



Pratappur Rural Municipality
Office of Rural Municipal Executive
Belatari, Nawalparasi (Bardaghat Susta West)
Lumbini Province, Nepal



**Rural Municipal Transportation Masterplan of Pratappur Rural
Municipality (RMTMP)**

**Main Report
Volume I**

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Chapter-I: Introduction

1.1 Background

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

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

Physical infrastructure development has been extremely sluggish esp. in rural level in Nepal since long due to extended political turmoil and transition. Development of transportation infrastructure is one of the most essential groundwork for opening other avenues of development. Proper development of transportation system opens accessibility of the people to larger markets, service centers and overall economic sectors. Development of roads also leads to the development of urban centers with amenities like hospitals, schools, markets, services etc. Roads establish significant linkages with the large neighboring cities with vibrancy of economy, human activities and transactions. This sort of linkage is a key for the development of rural areas. Therefore, development of transportation basically through the development of road linkages is a fundamental necessity of this Rural Municipality. It has prioritized the development of sustainable Rural Municipal Transport Master Plan which is expected to address the need of opening an easy access to people's mobility in particular and inception of avenues of all kinds of development in general.

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

RMTMP is a long-term visionary plan which aims to systematize the road and transport development processes in the Rural Municipality. It identifies the roads and creates a complete inventory of the roads. It categorizes the roads into four classes A, B, C, and D according to their importance. It prioritizes the interventions and allocates the estimated budget for the necessary interventions. Above all, it systematizes the process of road and transportation development according to the need of the Rural Municipality. The consultant has followed all the prevailing norms and standards for the planning. It is based on the Approach Manual prepared by DOLIDAR and MTMP guidelines prepared by the then MoFALD. It has determined the Rural Municipal Road Core Network as practical in planning process of DTMP and has identified the key linkages with other road network. A complete road network has been identified to make a basis for future development of roads which primarily helps to develop the transport access to all the settlements in the Rural Municipality meeting the national standard of nominal duration to reach the core road network or all weather roads.





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1.2 Objective

The key objective of this project is to prepare Rural Municipality Transport Master Plan which would be a road map for the systematic development of road network and transportation in the Rural Municipality. Other specific objectives pertaining to the key objective are:

- ✓ identify all the existing roads
- ✓ analyze the current accessibility situation
- ✓ determine Rural Municipality Roads Core Network
- ✓ develop indicative Development Potential Map
- ✓ prepare Rural Municipality Road Inventory Map
- ✓ Collection of demands for new roads and necessary interventions
- ✓ Road categorization through standard scoring method
- ✓ Road Nomenclature
- ✓ Preparation of Perspective Plan of Interventions of Services and Facilities
- ✓ Recommendation of fund management
- ✓ Finalization of financial Implementation Plan of Prioritized Roads for the RMTMP period (Year wise Budget Distribution)

1.3 Scope of the Work

The scope of the consulting service includes:

- ✓ Preliminary presentation of overall planning process in the Rural Municipality level
- ✓ Assist the formation of Rural Municipality Roads Coordination Committee (RM RCC)
- ✓ Field survey and data collection in ward levels
- ✓ Collection of demands
- ✓ O-D Survey
- ✓ GIS work for the finalization of all sorts of maps
- ✓ Preparation of Indicative Rural Municipality Development Potential Map
- ✓ Preparation of Rural Municipality Road Inventory Map
- ✓ Preparation of Base Map
- ✓ Study of all relevant secondary data and information including previous RMTMP (if any)
- ✓ Prepare field report
- ✓ Road classification coding and nomenclature
- ✓ Categorization of roads according to standard criteria
- ✓ Collect feedback and necessary corrections from the stakeholders Prepare the final report of RMTMP
- ✓ Recommend for the approval from the village Assembly for the implementation

1.4 Limitation

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





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1.5 Approach and Methodology

The consultant has gone through the general procedures well defined in the ToR for the completion of the project. Participatory Rural Appraisal approach has been the core of the planning approach. A preliminary presentation was made in the Rural Municipality among the village executive members, related officials, line agencies members and stakeholders for the clarification of how RMTMP is prepared consulting the villagers, ward chairman and members for the collection of data on roads and transportation status as mentioned in the ToR. After the completion of the ward level meeting and field survey, O-D survey, demand collection, field data were organized to finalize IDPM, Rural Municipality Inventory Map of Road Network and base map. On the basis of the IDPM and other maps and data RMTMP draft report was prepared. Furthermore, the draft report was sent to Rural Municipality for the necessary correction and feedbacks. After incorporating the correction and feedback, the final report was prepared for the approval from the village assembly for the implementation.

Field survey and data collection were done to study the existing accessibility condition of the villagers and analyze the necessary interventions to be made in the future. Demand survey was done to assess the existing condition and future necessity of road extension and transport infrastructure. Participatory bottom-up approach was ensured in the overall planning process. Integrated Rural Accessibility Planning (IRAP) has been the foundational concept of overall planning which emphasizes on improving the accessibility condition of all the settlements in the Rural Municipality.

1.5.1 General Methodological Overview

S. N.	Task Description	Activities	Outcomes
1.	Preliminary Presentation on Pratappur Rural Municipality	Expert team conducted initial presentation among the village executive members and all related stakeholders	Stakeholders sensitized
2.	Study of secondary resources on roads and transportation related to the Rural Municipality	Study and review of all relevant laws, by-laws, best practices, norms and standard of planning <ul style="list-style-type: none"> Review of previous RMTMP (if any) 	Expert team got familiarized with existing information regarding Rural Municipality Transport Infrastructures and previous efforts for the development
3.	Ward level meeting	Participatory Rural Appraisal method adopted during ward level meetings in all wards for data collection demand survey; (O-D) survey traffic count-survey and all other necessary information	Primary data collected from the ward level formed strong ground for the necessary interventions to be made in the future
4.	Data Management and analysis	Data obtained from the field were tabulated; GIS work done to develop base map, IDPM, inventory map and other maps; and nomenclature, coding and grading of roads	Data organized and maps prepared





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5.	IDPM and RMRIM Preparation	As the part and product of data management, Indicative Development potential Map(IDPM) and a complete Rural Municipality Road Inventory Map(RMRIM) was prepared	IDPM and RMRIM developed
6.	Perspective Plan	After identification and preparation of the existing status of all the roads IDPM and RMRIM were prepared and prioritization of key interventions finalized	Perspective plan helped to prioritize and systematize the planning process
7.	RMTMP Preparation	<ul style="list-style-type: none">Finalize the required interventionsAfter analysis of all the existing infrastructures 5 years RMTMP was preparedImplementation plan preparedFund availability and access to funds recommended	RMTMP was prepared
8.	Approval	<ul style="list-style-type: none">After all necessary correction and feedbacks, final report of the RMTMP was submitted to village assembly for the approval and implementation	RMTMP was approved from the village assembly ensuring the ownership of the villagers

1.5.2 Comprehensive Task Description

1.5.2.1 Rural Municipal Level Initial Presentation

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

1.5.2.2 Ward Level Meeting for Primary Data Collection

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

1.5.3 Data Collection

1.5.3.1 Primary Data

During the ward level meeting and after surveyors were deployed to collect all the necessary data viz. Road name, condition, length. Similarly, traffic count survey and O-D survey were conducted. All other relevant information was collected to prepare base map and IDPM which formed a ground work for overall planning.





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1.5.3.2 Secondary Data

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

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

Data Sources

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

1.5.4 Data Analysis

After collecting the necessary data, analysis was done to assess the existing condition of accessibility. It revealed the demands for the improvement as well as sustainable development of all transport infrastructure basically roads. Human settlement patterns, core road network and lack of roads are identified for the planning process. Analysis was done adopting the proven techniques, norms and standards.

1.5.5 Base Map with Indicative Development Potential Map



1. Base map is the foundation for all kinds of planning. Therefore base map was prepared with following information.
 - Geo-political boundaries
 - Land use or Land cover
 - National Highways and Strategic Road Network
 - District Road Network
 - Bridges
 - Important historical, religious, natural landmarks
 - Water bodies, Watershed
 - Elevation, aspect
 - Major settlement, all settlement, urban centers, industrial areas
 - Major touristic locations
2. Future development potential zones include: (IDPM)
 - Areas with extensive agriculture and future expansion
 - Areas with forest and future expansion
 - Areas with business activities or marketplace
 - Areas with touristic importance
 - Areas with industry and future expansion
 - Watershed areas
 - Potential service sector expansion areas
 - Areas with open space, recreation, stadium, parks, etc.
 - Disaster prone area

IDPM was prepared based on the base map. IDPM indicates the future expansion areas where management of proper transportation system may become urgent according to the nature of the potential zones and volume of anticipated traffic after future expansion.

1.5.6 Preparation of RMRIM (Rural Municipal Road Inventory Map)

RMRIM include a complete plotting of the roads within the municipality on the basis of the data collected from the ward levels. This map includes all the linkages with bridges and trails. It is a complete coverage of all the existing roads or like a profile of the roads or road networks. The roads are classified, codified, named and indicated on the map according to the above features with separate index.

1.5.7 Perspective Plan

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





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1.5.8 Preparation of RMTMP

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

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

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





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Chapter-2: Review of Existing Infrastructure Situation

2.1 General Overview

Municipal and ward level surveys have revealed that the overall transport infrastructure, primarily road network appears to be in weak as well as vulnerable state in Pratappur Rural Municipality. Despite being located in plain and geographically accessible region, this RM lags far behind in terms of road infrastructures. The major characteristics of the roads in this RM is manifested by muddy ones during the rainy/wet seasons and entirely dusty during the winter/dry seasons. At present, **Bardaghat- Tribeni -ab(3f6 – lqj)l0f_ road** is the only life line road of this Rural Municipality as all weather road. Most of the roads in this Rural Municipality have been observed as fair weather roads and need to be improved and upgraded in order to bring into operation round the year.

Most of the roads do not have basic road furniture and lack basic components like culverts, bridges, cross structures, drains and the like. This very fact indicates that the overall development of road transportation is at the elementary stage in this RM that requires interventions from the basic level and incurs a huge investment.

2.2 Existing Transportation Infrastructure Situation

Pratappur Rural Municipality, also known as Belatari Bazaar, is one of the Rural Municipalities of Nawalparasi (Ba. Su. Pa.) District of Lumbini Province. Pratappur Rural Municipality was established on BS. 2073-Chaitra-01 (14 March, 2017) by merging then existing Seven Village Development Committees (VDCs) i.e. Jamuniya(except ward 1 & 8), Somani, Baidauli, Thulo khairatawa, Guthi Parsauni, Guthi suryapura, and Pratapapur. This RM is located along the Bardaghat- Tribeni highway with high potential of future development.

Geographically this RM is extended in 87.55 sq. km area where cultivable land alone covers up to 80% of its entire area followed by some 6.5% areas as settlement/residential area. Remaining 2% and 2.5% area are covered by water and forest area respectively.

Parasi city, headquarter of Nawalparasi (Ba. Su. Pa.) district lies towards the west of Pratappur Rural Municipality which is almost 10 km away from this RM. Similarly, susta Rusta Rural Municipality lies in east and Sarawal Rural Municipality lies in west and the north border of this RM touch with the Bardaghat Municipality, the. The southern section stretches up to the Indian border which is just 5- 6 km away from Pratappur Rural Municipality office. The field survey indicates that a total of 214.08 km of road serves the entire population of this Rural Municipality in which the share of gravel road stands to be 54.95% followed by 22.79% earthen roads while the blacktopped or bituminous road constitutes only up to 21.71% % in the totality. The portion of new track opening in the total road portfolio is quite negligible almost 0.015%. The condition of gravel road is not satisfactory at all. They have been affected by water and overloaded vehicular movement via tractors, heavy trucks etc. The wooden wheels of bull carts also contribute significantly in eroding/worsening of gravel as well as earthen roads. In fact, the gravels are rarely seen in most of the gravel roads which makes the operations clumsy and difficult during the monsoon/rainy season. Regarding earthen roads, they come under operations only during the fair weather and almost impossible to pass through due to deep muddy reels, and excessive slippery. The blacktopped road passes through all wards. Wards 6,8 and 2 covers the largest part of blacktopped roads. The earthen roads pass through all of the wards of this RM but together wards 2, 3,7, and 8 cover more than two third of the total earthen road. Likewise, the gravel road passes through each of the ward from this Rural Municipality. However, wards 2, 3, and 4 together hold more than half the length of the entire gravel roads. In terms of gravel road, ward no. 8 holds the longest stretch while ward no. 5 shares the shortest stretch and the remaining wards share in between. Similarly, the new track of 2.5 km has to be opened in the territory of ward no. 8. For the purpose of RMTMP, the entire roads of Pratappur Rural Municipality have been classified into two categories viz. Class 'A', and Class 'B'. In total 38.7 km of the road stretch falls under Class "A" as per the field survey while Class "B" holds 175.38 km;





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Table No. 1 : General summary according road type (in km).

Road Types	Km.
Bituminous and PCC	46.48
Earthen	48.8
New Track	3.3
Gravel	115.5
Grand Total	214.08

Table No. 2 : Summary according to road category (in km)

Road Category	Earthen	Blacktopped	Gravel	Grand Total
A	.5	12	26.2	38.7
B	48.3	34.48	89.3	172.08
Grand Total	48.8	46.48	115.5	210.78

2.3 Visionary City Development Plan

Pratappur Rural Municipality has prepared a long term Comprehensive Development Plan (CDP) which has chiefly focused on the physical infrastructures. The annual plan and programs of fiscal year 2075/2076 envisions optimum utilization of natural as well as human capitals and foresee partnership amongst different stakeholders including the RM staff and bodies, local people, national and international non government organizations, central and provincial government agencies to materialize its long term vision of "Worthwhile effort of all us for the overall development of Pratappur (हामी सबैको सार्थक प्रयास, प्रतापपुरको समग्र विकास)". The CDP emphasizes basically on the development of agriculture, industry, commerce and tourism sectors to attain its long term vision as mentioned earlier. The RM cannot ignore its basic social services like health and education as well to achieve its long term goal. However, development of road and transportation sector is the foremost condition to attain its long term vision and goals. The Long term vision of the Rural Municipality has been summarized as following: "हामी सबैको सार्थक प्रयास, प्रतापपुरको समग्र विकास" The English version of the same will be, "Our Dream" **Worthwhile effort of all us for the overall development of Pratappur.**

2.4 Major Plans, Policies and Programs in terms of visionary city development

2.4.1 Transportation Sectors

Policies and programs set for the fiscal-year 2080/081 have taken the agenda of upgrading the existing roads that connect the RM center with all of its ward centers; connection of RM center with strategic roads like National highway or Feeder roads. Similarly, emphasis was laid on the upgrade of those roads that connect ward centers with the RM Center. This Rural Municipality is committed to join all the major settlements in its territory with reliable road network within 5 years' time and it intends to get developed into a smart rural municipality with quality infrastructures in the next 15 years. The RM has also made a strategy to negotiate with the transport entrepreneurs to run public transport services from RM centers to different wards and the RM center with major destinations like Bardaghat, Gopigunja, Somani, Semani, Belatari and other main places of the municipal area. The RM is also in the process to develop a mechanism of rapid responses in case of any hindrances on the main roads during rainy season so that those roads could be termed as "all weather" roads. Preparation of RMTMP is also one of the key steps taken by the RM to move ahead sustainably for the sake of road and transportation development. The key objectives taken by the long term plans are:

- Upgrade all the major roads in the RM into safe and smooth all weather roads





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- Increase an easy access of the RM in National Highway Network so that access to large cities will be ensured
- Install and maintain basic road furniture in the prioritized roads
- Explore possibilities of mutual cooperation and partnership with private sectors in order to ensure safe, economic and reliable transport services and overall management of public transportation in an efficient manner
- Conduct feasibility studies to check the viability of other modes of alternative transportation like metro and mono rails, and air shuttle during emergencies
- Establish a mechanism that ensures routine maintenance to keep the road in regular operation. Make transportation system easy, safe and smooth from all aspects
- Opening of new tracks, construction of culverts and bridges etc. as per the need

2.4.2 Land Use Pattern

The Visionary City Development Plan requires study of existing settlement pattern along with possibility of its future expansion. As per the present land cover status arable land covers 87.93 percentage, forest area covers 1.76 percent, settlement areas cover 6.36 percent and water bodies cover 1.78 percent while the rest 2.17% constitute other areas which are insignificant in terms of percentage.

Table No. 4: Table Existing Land use Status of Pratappur Rural Municipality

Land use	Percentage
Arable land	87.93%
Settlement/residential area	6.36%
Water bodies	1.78%
Forest area	1.76%
Other areas	2.17%
Grand Total	100.00%

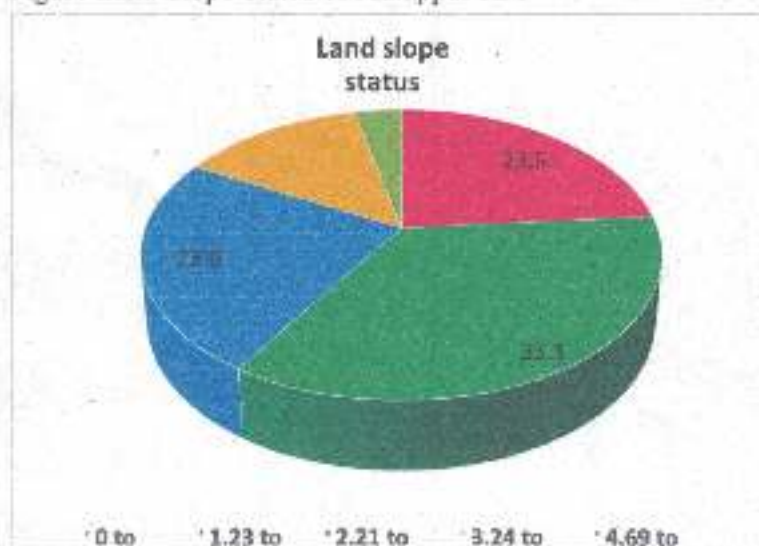
As shown in table below, almost 70% of the total area of this RM rest at the range of 1.23 ° to 4.68° slope; nearly one fourth of the entire area falls under the slope of 1.23 ° while only quite a less i.e. around 3% of the entire land area is extended at the slope range between 4.69 ° to 11.9°. It implies that most of the area of this RM falls under plain area where roads are rarely constructed with side slope cutting. Rather embankments are made for the road construction purpose. The construction materials should not be collected haphazardly without considering the environmental impacts. Proper environmental procedures and guidelines need to be followed while extracting construction materials from the nearby rivers or natural quarry sites. As the entire RM falls under the risk zone of floods and inundations, the basic service providing institutions like schools, colleges, health posts etc. need to be built on high rise (upper land) if possible to minimize the chances of inundations.



Table No. 5: Table Land slope status

S.N	Slope in degree	Area(Sq.km)	Percentage
1	0 to 1.22	24.06	23.61
2	1.23 to 2.2	36.07	35.39
3	2.21 to 3.23	24.37	23.91
4	3.24 to 4.68	13.83	13.57
5	4.69 to 11.9	3.58	3.51
	Total	101.91	100.00

Figure Land Slope Status of Pratappur RM



2.4.3 Market centers/village centers

People visit the following village centers/market centers to purchase normal household commodities. They also travel up to Gopigunja, Semani, Somani and Belatari or nearby Indian border markets for special or huge purchase.

S.N.	Wards	Village Centers (Potential Development Zones)
1.	1	Gopigunja, Jamuniya, Bhittha, Sisanaya, Shantitole, Uchamitole, Semari
2.	2	Semari, Jamunabari, Sonbarsha, Ghodaha, kalitole, Chamkipur, Parsauni
3.	3	Somani bajar, Gidaha, Bahundangi, Kutichowk, Ghodaha, Pidarhani, Bargadawa
4.	4	Thulo Kheratawa, Bardaghate, Harshapura, Pachfeda, Darkhase
5.	5	Basaiya Badki badauli, Chutki Badauli, Betahani, Dharmauli, Shreerampur
6.	6	Guli parsauni, Kathahawa, Piparpaati, Bairiyaa, Harpura
7.	7	Thakurapur, Jagannathpur, Jagatpur, Gobraiya, Meghahi
8.	8	Gangapur Chowk, Futki tole, Baluwatole
9.	9	Pratappur, Belatari, Athlaiya, Naudiha





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2.4.4 Prospective areas for future settlement

Due to availability of abundance of plain fertile areas, the cultivators and their groups have scattered around this RM resulting into the growth of haphazard settlements. Areas like New Ghodaha Sonbarsa athlaiya parsauni of Ward No.2, Somani hajar of Ward No. 3, Gangapur of ward no 8, and Belatari of Ward. No. 9 have been identified as some of the prospective areas for the development of planned and integrated settlement. In terms of other possible areas some road accessible rural quarters are being developed considerably. The development in road and business sector along with Bardaghat- Tribeni road corridor is being developed into residential as well as commercial hubs. The integration of sparsely scattered settlements into organized clusters not only help develop settlements in integrative manner but also facilitates efficient services. Other prospective areas in this pursuit include RM Centre, ward centers, both sides of proposed ring road, Bardaghat- Tribeni road corridor among others.

2.5 Constraints in the Implementation of RMTMP

Road network is believed to be the lifeline of infrastructure. The doors of other physical as well as social development possibilities are unlocked through the proper development of roads and transportation. Since the existing condition of roads in the RM is very poor, large portion of budget is required to address the problem of road upgrade and maintenance. This budgetary problem is surely a major obstacle for the timely implementation of the RMTMP. Besides this other possible constraints are:

- Problem of connecting the sparse settlements with roads which is expensive
- Lack of natural drainage due to minimal land slopes
- Problem of water logging and flash floods
- Finalization of standard ROW from the base level is problematic
- Lack of technology
- Lengthy procurement process for hiring construction work
- Lack of qualified manpower and labor force
- Lack of smooth and reliable supply of construction materials
- Lack of stable and favorable working environment



Chapter - 3: Indicative Development Potential Map (IDPM)

3.1 Municipal Profile

Pratappur Rural Municipality is a local government body located in Nawalparasi District of Lumbini Province in western Nepal. It was established in 2017 through the merger of former VDCs (Village Development Committees) like Pratappur, Thulo Khairatawa, Badauli, Guthi Parsauni, Guthi Suryapura and some parts of Jamuniya, Somani. Here is a general profile of Pratappur Rural Municipality. It is situated in the western part of Nawalparasi District, bordering Rupandehi District to the west and Susta R.M. to the east. The total population of Pratappur Rural Municipality is around 49,897 as of the last census. It covers an area of 87.55 square kilometers. The topography of Pratappur Rural Municipality varies from plain land to slightly hilly terrain. The economy of the rural municipality is primarily agrarian, with agriculture being the main occupation of the people. The area is known for the production of crops like paddy, wheat, maize, and vegetables. The rural municipality has basic infrastructure such as roads, schools, health centers, and local markets. However, there might be variations in the quality and accessibility of these facilities across different parts of the municipality. The transportation infrastructure in Pratappur Rural Municipality includes roads connecting various parts of the municipality to each other and to nearby towns and cities. However, the quality and accessibility of these roads may vary. The rural municipality is divided into wards, each of which is represented by a ward member in the rural municipality assembly. The rural municipality assembly is the highest decision-making body at the local level. Pratappur Rural Municipality is home to various cultural and religious sites, reflecting the diverse cultural heritage of Nepal. These include temples, stupas, and other historical sites.

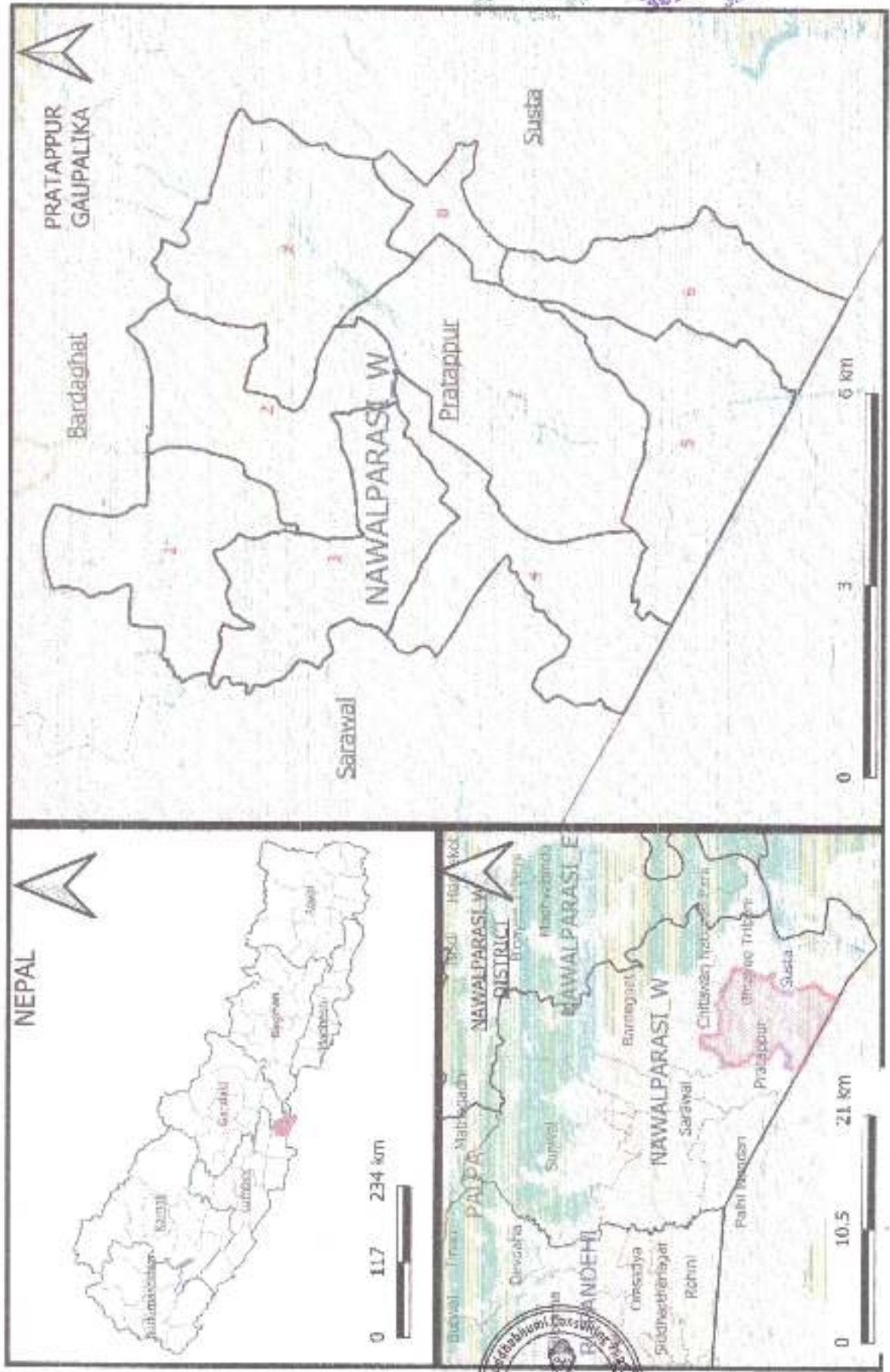
Ward	No of Household	Population			Average Household	Sex Ratio
		Total	Male	Female		
1	1053	4804	2321	2483	4.56	93.48
2	1099	5129	2520	2609	4.67	96.59
3	1113	5662	2793	2869	5.09	97.35
4	971	5497	2760	2737	5.66	100.84
5	1143	6508	3277	3231	5.69	101.42
6	980	5085	2527	2558	5.19	98.79
7	1094	5770	2920	2850	5.27	102.46
8	1038	5337	2677	2660	5.14	100.64
9	1211	6105	3017	3088	5.04	97.70

Table No. 6 : Table Ward wide population, households and population density





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3.2 Demographic Status

The pathetic state of physical infrastructure for e.g. weak road networks, unemployment, dearth of social and other basic services, slow economic activities, etc. result into the meagre growth of rate of population of Pratappur Rural Municipality as compared to other parts of southern plain area of the country. However, lack of social awareness, reluctance towards family planning, preference to male child etc. contribute to the growth of population in this RM to some extent. This particular trend is not going to change in the near future contributing to the growth of population size of this RM. That is the reason for the slight growth rate of population of Pratappur RM. The population of this RM was as 49,897 in census of 2021. appropriate to minimize the cost of road construction which is often necessary in The areas where population is too low. According to CBS data 2021, this RM consist of 9,702 households with total population 49,897 out of which 25085 are female and 24812 are male. Population density per square Kilometer is 570 and average house hold size is 4.95 persons. Regarding ward wide distribution of population, ward 5 holds largest rank with 6508 people whereas ward 1 holds 4804 people. According to the existing nature of population variables the population growth rate will not be significantly high. In coming 15 years.

3.2.1 Caste/Ethnicity

Out of the total population constitution of Pratappur RM, Tharu dominates the others in terms of caste with a total of 8832 populace (17.7%) followed by Chamar and Harijan 5987 (12%) and yadav 4791 (9.6%) respectively. The other dominant caste include Musalman (7%), Rajbhar (6.5%), Koiri and Kushwaha(5.8%),Teli(4.6%), Kewat (3%), Kurmi(3%), Harijan(2.3%), Ethnicity wide, in the total population constitution, the percentage of Aryan people is almost 95% including Muslim community whereas the population constitution of Mangolian people is less than 5%. Ethnic composition also affects the mobility of people. Past history shows that indigenous population have lesser mobility in comparison to other ethnic groups.

3.2.2 Age wide Distribution of Population

According to national census 2021, the highest number of population lies between age group 15-19 (10.73%) followed by age groups 9-14 (10.10%) and 20-24 (9.7%). These three age groups together constitute more than one third of the entire population constitution. Considering the economically most active populace i.e. within the age group of 15-59 years, the total percentage of the population is calculated as 55%. Similarly, lower sex ratios of male populace in the youth categories like age groups 20-24, 25-29, 30-34, 35-39, 40-44, all indicate that male youth populace migrating elsewhere for seasonal and permanent work opportunities. Secondly, the table below also shows that number of active population has remained higher in this RM which indicates that the degree of mobility being higher in comparison to dependent or passive population. This age specific data keeps high significance in road and transportation planning like other planning.

Table No. 7 : Table Age wide population constitution in Pratappur Rural Municipality

category	Male	Female	Total	Percentage	Sex Ratio
95+	32	37	69	0.138284867	0.864865
90-94	28	25	53	0.106218811	1.12
85-89	49	58	107	0.21444175	0.844828
80-84	128	128	256	0.513056897	1.
75-79	315	265	580	1.162394533	1.188679
70-74	530	565	1095	2.194520713	0.938053
65-69	760	705	1465	2.936048259	1.078014
60-64	700	683	1383	2.771709722	1.02489

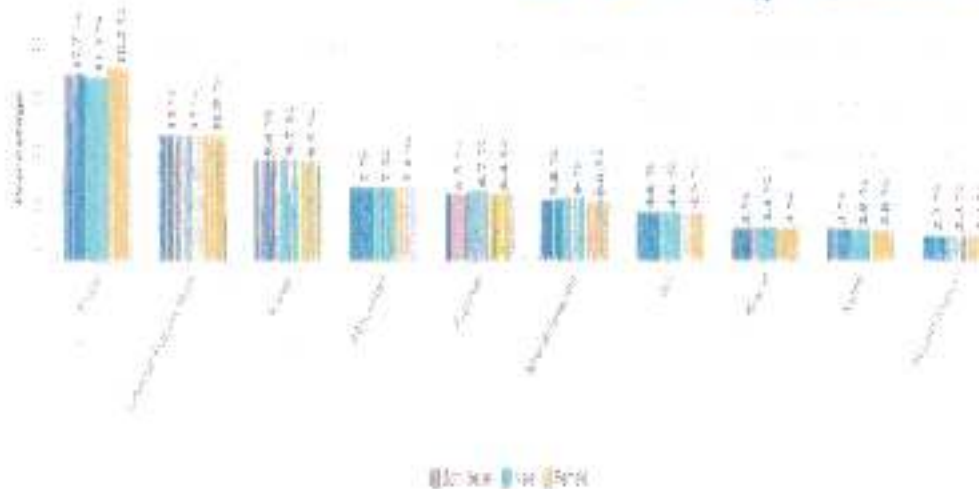




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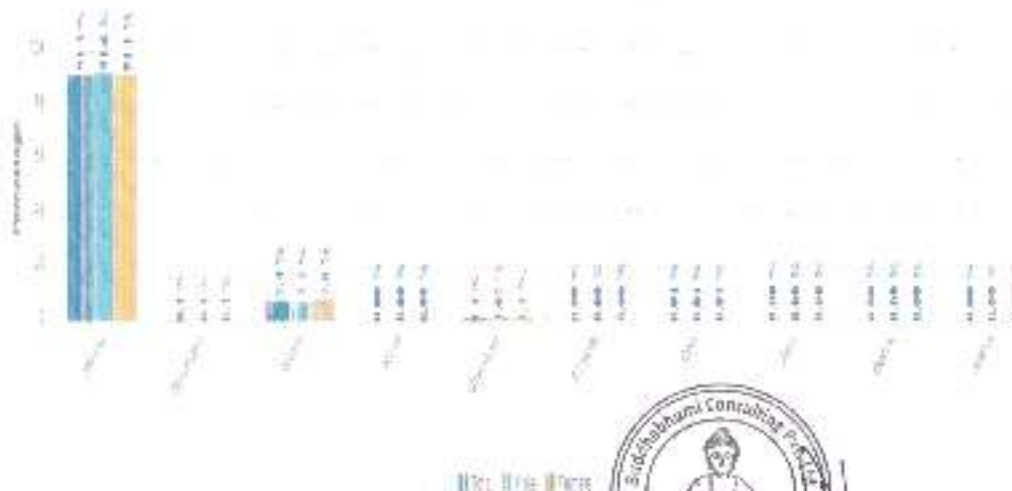
55-59	942	854	1796	3.599414794	1.103044
50-54	1112	1114	2226	4.461190052	0.998205
45-49	1178	1063	2241	4.491251979	1.108184
40-44	1422	1452	2874	5.759865323	0.979339
35-39	1750	1932	3682	7.379201154	0.905797
30-34	1699	1968	3667	7.349139227	0.863313
25-29	1945	2314	4259	8.535583302	0.840536
20-24	2277	2565	4842	9.70399022	0.887719
15-19	2719	2636	5355	10.73210814	1.031487
9-14	2633	2411	5044	10.10882418	1.092078
05-9	2458	2346	4804	9.627833337	1.047741
0-4	2135	1964	4099	8.214923	1.087067

Table No. 8 : Table Population constitution by terms of caste



Source: CBS 2021

Table Religious status of the population of Pratappur Rural Municipality



Source: CBS 2021





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3.2.3 Differently able (disable) population

In the total population constitution, 2.45% of the entire population has been reported as differently able (disable) populace who sustain some kind of disability. Among the total disable populace, some 35% sustain physical disability; 8% sustain hearing related disability; 4% of the disable populace fall under vision related disability, 6.8% sustain speech related disability; and 7.4% sustain mental related disability and the rest sustain combined of one or many disabilities.

3.3 Basic Services

3.3.1 Education

According to census 2021, the overall literacy rate of this RM is recorded at 72.9% in which male literacy rate stands at 82.4% against 63.6 % female literacy rate. The government schools are also equipped with Library as well as E-Library facilities in this RM. The Madrasa have also started teaching Nepali to its students up to standard 3. Improvement has been seen in rate of students' enrollment especially girl child enrollment. Despite all these, lack of competent and proficient teachers, poor quality of drinking water and sanitation facilities, unsafe buildings, lack of sports and other educational support, lack of female friendly toilets, poor condition (muddy/dusty) of the road to schools are some of the commonly observed problems in this RM. The education imparting institutions need to be centrally located as possible so that the commuting distance remain more or less equal or similar to the majority of the students along with good quality road round the year.

Table No. 9 : Literate population aged 5 years and above by educational level completed

Category	Population	Percentage
Early childhood	2073	6.266058096
Primary education	11533	34.86080464
Lower secondary	8011	24.21485355
Upper Secondary	4726	14.28528247
SLC	2211	6.683190763
Intermediate	3162	9.55777892
Graduate	840	2.539068404
Post Graduate equiv. & above	376	1.136535381
Other	151	0.456427773
Total	33083	100

3.3.2 Health Service

This RM does not have any well facilitated hospital to cater to its populace. However, At present, people need to visit either Butwal or for major infirmities/ailments and they also travel to Gorakhpur or Kathmandu in the cases of serious nature health complications. In general, primary health services is provided by the health posts situated in all wards of this Rural Municipality . These health centers provide basic services and services like TB treatment, Leprosy, family planning services and reproduction services. This RM is also planning to provide special grants to the chronic patients from the ultra-poor communities.

These health posts are also equipped with basic lab facilities and regulated by Health Assistant under whom a number of CMAs are in place. Pratappur Rural Municipality has also made health plans to ensure efficient, affordable and quality health services to its people. The factors like





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accessibility also play vital roles in terms of achieving quality and timely health services. Thus due priority has been given to those particular roads linking the major health facilities of this RM. Basically the emergency treatment centres like snake bite treatment facilities, proposed hospitals should be reached fast by upgrading of the roads.

Majority of the populace of this RM lack reliable piped water services and are forced to consume underground water from tube wells, hand pumps and covered/uncovered wells. No further purification of such water is in practice posing high risk of arsenic contamination among the water users. The water quality test should be made mandatory in case of community water supply schemes. The RM need to focus upon activities like rain water harvesting, cleaning of sources of water, and extensive lab testing of drinking water from various wards. Lab testing of drinking water had been initiated in most of the wards by INF and Nepal Red Cross and the RM need to take high initiatives to continue the same in other wards too mobilizing other likeminded partner organizations/agencies. Similarly, proper response mechanism against snake bites shall be established in the existing health facilities along with further investment if required. Provision of ambulances, 24 hour health services, proper lab facilities including services of cold chain, alternative energy, sufficient no. of quality health professionals, efficient response mechanical in emergency cases, proper water supply and sanitation related services and provision of basic surgery kits and tools are some of the major shortcomings observed particularly in the health sector. Awareness campaigns against various transmissible diseases, and mobilizing the populace towards Yoga, Pranayama and other physical/mental exercises will have positive implications regarding precautionary measures. In the same way promotion of indigenous Herbal or Ayurveda treatment, Homeopathic treatment etc. should be given due emphasis in order to enhance health tourism at one hand and eventually develop this particular area as health destination in the long term. Last but not the least, it is only through reliable, smooth and improved road transportation, can one achieve the quality health services as mentioned earlier. Thus, roads leading to the basic health institutions or having specific health facilities like lab facilities, snake bite treatment centre, emergency referral, 24 hour service birth centres etc need to be in functionable position round the year and emphasis has been given accordingly.

3.3.3 Shelter

Ownership of housing units

Amongst 9702 HHs, 98% stay in their own private housing units while 1.1% stay in rental houses while mere 0.4% of the total housing units fall under institutional category.

category	series-0	Percentage
Owned	98	48899.06
Rented	1.1	548.867
Institutional	0.4	199.588
Other	0.4	199.588

Table No. 10 : Table Division of HHs in terms of ownership





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3.3.4 Drinking Water

Sources of drinking water

The majority (41.8%) of the population of Pratappur Rural Municipality rely on tube wells or hand pumps for drinking water. Only some few households i.e. 50% have access to piped water supply. Other sources of water supply include spring water, covered and uncovered tube well. A couple of households also rely on river water too.

Category	series-0	Population
Tap/piped water (within compound)	35.6	17763.332
Tap/piped water (outside compound)	14.4	7185.168
Tubewell / handpump	41.8	20856.946
Covered well/kuwa	0.6	299.382
Uncovered well/kuwa	0.3	149.691
Spout water	2.9	1447.013
River /stream	0.1	49.897
Jar / bottle	3.9	1945.983
Other	0.4	199.588
Total	100	49897

Table Sources of drinking water among the populace of Pratappur RM

3.3.5 Energy

Sources of cooking energy

Out of the universe of 9702 households, more than two third of the total households i.e. 58.5 % rely on firewood for cooking purpose. Likewise dried dung cakes (0.2%), I.P-gas (40.3%), Bio- gas (0.3%), kerosene (0.03%) and others (nearly 0.05%) are some of the major sources of cooking energy practiced in Pratappur RM.

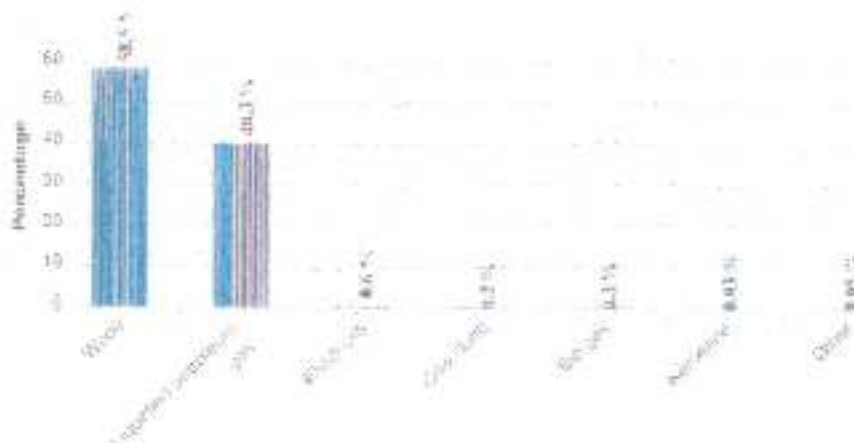


Figure : Households by the type of cooking energy





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3.3.6 Sources of light

Electricity has been recorded as the primary source of energy to light bulbs in this Rural Municipality which is calculated as 95.2%. Among other sources, 2.4% use Solar, 1.6% use kerosene and remaining 0.04% rely on Bio gas and 0.8% other sources to light bulbs.

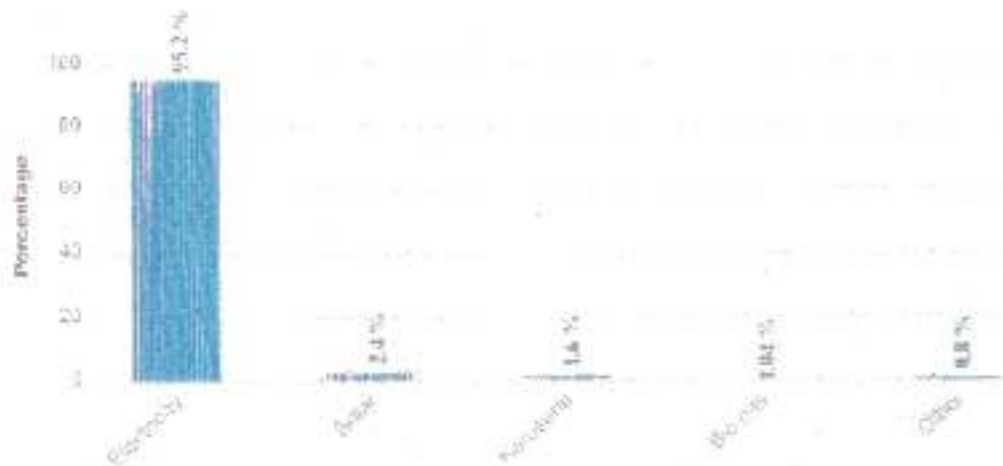


Figure: Sources of energy to light bulb in Pratappur Rural Municipality

3.3.7 Sanitation

Status of toilet/sanitation

As per census 2021, still some 12.8% of the households lack toilet facilities in their dwelling units. A total of 20.7% of the households retain flushed toilets with septic tank connection whereas very few i.e. 5% retain the flushed toilets with public sewer lines. Another 61% of the households have access over normal toilets only—no flushing facilities in their respective dwelling unit. Despite above facts and figures, the situation have changed significantly (according to the recent field visit). The table below shows the status of sanitation in detail.

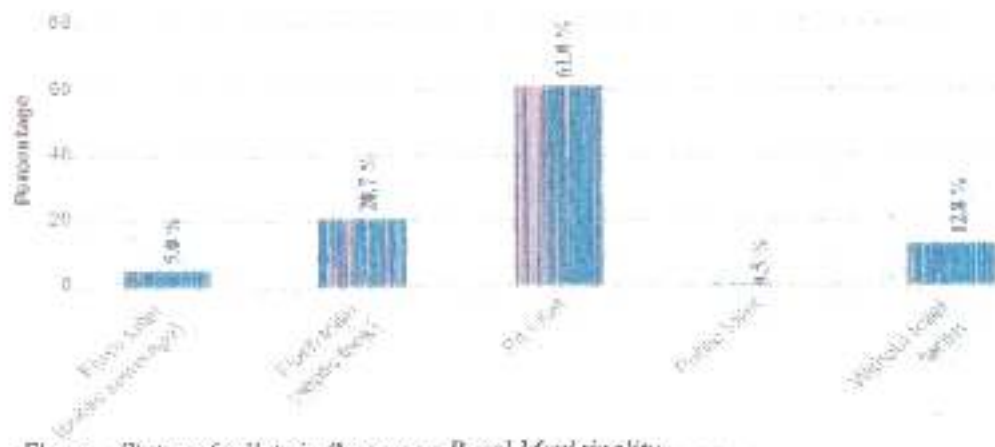


Figure : Status of toilets in Pratappur Rural Municipality





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3.4 Potential Touristic Destination

Potential touristic destinations include Tedi Tal, different temples, Masjid, Madarsa are all important from religious and cultural aspects and can be linked through the development of a link road viz. Ring Road. Since the RM is a mixed populace comprising Hindu, Muslim, Buddhist, Christian and Prakriti followers the values and beauty of their respective culture and festivals add flavors somehow. Hindu festivals like Dashain, Tihar, Teej, Holi, Ram Nawami, Chaite Dashain, Nag Panchami, Mata Tirtha Ausi, Kushe Ausi, New Year, Maghe Sangranti etc. are celebrated in this RM whereas Muslim mark feasts and festivals like Muharam, Mohammad Day, Baqar Id, Ramjan, Saiyad Shah Baha Mela, Mushbekhra Baba Mela, Baragdiwas and all. Similarly Buddha Purnima and Lhosar is observed and marked by Buddhist populace while Christmas is the core festival of Christians. The scope of traditional institutions like Guthi and modern youth clubs remain significant not only in terms of protecting and documenting their intangible religious and cultural heritages but also in terms of maintaining religious harmony by mutually exploring and marking different feasts and festivals in order to promote tourism holistically. The formation of cultural committees in their respective areas along with advertisement and promotion of major touristic destinations of this particular Rural Municipality are some of the fundamental activities to be undertaken immediately. Conservation and promotion of temples like Bahungadi, Durga Temple, requires proper attention from tourism point of view. The scope of religious and health tourism cannot be ignored in this RM at least in the near future.

3.5 Traffic Volume Study

Generally, traffic volume study is done to establish a relative importance of any road. This will help to decide the priority of improvement and expansion of road and to allocate fund accordingly. This will also guide to make analysis of traffic pattern. Inventory of road traffic physical features was done with the use of GPS. Also, manual vehicle counting method was carried out as a part of traffic volume survey. By this method traffic volume as well as vehicle classification was held properly.

Walking constitutes an important mode of transport in rural areas. Besides walking, most of the people use cycle as another best options mainly due to less availability and costly public vehicle but bicycles have not been taken into consideration for counting.

3.5.1 Traffic Vehicle Count

The traffic vehicle count was done at the following stations which are listed in Table below. In all of these three vehicle counting points, motorcycles dominates the other vehicles followed by tractor. The summary of the survey is given through the figures as mentioned below.

SN	Count Station Name	Location	Name of road Linkage
1	Pratappur	Ward no.1 and 2 of Pratappur RM	Gopigunj
2	Belatari	Ward no 9 of Pratappur RM	Rural Municipality Office
3	Somani	Ward no 3 of Pratappur RM	Somani chowk Pratappur Rural Municipality

Table No. 11 : Table Vehicle Count Stations

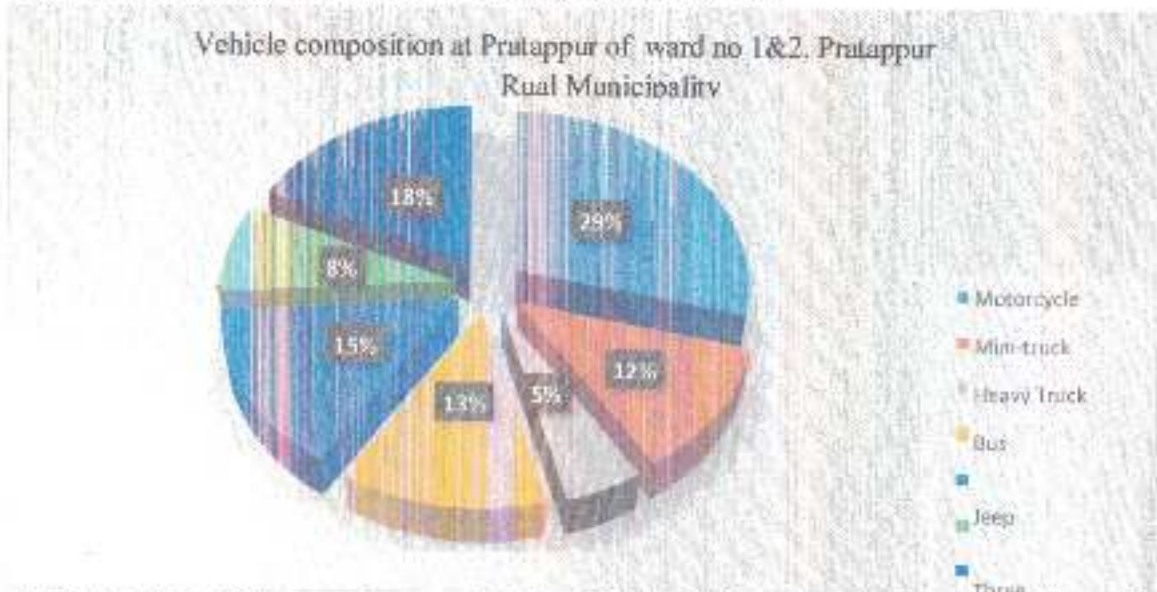




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The composition of vehicle shows that the major vehicles that ply through Pratappur of Ward no. 1,2 of Pratappur Rural Municipality is as following – Motorcycle (29%), Mini-truck (12%) Heavy Truck (5%), Jeep/car (15%), Bus (13%), Three wheeler (8%) and Tractor (18%).

Figure Vehicle composition observed in Pratappur of ward no. 1 & 2



Similarly, the vehicle count survey held in Belatari of ward no. 9 shows that the major vehicles that ply through this particular point of Pratappur Rural Municipality is as following – Motorcycle (57%), Truck (3%), Bus (9%), Tractor (24%), and Jeep/car (7%). Here also motorbikes prove to be dominant and easy mode of vehicle.

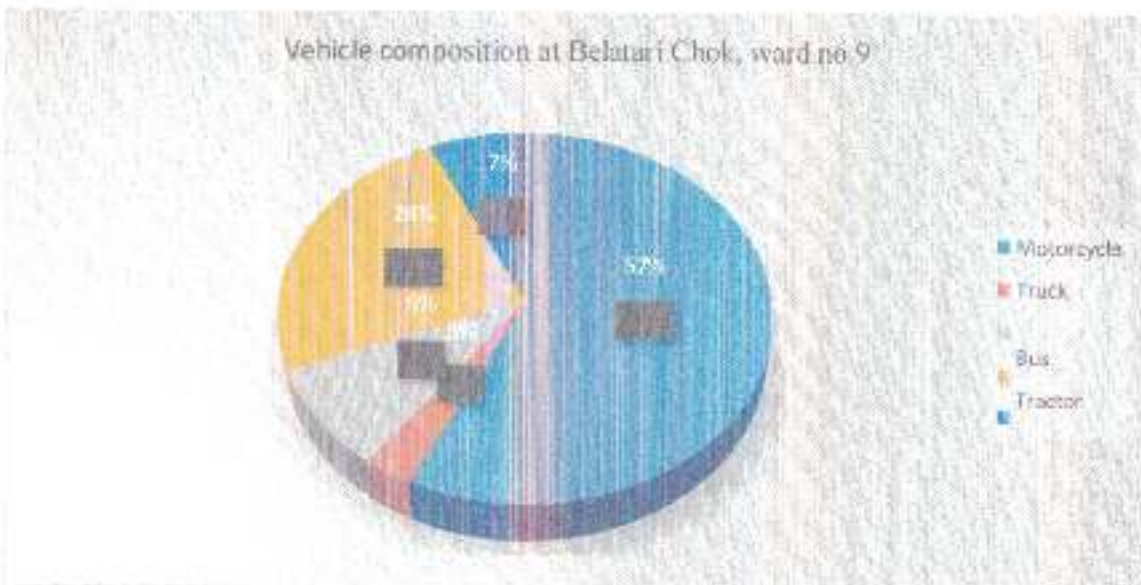


Figure Vehicle composition observed in Belatari Chowk of ward no. 9



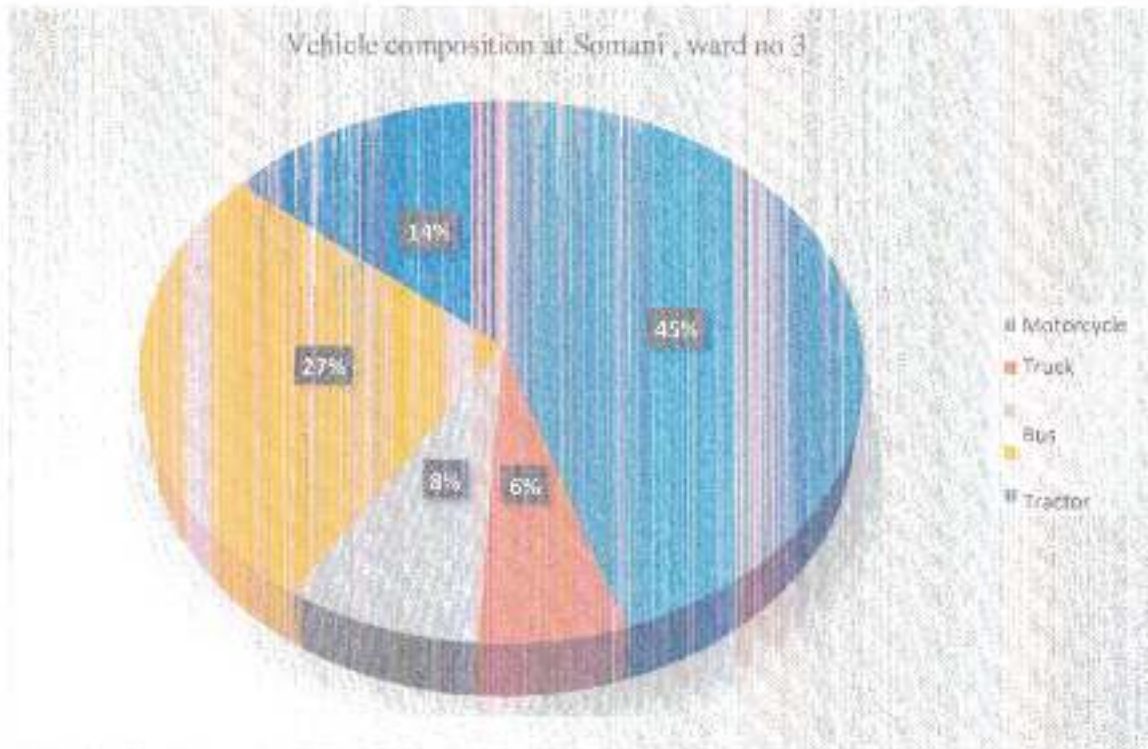
Source: Field Survey



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Similarly, the vehicle count survey held in Somani of ward no. 3 shows that the major vehicles that ply through this particular point of Pratappur Rural Municipality is as following – Motorcycle (45%), Tractor (27%), Jeep/car (14%), Bus (8%), and Truck (6%). Here also, motorbikes are the dominant and easy mode of vehicle

Figure Vehicle composition observed in Somani of ward no. 3



Source: Field Survey

3.5.2 Vehicle Types

The main Vehicle types are motorbikes, bus, jeep (Bolero/TATA), trucks/mini trucks and tractors for passenger and goods transportation. The main transportation routes from the observations are given in Table below.

3.6 Origin and Destination Survey

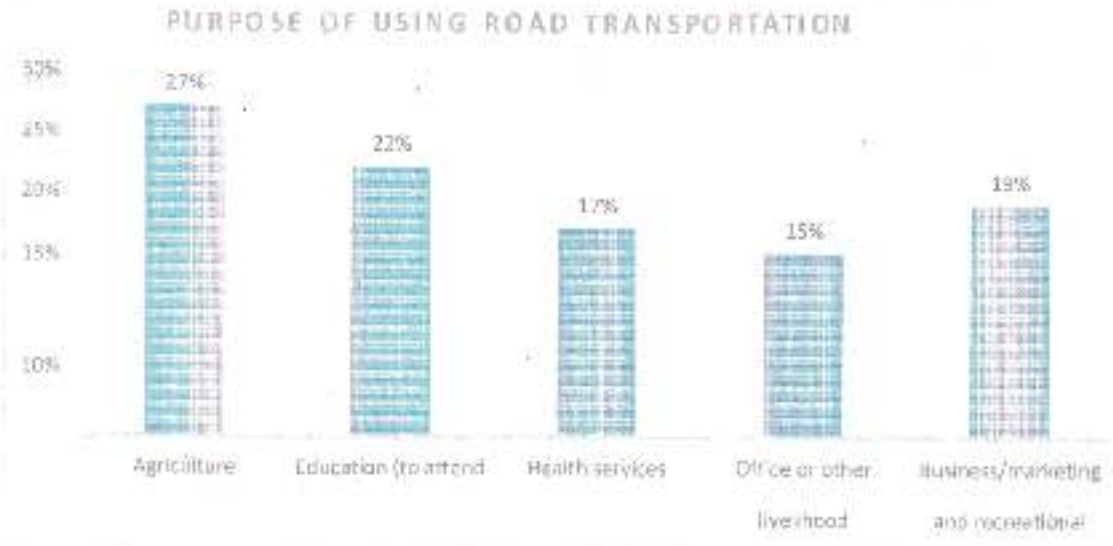
The main purpose of transportation is to connect farm land, market centers and other service centers. Among the respondents of Origin and Destination Survey, almost 27 % were found to have used road for agricultural purpose followed by the school/college going students (22%). Similarly, 17% reported to have used roads to acquire health related services. Likewise, (15%) reported that they regularly travel to go to office or to seek other livelihood opportunities and remaining 19% happened to use road for marketing, business and other recreational purposes.





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Figure Purpose of using road transportations



Source: Field Survey

3.7 Mode choice

People choose the mode of transportation as per their convenience and their requirement. Different factors affect the mode choice. Being one of Rural Municipalities of Terai region, this RM has been somehow affected by rapid urbanization resulting into relatively high number of traffic mostly private vehicles. In most of cases, people preferred walking for reaching market center and within wards. Use of modes of public transport like bus is used for travelling purpose. Motorbikes are the dominant form of transportation. Comparatively maximum number of trucks were found to be used for the purpose of transportation of goods, agricultural products etc. to and from the production area and market center. People choose the mode of transportation as per their convenience and their requirement. Different factors affect the mode choice. Some of them are:

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

3.8 Active and Passive Transport User

Active transport (also called Non-motorized transport, NMT and human powered transport) refers to walking, cycling, and variants such as wheelchair, scooter and handcart use. It includes both utilitarian and recreational travel activity, plus stationary uses of pedestrian environments such as standing on sidewalks and sitting at bus stops. The sample household survey shows that nearly 90% of the daily trips are done via active mode of transport. Active mode of transport is beneficial in many aspects: this mode can be used by people of any age group irrespective of gender and economic status, it consumes human energy and does not depend on fossil fuel, and it is environment friendly and provides many health benefits to the user. Thus, several bicycle lanes have been proposed in the prospective roads linking the major health and educational facilities so that the youth could have access over it.





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Motorcycle is used in nearly 60% of the trips and public vehicles in nearly 8% of the trips. 1 motorcycle is owned by every 75 people. This leaves the remaining 25 people (in every 100 people) remain without any vehicle. Without proper access to public vehicles, they are left out with no option but to walk or opt for public facilities. Thus, nearly 75% of the trips are made either on foot or via public transportation if available within the Rural Municipality.

3.9 Alternative transportation feasibility

There are many ways to measure transportation system feasibility, each reflecting particular perspectives concerning who, what, where, how, when and why. Different methods favor different types of transport users and modes, different land use patterns, and different solutions to transport problems in Rural Municipality. Some transportation system may be economic and some may be non-economic and non-beneficial to the users and authorities. We do not see any transportation system feasible other than roadway transportation for the present situation until next five years. However, the possibility of mono rail and metro rails could not be avoided in the near future as this RM lies along the strategic position i.e, in between two district headquarters.

3.10 Parking Space

Parking space is one of the major components of transport management. Unlike in urban areas human activities and traffic intensity is not that congested in this Rural Municipality. Therefore, parking space has yet not been a serious problem so far. However systematic parking spaces and bus bays will be necessary for future expansion zones mentioned before.

3.11 Bus parks and Bus terminals

As in the case of parking space there are no systematically planned bus terminal as well as bus parks in the Rural Municipality but necessity of both has been felt strongly. Likewise, where there is possibility of road transport services some stop over, rest shed, and public toilets need to be constructed. At least one Helipad in each ward is required for the emergency cases. The main roads should be accompanied by at least a cycle lane and foot path.

3.12 Bridges and Culverts

Bridges, and culverts are most essential components of road and trail transport. Normally road is not complete without bridges in the country like Nepal where we encounter rivers and brooks in every few kilometers. This RM does not have sufficient number of bridges and cross drainages in terms of access to convenience. The existing bridges and culverts are shown in the table as below

S N	Type of cross drainage										Grand Total
		1	2	3	4	5	6	7	8	9	
1	Bridge	4				4		1	3	2	14
2	Damaged Bridge										
3	Culvert	7	3			2	5	2	11	1	31

Table No. 12 : Table: Number and Type of Cross Drainages

Source: Field Survey





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3.13 Irrigation Canal

A couple of irrigation canals pass through Pratappur Rural Municipality. The major Irrigation canals are Gandak Irrigation Canal, Gandak Minor and Gandak Major.

3.14 Road Furniture

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

Indicative Development Potential Map (IDPM)

Developing IDPM is a process of mapping potential developing zones where future growth of services and human activities are likely to increase. According to the nature of the zones and their growth trends, future forecast of transport mechanism can be judged or estimated. This chapter has provided sufficient clues of the zones which are potential from future development prospect and strategically located. Basically, those zones include market centers, agriculture areas, historical and religious areas and so.



Chapter-4: classification of Road Network & ROW

Road network serve for direct access to the particular land-use by the provision of pedestrian footpaths, bicycle tracks, bus and vehicle routes and cater through traffic that is not related to immediate land uses. Functional provisions of passenger and goods movement mainly define the hierarchy of roads and their classification. On the basis of this concept, roads are classified as per their function. Road class is related to the technical standard and functional requirements. Therefore, road classification should be based on its functional hierarchy. It is important to

distinguish roads in different class or type based on various criteria. A road hierarchy is a means of defining each roadway in terms of its function such that appropriate objectives for that roadway can be set and appropriate design criteria can be implemented. It is an important instrument of road network and land use planning.

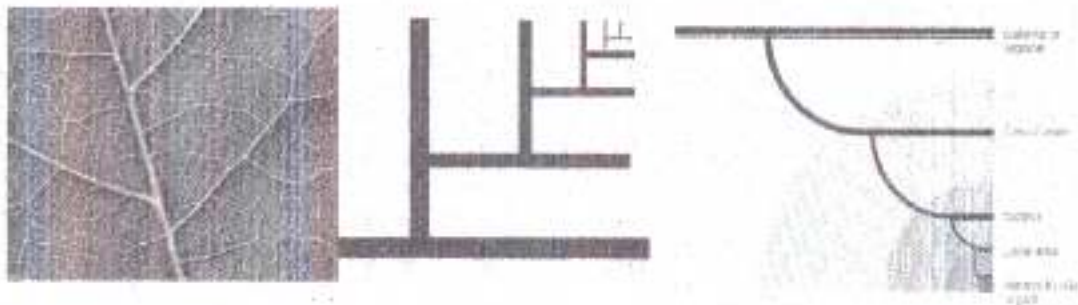


Figure :Conceptual Hierarchy, Road Network Hierarchy, Urban Road Hierarchy

There are restrictions of direct linkage between various kinds of road-hierarchy. In other words, direct connections between certain types of road links should be reduced, for example residential streets and arterial roads. Connections between similar order streets should be made (e.g. arterial to arterial) or between street types that are separated by one level in the hierarchy (e.g. arterial to highway and collector to arterial). These hierarchical distinctions of road types becomes more clear when considering the recommended design specifications for the number of through lanes, design speed, intersection spacing and driveway access.

A well-formed road hierarchy increases the performance and efficiency of the particular type of road as well as of the entire road network. Furthermore, it reduces overall impact of traffic by concentrating longer distance flow onto routes in less sensitive locations, ensuring land use and activities that are incompatible with traffic flow are restricted from routes where traffic movement should predominate and preserving areas where through traffic is discouraged.

The concepts of road hierarchy assist in planning of overall road network and its transport services. Different hierarchy of road has different effect in surrounding areas and other roadways. Hierarchies of roads enable urban design principles such as accessibility, connectivity, efficiency, amenity and safety. Further, it also identifies treatments such as barriers, buffers and landscaping to preserve amenity for adjacent land uses. Thus, a proper plan should accommodate all users of the urban streets in planning, designing and construction of the road infrastructure and furniture. Municipality road network can be conceptualized by



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considering the functional hierarchy as arterial, sub-arterial and urban roads of various categories such as Class A, Class B, Class C and Class D.





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4.1.1 Right of Way for Roads of different Classes

The DTMP guideline has expected roads under category of National Highway (NH), Feeder Roads (FR) and District Roads (DRCN) within the Municipality area. The RoW of these roads are considered as per respective Guidelines. i.e the RoW of National Highways, Feeder Roads and District Roads are 50.0 m, 30.0 m and 20.0 m . The guideline has clearly stated about the setback distance for these roads (having RoW \geq 20.0 m) as 6.0 m on either side. All of these standards shall be applied to the Municipality accordingly.

Table 6.4:1 Urban Road Class and Features

Road Class	Description	Minimum RoW (m)	Minimum Set-back Distance (m)
NH	National Highways	As prescribed	As prescribed
FR	Feeder Roads		
DRCN	District Roads		
A	Main Collector	14	2.0m (DTMP Guideline) and 1.5m (Building Guideline)
B	Other Collector	10	
C	Main Tole Road	6	
D	Other Tole Road	4	

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

According to Fundamental Guidelines for Settlement Development, Urban Planning and Building Construction-2072 (2015 AD), the minimum setback distance for urban roads as 1.5 m on either side. Again, the minimum of Row of roads has set as 6.0 m. i.e. 3.0 m on either side from the centerline. A portion of this guideline has presented herewith.

4.1.2 Urban Road Classification

Roads under jurisdiction of Municipal authority are referred as urban roads. The classification practices of urban roads basically are guided by the functional hierarchy of roads. In the context of Nepal, Department of Roads (DoR) has classified urban roads as Arterial, Sub-arterial, Collector and Local/Residential Street in its Urban Road Standard 2068 (draft). The ToR provided for the preparation of RMTMP has formulated the class of roads into A, B, C and D.



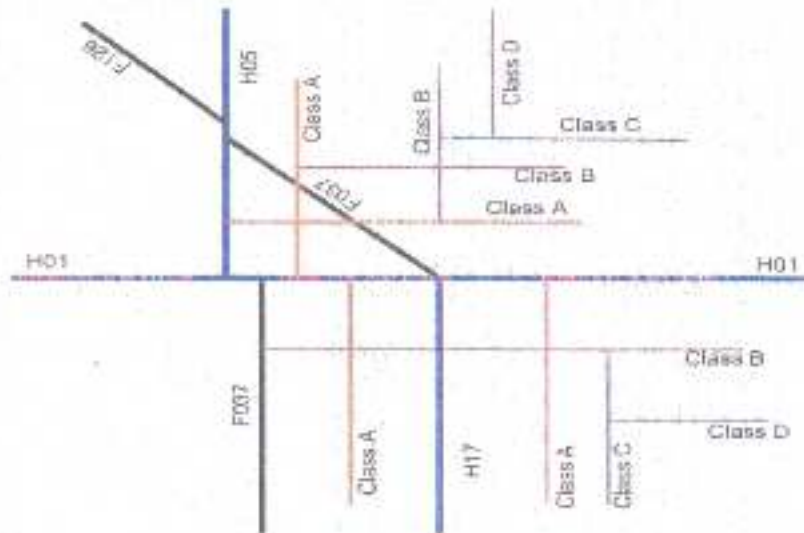


Figure : Detail description of road class

The fundamental parameters of the urban road are shown in Table 12. Municipality has a complete road network hierarchy consisting of National Highways, Feeder Roads, District Roads and Urban Roads of all four classes. The conceptual layout based on the functional hierarchy of the entire road network is shown in Figure 20.

National Highways

Arterial roads in Municipality are taken as the links of National Highways. The technical standards of these roads are taken from the DoR directives for Right of Way (RoW) and other features.

Feeder Roads

Feeder roads are taken as the sub-arterial road in Municipality. The technical standards for this category are taken as mentioned by the DoR road Standard. These roads have relatively higher traffic with through movement of local vehicles.

Class A Roads

Class A roads serve as the major collector roads. These roads start either from the Arterial or Sub-Arterial road. These roads are of relatively long distance which connect big market or settlement areas or two or more wards centers within the Municipality.

Class B Roads

Class B roads are of secondary type of collector roads. These may serve as the collector to the Class A roads with the relatively lower geometric standard. Intersection and other parameters may be taken as similar as Class A roads.

Class C and Class D Roads

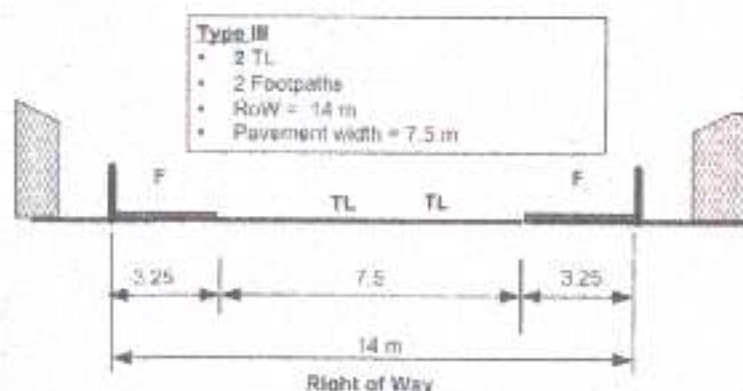
Class C roads are residential street and they provide access to the private property and small industrial or public place. These roads serve mainly for small/light vehicular movement for low volume intensity. If these roads connect one or more residential blocks then they are taken as Class C. If they collect from or end to the single residential block then they are referred as Class D roads. These serve for internal traffic movement without through traffic movement.

4.1.3 Typical Cross Sections of Municipal Roads

The existing transport linkages (except the Strategic Road Network (SRN) linkages) within the Rural Municipality are referred as Municipal Roads. These roads have been classified based on their functional hierarchy. Geometric features of these roads may vary as per the availability of Row and roadside land-use pattern. Typical cross-sections of these roads have been described below

4.1.4 Road Class A (Main Collector)

These roads are major transportation corridors within the rural Municipal territory. These roads are assumed to have higher traffic and they pass through along the east to west or north to south, the Municipal area. Further, these roads connect major settlements or market areas within the rural Municipality. Functionally, these roads collect the traffic from major settlements, tourist area to



the SRN linkages. As per the available RoW and land-use pattern typical cross-sections may be selected as shown in Figure 18. Minimum RoW for class A road is 14 m.



the Municipal area. Further, these roads connect major settlements or market areas within the Municipality. Functionally, these roads collect the traffic from major settlements, tourist area to the SRN linkages. As per the available RoW and land-use pattern typical cross-sections may be selected as shown in Figure 18. Minimum RoW for class A road is 14 m.

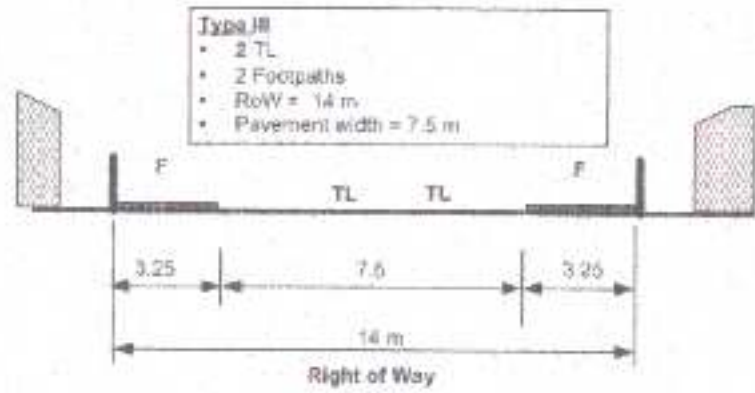


Figure 6.4:3 Typical Cross-section for Class A Roads (with RoW 14 m)

4.1.5 Road Class B (Other Collector Roads)

These roads serve as collector road from relatively small settlements and having less traffic flow. The minimum RoW for such class of roads is 10 m. The typical cross section with the minimum RoW is shown below.

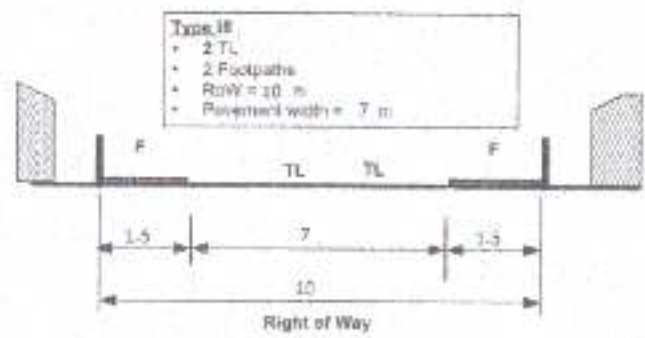


Figure: Typical Cross-section for Class B Roads (with RoW 10 m)

4.1.6 Road Class C (Tole Roads)

These types of urban roads are for the purpose of residential access. Residential streets are designed for the lower traffic volume, especially private transport. Therefore, RoW for this class of roads is designed for single lane pavement. Minimum RoW strip for such class of road is 6 m. Typical cross-sections as per the available RoW are shown in Figure below.



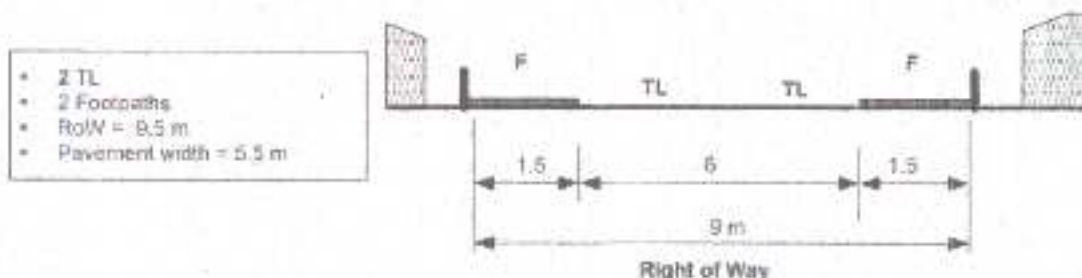


Figure : Typical Cross-section for Class B Roads (with RoW 9 m)

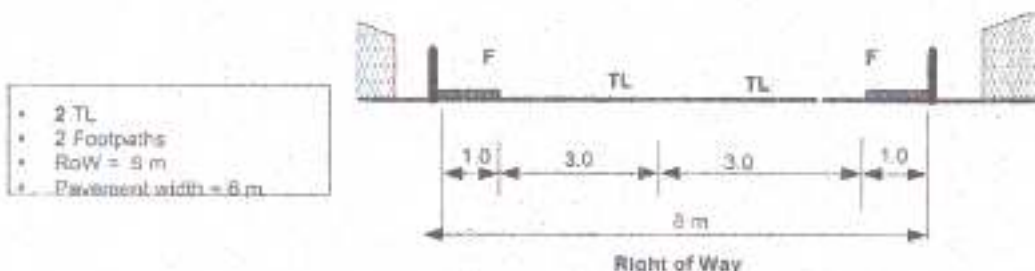


Figure : Typical Cross-section for Class B Roads (with RoW 8m)

4.1.7 Existing Road Inventory

Existing road inventory has been prepared on the basis of ward wise road survey for the verification of existing roads on GIS for the preparation of maps. Rural Municipality road inventory forms were used to collect the information. The survey was conducted from one nodal point to another in each road section collecting information on surface condition, cross structures road condition, road type, linkages established by the road. On the basis of these information Rural Municipal Road Inventory Map(RMRIM) has been prepared.

4.1.8 Municipal Roads

Rural/Urban Road Classification

Roads under jurisdiction of Municipal authority are referred as urban roads while those under Rural Municipal authorities as rural roads. The classification practices of rural/urban roads are basically guided by the functional hierarchy of roads. In the context of Nepal, Department of Roads(DoR)has classified urban roads as Arterial,Sub-arterial,Collectorand Local/Residential Street in its Urban Road Standard 2068 (draft). *Geometric features of these roads may vary as per the availability of Row and roadside land-use pattern feasible,so we have classified road according to availability of Row and roadside land-use pattern.*

The classification of road for Pratappur Rural Municipality is as follows:

- a) Class A (30 feet road)

In pratappur rural municipality class A road are categorized by road networks of rural municipal





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importance ,strategy and vehical pass through those roads.ring road passing through (bahungadi-bargadaha-padarhani-thulo khairatawaha-parsa-darkhase-thakurapur-basayia-bhansar-guthi parsauni-baireya-dhawani-belatari) and next road passing through this rural municipality named as Triveni-Bardaghat) fall under class A road.

b) Class B(20 feet road)

These roads serve for the purpose of collectors from relatively small settlements with less traffic flow with the different wards of Pratappur Rural Municipality

4.1.9 List Of Rural Municipality Roads And ROW

S.N	Road Link	ward	Length(km)	Existi ng Width (ft)	Road Class	Recom mended ROW (ft)	Setback on either side of road
1	Bardghat -Triveni (Gopijung to Belatari Road)	2	4	30	A	30	5
2	Bardghat -Triveni (Gopijung to Belatari Road)	1	3.5	30	A	30	5
3	Ward2 -Khairaheni -RM office-Athlaiya-Ward 8	9	2	30	A	30	5
4	Ring road (Bhitta-Bargadawa-Khairatawa-Parsa-Darkhase-Thakurapur-Thulojaganathpur-Basaiya-Badhauli-Parsauni-Piperpati-Belatari)	1-9	29.2	30	A	30	5
5	BhittaSemari	1	2	15	B	20	5
6	BhittaKajraiya	1	1.5	15	B	20	5
7	KajraiyaSisaniya	1	2	15	B	20	5
8	Gopigunj -Santawan (Tribeni - Palhinandangua .paa)	1	2	15	B	20	5
9	Sisaniya Bridge - Bardaghat 13	1	.5	20	B	20	5





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	hundai Gidaha						
23	Kutichowk dekhi GhodahaSemariHulaki	3	1.5	30	B	20	5
24	Baungadhi-Kajadaihaa dekhi Amatawarsurawal hundai Dhanewanadi samma	3	4	30	B	20	5
25	Ring road kajadaihaaamahawachowk bardahawa pidarhaninanadpurhunda ikutichowksamma	3	4	28	B	20	5
26	Krishisadak (ward office dekhiparsadarkhaschundai 7 numsinanasamma)	4	2.5	18	B	20	5
27	Darkhase-Kaliwarta-megbahisamma	4	3.5	25	B	20	5
28	Thulokheratawa dekhi sarawaljodne krishisudak dhanewa	4	1	50	B	20	5
29	Ram byaskoghar dekhi dhanewanadi(krishisadak)	4	1.5	40	B	20	5
30	sudhamakaluwarakoghar - ramsakalparsi	4	.1	12	B	20	5
31	ram byaskoghardekhi kailashparisi	4	.2	20	B	20	5
32	kailashyadavkoghardekhi jagritimaavi	4	.5	12	B	20	5
33	hardaghatepacharkeshhuda ibharatsimanaa	4	4	30	B	20	5





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34	DrakhasedekhiSomani	4	3	15	B	20	5
35	Darkahse ThakurapurJagannathpur	4	2.5	15	B	20	5
36	Basahaiya - BadkiBadauli	5	2	30	B	20	5
37	Basaiya -Jagunnathpur	5	1	30	B	20	5
38	BadkiBadauliBhansarSa mma	5	3	25	B	20	5
39	Basaiya -Dhamauli	5	2.5	15	B	20	5
40	Mararaa International Boarder-Dhamauli	5	1	30	B	20	5
41	Bhairampur -Bardaghat (4 Num Ward Boarder)	5	3	15	B	20	5
42	ChautkiBadauli - SaimanaSamma (7Num- 5 Num)	5	1.5	15	B	20	5
43	Betahani - ChotkiBadauliPul	5	1	20	B	20	5
44	Basaiya -Boarder (Nepal India)	5	.78	20	B	20	5
45	Dharmauli- Reghaiyan(Nepaal - India)	5	1	30	B	20	5
46	Dharmauli-Matara	5	1	20	B	20	5





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47	ChutkijBdauliPul- NharakoBatoHundai (Nepal Bharat Simma)	5	2.5	30	B	20	5
48	Guthi Parsauni Bhansar - School Chowk- SustaSimana	6	6.5	40	B	20	5
49	GuthiParsauni - GuthiBhunshar	6	5	30	B	20	5
50	Kaswakalbhart(Nepal - Bharat Simana)KrishiSadak	6	1.5	20	B	20	5
51	Madarasaaharapura ko paschim samma	6	.2	30	B	20	5
52	Kaswa Tribeni Motipur Ghodahanala Trafa	6	3	20	B	20	5
53	Kaswa TribeniKewalpur RetaBairiyaaJaanebaato	6	5	25	B	20	5
54	Dinabandhu Mishra KhetGhodahaNala	6	2	15	B	20	5
55	Kewalpur Gaun Kajwa Trivenimarga hundai Thulo Minor samma	6	.5	30	B	20	5
56	9 kosimana Athalaipul hagikot Meghahihundai Jagatpur	7	5	30	B	20	5
57	Gobraiyaa Ward 5 Basaiyaasamma (KrishiSadak)	7	4	30	B	20	5
58	JagatpurDekhi no 5 BedhaulipulSamma (KrishiSadak)	7	5	20	B	20	5





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59	Triveni Maheshpur Sadak Khanda	7	3	50	B	20	5
60	Thakurapur Dekhi Jagannathpur Hundai 5 numbasaiyaasamma Ring Road	7	4.5	30	B	20	5
61	Kewalpur Reta Dekhi - Chandal Samma	8	5	35	B	20	5
62	Ringroad Kewalpir Reta Dekhi Biriyaahundai Ward No 7 Simana	8	3	20	B	20	5
63	Bardaghate Chowk Dekhi Gangapur Chowk Samma	8	2	20	B	20	5
64	FutkiTole Dekhibaluwatole samma	8	2	20	B	20	5
65	BardaghateChok - FutkiToleHundaiChureniyaTole	8	5	20	B	20	5
66	B.P smiritiPraa bi Pipalpatigaaun (KrishiSadak)	8	2.5	12	B	20	5
67	AdnarToledekhi Ward No 9 Simana (AthahariGaaun)	8	2.5	20	B	20	5
68	Bardaghategaaundekhi falkigaaunsamma (KrishiSadak)	8	2	20	B	20	5
69	Pipalpatigaaun dekhil audihawagaaun hundai athail gaaun	8	1	15	B	20	5
70	Wrd No 2 koSimana dekhi khairahenigaapaakaryala y-athlaiyadekhi ward 8	9	2	30	B	20	5





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	boarder						
71	khaireni - Ghodahahundai ward 2 kosimana	9	1	34	B	20	5
72	Khaireni dekhi sonbarsa samma	9	1	40	B	20	5
73	Pratappur dekhi naudihas samma	9	3	12	B	20	5
74	Madhavpurtangikoth samma nahara ko bato bishnuganj krisisadak	9	1.5	12	B	20	5
75	Pratappur dekhi athalaiya samm anahara ko bato	9	1	30	B	20	5
76	Belatari chowk dekhi thulo nahara samma	9	1.5	18	B	20	5
77	Belatari dekhi angapur samma	9	1	20	B	20	5
78	Khairenipul dekhi parsaiuni samma kirisisadak	9	3	12	B	20	5
79	Madhavpur dekhi naudihasamma	9	3	12	B	20	5
80	Ghodaha dekhi balmikiaawaa samma krishisadak	9	1	12	B	20	5
81	Pratappur dekhi naudiha samma	9	2.5	20	B	20	5
82	Paras ko ghar dekhi partappur drain samma	9	1	20	B	20	5





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Table 13 : Row & Setback

S.N	Class of Road	Row (ft)	Setback(ft)
1	A	30	5
2	B	20	5

4.1.10 Summary of Class "A" roads

These roads are major transport corridors within the municipal territory. These roads are assumed to have higher traffic and they connect major settlements or market areas within the municipality. Functionally these roads carry the traffic from major settlements, tourist areas to the SRN linkages. The width for such class of road is 30 feet. For class "A" road 15 feet right of way (ROW) from center and minimum of 1.5 m setback is required on either side of the road.

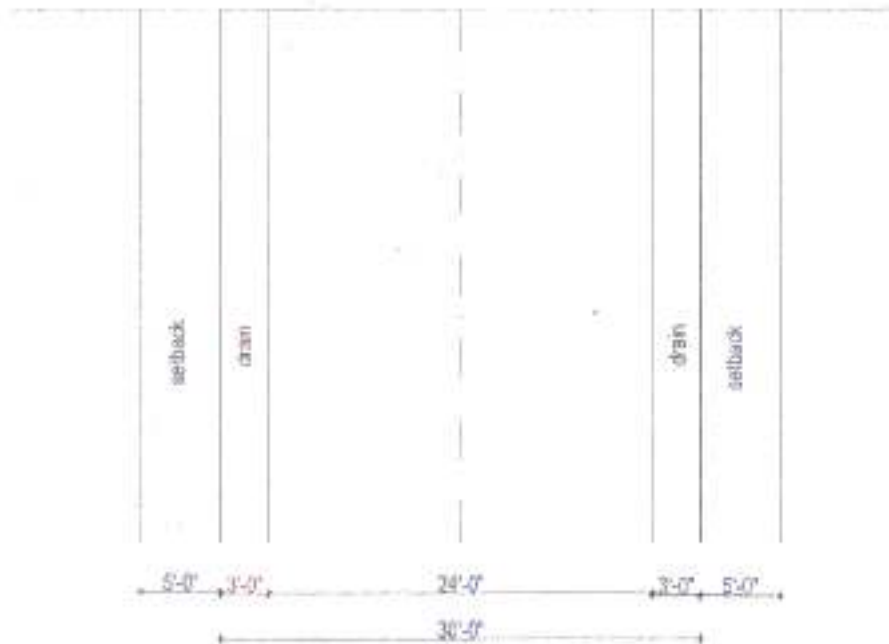


Figure : class "A" road

TableNo. 14 : summery of class"A" Road

S.N	Road Name	Surface Type					New Construct
		Blacktop (km)	Gravel (km)	Earthen (km)	New Construct	Upgrade (km)	
1	Bardghat -Triveni (Gopijung to Belatari Road)	1	3			3	
2	Bardghat -Triveni (Gopijung to Belatari Road)	3		0.5		0.5	





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3	Ward 2 - Khairaheni -RM office- Athaiya-Ward 8	1	1	1
4	Ring road (Bhatta- Bargadawa- Khairatawa-Parsa- Darkhase- Thakurapur- Thulojagannathpur- Basaiya-Badhauli- Parsauni-Piperpati- Belatari)			29.2 (Appro x. 7km Blacktoppe d, 22.2 km Gravel)
	Total			38.7 km

source: Field Survey

4.1.11 Summary of road Class "B"

These roads serve for the purpose of collectors from relatively small settlements with less traffic flow. Roads within wards are included in class "B" road. The width for such class of road is 20 feet. For class "B" road 10 feet right of way (ROW) from center and minimum of 1.5 m setback is required on either side of the road.

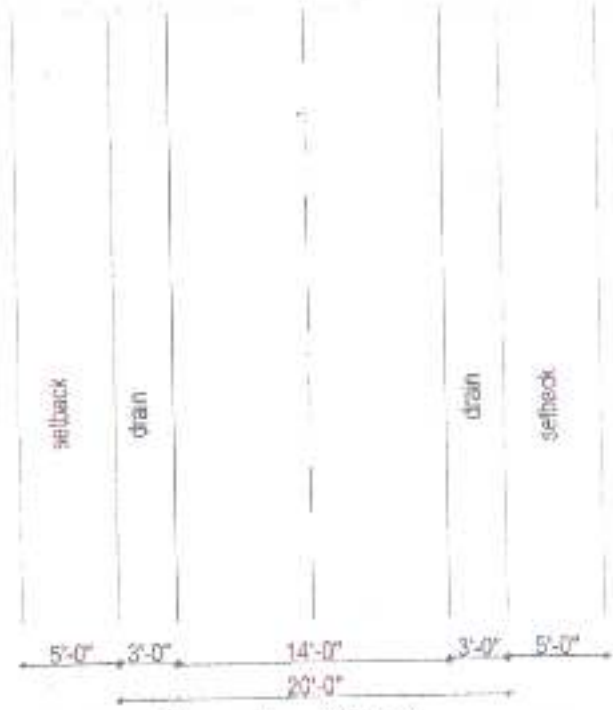


Figure : class "B" road

4.1.12 Digital Naming and Coding

Digital Naming to coding (Road Nomenclature) Once the roads are finalized, each municipal roads are assigned a road code. Coding of road is done based on the guidelines of DTMP and MTMP. Provision of those guidelines have been slightly modified as per the restructuring of the nation into the federal system.





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- First digit (1-7) represents the Province Number. Code 6 Stand for Lumbini Province and similarly for other provinces
- Second and third digits represent particular district (1-77), district is coded by 30.
- M stands for Municipality and RM stands for Rural Municipality
- Fifth and sixth digits represents the particular municipality/rural municipality in that district. Pratappur Rural Municipality is coded by 06.
- Letter A-D indicates for particular Class of road; DR indicates district road and SR indicates strategic roads
- Next three digits (000-999) represents the particular rank order . 3 30 RM 06 A 001

Coding Various methods of road classification are as follows:

Municipal Road Code	Names	Total length(km)	Ward Rank
644RM06B001	Bhitta Semari	2	1
644RM06B002	Bhitta Kajraiya	1.5	2
644RM06B003	Kajraiya Sisuniya	2	3
644RM06B005	Gopigunj -Suntawan (Tribeni -Palhinandan gan .pau)	2	4
644RM06B006	Sisartaniya Bridge - Bardaghat 13	0.5	5
644RM06B007	Sisaniya Bridge -Shanti Tole (Bardaghat 3)	1	6
644RM06B008	Jmauniya -Shantitole	3	7
644RM06B009	Jamuniya Uchhi tadi	3	8
644RM06B010	Uchhi Tadi -Semari Bardghat - Triveni Pokhari Tole dekhi Renu	3	10
644RM06B011	Mobile Samma Saryam Computer-Bhawani pokhari -		
644RM06B012	Khairahatawa	2.8	11
644RM06B013	Khairahatawa -Ghodaha-Mahesh Oil Pump	3.5	12
644RM06B014	Krishi Road Mahesh Oil Pump -Christian church Krishi Sadak (khajurako Pul ward 9 ra 2 ko	0.8	13
644RM06B015	simana)	1	14
644RM06B016	Sonbarsha Athlaiya Kalitola khajurapul -majaara hundai parsauri	1.5	15
644RM06B017	naharko pul)	0.5	16
644RM06B017	Namndapur Kuti Chowk dekhi Somani Gidaha Krishi Sadak Kailash Yadavko Ghar Dekhi	2	17
644RM06B018	Sartabaraha hundai Gidaha	4	18
644RM06B019	Kutichowk dekhi Ghodaha Semari Hulaki Baungadhi-Kajadaihaa dekhi Amatawar sarawal	1.5	19
644RM06B020	hundai Dhanewa nadi samma	4	20
644RM06B021	Ring road kajadaihaa amahawa chowk bardahawa pidarhani nanadpur hundai kuti chowk samma	4	21





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644RM06B022	Namndapur Kuti Chowk dekhi Somani Gidaha Krishisadak (ward office dekhi parsu darkhase hundai 7 num simana samma)	2	22
644RM06B023	Darkhase-Kaliwarta-meghahisamma	2.5	23
644RM06B024	Thulo kheratawa dekhi sarawal jodne krishi sadak dhanewa	3.5	24
644RM06B025	Ram byasko ghar dekhi dhanewa nadi(krishi sadak)	1	25
644RM06B026	bardaghate pacharkeshi hudai bharat simanaa	1.5	26
644RM06B027	Drakhase dekhi Somani	4	27
644RM06B028	Darkhase Thakurapur Jagannathpur	3	28
644RM06B029	Basahiya -Badki Badauli	2.5	29
644RM06B030	Basaiya -Jagannathpur	2	30
644RM06B031	Badki Badauli Bhansar Samma	1	31
644RM06B032	Basaiya -Dhamauli	3	32
644RM06B033	Mararaa International Boarder-Dhamauli	2.5	33
644RM06B034		1	34
644RM06B035	Bhairampur -Bardaghate (4 Num Ward Boarder) Chautki Badauli -Saimana Samma (7Num-5 Num)	3	35
644RM06B036	Betahani -Chotki Badauli Pul	1.5	36
644RM06B037	Basaiya -Boarder (Nepal India)	1	37
644RM06B038	Dharmauli-Reghaiyaa(Nepaal -India)	0.7	38
644RM06B039	Dharmauli-Matara	1	39
644RM06B040	Chutki Bdauli Pul-Nharako Bato Hundai (Nepal Bharat Simma)	1	40
644RM06B041		2.5	41
644RM06B042	Guthi Parsauni Bhansar -School Chowk-Susta Simana		
644RM06B043	Guthi Parsauni -Guthi Bhanshar Kaswa kalbhart (Nepal -Bharat Simana)Krishi Sadak	6.5	42
644RM06B044	Madarasaa harapurako paschim samma	5	43
644RM06B045	Kaswa Tribeni Motipur Ghodaha nala Trafa	1.5	44
644RM06B046	Kaswa Tribeni Kewalpur Reta Bairiyaa jaane baato	0.2	45
644RM06B047	Dinabandhu Mishra Khet Ghodaha Nala	3	46
644RM06B048	Kewalpur Gaun Kajwa Triveni marga hundai Thulo Minor samma	5	47
644RM06B049	9 ko simana Athalai pul Thagikot Meghahi hundai Jagatpur	2	48
644RM06B050	Gobraiyaa Ward 5 Basaiyaa samma (Krishi Sadak)	0.5	49
644RM06B051	Jagatpur Dekhi no 5 Bedhauli pul Samma (Krishi Sadak)	5	50
644RM06B052	Triveni Maheshpur Sadak Khanda	4	51
644RM06B053	Thakurapur Dekhi Jagannathpur Hundai 5 num basaiyaa samma Ring Road	5	52
644RM06B054	Kewalpur Reta Dekhi -Chandal Samma	3	53
644RM06B055		4.5	54
		5	55





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644RM06B056	Ringroad Kewalpir Reta Dekhi Biriya Hundai Ward No 7 Simana	3	56
644RM06B057	Bardaghate Chowk Dekhi Gangapur Chowk Samma	2	57
644RM06B058	Futki Tole Dekhi baluwatole samma	2	58
644RM06B059	Bardaghate Chok -Futki Tole Hundai Chureniya Tole	5	59
644RM06B060	B.P smiriti Praa bi Pipalpati gaaun (Krishi Sadak)	2.5	60
644RM06B061	Adaar Tole dekhi Ward No 9 Simana (Athahari Gaaun)	2.5	61
644RM06B062	Bardaghate gaaun dekhi fatki gaaun samma (Krishi Sadak)	2	62
644RM06B063	Pipalpati gaaun dekhi laudhawa gaaun hundai athail gaaun	1	63
644RM06B064	Wrd No 2 ko Simana dekhi Khairaheni gaapaa karyalay-athlaiya dekhi ward 8 boarder	2	64
644RM06B065	khaireni -Ghodaha hundai ward 2 ko simana	1	65
644RM06B066	khaireni dekhi sonbarsa samma	1	66
644RM06B067	pratappur dekhi naudihaa samma	3	67
644RM06B068	madahavpur tangikoth samma naharako bato bishnu ganj krisi sadak	1.5	68
644RM06B069	Pratappur dekhi athulaiya samma naharako bato	1	69
644RM06B070	belatari chowk dekhi thulo nahara samma	1.5	70
644RM06B071	belatari dekhi gangapur samma	1	71
644RM06B072	khaireni pul dekhi parsaiuni samma krsi sadak	3	72
644RM06B073	Madhavpur dekhi naudiha samma	3	73
644RM06B074	ghodaha dekhi balmiki aa.waa samma krishi sadak	1	74
644RM06B075	pratappur dekhi naudiha samma	2.5	75
644RM06B076	parasko ghar dekhi partappur drain samma	2	76



4.3 ward wise Road detail

Ward No.1

Names	N	E	Z	N	E	Z	B	G	T
Bhitta Semari	3042330	774577	97				1	1	2
Bhitta Kajraya	3042120	773830	73	3041202	772622	87	.5	1	1.5
Kajraya Sisaniya				3042307	772953	81	1	1	2
Gopigunj -Santawan (Tribeni -Palhinandan gaa -paa)	3042501	773096	84				2		2
Sisartaniya Bridge - Bardaghat 13	3042695	773492	89	3042695	773492	84		5	5
Sisaniya Bridge -Shanti Tole (Bardaghat 3)	3042815	772684	84				1		1
Jmuniya -Shantitole	3044092	774069	91				2	1	3
Jamuniya Uchbi tadi				3042637	774096	92		3	3
Uchbi Tadi -Semari				3042625	775051	85	1.5	1.5	3

Class "B" Road in Km

Total : 18km
 Bituminous/Blacktop : 9 km
 Gravel : 9 km



30/08/2024
 30/08/2024



Ward No.2
Class "B" Road In Km

Name Of Road	Starting Point	Destination Point	Total Length(km)	Total Length(km)				
				B=Blacktopped	G=Gravel	E=Earthen	N=New Construct	
				T	B	G	E	N
Barlghat - Triveni Pokhari Tole dekhi Renu Mobile Samma	3042385	775063 95 3041729	775209 92	3	3			
Satyam Computer-Bhawani pokhari - Khairahatawa	3041403	775436 88 3039157	774260 88	2.8	2.8			
Khairahatawa -Ghodaha-Mahesh Oil Pump	3040213	775905 86 3041056	776302 92	3.5	.1	2	1.4	
Krishi Road Mahesh Oil Pump -Christian church	3041056	776302 92 3040656	776172 89	.8				.8
Krishi Sadak (khajurako Pul ward 9 ra 2 ko simana)	3041188	777108 90		1				1
Sonbarsa Athlalya				1.5				1.5
Kalitola khajurapul -majaara bundai parsuani naharko pul)	3042524	775451 91		.5				.5

Total: 13.1km
Bitumin/PCC/Blacktop :.6km
Gravel : 9.3 km
Earthen :2.4 km
New Track :.8 km



उमेश लक्ष्मण यादव
अध्यक्ष

Ward No.3
Class "B" Road in Km

Name of Road	Starting Point	Destination Point	Total Length(km)	Material			
				B	G	E	N
Numadapur Kuti Chowk dekhi Somani Gidaha	3038434	773584 78 3039132	775305 86 2	1.2	.8		
Krishi Sadak Kailash Yadavko Ghar Dekhi Sartabarahai bundai Gidaha	3038607	774267 88 3077721	774806 82 4	1	2	1	
Kutichowk dekhi Ghodaha Semari Hulaki	3058434	773584 78 3039168	774255 86 1.5				1.5
Baungadhi-Kajadaha dekhi Amatawar sarawal bundai Dianewa nadi samma	3041091	772681 87 3040104	771875 82 4	1.5	2.5		
Ring road kajadaha amahawa chowk bardahawa pidarhani nanadpur bundai kuti chowk samma	3040051	773387 85 3040384	772753 88 4	1			

Total: 15.5kms
Bituminuous : 4.7 km
Gravel : 5.3 km
Earthen : 2.5 km



मन्त्रालय
जल संसाधन विभाग
काठमाडौं

Ward No.4
Class "B" Road in Km

Name Of Road	Starting Point	Destination Point	Total Length(km)
Krishisadak (ward office dekhi parsu darbhase bundal 7 num simana samna)	3037875	3037246	774856
Darbhase-Kaliwarta-meghabisamma		3038072	776210
Thulo Kheratawa ward chowk dekhi sarawal 7 simana samna			
Thulo kheratawa dekhi sarawal jodne krishi sadak dhanewa	3037898	3037628	772391
Ram byasko ghar dekhi dhanewa nadi(krishi sadak)	3038139	3038567	773474
sudhama kalawarako ghar -ramsakal parsiko	30381394	773474	93
ram byasko ghar dekhi kailash parsu			
kailash yadavko ghar dekhi jagriti maavi			
barbhate pacharkesh hudal bharat simana	3036020	3034539	772942
Drakhase dekhi Somani	3038072	90	776210
Darbhase Thakurapur Jagananathpur	3036525	88	774401
			86
			4
			3
			2.5

Name Of Road	Blacktoppsd	Gravel	Earthen	New Construct	Total	Remarks
Krishisadak (ward office dekhi parsu darbhase bundal 7 num simana samna)	3	2.2			2.5	
Darbhase-Kaliwarta-meghabisamma		3.5			3.5	
Thulo Kheratawa ward chowk dekhi sarawal 7 simana samna						
Thulo kheratawa dekhi sarawal jodne krishi sadak dhanewa	2	0.5	1		1.5	
Ram byasko ghar dekhi dhanewa nadi(krishi sadak)	1				1	PCC
sudhama kalawarako ghar -ramsakal parsiko	2				2	PCC
ram byasko ghar dekhi kailash parsu	5				5	PCC
kailash yadavko ghar dekhi jagriti maavi	1	3			4	
barbhate pacharkesh hudal bharat simana		1			1	
Drakhase dekhi Somani						
Darbhase Thakurapur Jagananathpur		2.5			2.5	

Total:18.8 kms ,Bituminuous :2.3 km ,Gravel :14.7 km ,Earthen :1.8 km



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उत्तम बस्नेत
अध्यक्ष



Ward No.5
Class "B" Road in Km

Name Of Road	Starting Point			Destination Point			Total 1-4-1988(100)
	N	E	Z	N	E	Z	
Bassahiya -Badki Badauli	3034727	773185	90	3034280	774090	87	2
Basaiya -Jagannathpur	3034280	774090	87				1
Badki Badauli Bhansar Samma	3034161	777422	98	3032552	776590	91	3
Basaiya -Dhamauli				3033492	775182	89	2.5
Mararaa International Boarder-Dhamauli							1
Bhairampur -Bardaghate (4 Num Ward Boarder)	3033979	773468	88	3034729	773183	89	3
Chautki Badauli -Saimana Samma (7Num-5 Num)	3034144	776177	92	3034657	776310	81	1.5
Betahani -Chotki Badauli Pul	3034144	776177	96	3034144	776177	92	1
Basaiya -Boarder (Nepal India)	3033645	774001	87	3033526	773950	87	700m
Dharmauli-Reghaiya(Nepal -India)				3033219	774605	90	1
Dharmauli-Matara	3032906	775297	92	3033957	775381	89	1
Chutki Bdauli Pul-Nharako Bato Hundal (Nepal Bharat Simma)	3033936	776014	93				2.5





उत्तम बलदायक
अवस्था

Name Of Road	Blacktopped	Gravel	Earthen	New Construct	Total Length (km)	Remarks
Basahiya -Badki Badauli	2				2	
Basaiya -Jagannathpur		1			1	
Badki Badauli Bhansar Samma			3		3	
Basaiya -Dhamauli		.5	2		2.5	
Marana International Boarder-Dhamauli			1		1	
Bhairampur -Bardaghate (4 Num Ward Boarder)			3		3	
Chautki Badauli -Saimana Samma (7Num-5 Num)			1.5		1.5	
Betahani -Chotki Badauli Pul		.5	.5		1	
Basaiya -Boarder (Nepal India)	.78				.78	
Dharmauli-Reghaiyasa(Nepal -India)			1		1	
Dharmauli-Matara		1			1	
Chutki Bdauli Pul-Nharako Bato Hundai (Nepal Bharat Simma)			2.5		2.5	

Total :20.28 km ,Bitumin :2.78 km,Gravel :3 km,Earthen :14.5 km



Ward No.6
Class "B" Road in Km

Name Of Road	Starting Point	Destination Point	Total Length(km)
Guthi Parsauni Bhansar -School Chowk-Susta Simana	3033171	92 3033322	91 5
Guthi Parsauni -Guthi Bhanshar	3032381	80 3031681	91 1.5
Kaswa kalbhart (Nepal -Bharat Simana)Krishi Sadak Madarasaa harapurako paschim samma	3033544	88 3034116	81 3
Kaswa Tribeni Motipur Ghodaha nala Trafa	3036103	777913 - 80 3036814	86 5
Kaswa Tribeni Kewalpur Reta Bairiyaa jaane baato	3034586	777766 83 3403453	86 2
Dinabandhu Mishra Khet Ghodaha Nala	3032381	777843 80 3032376	93 500
Kewalpur Gaun Kajwa Triveni marga hundai Thulo Minor samma			

Name Of Road	B	C	E	N	T	Remarks
Guthi Parsauni Bhansar -School Chowk-Susta Simana	1	5.5			6.5	
Guthi Parsauni -Guthi Bhanshar	2	3			5	
Kaswa kalbhart (Nepal -Bharat Simana)Krishi Sadak Madarasaa harapurako paschim samma			1.5		1.5	
Kaswa Tribeni Motipur Ghodaha nala Trafa			2		2	
Kaswa Tribeni Kewalpur Reta Bairiyaa jaane baato	4	1			3	
Dinabandhu Mishra Khet Ghodaha Nala			1		5	
Kewalpur Gaun Kajwa Triveni marga hundai Thulo Minor samma		5			5	

Total Road :23.7 km
Blacktop :3 km
Gravel :15 km
Earthen :5.7 km



उमेश चन्द रावल
अध्यक्ष

Ward No.7
Class "B" Road in Km

Name Of Road	Starting Point	Destination Point	Length
9 ko simana Athalai pul Thagikor Meghahi hundai Jagatpur	3038968	777215 76	3036356 775273 77 5
Gobraiyaa Ward 5 Basaiyaa samma (Krishi Sadak)	3036323	774925 78	3034744 774325 80 4
Jagatpur Dekhi no 5 Bedhauli pul Samma (Krishi Sadak)	3036346	775297 87	5
Triveni Maheshpur Sadak Khanda	3036573	775713 94	3036529 274907 91 3
Thakurapur Dekhi Jagannathpur Hundai 5 num basaiyaa samma Ring Road	3036961	774758 87	3034744 774325 75 4.5

Name Of Road	B	G	L	N	Total Length (km)
9 ko simana Athalai pul Thagikor Meghahi hundai Jagatpur	2	2	1		5
Gobraiyaa Ward 5 Basaiyaa samma (Krishi Sadak)	.9		3.1		4
Jagatpur Dekhi no 5 Bedhauli pul Samma (Krishi Sadak)	.5	1.5	3		5
Triveni Maheshpur Sadak Khanda	2	1			3
Thakurapur Dekhi Jagannathpur Hundai 5 num basaiyaa samma Ring Road	2	2.5			4.5

Total : 21.5 km
Blacktop : 7.4 km
Gravel : 7km
Barthen : 7.1 km



30/01/2023
30/01/2023

Ward No.8
Class "B" Road in Km

Name of Road	Starting Point	Destination Point	Total Length(km)
Kawalpur Reta Dekhi -Chandal Samma	3035553	777742 78 3039804	779665 88 5
Ringroad Kewalpur Reta Dekhi Biriyaa Hundai Ward No 7 Simana		3037428 777953	73 3
Bardaghate Chowk Dekhi Gangapur Chowk Samma		3039285 779314	87 2
Futki Tole Dekhi baluwatole samma	3038552	780741 82 3038555	781140 90 2
Bardaghate Chok -Futki Tole Hundai Chureniya Tole	3038971	779763 86	5
B.P smiriti Prasa hi Pipalpati gaun (Krishi Sadak)	3038552	780741 82	2.5
Adaar Tole dekhi Ward No 9 Simana (Arbahari Gaun)			
Bardaghate gaun dekhi fatki gaun samma (Krishi Sadak)	3038971	779763 86 3038552	780741 82 2
Pipalpati gaun dekhi laudihawa gaun hundai arhail gaun	3037720	778709 97 3038058	778247 88 1



उमेश चन्द यादव
अध्यक्ष



Ward No.9
Class "B" Road in Km

Name Of Road	Starting Point	Destination Point	Total Length(km)
Wrd No 2 ko Simana dekhi khairaheni guapaa karyalay-athaliya dekhi ward 8 boarder	3040158	779416 77 3039005	778352 85 2
khaireni -Ghodaha hundai ward 2 ko simana	3040959	776449 94 3040719	776199 89 1
khaireni dekhi sonbarsa samma	3040765	776854 93 3039912	776628 97 1
pratappur dekhi naudiha samma	3040539	778431 93 3042226	778595 83 3
madahavpur tangikothe samma naharako bato bishan ganj krisi sadak	3040468	778780 97 3039301	777421 79 1.5
Pratappur dekhi athaliya samma naharuko bato belatari chowk dekhi thulo nahara samma	3040999	779512 89 3040114	779859 96 1.5
belatari dekhi gangapur samma		3039287	779512 89 1
khaireni pul dekhi parsaini samma krsi sadak	3040943	776842 87	
Madhavpur dekhi naudiha samma	3040630	777518 96 3042226	778595 83 3
ghodaha dekhi balmiki aa.waa samana krishi sadak	3040233	775925 90 3039912	776628 97 1
pratappur dekhi naudiha samma	3040539	778431 93 3042226	778595 83 2.5
parasko ghar dekhi partappur drain samma	3041821	778967 94	

Total : 22.5 km Blacktopped: 3.5 km Gravel : 5.5 km Earthen : 13.5 km



Ward No.9

Name of Road	B	G	E	N	T	R
Wrd No 2 ko Simana dekhi khairabeni gaapaa karyaalay-athlaiya dekhi ward 8 boarder	1	1			2	
khaireni -Ghodaha hundai ward 2 ko simana	1				1	
khaireni dekhi sonbarsa samma		1			1	
pratappur dekhi naudihaa samma			3		3	
madahavpur tangikothe samma naharako bato bishnuu ganj krisi sadak			1.5		1.5	
Pratappur dekhi athalaiya samma naharako bato	1				1	
belatari chowk dekhi thulo nahara samma	.5	1			1.5	
belatari dekhi gangapur samma				1		1
khaireni pul dekhi parsaini samma kirsi sadak			3		3	
Madhavpur dekhi naudiha samma			3		3	
ghodaha dekhi balmiki aa.waa samma krishi sadak			1		1	
pratappur dekhi naudiha samma		2.5			2.5	
parasko ghar dekhi partappur drain samma			1		1	
Class "B" Road in Km		1			1	

Total : 22.5 km Blacktopped: 3.5 km Gravel : 5.5 km Earthen : 13.5 km



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जमीन सन्तु सादर
अम्मा

Total length of class B road in Prapatpur Rural Municipality

TableNo.15 :

Road Types	Km.
Bituminous	34.48
Earthen	48.3
Gravel	89.3
New construction	3.3
Grand Total	175.38

TableNo.15 : Total length of class B road in Prapatpur Rural Municipality

4.1.10 Methods of road classifications

TableNo.16 Table Various methods of road classification are as follows:

Criteria	ClassA	ClassB
Purpose	Mobility	Mobility and control access
Function	Through and long distance movement	Connection with other wards and class B road
	Movement of public and private vehicle	movement of private vehicle only
	Complete access to public transport	Not access of public transport
Maintenance Responsibility	Rural Municipality	Rural Municipality & community
Speed(kmph)	40	25
AccessControl	Fullcontrol	Partial control
Right of way	30 ft	20 ft
Setback distance	5ft	5ft
Public transport services	Local pubic transport	No public transportation





नेक
उजैरा चढेन यादव
जयवाट

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

नगरपालिका क्षेत्रमा सडक सम्बन्धी ऐन लगायत प्रचलित कानूनले तोकेका सोही अनुसार र सो नभएमा नगर यातायात गुरुयोजनाले निर्धारण गरे अनुूप सेटड्याक कायम हुनेछ। तर नगरपालिकाले यस्तो सेटड्याक सडक किनारबाट १.५ मिटर भन्दा कम हुने गरी निर्धारण गर्न छैन।

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



Chapter - 5:

5.1 Perspective Plan of Municipality Transport Network

Rural Municipality Transport Perspective Plan is a visionary plan which aims to improve transport linkages and accessibility to goods and services via different types of trip patterns. Feasibility of air service is almost no except emergency services through helicopters. If we could find the insurance of fruitful investment return ropeways are viable in the RM since hills and hillocks are favorable for ropeways in the future. Water-transportation or navigations are impossible since there are no navigable rivers or waterways. Feasibility of railways cannot be denied.

This means, road transportation is the most primary medium of travel in the RM. Therefore, RM does not have any alternative beyond the improvement of road network in a sustainable way. This chapter deals with the prioritization of RM roads for the necessary interventions to be made in the succeeding years to improve the road network and enhance the accessibility condition of people's mobility. According to Litman Todd 2003 the following factors determine the patterns of mobility of people from one place to other,

1. *Density* (number of people or jobs per unit of land area) increases the proximity of common destinations, and the number of people who use each mode, increasing demand for walking, cycling and transit.
2. *Land use mix* (locating different types of activities close together, such as shops and schools within or adjacent to residential neighborhoods) reduces the amount of travel required to reach common activities.
3. *Non-motorized conditions*. The existence and quality of walking and cycling facilities can have a major effect on accessibility, particularly for non-drivers.
4. *Network connectivity* (more roads or paths that connect one geographic area with another) allows more direct travel.

There are many ways to measure transportation system performance, each reflecting particular perspectives concerning who, what, where, how, when and why. Different methods favor different types of transport users and modes, different land use patterns, and different solutions to transport problems. Vehicle traffic is easiest to measure, but this approach only considers a narrow range of transportation problems and solutions. Mobility is more difficult to measure, since it requires tracking people's travel behavior. It still considers physical movement an end in itself, rather than a means to an end, but expands the range of problems and solutions considered to include alternative modes such as transit, ridesharing, cycling and

walking. Accessibility is most difficult to measure, because it requires much effort for taking into account of land use, mobility and mobility substitutes, but most accurately reflects the ultimate goal of transportation, and allows widest range of transport problems and solutions to be considered. For example, an accessibility perspective may identify low-cost solutions to transportation problems, such as improving local walkability; encouraging land use mix so common destinations such as stores, schools and parks are located near residential areas; and improving communications services for isolated people and communities (Litman Todd, 2003).

5.2 Procedure for collecting demands from wards

Ward level meeting in every ward or ward cluster were done where information on RMTMP were collected. Demand form for each ward had been provided which were later on collected after the form were duly filled in given time. After collecting road demand from the respective settlements, bottom up approach of planning was applied.



5.3 Data Analysis and Field Verification of the Roads from Demand Form

Analysis of data regarding the accessibility situation in each settlement, population forecasting for each sector, major road linkages were all completed. Similarly, all the roads demanded in demand form were verified in field by the survey team.

1. Access to services and facilities

It is one of the major governing indicators as it outlines the specific services provided to the locals. The road link may provide access to Recreation (picnic spot, historical place, park, cinema hall, and playground), Agricultural land, Market center and Service center (School, Health Centers, government offices etc.). A single road link can serve just a single function or more function. The proposed road interventions which serves all four facilities has higher importance and given the highest score. Each facility is given 25% weightage. Thus, a road link serving all four facilities will get full score and the road link serving three facilities will get 75 % and so on.

2. Demand Priority of wards

It is one of the important criteria of prioritization. Demand with priority order was collected from each ward during field survey. These priorities are based on present need as perceived by the locals. Higher the priority of intervention, higher is the score share. Thus, if a road intervention received first priority in any ward, then it will get full marks. Road with corresponding priority are scored accordingly, score is reduced by 20% for each lower level priority, i.e. second priority will receive 80% score and so on. In the same way 5th prioritized road will receive 20% score. Other remaining roads will receive score equivalent to 10% of total.

3. Linkages with other transport linkages

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

4. Intervention Categories

After the finalization of perspective plan through the categorization of rural municipal road, required interventions should be decided according to the priority and necessity of the roads. Only 80-100 km road is gravelled with required width and drainage in this Rural Municipality. Therefore almost all roads need improvement or upgrading in the first phase and conservation category comes the second. Few remote areas without road linkages may require new construction as well.



5.4 Conservation

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

1. **Emergency maintenance** - Basic repairs aimed at removing landslides and repairing damage to the road that inhibit the proper use of the road and make it impassable. This mainly takes place during and after the rainy season. A provisional lumpsum is reserved for the entire district road core network based on the network length. Allocation to specific road sections is based on the actual need for clearing landslides or repairing washouts and cuts in the road.
2. **Routine maintenance** - General maintenance of the road aimed at preventing damage by ensuring the proper working of the different road elements (retaining walls, drainage system, carriageway, etc.) and cutting vegetation. This is carried out each year on a more or less continuous basis. Routine maintenance is required for the entire district road core network. The specific requirements for routine maintenance are determined on an annual basis through the road condition survey and defined in the ARMP.
3. **Recurrent maintenance** - Repairs of minor damage to the road surface and road structures to bring them back to good condition. This is generally carried out once or twice a year. Recurrent maintenance is required for the entire district road core network, whereby distinction is made according to the surface type. The specific requirements for recurrent maintenance are determined on an annual basis through the road condition survey and defined in the ARMP.
4. **Periodic maintenance** - Larger repairs to the road largely aimed at renewing the road surface through re-gravelling, resealing or overlays. It is generally carried out with several years interval. Although periodic maintenance is only required for specific sections of the district road core network, a lump sum allocation is made for the entire district road core network based on average annual requirements, distinguishing between different surface types. The specific periodic maintenance requirements are determined on an annual basis through the annual road condition survey and defined in the ARMP. The length of roads to be included under each conservation type for the first year is indicated below. This is basically the entire district road core network as far as it does not require rehabilitation.

5.5 Improvement

Improvement refers to actions required to improve a road to bring it to a maintainable all-weather standard.

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



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

5.6 New Construction

New construction refers to construction of new road linkage according to the necessity of the rural municipality especially in those places where roads have not reached. This includes opening of new track and upgrading it.





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Chapter - 6: First Five Year Municipal Transport Master Plan

The previous year budget of the municipality shall be collected and the growth rated shall be then determined. Then short term and long term financial plan shall be forecasted. The Projected financial plan for five year shall be prepared.

6.1 Five year Projected Financial Plan

Based on the growth pattern, the growth factor is determined and the budget for coming year has forecasted as shown in below. The composition of source of budget in municipality shows heterogeneous in nature. The very high amount of budget is granted by the Government of Nepal. So, if there is any changes occurred in granted amount by government, there result will be significant change in the municipality budget. The government of Nepal has intended to increase the total budget of each local bodies by 15-20% each year to meet the physical development of these bodies. Hence, in case of this Rural Municipality the growth rate of 10% has been used in all the calculations.

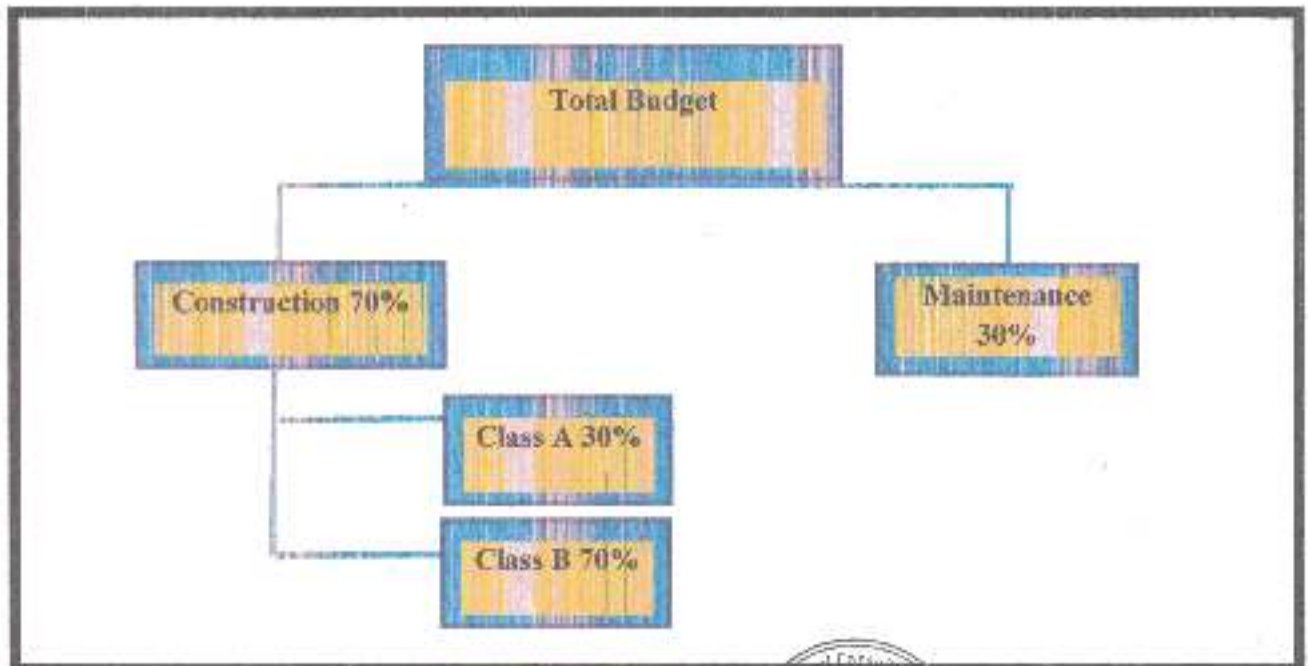
Fiscal Year	Amount (NRs.)	Remarks
2023/24	20,500,000	Estimated Budget by Municipality

Table No. 17 : Table Budget Amount of Pratappur Municipality for roads

6.2 Sharing of Fund

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

To fulfil the required interventions implementation plan, financial requirements should be collected from the possible funding sources. For this the present financial capacity of the Rural Municipality is considered to increase by 10% each year. From the past fiscal year data of Rural Municipality, two Crore five lakhs rupees had been allocated for road infrastructure construction and maintenance work. Based on this data and assumption made, the budget from the Rural Municipality on road infrastructure is not sufficient. This gap in resources should be balanced by possible funding sources such as Province



Government fund, GoN fund, Road Board of Nepal fund and other development agencies fund.



Forecasted Budget for Pratappur Municipality						
BUDGET	Probable Budget	Construction (70%)	Maintenance (30%)	Class A (30%)	Class B (70%)	Total Cost for Construction
Base Year	20,500,000	14,350,000	6,150,000	4,305,000	10,045,000	14,350,000
first Year	22,550,000	15,785,000	6,765,000	4,735,500	11,049,500	15,785,000
Second Year	24,805,000	17,363,500	7,441,500	5,209,050	12,154,450	17,363,500
Third Year	27,285,500	19,099,850	8,185,650	5,729,955	13,369,895	19,099,850
Fourth Year	30,014,050	21,009,835	9,004,215	6,302,951	14,706,885	21,009,835
Fifth Year	33,015,455	23,110,819	9,904,637	6,933,246	16,177,573	23,110,819
Total			158,170,005	33,215,701	77,503,302	110,719,004

Forecasted Financial Plan of the Rural Municipality in Road Sector							
Base Year	Forecasted Year (Amount in NRs.)						
Year	-	1	2	3	4	5	
fy	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	
Amount	20,500,000	22,550,000	24,805,000	27,285,500	30,014,050	33,015,455	
Intervention Type	Construction	14,350,000	15,785,000	17,363,500	19,099,850	21,009,835	23,110,819
	Maintenance	6,150,000	6,765,000	7,441,500	8,185,650	9,004,215	9,904,637


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Forecasted Financial Plan of the Rural Municipality in Road Sector						उद्योग प्रकल्प कार्यालय
Base Year	Forecasted Year (Amount in NRs.)					अवधि
	Base Year	1 year	2 year	3 year	4 year	5 year
2024/25	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30
Amount	20,500,000	22,550,000	24,805,000	27,285,500	30,014,050	33,015,455
Cumulative Budget	20,500,000	43,050,000	67,855,000	95,140,500	125,154,550	158,170,005

Forecasted Financial Plan of the Pratinipur Rural Municipality in Road Construction					
Road Type for the Construction Work	Forecasted Year (Amount in NRs.)				
	Base Year	1 year	2 year	3 year	4 year
	2024/25	2025/26	2026/27	2027/28	2028/29
For Class "A" Roads	4,305,000	4,735,500	5,209,050	5,729,955	6,302,951
For Class "B" Roads	10,045,000	11,049,500	12,154,450	13,369,895	14,706,885
Total for Construction	14,350,000	15,785,000	17,363,500	19,099,850	21,009,835



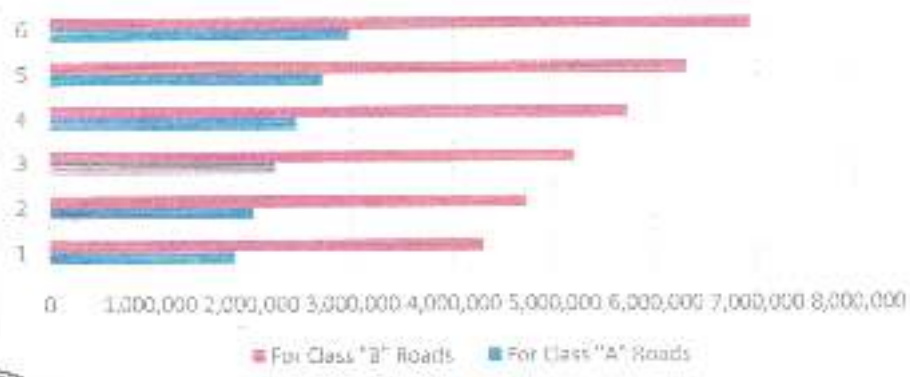
उद्योग प्रकल्प कार्यालय
प्रतिनिपुर



Forecasted Financial Plan of the Municipality in Road Maintenance					
Road Type for the Construction Work	Base Year	Forecasted Year (Amount in NRs)			
		1 year	2 year	3 year	4 year
	2024/25	2025/26	2026/27	2027/28	2028/29
For Class "A" Roads	1,845,000	2,029,500	2,232,450	2,455,695	2,701,265
For Class "B" Roads	4,305,000	4,735,500	5,209,050	5,729,955	6,302,951
Total for Construction	6,150,000	6,765,000	7,441,500	8,185,650	9,004,215



Forecasted Financial Plan of Municipality in Road Maintenance



Year wise Target
Year wise target shall be developed based on available budget.

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जयपाल



Implementation Plan for Class 'A' Roads and Estimation

General			Year 1			Year 2			Year 3			Year 4			Year 5		
Road Code	Road Name	Ward passes	Length Of Construction	Budget Allocated	Intervention	Length Of Construction	Budget Allocated	Intervention	Length Of Construction	Budget Allocated	Intervention	Length Of Construction	Budget Allocated	Intervention	Length Of Construction	Budget Allocated	Intervention
1	Bardham - Triveni (Gopjung to Heitari Road)	1, 2 & 9		50,00,000	Blacktop				1	50,00,000	Blacktop				1	50,00,000	Blacktop
2	Bardham - Triveni (Gopjung to Heitari Road)	4,00		25,00,000	Blacktop												
3	Ward2 -Kankaloni -RM office-Achhiya-Ward 8	2,9 & 8				1	50,00,000	Blacktop									
4	Ring road (Bhitte-Hargidwa-Khukatawa-Paras-Darkhoo-Tekurapur-Thulojaganathpa-Basaya-Badhahi-Parasum-Piperpati-Bhoari)	2-9		2,25,00,000	Blacktop	4.5	2,25,00,000	Blacktop	4.5	2,25,00,000	Blacktop	4.5	2,25,00,000	Blacktop	4.5	2,25,00,000	Blacktop



Handwritten signature and blue ink stamp with text in Nepali: "जोसेफ एमके जोशी" (Josef M.K. Joshi).



Implementation Plan for Class 'B' Roads and Estimation

General			Year 1			Year 2			Year 3			Year 4			Year 5		
Sr	Road Name	Ward passes	Length Of Construction	Budget Allotted	Intervention	Length Of Construction	Budget Allotted	Intervention	Length Of Construction	Budget Allotted	Intervention	Length Of Construction	Budget Allotted	Intervention	Length Of Construction	Budget Allotted	Intervention
1	Balia Semari	100														50,00,000	Blacktop
2	Bhara Kajriya	1				0.5	25,00,000	Blacktop	0.5	25,00,000	Blacktop						
3	Kajriya Sisanya	1							0.5	25,00,000	Blacktop	0.5	25,00,000	Blacktop			
4	Sisartariya Dridge - Bardighat 13	1	25,00,000		Blacktop												
7	Imauniya -Shantitole	1	30,00,000		Drain and Blacktop							0.5	30,00,000	Drain and Blacktop			
8	Jamuniya Uchhi toli	1						Blacktop	1	50,00,000	Blacktop	1	50,00,000		1	50,00,000	Blacktop
9	Khho Tadi -Semari	1				0.5	25,00,000	Blacktop				0.5	25,00,000	Blacktop	0.5	25,00,000	Blacktop
11	Katyam Computer-Bhawani pokhari - Khairabadawa	2	50,00,000		Blacktop				1.8	90,00,000	Blacktop						
12	Khairabadawa -Ghodaha-Mahesh Oil Pump	2	14,00,000		gravelling				1	50,00,000	Blacktop	1	50,00,000	Blacktop	1.4	70,00,000	Blacktop
13	Krishi Road Mahesh Oil Pump - Christian church	2	60,00,000		Construction of road and drain												
14	Krishi Sadak (Idajpurko Pul ward 9 or 2 ko simana)	2	10,00,000		gravelling				1	50,00,000	Blacktop						
15	Sonbarsha Adhaya	2				1	50,00,000	Blacktop							0.5	25,00,000	Blacktop
17	Nanarpur Kuti Chowk dekhri Semari Gidaha	3							0.8	40,00,000	Blacktop						
18	Krishi Sadak Kailash Yadavko Ghar Dekhri Nanarohari humari Gidaha	3				1	10,00,000	Gravelling	1	50,00,000	Blacktop	1	50,00,000	Blacktop	1	50,00,000	Blacktop
19	Karichowk dekhri Ghodaha Semari Hataki	3	15,00,000		Gravelling				1.5	75,00,000	Blacktop						



20	Bangrudhi-Kajodithas delhi Amritwar samwal bundi Dhanawa padi samma	3			1	30,00,000	Blacktop			0.5	25,00,000	Blacktop	1	50,00,000	Blacktop	
422	Krishisadki (wred office delhi para darkhase bundi) 7 num simana samma	4		50,00,000			Blacktop			1.2	60,00,000	Blacktop				
23	Darkhas-Kaliwarta-meghalusamma	4			1	50,00,000	Blacktop	1	50,00,000	Blacktop			1.5	75,00,000	Blacktop	
25	Thulo Kharatawa delhi sarawal jedno krishi sadak dhanawa	4		10,00,000			Graveling		1	50,00,000	Blacktop					
26	Ram byeko ghar delhi dhanawa rod(krishi sadak)	4		8,00,000			Graveling			1.5	65,00,000	Blacktop				
30	bandaghar padarkashi bada: bhara simana	4		50,00,000			Blacktop		1	50,00,000	Blacktop			1	50,00,000	Blacktop
31	Dhakhas delhi Simana	4		50,00,000			Blacktop		1	50,00,000	Blacktop			1	50,00,000	Blacktop
32	Darkhas Thokampur Jagannathpur	4			1	50,00,000	Blacktop	0.5	25,00,000	Blacktop			0.5	25,00,000	Blacktop	
34	Beanyo -Jagannathpur	5						1	50,00,000	Blacktop						
35	Radki Radoli-Dhanar Samma	5		20,00,000		10,00,000	Graveling	1	50,00,000	Blacktop	1	50,00,000	Blacktop	1	50,00,000	Blacktop
36	Beosya -Dhamuli	5			2	20,00,000	Graveling	0.5	5,00,000	Blacktop	1	50,00,000	Blacktop	1.5	75,00,000	Blacktop
37	Murara International Bouda - Dhamuli	5		10,00,000			Graveling		1	5,00,000	Blacktop					
38	Bhairampur -Bandaghar (4 Num Ward Boarder)	5		10,00,000		20,00,000	Graveling	2	20,00,000	Graveling	1	50,00,000	Blacktop	1	50,00,000	Blacktop
39	Charki Radoli -Saimana Samma (7Num-5 Num)	5			1.5	15,00,000	Graveling		0.5	25,00,000	Blacktop			1	50,00,000	Blacktop
40	Beahan -Choti Badoli Pul	5		5,00,000			Graveling		1	25,00,000	Blacktop					
41	Dhamuli-Regheyst(Nepal -India)	5		10,00,000			Graveling			0.5	25,00,000	Blacktop		0.5	25,00,000	Blacktop
42	Dhamuli-Mstom	5			1	50,00,000	Blacktop									
43	Charki Radoli Pul-Nharako Bato Hundi (Nepal Dhanar Simana)	5		15,00,000		5,00,000	Graveling	0.5	5,00,000	Graveling	1	50,00,000	Blacktop	0.5	25,00,000	Blacktop
45	Guthi Prasum Bhanar -School Chowk-Susta Simana	6		50,00,000		50,00,000	Blacktop	1	50,00,000	Blacktop	1	50,00,000	Blacktop	1.5	75,00,000	Blacktop
46	Guthi Prasum -Guthi Bhanar	6			1	50,00,000	blacktop	1	50,00,000	Blacktop			1	50,00,000	Blacktop	



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47	Karwa kalbhari (Nepali-Bharat Simana) (Krishi Sadak)	6	15,00,000	Graveling	0.5	25,00,000	Blacktop		1	50,00,000	Blacktop					
48	Madarasa harapurako paschim samna	6	2,00,000	Graveling	0.5	10,00,000	Blacktop									
49	Kassu Tribeni Motipur Ghodaha nala Tirth	6	10,00,000	graveling				1	50,00,000	Blacktop	1	50,00,000	Blacktop	1	50,00,000	Blacktop
50	Kassu Tribeni Kewalpur Reta Bireyaa jana haala	6	10,00,000	Graveling	1	50,00,000	Blacktop	1.5	75,00,000	Blacktop	1.5	75,00,000	Blacktop	1	50,00,000	Blacktop
51	Dinbandhu Mishra Kher Ghodaha Nala	6	10,00,000	Graveling	1	10,00,000	Graveling		1	50,00,000	Blacktop	1	50,00,000	Blacktop		
52	Kewalpur Gaun Kajwa Triveni mangi handai Thulo Minor samna	6			0.5	25,00,000	Blacktop									
53	9 to samna Athala pul Thagkot Meghain handai Jagatpur	7	10,00,000	Graveling	1	50,00,000	Blacktop	1	50,00,000	Blacktop			1	50,00,000	Blacktop	
54	Ginbayan Ward 5 Basaryaa samna (Krishi Sadak)	7	20,00,000	Graveling	1	10,00,000	Graveling	1	50,00,000	Blacktop	1		Blacktop	1.1		Blacktop
55	Jagatpur Dekhi no 5 Bedhauli pul Samna (Krishi Sadak)	7	20,00,000	Graveling	1	10,00,000	Graveling	1.5	75,00,000	Blacktop	1.5	75,00,000	Blacktop	1.5	75,00,000	Blacktop
56	Triveni Maheshpur Sadak Kherda	7								1	50,00,000	Blacktop				
57	Thokrapur Deshi Jagannathpur Handai 5 nam basaryaa samna Ring Road	7			1	50,00,000	Blacktop							1.5	75,00,000	Blacktop
58	Kewalpur Reta Dekhi -Chanda Samna	8	50,00,000	Blacktop	1	50,00,000	Blacktop	1	50,00,000	Blacktop	1	50,00,000	Blacktop	0.5	25,00,000	Blacktop
59	Ringroad Kewalpur Reta Dekhi Baryaa Handai Ward No 7 Simana	8	50,00,000	Blacktop	0.5	25,00,000	Blacktop		1	50,00,000	Blacktop					
60	Bardaghat Chowk Dekhi Gengapur Chowk Samna	8			1	50,00,000	Blacktop			1	50,00,000	Blacktop				
61	Futli Tole Dekhi bahawalole samna	8	50,00,000	Blacktop				1	50,00,000	Blacktop						
62	Bardaghat Chok -Futli Tole Handai Churenyaa Tole	8	50,00,000	Blacktop	1	50,00,000	Blacktop	1	50,00,000	Blacktop	1	50,00,000	Blacktop	1	50,00,000	Blacktop
63	B.P samiki Prasa bi Pipalyan gaun (Krishi Sadak)	8			1	50,00,000	Blacktop			1.5	75,00,000	Blacktop				
64	Adar Tole Dekhi Ward No 9 Simana (Athala Gauri)	8	30,00,000	Construction of road	1.5	45,00,000	Construction of road	1	50,00,000	Blacktop				1.5	75,00,000	Blacktop

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65	Bardaganj gauri dekhi falk gauri samna (Kishi Sadak)	8			1	50,00,000	Blacktop			1	50,00,000	Blacktop			
66	Pipalpari gauri dekhi falk gauri samna	8	8,00,000	Graveling				0.5	40,00,000	Blacktop					
67	Wrd No 2 ko Simara dekhi khairaham gauri karvay ahtaiya dekhi ward 5 boarder	9	25,00,000	Blacktop						0.5	25,00,000	Blacktop			
69	khairon dekhi sonbarsa samna	9				0.5	25,00,000	Blacktop	0.5	25,00,000	Blacktop				
70	pratappur dekhi madhisa samna	9	20,00,000	Graveling	1	10,00,000	Graveling	1	50,00,000	Blacktop	1	50,00,000	Blacktop	1	50,00,000
71	madhavpur tangkoth samna maironko bato haima gang kishi sadak	9	15,00,000	Graveling	0.5	25,00,000	Blacktop			1	50,00,000	Blacktop			
73	belatari chowk dekhi chulu nabara samna							1	50,00,000	Blacktop					
74	belatan dekhi gangapur samna	9	10,00,000	Graveling						1	50,00,000	Blacktop			
75	khairon puri dekhi parsonni samna kishi sadak	9	10,00,000	Graveling	2	20,00,000	Graveling	1	50,00,000	Blacktop	1	50,00,000	Blacktop	1	50,00,000
76	madhavpur dekhi madhisa samna	9			2	20,00,000	Graveling	1	10,00,000	Graveling	1.5	75,00,000	Blacktop	1.5	75,00,000
77	ghodaha dekhi halmiki an waa samna kishi sadak	9			1	50,00,000	Blacktop								
78	pratappur dekhi madhisa samna	9			1	50,00,000	Blacktop	0.5	25,00,000	Blacktop				1	50,00,000
79	parasko ghor dekhi parappur drain samna	9	10,00,000	Graveling						1	50,00,000	Blacktop			



उत्तराकाश कार्यालय
काठमाडौं



असुल मसुल जादल
मसुल

Chapter- 7: Conclusion

Road transportation is the lifeline of socio-economic development of any Rural Municipality. Thus the Rural Municipality should give more emphasis on resource collection and its proper allocation and efficient mobilization. This Rural Municipality Master Transport Plan (RMTMP) will guide for this purpose. The RMTMP is the result of studies considering socio- economic aspects, environmental analysis and potentiality of multiple sectors. Furthermore, it is based on the accessibility to transport facilities within the Municipality that will somehow reflect the future of the Municipality particularly in terms of rural road development. RMTMP focuses on existing transportation situation, expected future road network accessibility and socio-economic benefits. It provides directives on utilization of the local resources by local institutions as well as other development agencies in line with the spirit of decentralization and Local Government Operation Act 2074. Above all, it will provide Government and other donor agencies a rational basis to decide on future investments efficiently both in Rural Municipality level transport sector as well as other avenues of development. The proposed interventions are reflection of the requirement of Pratappur Rural Municipality to improve accessibility of people on goods and services and planned as per current trend of financial resource availability. It is strongly recommended that the Rural Municipality shall strictly follow the RMTMP particularly the Perspective Plan of Municipality Road Network in deciding the sub-projects to be undertaken for development in future even beyond the five-year period. Strong commitment from all stakeholders is necessary for its implementation. It is also suggested that the RMTMP shall be revised at the end of every fifth year evaluating the previous planning and implementation level shortcomings. It is also advisable that respective Rural Municipality should go ahead with necessary revisions if the development potentials have changed tremendously in its Rural Municipality. The proposed interventions are reflection of the requirement of Pratappur Rural Municipality to improve accessibility of people on goods and services and planned as per current trend of financial resource availability. It is strongly recommended that the Rural Municipality shall strictly follow the RMTMP particularly the Perspective Plan of Municipality Road Network in deciding the sub-projects to be undertaken for development in future even beyond the five-year period. Strong commitment from all stakeholders is necessary for its implementation. It is also suggested that the RMTMP shall be revised at the end of every fifth year evaluating the previous planning and implementation level shortcomings. It is also advisable that respective Rural Municipality should go ahead with necessary revisions if the development potentials have changed tremendously in its Rural Municipality.





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उत्तम बल्ल यारद
अध्यक्ष

AnnexII
Images





Meeting Held at ward 4



Meeting Held at ward 2



21
अमेरा लल्ल रायल
जयपुर



Semari Market






उमेश चन्द यादव
 राज्यपाल

1. संविधान का अर्थ है कि वह एक ऐसा दस्तावेज है जो कि एक राष्ट्र के
 सदस्यों को जोड़ता है और उनके बीच एक व्यवस्थापक तंत्र की स्थापना करता है।
 2. संविधान एक ऐसा दस्तावेज है जो कि एक राष्ट्र के सदस्यों के बीच एक
 व्यवस्थापक तंत्र की स्थापना करता है और उनके बीच एक व्यवस्थापक तंत्र
 की स्थापना करता है।

संविधान

क्र.सं.	विवरण	संख्या
1.	राज्य के अंतर्गत क्षेत्र (राज्य क्षेत्र)	1
2.	राज्य के अंतर्गत क्षेत्र (राज्य क्षेत्र)	1
3.	राज्य के अंतर्गत क्षेत्र (राज्य क्षेत्र)	1
4.	राज्य के अंतर्गत क्षेत्र (राज्य क्षेत्र)	1
5.	राज्य के अंतर्गत क्षेत्र (राज्य क्षेत्र)	1
6.	राज्य के अंतर्गत क्षेत्र (राज्य क्षेत्र)	1
7.	राज्य के अंतर्गत क्षेत्र (राज्य क्षेत्र)	1
8.	राज्य के अंतर्गत क्षेत्र (राज्य क्षेत्र)	1
9.	राज्य के अंतर्गत क्षेत्र (राज्य क्षेत्र)	1
10.	राज्य के अंतर्गत क्षेत्र (राज्य क्षेत्र)	1

1. संविधान का अर्थ है कि वह एक ऐसा दस्तावेज है जो कि एक राष्ट्र के
 सदस्यों को जोड़ता है और उनके बीच एक व्यवस्थापक तंत्र की स्थापना करता है।

2. संविधान एक ऐसा दस्तावेज है जो कि एक राष्ट्र के सदस्यों के बीच एक
 व्यवस्थापक तंत्र की स्थापना करता है और उनके बीच एक व्यवस्थापक तंत्र
 की स्थापना करता है।

क्र.सं.	विवरण	संख्या
1.	राज्य के अंतर्गत क्षेत्र (राज्य क्षेत्र)	1
2.	राज्य के अंतर्गत क्षेत्र (राज्य क्षेत्र)	1



मि. ल.
उद्योग मन्त्रालय
नया दिल्ली

3. आर्थिक नीति के अंतर्गत सड़क योजना को प्राथमिकता
दिया जाएगा।

4. वि. वि. बसों के आ. वि. स्वरूप के अंतर्गत निरंतरता को
(अंतर्गत रखें)

5. सड़क योजना के अंतर्गत आ. वि. के अंतर्गत रखें
(आ. वि. के अंतर्गत रखें)

6. राष्ट्रीय राजमार्गों के अंतर्गत आ. वि. के अंतर्गत रखें
(आ. वि. के अंतर्गत रखें)

7. आ. वि. के अंतर्गत रखें। आ. वि. के अंतर्गत रखें
(आ. वि. के अंतर्गत रखें)

मि. ल.



अ
उत्तर प्रदेश राज्य
अध्यक्ष

आज 11 दिनांक को मैंने 4 नए नए अखबार को शुरू करने का फैसला किया है
जिनके अखबारों का नाम है - अखबारों का नाम है - अखबारों का नाम है - अखबारों का नाम है - अखबारों का नाम है

अखबार

क्र.सं.	अखबार का नाम	पता	संस्थापक
1	श्री अखबार	अखबार	अखबार
2	श्री अखबार	अखबार	अखबार
3	श्री अखबार	अखबार	अखबार
4	श्री अखबार	अखबार	अखबार

अखबारों के नाम - अखबारों के नाम - अखबारों के नाम - अखबारों के नाम - अखबारों के नाम

अखबारों के नाम - अखबारों के नाम - अखबारों के नाम - अखबारों के नाम - अखबारों के नाम

अखबार

क्र.सं.	अखबार का नाम	संस्थापक
1	अखबार - अखबार	अखबार
2	अखबार - अखबार	अखबार
3	अखबार - अखबार	अखबार
4	अखबार - अखबार	अखबार



अ
उमेश चन्द्र सादव
अध्यक्ष

3. जेठपुर - सावली - मान न के पताका एत
4. जेठपुर केरि होशवकी अका (पताका एत न होशवकी एत)
5. जेठपुर केरि जेठपुर अका (पताका एत न होशवकी एत)

6. जेठपुर - जेठपुर अका एत न के (पताका एत न होशवकी एत)
(कति न होशवकी एत)

7. जेठपुर केरि जेठपुर अका एत न के

8. जेठपुर केरि जेठपुर अका एत न के

9. जेठपुर केरि जेठपुर अका एत न के

10. जेठपुर केरि जेठपुर अका एत न के

11. जेठपुर केरि जेठपुर अका एत न के

12. जेठपुर केरि जेठपुर अका एत न के

13. जेठपुर केरि जेठपुर अका एत न के

अका एत न के
अका एत न के
अका एत न के
अका एत न के

अका



2K
उमेश चण्ड यादव
अवकाश

प्रमाणित किया जाता है कि श्री उमेश चण्ड यादव ने
सर्व आवश्यक दस्तावेजों के साथ आवेदन पत्र
समस्त आवश्यक शर्तों के अधीन प्रस्तुत किया है
जिससे कि उन्हें आवेदन पत्र के अंतर्गत प्रमाणित किया जा सकता है

दिनांक

क्र.सं.	नाम	पता	व्यवस्थापक
1	श्री उमेश चण्ड यादव
2
3

प्रमाणित किया जाता है कि श्री उमेश चण्ड यादव ने
सर्व आवश्यक दस्तावेजों के साथ आवेदन पत्र
समस्त आवश्यक शर्तों के अधीन प्रस्तुत किया है
जिससे कि उन्हें आवेदन पत्र के अंतर्गत प्रमाणित किया जा सकता है

प्रमाणित किया जाता है कि श्री उमेश चण्ड यादव ने
सर्व आवश्यक दस्तावेजों के साथ आवेदन पत्र
समस्त आवश्यक शर्तों के अधीन प्रस्तुत किया है
जिससे कि उन्हें आवेदन पत्र के अंतर्गत प्रमाणित किया जा सकता है



अमर पद यादत
अवध

मे

२. हलके-से बोलने का निमत - लीला ही राम

३. तुलना रखने का उदाहरण - जेठे बरसे
सुराधन - ०६ न पया शिवांग राम

४. बहुरंगी बनने का देखि सुराधन जेठे
कृषि बस्य

५. राम का लोके जेठे देखि इतने का शिवांग
कृषि बस्य

६. राम का लोके जेठे देखि इतने का शिवांग
अवध

७. सुराधन का लोके जेठे देखि इतने का शिवांग
अवध

८. सुराधन का लोके जेठे देखि इतने का शिवांग
अवध

९. सुराधन का लोके जेठे देखि इतने का शिवांग
अवध

१०. सुराधन - अवध ही राम का लोके शिवांग

~~अवध~~ सुराधन
अवध
सुराधन
अवध



उमेश चन्द्र यादव
अध्यक्ष

32

उमेश चन्द्र यादव यादवों की उल्लेखनीय कार्यवाही
का नाम है कि वह अत्यन्त ही एक उत्तम शिक्षक के रूप में प्रसिद्धता
का प्राप्त किया है। उनके द्वारा की गई कार्यवाही में शिक्षक शिक्षण, प्रशिक्षण
की कार्यवाही, पुस्तकालय कार्य, शिक्षण, शिक्षण नाम अत्यन्त ही उत्तम
रूप में किया गया है।

सम्बन्धित

क्र.सं.	नाम का	पद	संस्था
1	श्री उमेश चन्द्र यादव	उप-अध्यक्ष	श्री. उमेश चन्द्र यादव
2	श्री. उमेश चन्द्र यादव	श्री. उमेश चन्द्र यादव	
3	श्री. उमेश चन्द्र यादव	श्री. उमेश चन्द्र यादव	
4	श्री. उमेश चन्द्र यादव	श्री. उमेश चन्द्र यादव	
5	श्री. उमेश चन्द्र यादव	श्री. उमेश चन्द्र यादव	
6	श्री. उमेश चन्द्र यादव	श्री. उमेश चन्द्र यादव	
7	श्री. उमेश चन्द्र यादव	श्री. उमेश चन्द्र यादव	
8	श्री. उमेश चन्द्र यादव	श्री. उमेश चन्द्र यादव	
9	श्री. उमेश चन्द्र यादव	श्री. उमेश चन्द्र यादव	
10	श्री. उमेश चन्द्र यादव	श्री. उमेश चन्द्र यादव	

सम्बन्धित

श्री. उमेश चन्द्र यादव का नाम शिक्षण कार्य में अत्यन्त ही उत्तम
रूप में किया गया है।

सम्बन्धित

श्री. उमेश चन्द्र यादव का नाम शिक्षण कार्य में अत्यन्त ही उत्तम
रूप में किया गया है।

सम्बन्धित

क्र.सं.	नाम का	(संस्था का नाम)
1		
2		
3		
4		

1/1/2020

1/1/2020

1/1/2020

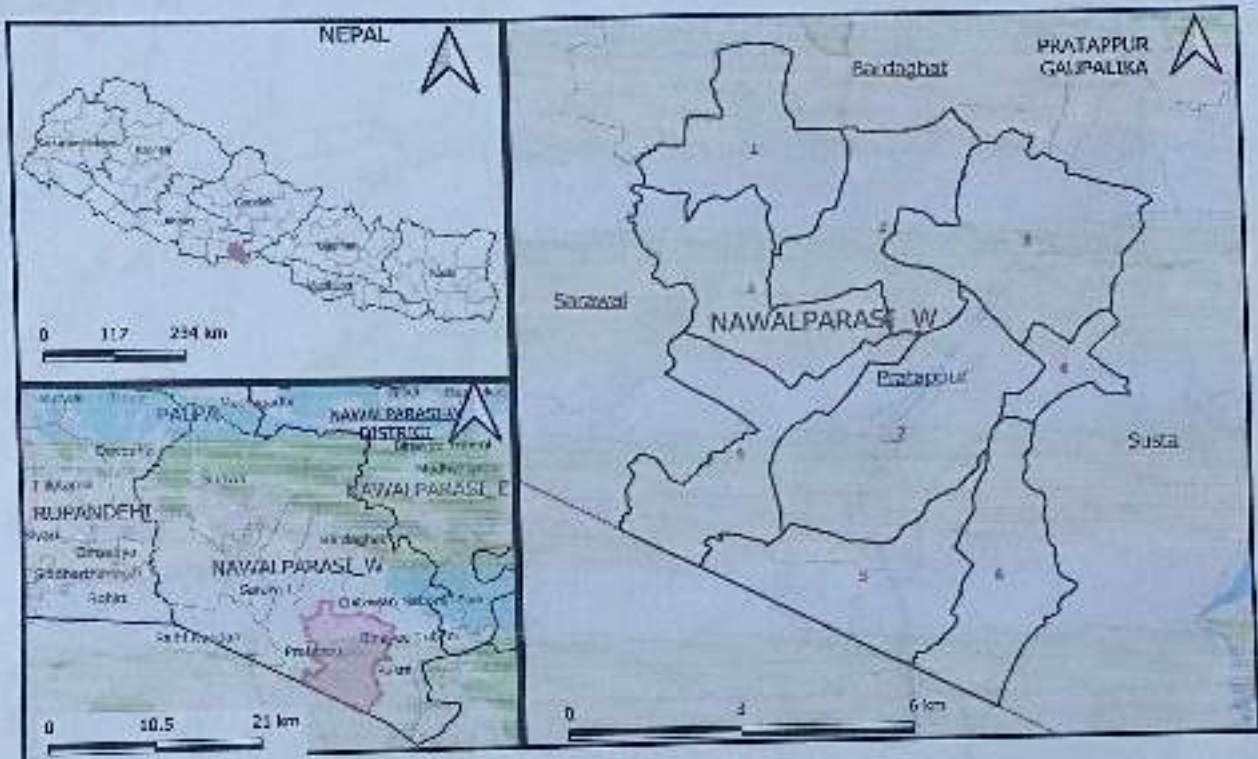


Pratapur Rural Municipality

Office of the Rural Municipal Executive

Belatari, Nawalparasi (Bardghat Susta West)

Lumbini Province



Rural Municipality Transport Master Plan (RMTMP)

Pratapur Rural Municipality

Volume-II- Consolidated Map

उत्तर प्रमुख कार्य
सचिव



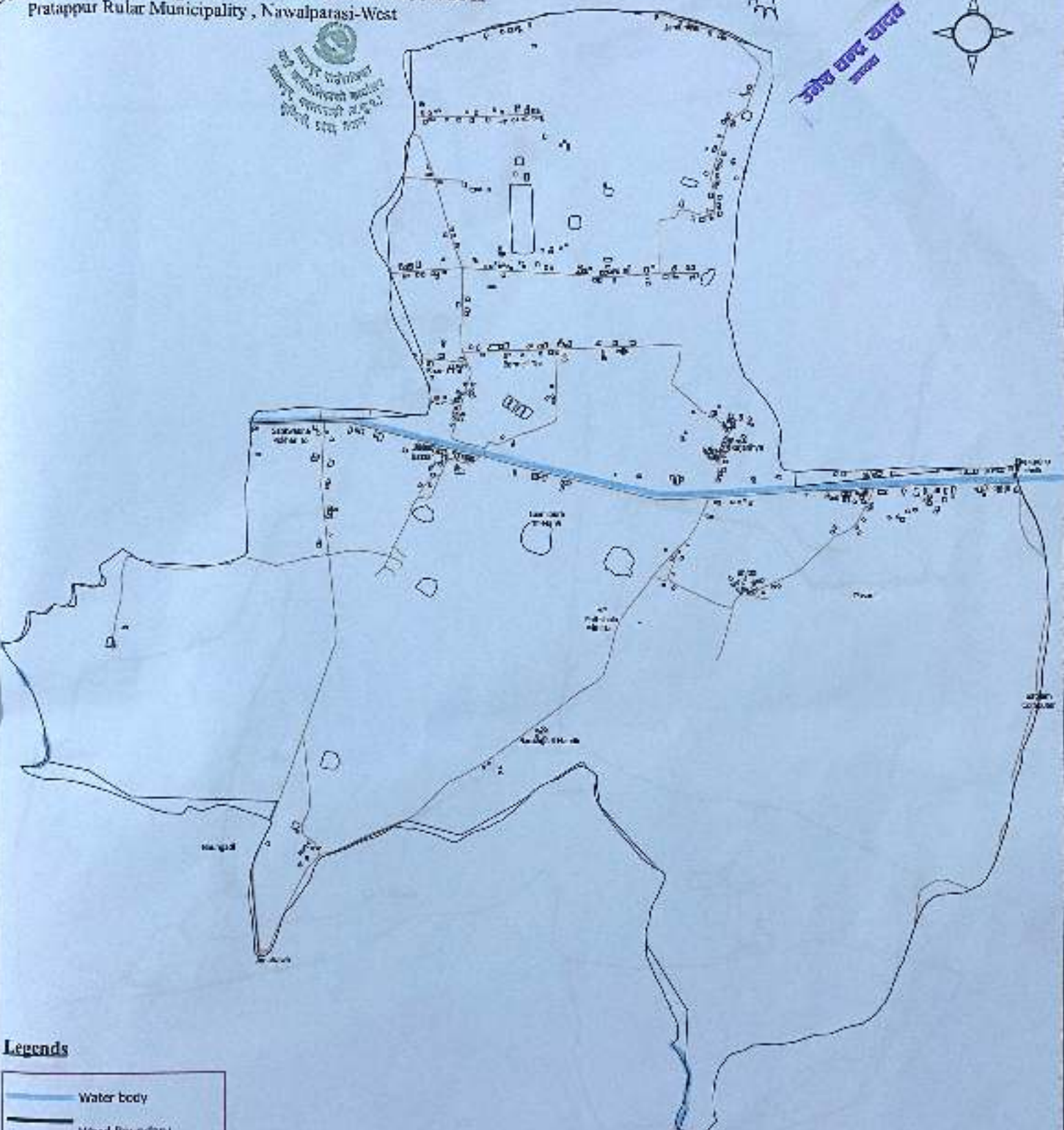
SUBMITTED BY:
Buddhabhumi Consult Pvt. Ltd,
New Baneshwor, Kathmandu

Consolidated Map of Ward-1 Road Network




Pratapour Rural Municipality, Nawalparasi-West



जोडघर सडक योजना



Legends

-  Water body
-  Ward Boundary
-  Total Road Network

Project System
 Coordinate System : Modified UTM44-I
 Datum : Everest Adj 1937
 False Easting : 500,000.0000
 False Northing : 0.0000
 Units : meters
 Latitude of Origin : 0.0000
 Central Meridian : 84.0000
 Map No : 2



Name of Office : Pratapour Rural Municipality, Nawalparasi, (Bardaghat Susta) Nepal
 Project Name : Preparation of Rural Municipal Transportation Masterplan of Pratapour Rural Municipality, Nawalparasi (Bardaghat Susta West)
 Consultant : Buddharbomi Consult Pvt.Ltd, New Baneswar, Kathmandu
 Source : Department of Roads, DOR, Field Survey, Dullax

Location Map

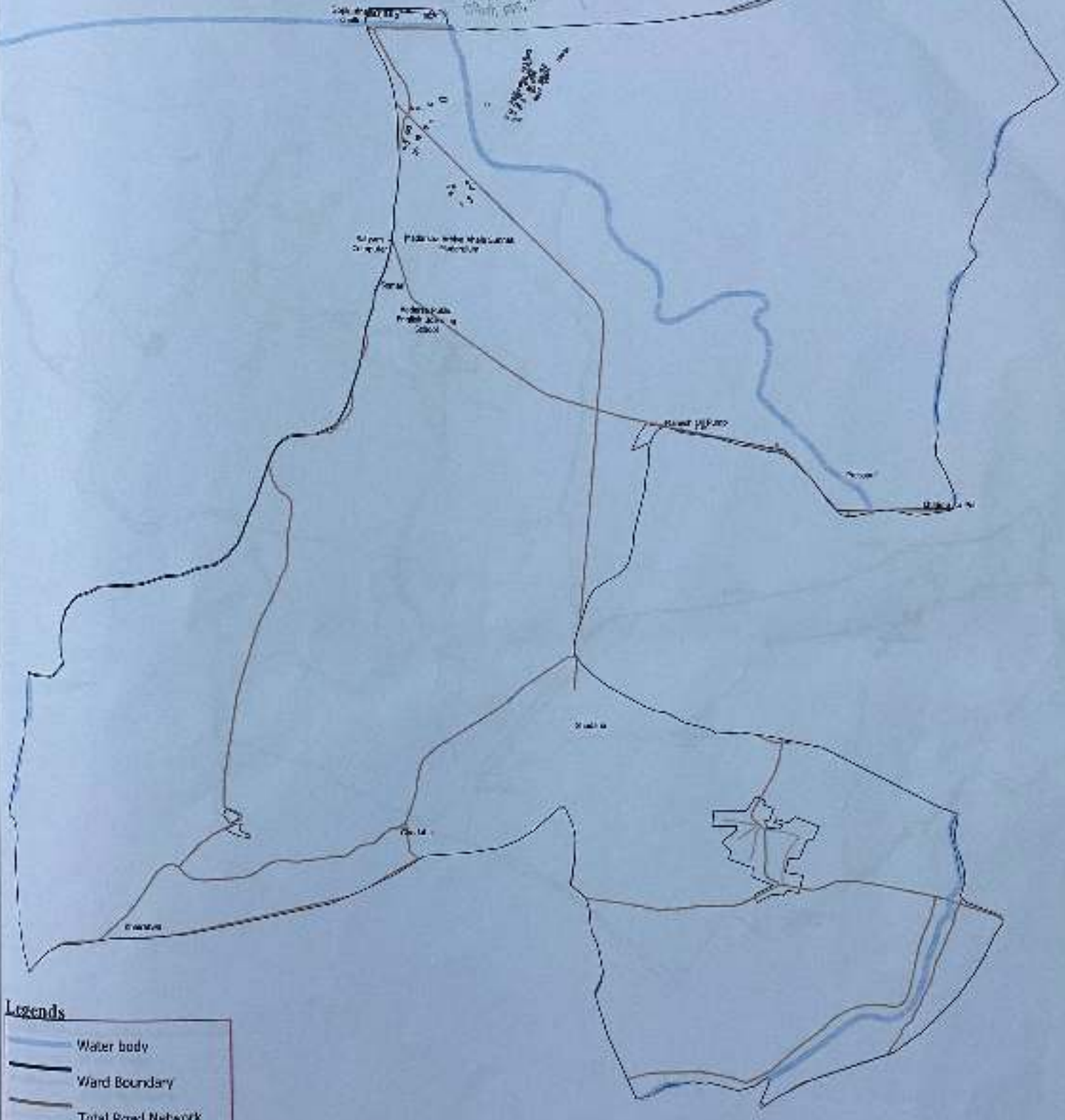


Consolidated Map of Ward-2 Road Network

Pratappur Rural Municipality, Nawalparasi-west



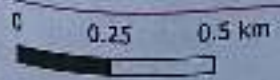
जस संघ संघ
संघ





Legends

- Water body
- Ward Boundary
- Total Road Network

Projection System
 Coordinate System: Modified UTM44
 Datum: Everest Adj. 1957
 False Easting: 500,000.0000
 False Northing: 0.0000
 Units: Meters
 Spheroid of Datum: 0.0000
 Central Meridian: 84.0000
 Map No.: 2



Name of Office: Pratappur Rural Municipality, Nawalparasi (Barbighat Susta West)
 Project Name: Preparation of Rural Municipal Transportation Map of Pratappur Rural Municipality, Nawalparasi (Barbighat Susta West)
 Consultant: Doshilal Shrestha Consult Pvt. Ltd., New Baneswar, Kathmandu
 Source: Department of Roads, DOR, Field Survey/Digital



Consolidated Map of Ward-5 Road Network

Pratapapur Rural Municipality, Nawalparasi-west



उद्योग वाणिज्य
सचिवालय

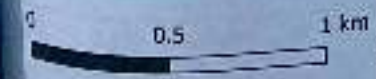


- Legends**
- Water body
 - Ward Boundary
 - Total Road Network

Projection System
 Coordinate System: Modified UTM-44
 Datum: Everest Adj. 1972
 False Easting: 500,000.0000
 False Northing: 0.0000
 Scale: Meters
 Units of Origin: 0.0000
 False Meridian: 0.0000
 Units: Meters



Name of Office: Prapatapur Rural Municipality, Nawalparasi (Bardaghat Susta West)
 Project Name: Preparation of Rural Municipal Transportation Masterplan of Prapatapur Rural Municipality, Nawalparasi (Bardaghat Susta West)
 Consultant: Budhahatmi Consult. Pvt. Ltd., New Bhaneshwor, Kathmandu
 Source: Department of Roads, DoR, Field Survey, Dohlar



Consolidated Map of Ward-6 Road Network

Pratappur Rural Municipality, Nawalparasi-west



उत्तर राप्ती विकास
कार्य



Legends

- Water body
- Ward Boundary
- Total Road Network

Project System
 Coordinate System: Modified CTM4
 Datum: Everest Adj 1957
 False Easting: 500,000.0000
 False Northing: 0.0000
 Units: Kilometers
 Latitude of Origin: 0.0000
 Central Meridian: 84.0000
 Map No: 17



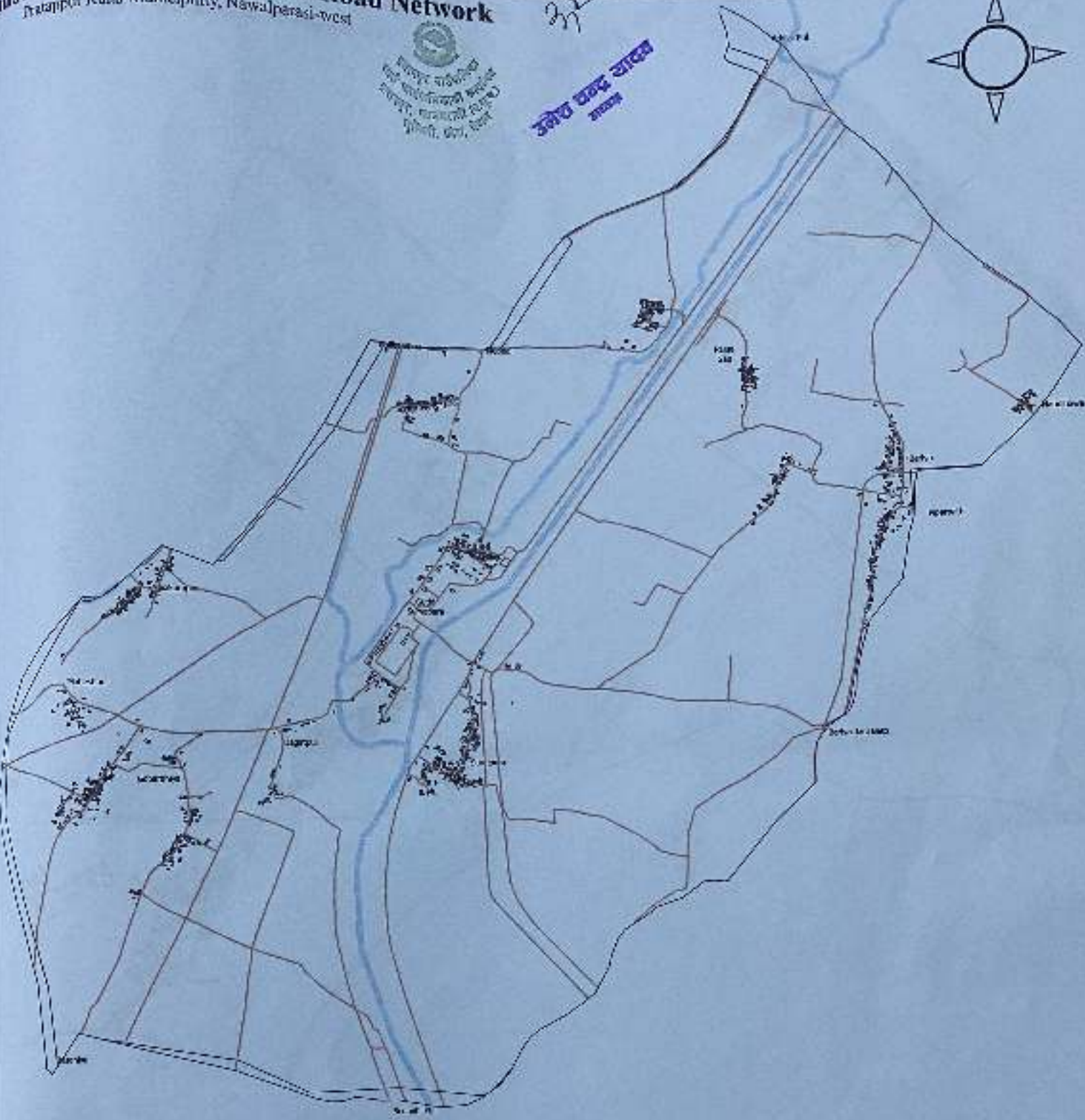
Name of Office: Pratappur Rural Municipality, Nawalparasi (Budaghat Susta West)
 Project Name: Preparation of Rural Municipal Transportation Masterplan of Pratappur Rural Municipality, Nawalparasi (Budaghat Susta West)
 Consultant: Buddhimaan Consult Pvt. Ltd., New Baneswar, Kathmandu
 Source: Department of Roads, DoR, Field Survey, Dohdar

Consolidated Map of Ward-7 Road Network

Pratappur Rural Municipality, Nawalparasi-west

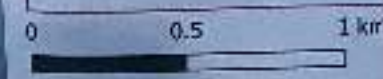


सुदूर पश्चिम प्रदेश
 नवलपरासी
 जिल्ला



- Legends**
- Water body
 - Ward Boundary
 - Total Road Network

Projections System
 Coordinate System: Modified UTM44
 Datum: Everest Adj 1947
 False Easting: 500,000.0000
 False Northing: 0.0000
 Units: Meters
 Central Meridian: 84.0000
 Map No: 6



Name of Office: Pratapur Rural Municipality, Nawalparasi (Bardaghat Suburb West)
 Project Name: Preparation of Rural Municipal Transportation Masterplan of Pratapur Rural Municipality, Nawalparasi (Farlapati Suburb West)
 Consultant: Bhadrabhanu Coastal Pvt. Ltd., New Baneswar, Kathmandu
 Source: Department of Roads, DoT, Field Survey, Dotted

Consolidated Map of Ward-8 Road Network

Pratappur Rural Municipality, Nawalparasi-west

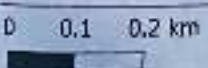
जोसु सडक योजना
समाप्त



Legends

- Water body
- Ward Boundary
- Total Road Network

Project System
 Coordinate System: Modified UTM44
 Datum: Everest Adj 1937
 GCS Easting: 500,000,000
 GCS Northing: 0,0000
 Units: kilometers
 Latitude of Origin: 0,0000
 Central Meridian: 84,0000
 Map No: 8



Location Map



Name of Office: Pratappur Rural Municipality, Nawalparasi (Bardaghat State West)
 Project Name: Preparation of Rural Municipal Transportation Masterplan of Pratappur Rural Municipality, Nawalparasi (Bardaghat State West)
 Consultant: Bisheshwari Consult Pvt.Ltd, New Baneshwar, Kathmandu
 Source: Department of Roads, DoR, Field Survey, District

Consolidated Map of Ward-9 Road Network



Pratappur Rural Municipality, Nawalparasi-west



सडक विभाग
काठमाडौं



Legends

-  Water body
-  Ward Boundary
-  Total Road Network

Project System
 Coordinate System: Modified UTM44
 Datum: Everest Adj 1937
 False Easting: 500,000.0000
 False Northing: 0.0000
 Unit: Meters
 Latitude of Origin: 0.0000
 Central Meridian: 84.0000
 Map No: 10

Location Map



Name of Office: Pratappur Rural Municipality, Nawalparasi (Bardham Susta West)
 Project Name: Preparation of Road Municipal Transporter Masterplan of Pratappur Rural Municipality, Nawalparasi (Bardham Susta West)
 Consultant: Buddhabhumi Consult Pvt.Ltd., New Baneshwor, Kathmandu
 Source: Department of Roads, DoR, Field Survey, Doodar

