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Ministry of Local Development
District Development Committee
Parbat

DISTRICT TRANSPORT MASTER PLAN

Parbat

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चलानी नं:-

नेपाल सरकार
स्थानीय विकास मन्त्रालय

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जिल्ला विकास समितिको कार्यालय

पर्वत, कुश्मा

Foreword



It is my great pleasure to introduce this District Transport Master Plan (DTMP) of Parbat district. I believe that this document will be helpful in backstopping to Rural Transport Infrastructure Sector Wide Approach (RTI SWAp) through sustainable planning, resources mobilization, implementation and monitoring of the rural road sub-sector development. The document is anticipated to generate substantial employment opportunities for rural people through increased and reliable accessibility in on-farm and off-farm livelihood diversification and commercialization and industrialization of agriculture sector. In this context, rural road sector will play a fundamental role to strengthen and promote overall economic growth of this district through established and improved year round transport services reinforcing intra and inter-district linkages .

Therefore, it is most crucial in expanding rural road networks in a planned way as per the District Transport Master Plan (DTMP) by considering the framework of available resources in DDC comprising both internal and external sources. Viewing these aspects, DDC Parbat has prepared the DTMP by focusing most of the available resources into upgrading and maintenance of the existing road networks. This document is also been assumed to be helpful in lobbying and fascinating the donor agencies through central government towards generating needy resources through basket fund approach. Furthermore, this document will be supportive in avoiding pervasive duplication approach in resources allocation under the rural road network development sector of this district.

I would, firstly like to express my gratitude to Mr. Bakhat Bahadur Shahi, Field Coordinator and Mrs. Nigma Tamrakar, Socio-Economist, for their continuous dedication, hard work and cooperation in bringing this DTMP document at this final stage successfully. I am also thankful with other technical experts of Helvetas Nepal who provided their valuable efforts in the process of producing this document.

I would like to thank to Mr. Om Bahadur K.C., Senior Divisional Engineer, Mr. Achyut Raj Regmi, Planning Officer, Mr. Tulsi Ram Sharma, Program Officer, and other DDC and DTO staffs who directly and indirectly supported in the process of preparing this document.

My special thank goes to all the representatives of political parties and other DTICC members who played central role in providing constructive and valuable supports in preparing this document.

Last but not least, I would like to express my heartfelt gratitude to Ministry of Local Development (MoLD), Department of Local Infrastructure Development and Agriculture Road (DOLIDAR) and Helvetas Nepal for their valuable support to produce this report.

Any innovative and constructive suggestions regarding this document will be highly appreciated.

Narahari Baral

Local Development Officer
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Parbat, Nepal

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District Transport Master Plan (DTMP) of Parbat District has been prepared with the financial support of RAP/DFID and technical assistance of HELVETAS Nepal, in close collaboration with DoLIDAR.

We would like to extend our heartfelt gratitude to DoLIDAR and RAP/DFID for entrusting the work to us.

We would also like to thank Mr. Mr. Narahari Baral, Local Development Officer, Mr. Om Bahadur K.C, Chief of the District Technical Office (DTO) and all the DDC and DTO staff for their valuable suggestions and cooperation in the preparation of this report.

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The DTMP field team – Mr. Bakhat Bahadur Shahi, Field Coordinator; Ms. Nigma Tamrakar, Socio-economist and DTMP central team - Mr. Adhir Sharma, the then Deputy Country Programme Director; Mr. Hare Ram Shrestha, DTMP Team Leader; Mr. Umesh K. Shrestha, Socio-economist; Ms. Diva Malla, GIS Officer and Ms. Sophiya Shrestha/Ms. Bipana Sharma, Technical Officer - have prepared this report after extensive study of relevant documents/field work, road inventory study (using GPS) and interaction with relevant line agencies of the district. I thank the team for working very hard to bring the report to this stage and for successfully completing the work.

Last but not least, we are grateful to the local people and leaders who have extended their valuable cooperation to our team through participation in various workshops and individual discussions during execution of the work.

I hope this updated DTMP will be very helpful in developing an effective district road and other transport networks in Parbat district.

Shiva Aryal
Country Programme Director
HELVETAS Nepal

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Executive Summary

Parbat district lies in 28° 00' 19" to 28° 23' 59" latitudes and 83° 33' 40" to 83° 49'30" longitude and is the door way for the Dhaulagiri zone of western region. The area is stretched over mid hill and terrain ranges from 520 to 3300 mt above msl covering 536.86 sq km. It borders the districts of Kaski and Syanja to the East, Baglung and Myagdi to the West, Myagdi to the North, and Syanja and Gulmi to the South.

Total population of the district is 185,499 of which 91,134 female (49%) and 94,383 male (51%) residing in 30,629 households and spreading over 1785 settlements in the 55 VDCs. The average family size is 6.05 and average household in the settlement is 17.15. The highest population is in Tilahar VDC as 6,006 and lowest population is in Banskarkharka 1,158.

The district is ranked in 14th position for human development, indicator is 0.504. Human poverty is in 18th position, indicator 35.5 and gender development is in 15th position, indicator 0.492, gender empowerment is in 36th position, indicator is 0.371 and human empowerment is 16th position, indicator is 0.525 against the national scenario.

There are 55 VDCs with 11 Illkas and 2 constituencies. Kusma bazaar is the headquarter of this district situated in Siwalaya VDC with access to basic infrastructures like drinking water, electricity, telecommunication and transportation facilities. Total population of this district is 185,499 comprising of 91,134 female (49%) and 94,383 male (51%) clustered in 30,629 households. Tilahar VDC has the highest population of 6,006 and Banskarkharka VDC with lowest population of 1,158.

In regard to existing transport accessibility situation, the district is getting better gradually in comparison to the past. Road transport service is a dominant in providing access to transport facilities in the district. Along with the intervention of Pokhara-Baglung highway and Maldhunga-Beni feeder road, district and village roads have significant role in contributing to improved access to goods and services to markets. However, district and village roads are under poor condition requiring upgrading, rehabilitation and proper maintenance.

Transport is one of the major components to improve access of the people to services and facilities through increased mobility. Increased mobility results in better linkages with market centres, agricultural production pocket areas and other opportunities in the district. With transport sector interventions and planning based on accessibility considerations, District Transport Master Plan (DTMP) for a district offers long-term perspective for the planned development of the rural roads in the district.

The overall objective of the district Transport Master Plan (DTMP) is to develop roads in planned and sustainable manner by adopting the labour based, local resources oriented, environmental friendly technique in accordance with the decentralised participatory approach.

The scope of this plan consists of study of district roads including the socio-economic analysis and potentiality of various sectors as well as accessibility of the roads in the district.

The preparation process of DTMP is followed by several stages in its planning discourse. The secondary sources of information were collected from various line agencies. District level workshop was conducted to make aware and involved political parties and local people in planning process of DTMP preparation. Cluster of Illaka level workshop was conducted to verify and validation of proposed network planning. The major tasks involves primary and secondary

data/information collection, preparation of indicative development potential map, preparation of district inventory map, preparation of district network plan, preparation of district transport perspective plan, and preparation of district transport master plan and endorsement of the five year district transport investment master plan.

Study and analysis shows that total existing length of road in Parbat district including strategy road is 805.89 km, out of which, about 765.17 km (94.95%) is occupied by district, urban and village roads. Total vehicle pliable length in the district is 590.34 km (73.25%), in which all-weather vehicle pliability takes place in 59.36 km (10.06%). Total length of strategy road network is 40.72 km, out of which 29.48 km (72.40 %) and 11.24 km (27.60%) is occupied by blacktopped and gravel length. Of the total length in Parbat district, the road length of blacktopped, gravel and earthen surface is 34.02 km (4.22%), 25.34 km (3.14 %) and 746.53 km (92.63%) respectively. There are 16 district roads of class 'A' with length of 387.5 km, out of which 385.29 km (99.43%) is vehicle pliable. In class 'A' roads, 0.43 km (0.11%) and 11.75 km (3.03%) is blacktopped and gravel surface length respectively. There are 23 numbers of district roads of class 'B' of length of 168.30 km, out of which 139.86 km (83.10%) is vehicle pliable. In class 'B' roads, 0.65 km (0.39%) length is gravel in surface. There are 40 numbers of urban road with total length 24.47 km out of which 3.46 km (14.14%) and 2.35 km (9.60%) length is occupied by blacktopped and gravel road respectively. Only in 23.74% length of urban road is all-weather vehicle pliability. There are 75 numbers of village roads (VR) which occupies 184.90 km in which no vehicle pliability is taking place. The overall scenario of road network in the district shows that construction quality is poor without adhering engineering norms and standards. So, it is necessary to employ fund into upgrading and maintenance, rather than in new construction, in providing improved access to people through all-weather serviceability provision.

Study reveals that accessibility area can be categorized into accessible and partially accessible VDCs. About 66.58% (360.58 sq.km.) of the total area of this district is under accessible condition based on serviceability of all weather roads. Similarly 97.75 % (529.41 sq.km.) of total area falls under accessible area based on serviceability of fair-weather roads. Out of 56 VDCs, 29 VDCs have full access and 17 VDCs have access in partial access in all weather serviceability situation. Likewise, 55 VDCs have fully access and 1 VDCs have partially access in fair-weather serviceability situation. Similarly about 33.42 % (181.01 Sq.km) of total area are found inaccessible in the case of all weather serviceability of road. Similarly, 12.18 % (2.25 sq.km.) of total area is inaccessible for fair weather serviceability of road. Out of 56 VDCs, only 9 VDCs are found under inaccessible area.

In the twenty years of DTPP period, six new linkages of class 'A' roads (34 Km), four new linkages of class B roads (19.5 Km) have been planned in construction process. Likewise sixteen existing class 'A' roads (387.50 Km) and twenty three existing class B roads (168.30 Km) have been planned for rehabilitation/upgrading intervention in order to make them as all-weather serviceability condition for sustainable and better transport services.

The percentage of budget sharing for DTMP agreed in DTICC meeting is 8 %, 86 % and 6 % of total projected amount for new construction, upgrading and maintenance respectively. Total projected budget for 5 years is about Nrs. 1,17,22, 56,000 for district roads (class A and B) and Nrs. 92,360,000 for trail bridges.

Based on the expected available budget and sharing ratio, six new linkages of class 'A' roads (30 Km), four linkages of class B roads (17 Km) have been planned to construct. Likewise sixteen existing class 'A' roads (258 KM) and seven existing class B roads (34 Km) have been planned in upgrading for all-weather serviceability for sustainable and better transport services. Total of 1297 Km of class 'A' roads, 556 Km of class 'B' roads and 52 numbers of trail bridges

and 4 numbers of trail bridges have been planned for new construction and maintenance work during the period of DTMP respectively.

However, problem lies in implementing the DTMP and construction approach. Existing practices show that more roads are undertaken than envisaged in DTMP. Similarly existing practice of construction does not follow the environment-friendly, labour based and participatory approach (LEP), except adopted by donor funded community based projects like RAP and RCIW programme. Therefore it is recommended to follow the planned investment as envisaged in the DTMP by adopting the environment-friendly, labour based and participatory approach (LEP) for any sorts of interventions employed in roads.

CHAPTER I: INTRODUCTION

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1.1 Introduction

Parbat district lies in 28° 00' 19" to 28° 23' 59" latitudes and 83° 33' 40" to 83° 49' 30" longitude and is the entry point towards the Dhaulagiri zone of western region. The covers the area is from 520 mt to 3300 mt asl covering 536.86 sq. km. It borders Kaski and Syanja to the East, Baglung and Myagdi to the West, Myagdi to the North and Syanja and Gulmi to the South. It has annual average rainfall of 2500 mm with the maximum and minimum temperature of 32.3 and 7.5 degrees Celsius respectively. The district falls in the subtropical to cold temperate climatic zone. Setibeni and Modibeni are the famous sacred religious centres of this district. Panchase, Dahre and Golyans are famous mountain viewing points of this district. The Modi River is highly potential in hydropower generation. The promotion of tourism, agriculture, herbal and livestock are well planned and improved transport facility can play a vital role in the district.

There are 55 VDCs with 11 Illkas and 2 constituencies. Kusma bazaar is the headquarter of this district situated in Siwalaya VDC with access to basic infrastructures like drinking water, electricity, telecommunication and transportation facilities. Total population of this district is 185,499 comprising of 91,134 female (49%) and 94,383 male (51%) clustered in 30,629 households. Tilahar VDC has the highest population of 6,006 and Banskharika VDC with lowest population of 1,158.

Accessibility planning comprises of the various sectors and sub-sectors with their respective interventions to improve the access situation of the services and facilities. Transport is one of the major components to improve access of the people to services and facilities through increased mobility. Increased mobility results in better linkages with market centres, agricultural production pocket areas and other opportunities in the district. With transport sector interventions and planning based on accessibility considerations, District Transport Master Plan (DTMP) for a district offers long-term perspective for the planned development of the rural roads in the district.

Parbat has limited but increasing accessibility. The district is served by surface transport facilities linking the district with the national strategic road network through Pokhara-Baglung highway. The network of feeder roads, district roads and village roads are increasing significantly in the district. However, district and village roads are mostly in poor conditions that require upgrading, rehabilitation and proper maintenance.

In a nutshell, District Transport Master Plan is a reflection of existing transport infrastructure situation and future potential in relation with the resources available the District. DTMP essentially covers the rural transport infrastructures (RTIs), which are funded, supported and implemented by DDCs. The DTMP preparation strongly advocates meaningful participation of all key stakeholders in the planning process to make DTMP more acceptable and ensure ownership. The preparation process goes through a series of techno-political activities that include consultation workshops and interactive meetings with stakeholders to increase participation of all stakeholders. These activities include District level workshop, DTICC

meetings and cluster of *llaka* level workshops, formal/informal meeting, focus group discussions and transit walk, etc. At every stage, to careful consideration is given to ensure access and high level of participation of representatives from line agencies, major political parties, social leaders, women organizations, *Dalit* and *Janjati* coordination committees, differently able people, chamber of commerce, transportation association etc. The approach is to work towards consensus building.

A completed and DDC endorsed DTMP serves as a planning document when potential donor agencies, line agencies and development partners approach the district for possible transport sector investments. DTMP becomes an authoritative document of the district to negotiate possible grant and loan assistance from donor agencies. It facilitates project identification. Donors or funding agencies supporting rural transport investments have accepted DTMP as a prerequisite tool for transport related assistance.

1.2 Objective of the DTMP

In brief, the overall objective of the District Transport Master Plan (DTMP) is to develop rural road network in a district in a planned and sustainable manner using labour based, local resources oriented, and environmental friendly approach within a decentralized participatory environment.

The specific objectives of preparing DTMP for a district are to:

- Analyse accessibility situation in the district
- Identify and prioritize interventions based on the accessibility situation.
- Prepare Indicative Developmental Potential Map (IDPM).
- Prepare District Inventory Map (DIM) of Rural Road networks.
- Prepare Perspective Plan of transport services and facilities.
- Prepare/update five year District Transport Master Plan (DTMP).
- Prepare a realistic physical and financial implementation plan of prioritized roads for the DTMP period.

1.3 Scope of work

The process of DTMP preparation as envisaged under this assignment includes studies of the district roads, their socio-economic analysis and scope of various sectors such as agriculture, industry etc.. DTMP looks at the present transport situation, accessibility and socio-economic benefit that will accrue from planned development of the road network. This is reflected in the perspective plan of twenty year range based on which five year DTMP is designed. The short term investments will be completed in five year period. This study of DTMP is limited to areas within district boundary but due consideration is given to the nearest road-head and regional

and intra-district connectivity. Participatory planning adopted for DTMP preparation is expected to contribute to consensus building among the politicians and district level stakeholders necessary for accepting DTMP as the agreed document of DDC. The District Council is expected to agree to the DTMP and use it for the road development, implementation, improvement and maintenance of transport networks in the district.

1.4 Limitation of DTMP Study

DTMP is prepared to be a valid legal document approved by DDC Council. In order to implement the Plan, DDC should consistently own the document and use the investment plan even if DDC Council is changed. The usefulness of DTMP depends on its use by the DDC.

Socio-economic data used in the DTMP preparation are collected from secondary sources. Prioritization criteria were presented in DTICC and were approved. Perspective Plan and five year DTMP plans are based on result of prioritization process and reflect information on DDC financial resources as made available to the study team.

Estimate of the cost of road construction has been prepared based on the experience gained in district roads in similar terrain. The estimated resource envelope for the implementation of road projects is prepared after analysing the past trend of budgets. Therefore, the budgetary figures projected are only indicative. There may be unforeseen changes in the level of actual allocation of budgets for the road sector.

CHAPTER II: APPROACH AND METHODOLOGY

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2.1 Approach

District Transport Master Plan is prepared using participatory bottom-up approach and differs from conventional practices of top down approach. Techno-Political interface has been incorporated in the planning process, where active participation from representatives of political parties, line agencies, DDC officials is crucial.

The District Transport Infrastructure Coordination Committee (DTICC) has been constituted at the district level as authorized legislative body of DDC. This body, comprising political representatives from all political parties, provides necessary policy decisions during the DTMP preparation process.

2.2 Methodology

The preparation of DTMP goes through several stages in its planning stage. Secondary sources of information are collected from various line agencies. District level workshop is conducted to create awareness among district leadership and representatives as well as local people on how the planning activities are carried out and what their roles are in the process. Cluster of Ilaka level workshops are then carried out to verify and validate proposed network planning.

During the course of preparing DTMP for Parbat, key steps in that the team went through during preparation process are described below:

2.2.1 Task/Activities

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

Task- 1: Data/ Information collection

a) Collection and review of secondary information

Secondary data were collected from annual report published by District Level offices and through consultation with stakeholders (such as DADO, DVO, DDC, DEO, Small Cottage and Industries, local traders etc). The main objective of the secondary data is to verify the data collected from VDC level. Essential socio-economic data on an area, location and significance of development potential area such as extensive agriculture, extensive horticulture, livestock farming, high value cash crops, tourism, cottage and agro-based industries, center for business/commerce/markets, tourism area, hydropower and water mills, mines, service centers e.g. hospital, health post, agro-sub-center etc) have been collected from annual report, district profile and study report published by DDC, DADO, District Education office etc.

Demographic data of district, maps, service flow pattern, various maps showing service centers or the location of service of road (SoR) facilities, transport infrastructure inventory,

past plans and sectoral study reports, sectoral standards and policy targets were sourced from DoLIDAR, DDC, line agencies of DDC, Bureau of Statistics, Kathmandu, Topographical Survey Branch, local NGOs etc. The details on the documents collected are summarised below:

List of documents

- Previous reports of DTMP prepared by the DDC.
- District periodic plan prepared by the DDC.
- Annual report of Agriculture Development Office, District Veterinary Office, report of District Education office etc.
- Report on settlement pattern and market centres of the district.
- Demographic Statistics and socio-economic feature of the district.

Collection of Maps

- Topo maps the 1:25000 and 1:50000 scales, for use as base map.
- Digitized topographic maps of Department of Survey.
- District Administrative Map.
- District Trail Map, Helvetas.
- Strategic Road Network Map.

Task- 2: Indicative Development Potential Map (IDPM) Preparation

Indicative Development Potential Map (IDMP) was prepared in order to indicate existing level and potential development in agriculture, horticulture, livestock areas and growth of key market centres and other developments. IDPM is developed according to Approach Manual for the development of Agriculture and Rural Roads (DoLIDAR/MoLD). Based on data collected from annual reports from line agencies and DDC and Ilaka level workshops, development potentials of the district in agriculture, horticulture, livestock, cottage and small industries, etc have been identified.

Existing / potential areas are defines as:

- Areas with extensive agriculture.
- Areas with extensive high value cash crops.
- Areas with extensive NTFP.
- Areas with extensive horticulture.
- Areas with extensive livestock farming.
- Areas with extensive fisheries.
- Areas with extensive small cottage industries.
- Potential areas for tourism development.
- Existing/ potential areas for development of large industries like hydropower, mining etc.

- **Market Survey.**

Market Survey was carried out to identify market and service centres. Data and information collected in the field is the main basis for determining the importance or relative importance of market/service centres and central places. All services existing in a particular centre were listed by district line agencies and supplemented by field data on economic population structure collected for the centre and its influence areas using P-RRA approach. For the evaluation purposes, data from offices, Industry, Business & Commerce, Education, Health, Communication, Electricity Supply, Drinking Water Supply services are combined for the centre and its influence areas. Assessment of economic facilities and services existing in the market/service centres and their catchments areas leads to the identification of the most important market/service centre. Centrality analysis of the market facilities and government services are carried out.

The Centrality Index is calculated using the following formula

$$C_j = \sum_{i=1}^n (W_i X_{ij})$$

Where,

C_j = Centrality Index of the j^{th} market centre

X_{ij} = Value of the i^{th} function (number of establishments or shops at the j^{th} market centre)

W_i = Weightage of the i^{th} function

The weight of each function was calculated by adopting the Median Threshold Population Technique. The Median Threshold Population Technique calculates the weight as:

$W_i = \frac{\text{Median population of the } i^{\text{th}} \text{ function}}{\text{Lowest median population of market centres where a function exists}}$

Lowest median population of market centres where a function exists

- The collected information is plotted on the base map indicating their geographical boundaries as accurately as possible.
- Base map on which all the development potential areas and sites have been plotted is the draft Indicative Development Potential Map (IDPM) of the district. Brief notes on each plotted area of development potential are prepared. The description should highlight the nature and size of the area.
- Presentation of IDPM in DTICC meeting to Finalize and approve IDPM.

Task- 3: Preparation of District Inventory Map (DIM)

The following steps were taken for preparation of DIM Report.

- The inventory survey of the existing rural roads was carried out and necessary interventions such as new construction, rehabilitation, periodic maintenance, regular maintenance etc are identified. Earlier, spatial information of existing roads was noted on photocopy of topographical maps.

- The information/ data on existing rural infrastructures was taken using Global Positioning System (GPS) instruments including GPS tracking of existing roads and GPS way points of trail bridges conducted by TBSU. GPS tracking constitutes major activity for DIM preparation, which takes considerable effort in field level.
- Information on road surface type, traffic levels, status of passability, status of construction, adequacy of bypasses, existing bridges and their requirements, status of drainage and other improvement required are collected during inventory survey.
- The DIM was presented and discussed in the DTICC meeting and the Interventions on rehabilitations, maintenance and upgrading of the existing rural roads were agreed. The required interventions were analysed based on accessibility situation.
- Presentation of DIM and IDPM was made in one day meeting with DTICC. This meeting then finalised IDPM and DIM.

Task- 4: Preparation of District Network Plan

- Market centre are graded based on centrality index; Market grade A (> 100), grade B (50-100), grade C (25-50), and potential (< 25).
- Preparation of GIS map of nodal centres (using graded market centres)
- All the market centres based on their hierarchy lies at the core of the central place and are plotted in GIS map.
- After plotting the market centrals, existing roads are overlaid on the GIS Map.
- Accessibility situation is analysed using GIS model.
- Buffering along the left and right of the existing all weather road is carried out on the basis of walking distance of 2 hours for terai and 4 hours for the hills. These delineated areas are considered as accessible area.
- The planning team proposes road network for the inaccessible area identified by the Zol analysis.
- Preliminary road network plan for inaccessible area is prepared based on the nodal points/market centres and government policy of 2 hours and 4 hours.
- Rural roads identified are categorised into two type of roads i.e. district roads and village roads. District roads are classified as RRA and RRB according to the significance of the roads.
- Prior to disseminating information in cluster of Ilaka level workshop, DTICC meeting was conducted and the proposed preliminary road network plan for inaccessible area was presented and discussed to verify and obtain preliminary approval of the proposed road networks.
- All suggestions and feedbacks were collected from DTICC meeting and incorporated in preliminary proposed road network plan.
- Preliminary road network plan is presented and discussed in series of Ilaka level workshops to collect their views and proposal for DTPP. Road network plan is finalised in the workshop.
- In the workshop, the DTMP study team presented and clarified the objective of the DTMP and process of its preparation.
- Plenary discussions were organised to verify their views on new demands as well as existing road networks.

Task- 5: Preparation of District Transport Perspective Plan (DTPP)**Prioritization of Proposed New Roads**

The following criteria have been used for prioritisation of new transport linkages.

Table 2.1 Scoring System for Prioritization of New Linkages

S.N.	Parameter	Scoring Unit	Score
i	Population per unit Cost	Population/investment Cost in 100,000	55
ii	Cultivated Land	Cultivated Land/km	15
iii	Population x Walking hour	Population x Walking hour /km	20
iv	Total Population of poor, <i>Dalits</i> and marginalized <i>Janjatis</i> .	Population /km	10

Prioritisation of Rural Roads Class A and Class B for Rehabilitation /Upgrading

The following criteria are proposed for prioritisation of District Road A and District Road A for rehabilitation /Upgrading.

Table 2.2 Scoring System for Prioritisation for Rehabilitation/Upgrading

S. No.	Criteria	Scoring Unit	Score
1	Traffic Volume	TU	70
2	Cost	Cost /km	20
3	Market /service centre	Centrality Index	10
Total			100

Calculation of Scores for Prioritization of New, Rehabilitation and Upgrading of Roads

The following formula is applied to each indicator of the area of investigation

(For high value ranking)

Co.efficient = Value / Maximum Value of Row

Score= Highest weighted score X co.efficient

Where,

X= original indicator value

(For low value ranking)

Co.efficient = Lowest value of Row/ Value

Score= Highest weighted score X co.efficient

Where,

x= value of the Row

Prioritisation of Proposed Trail Bridge

The prioritization will be based on the following formula derived from a simulation model using ICIMOD indices, related poverty, education, health etc. as used by TBSU:

Prioritization Formula for New Construction

SSTB	$\{(2.041 P + 2.856 MP) \times DG\} \times \{((12-RT) \times (1+RF/100))/12\}$
LSTB	$0.3 \times \{(2.041 P + 2.856 MP) \times DG\} \times \{((12-RT) \times (1+RF/100))/12\}$

Prioritization Formula for Major Maintenance

SSTB	$2 \times \{(2.041 P + 2.856 MP) \times DG\} \times \{((12-RT) \times (1+RF/100))/12\}$
LSTB	$1.2 \times \{(2.041 P + 2.856 MP) \times DG\} \times \{((12-RT) \times (1+RF/100))/12\}$

Prioritization Formula for Rehabilitation

SSTB	$1 \times \{(2.041 P + 2.856 MP) \times DG\} \times \{((12-RT) \times (1+RF/100))/12\}$
LSTB	$0.3 \times \{(2.041 P + 2.856 MP) \times DG\} \times \{((12-RT) \times (1+RF/100))/12\}$

Where,

P = Population i.e. the beneficiary population of the prospective bridge

MP= Marginalized population (total dalit + marginalized janajatis + total minority + total poor from other castes)

DG= Distance Gained

R= River Type (no. of months crossable without a bridge)

RF= Risk Factor (Percent of population that has died within the last five year.

On the basis of prioritization criteria, the transport linkages under the categories of new construction /rehabilitation/upgrading for each class of roads are prioritized.

- After overlay all proposed transport linkages in the DIM, DTPP are prepared.
- Presentation of draft District Transport Perspective Plan (DTPP) in DTICC and finalization of DTPP.

Task- 6: Preparation of Five Year District Transport Master Plan (DTMP)

- The DTPP is used as the based documents on which the District Transport Master Plan is prepared.
- The financial resource of the district available for and spent on transportation sector was assessed from past trend of financing in this sector and allocation of budget by DDC and other line agencies for coming years. The tentative budget plan for coming five years was prepared in consultation with DDC.
- The interventions and road linkages identified in the DTPP were prioritized according to Approach for the Development of Agricultural and Rural Roads, DoLIDAR (1997).
- Final workshop was organized at the DDC where the prioritization of roads was approved.

Task-7: Endorsement of the Five Year District Transport Master Plan of District RTI Network

- DDC should submit the final District Transport Master Plan to District Council for approval. DTICC with the support from planning team shall brief the Council on the entire process used in the preparation of the Plan including elaboration on scoring system used for prioritization.
- The DTMP is finally approved by the District Council.

2.2.2 Executed key activities in the district:

In line with the approach mentioned above, orientation and interactive workshops and meetings were held at the district and cluster level. Activities that were carried out in the district as part of this DTMP preparation are summarised as follows.

- i. Selection of Technical Assistants (TA) and Research Associates (RA) for data collection: 14th to 18th Janaury 2010,
- ii. Introductory workshop in DDC on 27th January 2010,
- iii. 1st DTICC meeting in DDC: 14th June 2010,
- iv. Cluster Ilaka level workshop in Lunkhu bazaar: 16th June 2010,
- v. Cluster Illka level workshop in Kusma bazaar: 18th June 2010.
- vi. 2nd DTICC meeting in DDC: 20th June 2010.

In addition to above, meetings and sharing at individual level were carried out with selected persons, representatives from NGOs, line agencies, district based projects related to transport infrastructures development for collecting secondary information that were used in the preparation/updating of DTMP.

CHAPTER III: INDICATIVE DEVELOPMENT POTENTIAL MAP (IDPM)

CHAPTER III: INDICATIVE DEVELOPMENT POTENTIAL MAP (IDPM)

Indicators of District Development

3.1. Physical Location and Geographical Characteristic

Parbat district lies in 28° 00' 19" to 28° 23' 59" latitudes and 83° 33' 40" to 83° 49' 30" longitude and is the entry point towards the Dhaulagiri zone of western region. The area ranges from 520 mt to 3300 mt asl covering 536.86 sq. km. It borders the districts of Kaski and Syanja to the East, Baglung and Myagdi to the West, Myagdi to the North; and Syanja and Gulmi to the South. The district experiences 3 types of climate; tropical climate by the 15.5% of landscape up to altitude of 1000 mt asl, sub tropical by 69% of landscape up to altitude of 2000 mt asl and temperate climate by 15.5% of landscape and altitude up to 3300 masl. The temperature experience ranges from 7.5° to 32.3° celcius and rain fall up to 2400 to 2600 ml. There is 37% forest, 4% pasture land, 45% cultivated land and 4% waterbodies.

Major rivers of this district are Kaligandaki and Modi Rivers. Other river streams are Lungdi, Lasti, Seti, Rati, Pati Jahare, Malyandi, Lamaya, Chirdi, Luwa, Bachha and Payue. Major vantage points of mountains are called Lakhes are Panchase (2100 mt), Dahare lekha (2266 mt), Hampal lekha (3309 mt), Chisapani lekha (2266 mt) and Gorlang lekha (2165 mt). This district is historically admired for caves (Guphas) like Gupteswor gupha, Alpeswor gupha, Bhubaneswor gupha, Sitalpati gupha and Adheri khola gupha. It has carried long religious history.

Parbat district has been identified as full of natural mine resources like Iron in Palamekhani VDC; Copper in Chirdi Khani, Limithana-8 and Bhoxing- 4; Stone mine in Mate lekha, Khadi lekha and Luwakholra and Gold mine in Kali Gandaki river bank. But there is no further steps taken for excavation and processing to generate revenues of the district. There are 55 VDCs, 11 Ilakas and 2 constituency areas. Kusuma, Siwalaya VDC is the head quarter of the district with all basic infrastructures like drinking water, electricity, telecommunication and transportation facilities. The coverage of those facilities is limited to some VDCs, which are linked to main pokhara-baglung and pokhara-beni high ways.

Piped drinking water facilities are extended to 88% of households and rain fed water harvesting facilities are limited to 113 households, remaining households are forced to use drinking water from river, canal and well (12%). The 46% households have permanent toilet, 25% hh have temporary and remaining households are still enjoying open toilet system (29.31%)

There are hydro power resources in this district and households in 33 VDCs with electricity facilities and others are in process through community based energy association. Other energy options are biogas with toilet were installed in 111 households, Solar Home System installed in 149 households and improved Cookstoves in 718 households.

Major market areas like Kusma, Baribeni, Patichaur, Titungadhik, Milanchowk, Dimuwa, Mardikhola, Malpo hatiya, Karkineta, Khaula, Majphat, Lunkhu Deurali, Cyclechowk, Khaniyaghat and Sanopaka, with basic infrastructures like vehicle services, post office, drinking water, telephone, electricity, TV cable, higher secondary school and medical services.

This district is ranked in 14th position for human development, indicator is 0.504. Human poverty is in 18th position, indicator 35.5 and gender development is in 15th position, indicator 0.492, gender empowerment is in 36th position, indicator is 0.371 and human empowerment is 16th position, indicator is 0.525 against the national scenario.

Altogether 138 NGOs and 6 INGOs are working in this district to uplift the socio-economic situation in the district. Altogether seven financial institutions and around 90 cooperatives are operating in this district.

3.2. Socio-economic Characteristics

3.2.1 Demographic Features

Total population of the district is 185,499 of which 91,134 female (49%) and 94,383 male (51%) residing in 30,629 households and spreading over 1785 settlements in the 55 VDCs. The average family size is 6.05 and average household in the settlement is 17.15. The highest population is in Tilahar VDC as 6,006 and lowest population is in Banskarkha as 1,158. The highest settlements are Majphat Mallaj as 99 and lowest settlement as 9 in Kaniyaghat as shown below:

Table 1: VDCwise Population, settlements and households

S.N.	Name of VDC	Family Size	Population			HouseH old Number	No. of settlement
			Female	Male	Total		
1	Arthur, dadakharka	5.81	2134	2119	4253	731	37
2	Bachha	5.86	1313	1361	2674	456	44
3	Bajung	5.91	2662	2740	5402	914	50
4	Balakot	6.62	972	1009	1981	299	14
5	Banau	5.68	789	769	1557	274	17
6	Bashkharka	5.33	577	581	1158	217	19
7	Barahachaur	6.33	1441	1516	2957	467	22
8	Behulibas	6.82	1722	1887	3609	529	19
9	Bhangara	6.38	1383	1491	2874	450	21
10	Bokshing	6.03	689	682	1371	227	23
11	Bhorle	6.35	1574	1586	3160	497	41
12	Bhuka	5.56	1451	1585	3036	546	16
13	Chitre	5.93	1375	1457	2832	477	50
14	Chuwa	6.17	933	932	1865	302	30
15	Deupur	5.61	1542	1656	3198	570	38
16	Deurali	5.53	1207	1239	2446	442	69
17	Devisthan	6.47	1857	1950	3807	588	10
18	Dhairing	5.48	2013	2049	4062	740	32
19	Durlung	5.85	1976	2002	3978	679	36
20	Horshangdi	7.84	1358	1404	2762	352	13
21	Huwas	6.78	2750	2941	5671	836	51
22	Karkineta	6.23	1290	1390	2682	430	28
23	Katuwachauhari	6.40	1313	1356	2669	417	35
24	Khaniyaghat	6.06	1320	1373	2693	444	9
25	Khaula	6.45	1605	1694	3299	511	20

S.N.	Name of VDC	Family Size	Population			Household Number	No. of settlement
			Female	Male	Total		
26	Khurkot	5.96	2474	2544	5018	841	80
27	Kurgha	6.28	1980	2047	4027	641	17
28	Kyang	5.41	1268	1280	2549	471	20
29	Lekh phat	5.34	1751	1746	3497	654	27
30	Limithana	6.11	1122	1109	2231	365	26
31	Lunghu deurali	6.38	1536	1591	3127	490	37
32	Majhphat Mallaj	5.29	2969	3011	5980	1130	99
33	Mudikhola	6.50	1395	1436	2831	435	19
34	Nanglibang	5.77	1563	1571	3134	543	41
35	Phakhapani	6.54	1828	1921	3749	573	35
36	Pakuwa	5.78	1458	1566	3024	523	20
37	Pang	6.06	2929	3038	5967	984	57
38	Pangrang	6.80	1705	1750	3455	508	26
39	Phalamekhani	6.30	658	692	1350	214	12
40	Pipaltari	6.37	1714	1775	3489	547	35
41	Ramjadeurali	6.15	1534	1605	3139	510	16
42	Ranipani	7.09	1775	1866	3641	513	20
43	Salija	4.70	1599	1682	3281	698	36
44	Saraukhola	6.56	1603	1661	3264	497	29
45	Shaligram	6.92	1821	1899	3720	537	27
46	Sankarpokhari	6.31	2991	3118	6109	968	24
47	Siwalaya	4.42	2666	2710	5376	1214	35
48	Taklak	6.70	1064	1056	2120	316	16
49	Thanamaula	6.88	1117	1239	2356	342	11
50	Thapathana	6.22	2081	2156	4237	681	25
51	Thulipokhari	5.83	1926	1935	3861	662	47
52	Tilahar	5.69	2999	3007	6006	1054	81
53	Tribeni	6.63	1386	1455	2841	428	33
54	Urampokhara	6.74	1651	1741	3392	503	71
55	Wahaki	6.96	1325	1407	2732	392	19
	Total	6.05	91134	94383	185499	30629	1785
	Percentage		49%	51%	100%		17.15 hh/settlement

Source: Parbat District Profile- 2066

3.2.2 Ethnic Composition

The district has multi ethnic compositions; majorities are Brahman, Chhetri, Thakuri and Sanyashi (Giri and Puri) covers 60.14%, Adhibasi Janjati is 18.21%, Dalit is 20.3 % and 1.35% others. There is 54.1% female among Brahman, chhetri, thakuri and Sannyasi where as 53% among Adhibasi Janjati and 52.73% among Dalits, it signifies male migration in this area is high. Majority of people pursue Hindu religion as 87.77% followed by Buddhist as 11.82%, then Islam 0.25%. Common communicating language is Nepali (87.89%) follow by Magar (5.56%) and Gurung (4.51%). Life expectancy of the people is 58 years (2009) and population density is 344 people per square km (2009).

Table no. 2: Ethnic Composition

Cast/ Ethnic	Population	Percentage (%)
Brahman (hill/ terai), Chetri, Thakuri, and Sanyasi (Giri, Puri)	111,559	60.14% (54.1% female)
Adhibasi Janjati	35,645	19.21% (53.2% female)
Dalit (Hill)	37656	20.3% (52.73% female)
Muslim	398	1.35%
Terai upper caste (Rajput,)	14	
Terai Middle caste (teli, Baniya, yadav, Marwadi koiri, Kayastha, Kebat, kuswadiya)	153	
Dali Terai (Mallah, kalwar, Danuk, Kummri, Hajam/ thakur, Badhaya)	74	
Total	185,499	

Source: Parbat District Profile, 2066

3.3 Education Status

There are altogether 668 educational institutions; 290 pre-primary schools, 260 primary schools, 30 lower secondary, 51 secondary, 31 higher secondary and 5 campus enhancing the education to the girls and boys. There are 5,801 students studying in pre-primary, 31,466 in primary, 12,799 in lower secondary, 7,159 in secondary and 2,203 in higher secondary. Comparatively girl students are more in primary to higher secondary level. Literacy rate is 57.3% out of which female are 47.5% and male are 68.1% as shown below:

Table no. 3: Number of Education Institute and students

S. N.	Schools	Pre-primary	Primary	Lower Secondary	Secondary	Higher Secondary	Campus	Total
A	Community	255	236	27	44	29 +2*	5	598
	Institutional	35	25	3	7			70
	Total	290	261	30	51	31	5	668
B	Number of Students							
	Boys	2903	15403	6172	3483	1039		
	Girls	2898	16063	6627	3676	1264		
	Total	5801	31466	12799	7159	2203	NA	
C	Number of Dalit Student							
	Boys	862	4970	1432	530	96		
	Girls	915	5323	1435	514	102		
	Total	1777	10273	2867	1044	198	NA	
D	Number of Janajati Students							
	Boys	488	382	1169	743	96		
	Girls	523	389	1198	701	102		
	Total	1011	771	2367	1444	198	NA	
E	Number of Teachers							
	Female		296	13	5			
	Male		882	256	224			
	Total		1178+133#	269+95	229+75	NA	NA	

Source: District Education Office, 2066

*= operating campus level education

3.4 Economic active and inactive Population

Total of 102,019 (74%) population are economically active and 35,782 (26%) are inactive for economic activities. About 49% male and 51% female are economically active as shown in below table. There are 892 differently abled persons of which 490 female having physical, blind, deaf, mentally retarded and multiple disabilities, those are considered as economically inactive population.

Table no. 4: Economic active and Inactive Population above 14 years

Status	Total	%	Male	%	Female	%
Economic active	102,019	74	49,297	49	52,722	51
Economic inactive	35,782	26	18,427	51	17,355	49
	137801	100	67724	100	70077	100

Source: District Profile, Parbat, 2066

3.5 Land Use Pattern

Area of the district is 53,686.21 ha, of which 28,592 (53.25 %) is feasible for cultivation but actual cultivation is limited to 24,171 (45.02%). Irrigation facilities are up to 6409 ha and partial irrigation facilities are up to 2,931 and remaining area are depended on rain water. Settlements covers 5,097 ha, river, khola, road and other infrastructure covers 2818 ha. Altogether 2,280 ha land is for pasture and 15,150 ha is high land and forest land is 19,997 ha.

Table 5: Land Use pattern

S.N.	Land Use Pattern	Area (Ha.)	Percentage (%)
1	Feasible land for cultivation	28592	53.25
	Cultivated land	24171	45.02
	a) Khet (Low Land)	9021	
	b) Pakho (High Land)	15150	
2	Irrigation		
A	Fully Irrigated land (12 months)	6409	
B	Partil irrigation facilities	2931	
C	Rain Fed Land	2612	
D	Pakho (High Land)	15150	
3	Pasture land	2280	4
4	Forest land	19997	37.75
5	Settlements area	5097	
6	others (River, Khola, Roads etc)	2818	5
	Total	53686.21	

Source: District Agriculture Development Office, Parbat, 2066

3.6 Occupation Pattern

Major occupation in the district has been agriculture though this has shifted with high youth force migration due to social conflict. This shift has been towards business and overseas employment. About 51 % of people have been adopting subsistence agriculture whereas 6% in commercial business, 20% in government services, 12% in overseas employment, 11% on domestic daily wage labour and 11% in multiple activities to nourish their livelihood as shown below:

Table no. 6: Occupation Pattern

S.N.	Occupation	Percentage
1	Agriculture	51
2	Business	6
3	Government- Service	20
4	Overseas Employment	12
5	Domestic wage labour	11
6	Others	11
	Total	100

3.7 Agriculture Production

3.7.1 Land holding

Land distribution and land holding by the households vary. Less than one percentage households are landless and very poor and 8.2% have less than 2 ropanies, whereas 17 household dominate the agricultural economy and 39 % of households have 4 to 10 ropanies and 28% have 10 to 20 ropanies. (See Table no.7 below)

Table no 7: Land Holdings

S.N.	Land holding types households	Household (hh)	Percentage
1	land less	69	0.24%
2	Less than 2 ropani	2337	8.20%
3	2-4 ropani	4242	14.89%
4	4-10 ropani	11029	38.7
5	10-20 ropani	7860	27.58
6	20-40 ropani	2493	8.75
7	40-60 ropani	450	1.58
8	60-80 ropani	17	0.06

a) Crops

Major crops of this district are paddy, maize, wheat, fapper and millet. The annual production and areas coverage are as follows:

Table no. 8: Major crops and their Production

S.N.	Crops	Area (Hectare)	Production MT	Productivity per hectare MT
1	Paddy (summer)	9016	19114	2.12
2	Paddy (winter)	124	257	2.07
3	Maize	14,168	28,628	2.02
4	Wheat	3560	4584	1.29
5	kodo	8,950	6771	0.76
6	Millet/ uwa	295	225	0.76

Existing and potential agricultural pocket areas are as follows:

SN	VDC	Crops
1	Bachchha, Behulibans, Bhuktangle, Bihadi Barachaur, Deurali, Devisthan, Dhairing, Huwas, Katuwachaupari, Khanigaun, Khurkot, Limithana, Pakuwa, Pang, Pipaltari, Saligram, Saraukhola, Tribeni	Paddy
2	Dhairing, Khanigaun, Khurot, Pang, Saraukhola, Salija	Wheat
3	Khurkot, Pang, Salija	Maize
4	Salija	Millet

b) High value crops

There are different types of high value crops promoted in this district. Bodi, Simi, Siltung, Beans and Gahat are under bean catagories. Vegetables are Raddish, Rayo, Kauli-flower, Cabbage, Giraula, Lauka, Pharsi and Potato. Other high value crops are coffee and spices. The production areas and productivity per hectors are as follows:

Table no 9: High value crops and their production

S.N.	High value crops	Area (Hectare)	Production MT	Productivity per hectare MT
1	Coffee	25.15	5.5	0.22
2	Winter vegetable	519	8460	12.1
3	Summer vegetable	165	1728	10.47
4	Non seasonal vegetable	98	877	8.95

S.N.	High value crops	Area (Hectare)	Production MT	Productivity per hectare MT
5	Potato	1415	14108	9.97
6	Spices (Ginger, onion, chilly, daniya, besar, etc)	126	1078	8.55

The existing and potential pocket areas for high value crops are as following:

S.N.	VDC	High Value Crops
1	Arthar Dadakharka, Bahaki Thanti, Bhorle, Bihadi Barachaur, Chitre, Deupur, Deurali, Hosrangdi, Katuwachaupari, Khanigaun, Khurkot, Kurgha, Lekhfant, Limithana, Mudikuwa, Pang, Pangrang, Saraukhola, Urampokhara, Thulipokhari, Thana Maulo, Taklak, Shankar Pokhari	Coffee
2	Bachchha, Balakot, Bhoksing, Hosrangdi, Kurgha, Lekhfant, Majhphant Mallaj, Pakhapani, Pangrang	Vegetable seed
3	Bahaki Thanti, Bajung, Bhangara, Behulibans, Bhoksing, Bihadi Barachaur, Chitre, Chuwa, Deupur, Deurali, Dhairing, Huwas, Katuwachaupari, Khurkot, Kurgha, Lunkhu Deurali, Majhphant Mallaj, Mudikuwa, Nagliwang, Pakhapani, Pakuwa, Pang, Pangrang, Pipaltari, Ramja Deurali, Saligram, Salija, Saraukhola, Tilahar, Shivalaya, Taklak, Shankar Pokhari	Vegetable
4	Banau, Bhoksing, Bhuktangle, Dhairing, Kyang, Lekhfant, Majhphant Mallaj, Nagliwang, Pakhapani, Salija	Potato
5	Bhoksing, Chitre, Kurgha, Limithana, Ramja Deurali	Cardamom
6	Hosrangdi, Kurgha, Thana Maulo	Timur
7	Bhangara, Khaula Lakuri, Limithana, Ramja Deurali, Thulipokhari, Thapathana, Pakhapani	Lapsi

c) Horticulture

The major fruits available in this district are orange, apple, pears and plum, okhar, jackfruits, mango, lichhi, banana, guava and pinnapple.

Table no 10: Fruits and their production

S.N.	Fruits	Area (Hectare)	Production MT	Productivity per hectare MT
1	Orange (hybrid)	335	2412	7.2
2	Other types of Orange	110	1067	9.7
3	Winter fruits: Apple, Pears, Okhar, Plum,	98.42	197.4	4.7

S.N.	Fruits	Area (Hectare)	Production MT	Productivity per hectare MT
4	All season : Mango, Lichhi, Banana, Guava, Pinnapples, Jack fruits	198	687.96	7.02

Potential and existing pocket areas for cultivating horticulture are as follows:

SN	Fruits	VDC
1	Orange	Arthar Dadakharka, Bajung, Banskarka, Deupur, Durlung, Hosrangdi, Kurgaha, Lekhfant, Limithana, Majhphant Mallaj, Mudikuwa, Nagliwang, Saraukhola, Shankar Pokhari, Thana Maulo, Tilahar, Tribeni, Pangrang, Pakuwa, Pakhapani
2	Plum and pear	Bajung, Bhorle, Lekhfant, Majhphant Mallaj
3	Banana	Behulibans, Pakuwa
4	Mango, Lichi, Jack fruit, Pineapple	Devisthan, Katuwachaupari, Pipaltari

Source: District Agriculture Development Office, 2064/65

The occupation as subsistence agriculture is labour intensive, under-employment and low productivity, hence, people have shifting crops cultivation to high value crops as Vegetable farming (seasonal and non seasonal) and horticulture. The agriculture office is also promoting different VDCs as pocket areas for high value crops by developing business concept linking with market. Those are as follows:

S.N.	Crop types	VDCs
1	Crops	Dhairing, Phalebas, Katuwachaupari
2	Orange	Banskarka, Kurgaha, Deupur
3	Potato	Bhoxing, Salija
4	Vegetable	Patichaur, Pharse, Siwalaya
5	Vegetable seed production	Kholakhet, Salija, Deupur

3.8 Livestock Production

There is one central office and 4 service centre and 8 service sub centres rendering livestock promotional services in the district. The main livestock are cow and buffaloes, goat, sheep, pig, chicken, duck, rabbit, horse and donkey. The livestock population is as follows:

Table no. 11: Livestock Population

S.N.	Livestock	Local	Improve	Total	Increment
1	Cattle	50,367	2,454	52,821	0.35
2	He/She Buffaloeses	45,035	1,612	46,647	1.07
3	Goat	35,292	3,218	38,510	0.93
4	Sheep/	2,935	957	3,892	0.72
5	Pig/Boar	4,329	2,460	6,789	3.16
6	Chicken	174,231	82,940	257,171	0.12
	Total	312,189	93,641	405,830	

Source: District Veterinary Office, 2064/65

The price list of the avialable livestock products are as follows:

Table no. 12: Livestock Production & Pricelist

S.N	Livestock's Products	Unit	Price per unit	Annual Production
1	Cow and Buffaloes	Litre	Rs. 40/ lit	36088.89
2	Meat	MT	300/ kg	4324.6
3	Egg (hen)	Thousand	10 / pc	5722.57
4	Wool	MT	500/ kg	3.82
5	Skin	pcs	4000/ pc	10603

Source: District Veterinary Office, 2066

Potential and existing pocket areas of livestock are as follows:

SN	Livestocks	VDC
1	Goat	Bachchha, Bahaki Thanti, Bajung, Banau, Banskharka, Bihadi Barachaur, Bihadi Ranipani, Chuwa, Deurali, Durlung, Hosrangdi, Karkineta, Khanigaun, Lekhfant, Lunkhu Deurali, Nagliwang, Tribeni
2	Cow and buffaloes	Bahaki Thanti, Bajung, Bhangara, Bihadi Barachaur, Chitre, Chuwa, Deupur, Devisthan, Dhairing, Durlung, Hosrangdi, Huwas, Karkineta, Katuwachaupari, Khanigaun, Khurkot, Kurgha, Lekhfant, Limithana, Lunkhu Deurali, Majhphant Mallaj, Mudikuwa, Pakhapani, Pakuwa, Pang, Pipaltari, Ramja Deurali, Salija, Saraukhola, Shankar Pokhari, Thana Maulo, Thapathana, Tilahar, Tribeni, Urampokhara
3	Sheep	Bhuktangle, Phalamkhani
4	Poultry	Shivalaya

3.9 Service centers and facilities

3.9.1. Postal services

There are 56 post offices rendering postal communication services, of which one is district post office, 11 Ilaka offices, 43 additional post offices and rural information centre in Kusma. The service coverage of these offices is as follows:

Table no. 13: Post office

S.N.	Type of Post office	Number	Locations
1	District Post Office	1	Kusma, Sibalaya
2	Illaka Post Office	11	Ward no. 7- Karkineta, 4-Khurkot, 9-Urampokhari, thulipokhari, 5- Devisthan, 3-Deurali, 3- Bachcha, 1- Lunkhu, 6-salija, 5-Saligram, 3- Huwas
3	Additional Post Office	43	Khanigaun, Ranipani, Pang, Phalamekhani, Horshang, Chitre, Limithana, Bhokshing, pakhapani, Taklak, Pangrang, Dhairing, Pakuwa, Banau, Banskharka, Naglibang, deupur, Mudikuwa, tribeni, Thanamaula, Tilahar, Bhuktngle, Arthur, Thapathana, pipaltari, Khaula, Lekhphat, saraukhola, Bhangara, Bahakithati, Durlung, Barrahchaur, Baulibas, Ramjathati, Kurgha, Shankarpokhari, Chuwa, Balakot, Kyang, Bajung, Bhorle, Majhphat, Katuwachaupari
4	Rural information centre	1	Kusma

Source: District Post Office, Parbat district, 2066.

3.9.2 Financial institutions

There are 3 commercial banks, 4 development banks and 80 cooperatives are providing services for financial correspondence to the people. The details are as follows:

Table no 14: Financial Institutions

S.N.	Particular	Units	Remarks
1	Commercial Bank	3	
	Nepal Bank Ltd	1	
	Rastriya Banijya Bank	1	
	Everest Bank	1	
2	Development Bank	4	
	Agricultural Development Bank	1	
	Biswa Bikash Bank	1	
	Gandaki Development Bank	1	
	Kasthamandap Development Bank	1	
3	Cooperatives	90	Agriculture, dairy, health, multipurpose, others, s/c, small farmers

Source, VDC profile, 2009

3.9.3. Communication

Telephone facilities are extended upto 45 VDCs. There are 4 cable networks providing services to the VDCs. There are 5 weekly local newspapers; one monthly newspaper and one bulletin published and circulated in the district. The types of communication and facilities are as below:

Table no.15: List of communication facilities and access VDCs

S.N.	VDCs	Units	System
1	Land phone	1196	General line
2	salija, patichaur, Deupur	13	Marts
	Bhorle, Tribeni, Barrahchaur, Ranipani and pakhapani	10	V sets
3	Thulipokhari, phalebas, Khanigaun, aruchaur	13	VHF
4	46 VDCs	492	CDMA
5		1000	Skyp
6		12530	Prepaid mobile
7		400	Post paid
8	Telephone line access VDCs	33	
9	Cable network	4	
10	Cable network clients	1600	
11	District level newspaper	7	5 weekly, 1 monthly and 1 others

Source: NTC, 2066

3.9.4. Women Empowerment Programme

Women development office is operating women empowerment programme, child and old aged support programme in support to other line agencies to promote gender sensitive and inclusive programme in the district. They are operating programmes in 45 VDCs out of 55 VDCs in the districts, outreach is 82%.

3.9.5 Agriculture Service Centre

The Agriculture Development Office is rendering agricultural promotion services through its centre and sub centres. The coverage, location of its sub-centres is given below:

Table no. 16: Agri-Service Centers/Sub-Centers

S.N.	Service centre	Location	Influence VDCs
1	District agriculture development Office	Kusma	Kurkot, Pang, Siwalaya, Chuwa, Durlung, Pakuwa, Katuwachaupari, Pipaltari
2	Agriculture service centre	Milanchowk	Banshkharka, Majphat, Salija, Dhairing, Lekhaphat, Banau, Naglibang
		Patichaur	Kyang, Bajunang, Bhuktngle, Deurali, Deupur, Tilahar, Chitre, Ramja
		Thulipokhari	Arthur, Thulipokhari, Khaulalakuri, Shankarpokhari, Thapathana, Karkineta
		Phalebas	Bhangara, Devisthan, khanigau, Mudikuwa, Limithana, Thanmaula, Kurgha
		lunkhu	Lunkhudeurali, Phalamkhani, Pakhapani, Bhosing, Balakot, Bhorle, Hoshrandi
		tribeni	Saukhola, huwas, tribeni, Beulibas, Urampokhara, Taklak, Barrahchaur, Ranipani, Shaligram
3	Agriculture service contact office	Shankarpokhari, Kusma	Shankarpokhari, Kusma

3.9.6 Livestock Service Centre

The Livestock Service Office is rendering livestock promotional and management services through its centre and sub centres. The coverage, location of its sub-centres is given below:

Table no.17: Livestock Service Centers/Sub-Centers

S.N	Service Centre/Sub-service Centre	Unit	Located Place
1	District Livestock Office	1	Kusma
2	Livestock service centre	4	Huwas, Deupur, Majphat, Devisthan
3	Livestock service sub centre	8	Ranipani, Bachha, Lunkhu, Thapathana, Pakuwa, Katuwachaupari, Khurkot, Ramja

Source: District Veterinary Office, Parbat, 2066

3.9.7 Health

The Health Service Office is providing services to the people through their networks; hospital, ausadhalaya, primary health centre, health post and health workers. The details of offices, units and locations are as follows:

Table no. 18: Health Services

S.N.	Type of Health service	Number	Place
1	District Public Health Office	1	Kusma
2	District Hospital	1	Kusma
3	District Ayurvedik Ausadhalaya	4	
4	Primary Health Centre -2	2	Lunkhu deurali, Thulipokhari
5	Health Post - 10	10	Mallaj, Salija, Kusma, Pang/ Bajung, Tilahar, Arthur, Sankarpokhari, Limithana, Hosrangdi, Ranipai
6	Sub-Health Post	42	
7	Ayurvedik Health Centre		
8	Vaccination centre	168	
9	Primary Health Seba gaunghar clinic	120	
10	Women Health volunteer	495	
11	Birthing centre	13	Hospital, primary health centre, Sub Health post
12	Community Health Clinic	1	Kanigaun-2

Source: District Health Office, Parbat, 2066

3.10 Hydro power

There are 12 hydro power schemes and produces 162.5 KW. 26 VDCs have national grid supply and 6 have micro hydropower projects and 12 units wind power in one VDC.

3.11 District Forest Management

There are 8 range posts; Modi, Madi, Karkineta, Linku, Shaligram, Tribeni, Siwalaya, and Kaligandaki. The religious forests are not registered yet but operating for religious purpose such as Panchase and Deurali religious forests.

Altogether 13,850 ha of forest patches are managed by the 400 community users groups of which 11,457.5 ha of forest patches handed over to 340 users groups comprises of 38231 households. Remaining users groups are in the process of forest handover. There are 2 leasehold forests registered in Kyang VDCs. There are 11 private forests and 2 religious forests. There are huge resources available in the forest. Details of available forest resource as non timber forest products (NTFP) and medicinal aromatic plants (MAP) as well as pocket areas are as follows

Table no 19: Forest Products and Pocket areas

SN	Forest Products	Pocket Areas (VDC)
1	Medicinal Aromatic Plant (MAP)	Lekhfant, Salija, Kyang, Chitre, Arthar Dadakharka, Ramja Deurali, Karkineta
2	Lokta and argeli	Salija, Bhuktangle, Chitre

SN	Forest Products	Pocket Areas (VDC)
3	Allo,	Salija, Banou, Kyang, Bhuktangle, Falamkhani, Bhoksing, Kurgaha, Balakot, Hosrangdi, Lunkhu Deurali
4	Khoto	Majhphant Mallaj, Salija, Nagliwang, Tilahar, Durlung, Chuwa, Shankar Pokhari, Khanigaun, Karkineta, Pakhapani, Bihadi Barachaur
5	Rattan	Kyang, Bhuktangle, Tilahar, Pangrang
6	Bamboo	Pang, Khurkot, Chuwa, Katuwachapari, Pipaltari, Thulipokhari, Khaula Lakuri, Khanigaun, Karkineta
7	Chirauto, Nagbeli,	Bhuktangle
8	Amrishu	Deurali, Bhuktangle, Durlung, Chuwa, Shivalaya, Thulipokhari, Khaula Lakuri, Ramja Deurali, Balakot, Bhorle, Bahaki Thanti
9	Lotsalla	Chitre, Bhuktangle
10	Shikakai	Pakuwa
11	Utish	Bhoksing
12	Napier	Balakot
13	Khar	Taklak

Source: Annual report 2065/66

3.12 Industries

There are 672 industries registered under production, agriculture, mine, tourism and service and 2,759 people have employed. Altogether 1902 micro enterprises are operating with the technical support of MEDEP/ UNDP. Those are laspsi and ginger candi, sheep wool blanket weaving, allo cloth, Dhaka weaving, pickle, jam and jelly, honey, fruit juice, village bag, bamboo and rattan items, insence, non seasonal vegetable, poultry, piggery, coffee processing, resturant and hotel business, leaf plates, furniture, gold filteration, etc. There are 427 general members and 61 life members of Parbat Indusy and Commerce association, most of them are from Siwalaya VDC.

3.13 Mines and minerals

The rapid feasibility survey was conducted to identify the availability of mines and mineral, but not yet conducted detail survey to excavate the resources. The potential and exisitng identified mines and mineral pockets areas are as follows:

Table no. 20: Potential and existing pocket areas for mines and minerals

S.N.	VDC	Description
1	Majhphant Mallaj	Gold
2	Kyang	slate
3	Nagliwang	Boulder, Sand
4	Pang	Boulder, Sand
5	Khurkot	Boulder, Sand
6	Shivalaya	Boulder, Sand
7	Falamkhani	Iron
8	Limithana	Copper
9	Thana Maulo	Slate
10	Pangrang	Slate
11	Bhoksing	Copper

3.14 Religious and historical places

There are many places which are popular for religious, historical and tourism purposes. These places can be promoted for external and internal tourism. The places are as follows:

Table no 21: Religious and historical places

SN	VDC	Description	Significance
1	Shivalaya	Gupteshwor Gupha	Religious
2	Katuwachupari	Alpeswor Gupha	Religious
3	Khurkot	Bhubaneswor Gupha	Religious
4	Bihadi Barahchaur	Sitalpati gupha	Religious
5	Pang	Saharshadhara	Religious/Tourism
6	Banskharka	Ram mandir	Religious
7	Lekhfant	Vintage point	Tourism
8	Salija	Vintage point	Tourism
9	Majhphant Mallaj	Colonel's Duebar	Historical
10	Nagliwang	Sukleshwor Mahadev	Religious
11	Pang	Muktinath Byankeshwor	Religious
12	Bhuktangle	Vintage point	Tourism
13	Deurali	Panchase danda	Tourism
14	Deupur	Deupurkot, Durbar	Historical
15	Chitre	Panchase danda	Tourism
16	Bajung	Bajuing Shivalaya	Historical/Religious
17	Durlung	Durlungkot, Durbar	Historical
18	Shivalaya	Gupteshwor Gupha	Historical
19	Pipaltari	Purneshwor Mahadev	Religious
20	Arthar Dadakharka	Panchase danda	Tourism
21	Ramja Deurali	Panchakoshi taal	Historical/Tourism
22	Karkineta	Dahare deurali devi	Religious
23	Devisthan	Jaimini ghat	Religious
24	Limithana	Bhairabthan, Siddha ko paila	Historical/Religious
25	Kurgha	Temple	Historical/Religious
26	Hosrangdi	Panyu durbar	Historical
27	Saligram	Saligram	Religious

3.15. Market Key Growth Centre

Random selection of market centres in line with the road alignment was taken. Total of 61 market centres were surveyed and analysed their grades as per their services rendering to the people, number of business centres, service providers and potentiality of agriculture, horticulture, livestock and other local resources as well as historical and tourism importance of the centre. The market centrality index are calculated with standard format and graded. There is 6 market centres graded into A, 10 market centres graded into B, 21 market centres graded into C and remaining 24 graded as potential. Details of centrality index, grade and name of market centre with VDCs are as follows:

Table no 22: Existing and Potential Market Centre

SN	VDC	Market Centre	Centrality index	Grade
1	Shivalaya	Kushma	1250	A
2	Majhphant Mallaj	Wari Beni	233	A
3	Deupur	Patichaur	135	A

SN	VDC	Market Centre	Centrality index	Grade
4	Devisthan	Titunga dhik	133	A
5	Dhairing	Milanchowk	128	A
6	Tilahar	Dimuwa	102	A
7	Huwas	Mardikhola	88	B
8	Thapathana	Melpo Hatiya	78	B
9	Karkineta	Karkineta	77	B
10	Devisthan	Rahale	73	B
11	Devisthan	Khaula	70	B
12	Majhphant Mallaj	Majhphant Mallaj	68	B
13	Lunkhu Deurali	Lunkhu Deurali	59	B
14	Katuwachauhari	Cyclechowk	56	B
15	Nagliwang	Khaniyaghat	56	B
16	Bajung	Sanopakha	55	B
17	Saligram	Setibeni	49	C
18	Khani gaun	Khaula	48	C
19	Mudikuwa	Mudikuwa	47	C
20	Tribeni	Arthun Bazar	46	C
21	Pangrang	Pangrang	44	C
22	Salija	Dahidanda	38	C
23	Shankar Pokhari	Shankar Pokhari	36	C
24	Thulipokhari	Thulipokhari	35	C
25	Deurali	Puranagaun	34	C
26	Lekhfant	Ratamata	30	C
27	Pang	Sahasradhara	30	C
28	Banou	Gam	29	C
29	Pakuwa	Pakuwa	29	C
30	Shankar Pokhari	Pokharachaur	29	C
31	Banskharka	Banskharka	28	C
32	Durlung	Sarunchaur	28	C
33	Limithana	Tindhara	27	C
34	Ramja Deurali	Ramja	26	C
35	Khaula	Khaula Lakuri	26	C
36	Nagliwang	Lasti	25	C
37	Chuwa	Chuwa	25	C
38	Thana Maulo	Khalte	23	Potential
39	Wahaki Thanti	Wahaki bhanjyang	22	Potential
40	Hosrangdi	Hosrangdi	22	Potential
41	Urampokhara	Urampokhara	21	Potential
42	Kyang	Lespar	20	Potential
43	Arthar Dadakharka	Arthar	19	Potential
44	Bhuktangle	Lapsibot	19	Potential
45	Pang	Maldhunga	19	Potential
46	Pakhapani	Lamtung	18	Potential
47	Pakuwa	Silmi Lamatha	18	Potential
48	Bhorle	Tallo Hile	17	Potential
49	Chitre	Patachautari	17	Potential
50	Bihadi Barachaur	Ambari	16	Potential
51	Balakot	Balakot	16	Potential
52	Saraukhola	Saraukhola	14	Potential
53	Bihadi Ranipani	Emi chaur	14	Potential
54	Falamkhani	Ghante deurali	13	Potential
55	Pipaltari	Bitalab	13	Potential
56	Lekhfant	Gairagaun	13	Potential

SN	VDC	Market Centre	Centrality index	Grade
57	Bachha	Durlung Bazar	12	Potential
58	Bhangara	Bhangara	12	Potential
59	Huwas	Bhurtelthok	12	Potential
60	Durlung	Salyan	11	Potential
61	Lekhfant	Phalamedanda	10	Potential

Brief introduction of the market centre:

1. Kusma/ Siwalaya

Kusma in Siwalaya VDC is a district headquarters of the Parbat and main market of the district. It is situated on the way to Pokhara Baglung and Pokhara Beni Highways. It is located in the foothill and Kali Gandaki river bank, hence it has long strip of plain land and developed market in it. All the government offices, educational institutions, hospital, development organisations, financial institutions, business centre are accommodated in this area. The habitants of east and south VDCs visit to buy the consumable good and sell their local products. The habitants of Durlung, Balung, Khurkot, Pang, Banu, Katuwachapuri, Pipaltari, Mudikuwa, Narayansthan and Amalchaur are the main customers of this market.

2. Wari Beni

Wari Beni is the old market place developed in the river bank of Kali Gandaki and junction of Magdi, Mustang and Baglung districts. This is the trekking route towards the northern districts of the Parbat. This area is the market centre for the habitants of Dhairing, Lekhphat, Salija, Majphat, Baskharka of Parbat district and 41 VDCs of Myagdi district, 5 VDCs of Baglung and all VDCs of Mustang. The people from northern areas come for buying consumable goods and selling their local products like forest, agriculture, fruits and livestock. There is high school, many hotels and shops, rice mill, forest and agricultural based industries cooperatives and NGOs are working in this area.

3. Patichaur / Deupur

This is market centre for the habitants of Bause, Nyaulo, Sanapata, Jogidhum, Punthok, Kodhthok, Jaisithok, Phalate, Tapu, Jukepani and Deurali villages of Bajung and Deupur VDCs. There are high schools, rice mills, agro based industry, agriculture service centre, veterinary service centre, cooperatives and many shops and restaurant.

4. Titungadhik / Devasthan

This area has campus and high schools. There is one primary health care centre, many shops and hotels, rice mill, industries and cooperatives. The people from Baglung and Gulmi also visit to this market centre for purchasing the consumable goods and selling their local products. The habitants of Kurga, Pangrang, Bachha, Devistan, Limithana of Parbat; Arjewa, Jaidi, Ghimti Binamare of Baglung and Khadakota of Gulmi come for buying their needy consumable goods and selling local forest, agricultural and livestock in the market. The market area is extended along the population growth and expansion.

5. Millan Chowk/ Dhairing

This area is highly potential for agricultural product. The area is situated in the river bank, so irrigation facilities are available. The area is junction to Pokhara Beni highway; hence it is developed as market centre for Majphat, Lekhphat, Baskharka, Salija of Parbat district; and Nagi and Ramch of Myagdi district. This is potential area of agro product. There is primary schools, hotel and shops, rice mills, agro industries and agricultural service centre, cooperatives and NGO is working in this area.

6. Dimuwa / Tilahar

Dimuwa market is allied with the Pokhara Parbat highway and first market entering to Parbat district. There is mini hydro power near by this market centre. This is the market centre for

the habitants of Thamarjun, Ramjathati, Lamsal thar, Kharel thar, Malka and Darak for buying their consumable goods and selling their local products. There is one campus, health post, veterinary service centre, industries, many shops and restaurant.

7. Mardikhola/ Huwas

The habitants of Saraukhola, Bhorle, Beulibas, Tribeni, Hulkang, Kaule and Huwas visit to this market for buying their consumable goods and selling their local products as agricultural, forest and livestock. This is one of the biggest markets in southern part of the Parbat. The market place is developed in the river bank of the Huwas, Tribeni, Saraukhola and Beulibas junction. There are educational institutions, health post, veterinary service centre, postal services, NGOs and INGOs working in this area. There are many shops and hotels, rice mill and industries.

8. Melpo Hatiya/ Thapathana

The Melpo Hatiya is the name of old mobile market where people from distance come for selling their local products and buying their consumable goods, now this mobile market has been established as permanent market. The people from Bhangara, Karkineta, Thapathana and Shankar pokhari VDCs come to buy consumable goods and sell their local products. This place is the market centre for the habitants of Ulleri, Chanaute, Thapathana and Maidan. There are schools, health post, agricultural service centre, veterinary service centre, post office, cooperatives and NGOs are working in this area. There are many restaurants and shops, rice mill, agro industries.

9. Karkineta

This area is near to Syanja district, where many development works such as eco tourism promotion and community forests are implementing. This area is linked with all weather roads from Kusma and transportation services from Kathmandu to Syanja and Karkineta in season. This market centre is for the people from Bichari chowk, Khaula, Chanaute, Khum, Tham, Patihar, Bhujel and Bharermara. There is educational institution, health post, postal services, cooperatives, many restaurants and shops.

10. Rahale/ Devasthan

The Rahale market centre is situated in line with the proposed highway towards south Kusma Kali Gandaki. The people from Kanigaun, Limithana, Thanamaula, Sankarpokhari, Kurga, Devasthan, phalamkhani and Bhangarare of parbat district and Binamare, Sakurbam Kusmisera, Rangkhani, Suntalachaur and Damek of Baglung district visit to this area for marketing of their local products and buying their daily needs products. There are schools, health post, agriculture service centre, veterinary service centre, industries and cooperatives. There are many shops and restaurants rendering services for the travellers.

11. Khaula / Devasthan

This is the market place for the habitants of Khanigaun, Limithana, Sarangdi and Kurga. They visit this place for buying their needy consumable goods and selling their products. It has seasonal road linked to Kusma. There is one campus, health post, postal services, cooperatives and NGOs working in this area. There are many shops and restaurants.

12. Majphat Mallaj

This market is developed in plain area of river bank. This area has irrigation facilities and suitable for agro products. This is the market centre for Banskarka, Lekhfant Majphat Mallaj VDCs. The habitants of Banskarka, Amichaur, Deep, Gadhekhola, Lopre and some wards of Majphat villages visit to this market centre for buying their daily consumable goods and selling their local products. There is one campus, health post, agriculture service centre, veterinary service centre and postal service centre, cooperatives and NGOs. There are agro base industries and many shops.

13. Lunkhu Deurali

There is one campus, primary health care centre, agricultural service centre, veterinary service central and postal service centre. The people from Pakhapani, Kurgaha, Balakot, Bhoksing, Lunkhu and Huwas visit to this area for marketing of their products. This is shortest road link for southern areas to Kusma district headquarter.

The habitants for Koleri, Bhuktang, Balakot and Lunkhu come to buy consumable good and sell their local products. There are bus services from Kusma to Lunkhu during dry season.

14. Cycle chowk/ Katuwachaupari

The area is near to kusma and transportation services are available up to cycle chowk. The people from Shankarpokhari, Pipaltari, Thapathana and Mudikuwa VDCs come for marketing of their products. The habitants of Rugdithapathar, Karki, Nuwar, Pirkot, Katuwachaupari, Sikekhet, Salghari, Kalimati, Luwa, Bhedatar, Mudikuwa and Churi visit the market for buying daily consumable goods and selling their products as agricultural, livestock and forest. There is highschool, health post, agricultural service centre, veterinary service centre and postal service centre. There are many restaurants, grocery shops and other to render services for travellers. There is forest based industries.

15. Khaniyaghat/ Nagliwang

The word as Kaniyaghat is a market, where weighing machine was kept for buying and selling situated in the river bank. The people from Banau, Naglibang, Nuwar, Basbot and Ramrekha visit for consumable goods and selling their products. This area is near by Baglung transportation linked by suspension bridge. Consumable products are supplied from Baglung. Handmade paper from Lokta is one of the sources of income. There is one highschool, health post, agriculture service centre, veterinary service centre and many forest based production units. There are shops and restaurants providing food for the travellers.

16. Sanopakha / Bajung

The market centre is near to highway Pokhara Kusma but there is no road links, hence people use this way for walking. The habitants of Khurjari, halhale, kalimati, kholakhet, bause, phalhalane of Kyang and Bajung VDC come for buying their daily need items and sell their local products. There is highschool, health post, veterinary service centre and postal services. There are one handicraft production unit and rice mills. There are many shops rendering services for the visitors.

17. Setibeni / Saligram

The market centre is the southern part of the parbat district and near to Syanja district. The habitants of Saligram, Bahaki, Arbini, Uram pokhara, Ranipani, Barrahchaur and Taklak of Parbat district and Pithikola of Syanja visit to this market to sell their local products and buy their daily need items. There is higher secondary school, health post and postal service.

18. Kaula /Khanigaun

The people from Khanigaun, Limithana, Thanamaula, Shankarpokhari, Kurgaha, devasthan, phalamkhan and Bhangara visit to this market for buying and selling activities. The habitants of atighar, chamni, rumta, pantaghar, archele, sarandi-birauta villages are come for buying their daily consumable goods and selling their local products like agricultural and livestock. There are educational institutions, health post, agriculture service centre, veterinary centre, postal service and cooperatives rendering services to the local people. There are many shops and restaurants providing services for travellers.

19. Mudikuwa

There is campus, health post, postal services and cooperatives in this area. The people from Mudikuwa VDC and Sarangi and Amalchaur of Baglung district visit to this market centre for buying and selling their products. There are shops in the market.

20. Arthun Bazar/ Tribeni

The area is the market centre for the people of Beulibas, Taklak, Uram pokhara and Tribeni VDCs. The habitants of Behulibas, Taklak, Uram, Bhami, Ghunsung, Kuminde, Sitalpata and Chimire visit to this market centre for buying their daily needs and sell their local products. There are education institutions, health post, agriculture service centre and agro base industry. There are few shops and restaurants.

21. Pangrang

This market centre is for the local habitants of Pangrang, Bhoxing and Bachha VDCs. The people from pangrang, chiti and Saldada come for buying daily needs and sell their local products. There are highschool, health post, postal service, shops and restaurants.

22. Dadi danda/ Salija

The people from Salija, Lekhphat and Ramche of Magdi visit to this market for daily consumable good. The habitant of Deep, Bhotedada, Gam, Okhrenei, Patal kharka, Tare, Anthe chaur, Lopre, Kuwapani and Naghi come for selling their local products and in substitute buy consumable goods. There are higher secondary school, health post, post office rice mill, one agrobases industry, cooperatives and many shops to render services to the locale.

23. Shankar pokhari

There is one campus, health post, post office, cooperative, NGOs working in this area. This is small local market limited to the habitants of Shankarpokhari VDC.

24. Thilipokhari

The people from Birauta, Ghustung, Bumi, Arjikot, Puwajorbati, Robote, Khoriyapani, Batase, Sidhalidada, Majhpanichowk visit to this local market for buying daily necessary goods and sell their local products. There are education institutions, health post, agriculture service centre, postal service centre and many shops and restaurants delivering services to the habitants

25. Purangaun/ Deurali

The habitants of Langdi, Jogi and Dhum of Deurali VDC visit for local consumable products and sell their local production as agriculture, livestock and forest products.

There is one high school, health post, rice mill and agriculture base industry and cooperatives.

26. Ratamata / Lekhphat

This area is the trekking route to Myagdi and market centre for the habitants of Lekhphat, Bhotedada and Sworadeep

27. Shararshdhara/ Pang

The area is popular for religious purpose as thousands of water fall. This market is for the habitant of Pang, Banau and Khurkot. The area is known as agriculture pokhet area. There is one primary school, few shops and restaurants. There is 2 forest based and one agriculture based industries.

28. Gam/ Banau

This is a small local market in Banau VDC. The area is the habitants of poor and dalit people. The people from Banau and Pang VDCs visit to this market area for marketing of their local products and buying their daily consumable good.

29. Pakuwa

This is market centre for the people from Sera, Ranisware, kaule, Gotekhet, pkhajar of pakuwa VDC. This is small local market. There is one highschool, health post, veterinary centre, postal service centre and cooperatives. There are very few shops and tea stalls.

30. Pokharachaur / Bihadi Ranipani

The people from Wahaki and Bihadi ranipani VDCs come to this market centre for their daily consumable good. The habitants of Nainadi and Loke visit to this market area for marketing of their local products and buy their daily needs. There is one campus, health post, veterinary service centre, postal service centre and NGO. There is daily consumable goods shops and tea stall in this area. It has road link with neither Syanja nor headquarters of Parbat. This area will be linked with proposed Kali gandaki highway in future; hence it has high potential in future.

31. Banskharka

The habitants of Banskharka, Lopre, Banbade, Dadakoteri and Ramche/ Nagi of Magdi district visit to this market centre for purchasing their necessary goods and selling their local products. This is the trekking route to the Magdi and potential market centre for the northern belt. There is one highschool, health post, postal service, rice mill and forest based industries.

32. Saurnachaur/ Durling

The people from Bhum, Halhale, Chanaute, Kafalchaur visit to this market centre to buy for daily consumable goods and sell their local products like forest, agriculture and livestock. There are educational institutions, health post, rice mill, veterinary service centre and postal service.

33. Tindhara/ Limithana

The people from Limithana and Thanamaula visit to this market centre for buying and selling their products. There is one high school, health post, rice mill, postal service and few consumable good shops and restaurants.

34. Ramja / Ramja Deurali

The people from Gamethar, Dadagople, Chap, Tappu, Tisunthar, Shirbani, Mas khark, Kotegaun and Saunepani of Ramja, Pakuwa, Tilahar and Chitre VDCs visit to this market centre of purchasing consumable goods and selling their products. There are high school,

health post, forest based and agro based industries, veterinary service centre and postal services.

35. Khaula / Khaula lakuri

This area is the market centre for the habitants of Okathi, Kunadi, Deep, Gerothar, Charalethar of Khaula and thilipokhari VDCs. The people come for buying daily consumable goods and sell their products. There is one high school, postal service centre and few shops.

36. Lasti/ Nagliwang

This area is the market centre for the habitant of Dhairing, Banau and Naglibang. The people come for buying and selling their products. There is one primary school, rice mill, forest based industry and few shops of consumable goods.

37. Chuwa

The people from Durling, Soti, Pokhrelthar, Marakhi and Aldada visit to this market place for buying and selling their products. There is one high school, health post, ricemill, agro based industry, postal services and cooperatives.

38. Khalte/ Thana maula

The people from Thanamaula and Bhangara VDCs visit to this market centre for their purchasing and selling the goods. There are educational institutions, healthpost, rice mill, postal service and shops and restaurants to render services to the local people. This market has high potential in future.

39. Wahaki Bhanjyang

The people from Uram pokhara, Wahaki and Shaligram VDCs of Lureng, Bhaterbaha, Talatum and kartike villages visit to this market place for buying and selling their products. There is educational institutions, health post, rice mill, postal service, many shops and restaurants providing services to the local people. There is high potential to expand this market centre once kali gandaki highway complete.

40. Hoshrangdi

The people from Padharkuwas, majhagaun, Bijukharka, kxanimohar, thamidada of Hoshrangdi VDC visit to this market place for buying and selling their products. There is highschools, health post, rice mill, post office, NGOs and few consumable goods shops. There is high potentiality once kali gandaki highway operation.

41. Uram pokhara

The people from Getang, Chiurikhalta and Bhanjang for Wahaki and Uram pokhara visit to this market centre for their consumable good and selling their productions.

There are educational institutions, rice mill, postal service and few shops of consumable goods. This market centre carries future potentiality.

42. Lespar / Kyang

This is the market centre for the habitants of Makjar, Tallo lespar and Lespar of Kyang VDC. It has nice landscape and fertile area and popular agro products. There is one highschool, health post, postal service, rice mill, forest based industry and few shops. There is future potentiality.

43. Arther

The people of Kaule, Sahiswara, Neta, Warke, Dhadswara, Bagale and Okhadi of Arthur and Khaula visit to this market area for marketing of their products and buy goods for household. There are one high school, rice mill, postal service, and few shops. This market centre carries future potentiality.

44. Lapsibot/ Bhuktangle

This is market centre for the habitants of Ghibrang, Tangle and Bhuka for Bhuka VDC for buying consumable goods and selling their local products like NTFP, Fruits, livestock and Vegetables. There is one primary school, health post, rice mill and shops for consumable goods. There is future potentiality.

45. Maldhunga/ Pang

This area is the junction to high ways Pokhara Banglung and Pokhara Beni. There is tax collection centre and small market of the travellers. This is a bus stand and further developed as market area. There is one primary school, post services and few tea stalls and consumable goods shops. This area has future potential growth.

46. Lamtung/ Pakhapani

The people from Lamtun, Pakhapani and Lukhu jorkafel of Pakhapani and Lunkhu VDCs visit this market area for purchasing their consumable goods and selling their production. There are educational institutions, rice mill and shops. There is future potential.

47. Silmi Lamatha / Pakuwa

The people from Sera, Raniswara, Kaule, Ghotekhet and Pakhjar of Pakuwa VDC visit this market area for marketing of their products and buying consumable goods. There is one high school, rice mill and consumable goods shops. This market carries future potentiality.

48. Tallo Hile / Bhorle

The people from dadagaun, Ikang, Chetridada, Jimire, Alithar, Halonithar, Karki thumka, Chaurgauda, Chaubari dada and Makiaran of Saraukhola and Bhorle VDCs come to buy and sell their products in this market. There is one high school, health post, ricemill, postal service and few shops. There is potential in future.

49. Patachaupari/ Chitre

The habitants of Odate, Chorelghar and Patal khark of Chitre VDC visit to this market area for their buying and selling the products. There is one high school, health post, rice mill, postal service, restaurants and shops. There is potentiality in future.

50. Ambari/ Bihadi Barachaur

The people of Taunadi of Barachaur and Bhoksing VDCs visit to this market place for buying and selling their products. There is high school, health post, shops and tea stalls, hence it has future potentiality.

51. Balakot

The habitants of Patle, Ghantare, Bhirkuna and Balakot visit to this market centre for buying and selling of their products. There is one highschool, health post, rice mill, postal service and consumable item shops.

52. Saraukhola

The people from Saraukhola and Ikanga of Bhorle visit to this market area for marketing of their products. There is one high school, health post, rice mill, post service and few shops. This is small market but potential in future.

53. Emi chaur / Bihadi Ranipani

This is small market established in the river bank near by Kali gandaki Highway. The visitors and near by areas of Ranipani visit to the areas for consumable goods.

54. Ghante Deurali

The people from Rayakot, Lunkhu, and Thanamaula, Phalebas and Arjun chaupari of syanja visit to this market place for their daily consumable goods. There is one campus, health post and few shops of consumable goods.

55. Bitlab/ Pipaltari

The people of Bitlab/ Pipaltari and Puwa/ Thulipokhari visit to this market area for buying their daily need items. There is one collage, rice mill and few shops. There is potential in future growth.

56. Durling Bazar/ Bachha

This is small local market for the habitants of Bachha VDC are visit to this market area to buy consumable good. This area is linked with the Kaligandaki highway, once highway open, there is huge potentiality of market growth.

57. Gairagaun / Lekhphat

This is a small market for the habitant of Gairagaun and Pokharathok settlements of Lekhphat VDC. There is one primary school, rice mill and shops for consumable goods.

58. Bhangara

This is local market of the Bhangara VDC. The habitants of whole VDC visit to this market area for buying and selling their products. There is one highschool, health post, postal service office and few shops of consumable goods.

59. Bhurtelthok / Tribeni

The habitants of Kaule, Ghumsung, Tikka, Bhotekharka, Philtung, Dadaghar and Bhusalthok visit to this market place for buying their daily consumable goods. There is primary school and

few shops. This area is near to Syanja and it has high potential, once the kaligandaki highway completed.

60. Salyan / Durlung

This is market centre for the habitants of Salyan village of Durlung VDC. There is one highschool, ricemill and few shops. This is potential market place for future.

61. Phalamedanda

This area is the popular for iron mine and habitant of black smith. This area situated in 2300 mt amsl and treking route as well as toursim potential. This area has huge potential for medicinal and aeromatic plants and promoted as Potato centre. This is market centre for the habitant of Lopre and Kuwapani and potential market centre.

CHAPTER IV: DISTRICT INVENTORY MAP OF RURAL ROAD NETWORK

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4.1 Existing Transport Situation

Parbat district has no air transport service besides the road transport facilities. Basically, the development of Pokhara-Baglung highway broke up the barrier of isolated territories through improved access to nearby regional market center of Pokhara as well as other parts of Nepal. In the present context, Pokhara-Baglung highway is in the black topped stage and Maldhunga-Beni feeder road is in the progress towards black topped condition.

4.2 National Highway:

Pokhara-Baglung highway, linking Pokhara to Parbat and then Baglung districts, passes through 9 VDCs of this district, viz., Deupur, Tilahar, Bajung, Durlung, Chuwa, Siwalaya, Khurkot and Pang. Of the total 62 km length from Pokhara to Baglung, about 26.40 km length from Dhaulagiri gate to Maldhunga bazaar lies within this district. The highway is already black topped and provides all-weather transport facility leading to the acceleration of economic growth as well as other sorts of development options in the region.

Table: 4.1: Summary of National Highway:

S. N.	Name of Road	Length(Km)			Total length	Remark
		Black topped	Gravel	Earthen		
1	Pokhara-Baglung Highway	26.4	-	-	26.40	

4.3 Proposed Highway (Kaligandaki Rajmarg)

In this district, Dovilla-Phalebas-Setibeni is proposed as a highway by the DoR which is being implemented from end point of Setibeni. However, DDC Parbat has no explicit authenticity about how much length of this district road will be incorporated into a proposed highway. Most probably, the proposed highway may incorporate a section of Setibeni to Mudikuwa, and then will divert towards Baglung district leaving Mudikuwa-Dovilla section as a district road. So, in the discourse of preparing District Transport Master Plan of this district, Dovilla-Phalebas-Setibeni district road has been incorporated into evaluation and screening under district road (RRA).

4.4 Feeder Road:

Parbat district has a single feeder road from Maldhunga to Benistarting from Pokhara-Baglung highway at Maldhunga and again meet Pari-Beni highway, which is district headquarter of Myagdi district. It passes through Naglibang, Dhairing and Majhphant Mallaj VDCs of Parbat district, connecting Maldhunga and Waribeni major market centers with district headquarters of Parbat and Myagdi districts. The total length of this road is 14.32 km, out of which 3.08 km of blacktopped and 11.24 km of gravel length has been providing all-weather transport facility for the people living in the area.

Table - 4.2: Summary of Feeder Road:

S. N.	Name of Road	Length(Km)			Total length	Remark
		Black Topped	Gravel	Earthen		
1.	Maldhunga-Beni Feeder Road	3.08	11.24	-	14.32	

4.5 District Roads

Brief description of district road networks, which comprise district roads class 'A' (RRA) and class 'B' (RRB), are described below:

4.6 District Roads Class "A"

Study and analysis shows that Parbat district has 17 district roads of class 'A'. Most of the district roads are of earthen surface with fair-weather serviceability. Moreover, construction quality of these roads is poor in engineering aspects, as about 30% of total length needs to be rehabilitated and upgraded to meet the design standards. In order to boost up economic growth of people, it needs to have an improved transport system throughout the year. The individual district roads are described in brief as below:

Divilla-Phalebas-Bachchha-Ranipani-Setibeni (Kaligandaki) (44A001R)

This road starts from Pokhara-Baglung highway at Dovilla of Chuwa VDC and targeted to reach Setibeni of Saligram VDC. This road provides linkage of district headquarter of Parbat with Gulmi district directly and with Syangja district indirectly. It almost follows a valley alignment firstly along the Modi river and then along the Kaligandaki river, passing through Dovilla, Silmiphant, Cyclechowk Gyandi Phant, Mudikuwa, Rahale Market Centre, Devisthan, Phalebas, Kurgha, Sirkang, Pangrang, Raumass, Karnass, Gairabari, Bachchha Barrachaur, Aambari, Satbise, Ranipani, Kumal goan, Dalitgoan, Durlan, Phoksing, Dorma, Liyan Lamagara, Golan, Mithlan, Setibeni of Chuwa, Pakuwa, Pipaltari, Katuwachaupari, Sankarpokhari, Mudikuwa, Devisthan, Kurgha, Pangrang, Bachchha, Barrachaur, Ranipani, Wahaki and Saligram VDCs respectively. The total length of this road is about 49.08 km, out of which 6.56 km is gravelled surface within which all-weather transport service takes place, while in the remaining 42.52 km earthen section vehicles are plying seasonally. It is fair in geometric and surface condition. Regarding natural cross drainage structures, only one truss bridge over Modi River, 5 nos. of stone causeways and 10 nos. of RCC humepipes are constructed, while under the new structures, 3 nos. bridges, 2 nos. of slab culverts, 10 nos. of causeways and 6 nos. of humepipes have to be constructed.

Basically, this road is being implemented by DoR and it is proposed as Kaligandaki highway. Most probably, proposed Kaligandaki highway will incorporate a section from Setibeni to Mudikuw of this Divilla-Phalebas-Bachchha-Ranipani-Setibeni district road and it may follow a path of Kaligandaki leaving Modi River alignment of Mudikuwa to Dovilla. In such situation without sufficient evidences with DDC Parbat about this newly developed scenario, the whole section of this district road is incorporated in DTMP under

evaluation and screening process. Nonetheless, this road is one of the longest routes and will have high contribution in boosting up the economic growth of this district.

Divilla-Silmi-Thulipokhari-Karkineta-Lunkhu-Bhoksing-Uram-Wahaki (44A002A)

This road starts from Chisapni-Huwas-Triveni-Ranipani-Barrachaur road at Silmiphant of Pakuwa VDC and targeted to reach Wahaki, where it meets Chisapni-Huwas-Triveni-Ranipani-Barrachaur road. It traverses partly ascending and descending and partly ridge types of terrains, passing through Silmiphant, Mandanda, Lamatha, Thulipokhari, Khaula, Karkineta, Bagale, Ghante, Ganapang, Pakhapani, Jorkafal, Koleri, Lunkhu, Bhoksing, Hosrangdi, Gaptang, Wahakibhanjyang, Churikhalta, Jamune and Urampokhara of Pakuwa, Thulipokhari, Khaula, Karkineta, Thapathana, Bhangara, Ghante (Syangja), Pakhapani, Lunkhu, Balakot, Bhoksing, Hosrangdi and Urampokhara VDCs respectively. Small portion of road between Churikhalta and Urampokhari has yet not been completed. The total target length of this road is about 50.92 km out of which 47.92 km is already constructed within which vehicles are plying seasonally. About 3 km length between Churikhalta and Urampokhara is planned as a new section to be completed soon. It is fair in geometric standard and surface condition. This road is one the selected district roads to be implemented by RRRSDP project. It has to be constructed new drainage structures like 1 no. of bridge and slab culvert each and 3 numbers of causeways. Basically it has played vital role in connecting almost half of the area of constituency no. 2 and part of 1 with the district headquarter through Chisapni-Huwas-Triveni-Ranipani-Barrachaur district road and highway. In addition, it has also an important role in connecting many VDCs of Parbat with Syangja and Kaski districts. So, it has great potentiality in accelerating overall development options of the large area of the district.

Mudekhola (Rahale)-Lunkhu-Huwas (44A003R)

This road starts from Divilla-Phalebas-Bachchha-Ranipani-Setibeni district road at Rahale of Devasthan VDC and meets Chisapni-Huwas-Triveni-Ranipani-Barrachaur district road at Mardikhola bazaar by its end point. It almost follows ascending and descending path until it reaches to its destination point. It passes through Khaula, Chirdikhola, Kurgha, Duktun, Lame, Lunkhu, Jyamire, Pakhapani, Paynubhanjyang, Bhorle, Saranukhola, Mardikhola of Devasthan, Khanigoan, Limithana, Kurgha, Lunkhu, Pakhapani, Bhorle, Saranukhola and Huwas VDCs. The total length of this road is about 31.94 km within which transport facility is available as a fair-weather serviceability. It is fair in geometric standard and surface condition. Regarding natural cross drainage structures, one RCC bridge over Lamayakhola and 3 nos. of humepipes over small natural drainages are already constructed and other necessary structures are yet not been constructed. It has to be constructed some new structures, like, 4 nos. of new bridges, 1 no. of slab culvert, 31 nos. of causeways and 5 nos. of humpipe structures over different natural drainages. Basically this road is potential in accelerating economic growth of population living in Illaka no. 6, 7, 9 and 10 through promotion of high valued crops, fruits, livestock, non-timber and mining sectors. This road is considered as a strategic road in connecting the Parbat district with the Syangja as well as Gulmi districts.

Chhamarke-Khurkot-Bhatebari-Banau-Deurali (Salija) Road (44A004R)

This road starts from highway at Chhamarke of Khurkot VDC and meets to Kusma-Durlung-Halhale-Lespar-Salija district road at Deurali Danda by its end point. It almost traverses ascending and descending terrain passing through Chamarke, Khurkot, Banau, Nuwara and Armadi settlements of Siwalaya, Khurkot, Pang, Banau and Salija VDCs. The total length of this road is about 23.74 km within which seasonal vehicles pliability

takes place. About 300 m length of new section from Dhad to Regmithok is under the construction. It is fair in geometric standard and surface condition. Altogether, about 2 nos. of new causeways need to be constructed. Basically this road is potential in boosting up economic growth of Illaka no. 1 and 2 through promotion of high valued crops, fruits, livestock, and non-timber sectors. More importantly, this road is considered as a shortest route in providing access to people of Illaka no. 1 and 2 with district headquarter.

Hilekhola-Ahalegaira-Karkineta-Thapathana-Phalebas (44A005R)

This road starts Hilekhola, border of Parbat and Syangja districts, crossess Divilla-Silmi-Thulipokhari-Karkineta-Lunkhu-Bhoksing-Uram-Wahaki road at Karkineta and meets Mudekhola (Rahale)-Lunkhu-Huwas district road by its end point at Khaula. This road traverses almost ascending and descending terrains while passing through Ahalegaira, Bicharichautara (sangja), Karkineta, Thapathana, Shankarpokhari, Khaldanda, Armana and Khaula of Karkineta, Thapathana, Sankarpokhari and Khanigoan VDCs. The total length of this road is about 16.89 km, out of which beginning section of 5.19 km is gravelled with all-weather service upto Karkineta bazaar and within remaining earthen section of 16.08 km seasonal transport service is taking place. This road is one the selected district roads to be implemented by RRRSDP project. It is fair in geometric standard and surface condition. Regarding natural cross drainage structures, 1 no. of stone causeway and 4 nos. of RCC humepipes are already constructed and new structures like 2 numbers of slab culverts, 10 numbers of causeways and 2 numbers of humepipes have to be constructed over different natural drainages. Basically this road has a higher potentiality in accelerating economic growth of the area by providing a linkage for Parbat district with Syangja, Kaski and other regions of Nepal.

Kusma-Durlung-Halhale-Lespar-Saliya (44A006R)

This road starts from Pokhara-Baglung highway at Kusma bazaar, district headquarter of district and is targeted to reach Dahidanda of Saliya VDC, where it meets Milachowk-Divilla-Saliya-Lopre-Nagi (Myagdi) district road. It mostly follows ascending and descending path passing through Kusma, Durlung, Halhaale, Lespar, Tare and Dahidanda of Siwalaya, Durlung, Kyang and Saliya VDCs respectively. The total length of this road is about 35.39 km within which transport facility is available as a fair-weather serviceability. It is poor in geometric standard and surface condition. This road is one the selected district roads to be implemented by RRRSDP project. Regarding natural cross drainage structures, it has yet not been constructed any structures, so it needs to be constructed 12 nos. of new causeways. Basically this road is considered important in providing access of Illaka no. 1, 2 and 4 with district headquarter. It has potentiality in promoting high valued crops, fruits, livestock, and non-timber development in the area.

Dimuwa-Tilahr-Ramja-Chitre-Bhadaure (Kaski) (44A007R)

This road starts from Pokhara-Baglung highway at Dimuwa bazaar of Tilahr VDC and is targeted to connect this district with Kaski district at Bhadaure, border of both the districts. It mostly traverses ascending and descending path passing through Tilahr, Ratmata, Chhapa, Thanti, Malka, Chitrepatha, Thulipauwa and Bhadaure of Tilahr, Pakuwa, Ramja, Chitre and Bhadaure (Kaski) VDCs respectively. The total length of this road is about 19.60 km within which transport facility is available as a fair-weather serviceability. It is fair in geometric standard and surface condition. Regarding natural cross drainage structures, it has yet not been constructed any structures, so it needs to be constructed new structures like 4 numbers of bridges, 6 numbers of slab culverts, 11 numbers of causeways and 4 numbers of humepipes. Basically this road has a potentiality as a

strategic linkage between Parbat and Kaski districts leading to the overall development of the area.

Milanchowk-Divilla-Lekhphant-Saliya-Lopre-Nagi (Myagdi) (44A008R)

This road starts from Maldhunga-Beni feeder road at Milanchowk of Dhairing VDC and targeted to reach Nagi (Myagdi). It has a great importance in linking Myagdi with the Parbat district. It mostly follows ascending and descending path passing through Milanchowk, Kholakhet, Dhaulepar, Saliya, Okhreni, Phalamedanda, Lopre and ultimately upto Nagi of Dhairing, Majhphant, Saliya and Lekhphant VDCs and Myagdi district. The total length of this road is about 28.39 km within which transport facility is available as a fair-weather serviceability. It is fair in geometric and surface condition. Regarding natural cross drainage structures, new structures like 1 no. of bridge over Kholakhet and 13 nos. of causeways have to be constructed. Basically, it has potentiality in promoting fruits, livestock, and non-timber and tourism sectors in the area.

Lunkhu-Balakot-Sitle-Sadhane-Huwas Bazaar (44A009R)

This road starts from Divilla-Silmi-Thulipokhari-Karkineta-Lunkhu-Bhoksing-Uram-Wahaki district road at Milanchowk of Lunkhu Deurali VDC and is targeted upto Huwas bazaar, where it will meet Mudekhola (Rahale)-Lunkhu-Huwas district road. It mostly follows ascending and descending path passing through Lamsuwara, Patle, Balakot, Sitle, Sadhane, Saranukhola, Huwas of Lunkhu, Balakot, Saranukhola and Huwas VDCs. The total length of this road is about 10.51 km, out of which 4.51 km upto Sitle of Balakot VDC is already constructed within which seasonal transport service is operating seasonally. The remaining section of length 6 km is planned as a new section to be extended upto Huwas bazaar. It is poor in geometric and surface condition. Regarding natural cross drainage structures, 3 nos. new causeways have to be constructed. Basically, it has potentiality in promoting livestock, high valued crops, horticulture, and non-timber as well as religious and historical areas.

Milanchowk-Kothghar-Banskharka (Tallo) (44A010R)

This road starts from Maldhunga-Beni feeder road at Milanchowk of Dhairing VDC and is targeted upto orange pocket area of Banskharka VDC. It mostly follows ascending and descending path passing through Milanchowk, Phandkedhunga, Swamichautara, Kothghar, Kotdanda and Banskharka of Dhairing, Manjhphant and Banskharka VDCs respectively. The total length of this road is about 13.08 km upto Banskharka within which vehicle pliability is taking place seasonally. It is poor in geometric and surface condition. Regarding natural cross drainage structures, 12 nos. of new causeways have to be constructed. Basically, it has potentiality to in promoting livestock, high valued crops, horticulture, non-timber as well as religious, historical and tourism areas.

Limithana-Thanamaula-Ghante (Syanja) (44A011R)

This road starts from Mudekhola (Rahale)-Lunkhu-Huwas district road at Lamayakhola of Limithana VDC and targeted to reach Ghante bazaar, border of Parbat and Syangja district, where it meets to Divilla-Silmi-Thulipokhari-Karkineta-Lunkhu-Bhoksing-Uram-Wahaki district road. It mostly follows ascending and descending path passing through Limithana, Thanamaula, Phalamkhani and Ghante bazaar. The total length of this road is about 16.89 km within which transport facility is available as a fair-weather serviceability. It is poor in geometric standard and surface condition. Regarding natural cross drainage structures, 13 nos. of new causeways have to be constructed over small cross drainages.

It has potentiality in promoting high valued crops, fruits, livestock, and non-timber development in the area.

Patichaur-Bajung-Khuijeri-Kyang-Lespar (44A012R)

This road starts from Pokhara-Baglung highway at Patichaur of Bajung VDC and targeted to reach Lespar of Kyang, where it will meet with Kusma-Durlung-Halhale-Lespar-Saliya district road. It mostly follows ascending and descending path passing through Patichaur, Pokhare, Bause, Sanupakha, Sivalaya, Khaijuri, Kyang and Lespar of Bajung and Kyang VDCs. The total target length of this road is about 18.77 km, out of which 13.77 km is already constructed within which seasonal transport service is operating seasonally. The remaining section from Kyang to Lespar of about length 5 km is planned as a section to be extended. It is poor in geometric and surface condition. Regarding natural cross drainage structures, new structures like 2 nos. of bridges, 4 nos. of slab culverts, and 7 nos. of causeways have to be constructed. Basically, it has potentiality to promote livestock, high valued crops, and mining and non-timber areas. After the completion of this road alignment, it will be an alternative shorter route for half of the population of Illaka no.1, 2 and 4 in reaching Pokhara as well as Kathmandu.

Cyclechowk-Chuchundeurali-Thapathana-Bhangara (44A013R)

This road starts from Divilla-Phalebas-Bachchha-Ranipani-Setibeni at Cyclechowk of Katuwachaupari VDC and targeted to reach Beteni settlement of Bhangara VDC. It mostly follows ascending and descending path passing through Katuwachaupari, shankarpokhari, Thapathana, Hatiya, Khuma, Kaule, Bhangara and Beteni of Katuwachaupari, Sankarpokhari, Thapathana, and Bhangara VDCs respectively. The total length of this road is about 20.04 km upto Beteni within which vehicle pliability is taking place seasonally. It is poor in geometric and surface condition. Regarding natural cross drainage structures, new structures like 1 no. of bridge over Malyangdi khola, 2 nos. of slab culverts, and 26 nos. of causeways have to be constructed. Basically, it has potentiality to in promoting livestock, high valued crops, horticulture, mining, non-timber as well as religious, historical and tourism areas.

Patichaur-Deupur-Bhuka-Jhillibarang (44A014R)

This road starts from Pokhara-Baglung highway at Patichaur of Deupur VDC and targeted to reach Jhillibarang of Bhuka VDC. It mostly follows ascending and descending path passing through Patichaur, Kaideni, Thulipokhari, Sarnu, Lapsibot and Bhuka of Deupur, Deurali and Bhuka VDCs respectively. The total length of this road is about 18.28 km upto Thadokhla of Jhillibarang, out of which 17.28 km is already constructed within which seasonal transport service is operating seasonally. The remaining section of 1 km length from Thadokhla to Jullibarang is under the construction process. It is fair in geometric and surface condition. Regarding natural cross drainage structures, new structures like 7 nos. of bridges, 7 nos. of slab culvert, and 4 nos. of causeways have to be constructed. Basically, it has potentiality to promote livestock, high valued crops, horticulture, and non-timber as well as religious, historical and tourism areas.

Chisapni-Huwas-Triveni-Ranipani-Barrachaur (44A015A)

This road starts from Walling-Huwas at Chisapani, border of Parbat and Syangja districts and is targeted to reach Bachchhabot of Barrachaur VDC. It is a strategic road linking Parbat and Syangja districts. This road traverses all kinds of terrains while passing from Chisapani, Mardikhola, Triveni, Arthung, Duda, Beulibas, Bagale, WahakiBhanjyang, Khalta, Dadabari, Pokharachowk, Pyunpata, Lauke, Kainadi of Huwas, Triveni, Beulibas,

Urampokhara, Saligram, Ranipani, Wahaki and Barrachaur VDCs. The new section will pass through Naunadi, Baskot, Asimure, Bachhabot settlements of Barrachaur VDC. The total target length of this road is about 31.65 km, out of which 27.65 km is constructed section within which vehicle pliable is taking place seasonally upto Kainadi settlement of Barrachaur VDC. The remaining length of 4 km is a new section to be extended to reach Bachchhabot. This road is one the selected district roads to be implemented by RRRSDP project. It is fair in geometric standard and surface condition. Regarding natural cross drainage structures, 5 nos. of new bridges, 3 numbers of slab culverts, 1 causeway have to be constructed over different natural drainages. Basically this road has a higher potentiality in accelerating economic growth of the area by providing strategic linkage for Parbat district with Syangja as well as other regions of Nepal.

Dovilla-Pakuwa-Gangate-Arthar-Khadketari (44A006R)

This road starts from Chisapni-Huwas-Triveni-Ranipani-Barrachaur road at Silmiphant of Pakuwa VDC and is targeted to connect this district with Syangja district at Khadketari, border of both the district. It follows mostly ascending and descending path passing through Silmiphant, Pakuwa Phant, Gangate, Karbare, Dandakharka, Neta, Pokharichaur, Kaule and Khadketari (Syangja) of Pakuwa, Arthar and Khadketari (Syangja) VDCs. The total length of this road is about 17.25 km within which transport facility is available as a fair-weather serviceability. It is fair in geometric standard and surface condition. Regarding natural cross drainage structures, it has yet not been constructed any structures, so it needs to be constructed new structures like 4 nos. of bridges, 5 nos. of slab culverts and 7 nos. of causeways. Basically this road has a potentiality as a strategic linkage leading to the overall development of the district.

4.7 Summary of District Roads “A”

Table 4.3: Summary of District Roads “A”

S.N	Road code	Road Name	Total Planned Length km	Total Vehicle Pliable length (KM)	Total GPS Length of road (KM))				Surface condition (good /fair/poor)		Required intervention (KM)		
										Upgrading		Under construction/New Construction	Maintenance
										Rehabilitation	Gravel		
1	44A001R	Divilla-Phalebas-Bachchha-Ranipani-Setibeni (Kaligandaki)	49.08	6.56	42.52	6.56	0.00	49.08	Fair	0.00	0.00	0.00	6.56
2	44A002R	Divilla-Silmi-Thulipokhari-Karkineta-Lunkhu-Bhoksing-Uram-Wahaki	50.92	45.71	47.92	0.00	0.00	47.92	Fair	12.38	45.71	3.00	45.71
3	44A003R	Mudekhola (Rahale)-Lunkhu-Huwas	31.94	31.94	31.94	0.00	0.00	31.94	Fair	7.58	31.94	0.00	31.94
4	44A004R	Chhamarke-Khurkot-Bhatebari (Pang)-Banau-Deurali (Saliya)	23.44	23.44	23.44	0.00	0.00	23.44	Fair	2.70	23.44	0.30	23.44
5	44A005R	Hilekhola-Ahalegaira-Karkineta-Thapathana-Phalebas	21.27	5.19	16.08	5.19	0.00	21.27	Fair	0.00	0.00	0.00	5.19
6	44A006R	Kusma-Durlung-Halhale-Lespar-Saliya	35.39	35.39	35.39	0.00	0.00	35.39	Poor	12.62	35.39	0.00	35.39
7	44A007R	Dimuwa-Tilahar-Ramja-Chitre-Bhadaure (Kaski)	19.60	19.60	19.60	0.00	0.00	19.60	Fair	4.00	19.60	0.00	19.60
8	44A008R	Milachowk-Divilla-Lekhphant-Saliya-Lopre-Nagi (Myagdi)	28.39	28.39	28.39	0.00	0.00	28.39	Fair	8.52	28.39	0.00	28.39

S.N	Road code	Road Name	Total Planned Length km	Total Vehicle Pliable length (KM)	Total GPS Length of road (KM))				Surfac e condit ion (good /fair/p oor)		Required intervention (KM)		
					Earthen	Gravel	Blacktop	Total		Upgrading		Under construction/New Construction	Maintenance
										Rehabilitation	Gravel		
9	44A009R	Lunkhu-Balakot-Sitle-Sadhane-Huwas Bazar	10.51	4.51	4.51	0.00	0.00	4.51	Poor	1.50	4.51	6.00	4.51
10	44A010R	Milanchowk-Kothaghar-Banskharka (Tallo)	13.08	13.08	13.08	0.00	0.00	13.08	Poor	5.92	13.08	0.00	13.08
11	44A011R	Limithana-Thanamaula-Ghante (Syanja)	16.89	16.89	16.89	0.00	0.00	16.89	Poor	8.07	16.89	0.00	16.89
12	44A012R	Patichaur-Bajung-Khuijeri-Kyang-Lespar	18.77	13.77	13.77	0.00	0.00	13.77	Poor	4.13	13.77	5.00	13.77
13	44A013R	Cyclechowk-Chuchundeurali-Thapathana-Bhangara	20.04	20.04	20.04	0.00	0.00	20.04	Poor	4.01	20.04	0.00	20.04
14	44A014R	Patichaur-Deupur-Bhuka-Jhillibarang	18.28	17.28	17.28	0.00	0.00	17.28	Fair	5.18	17.28	1.00	17.28
15	44A015R	Chisapni-Huwas-Triveni-Ranipani-Barrachaur	31.65	27.65	27.65	0.00	0.00	27.65	Fair	5.30	27.65	4.00	27.65
16	44A016R	Dovilla-Pakuwa-Gangate-Arthar-Khadketari	17.25	17.25	17.25	0.00	0.00	17.25	Fair	2.88	17.25	0.00	17.25
Total			406.50	326.69	375.75	11.75	0.00	387.50		84.79	314.94	19.30	326.69

4.8 District Roads Class B

Pakuwa-Ramja-Ranpu-Arthar H.P. (44B001R)

The starting and end of point of this road meets Dovilla-Pakuwa-Gangate-Arthar-Khadketari road at Gangate and Arthar healthpost respectively. The alignment almost traverses ascending and descending terrain passing through Gangate, Lamde, Gotamethar, Dadagupta, Ranpu, Rayadanda and Dandakharka (Healthpost) of Pakuwa, Ramja and Arthar VDCs. The total length of this road is about 22 km within which seasonal vehicle pliability taking place. It is poor in surface condition. Regarding drainage structures, one no. of bridges and 2 nos. of slab culverts have to be constructed.

Manjhphant (Kotghar)-Lekhphant-Saliya (Okhreni) (44B002R)

This road starts from Milanchowk-Kothaghar-Banskharka (Tallo) road at Kothghar and meets to Milanchowk-Divilla-Saliya-Lopre-Nagi road at Okhreni by its end point. The alignment mostly traverses ascending and descending terrains passing through Kotghar/Mallaj, Dholdunga, Gairagoan, Giddeshwor, Annechaur and Wallo Okhreni of Manjhphant, Lekhphant and Saliya VDCs. The total length of this road is about 7.14 km within which seasonal transport service takes place. It is poor in geometric and surface condition. Regarding drainage structures, 8 nos. of new causeways have to be constructed.

Kusma-Modibeni-Mudikuwa (44B003R)

This road starts from Redcrosschowk of Kusma bazaar and follows an ascending and descending path upto Modibeni and then as valley path upto Mudikuwa, where it meets Divilla-Phalebas-Bachchha-Ranipani-Setibeni road. The total length of this road is about 4 km within which seasonal vehicle pliability is taking place occasionally. Most of the surface condition and geometric of this road is fair. One new bridge over Modi River has to be constructed for the proper vehicle pliability. This road is considered as a shortest potential strategic linkage in providing connection of most of the VDCs under the constituency no. 2.

Dangeodar-Khairepakha-Saldanda-Kholakharka-Bhoksing (44B004R)

This road starts from Divilla-Phalebas-Bachchha-Ranipani-Setibeni road at Banskot of Pangrang VDC and is targeted to reach Beteni settlement of Bhoksing VDC. The alignment mostly traverses ascending and descending terrains passing through Banskot, Majhphant, Saldanda, Kyadanda, Deurali and Beteni (Bhoksing) of Pangrang, Bachchha and Bhoksing VDCs. The total length of this road is about 7.5 km, out of which about 3 km length is already constructed upto Saldanda of Bhoksing VDC, within which seasonal vehicle pliability takes place. It is poor in geometric and surface condition.

Cyclechowk-Gahatepokhara-Thulipokhari (44B005R)

This road starts from Cyclechowk-Chuchundeurali-Thapathana-Bhangara road at Katuwachaupari, crosses Bitlab-Pipaltari-Gahatepokhara-Salghari-Melpokhari road at

Gahatepokhara and meets Divilla-Silmi-Thulipokhari-Karkineta-Lunkhu-Bhoksing-Uram-Wahaki at Thulipokhari. The alignment mostly traverses ascending and descending terrains passing through Katuwachaupari, Gahatepokhara, Arjikot and Thulipokhari of Katuwachaupari, Pipaltari and Thulipokhari VDCs. The total length of this road is about 5.20 km within which seasonal transport service takes place. It is poor in geometric and surface condition. Regarding drainage structures, one no. of slab culvert and 2 nos. of causeways have to be constructed.

Mudikuwa-Jhaklak-Khanigoan (44B006R)

This road starts from Divilla-Phalebas-Bachchha-Ranipani-Setibeni at Mudikuwa and ends at Khaula Panitanki, where it meets with Hilekhola-Ahalegaira-Karkineta-Thapathana-Phalebas road. It traverses different types of terrains, while passing through Mudikuwa, Jhaklak and Khanigoan. Total length of this road is about 4.52 km within which transport service has taken place seasonally. Regarding drainage structures, 6 nos. of new causeways need to be constructed. The geometric standards and surface condition is poor.

Pipaltari (Thausekhola)-Tamadi-Thulipokhari (44B007R)

This road starts from Divilla-Phalebas-Bachchha-Ranipani-Setibeni road at Thausekhola of Pipaltari VDC and meets Divilla-Silmi-Thulipokhari-Karkineta-Lunkhu-Bhoksing-Uram-Wahaki road at Thulipokhari by its end point. It mostly follows ascending and descending path passing through Pipaltari, Tamadi and Thulipokhari of Pipaltari and Thulipokhari VDCs. Total length of this road is about 7.5 km within which seasonal vehicle pliability takes place. The geometric standards and surface condition is poor. In this road, only one humepipe has to be constructed.

Thulipokhari-Rohote-Neta (Arthar)-Phulbari (44B008R)

This road starts from Divilla-Silmi-Thulipokhari-Karkineta-Lunkhu-Bhoksing-Uram-Wahaki road at Metapani of Thulipokhari VDC, and ends at Majhkatera, border of both Parbat and Syangja districts by its end point. It mostly follows ascending and descending path passing through Matepani, Rohote, Birauta, Alchhechaur, Neta, Gaida, Phulbari and Majhkatera of Thulipokhari, Khaula Lakuri, and Arthar VDCs within Parbat district. Total earthen length of this road is about 8.65 km, out of which seasonal vehicle pliability takes place within 6.02 km upto Neta. The geometric standards and surface condition is fair. In this road, 9 nos. of slab culverts and one no. of causeway have to be constructed.

Saranukhola-Hile-Jyamire-Thulibhanjyang (44B009R)

This road starts from Mudekhola (Rahale)-Lunkhu-Huwas road at Saraunkhola and is targeted to reach Thulibhanjyang (Syangja). The alignment mostly traverses ascending and descending terrains passing through Saraunkhola, Tallo Hile, Magar Goan, Chordanda and Baghdanda of Saranukhola and Bhorle VDCs within Parbat district. The total target length of this road is about 8.20 km out of which 5.20 km is already constructed and about 3 km length upto Thulibhanjyang (Syangja) is planned to extend as a new section. Since surface condition and geometric is poor, vehicle pliability has taken only within 4 km upto Hile. New structures like 1 no. of slab culvert and 2 nos. of causeways have to be constructed.

Chachanne-Charkang-Setbeni (44B010R)

This road starts from Chisapni-Huwas-Triveni-Ranipani-Barrachaur road at Chachanne of Urampokhara VDC and is targeted upto Setibeni bazaar of Saligram VDC. It mostly follows a path along the river passing through Bharttaraitar, Bhaselthar, Charkang and Setibeni of Urampokhara and Saligram VDCs respectively. The total length of this road is about 7 km upto Setibeni within which vehicle pliability is taking place seasonally. It is fair in geometric and surface condition. Regarding natural cross drainage structures, 6 nos. of new causeways have to be constructed. Since the area is famous in high valued crops as well as religious, historical and tourism areas, it will have vital role in accelerating economic growth of the area. Basically, this road is potential in establishing a linkage of Gulmi and Parbat district through Mudekhola (Rahale)-Lunkhu-Huwas district road.

Bitlab-Pipaltari-Gahatepokhara-Salghari-Melpokhari (44B011R)

This road starts from Divilla-Phalebas-Bachchha-Ranipani-Setibeni road at Thausekhola of Pipaltari VDC and meets Cyclechowk-Chuchundeurali-Thapathana-Bhangara road at Melpokhari by its end point. The alignment mostly traverses ascending and descending terrains passing through Bitlab, Pipaltari, Gahatepokhari, Salghari and Melpokhari of Pipaltari and Thapathana VDCs. The total earthen length of this road is about 10.44 km out of which seasonal vehicle pliability takes place within 4.93 km length upto Salghari. It is poor in surface condition. Regarding drainage structures, new structures like 2 nos. of bridges, 6 nos. of causeways and 2 nos. of humepipes have to be constructed within a constructed section.

Ratikhola-Lamsalthar-Saradi-Chitre(44B012R)

The alignment of this road starts from Dimuwa-Tilahar-Ramja-Chitre-Bhadaure road at Pangalithar of Tilahar VDC. It almost traverses ascending and descending terrain passing through Pangalithar, Lamsalthar, Saradi and Chitre of Tilahar and Chitre VDCs respectively. Total length of this road is about 5.46 km within which seasonal vehicle takes place. The geometric standards and surface condition is poor. Regarding drainage structures, one slab culvert and one causeway needs to be constructed.

Khurkot (Bagaincha)-Nuwar-Damuwakhola (44B013R)

This road starts from Maldhunga-Beni feeder road and crosses to way to Nayapul by its end. It mostly follows ascending and descending path passing through Maldhunga, Nuwar, Pang, Gharitari, Khurkot and Bagaincha of Khurkot and Pang VDCs. Total target length of this road is about 13.10 km within which vehicle pliability has taken place. Regarding cross drainage works, new structures like one bridge, 2 nos. of causeways and 5 nos. of humepipe culverts have to be constructed. The geometric standards and surface condition is poor.

Maidan-Langdi (Deurali)-Ghurungha (44B014R)

This road starts from Patichaur-Deupur-Bhuka-Jhillibarang road at Thulipokhari of Deupur and is targeted upto Ghurungha. It mostly follows ascending and descending path passing through Thulipokhari, Maidan, Jogithum, Purnagoan, Langdi and Ghurunga of Deupur and Deurali VDCs. Total length of this road is about 8.42 km and the vehicle operation has taken place within 5.57 km upto Purna goan. Regarding cross drainage works, one no. of slab culvert and 3

nos. of causeways have to be constructed. The geometric standards and surface condition is poor.

Dumrebhanjyang-Banidanda-Bhurtelthok-Triveni (44B015R)

This road starts from Chisapni-Huwas-Triveni-Ranipani-Barrachaur road at Dumrebhanjyang, border of Parbat and Syanja districts, and again meets the same road at Triveni by its end. It mostly follows ascending and descending path passing through Ghosarthum, Banidanda, and Bhutrelthok, Upallo Nekarga and Triveni of Sisirkot (Syangja) and Triveni VDCs. Total target length of this road is about 10.57 km, out of which 5.57 km is constructed upto Bhutrelthok within which operation of vehicles has taken place seasonally. This road is planned to extend about 5 km length for its ultimate destination. The geometric standards and surface condition is fair. Regarding drainage structures, one new causeway need to be constructed.

Padamkholasi-Chanaute-Bajung Rural Road (44B016R)

This road starts from Kusma-Durlung-Halhale-Lespar-Salija road at Kaphalbot and meets Patichaur-Bajung-Khuijeri-Kyang-Lespar road at Bajung. It passes through Kaphalbot, Garamuni, Kotthok and Bajung of Durlung and Bajung VDCs. Total length of this road is about 6.81 km and vehicle is operated within 3.61 km seasonally. The geometric standards and surface condition is poor. Regarding drainage structures, one bridge and 2 nos. of causeways have to be constructed.

Ratikhola-Darak-Chitre (44B017R)

The starting and end point of this road meets Dimuwa-Tilahar-Ramja-Chitre-Bhadaure road at Ratikhola Bagar and Chitre respectively. The alignment almost traverses ascending and descending terrain passing through Darak, Hile, Chaurelthar and Chitre (Pata) of Tilahar and Chitre VDCs respectively. Total length of this road is about 6.89 km within which seasonal vehicle takes place. The geometric standards and surface condition is poor. Regarding drainage structures, 2 nos. of bridges and 3 nos. of slab culverts has to be constructed.

Patichaur (Deupur)-Timure-Kyang (44B018R)

This road starts from Patichaur-Deupur-Bhuka-Jhillibarang road at Patichaur and is targeted to reach Kyang. It almost traverses ascending and descending terrains passing through Patichaur, Kholakhet, Damside and Bansbot of Deupur, Deurali and Kyang VDCs. Total length of this road is about 6 km, out of which seasonal vehicle pliability takes place within 4 km upto Damside. The geometric standards and surface condition is poor. Regarding drainage structures, new structures like 4 nos. of bridges, 1 no. of slab culvert and 3 nos. of causeways have to be constructed.

Khanigoan (Jhaklak)-Chitipani-Chuchundeurali (44B019R)

This road starts from Mudikuwa-Jhaklak-Khanigoan road at Jhaklak of Khanigoan VDC and ends at Chuchundeurali, where it meets Cyclechowk-Chuchundeurali-Thapathana-Bhangara road. It mostly follows ascending and descending path passing through Jhaklak, Chitipani and Chuchundeurali of Khanigoan and Sankarpokhari VDCs. Total length of this road is about 5.37 km within which vehicle pliability has taken place seasonally. Regarding cross drainage works, one causeway has to be constructed. The geometric standards and surface condition is poor.

Paynubhanjyang-Horsangdi-Jaibire (44B020R)

This road starts from Divilla-Silmi-Thulipokhari-Karkineta-Lunkhu-Bhoksing-Uram-Wahaki road at Pyunbhanjyang of Bhoksing VDC and meets Mudekhola (Rahale)-Lunkhu-Huwas road at Jaibire by its end point. The alignment mostly traverses ascending and descending terrains passing through Pyunbhanjyang, Horsangdi, Palase, Tallo Goradi and Saraunkhola bazaar of Bhoksing, Horsangdi, and Saranukhola. The total target length of this road is about 8.04 km out of which 1 km is already constructed. It is poor in surface condition.

Khaniyaghat-Nangliwang-Banau (44B021R)

This road starts from Maldhunga-Beni feeder road at Khaniyaghat of Nangliwang VDC and targeted for Banau. It mostly follows ascending and descending path passing through Khaniyaghat, Nangliwang, Luprang and Banau of Nangliwang and Banau VDCs. Total target length of this road is about 9.21 km and vehicle pliability is taking place within 5 km upto Nangliwang seasonally. In the remaining construction works, one bridge, 7 nos. of causeways and 3 nos. of humepipes have to be constructed. The geometric standards and surface condition is poor.

Tilahar-Gijyan-Dovilla Rural Road (44B022R)

The road alignment starts from Dimuwa-Tilahar-Ramja-Chitre-Bhadaure road at Dimuwa bazaar and it reaches upto Dovilla, meeting highway. It mostly follows ascending and descending path passing through Dimuwa, Thana, Upallo Gijyan, Tallo Gijyan and Dovilla of Tilahar and Chuwa VDCs. Total length of this road is about 8.63 km, out of which seasonal vehicle operation has occurred within 6.63 km constructed length upto Tallo Gijyan. The geometric standards and surface condition is poor. Regarding drainage structures, one stone causeway is already constructed, and in new structures, one bridge over Modikhola and one causeway have to be constructed in achieving transport services in full length.

Damside-Beteni-Makha-Bhuka (44B023R)

This road starts from Pokhara-Baglung highway at Damside of first phase Modi hydropower project and ultimately meets Patichaur-Deupur-Bhuka-Jhillibarang road by its end point. It mostly follows ascending and descending path passing almost through Makha settlement of Deupur VDC. Total target length of this road is about 6.83 km and seasonal vehicle operation has occurred within 6.83 km constructed length upto Makha settlement. It is fair in geometric

and surface condition. Within the constructed section, RCC Bridge is constructed over Modi River. It is potential in establishing linkage between Patichaur-Deupur-Bhuka-Jhillibarang district road and Pokhara-Baglung highway.

4.9 Summary of District Roads “B”

Table 4.4: Summary of District Roads “B”

Road code	Road Name	Total Planned Length km	Total Vehicle Pliable length (KM)	Existing Length of road (KM))				Surface condition (good /fair/poor)	Required intervention (KM)		
				Earthen	Gravel	Blacktop	Total		Upgrading		Under construction/ New construction/ Construction
									Rehabilitation	Gravel	
44B001R	Pakuwa-Ramja-Ranpu-Arthar H.P.	22.00	22.00	22.00	0.00	0.00	22.00	Poor	2.50	22.00	0.000
44B002R	Manjhphant (Kotghar)-Lekhphant-Saliya (Okhrene)	7.14	7.14	7.14	0.00	0.00	7.14	Poor	2.00	7.14	0.000
44B003R	Kusma-Modibeni-Mudikuwa	4.00	4.00	4.00	0.00	0.00	4.00	Poor	1.50	4.00	0.000
44B004R	Dangeodar-Khairepakha-Saldanda-Kholakharka-Bhoksing	7.50	3.00	3.00	0.00	0.00	3.00	Poor	0.90	3.00	4.500
44B005R	Gahatepokhara-Thulipokhari	5.52	5.52	5.52	0.00	0.00	5.52	Poor	1.75	5.52	0.000
44B006R	Mudikuwa-Jhaklak-Khanigoan	4.52	4.52	4.52	0.00	0.00	4.52	Poor	1.70	4.52	0.000
44B007R	Pipaltari (Thausekhola)-Tamadi-Thulipokhari	7.50	7.50	7.50	0.00	0.00	7.50	Poor	1.80	7.50	0.000
44B008R	Thulipokhari-Rohote-Neta (Arthar)-Phulbari	8.65	6.02	8.65	0.00	0.00	8.65	Fair	2.00	6.02	0.000

Road code	Road Name	Total Planned Length km	Total Vehicle Pliable length (KM)	Existing Length of road (KM))				Surface condition (good /fair/poor)	Required intervention (KM)		
				Earthen	Gravel	Blacktop	Total		Upgrading		Under construction/ New construction/ Construction
									Rehabilitation	Gravel	
44B009R	Saranukhola-Hile-Jyamire-Thulibhanjyang	8.20	4.00	5.20	0.00	0.00	5.20	Poor	2.00	4.00	3.000
44B010R	Chhachanne-Charkang-Setibeni	7.00	7.00	7.00	0.00	0.00	7.00	Fair	2.45	7.00	0.000
44B011R	Bitlab-Pipaltari-Gahatepokhara-Salghari-Melpokhari	10.44	4.93	10.44	0.00	0.00	10.44	Poor	5.00	4.93	0.000
44B012R	Ratikhola-Lamsalthar-Saradi-Chitre	5.46	5.46	5.46	0.00	0.00	5.46	Poor	1.30	5.46	0.000
44B013R	Khurkot (Bagaincha)-Nuwar-Damuwakhola	13.10	6.45	13.10	0.00	0.00	13.10	Poor	4.00	6.45	0.000
44B014R	Maidan-Langdi (Deurali)-Ghurungha	8.42	8.42	8.42	0.00	0.00	8.42	Fair	1.90	8.42	0.000
44B015R	Dumrebhanjyang-Banidanda-Bhurtelthok-Triveni	10.57	5.57	5.57	0.00	0.00	5.57	Fair	2.00	5.57	5.000
44B016R	Padamkholsi-Chanaute-Bajung	6.81	3.61	6.81	0.00	0.00	6.81	Poor	1.80	3.61	0.000
44B017R	Ratikhola-Darak-Chitre	6.89	6.89	6.89	0.00	0.00	6.89	Poor	1.60	6.89	0.000
44B018R	Patichaur (Deupur)-Timure-Kyang	6.00	4.00	6.00	0.00	0.00	6.00	Poor	1.50	4.00	0.000

Road code	Road Name	Total Planned Length km	Total Vehicle Pliable length (KM)	Existing Length of road (KM))				Surface condition (good /fair/poor)	Required intervention (KM)		
				Earthen	Gravel	Blacktop	Total		Upgrading		Under construction/ New Construction
									Rehabilitation	Gravel	
44B019R	Khanigoan (Jhaklak)-Chitipani-Chuchundeurali	5.37	5.37	5.37	0.00	0.00	5.37	Poor	1.90	5.37	0.000
44B020R	Paynubhanjyang-Horsangdi-Jaibire	8.04	0.00	1.04	0.00	0.00	1.04	Poor	1.04	0.00	7.000
44B021R	Khaniyaghat-Nangliwang-Banau	9.21	5.00	9.21	0.00	0.00	9.21	Poor	2.50	5.00	0.000
44B022R	Tilahar-Gijyan-Dovilla (Rajmarga)	8.63	6.63	8.63	0.00	0.00	8.63	Poor	3.20	6.63	0.000
44B023R	Damside-Beteni-Makha-Bhuka	6.83	6.83	6.83	0.00	0.00	6.83	Fair	2.30	6.83	0.000
Total		187.80	139.86	168.30	0.00	0.00	168.30		48.640	139.860	19.500

4.10 Existing Road RCC Bridge

Table- 4.5: Existing Road RCC Bridge

S. N.	Code	Name of the road	WayPoint	River	Place	Types of Bridge	Span "M"	Condition of Structures	Remarks
1	44A001R	Divilla-Phalebas-Bachchha-Ranipani-Setibeni (Kaligandaki)	2	Modikhola		Truss Bridge	80	Good	

S. N.	Code	Name of the road	WayPoint	River	Place	Types of Bridge	Span "M"	Condition of Structures	Remarks
2	44A003R	Mudekhola (Rahale)-Lunkhu-Huwas	129	Lamayakhola	Limithana	RCC Bridge	30	Good	
3	44A012R	Patichaur-Bajung-Khuijeri-Kyang-Lespar	129	Lamayakhola	Limithana	RCC Bridge	30	Good	
4	44B023R	Damside-Beteni-Makha-Bhuka	2			RCC Bridge	40	Good	

4.11 Existing RCC Slab

Table-4.6: Existing RCC Slab

S. N.	Code	Name of the road	WayPoint	River	Place	Span "M"	Condition of Structures	Remarks
1	44A012R	Patichaur-Bajung-Khuijeri-Kyang-Lespar	109			4	Good	
2	44B018R	Patichaur (Deupur)-Timure-Kyang	211	Machhapokhari	Bajung	10	Good	
3	44B022R	Tilahar-Gijyan-Dovilla (Rajmarga)	94			2	Good	

4.12 Existing Causeway

Table-4.7: Existing Causeway

S. N.	Code	Name of the road	Way Point	Types of Causeway	Span "M"	Condition of Structures	Remarks
1	44A001R	Divilla-Phalebas-Bachchha-Ranipani-Setibeni (Kaligandaki)	5	PCC Causeway	10	Good	
			8	PCC Causeway	10	Good	
			237	Stone Causeway	15	Fair	
			241	Stone Causeway	15	Good	
			247	Stone Causeway	30	Good	
2	44A012R	Patichaur-Bajung-Khuijeri-Kyang-Lespar	165	Stone Causeway	30	Fair	

4.13 Existing Causeway

Table-4.8 : Existing Causeway

S. N.	Code	Name of the road	WayPoint	Types of Humepipe Culvert	Span "M"	Condition of Structures	Remarks
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S. N.	Code	Name of the road	WayPoint	Types of Humepipe Culvert	Span "M"	Condition of Structures	Remarks
1	44A001R	Divilla-Phalebas-Bachchha-Ranipani-Setiben (Kaligandaki)	6	RCC Humepipe	10	Good	
			9	RCC Humepipe	10	Good	
			10	RCC Humepipe	10	Good	
			73	RCC Humepipe	5	Good	
			74	RCC Humepipe	5	Good	
			96	RCC Humepipe	5	Poor	
			100	RCC Humepipe	10	Poor	
			101	RCC Humepipe	10	Poor	
			103	RCC Humepipe	15	Poor	
			143	RCC Humepipe	10	Fair	
	44A003R	Mudekhola (Rahale)-Lunkhu-Huwas	122	RCC Humepipe	5	Fair	
			126	RCC Humepipe	5	Good	
			127	RCC Humepipe	5	Good	
			128	RCC Humepipe	3	Good	

S. N.	Code	Name of the road	WayPoint	Types of Humepipe Culvert	Span "M"	Condition of Structures	Remarks
	44A005R	Hilekhola-Ahalegaira-Karkineta-Thapathana-Phalebas	122	RCC Humepipe	5	Fair	
			126	RCC Humepipe	5	Good	
			127	RCC Humepipe	5	Good	
			128	RCC Humepipe	3	Good	
	44A012R	Patichaur-Bajung-Khuijeri-Kyang-Lespar	290	RCC Humepipe	5	Poor	
			192	RCC Humepipe	6	Poor	
			193	RCC Humepipe	7	Poor	
			296	RCC Humepipe	10	Poor	

4.14 Summary of Urban Roads

Roads that are constructed within urban area of Kusma bazaar are not considered in 'District Transport Master Plan' by the district development committee (DDC). However, details of some very important urban roads are listed below:

Table 4.5: Summary of Urban Roads

S.N.	Name of Road	Total Length (km)	Total Length without GPS (km)	Total Length as per GPS (km)	Total Vehicle Pliable Length (km)	Black Topped	Gravel	Earthen	Surface Condition (Food/Fair/Poor)	Serviceability (All Weather/Fair Weather)
1	Chandika Sasatra Gan-Loktantrikchowk-Old market-Damdare (Highway)	2.51		2.51	1.35	1.35	1.16		Good	AW
2	Durlungchowk (Highway)-Acharyatoal-Siwalaya HS School- Melmilapchowk	0.98		0.98	0.6	0.6	0.38		Good	AW
3	Redcrosschowk-Cross point of Gupteshwor Mahadev road	2.01		2.01	2.01			2.01	Poor	FW
4	Acharyachowk-Govindachowk-DDC-Khatritoal-x pt of Gupteshwor Gufa Way	0.9		0.90	0.33	0.33	0.57		Good	AW
5	Pargatichowk-Siwalaya Chowk	0.32		0.32	0.32	0.32			Good	AW
6	Acharya Kulthan-Kamal House	0.29		0.29	0.29			0.29	Fair	AW
7	Bhimseenchowk- x pt of way to Gyandi chowk	0.12		0.12	0.12			0.12	Fair	AW
8	Dekeko House-Khatri Kulthan	0.13		0.13	0.13			0.13	Fair	AW
9	Dhansing guruhouse-through Dhaneshwor chowk	0.15		0.15	0.15			0.15	Fair	AW
10	Gupteshwor Gufa Gate (highway)- Gupteshwor Gufa	0.29		0.29	0.29			0.29	Fair	AW
11	Karmacharya Fensi-Siwalaya HS School	0.17		0.17	0.17		0.17		Fair	AW
12	Kashi Joshi house-Highway cross-Durlung side	0.64		0.64	0.64			0.64	Fair	AW
13	KhauleChautari-Bishnuhouse	0.18		0.18	0.18			0.18	Fair	AW
14	Melmilapchowk-Sukumbasi toal	0.15		0.15	0.15			0.15	Fair	AW
15	Mill (below durlung chowk)-Mustang guesthouse-Kumar Joshi house	0.21		0.21	0.21			0.21	Fair	AW
16	NAPI Office Khanda	0.07		0.07	0.07			0.07	Fair	AW
17	Ohm Shanti Road	0.16		0.16	0.16	0.16			Good	AW
18	Pangalihouse-Baniya toal	0.15		0.15	0.15			0.15	Fair	AW
19	Sajhachowk-Dhaneshwor-Nandabudhi	0.55		0.55	0.55	0.55			Good	AW
20	Sajhachowk-Way to Namuna Boarding	0.19		0.19	0.19			0.19	Fair	AW
21	Siwalaya HS School Khanda	0.1		0.10	0.10			0.10	Fair	AW
22	Below KOLENIKA-Suspended Bridge (Modi)-Telecommunication office (New)	0.92		0.92	0.92			0.92	Poor	FW
23	Kusma 0 km - Godam	1.34		1.34	1.34	0.15	0.07	1.12	Fair	FW
24	Khareha-Pandheratoal-Godam	1.500	1.5		1.5			1.5	Poor	FW

S.N.	Name of Road	Total Length (km)	Total Length without GPS (km)	Total Length as per GPS (km)	Total Vehicle Pliable Length (km)	Black Topped	Gravel	Earthen	Surface Condition (Food/Fair/Poor)	Serviceability (All Weather/Fair Weather)
25	Phulbari-Khareha	1.500	1.5		1.5			1.5	Poor	FW
26	Durlungchowk-Siwalya Mandir-Khareha P.V.- Lokmarg	1.000	1		1			1	Poor	FW
27	Siwalaya Chowk-Siwalaya temple	0.250	0.25		0.25			0.25	Poor	FW
28	Siwalayachowk-Kholso (BandraBindi)	0.100	0.1		0.1			0.1	Poor	FW
29	Traffic Office-Dil-Tala Jharne Chautari (Khareha)	0.500	0.5		0.5			0.5	Poor	FW
30	Sanamko Ghar-Dil (Khareha)	0.300	0.3		0.3			0.3	Poor	FW
31	Petrol Pump-Dil (Khareha)	0.300	0.3		0.3			0.3	Poor	FW
32	Juteko Ghar-Dil (Khareha)	0.300	0.3		0.3			0.3	Poor	FW
33	Dhakuriko Ghar-Dil (Khareha)	0.300	0.3		0.3			0.3	Poor	FW
34	Subasko Ghar-Dil (Khareha)	0.300	0.3		0.3			0.3	Poor	FW
35	BandreBindi Buspark-Phalamkhani (Khareha)	1.500	1.5		1.5			1.5	Poor	FW
36	Dhaneshworchowk-Agriculture Company Office	0.150	0.15		0.15			0.15	Poor	FW
37	Purano chwok (Radhakrishnachowk)-Barpipal (Naya Khanepani office)	0.300	0.3		0.3			0.3	Poor	FW
38	Modibeni-Kalleri-Ghartikhalta-Kusma	2.000	2		2			2	Poor	FW
39	Purano chowk-Kumarpunko Ghar-Subas Pant Sarko Ghar	0.100	0.1		0.1			0.1	Poor	FW
40	Narayan H.S.School-B.P. Marg	0.600	0.6		0.6			0.6	Poor	FW
	Total	23.53	11.00	12.53	21.42	3.46	2.35	17.72		

4.7 Summary of Village Roads (VR)

Roads which are basically focused for the purpose of a particular VDC or settlement are considered as village roads. Some of the village roads were obtained from Illaka workshops of this district. These roads are not considered in evaluation purpose into 'District Transport Master Plan (DTMP)' referring to the 'DTMP Interim guidelines' approved by DoLIDAR. The details of these existing village roads for the purpose of future reference are listed below:

Table 4.6: List of Village Roads

S.N.	Name of Road	Total Length (KM)	Total Length Without GPS (KM)	Total Length with GPS (KM)	Black Topped	Gravel	Earthen	Surface Condition (Food/Fair/Poor)	Serviceability (All Weather/ Fair Weather)	Touched VDCs
1	Ambot-Okhaldhunga-Bhuma-Kathure-Sathimure-Sarunchaur	0.31	0.31				0.31	Poor		Bajung
2	Archale-Nyaule-Khadara-SakhiniBhairab-Kholakhet-Simlekheth-Timure	2.85	2.85				2.85	Fair		Bajung, Kyang
3	Arthar-SaiSunwara	1.38		1.38			1.38	Poor		Arthar
4	Banau-Deurali-Banau (8)	1.40		1.40			1.40	Fair		Banau
5	Bitlab-Chyandanda-Gairi	1.34		1.34			1.34	Poor		Thulipokhari, Pipaltari
6	Chandithan-Kadeni-Ward no. 3 (Deupur)	1.50		1.50			1.50	Fair		Deupur
7	Chhabise-Sameli-Chhammi-Tindhare	2.90		2.90			2.90	Poor		Limithana
8	Chhapa (Pakuwa)-Chutrenidanda-Rahale-Pathredhunga-Ramja	0.42	0.42				0.42	Fair		Pakuwa
9	Chitre-Odare	1.19		1.19			1.19	Poor		Chitre
10	Chiyapani-Ranpu-Arthar	2.75		2.75			2.75	Poor		Ramja
11	Chuchundeurali-Maidan-Melpokhari	1.57		1.57			1.57	Fair		Sankarpokhari
12	Darsandhunga-Pokhrelthar	0.42		0.42			0.42	Fair		Chuwa
13	Devisthan Boarding-Khaura (Pokhari)	1.08		1.08			1.08	Fair		Devisthan
14	Ganabang-Langtung-Tunkudhara-Syangja	2.66		2.66			2.66	Poor		Pakhapani, Syangja
15	Gharitari-Kharibot-Tatarkot	1.69		1.69			1.69	Poor		Pang
16	Hulkang-Harichandi-Mardikhola	1.32		1.32			1.32	Fair		Huwas, Kalikot (Syangja)
17	Healthpost-Marangsing	1.19		1.19			1.19	Poor		Chuwa

S.N.	Name of Road	Total Length (KM)	Total Length Without GPS (KM)	Total Length with GPS (KM)	Black Topped	Gravel	Earthen	Surface Condition (Food/Fair/Poor)	Serviceability (All Weather/ Fair Weather)	Touched VDCs
18	Healthpost-Tallogoan	0.50		0.50			0.50	Fair		Chuwa
19	Jhaklak-Armana	1.25		1.25			1.25	Poor		Khanigoan
20	Kurgha-Luwakhola	2.43		2.43			2.43	Fair		Kurgha
21	Lunkhu (Kusundanda)-Bandre-Bhorle (Seraghumti)	2.60		2.60			2.60	Poor		Lunkhu, Pakhapani
22	Mangalyodaya M.V-Aldanda	0.55		0.55			0.55	Fair		Chuwa
23	Nayapul-Khurkot (Chakalikochautari)	3.19		3.19			3.19	Poor		Khurkot
24	Phusrekhol-Gaddekhola-Saliya	1.37		1.37			1.37	Poor		Lekhphant
25	Ambot (Silmi ward no. 1)-Sera-Gangate	2.42		2.42			2.42	Fair		Pakuwa, Arthar
26	Gairi-Patalakophed-Arjikot-Jhakrikhola	2.18		2.18			2.18	Fair		Thulipokhari, Pipaltari
27	Phadkedhunga-Tham-Ratamata	2.05		2.05			2.05	Fair		Manjhphant
28	Phalebas (Dhaka)-Khaulako Dil	2.51		2.51			2.51	Poor		Devisthan, Khanigoan
29	Pokharachaur-Ranipani-Imachaur (Purtighat)	2.52		2.52			2.52	Poor		Ranipani
30	Pokharadhara-Khalte	1.67		1.67			1.67	Fair		Thanamaula
31	Pokharachaur-Barkhe	0.59		0.59			0.59	Poor		Arthar
32	Rahale-Jaimunighat	1.74		1.74			1.74	Fair		Devisthan
33	Ranipani-Pokharachaur	2.17		2.17			2.17	Poor		Ranipani
34	Ratnachowk-Ranisunwara-Alchhichaur	3.80		3.80			3.80	Fair		Pakuwa, Arthar
35	Sahasradhara-Pang	2.96		2.96			2.96	Poor		Pang
36	Saranu-Tangle	1.50		1.50			1.50	Fair		Bhuka
37	Sikang-Pangrang-Bachhadanda	2.09		2.09			2.09	Poor		Pangrang
38	Simkhet-Mohoria-Lapsibot	3.63		3.63			3.63	Poor		Deupur, Bhuka
39	Tilahar-Thamarjung	1.95		1.95			1.95	Fair		Tilahar
40	Tindhare-Limithana H.P. -	1.61		1.61			1.61	Fair		Limithana

S.N.	Name of Road	Total Length (KM)	Total Length Without GPS (KM)	Total Length with GPS (KM)	Black Topped	Gravel	Earthen	Surface Condition (Food/Fair/Poor)	Serviceability (All Weather/ Fair Weather)	Touched VDCs
	Archalebot-Chirdi (Khapreta)									
41	Wahaki (4)/Kakhianplaya-VDC Office-Sagarmatha L.S.S.-Badhkhola (Uram)	1.14		1.14			1.14	Fair		Wahaki
42	Wahakibhanjyang-Deurali-Setibeni	1.12		1.12			1.12	Poor		Wahaki, Saligram
43	Waribeni-Mallaj	3.33		3.33			3.33	Poor		Manjhphant
44	Kurghadanda-Nuwakharka-Pangrang	2.03		2.03			2.03	Fair		Kurgha, Pangrang
45	Gangate-Piple-Ranpu	1.50		1.50			1.50	Poor		Arthar
46	Salyandhara-Phalamkhani-Lunkhu	1.50	1.50				1.50	Fair		Thanamaula, Phalamkhani
47	Ghumti-Lampata	2.30		2.30			2.30	Poor		Siwalaya, Khurkot
48	Thapathana-Ghaiyara-Sirubari	1.50		1.50			1.50	Fair		Thapathana, Bhangara
49	Beulibas (Dud)-Beulibas (Maidan)	3.00		3.00			3.00	Poor		Beulibas
50	Khabasethok-Dharampani-Painukot	1.50		1.50			1.50	Fair		Huwas, Horsangdi
51	Simle-Dansing (Boarder)-Sanabhajyang (Syanja)	1.00		1.00			1.00	Poor		Pakhapani
52	Jorkafal-Simle (Thapathar)	2.80	2.80				2.80	Poor		Lunkhu, Pakhapani
53	Chuwachakrapath	1.99		1.99			1.99	Fair		Chuwa
54	Tatopani-Rungdi-Churi-Phalebas	4.50	4.50				4.50	Fair		Sankarpokhari, Khanigoan
55	Khaula-Okadi-Neta (Arthar)	3.78		3.78			3.78	Fair		Arthar
56	Armadi-Regmithok	4.89		4.89			4.89	Poor		Khurkot
57	Cyclechowk-Gahatepokhara	2.81		2.81			2.81	Poor		Katuwachaupari, Papaltari
58	Ratamata-Phusrekhol (Giddeshwor)	6.07		6.07			6.07	Fair		Lekhphant

S.N.	Name of Road	Total Length (KM)	Total Length Without GPS (KM)	Total Length with GPS (KM)	Black Topped	Gravel	Earthen	Surface Condition (Food/Fair/Poor)	Serviceability (All Weather/ Fair Weather)	Touched VDCs
59	Phulbari-Arthar	5.00		5.00			5.00	Poor		Arthar, Syanja
60	Bharle-Baerghari	5.00	5.00				5.00	Fair		Bhorle, Syangja
61	Simle-Senabhanjyang	6.00	6.00				6.00	Poor		Simle, Senabhanjyang (Syanja)
62	Bhoksing-Deurali-Bachchhadanda-Kaindeni	3.00	3.00				3.00	Fair		Bhoksing
63	Bhorle-Hile-Kanhu	2.50	2.50				2.50	Poor		Bhorle
64	Ranipani-Setibeni	4.00		4.00			4.00	Fair		Setibeni, Triveni
65	Chilaunekharka-Hanumandanda-Lamagara	3.00	3.00				3.00	Poor		Wahaki, Saligram
66	Jaibire-Saranu-Kanhu-Nachnedanda	5.00	5.00				5.00	Poor		Saranukhola
67	Triveni-Taklak-Singarkosh	2.00	2.00				2.00	Fair		Triveni, Taklak
68	Arthung-Lamagara-Baredi-Setibeni	3.00	3.00				3.00	Fair		Setibeni
69	Gangate (Pakuwa)-Gotamethar-Dandagupta	7.00		7.00			7.00	Fair		Pakuwa
70	Pahire-Manjhket-Dandaghar	3.00	3.00				3.00	Poor		Sankarpokhari, Khanigoan
71	Khurkot-Kewadi-Dovilla-Thulasunwara-Bhujelthan	4.00	4.00				4.00	Fair		Khurkot, Durlung
72	Bagaletok-Panchakoshi-Andherineta Arthar	3.00	3.00				3.00	Fair		Arthar
73	Syanideurali-Thulasunwara-Ghakhet	3.00	3.00				3.00	Poor		Dhairing
74	Gangate (Pakuwa)-Ramjakuna	3.00	3.00				3.00	Fair		Ramja
75	Sapmare-Banskharka-Maliga	3.39	3.39				3.39	Fair		Manjhphant, Banskharka
	Total	184.90	61.27	123.63			184.9			

S.N.	Name of Road	Total Length (KM)	Total Length Without GPS (KM)	Total Length with GPS (KM)	Black Topped	Gravel	Earthen	Surface Condition (Food/Fair/Poor)	Serviceability (All Weather/Fair Weather)	Touched VDCs
							0			

4.8 Summary of Main Trails (MT)

Main trails are playing very important role in providing access to people to nearby village or other kinds of road network in acquiring different types of services and facilities. Basically main trails are useful particularly to the people which can not afford fair of road transportation facility. Even today, main trails not only are being used for the domestic purposes but also used for official purposes like Hulaki Sadak, which are known as main strategic trails. These trails serve the inter-district and regional linkage. In many areas, even today Main trails serve and connect all parts of the district and over to the neighbouring districts. One of the examples of strategic main trails can be taken as 'Leguwaghat-Tumlingtar-Khandbari-Kimathanka', which has vital role in linking remote parts of this district with district headquarters. After the revolution in motorable road construction campaigning, many main trails are going to be disappeared day after day. So it has become compulsory responsibility of relevant stakeholders in preparing action plan of periodic maintenance for the sustainability of existing main trails. Some of the existing main trails of this district are listed below:

Table 4.7: List of Main Trails

S.N.	Name of Mule Trails	Total Length (KM)
1	Ranipani-Wahaki-Uram-Walling	20
2	Setibeni-Huwas-Saraun-Lunkhu	15
3	Kusma-Mudikuwa-Phalebas-Setibeni	55
4	Saraun (Jaibire)-Horsangdi-Sirkang	8
5	Lunkhu-Chirdikhola-Khanigoan	12
6	Lunkhu-Balkot-Horsangdi	11
7	Lunkhu-Ulleri-Malkabang-Ghantedeurali-Bagaleneta-Karkineta	27
8	Phalamkhani-Thanamaula-Limithana-Khanigoan	9
9	Karkineta-Thapathana-Sankarpokhari-Kusma	18
10	Phalamkhani-Kaule-Ulleri-Thapathana	7
11	Bhangara-Thapathana-Sankarpokhari	5
12	Karkineta-Khaua-Tamadi-Jhaprebagar (Kusma)	18
13	Lespar-Kyang-Khaijuri-Bajung-Patichaur	14
14	Ghurunga-Langdi-Purnagoan-Patichaur	10
15	Kusma-Durlung-Halhale-Saliya	23
16	Ramja-Ratamata-Tilahr	8
17	Arthar-Dandakharka-Dovilla	16
18	Dimuwa-Tilahr-Chitre	8
19	Bajung-Banau-Tatakot-Khurkot	13
20	Banskharka-Mallaj-Waribeni	12
21	Tatarkot-Pang-Saharsadhara	5
22	Khaniyaghat-Nanglibang-Banau	4
23	Okhreni-Lekhphant-Milanchowk	9
24	Saliya-Thotneri-Dhairing-Pharse	7
25	Banbare-Dhankateri-Lopre-Waribeni	8
26	Bhuka-Lapsibot-Nayapul	16
27	Uram-Bhoksing-Lunkhu	15

Major Historical Trails

In addition to the above existing main trails, there are important historical main trails which are listed as follows:

Table 4.8: List of Historical Trails

S.N.	Name of Historical Trails	Total Length (KM)	Intervention
1	Ranipani-Wahaki-Uram-Walling	20	Rehab/maintenance
2	Setibeni-Huwas-Saraun-Lunkhu-Phalamkhani-Karkineta	35	Rehab/maintenance
3	Kusma-Mudikuwa-Phalebas-Setibeni	55	Rehab/maintenance
4	Kusma-Katuwachauhari-Karkineta	18	Rehab/maintenance
5	Lespar-Kyang-Khaijuri-Bajung-Patichaur	14	Rehab/maintenance
6	Kusma-Durlung-Halhale-Salija-Phalame Danda	32	Rehab/maintenance
7	Patichaur-Ramja-Panchase	18	Rehab/maintenance
8	Bajung-Banau-Tatakot-Khurkot	23	Rehab/maintenance
9	Nagi-Banskharka-Mallaj-Waribeni	16	Rehab/maintenance
10	Phalamedanda-Okhrenei-Lekhphant-Milanchowk	15	Rehab/maintenance
11	Bhuka-Lapsibot-Nayapul	16	Rehab/maintenance

4.9 Summary of All Weather Roads

In this district, mainly Pokhara-Baglung highway and Maldhunga-Beni feeder road can be taken as a reliable means of transportation as all-weather transportation facility. Besides, district roads (RRA, and RRB) as well as urban roads contribute for all-weather facility to some extent. The features of highway and district road mentioned below reveals all-weather transportation service scenario:

Table – 4.9: Summary of All Weather Roads

S. N.	Name of Road	Types of Road	Length(KM)			Total length (KM)	Remark
			Black topped	Gravel	Earthen		
1	Pokhara-Baglung Highway	Highway	26.4	-	-	26.4	
2	Maldhunga-Beni Feeder Road	Feeder	3.08	11.24	-	14.32	
	Sub-Total		29.48	11.24		40.72	
1	Divilla-Phalebas-Bachchha-Ranipani-Setibeni (Kaligandaki) road	RRA		6.56	-	6.56	
	Hilekhola-Ahalegaira-Karkineta-Thapathana-Phalebas	RRA		5.19		5.19	
2	Dimuwa-Tilahar-Ramja-Chitre-Bhadaure (Kaski)	RRA	0.43			0.43	
	Sub-Total		0.43	11.75		12.18	
1	Damside-Beteni-Makha-Bhuka	RRB	0.65			0.65	
	Sub-Total		0.65			0.65	
1	Chandika Sasastra Gan-Loktantrikchowk-Old market-Damdare	Urban	1.35	1.16		0.98	
2	Durlungchowk (Highway)-Acharyatoal-Siwalaya HS School- Melmilapchowk	Urban	0.6	0.38		0.9	
3	Acharyachowk-Govindachowk-DDC-Khatritoal-x pt of Gupteshwor Gufa Way	Urban	0.33	0.57		0.32	
4	Pargatichowk-Siwalaya Chowk	Urban	0.32			0.17	
5	Karmacharya Fensi-Siwalaya HS School	Urban		0.17		0.16	
6	Ohm Shanti Road	Urban	0.16			0.55	
7	Sajhachowk-Dhaneshwor-Nandabudhi	Urban	0.55			1.34	
8	Kusma 0 km - Godam	Urban	0.15	0.07			
	Sub-Total		3.46	2.35		4.42	
	Total		34.02	25.34		57.97	

4.10 Summary of Existing Trail Bridges

Trail bridges are providing the services to the people for the transport of goods and services to market centers and communities. The existing trail bridges in this district are listed below (Table 4.8):

Table 4.10: List of existing Trail Bridges

SN	Bridge Number	Bridge Name	River Name	Span	Type	Bank		Coordinates	
						Right Bank	Left Bank	Northing	Easting
1		Dobilla Ghat	Modi Khola	68	SD	Tilahur	Chuwa	28.23142	83.71589
2	42 5 024 18 06 2	Jaharati Ghat	Rati Khola	115.6	SD	Tilahur	Pakuwa	28.23094	83.71689
3	42 5 024 18 06 4	Rati Khola Ghat-1	Rati Khola	145	SD	Tilahur	Pakuwa	28.23158	83.71725
4	42 5 024 18 06 8	Kharpani Ghat	Rati Khola	80	SD	Tilahur-1	Pakuwa-9	28.23492	83.71922
5	42 5 021 18 06 1	Masina Ghat	Jahare Khola	108	SD	Pakuwa-5	Pakuwa-4	28.22494	83.73594
6	42 5 018 18 06 1	Jahare Ghat	Jahara Khola	64.1	SD	Pakuwa-5	Pakuwa-4	28.22178	83.74203
7	42 5 022 18 06 1	Ashimure Ghat	Jahare Khola	110	SD	Ramja-2	Arthar-1	28.22333	83.74758
8	42 5 018 18 06 3	Jare Khola Ghat	Jara Khola	43.5	SD	Ramja	Arthar-3	28.22411	83.76169
9	42 5 018 18 06 2	Chaudum Khola Ghat	Chaudum Khola	32	ST	Arthar-3	Khola Lakuri	28.21294	83.75442
10		Thulo Khola Ghat	Thulo Khola	11	SD	Durlung-9	Bajung-2	28.27556	83.71694
11		Bhuma Ko Puchhar Ghat	Thulo Khola	12	SD	Durlung-9	Bajung-8	28.26158	83.71294
12	42 5 001 18 06 2	Ambat Guan Ghat	Modi Khola	94	SD	Durlung-2	Tilahur	28.25719	83.72269
13		Bhapta Ghat(Blaya)	Modi Khola	62	SD	Bajung-2	Tilahur-4	28.26231	83.72253
14	42 5 012 18 06 2	Soata Ghat	Modi Khola	152	LD	Bajung-1	Tilahur-9	28.26775	83.73469
15	42 5 024 18 06 6	Rati Khola Ghat-2	Rati Khola	102	SD	Tilahur-1	Pakwa-7	28.26500	83.7494167
16	42 5 024 18 06 3	Lidi Khola Ghat	Lidi Khola Ghat	28	SD	Tilahur-8	Tilahur-7	28.26228	83.75022
17	42 5 024 18 06 9	Badhare Ghat	Rati Khola	113	SD	Tilahur-8	Tilahur-9	28.27000	83.75600
18	42 5 012 18 06 3	Nepane Ghat	Pati Khola	124	LD	Bajung-1	Deupur-9	28.28247	83.72950
19		Thado Khola Ghat	Thado Khola	20	SD	Deurali-6	Deurali-6	28.28675	83.72417
20	42 5 012 18 06 1	Jyamire Pati Ghat	Pati Khola	148	LD	Bajung-3	Deurali-6	28.28903	83.72042
21	42 5 015 18 06 2	Kakra Khola Ghat	Kakra Khola	47	SD	Deurali-6	Deurali-6	28.29325	83.71336
22		Dusmure Ghat	Pati Khola	48	SD	Bajung-6	Bajung-6	28.29500	83.70561
23	42 5 012 18 06 4	Timure Ghat	Pati Khola	58	SD	Bajung-6	Bajung-6	28.29767	83.70158
24	42 5 016 18 06 1	Bhaya Ghat(Truss)	Timura Khola	32	ST	Kyang-5	Deurali-6	28.30994	83.30994
25		Mahivir Khola Ghat	Mahivir Khola	48	SD	Bhukatangle-9	Bhukatangle-9	28.34911	83.72658
26	42 5 017 18 06 2	Quwa Khola Ghat	Quwa Khola	32.4	SD	Bhukatangle-7	Bhukatangle-7	28.33208	83.72697
27		Parut Khola Ghat	Paral Khola	7	SD	Bhuka-4	Bhuka-5	28.31431	83.73164

28		Parut Khola Ghat	Paral Khola	51	SD	Bhuka-6	Bhuka-5	28.31597	83.73164
29		Bhurundi Khola Ghat	Bhurundi Khola	53	SN	Bhuka-5	Dansing-7	28.32664	83.75050
30		Thado Khola Ghat	Thado Khola	15	SD	Bhuka-3	Bhuka-5	28.32581	83.75028
31		Lamdouli Ghat	Bhurundi Khola	38	SD	Bhuka-3	Dansing-7	28.32339	83.75683
32		Lapsibot Ghat	Bhurundi Khola	88	SD	Bhuka-3	Dansing-7	28.31950	83.75867
33		Bhurundi Khola Ghat	Bhurundi Khola	34	SD	Bhuka-1	Dansing-5	28.30956	83.77506
34		Modi Khola Ghat	Modi Khola	139.2	LD	Bhuka-1	Salyan-9	28.29969	83.76778
35		Modi Khola Ghat	Modi Khola	51	SD	Bhuka-1	Salyan-9	28.29914	83.76744
36		Kamara Ghat	Thado Khola	67	SD	Deurali-6	Deurali-6	28.29081	83.72606
37	42 5 004 18 06 1	Damdara Ghat	Damdara Khola	85	SD	Naglibang-7	Naglibang-3	28.27997	83.61506
38		Phersa Ghat	Kali Gandaki	127	LN	Kalika(Ba. Na. Pa. 10)	Naglibang-9	28.29547	83.60361
39		Lasti Khola Ghat	Lasti Khola	108	SD	Dhairing-2	Naglibang-9	28.30275	83.61025
40	42 5 010 18 06 1	Khola Khet(Dobilla)	Lungdi Khola	70	SD	Majphant-1	Dahiring-5	28.32856	83.59722
41	42 5 009 18 06 1	Sisna Khola Ghat	Sisne Khola	48	SD	Lekhphant-1	Salija-4	28.33425	83.61561
42	42 5 011 18 06 2	Dhovan Ghat	Thulo Khola	47	SD	Salija-3	Salija-9	28.33175	83.63658
43	42 5 011 18 06 1	Thotnary Ghat	Thotnary Khola	50.5	SD	Salija-9	Salija	28.33056	83.63736
44		Sineo Khorla Ghat	Thotnary Khola	18	SD	Salija-9	Salija-9	28.32597	83.64350
45		Ghopta Khola Gaht	Ghopta Khola	32	ST	Lekhphant-8	Lekhphant-7	28.38453	83.61822
46		Mahivir Ghat	Pundi Khola	71.6	SD	Ramcha-7, Myagdi	Lekhphant-8	28.37994	83.61444
47		Khari Bhir Ghat	Pundi Khola	25	SD	Ramche-9, Myagdi	Baskharka-3	28.39097	83.60028
48	42 5 003 18 06 1	Kharara Khola	Kharara Khola	116	SD	Khurkot-2	Khurkot-5	28.24878	83.65394
49	42 5 006 18 06 3	Rithe Khola Ghat	Rithe Khola	47	SD	Khurkot-5	Shivalaya-9	28.24500	83.65867
50		Phurse Khola Ghat	Phurse Khola	19	SD	Majphant-1	Majphant-1	28.32911	83.93281
51	42 5 003 18 06 2	Kewadi Khola Ghat	Kewadi Khola	92	SD	Khurkot-6	Khurkot-6	28.25233	83.67089
52	42 5 024 18 06 7	Phulbarl Ghat	Rati Khola	88	SD	Tilahur-1	Tilahur-3	28.25278	83.73136

4.11 District Inventory Map of Rural Road Network

The District Inventory Map of Rural Road Network is prepared to show existing rural transport linkages under different categories such as Upgrading.

CHAPTER V: DISTRICT ROAD NETWORK PLANNING

CHAPTER V: DISTRICT ROAD NETWORK PLANNING

Rural transportation provision is mainly to improve accessibility of the people to markets and services and promote economic activities through increased agriculture as well as non-farm economic activities and the marketing of the products.. For rural transportation to be effective, access networks need to be well planned. In the context of Nepal, a fixed point system model is adopted for networking where junctions are confined to a finite set of location such as markets, historical locations.

5.1 Accessibility Situation

After collecting data on existing roads within the district with GPS instrument, it is transferred to a GIS Map. This map is prepared to assess the accessibility situation of the district with the help of modelling in GIS. As Parbat is a hilly district, the area from where people can reach the road head of all-weather road within 4 hours walk has been considered as accessible area and beyond that area considered is inaccessible area. The study shows that all of the recorded roads are earthen and fair weather surfaced implying that the roads are usable only during dry period.

5.2 Zone of Influence Area

The Zone of Influence (Zol) area for a road is defined as an area on either side of the road that is within 4 hours walk from the road.

5.3 Delineation of Accessible Area

The areas that are beyond the Zol is inaccessible area. The planning team proposes the road network for the inaccessible area as identified by the Zol analysis.

5.4 Accessible Area, Coverage and Population

Accessibility situation of the Parbat district has been assessed based on serviciability of the transport linkage i.e. all weather and fair weather type of roads. In Parbat district, all roads except the Highway sections are fair weather roads. Study shows that accessible area can be categorized into accessible and partially accessible VDC. Table 5.1 shows that about 66.58 % (360.58 Sq.km) of total area are under accessible area based on serviciability of all weather road. Similarly 97.75 % (529.41 Sq.km) of total area falls under accessible area based on serviciability of all fair weather roads. Out of 56 VDCs and 29 VDCs have fully access and 17 VDCs have access in partially access in all weather serviceability situation. Likewise, 55 VDCs have full access and 1 VDC have partial access limited to fair weather condition. The following table shows the accessibility area, coverage and population.

Table 5.1: Accessible Area, Coverage and Population

S.N.	Serviciability	Population	Accessible area (sq.km)	Percentage %	Accessible VDCs	Partially accessible VDCs
1	All weather	168120	360.58	66.58	Balakot, Bhorle, Pakhapani, Lunkhu Deurali, Falamkhani, Kurgha, Thana Maulo, Bhangara, Limithana, Devisthan, Khanigaun, Thanpathana, Karkineta, Shankar Pokhari, Mudikuwa, Khaula Lakuri, Thulipokhari, Pipaltari, Katuwachaupari, Pakuwa, Shivalaya, Chuwa, Tilahar, Durlung, Khurkot, Pang, Bajung, Deupur, Nagliwang, Majhphant Mallaj (29)	Banskharka, Lekhfant, Salija, Dhairing, Banou, Kyang, Deurali, Bhuktangle, Pangrang, Bhoksing, Saraukhola, Huwas, Hosrangdi, Chitre, Ramja Deurali, Arthar Dadakharka (17)
2	Fair weather	130427	529.41	97.75	Arthar Dadakharka, Bachchha, Bahaki Thanti, Bajung, Balakot, Banou, Banskharka, Bihadi Barachaur, Behulibans, Bhangara, Bhoksing, Bhorle, Chitre, Chuwa, Deupur, Deurali, Dhairing, Durlung, Hosrangdi, Huwas, Karkineta, Katuwachaupari, Khaula Lakuri, Khurkot, Kurgha, Kyang, Lekhfant, Limithana, Lunkhu Deurali, Majhphant Mallaj, Mudikuwa, Nagliwang, Pakhapani, Pakuwa, Pang, Pangrang, Falamkhani, Devisthan, Khanigaun, Pipaltari, Ramja Deurali, Bihadi Ranipani, Saligram, Salija, Saraukhola, Shankar Pokhari, Shivalaya, Taklak, Thana Maulo, Thapathana, Thulipokhari, Tilahar, Tribeni, Urampokhara (55)	Bhuktangle

5.5 Delineation of inaccessible Area

After separating accessible areas, the identified un-served areas and considered by the planning team to propose road network to improve their accessibility.

5.6 Inaccessible Area, Coverage and Population

Table 5.2 shows that about 33.42 % (181.01 Sq.km) of total area are found inaccessible in the case of all weather serviceability of road. Similarly 12.18 % (2.25 Sq.km) of total area is inaccessible for fair weather serviceability of road. Out of 56 VDC, only 9 VDCs are found under inaccessible area. The following table shows the inaccessibility area, coverage and population.

Table 5.2: inaccessible Area and Coverage

SN	Serviciability	Inaccessible area (sq.km)	Percentage	Inaccessible VDCs
1	All weather	181.01	33.42	Taklak, Tribeni, Saligram, Bahaki Thanti, Bihadi Ranipani, Urampokhara, Behulibans, Bihadi Barachaur, Bachchha
2	Fair weather	12.18	2.25	-

5.7 Network planning in inaccessible area

After separating inaccessible area, preliminary road networks have been prepared based on the nodal points/market centres and policy provision that people should reach to the road head of all weather roads within 4 hours walk. The preliminary road networks have been presented in DTICC meeting and Cluster of Ilaka level workshop where the proposed road networks for those inaccessible areas were finalised and agreed.

CHAPTER VI: DISTRICT TRANSPORT PERSPECTIVE PLAN (DTPP)

CHAPTER VI: DISTRICT TRANSPORT PERSPECTIVE PLAN (DTPP)

6. Perspective plan of district rural road networks

The DTPP has a perspective of 20 years. The DTPP is revised every five years when a new DTMP is being prepared according to the rolling plan system.

6.1 Scoring system for prioritization of proposed new roads

A network consists of several links. It is not possible to construct all roads at a time due to resource gap, time constraint and limited management capacity. Therefore each link in a network should be prioritized. After developing a district level network, a road engineer prepares the cost estimate of the road and benefit of each link in the network. Cost Efficiency Analysis (CEA) is used to prioritize new transport linkage. Criteria such as per capita cost and special social consideration (of inclusiveness) receive weights (points) relative to their perceived importance. Each road link is then allocated the number of points corresponding to the fulfilment of the particular criteria. The aggregate number of points that each intervention receives is computed by simply adding the points allocated per indicator. The result of this process leads to a ranking of the investment options. The following criteria are used for prioritization of new transport linkages.

Table 6.1: Scoring System for prioritization of new linkages

S.N.	Parameter	Scoring Unit	Score
i	Population per unit Cost	Population/investment Cost in 100000	55
ii	Cultivated Land	Cultivated Land/km	15
iii	Inaccessibility	Population × Walking hour /km	20
iv	Population of poor, Dalits and marginalized Janajatis.	Population /km	10

PARAMETERS FOR PRIORITIZATION FOR NEW LINKAGE

Population per unit Cost

Population per unit cost has been taken as an important parameter for prioritization of linkage. Considering its importance, it has been given high score (55). Population within the zone of influence (Zol) area i.e. left and right of the road link within 4 hours in walking time has been taken as the beneficiaries of a proposed road. After locating the Zol, the household (within that Zol) have been counted in GIS map and then multiplied each household by average family size and again projected it by annual growth rate till 2010 to get the total number of population.

Population per unit cost is calculated from total population divided by investment cost in lakh (hundred thousand) rupees i.e. no of person per 1, 00,000 rupees. The road having the highest beneficiaries population per investment cost is given highest score i.e. 55.

Cultivated land

Cultivated land with the Zone of Influence area of each proposed road corridor has been taken as the second parameter for the scoring. Cultivated land within the zone of influence (Zol) area i.e. left and right of the road link within 4 hours in walking time has been calculated from GIS modelling in Map. The road having the highest cultivated land /km is given highest score i.e. 15.

Inaccessibility

The population within the zone of influence (Zol) area i.e. left and right of the proposed road within 4 hours in walking time has been estimated from GIS modelling as same as above. After delineating the Zol, the household within that Zol has been measured from GIS Modeling in maps. Total population within the range (20 minute, 2 hours and 4 hours) of zone of influence area is then multiplied by average walking distance and then divided by total km of proposed road. The road having the highest Population × Walking Hour /km is given highest score i.e. 20.

Total population of poor, *Dalits* and marginalized *janjatis*

The areas inhabited by poor, dalits, janajati and marginalized people are consider as parameter for prioritization of roads. In this regards, the population of **poor, dalits and marginalized janjatis** within the zone of influence (ZOI) area are collected from ward level or VDC level records or from key informant. The road having the highest cultivated land /km is given highest score i.e. 10. The scoring of the individual District Road A and B based on Total Population of poor, Dalits and marginalized Janajatis is given in annex.

The total scoring of all parameters per road corridor for prioritization of District Road A and B for new construction have been compiled in Table 6.2 and 6.3 respectively as following.

6.2 Prioritization of District Road 'A' for New Linkage

The following four roads are proposed for District Road 'A' for new construction. Details are presented in table 6.2 below.

Table 6.2: Prioritization of District Road 'RRA' for New Linkage

S.N	Road code	Road name	Total Target Length km	length for new construction km	Parameter Used for the Priorisation of Road Corridors and their corresponding Scores					
					Population served per unit cost (55)	Cultivated land within zone of influence (15)	Population (20)	areas inhabited by the poor, Dalits and marginalized Janjatis/ethnic	Total Score (100)	Priority Rank
1	44A002R	Divilla-Silmi-Thulipokhari-Karkineta-Lunkhu-Bhoksing-Uram-Wahaki	50.92	3.00	55.00	15.00	20.00	9.00	99.00	1
2	44A009R	Lunkhu-Balakot-Sitle-Sadhane-Huwas Bazar	10.51	6.00	39.15	10.33	14.23	10.00	73.71	2
3	44A014R	Patichaur-Deupur-Bhuka-Jhillibarang	18.28	1.00	31.57	11.16	11.48	6.85	61.07	3
4	44A012R	Patichaur-Bajung-Khuijeri-Kyang-Lespar	18.77	5.00	22.60	5.63	8.22	4.70	41.15	4
5	44A015R	Chisapni-Huwas-Triveni-Ranipani-Barrachaur	31.65	4.00	23.25	5.81	7.25	3.90	40.21	5
6	44A017R	Balakot-Arghaundi-Horsangdi-Beulibas-Dud	15.00	15.00	18.39	4.80	6.69	3.78	33.65	6
Total Length km			145.13	34.00						

6.3 Brief on proposed District Roads Class A for New Linkages

6.3.1 Divilla-Silmi-Thulipokhari-Karkineta-Lunkhu-Bhoksing-Uram-Wahaki (44A002A)

This road starts from Chisapni-Huwas-Triveni-Ranipani-Barrachaur road at Silmipant of Pakuwa VDC and targeted to reach Wahaki, where it meets Chisapni-Huwas-Triveni-Ranipani-Barrachaur road. The total target length of this road is about 50.92 km out of which about 3 km length between Churikhalt and Urampokhara is proposed as a new linkage to reach Wahaki. The new section will pass through Churikhalt and Urampokhara of Urampokhara VDC. After the completion of this section, this road will connect major market centers of Kusma, Karkineta and Lunkhu covering large service area. Basically it has played vital role in connecting almost half of the area of constituency no. 2 and part of 1 with the district headquarter through Chisapni-Huwas-Triveni-Ranipani-Barrachaur district road and highway. In addition, it has also an important role in connecting many VDCs of Parbat with Syangja and Kaski districts. So, it has great potentiality in accelerating overall development options of the large area of the district.

6.3.2 Lunkhu-Balakot-Sitle-Sadhane-Huwas Bazar (44A009R)

This road starts from Divilla-Silmi-Thulipokhari-Karkineta-Lunkhu-Bhoksing-Uram-Wahaki district road at Milanchowk of Lunkhu Deurali VDC and is target upto Huwas bazaar, where it will meet Mudekhola (Rahale)-Lunkhu-Huwas district. The total length of this road is about 10.51 km, out of which 6 km is a proposed new section to be connected between Sitle and Huwas bazaar. The new section will pass through Balakot, Saraunkhola, Horsangdi and Huwas VDCs. After the completion of this new linkage, it will contribute in linking Lunkhu and Huwas bazaars and it will be one of the shortest route in linking south with Lunkhu bazaar as well as district headquarter. Basically, it has potentiality in promoting livestock, high valued crops, horticulture, and non-timber as well as religious and historical areas.

6.3.3 Patichaur-Deupur-Bhuka-Jhillibarang (44A014R)

This road starts from Pokhara-Baglung highway at Patichaur of Deupur VDC and targeted to reach Jhillibarang of Bhuka VDC. It mostly follows ascending and descending path passing through Patichaur, Kaideni, Thulipokhari, Sarnu, Lapsibot and Bhuka of Deupur, Deurali and Bhuka VDCs respectively. The total length of this road is about 18.28 km upto Thadokhla of Jhillibarang, out of which 1 km is around Jhillibarang settlement from Thadokhla to Jullibarang has to be constructed as a new section. Basically, it has potentiality to promote livestock, high valued crops, horticulture, and non-timber as well as religious, historical and tourism areas.

6.3.4 Patichaur-Bajung-Khuijeri-Kyang-Lespar (44A012R)

This road starts from Pokhara-Baglung highway at Patichaur of Bajung VDC and targeted to reach Lespar of Kyang, where it will meet with Kusma-Durlung-Halhale-Lespar-Saliya district road. The total length of this road is about 18.77 km, out of which 5 km is a proposed new section to be extended from Kyang and Lespar settlements of Kyang VDC. The new alignment will mostly traverse ascending and descending terrains. Basically, it has

potentiality to promote livestock, high valued crops, and mining and non-timber areas. After the completion of this road alignment, it will be an alternative short route for half of the population of Illaka no.1, 2 and 4 in reaching Pokhara as well as Kathmandu.

6.3.5 Chisapni-Huwas-Triveni-Ranipani-Barrachaur (44A015A)

This road is from starts from Walling-Huwas at Chisapani, border of Parbat and Syangja districts and is targeted to reach Bachchhabot of Barrachaur VDC. It is considered to be a strategic road linking Parbat and Syangja districts in the future. The total target length of this road is about 31.65 km, out of which 4 km is a proposed new section to be extended upto Bachchhabot of Barrachaur. The new section will pass through Naunadi, Baskot, Asimure, Bachhabot settlements of Barrachaur VDC. The remaining length of 4 km is a new section to be extended to reach Bachchhabot. This road is one the selected district roads to be implemented by RRRSDP project. Basically this road has a higher potentiality in accelerating economic growth by providing strategic linkage for Parbat district with Syangja as well as other regions of Nepal.

6.3.6 Balakot-Arghaundi-Horsangdi-Beulibas-Dud (44A010R)

The alignment of this road is new, which starts from Lunkhu-Balakot-Sitle-Sadhane-Huwas Bazar district road at Balakot and targeted upto Dud, where it will meet Chisapni-Huwas-Triveni-Ranipani-Barrachaur district road. It mostly follows ascending and descending path passing through Balakot, Arghaundi, Horsangdi, Purnagoan, Palusthan, Beulibas, Maidan, Duglan and Duda of Balakot, Horsangdi and Beulibas VDCs. The total target length of this road is about 15 km to be constructed. Basically, it has potentiality in promoting livestock, high valued crops, horticulture, and non-timber as well as religious and historical areas.

6.4 Prioritization of District Road 'B' for New Linkage

The following four roads are proposed for District Road 'B' for new construction. Details are presented in table 6.3 below.

Table 6.3: Scoring System for Prioritization of District Road 'B' for New Linkage

S.N.	Road code	Road name	Total Target Length km	length for new construction km	Parameter Used for the Priorisation of Road Corridors and their corresponding Scores					
					Population served per unit cost (55)	Cultivated land within zone of influence (15)	Population (20)	service to the areas inhabited by the poor, Dalits and marginalized Janjatis/ethnic groups/communities	Total Score (100)	Priority Rank
1	44B009R	Saranukhola-Hile-Jyamire-Thulibhanjyang	8.200	3.00	55.00	15.00	20.00	3.03	93.03	1
2	44B015R	Dumrebhanjyang-Banidanda-Bhurtelthok-Triveni	10.570	5.00	39.71	12.06	14.85	10.00	76.62	2
3	44B020R	Paynubhanjyang-Horsangdi-Jaibire	8.040	7.00	36.28	9.70	13.19	8.16	67.33	3
4	44B004R	Dangeodar-Khairepakha-Saldanda-Kholakharka-Bhoksing	7.500	4.50	26.84	5.62	9.76	4.80	47.02	4
Total Length km			34.31	19.50						

6.4 Brief on proposed District Roads 'B' for New Linkages

6.4.1 Saranukhola-Hile-Jyamire-Thulibhanjyang (44B009R)

This road starts from Mudekhola (Rahale)-Lunkhu-Huwas road at Saraunkhola and is targeted to reach Thulibhanjyang (Syangja). The total target length of this road is about 8.20 km out of which about 3 km length is a proposed new section passing through Magar Goan, Chordanda and Baghdanda of Bhorle VDC within Parbat district. After the completion of this new linkage, this road will contribute in linking Parbat with Syanja district.

6.4.2 Dumrebhanjyang-Banidanda-Bhurtelthok-Triveni (44B015R)

This road starts from Chisapni-Huwas-Triveni-Ranipani-Barrachaur road at Dumrebhanjyang, border of Parbat and Syanja districts, and again meets the same road at Triveni by its end. Total target length of this road is about 10.57 km, out of which 5 km is a proposed new section to be extended upto Triveni. The new section will pass through Ghosarthum, Banidanda, and Bhutrelthok, Upallo Nekarga and Triveni of Sisirkot (Syangja) and Triveni VDCs.

6.4.3 Paynubhanjyang-Horsangdi-Jaibire (44B020R)

This road starts from Divilla-Silmi-Thulipokhari-Karkineta-Lunkhu-Bhoksing-Uram-Wahaki road at Pyunbhanjyang of Bhoksing VDC and meets Mudekhola (Rahale)-Lunkhu-Huwas road at Jaibire by its end point. The total target length of this road is about 8.04 km out of which 9 km is a proposed section to be extended from Payunbhanjyang to Jaibire. The alignment mostly traverses ascending and descending terrains passing through Pyunbhanjyang, Horsangdi, Palase, Tallo Goradi and Saraunkhola bazaar of Bhoksing, Horsangdi, and Saranukhola.

6.4.4 Dangeodar-Khairepakha-Saldanda-Kholakharka-Bhoksing (44B004R)

This road starts from Divilla-Phalebas-Bachchha-Ranipani-Setibeni road at Banskot of Pangrang VDC and is targeted to reach Beteni settlement of Bhoksing VDC. The total length of this road is about 7.5 km, out of which about 4.5 km length is a proposed length to be extended upto Bhoksing following mostly ascending and descending path. The new section will pass through Saldanda, Kyadanda, Deurali and Beteni (Bhoksing) settlements of Bhoksing VDC. After the completion of this new linkage, it will contribute in connecting major district roads of Divilla-Silmi-Thulipokhari-Karkineta-Lunkhu-Bhoksing-Uram-Wahaki and Divilla-Phalebas-Bachchha-Ranipani-Setibeni. So, this road has a vital role for the overall development of the area.

6.5 Possible inter- district transport linkages:

In Sankhuwasabha district, there are some districts and rural roads which in future will be possible inter-district link roads. After completing the target of planned roads, there will be good transport facilities for the people of living in the adjoining districts. District should give priority for constructing the planned road which will be inter-district linkage and DTMP should be updated regularly. List of possible inter-district link roads are as follows:

- i. Divilla-Phalebas-Bachchha-Ranipani-Setibeni (Kaligandaki)
- ii. Hilekhola-Ahalegaira-Karkineta-Thapathana-Phalebas
- iii. Dimuwa-Tilahar-Ramja-Chitre-Bhadaure (Kaski)
- iv. Milachowk-Divilla-Salija-Lopre-Nagi (Myagdi)
- v. Limithana-Thanamaula-Ghante (Syanja)
- vi. Chisapni-Huwas-Triveni-Ranipani-Barrachaur
- vii. Dovilla-Pakuwa-Gangate-Arthar-Khadketari
- viii. Thulipokhari-Rohote-Neta (Arthar)-Phulbari
- ix. Saranukhola-Hile-Jyamire-Thulibhanjyang
- x. Chhachanne-Charkang-Setibeni
- xi. Dumrebhanjyang-Banidanda-Bhurtelthok-Triveni

6.6 Scoring system for prioritisation of Rural Roads Class A and Class B for Upgrading
The following criteria are proposed for prioritisation of District and Village Roads for Upgrading.

Table 6.4: Scoring System for Prioritisation of Rural Roads for Upgrading

S. No.	Criteria	Scoring Unit	Score
1	Traffic Volume	Traffic Unit (TU)	70
2	Cost	Cost /km	20
3	Market /service centre	Centrality Index	10
Total			100

Parameters for prioritization for upgrading:

Traffic Volume

Information of Traffic data has been collected from field data. Cost estimate was based on the data collected during the walkover survey for inventory of existing road. Unit cost has been calculated on the basis of district approved rate for labour and materials. The volume and type of traffic movements is the major indicator for assessing the relative importance of existing road links. However, since most of the roads being considered for rehabilitation/upgrading are fair weather earthen roads that are in a poor state or closed to traffic, the conduct of a traffic census is usually not effective in providing the data required. Instead, the data on traffic movement is gathered from RRA and discussions with key individuals within the road corridor and at district and village level. Scores are awarded on the basis of the estimated traffic volumes on each of the roads being considered for rehabilitation. In accordance with traffic coefficients given in DoLIDAR's "Approach for the Development of Rural and Agricultural Roads", large trucks (more than 10 tones carrying capacity) and buses (Over 40 passengers) are given a weight of 4.0, small trucks (up to 10 tones carrying capacity) and buses (up to 40 passengers) are given 3.0 and tractors (4W

towed trailers) are given a weight of 3.0, cars and pick-ups, light-vans, jeeps are given a weight of 1.0.

The road having the highest beneficiaries population per investment cost is given highest score i.e. 70.

Costs

Cost estimate is based on the data collected during the walkover survey for inventory of existing road. Unit costs are calculated on the basis of district approved rate for labour and materials. The linkage having the lowest per km cost get the highest score i.e. 20.

Market/Service Centres

Market Survey is carried out to identify market and service centre. Data and information collected in the field is the main basis for determining the importance on relative importance of market/service centre and central places. For evaluation purpose, data of offices, industry, business & commerce, education, and health, are combined for the centre and its influence area. Assessment of economic facilities and services existing in the market/service centres and their catchments areas leads to the identification of the most important market/service centre. All proposed roads scores based on centrality index of market /service centre by using same calculation method. The linkage having the lowest per km cost get the highest score i.e. 10.

The total scoring of all parameters per road corridor for prioritization of District Road A and B for Upgrading have been compiled in Table 6.5 and 6.6 respectively as following.

6.6 Prioritized Existing Transport Linkages for Upgrading

6.6.1 Prioritised List of District Road 'A' For Upgrading

Table 6.5: Prioritized List of District Road 'A' For Upgrading

S.N.	Code	Name of Road	Total Planned Length km	Length of Road for Upgrading km	Parameter Used for the Priorisation of Road and their corresponding Scores				
					Traffic volume per cost (70)	Market /service centre (10)	Cost (20)	Total Score (100)	Priority Rank
1	44A001R	Divilla-Phalebas-Bachchha-Ranipani-Setibeni (Kaligandaki)	49.08	49.08	70.00	1.93	12.73	84.65	1
2	44A002R	Divilla-Silmi-Thulipokhari-Karkineta-Lunkhu-Bhoksing-Uram-Wahaki	50.92	47.92	42.77	1.40	18.14	62.31	2
3	44A003R	Mudekhola (Rahale)-Lunkhu-Huwas	31.94	31.94	45.69	2.30	13.60	61.59	3
4	44A004R	Chhamarke-Khurkot-Bhatebari (Pang)-Banau-Deurali (Salija)	23.44	23.44	27.39	9.82	20.00	57.21	4

S.N.	Code	Name of Road	Total Planned Length km	Length of Road for Upgrading km	Parameter Used for the Priorisation of Road and their corresponding Scores				
					Traffic volume per cost (70)	Market /service centre (10)	Cost (20)	Total Score (100)	Priority Rank
5	44A005R	Hilekhola-Ahalegaira-Karkineta-Thapathana-Phalebas	21.27	21.27	35.43	1.18	13.89	50.49	5
6	44A006R	Kusma-Durlung-Halhale-Lespar-Saliya	35.39	35.39	20.43	10.00	17.83	48.26	6
7	44A007R	Dimuwa-Tilahar-Ramja-Chitre-Bhadaure (Kaski)	19.60	19.60	27.77	1.02	13.81	42.60	7
8	44A008R	Milachowk-Divilla-Lekhphant-Saliya-Lopre-Nagi (Myagdi)	28.39	28.39	22.29	1.62	15.35	39.26	8
9	44A009R	Lunkhu-Balakot-Sitle-Sadhane-Huwas Bazar	10.51	4.51	18.78	0.57	18.04	37.38	9
10	44A010R	Milanchowk-Kothaghar-Banskarka (Tallo)	13.08	13.08	18.46	1.70	17.05	37.21	10
11	44A011R	Limithana-Thanamaula-Ghante (Syanja)	16.89	16.89	19.10	0.30	16.86	36.26	11
12	44A012R	Patichaur-Bajung-Khuijeri-Kyang-Lespar	18.77	13.77	19.95	1.82	14.08	35.85	12
13	44A013R	Cyclechowk-Chuchundeurali-Thapathana-Bhangara	20.04	20.04	19.10	1.38	14.25	34.72	13
14	44A014R	Patichaur-Deupur-Bhuka-Jhillibarang	18.28	17.28	20.00	1.17	13.46	34.63	14
15	44A015R	Chisapni-Huwas-Triveni-Ranipani-Barrachaur	31.65	27.65	21.70	0.83	11.98	34.52	15
16	44A016R	Dovilla-Pakuwa-Gangate-Arthar-Khadketari	17.25	17.25	21.70	0.28	11.30	33.29	16
Total Length km			406.50	387.50					

6.6.2 Prioritized List of District Road 'B' For Upgrading

Table 6.6: Prioritized List of District Road 'B' For Upgrading

S.N.	Code	Name of Road	Total Targeted Length km	Length of Road for Upgrading km	Parameter Used for the Priorisation of Road and their corresponding Scores				
					Traffic volume per cost (70)	Market /service centre (10)	Cost (20)	Total Score (100)	Priority Rank
1	44B001R	Pakuwa-Ramja-Ranpu-Arthar H.P.	22.000	22.00	70.00	0.50	9.67	80.17	1
2	44B002R	Manjhphant (Kotghar)-Lekhphant-Saliya (Okhrene)	7.14	7.14	61.33	0.65	9.85	71.83	2
3	44B003R	Kusma-Modibeni-Mudikuwa	4.00	4.00	58.51	10.00	2.25	70.77	3

S.N.	Code	Name of Road	Total Targeted Length km	Length of Road for Upgrading km	Parameter Used for the Priorisation of Road and their corresponding Scores				
					Traffic volume per cost (70)	Market /service centre (10)	Cost (20)	Total Score (100)	Priority Rank
4	44B004R	Dangeodar-Khairepakha-Saldanda-Kholakharka-Bhoksing	7.50	3.00	54.18	0.35	9.76	64.29	4
5	44B005R	Cyclechowk-Gahatepokhara-Thulipokhari	5.52	5.52	52.66	0.00	9.17	61.84	5
6	44B006R	Mudikuwa-Jhaklak-Khanigoan	4.52	4.52	50.71	0.93	9.41	61.05	6
7	44B007R	Pipaltari (Thausekhola)-Tamadi-Thulipokhari	7.50	7.50	45.08	0.38	10.05	55.51	7
8	44B008R	Thulipokhari-Rohote-Neta (Arthar)-Phulbari	8.65	8.65	46.03	0.28	8.86	55.17	8
9	44B009R	Saranukhola-Hile-Jyamire-Thulibhanjyang	10.57	5.20	44.21	0.36	10.53	55.10	9
10	44B010R	Chhachanne-Charkang-Setibeni	7.00	7.00	44.43	0.38	9.52	54.34	10
11	44B011R	Bitlab-Pipaltari-Gahatepokhara-Salghari-Melpokhari	10.44	10.44	43.99	0.26	7.49	51.75	11
12	44B012R	Ratikhola-Lamsalthar-Saradi-Chitre	5.460	5.46	41.39	0.20	9.41	51.00	12
13	44B013R	Khurkot (Bagaincha)-Nuwar-Damuwakhola	13.10	13.10	35.54	0.00	13.50	49.04	13
14	44B014R	Maidan-Langdi (Deurali)-Ghurungha	8.42	8.42	37.28	0.27	9.69	47.23	14
15	44B015R	Dumrebhanjyang-Banidanda-Bhurtelthok-Triveni	8.040	5.57	34.67	0.10	9.48	44.25	15
16	44B016R	Padamkholi-Chanaute-Bajung	6.810	6.81	28.17	0.22	14.16	42.56	16
17	44B017R	Ratikhola-Darak-Chitre	6.89	6.89	36.41	0.20	5.22	41.83	17
18	44B018R	Patichaur (Deupur)-Timure-Kyang	6.00	6.00	36.19	1.08	4.17	41.45	18
19	44B019R	Khanigoan (Jhaklak)-Chitipani-Chuchundeurali	5.37	5.37	27.09	0.00	9.51	36.60	19
20	44B020R	Paynubhanjyang-Horsangdi-Jaibire	8.20	1.04	16.25	0.00	20.00	36.25	20
21	44B021R	Khaniyaghat-Nangliwang-Banau	9.21	9.21	20.59	0.68	12.93	34.20	21
22	44B022R	Tilahar-Gijyan-Dovilla (Rajmarga)	8.63	8.63	15.82	0.82	5.94	22.58	22
23	44B023R	Damside-Beteni-Makha-Bhuka	6.83	6.83	9.10	0.00	5.87	14.98	23
Total Length km			187.800	168.300					

6.7 List of Village Roads

Following are rural village roads which are under construction initiated by respective VDCs.

Table 6.7: Summary of Urban Roads

S.N.	Name of Road	Total Length (km)	Total Length without GPS (km)	Total Length as per GPS (km)	Total Vehicle Pliable Length (km)	Black Topped	Gravel	Earthen	Surface Condition (Food/Fair/Poor)	Serviceability (All Weather/Fair Weather)
1	Chandika Sasastra Gan-Loktantrikchowk-Old market-Damdare (Highway)	2.51		2.51	1.35	1.35	1.16		Good	AW
2	Durlungchowk (Highway)-Acharyatoal-Siwalaya HS School- Melmilapchowk	0.98		0.98	0.6	0.6	0.38		Good	AW
3	Redcrosschowk-Cross point of Gupteshwor Mahadev road	2.01		2.01	2.01			2.01	Poor	FW
4	Acharyachowk-Govindachowk-DDC-Khatritoal-x pt of Gupteshwor Gufa Way	0.9		0.90	0.33	0.33	0.57		Good	AW
5	Pargatichowk-Siwalaya Chowk	0.32		0.32	0.32	0.32			Good	AW
6	Acharya Kulthan-Kamal House	0.29		0.29	0.29			0.29	Fair	AW
7	Bhimsechowk- x pt of way to Gyandi chowk	0.12		0.12	0.12			0.12	Fair	AW
8	Dekeko House-Khatri Kulthan	0.13		0.13	0.13			0.13	Fair	AW
9	Dhansing guruhouse-through Dhaneshwor chowk	0.15		0.15	0.15			0.15	Fair	AW
10	Gupteshwor Gufa Gate (highway)- Gupteshwor Gufa	0.29		0.29	0.29			0.29	Fair	AW
11	Karmacharya Fensi-Siwalaya HS School	0.17		0.17	0.17		0.17		Fair	AW
12	Kashi Joshi house-Highway cross-Durlung side	0.64		0.64	0.64			0.64	Fair	AW
13	KhauleChautari-Bishnuhouse	0.18		0.18	0.18			0.18	Fair	AW
14	Melmilapchowk-Sukumbasi toal	0.15		0.15	0.15			0.15	Fair	AW
15	Mill (below durlung chowk)-Mustang guesthouse-Kumar Joshi house	0.21		0.21	0.21			0.21	Fair	AW
16	NAPI Office Khanda	0.07		0.07	0.07			0.07	Fair	AW

S.N.	Name of Road	Total Length (km)	Total Length without GPS (km)	Total Length as per GPS (km)	Total Vehicle Pliable Length (km)	Black Topped	Gravel	Earthen	Surface Condition (Food/Fair/Poor)	Serviceability (All Weather/Fair Weather)
17	Ohm Shanti Road	0.16		0.16	0.16	0.16			Good	AW
18	Pangalihouse-Baniya toal	0.15		0.15	0.15			0.15	Fair	AW
19	Sajhachowk-Dhaneshwor-Nandabudhi	0.55		0.55	0.55	0.55			Good	AW
20	Sajhachowk-Way to Namuna Boarding	0.19		0.19	0.19			0.19	Fair	AW
21	Siwalaya HS School Khanda	0.1		0.10	0.10			0.10	Fair	AW
22	Below KOLENIKA-Suspended Bridge (Modi)-Telecommunication office (New)	0.92		0.92	0.92			0.92	Poor	FW
23	Kusma 0 km - Godam	1.34		1.34	1.34	0.15	0.07	1.12	Fair	FW
24	Khareha-Pandheratoal-Godam	1.500	1.5		1.5			1.5	Poor	FW
25	Phulbari-Khareha	1.500	1.5		1.5			1.5	Poor	FW
26	Durlungchowk-Siwalaya Mandir-Khareha P.V.-Lokmarg	1.000	1		1			1	Poor	FW
27	Siwalaya Chowk-Siwalaya temple	0.250	0.25		0.25			0.25	Poor	FW
28	Siwalayachowk-Kholso (BandraBindi)	0.100	0.1		0.1			0.1	Poor	FW
29	Traffic Office-Dil-Tala Jharne Chautari (Khareha)	0.500	0.5		0.5			0.5	Poor	FW
30	Sanamko Ghar-Dil (Khareha)	0.300	0.3		0.3			0.3	Poor	FW
31	Petrol Pump-Dil (Khareha)	0.300	0.3		0.3			0.3	Poor	FW
32	Juteko Ghar-Dil (Khareha)	0.300	0.3		0.3			0.3	Poor	FW
33	Dhakuriko Ghar-Dil (Khareha)	0.300	0.3		0.3			0.3	Poor	FW
34	Subasko Ghar-Dil (Khareha)	0.300	0.3		0.3			0.3	Poor	FW
35	BandreBindi Buspark-Phalamkhani (Khareha)	1.500	1.5		1.5			1.5	Poor	FW
36	Dhaneshworchowk-Agriculture Company Office	0.150	0.15		0.15			0.15	Poor	FW

S.N.	Name of Road	Total Length (km)	Total Length without GPS (km)	Total Length as per GPS (km)	Total Vehicle Pliable Length (km)	Black Topped	Gravel	Earthen	Surface Condition (Food/Fair/Poor)	Serviceability (All Weather/Fair Weather)
37	Purano chwok (Radhakrishnachowk)-Barpipal (Naya Khanepani office)	0.300	0.3		0.3			0.3	Poor	FW
38	Modibeni-Kalleri-Ghartikhalta-Kusma	2.000	2		2			2	Poor	FW
39	Purano chowk-Kumarpunko Ghar-Subas Pant Sarko Ghar	0.100	0.1		0.1			0.1	Poor	FW
40	Narayan H.S.School-B.P. Marg	0.600	0.6		0.6			0.6	Poor	FW
	Total	23.53	11.00	12.53	21.42	3.46	2.35	17.72		

6.8 Additional demanded rural roads during ilaka level workshops

Following listed rural roads were demanded by the people of different VDCs during the ilaka level workshops. These demanded roads are small village roads and these should be considered while preparing Village Transport master Plan (VTMP). These roads can be implemented by the respective VDCs with their own resources. List of demanded roads are listed as follows.

Table - 6.8: New Proposed Village Roads

S.N.	Name of Road	Total Target Length (KM)
1	Sangle (Lunkhu)-Diyalidanda-Handikharka-Bhorle	8
2	Kurgha-Satle-Pangrang	5
3	Huwas-Gedikhola-Darbu-Chauparidanda	5
4	Bhorle-Bhusaldanda-Ikang-Syanja (Bairghari)	5
5	Lastikhola-Banskot-Ghakhet (Dhairing)	5
6	Deurali-Gahate-Baidanda-Toriya	3
7	Bhoksing M.V.-Lamadanda-Sarvudanda-Gumba	12
8	SyalDula-Purnagoan	4.5
9	Ratamata-Deurali-Gadekhola-Annechaur-Kuwapani-Lopre	3
10	Himalya M.V.-Kotgoan-Kothghar-Dobato	4
11	Chitre-Ramja-Arthar-Saisuvara (Upallo)	5
12	Lunkhu-Diyalidanda-Raskot	5
13	Lamtung-Timure-Damaidanda	6
14	Bhyaulekhola-Bause-Lampata	5
15	Ambot-Okhaldhunga-Bhuma-Kathare-Sarunchaur	7
16	Bhoksing-Pangrang-Kurgha	5
17	Banskharka-Kharibot-Chinakhet-Purnagoan	4
18	Bhorle-Bhusaldanda-Nagpujne	3
19	Ranipani-Ranikhola-Thadichaur Lokmarg	6
20	Dunda-Khorpokhara-Urampokhara	3
21	Lamagara (Lokmarg)-Hanumandanda-Chilaunekharka-Bhanjyang	4
22	Geptang-Bhatepata-Luryang-Purnagoan-Raskot-Naunadi	5
23	Banskharka-Malika	7
24	Akasepul-Pipaltari-Thulipokhari 2 Chanaute-Karkineta	20
25	Kusma-Jhaprebagar-Katuwachaupari	6
26	Bachchheswor-Lekbesi	5
27	Agewa-Arghaundi-Arkabhanjyang	7
28	Bhorle-Hile-Tallo Goan (9)	5
29	Kavre-Pangenithar-Ikang	4.5
30	Pakuwa-Gangate-Ramjadanbha Danda-Gupte-Ranpu	8
31	Bagale-Bhangara-Thanmaula	6
32	Siddeswor-Hatiya-Hatemalochowk	5.7
33	Rangthas-Deurali-Lamichhanethar-Baguga-Mayangdikhola	4
34	Ikang-Tulsikharka	3.75
35	Hatemalechowk-Besithok-Dharmpani-Bhandbari	5.6
36	Chilaunekharka-Hanumandanda-Lamgara	6.5
37	Thapathana-Melpokhari-Ghatuwakhola	6.5
38	Huwas-Hatemalochwok-Khabasethok-Maidan-Beulibas	5
39	Chhipchhipe-Kotghar (Khurkot)	3.5
40	Dhaulepar-Kabrabot-Thotneri	5
41	Triveni-Dandathok-Beulibas (Maidan)	4
42	Pang-Dhaireni H.S.S Pang-Himalya H.S.S	4.5
43	Gairagoan-Thulachaur-Kuwapani	3.3
44	Bhuka-Dansing	2.5

Table - 6.9: Pritised list of Trail Bridge for New construction

Rank	Bridge Number	VDC/Municipality		River Name	Place Name	Distance		Bridge	
		Right Bank	Left Bank			Gained (hrs)	Roadhead (day)	Type	Span
1	42500218062	Chuwa	Tilhar	Modhikhola	Dovilla Ghat	2	0.031	Suspended	112
2	42504318063	Bachchha	Chhisti	Kali Gandaki	Gaithune	1.39	0.63	Suspended	120
3	42504718062	Saligram	Taklak	Sati khola	Bhayani ghat	2	1.5	Suspended	90
4	42501518063	Deurali	Deurali	Tuhure khola	Tuhure Ghat	4	0.375	Suspended	75
5	42504718063	Saligram	Taklak	Sati khola	Daunnegotartungekh	3	1.5	Suspended	80
6	42504318061	Chhisti	Bachchha	Kali Gandaki	Dulampokhari	3	0.75	Suspended	140
7	42503118061	Thapathana	Bhangora	Lamake khola	Lamakhet	2	0.75	Suspended	65
8	42504618061	Huwas	Huwas	Mardikhola	Pyakhat	3	1.5	Suspended	40
9	42505518061	Jayakhani	Ranipani	Kali Gandaki	Jimling mulk	3	1.5	Suspended	180
10	42505518061	Arbani	Saligram	Kali Gandaki	Lidi	2	0.75	Suspended	160
11	42501918062	Salyan	Chitre	Khahare khola	Dhimrukghat	4.4	0.5	Suspended	70
12	42505218061	Saronkhola	Huwas	Jhauri khola	Jhauri Ghat	2	1.5	Truss	40
13	42500918021	Ramche	Lekhphant	Oralo khola	Oralo khola	2	0.5	Suspended	31
14	42502818061	Amalachour	Mudikuwa	Kali Gandaki	Katowa Bagar	1.5	0.031	Suspended	115
15	42504018061	Balakot	Pakhapani	Sati khola	Dhanubase	1.5	1.5	Suspended	80
16	42501018061	Majphant	Majphant	Furse khola	Furese khola	4	0.625	Suspended	30
17	42502118061	Pakuwa	Pakuwa	Jhaehare khola	Dha ghat	2.59	0.313	Suspended	95
18	42504018063	Lungkhu Deurali	Pakhapani	Jharuwa khola	Thapathar	2	1.5	Suspended	70
19	42504018064	Pakhapani	Pakhapani	Nepte khola	Chibanineptekokh	2	1.5	Suspended	110
20	42500718062	Ramche	Baskharak	Pugthe khola	Gopti Vir	2	0.375	Suspended	110
21	42504118062	Jaidi	Pangrang	Kali Gandaki	Chheslang	1.5	0.25	Suspended	130
22	42505218063	Saronkhola	Bhorle	Sati khola	Panighatbaitakhsi	2	1.5	Suspended	75
23	42504718061	Taklak	Pidikhola	Pindhi khola	Panchmure seti	3	1.5	Suspended	75
24	42504118063	Panrang	Bachchha	Bachchha khola	Bachchha ghat	1.04	0.75	Suspended	75.00
25	42504018062	Pakhapani	Pakhapani	Timure Khola	Timure	2	1.5	Suspended	65
26	42501218061	Bajung	Bajung	Patikhola	Pawodhur khet	1	0.25	Suspended	95
27	42502818062	Amalachour	Mudikuwa	Kali Gandaki	Mulla Bagar	1	0.031	Suspended	115
28	42501818061	Bichari Chutara	Arthar Dandakharka	Patikhola	Patle	2.44	0	Suspension	107
29	42505218062	Saronkhola	Saronkhola	Medhikhola	Medhikhola Swamip	3	1.5	Suspended	60
30	42502418061	Chuwa	Tilhar	Modhikhola	Mudi khola	1.5	0	Suspended	110
31	42504118061	Pangrang	Jaidi	Kali Gandaki	Ragmas	1	0.25	Suspended	130
32	42501718063	Bhutangle	Dansing	Bhurungdi khola	Bhurungdi	1.11	0.25	Suspended	80
33	42504918063	Bhorle	Bhorle	Sati khola	Chisapani Bhorle	1.87	1.5	Suspended	60
34	4250618061	Shialaya	Shivalaya	Damdare khola	Guteswor Ghat	0.88	0	Suspended	80
35	42503218062	Kurgha	Kurgha	Thado khola	Tholo khola	2	0.5	Suspended	60
36	42501818063	Pawuwa	Arthar Dandakharka	Okadi khola	Shera Ghat	2.03	0.25	Suspended	80
37	42501018063	Majphant	Lekhphant	Furse khola	Manddrey Dhunga	1.97	0.25	Suspended	60
38	42505018061	Hoshrangdi	Saronkhola	Aguwa khola	Aguwa	2	1	Suspended	65

Chapter VI: District Transport Perspective Plan

Rank	Bridge Number	VDC/Municipality		River Name	Place Name	Distance		Bridge	
		Right Bank	Left Bank			Gained (hrs)	Roadhead (day)	Type	Span
39	42504518061	Khadgakot	Barrachour	Kali Gandaki	Puulbari	2	0.75	Suspended	150
40	42504918062	Bhorle	Pakhapani	Sati khola	Mahipal Ghuchee	2	1.5	Suspended	90
41	42505118062	Huwas	Saronkhola	Sati khola	Huwas Khet	1.5	1.5	Suspended	40
42	42505118064	Huwas	Huwas	Baidhokhola	Kedaribaidoghat	1.5	1.5	Suspended	55
43	42503618061	Bhangora	Thanamaula	Khatte khola	Khorela ghat	2	0.375	Suspended	
44	42504218061	Bhangora	Phalamrkani	Pachamiyakh	Manechauka	2	1.5	Suspended	160
45	42501718061	Buktangle	Dansing	Mahabir khola	Mahabir	2.31	0.75	Suspended	100
46	42505118066	Huwas	Huwas	Gead khola	Thumki	1	1.5	Suspended	40
47	42505418061	Deulibas	Triveni	Sati khola	Chisapani	1	1.5	Suspended	75
48	42504918061	Bhorle	Bhorle	Sati khola	Najadabda	2	1.5	Suspended	65
49	42505118065	Saronkhola	Huwas	Gead khola	Ghanghaneghat	2	0	Suspended	40
50	42501118063	Salija	Salija	Thulo khola	Chhruwa panee	3	0.375	Suspended	72
51	42503318061	Limithana	Kurgha	Cherdi khola	Cherdikhola ghat	1.5	0.5	Suspended	114
52	42502718062	Karkineta	Karkineta	Bhagari khola	Bhagari	2.16	0	Suspended	60
53	4250111802	Salija	Salija	Thotnari khola	Ekrate	1.44	0.375	Suspended	41
54	42502918061	Shankhar pokhari	Thanamaula	Lamhay khola	Dhowa khola	1	0.25	Suspended	93
55	42501018062	Majphant	Majphant	Swommy khola	Khola khet	1.5	0.031	Suspended	40
56	42503918061	Lungkhu Deurali	Lungkhu Deurali	Ketichauri khola	Thadekhola	2	1.5	Suspended	45
57	42500818061	Majphant	Majphant	Lugthi khola	Dovella	0.77	0.062	Suspended	60
58	42502918063	Shankhar pokhari	Lungkhu Deurali	Lamaya khola	Lamahey ghat	0.77	0.063	Suspended	95
59	42502218061	Ramja Deurali	Dhairing	Sisne khola	Sisneghat	1	0.38	Suspended	75
60	42503618062	Bhangora	Thanamaula	Khitye khola	Seru Bari	1	0.25	Suspended	70
61	42501818062	Arthar Dandakharka	Arthar Dandakharka	Okadi khola	Chudum ghat	2.1	0.25	Suspended	84
62	42505418062	Urampokhari	Dehulibas	Seuthi khola ghat	Dunda mathi	1	0	Suspended	60
63	42504918064	Bhorle	Bhorle	Sati khola	Khursanibari	1	0	Suspended	80
64	42502018061	Thulopokhari	Kholalakuri	Bodho khola	Aergale	1.57	0.5	Truss	60
65	42501718064	Bhuktangle	Bhuktangle	Paral khola	Kamal jaesithan	1.82	0.75	Suspended	32
66	42503018061	Thapathana	Bhangora	Labaya khola	Lamakhet	2.27	0	Suspended	70
67	42500818062	Lekhaphant	Salija	Thado khola	Tholdhunga	1	0.25	Suspended	50
68	42500918065	Dairing	Nangliwang	Lasti khola	Sesnera	1	0.25	Suspended	60
69	42501118064	Lekhaphant	Lekhphant	Phadhera khola	Bhumi ghat	2	0.25	Suspended	35
70	42501118064	Salija	Salija	Khera khola	Khera ghat	1	0.25	Suspended	50
71	42500818063	Banau	Dhairing	Lasti khola	Dovan ghat	3.1	0.5	Suspension	150
72	42504318063	Barrachaur	Bachchha	Fhoksing khola	Fhoksing	2	1.5	Suspended	38
73	42501718062	Bhuktangle	Bhuktangle	Thado khola	Thado khola ghat	1.24	0.5	Suspended	80
74	42500318062	Khurkot	Khurkot	Dhada	Dhada	1.41	0	Suspended	60
75	42500118063	Durlung	Durlung	Dobilla	Dobilla	0.8	0.25	Suspended	70
76	42502718061	Karkineta	Karkineta	Salleri ghat	Salleri ghat	1	0	Suspended	40
77	42504518062	Barrachaur	Barrachour	Khahare khola	Khahare ghat	1.05	0.25	Truss	16
78	42500418061	Nangliwang	Nangliwang	Danse ghat	Danse ghat	1	0.25	Suspended	45

Rank	Bridge Number	VDC/Municipality		River Name	Place Name	Distance		Bridge	
		Right Bank	Left Bank			Gained (hrs)	Roadhead (day)	Type	Span
79	42500118064	Durlung	Bajung	Thola khola ghat	Thola khola ghat	83	0.13	Suspended	80

6.10 Priritised list of Trail Bridge for Major Maintenance

Four numbers of Trail Bridges have been proposed for Major Maintenance

Table - 6.9: Priritised list of Trail Bridge for Major construction

Rank	Bridge Number	VDC/Municipality		River Name	Place Name	Bridge	
		Right Bank	Left Bank			Type	Span
1	42505518062	Saligram	Pidikhola	Sati khola	Setibeni	Suspended	48
2	42502618062	Katuwachaupari	Shivalaya	Modi khola	Jhaprebagar	Suspension	98
3	42502618061	Shivalaya	Katuwachaupari	Modi khola	Modibeni	Suspended	74
4	42500718061	Ramcha	Baskharka	Pugdi khola	Dadakharka	Suspended	35

6.11 Prospective Road RCC Bridge

Table – 6.10: Prospective Road RCC Bridge

S. N	Code	Name of the road	Way Point	River	Place	Types of Bridges	Span "M"	Remarks
1	44A00 1R	Divilla-Phalebas-Bachchha-Ranipani-Setibeni (Kaligandaki)	67	Malyangdi Khola	Katuwachaupari	RCC Bridge	70	
			263	Bachchha Khola	Bachchha and Pangrang	RCC Bridge	30	
			150		Ranipani	Truss Bridge	20	
2	44A00 2R	Divilla-Silmi-Thulipokhari-Karkineta-Lunkhu-Bhoksing-Uram-Wahaki	179		Bagale bazar, Sirubari	Truss Bridge	10	
3	44A00 3R	Mudekhola (Rahale)-Lunkhu-Huwas	151	Chirdi Khola	Kurgaha	RCC Bridge	30	
			100	Gedikhola	Huwas	RCC Bridge	30	
			115	Setikhola	Kavre goan	RCC Bridge	40	
4	44A00 7R	Dimuwa-Tilahr-Ramja-Chitre-Bhadaure (Kaski)	373	Ratikhola		RCC Bridge	30	
			375	Lidi khola	Darak, Tilahr	Truss Bridge	20	

S. N	Code	Name of the road	Way Point	River	Place	Types of Bridges	Span "M"	Remarks
			436		Thulipauwa	Truss Bridge	10	
			438		Thulipauwa	Truss Bridge	20	
5	44A008R	Milachowk-Divilla-Lekhphant-Saliya-Lopre-Nagi (Myagdi)	231		Kholakhet, Manjhphant	RCC Bridge	50	
6	44A012R	Patichaur-Bajung-Khuijeri-Kyang-Lespar	177		Gurung goan, Khaijuri, Kyang	Truss Bridge	20	
			179		Gurung goan, Khaijuri, Kyang	Truss Bridge	20	
7	44A013R	Cyclechowk-Chuchundeurali-Thapathana-Bhangara	17	Malyangdi khola	Malyangdi khola, Shankarpokhari	RCC Bridge	50	
8	44A014R	Patichaur-Deupur-Bhuka-Jhillibarang	489		Tapu, Deupur VDC	Truss Bridge	20	
			492		Tapu, Deupur VDC	Truss Bridge	20	

S. N	Code	Name of the road	Way Point	River	Place	Types of Bridges	Span "M"	Remarks
			571		Bhukatangle	Truss Bridge	10	
			573		Bhukatangle	Truss Bridge	10	
			587		Bhukatangle	Truss Bridge	12	
			594	Parauche khola	Parauche khola, Bhuka	Truss Bridge	10	
			596		Lapsibot, Bhukatangle	Truss Bridge	10	
9	44A01 5R	Chisapni-Huwas-Triveni-Ranipani-Barrachaur	26	Chisapani Khola	Huwas	RCC Bridge	30	
			38	MardiKhola	Huwas	RCC Bridge	30	
			51	Bokekhol	Arunthan bazar	Truss Bridge	10	
			54	Setikhola		Truss Bridge	150	
			61	Seudi khola	Uram	Truss Bridge	20	
10	44A01 6R	Dovilla-Pakuwa-Gangate-Arthar-Khadketari	221	Jare Khola	Silmiphant, Pakuwa	RCC Bridge	70	
			236	Jare Khola	Arthar	RCC Bridge	30	

S. N	Code	Name of the road	Way Point	River	Place	Types of Bridges	Span "M"	Remarks
			235		Barahbisepant, Arthar	Truss Bridge	10	
			282	Tunikhola	border of Arthar (parbat) and Syanja	Truss Bridge	25	
11	44B003R	Kusma-Modibeni-Mudikuwa	23	Modikhola	Modibeni, border of Siwalya and Mudikuwa	RCC Bridge	120	
12	44B011R	Bitlab-Pipaltari-Gahatepokhara-Salghari-Melpokhari	29		Pipaltari	RCC Bridge	50	
			55	Malyangdikhola	Pipaltari	Truss Bridge	20	
13	44B013R	Khurkot (Bagaincha)-Nuwar-Damuwakhola	154		Nuwara, Pang	Truss Bridge	15	
14	44B016R	Padamkholi-Chanaute-Bajung	150		Bajung	Truss Bridge	10	
15	44B017R	Ratikhola-Darak-Chitre	482	Ratikhola		RCC Bridge	40	
			450		Pata, Chitre	Truss Bridge	10	
16	44B018R	Patichaur (Deupur)-Timure-Kyang	207		Bjung	RCC Bridge	40	
			209		Bajung	RCC Bridge	30	

S. N	Code	Name of the road	Way Point	River	Place	Types of Bridges	Span "M"	Remarks
			198		Kyang	Truss Bridge	20	
			201		Kyang	Truss Bridge	10	
17	44B02 1R	Khaniyaghat-Nangliwang-Banau	220	Chhaharekhola	Nanglibang	Truss Bridge	20	
18	44B02 2R	Tilahar-Gijyan-Dovilla (Rajmarga)	107	Modikhola	border of Tilahar and Chuwa	RCC Bridge	60	

6.12 Prospective RCC Slab Culvert

Table - 6.11: Prospective Road RCC Slab

S. N.	Code	Name of the road	Way Point	River	Place	Span "M"	Remarks
1	44A001R	Divilla-Phalebas-Bachchha-Ranipani-Setibeni (Kaligandaki)	248		Karnas, Pangrang	7	
			258		Ratimata, Bachchha	7	
2	44A002R	Divilla-Silmi-Thulipokhari-Karkineta-Lunkhu-Bhoksing-Uram-Wahaki	307		Khaula VDC	6	

S. N.	Code	Name of the road	Way Point	River	Place	Span "M"	Remarks
3	44A003R	Mudekhola (Rahale)-Lunkhu-Huwas	111	Kholi, Bhorle		6	
4	44A005R	Hilekhola-Ahalegaira-Karkineta-Thapathana-Phalebas	318	Shankarpo khari	Pokharachaur	6	
			171		Gaddechaur, Karkineta	6	
5	44A007R	Dimuwa-Tilahar-Ramja-Chitre-Bhadaure (Kaski)	390	Kholi, Pakuwa		6	
			407		Chiyapani, Ramja	6	
			413		Ramja	6	
			415		Ramja	6	
			420		Ramja	6	
			428		Chitre	6	
6	44A012R	Patichaur-Bajung-Khuijeri-Kyang-Lespar	121		Naule, Bajung	5	
			130		Naule, Bajung	5	
			147		Bajung	5	
			167		Gairi goan bajung	5	
7	44A013R	Cyclechowk-Chuchundeurali-Thapathana-Bhangara	52		Bhangara	10	
			57		Ulleri	10	

S. N.	Code	Name of the road	Way Point	River	Place	Span "M"	Remarks
					Settlement		
8	44A014R	Patichaur-Deupur-Bhuka-Jhillibarang	569		Saraun Deurali	6	
			576		Bhukatangle	5	
			579		Bhukatangle	5	
			583		Bhukatangle	5	
			585		Bhukatangle	6	
			589		Lapsibot, Bhukatangle	5	
			592		Lapsibot, Bhukatangle	6	
10	44A015R	Chisapni-Huwas-Triveni-Ranipani-Barrachaur	23	Kholsi, Huwas		6	
			43	Kholsi, Triveni		6	
			47	Kholsi, Triveni		6	
11	44A016R	Dovilla-Pakuwa-Gangate-Arthar-Khadketari	244	Arthar	Dandakharka	6	
			263		Bagale, Arthur	6	
			272		Bagale, Arthur	6	
			274		Bagale, Arthur	6	
			280		Bagale, Arthur	6	
13	44B005R	Gahatepokhara-Thulipokhari	38			5	

S. N.	Code	Name of the road	Way Point	River	Place	Span "M"	Remarks
14	44B008R	Thulipokhari-Rohote-Neta (Arthar)-Phulbari	4		Rohote, Thulipokhari	7	
			6		Rohote, Thulipokhari	5	
			8		Rohote, Thulipokhari	7	
			10		Alsechaur, Khaula Lakuri	7	
			15		Chhapsuwara, Khaula Lakuri	6	
			17		Neta, Arthar	6	
			287		Majhkatera, Arthar	5	
			289		Majhkatera, Arthar	6	
			293		Majhkatera, Arthar	7	
15	44B009R	Saranukhola-Hile-Jyamire-Thulibhanjyang	122	Jharuwa khola	Bhorle	7	
16	44B012R	Ratikhola-Lamsalthar-Saradi-Chitre	107		Saradi Chitre	6	
17	44B014R	Maidan-Langdi (Deurali)-Ghurungha	531		Purna goan, Deurali	6	
18	44B017R	Ratikhola-Darak-Chitre	454		Pata, Chitre	6	

S. N.	Code	Name of the road	Way Point	River	Place	Span "M"	Remarks
			456		Pata, Chitre	6	
			478		Darak, Tilahar	6	
19	44B022R	Tilahar-Gijyan-Dovilla (Rajmarga)	87		Dimuwa, Tilahar	6	

6.13 Prospective Causeway

Table - 6.12: Prospective Causeway

S. N.	Code	Name of the road	WayPoint/ Chanage	Types of Causeway	Span "M"	Remarks
1	44A001R	Divilla-Phalebas-Bachchha-Ranipani-Setibeni (Kaligandaki)	82	Stone Causeway	10	
			89	Stone Causeway	5	
			92	Stone Causeway	20	
			102	Stone Causeway	15	BhukeKhola
			111	Stone Causeway	15	
			235	Stone Causeway	20	
			243	Stone Causeway	20	

S. N.	Code	Name of the road	WayPoint/	Types of	Span "M"	Remarks
			260	Stone Causeway	20	
			137	Stone Causeway	30	
			148	Stone Causeway	20	
			105	RCC Hume Pipe Causeway	10	
2	44A002R	Divilla-Silmi-Thulipokhari-Karkineta-Lunkhu-Bhoksing-Uram-Wahaki	305	Stone Causeway	6	
			326	Stone Causeway	10	
			194	Stone Causeway	10	
3	44A003R	Mudekhola (Rahale)-Lunkhu-Huwas	120	Stone Causeway	5	
			121	Stone Causeway	5	
			123	Stone Causeway	10	
			124	Stone Causeway	10	

S. N.	Code	Name of the road	WayPoint/	Types of	Span "M"	Remarks
			125	Stone Causeway	10	Khaulako Dil, Devasthan
			132	Stone Causeway	15	
			133	Stone Causeway	10	
			134	Stone Causeway	5	
			139	Stone Causeway	15	
			140	Stone Causeway	5	
			141	Stone Causeway	10	
			143	Stone Causeway	10	
			147	Stone Causeway	15	
			148	Stone Causeway	15	
			150	Stone Causeway	5	
			153	Stone Causeway	10	

S. N.	Code	Name of the road	WayPoint/	Types of	Span "M"	Remarks
			154	Stone Causeway	10	
			155	Stone Causeway	10	
			156	Stone Causeway	5	
			157	Stone Causeway	5	
			158	Stone Causeway	10	
			160	Stone Causeway	5	
			162	Stone Causeway	5	
			163	Stone Causeway	5	
			185	Stone Causeway	5	
			187	Stone Causeway	5	
			189	Stone Causeway	10	
			191	Stone Causeway	10	

S. N.	Code	Name of the road	WayPoint/	Types of	Span "M"	Remarks
			192	Stone Causeway	5	
			259	Stone Causeway	15	
			260	Stone Causeway	15	
			137	Stone Causeway	10	
			139	Stone Causeway	10	
4	44A004R	Chhamarke-Khurkot-Bhatebari (Pang)-Banau-Deurali (Salija)	65	Stone Causeway	10	
5	44A005R	Hilekhola-Ahalegaira-Karkineta-Thapathana-Phalebas	299	Stone Causeway	5	
			302	Stone Causeway	15	
			303	Stone Causeway	5	
			309	Stone Causeway	20	
			311	Stone Causeway	10	
			313	Stone Causeway	15	

S. N.	Code	Name of the road	WayPoint/	Types of	Span "M"	Remarks
			326	Stone Causeway	15	
			333	Stone Causeway	5	
			335	Stone Causeway	5	
			336	Stone Causeway	5	
6	44A006R	Kusma-Durlung-Halhale-Lespar-Saliya	66	Stone Causeway	10	
			69	Stone Causeway	10	
			74	Stone Causeway	20	
			76	Stone Causeway	50	Tallo Lespar, Kyang
			78	Stone Causeway	10	
			101	Stone Causeway	10	
			108	Stone Causeway	5	
			109	Stone Causeway	20	Tare, Saliya

S. N.	Code	Name of the road	WayPoint/	Types of	Span "M"	Remarks
			113	Stone Causeway	5	
			115	Stone Causeway	10	
			118	Stone Causeway	15	
			119	Stone Causeway	5	
7	44A007R	Dimuwa-Tilahar-Ramja-Chitre-Bhadaure (Kaski)	388	Stone Causeway	5	
			401	Stone Causeway	10	
			409	Stone Causeway	20	
			411	Stone Causeway	10	
			417	Stone Causeway	10	
			422	Stone Causeway	10	
			430	Stone Causeway	6	
			432	Stone Causeway	10	

S. N.	Code	Name of the road	WayPoint/	Types of	Span "M"	Remarks
			434	Stone Causeway	20	
8	44A008R	Milachowk-Divilla-Lekhphant-Salija-Lopre-Nagi (Myagdi)	150	Stone Causeway	10	
			151	Stone Causeway	10	
			157	Stone Causeway	10	
			158	Stone Causeway	5	
			243	Stone Causeway	15	
			245	Stone Causeway	10	
			106	Stone Causeway	5	
			107	Stone Causeway	5	
			108	Stone Causeway	5	
			109	Stone Causeway	10	
			110	Stone Causeway	20	

S. N.	Code	Name of the road	WayPoint/	Types of	Span "M"	Remarks
			113	Stone Causeway	5	
			93	Stone Causeway	5	
9	44A009R	Lunkhu-Balakot-Sitle-Sadhane-Huwas Bazar	45	Stone Causeway	10	
			47	Stone Causeway	10	
			51	Stone Causeway	10	
10	44A010R	Milanchowk-Kothaghar-Banskharka (Tallo)	10	Stone Causeway	30	
			12	Stone Causeway	10	
			204	Stone Causeway	5	
			205	Stone Causeway	5	
11	44A011R	Limithana-Thanamaula-Ghante (Syanja)	208	Stone Causeway	10	
			210	Stone Causeway	5	
			211	Stone Causeway	5	

S. N.	Code	Name of the road	WayPoint/	Types of	Span "M"	Remarks
			214	Stone Causeway	5	
			219	Stone Causeway	15	
			221	Stone Causeway	5	
			239	Stone Causeway	5	
			247	Stone Causeway	5	
			250	Stone Causeway	5	
			251	Stone Causeway	10	
			252	Stone Causeway	15	
12	44A012R	Patichaur-Bajung-Khuijeri-Kyang-Lespar	123	Stone Causeway	10	
			132	Stone Causeway	5	
			159	Stone Causeway	10	
			172	Stone Causeway	10	

S. N.	Code	Name of the road	WayPoint/	Types of	Span "M"	Remarks
			181	Stone Causeway	15	
			183	Stone Causeway	10	
			185	Stone Causeway	10	
13	44A013R	Cyclechowk-Chuchundeurali-Thapathana-Bhangara	19	Stone Causeway	10	
			21	Stone Causeway	5	
			23	Stone Causeway	10	
			24	Stone Causeway	5	
			30	Stone Causeway	10	
			31	Stone Causeway	10	
			43	Stone Causeway	10	
			44	Stone Causeway	5	
			46	Stone Causeway	15	

S. N.	Code	Name of the road	WayPoint/	Types of	Span "M"	Remarks
			48	Stone Causeway	5	
			54	Stone Causeway	5	
			58	Stone Causeway	10	
			59	Stone Causeway	10	
			61	Stone Causeway	10	
			62	Stone Causeway	10	
			63	Stone Causeway	20	
			64	Stone Causeway	10	
			65	Stone Causeway	10	
			67	Stone Causeway	10	
			69	Stone Causeway	5	
			74	Stone Causeway	10	

S. N.	Code	Name of the road	WayPoint/	Types of	Span "M"	Remarks
			79	Stone Causeway	10	
			80	Stone Causeway	20	
			81	Stone Causeway	20	
			82	Stone Causeway	10	
14	44A014R	Patichaur-Deupur-Bhuka-Jhillibarang	485	Stone Causeway	10	
			549	Stone Causeway	10	
			565	Stone Causeway	6	
			567	Stone Causeway	6	
15	44A015R	Chisapni-Huwas-Triveni-Ranipani-Barrachaur	73	Stone Causeway	20	
16	44A016R	Dovilla-Pakuwa-Gangate-Arthar-Khadketari	219	Stone Causeway	5	
			231	Stone Causeway	10	
			255	Stone Causeway	5	

S. N.	Code	Name of the road	WayPoint/	Types of	Span "M"	Remarks
			257	Stone Causeway	10	
			259	Stone Causeway	10	
			265	Stone Causeway	6	
			268	Stone Causeway	6	
17	44B002R	Manjhphant (Kotghar)- Lekhphant-Saliya (Okhreni)	63	Stone Causeway	5	
			65	Stone Causeway	30	
			68	Stone Causeway	10	
			72	Stone Causeway	5	
			75	Stone Causeway	15	
			84	Stone Causeway	5	
			86	Stone Causeway	10	
			90	Stone Causeway	5	

S. N.	Code	Name of the road	WayPoint/	Types of	Span "M"	Remarks
18	44B005R	Gahatepokhara-Thulipokhari	40	Stone Causeway	15	
			41	Stone Causeway	5	
19	44B006R	Mudikuwa-Jhaklak-Khanigoan	116	Stone Causeway	5	
			121	Stone Causeway	5	
			122	Stone Causeway	5	
			124	Stone Causeway	15	
			125	Stone Causeway	15	
			126	Stone Causeway	10	
20	44B008R	Thulipokhari-Rohote-Neta (Arthar)-Phulbari	12	Stone Causeway	20	Alsechaur, Khaula Lakuri
21	44B009R	Saranukhola-Hile-Jyamire-Thulibhanjyang	118	Stone Causeway	10	
			120	Stone Causeway	10	
22	44B010R	Chhachanne-Charkang-Setibeni	81	Stone Causeway	10	

S. N.	Code	Name of the road	WayPoint/	Types of	Span "M"	Remarks
			83	Stone Causeway	60	
			85	Stone Causeway	10	
			90	Stone Causeway	30	
			95	Stone Causeway	20	
			97	Stone Causeway	20	
23	44B011R	Bitlab-Pipaltari-Gahatepokhara-Salghari-Melpokhari	24	Stone Causeway	10	
	\		28	Stone Causeway	15	
			48	Stone Causeway	10	
			50	Stone Causeway	5	
			53	Stone Causeway	5	
			90	Stone Causeway	5	
24	44B012R	Ratikhola-Lamsalthar-Saradi-Chitre	96	Stone Causeway	10	

S. N.	Code	Name of the road	WayPoint/	Types of	Span "M"	Remarks
25	44B013R	Khurkot (Bagaincha)-Nuwar-Damuwakhola	156	Stone Causeway	15	
			165	Stone Causeway	10	
26	44B014R	Maidan-Langdi (Deurali)-Ghurungha	535	Stone Causeway	6	
			537	Stone Causeway	10	
			546	Stone Causeway	10	
27	44B015R	Dumrebhanjyang-Banidanda-Bhurtelthok-Triveni	4	Stone Causeway	10	
28	44B016R	Padamkholsi-Chanaute-Bajung	27	Stone Causeway	10	
			154	Stone Causeway	10	
29	44B018R	Patichaur (Deupur)-Timure-Kyang	203	Stone Causeway	10	
			205	Stone Causeway	10	
			213	Stone Causeway	30	
30	44B019R	Khanigoan (Jhaklak)-Chitipani-Chuchundeurali	N	Stone Causeway	5	

S. N.	Code	Name of the road	WayPoint/	Types of	Span "M"	Remarks
31	44B021R	Khaniyaghat-Nangliwang-Banau	189	Stone Causeway	5	
			197	Stone Causeway	10	
			198	Stone Causeway	15	
			199	Stone Causeway	15	
			208	Stone Causeway	15	
			213	Stone Causeway	10	
			218	Stone Causeway	15	
			73	Stone Causeway	10	

6.14 Prospective Humepipe

Table – 6.13 Prospective Humepipe

S. N.	Code	Name of the road	WayPoint	River	Place	Types of Humepipe	Span "M"	Remarks
1	44A001R	Divilla-Phalebas-Bachchha-Ranipani-Setibeni (Kaligandaki)	105			RCC Hume Pipe Causeway	10	

S. N	Code	Name of the road	WayPoint	River	Place	Types of Humepipe	Span "M"	Remarks
			143			RCC Humepipe culvert	10	
			80			RCC Humepipe	5	
			91			RCC Humepipe	5	
			93			RCC Humepipe	5	
			95			RCC Humepipe	5	
			97			RCC Humepipe	5	
			98			RCC Humepipe	5	
2	44A003R	Mudekhola (Rahale)-Lunkhu-Huwas	180			RCC Humepipe	5	
			257			RCC Humepipe	5	
			263			RCC Humepipe	5	
			264			RCC Humepipe	5	
3	44A005R	Hilekhola-Ahalegaira-Karkineta-Thapathana-Phalebas	297			RCC Humepipe	5	
			312			RCC Humepipe	5	
4	44A013R	Cyclechowk-Chuchundeurali-Thapathana-Bhangara	16			RCC Humepipe	10	
5	44B007R	Pipaltari (Thausekhola)-Tamadi-Thulipokhari	12			RCC Humepipe	5	
6	44B011R	Bitlab-Pipaltari-Gahatepokhara-Salghari-Melpokhari	33			RCC Humepipe	5	
			34			RCC Humepipe	5	
7	44B013R	Khurkot (Bagaincha)-Nuwar-Damuwakhola	159			RCC Humepipe Culvert	5	
			160			RCC Humepipe Culvert	10	

S. N	Code	Name of the road	WayPoint	River	Place	Types of Humepipe	Span "M"	Remarks
			161			RCC Humepipe Culvert	20	
			166			RCC Humepipe Culvert	10	
			168			RCC Humepipe Culvert	5	
8	44B021R	Khaniyaghat-Nangliwang-Banau	193			RCC Humepipe	5	
			206			RCC Humepipe	5	
			215			RCC Humepipe	5	

CHAPTER VII: FIRST FIVE-YEAR DISTRICT TRANSPORT MASTER PLAN (DTMP)

CHAPTER VII: FIRST FIVE-YEAR DISTRICT TRANSPORT MASTER PLAN (DTMP)

7.0 First Five-Year District Transport Master Plan

The first five-year District Transport Master Plan, (DTMP) is prepared based on projected financial plan and prioritized transport linkages to indicate the year-wise target various categories of interventions is prepared and main trail (bridge only) for new construction.

7.1 Five Year Projected Financial Plan

The first five-year projected financial plan is prepared by considering all possible funding sources mainly DDC development grant, VDC's allocation, DDC's own resources, DoLIDAR support, GON's grant and support from other donor agencies. This project is based on existing trend of funding.

Table 7.1 Possible Funding (Roads) for coming five years Budget (in Thousand NRs.)

Source of Budget	Fiscal Year				
	067/68	068/69	069/70	070/71	071/072
MLD'S Grand and DDC Internal Resources	61600	67760	74536	81990	90189
Road Maintenance Fund	2000	2300	2645	3042	3498
Fund of Members of Parliaments	550	605	666	732	805
RRRSDP/other	80000	120000	110000	121000	133100
LGCDP	4000	4400	4840	5324	5856
VDC * (20% of T. Budget)	13800	15180	16698	18368	20205
Sub- Total	161950	210245	209385	230455	253653
People's Participation (10%)	16195	21025	20938	23046	25365
Total	178145	231270	230323	253501	279018
Grand Total	1172256				

Table 7.2 Projected financial plan for trail bridges (InThousand NRs)

Year	Projected Financial Plan for Trail Bridges		
	Routine Maintenance	Major Maintenance	New Construction Bridges
067/68	222,000.00	1,600,000.00	11,156,250.00
068/69	258,000.00	1,600,000.00	14,343,750.00
069/70	294,000.00	1,600,000.00	19,125,000.00
070/71	330,000.00	1,600,000.00	19,125,000.00
071/72	381,000.00	1,600,000.00	19,125,000.00
Total	1,485,000.00	8,000,000.00	82,875,000.0
Grand Total	92,360,000.00		

7.2 Sharing of Budget

The annual budget available for the development of transportation sector in this district will be shared for various intervention new construction, maintenance and rehabilitation and further divided into district road and village/agriculture road. As per local situation of the district, the sharing of fund will be done as per chart given below.

Annex:3.2.2
Sharing of Budget

Total Annual Budget (Road) (NRs.'000)
1172256
(100%)

New Construction
8
%
93781



District Road A	District Road B
64	36
%	%
60020	33761

Rehabilitation/Upgrading
86
%
1008140



District Road A	District Road B
90	10
%	%
907326	100814

Maintenance
6
%
70335



District Road A	District Road B
70	30
%	%
49235	21101

7.3 Year- Wise Sharing Of Budget

Table 7.3: Year- Wise Sharing of Budget for roads

S.N.	Fiscal Year	Total Budget (NRs.)	Total Budget (NRs. in 'ooo) & Percentage for New, Rehabilitation & Maintenance						Total %
			New Construction		Rehabilitation/Upgrading		Maintenance		
			Amount	%	Amount	%	Amount	%	
1	067/68	178145	14252	8	149642	84	14252	8	100
2	068/69	231270	18502	8	198892	86	13876	6	100
3	069/70	230323	18426	8	198078	86	13819	6	100
4	070/71	253501	20280	8	218011	86	15210	6	100
5	071/72	279018	22321	8	239956	86	16741	6	100
	Total	1172256	93781		1004577		73898		100

7.4 Year-wise Targets

Table 7.4: Year-wise Targets for road

Fiscal Year	Road Category					
	District Road A Km			District Road B Km		
	New Construction	Rehabilitation/Upgrading	Maintenance	New Construction	Rehabilitation/Upgrading	Maintenance
067/68	5	38	369	3	5	158
068/69	6	51	216	3	7	93
069/70	6	51	215	3	7	92
070/71	6	56	237	4	7	101
071/72	7	62	260	4	8	112
Total (km)/no	30	258	1297	17	33	556
Grand Total (km)/no	1586			606		

Table 7.5: Year-wise Targets for Trail Bridges

Year	Year-Wise Target		
	Routine Maintenance	Major Maintenance	New Construction Bridges
067/68	74	2	7
068/69	86	2	9
069/70	98	2	12
070/71	110	2	12
071/72	127	2	12
Total	495	10	52

According to the projected financial plan, year-wise physical targets are set as follows

Table 7.6: Year-wise physical targets for new construction

S.N.	Class of Transport Linkage	New Construction Budget ' 000											
		2067/68		2068/69		2069/70		2070/71		2071/72		Total	
		Budget	km	Budget	km	Budget NRs. '000	km	Budget	km	Budget	km	Budget	km
1	District A Road	9121	5	11841	6	11793	6	11793	6	14286	7	58833	30
2	District road B	5131	3	6661	3	6633	3	7301	4	8036	4	33761	17

Table 7.7: Year-wise physical targets for Rehabilitation/Upgrading

S.N.	Class of Transport Linkage	Rehabilitation/Upgrading								Budget ' 000			
		2067/68		2068/69		2069/70		2070/71		2071/72		Total	
		Budget	km	Budget	km	Budget	km	Budget	km	Budget	km	Budget	km
1	District A Road	134678	38	179003	51	178270	51	196210	56	215960	62	904120	258
2	District Road B	14964	5	19889	7	19808	7	21801	7	23996	8	100458	33

7.5 Prioritized Transportation Linkages for the First Five Year Plan (DTMP)

Based on likely available budget, the following District Road A and B roads have been prioritized for new construction and Rehabilitation/ Upgrading for five year DTMP. Detailed are given in following table below:

7.5.1 Prioritized District Roads A for the First Five Year Plan (DTMP)

Table 7.8: Prioritized District Road 'A' for New Linkage

S.N.	Code	Name of Road	Total Length (km)	Targeted Length of Road for Upgrading to BT km	2067/68		2068/69		2069/70		2070/71		2071/72		Total		Source of Funding
					Budget Nrs in '000	km	Budget Nrs in '000	km	Budget Nrs in '000	km	Budget Nrs in '000	km	Budget Nrs in '000	km	Budget Nrs in '000	km	
1	44A002R	Divilla-Silmi-Thulipokhari-Karkineta-Lunkhu-Bhoksing-Uram-Wahaki	50.92	3.00	10500	3.00									10500	3.00	DDC/VDC/LGCDP/MoLP
2	44A009R	Lunkhu-Balakot-Sitle-Sadhane-Huwas Bazar	10.51	6.00	7000	2.00	14000	4.00							21000	6.00	DDC/VDC/LGCDP/MoLP
3	44A014R	Patichaur-Deupur-Bhuka-Jhillibarang	18.28	1.00			3500	1.00							3500	1.00	DDC/VDC/LGCDP/MoLP

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S.N.	Code	Name of Road	Total Length (km)	Targeted Length of Road for Upgrading to BT km	2067/68		2068/69		2069/70		2070/71		2071/72		Total		Source of Funding
					Budget Nrs in '000	km	Budget Nrs in '000	km	Budget Nrs in '000	km	Budget Nrs in '000	km	Budget Nrs in '000	km	Budget Nrs in '000	km	
4	44A012R	Patichaur-Bajung-Khuijeri-Kyang-Lespar	18.77	5.00			3500	1.00	7000	2.00	7000	2			17500	5.00	DDC/VDC/LGCDP/MoLP
5	44A015R	Chisapni-Huwas-Triveni-Ranipani-Barrachaur	31.65	4.00					6000	2.00	6000	2			12000	4.00	DDC/VDC/LGCDP/MoLP
6	44A017R	Balakot-Arghaundi-Horsangdi-Beulibas-Dud	15.00	11.00					9545	2.00	9545	2	33409	7	52500	11.00	DDC/VDC/LGCDP/MoLP
Required Budget and targeted length (km)			145	30	17500	5	21000	6	22545	6	22545	6	33409	7	117000	30	
Total likely available Budget and targeted length (km)				30.00	9121	5	11841	6	11793	6	11793	6	14286	7	58833	30	

Table 7.9: Prioritized District Road 'A' for Upgrading

S.N	Code	Name of Road	Total Length (km)	Targeted Length of Road for Upgrading to BT km	2067/68		2068/69		2069/70		2070/71		2071/72		Total		Source of Funding
					Budget Nrs in '000	km	Budget Nrs in '000	km	Budget Nrs in '000	km	Budget Nrs in '000	km	Budget Nrs in '000	km	Budget Nrs in '000	km	
1	44A001R	Divilla-Phalebas-Bachchha-Ranipani-Setibeni (Kaligandaki)	49.08	16.00	59023	10	35414	6							94437	16.00	RRRSDP
2	44A002R	Divilla-Silmi-Thulipokhari-Karkineta-Lunkhu-Bhoksing-Uram-Wahaki	50.92	41.50	45541	11	62102	15.	64172	15.50					171815	41.50	RRRSDP
3	44A003R	Mudekhola (Rahale)-Lunkhu-Huwas	31.94	15.00	27622	5	27622	5	27622	5.00					82866	15.00	DDC/VDC/LGCDP/MoLP
4	44A004R	Chhamarke-Khurkot-Bhatebari (Pang)-Banau-Deurali (Salija)	23.44	15.00	18780	5	18780	5	18780	5.00					56340	15.00	DDC/VDC/LGCDP/MoLP
5	44A005R	Hilekhola-Ahalegaira-Karkineta-Thapathana-Phalebas	21.27	20.00	37869	7	37869	7	32459	6.00					108197	20.00	RRRSDP
6	44A006R	Kusma-Durlung-Halhale-Lespar-Salija	35.39	25.00			54772	13	12640	3.00	37919	9.00			105330	25.00	RRRSDP
7	44A007R	Dimuwa-Tilahar-Ramja-Chitre-Bhadaure (Kaski)	19.60	10.00					27194	5	27194	5.00			54388	10.00	DDC/VDC/LGCDP/MoLP

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S.N	Code	Name of Road	Total Length (km)	Targeted Length of Road for Upgrading to BT km	2067/68		2068/69		2069/70		2070/71		2071/72		Total		Source of Funding
					Budget Nrs in '000	km	Budget Nrs in '000	km	Budget Nrs in '000	km	Budget Nrs in '000	km	Budget Nrs in '000	km	Budget Nrs in '000	km	
8	44A008R	Milachowk-Divilla-Lekhphant-Salija-Lopre-Nagi (Myagdi)	28.39	15.00					14678	3	29356	6.	29356	6	73391	15	DDC/VDC/LGCDP/MoLP
9	44A009R	Lunkhu-Balakot-Sitle-Sadhane-Huwas Bazar	10.51	4.51					18785	5					18785	4.51	DDC/VDC/LGCDP/MoLP
10	44A010R	Milanchowk-Kothaghar-Banskharka (Tallo)	13.08	10.00							44052	10			44052	10	DDC/VDC/LGCDP/MoLP
11	44A011R	Limithana-Thanamaula-Ghante (Syanja)	16.89	10.00							22278	5	22278	5	44556	10	DDC/VDC/LGCDP/MoLP
12	44A012R	Patichaur-Bajung-Khuijeri-Kyang-Lespar	18.77	10.00							26672	5.	26672	5	53344	10	DDC/VDC/LGCDP/MoLP
13	44A013R	Cyclechowk-Chuchundeurali-Thapathana-Bhangara	20.04	10.00							26362	5	26362	5	52725	10	DDC/VDC/LGCDP/MoLP
14	44A014R	Patichaur-Deupur-Bhuka-Jhillibarang	18.28	15.00							27905	5	55810	10.	83715	15	DDC/VDC/LGCDP/MoLP
15	44A015R	Chisapni-Huwas-Triveni-Ranipani-Barrachaur	31.65	24.00					25081	4	37622	6	87785	14	150488	24.	RRRSDP
16	44A016R	Dovilla-Pakuwa-Gangate-Arthar-Khadketari	17.25	17.00									112974	17	112974	17	DDC/VDC/LGCDP/MoLP
Required Budget and targeted length (km)			406.50	258	188835	38	236558	51	241411	51	279361	56	361237	62	1307402	258	
Total likely available Budget and targeted length (km)				258	134678	38	179003	51	178270	51	196210	56	215960	62	904120	258	

7.5.2 Prioritization of District Road (B) for First Five-Year Plan

Table 7.10: Prioritized District Road (B) for New Construction

S.N.	Code	Name of Road	Total Length (km)	Targeted Length of Road for Upgrading to BT km	2067/68		2068/69		2069/70		2070/71		2071/72		Total		Source of Funding
					Budget Nrs in '000	km	Budget Nrs in '000	km	Budget Nrs in '000	km	Budget Nrs in '000	km	Budget Nrs in '000	km	Budget Nrs in '000	km	
1	44B009R	Saranukhola-Hile-Jyamire-Thulibhanjyang	10.57	3	10500	3									10500	3	DDC/VDC/LGCDP/MoLP
2	44B015R	Dumrebhanjyang-Banidanda-Bhurtelthok-Triveni	8.04	5			10800	3	7200	2					18000	5	DDC/VDC/LGCDP/MoLP
3	44B020R	Paynubhanjyang-Horsangdi-Jaibire	8.20	5					4900	1	14700	3	4900	1	24500	5	DDC/VDC/LGCDP/MoLP
4	44B004R	Dangeodar-Khairepakha-Saldanda-Kholakharka-Bhoksing	7.50	4							3938	1	11813	3	15750	4	DDC/VDC/LGCDP/MoLP
Required Budget and targeted length (km)			34.31	17	10500	3	10800	3	12100	3	18638	4	16713	4	68750	17	
Total likely available Budget and targeted length (km)				17.00	5131	3	6661	3	6633	3	7301	4	8036	4	33761	17	

Table 7.11: Prioritized District Road (B) for Upgrading

S.N.	Code	Name of Road	Total Length (km)	Targeted Length of Road for Upgrading to BT km	2067/68		2068/69		2069/70		2070/71		2071/72		Total		Source of Funding
					Budget Nrs in '000	km	Budget Nrs in '000	km	Budget Nrs in '000	km	Budget Nrs in '000	km	Budget Nrs in '000	km	Budget Nrs in '000	km	
1	44B001R	Pakuwa-Ramja-Ranpu-Arthar H.P.	22.00	9	12409	3	16545	4	8273	2.00					37227	9.0	DDC/VDC/LGCDP/MoLP
2	44B002R	Manjhphant (Kotghar)-Lekhphant-Saliya (Okhrene)	7.14	5	8120	2	12181	3							20301	5.0	DDC/VDC/LGCDP/MoLP
3	44B003R	Kusma-Modibeni-Mudikuwa	4.00	4					71000	4					71000	4.0	DDC/VDC/LGCDP/MoLP
4	44B004R	Dangeodar-Khairepakha-Saldanda-Kholakharka-Bhoksing	7.500	3					4100	1	8200	2			12300	3.0	DDC/VDC/LGCDP/MoLP
5	44B005R	Cyclechowk-Gahatepokhara-Thulipokhari	5.52	4							17442	4			17442	4.0	DDC/VDC/LGCDP/MoLP
6	44B006R	Mudikuwa-Jhaklak-Khanigoan	4.52	5							4252	1	14883	3.5	19135	4.5	DDC/VDC/LGCDP/MoLP
7	44B007R	Pipaltari (Thausekhola)-Tamadi-Thulipokhari	7.50	4									15920	4	15920	4.0	DDC/VDC/LGCDP/MoLP
Required Budget and targeted length (km)			58.18	34	20530	5	28726	7	83373	7	25642	7	0	8	158270	33.5	
Total likely available Budget and targeted length (km)				34	14964	5	19889	7	19808	7	21801	7	23996	8	100458	34	

7.6: Prioritized list of Trail Bridge for First Five-Year Plan (DTMP)

Table 7.12: Prioritized numbers of Trail Bridges for New Construction for Five years (DTMP)

Rank	Bridge Number	VDC/Municipality		River Name	Place Name	Distance		Bridge	
		Right Bank	Left Bank			Gained (hrs)	Roadhead (day)	Type	Span
1	42500218062	Chuwa	Tilhar	Modhikhola	Dovilla Ghat	2	0.031	Suspended	112
2	42504318063	Bachchha	Chhisti	Kali Gandaki	Gaithune	1.39	0.63	Suspended	120
3	42504718062	Saligram	Taklak	Sati khola	Bhayani ghat	2	1.5	Suspended	90
4	42501518063	Deurali	Deurali	Tuhure khola	Tuhure Ghat	4	0.375	Suspended	75
5	42504718063	Saligram	Taklak	Sati khola	Daunnegotartungekh	3	1.5	Suspended	80
6	42504318061	Chhisti	Bachchha	Kali Gandaki	Dulamgpokhari	3	0.75	Suspended	140
7	42503118061	Thapathana	Bhangora	Lamake khola	Lamaket	2	0.75	Suspended	65
8	42504618061	Huwas	Huwas	Mardikhola	Pyakhat	3	1.5	Suspended	40
9	42505518061	Jayakhani	Ranipani	Kali Gandaki	Jimling mulk	3	1.5	Suspended	180
10	42505518061	Arbani	Saligram	Kali Gandaki	Lidi	2	0.75	Suspended	160
11	42501918062	Salyan	Chitre	Khahare khola	Dhimrukghat	4.4	0.5	Suspended	70
12	42505218061	Saronkhola	Huwas	Jhauri khola	Jhauri Ghat	2	1.5	Truss	40
13	42500918021	Ramche	Lekhphant	Oralo khola	Oralo khola	2	0.5	Suspended	31
14	42502818061	Amalachour	Mudikuwa	Kali Gandaki	Katowa Bagar	1.5	0.031	Suspended	115
15	42504018061	Balakot	Pakhapani	Sati khola	Dhanubase	1.5	1.5	Suspended	80
16	42501018061	Majphant	Majphant	Furse khola	Furse khola	4	0.625	Suspended	30
17	42502118061	Pakuwa	Pakuwa	Jhaehare khola	Dha ghat	2.59	0.313	Suspended	95
18	42504018063	Lungkhu Deurali	Pakhapani	Jharuwa khola	Thapathar	2	1.5	Suspended	70
19	42504018064	Pakhapani	Pakhapani	Nepte khola	Chibanineptekokh	2	1.5	Suspended	110
20	42500718062	Ramche	Baskharak	Pugthe khola	Gopti Vir	2	0.375	Suspended	110

Rank	Bridge Number	VDC/Municipality		River Name	Place Name	Distance		Bridge	
		Right Bank	Left Bank			Gained (hrs)	Roadhead (day)	Type	Span
21	42504118062	Jaidi	Pangrang	Kali Gandaki	Chheslang	1.5	0.25	Suspended	130
22	42505218063	Saronkhola	Bhorle	Sati khola	Panighatbaitakhsi	2	1.5	Suspended	75
23	42504718061	Taklak	Pidikhola	Pindhi khola	Panchmure seti	3	1.5	Suspended	75
24	42504118063	Panrang	Bachchha	Bachchha khola	Bachchha ghat	1.04	0.75	Suspended	75.00
25	42504018062	Pakhapani	Pakhapani	Timure Khola	Timure	2	1.5	Suspended	65
26	42501218061	Bajung	Bajung	Patikhola	Pawodhur khet	1	0.25	Suspended	95
27	42502818062	Amalachour	Mudikuwa	Kali Gandaki	Mulla Bagar	1	0.031	Suspended	115
28	42501818061	Bichari Chutara	Arthar Dandakharka	Patikhola	Patle	2.44	0	Suspension	107
29	42505218062	Saronkhola	Saronkhola	Medhikhola	Medhikhola Swamip	3	1.5	Suspended	60
30	42502418061	Chuwa	Tilhar	Modhikhola	Mudi khola	1.5	0	Suspended	110
31	42504118061	Pangrang	Jaidi	Kali Gandaki	Ragmas	1	0.25	Suspended	130
32	42501718063	Bhutangle	Dansing	Bhurungdi khola	Bhurungdi	1.11	0.25	Suspended	80
33	42504918063	Bhorle	Bhorle	Sati khola	Chisapani Bhorle	1.87	1.5	Suspended	60
34	4250618061	Shialaya	Shivalaya	Damdare khola	Guteswor Ghat	0.88	0	Suspended	80
35	42503218062	Kurgha	Kurgha	Thado khola	Tholo khola	2	0.5	Suspended	60
36	42501818063	Pawuwa	Arthar Dandakharka	Okadi khola	Shera Ghat	2.03	0.25	Suspended	80
37	42501018063	Majphant	Lekhphant	Furse khola	Manddrey Dhunga	1.97	0.25	Suspended	60
38	42505018061	Hoshrangdi	Saronkhola	Aguwa khola	Aguwa	2	1	Suspended	65
39	42504518061	Khadgakot	Barrachour	Kali Gandaki	Puulbari	2	0.75	Suspended	150
40	42504918062	Bhorle	Pakhapani	Sati khola	Mahipal Ghuchee	2	1.5	Suspended	90
41	42505118062	Huwas	Saronkhola	Sati khola	Huwas Khet	1.5	1.5	Suspended	40

Rank	Bridge Number	VDC/Municipality		River Name	Place Name	Distance		Bridge	
		Right Bank	Left Bank			Gained (hrs)	Roadhead (day)	Type	Span
42	42505118064	Huwas	Huwas	Baidhokhola	Kedaribaidoghat	1.5	1.5	Suspended	55
43	42503618061	Bhangora	Thanamaula	Khatte khola	Khorela ghat	2	0.375	Suspended	
44	42504218061	Bhangora	Phalamrkani	Pachamiyakh	Manechauka	2	1.5	Suspended	160
45	42501718061	Buktangle	Dansing	Mahabir khola	Mahabir	2.31	0.75	Suspended	100
46	42505118066	Huwas	Huwas	Gead khola	Thumki	1	1.5	Suspended	40
47	42505418061	Deulibas	Triveni	Sati khola	Chisapani	1	1.5	Suspended	75
48	42504918061	Bhorle	Bhorle	Sati khola	Najadabda	2	1.5	Suspended	65
49	42505118065	Saronkhola	Huwas	Gead khola	Ghanghaneghat	2	0	Suspended	40
50	42501118063	Salija	Salija	Thulo khola	Chhruwa panee	3	0.375	Suspended	72
51	42503318061	Limithana	Kurgaha	Cherdi khola	Cherdikhola ghat	1.5	0.5	Suspended	114
52	42502718062	Karkineta	Karkineta	Bhagari khola	Bhagari	2.16	0	Suspended	60

Table 7.13: Prioritized numbers of Trail Bridges for Major Maintenance for Five years (DTMP)

Rank	Bridge Number	VDC/Municipality		River Name	Place Name	Bridge	
		Right Bank	Left Bank			Type	Span
1	42505518062	Saligram	Pidikhola	Sati khola	Setibeni	Suspended	48
2	42502618062	Katuwachaupari	Shivalaya	Modi khola	Jhaprebagar	Suspension	98
3	42502618061	Shivalaya	Katuwachaupari	Modi khola	Modibeni	Suspended	74
4	42500718061	Ramcha	Baskharka	Pugdi khola	Dadakharka	Suspended	35

7.7: Recommendation

7.7.1 Adherence of DTMP

The main issue of the district is difficult geographical situation requiring huge financial resources for its sustainable infrastructure development. Rational planning and proper implementation are two sides of coin; negligence in one part will make other meaningless. DDC should stop current practice of ad-hoc decision making on investing in roads with short-term consideration.

It is strongly recommended that following approval from the District Council, DDC shall strictly use and require other district level institutions to use the DTMP in particular the Perspective Plan of District Road Network, in deciding the sub-projects to be undertaken for development even beyond the five-year period. Strong commitment from all stakeholders is necessary for its implementation. It is also suggested that the DTMP shall be revised at the end of the fifth year after evaluating previous planning. DDC should proceed with required changes in the DTMP if the district development potentials change significantly.

7.7.2 Construction Approach

It is recommended to adopt Labour based Environmental friendly and Participatory (LEP) approach popularly known as Green Roads construction method. Green Road approach aims at reducing scarring by minimizing the amount of cut necessary and by balancing the amount of material cut with the amount of fill required. Fill material is disposed of in layers “tipping areas”, adjacent to the roads on the valley side and where necessary dry stone retaining walls are used to retain this on the road as well as in the tipping areas. Gabion structures are used for retaining structures over 3 meters high. Fill material is further protected by bamboo terracing and re-vegetation programs. In areas where large cut are unavoidable and it is uneconomical to transport the earth for long distance, surplus material is disposed of over the valley side. However, dry stone check dams or breast walls are built at intervals down the slope to retain this material.

Following are the main aspects of LEP/Green Roads Approach.

Labour based:

Labour is one of Nepal’s largest resources and it is also one of the country’s most under utilized resource especially in the agricultural slack period of October to May. During this period, underemployment is a problem in most districts when farmers need to supplement their

agricultural income with off-farm work. The creation of short and medium-term employment is one of the major aims of the LEP approach.

Labour is employed from within a one to two hour walk from a construction site. They bring their own food and do not require accommodation, so the complications arising out of encampment are avoided. Some 65% to 90% of the construction cost is paid in wages, so the major part of the investment remains in the district and has a trickle down beneficial effect on the whole community. Local labourers learn skills that they can apply on their farms, use of future employment and which are beneficial for later road maintenance work. Labour is organized into group of 15 to 20 persons each with a group leader.

Environmental friendly:

A phased construction method is an essential part of this construction approach. Machine and outside contract oriented construction activities are not allowed in this method. The use of explosives is usually prohibited and rock splitter is used for breaking hard rocks. The improper use of explosives for blasting can destabilize mountain slopes and lead to environmental damage.

Due to very steep slopes, inherently unstable geology and harsh monsoon climate, standard engineering practices are not always the optimum solution for protecting roadside slopes in Nepal. Bio-engineering with vegetation can play an important role in stabilizing the surface layers of any slope. Vegetation with wide spreading root systems binds soil together and increases its sheer strength and limits the extent of slope failure.

Participatory Approach:

All stakeholders in the district and local people are involved in the process of planning, implementation, monitoring and evaluation and maintenance and operation of district/rural roads. LEP approach can only succeed if the local government and the people of the district feel a collective responsibility of the construction and maintenance of the district and village roads. The people will only assume this responsibility if they are the main benefactors of the program, both in terms of income earned during the construction phase and user benefit during the operation phase. Locally based and elected officials and organization is the best vehicle to represent the interests of local people and this is reflected in the User Committees constituted using LEP approach.

ANNEXES

Annex I
Existing/Potential Deployment Area and Market

Table 1 Matrix of Present Centrality Index of Market Centre (Parbat District)

S. N.	Name of Market centre	Population, 2010*	EDUCATION			HEALTH		BUSINESS & COMMERCE										INDUSTRY										OFFICES										Centrality Index	Ranking	Grading of Market Centre
			Campus (no)	High School (no.)	Primary School (no.)	Hospital (no.)	Health Post (no.)	Hotels & Lodges (no.)	Restaurants & Tea Stalls (no.)	Grocery Shops (no.)	Hardware Shop (no)	Medical Shop (no)	Clothes/readymade shop (no)	Household goods	Stationery	Other	Rice & flour Mills (no.)	Water mill (no)	Forest Best Industry (no)	Handicraft (no)	Mechanical/Fabrication (no)	Agro-based (no)	Other	Bank (no.)	Agriculture Service centre no	Veterinary office (no)	Post office (no)	Telephone office (no)	Electricity office (no)	Cooperatives office (no)	NGO (no)	INGO (no)	Other							
1	Kusma	5,314	3	6	2	1	1	55	24	105	16	11	103	23	19	104	3	0	10	9	14	18	33	7	1	1	11	1	1	8	428	8	0	1250	1	A				
2	Baribeni	1,000	0	1	2	0	0	12	48	51	2	1	23	9	2	8	2	0	3	5	1	3	0	0	0	0	0	0	0	2	2	0	3	233	2	A				
3	Patichaur	1,350	0	2	0	0	0	5	25	26	2	4	12	0	3	21	3	1	0	0	1	1	2	0	1	1	0	0	1	2	1	0	1	135	3	A				
4	dhunga dhik	1,050	1	1	2	1	1	5	16	21	2	6	15	7	4	3	2	0	1	1	2	3	4	0	0	0	1	0	0	0	1	0	0	0	133	4	A			
5	Milanchowk	1,300	0	0	2	0	0	8	21	51	1	1	5	0	1	5	2	0	3	0	0	1	6	0	1	0	0	0	1	4	1	0	2	128	5	A				
6	Dimuwa	969	1	1	1	0	1	5	20	22	2	3	20	0	2	3	0	0	1	0	0	2	0	0	0	0	1	0	0	1	2	0	0	1	102	6	A			
7	Mardikhola	350	1	3	6	0	1	7	14	11	2	5	9	0	3	4	2	0	0	0	0	1	0	0	0	1	1	0	2	0	2	1	0	88	7	B				
8	Thapathana hatiya	315	0	1	2	1	1	5	20	18	0	3	5	0	0	3	2	0	0	0	0	1	2	0	1	1	1	0	0	1	3	0	0	78	8	B				
9	Karkineta bazar	675	1	0	5	0	1	3	10	11	1	2	4	0	2	9	2	0	1	0	0	2	0	0	0	0	1	0	0	3	5	0	1	77	9	B				
10	Rahale	328	0	0	3	0	0	6	6	7	2	2	6	2	2	2	1	0	1	1	3	3	2	0	1	1	0	0	0	1	1	0	1	73	10	B				
11	Khaula	563	1	0	0	1	1	3	6	15	3	2	6	0	2	2	3	0	2	1	0	1	1	0	0	0	1	0	0	1	3	0	3	70	11	B				
12	Maiphat	200	1	0	5	0	1	0	3	12	1	2	3	0	2	5	1	0	2	1	0	2	2	1	1	1	1	0	0	2	3	0	2	68	12	B				
13	Lunkhu	200	1	1	5	1	0	4	5	11	2	3	5	0	2	3	0	0	0	0	0	0	0	0	0	1	1	0	1	1	0	2	2	59	13	B				
14	Cyclechowk	256	0	1	2	0	1	1	8	8	2	2	8	0	2	2	3	0	2	0	1	0	0	0	1	1	1	0	0	1	3	0	1	56	14	B				
15	Khaniyaghat	258	0	1	1	0	1	3	12	5	0	1	0	0	0	0	1	0	3	5	1	0	0	0	1	1	0	0	0	1	4	0	0	56	15	B				
16	Sanopakha	2,500	0	1	1	0	1	5	5	15	0	2	4	0	1	1	3	0	0	1	0	0	0	0	0	2	1	0	1	2	3	0	0	55	16	B				
17	Setibeni	550	1	2	3	0	1	2	9	7	1	1	7	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1	1	1	2	1	0	2	49	17	C			
18	Khaula (Khanigaun)	300	2	1	4	1	2	1	3	9	1	0	1	1	1	1	0	0	0	0	0	0	0	0	1	1	1	0	1	4	3	0	2	48	18	C				
19	Mudikuwa	780	1	0	1	0	1	7	8	5	1	0	2	0	1	2	2	0	0	1	0	1	0	0	0	0	0	1	0	0	2	2	0	0	47	19	C			
20	Arthung	400	2	4	5	0	1	3	6	4	1	1	3	0	3	0	1	0	0	0	0	1	0	0	0	1	0	0	0	1	0	1	0	46	20	C				
21	Pangrang	280	0	1	1	0	1	2	5	17	1	1	3	0	1	0	1	0	0	0	0	0	2	0	0	0	0	1	0	1	1	0	0	44	21	C				
22	Dadidada	165	1	0	0	0	1	7	0	5	0	1	3	0	1	0	2	2	0	0	2	1	0	0	0	0	0	1	0	2	1	1	0	38	22	C				
23	Shankarpokhari	200	1	0	0	0	2	3	4	7	0	1	3	0	2	1	1	0	0	0	0	1	1	0	0	0	0	1	0	0	1	1	0	1	36	23	C			
24	Thulipokhari	490	1	1	1	0	1	0	8	9	0	1	2	0	1	1	1	0	0	0	0	0	0	0	1	0	1	0	0	2	1	0	0	35	24	C				
25	Pun Gaun	380	0	1	0	0	1	0	4	2	0	0	0	0	0	0	0	1	0	5	0	0	5	0	0	0	0	0	0	0	1	1	0	0	34	25	C			
26	Ratamata	310	1	0	0	0	0	3	5	6	0	0	1	0	1	0	2	0	0	1	0	1	0	0	0	0	0	0	0	1	0	1	1	30	26	C				
27	Saharshadhara	356	0	0	1	0	0	2	4	12	0	0	0	0	1	0	0	0	2	0	0	1	1	0	0	0	0	0	0	1	0	0	1	30	27	C				
28	Banau	184	0	1	1	1	1	1	4	7	0	2	2	0	0	0	1	2	0	1	0	0	0	0	0	0	0	1	0	0	1	1	0	0	29	28	C			
29	Pakuwa	430	0	1	1	0	1	0	3	3	0	0	2	0	1	1	4	0	0	0	0	0	0	0	1	0	1	1	0	1	3	2	0	0	29	29	C			
30	Pokhara chaur	50	1	2	3	0	1	0	4	3	0	1	1	0	1	0	1	0	0	0	0	0	0	0	0	0	1	1	0	0	1	2	0	3	29	30	C			
31	Banshkharka	500	0	1	0	0	1	2	2	4	0	1	1	0	1	0	2	0	2	1	0	0	0	0	0	0	0	1	0	1	2	1	0	0	28	31	C			
32	Sarunchaur	306	1	0	1	0	1	0	5	10	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	1	1	0	0	28	32	C		
33	Tindhare	210	0	1	1	0	1	2	5	8	0	0	1	0	0	1	2	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	27	33	C			
34	Ramja	400	0	1	1	0	1	0	3	4	0	2	4	0	0	0	1	0	0	1	0	0	1	0	0	0	1	1	0	0	1	0	0	0	26	34	C			
35	Khaula	195	0	1	1	0	1	0	6	6	0	0	1	0	1	1	2	0	1	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	26	35	C			
36	Lasti	250	0	0	1	0	0	3	4	8	0	1	4	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	25	36	C			
37	Chuwu	702	0	1	3	0	1	0	3	5	0	0	0	0	0	0	2	0	0	0	0	1	0	0	0	0	0	0	1	0	1	2	1	0	0	25	37	C		
38	Khalte	320	1	0	1	0	1	2	2	6	0	1	2	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	23	38	as a potential			
39	Wahaki bhanjang	100	1	1	2	0	1	0	3	4	0	1	1	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2	0	0	22	39	as a potential			
40	Horshangdi	600	0	3	3	0	1	1	1	2	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2	0	0	22	40	as a potential		
41	Uram pokhara	75	1	2	2	0	0	0	2	3	0	1	1	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2	0	1	21	41	as a potential			
42	Lespar	828	0	1	0	0	1	2	1	6	0	0	1	0	0	1	1	0	1	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	0	20	42	as a potential		
43	Arthur	600	0	1	1	0	0	0	4																															

Annex II
**Traffic Volume and List of Existing Roads with
Required Intervention**

Annex III
Cost Estimate and Financial Analysis

Annex 3.1
Cost Estimate of Proposed District A and B for Rehabilitation/Upgrading of Parbat District

S.N	Road Name	Total GPS Length of road (KM)				Total Vehicle Pivable length (KM)	Surface condition (fair/poor)	Required intervention (KM)				Cross Drainage Structures in Numbers										Cost(Nrs.)								Average per km cost (Nrs.)
		Earthen	Gravel	Blacktop	Total			Upgrading		Under construction	Maintenance	Bridge Structures		RCC Slab Culvert	Causeway	Hume Pipe Structures		Upgrading with Structural Works (e.g., Breast & Retaining Walls, Stone Causeway and Drainage Works)		Ongoing work (Incomplete works for target place)	Maintenance		Cross Drainage Structures	Environmental Mitigation cost	Total cost					
								Rehabilitation	Gravel			RCC	Truss			RCC Hume Pipe Culvert	RCC Hume Pipe	Rehabilitation	Gravel		Earthen	Gravel								
Class A																														
1	Chhamarke-Khurkot-Bhatebari (Pang)-Banau-Deurali (Salija)	23.44	0.00	0.00	23.44	23.44	Fair	6.70	23.44	0.30	23.44	0.00	0.00	0.00	2.00	0.00	0.00	13,400,000.00	82,040,000.00	600,000.00	20510000.00	0.00	0.00	0.00	0.00	116550000.00	4972269.62			
2	Mudekhola (Rahale)-Lunkhu-Huwas	31.94	0.00	0.00	31.94	31.94	Fair	9.58	31.94	0.00	31.94	4.00	1.00	1.00	31.00	0.00	8.00	19160000.00	111790000.00	0.00	27947500.00	7200000.00	49500000.00	0.00	215597500.00	6750078.27				
3	Chisapni-Huwas-Triveni-Ranipani-Barrachaur	27.65	0.00	0.00	27.65	27.65	Fair	8.30	27.65	0.00	27.65	4.00	1.00	3.00	1.00	0.00	0.00	16600000.00	96775000.00	0.00	24193750.00	0.00	111000000.00	0.00	248568750.00	8989828.21				
4	Dumowa-Tilhar-Ramja-Chitre-Bhadsure (Kaski)	19.60	0.00	0.00	19.60	19.60	Fair	5.88	19.60	0.00	19.60	1.00	3.00	6.00	11.00	0.00	4.00	11760000.00	68600000.00	0.00	17150000.00	0.00	37500000.00	0.00	135010000.00	6888265.31				
5	Divilla-Silmi-Thulipokhari-Karkineta-Bhadsure (Kaski)	47.92	0.00	0.00	47.92	45.71	Fair	14.38	45.71	0.00	45.71	0.00	1.00	1.00	3.00	0.00	0.00	28760000.00	159985000.00	0.00	39996250.00	0.00	45000000.00	0.00	233241250.00	4867304.88				
6	Dovilla-Pakuwa-Gangate-Arthar-Khadketari	17.25	0.00	0.00	17.25	17.25	Fair	5.18	17.25	0.00	17.25	2.00	2.00	5.00	7.00	0.00	0.00	10360000.00	60375000.00		15093750.00	0.00	63000000.00	0.00	148828750.00	8627753.62				
7	Hilekhola-Ahalegara-Karkineta-Thapathana-Phalebas	16.08	0.00	0.00	16.08	16.08	Fair	4.82	16.08	0.00	16.08	0.00	0.00	2.00	11.00	0.00	6.00	9640000.00	56280000.00		14070000.00	0.00	3000000.00	0.00	82990000.00					
			5.19	0.00	5.19	5.19	Fair	0.00	0.00	0.00	5.19							0.00	0.00		0.00	9342000.00	0.00	0.00	0.00	9342000.00				
	Sub-Total																									92332000.00	4340949.69			
8	Kusma-Durlung-Halhale-Lespar-Salija	35.39	0.00	0.00	35.39	35.39	Poor	10.62	35.39	0.00	35.39	0.00	0.00	0.00	12.00	0.00	0.00	21240000.00	123865000.00		30966250.00		0.00	0.00	176071250.00	4975169.54				
9	Limithana-Thamansala-Ghante (Syanja)	16.89	0.00	0.00	16.89	16.89	Poor	5.07	16.89	0.00	16.89	0.00	0.00	0.00	13.00	0.00	0.00	10140000.00	59115000.00		14778750.00		0.00	0.00	84033750.00	4975355.24				
10	Milichowk-Divilla-Salija-Lopre-Nagi (Myagdi)	28.39	0.00	0.00	28.39	28.39	Fair	8.52	28.39	0.00	28.39	1.00	0.00	0.00	13.00	0.00	0.00	17040000.00	99365000.00		24841250.00		22500000.00	0.00	163746250.00	5767743.92				
11	Patichaur-Bajung-Khuijeri-Kyang-Lespar	13.77	0.00	0.00	13.77	13.77	Poor	4.13	13.77	0.00	13.77	0.00	2.00	4.00	7.00	0.00	0.00	8260000.00	48195000.00		12048750.00		17000000.00	0.00	85503750.00	6209422.66				
12	Divilla-Phalebas-Bachchha-Ranipani-Seitbeni (Kaligandaki)	42.52	0.00	0.00	42.52	42.52	Fair	10.47	42.52	0.00	42.52	2.00	2.00	2.00	15.00	2.00	16.00	20940000.00	148820000.00		37,205,000.00		56000000.00	0.00	262965000.00					
			6.56	0.00	6.56	6.56	Fair	0.00	0.00	0.00	6.56							0.00	0.00		0.00	11808000.00	0.00	0.00	0.00	11808000.00				
	Sub-Total																									274773000.00	5598471.88			
13	Patichaur-Deupur-Bhuka-Jhillibarang	17.28	0.00	0.00	17.28	17.28	Fair	5.18	17.28	0.00	17.28	0.00	7.00	7.00	4.00	0.00	0.00	10360000.00	60480000.00		15120000.00		25600000.00	0.00	111560000.00	6456018.52				
14	Lunkhu-Balakot-Sile-Sadhane-Huwas Bazar	4.51	0.00	0.00	4.51	4.51	Poor	1.35	4.51	0.00	4.51	0.00	0.00	0.00	3.00	0.00	0.00	2700000.00	15785000.00		3946250.00		0.00	0.00	22431250.00	4973669.62				
15	Cyclechowk-Chuchundeurali-Thapathana-Bhangara	20.04	0.00	0.00	20.04	20.04	Poor	6.01	20.04	0.00	20.04	1.00	0.00	2.00	26.00	0.00	0.00	12020000.00	70140000.00		17535000.00		27500000.00	0.00	127195000.00	6347055.89				
16	Milichowk-Kothaghar-Banskarka (Tallo)	13.08	0.00	0.00	13.08	13.08	Poor	3.92	13.08	0.00	13.08	0.00	0.00	0.00	12.00	0.00	0.00	7840000.00	45780000.00		11445000.00		0.00	0.00	65065000.00	4974388.38				
	Sub-Total	375.75	11.75	0.00	387.50	385.29		110.11	373.54	0.30	385.29	15.00	19.00	33.00	171.00	2.00	34.00	220,220,000.00	1,307,390,000.00	600,000.00	326,847,500.00	28,350,000.00	41710000.00	0.00	2144431250.00	5982109.08				
Class B																														
1	Chhachanne-Charkang-Seitbeni	7.00	0.00	0.00	7.00	7.00	Fair	2.45	7.00	0.000	7.000	0.00	0.00	0.00	6	0.00	0.00	4900000.00	24500000.00	-	6,125,000.00	0.00	0.00	0.00	35,525,000.00	5,075,000.00				
2	Dumside-Beteni-Makha-Bhuka	6.83	0.00	0.00	6.83	6.83	Fair	2.29	6.83	0.000	6.830	1	0	0	0	0	0	4580000.00	23905000.00	-	5,976,250.00	0.00	18000000.00	0.00	52,461,250.00	7,681,002.93				
3	Tilhar-Giyun-Dovilla (Rajmarga)	8.63	0.00	0.00	8.63	6.63	Poor	3.02	6.63	0.000	6.630	1	0	2	0	0	0	6040000.00	23205000.00	-	5,801,250.00	0.00	28500000.00	0.00	63,546,250.00	7,363,412.51				
4	Dumrebbhanyang-Banidanda-Bhurtekhok-Triveni	5.57	0.00	0.00	5.57	5.57	Fair	1.95	5.57	0.000	5.570	0	0	0	1	0	0	3900000.00	19495000.00	-	4,873,750.00	0.00	0.00	0.00	28,268,750.00	5,075,179.53				
5	Khaniyaghat-Nangliwang-Banau	9.21	0.00	0.00	9.21	5.00	Poor	3.22	5.00	0.000	5.000	0	1	0	7	0	3	6440000.00	17500000.00	-	4,375,000.00	0.00	6000000.00	0.00	34,315,000.00	3,725,841.48				
6	Khangsoan (Jhaklak)-Chitipani-Chuchundeurali	5.37	0.00	0.00	5.37	5.37	Poor	1.88	5.37	0.000	5.370	0	0	0	1	0	0	3760000.00	18795000.00	-	4,698,750.00	0.00	0.00	0.00	27,253,750.00	5,075,186.22				
7	Khurkot (Bagaincha)-Nuwar-Damuwakhola	13.10	0.00	0.00	13.10	6.45	Poor	4.59	6.45	0.000	6.450	0	1	0	2	5		9180000.00	22575000.00	-	5,643,750.00	0.00	8250000.00	0.00	45,648,750.00	3,484,637.40				
8	Maidan-Langdi (Deurali)-Ghurunga	8.42	0.00	0.00	8.42	8.42	Fair	2.80	8.42	0.000	8.420	0	0	1	3	0.00	0.00	5600000.00	29470000.00	-	7,367,500.00	0.00	1500000.00	0.00	43,937,500.00	5,218,230.40				
9	Mudikuwa-Jhaklak-Khangigaoan	4.52	0.00	0.00	4.52	4.52	Poor	1.00	4.52	0.000	4.520	0	0	0	6	0.00	0.00	2000000.00	15820000.00	-	3,955,000.00	0.00	0.00	0.00	21,775,000.00	4,817,477.88				
10	Padamkholsi-Chanute-Bajung	6.81	0.00	0.00	6.81	3.61	Poor	1.80	3.61	0.000	3.610	0	1	0	2	0.00	0.00	3600000.00	12635000.00	-	3,158,750.00	0.00	3000000.00	0.00	22,393,750.00	3,288,362.70				
11	Patichaur (Deupur)-Timre-Kyang	6.00	0.00	0.00	6.00	4.00	Poor	1.50	4.00	0.000	4.000	2	2	1	3	0.00	0.00	3000000.00	14000000.00	-	3,500,000.00	0.00	40500000.00	0.00	61,000,000.00	10,166,666.67				
12	Pipalhari (Thausekhola)-Tamadi-Thulipokhari	7.50	0.00	0.00	7.50	7.50	Poor	1.40	7.50	0.00	7.50	0.00	0.00	0	0	0	1	2800000.00	26250000.00	-	6,562,500.00	0.00	0.00	0.00	35,612,500.00	4,748,333.33				
13	Ratikhola-Darak-Chitre	6.89	0.00	0.00	6.89	6.89	Poor	2.00	6.89	0.00	6.89	1.00	1.00	3	0	0	0	4000000.00	24115000.00	-	6,028,750.00	0.00	25500000.00	0.00	59,643,750.00	8,656,567.49				
14	Ratikhola-Lamsalthar-Saradi-Chitre	5.46	0.00	0.00	5.46	5.46	Poor	1.10	5.46	0.00	5.46	0.00	0.00	1	1	0	0	2200000.00	19110000.00	-	4,777,500.00	0.00	1500000.00	0.00	27,587,500.00	5,052,655.68				

S.N	Road Name	Total GPS Length of road (KM)				Total Vehicle Pliable length (KM)	Surface condition /fair/poor	Required intervention (KM)				Cross Drainage Structures in Numbers								Cost(Nrs.)								Average per km cost (Nrs.)
		Earthen	Gravel	Blacktop	Total			Upgrading				Bridge Structures		RCC Slab Culvert	Canseway	Hume Pipe Structures		Upgrading with Structural Works (e.g., Breast & Retaining Walls, Stone Causeway and Drainage Works)		Ongoing work (Incomplete works for target place)	Maintenance		Cross Drainage Structures	Environmental Mitigation cost	Total cost			
								Rehabilitation	Gravel	Under construction	Maintenance	RCC	Truss			RCC Hume Pipe Culvert	RCC Hume Pipe	Rehabilitation	Gravel									
15	Kusma-Modibeni-Mudikuwa	4.00	0.00	0.00	4.00	4.00	Poor	1.41	4.00	0.00	4.00	1.00	0.00	0	0	0	0	2820000.00	14000000.00	-	3,500,000.00	0.00	54000000.00	0.00	74,320,000.00	18,580,000.00		
16	Thulipokhari-Rohote-Neta (Arthar)-Phulhari	8.65	0.00	0.00	8.65	6.02	Fair	1.50	6.02	0.00	6.02	0.00	0.00	9	1	0	0	3000000.00	21070000.00	-	5,267,500.00	0.00	14000000.00	0.00	43,337,500.00	5,010,115.61		
17	Bitlab-Pipaltari-Gahatepokhara-Salghari-Melpokhari	10.44	0.00	0.00	10.44	4.93	Poor	5.00	4.93	0.00	4.93	1.00	1.00	0	6	0	2	10000000.00	17255000.00			0.00	28500000.00	0.00	55,755,000.00	5,340,517.24		
18	Paynubhanjang-Horsangdi-Jaibire	1.04	0.00	0.00	1.04	0.00	Poor	1.04	0.00	0.00	0.00	0.00	0.00	0	0	0	0	2080000.00	0.00			0.00	0.00	0.00	2,080,000.00	2,000,000.00		
19	Saramkhola-Hile-Jyamire-Thulibhanjang	5.20	0.00	0.00	5.20	4.00	Poor	2.50	4.00	0.00	4.00	0.00	0.00	1	2	0	0	5000000.00	14000000.00			0.00	1750000.00	0.00	20,750,000.00	3,990,384.62		
20	Manjipbant (Kotghar)-Lekhphant-Salija (Okhrena)	7.14	0.00	0.00	7.14	7.14	Poor	2.50	7.14	0.00	7.14	0.00	0.00	0	8	0	0	5000000.00	24990000.00			0.00	0.00	0.00	29,990,000.00	4,200,280.11		
21	Pakuwa-Ramja-Ranpu-Arthar H.P.	22.00	0.00	0.00	22.00	22.00	Poor	4.50	22.00	0.00	22.00	0.00	1.00	2	0	0	0	9000000.00	77000000.00			0.00	9000000.00	0.00	95,000,000.00	4,318,181.82		
22	Dangeodar-Khairepakha-Saldanda-Kholakharka-Bhoksing	3.00	0.00	0.00	3.00	3.00	Poor	0.75	3.00	0.00	3.00	0.00	0.00	0	0	0	0	1500000.00	10500000.00			0.00	0.00	0.00	12,000,000.00	4,000,000.00		
23	Gahatepokhara-Thulipokhari	5.52	0.00	0.00	5.52	5.52	Poor	1.20	5.52	0.00	5.52	0.00	0.00	1	2	0	0	2400000.00	19320000.00			0.00	1250000.00	0.00	22,970,000.00	4,161,231.88		
Sub-Total		168.30	0.00	0.00	168.30	139.86		51.400	139.860	0.00	139.86	7.00	8.00	21.000	51.000	5.000	6.000	102800000.000	489510000.000	0.000	81611250.000	0.000	241250000.000	0.000	915171250.000	5,696,924.59		
Total		544.05	11.75	0.00	555.80	525.15		161.510	513.400	0.30	525.15	22.00	27.00	54.00	222.00	7.00	40.00	323,020,000.00	1,796,900,000.00	600,000.00	408,458,750.00	28,350,000.00	658,350,000.00	-	3,059,602,500.00	5,839,516.83		

Annex 3.2											
Cost Estimate of Proposed District A and B for New Construction of Parbat District											
S.N	Road code	Name of Road	Tentative Length (Km)				Cost (NRs.)			Total Cost (NRs.)	Cost per Km (NRs.)
			Total	A/D	Valley	Ridge	A/D	Valley	Ridge		
RRA											
1	A	Chisapni-Huwas-Triveni-Ranipani-Barrachaur	4.00	2.00	0.00	2.00	7,000,000	-	5,000,000	12,000,000.00	3,000,000.00
2	A	Divilla-Silmi-Thulipokhari-Karkineta-Lunkhu-Bhoksing-Uram-Wahaki	3.00	3.00	0.00	0.00	10,500,000	-	-	10,500,000.00	3,500,000.00
3	A	Patichaur-Bajung-Khuijeri-Kyang-Lespar	5.00	5.00	0.00	0.00	17,500,000	-	-	17,500,000.00	3,500,000.00
4	A	Patichaur-Deupur-Bhuka-Jhillibarang	1.00	1.00	0.00	0.00	3,500,000	-	-	3,500,000.00	3,500,000.00
5	A	Lunkhu-Balakot-Sitle-Sadhane-Huwas Bazar	6.00	6.00	0.00	0.00	21,000,000	-	-	21,000,000.00	3,500,000.00
6	A	Balakot-Arghaundi-Horsangdi-Beulibas-Dud	15.00	15.00	0.00	0.00	52,500,000	-	-	52,500,000.00	3,500,000.00
		Sub-Total	34.00	32.00	0.00	2.00	112,000,000	-	5,000,000	117,000,000.00	3,416,666.67
RRB										-	
1	B	Dumrebhanjyang-Banidanda-Bhurtelthok-Triveni	5.00	4.00	1.00	0.00	14,000,000	4,000,000	-	18,000,000.00	3,600,000.00
2	B	Paynubhanjyang-Horsangdi-Jaibire	7.00	7.00	0.00	0.00	24,500,000	-	-	24,500,000.00	3,500,000.00
3	B	Saranukhola-Hile-Jyamire-Thulibhanjyang	3.00	3.00	0.00	0.00	10,500,000	-	-	10,500,000.00	3,500,000.00
4	B	Dangeodar-Khairepakha-Saldanda-Kholakharka-Bhoksing	4.50	4.50	0.00	0.00	15,750,000	-	-	15,750,000.00	3,500,000.00
		Sub-Total	19.50	18.50	1.00	0.00	64,750,000	4,000,000	-	68,750,000.00	3,525,000.00
		Total	53.50	50.50	1.00	2.00	176,750,000.00	4,000,000.00	5,000,000.00	185,750,000.00	3,470,833.33

Annex:3.3

Year -wise Sharing of Budget and target (km)

According to the projected financial plan, year-wise physical targets are set as

S.N	Class of Transport Linkage	New Construction										Budget ' 000	
		2067/68		2068/69		2069/70		2070/71		2071/72		Total	
		Budget	km	Budget	km	Budget NRs. '000	km	Budget	km	Budget	km	Budget	km
1	District A Road	9121	5	11841	6	11793	6	11793	6	14286	7	58833	30
2	District road B	5131	3	6661	3	6633	3	7301	4	8036	4	33761	17

S.N	Class of Transport Linkage	Rehabilitation/Upgrading										Budget ' 000	
		2067/68		2068/69		2069/70		2070/71		2071/72		Total	
		Budget	km	Budget	km	Budget	km	Budget	km	Budget	km	Budget	km
1	District A Road	134678	38	179003	51	178270	51	196210	56	215960	62	904120	258
2	District Road B	14964	5	19889	7	19808	7	21801	7	23996	8	100458	33

S.N	Class of Transport Linkage	Maintenance										Budget ' 000	
		2067/68		2068/69		2069/70		2070/71		2071/72		Total	
		Budget	km	Budget	km	Budget	km	Budget	km	Budget	km	Budget	km
1	District A Road	16627	369	9713	216	9674	215	10647	237	11719	260	58380	1297
2	District road B	7126	158	4163	93	4146	92	4563	101	5022	112	25020	556

Annex:3.4

Sharing of Budget for FY 067/68

Total Annual Budget (NRs.'000)
178145
(100%

New Construction	Rehabilitation/Upgrading	Maintenance
8	84	8
%	%	%
14252	149642	14252

	District Road A	District B Road		District Road A	District B Road		District Road A	District B Road
	64	36		90	10		70	30
	%	%		%	%		%	%
	9121	5131		134678	14964		16627	7126
Year Wise Target (km)	5	3		38	5		369	158

Annex:3.5 **Sharing of Budget for FY** **068/69**

Total Annual Budget (NRs.'000)
231270
(100%

	New Construction		Rehabilitation/Upgrading		Maintenance	
	8		86		6	
	%		%		%	
	18502		198892		13876	
	↓ ↓		↓		↓	
	District Road A	District B Road	District Road A	District B Road	District Road A	District B Road
	64	36	90	10	70	30
	%	%	%	%	%	%
	11841	6661	179003	19889	9713	4163
Year Wise Target (km)	6	3	51	7	216	93

Annex:3.6

Sharing of Budget for FY 069/70

Total Annual Budget (NRs.'000)
230323
(100%

New Construction
8
%

18426

Rehabilitation/Upgrading
86
%
198078

Maintenance
6
%
13819

	District Road A	District B Road
	64	36
	%	%
	11793	6633
Year Wise Target (km)	6	3

District Road A	District B Road
90	10
%	%
178270	19808
51	7

District Road A	District B Road
70	30
%	%
9674	4146
215	92

Annex:3.7
Sharing of Budget for FY 070/71

Total Annual Budget (NRs.'000)
253501
(100%)

New Construction	Rehabilitation/Upgrading	Maintenance
8	86	6
%	%	%
20280	218011	15210



**Year Wise
Target (km)**

District Road A	District B Road
64	36
%	%
12979	7301
6	4

District Road A	District B Road
90	10
%	%
196210	21801
56	7

District Road A	District B Road
70	30
%	%
10647	4563
237	101

Annex:3.8

Sharing of Budget for FY 071/72

Total Annual Budget (NRs.'000)
279018
(100%

New Construction
8
%

22321

District Road A	District B Road
64	36
%	%
14286	8036

Year Wise Target (km)

7	4
---	---

Rehabilitation/Upgrading
86
%

239956

District Road A	District B Road
90	10
%	%
215960	23996

62	8
----	---

Maintenance
6
%

16741

District Road A	District B Road
70	30
%	%
11719	5022

260	112
-----	-----

Annex IV
Prioritization of Proposed Transport Linkage for
New/Upgrading For DTPP/DTMP

Annex : 4.1.1

Prioritization of District roads A for Rehabilitation/Upgrading based on Cost per Traffic Unit

S.N	Name of the Road	Total Planned Length km	Length of Rehabilitation/Up grading km	Traffic Unit	Co.efficient	Score(70)
1	Chhamarke-Khurkot-Bhatebari (Pang)-Banau-Deurali (Salija)	23.44	23.44	51.5	0.39	27.39
2	Mudekhola (Rahale)-Lunkhu-Huwas	31.94	31.94	85.9	0.65	45.69
3	Chisapni-Huwas-Triveni-Ranipani-Barrachaur	31.65	27.65	40.8	0.31	21.70
4	Dimuwa-Tilahr-Ramja-Chitre-Bhadaure (Kaski)	19.60	19.60	52.2	0.40	27.77
5	Divilla-Silmi-Thulipokhari-Karkineta-Lunkhu-Bhoksing-Uram-Wahaki	50.92	45.71	80.4	0.61	42.77
6	Dovilla-Pakuwa-Gangate-Arthar-Khadketari	17.25	17.25	40.8	0.31	21.70
7	Hilekhola-Ahalegaira-Karkineta-Thapathana-Phalebas	21.27	16.08	66.6	0.51	35.43
8	Kusma-Durlung-Halhale-Lespar-Salija	35.39	35.39	38.4	0.29	20.43
9	Limithana-Thanamaula-Ghante (Syanja)	16.89	16.89	35.9	0.27	19.10
10	Milachowk-Divilla-Lekhphant-Salija-Lopre-Nagi (Myagdi)	28.39	28.39	41.9	0.32	22.29
11	Patichaur-Bajung-Khuijeri-Kyang-Lespar	18.77	13.77	37.5	0.28	19.95
12	Divilla-Phalebas-Bachchha-Ranipani-Setibeni (Kaligandaki)	49.08	42.52	131.6	1.00	70.00
13	Patichaur-Deupur-Bhuka-Jhillibarang	18.28	17.28	37.6	0.29	20.00
14	Lunkhu-Balakot-Sitle-Sadhane-Huwas Bazar	10.51	4.51	35.3	0.27	18.78
15	Cyclechowk-Chuchundeurali-Thapathana-Bhangara	20.04	20.04	35.9	0.27	19.10
16	Milanchowk-Kothaghar-Banskharka (Tallo)	13.08	13.08	34.7	0.26	18.46

Annex : 4.1.2

Prioritization of District roads A for Rehabilitation/Upgrading based on Market Centre

S.N.	Name of the Road	Total Planned Length (km)	Length for Rehabilitation/Upgrading km	Market centre	Total Centrality Index	Co.efficient	Score(10)
1	Chhamarke-Khurkot-Bhatebari (Pang)-Banau-Deurali (Salija)	23.44	23.44	Kusma, Banau/Gam , Armadi	1294	0.98	9.82
2	Mudekhola (Rahale)-Lunkhu-Huwas	31.94	31.94	Rahale, Khaula, Tiplase, Lunkhu, Saranukhola, Mardikhola	303	0.23	2.30
3	Chisapni-Huwas-Triveni-Ranipani-Barrachaur	31.65	27.65	Mardikhola, Wahaki Bhanyang	110	0.08	0.83
4	Dimuwa-Tilahar-Ramja-Chitre-Bhadaure (Kaski)	19.60	19.60	Bhadaure (Kaski), Patachaupari (Chitre), Dimuwa, Ramja	135	0.10	1.02
5	Divilla-Silmi-Thulipokhari-Karkineta-Lunkhu-Bhoksing-Uram-Wahaki	50.92	47.92	Thulipokhari, Karkineta, Bagale, Ghante, Lunkhu, Wahakibhanjyang	184	0.14	1.40
6	Dovilla-Pakuwa-Gangate-Arthar-Khadketari	17.25	17.25	Pakuwa, Arthar	37	0.03	0.28
7	Hilekhola-Ahalegaira-Karkineta-Thapathana-Phalebas	21.27	21.27	Karkineta, Hatiya, Melpokhari	155	0.12	1.18
8	Kusma-Durlung-Halhale-Lespar-Salija	35.39	35.39	Kusma, Salyan (Durlung), Lespar, Dahidanda (Salija)	1318	1.00	10.00
9	Limithana-Thanamaula-Ghante (Syanja)	16.89	16.89	Tinghare, Ghantedeurali	40	0.03	0.30
10	Milachowk-Divilla-Lekhphant-Salija-Lopre-Nagi (Myagdi)	28.39	28.39	Milanchowk, Dahidanda (Salija), Phalamedanda (Lekhphant)	214	0.16	1.62
11	Patichaur-Bajung-Khuijeri-Kyang-Lespar	18.77	13.77	Patichaur, Sanopakha, Siwalaya, Kyang	240	0.18	1.82
12	Divilla-Phalebas-Bachchha-Ranipani-Setibeni (Kalgandaki)	49.08	49.08	Cyclechowk, Ekahare, Nayabazar, Rahale, Campus Dhika, Bachchha, Ranipani, Setibeni	254	0.19	1.93
13	Patichaur-Deupur-Bhuka-Jhillibarang	18.28	17.28	Patichaur, Lapsibot (Bhuka)	154	0.12	1.17
14	Lunkhu-Balakot-Sitle-Sadhane-Huwas Bazar	10.51	4.51	Lunkhu, Balakot	75	0.06	0.57
15	Cyclechowk-Chuchundeurali-Thapathana-Bhangara	20.04	20.04	Cyclechowk, Sankarpokhari, Thapathana, Bhangara	182	0.14	1.38
16	Milanchowk-Kothaghar-Banskharka (Tallo)	13.08	13.08	Milanchowk, Manjhphant, Banskharka	224	0.17	1.70

Annex : 4.1.3

Prioritization of District roads A for Rehabilitation/Upgrading based on Cost

S.N	Name of the Road	Total planned Length km	Length for Rehabilitation/Upgrading km	Upgrading Cost	Upgrading Cost /km	Co.efficient	Score(20)
1	Chhamarke-Khurkot-Bhatebari (Pang)-Banau-Deurali (Salija)	23.44	23.44	88,040,000.00	3755973	1.00	20.00
2	Mudekhola (Rahale)-Lunkhu-Huwas	31.94	31.94	176,450,000.00	5524421	0.68	13.60
3	Chisapni-Huwas-Triveni-Ranipani-Barrachaur	31.65	27.65	173,375,000.00	6270344	0.60	11.98
4	Dimuwa-Tilahar-Ramja-Chitre-Bhadaure (Kaski)	19.60	19.60	106,600,000.00	5438776	0.69	13.81
5	Divilla-Silmi-Thulipokhari-Karkineta-Lunkhu-Bhoksing-Uram-Wahaki	50.92	45.71	189,245,000.00	4140123	0.91	18.14
6	Dovilla-Pakuwa-Gangate-Arthar-Khadketari	17.25	17.25	114,635,000.00	6645507	0.57	11.30
7	Hilekhola-Ahalegaira-Karkineta-Thapathana-Phalebas	21.27	16.08	86,990,000.00	5409826	0.69	13.89
8	Kusma-Durlung-Halhale-Lespar-Salija	35.39	35.39	149,105,000.00	4213196	0.89	17.83
9	Limithana-Thanamaula-Ghante (Syanja)	16.89	16.89	75,255,000.00	4455595	0.84	16.86
10	Milachowk-Divilla-Lekhphant-Salija-Lopre-Nagi (Myagdi)	28.39	28.39	138,905,000.00	4892744	0.77	15.35
11	Patichaur-Bajung-Khuijeri-Kyang-Lespar	18.77	13.77	73455000	5334423	0.70	14.08
12	Divilla-Phalebas-Bachchha-Ranipani-Setibeni (Kaligandaki)	49.08	42.52	250965000	5902281	0.64	12.73
13	Patichaur-Deupur-Bhuka-Jhillibarang	18.28	17.28	96440000	5581019	0.67	13.46
14	Lunkhu-Balakot-Sitle-Sadhane-Huwas Bazar	10.51	4.51	18785000	4165188	0.90	18.04
15	Cyclechowk-Chuchundeurali-Thapathana-Bhangara	20.04	20.04	105660000	5272455	0.71	14.25
16	Milanchowk-Kothaghar-Banskharka (Tallo)	13.08	13.08	57620000	4405199	0.85	17.05

Annex : 4.2.1

Prioritization of District roads B for Upgrading based on Cost per Traffic Unit

S.N	Name of the Road	Total Targeted Length km	Length of Road for Rehabilitation/ Upgrading km	Traffic Unit	Traffic Unit		Co.efficient	Score(70)
					Max	Min		
1	Chhachanne-Charkang-Setibeni	7.00	7.000	20.5	32	4	0.63	44.43
2	Damside-Beteni-Makha-Bhuka	6.83	6.830	4.2	32	4	0.13	9.10
3	Tilahar-Gijyan-Dovilla (Rajmarga)	8.63	8.630	7.3	32	4	0.23	15.82
4	Dumrebhanjyang-Banidanda-Bhurtelthok-Triveni	8.040	5.570	16.0	32	4	0.50	34.67
5	Khaniyaghat-Nangliwang-Banau	9.21	9.210	9.5	32	4	0.29	20.59
6	Khanigoan (Jhaklak)-Chitipani-Chuchundeurali	5.37	5.370	12.5	32	4	0.39	27.09
7	Khurkot (Bagaincha)-Nuwar-Damuwakhola	13.10	13.100	16.4	32	4	0.51	35.54
8	Maidan-Langdi (Deurali)-Ghurungha	8.42	8.420	17.2	32	4	0.53	37.28
9	Mudikuwa-Jhaklak-Khanigoan	4.52	4.520	23.4	32	4	0.72	50.71
10	Padamkholsi-Chanaute-Bajung	6.81	6.810	13.0	32	4	0.40	28.17
11	Patichaur (Deupur)-Timure-Kyang	6.00	6.000	16.7	32	4	0.52	36.19
12	Pipaltari (Thausekhola)-Tamadi-Thulipokhari	7.50	7.500	20.8	32	4	0.64	45.08
13	Ratikhola-Darak-Chitre	6.89	6.890	16.8	32	4	0.52	36.41
14	Ratikhola-Lamsalthar-Saradi-Chitre	5.46	5.460	19.1	32	4	0.59	41.39
15	Kusma-Modibeni-Mudikuwa	4.00	4.000	27.0	32	4	0.84	58.51
16	Thulipokhari-Rohote-Neta (Arthar)-Phulbari	8.65	8.650	21.2	32	4	0.66	46.03
17	Bitlab-Pipaltari-Gahatepokhara-Salghari-Melpokhari	10.44	10.440	20.3	32	4	0.63	43.99
18	Paynubhanjyang-Horsangdi-Jaibire	8.200	1.040	7.5	32	4	0.23	16.25
19	Saranukhola-Hile-Jyamire-Thulibhanjyang	10.570	5.200	20.4	32	4	0.63	44.21
20	Manjhphant (Kotghar)-Lekhphant-Saliya (Okhreni)	7.14	7.140	28.3	32	4	0.88	61.33
21	Pakuwa-Ramja-Ranpu-Arthar H.P.	22.00	22.000	32.3	32	4	1.00	70.00
22	Dangeodar-Khairepakha-Saldanda-Kholakharka-Bhoksing	7.500	3.000	25.0	32	4	0.77	54.18
23	Cyclechowk-Gahatepokhara-Thulipokhari	5.52	5.520	24.3	32	4	0.75	52.66

Annex : 4.2.2

Prioritization of District roads B for Rehabilitation/Upgrading based on Market Centre

S.N.	Name of the Road	Total Planned Length (km)	Length for Rehabilitation/ Upgrading km	Market centre	Centrality Index	Co.efficient	Score(10)
1	Chhachanne-Charkang-Setibeni	7.00	7.000	Setibeni	48	0.04	0.38
2	Damside-Beteni-Makha-Bhuka	6.83	6.830			0.00	0.00
3	Tilahr-Gijyan-Dovilla (Rajmarga)	8.63	8.630	Dimuwa, Dovilla	102	0.08	0.82
4	Dumrebhanjyang-Banidanda-Bhurtelthok-Triveni	8.040	5.570	Bhurtelthok	12	0.01	0.10
5	Khaniyaghat-Nangliwang-Banau	9.21	9.210	Khaniyaghat, Banau	85	0.07	0.68
6	Khanigoan (Jhaklak)-Chitipani-Chuchundeurali	5.37	5.370		0	0.00	0.00
7	Khurkot (Bagaincha)-Nuwar-Damuwakhola	13.10	13.100		0	0.00	0.00
8	Maidan-Langdi (Deurali)-Ghurungha	8.42	8.420	Purnagoan (Deurali)	34	0.03	0.27
9	Mudikuwa-Jhaklak-Khanigoan	4.52	4.520	Mudikuwa, Khaula (Khanigoan)	116	0.09	0.93
10	Padamkholsi-Chanaute-Bajung	6.81	6.810	Saranuchaur (Durlung), Svanapakha	28	0.02	0.22
11	Patichaur (Deupur)-Timure-Kyang	6.00	6.000	Patichaur	135	0.11	1.08
12	Pipaltari (Thausekhola)-Tamadi-Thulipokhari	7.50	7.500	Bitlab (Pipaltari), Thulipokhari	48	0.04	0.38
13	Ratikhola-Darak-Chitre	6.89	6.890	Patachaupari (Chitre)	25	0.02	0.20
14	Ratikhola-Lamsalthar-Saradi-Chitre	5.46	5.460	Patachaupari (Chitre)	25	0.02	0.20
15	Kusma-Modibeni-Mudikuwa	4.00	4.000	Kusma, Mudikuwa	1249	1.00	10.00
16	Thulipokhari-Rohote-Neta (Arthar)-Phulbari	8.65	8.650	Thulipokhari	35	0.03	0.28
17	Bitlab-Pipaltari-Gahatepokhara-Salghari-Melpokhari	10.44	10.440	Bitlab, Melpokhari	33	0.03	0.26
18	Paynubhanjyang-Horsangdi-Jaibire	8.200	1.040		0	0.00	0.00
19	Saranukhola-Hile-Jyamire-Thulibhanjyang	10.570	5.200	Saranukhola, Hile	45	0.04	0.36
20	Manjhphant (Kotghar)-Lekhphant-Saliya (Okhreni)	7.14	7.140	Manjhphant, Gairagoan	81	0.06	0.65
21	Pakuwa-Ramja-Ranpu-Arthar H.P.	22.00	22.000	Pakuwa, Ranpu, Arthar	63	0.05	0.50
22	Dangeodar-Khairepakha-Saldanda-Kholakharka-Bhoksing	7.500	3.000	Pangrang	44	0.04	0.35
23	Cyclechowk-Gahatepokhara-Thulipokhari	5.52	5.520	Thulipokhari	0	0.00	0.00

Annex : 4.2.3
Prioritization of District roads B for Rehabilitation/Upgrading based on Cost

S.N	Name of the Road	Total Planned Length km	Length for Rehabilitation/ Upgrading km	Rehabilitation/ Upgrading Cost	Rehabilitation/ Upgrading Cost/km	Co.efficient	Score(20)
1	Chhachanne-Charkang-Setibeni	7.00	7.000	29400000	4200000	0.48	9.52
2	Damside-Beteni-Makha-Bhuka	6.83	6.830	46505000	6808931	0.29	5.87
3	Tilahar-Gijyan-Dovilla (Rajmarga)	8.63	8.630	58105000	6732908	0.30	5.94
4	Dumrebhanjyang-Banidanda-Bhurtelthok-Triveni	8.040	5.570	23495000	4218133	0.47	9.48
5	Khaniyaghat-Nangliwang-Banau	9.21	9.210	28500000	3094463	0.65	12.93
6	Khanigoan (Jhaklak)-Chitipani-Chuchundeurali	5.37	5.370	22595000	4207635	0.48	9.51
7	Khurkot (Bagaincha)-Nuwar-Damuwakhola	13.10	13.100	38825000	2963740	0.67	13.50
8	Maidan-Langdi (Deurali)-Ghurungha	8.42	8.420	34770000	4129454	0.48	9.69
9	Mudikuwa-Jhaklak-Khanigoan	4.52	4.520	19220000	4252212	0.47	9.41
10	Padamkholsi-Chanaute-Bajung	6.81	6.810	19235000	2824523	0.71	14.16
11	Patichaur (Deupur)-Timure-Kyang	6.00	6.000	57500000	9583333	0.21	4.17
12	Pipaltari (Thausekhola)-Tamadi-Thulipokhari	7.50	7.500	29850000	3980000	0.50	10.05
13	Ratikhola-Darak-Chitre	6.89	6.890	52815000	7665457	0.26	5.22
14	Ratikhola-Lamsalthar-Saradi-Chitre	5.46	5.460	23210000	4250916	0.47	9.41
15	Kusma-Modibeni-Mudikuwa	4.00	4.000	71000000	17750000	0.11	2.25
16	Thulipokhari-Rohote-Neta (Arthar)-Phulbari	8.65	8.650	39070000	4516763	0.44	8.86
17	Bitlab-Pipaltari-Gahatepokhara-Salghari-Melpokhari	10.44	10.440	55755000	5340517	0.37	7.49
18	Paynubhanjyang-Horsangdi-Jaibire	8.200	1.040	2080000	2000000	1.00	20.00
19	Saranukhola-Hile-Jyamire-Thulibhanjyang	10.570	5.200	19750000	3798077	0.53	10.53
20	Manjhphant (Kotghar)-Lekhphant-Saliya (Okhreni)	7.14	7.140	28990000	4060224	0.49	9.85
21	Pakuwa-Ramja-Ranpu-Arthar H.P.	22.00	22.000	91000000	4136364	0.48	9.67
22	Dangeodar-Khairepakha-Saldanda-Kholakharka-Bhoksing	7.500	3.000	12300000	4100000	0.49	9.76
23	Cyclechowk-Gahatepokhara-Thulipokhari	5.52	5.520	24070000	4360507	0.46	9.17

Annex : 4.2.4

Scoring System for prioritisation of the District Road B for Rehabilitation/Upgrading

S.N	Name of Road	Total Targeted Length km	Length of Road for Rehabilitation/ Upgrading km	Parameter Used for the Priorisation of Road Corridors and their corresponding Scores				
				Traffic volume (70)	Market /service centre (10)	Cost (20)	Total Score (100)	Rank
1	Chhachanne-Charkang-Setibeni	7.00	7.00	44.43	0.38	9.52	54.34	10
2	Damside-Beteni-Makha-Bhuka	6.83	6.83	9.10	0.00	5.87	14.98	23
3	Tilahar-Gijyan-Dovilla (Rajmarga)	8.63	8.63	15.82	0.82	5.94	22.58	22
4	Dumrebhanjyang-Banidanda-Bhurtelthok-Triveni	8.040	5.57	34.67	0.10	9.48	44.25	15
5	Khaniyaghat-Nangliwang-Banau	9.21	9.21	20.59	0.68	12.93	34.20	21
6	Khanigoan (Jhaklak)-Chitipani-Chuchundeurali	5.37	5.37	27.09	0.00	9.51	36.60	19
7	Khurkot (Bagaincha)-Nuwar-Damuwakhola	13.10	13.10	35.54	0.00	13.50	49.04	13
8	Maidan-Langdi (Deurali)-Ghurungcha	8.42	8.42	37.28	0.27	9.69	47.23	14
9	Mudikuwa-Jhaklak-Khanigoan	4.52	4.52	50.71	0.93	9.41	61.05	6
10	Padamkholsi-Chanaute-Bajung	6.81	6.81	28.17	0.22	14.16	42.56	16
11	Patichaur (Deupur)-Timure-Kyang	6.00	6.00	36.19	1.08	4.17	41.45	18
12	Pipaltari (Thausekhola)-Tamadi-Thulipokhari	7.50	7.50	45.08	0.38	10.05	55.51	7
13	Ratikhola-Darak-Chitre	6.89	6.89	36.41	0.20	5.22	41.83	17
14	Ratikhola-Lamsalthar-Saradi-Chitre	5.46	5.46	41.39	0.20	9.41	51.00	12
15	Kusma-Modibeni-Mudikuwa	4.00	4.00	58.51	10.00	2.25	70.77	3
16	Thulipokhari-Rohote-Neta (Arthar)-Phulbari	8.65	8.65	46.03	0.28	8.86	55.17	8
17	Bitlab-Pipaltari-Gahatepokhara-Salghari-Melpokhari	10.44	10.44	43.99	0.26	7.49	51.75	11
18	Paynubhanjyang-Horsangdi-Jaibire	8.200	1.04	16.25	0.00	20.00	36.25	20
19	Saranukhola-Hile-Jyamire-Thulibhanjyang	10.570	5.20	44.21	0.36	10.53	55.10	9
20	Manjhphant (Kotghar)-Lekhphant-Saliya (Okhreni)	7.14	7.14	61.33	0.65	9.85	71.83	2
21	Pakuwa-Ramja-Ranpu-Arthar H.P.	22.00	22.00	70.00	0.50	9.67	80.17	1
22	Dangeodar-Khairepakha-Saldanda-Kholakharka-Bhoksing	7.500	3.00	54.18	0.35	9.76	64.29	4
23	Cyclechowk-Gahatepokhara-Thulipokhari	5.52	5.52	52.66	0.00	9.17	61.84	5

Annex : 4.3.1

Scoring of proposed District Roads A based on Population per unit Cost

S.N	Road name	Total Planned Length km	length for new construction km	Population	Investment Cost	Population /cost in one lacks	co.efficient	Score (55)
A	C	D	E	F	G	H		
						$=(E/G)*100000$		
1	Chisapni-Huwas-Triveni-Ranipani-Barrachaur	31.65	4.00	15001	12000000	125	0.42	23.25
2	Divilla-Silmi-Thulipokhari-Karkineta-Lunkhu-Bhoksing-Uram-Wahaki	50.92	3.00	31055	10500000	296	1.00	55.00
3	Patichaur-Bajung-Khuijeri-Kyang-Lespar	18.77	5.00	21267	17500000	122	0.41	22.60
4	Patichaur-Deupur-Bhuka-Jhillibarang	18.28	1.00	5943	3500000	170	0.57	31.57
5	Lunkhu-Balakot-Sitle-Sadhane-Huwas Bazar	10.51	6.00	44205.69923	21000000	211	0.71	39.15
6	Balakot-Arghaundi-Horsangdi-Beulibas-Dud	15.00	15.00	51914.31741	52500000	99	0.33	18.39

Annex : 4.3.2
Scoring of proposed District Roads A based on Cultivated Land

S.N	Road name	Total Planned Length km	length for new construction km	Cultivated land in ha	Cultivated land in ha/km	co.efficient	Score(15)
1	Chisapni-Huwas-Triveni-Ranipani-Barrachaur	31.65	4.00	2185	546	0.39	5.81
2	Divilla-Silmi-Thulipokhari-Karkineta-Lunkhu-Bhoksing-Uram-Wahaki	50.92	3.00	4228	1409	1.00	15.00
3	Patichaur-Bajung-Khuijeri-Kyang-Lespar	18.77	5.00	2647	529	0.38	5.63
4	Patichaur-Deupur-Bhuka-Jhillibarang	18.28	1.00	1049	1049	0.74	11.16
5	Lunkhu-Balakot-Sitle-Sadhane-Huwas Bazar	10.51	6.00	5824	971	0.69	10.33
6	Balakot-Arghaundi-Horsangdi-Beulibas-Dud	15.00	15.00	6759	451	0.32	4.80

Annex : 4.3.3

Scoring of proposed District Roads A based on Population multiply by walk hour

S.N	Road name	Total Planned Length km	length for new construction km	Population*w aking Hour	Pop.*Walking Hour/km	Co.efficient	Score (20)
1	Chisapni-Huwas-Triveni-Ranipani-Barrachaur	31.65	4.00	30002	7501	0.36	7.25
2	Divilla-Silmi-Thulipokhari-Karkineta-Lunkhu-Bhoksing-Uram-Wahaki	50.92	3.00	62110	20703	1.00	20.00
3	Patichaur-Bajung-Khuijeri-Kyang-Lespar	18.77	5.00	42533	8507	0.41	8.22
4	Patichaur-Deupur-Bhuka-Jhillibarang	18.28	1.00	11886	11886	0.57	11.48
5	Lunkhu-Balakot-Sitle-Sadhane-Huwas Bazar	10.51	6.00	88411	14735	0.71	14.23
6	Balakot-Arghaundi-Horsangdi-Beulibas-Dud	15.00	15.00	103829	6922	0.33	6.69

Annex : 4.3.4

Scoring of proposed District Roads A based on Population effected by poor, Dalits and marginalized Janjatis/ethnic groups/communities in the influence area of the proposed road(Socil Issues)

S.N	Road name	Total Target Length km	length for new construction km	Population of dalit, poor, janazati of IZI	Population of dalit, poor, janazati of IZI ./km	Co.efficient	Score(10)
1	Chisapni-Huwas-Triveni-Ranipani-	31.65	4.00	11401	2850	0.39	3.90
2	Divilla-Silmi-Thulipokhari-Karkineta-Lunkhu-Bhoksing-Uram-Wahaki	50.92	3.00	19720	6573	0.90	9.00
3	Patichaur-Bajung-Khuijeri-Kyang-	18.77	5.00	17181	3436	0.47	4.70
4	Patichaur-Deupur-Bhuka-Jhillibarang	18.28	1.00	5003	5003	0.68	6.85
5	Lunkhu-Balakot-Sitle-Sadhane-Huwas Bazar	10.51	6.00	43839	7306	1.00	10.00
6	Balakot-Arghaundi-Horsangdi-Beulibas-Dud	15.00	15.00	41386	2759	0.38	3.78

Annex : 4.3.5
Scoring System for prioritisation of the proposed District Roads A for new construction

S.N	Road name	Total Planned Length km	length for new construc- tion km	Parameter Used for the Priorisation of Road Corridors and their corresponding Scores					
				Population served per unit cost (55)	Cultivated land within zone of influence (15)	inaccessibilit y(20)	Link providing service to the areas inhabited by the poor, <i>Dalits</i> and marginalized <i>Janjatis/ethnic groups/communities (10)</i>	Total Score (100)	Rank
1	Chisapni-Huwas-Triveni- Ranipani-Barrachaur	31.65	4.00	23.25	5.81	7.25	3.90	40.21	5
2	Divilla-Silmi-Thulipokhari- Karkineta-Lunkhu-Bhoksing- Uram-Wahaki	50.92	3.00	55.00	15.00	20.00	9.00	99.00	1
3	Patichaur-Bajung-Khuijeri- Kyang-Lespar	18.77	5.00	22.60	5.63	8.22	4.70	41.15	4
4	Patichaur-Deupur-Bhuka- Jhillibarang	18.28	1.00	31.57	11.16	11.48	6.85	61.07	3

Annex : 4.4.1

Scoring of proposed District Roads B based on Population per unit Cost

S.N	Road name	Total Planned Length km	length for new construction km	Population	Investment Cost	Population /cost in one lacks	co.efficient	Score (55)
A	C	D	E	F	G	H		
						$=(E/G)*100000$		
1	Dumrebhanjyang-Banidanda-Bhurtelthok-Triveni	10.570	5.00	36939	18000000	205	0.72	39.71
2	Paynubhanjyang-Horsangdi-Jaibire	8.040	7.00	45929	24500000	187	0.66	36.28
3	Saranukhola-Hile-Jyamire-Thulibhanjyang	8.200	3.00	29841	10500000	284	1.00	55.00
4	Dangeodar-Khairepakha-Saldanda-Kholakharka-Bhoksing	7.500	4.50	21844	15750000	139	0.49	26.84

Annex : 4.4.2

Scoring of proposed District Roads B based on Cultivated Land

S.N	Road name	Total Planned Length km	length for new constructi	Cultivated land in ha	Cultivated land in ha/km	co.efficient	Score (15)
1	Dumrebhanjyang-Banidanda-Bhurtelthok-Triveni	10.570	5.00	5129	1026	0.80	12.06
2	Paynubhanjyang-Horsangdi-Jaibire	8.040	7.00	5779	826	0.65	9.70
3	Saranukhola-Hile-Jyamire-Thulibhanjyang	8.200	3.00	3829	1276	1.00	15.00
4	Dangeodar-Khairepakha-Saldanda-Kholakharka-Bhoksing	7.500	4.50	2152	478	0.37	5.62

Annex : 4.4.3

Scoring of proposed District Roads B based on Population multiply by walk hour

S.N	Road name	Total Planned Length km	length for new	Population* waking	Pop.*Walking Hour/km	Co.efficient	Score (20)
1	Dumrebhanjyang-Banidanda-Bhurtelthok-Triveni	10.570	5.00	73877	14775	0.74	14.85
2	Paynubhanjyang-Horsangdi-Jaibire	8.040	7.00	91858	13123	0.66	13.19
3	Saranukhola-Hile-Jyamire-Thulibhanjyang	8.200	3.00	59682	19894	1.00	20.00
4	Dangeodar-Khairepakha-Saldanda-Kholakharka-Bhoksing	7.500	4.50	43688	9708	0.49	9.76

Annex : 4.4.4

Scoring of proposed District Roads B based on Population effected by poor, Dalits and marginalized Janjatis/ethnic groups/communities in							
S.N	Road name	Total Target Length km	length for new construction km	Population of dalit, poor, janazati of IZI	Population of dalit, poor, janazati of IZI ./km	Co.efficient	Score(10)
1	Dumrebhanjyang-Banidanda-Bhurtelthok-Triveni	10.570	5.00	32875	6575	1.00	10.00
2	Paynubhanjyang-Horsangdi-Jaibire	8.040	7.00	37554	5365	0.82	8.16
3	Saranukhola-Hile-Jyamire-Thulibhanjyang	8.200	3.00	5968	1989	0.30	3.03
4	Dangeodar-Khairepakha-Saldanda-Kholakharka-Bhoksing	7.500	4.50	14199	3155	0.48	4.80

Annex : 4.4.5
Agreegate Scoring of proposed District Roads B

S.N	Road name	Total Planned Length km	length for new construc tion km	Parameter Used for the Priorisation of Road Corridors and their corresponding Scores					
				<i>Population served per unit cost (55)</i>	<i>Cultivated land within zone of influence (15)</i>	<i>inaccessibility (20)</i>	<i>Link providing service to the areas inhabited by the poor, Dalits and marginalized Janjatis/ethnic groups/communities (10)</i>	<i>Total Score (100)</i>	<i>Rank</i>
1	Dumrebhanjyang-Banidanda-Bhurtelthok-Triven	10.570	5.00	39.71	12.06	14.85	10.00	76.62	2
2	Paynubhanjyang-Horsangdi-Jaibire	8.040	7.00	36.28	9.70	13.19	8.16	67.33	3
3	Saranukhola-Hile-Jyamire-Thulibhanjyang	8.200	3.00	55.00	15.00	20.00	3.03	93.03	1
4	Dangeodar-Khairepakha-Saldanda-Kholakharka-Bhoksing	7.500	4.50	26.84	5.62	9.76	4.80	47.02	4

Annex V
**Existing Trail Bridge and Allocated Budget for Trail
Bridge**

Annex 5.1

District-wise plan - 2009/10 to 2013/14 (5 years) for Routine Maintenance

SN	District	Number of Bridges						Total budget in NRs.					
		2009/10	2010/11	2011/12	2012/13	2013/14	Total	2009/10	2010/11	2011/12	2012/13	2013/14	Total
6	Parbat	65	74	86	98	110	433	195,000.00	222,000.00	258,000.00	294,000.00	330,000.00	1,299,000.00

District-wise plan - 2009/10 to 2013/14 (5 years) for Major Maintenance

SN	District	Number of Bridges						Total budget in NRs.					
		2009/10	2010/11	2011/12	2012/13	2013/14	Total	2009/10	2010/11	2011/12	2012/13	2013/14	Total
6	Parbat	4	2	2	0	2	10	3,200,000.00	1,600,000.00	1,600,000.00	-	1,600,000.00	8,000,000.00

District-wise plan - 2009/10 to 2013/14 (5 years) for New Construction Bridges

SN	District	Number of Bridges						Total budget in NRs.					
		2009/10	2010/11	2011/12	2012/13	2013/14	Total	2009/10	2010/11	2011/12	2012/13	2013/14	Total
6	Parbat	7	9	12	12	12	52	11,156,250.0	14,343,750.0	19,125,000.0	19,125,000.0	19,125,000.0	82,875,000.00

District-wise plan - 2009/10 to 2013/14 (5 years) for Access Trail Improvement

SN	District	Number of Bridges						Total budget in NRs.					
		2009/10	2010/11	2011/12	2012/13	2013/14	Total	2009/10	2010/11	2011/12	2012/13	2013/14	Total
6	Parbat	3	3	3	3	3	15	300,000.00	300,000.00	300,000.00	300,000.00	300,000.00	1,500,000.00

District-wise plan - 2009/10 to 2013/14 (5 years) for Total Budget

SN	District	Total budget in NRs.
6	Parbat	108,130,000.00
		108,130,000.00

Annex 5.2

Prospective Bridge for New Construction

Rank	Bridge Number	VDC/Municipality		River Name	Place Name	Distance		Bridge		Priliminary Cost est NRs.	Total		Marginalized Population					
		Right Bank	Left Bank			Gained (hrs)	Roadhead (day)	Type	Span		HH	Populati on	Dalit	Janajati	Minorities	other poor	Total No	%
1	42500218062	Chuwa	Tilhar	Modhikhola	Dovilla Ghat	2	0.031	Suspended	112	1,685,600	1,550	7,760	2,060	1,200	0	1,155	4,415	57
2	42504318063	Bachchha	Chhisti	Kali Gandaki	Gaithune	1.39	0.63	Suspended	120	1,920,960	859	5,514	966	1,935	0	1,074	3,975	72
3	42504718062	Saligram	Taklak	Sati khola	Bhayani ghat	2	1.5	Suspended	90	1,566,000	450	2,908	765	1,117	0	215	2,097	72
4	42501518063	Deurali	Deurali	Tuhure khola	Tuhure Ghat	4	0.375	Suspended	75	1,170,000	275	1,375	530	835	0	0	1,365	99
5	42504718063	Saligram	Taklak	Sati khola	Daunnegotartun nekh	3	1.5	Suspended	80	1,392,000	445	2,652	810	540	0	300	1,650	62
6	42504318061	Chhisti	Bachchha	Kali Gandaki	Dulamgokhari	3	0.75	Suspended	140	3,052,000	735	5,050	1,503	1,435	0	110	3,048	60
7	42503118061	Thapathana	Bhangora	Lamake khola	Lamakhet	2	0.75	Suspended	65	1,053,000	700	4,300	505	1,044	0	505	2,054	48
8	42504618061	Huwas	Huwas	Mardikhola	Pyakhat	3	1.5	Suspended	40	696,000	575	3,346	438	224	0	70	732	22
9	42505518061	Jayakhani	Ranipani	Kali Gandaki	Jimling mulk	3	1.5	Suspended	180	4,248,000	910	4,240	1,550	965	0	500	3,015	71
10	42505518061	Arbani	Saligram	Kali Gandaki	Lidi	2	0.75	Suspended	160	3,488,000	750	4,973	1,450	1,537	0	140	3,127	63
11	42501918062	Salyan	Chitre	Khahare khola	Dhimrukghat	4.4	0.5	Suspended	70	742,000	276	1,480	332	280	0	50	662	45
12	42505218061	Saronkhola	Huwas	Jhauri khola	Jhauri Ghat	2	1.5	Truss	40	696,000	570	3,209	502	825	0	100	1,427	44
13	42500918021	Ramche	Lekhphant	Oralo khola	Oralo khola	2	0.5	Suspended	31	1,109,800	215	1,505	20	1,485	0	0	1,505	100
14	42502818061	Amalachour	Mudikuwa	Kali Gandaki	Katowa Bagar	1.5	0.031	Suspended	115	1,730,740	800	2,000	450	30	110	240	830	42
15	42504018061	Balakot	Pakhapani	Sati khola	Dhanubase	1.5	1.5	Suspended	80	1,392,000	150	2,893	664	393	0	25	1,082	37
16	42501018061	Majphant	Majphant	Furse khola	Furse khola	4	0.625	Suspended	30	1,080,000	185	1,040	94	0	0	322	416	40
17	42502118061	Pakuwa	Pakuwa	Jhaehare khola	Dha ghat	2.59	0.313	Suspended	95	1,472,500	350	1,770	315	50	0	263	628	35
18	42504018063	Lungkhu Deurali	Pakhapani	Jharuwa khola	Thapathar	2	1.5	Suspended	70	1,218,000	362	2,202	420	90	0	350	860	39
19	42504018064	Pakhapani	Pakhapani	Nepte khola	Chibaninepteko kh	2	1.5	Suspended	110	1,914,000	289	1,633	410	538		533	1,481	91
20	42500718062	Ramche	Baskharak	Pugthe khola	Gopty Vir	2	0.375	Suspended	110	1,716,000	500	2,500	550	1,450	0	170	968	39
21	42504118062	Jaidi	Pangrang	Kali Gandaki	Chheslang	1.5	0.25	Suspended	130	4,017,000	600	3,785	990	1,136	0	968	3,094	82
22	42505218063	Saronkhola	Bhorle	Sati khola	Panighatbaithak si	2	1.5	Suspended	75	1,305,000	415	2,267	273	546	0	81	900	40
23	42504718061	Taklak	Pidikhola	Pindhi khola	Panchmure seti	3	1.5	Suspended	75	1,305,000	192	1,287	297	346	0	102	745	58
24	42504118063	Panrang	Bachchha	Bachchha khola	Bachchha ghat	1.04	0.75	Suspended	75.00	1,215,000	576	3,893	1,076	1,759	0	1,376	4,211	108
25	42504018062	Pakhapani	Pakhapani	Timure Khola	Timure	2	1.5	Suspended	65	1,131,000	363	1,753	417	491	0	50	958	55
26	42501218061	Bajung	Bajung	Patikhola	Pawodhur khet	1	0.25	Suspended	95	1,463,000	452	2,036	98	224	50	378	750	37
27	42502818062	Amalachour	Mudikuwa	Kali Gandaki	Mulla Bagar	1	0.031	Suspended	115	1,730,750	350	1,815	400	35	0	309	744	41
28	42501818061	Bichari Chutara	Arthar Dandakharka	Patikhola	Patle	2.44	0	Suspension	107	2,140,000	320	1,550	510	0	0	860	1,370	88
29	42505218062	Saronkhola	Saronkhola	Medhikhola	Medhikhola Swamin	3	1.5	Suspended	60	1,044,000	149	950	295	115	0	52	462	49
30	42502418061	Chuwa	Tilhar	Modhikhola	Mudi khola	1.5	0	Suspended	110	1,650,000	170	1,260	145	0	0	255	400	32
31	42504118061	Pangrang	Jaidi	Kali Gandaki	Ragmas	1	0.25	Suspended	130	4,017,000	724	4,064	1,276	849	0	786	2,911	72
32	42501718063	Bhutangle	Dansing	Bhurungdi khola	Bhurungdi	1.11	0.25	Suspended	80	824,000	330	1,938	474	597	0	635	1,706	88
33	42504918063	Bhorle	Bhorle	Sati khola	Chisapani Bhorle	1.87	1.5	Suspended	60	1,044,000	186	1,050	112	460	0	360	932	89
34	4250618061	Shialaya	Shivalaya	Damdare khola	Guteswor Ghat	0.88	0	Suspended	80	1,200,000	1,070	5,780	892	2,300	0	790	3,982	69
35	42503218062	Kurgha	Kurgha	Thado khola	Tholo khola	2	0.5	Suspended	60	948,000	195	975	147	0	0	293	440	45

Rank	Bridge Number	VDC/Municipality		River Name	Place Name	Distance		Bridge		Priliminary Cost est NRs.	Total		Marginalized Population					
		Right Bank	Left Bank			Gained (hrs)	Roadhead (day)	Type	Span		HH	Population	Dalit	Janajati	Minorities	other poor	Total No	%
36	42501818063	Pawuwa	Arthar Dandakharka	Okadi khola	Shera Ghat	2.03	0.25	Suspended	80	824,000	309	1,770	420	0	0	800	1,220	69
37	42501018063	Majphant	Lekhphant	Furse khola	Manddrey Dhunna	1.97	0.25	Suspended	60	924,000	231	1,125	249	12	0	184	445	40
38	42505018061	Hoshrangdi	Saronkhola	Aguwa khola	Aguwa	2	1	Suspended	65	1,079,000	295	1,675	71	129	45	495	740	44
39	42504518061	Khadgakot	Barrachour	Kali Gandaki	Puulbari	2	0.75	Suspended	150	3,270,000	326	2,082	357	558	0	85	1,000	48
40	42504918062	Bhorle	Pakhapani	Sati khola	Mahipal Ghurchee	2	1.5	Suspended	90	1,566,000	182	985	97	330	0	0	427	43
41	42505118062	Huwas	Saronkhola	Sati khola	Huwas Khet	1.5	1.5	Suspended	40	1,131,000	289	1,470	210	480	0	205	895	61
42	42505118064	Huwas	Huwas	Baidhokhola	Kedaribaidoghat	1.5	1.5	Suspended	55	696,000	220	1,070	60	150	0	970	1,180	110
43	42503618061	Bhangora	Thanamaula	Khatte khola	Khorela ghat	2	0.375	Suspended		858,000	330	1,050	210	110	0	130	450	43
44	42504218061	Bhangora	Phalamrkani	Pachamiyakh	Manechauka	2	1.5	Suspended	160	3,776,000	450	2,250	1,100	450	0	700	2,250	100
45	42501718061	Buktangle	Dansing	Mahabir khola	Mahabir	2.31	0.75	Suspended	100	1,620,000	205	1,098	366	562	0	540	1,468	134
46	42505118066	Huwas	Huwas	Gead khola	Thumki	1	1.5	Suspended	40	696,000	470	2,565	304	780	0	205	1,289	50
47	42505418061	Deulibas	Triveni	Sati khola	Chisapani	1	1.5	Suspended	75	1,305,000	270	1,790	391	140	0	102	633	35
48	42504918061	Bhorle	Bhorle	Sati khola	Najadabda	2	1.5	Suspended	65	1,131,000	128	768	51	198	0	402	651	85
49	42505118065	Saronkhola	Huwas	Gead khola	Ghanghaneghat	2	0	Suspended	40	600,000	149	932	145	122	0	59	326	35
50	42501118063	Salija	Salija	Thulo khola	Chhruwa panee	3	0.375	Suspended	72	123,200	115	620	42	393	0	105	540	87
51	42503318061	Limithana	Kurgha	Cherdi khola	Cherdikhola ghat	1.5	0.5	Suspended	114	1,801,200	300	1,560	315	0	0	423	738	47
52	42502718062	Karkineta	Karkineta	Bhagari khola	Bhagari	2.16	0	Suspended	60	600,000	146	870	530	6	0	550	1,086	125
53	4250111802	Salija	Salija	Thotnari khola	Ekrate	1.44	0.375	Suspended	41	639,600	94	613	53	558	0	0	611	100
54	42502918061	Shankhar pokhari	Thanamaula	Lamhay khola	Dhowa khola	1	0.25	Suspended	93	1,432,200	330	1,650	240	50	0	257	547	33
55	42501018062	Majphant	Majphant	Swommy khola	Khola khet	1.5	0.031	Suspended	40	602,000	85	479	45	5	0	143	193	40
56	42503918061	Lungkhu Deurali	Lungkhu Deurali	Ketichauri khola	Thadekhola	2	1.5	Suspended	45	783,000	320	1,621	131	170	0	100	401	25
57	42500818061	Majphant	Majphant	Lugthi khola	Dovella	0.77	0.062	Suspended	60	905,952	196	1,490	200	0	0	370	570	38
58	42502918063	Shankhar pokhari	Lungkhu Deurali	Lamaya khola	Lamahey ghat	0.77	0.063	Suspended	95	1,434,500	130	1,150	205	0	0	525	730	63
59	42502218061	Ramja Deurali	Dhairing	Sisne khola	Sisneghat	1	0.38	Suspended	75	1,170,600	350	2,150	209	400	0	600	1,209	56
60	42503618062	Bhangora	Thanamaula	Khiye khola	Seru Bari	1	0.25	Suspended	70	1,078,000	230	1,150	210	110	0	196	516	45
61	42501818062	Arthar Dandakharka	Arthar Dandakharka	Okadi khola	Chudum ghat	2.1	0.25	Suspended	84	840,000	115	644	140	50	0	270	460	71
62	42505418062	Urampokhari	Dehulibas	Seuthi khola ghat	Dunda mathi	1	0	Suspended	60	900,000	185	1,120	35	35	0	340	410	37
63	42504918064	Bhorle	Bhorle	Sati khola	Khursanibari	1	0	Suspended	80	1,264,000	110	652	125	300	0	130	555	85
64	42502018061	Thulopokhari	Kholalakuri	Bodho khola	Aergale	1.57	0.5	Truss	60	618,000	210	1,215	136	0	0	120	256	21
65	42501718064	Bhuktangle	Bhuktangle	Paral khola	Kamal jaesithan	1.82	0.75	Suspended	32	1,158,400	210	1,090	350	0	0	131	481	44
66	42503018061	Thapathana	Bhangora	Labaya khola	Lamakhet	2.27	0	Suspended	70	700,000	105	580	90	0	0	200	290	50
67	42500818062	Lekhaphant	Salija	Thado khola	Tholdhunga	1	0.25	Suspended	50	770,000	70	400	100	230	0	60	390	98
68	42500918065	Dairing	Nangliwang	Lasti khola	Sesnera	1	0.25	Suspended	60	618,000	165	918	100	596	0	390	1,086	118
69	42501118064	Lekhaphant	Lekhphant	Phadhera khola	Bhumi ghat	2	0.25	Suspended	35	539,000	134	700	10	69	0	0	79	11
70	42501118064	Salija	Salija	Khera khola	Khera ghat	1	0.25	Suspended	50	770,000	56	373	27	340	0	6	373	100
71	42500818063	Banau	Dhairing	Lasti khola	Dovan ghat	3.1	0.5	Suspension	150	4,770,000	99	533	15	441	0	30	486	91
72	42504318063	Barrachaur	Bachchha	Fhoksing khola	Fhoksing	2	1.5	Suspended	38	661200	168	1059	215	225	0	370	810	76

Rank	Bridge Number	VDC/Municipality		River Name	Place Name	Distance		Bridge		Priliminary Cost est NRs.	Total		Marginalized Population					
		Right Bank	Left Bank			Gained (hrs)	Roadhead (day)	Type	Span		HH	Populati on	Dalit	Janajati	Minoriti es	other poor	Total No	%
73	42501718062	Bhuktangle	Bhuktangle	Thado khola	Thado khola ghat	1.24	0.5	Suspended	80	848,000	65	372	173	105	0	50	328	88
74	42500318062	Khurkot	Khurkot	Dhada	Dhada	1.41	0	Suspended	60	900,000	80	513	0	0	0	30	30	6
75	42500118063	Durlung	Durlung	Dobilla	Dobilla	0.8	0.25	Suspended	70	721,000	60	345	55	160	0	185	400	116
76	42502718061	Karkineta	Karkineta	Salleri ghat	Salleri ghat	1	0	Suspended	40	400,000	55	340	90	0	0	150	240	71
77	42504518062	Barrachaur	Barrachour	Khahare khola	Khahare ghat	1.05	0.25	Truss	16	566,400	73	533	66	14	0	190	270	51
78	42500418061	Nangliwang	Nangliwang	Danse ghat	Danse ghat	1	0.25	Suspended	45	463,500	95	505	60	0	0	25	85	17
79	42500118064	Durlung	Bajung	Thola khola ghat	Thola khola ghat	83	0.13	Suspended	80	1,216,640	55	310	20	80	0	30	130	42

Annex 5.3

Prospective Bridges for Major Maintenance

Rank	Bridge Number	VDC/Municipality		River Name	Place Name	Bridge		Priliminary Cost est NRs.	Total		Marginalized Population					
		Right Bank	Left Bank			Type	Span		HH	Population	Dalit	Janajati	Minorities	other poor	Total No	%
1	42505518062	Saligram	Pidikhola	Sati khola	Setibeni	Suspended	48	198,432	4,625	25,856	2,884	4,072	0	0	6,956	27
2	42502618062	Katuwachaupari	Shivalaya	Modi khola	Jhaprebagar	Suspension	98	535	3,060	237	560	0	1,155	1,952	3,667	1,547
3	42502618061	Shivalaya	Katuwachaupari	Modi khola	Modibeni	Suspended	74	235,320	280	1,550	155	20	0	630	805	52
4	42500718061	Ramcha	Baskharka	Pugdi khola	Dadakharka	Suspended	35	116,865	140	500	65	390	0	0	455	91

Annex: 5.4
Projected Financial Plan for Trail Bridges

Year	Routine Maintenance		Major Maintenance		New Construction Bridges	
	Number of Bridges	Total budget in NRs.	Number of Bridges	Total budget in NRs.	Number of Bridges	Total budget in NRs.
2010/11	74	222,000.00	2	1,600,000.00	7	11,156,250.00
2011/12	86	258,000.00	2	1,600,000.00	9	14,343,750.00
2012/13	98	294,000.00	2	1,600,000.00	12	19,125,000.00
2013/14	110	330,000.00	2	1,600,000.00	12	19,125,000.00
2014/15	127	381,000.00	2	1,600,000.00	12	19,125,000.00
Total	495	1,485,000.00	10	8,000,000.00	52	82,875,000.0

Annex: 5.5

Projected Financial Plan for Trail Bridges

Year	Projected Financial Plan for Trail Bridges		
	Routine Maintenance	Major Maintenance	New Construction Bridges
067/68	171,000	800,000	11,156,250
068/69	171,000	800,000	11,156,250
069/70	171,000	800,000	11,156,250
070/71	171,000	800,000	11,156,250
071/72	544,307	2,546,464	35,511,230
Total	1,228,306.58	5,746,463.54	80,136,229.9
Grand Total	87,111,000.00		

Annex: 5.6
Projected Financial Plan for Trail Bridges
NRs.

Year	Year-Wise Target		
	Routine Maintenance	Major Maintenance	New Construction Bridges
	Number of Bridges	Number of Bridges	Number of Bridges
067/68	74	2	7
068/69	86	2	9
069/70	98	2	12
070/71	110	2	12
071/72	127	2	12
Total	495	10	52

ANNEX VI
PHOTOGRAPHS

PHOTOGRAPHS



Photo 1: Research Associate (RA) interacting with Local People



Photo 2: Suspension Bridge



Photo 3: Motorable Suspended Bridge at Parbat



Photo 4: Field Coordinator presenting at DTICC Workshop



Photo 5: SDE from DoLIDAR at DTICC Meeting



Photo 6: LDO at DTICC Meeting