Muktikshetra Rural Municipality towards North, West and South. In the East, Gharapjhong neighbours to Manang Ngisyung Rural Municipality of Manang Disctrict.

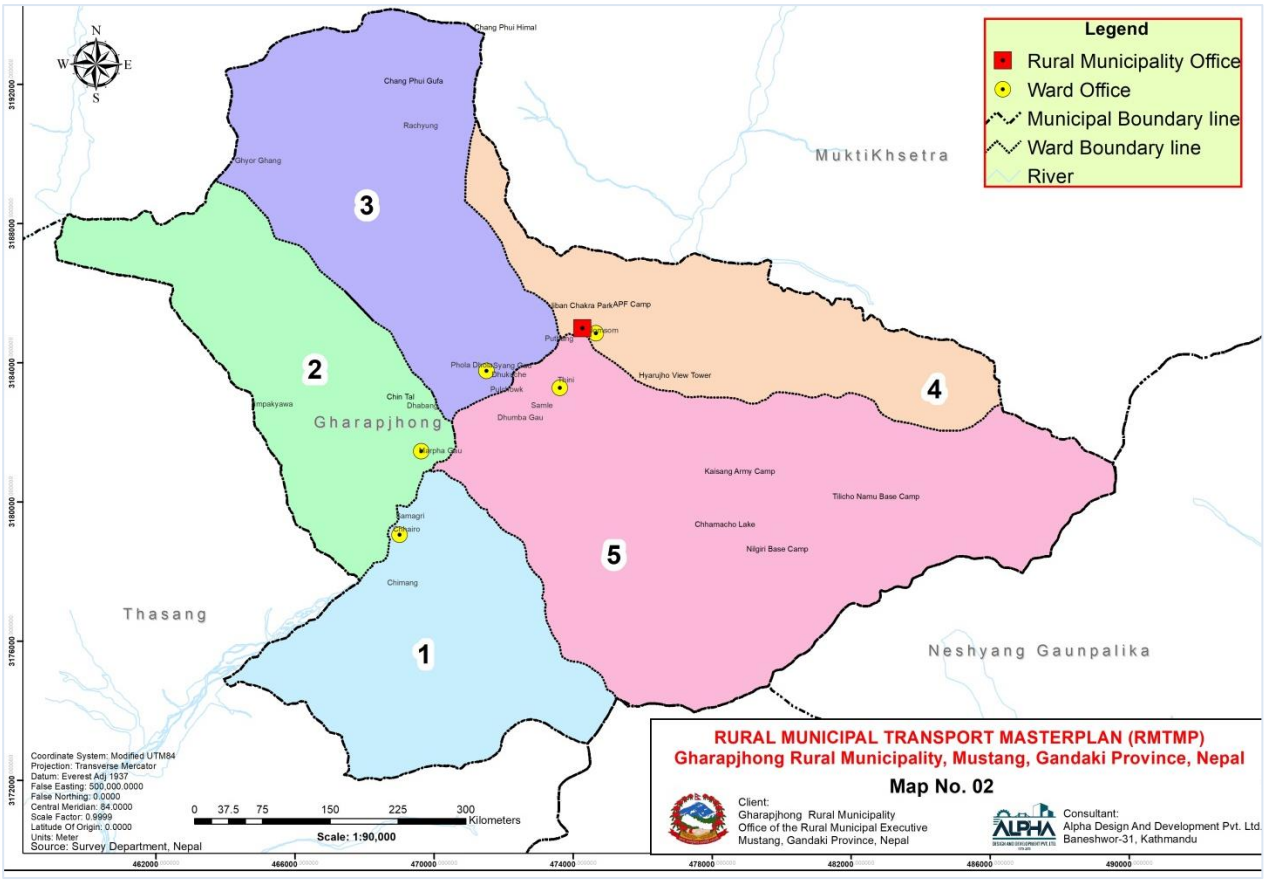

Figure 2: Location Map of Gharapjhong Rural Municipality

2.2 Administrative Division

In 12 March 2017, the government of Nepal implemented a new local administrative structure consisting of 753 local units. With this implementation of the new local administrative structure, VDCs have been replaced with the Municipal and Rural Municipal councils.

The Gharapjhong Rural Municipality was established by merging the Marpha and Jomsom VDCs and parts of Tukuche VDC having a total area of **319.79 sq. kms**. The present population according to census 2021 is **3,712** and the population after the merging was 3,071. The population density of Gharapjhong Rural Municipality is **11.61 person/sq.km**. Gharapjhong Rural Municipality has altogether 5 wards.

Table 4: Formation of wards of Gharapjhong Rural Municipality

Wards	Previous VDCs	Area (Sq. Km)	Population (2021)
Ward 01	Marpha (01), Tukuche (08,09)	49.4	217
Ward 02	Marpha (02-04)	19.62	683
Ward 03	Marpha (05-09)	72.04	1,085
Ward 04	Jomsom (05-08)	64.41	1,214
Ward 05	Jomsom (01-04,09)	114.32	513
Total		**319.79**	**3,712**

Source: MoFAGA, Nepal

2.3 Land Cover

Gharapjhong Rural Municipality lies in the mountainous region of Nepal. Most of the area is covered by barren land, grass, forest and bushes. Cultivation and riverbed cover significant areas other than previously mentioned areas in Gharapjhing Rural Municipality.

Table 5: Land use condition in Gharapjhong Rural Municipality

Landuse	Area Occupied (Sq. Km)	Percentage Occupied
Barren Land	121.93	38.13%
Grass	95.00	29.71%
Forest	47.94	14.99%
Bush	37.34	11.68%
Cultivation	6.19	1.94%
Others	11.39	3.56%
Grand Total	**319.79**	**100.00%**

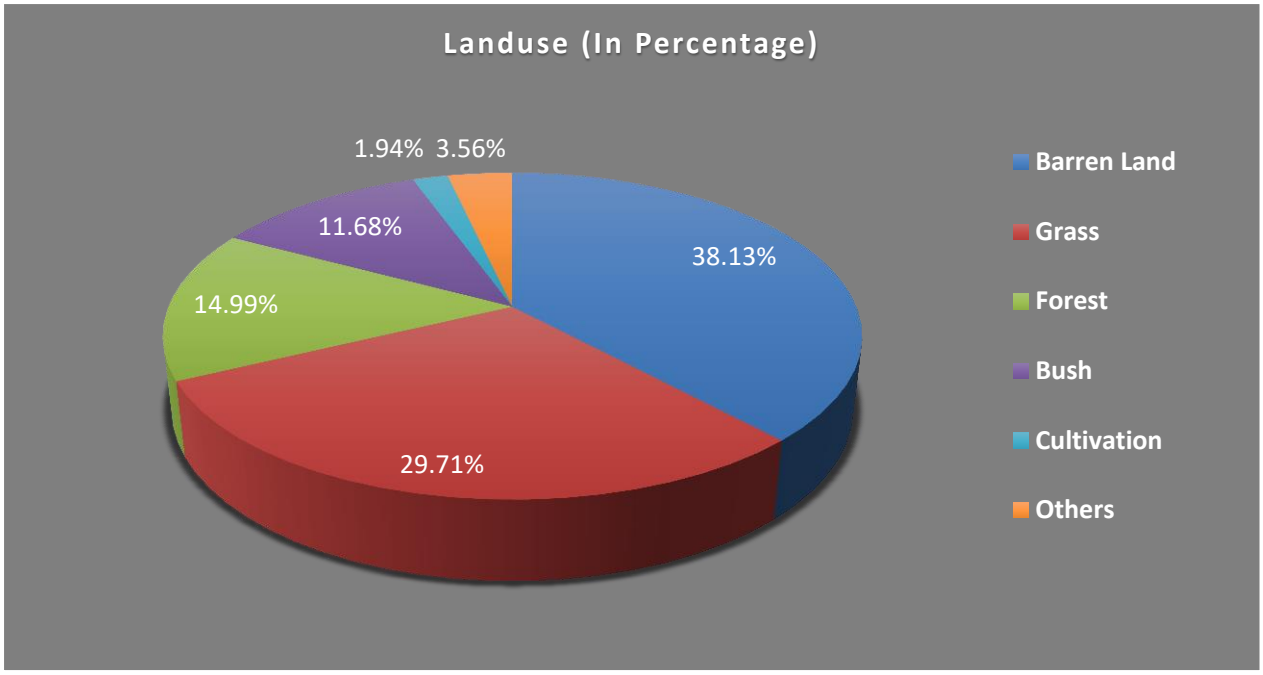

Figure 3: Pie-chart showing the land covers of Gharapjhong Rural Municipality

2.4 Transportation

a. Road inventory

For the collection of existing road infrastructure data, GPS survey was used and total length of road surveyed was **82.15 Km** (excluding SRN, PRN and foot-trails). Based on field survey, ward no. 05 has highest length of road and ward no. 01 has lowest road length among all wards. The total of **33.02 Km** new tracks was proposed.

Table 6: Existing Road condition based on Surface Type (excluding SRN, PRN and Foot Trails)

Wards	Road Surface/Approx. Length (Km)				Sub-Total
	Concrete	Earthen	Gravelled	Stone Paved	
Ward 01	-	6.72	-	-	6.72
Ward 02	-	13.48	-	-	13.48
Ward 03	0.13	6.49	1.08	0.76	8.46
Ward 04	0.35	9.14	1.12	-	10.61
Ward 05	-	42.76	0.11	-	42.87
Grand Total	**0.49**	**78.59**	**2.31**	**0.76**	**82.15**

The road inventory including new track is given below:

Table 7: Existing Road condition based on Surface Type with New Tracks (excluding SRN, PRN and Foot Trails)

Wards	Road Surface/Approx. Length (Km)					Sub-Total
	Concrete	Earthen	Gravelled	New Track	Stone Paved	
Ward 01	-	6.72	-	2.67	-	9.39
Ward 02	-	13.48	-	12.57	-	26.05
Ward 03	0.13	6.49	1.08	9.32	0.76	17.78
Ward 04	0.35	9.14	1.12	2.90	-	13.51
Ward 05	-	42.76	0.11	5.57	-	48.44
Grand Total	**0.49**	**78.59**	**2.31**	**33.02**	**0.76**	**115.17**

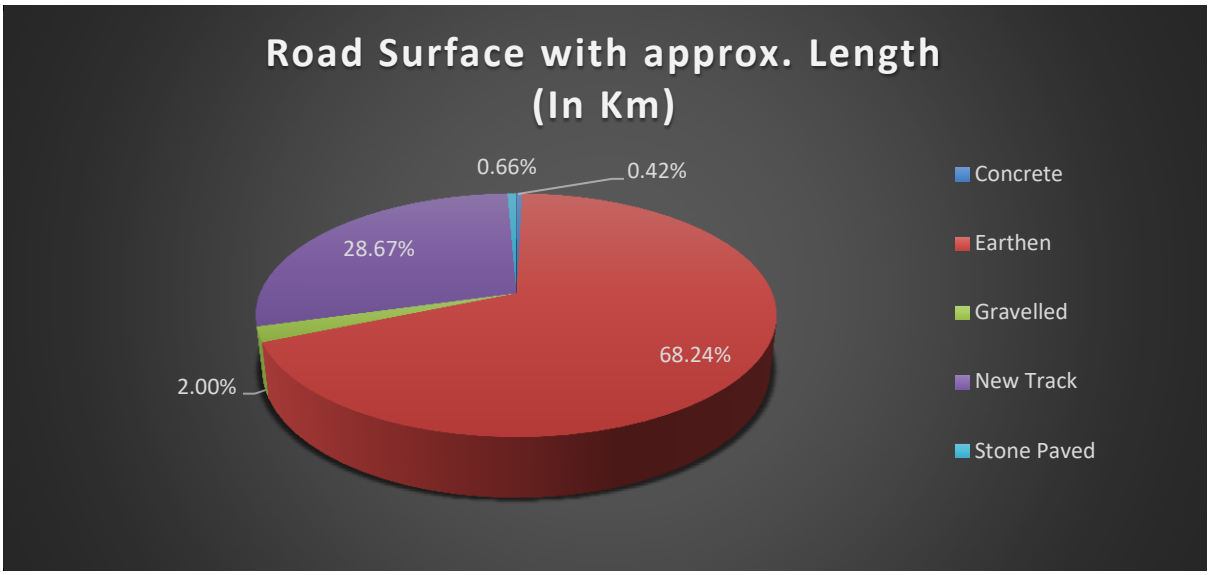

Figure 4: Pie-chart showing the Surface type of roads in Gharapjhong Rural Municipality (excluding SRN, PRN and Foot Trails)

Other than the roads mentioned above, there are National Highways of Strategic Road Network, Ring Road developed in the Province Road Network, and foot trails of existing and proposed surface types present in the rural municipality. The data is shown in the table below.

Table 8: SRN, PRN and Foot Trails in Gharapjhong Rural Municipality

Wards	Existing Surface of Padmarga/Approx. Length (Km)					Sub-Total	SRN	PRN
	Concrete	Earthen	New Track	Stairs	Stone Paved			
Ward 01	-	2.10	-	-	0.33	2.43	-	3.21
Ward 02	0.06	11.20	-	0.53	0.74	12.52	5.94	-
Ward 03	-	5.70	1.38	0.08	1.07	8.23	4.51	-
Ward 04	-	11.16	0.33	0.36	0.06	11.91	5.36	0.65
Ward 05	-	2.83	-	-	1.77	4.60	-	8.09
Grand Total	**0.06**	**32.99**	**1.71**	**0.97**	**3.97**	**39.69**	**15.81**	**11.95**

15.81 km of SRN and 11.95 km of PRN is present in Gharapjhong Rural Municipality, whose upgradation to black-top is under process. Based on the data collected, it can be seen that the road density per 1000 population is **22.13** km per 1000 population and **0.26** km per square kilometre of area. This value is high as compared to national statistics such as 1.91 km per 1000 population and low as compared to national statistics such as 0.344 km per square kilometre.

Table 9: Road Density ward wise

Wards	Population (2078 Census)			Area (Sq. Km)	Road (In Km)	Road Per Sq. Km	Road per 1000 Population
	Male	Female	Total				
Ward 01	117	100	217	49.4	6.72	0.14	30.97
Ward 02	352	331	683	19.62	13.48	0.69	19.73
Ward 03	585	500	1085	72.04	8.46	0.12	7.80
Ward 04	637	577	1214	64.41	10.61	0.16	8.74
Ward 05	252	261	513	114.32	42.87	0.38	83.57
Total	**1,943**	**1,769**	**3,712**	**319.79**	**82.15**	**0.26**	**22.13**

The Intervention required for the Road Network of Gharapjhong Rural Municipality is shown in the table below:

Table 10: Intervention Required for Road Networks inside Gharapjhong Rural Municipality

Ward No.	Road intervention/ Length of roads (Km)		
	Maintenance	Upgradation	New Construction
Ward 1	-	6.72	2.67
Ward 2	-	13.48	12.57
Ward 3	0.13	7.57	9.32
Ward 4	0.35	10.26	2.90
Ward 5	-	42.87	5.57
Grand Total	**0.49**	**80.90**	**33.02**

In this road inventory survey, it was found that some roads of Gharapjhong Rural Municipality are narrow and their width is insufficient to cross two vehicles from opposite direction at a time. Also, the actual width of National Highway and Province road is small in comparison to their right of way.

a. Bridge/Crossings

Gharapjhong Rural Municipality consists of hilly/mountainous lands as well as flats consisting of many streams and rivers. Travelling across such geographical surface requires large

number of bridges and crossings. So, a number of culverts are proposed inside the rural municipality during the RMTMP Period. According to the survey data, there are 2 Motorable bridges, 15 suspension bridges and 3 special bridges in Gharapjhong Rural Municipality.

b. Road Priority

From the ward level workshop, the most demanding five roads for each ward are collected and these roads will be used for the road priority and while developing road hierarchy which is shown in the table below:

Table 11: Road Priority Length ward wise

Wards	Priority/Approx. Length (Kms)					
	1	2	3	4	5	Grand Total
Ward 01	3.13	1.29	0.19	1.08	0.20	5.89
Ward 02	16.18	2.39	0.64	0.14	0.23	19.59
Ward 03	0.52	0.70	0.36	0.53	0.23	2.34
Ward 04	4.99	3.81	2.22	0.39	0.12	11.52
Ward 05	0.57	2.74	0.67	3.06	1.06	8.09
Grand Total	**25.38**	**10.91**	**4.10**	**5.20**	**1.83**	**47.43**

The intervention required for the prioritized road is summarized below:

Table 12: Intervention Required for the Prioritized Road Networks

Ward No.	Priotrized Road intervention/ Length of roads (Km)		
	Maintenance	Upgradation	New Construction
Ward 1	-	5.89	-
Ward 2	-	13.48	6.11
Ward 3	0.13	1.44	-
Ward 4	-	8.62	2.90
Ward 5	-	7.52	0.57
Grand Total	**0.13**	**36.96**	**9.58**

The list of prioritized roads of all wards is shown in the table below:

Table 13: List of Prioritized roads

Wards	Priority	Road Code	Road Name	Approx. Length (Km)					Total
				Concrete	Earthen	Gravel	New Track	Stone	
Ward 01	1	B002	Chhairo Bailie Bridge Chapra dekhi Pakki Pul Sano Lakki hudai Chimang Kiuthang Chowk Samma	-	3.13	-	-	-	3.13
	2	B001	Bailie Bridge Pakki pul hudai Tali Ghyang Chhairo Samudayik Bhawan hudai Chairo Chhahara Gumba Samma	-	1.29	-	-	-	1.29
	3	D001	Bailie Bridge ko Bato dekhi Samudayik Bhawan Samma	-	0.19	-	-	-	0.19
	4	D008	Kiuthang Chowk dekhi School Swasthay Chauki hudai Gumba khet Sokoghyun hudai Gheku Samma	-	1.08	-	-	-	1.08
	5	D005	Chhairo Gau Bhitra Sadak	-	0.20	-	-	-	0.20
	Grand Total			**-**	**5.89**	**-**	**-**	**-**	**5.89**
Ward 02	1	B003	Marpha Dhaulagiri Base Camp Jane Sadak	-	10.45	-	5.74	-	16.18
	2	C001	Marpha Sapi Krishi Farm Jane Sadak	-	2.39	-	-	-	2.39
	3	D014	Ghatta Khola dekhi Chi Khel Maidan Jane Sadak	-	0.64	-	-	-	0.64
	4	D015	Marpha Homes dekhi Sabha Griha Samma	-	-	-	0.14	-	0.14
	5	D012	Buddha Ghar dekhi Chi Khel Maidan Samma	-	-	-	0.23	-	0.23
	Grand Total			**-**	**13.48**	**-**	**6.11**	**-**	**19.59**
Ward 03	1	D016	Ghattekhola Sadak	0.08	-	0.43	-	-	0.52
	2	B004	Homestay Sadak	0.05	-	0.65	-	-	0.70
	3	B006	Naya Sadak	-	0.36	-	-	-	0.36
	4	O005	Dhukuche Sadak	-	-	-	-	0.53	0.53
	5	O004	Dharothang Sadak	-	-	-	-	0.23	0.23
	Grand Total			**0.13**	**0.36**	**1.08**	**-**	**0.76**	**2.34**
Ward 04	1	C004	Dhapu Marga	-	2.08	-	2.90	-	4.99
	2	C005	Kungle Marga	-	3.81	-	-	-	3.81
	3	D021	Chhimitong Sadak (Highway dekhi Lopenkunje Samma Padmarga)	-	2.22	-	-	-	2.22
	4	D023	Nilgiri Marga (Adalat dekhi Litikh Samma Krishi Sadak)	-	0.39	-	-	-	0.39
	5	D022	Krishi Bank Paxadi Baikalpik Hospital Jane Bato	-	0.12	-	-	-	0.12
	Grand Total			**-**	**8.62**	**-**	**2.90**	**-**	**11.52**
Ward 05	1	O008	Chini Ghang Chheti Bhagal Sadak	-	-	-	0.57	-	0.57
	2	C007	Sallarukh Chinighang Dhunchithang Sadak	-	2.74	-	-	-	2.74

Wards	Priority	Road Code	Road Name	Approx. Length (Km)					Total
				Concrete	Earthen	Gravel	New Track	Stone	
	3	D029	Kuchhap Teranga Gumba Sadak	-	0.67	-	-	-	0.67
	4	D025	Dhumba Tal Pulchowk Dhumba Sadak	-	3.06	-	-	-	3.06
	5	D026	Ghochi Sadak (Krishi)	-	1.06	-	-	-	1.06
	Grand Total			**-**	**7.52**	**-**	**0.57**	**-**	**8.09**

c. Traffic Condition

Gharapjhong Rural Municipality possesses mixed traffic. There is very high traffic volume in National Highway roads connecting from Baglung to Upper Mustang. However, the traffic on other Municipal roads is fairly low. Considerable trips of public transportation are available in road connecting Baglung, Pokhara and Kathmandu. Bus, Minibus, Small pickup vans and jeeps are used for the public transportation in the roads connecting Gharapjong with other centers on the route as well as reserve basis. The traffic at Jomsom and Marpha area is high, and it acts as the focal point of all the traffic inside the rural municipality. Taxis, Jeeps, Motorbikes, pickup vans, trucks, etc. are mostly seen in Jomsom bazar area. For private mode of transportation, mostly motorcycles are used within the locality. For the goods transportation purposes, trucks, mini trucks, small pickup vans are being used along with public Jeeps, and for the transportation of construction materials such as sand, stone and gravel, tractors and trippers are being used.

2.5 Public Transportation

Public transport is a shared passenger transport service, which is available for use by anyone who pays the set fares. It generally operates on fixed routes and may include modes such as three-wheelers, mini/micro buses, buses, trolley buses, trams, trains and ferries. Besides reducing congestion and air pollution by providing transportation services to a large number of people, high-capacity public transport systems may also influence the urban form and quality of life in cities. While in areas, public transportation mainly deals with providing accessibility, transport of construction materials and goods and linkage with nearest urban area. A good public transport system provides efficient and affordable mobility, and access to work, school/colleges, social, recreation and economic activities.

a. Passenger Movement

Public transportation is inevitable need in today's world. Development of a region cannot be effective and efficient without proper public transportation system. Local public transportation generally deals with cost effectiveness, time saving and comfort of travel. However, public transportation services more broadly support well-being for residents by also providing transportation to employment, schools, places of worship, and social and recreational destinations. Access to public transportation in areas is limited by travel times and distances, frequency of service, cost, and limitations in funding to address these challenges.

Generally, two types of trips are generated inside Gharapjhong Rural Municipality. First one is trips made from Rural Municipality to nearest cities Beni, Baglung, Pokhara, Narayanghat, and finally to capital city - Kathmandu. Second types of trips are intra Municipal trips destined to Rural Municipality center or ward centers. For first kind of trips, public vehicles (Bus, Taxi, Jeep) are run. There is a buspark under-construction in Gharapjhong. Open spaces are mostly used as the temporary bus stations. For the second kind of trip, Minibus, Small pickup vans and taxis are available either on route basis or on the reserve basis.

Figure 5: Public Transportation inside Municipality

b. Freight Transportation

Freight transport is the physical process of transporting commodities and merchandise goods and cargo. In past, people of areas of Nepal used to be independent in basic life requirements. However, with an increase of technology and accessibility, import and export has

increased significantly. People are now dependent on imported goods for day-to-day life operation. Majority of goods being imported in Gharapjhong are daily consumption materials - food, clothes, stationary and so on - and agricultural produces are the major export. Generally, goods for daily used are imported from Pokhara.

At the beginning, transportation of goods used to be carried by people themselves, which was expensive and tedious process. Transportation through such methods was only possible for people with high purchasing power. Later on, people started using animals as a means of goods of transportation. Horses are still used in some areas of this Rural Municipality for transportation of goods. This decreased transportation cost and time of travel and in the meantime, this increased access of general public to imported goods. This significantly increased dependency of people on imported goods. After 90's, road network reached in almost every part of country which significantly increased movement of goods inside country. Nowadays, trucks, minitrucks, pick-up vans are used to transport goods inside the rural municipality. Similarly, tippers and tractors are mainly used to transport construction materials in and out of the rural municipality.

Figure 6: Showing Freight Transportation medium in Gharapjhong Rural Municipality

2.6 Travel Pattern and Characteristics

Within Gharapjhong Rural Municipality, two types of trips are typically produced. First one is trips made from Rural Municipality to nearest cities Beni, Baglung, Pokhara, Narayanghat, and

finally to capital city - Kathmandu. Second type of trip is intra Municipal trips destined to Rural Municipality center or ward centers. For first kind of trips, public vehicles (Bus, Taxi and Jeep) are run. There is a buspark under-construction in Gharapjhong. Open spaces are mostly used as the temporary bus stations. For the second kind of trip, Minibus, Small pickup vans and taxis are available either on route basis or on the reserve basis.

2.7 Accessibility

Since this rural municipality is located at the district headquarter of Mustang district, except few settlements, almost all settlements are connected to the ward offices as well as the Rural Municipality office through the road network. Although few of the roads in closer settlements are functional in all seasons, most roads are not all-weather roads in the Rural Municipality. As compared to others, most of the most roads are not in good condition in Gharapjhong Rural Municipality. The maximum trip of people is generated towards respective ward offices and Rural Municipality office for all official work through which the trip is distributed to the nearby cities.

2.8 Transport Infrastructure Connectivity

The Gharapjhong Rural Municipality is located in the Northwestern part of Gandaki Province. So, the traveling route is fairly long from the Capital city. Gharapjhong Rural Municipality is connected to other parts of the country through road network and air travel too. Gharapjhong is at a distance of 150 kms from Province headquarters Pokhara, and 350 kms from Capital City Kathmandu. The major routes opted by the people to get in and out of Gharapjhong Rural Municipality are: Muktinath – Jomsom – Beni – Pokhara – Kathmandu; Korala – Jomsom – Beni – Pokhara - Narayanghat. Sufficient public transportation modes are operated on these routes. Also, the Jomsom airport in Gharapjhong RM acts as a quick route of transportation to and from Kathmandu or Pokhara. There a usually a flight from and to Pokhara in the morning.

2.9 Vehicle Ownership Status

People of Gharapjhong Rural Municipality own various types of vehicles. About 6.2% of households own car/jeep/vans (4-wheeler), about 23.2% of households own motorcycle/scooter (2-wheeler), and about 3% of households own bicycles(non-motorized 2-wheeler). The very high number of motorcycles as compared to other vehicle types may be because of the affordability and the flexibility of riding characteristics. Since this rural municipality is connected to Beni, Pokhara and Korala border, some people own public transportation like, Bus, jeep and taxi. For freight transport the people own and use vehicles like trucks, tippers, tractors and Pickup jeep. For transportation of construction materials, Tippers and Tractors are widely used in this Rural Municipality.

2.10 Road Network Deficiencies

The major deficiencies of road network are as follows:

1. Narrow and earthen roads
2. Lack of proper side and cross drainage structures
3. Majority of roads fail to provide service during excessive rainfall.
4. Slope of roads is too high for smooth operation of vehicle in hill side of this rural municipality.
5. Roads do not interlink between each other for proper operation of public vehicles

2.11 Visionary City Development Plan

The vision of Gharapjhong Rural Municipality should be to develop an environment friendly and clean Rural Municipality by fostering its cultural and religious history and importance with modern urban facilities. However, this plan is yet to be prepared. For this, the main visionary city development plan of the Rural Municipality is to develop/preserve the following:

1. Agriculture
2. Trade
3. Tourism
4. Industry
5. Education
6. Health

2.12 Indicative Development Potential

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

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

Chapter 3: Hierarchy of Road Network

3.1 Road Hierarchy

Roadways serve a variety of functions, including but not limited to the provision of direct access to properties, pedestrian and bicycle paths, bus routes and catering for through traffic that is not related to immediate land uses. Many roads serve more than one function and to varying degrees, but it is clear that the mixing of incompatible functions can lead to problems. A road hierarchy is a means of defining each roadway in terms of its function such that appropriate objectives for that roadway can be set and appropriate design criteria can be implemented. These objectives and design criteria are aimed at achieving an efficient road system whereby conflicts between the roadway and the adjacent land use are minimized and the appropriate level of interaction between the roadway and land use is permitted. The road hierarchy can, then, form the basis of ongoing planning and system management aimed at reducing the mixing of incompatible functions.

3.2 Objectives of Road Hierarchy

The key objective of a road hierarchy is to ensure the orderly grouping of roadways in a framework around which state and local governments can plan and implement various construction, maintenance, and management schemes and projects. It should also assist local and state governments with the adoption of appropriate standards for roadway construction.

A well-formed road hierarchy will reduce overall impact of traffic by:

- concentrating longer distance flow onto routes in less sensitive locations;
- ensuring land uses and activities that are incompatible with traffic flow are restricted from routes where traffic movement should predominate;
- preserving areas where through traffic is discouraged;
- Ensuring activities most closely related to frontage development, including social interaction and parking, can be given more space within precincts where environmental and access functions should predominate.
- orderly planning of heavy vehicle and dangerous goods routes;
- planning and provision of public transport routes;
- planning and provision of pedestrian and bicycle routes;

- identifying the effects of development decisions in and on surrounding areas and roadways within the hierarchy;
- development design that facilitates urban design principles such as accessibility, connectivity, efficiency, amenity and safety;
- assigning control over access onto traffic carrying roads to ensure safe and efficient operation for traffic;
- Identifying treatments such as barriers, buffers and landscaping to preserve amenity for adjacent land uses. Thus, in order for road hierarchy to be effective, it needs to be much more than just a map of colored lines. This paper presents road hierarchy principles that can be applied to produce a powerful planning tool.

3.3 Strategic and Province Road Network

There is one National Highway (SRN) of approx. length **15.81 Km** passing through the Gharapjhong Rural Municipality.

Table 14: Strategic Road Network inside Gharapjhong Rural Municipality

S.N	Code No.	Road Name	Approx. Length (Km)	Surface Type	Road Type	Remarks
1	**NH48**	Kaligandaki Corridor	15.81	Gravelled	National Highway	Upgradation Ongoing
Grand Total			**15.81**			

One Province Road Networks (PRN) of total length of about **11.95 Km** passes through this Rural Municipality.

Table 15: Province Road Network inside Gharapjhong Rural Municipality

S.N	Code No.	Road Name	RoW (m)	Approx. Length (Km)	Total
				Gravelled	
1	**PRN**	Ringroad	15 (also varies at different special sections)	11.95	11.95
Grand Total				**11.95**	**11.95**

3.4 Classification of Rural Municipal Road Network

A productive transportation system accompanies an order. The hierarchy of road is dependent upon the function that the street is required to perform, and the kind of movement and the way users present. The outline speeds, way widths and other geometric characteristics are adapted to suit the way work. Based on these guidelines, the road networks inside Rural Municipality are classified in four classes:

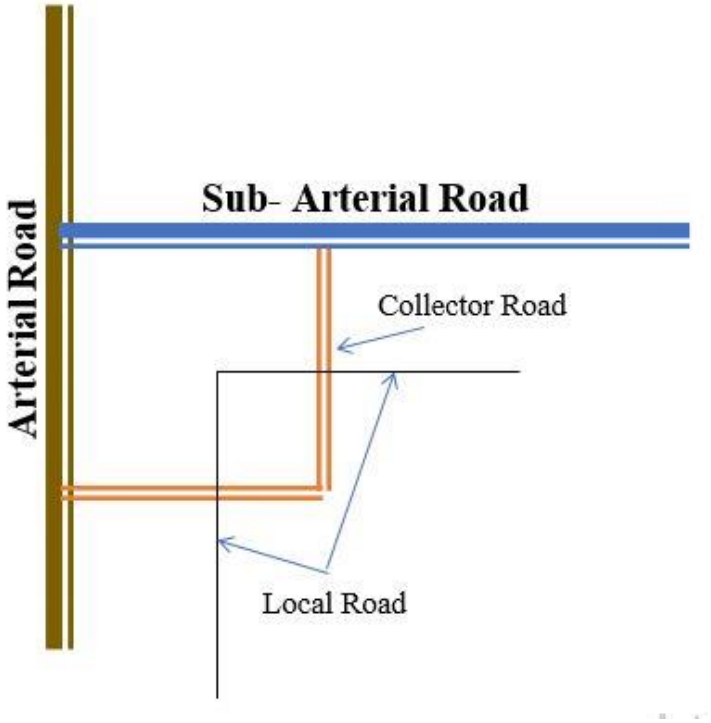

Figure 7: Road Network Hierarchy

a. Arterial Roads

They are the primary roads & are on top in hierarchy of roads for guaranteeing versatility capacity. They convey the biggest volumes of movement and longest trips in Municipality. These are characterized by through movement with confined access from carriageway to the side. In such cases, unique provisions ought to be acquainted with decrease clash with the through movement. These roads have the most extreme right of way and traffic volume around the four classes.

b. Sub-Arterial Roads

This class of road takes after all the capacities of an arterial road and is portrayed by portability, and indulges through movement with confined access from carriageway to the

side. It conveys same movement volumes as the arterial roads. Because of its overlapping nature, Sub-arterial roads can function as arterials. This is setting particular and is dependent upon the capacity and the area use advancement it passes through.

c. **Distributor/Collector Roads**

As the name recommends, these are connector ways which circulate the activity from access lanes to arterial and sub arterial roads. They are portrayed by portability and access just as. They are portrayed by low-speed limit and have a comparatively small ROW. It conveys moderate movement volumes contrasted with the arterial roads. Because of its covering nature, merchant streets can go about as a sub arterial road and as access lanes, contingent on the capacity and the area utilization of the surroundings.

d. Local Roads

These are utilized for access capacities to bordering lands and regions. A greater part of excursions in the area normally begins or end on these streets. They cater to low velocity and have a nominal ROW of 6m. They convey generally lower volumes of movement at low speeds. They are described by access prevalently; they could be utilized for gatherer capacities.

Table 16: Arrangement of Road width

S.N.	Road Class	Min. RoW (m)	Setback (m)	Possible Pavement width (m)
1	PRN	15 (varies at different sections)	3.0	-
2	B	10	1.5	8
3	C	8	1.5	5.5
4	D	6	1.5	3.75
5	Others	4	1.5	-
6	Padmarg	2 (varies at different sections)	-	-

In total, there are roads of length **115.17 Km** within the Rural Municipality excluding Strategic Road Network (SRN), Province Road Network (PRN) and Foot-trails, either in planned or existing condition. However, with SRN, PRN and foot trails surveyed, the total length of roads, streets and tails was found to be approx. **182.61 Km.** All the standards set by the Rural Municipality council are assumed not to decrease its ROW whenever these roads fall on the lower class in this RMTMP.

3.5 Rural Municipality Level Sub-Arterial Roads (Class B)

The municipality level sub-arterial roads function as alternatives for arterial roads. They link arterial roads with collector and distributor roads. All roads which connect to a major road network and other roads of similar hierarchy with a road connecting major Growth Centre of the same or neighboring wards which provide access between higher class and class C road falls on the category of class B. The proposed right of way (ROW) of this class road is 10 m.

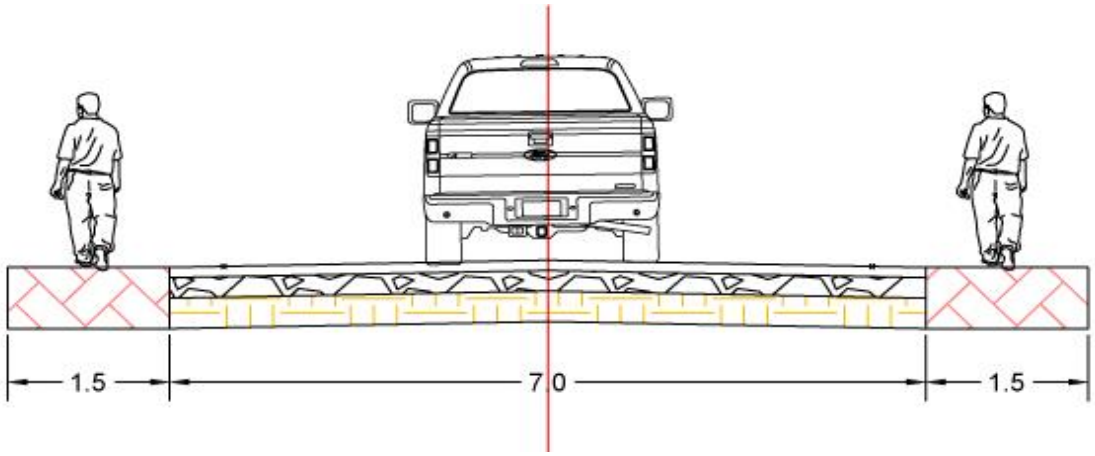

Figure 8: Typical sample section for Road class C (ROW = 10m)

Table 17: List of Rural Municipality Level Sub-Arterial Roads (Class B)

Code No.	Road Name	RoW (m)	Approx. Length (Km)				Total
			Concrete	Earthen	Gravel	New Track	
B001	Bailie Bridge Pakki pul hudai Tali Ghyang Chhairo Samudayik Bhawan hudai Chairo Chhahara Gumba Samma	10	-	1.29	-	-	1.29
B002	Chhairo Bailie Bridge Chapra dekhi Pakki Pul Sano Lakki hudai Chimang Kiuthang Chowk Samma	10	-	3.13	-	-	3.13
B003	Marpha Dhaulagiri Base Camp Jane Sadak	10	-	10.45	-	5.74	16.18
B004	Homestay Sadak	10	0.05		0.65		0.70
B005	Lamthang Sadak	10	-	1.04	-	-	1.04
B006	Naya Sadak	10	-	0.36	-	-	0.36
B007	Pancho Sadak	10	-	0.51	-	-	0.51
Grand Total			**0.05**	**16.78**	**0.65**	**5.74**	**23.21**

3.6 Rural Municipality Level Collector Roads (Class C)

All roads which connect to a major road network and other roads of similar hierarchy with a road connecting major Growth Centre of the same or neighboring wards which provide access between Class B and Class D roads falls on the category of class C. The right of way of this class road is 8m.

Table 18: List of Municipality Level Collector roads (Class C)

Code No.	Road Name	RoW (m)	Approx. Length (Km)		Total
			Earthen	New Track	
C001	Marpha Sapi Krishi Farm Jane Sadak	8	2.39	-	2.39
C002	Kichithan Sadak	8	1.69	-	1.69
C003	Pulchowk Sadak	8	1.92	-	1.92
C004	Dhapu Marga	8	2.08	2.90	4.99
C005	Kungle Marga	8	3.81	-	3.81
C006	Dhumba Phyangthang Seto Khola Ghaitong Sadak	8	1.52	1.40	2.93
C007	Sallarukh Chinighang Dhunchithang Sadak	8	2.74		2.74
C008	Thini Kaisang Sadak	8	9.59	-	9.59
C009	Thini Khol Lhokothang Sadak	8	1.62	-	1.62
C010	Thini Namu Sadak	8	13.96	-	13.96
C011	Dharmashala Sadak	8	0.50	-	0.50
Grand Total			**41.81**	**4.30**	**46.12**

3.7 Rural Municipal Level Sub-Collector Roads (Class D)

Roads which provide connection to higher order roads with all agricultural roads which connect a residential area or farm with a mini-market centre or an agro-based production centre and means for mobility of local trips are understood as road class D. The proposed right of way for class D roads is 6 m.

Table 19: List of Local Level roads (Class D)

Road Code	Road Name	RoW (m)	Approx. Length (Km)				Total
			Concrete	Earthen	Gravel	New Track	
D001	Bailie Bridge ko Bato dekhi Samudayik Bhawan Samma	6	-	0.19	-	-	0.19
D002	Bailie Bridge dekhi Kaligandaki Kinar hudai Mhutanche Chihanghat Ringroad jodne Sadak	6	-	-	-	1.24	1.24
D003	Chhairo Aabi dekhi Wada 1 Karyalaya Samma	6	-	0.07	-	-	0.07
D004	Chhairo Chho dekhi Gau Paxadi hudai Samudayik Bhawan Samma	6	-	0.20	-	-	0.20
D005	Chhairo Gau Bhitra Sadak	6	-	0.20	-	-	0.20
D006	Chhairo School Gate dekhi Mul Sichai Kulo hudai Chha Ghyema Charana hudai Chhairo Chhahara Gumba Samma	6	-	-	-	1.03	1.03
D007	Ghatte Dada Balprasad ko Khet hudai Thulo Lakki Samma	6	-	0.28	-	-	0.28
D008	Kiuthang Chowk dekhi School Swasthay Chauki hudai Gumba khet Sokoghyun hudai Gheku Samma	6	-	1.08	-	-	1.08
D009	Samudayik Bhawan dekhi Sinchai Kulo hudai Hilme Ghatta Dada Samma	6	-	-	-	0.40	0.40
D010	Tali Ghyang Bato dekhi Wada niskine Bato	6	-	0.03	-	-	0.03
D011	Aalubari dekhi Sapi Krishi Farm Samma Sadak	6	-	-	-	6.12	6.12
D012	Buddha Ghar dekhi Chi Khel Maidan Samma	6	-	-	-	0.23	0.23
D013	Dhanprakash ko Khet dekhi Tindhara Samma Sadak	6	-	-	-	0.23	0.23
D014	Ghatta Khola dekhi Chi Khel Maidan Jane Sadak	6	-	0.64	-	-	0.64
D015	Marpha Homes dekhi Sabha Griha Samma	6	-	-	-	0.14	0.14
D016	Ghattekhola Sadak	6	0.08	-	0.43	-	0.52
D017	Pancho Sadak	6	-	-	-	8.87	8.87
D018	Puthang Highway dekhi Uttar Bhitri Sadak	6	-	0.06	-	-	0.06
D019	Puthang Sadak	6	-	0.40	-	-	0.40
D020	Sokupla Sadak	6	-	-	-	0.45	0.45
D021	Chhimitong Sadak (Highway dekhi Lopenkunje Samma Padmarga)	6	-	2.22	-	-	2.22
D022	Krishi Bank Paxadi Baikalpik Hospital Jane Bato	6	-	0.12	-	-	0.12

Road Code	Road Name	RoW (m)	Approx. Length (Km)				Total
			Concrete	Earthen	Gravel	New Track	
D023	Nilgiri Marga (Adalat dekhi Litikh Samma Krishi Sadak)	6	-	0.39	-	-	0.39
D024	Dhumba Dhojyang Sadak	6	-	1.26	-	-	1.26
D025	Dhumba Tal Pulchowk Dhumba Sadak	6	-	3.06	-	-	3.06
D026	Ghochi Sadak (Krishi)	6	-	1.06	-	-	1.06
D027	Ghongthang Bhatang Sadak	6	-	1.15	-	-	1.15
D028	Hyarujho View Tower Sadak	6	-	1.11	-	-	1.11
D029	Kuchhap Teranga Gumba Sadak	6	-	0.67	-	-	0.67
D030	Pamithang Chhamachho Sadak	6	-	-	-	3.01	3.01
D031	Phyangthang Chemchyo Murghyung Sadak	6	-	5.03	-	-	5.03
Grand Total			**0.08**	**19.23**	**0.43**	**21.72**	**41.47**

3.8 Other Roads

All the roads of ROW 4m are not considered into rural municipal level classification and categorized as *Other Roads*. These roads shall be excluded from the budget planning of RMTMP/RMTPP.

Table 20: Streets falling in *Other Roads* Category

Rode Code	Road Name	RoW (m)	Approx. Length (Km)					Total
			Concrete	Earthen	Gravelled	New Track	Stone	
O001	Kiuthang Chowk dekhi Chimag Gau bhitra ko Bato	4	-	0.17	-	-	-	0.17
O002	Kiuthang dekhi Sebithan Jane Bato	4	-	0.08	-	-	-	0.08
O003	Kyun Jhayng Jhyang bata Marpha Helipad jane Sadak	4	-	-	-	0.11	-	0.11
O004	Dharothang Sadak	4	-	-	-	-	0.23	0.23
O005	Dhukuche Sadak	4	-	-	-	-	0.53	0.53
O006	Jomsom APF Sadak	4	-	-	1.12	-	-	1.12
O007	Prashasan Marga	4	0.35	0.52	-	-	-	0.87
O008	Chini Ghang Chheti Bhagal Sadak	4	-	-	-	0.57	-	0.57
O009	Kunughyung Sadak	4	-	-	0.11	-	-	0.11
O010	Malmi Ghang dekhi Chhangjho Ghang samma Sadak	4	-	-	-	0.58	-	0.58
Grand Total			**0.35**	**0.77**	**1.23**	**1.26**	**0.76**	**4.37**

3.9 Foot Trails

Since, the region is mountainous and the whole Mustang District is popular for its tourist destinations, there are foot trails present in this Rural Municipality.

Table 21: Foot Trails in Gharapjhong Rural Municipality

Code	Road Name	RoW (m)	Approx Length/Surface type					Grand Total
			Concrete	Earthen	New Track	Stairs	Stone	
P001	Samagri dekhi Chhairo Gau Samma Padmarga	2.0	-	-	-	-	0.33	0.33
P002	Dalit Basti Marpha Sign Board Jane Padmarga	1.5	-	-	-	0.09	-	0.09
P003	Dhaulagiri Hotel dekhi Pra Gumba Jane Padmarga	1.5	-	-	-	-	0.19	0.19
P004	Highway dekhi Ward 2 Karyalaya Jane Padmarga	1.0	-	0.26	-	-	-	0.26
P005	Highway Marpha Homes dekhi Sabha Griha hudai Khang Samma Padmarga	1.0	-	-	-	-	0.27	0.27
P006	Highway Surendra ko Khet dekhi Khang Samma Padmarga	1.0	-	0.21	-	-	-	0.21
P007	Jerry Galli Briksharopan Jane Bato	1.5	-	0.16	-	-	0.11	0.26
P008	Jerry Galli dekhi Dalit Basti Jane Padmarga	1.0	-	-	-	-	0.10	0.10
P009	Kosheli Chowk dekhi Khola Samma Goreto	2.0	-	0.10	-	-	-	0.10
P010	Kot Ghar dekhi Dalit Basti Jane Padmarga	1.0	-	-	-	-	0.07	0.07
P011	Marpha dekhi Dhaulagiri Base Camp Jane Padmarga	2.0	-	3.99	-	-	-	3.99
P012	Marpha Health Post Padmarga	3.0	0.06	0.11	-	-	-	0.17
P013	Marpha Mhaneghang dekhi Dhaulagiri Base Camp Jane Padmarga	4.0	-	-	-	0.11	-	0.11
P014	Marpha Sechi Goreto Bato	2.0	-	3.74	-	-	-	3.74
P015	Rajmarga dekhi Thaleban Jane Padmarga	2.0	-	2.63	-	-	-	2.63
P016	Tindhara dekhi Apple Park Samma Padmarga	1.5	-	-	-	0.33	-	0.33
P017	Aani Gumba Bato	3.0	-	-	-	-	0.07	0.07
P018	Buddha Samudayik Bhawan dekhi Dharothan Sadak Samma	2.0	-	-	-	-	0.28	0.28
P019	Club Marga	1.5	-	-	-	0.08	-	0.08
P020	Eklebhatti Bato	2.0	-	0.23	-	-	-	0.23

Code	Road Name	RoW (m)	Approx Length/Surface type					Grand Total
			Concrete	Earthen	New Track	Stairs	Stone	
P021	Ghyokhang Bato	1.5	-	-	-	-	0.13	0.13
P022	Ghyokhang Bich ko Bato	1.5	-	-	-	-	0.04	0.04
P023	Ghyokhang Tallo Bato	2.0	-	-	-	-	0.08	0.08
P024	Lamathang Kichithang Padmarga	2.0	-	-	1.38	-	-	1.38
P025	Park dekhi Ghatte Khola Sadak Samma Padmarga	2.0	-	0.08	-	-	-	0.08
P026	Park dekhi Syang Aarogya Kendra Samma Padmarga	2.0	-	-	-	-	0.12	0.12
P027	Somle Bato	2.0	-	-	-	-	0.07	0.07
P028	Tangcho Padmarga	2.0	-	5.33	-	-	-	5.33
P029	Tashi Lhakhang Bato	1.0	-	-	-	-	0.09	0.09
P030	Yrken Chhyoling Gumba dekhi Park Samma Padmarga	2.0	-	-	-	-	0.19	0.19
P031	Badri Marga dekhi Lithik Sadak Samma Bato	3.0	-	0.13	-	-	-	0.13
P032	Dhagarjung Padmarga	2.0	-	5.44	-	-	-	5.44
P033	Highway dekhi Samaj Ghar Jane Bato	3.0	-	0.14	-	-	-	0.14
P034	Hyarujho View Tower Sidi Padmarga	2.0	-	-	-	0.36	-	0.36
P035	Kathepul dekhi Dakshin Sidi Padmarga	2.0	-	0.09	-	-	0.06	0.14
P036	Purano Gumba Marga	2.0	-	0.32	-	-	-	0.32
P037	Sidi dekhi Lungtapar Dhorje Xodne Sthal Padmarga	2.0	-	-	0.33	-	-	0.33
P038	Sohan Marga	2.0	-	0.16	-	-	-	0.16
P039	Devlal ko Ghar dekhi Mhane hudai mathi Homestay Gate Samma Bato	2.0	-	0.13	-	-	0.16	0.29
P040	Durbar Chowk dekhi Devlal ko Ghar Samma Bato	2.0	-	-	-	-	0.07	0.07
P041	Durbar Chowk dekhi Homestay Gate Samma Bato	2.0	-	0.14	-	-	-	0.14
P042	Jomsom Health Post Chowk dekhi Snow Leopard Cave ko Bato Samma Padmarga	2.0	-	0.09	-	-	-	0.09
P043	Khampachhetang dekhi Jhalunge Pul hudai Gharapjhong Killa Jane Bato	2.0	-	0.27	-	-	0.44	0.72
P044	Lhakim Karpo Gumba dekhi Deepak ko Ghar Samma Bato	2.0	-	-	-	-	0.07	0.07

Code	Road Name	RoW (m)	Approx Length/Surface type					Grand Total
			Concrete	Earthen	New Track	Stairs	Stone	
P045	Mhane dekhi Chinighang Samma Bato	2.0	-	0.10	-	-	-	0.10
P046	Mhane dekhi Sichai Kulo hudai Lhokung Ke Samma Bato	2.0	-	0.26	-	-	-	0.26
P047	Nakhicham Mhane dekhi Ghatta hudai Snow Leopard Gate Samma Bato	2.0	-	0.22	-	-	-	0.22
P048	Samle Bato (Ka)	2.0	-	0.20	-	-	-	0.20
P049	Samle Bato (Kha)	2.0	-	0.09	-	-	-	0.09
P050	Samle Bato (Ga)	2.0	-	0.56	-	-	-	0.56
P051	San Prasad ko Bari dekhi Devlal ko Ghar Samma bato	2.0	-	-	-	-	0.05	0.05
P052	Shree Mukti Namuna Aabi Ring Road Samma Bato	2.0	-	0.08	-	-	-	0.08
P053	Snow Leopard Cave Jane Padmarga	2.0	-	0.14	-	-	-	0.14
P054	Syau Gram Jane Bato	2.0	-	0.25	-	-	-	0.25
P055	Thakali Homestay dekhi Mathi Bato	2.0	-	0.16	-	-	-	0.16
P056	Topthang dekhi Chinighang Samma Bato	2.0	-	-	-	-	0.21	0.21
P057	Topthang dekhi Gumba hudai Ring Road Samma Bato (Ka)	2.0	-	0.03	-	-	0.13	0.16
P058	Topthang dekhi Gumba hudai Ring Road Samma Bato (Kha)	2.0	-	0.05	-	-	-	0.05
P059	Topthang dekhi Nakyucham Samma Bato	1.5	-	-	-	-	0.17	0.17
P060	Tshiring Prasad ko Ghar dekhi Mhane Samma Bato	2.0	-	0.06	-	-	-	0.06
P061	Ward Karyalaya Chowk dekhi Topthang hudai Sallarukh Sadak Samma Bato	2.0	-	-	-	-	0.46	0.46
P062	Kyuthang dekhi Ghursang Gufa hudai Leka Padmarga (Yak Kharka Padmarga)	2.0	-	2.10	-	-	-	2.10
P063	Jhongana Ghang Padmarga	2.0	-	0.06	-	-	-	0.06
P064	Jomsom hudai Tower Padmarga	2.0	-	4.89	-	-	-	4.89
Grand Total			**0.06**	**32.99**	**1.71**	**0.97**	**3.97**	**39.69**

3.10 New Tracks

Thirteen new tracks have been proposed in this RMTMP. The estimated total length of proposed new tracks is **33.02 KM**, as listed below.

Table 22: List of Proposed New Tracks

S.N	Road Code	Road Name	Total Length (Km)
1	**B003**	Marpha Dhaulagiri Base Camp Jane Sadak	5.74
2	**C004**	Dhapu Marga	2.90
3	**C006**	Dhumba Phyangthang Seto Khola Ghaitong Sadak	1.40
4	**D002**	Bailie Bridge dekhi Kaligandaki Kinar hudai Mhutanche Chihanghat Ringroad jodne Sadak	1.24
5	**D006**	Chhairo School Gate dekhi Mul Sichai Kulo hudai Chha Ghyema Charana hudai Chhairo Chhahara Gumba Samma	1.03
6	**D009**	Samudayik Bhawan dekhi Sinchai Kulo hudai Hilme Ghatta Dada Samma	0.40
7	**D011**	Aalubari dekhi Sapi Krishi Farm Samma Sadak	6.12
8	**D012**	Buddha Ghar dekhi Chi Khel Maidan Samma	0.23
9	**D013**	Dhanprakash ko Khet dekhi Tindhara Samma Sadak	0.23
10	**D015**	Marpha Homes dekhi Sabha Griha Samma	0.14
11	**D017**	Pancho Sadak	8.87
12	**D020**	Sokupla Sadak	0.45
13	**D030**	Pamithang Chhamachho Sadak	3.01
14	**O003**	Kyun Jhayng Jhyang bata Marpha Helipad jane Sadak	0.11
15	**O008**	Chini Ghang Chheti Bhagal Sadak	0.57
16	**O010**	Malmi Ghang dekhi Chhangjho Ghang samma Sadak	0.58
Grand Total			**33.02**

3.11 Summary of Rural Municipal Road Networks

Road inventory survey was conducted throughout this Rural Municipality as far as possible except the new construction considered. In the inventory survey, the surface condition, width of road, and intervention required were collected. These data are presented in Rural Municipality inventory map. Refer annex of this report for map in detail.

Table 23: Length of Roads based on surface condition

Class	RoW (m)	Road Surface/Approx. Length (Km)						
		Concrete	Earthen	Gravelled	New Track	Stone Paved	Stairs	Grand Total
B	10	0.05	16.78	0.65	5.74	-	-	**23.21**
C	8	-	41.81	-	4.30	-	-	**46.12**
D	6	0.08	19.23	0.43	21.72	-	-	**41.47**
Others	4	0.35	0.77	1.23	1.26	0.76	-	**4.37**
Padmarga	2	0.06	32.99	-	1.71	3.97	0.97	**39.69**
GrandTotal		**0.54**	**111.58**	**2.31**	**34.73**	**4.73**	**0.97**	**154.86**

At the junctions of major roads, there is always high risk of traffic collision due to blind spot formation and inadequate sight distances. Also, some intersections require special treatment to develop in a proper and standard way. In light of such possibilities, **this RMTMP proposes to increase the ROW of the roads at the junction by 20 percent upto the distance 10m from the new row line of other meeting road.**

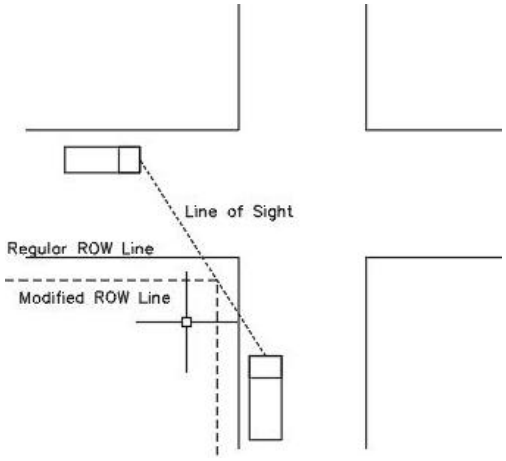

Figure 9: Modified ROW Line

Chapter 4: Municipality Transport Perspective Plan

4.1 Vision

To develop effective, reliable and safe transportation system inside Rural Municipality

4.2 Mission

By utilizing internal and external resources, the Municipality will develop effective transportation infrastructures inside Rural Municipality. The Rural Municipality aims to increase economic standard of public by providing access, minimizing travel time and increasing economic activities inside Rural Municipality

4.3 Objectives:

a. To strengthen major road that connects Rural Municipality with other parts of Nepal
b. To strengthen roads that connects ward centers with Rural Municipal centre
c. To develop effective public transportation system inside Rural Municipality
d. To co-ordinate with provincial government and central government to upgrade strategic roads.

4.4 Threats and Opportunities

a. **Threats and Challenges**:

Although Municipality is mainly focused in developing transportation infrastructures, there are some major threats in achieving goal of Rural Municipality. They are as follows:

1. Limited Financial resources: The construction cost of road infrastructures is too high, whereas, the Rural Municipality has limited resources. There is a probability that the Municipality will not be able to generate financial resources for development of transportation infrastructures as expected.

2. Geography: This Rural Municipality possess difficult geographic features. There are high hills, steep slopes, and unstable lands. Constructing roads in such difficult terrain is a challenge to this Rural Municipality.

3. Large number of cross drainage structures: This Rural Municipality possess large number of rivulets and streams which need high amount of cross drainage structures. The increase in number of cross drainage structures will significantly increase the construction cost of road.

4. Natural Disaster: Certain parts of this Rural Municipality are prone to landslide and debris flow and flood. Such natural disasters might destroy road infrastructures.

b. Opportunities

In addition to above mentioned threats and challenges, there are some opportunities in development of transportation infrastructure for this Rural Municipality.

1. Self-Decision power: The constitution of Nepal has granted self decision-making power to local governments which allows them to deploy funds to whenever and wherever required.

2. Involvement of local people: Since people are interested in development works happening in their locality, Rural Municipality can involve them in development works. That might be through sharing of funding or sharing of labor.

3. This Rural Municipality is supported by one National Highway that connects Terai Region to China Border and one Province road network passes through this Rural Municipality which plays a major role in mobility and economics of this Rural Municipality.

4. Availability of Construction Materials: For the construction of road infrastructures, some construction materials are usually locally available in this Rural Municipality in abundance quantity. This decreases the cost of construction.

4.5 Expected Output

The aim of this Municipal Transport Master Plan is to make Municipality prosperous according to vision set by Municipality. While implementing this MTMP, following outputs are expected in long and short run:

Table 24: Expected Output

S. No	Particulars	Unit	Expected Output		
			Base Year 2080/81	Short Term (5 Years)	Long Term (20 Years)
1	Total Length of Road	Km	82.15	100.00	115.17
2	Length of Bituminous/Concrete Road	Km	0.49	25.00	115.17
3	Length of Gravelled Road	Km	2.31	30.00	-
4	Length of Unpaved Road	Km	79.35	45.00	-
5	Length of Track Widened	Km	-	30.00	115.17
6	Road Density	Km/ Sq. Km	0.26	0.31	0.36
7	Road Density	Km/1000 Population	22.13	26.94	31.03
8	Periodic Maintenance	Km	2.80	55.00	115.17
9	Routine Maintenance	Km	82.15	100.00	115.17
10	Buspark	Nos.	-	1	1
11	Bus Stands	Nos.	-	3	5
12	Helipad	Nos.	-	3	5

4.6 Data Sources

a. Rural Municipality (Office of the Rural Municipal Executive)

The following data were provided by Rural Municipality

1. Budget of Rural Municipality for Fiscal Year 2080/81
2. Policies and Programs of Rural Municipality
3. Central government and Province government plans overarching in Rural Municipality
4. Existing Road conditions of Rural Municipality
5. Contact details of ward level authorities
6. Information about wards, settlements, routes to reach ward centres.

b. Ward-level Office

The following data were provided by Wards of Rural Municipality

1. Number of roads inside ward
2. Priority of Road inside ward
3. Tole committees of ward
4. Traffic conditions inside ward,
5. Social organizations/institutions inside ward

c. People of Municipality

Following data was obtained from people of Rural Municipality:

1. Name of each road
2. Population and settlement served by each road
3. Existing width and surface condition of each road
4. Problems faced in transportation sector
5. New tracks that are required to be opened
6. Projects and plans they are expecting from this RMTMP

4.7 Community Engagement and Consultation

Community engagement was a priority during development of the Rural Municipal Transport Master Plan. Public consultation is also a key component of the Rural Municipal Road classification process. For a project to be successful, it must ensure that the appropriate review agencies, Municipal bodies, the public and interested stakeholders are given the opportunity to provide their input in a meaningful way at key points in the study process, ensuring that community issues, needs and priorities are addressed and considered. Both focused and broad consultation activities were used to ensure effective communication throughout the RMTMP development process.

a. Rural Municipal Workshop

Different workshop at Rural Municipality was conducted to seek valuable support and organizational expertise regarding compliance issues and other concerns from the respective jurisdictions. Municipal level workshop with the elected members of Rural Municipality, staffs and other stakeholders occurred at appropriate times throughout the project to ensure no

complications arose at the time of approval. Three Municipal level workshops is to be conducted throughout this project.

1. Orientation Workshop

Orientation workshop was held on 14th of Jestha, 2081 in the morning from 11:00 am to 2:00 pm. This workshop was conducted to provide information about RMTMP and Integrated Development Master Plan, its procedure, significance and set up long-term and short-term goal. Approximately 25 people attended orientation workshop and provided their valuable suggestions and support to this RMTMP.

Figure 10: Orentation Workshop of RMTMP at Rural Municipal Office

b. Ward Level Workshops

Ward level workshops were conducted to collect existing transportation infrastructure data, view of general public regarding RMTMP and expectations of public from Rural Municipality. This workshop was conducted in all wards in presence of ward chairman, ward members, related stakeholders and representatives of consultant. The date and time of ward level workshops are as follows:

Table 25: Schedule of ward level workshop

Ward	Date	Time	Location
1	2081-02-15	8:30 AM	Ward 1 Office
2	2081-02-15	2:00 PM	Ward 2 Office
3	2081-02-16	8:00 AM	Ward 3 Office
4	2081-02-16	2:00 PM	Ward 4 Office
5	2081-02-17	8:00 AM	Ward 5 Office

People of this municipality were enthusiastically involved in those workshops and put forward their problems and needs regarding transportation. In average, 20-30 people attended ward level workshops. This workshop also decided the Right of Way (RoW) and priority of roads of each ward.

Figure 11: Ward level Workshop at different wards

4.8 Scoring system for screening, grading and prioritization

As the financial resources of Municipality is less as compared to the demand of people there is always conflict among the leaders from different parts for the development of road infrastructure. For this we have to prioritize roads, based on the certain conditions. For this MTMP, we have adopted the criteria given by the ministry with discussion and minor modification with the concerned stakeholders. Based on these criteria, Municipal and ward roads have been prioritized class wise. The details of prioritization criteria are included in chapter 1 of this report and prioritized roads are shown in Annex with detail of score on each criterion and ranking.

4.9 Possible inter-Municipality/district linkages

Two Province Roads pass through this municipality which serves as the major linkage with other districts and municipality. Similarly, All the rural municipality level Sub-Arterial roads (Class B) provides linkage between National highways and collector roads. These sub-arterial roads along with Collector roads (Class C), Sub collector D, and *Other Local Roads* support the inter-Rural Municipality movement and serves as the local roads.

4.10 Possibilities of Public Transportation

Given the function it performs, public transportation is an essential component of every community. In addition to being economically sensible, public transportation, when properly managed, also helps cities, especially those with significant car dependency, deal with various issues. The mere existence of popular modes of transportation like trains, buses, trams, and trolleys does not indicate how useful a particular mode of transportation is. Five sustainability principles—affordability, accessibility, connectedness, holistic transportation, paired with land use planning, and planning that takes environmental effects into account—must be present in the public transportation system. A good public transportation system should also offer frequent service and numerous connections. Also, the efficient use of public transport requires locations to be used for boarding and alighting of the passengers. Proposed bus stops are at location: Jomsom Bazar, Syang, Marpha, Samagri, Thini gau Homestay and Samle.

4.11 Road Crashes and Safety Measures

a. Road Crashes

Road crash stands as a major killer in Nepal. On an average, 1,800 people die in road crashes across the country every year. Many crashes go unreported mainly because the parties involved settle the matter themselves. Crashes with minor injury or damage to vehicles are often settled at the crash site and are not reported to police. Only crashes causing human injury are reported.

Nearly 75 per cent of the crashes are attributed to negligence of drivers. In 2016-17 drivers' negligence caused 7,487 road crashes out of which 1,392 were due to speeding, 288 due to drink driving, 376 due to recklessness of passengers, 213 while overtaking vehicles, 149 because of mechanical failure, 33 overload, 31 stray cattle, 94 poor road condition and 15 bad weather.

Figure 12: Overloaded vehicle

Source: The Kathmandu Post

According to the Ministry of Health, road crash (7 per cent) is the fourth leading cause of death after infectious diseases, child and maternal mortality (42 per cent), cardiovascular diseases (25 per cent) and cancer (11 per cent) in Nepal.

b. Safety Measures

The basic strategy of a Safe System approach is to ensure that in the event of a crash, the impact energies remain below the threshold likely to produce either death or serious injury. This threshold will vary from crash scenario to crash scenario, depending upon the level of protection offered to the road users involved. Five pillars have been identified to reduce the risk of crashes inside Rural Municipality.

i. Road Safety Management

The first and foremost step to reduce the risk of crashes is to formulate and implement road safety measures. Government of Nepal has formulated several rules and regulations regarding traffic operations and safety. The Municipality should implement those rules inside Municipality so as to reduce the loss of life and property. Similarly, the Municipality should train related stakeholders about traffic safety, rules, regulations and acts regarding traffic operations.

ii. Safe Road and Mobility

The road infrastructures and mobility of vehicles should be safe so as to reduce the risk of crashes. The construction of roads should be followed by provision of roadside safety structures. Implementation of this procedure must begin from arterial roads and gradually should cover all roads inside Municipality. Roadside safety can be increased significantly by applying some common and cost-effective safety measures.

i. Bio- Engineering

Though roads serve as lifelines for many communities, they also cause environmental degradation in the forms of erosion, shallow landslides, and river sedimentation. As a solution, “eco-safe roads,” or those that incorporate soil bioengineering techniques to minimise negative environmental impacts, can significantly reduce economic losses and environmental degradation, and even enhance local livelihoods.

Figure 13: Bio-Engineering Works

ii. Traffic Signs

Each of Arterial Roads and Major Market/Places need traffic safety signs for both the motorist and the people who are using the same roadways. Bright, eye-catching and complying to the standard codes, signs are a must. They should also be very clear and easy for everyone to understand. These traffic safety signs have the potential to save lives and reduce accidents.

Figure 14: Traffic Signs

iii. Road Markings

Installing road markings in visible and understandable condition is vital for road safety. They help road users to navigate the road systems, making us aware of upcoming hazards and of key bits of information to help us drive appropriately for the situation. The reliance on these features cannot be exaggerated, and without their clarity, it can cause confusion on the roads. Road markings are especially important at nighttime when, in the dark conditions, we rely on their presence even more so.

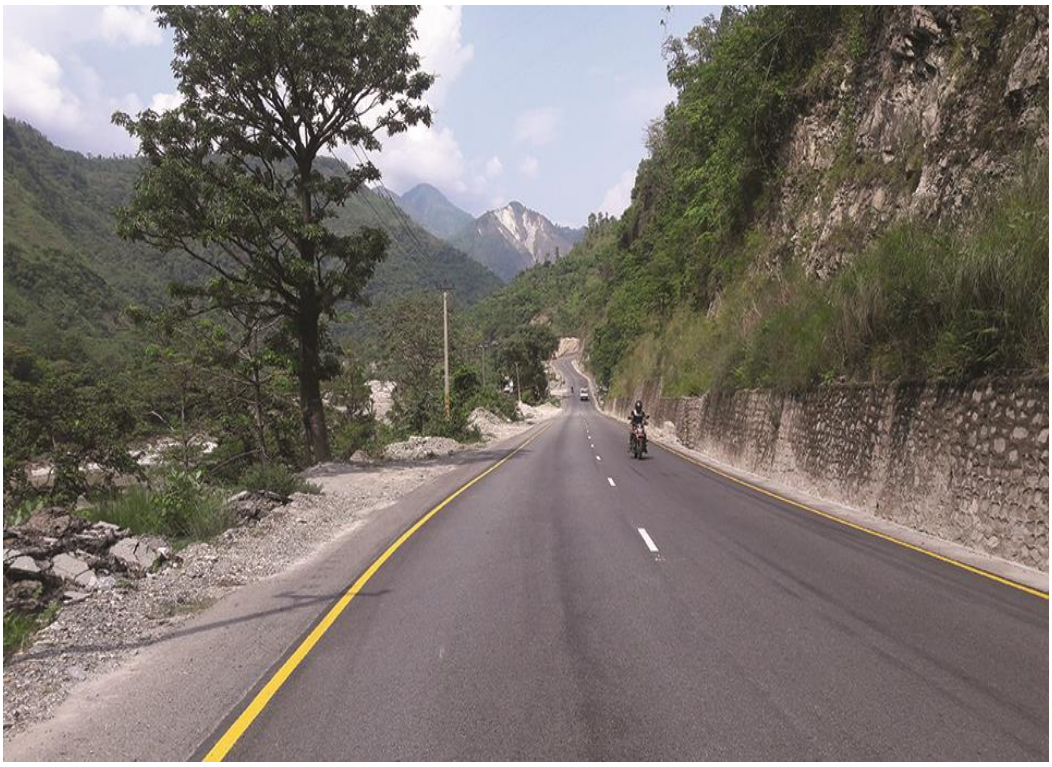

Figure 15: Road Markings on Narayanghat-Muglin Road

Source: Nagariknews

iv. Traffic Calming

Physical obstructions meant to slow down and possibly divert vehicles in residential areas are called traffic calming devices. More generally, it can be referred as changing a road in an attempt to lower vehicle speeds, reduce traffic volumes, divert cut-through traffic, or some combination therein.

Some Traffic Calming Measures

1	Angled Slow Points	12	Raised Crosswalks
2	Center Islands	13	Raised Intersections
3	Chicanes	14	Realigned Intersections
4	Chokers	15	Reduced Intersection Turning Radius
5	Diverters/Diagonal Barriers	16	Roundabouts
6	Full Closures	17	Speed Humps
7	Half Closures	18	Speed Tables
8	Intersection Neckdowns	19	Striped Bicycle Lanes to Narrow the Drive Lanes
9	Mid-Block Bulb-Outs	20	Textured Pavement
10	Median Barriers	21	Traffic Circles
11	Neckdowns		

Figure 16: Traffic Calming Using: Speed Bump (left), Obstacles (Right)

v. Bus Bays

A branch from or widening of a road that permits buses to stop, without obstructing traffic, while laying over or while passengers board and alight; also known as a blister, duckout, turnout, pullout, pull-off or lay-by.

Figure 17: Bus Bay

Photo: NTA, Ireland

iii. Safe Vehicles

Another important factor to reduce traffic crashes is to make vehicles safe and sound. The vehicles operating inside Municipality should be as per standard set by Government of Nepal. Similarly, Municipality should start route provision procedure to operate public vehicles inside and to/from Municipality. Similarly, Municipality should provide basic incentives to promote in-vehicles safety features, provide basic vehicle repair and maintenance trainings. Likewise, Municipality should investigate crashes occurred and implement the recommendation of investigation.

Figure 18: Pollution Caused by Old vehicles

iv. Safe Road Users

To reduce road crashes, road users must be safe themselves. Municipality should strictly implement the provision of using seatbelts, and helmets while driving. Similarly, the Municipality should conduct awareness campaign to provide knowledge about proper use of road infrastructures. Similarly, driving license must be made compulsory for driving. Likewise, there must be provision of driving training centres and capacity enhancement.

v. Post-Crash Response

Although we can minimize traffic crashes, we can not totally abolish road crashes. For this reason, we should prepare for quick post-crash response to reduce the effect of crashes. For quick rescue in case of a crash, the Municipality should have provision of:

- Toll-Free number for emergencies
- Ambulance facility
- Primary treatment facility within 30 minutes
- Necessary fund to aid victims of accidents
- Alternative routes for mobility

Chapter 5: Capital Programming

5.1 Timing and Priorities

To help guide the Rural Municipality in implementing the infrastructure plans recommended in the RMTMP, a suggested timing for projects has been developed based on a technical assessment that considered a number of key elements, such as, capacity needs, connectivity and compatibility with other Rural Municipal objectives and plans. The table below presents a summary of the recommended mid to long term roadway improvements and the estimated timetable for their implementation. The plan focuses on improvements of major Rural Municipal roads, accessibility to services and connectivity to other parts of country.

Urban Development Strategy aims to pave 50% of the Municipal roads by the end of 2030 AD for New Municipalities and this MTMP has planned to pave **all roads** within the perspective period of 20 years i.e., by the year of 2044 AD in its **full width**.

The timing for the improvements shown in table in below has been based on the results of the transportation analysis and a staging of the works to balance the financial impact over time.

Table 26: Timing and Priorities of Programs

S. No.	Plan	Year	Term	Improvement Type
1	Upgrading Road Connecting Rural Municipal Office	2024-2026	Immediate	Gravelling
2	Upgrading Road Connecting ward Office	2024-2026	Immediate	Gravelling
3	Upgrading Road Connecting Rural Municipal Office	2026-2029	Short Term	Blacktopping
4	Upgrading Road Connecting ward Office	2026-2029	Short Term	Blacktopping
5	Construction of at least two helipads	2026-2029	Short Term	New Construction
6	Upgrading tracks connecting all settlements	2026-2034	Mid-Term	Gravelling
7	Upgrading tracks connecting all settlements	2026-2034	Mid-Term	Blacktopping
8	Upgrading class, A and B roads to full extent	2034-2044	Long- Term	Widening/ Blacktopping
9	Construction of helipad in all ward centres	2034-2044	Long- Term	New Construction
10	Construction of Bus Park with terminal	2034-2044	Long- Term	New Construction

5.2 Financial Analysis

The Rural Municipality should continue to monitor available provincial and federal funding programs to establish if any of the recommended improvements identified in this RMTMP will be eligible. Ultimately, the most reliable and consistent sources of funding for transportation system improvements will be the annual development budget of Rural Municipality.

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

- full length of road requires one sided longitudinal drainage structures
- Financial capacity of Rural Municipality increases by 10% each year

In total, there are roads of length **115.17 Km** within the Rural Municipality excluding Strategic Road Network (SRN), Province Road Network (PRN) and Foot-trails, either in planned or existing condition. However, with SRN, PRN and foot trails surveyed the total length of roads, streets and trails was found to be approx. **182.61 Km.** All the standards set by the Rural Municipality council are assumed not to decrease its RoW whenever these roads fall on the lower class in this RMTMP.

Table 27: Arrangement of Road Width

S.N.	Road Class	Min. RoW (m)	Setback (m)	Pavement width (m)
1	PRN	15	3	-
2	B	10	1.5	7
3	C	8	1.5	5.5
4	D	6	1.5	3.75
5	Others	4	1.5	3.5
6	Padmarga	2	0	-

The table below presents a summary of the estimated costs to construct the recommended mid to long term transportation improvements. Construction costs for the road improvement have been estimated using unit costs provided by Department of Urban Development and Building Construction (DUDBC).

Table 28: Estimated Cost of Programs Featured in this RMTMP

S. No.	Project	Required Capital
1	Upgrading all roads inside rural municipality with necessary infrastructures	4,193,756,152
2	Cross Drainage Structures	57,048,000
3	Maintenance of all roads	1,821,773,000
4	Construction of Bus Park with bus terminal	20,000,000
5	Construction of Bus Stands (1 in each ward)	15,000,000
6	Construction of Helipad for emergency (1 in each ward)	15,000,000
7	Installation of traffic signals at 3 locations	4,500,000
8	Traffic Safety and Signs	3,500,000
9	Road Safety education	3,000,000
Total		**6,133,577,152**

Based on this rate of item and total required interventions, a total of approximately **613.36 crore** of Nepalese rupees is projected to be required to develop overall transportation infrastructure and maintain them. For this, the assumption made is that the financial capacity of rural municipality increases by 10% each year. These costs will change slightly as the roads are improved and the standard costs change. This should be updated on annual basis.

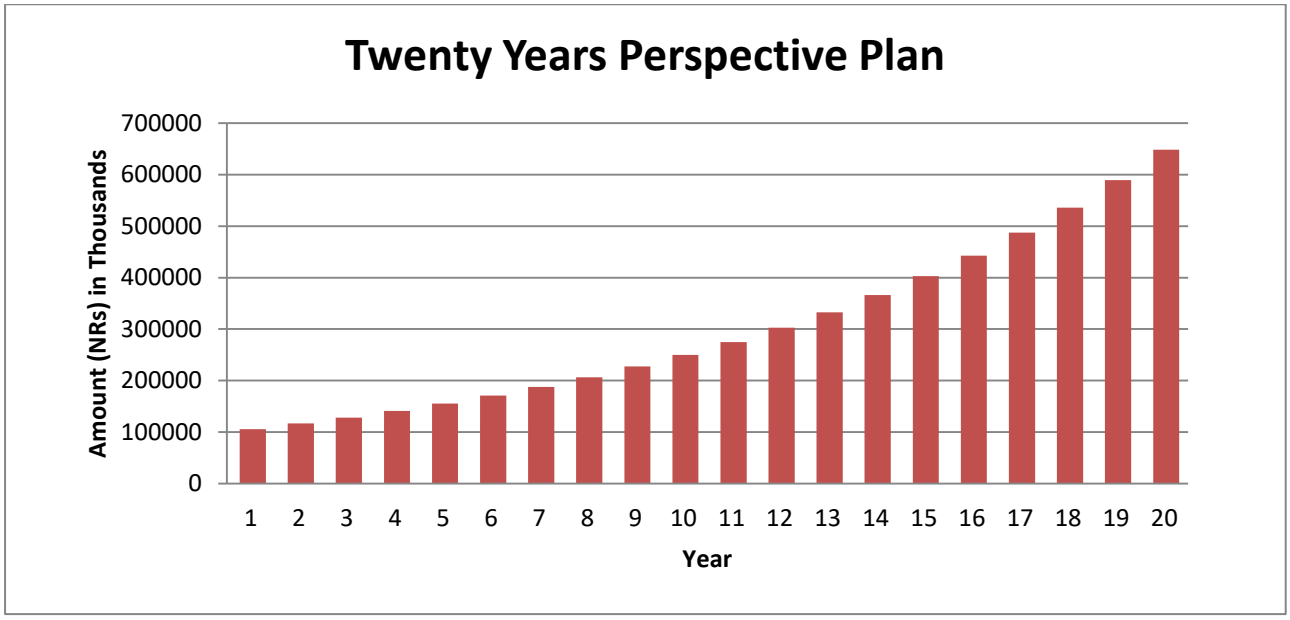

Figure 19: Required Capital for Construction and Maintenance of Roads of Rural Municipality in 20 years

5.3 Funding the Program

The cost of transportation infrastructure development and management is significantly higher than the capacity of Municipality. For implementation of this RMTMP, Rural Municipality needs a capital of approximately **613.36 crore** Nepalese rupees. However, the potential of Municipality to invest in transportation infrastructure is **171.83 crore** Nepalese rupees (considering 25% of total capital of Rural Municipality and that capital of Rural Municipality increases by 10 percent each year) over twenty years period of time. The budget allocation for Construction and Maintenance of all roads inside Rural Municipality for 20 years period is shown in following table.

Table 29: Financial Requirement and Capacity of Rural Municipality

Amount in Thousands		
Required Capital	**Capacity of Rural Municipality**	**Deficit in Capital**
106,024	30,000	76,024
116,629	33,000	83,629
128,290	36,300	91,990
141,119	39,930	101,189
155,231	43,923	111,308
170,753	48,315	122,438
187,829	53,147	134,682
206,613	58,462	148,151
227,276	64,308	162,968
250,000	70,738	179,262
275,000	77,812	197,188
302,501	85,594	216,907
332,751	94,153	238,598
366,029	103,568	262,461
402,629	113,925	288,704
442,891	125,317	317,574
487,181	137,849	349,332
535,899	151,634	384,265
589,490	166,798	422,692
648,439	183,477	464,962
6,072,577	**1,718,250**	**4,354,327**

The Rural Municipality needs to find sources for another **435.43 crore** Nepalese rupees for construction and maintenance of all roads inside Rural Municipality or **441.53 crore** Nepalese rupees for overall infrastructure development from different sources. The Rural Municipality

should collaborate with federal government, province government and private sectors. Similarly, involving people in development works would help to generate revenue for infrastructure development. Likewise, Rural Municipality should increase their internal income through different income generating activities.

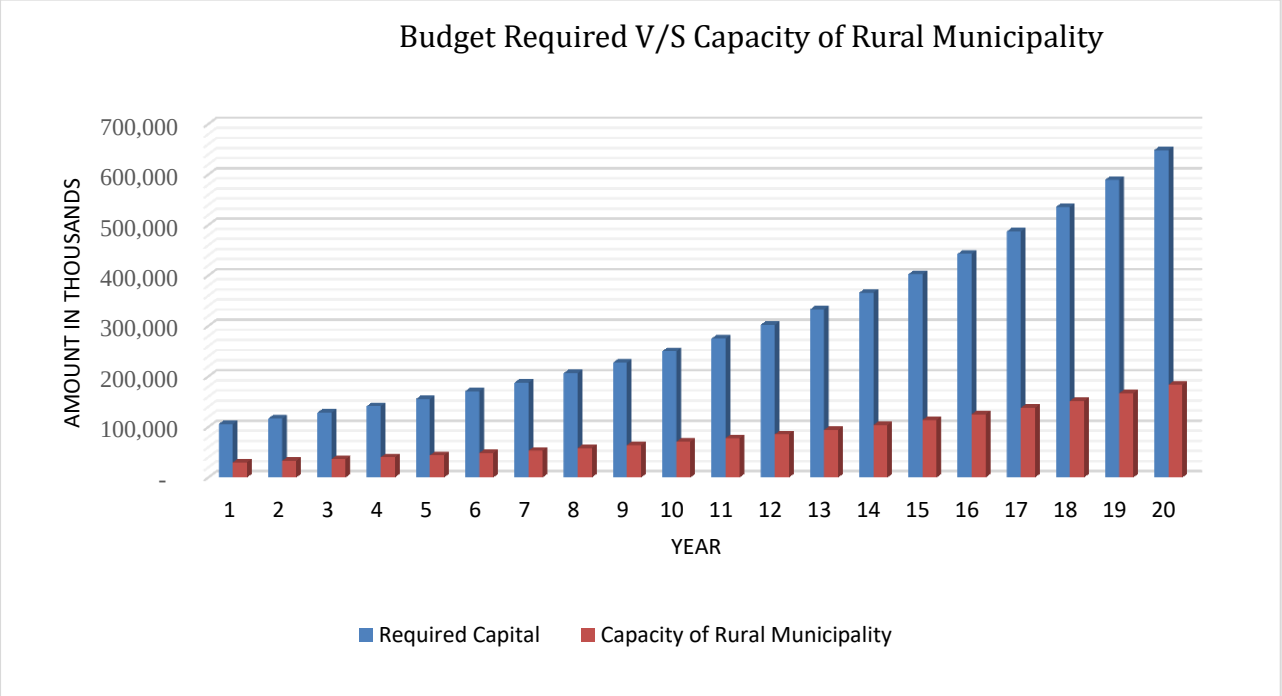

Figure 20: Required Capital vs Capacity of Rural Municipality

5.4 Long-Term Investment for RMTPP

Having the constraints of budgets and timing, the rural municipality may have to keep on investing in the transport sector until the RMTPP goals are fulfilled. If the municipality is not capable of managing the funds required for completion of perspective plan (in 20 years), the perspective year might get extended until the goals are achieved. So, assuming that the rural municipality is unable to manage fund from any external sources, the perspective plan for the transportation inside the rural municipality could be extended upto 33rd year.

So, to complete the goals of Transportation planning within the mentioned timeframe, Rural Municipality must collaborate with provincial and federal government, national and international donor agencies, as well as private sectors.

5.5 Scoring and Ranking of Rural Municipal Roads

As the financial resources of Rural Municipality is less as compared to the demand of people there is always conflict among the leaders from different parts for the development of road infrastructure. For this we have to prioritize roads, based on the certain conditions. For this RMTMP, we have adopted the criteria given by the ministry with discussion and minor modification with the concerned stakeholders. Based on these criteria, Rural Municipal and ward roads have been prioritized class-wise. The details of prioritization criteria are included in chapter 1 of of this report and prioritized roads are shown in table with detail of score and ranking.

Table 30: Score and Ranking of Municipal Roads

Road Class	Road Code	Road Name	Road Length (Km)	Score	Class wise Rank	Over all Rank
B	B004	Homestay Sadak	0.70	89.80	1	1
B	B006	Naya Sadak	0.36	77.74	2	7
B	B002	Chhairo Bailie Bridge Chapra dekhi Pakki Pul Sano Lakki hudai Chimang Kiuthang Chowk Samma	3.13	72.04	3	10
B	B003	Marpha Dhaulagiri Base Camp Jane Sadak	16.18	71.35	4	11
B	B001	Bailie Bridge Pakki pul hudai Tali Ghyang Chhairo Samudayik Bhawan hudai Chairo Chhahara Gumba Samma	1.29	71.04	5	12
B	B007	Pancho Sadak	0.51	45.74	6	26
B	B005	Lamthang Sadak	1.04	45.74	7	27
C	C004	Dhapu Marga	4.99	79.00	1	5
C	C005	Kungle Marga	3.81	78.00	2	6
C	C007	Sallarukh Chinighang Dhunchithang Sadak	2.74	63.19	3	18
C	C003	Pulchowk Sadak	1.92	55.74	4	23
C	C001	Marpha Sapi Krishi Farm Jane Sadak	2.39	50.35	5	25
C	C002	Kichithan Sadak	1.69	40.74	6	35
C	C010	Thini Namu Sadak	13.96	30.19	7	43
C	C006	Dhumba Phyangthang Seto Khola Ghaitong Sadak	2.93	15.19	8	51
C	C008	Thini Kaisang Sadak	9.59	15.19	8	51

Road Class	Road Code	Road Name	Road Length (Km)	Score	Class wise Rank	Over all Rank
C	C009	Thini Khol Lhokothang Sadak	1.62	15.19	10	53
C	C010	Dharmashala Sadak	0.50	13.04	11	54
D	D002	Bailie Bridge dekhi Kaligandaki Kinar hudai Mhutanche Chihanghat Ringroad jodne Sadak	1.24	89.25	1	2
D	D016	Ghattekhola Sadak	0.52	89.02	2	3
D	D001	Bailie Bridge ko Bato dekhi Samudayik Bhawan Samma	0.19	70.04	5	13
D	D014	Ghatta Khola dekhi Chi Khel Maidan Jane Sadak	0.64	64.35	6	15
D	D008	Kiuthang Chowk dekhi School Swasthay Chauki hudai Gumba khet Sokoghyun hudai Gheku Samma	1.08	64.04	7	17
D	D005	Chhairo Gau Bhitra Sadak	0.20	63.04	8	19
D	D012	Buddha Ghar dekhi Chi Khel Maidan Samma	0.23	62.35	9	20
D	D025	Dhumba Tal Pulchowk Dhumba Sadak	3.06	61.19	10	21
D	D015	Marpha Homes dekhi Sabha Griha Samma	0.14	58.35	11	22
D	D020	Sokupla Sadak	0.45	50.74	12	24
D	D021	Chhimitong Sadak (Highway dekhi Lopenkunje Samma Padmarga)	2.22	45.01	13	28
D	D022	Krishi Bank Paxadi Baikalpik Hospital Jane Bato	0.12	45.00	14	29
D	D023	Nilgiri Marga (Adalat dekhi Litikh Samma Krishi Sadak)	0.39	45.00	14	29
D	D004	Chhairo Chho dekhi Gau Paxadi hudai Samudayik Bhawan Samma	0.20	42.04	17	34
D	D029	Kuchhap Teranga Gumba Sadak	0.67	37.19	18	37
D	D017	Pancho Sadak	8.87	35.74	19	38
D	D018	Puthang Highway dekhi Uttar Bhitri Sadak	0.06	35.74	19	38
D	D019	Puthang Sadak	0.40	35.74	19	38
D	D026	Ghochi Sadak (Krishi)	1.06	35.19	22	41
D	D003	Chhairo Aabi dekhi Wada 1 Karyalaya Samma	0.07	18.04	23	44
D	D006	Chhairo School Gate dekhi Mul Sichai Kulo hudai Chha Ghyema Charana hudai Chhairo Chhahara Gumba Samma	1.03	18.04	23	44

Road Class	Road Code	Road Name	Road Length (Km)	Score	Class wise Rank	Over all Rank
D	**D007**	Ghatte Dada Balprasad ko Khet hudai Thulo Lakki Samma	0.28	18.04	23	44
D	**D009**	Samudayik Bhawan dekhi Sinchai Kulo hudai Hilme Ghatta Dada Samma	0.40	18.04	23	44
D	**D010**	Tali Ghyang Bato dekhi Wada niskine Bato	0.03	18.04	23	44
D	**D011**	Aalubari dekhi Sapi Krishi Farm Samma Sadak	6.12	17.35	28	49
D	**D013**	Dhanprakash ko Khet dekhi Tindhara Samma Sadak	0.23	17.35	28	49
D	**D024**	Dhumba Dhojyang Sadak	1.26	10.19	30	56
D	**D027**	Ghongthang Bhatang Sadak	1.15	10.19	30	56
D	**D028**	Hyarujho View Tower Sadak	1.11	10.19	30	56
D	**D030**	Pamithang Chhamachho Sadak	3.01	10.19	30	56
D	**D031**	Phyangthang Chemchyo Murghyung Sadak	5.03	10.19	30	56
Other	**O004**	Dharothang Sadak	0.23	85.74	1	4
Other	**O005**	Dhukuche Sadak	0.53	76.74	2	08
Other	**O007**	Prashasan Marga	0.87	70.00	3	14
Other	**O008**	Chini Ghang Chheti Bhagal Sadak	0.57	64.19	4	16
Other	**O006**	Jomsom APF Sadak	1.12	40.00	5	36
Other	**O001**	Kiuthang Chowk dekhi Chimag Gau bhitra ko Bato	0.17	33.04	6	42
Other	**O002**	Kiuthang dekhi Sebithan Jane Bato	0.08	13.04	7	54
Other	**O003**	Kyun Jhayng Jhyang bata Marpha Helipad jane Sadak	0.11	12.35	8	55
Other	**O009**	Kunughyung Sadak	0.11	5.19	9	61
Other	**O010**	Malmi Ghang dekhi Chhangjho Ghang samma Sadak	0.58	5.19	10	61

5.6 Maintenance and Improvement of Roads

i. Maintenance

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

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

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

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

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

The length of roads in km to be included under each Maintenance type for the first year is indicated below.

Table 31: Length of road for maintenance for first year of RMTMP (in thousands)

Road Code	Road Width (m)	Length of road in km for maintenance (Km)				
		Emergency	Routine	Recurrent (Earthen)	Recurrent (Gravelled)	Periodic (Gravelled)
B001	4.00	1.29	1.29	1.29	-	-
B002	3.00	0.61	0.61	0.61	-	-
B002	4.00	2.52	2.52	2.52	-	-
B003	-	-	-	-	-	-
B003	4.00	10.45	10.45	10.45	-	-
B004	6.00	0.65	0.65	-	0.65	0.65
B005	4.00	1.04	1.04	1.04	-	-
B006	6.00	0.36	0.36	0.36	-	-
B007	4.00	0.51	0.51	0.51	-	-
C001	4.00	2.39	2.39	2.39	-	-
C002	6.00	1.69	1.69	1.69	-	-
C003	4.00	1.92	1.92	1.92	-	-
C004	-	-	-	-	-	-
C004	3.00	2.08	2.08	2.08	-	-
C005	2.00	3.81	3.81	3.81	-	-
C006	-	-	-	-	-	-
C006	4.00	1.52	1.52	1.52	-	-
C007	3.00	2.74	2.74	2.74	-	-
C008	3.00	9.59	9.59	9.59	-	-
C009	3.00	1.62	1.62	1.62	-	-
C010	4.00	13.96	13.96	13.96	-	-
C011	4.00	0.50	0.50	0.50	-	-
D001	3.00	0.19	0.19	0.19	-	-
D002	-	-	-	-	-	-
D003	3.00	0.07	0.07	0.07	-	-
D004	3.00	0.20	0.20	0.20	-	-
D005	4.00	0.20	0.20	0.20	-	-
D006	-	-	-	-	-	-
D007	3.00	0.28	0.28	0.28	-	-
D008	3.00	1.08	1.08	1.08	-	-
D009	-	-	-	-	-	-
D010	3.00	0.03	0.03	0.03	-	-
D011	-	-	-	-	-	-
D012	-	-	-	-	-	-
D013	-	-	-	-	-	-
D014	3.00	0.64	0.64	0.64	-	-
D015	-	-	-	-	-	-
D016	4.00	0.43	0.43	-	0.43	0.43
D017	-	-	-	-	-	-
D018	4.00	0.06	0.06	0.06	-	-
D019	4.00	0.40	0.40	0.40	-	-

Road Code	Road Width (m)	Length of road in km for maintenance (Km)				
		Emergency	Routine	Recurrent (Earthen)	Recurrent (Gravelled)	Periodic (Gravelled)
D020	-	-	-	-	-	-
D021	3.00	2.22	2.22	2.22	-	-
D022	3.00	0.12	0.12	0.12	-	-
D023	3.00	0.39	0.39	0.39	-	-
D024	3.00	1.26	1.26	1.26	-	-
D025	4.00	3.06	3.06	3.06	-	-
D026	3.00	1.06	1.06	1.06	-	-
D027	3.00	1.15	1.15	1.15	-	-
D028	4.00	1.11	1.11	1.11	-	-
D029	4.00	0.67	0.67	0.67	-	-
D030	-	-	-	-	-	-
D031	3.00	5.03	5.03	5.03	-	-
O001	3.00	0.17	0.17	0.17	-	-
O002	3.00	0.08	0.08	0.08	-	-
O003	-	-	-	-	-	-
O004	4.00	0.23	0.23	0.23	-	-
O005	4.00	0.53	0.53	0.53	-	-
O006	4.00	1.12	1.12	-	1.12	1.12
O007	4.00	0.52	0.52	0.52	-	-
O008	-	-	-	-	-	-
O009	4.00	0.11	0.11	-	0.11	0.11
O010	-	-	-	-	-	-

Table 32: Cost of maintenance for first year of RMTMP (in thousands)

Road Code	Road Width (m)	Maintainance Cost in Thousands				
		Emergency	Routine	Recurrent (Earthen)	Recurrent (Gravelled)	Periodic (Gravelled)
B001	4.00	44	44	44	-	-
B002	3.00	16	16	16	-	-
B002	4.00	86	86	86	-	-
B003	-	-	-	-	-	-
B003	4.00	358	358	358	-	-
B004	6.00	33	33	-	33	33
B005	4.00	36	36	36	-	-
B006	6.00	19	19	19	-	-
B007	4.00	18	18	18	-	-
C001	4.00	82	82	82	-	-
C002	6.00	87	87	87	-	-
C003	4.00	66	66	66	-	-
C004	-	-	-	-	-	-
C004	3.00	54	54	54	-	-
C005	2.00	65	65	65	-	-
C006	-	-	-	-	-	-
C006	4.00	52	52	52	-	-
C007	3.00	70	70	70	-	-
C008	3.00	246	246	246	-	-
C009	3.00	42	42	42	-	-
C010	4.00	479	479	479	-	-
C011	4.00	17	17	17	-	-
D001	3.00	5	5	5	-	-
D002	-	-	-	-	-	-
D003	3.00	2	2	2	-	-
D004	3.00	5	5	5	-	-
D005	4.00	7	7	7	-	-
D006	-	-	-	-	-	-
D007	3.00	7	7	7	-	-
D008	3.00	28	28	28	-	-
D009	-	-	-	-	-	-
D010	3.00	1	1	1	-	-
D011	-	-	-	-	-	-
D012	-	-	-	-	-	-

Road Code	Road Width (m)	Maintainance Cost in Thousands				
		Emergency	Routine	Recurrent (Earthen)	Recurrent (Gravelled)	Periodic (Gravelled)
D013	-	-	-	-	-	-
D014	3.00	17	17	17	-	-
D015	-	-	-	-	-	-
D016	4.00	15	15	-	15	15
D017	-	-	-	-	-	-
D018	4.00	2	2	2	-	-
D019	4.00	14	14	14	-	-
D020	-	-	-	-	-	-
D021	3.00	57	57	57	-	-
D022	3.00	3	3	3	-	-
D023	3.00	10	10	10	-	-
D024	3.00	32	32	32	-	-
D025	4.00	105	105	105	-	-
D026	3.00	27	27	27	-	-
D027	3.00	30	30	30	-	-
D028	4.00	38	38	38	-	-
D029	4.00	23	23	23	-	-
D030	-	-	-	-	-	-
D031	3.00	129	129	129	-	-
O001	3.00	4	4	4	-	-
O002	3.00	2	2	2	-	-
O003	-	-	-	-	-	-
O004	4.00	8	8	8	-	-
O005	4.00	18	18	18	-	-
O006	4.00	38	38	-	38	38
O007	4.00	18	18	18	-	-
O008	-	-	-	-	-	-
O009	4.00	4	4	-	4	4
O010	-	-	-	-	-	-

ii. Improvement

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

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

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

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

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

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

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

Table 33: Detail cost and quantity for improvement of Rural Municipal Roads

Class	Road Code	Existing Condition (Km)					Existing Width (m)	Right of Way (m)	Pavement Width (m)	Gravelling Width (m)	Retaining Structures (Cu.M)		Side Drain (Km)	Track Opening Cost, (in Thousands)	Track Widening Cost, (in Thousands)	Gravelling Cost, (in Thousands)	Blacktopping Cost, (in Thousands)	Total Cost of Construction (Including all required structures), (in Thousands)
		Concrete	Earthen	Gravel	New Track	Total					Masonary Structures	Gabion Structures						
B	B001	-	1.29	-	-	1.29	4.0	10	7.00	8.0	578.28	385.52	1.67	-	9,913	10,281	23,131	56,754
B	B002	-	0.61	-	-	0.61	3.0	10	7.00	8.0	275.20	183.46	0.80	-	5,504	4,892	11,008	27,795
B	B002	-	2.52	-	-	2.52	4.0	10	7.00	8.0	1,132.21	754.81	3.27	-	19,409	20,128	45,288	111,119
B	B003	-	-	-	5.74	5.74	-	10	7.00	8.0	2,582.05	1,721.36	7.46	90,167	-	45,903	103,282	299,312
B	B003	-	10.45	-	-	10.45	4.0	10	7.00	8.0	4,700.78	3,133.85	13.58	-	80,585	83,569	188,031	461,348
B	B004	0.05	-	0.65	-	0.70	6.0	10	7.00	8.0	314.15	209.44	0.91	-	3,590	1,396	11,759	24,041
B	B005	-	1.04	-	-	1.04	4.0	10	7.00	8.0	468.48	312.32	1.35	-	8,031	8,329	18,739	45,978
B	B006	-	0.36	-	-	0.36	6.0	10	7.00	8.0	163.85	109.23	0.47	-	1,873	2,913	6,554	15,144
B	B007	-	0.51	-	-	0.51	4.0	10	7.00	8.0	231.40	154.26	0.67	-	3,967	4,114	9,256	22,710
C	C001	-	2.39	-	-	2.39	4.0	8	5.50	6.5	1,074.51	716.34	3.10	-	12,280	15,521	33,770	86,524
C	C002	-	1.69	-	-	1.69	6.0	8	5.50	6.5	759.21	506.14	2.19	-	4,338	10,966	23,861	56,796
C	C003	-	1.92	-	-	1.92	4.0	8	5.50	6.5	865.91	577.27	2.50	-	9,896	12,508	27,214	69,726
C	C004	-	-	-	2.90	2.90	-	8	5.50	6.5	1,305.62	870.41	3.77	36,474	-	18,859	41,034	126,687
C	C004	-	2.08	-	-	2.08	3.0	8	5.50	6.5	937.73	625.16	2.71	-	13,396	13,545	29,472	78,189
C	C005	-	3.81	-	-	3.81	2.0	8	5.50	6.5	1,713.42	1,142.28	4.95	-	29,373	24,749	53,850	147,762
C	C006	-	-	-	1.40	1.40	-	8	5.50	6.5	631.45	420.96	1.82	17,640	-	9,121	19,845	61,270
C	C006	-	1.52	-	-	1.52	4.0	8	5.50	6.5	684.91	456.61	1.98	-	7,828	9,893	21,526	55,152
C	C007	-	2.74	-	-	2.74	3.0	8	5.50	6.5	1,231.18	820.78	3.56	-	17,588	17,784	38,694	102,657
C	C008	-	9.59	-	-	9.59	3.0	8	5.50	6.5	4,313.61	2,875.74	12.46	-	61,623	62,308	135,571	359,673
C	C009	-	1.62	-	-	1.62	3.0	8	5.50	6.5	729.74	486.49	2.11	-	10,425	10,541	22,935	60,847
C	C010	-	13.96	-	-	13.96	4.0	8	5.50	6.5	6,281.60	4,187.73	18.15	-	71,790	90,734	197,422	505,818
C	C011	-	0.50	-	-	0.50	4.0	8	5.50	6.5	225.00	150.00	0.65	-	2,571	3,250	7,071	18,118
D	D001	-	0.19	-	-	0.19	3.0	6	3.75	4.8	87.45	58.30	0.25	-	750	923	1,874	5,577
D	D002	-	-	-	1.24	1.24	-	6	3.75	4.8	558.00	372.00	1.61	11,691	-	5,890	11,957	42,497
D	D003	-	0.07	-	-	0.07	3.0	6	3.75	4.8	32.95	21.97	0.10	-	282	348	706	2,102
D	D004	-	0.20	-	-	0.20	3.0	6	3.75	4.8	89.77	59.85	0.26	-	769	948	1,924	5,725
D	D005	-	0.20	-	-	0.20	4.0	6	3.75	4.8	90.63	60.42	0.26	-	518	957	1,942	5,521
D	D006	-	-	-	1.03	1.03	-	6	3.75	4.8	464.96	309.97	1.34	9,742	-	4,908	9,963	35,411
D	D007	-	0.28	-	-	0.28	3.0	6	3.75	4.8	126.72	84.48	0.37	-	1,086	1,338	2,715	8,082
D	D008	-	1.08	-	-	1.08	3.0	6	3.75	4.8	486.30	324.20	1.40	-	4,168	5,133	10,421	31,015
D	D009	-	-	-	0.40	0.40	-	6	3.75	4.8	177.96	118.64	0.51	3,729	-	1,878	3,813	13,553
D	D010	-	0.03	-	-	0.03	3.0	6	3.75	4.8	13.78	9.19	0.04	-	118	145	295	879
D	D011	-	-	-	6.12	6.12	-	6	3.75	4.8	2,753.40	1,835.60	7.95	57,690	-	29,064	59,001	209,696

Class	Road Code	Existing Condition (Km)					Existing Width (m)	Right of Way (m)	Pavement Width (m)	Gravelling Width (m)	Retaining Structures (Cu.M)		Side Drain (Km)	Track Opening Cost, (in Thousands)	Track Widening Cost, (in Thousands)	Gravelling Cost, (in Thousands)	Blacktopping Cost, (in Thousands)	Total Cost of Construction (Including all required structures), (in Thousands)
		Concrete	Earthen	Gravel	New Track	Total					Masonary Structures	Gabion Structures						
D	D012	-	-	-	0.23	0.23	-	6	3.75	4.8	102.36	68.24	0.30	2,145	-	1,080	2,193	7,796
D	D013	-	-	-	0.23	0.23	-	6	3.75	4.8	103.40	68.93	0.30	2,166	-	1,091	2,216	7,875
D	D014	-	0.64	-	-	0.64	3.0	6	3.75	4.8	289.81	193.21	0.84	-	2,484	3,059	6,210	18,483
D	D015	-	-	-	0.14	0.14	-	6	3.75	4.8	64.92	43.28	0.19	1,360	-	685	1,391	4,944
D	D016	0.08	-	0.43	-	0.52	4.0	6	3.75	4.8	232.19	154.79	0.67	-	1,327	387	4,183	11,289
D	D017	-	-	-	8.87	8.87	-	6	3.75	4.8	3,990.30	2,660.20	11.53	83,606	-	42,120	85,506	303,896
D	D018	-	0.06	-	-	0.06	4.0	6	3.75	4.8	26.64	17.76	0.08	-	152	281	571	1,623
D	D019	-	0.40	-	-	0.40	4.0	6	3.75	4.8	179.36	119.57	0.52	-	1,025	1,893	3,843	10,927
D	D020	-	-	-	0.45	0.45	-	6	3.75	4.8	202.02	134.68	0.58	4,233	-	2,132	4,329	15,386
D	D021	-	2.22	-	-	2.22	3.0	6	3.75	4.8	1,000.62	667.08	2.89	-	8,577	10,562	21,442	63,817
D	D022	-	0.12	-	-	0.12	3.0	6	3.75	4.8	54.65	36.43	0.16	-	468	577	1,171	3,485
D	D023	-	0.39	-	-	0.39	3.0	6	3.75	4.8	173.88	115.92	0.50	-	1,490	1,835	3,726	11,089
D	D024	-	1.26	-	-	1.26	3.0	6	3.75	4.8	566.51	377.67	1.64	-	4,856	5,980	12,139	36,131
D	D025	-	3.06	-	-	3.06	4.0	6	3.75	4.8	1,376.43	917.62	3.98	-	7,865	14,529	29,495	83,853
D	D026	-	1.06	-	-	1.06	3.0	6	3.75	4.8	474.82	316.55	1.37	-	4,070	5,012	10,175	30,283
D	D027	-	1.15	-	-	1.15	3.0	6	3.75	4.8	519.01	346.01	1.50	-	4,449	5,478	11,122	33,101
D	D028	-	1.11	-	-	1.11	4.0	6	3.75	4.8	497.39	331.59	1.44	-	2,842	5,250	10,658	30,301
D	D029	-	0.67	-	-	0.67	4.0	6	3.75	4.8	302.43	201.62	0.87	-	1,728	3,192	6,481	18,424
D	D030	-	-	-	3.01	3.01	-	6	3.75	4.8	1,355.34	903.56	3.92	28,398	-	14,306	29,043	103,221
D	D031	-	5.03	-	-	5.03	3.0	6	3.75	4.8	2,265.49	1,510.32	6.54	-	19,418	23,913	48,546	144,488
Other	O001	-	0.17	-	-	0.17	3.0	4	3.50	3.5	74.32	49.54	0.21	-	212	578	1,486	4,002
Other	O002	-	0.08	-	-	0.08	3.0	4	3.50	3.5	36.88	24.59	0.11	-	105	287	738	1,986
Other	O003	-	-	-	0.11	0.11	-	4	3.50	3.5	49.85	33.24	0.14	696	-	388	997	3,239
Other	O004	-	0.23	-	-	0.23	4.0	4	3.50	3.5	102.53	68.36	0.30	-	-	797	2,051	5,229
Other	O005	-	0.53	-	-	0.53	4.0	4	3.50	3.5	239.96	159.97	0.69	-	-	1,866	4,799	12,238
Other	O006	-	-	1.12	-	1.12	4.0	4	3.50	3.5	502.59	335.06	1.45	-	-	-	10,052	21,723
Other	O007	0.35	0.52	-	-	0.87	4.0	4	3.50	3.5	392.89	261.93	1.14	-	-	1,826	4,694	15,644
Other	O008	-	-	-	0.57	0.57	-	4	3.50	3.5	255.33	170.22	0.74	3,567	-	1,986	5,107	16,589
Other	O009	-	-	0.11	-	0.11	4.0	4	3.50	3.5	49.58	33.06	0.14	-	-	-	992	2,143
Other	O010	-	-	-	0.58	0.58	-	4	3.50	3.5	262.79	175.19	0.76	3,671	-	2,044	5,256	17,073

5.7 Short Term (Five Year) Projected Financial Plan

To fulfil the required interventions implementation plan, financial requirements should be collected from the possible funding sources. For this, the present financial capacity of the Rural Municipality is considered to increase by 10% each year. The Rural Municipality aims to invest approximately 3 Crore of budget through Rural Municipality in road infrastructure in the following fiscal year and this budget will increase on the years following.

5.7.1 Sharing of Funds

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

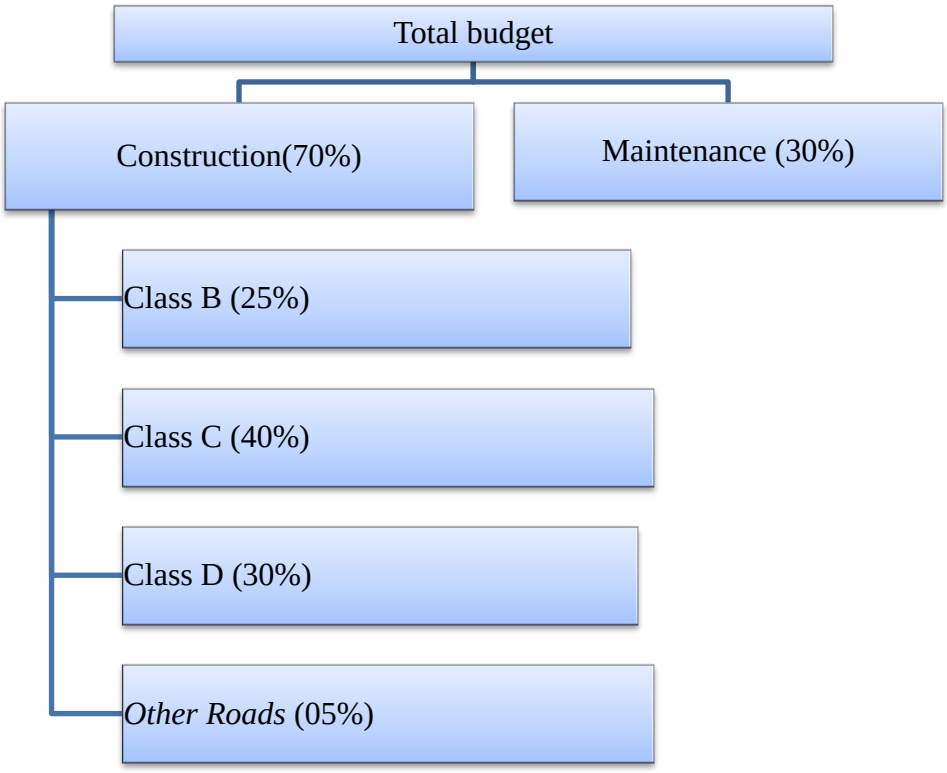

Figure 21: Distribution of Budget in RMTMP period

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

Table 34: First Five Year Projected Budget distribution

Year	Projected Budget (in Thousand)		
	Construction	Maintenance	Total
1	74,217	31,807	106,024
2	81,640	34,989	116,629
3	89,803	38,487	128,290
4	98,783	42,336	141,119
5	108,662	46,569	155,231
Total	**453,105**	**194,188**	**647,293**

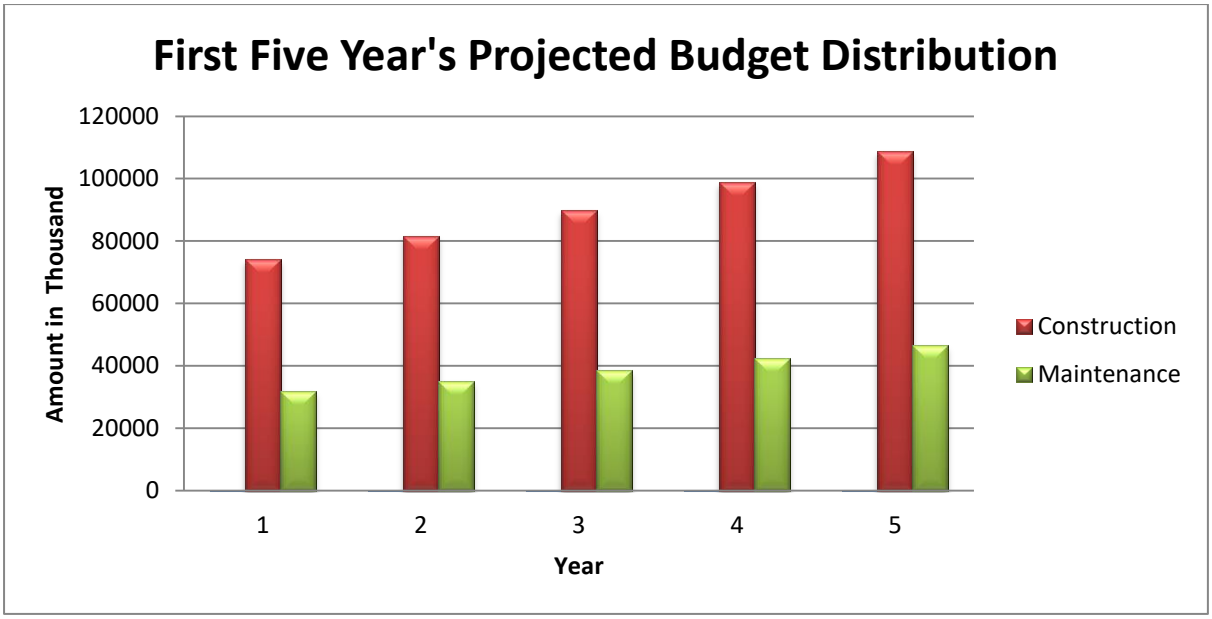

Figure 22: Projected Budget distribution for RMTMP period

Similarly, the projected construction budget for different classes of roads is as follow:

Table 35: First Five Year Projected construction Budget for different class of roads

Year	Projected Budget (in Thousand)					
	Class B	Class C	Class D	Others	Maintenance	Total
1	18,554	29,687	22,265	3,711	31,807	106,024
2	20,410	32,656	24,492	4,082	34,989	116,629
3	22,451	35,921	26,941	4,490	38,487	128,290
4	24,696	39,513	29,635	4,939	42,336	141,119
5	27,165	43,465	32,599	5,433	46,569	155,231
Total	**113,276**	**181,242**	**135,932**	**22,655**	**194,188**	**647,293**

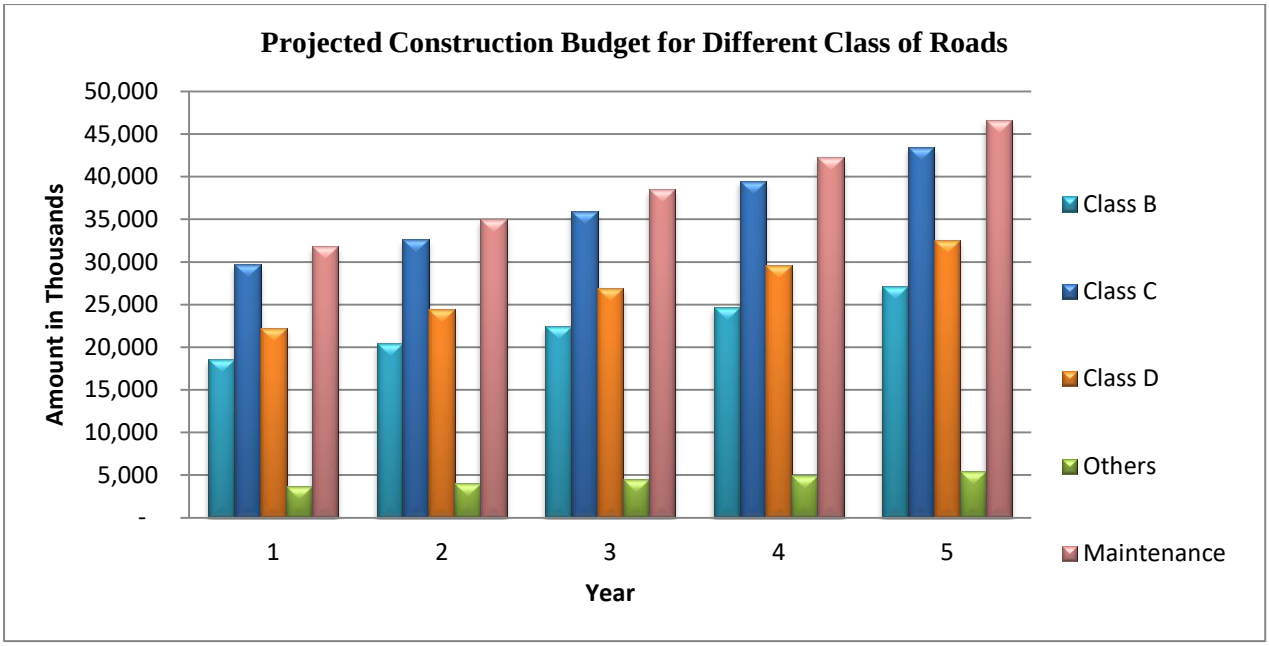

Figure 23: Projected Construction Budget for different class of roads for RMTMP period

5.7.2 First Five-Year Municipality Transport Implementation Plan

For the implementation plan of MTMP period, the following assumptions have been made:

- All class of roads are planned for upto all weather condition only
- Emphasis given to accessibility.
- Maintenance budget is considered to use in the construction/management of drain and retaining structures.

The investment plan for first five-year plan is as follow:

Table 36: First Five Year Investment Plan for Construction and maintenance of roads

Year	Capacity of RM (in Thousands)		
	Construction	Maintenance	Total
1	21,000	9,000	30,000
2	23,100	9,900	33,000
3	25,411	10,890	36,301
4	27,951	11,979	39,930
5	30,746	13,177	43,923
Total	**128,208**	**54,946**	**183,154**

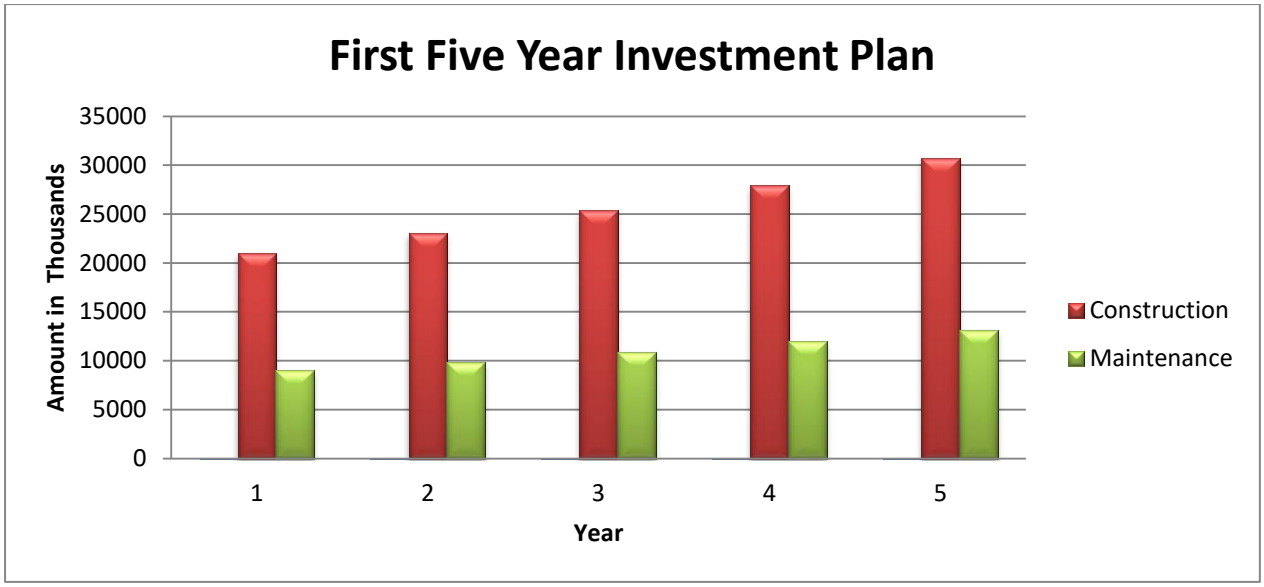

Figure 24: Investment plan for MTMP period

Table 37: First Five Year Investment Plan for different class of roads

Year	Capacity of Rural Municipality (in Thousands)						
	Class B	Class C	Class D	Others	Construction	Maintenance	Sub Total
1	5,250	8,400	6,300	1,050	21,000	9,000	30,000
2	5,775	9,240	6,930	1,155	23,100	9,900	33,000
3	6,353	10,164	7,623	1,271	25,411	10,890	36,301
4	6,988	11,180	8,385	1,398	27,951	11,979	39,930
5	7,687	12,298	9,224	1,537	30,746	13,177	43,923
Total	**32,053**	**51,282**	**38,462**	**6,411**	**128,208**	**54,946**	**183,154**

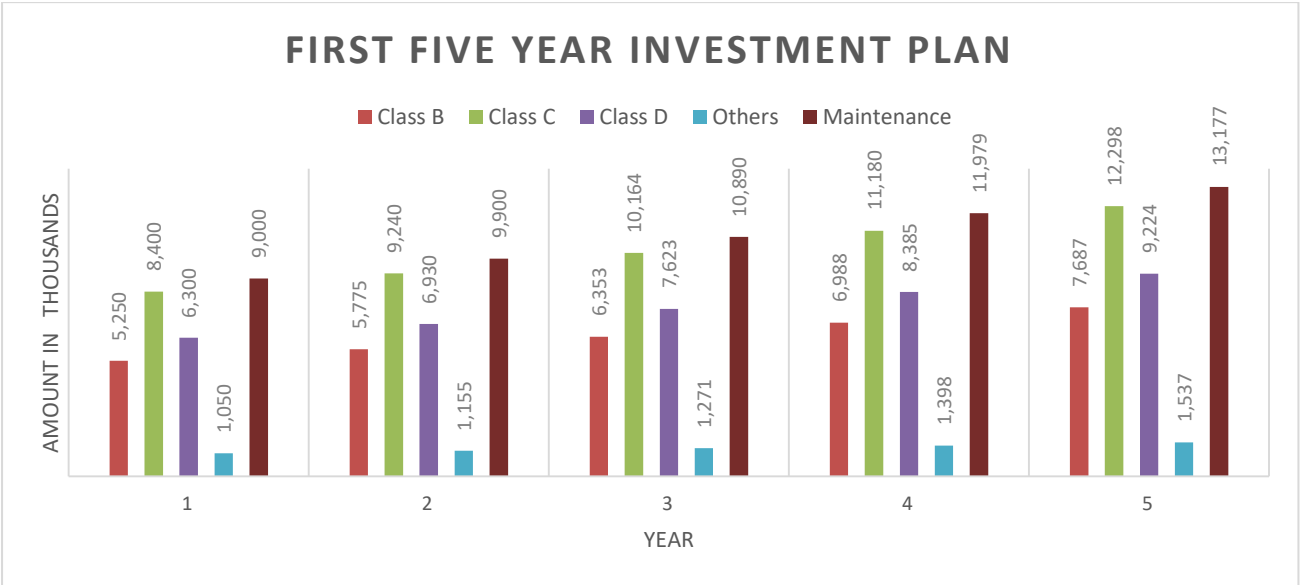

Figure 25: Investment plan for MTMP period

Chapter 6: Implementation and Monitoring of RMTMP

The RMTMP provides both long-term direction for the future development of the Rural Municipality's transportation system and a plan for immediate action, including several recommendations the Rural Municipality can implement through its regular activities. Successful implementation will ultimately require that concurrent efforts be undertaken to achieve the key strategies set out by Rural Municipality.

Inevitably forecasts and other assumptions made in preparing the RMTMP will prove imprecise or directions will change over time. As such, this RMTMP should be considered a starting point for transportation planning and monitoring. The plan should be updated regularly, at a minimum every 5 years.

The following sections provide guidance on implementing and monitoring this RMTMP.

6.1 Use of RMTMP

The RMTMP is the overarching strategic document that provides a framework for how the Rural Municipality will address its transportation needs to the year 2044. It describes, anticipates and plans for the movement of people and goods in a multi-modal, accessible transportation system. The RMTMP is not a provincially legislated document, and therefore has no statutory authority. That authority is provided through the Rural Municipality's Official Plan by incorporating the main policy directions of the RMTMP. The primary purpose of the RMTMP is to guide the Rural Municipality's transportation-related decision making and provide direction for its discussions and negotiations with other agencies and governments. It also provides the need and justification for transportation infrastructure projects that require approval from Rural Municipality, thereby satisfying long term plan of Rural Municipality of that process with problem or opportunity identification and evaluation of alternative solutions. In addition, the RMTMP is not just a plan of infrastructure actions. It provides the policy framework on which to make operational decisions for the Rural Municipality.

6.2 Community Outreach

Public involvement was an integral component of the plan development process and will be a key to successful implementation of the RMTMP and future updates of the plan. As a result of the extensive community engagement process, many individuals have identified an interest in being kept informed of the progress of the RMTMP and should be notified when the plan is complete and available for viewing. The web site of Rural Municipality and other information systems inside Rural Municipality should continue to be the focal point for the dissemination of information regarding the RMTMP and implementation progress.

6.3 Integration with Official Plans and Programs of Rural Municipality

The policy and network recommendations of the RMTMP should be incorporated into the yearly plan and programs of Rural Municipality to provide the foundation and basis for implementation. The Rural Municipality should determine how and when to incorporate these recommendations into the yearly budget of Rural Municipality. Development of the RMTMP has had regard for on-going planning initiatives of other agencies. However, since several of those initiatives are still incomplete, it is conceivable that the Rural Municipality may be required to implement certain transportation aspects of the studies in its yearly plan

6.4 Monitoring the Plan

The RMTMP is not intended to be a static document. Rather it must be flexible and adapt to changes in travel characteristics, user behaviour, development trends, growth patterns and other unforeseen events over time. There are also several initiatives planned or underway by other agencies that may also have an effect on the recommendations of the RMTMP as they unfold. It is important to gather pertinent information about the Rural Municipal transportation system and factors affecting its use and development on a regular basis. A clear understanding of changing conditions and progress enables more informed implementation decisions and priority setting. It also assists in assessing how well the Rural Municipality is progressing towards its Transportation Vision and supports reviews of the RMTMP itself. Regular monitoring allows progress to be tracked and performance to be

measured and reported. The program would feature monitoring to assess changes in transportation system performance over time.

6.5 Plan Review and Update

Regular reviews and updates of the RMTMP allow for the on-going assessment of its effectiveness and relevance. Establishing this stable transportation planning cycle ensures the plan strategies remain flexible to respond to unforeseen developments and imprecise assumptions. The performance of the plan in achieving the Transportation Vision can also be reviewed, and necessary adjustments in strategy made. As well, the consultant recommends that master plans be reviewed every five years to determine the need for a detailed formal review and/or updating.

The review process provides a timely opportunity to revisit the assumptions of the RMTMP and consider the need for an update. The monitoring program discussed in above will also provide an indication of the need for a review.

All future RMTMP updates should include a comprehensive and proactive public outreach program. This program should include Public Information Centres, stakeholder workshops and other innovative outreach strategies that solicit input from all residents within the Rural Municipality, including youth and the transportation disadvantaged.

Over the time period preceding the formal review, Rural Municipal body's decisions on transportation issues will have the inevitable effect of amending, deleting, replacing or complementing some of the policies in the RMTMP. For this reason, individuals must consider this plan in conjunction with the record of subsequent Municipal decisions to obtain a complete understanding of current policy and plans. The Rural Municipality may amend the RMTMP in the intervening period to incorporate substantive changes or major initiatives, but on-going updates are not contemplated.

Chapter 7: CONCLUSION

The Rural Municipal Transport Master Plan (RMTMP) of Gharapjhong Rural Municipality is prepared after the analysis of field data and requirement of the Rural Municipality itself. This RMTMP planning is based on the assumption that the spending capacity of Rural Municipality increases by 10% per year. The total budget for 20 years of implementation of this RMTMP is projected to be **613.36 Crore** Nepalese rupees. Among that total budget, for road construction and maintenance the total budget required is **607.26 Crore** Nepalese rupees, 70% of which is allocated for construction and 30% is allocated for maintenance of existing structures. The ultimate goal of this RMTMP is to blacktop all the roads inside the Rural Municipality to their full extent. But the total capacity of the rural municipality to invest in Transportation Infrastructures for next 20 years is only **171.83 Crore.** So, the rural municipality needs to manage the deficit amount from various sources to implement this RMTMP.

The overall road network along with location points are shown in an interactive online map with satellite basemap. The details of the roads and locations can be obtained from the interactive map through the following link:

https://www.tinyurl.com/gharapjhongroads

The concept of RMTMP is to develop sustainable and economic road network; therefore, the rural municipality should focus on strengthening existing road network to operate them in all weather conditions rather than opening new tracks. Moreover, strategically important tracks should be opened after proper planning and design. Due to unavailability of intra municipal transport system, the number of private vehicles is increasing in the Rural Municipality which may cause severe problem of traffic congestion in future. So, Rural Municipality should take immediate action to operate local transport system inside the Rural Municipality by RM itself or with collaboration with private entities. Similarly, the RM should allocate different land use zones based on their current and future use, which will be applicable in future planning of infrastructure facilities inside RM. RMTMP will also help to preserve the land from acquisition at various sections of the rural municipality. At the same time, it will increase the mobility and accessibility scenario within the RM. Moreover, it will preserve agricultural land and motivates the people from opening of wider roads.

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ANNEX –I WARD WISE ROAD

WARD No. 01

S.N	Road Code	Road Name	ROW (m)	Approx. Length (Km)			Total
				Earthen	Gravel	New Track	
1	**PRN**	Ring Road	15.0	-	3.21	-	3.21
2	**B001**	Bailie Bridge Pakki pul hudai Tali Ghyang Chhairo Samudayik Bhawan hudai Chairo Chhahara Gumba Samma	10.0	1.29	-	-	1.29
3	**B002**	Chhairo Bailie Bridge Chapra dekhi Pakki Pul Sano Lakki hudai Chimang Kiuthang Chowk Samma	10.0	3.13	-	-	3.13
4	**D001**	Bailie Bridge ko Bato dekhi Samudayik Bhawan Samma	6.0	0.19	-	-	0.19
5	**D002**	Bailie Bridge dekhi Kaligandaki Kinar hudai Mhutanche Chihanghat Ringroad jodne Sadak	6.0	-	-	1.24	1.24
6	**D003**	Chhairo Aabi dekhi Wada 1 Karyalaya Samma	6.0	0.07	-	-	0.07
7	**D004**	Chhairo Chho dekhi Gau Paxadi hudai Samudayik Bhawan Samma	6.0	0.20	-	-	0.20
8	**D005**	Chhairo Gau Bhitra Sadak	6.0	0.20	-	-	0.20
9	**D006**	Chhairo School Gate dekhi Mul Sichai Kulo hudai Chha Ghyema Charana hudai Chhairo Chhahara Gumba Samma	6.0	-	-	1.03	1.03
10	**D007**	Ghatte Dada Balprasad ko Khet hudai Thulo Lakki Samma	6.0	0.28	-	-	0.28
11	**D008**	Kiuthang Chowk dekhi School Swasthay Chauki hudai Gumba khet Sokoghyun hudai Gheku Samma	6.0	1.08	-	-	1.08
12	**D009**	Samudayik Bhawan dekhi Sinchai Kulo hudai Hilme Ghatta Dada Samma	6.0	-	-	0.40	0.40
13	**D010**	Tali Ghyang Bato dekhi Wada niskine Bato	6.0	0.03	-	-	0.03
14	**O001**	Kiuthang Chowk dekhi Chimag Gau bhitra ko Bato	4.0	0.17	-	-	0.17
15	**O002**	Kiuthang dekhi Sebithan Jane Bato	4.0	0.08	-	-	0.08
Grand Total				**6.72**	**3.21**	**2.67**	**12.60**

Foot Trails

S.N	Road Code	Road Name	ROW (m)	Length (km)		Total
				Earthen	Stone	
1	**P001**	Samagri dekhi Chhairo Gau Samma Padmarga	2.0	-	0.33	0.33
2	**P062**	Kyuthang dekhi Ghursang Gufa hudai Leka Padmarga (Yak Kharka Padmarga)	2.0	2.10	-	2.10
Grand Total				**2.10**	**0.33**	**2.43**

WARD No. 02

S.N	Road Code	Road Name	ROW (m)	Approx. Length (Km)		Total
				Earthen	New Track	
1	**B003**	Marpha Dhaulagiri Base Camp Jane Sadak	10.0	10.45	5.74	16.18
2	**C001**	Marpha Sapi Krishi Farm Jane Sadak	8.0	2.39	-	2.39
3	**D011**	Aalubari dekhi Sapi Krishi Farm Samma Sadak	6.0	-	6.12	6.12
4	**D012**	Buddha Ghar dekhi Chi Khel Maidan Samma	6.0	-	0.23	0.23
5	**D013**	Dhanprakash ko Khet dekhi Tindhara Samma Sadak	6.0	-	0.23	0.23
6	**D014**	Ghatta Khola dekhi Chi Khel Maidan Jane Sadak	6.0	0.64	-	0.64
7	**D015**	Marpha Homes dekhi Sabha Griha Samma	6.0	-	0.14	0.14
8	**O003**	Kyun Jhayng Jhyang bata Marpha Helipad jane Sadak	4.0	-	0.11	0.11
Grand Total				**13.48**	**12.57**	**26.05**

Foot Trails

S.N	Road Code	Road Name	ROW (m)	Approx. Length (Km)				Total
				Concrete	Earthen	Stairs	Stone	
1	**P002**	Dalit Basti Marpha Sign Board Jane Padmarga	1.5	-	-	0.09	-	0.09
2	**P003**	Dhaulagiri Hotel dekhi Pra Gumba Jane Padmarga	1.5	-	-	-	0.19	0.19
3	**P004**	Highway dekhi Ward 2 Karyalaya Jane Padmarga	1.0	-	0.26	-	-	0.26
4	**P005**	Highway Marpha Homes dekhi Sabha Griha hudai Khang Samma Padmarga	1.0	-	-	-	0.27	0.27
5	**P006**	Highway Surendra ko Khet dekhi Khang Samma Padmarga	1.0	-	0.21	-	-	0.21
6	**P007**	Jerry Galli Briksharopan Jane Bato	1.5	-	0.16	-	0.11	0.26
7	**P008**	Jerry Galli dekhi Dalit Basti Jane Padmarga	1.0	-	-	-	0.10	0.10
8	**P009**	Kosheli Chowk dekhi Khola Samma Goreto	2.0	-	0.10	-	-	0.10
9	**P010**	Kot Ghar dekhi Dalit Basti Jane Padmarga	1.0	-	-	-	0.07	0.07
10	**P011**	Marpha dekhi Dhaulagiri Base Camp Jane Padmarga	2.0	-	3.99	-	-	3.99
11	**P012**	Marpha Health Post Padmarga	3.0	0.06	0.11	-	-	0.17
12	**P013**	Marpha Mhaneghang dekhi Dhaulagiri Base Camp Jane Padmarga	4.0	-	-	0.11	-	0.11
13	**P014**	Marpha Sechi Goreto Bato	2.0	-	3.74	-	-	3.74
14	**P015**	Rajmarga dekhi Thaleban Jane Padmarga	2.0	-	2.63	-	-	2.63
15	**P016**	Tindhara dekhi Apple Park Samma Padmarga	1.5	-	-	0.33	-	0.33
Grand Total				**0.06**	**11.20**	**0.53**	**0.74**	**12.52**

WARD No. 03

S.N	Road Code	Road Name	ROW (m)	Approx. Length (Km)					Total
				Concrete	Earthen	Gravelled	New Track	Stone	
1	**B004**	Homestay Sadak	10.0	0.05	-	0.65	-	-	0.70
2	**B005**	Lamthang Sadak	10.0	-	1.04	-	-	-	1.04
3	**B006**	Naya Sadak	10.0	-	0.36	-	-	-	0.36
4	**B007**	Pancho Sadak	10.0	-	0.51	-	-	-	0.51
5	**C002**	Kichithan Sadak	8.0	-	1.69	-	-	-	1.69
6	**C003**	Pulchowk Sadak	8.0	-	1.92	-	-	-	1.92
7	**C011**	Dharmashala Sadak	8.0	-	0.50	-	-	-	0.50
8	**D016**	Ghattekhola Sadak	6.0	0.08	-	0.43	-	-	0.52
9	**D017**	Pancho Sadak	6.0	-	-	-	8.87	-	8.87
10	**D018**	Puthang Highway dekhi Uttar Bhitri Sadak	6.0	-	0.06	-	-	-	0.06
11	**D019**	Puthang Sadak	6.0	-	0.40	-	-	-	0.40
12	**D020**	Sokupla Sadak	6.0	-	-	-	0.45	-	0.45
13	**O004**	Dharothang Sadak	4.0	-	-	-	-	0.23	0.23
14	**O005**	Dhukuche Sadak	4.0	-	-	-	-	0.53	0.53
Grand Total				**0.13**	**6.49**	**1.08**	**9.32**	**0.76**	**17.78**

Foot Trails

S.N	Road Code	Road Name	ROW (m)	Approx. Length (Km)				Total
				Earth	New Track	Stairs	Stone	
1	**P017**	Aani Gumba Bato	3.0	-	-	-	0.07	0.07
2	**P018**	Buddha Samudayik Bhawan dekhi Dharothan Sadak Samma	2.0	-	-	-	0.28	0.28
3	**P019**	Club Marga	1.5	-	-	0.08	-	0.08
4	**P020**	Eklebhatti Bato	2.0	0.23	-	-	-	0.23
5	**P021**	Ghyokhang Bato	1.5	-	-	-	0.13	0.13
6	**P022**	Ghyokhang Bich ko Bato	1.5	-	-	-	0.04	0.04
7	**P023**	Ghyokhang Tallo Bato	2.0	-	-	-	0.08	0.08
8	**P024**	Lamathang Kichithang Padmarga	2.0	-	1.38	-	-	1.38
9	**P025**	Park dekhi Ghatte Khola Sadak Samma Padmarga	2.0	0.08	-	-	-	0.08
10	**P026**	Park dekhi Syang Aarogya Kendra Samma Padmarga	2.0	-	-	-	0.12	0.12
11	**P027**	Somle Bato	2.0	-	-	-	0.07	0.07
12	**P028**	Tangcho Padmarga	2.0	5.33	-	-	-	5.33
13	**P029**	Tashi Lhakhang Bato	1.0	-	-	-	0.09	0.09
14	**P030**	Yrken Chhyoling Gumba dekhi Park Samma Padmarga	2.0	-	-	-	0.19	0.19
15	**P063**	Jhongana Ghang Padmarga	2.0	0.06	-	-	-	0.06
Grand Total				**5.70**	**1.38**	**0.08**	**1.07**	**8.23**

WARD No. 04

S.N	Road Code	Road Name	ROW (m)	Approx. Length (Km)				Total
				Concrete	Earthen	Gravel	New Track	
1	**PRN**	Ring Road	15.0	-	-	0.65	-	0.65
2	**C004**	Dhapu Marga	8.0	-	2.08	-	2.90	4.99
3	**C005**	Kungle Marga	8.0	-	3.81	-	-	3.81
4	**D021**	Chhimitong Sadak (Highway dekhi Lopenkunje Samma Padmarga)	6.0	-	2.22	-	-	2.22
5	**D022**	Krishi Bank Paxadi Baikalpik Hospital Jane Bato	6.0	-	0.12	-	-	0.12
6	**D023**	Nilgiri Marga (Adalat dekhi Litikh Samma Krishi Sadak)	6.0	-	0.39	-	-	0.39
7	**O006**	Jomsom APF Sadak	4.0	-	-	1.12	-	1.12
8	**O007**	Prashasan Marga	4.0	0.35	0.52	-	-	0.87
Grand Total				**0.35**	**9.14**	**1.76**	**2.90**	**14.16**

Foot Trails

S.N	Road Code	Road Name	ROW (m)	Approx. Length (Km)				Total
				Earth	New Track	Stairs	Stone	
1	**P031**	Badri Marga dekhi Lithik Sadak Samma Bato	3.0	0.13	-	-	-	0.13
2	**P032**	Dhagarjung Padmarga	2.0	5.44	-	-	-	5.44
3	**P033**	Highway dekhi Samaj Ghar Jane Bato	3.0	0.14	-	-	-	0.14
4	**P034**	Hyarujho View Tower Sidi Padmarga	2.0	-	-	0.36	-	0.36
5	**P035**	Kathepul dekhi Dakshin Sidi Padmarga	2.0	0.09	-	-	0.06	0.14
6	**P036**	Purano Gumba Marga	2.0	0.32	-	-	-	0.32
7	**P037**	Sidi dekhi Lungtapar Dhorje Xodne Sthal Padmarga	2.0	-	0.33	-	-	0.33
8	**P038**	Sohan Marga	2.0	0.16	-	-	-	0.16
9	**P064**	Jomsom hudai Tower Padmarga	2.0	4.89	-	-	-	4.89
Grand Total				**11.16**	**0.33**	**0.36**	**0.06**	**11.91**

WARD No. 05

S.N	Road Code	Road Name	ROW (m)	Approx. Length (Km)			Total
				Earthen	Gravel	New Track	
1	**PRN**	Ring Road	15.0	-	8.09	-	8.09
2	**C006**	Dhumba Phyangthang Seto Khola Ghaitong Sadak	8.0	1.52	-	1.40	2.93
3	**C007**	Sallarukh Chinighang Dhunchithang Sadak	8.0	2.74	-	-	2.74
4	**C008**	Thini Kaisang Sadak	8.0	9.59	-	-	9.59
5	**C009**	Thini Khol Lhokothang Sadak	8.0	1.62	-	-	1.62
6	**C010**	Thini Namu Sadak	8.0	13.96	-	-	13.96
7	**D024**	Dhumba Dhojyang Sadak	6.0	1.26	-	-	1.26
8	**D025**	Dhumba Tal Pulchowk Dhumba Sadak	6.0	3.06	-	-	3.06
9	**D026**	Ghochi Sadak (Krishi)	6.0	1.06	-	-	1.06
10	**D027**	Ghongthang Bhatang Sadak	6.0	1.15	-	-	1.15
11	**D028**	Hyarujho View Tower Sadak	6.0	1.11	-	-	1.11
12	**D029**	Kuchhap Teranga Gumba Sadak	6.0	0.67	-	-	0.67
13	**D030**	Pamithang Chhamachho Sadak	6.0	-	-	3.01	3.01
14	**D031**	Phyangthang Chemchyo Murghyung Sadak	6.0	5.03	-	-	5.03
15	**O008**	Chini Ghang Chheti Bhagal Sadak	4.0	-	-	0.57	0.57
16	**O009**	Kunughyung Sadak	4.0	-	0.11	-	0.11
17	**O010**	Malmi Ghang dekhi Chhangjho Ghang samma Sadak	4.0	-	-	0.58	0.58
Grand Total				**42.76**	**8.20**	**5.57**	**56.53**

Foot Trails

S.N	Road Code	Road Name	ROW (m)	Length (Km)		Total
				Earth	Stone	
1	**P039**	Devlal ko Ghar dekhi Mhane hudai mathi Homestay Gate Samma Bato	2.0	0.13	0.16	0.29
2	**P040**	Durbar Chowk dekhi Devlal ko Ghar Samma Bato	2.0	-	0.07	0.07
3	**P041**	Durbar Chowk dekhi Homestay Gate Samma Bato	2.0	0.14	-	0.14
4	**P042**	Jomsom Health Post Chowk dekhi Snow Leopard Cave ko Bato Samma Padmarga	2.0	0.09	-	0.09
5	**P043**	Khampachhetang dekhi Jhalunge Pul hudai Gharapjhong Killa Jane Bato	2.0	0.27	0.44	0.72
6	**P044**	Lhakim Karpo Gumba dekhi Deepak ko Ghar Samma Bato	2.0	-	0.07	0.07
7	**P045**	Mhane dekhi Chinighang Samma Bato	2.0	0.10	-	0.10
8	**P046**	Mhane dekhi Sichai Kulo hudai Lhokung Ke Samma Bato	2.0	0.26	-	0.26
9	**P047**	Nakhicham Mhane dekhi Ghatta hudai Snow Leopard Gate Samma Bato	2.0	0.22	-	0.22
10	**P048**	Samle Bato (Ka)	2.0	0.20	-	0.20
11	**P049**	Samle Bato (Kha)	2.0	0.09	-	0.09

S.N	Road Code	Road Name	ROW (m)	Length (Km)		Total
				Earth	Stone	
12	**P050**	Samle Bato (Ga)	2.0	0.56	-	0.56
13	**P051**	San Prasad ko Bari dekhi Devlal ko Ghar Samma bato	2.0	-	0.05	0.05
14	**P052**	Shree Mukti Namuna Aabi Ring Road Samma Bato	2.0	0.08	-	0.08
15	**P053**	Snow Leopard Cave Jane Padmarga	2.0	0.14	-	0.14
16	**P054**	Syau Gram Jane Bato	2.0	0.25	-	0.25
17	**P055**	Thakali Homestay dekhi Mathi Bato	2.0	0.16	-	0.16
18	**P056**	Topthang dekhi Chinighang Samma Bato	2.0	-	0.21	0.21
19	**P057**	Topthang dekhi Gumba hudai Ring Road Samma Bato (Ka)	2.0	0.03	0.13	0.16
20	**P058**	Topthang dekhi Gumba hudai Ring Road Samma Bato (Kha)	2.0	0.05	-	0.05
21	**P059**	Topthang dekhi Nakyucham Samma Bato	1.5	-	0.17	0.17
22	**P060**	Tshiring Prasad ko Ghar dekhi Mhane Samma Bato	2.0	0.06	-	0.06
23	**P061**	Ward Karyalaya Chowk dekhi Topthang hudai Sallarukh Sadak Samma Bato	2.0	-	0.46	0.46
Grand Total				**2.83**	**1.77**	**4.60**

ANNEX –II MINUTING RECORDS

आज मिति २०८०।०२।१४ गते सोमबारका दिन मुस्ताङ जिल्ला घरपझोङ गाउँपालिका उपप्रमुख श्री जमुना थापा मगर ज्यूको अध्यक्षतामा घरपझोङ गाउँपालिकाको यातायात गुरुयोजना तयार गर्ने सम्बन्धी बैठक निम्न अनुसारको उपस्थितीमा बसी निर्णयहरु गरियो ।

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२०) श्री सन्देश पौडेल, परामर्शदाता टोली
२१) श्री सुरेश घिमाल, " "
२२) श्री राम शरण बराल, " "

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प्रस्तावहरू

१) धरपक्रोड. गाउँपालिकाको गाउँपालिका स्तरिय यातायात पूर्वाधार योजना तर्जुमा सम्बन्धमा ।

२) गाउँपालिका स्तरिय यातायात पूर्वाधार योजना अन्तर्गत सडक वर्गीकरणका लागि सडक क्षेत्राधिकार निर्धारण सम्बन्धमा ।

३) गाउँपालिका स्तरिय यातायात पूर्वाधार योजनाका लागि तथ्याङ्क संकलन सम्बन्धमा ।

४) विविध ।

निर्णयहरू

नि.१) प्रस्ताव नं १ उपर छलफल गर्दा गाउँपालिका स्तरिय यातायात पूर्वाधार योजना तर्जुमा सम्बन्धी विभिन्न विषयमा छलफल गरी गाउँपालिका स्तरिय अन्तरक्रिया कार्यक्रम आयोजना गरिने ।

नि.२) प्रस्ताव नं २ उपर छलफल गर्दा गाउँपालिका स्तरिय यातायात पूर्वाधार योजना अन्तर्गत विद्यमान सडक एवम् नयाँ निर्माणका सडकहरु वर्गीकरणका लागि निम्नानुसारको सडक क्षेत्राधिकार निर्धारण गरिने निर्णय गरियो ।

सडक वर्ग	क्षेत्राधिकार (मी.)
क	१४ मीटर वा सोभन्दा
ख	१० मीटर
ग	८ मीटर
घ	६ मीटर

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गि.३) प्रस्ताव नं ३ यथा प्रस्तुत गर्दा यस गुरुयोजना तर्जुमाका निमित्त तथ्याङ्क संकलन गर्नका लागि प्रत्येक वडा कार्यालयमा परामर्शदाता टोली पुगी वडा स्तरीय गुरुयोजना अन्तर्वार्ताको तथ्याङ्क संकलन गरिने निर्णय गरियो ।

गि.४) प्रस्ताव नं ४ यथा प्रस्तुत गर्दा यस परामर्शदाता टोलीलाई नगरपालिका कार्यालय एवं वडा कार्यालयले समन्वय गरी तथ्याङ्क संकलन एवं समग्र गुरुयोजना तर्जुमा प्रक्रियामा सहयोग गर्ने निर्णय गरियो ।

प्रस्तुत बैठक २०८१।०२।१४ गते सोमबार दिउसो १:०० बजे सुरु भई दिउसो २:०० बजे समापन भयो ।

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आज मिति २०७१।०२।०३ गते मंगलवारका दिन मुस्ताङ जिल्ला घरपझोङ गाउँपालिका वडा नं. १ का वडा अध्यक्ष श्री आशा व. थकालि ज्यू को अध्यक्षतामा घरपझोङ गाउँपालिका को यातायात गुरुयोजना तयार गर्ने सम्बन्धी बैठक निम्न अनुसारको उपस्थितीमा बसी निर्णयहरु गरियो।

उपस्थिती

१, श्री आशा व. थकालि - अध्यक्ष (वडा अध्यक्ष, Ward Chairman)
२, श्री चक्र सिंह थकाली - वडा सदस्य
३, श्री मनी वि. क - ~~वडा सदस्य~~ कार्यपालिका सदस्य
४, श्री दुर्गा देवी रसाईली - वडा सदस्य
५, श्री दुरेन्द्र गौचन - टोलो गाउँ अध्यक्ष
६, श्री भिम वहादुर रसाईली - ने. क. समाजवाद मुस्ताङ अध्यक्ष
७, श्री प्रेम प्रसाद गौचन - सदस्य
८, श्री कुन्दन तामाङ - सदस्य
९, श्री नविन्द्र थकाली - जि. वन सचिव
१०, श्री सुशिल परियार - कार्यालय सहयोगी
११, श्री सन्देश पौडेल - परामर्शदाता टोली
१२, श्री रमेश घिमाल - " "
१३, श्री राम शरण बराल - " "

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प्रस्तावहरु

१) यस थरपङ्गोङ गाउँपालिकाको यातायात गुरुयोजना तर्जुमाका लागि यस वडा १ मा भएका विद्यमान र प्रस्तावित सडकहरुको पहिचान तथा सडक सम्बन्धी आवश्यक तथ्याङ्क संकलन गर्ने ।

२) यातायात गुरुयोजना अन्तर्गत प्राथमिकताका आधारमा क्रमानुसार सडकहरुको छनौट गर्ने ।

३) विविध ।

निर्णयहरु:

नि.१) प्रस्ताव नं १ उपर छलफल गर्दा थरपङ्गोङ गाउँपालिकाको यातायात गुरुयोजना तर्जुमाका लागि यस वडा नं १ मा भएका विद्यमान एवम् प्रस्तावित सडकहरुको पहिचान तथा सडक सम्बन्धी आवश्यक तथ्याङ्क संकलन गरी माग फारम भरियो ।

नि.२) प्रस्ताव नं २ उपर छलफल गर्दा यातायात गुरुयोजना अन्तर्गत प्राथमिकताका आधारमा वडा नं १ भित्रका सडकहरु निम्न क्रमानुसार निर्णय गरियो ।

प्राथमिकताका आधारमा सडकहरु

क्रम १) हुँदै बेली ब्रिज चप्रा देखि बक्की पुल सानो लक्की हुँदै थिमाङ क्युथाङ चोक सम्म (१० मिटर क्षेत्राधिकार)

क्रम २) बेल्ली हुँदै पक्की पुल हुँदै नली ध्याङ हुँदै छैरो सामुदायिक भवन हुँदै छैरो छहरा गुम्बा सम्म (१० मिटर क्षेत्राधिकार)

क्रम ३) बेल्ली वृजको बाटो हुँदै सामुदायिक भवन सम्म (६ मिटर क्षेत्राधिकार)

क्रम ४) क्युथाङ चोक हुँदै स्कूल स्वास्थ्य चौकी हुँदै गुम्बा खेत सोकोध्यूँ हुँदै थेकु सम्म (६ मिटर क्षेत्राधिकार)

क्रम ५) छैरो गाउँ भित्रका सडक (६ मिटर क्षेत्राधिकार)

क्रम ६) चिमाङ गाउँ भित्रका सडक (६ मिटर क्षेत्राधिकार)

नि.२) प्रस्ताव नं. २ उपर छलफल गर्दा विविध छलफल गरियो ।

प्रस्तुत बैठक २०८१।०१।०५ गते मङ्गलबार बिहान ८:३० बजे सुरु भई दिउँसो १२:०० बजे समापन गरियो।

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आज मिति २०८१ साल जेष्ठ महिनाको १५ गते मंगलबारको दिन मुस्ताङ जिल्ला बारागुङ गाउँपालिका वडा नं २ को वडा अध्यक्ष श्री मन बहादुर हिराचन ज्यूको अध्यक्षतामा बारागुङ गाउँपालिकाको यातायात गुरुयोजना तयार गर्ने सम्बन्धी एक स्तरिय बैठक निम्न अनुसारको उपस्थितीमा बसी निर्णयहरू गरियो ।

उपस्थिती

1) श्री मन बहादुर हिराचन वडा अध्यक्ष
2) श्री राजु प्रसाद लालचन कार्यपालिका सदस्य
3) श्री हरि प्रसाद लालचन वडा सदस्य
4) श्री कुडु हिराचन कार्यपालिका सदस्य
5) श्री अनिता थकाली कार्यपालिका सदस्य
6) श्री फुलमाया जैसिया वडा सचिव

अन्य उपस्थिती

6) श्री कमल हिराचन गाउँ मुखिया
7) श्री रविन्द्र ज्वाल्चन गाउँ मुखिया
8) श्री शक्ति हिराचन गाउ प्रमुख/छेवी
9) श्री इश्वर लाल हिराचन
10. श्री शक्ति हिराचन
11. श्री विरेन्द्र ज्वाल्चन
12. लाल बहादुर लालचन
13. पृथ्वी लाल हिराचन
14. ठूलो कान्छा लालचन
15. कुमी बहादुर हिराचन
16. राजेन्द्र लालचन
17. चन्द्रमान लालचन
18. लाल प्रसाद हिराचन नि.वर्तमान वडा सदस्य
19. शक्तिराम ज्वाल्चन
20. हरि प्रसाद ज्वाल्चन
21. पुर्ण कुमार लालचन
22. पुर्बेन्द्र लालचन
23. राजु थकाली

घरपझोङ गाउँपालिका
२ नं. वडा कार्यालय
मार्फा, मुस्ताङ
गण्डकी प्रदेश, नेपाल

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२४. श्री कृष्ण कुमार ज्वाछेन
२५. श्री सुरेन्द्र कुमार हिराचन
२६. श्री नगेन्द्र लालचन
२७. श्री मुकुन्द ब. गुरुङ
२८. श्री भीमसेन लालचन
२९. श्री निरुपन लालचन
३०. श्री श्याम प्रसाद लालचन
३१. श्री रत्न बहादुर लालचन
३२. श्री देवीलाल लालचन
३३. श्री विनोद लालचन
३४. श्री हितेन्द्र लालचन
३५. श्री रुपेन्द्र ज्वाछेन
३६. श्री उपेन्द्र ज्वाछेन
३७. श्री विनोद ज्वाछेन
३८. श्री निश्चल ज्वाछेन
३९. श्री ~~चन्द्रमान~~ मगर
४०. श्री अनित ज्वाछेन
४१. श्री विजेन लालचन
४२. श्री कमल परियार
४३. श्री हर्कलाल बागदास
४४. श्री मिपा हिराचन
४५. श्री धन बहादुर पन्नाचन
४६. श्री सागर हिराचन
४७. श्री बुद्धि बहादुर गर्बुजा
४८. श्री सन्तोष पौडेल
४९. श्री रमेश थिमाल
५०. श्री रामशरणबराल

प्रस्तावहरु:

१, यस घरपझोङ गा.पा. को गुरुयोजना तर्जुमाको लागि वडा नं-२ मा पर्ने विद्यमान र प्रस्तावित सडकहरुको पहिचान तथा सडक सम्बन्धि आवश्यक तथ्याङ्क संकलन गर्ने।

२, यातायात गुरुयोजना अन्तर्गत प्राथमिकता का आधारमा क्रमानुसार सडकहरुको छनौट गर्ने।

३, विविध।

निर्णयहरु:-

नि.नं. १ प्रस्ताव नं १ माथि छलफल गर्दा घरपझोङ गाउँपालिकाको यातायात गुरुयोजना तर्जुमाका लागि यस वडा नं. २ मा पर्ने विद्यमान सबै प्रस्तावित सडकहरुको पहिचान तथा सडक सम्बन्धि आवश्यक तथ्याङ्क संकलन गरि माग फारम भरियो।

निर्णय नं २ प्रस्ताव नं २ माथि छलफल गर्दा यातायात गुरुयोजना अन्तर्गत प्राथमिकताका आधारमा वडा नं २ भित्रका सडकहरु निम्न क्रमानुसार निर्णय गरियो।

प्राथमिकताका आधारमा सडकहरु

क्र.सं. १

	मार्फा - धौलागिरी बेसक्याम्प	१०मी.
२	मार्फा - सीप कृषि फार्म सडक	८मी.
३	घट्टखोला - चि. खेलमैदान जोड्ने सडक	६मी.
४	मार्फा होम्स सभागृह सडक	६मी
५	बुद्धघरदेखि चि. खेलमैदान सडक	६मी.

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आज मिति २०८१/०२/१६ गते बुधबारको दिन यस घारपझोङ गाउँपालिका वडा नं ३ का वडा अध्यक्ष श्री फलेन्द्र प्रसाद थकाली ज्यूको अध्यक्षतामा घारपझोङ गाउँपालिकाको यातायात गुरुयोजना तयार गर्ने सम्बन्धी वडा स्तरिय बैठक निम्न अनुसारको उपस्थितीमा बसी निर्णयहरू गरियो ।

उपस्थिती

फलेन्द्र प्रसाद थकाली
वडा अध्यक्ष

१) श्री फलेन्द्र प्रसाद थकाली, वडा अध्यक्ष
२) श्री रोजी थकाली, का.पा. सदस्य
३) श्री बिर प्रसाद थकाली, वडा सदस्य
४) श्री आस बहादुर थकाली गाउँ मुखीया
५) श्री मिल प्रसाद थकाली, गाउँ मुखीया
६) श्री सुरेन्द्र थकाली, सहकारी अध्यक्ष
७) श्री बिरेन्द्र थकाली (८), विद्यालय अध्यक्ष
८) श्री शैलेन्द्र थकाली, गाउँ सचिव
९) श्री आइत लाल थकाली, क्लब कोषाध्यक्ष
१०) श्री देवेन्द्र थकाली
११) श्री बिर प्रसाद थकाली (ठूलो)
१२) श्री बिरेन्द्र थकाली (२)
१३) श्री स्तुब स्तुक बहादुर थकाली (७)
१४) श्री स्तुक बहादुर थकाली (८)
१५) श्री अम्बर थकाली (७)
१६) श्री बिरेन्द्र थकाली (६)
१७) श्री भिमबहादुर थकाली
१८) श्री रबिन्द्र गौचन (पुष्मान मुखीया)
१९) श्री सीतम थकाली
२०) श्री महेश थकाली
२१) श्री भिम लाल थकाली
२२) श्री अघत घिरिङ थकाली
२३) श्री राहुल थकाली
२४) श्री सन्देश पौडेल, परामर्शदाता टोली
२५) श्री राम शरण बराल, " "

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२६) रमेश [illegible] , परामर्शदाता टोली

२८) निर्मला भण्डारी , वडा सचिव

वडा सचिव

प्रस्तावहरू

१) यस घापकोट गाउँपालिकाको यातायात गुरुयोजना तर्जुमाका लागि यस वडा ३ मा भएका विद्यमान र प्रस्तावित सडकहरूको पहिचान तथा सडक सम्बन्धी आवश्यक तथ्याङ्क संकलन गर्ने ।

२) यातायात गुरुयोजना अन्तर्गत प्राथमिकताका आधारमा क्रमानुसार सडकहरूको छनौट गर्ने ।

३) विविध ।

निर्णयहरू

नि.१) प्रस्ताव नं १ उपर छलफल गर्दा घापकोट गाउँपालिकाको यातायात गुरुयोजना तर्जुमाका लागि यस वडा नं ३ मा भएका विद्यमान र प्रस्तावित सडकहरूको पहिचान तथा सडक सम्बन्धी आवश्यक तथ्याङ्क संकलन गरी माग फारम भरियो ।

नि.२) प्रस्ताव नं २ उपर छलफल गर्दा यातायात गुरुयोजना अन्तर्गत प्राथमिकताका आधारमा वडा नं ३ भित्रका सडक निम्न क्रमानुसार निर्णय गरियो ।

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प्राथमिकताका आधारमा सडकहरु

क्रम १) घटेखोला सडक - ६
२) होमस्टे सडक - १०
३) नयाँ सडक - १०
४) पुरन्चे सडक - अ.प
५) धरो सडक - अ.प

फलेन्द्र प्रसाद थकाली
वडा अध्यक्ष

(वडा सदस्य)

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आज मिति २०७८ सालको ... महिनाको १८ गते बुधबारका दिन मुस्ताङ जिल्ला घरपझोङ गाउँपालिका वडा नं ४ को वडा अध्यक्ष श्री थाम प्रसाद थकाली ज्यूको अध्यक्षतामा घरपझोङ गाउँपालिकाको यातायात व्यवस्थापन सम्बन्धी बैठक निम्न अनुसारको उपस्थितिमा बसी निर्णयहरू गरियो ।

उपस्थिति

१) श्री थाम प्रसाद थकाली, वडा अध्यक्ष
२) श्री विजय शेरचन वडा सदस्य
३) श्री आनन्द गुरुङ, वडा सदस्य
४) गाउँ सचिव : जितेन्द्र शेरचन
५ महेन्द्र बहादुर थकाली
६ राजेन्द्र शेरचन
७ देवसिंह ...
(८) नरबहादुर थकाली
९ तेज बहादुर थकाली
१०) चन्द्र बहादुर थकाली ।
११) ठोकर्मा घले
१२) कार्मि
१३ हृदय प्रसाद ...
२०. ... शेरचन
२१. चन्द्र बहादुर गुरुङ
२२. धर्मवीर गुरुङ
२३ मञ्जु कार्की
२४ ... बहादुर, ...
२५ योगेन्द्र शेरचन
२६ नान्छा गुरुङ
२७ सानु बि.क.
२८) ... लाल बि.क.
२९) छिरिङ गुरुङ
३०) ... शेरचन

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31) सोनम मल्ल
32) [illegible] थाङ्‌मि
33) छेवाङ गुरुङ
34) सुकु गुरुङ
35) मालती गुरुङ
36) छाङ फुटी गुरुङ
39.) दिपक शेरचन
(४०) भूपेन्द्र शेरचन
(४१) फ्याफाङ गुरुङ
४२) आयुष गुरुङ
४३) कर्मा लोप्साङ गुरुङ
४४) प्रार्थना शेरचन
४५) प्रतिस [illegible] थकाली
४६) सोनाम छिरिङ गुरुङ
४७) अरुण नेपाली
४८ छिरिङ गुरुङ
४९ सुरज मल्ल
५० राजेन्द्र शेरचन
५१ गणेश शेरचन
५२ अविजित गुरुङ
५३. सुनिल शेरचन
५४. पवन गुरुङ
५५. राजु कुमार शेरचन
५६ बिवन शेरचन
५७ सुमित्रा गुरुङ
५८ छेतन गुरुङ
५९ छावा पामो
६० सोनम
६१ छिरिङ सोनम
६२. पुष्पा शेरचन
६३. ओवेल गुरुङ

परमानाङ गाउँपालिका
४ नं. वडा कार्यालय
जोमसोम, मुस्ताङ
गण्डकी प्रदेश, नेपाल

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६४, सत कुमारी नेपाली सत
६५, सबीता नेपाली [signature]
६६, छिरी आङमो गुरुङ छिरी
६७, कुन्साङ गुरुङ कुन्साङ
६८, ल्हाक्पा गुरुङ
६९, कुन्चाङ छिकी गुरुङ कुन्चाङ
७० ठोका ठोका
७१ छिरिङ ठोका गुरुङ
७२ मिमा लामा
७३ सोनम गुरुङ
७४ सुकडुम गुरुङ
७५ छिकी गुरुङ
७६ पेम्बा गुरुङ
७७ कार्मो छोचे गुरुङ
७८ छिरिङ गुरुङ
७९ माया शेर्चन
८० छार्मी
८१ प्रेम बहादुर नेपाली
८२ विकास नेपाली [signature]
८३ मान बहादुर नेपाली [signature]
८४ लोपसाङ गुरुङ
८५ छिमा डिकु गुरुङ
८६ रामकुमारी वि.क. राम
८७ राम प्रसाद थकाली - पुवपा
८८ श्री, रमेश घिमाल [signature]
८९ श्री संदेश पौडेल [signature]
९० श्री रामलाल ढाल [signature]
९१. श्री नारायण प्रसाद पौडेल - वडा सचिव [signature]

परगणखोड गाउँपालिका ४ नं. वडा कार्यालय जोमसोम, मुस्ताङ गण्डकी प्रदेश, नेपाल
नारायण प्रसाद पौडेल वडा सचिव

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प्रस्तावहरु

प्र.नं. १, यस घरपझोङ गा.पा. को यातायात गुरुयोजना तर्जुमाका लागि यस वडा नं. ४ मा पर्ने विद्यमान र प्रस्तावित सडकहरुको पहिचान तथा सडक सम्बन्धि आवश्यक तथ्याङ्क संकलन गर्ने।

प्र.नं. २ यातायात गुरुयोजना अन्तर्गत प्राथमिकताका आधारमा क्रमानुसार सडकहरुको छनौट गर्ने।

प्र.नं. ३ विविध।

निर्णयहरु

नि.नं. १. प्रस्ताव नं. १ उपर छलफल गर्दा घरपझोङ गाउँपालिकाको यातायात गुरुयोजना तर्जुमाका लागि यस वडा नं. ४ मा पर्ने विद्यमान र प्रस्तावित सडकहरुको पहिचान तथा सडक सम्बन्धि आवश्यक तथ्याङ्क संकलन गरी काम प्रारम्भ गरियो।

नि.नं. २ प्रस्ताव नं. २ उपर छलफल गर्दा यातायात गुरुयोजना अन्तर्गत प्राथमिकताका आधारमा वडा नं. ४ भित्रका सडक निम्न क्रमअनुसार निर्णय गरियो।

प्राथमिकताका आधारमा सडकहरु

१, क्याम्पसको नग्गादेखि - धम्पु वडा सम्म - ८ मि.
२, जोमसोम बाट - कुल्ले बनजोत बाट - ४ मि
३, वडा कार्यालय देखि - स्याङको फेदसम्म (छत्रमार्ग)
४, वडा कार्यालय - साबिक ५ नं. वडा (देवतरबिह मार्ग) ६मी.
५, काठे पुलको छेउबाट सोतद हुँदै लिटिख सम्म (सोतमार्ग) ६मी (खंडी मार्ग)

यामप्रसाद ... थकाली
वडा अध्यक्ष

... प्रसाद ...
वडा सचिव

आज मिति २०८१ साल जेठ महिनाको १७ गते बिहिबारको दिन मुस्ताङ जिल्ला घरपझोङ गाउँपालिकाको वडा नं ५ का वडा अध्यक्ष श्री प्रदिप थकाली ज्यूको अध्यक्षतामा घरपझोङ गाउँपालिकाको यातायात गुरुयोजना तयार गर्ने सम्बन्धी वडा स्तरिय बैठक निम्न अनुसारको उपस्थितिमा बसी निर्णयहरु गरियो ।

उपस्थिती

१) श्री प्रदिप थकाली, वडा अध्यक्ष - ५
२) श्री आरत बहादुर थकाली, का.पा.सदस्य
३) श्री लक्ष्मी कुमारी थकाली, गा.पा.स.
४) श्री मन्जु वि.क., द.म.प.स.
५) श्री बुद्धिबल थकाली, गाउँ मुखिया
६) श्री नरेन्द्र थकाली, टोल प्रमुख - १
७) श्री च्याङ बहादुर थकाली, " " - २
८) श्री महेन्द्र थकाली " " - ३
९) श्री जित बहादुर थकाली " " - ४
१०) श्री सबी कुमार थकाली, गाउँ सचिव
११) श्री सन्देश पौडेल, परामर्शदाता एक
१२) श्री रमेश घिमाल, " "
१३) श्री राम शरण बराल, " "
१४) श्री कृष्ण प्रसाद थकाली, वडा सदस्य
१४) श्री

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प्रस्तावहरू

१) यस छापेकोट गाउँपालिकाको यातायात गुरुयोजना तर्जुमाका लागि यस वडा नं ४ मा भएका विद्यमान र प्रस्तावित सडकहरूको पहिचान तथा सडक सम्बन्धी आवश्यक तथ्याङ्क संकलन गर्ने ।

२) यातायात गुरुयोजना अन्तर्गत प्राथमिकताका आधारमा क्रमानुसार सडकहरूको छनोट गर्ने ।

३) विविध ।

निर्णयहरू

नि १.) प्रस्ताव नं १ उपर छलफल गर्दा यस छापेकोट गाउँपालिकाको यातायात गुरुयोजना तर्जुमाका लागि यस वडा नं ४ मा भएका विद्यमान र प्रस्तावित सडकहरूको पहिचान तथा सडक सम्बन्धी आवश्यक तथ्याङ्क संकलन गरी माग फारम भरियो ।

नि.२) प्रस्ताव नं २ उपर छलफल गर्दा यातायात गुरुयोजना अन्तर्गत प्राथमिकताका आधारमा वडा नं ४ भित्रका सडक निम्न क्रमानुसार निर्णय गरियो ।

प्राथमिकताका आधारमा सडकहरू

क्रम १) चिनीघाट - देउती जगल सडक (८मी. क्षेत्राधिका

२) सल्लानेव - चिनीघाट - धुन्चिघाट सडक (८ मीटर क्षेत्राधिकार)

३) कुदप लेङ्गा गुम्बा सडक (८ मी. क्षेत्राधिकार

४) कुम्बा ताल - पुलचोक - कुम्बा गाउँ मिज सडक (क्रमी. क्षेत्राधिकार)

५) ग्रोचि सडक (क्रमी. क्षेत्राधिकार)

प्र.३) विविध छलफल गरियो ।

प्रस्तुत बैठक २०८१।०३।१८ गते बिहान ७:०० बजे देखि भई बिहान ८:३० बजे समापन भयो ।

२०८१।०३।१६
वडा अध्यक्ष
Ward Chairman

ANNEX –III: DEMAND FORMS

घरपझोङ गाउँपालिका, मुस्ताङ

माग फारम (सडकको लागि अनुरोध)

१. वडा न. : १, ढैरो/चिमाङ

२. प्राथमिकताका आधारमा तालिका भर्नुहोस्।

कोड	बाटोको नाम	चौडाई	बाटोको प्रकार: नया बाटो खोल्ने	स्तरोन्नति गर्ने	पुनरुत्थान गर्ने	अबधिक मर्मत	प्राथमिकता क्रम *
१	ढैरो तल्ती पुजा चपु दिल्बी पक्की पुल सानो लक्की चिमाङ बसुथाङ चोक सम्म	१०					१
२	तल्ती पुजा पक्की पुल हुँदै तली धमाङ ढैरो सामुदायिक भवन हुँदै ढैरो छहरा गुम्बा सम्म	१०					२
३	तल्ती पुजा बाटो देखि सामुदायिक भवन सम्म	६					३
४	बसुथाङ चोक - स्कुल - स्वास्थ्य चौकी - गुम्बा खेत सोकोधुँ - दोवु सम्म	६					४
५	ढैरो गाउँ भित्रको सडक	६					५
६,	चिमाङ गाउँ भित्रको सडक	६					६

पहिलो प्राथमिकताका लागि १, दोस्रोका लागि २ भर्नुहोस्।

३. माथिको प्राथमिकता २०७५।८।१५ मितीमा बसेको वडा बैठकबाट तोकिएको हो।

४. लाभान्वित बस्ती :

कोड **	बस्तीको नाम, घरधुरी/ जनसंख्या
१,	चिमाङ, ३५ घर, २२० जनसंख्या
२,	ढैरो, ३० घर, २०० जनसंख्या

** २ न. तालिका अनुसार भर्नुहोस्।

छैरो तर्फ

१ छैरो छहरा गुम्बा
२ छैरो छहरा गुना
३ छैरो आधारभूत विद्यालय
४ आमा समूह भवन छैरो
५ छैरो दलित भवन

चिमाङ, ५. वडामा भएका मुख्य मुख्य केन्द्रहरुः

१ स्वास्थ्य इकाई
२ निलगिरी आ. विद्यालय
३ चर्च, महिला समूह भवन
४ सेर्मी स्थान
५ चिमाङ सामुदायिक भवन
६ दलित समाज मिलिजुली भवन
७ घ्यापकिपल सामुदायिक भवन मन्दिर
८ मर्ति सामुदायिक भवन, माडी

६ गणतान्त्रीक छैरो सामुदायिक भवन
७ कलकी छहरा
८ छैरो धो (कुण्ड)
९ छैरो गाउँ पहाडी पुरानो मोत
१० छैरो कुलो मोत
११ छैरो गुफा
१२ ढाकचेत गुफा
१३ तारा छैरो तारा लिल भवन

६. वडामा भएका मुख्य मुख्य वस्तीहरुबाट वडा कार्यालय र गाउँपालिका कार्यालय जान लाग्ने औसत समयको बिबरणः

मुख्य वस्तीहरु	घरधुरी/ जनसंख्या	औसत समय (मिनेटमा)			
		वडा कार्यालय		गाउँपालिका कार्यालय	
		पैदल	गाडी/बाइक	पैदल	गाडी/बाइक
१ चिमाङ	220	३० मी.	१० मी.	३ घण्टा	३० मी.
२ छैरो	200	५ मी.	२ मी.	१.५ घण्टा	२० मी.

७. माथी लेखिएको विवरण सहि छ। २०८१/०२/१५ मितिमा बसेको वडा बैठकले माथी उल्लेखित विवरण सबै छलफलबाट पारित गरिएको घोसणा गर्दछु। एक प्रतिलिपी वडा कार्यालयमा रेकर्डका लागि राखिएको छ।

वडा संयोजकको हस्ताक्षर
नामः आसबहादुर थकाली
मिति : २०८१/०२/१५

घरपझोङ गाउँपालिका
४ नं. वडा कार्यालय
छैरो, मुस्ताङ
गण्डकी प्रदेश, नेपाल

वडा अध्यक्ष
Ward Chairman

वडा सचिवको हस्ताक्षर
नामः नविन्द्र थकाली
मिति : २०८१/०२/१५

घरपझोङ गाउँपालिका, मुस्ताङ

माग फारम (सडकका लागि अनुरोध)

घरपझोङ गाउँपालिका २ नं. वडा कार्यालय मार्फा, मुस्ताङ गण्डकी प्रदेश, नेपाल

१. वडा न. : 2

२. प्राथमिकताका आधारमा तालिका भर्नुहोस :

कोड	बाटोको नाम	चौडाई (मी.)	बाटोको प्रकार				प्राथमिकता क्रम *
			नया बाटो खोल्ने	स्तरोन्नति गर्ने	पुनरुत्थान गर्ने	अवधिक मर्मत	
१,	मार्फा – धौलागिरी बेसक्याम्प	१०	✓	✓			१
२,	मार्फा – एपि कृषि फार्म सडक	८					२
३,	घट्टखोला – चि. खेलमैदान जाने सडक	६					३
४,	मार्फा हेलिप्याड – स्वास्थ्य सडक	६					४
५,	बुद्धघरदेखी – चि. खेलमैदान सडक	६					५

पहिलो प्राथमिकताका लागि १, दोस्रोका लागि २ भर्नुहोस

३. माथिको प्राथमिकता २०७९/०२/१५ मितीमा बसेको वडा बैठकबाट तोकिएको हो।

४. लाभान्वित बस्ती :

कोड **	बस्तीको नाम, घरधुरी/ जनसंख्या
१,	मार्फा गाउँ १६०घर,
२,	——

** २ न. तालिका अनुसार भर्नुहोस

५. वडामा भएका मुख्य मुख्य केन्द्रहरुः

(१) मार्फा स्वास्थ्य चौकी,
(२) जनकल्याण मा.वि.
(३) [illegible]
(४) [illegible] गुम्बा
(५) [illegible] गुम्बा
(६) [illegible] गुम्बा
(७) [illegible] गुम्बा
(८) मान्दी गुम्बा
(९) apple फार्म
(१०) [illegible]
(११) [illegible]
(१२) view tower, [illegible]

६. वडामा भएका मुख्य मुख्य वस्तीहरुबाट वडा कार्यालय र गाउँपालिका कार्यालय जान लाग्ने औसत समयको विबरणः

मुख्य वस्तीहरु	घरधुरी/ जनसंख्या	औसत समय (मिनेटमा)			
		वडा कार्यालय		गाउँपालिका कार्यालय	
		पैदल	गाडी/बाइक	पैदल	गाडी/बाइक
मार्फा गाउँ,	१६०	१५ मि.		१५ [illegible]	२० मि.

७. माथी लेखिएको विवरण सहि छ। २०७९/०२/१५ .... मितिमा बसेको वडा बैठकले माथी उल्लेखित विवरण सबै छलफलबाट पारित गरिएको घोसणा गर्दछु। एक प्रतिलिपी वडा कार्यालयमा रेकर्डका लागि राखिएको छ।

वडा अध्यक्ष

....
वडा संयोजकको हस्ताक्षर
नामः [illegible]
मिति : २०७९/०२/१५

वडा सचिव
Ward Secretary

....
वडा सचिवको हस्ताक्षर
नामः फुलमाया [illegible]
मिति : २०७९/०२/१५

घरपझोङ गाउँपालिका, अस्ती

माग फारम (सडकका लागि अनुसार)

१. वडा न. : २

२. प्रार्थमिकताका आधारमा तालिका भर्नुहोस् :

कोड	बाटोको नाम	चौडाई	बाटोको प्रकार				प्राथमिकता क्रम *
			नया बाटो खोल्ने	स्तरोन्नति गर्ने	पुनरुत्थान गर्ने	अबधिक मर्मत	
१,	घेदेखोला सडक	६		✓			
२,	होमस्टे सडक	१०		✓			
३,	मर्याँ सडक	१०		✓			
४,	ढुक्चे सडक	अन्य		✓			
५,	पुरो थाङ सडक	अन्य		✓			

पहिलो प्रार्थमिकताका लागि १, दोस्रोका लागि २ भर्नुहोस्।

३. माथिको प्रार्थमिकता २०८१/०८/१६ मितीमा बसेको वडा बैठकबाट तोकिएको हो।

४. लाभान्वित बस्ती :

कोड **	बस्तीको नाम, घरधुरी/ जनसंख्या
	पुरानो स्थाङ. बस्ती
	ढुक्चे गाँउ
	मौली थुङ. गाँउ
	पुलचोक बस्ती
	पुथाङ. गाँउ (बडाघर) घैती मे बस्ती

** २ न. तालिका अनुसार भर्नुहोस्।

घरपझोङ गाउँपालिका
१ नं. वडा कार्यालय
स्याङ, मुस्ताङ
गण्डकी प्रदेश नेपाल

५. वडामा भएका मुख्य मुख्य केन्द्रहरुः

१) स्याङ आधारभूत स्वास्थ्य चौकी
२) जनकल्याण आ.वि
३) आरोग्य स्वास्थ्य केन्द्र
४) दशि ल्हकाङ गुम्बा
५) ङकोन दुप्योलिङ गुम्बा
६) धोहैलिङ (आनी) गुम्बा
७) फोला टोला (इष्ट देउता)
८) पुरानो गुम्बा
९) धौलाङ ङ (गुफा)
१०) किपिकाङ (धुम्ने गाउँ)
११) स्यपुली मैं (धार्मिक स्थल)
१२) चाङ फु मैं (धार्मिक स्थल) गुफा
१३) ओडनघाङ [illegible]शाप्ति पार्क

६. वडामा भएका मुख्य मुख्य वस्तीहरुबाट वडा कार्यालय र गाउँपालिका कार्यालय जान लाग्ने औसत समयको बिबरणः

मुख्य वस्तीहरु	घरधुरी/ जनसंख्या	औसत समय (मिनेटमा)			
		वडा कार्यालय		गाउँपालिका कार्यालय	
		पैदल	गाडी/बाइक	पैदल	गाडी/बाइक
पुरानो स्याङ बस्ती	८०/२८०	३५	१	६०	२०
छक्से गाउँ	२५/८०	१०	३	६०	२०
गेतीच्युङ गाउँ	६/२१	१०	३	६५	२५
पुल्चाक बस्ती	१२/६०	२०	६	६५	२५
पुचाङ गाउँ (बजार)	४६/१५०	३०	१२	७०	१२
धौती मे बस्ती	५/२०	२२	१०	५०	३५

७. माथी लेखिएको विवरण सहि छ। २०७९/०२/१३ मितिमा बसेको वडा बैठकले माथी उल्लेखित विवरण सबै छलफलबाट पारित गरिएको घोसणा गर्दछु। एक प्रतिलिपी वडा कार्यालयमा रेकर्डका लागि राखिएको छ।

फलेन्द्र प्रसाद थकाली
वडा अध्यक्ष

वडा सचिव

वडा संयोजकको हस्ताक्षर
नामः फलेन्द्र प्रसाद थकाली
मिति : २०७९/०२/१६

वडा सचिवको हस्ताक्षर
नामः तिर्थमाया भण्डारी
मिति : २०७९/०२/१६

घरपझोङ गाउँपालिका ४ नं. वडा कार्यालय जोमसोम, मुस्ताङ गण्डकी प्रदेश, नेपाल

घरपझोङ गाउँपालिका, मुस्ताङ

माग फारम (सडकका लागि अनुरोध)

१. वडा न. : ....४....

२. प्रार्थमिकताका आधारमा तालिका भर्नुहोस् :

कोड	बाटोको नाम	चौडाई	बाटोको प्रकार				प्राथमिकता क्रम *
			नया बाटो खोल्ने	स्तरोन्नति गर्ने	पुनरुत्थान गर्ने	अबधिक मर्मत	
१)	क्याम्पसको डाँडा देखि - थ्यु वडार सम्म	८ मि					
२)	जोमसोम बाट - कुवनै वन जाने बाटो	८ मि					
३)	वडा कार्यालय देखि - श्रमिको फेद सम्म (छत्र मार्ग)	६ मि					
४)	वडा कार्यालय - स्याङ्बिक ५ न. वडा (देवनरसिंह मार्ग)	६ मी					
५)	काठे पुलको देखबाट सोन्द हुँदै लिटिङ्ग सम्म (बद्री मार्ग)	६ मि					

पहिलो प्रार्थमिकताका लागि १, दोस्रोका लागि २ भर्नुहोस्।

३. माथिको प्रार्थमिकता ....२०७५/०२/१६.... मितीमा बसेको वडा बैठकबाट तोकिएको हो।

४. लाभान्वित बस्ती :

कोड **	बस्तीको नाम, घरधुरी/ जनसंख्या
१)	पुरानो जोमसोम 200 / ६६०

** २ न. तालिका अनुसार भर्नुहोस्।

५. वडामा भएका मुख्य मुख्य केन्द्रहरुः

१) जनहित नमुना मा.वि
२) धौलागिरी आवासिय बोर्डिङ स्कुल
३) सामुदायिक बाल शिशु केन्द्र
४) हिमालयन Children Hostel
५) बौन गुम्बा (जोमसोम)
६) शाक्य गुम्बा
७) भौतो घाट (view point)
८) जनहित वनस्पति केन्द्र
९) जिल्ला अस्पताल जोमसोम
१०) आयुर्वेदिक केन्द्र
११) जिल्ला प्रहरी कार्यालय
१२) जिल्ला प्रशासन
१३) जिल्ला अदालत
१४) महिला समूह जोमसोम
१५) गैर सरकारी संस्था

६. वडामा भएका मुख्य मुख्य वस्तीहरुबाट वडा कार्यालय र गाउँपालिका कार्यालय जान लाग्ने औसत समयको बिबरणः

मुख्य वस्तीहरु	घरधुरी/ जनसंख्या	औसत समय (मिनेटमा)			
		वडा कार्यालय		गाउँपालिका कार्यालय	
		पैदल	गाडी/बाइक	पैदल	गाडी/बाइक
पुरानो जोमसोम	२००/६६०	१०	३	१०	२

७. माथी लेखिएको विवरण सहि छ। २०८१/०२/१६ मितिमा बसेको वडा बैठकले माथी उल्लेखित विवरण सबै छलफलबाट पारित गरिएको घोसणा गर्दछु। एक प्रतिलिपी वडा कार्यालयमा रेकर्डका लागि राखिएको छ।

वडा संयोजकको हस्ताक्षर
नामः याम प्रसाद थकाली
मिति : २०८१/०२/१६
यामप्रसाद थकाली
वडा अध्यक्ष

वडा सचिवको हस्ताक्षर
नामः नारायण प्रसाद पौडेल
मिति : २०८१/०२/१६
नारायण प्रसाद पौडेल
वडा सचिव

घरपझोङ गाउँपालिका ४ नं. वडा कार्यालय जोमसोम, मुस्ताङ गण्डकी प्रदेश, नेपाल

घरपझोङ गाउँपालिका, मुस्ताङ

माग फारम (सडकका लागि अनुरोध)

१. वडा न. : ५

२. प्रार्थमिकताका आधारमा तालिका भर्नुहोस् :

कोड	बाटोको नाम	चौडाई (मि.)	बाटोको प्रकार				प्राथमिकता क्रम *
			नया बाटो खोल्ने	स्तरोन्नति गर्ने	पुनरुत्थान गर्ने	अबधिक मर्मत	
१	चिनिघाङ - घेती आगल सडक	६	✓				१
२	लहला ल्यब - चिनीघाङ - धुनियाघाङ सडक	८		✓			२
३	कुधप तेङ्ग गुम्बा सडक	८		✓			३
४	धुम्बा लाल पुलचोक धुम्बा सडक	६		✓			४
५	घोचि सडक	६		✓			५

पहिलो प्रार्थमिकताका लागि १, दोस्रोका लागि २ भर्नुहोस्

३. माथिको प्रार्थमिकता ..... मितीमा बसेको वडा बैठकबाट तोकिएको हो।

४. लाभान्वित बस्ती :

कोड **	बस्तीको नाम, घरधुरी/ जनसंख्या
१)	तिनी
२)	सालले
३)	धुम्बा

** २ न. तालिका अनुसार भर्नुहोस्

(१५) धवली ब्यूटीपार्लर

(१४) धवली होम स्टे

५. वडामा भएका मुख्य मुख्य केन्द्रहरुः

१) श्री मुक्ति नमुना आ.वि.
२) ढुम्बा आ.वि.
३) ओमसोम स्वास्थ्य चौकी
४) कुदयु लेखम् लेख्डा गुम्बा
५) पुड्डुङ गुम्बा
६) फल गुम्बा
७) लओकिम कार्मा धुम्बा (५८-वर्ष देखि) (१६) तिलगिरि बोर क्याम्प
८) ढुम्बा ताल
९) तिलिचो ताल भ्यु टावर
१०) तिलिचो बेस क्याम्प (नमु)
११) तिलिचो गुम्बा
१२) ध्यानस्थल किल्ला (छिल्को)
१३) छम्छो ताल

६. वडामा भएका मुख्य मुख्य वस्तीहरुबाट वडा कार्यालय र गाउँपालिका कार्यालय जान लाग्ने औसत समयको बिबरणः

मुख्य वस्तीहरु	घरधुरी/ जनसंख्या	औसत समय (मिनेटमा)			
		वडा कार्यालय		गाउँपालिका कार्यालय	
		पैदल	गाडी/बाइक	पैदल	गाडी/बाइक
१ ठिनी	~~१२५~~ १२१/	१०मि	३मि	४५मि	१५मि
छाइर्वा	८/	३०मि	१०मि	६५मि	३०मि
ढुम्बा	२१/	६०मि	२०मि	१०५मि	४०मि

७. माथी लेखिएको विवरण सहि छ। 2079/02/16 मितिमा बसेको वडा बैठकले माथी उल्लेखित विवरण सबै छलफलबाट पारित गरिएको घोसणा गर्दछु। एक प्रतिलिपी वडा कार्यालयमा रेकर्डका लागि राखिएको छ।

वडा अध्यक्ष / Ward Chairman

वडा सचिव

वडा संयोजकको हस्ताक्षर

नामः प्रदिप भकाली

मिति : 2079/02/16

वडा सचिवको हस्ताक्षर

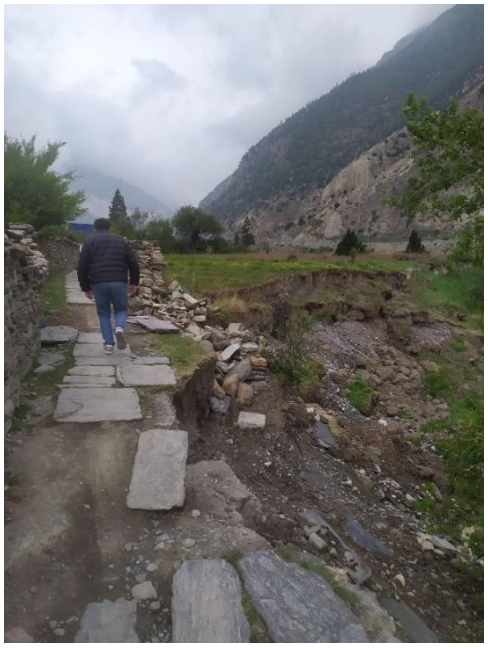
नामः

मिति :

ANNEX –IV PHOTOGRAPHS


सडक योजनाका आधारहरु


कृपया शान्त बसेर्दिनु होला ।



Gharapjhong Rural Municipality
Office of the Rural Municipal Executive
Jomsom, Mustang
Gandaki Province, Nepal

Gharapjhong Rural Municipality

Office of the Rural Municipal Executive

Jomsom, Mustang

Gandaki Province, Nepal

RURAL MUNICIPAL TRANSPORT MASTER PLAN (RMTMP)

VOL-II

PREPARED BY:

Alpha Design and Development Pvt. Ltd.

Baneshwor-31, Kathmandu

August, 2024

ANNEX-V: GIS MAPS

STRATEGIC ROAD NETWORK MAP OF NEPAL

Federal Democratic Republic of Nepal

0 40 80 160 240 320 Kilometers

Scale:1:2,200,000

N W E S

Sudur Pashchim Province

Karnali Province

Gandaki Province

Bagamati Province

Koshi Province

Lumbini Province

Madhesh Province

C H I N A

I N D I A

HUMLA, DARCHULA, BAJHANG, BAJURA, BAITADI, MUGU, DADELDHURA, DOTI, ACHHAM, KALIKOT, JUMLA, DOLPA, KANCHANPUR, KAILALI, DAILEKH, JAJARKOT, MUSTANG, RUKUM WEST, RUKUM EAST, SURKHET, MANANG, MYAGDI, BARDIYA, SALYAN, ROLPA, BAGLUNG, KASKI, LAMJUNG, GORKHA, PARBAT, RASUWA, BANKE, PYUTHAN, GULMI, SYANGJA, TANAHU, DANG, ARGHAKHANCHI, PALPA, NUWAKOT, SINDHUPALCHOK, DOLAKHA, DHADING, KATHMANDU, BHAKTAPUR, SOLUKHUMBU, SANKHUWASABHA, TAPLEJUNG, NAWALPARASI EAST, KAPILBASTU, RUPANDEHI, NAWALPARASI WEST, CHITWAN, LALITPURKABHREPALANCHOK, RAMECHHAP, MAKAWANPUR, OKHALDHUNGA, KHOTANG, BHOJPUR, TERHATHUM, PANCHTHAR, PARSA, SINDHULI, BARA, RAUTAHAT, SARLAHI, UDAYAPUR, DHANKUTA, ILAM, MAHOTTARI, DHANUSHA, SIRAHA, SUNSARI, MORANG, JHAPA, SAPTARI

MUSTANG DISTRICT

Legend

- Gharapjhong Rural Municipality
- Mustang District
- Strategic Road Network (SRN)

RURAL MUNICIPAL TRANSPORT MASTER PLAN

Gharapjhong Rural Municipality, Mustang, Gandaki Province, Nepal

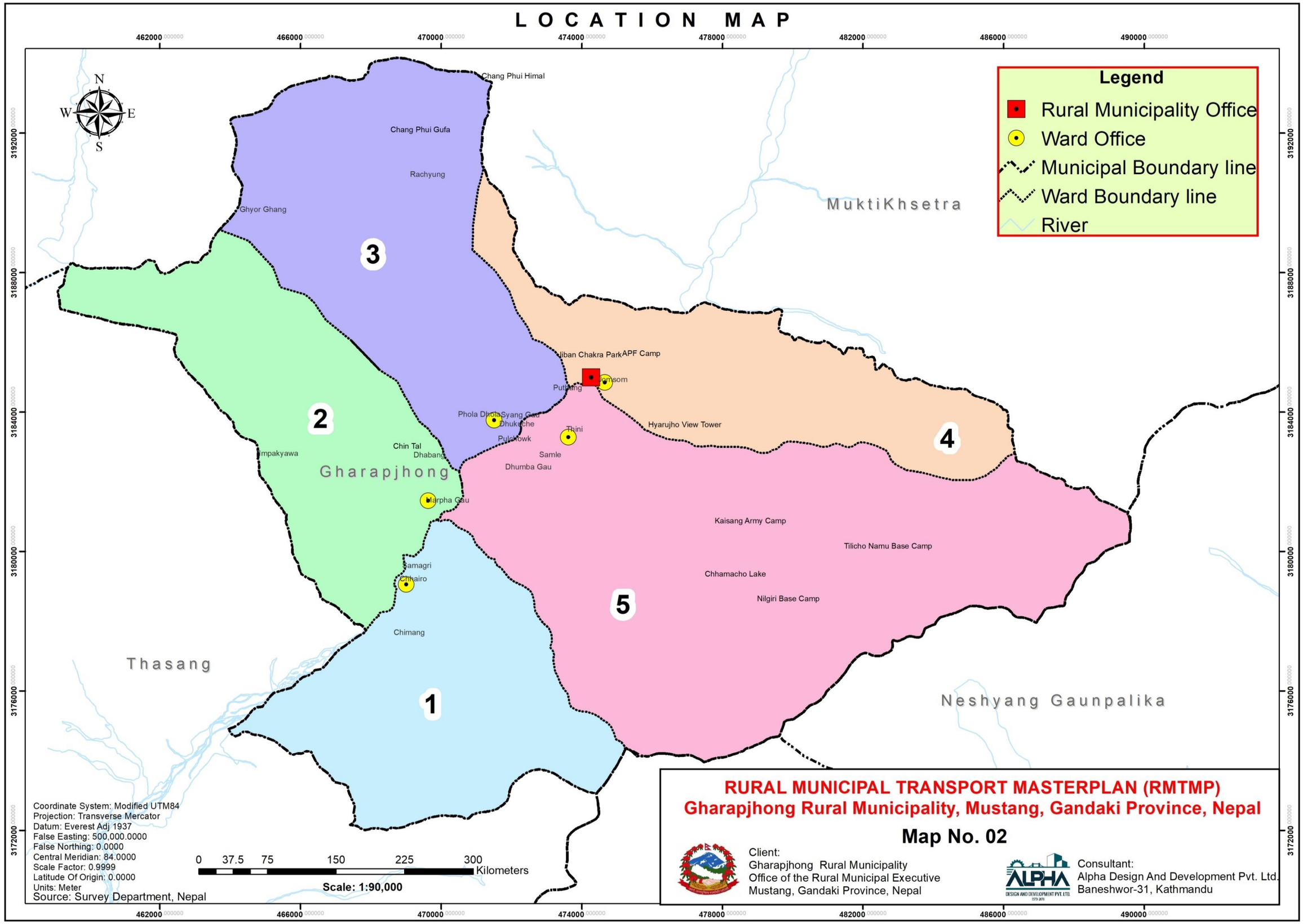
Client:
Gharapjhong Rural Municipality
Office of the Rural Municipal Executive
Mustang, Gandaki Province, Nepal

Consultant:
Alpha Design and Development Pvt. Ltd.
New Baneshwor-31, Kathmandu

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

Map No. 01

Source: Survey Department, Nepal


LOCATION MAP
462000 466000 470000 474000 478000 482000 486000 490000
3192000 3188000 3184000 3180000 3176000 3172000
N
W
E
S
Legend
Rural Municipality Office
Ward Office
Municipal Boundary line
Ward Boundary line
River
Chang Phui Himal
Chang Phui Gufa
Rachyung
Ghyor Ghang
MuktiKhsetra
3
2
4
5
1
Gharapjhong
Thasang
Neshyang Gaunpalika
Jiban Chakra Park
APF Camp
Putang
Phola Dhoh
Syang Gad
Dhukuche
Thini
Pulakowk
Samle
Dhumba Gau
Hyarujho View Tower
Chin Tal
Dhabang
Kaisang Army Camp
Tilicho Namu Base Camp
Chhamacho Lake
Nilgiri Base Camp
Samagri
Chhairo
Chimang
Coordinate System: Modified UTM84
Projection: Transverse Mercator
Datum: Everest Adj 1937
False Easting: 500,000.0000
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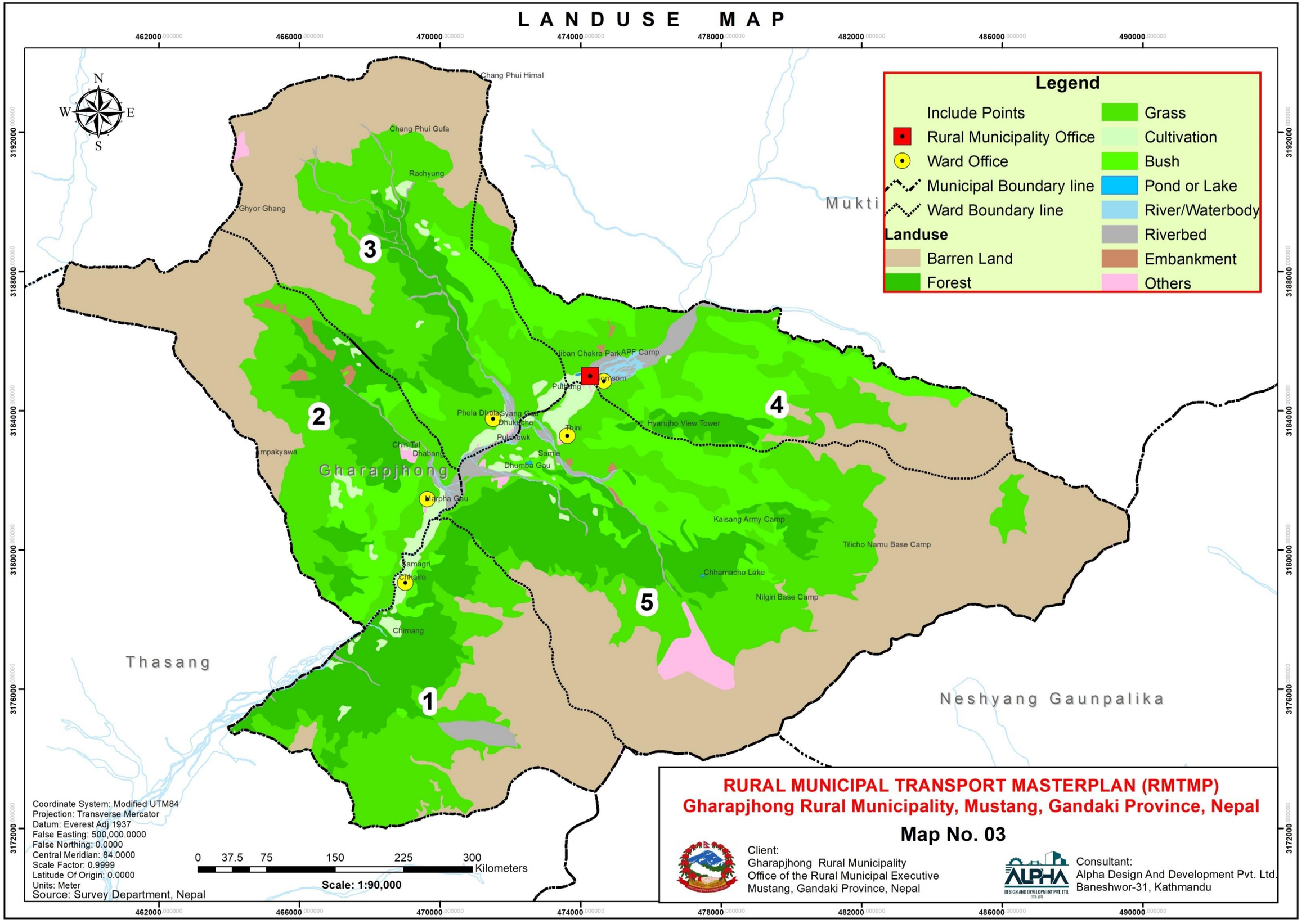
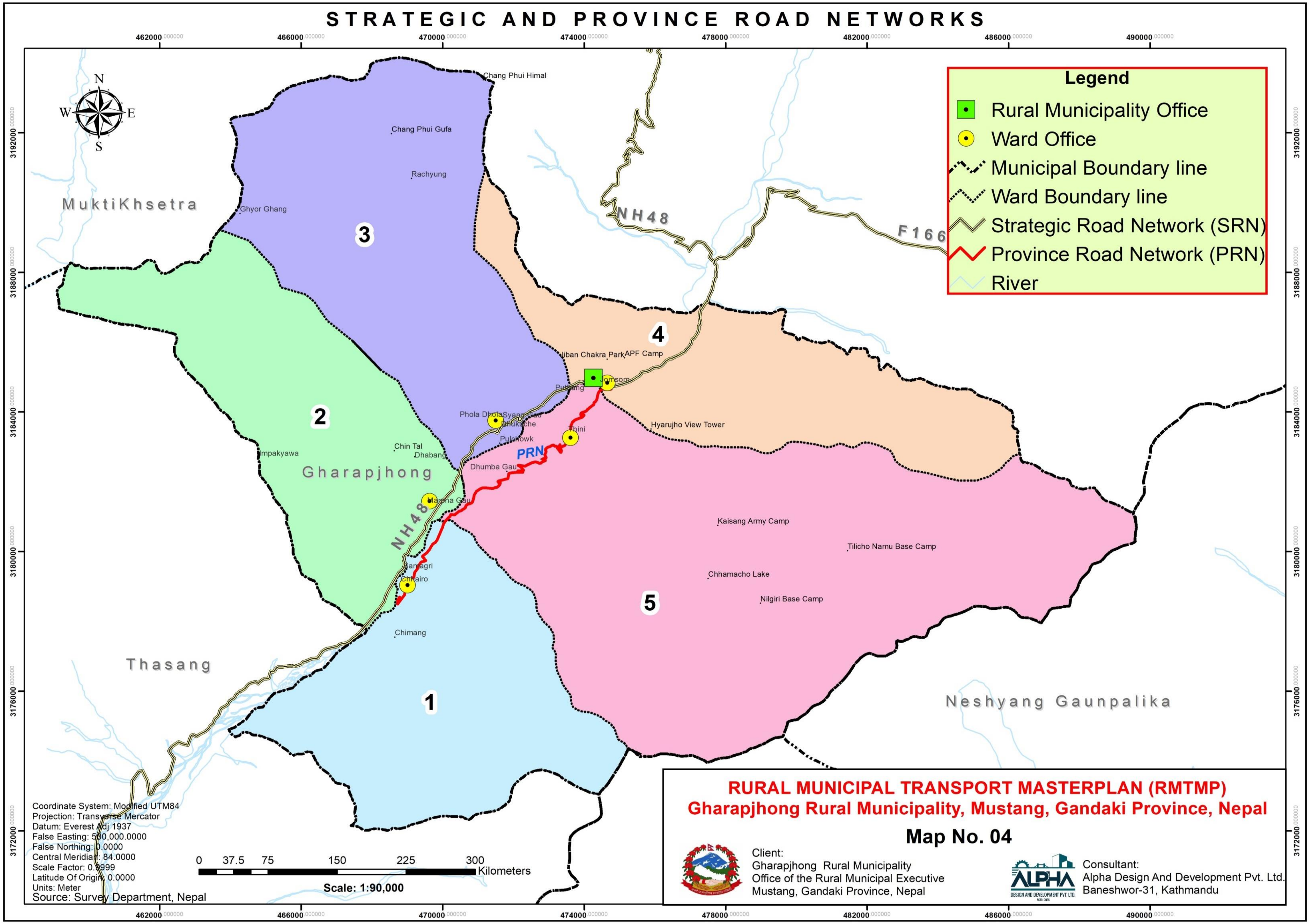
Central Meridian: 84.0000
Scale Factor: 0.9999
Latitude Of Origin: 0.0000
Units: Meter
Source: Survey Department, Nepal
0 37.5 75 150 225 300 Kilometers
Scale: 1:90,000
RURAL MUNICIPAL TRANSPORT MASTERPLAN (RMTMP)
Gharapjhong Rural Municipality, Mustang, Gandaki Province, Nepal
Map No. 02
Client:
Gharapjhong Rural Municipality
Office of the Rural Municipal Executive
Mustang, Gandaki Province, Nepal
Consultant:
Alpha Design And Development Pvt. Ltd.
Baneshwor-31, Kathmandu

LANDUSE MAP


462000
466000
470000
474000
478000
482000
486000
490000
3192000
3188000
3184000
3180000
3176000
3172000
N
W
E
S
Chang Phui Himal
Chang Phui Gufa
Rachyung
Ghyor Ghang
Mukti
3
2
4
5
1
Gharapjhong
Thasang
Neshyang Gaunpalika
Jiban Chakra Park
APF Camp
Phola Dhola
Syang Gau
Dhukuche
Thini
Hyarujho View Tower
Chin Tal
Dhabang
Samle
Dhumba Gau
Marpha Gau
Kaisang Army Camp
Tilicho Namu Base Camp
Samagri
Chhairo
Chhamacho Lake
Nilgiri Base Camp
Chimang
Legend
Include Points
Rural Municipality Office
Ward Office
Municipal Boundary line
Ward Boundary line
Landuse
Barren Land
Forest
Grass
Cultivation
Bush
Pond or Lake
River/Waterbody
Riverbed
Embankment
Others
Coordinate System: Modified UTM84
Projection: Transverse Mercator
Datum: Everest Adj 1937
False Easting: 500,000.0000
False Northing: 0.0000
Central Meridian: 84.0000
Scale Factor: 0.9999
Latitude Of Origin: 0.0000
Units: Meter
Source: Survey Department, Nepal
0 37.5 75 150 225 300
Kilometers
Scale: 1:90,000
RURAL MUNICIPAL TRANSPORT MASTERPLAN (RMTMP)
Gharapjhong Rural Municipality, Mustang, Gandaki Province, Nepal
Map No. 03
Client:
Gharapjhong Rural Municipality
Office of the Rural Municipal Executive
Mustang, Gandaki Province, Nepal
Consultant:
Alpha Design And Development Pvt. Ltd.
Baneshwor-31, Kathmandu


STRATEGIC AND PROVINCE ROAD NETWORKS
Legend
Rural Municipality Office
Ward Office
Municipal Boundary line
Ward Boundary line
Strategic Road Network (SRN)
Province Road Network (PRN)
River
MuktiKhsetra
Thasang
Neshyang Gaunpalika
Gharapjhong
NH48
F166
PRN
Chang Phui Himal
Chang Phui Gufa
Rachyung
Ghyor Ghang
Jiban Chakra Park
APF Camp
Jomsom
Hyarujho View Tower
Thini
Phola Dhola
Chin Tal
Dhabang
Dhumba Gau
Marpha Gau
Chhairo
Chimang
Kaisang Army Camp
Tilicho Namu Base Camp
Chhamacho Lake
Nilgiri Base Camp
1
2
3
4
5
Coordinate System: Modified UTM84
Projection: Transverse Mercator
Datum: Everest Adj 1937
False Easting: 500,000.0000
False Northing: 0.0000
Central Meridian: 84.0000
Scale Factor: 0.9999
Latitude Of Origin: 0.0000
Units: Meter
Source: Survey Department, Nepal
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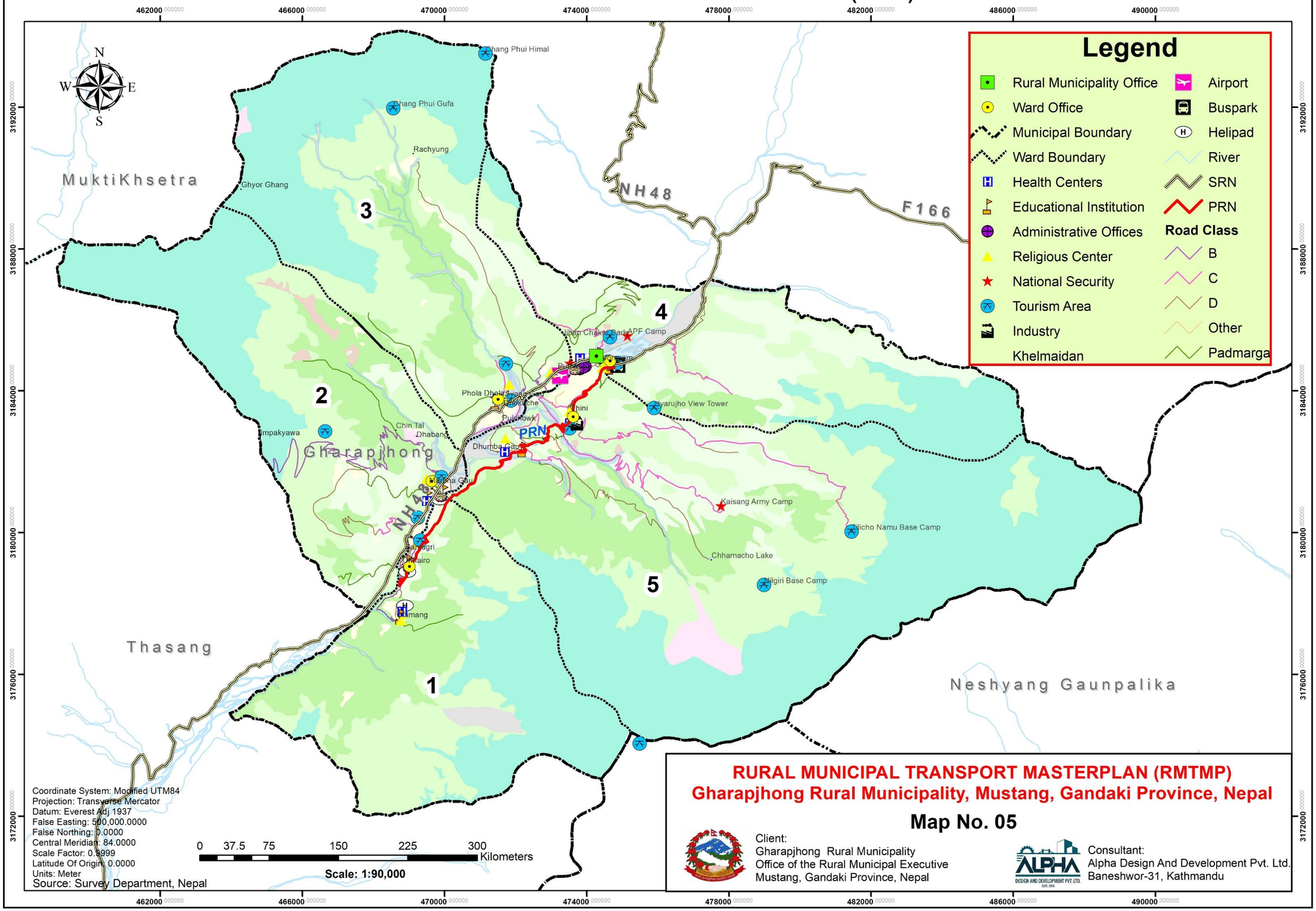
Scale: 1:90,000
RURAL MUNICIPAL TRANSPORT MASTERPLAN (RMTMP)
Gharapjhong Rural Municipality, Mustang, Gandaki Province, Nepal
Map No. 04
Client:
Gharapjhong Rural Municipality
Office of the Rural Municipal Executive
Mustang, Gandaki Province, Nepal
Consultant:
Alpha Design And Development Pvt. Ltd.
Baneshwor-31, Kathmandu

INDICATIVE DEVELOPMENT POTENTIAL MAP (IDPM)



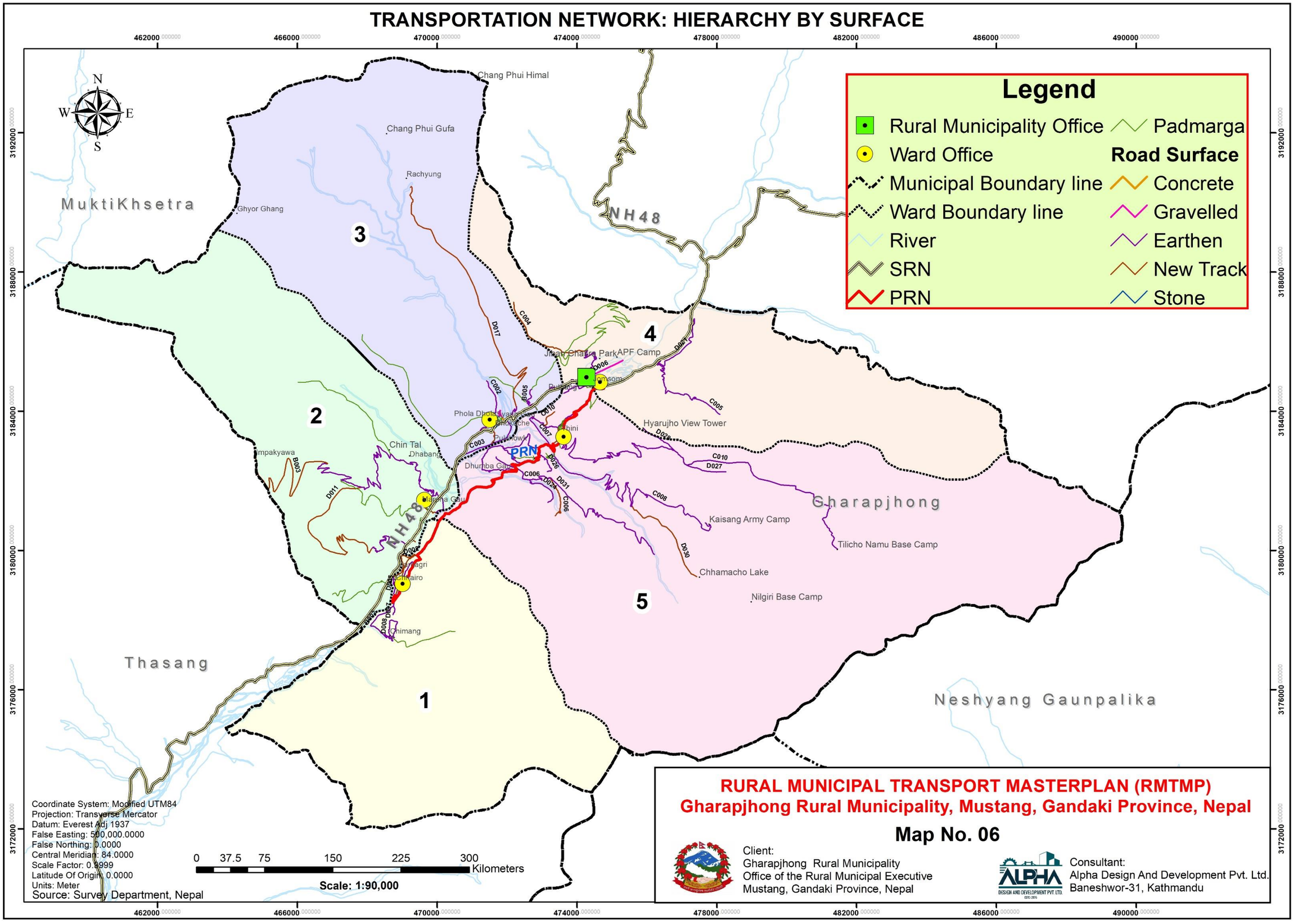
RURAL MUNICIPAL TRANSPORT MASTERPLAN (RMTMP)
Gharapjhong Rural Municipality, Mustang, Gandaki Province, Nepal

Map No. 05

Client:
Gharapjhong Rural Municipality
Office of the Rural Municipal Executive
Mustang, Gandaki Province, Nepal

Consultant:
Alpha Design And Development Pvt. Ltd.
Baneshwor-31, Kathmandu

TRANSPORTATION NETWORK: HIERARCHY BY SURFACE



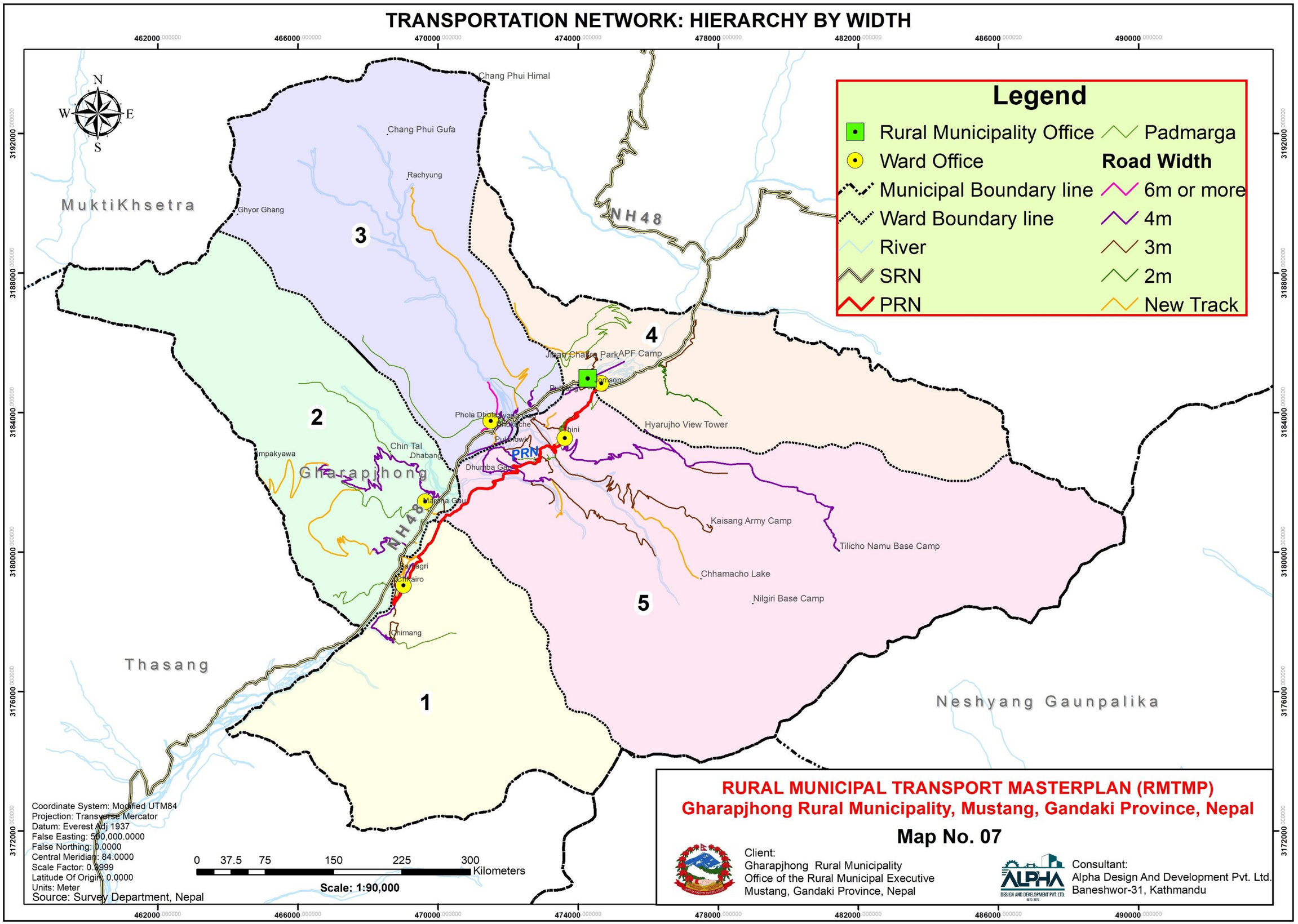
RURAL MUNICIPAL TRANSPORT MASTERPLAN (RMTMP)
Gharapjhong Rural Municipality, Mustang, Gandaki Province, Nepal

Map No. 06

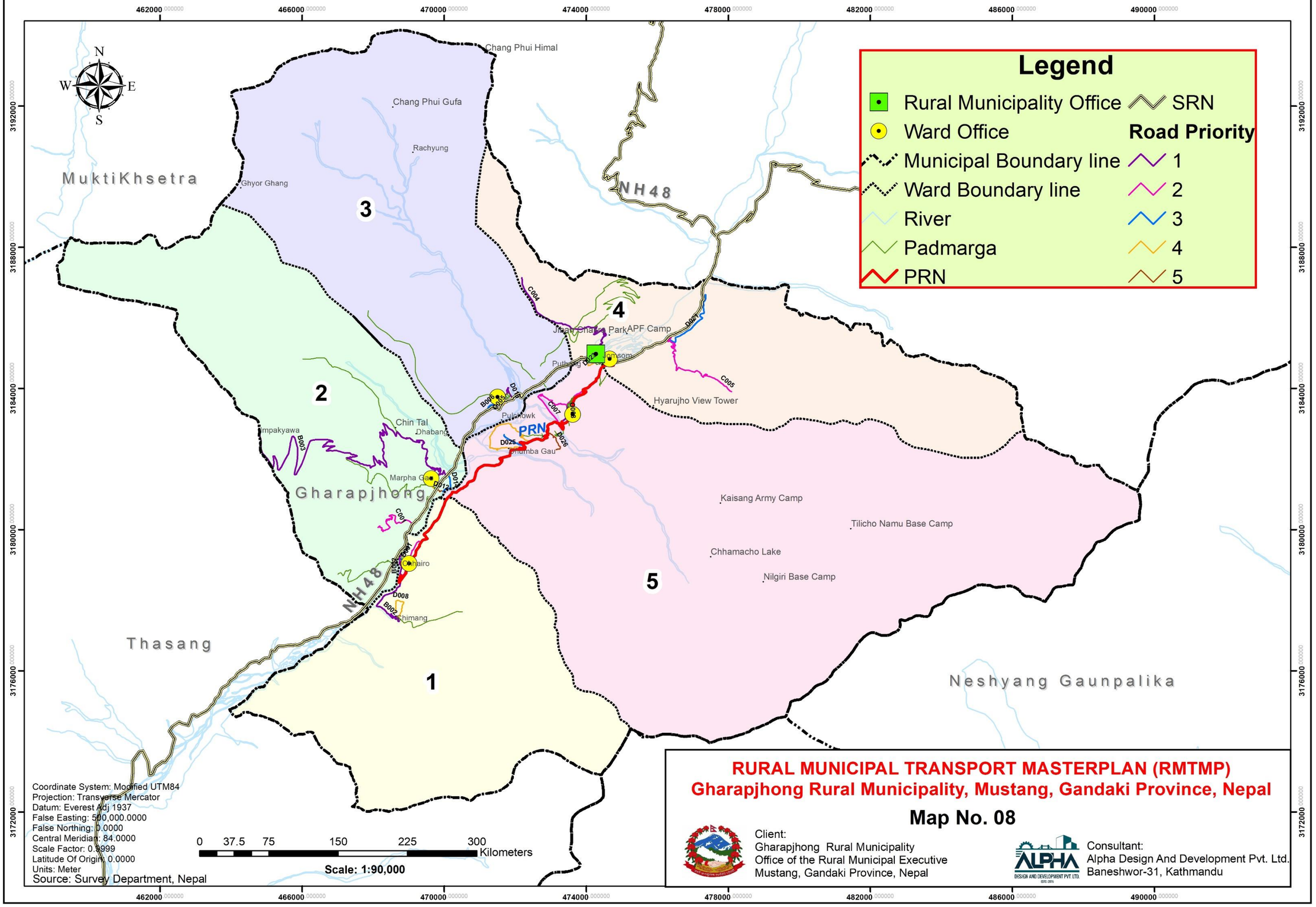
Client:
Gharapjhong Rural Municipality
Office of the Rural Municipal Executive
Mustang, Gandaki Province, Nepal

Consultant:
Alpha Design And Development Pvt. Ltd.
Baneshwor-31, Kathmandu

TRANSPORTATION NETWORK: HIERARCHY BY WIDTH



TRANSPORTATION NETWORK: HIERARCHY BY PRIORITY



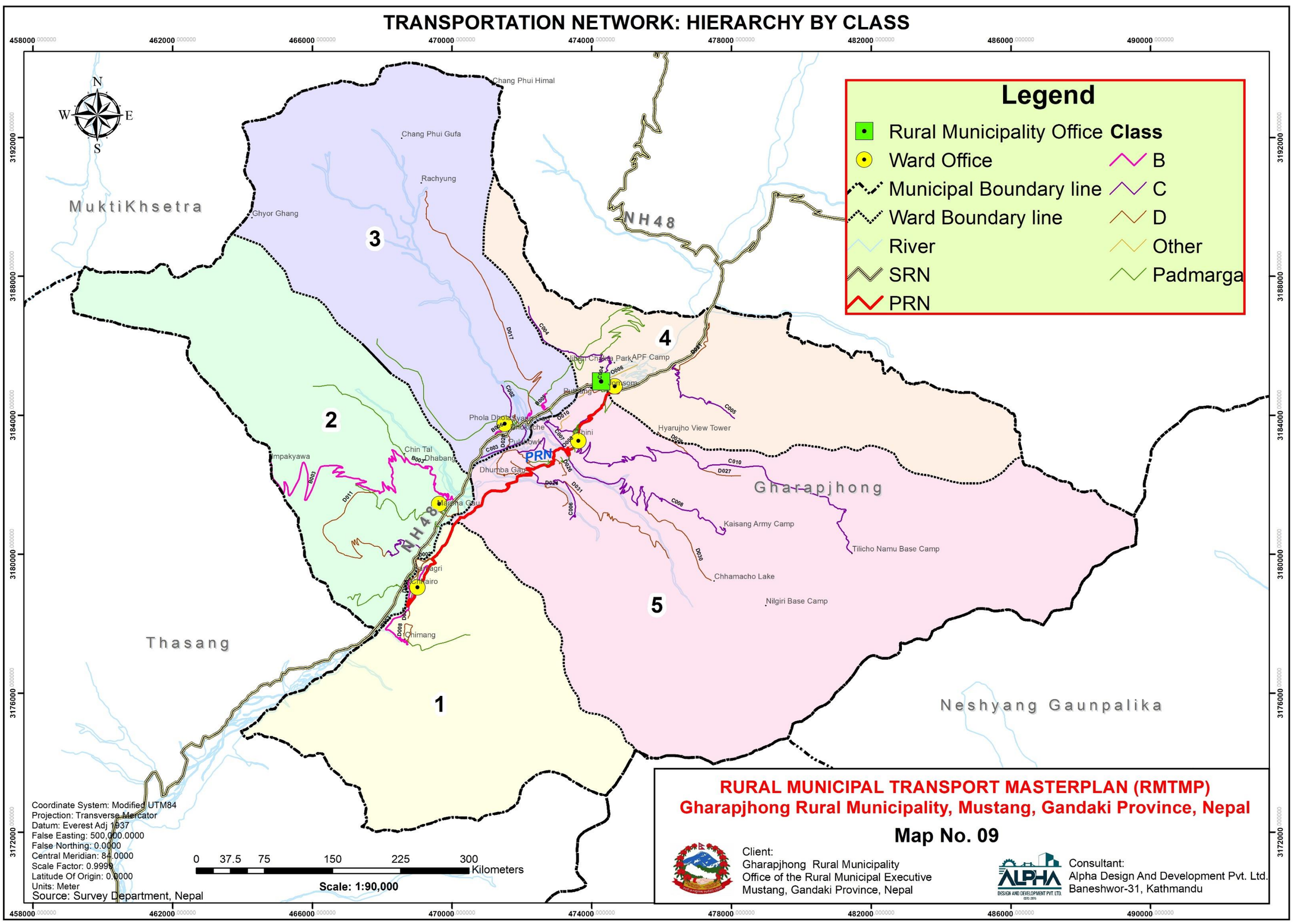
RURAL MUNICIPAL TRANSPORT MASTERPLAN (RMTMP)
Gharapjhong Rural Municipality, Mustang, Gandaki Province, Nepal

Map No. 08

Client:
Gharapjhong Rural Municipality
Office of the Rural Municipal Executive
Mustang, Gandaki Province, Nepal

Consultant:
Alpha Design And Development Pvt. Ltd.
Baneshwor-31, Kathmandu

TRANSPORTATION NETWORK: HIERARCHY BY CLASS



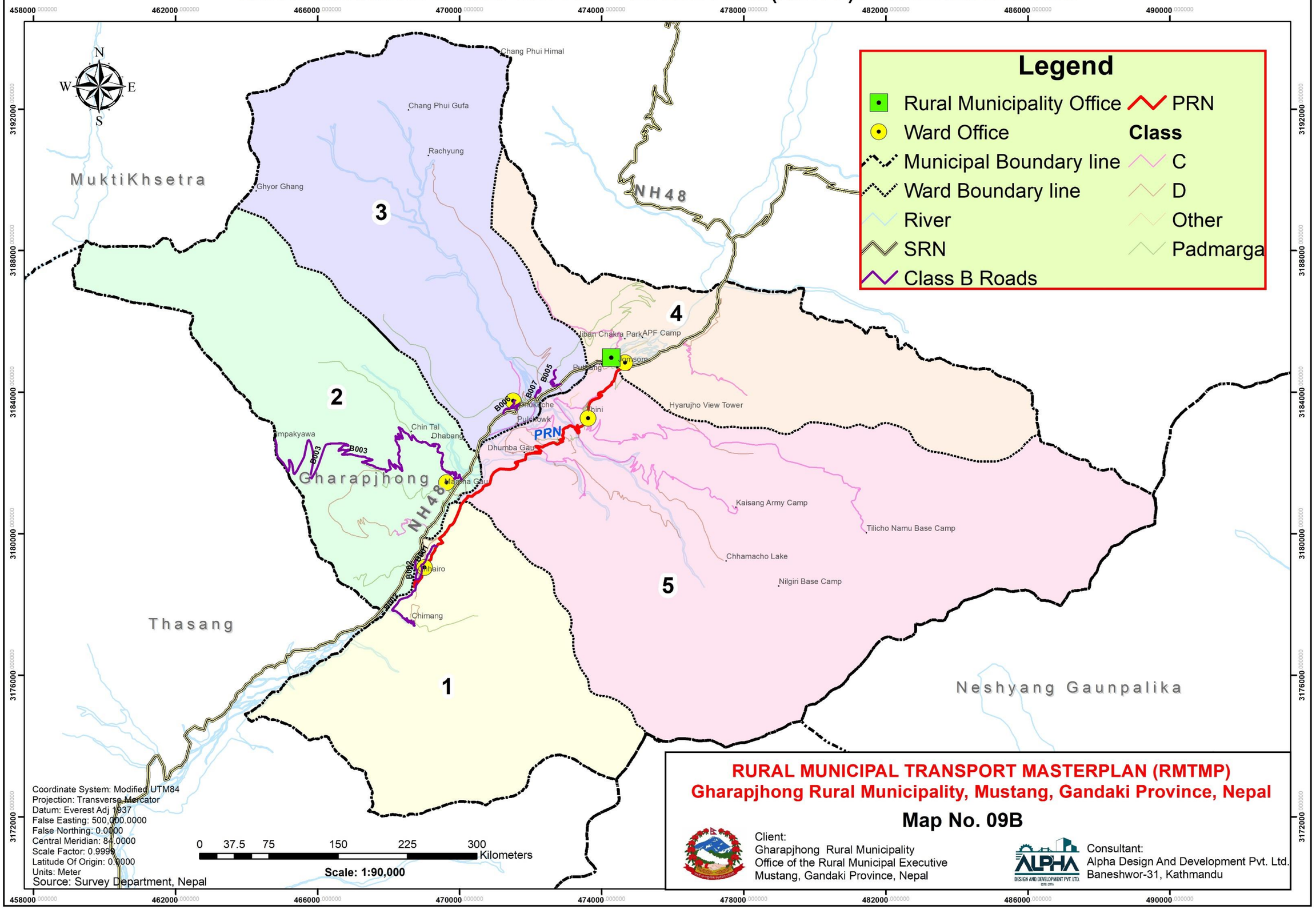
RURAL MUNICIPAL TRANSPORT MASTERPLAN (RMTMP)
Gharapjhong Rural Municipality, Mustang, Gandaki Province, Nepal

Map No. 09

Client:
Gharapjhong Rural Municipality
Office of the Rural Municipal Executive
Mustang, Gandaki Province, Nepal

Consultant:
Alpha Design And Development Pvt. Ltd.
Baneshwor-31, Kathmandu

RURAL MUNICIPAL TRANSPORT PERSPECTIVE PLAN (RMTPP) FOR CLASS B ROADS



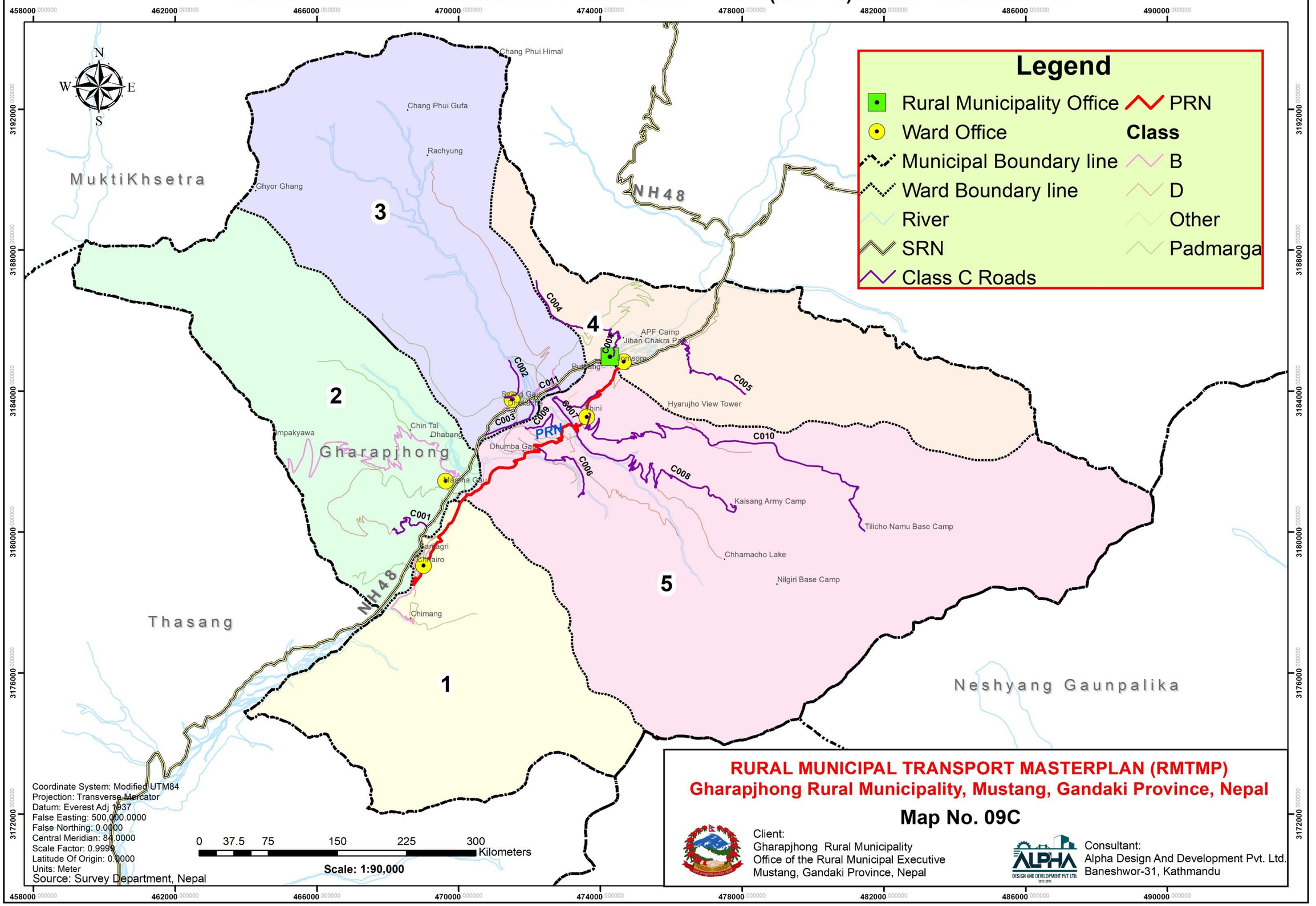
RURAL MUNICIPAL TRANSPORT MASTERPLAN (RMTMP)
Gharapjhong Rural Municipality, Mustang, Gandaki Province, Nepal

Map No. 09B

Client:
Gharapjhong Rural Municipality
Office of the Rural Municipal Executive
Mustang, Gandaki Province, Nepal

Consultant:
Alpha Design And Development Pvt. Ltd.
Baneshwor-31, Kathmandu

RURAL MUNICIPAL TRANSPORT PERSPECTIVE PLAN (RMTPP) FOR CLASS C ROADS



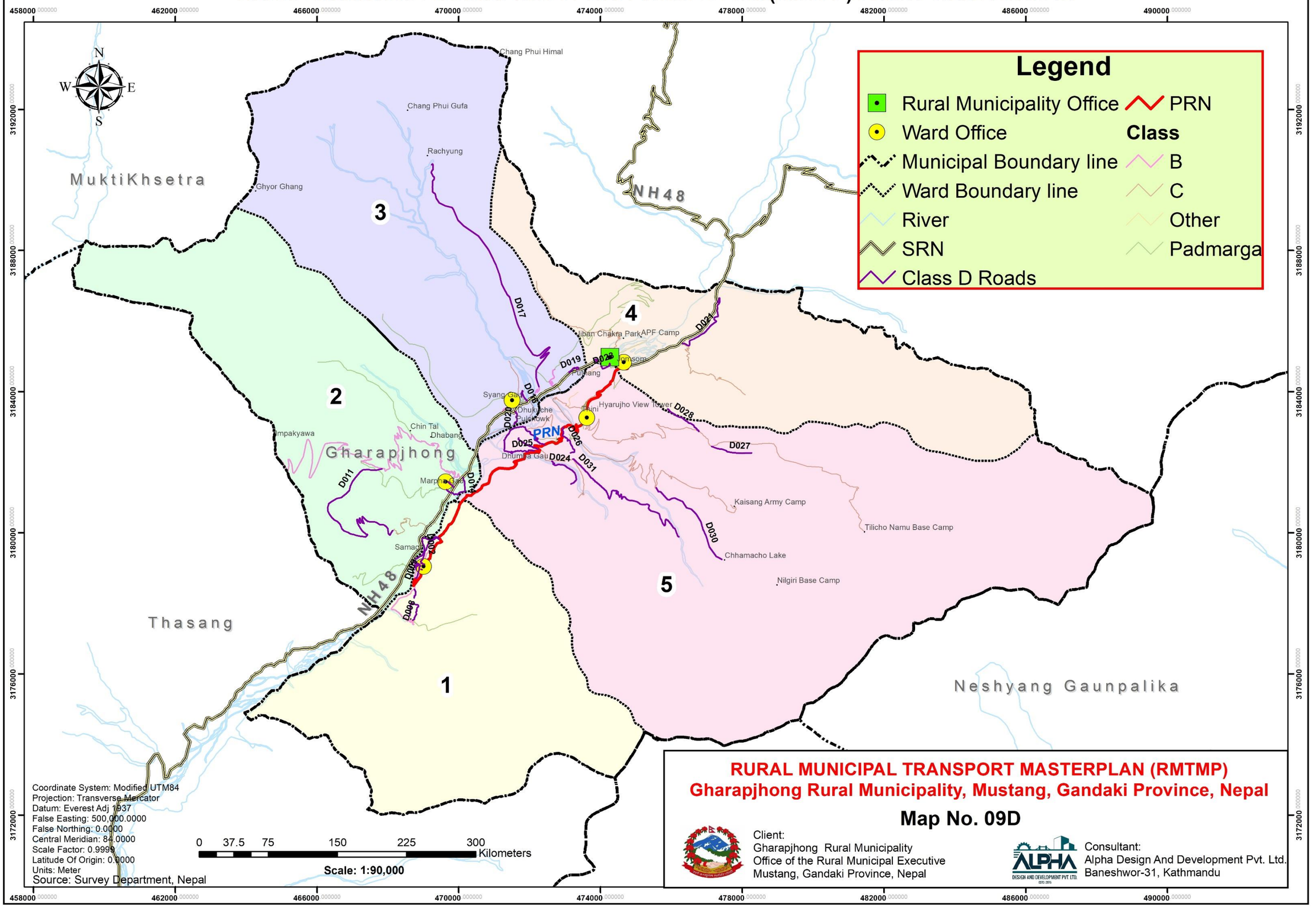
RURAL MUNICIPAL TRANSPORT MASTERPLAN (RMTMP)
Gharapjhong Rural Municipality, Mustang, Gandaki Province, Nepal

Map No. 09C

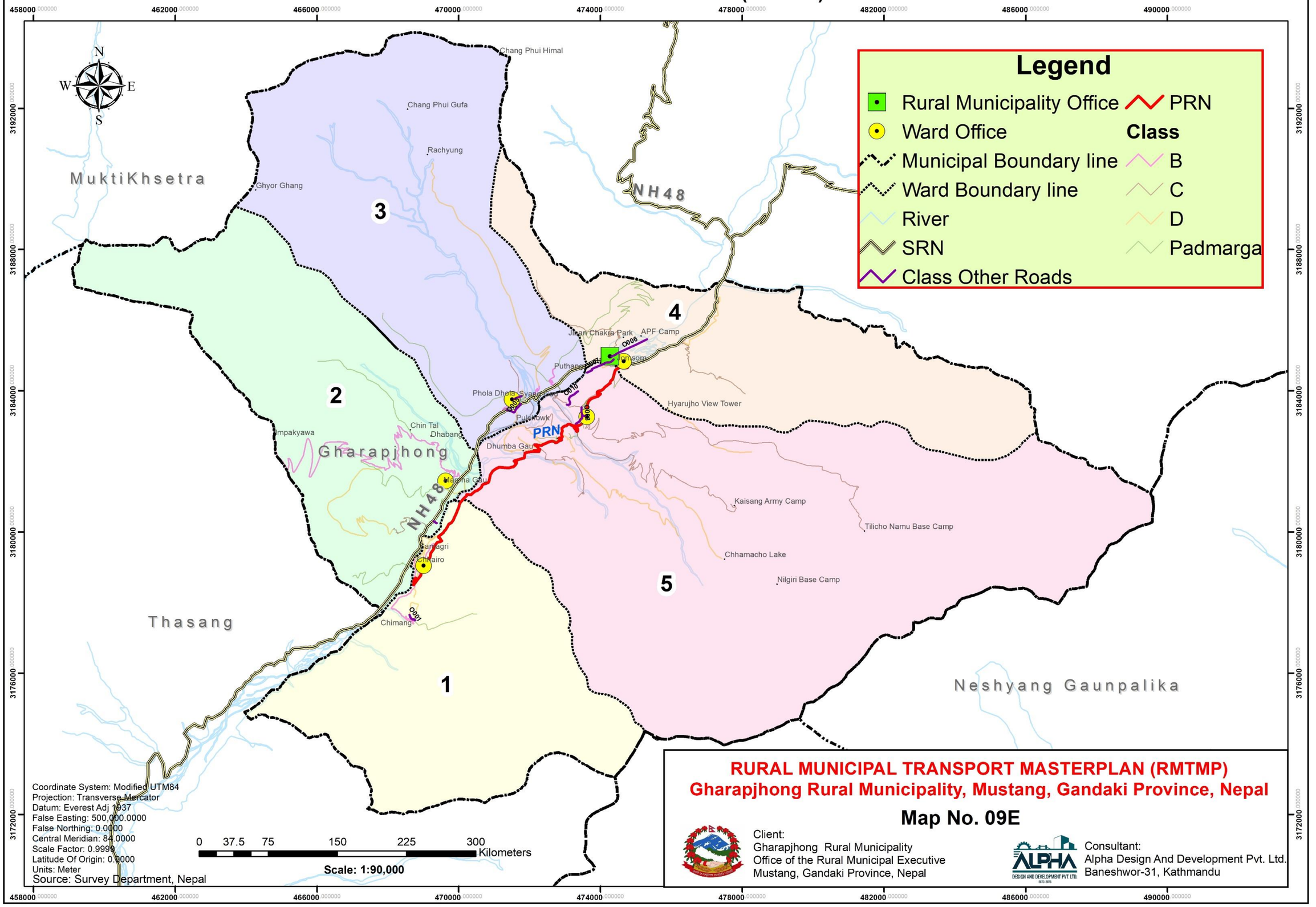
Client:
Gharapjhong Rural Municipality
Office of the Rural Municipal Executive
Mustang, Gandaki Province, Nepal

Consultant:
Alpha Design And Development Pvt. Ltd.
Baneshwor-31, Kathmandu

RURAL MUNICIPAL TRANSPORT PERSPECTIVE PLAN (RMTPP) FOR CLASS D ROADS



RURAL MUNICIPAL TRANSPORT PERSPECTIVE PLAN (RMTPP) FOR CLASS OTHER ROADS



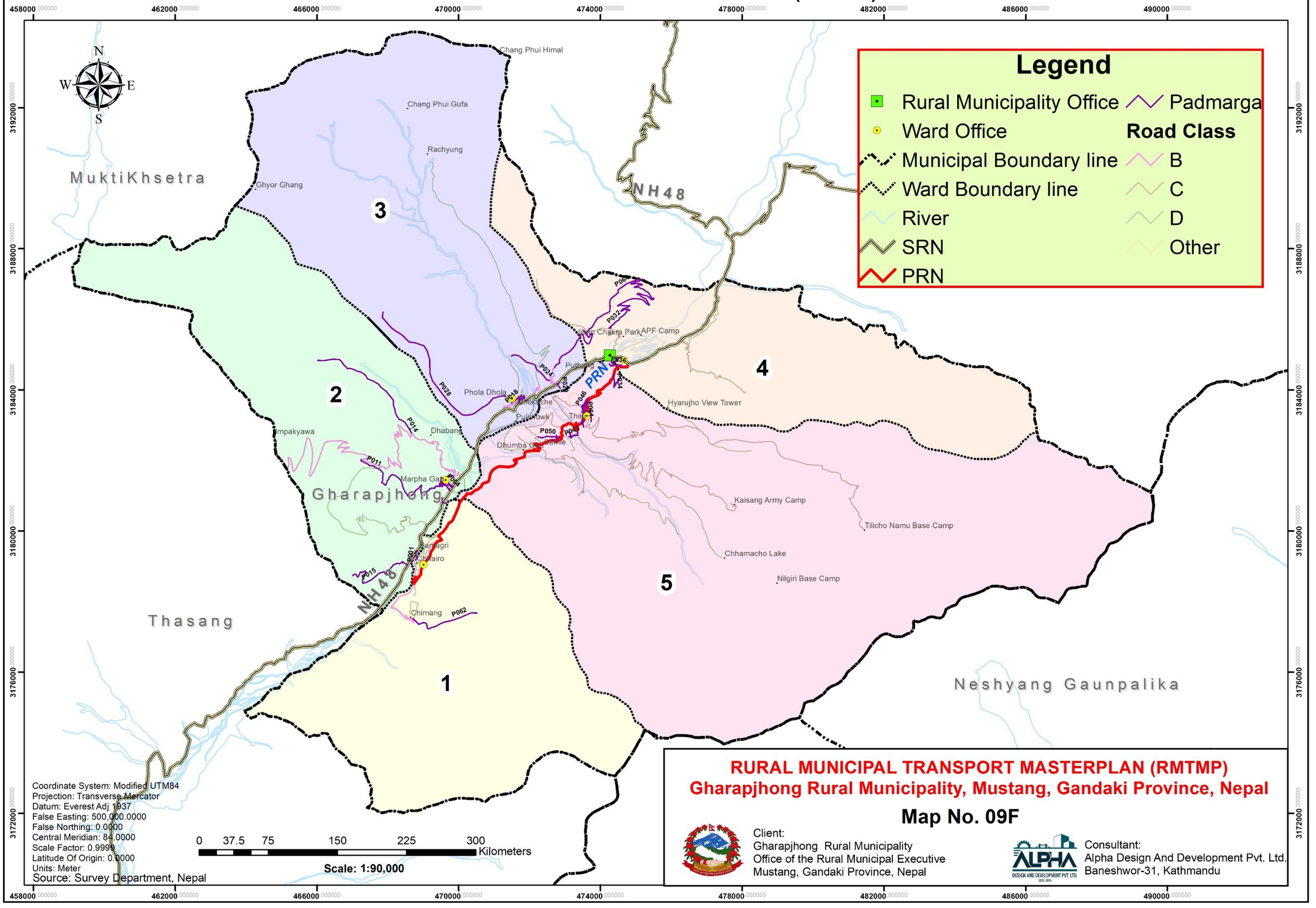
RURAL MUNICIPAL TRANSPORT MASTERPLAN (RMTMP)
Gharapjhong Rural Municipality, Mustang, Gandaki Province, Nepal

Map No. 09E

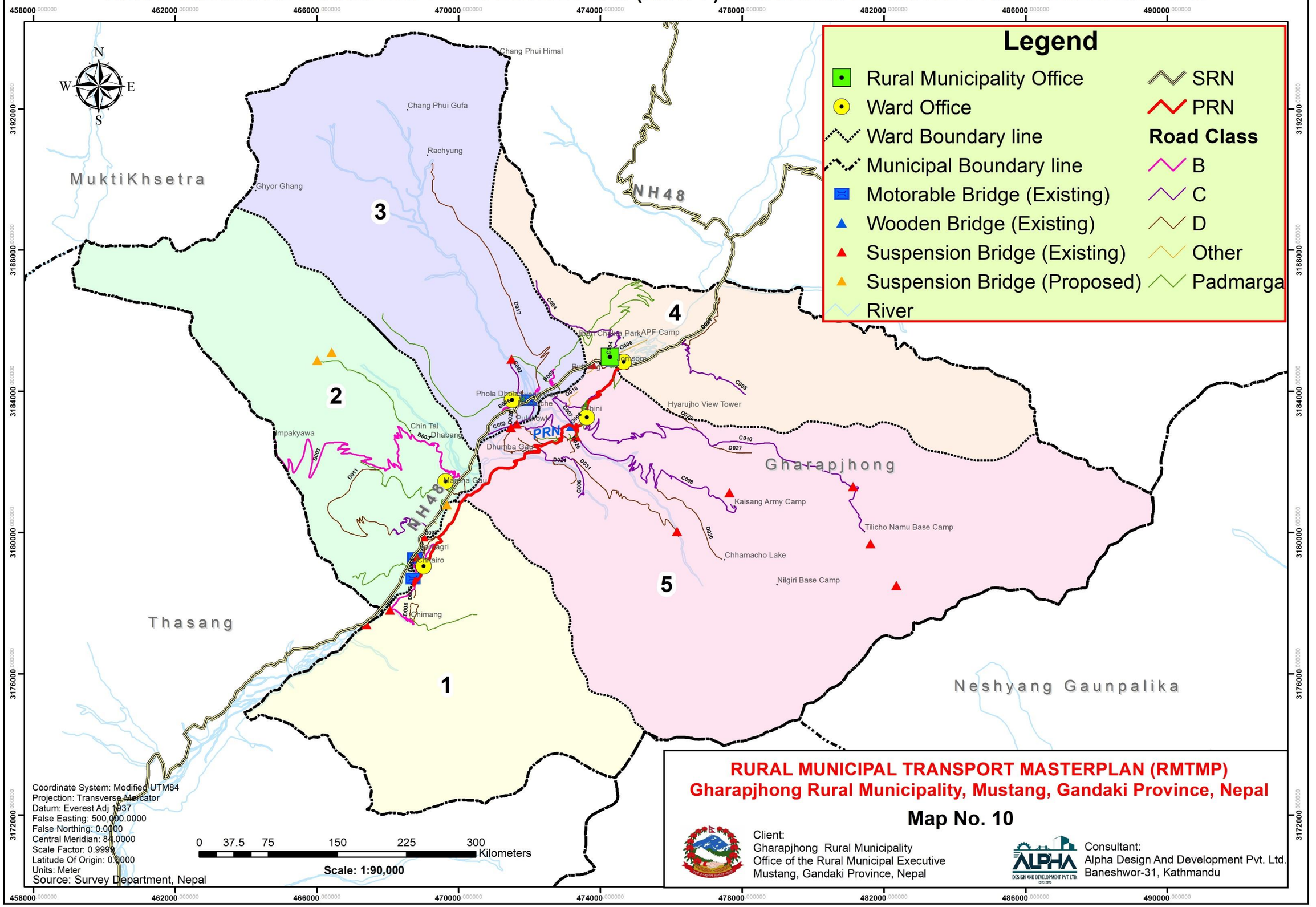
Client:
Gharapjhong Rural Municipality
Office of the Rural Municipal Executive
Mustang, Gandaki Province, Nepal

Consultant:
Alpha Design And Development Pvt. Ltd.
Baneshwor-31, Kathmandu

RURAL MUNICIPAL TRANSPORT PERSPECTIVE PLAN (RMTPP) FOR PADMARGA



RURAL MUNICIPAL TRANSPORT PERSPECTIVE PLAN (RMTPP) FOR CROSS DRAINAGE STRUCTURES: BRIDGES



RURAL MUNICIPAL TRANSPORT MASTERPLAN (RMTMP)
Gharapjhong Rural Municipality, Mustang, Gandaki Province, Nepal

Map No. 10

Client:
Gharapjhong Rural Municipality
Office of the Rural Municipal Executive
Mustang, Gandaki Province, Nepal

Consultant:
Alpha Design And Development Pvt. Ltd.
Baneshwor-31, Kathmandu

ANNEX –I WARD WISE ROAD

WARD No. 01

S.N	Road Code	Road Name	ROW (m)	Approx. Length (Km)			Total
				Earthen	Gravel	New Track	
1	**PRN**	Ring Road	15.0	-	3.21	-	3.21
2	**B001**	Bailie Bridge Pakki pul hudai Tali Ghyang Chhairo Samudayik Bhawan hudai Chairo Chhahara Gumba Samma	10.0	1.29	-	-	1.29
3	**B002**	Chhairo Bailie Bridge Chapra dekhi Pakki Pul Sano Lakki hudai Chimang Kiuthang Chowk Samma	10.0	3.13	-	-	3.13
4	**D001**	Bailie Bridge ko Bato dekhi Samudayik Bhawan Samma	6.0	0.19	-	-	0.19
5	**D002**	Bailie Bridge dekhi Kaligandaki Kinar hudai Mhutanche Chihanghat Ringroad jodne Sadak	6.0	-	-	1.24	1.24
6	**D003**	Chhairo Aabi dekhi Wada 1 Karyalaya Samma	6.0	0.07	-	-	0.07
7	**D004**	Chhairo Chho dekhi Gau Paxadi hudai Samudayik Bhawan Samma	6.0	0.20	-	-	0.20
8	**D005**	Chhairo Gau Bhitra Sadak	6.0	0.20	-	-	0.20
9	**D006**	Chhairo School Gate dekhi Mul Sichai Kulo hudai Chha Ghyema Charana hudai Chhairo Chhahara Gumba Samma	6.0	-	-	1.03	1.03
10	**D007**	Ghatte Dada Balprasad ko Khet hudai Thulo Lakki Samma	6.0	0.28	-	-	0.28
11	**D008**	Kiuthang Chowk dekhi School Swasthay Chauki hudai Gumba khet Sokoghyun hudai Gheku Samma	6.0	1.08	-	-	1.08
12	**D009**	Samudayik Bhawan dekhi Sinchai Kulo hudai Hilme Ghatta Dada Samma	6.0	-	-	0.40	0.40
13	**D010**	Tali Ghyang Bato dekhi Wada niskine Bato	6.0	0.03	-	-	0.03
14	**O001**	Kiuthang Chowk dekhi Chimag Gau bhitra ko Bato	4.0	0.17	-	-	0.17
15	**O002**	Kiuthang dekhi Sebithan Jane Bato	4.0	0.08	-	-	0.08
Grand Total				**6.72**	**3.21**	**2.67**	**12.60**

Foot Trails

S.N	Road Code	Road Name	ROW (m)	Length (km)		Total
				Earthen	Stone	
1	**P001**	Samagri dekhi Chhairo Gau Samma Padmarga	2.0	-	0.33	0.33
2	**P062**	Kyuthang dekhi Ghursang Gufa hudai Leka Padmarga (Yak Kharka Padmarga)	2.0	2.10	-	2.10
Grand Total				**2.10**	**0.33**	**2.43**

WARD No. 02

S.N	Road Code	Road Name	ROW (m)	Approx. Length (Km)		Total
				Earthen	New Track	
1	**B003**	Marpha Dhaulagiri Base Camp Jane Sadak	10.0	10.45	5.74	16.18
2	**C001**	Marpha Sapi Krishi Farm Jane Sadak	8.0	2.39	-	2.39
3	**D011**	Aalubari dekhi Sapi Krishi Farm Samma Sadak	6.0	-	6.12	6.12
4	**D012**	Buddha Ghar dekhi Chi Khel Maidan Samma	6.0	-	0.23	0.23
5	**D013**	Dhanprakash ko Khet dekhi Tindhara Samma Sadak	6.0	-	0.23	0.23
6	**D014**	Ghatta Khola dekhi Chi Khel Maidan Jane Sadak	6.0	0.64	-	0.64
7	**D015**	Marpha Homes dekhi Sabha Griha Samma	6.0	-	0.14	0.14
8	**O003**	Kyun Jhayng Jhyang bata Marpha Helipad jane Sadak	4.0	-	0.11	0.11
Grand Total				**13.48**	**12.57**	**26.05**

Foot Trails

S.N	Road Code	Road Name	ROW (m)	Approx. Length (Km)				Total
				Concrete	Earthen	Stairs	Stone	
1	**P002**	Dalit Basti Marpha Sign Board Jane Padmarga	1.5	-	-	0.09	-	0.09
2	**P003**	Dhaulagiri Hotel dekhi Pra Gumba Jane Padmarga	1.5	-	-	-	0.19	0.19
3	**P004**	Highway dekhi Ward 2 Karyalaya Jane Padmarga	1.0	-	0.26	-	-	0.26
4	**P005**	Highway Marpha Homes dekhi Sabha Griha hudai Khang Samma Padmarga	1.0	-	-	-	0.27	0.27
5	**P006**	Highway Surendra ko Khet dekhi Khang Samma Padmarga	1.0	-	0.21	-	-	0.21
6	**P007**	Jerry Galli Briksharopan Jane Bato	1.5	-	0.16	-	0.11	0.26
7	**P008**	Jerry Galli dekhi Dalit Basti Jane Padmarga	1.0	-	-	-	0.10	0.10
8	**P009**	Kosheli Chowk dekhi Khola Samma Goreto	2.0	-	0.10	-	-	0.10
9	**P010**	Kot Ghar dekhi Dalit Basti Jane Padmarga	1.0	-	-	-	0.07	0.07
10	**P011**	Marpha dekhi Dhaulagiri Base Camp Jane Padmarga	2.0	-	3.99	-	-	3.99
11	**P012**	Marpha Health Post Padmarga	3.0	0.06	0.11	-	-	0.17
12	**P013**	Marpha Mhaneghang dekhi Dhaulagiri Base Camp Jane Padmarga	4.0	-	-	0.11	-	0.11
13	**P014**	Marpha Sechi Goreto Bato	2.0	-	3.74	-	-	3.74
14	**P015**	Rajmarga dekhi Thaleban Jane Padmarga	2.0	-	2.63	-	-	2.63
15	**P016**	Tindhara dekhi Apple Park Samma Padmarga	1.5	-	-	0.33	-	0.33
Grand Total				**0.06**	**11.20**	**0.53**	**0.74**	**12.52**

WARD No. 03

S.N	Road Code	Road Name	ROW (m)	Approx. Length (Km)					Total
				Concrete	Earthen	Gravelled	New Track	Stone	
1	**B004**	Homestay Sadak	10.0	0.05	-	0.65	-	-	0.70
2	**B005**	Lamthang Sadak	10.0	-	1.04	-	-	-	1.04
3	**B006**	Naya Sadak	10.0	-	0.36	-	-	-	0.36
4	**B007**	Pancho Sadak	10.0	-	0.51	-	-	-	0.51
5	**C002**	Kichithan Sadak	8.0	-	1.69	-	-	-	1.69
6	**C003**	Pulchowk Sadak	8.0	-	1.92	-	-	-	1.92
7	**C011**	Dharmashala Sadak	8.0	-	0.50	-	-	-	0.50
8	**D016**	Ghattekhola Sadak	6.0	0.08	-	0.43	-	-	0.52
9	**D017**	Pancho Sadak	6.0	-	-	-	8.87	-	8.87
10	**D018**	Puthang Highway dekhi Uttar Bhitri Sadak	6.0	-	0.06	-	-	-	0.06
11	**D019**	Puthang Sadak	6.0	-	0.40	-	-	-	0.40
12	**D020**	Sokupla Sadak	6.0	-	-	-	0.45	-	0.45
13	**O004**	Dharothang Sadak	4.0	-	-	-	-	0.23	0.23
14	**O005**	Dhukuche Sadak	4.0	-	-	-	-	0.53	0.53
Grand Total				**0.13**	**6.49**	**1.08**	**9.32**	**0.76**	**17.78**

Foot Trails

S.N	Road Code	Road Name	ROW (m)	Approx. Length (Km)				Total
				Earth	New Track	Stairs	Stone	
1	**P017**	Aani Gumba Bato	3.0	-	-	-	0.07	0.07
2	**P018**	Buddha Samudayik Bhawan dekhi Dharothan Sadak Samma	2.0	-	-	-	0.28	0.28
3	**P019**	Club Marga	1.5	-	-	0.08	-	0.08
4	**P020**	Eklebhatti Bato	2.0	0.23	-	-	-	0.23
5	**P021**	Ghyokhang Bato	1.5	-	-	-	0.13	0.13
6	**P022**	Ghyokhang Bich ko Bato	1.5	-	-	-	0.04	0.04
7	**P023**	Ghyokhang Tallo Bato	2.0	-	-	-	0.08	0.08
8	**P024**	Lamathang Kichithang Padmarga	2.0	-	1.38	-	-	1.38
9	**P025**	Park dekhi Ghatte Khola Sadak Samma Padmarga	2.0	0.08	-	-	-	0.08
10	**P026**	Park dekhi Syang Aarogya Kendra Samma Padmarga	2.0	-	-	-	0.12	0.12
11	**P027**	Somle Bato	2.0	-	-	-	0.07	0.07
12	**P028**	Tangcho Padmarga	2.0	5.33	-	-	-	5.33
13	**P029**	Tashi Lhakhang Bato	1.0	-	-	-	0.09	0.09
14	**P030**	Yrken Chhyoling Gumba dekhi Park Samma Padmarga	2.0	-	-	-	0.19	0.19
15	**P063**	Jhongana Ghang Padmarga	2.0	0.06	-	-	-	0.06
Grand Total				**5.70**	**1.38**	**0.08**	**1.07**	**8.23**

WARD No. 04

S.N	Road Code	Road Name	ROW (m)	Approx. Length (Km)				Total
				Concrete	Earthen	Gravel	New Track	
1	**PRN**	Ring Road	15.0	-	-	0.65	-	0.65
2	**C004**	Dhapu Marga	8.0	-	2.08	-	2.90	4.99
3	**C005**	Kungle Marga	8.0	-	3.81	-	-	3.81
4	**D021**	Chhimitong Sadak (Highway dekhi Lopenkunje Samma Padmarga)	6.0	-	2.22	-	-	2.22
5	**D022**	Krishi Bank Paxadi Baikalpik Hospital Jane Bato	6.0	-	0.12	-	-	0.12
6	**D023**	Nilgiri Marga (Adalat dekhi Litikh Samma Krishi Sadak)	6.0	-	0.39	-	-	0.39
7	**O006**	Jomsom APF Sadak	4.0	-	-	1.12	-	1.12
8	**O007**	Prashasan Marga	4.0	0.35	0.52	-	-	0.87
Grand Total				**0.35**	**9.14**	**1.76**	**2.90**	**14.16**

Foot Trails

S.N	Road Code	Road Name	ROW (m)	Approx. Length (Km)				Total
				Earth	New Track	Stairs	Stone	
1	**P031**	Badri Marga dekhi Lithik Sadak Samma Bato	3.0	0.13	-	-	-	0.13
2	**P032**	Dhagarjung Padmarga	2.0	5.44	-	-	-	5.44
3	**P033**	Highway dekhi Samaj Ghar Jane Bato	3.0	0.14	-	-	-	0.14
4	**P034**	Hyarujho View Tower Sidi Padmarga	2.0	-	-	0.36	-	0.36
5	**P035**	Kathepul dekhi Dakshin Sidi Padmarga	2.0	0.09	-	-	0.06	0.14
6	**P036**	Purano Gumba Marga	2.0	0.32	-	-	-	0.32
7	**P037**	Sidi dekhi Lungtapar Dhorje Xodne Sthal Padmarga	2.0	-	0.33	-	-	0.33
8	**P038**	Sohan Marga	2.0	0.16	-	-	-	0.16
9	**P064**	Jomsom hudai Tower Padmarga	2.0	4.89	-	-	-	4.89
Grand Total				**11.16**	**0.33**	**0.36**	**0.06**	**11.91**

WARD No. 05

S.N	Road Code	Road Name	ROW (m)	Approx. Length (Km)			Total
				Earthen	Gravel	New Track	
1	**PRN**	Ring Road	15.0	-	8.09	-	8.09
2	**C006**	Dhumba Phyangthang Seto Khola Ghaitong Sadak	8.0	1.52	-	1.40	2.93
3	**C007**	Sallarukh Chinighang Dhunchithang Sadak	8.0	2.74	-	-	2.74
4	**C008**	Thini Kaisang Sadak	8.0	9.59	-	-	9.59
5	**C009**	Thini Khol Lhokothang Sadak	8.0	1.62	-	-	1.62
6	**C010**	Thini Namu Sadak	8.0	13.96	-	-	13.96
7	**D024**	Dhumba Dhojyang Sadak	6.0	1.26	-	-	1.26
8	**D025**	Dhumba Tal Pulchowk Dhumba Sadak	6.0	3.06	-	-	3.06
9	**D026**	Ghochi Sadak (Krishi)	6.0	1.06	-	-	1.06
10	**D027**	Ghongthang Bhatang Sadak	6.0	1.15	-	-	1.15
11	**D028**	Hyarujho View Tower Sadak	6.0	1.11	-	-	1.11
12	**D029**	Kuchhap Teranga Gumba Sadak	6.0	0.67	-	-	0.67
13	**D030**	Pamithang Chhamachho Sadak	6.0	-	-	3.01	3.01
14	**D031**	Phyangthang Chemchyo Murghyung Sadak	6.0	5.03	-	-	5.03
15	**O008**	Chini Ghang Chheti Bhagal Sadak	4.0	-	-	0.57	0.57
16	**O009**	Kunughyung Sadak	4.0	-	0.11	-	0.11
17	**O010**	Malmi Ghang dekhi Chhangjho Ghang samma Sadak	4.0	-	-	0.58	0.58
Grand Total				**42.76**	**8.20**	**5.57**	**56.53**

Foot Trails

S.N	Road Code	Road Name	ROW (m)	Length (Km)		Total
				Earth	Stone	
1	**P039**	Devlal ko Ghar dekhi Mhane hudai mathi Homestay Gate Samma Bato	2.0	0.13	0.16	0.29
2	**P040**	Durbar Chowk dekhi Devlal ko Ghar Samma Bato	2.0	-	0.07	0.07
3	**P041**	Durbar Chowk dekhi Homestay Gate Samma Bato	2.0	0.14	-	0.14
4	**P042**	Jomsom Health Post Chowk dekhi Snow Leopard Cave ko Bato Samma Padmarga	2.0	0.09	-	0.09
5	**P043**	Khampachhetang dekhi Jhalunge Pul hudai Gharapjhong Killa Jane Bato	2.0	0.27	0.44	0.72
6	**P044**	Lhakim Karpo Gumba dekhi Deepak ko Ghar Samma Bato	2.0	-	0.07	0.07
7	**P045**	Mhane dekhi Chinighang Samma Bato	2.0	0.10	-	0.10
8	**P046**	Mhane dekhi Sichai Kulo hudai Lhokung Ke Samma Bato	2.0	0.26	-	0.26
9	**P047**	Nakhicham Mhane dekhi Ghatta hudai Snow Leopard Gate Samma Bato	2.0	0.22	-	0.22
10	**P048**	Samle Bato (Ka)	2.0	0.20	-	0.20
11	**P049**	Samle Bato (Kha)	2.0	0.09	-	0.09

S.N	Road Code	Road Name	ROW (m)	Length (Km)		Total
				Earth	Stone	
12	**P050**	Samle Bato (Ga)	2.0	0.56	-	0.56
13	**P051**	San Prasad ko Bari dekhi Devlal ko Ghar Samma bato	2.0	-	0.05	0.05
14	**P052**	Shree Mukti Namuna Aabi Ring Road Samma Bato	2.0	0.08	-	0.08
15	**P053**	Snow Leopard Cave Jane Padmarga	2.0	0.14	-	0.14
16	**P054**	Syau Gram Jane Bato	2.0	0.25	-	0.25
17	**P055**	Thakali Homestay dekhi Mathi Bato	2.0	0.16	-	0.16
18	**P056**	Topthang dekhi Chinighang Samma Bato	2.0	-	0.21	0.21
19	**P057**	Topthang dekhi Gumba hudai Ring Road Samma Bato (Ka)	2.0	0.03	0.13	0.16
20	**P058**	Topthang dekhi Gumba hudai Ring Road Samma Bato (Kha)	2.0	0.05	-	0.05
21	**P059**	Topthang dekhi Nakyucham Samma Bato	1.5	-	0.17	0.17
22	**P060**	Tshiring Prasad ko Ghar dekhi Mhane Samma Bato	2.0	0.06	-	0.06
23	**P061**	Ward Karyalaya Chowk dekhi Topthang hudai Sallarukh Sadak Samma Bato	2.0	-	0.46	0.46
Grand Total				**2.83**	**1.77**	**4.60**