



Gurans Rural Rural municipality
Office of the Rural Municipal Executive
Karnali Province
Dailekh

Preparation of Rural Rural municipality Transport
Master Plan (RMTMP)

Gurans, Dailekh

(Final Report)

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SUBMITTED BY:

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ACRONYMS/ABBREVIATIONS

DDC	District Development Committee
DTMP	District Transport Master Plan
RMIM	Rural municipality Road Inventory Map
RMRCC	Rural municipality Road Coordination Committee
NMT	Non- Motorized Transport
RMTMP	Rural municipality Transport Master Plan
RMTPP	Rural municipality Transport Perspective Plan
VDC	Village Development Committee
RMTPP	Rural municipality Transport Perspective Plan
PCU	Passenger Car Unit
DOLIDAR	Department of Local Infrastructure Development and Agricultural Roads
ToR	Terms of Reference
HH	Household
VDCs	Village Development Committees
PT	Public Transport
Min.	Minute
Km.	Kilometre
Sq. km	Square Kilometre
Ha	Hectare

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EXECUTIVE SUMMARY

Transport facilities help in developing access with the urban linkages. Road accessibility can reduce isolation, stimulate crop production and marketing activities, encourage public services and help to transfer technology. Road building has been seen to bring about notable enthusiasm and visible changes in municipal life. Road infrastructure is considered as “the infrastructure for infrastructure”. However, in the absence of notable criteria and rational guidelines, road construction is carried out in adverse manner resulting in haphazard use and wastage of limited resources. Municipal Transport Master Plan is prepared for assessing and planning the present road and transport infrastructures and facilities within the rural municipality and its surrounding.

Gurans is a rural municipality located in Dailekh District of Karnali Province of Nepal. The total area of the rural municipality is 164.79 square kilometers and the total population of the rural municipality as of 2011 Nepal census is 22,033 individuals. The rural municipality is divided into total 8 wards.

The rural municipality was established on 10 March 2017, when Government of Nepal restricted all old administrative structure and announced 744 local level units (although the number increased to 753 later) as per the new constitution of Nepal 2015. Khadkawada, Baraha, Seri, Goganpani, Piladi and Lalikanda Village development committees were incorporated to form this new rural municipality. The headquarters of the municipality is situated at Baraha

Road inventory survey was done and total length of road surveyed was 396.54 km. Out of which 58.82 is Blacktop, 100.52 km is Earthen, 213.45 km is gravel and 23.75 km is New Track.

Ward No	Blacktop	Earthen	Gravel	New Track	Total
1	13.27	5.41	38.84	1.28	58.80
2	10.85		27.54		38.39
3		17.34	22.07	0.86	40.27
4	22.83	8.04	16.85	2.00	49.72
5	11.87	29.30	34.19	16.95	92.30
6			46.05		46.05
7		40.42		2.67	43.09
8			27.92		27.92
Total	58.82	100.52	213.45	23.75	396.54

This study formulated the road hierarchy for the various roads namely Class A, B and C. Class C basically deals with access while Class A and B deal with mobility and accessibility to higher services. The minimum right of way, setback, pavement width and footpath width provisions for the different classes of roads are recommended as follows: -

Road Class	Row (m)	Setback(m)
A	>14	>2
B	>10	2
C	>6	1.5

The total lengths of Class A, B, and C roads are summarized as shown in the table below.

Class	Blacktop	Earthen	Gravel	New Track	Total
A	11.87	20.74	56.18		88.79
B		23.62	47.37	6.88	77.86
C		56.16	109.90	16.88	182.94
SRN	46.95				46.95
Total	58.82	100.52	213.45	23.75	396.54

There are total 52.97 km length of district roads and 46.95 km length of SRN passing through this rural municipality which plays important role for inter-rural municipality mobility.

SECTION 1. INTRODUCTION

1.1. Context and Background

Life in organized human settlements, which are mostly referred to as communities, is only possible if people have mobility in daily basis. Residential area is spatially separated from workplaces, major shopping is concentrated in identifiable centers, and larger entertainment and relaxation facilities are found at specific locations. They have to have accessibility. Unlike in a village, very few of these destinations are reachable on foot; at least, they tend not to be within a convenient walking distance for all.

Transport facilities help in developing access with the urban linkages. Road accessibility can reduce isolation, stimulate crop production and marketing activities, encourage public services and help to transfer technology. Road building has been seen to bring about notable enthusiasm and visible changes in life. Road infrastructure is considered as “the infrastructure for infrastructure”. However, in the absence of notable criteria and rational guidelines, road construction is carried out in adverse manner resulting in haphazard use and wastage of limited resources.

To bring coherence and proper planning in infrastructure development of the Rural municipality and its surrounding urbanizing, this study of preparation of RMTMP for Gurans will be a milestone. Formulation of Rural Municipal Transport Master Plan was initiated for assessing the present road and transport infrastructures and facilities within the Rural municipality and the surrounding. So as to be presented as proper Rural municipality or a city, it must have a very good mobility and accessibility by public or private means of transportation.

1.2. Objectives

The prime objective of this study is to prepare the Rural municipality Transport Master Plan (RMTMP) for Gurans Rural municipality. The planning approach is participatory and bottom-up from the settlement level. It will include a constructive plan to incorporate all the transportation needs and facilities for now and tomorrow. The specific objectives of the RMTMP are mentioned below:

1. Prepare the Rural municipality Inventory Map (RMIM) of all road networks.

2. Identify the major road networks linking the Rural municipality with the surrounding areas.
3. Collection of demands for new/rehabilitation transport linkages from Municipalities/settlements based on city development plan.
4. Analyze the present mobility and accessibility situation.
5. Identify and prioritize the interventions based on mobility and accessibility situation.
6. Prepare a five years Rural municipality Transport Master Plan (RMTMP).

1.3. Scope of Work

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

- a. Accessibility data Collection and Analysis.

The accessibility situation was evaluated from the settlement level and data was collected using a GPS. Various surveys were carried out to gain such data including their travel patterns, questionnaire surveys and origin-destination survey.

- b. Prepare Rural municipality Inventory Map (RMIM) of existing roads within Gurans Rural municipality.

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

- c. Road classification and Nomenclature

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

- d. Scoring criteria

The consultant shall develop scoring criteria to screen and prioritize all interventions potential interventions for proper allocation of limited budget. Scoring and

prioritization criteria shall be checked with all linkages and interventions and approved by the Rural municipality

- e. Prepare Rural Municipal Transport Master Plan (RMTMP) of Gurans Rural municipality

The consultant shall prepare Rural Municipal Transport Master plan (RMTMP) for Gurans Rural municipality with due consideration to the existing situation of: vehicular parking, travel routes, modes of transport, etc. and propose for future growth. The consultant shall prepare a base scenario of the existing road and transport network and prepare road inventory map and transport infrastructure network and management plan

The Consultant shall carry out activities and deliver services and documents as follows:

- Accessibility data Collection and Analysis
- Prepare Rural municipality Inventory Map (MIM) of existing roads within Gurans Rural municipality.
- Collection of demands for New/Upgrading/Rehabilitation transport Linkages from Wards/Settlements.
- Develop scoring criteria and its approval.
- Road Classification and Nomenclature
- Prepare Rural municipality Transport Master plan (RMTMP) of Gurans Rural municipality.

The consultant shall also conduct a depth review of the existing transportation network and management system within the municipal area and shall propose and recommend intervention to increase accessibility, mobility and safety, accordingly.

1.1. Approach and Methodology

Municipal roads are supposed to provide both access and mobility to all possible and potential areas. RMTMP will help to assist the planning of such roads to fulfil the stated objectives. Better planning is incomplete without relevant quality data and quality data can only be acquired by use of properly selected survey methods. The chapter deals with the methodological framework adopted for data collection covering all used survey method,

sampling techniques, quality and quantity of data along with data processing, analysis and presentation methodology.

1.3.1. Approach:

Municipal Transport Master Plan has been prepared using participatory bottom-up approach and differs from conventional practices of trickle-down approach. Techno-Political interface has been incorporated in the planning process, where active participation from representatives of political parties, line agencies, rural municipality officials is crucial. The Municipal Road Coordination Committee (MRCC) has been constituted as authorized legislative body of rural municipality. This body, comprising all political parties' representatives and concerned technical officials, helps in necessary policy decisions during the MTMP preparation and implementation process.

1.3.2. Methodological Framework:

The study started with preliminary planning or desk study where basic background of rural municipality is studied with help of secondary data including census data, GIS data. The study got acceleration with formation of MRCC and inspection report. Various field surveys were carried out with objective of collecting primary data on transportation network, trip characteristics and service facilities. Along with the primary data, demands for various transportation projects (construction/upgrading/maintenance) were obtained from each ward. Also, potential areas/locations for various facilities were also identified based on interaction with local people and MRCC. The scoring criteria for prioritizing road network was identified based on ToR and will be approved by rural municipality. Then, the hierarchy of roads will be purposed and perspective plan of various interventions will be purposed and analyzed based on available fund and finally physical and financial implementation plan of prioritized roads for MTMP period. After analysis, the study will come up with potential roads, that need immediate intervention and roads that need to be given consideration for effective future planning.

1.4. Primary Data Collection:

Primary information on present household and trip characteristics, traffic characteristics, existing accessibility and mobility level of settlements, prioritized road network required for each ward are obtained via various reliable methods. Tracking of the existing road network

along with detail information of its width, surface type and possible intervention required for the effectiveness of services is also carried out.

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

- Road Inventory Survey
- Public Transport and Services Study

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

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

1.5. Data Processing, Analysis and Presentation of Reports

Data collected at field were first entered at MS office tools (MS excel and Word) and GIS database. All the complete and reliable sets of data were transformed into useable information and the present scenario of rural municipality are shown through graphs, figures and tables. Population and traffic were forecasted for the MTMP and MTPP time period.

1.6. Digital Name Coding

Digital Name is a code given to each road which is unique and generated by an order of alphabetical and numerical digits. Each code is different to the other and forms the basis of differentiating from other road.

The first step taken in naming the streets is to identify the start and end point of a street. This was done with the help of municipal officials and local participation. A start point may be defined as a point located in the western end of a street, if the street is aligned in the West-East alignment and vice-versa. Similarly, in case of a street aligned in the North-South alignment, the start point shall be located in the Northern end of the street.

If the alignment of a street is not exactly North-South or West-East then the start point is defined by the angle by which a street is deviated from the North-South or the West-East line.

If a street's deviation is within 45 degrees from North-South line then its start point shall be on the Northern end, else on the Western end of the West-East line. Although the above convention was followed, the situation of streets in some places can imply the method to be impractical. Hence, major service centres and markets or thoroughfares are also considered as the reference point for start point of a street.

After the designation of the start and end points, streets are assigned a unique code in the format A010101. The first letter in the Code represents a major road network (SRN, DRCN or Feeder Roads) in the rural municipality, which shall be taken as the reference for the Digital Name Coding of the municipal roads. The 2nd and 3rd number represent the number of primary branches from this major road network. Similarly, 4th and 5th number represent the number of secondary branches from the primary branches linking the major road and so on which maintains a hierarchy in coding. Each code may contain 1 letter only to a combination of 15 numbers and letters or more.

While coding, the streets branching from the main streets to the left are given only odd numbers (A01 or A13) and those branching from the right are given even numbers (A02 or A10). The major issue in Digital Name Coding process arises in the coding of new roads in the future. This issue is important as the codes are allocated progressively to each street and any new street shall be given a subsequent code after the last assigned code depending upon the left or right side of the street. The new Digital codes will break the continuity of the Digital naming of the streets but whatsoever these codes will be used for computer database as the local people only use street names for the recognition of the roads in the rural municipality.

1.7. Scoring Criteria for Prioritization

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

Table 1: Scoring Criteria for prioritization of municipal roads

S.N	Scoring Criteria	Scoring Unit	Score
1	Link providing service to large settlement areas/population	Population served/km	30
3	Link providing service to the existing service centres such as health centres, education centres (schools/campuses), offices (rural municipality office/Government office, etc.),	Number of different service sector	30
4	Priority of ward	Ranking of priority from 1 to 5	20
5	Link providing service Hierarchy of Roads.	Connection to the type of Roads	20
Sub Total			100

SECTION 2. REVIEW OF EXISTING INFRASTRUCTURE SITUATION

The chapter deals with the present condition and scenario of the rural municipality based on various primary and secondary data sources. Socio-economic, trip, land use and transportation characteristics are basically dealt in this chapter along with analyzing accessibility and mobility scenario within the rural municipality. The basic data source of the analysis is the collected primary data.

2.1. Location

Gurans is a rural municipality in Dailekh District in the Karnali Province of central Nepal. The rural municipality was established on 10 March 2017, when Government of Nepal restricted all old administrative structure and announced 744 local level units as per the new constitution of Nepal 2015.

Khadrakwada, Baraha, Seri, Goganpani, Piladi and Lalikanda Village development committees were incorporated to form this new rural municipality. The total area of the rural municipality is 164.79 square kilometres (63.63 sq mi) and the total population of the rural municipality as of 2011 Nepal census is 22,033 individuals. The rural municipality is divided into total 8 wards.

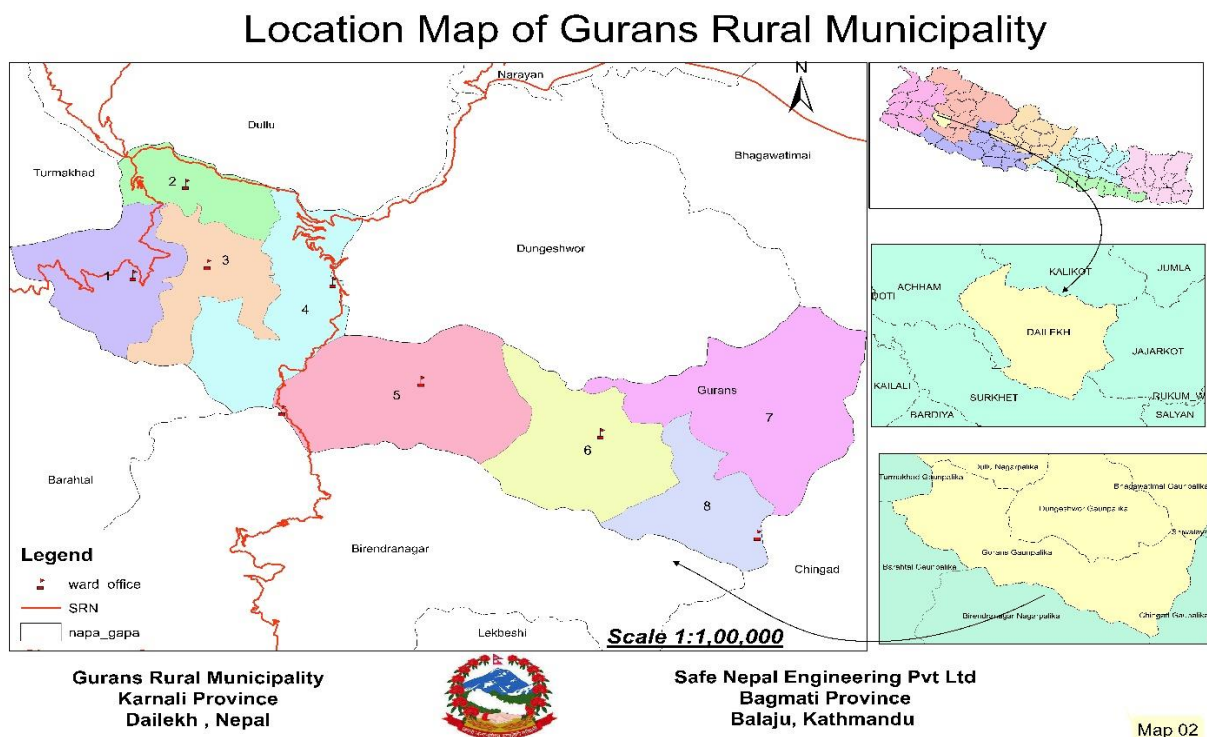


Figure 1: Location map of study area

2.2. Socio-demographic

Population of this rural municipality in the year of 2021 AD is 21189 out of which 10402 are male and 10787 are female. The population of this rural municipality ward wise is as follows:

Table 2: Population of Gurans Rural municipality

Wards	Household	Total	Male	Female	Area(sq.km.)
1	509	2131	992	1139	17.17
2	550	2733	1313	1420	10.33
3	564	2622	1266	1356	13.94
4	799	3327	1648	1679	22.62
5	732	3421	1709	1712	30.31
6	568	2793	1387	1406	22.5
7	395	1901	965	936	32.73
8	424	2261	1122	1139	14.32
Total	4541	21189	10402	10787	163.92

(Source: National Population Census 2021, CBS Nepal).

2.3. Land use condition

Almost 59% of total land is covered with forest and remaining categories with respective percentages are given in table below:

Table 3: Land use condition in the study area

Category	Percentage %
Barren Land	0.01
Bush	6.55
Cultivation	29.31
Forest	58.26
Grass	5.05
Pond or Lake	0.00
River/Waterbody	0.16
Riverbed	0.67
Grand Total	100

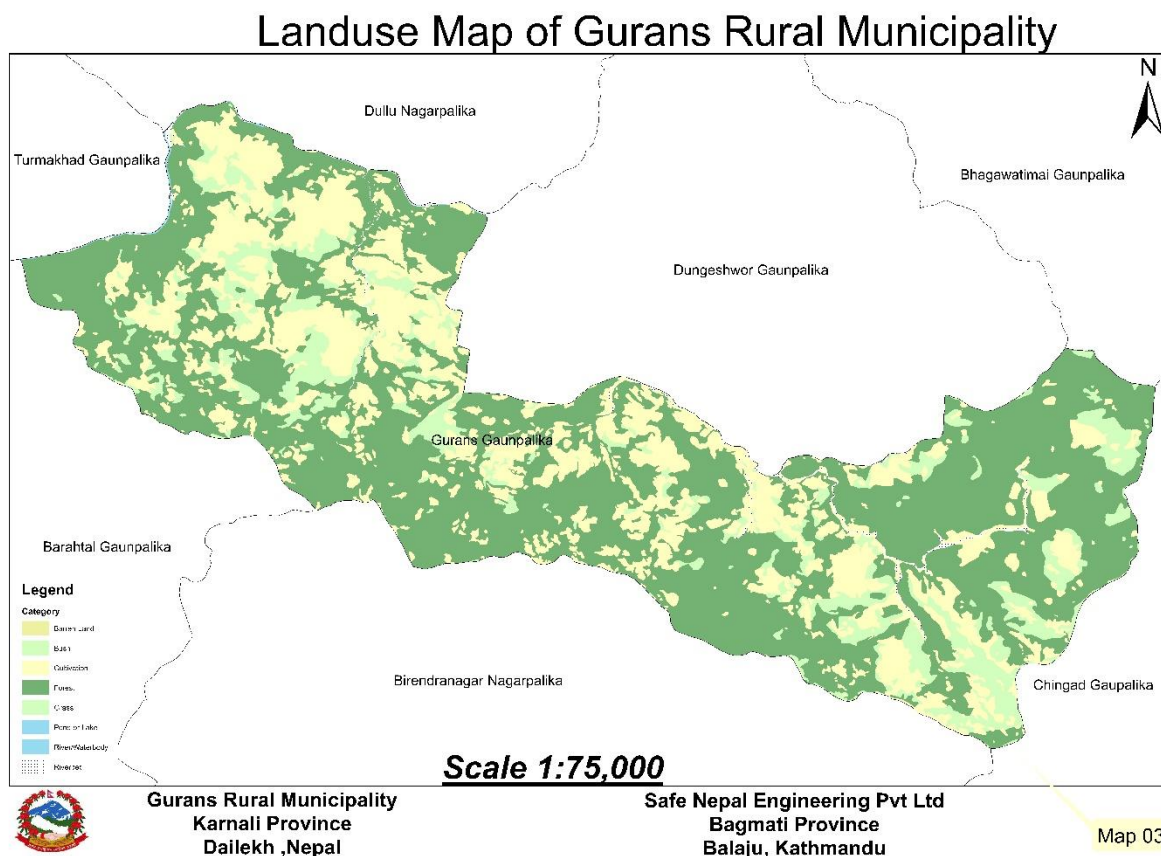


Figure 2: Landuse map of study area

2.4. Transportation

a. Road inventory

For the collection of existing road infrastructure data, GPS survey was used and total length of road surveyed was 372.79 km. The earthen road of 100.52 km need upgradation.

Table 4: Existing Road condition (Ward-Wise)

Ward No	Blacktop	Earthen	Gravel	Total
1	13.27	5.41	38.84	57.52
2	10.85		27.54	38.39
3		17.34	22.07	39.41
4	22.83	8.04	16.85	47.72
5	11.87	29.30	34.19	75.35
6			46.05	46.05
7		40.42		40.42
8			27.92	27.92
Total	58.82	100.52	213.45	372.79

Inventory Map of Gurans Rural Municipality

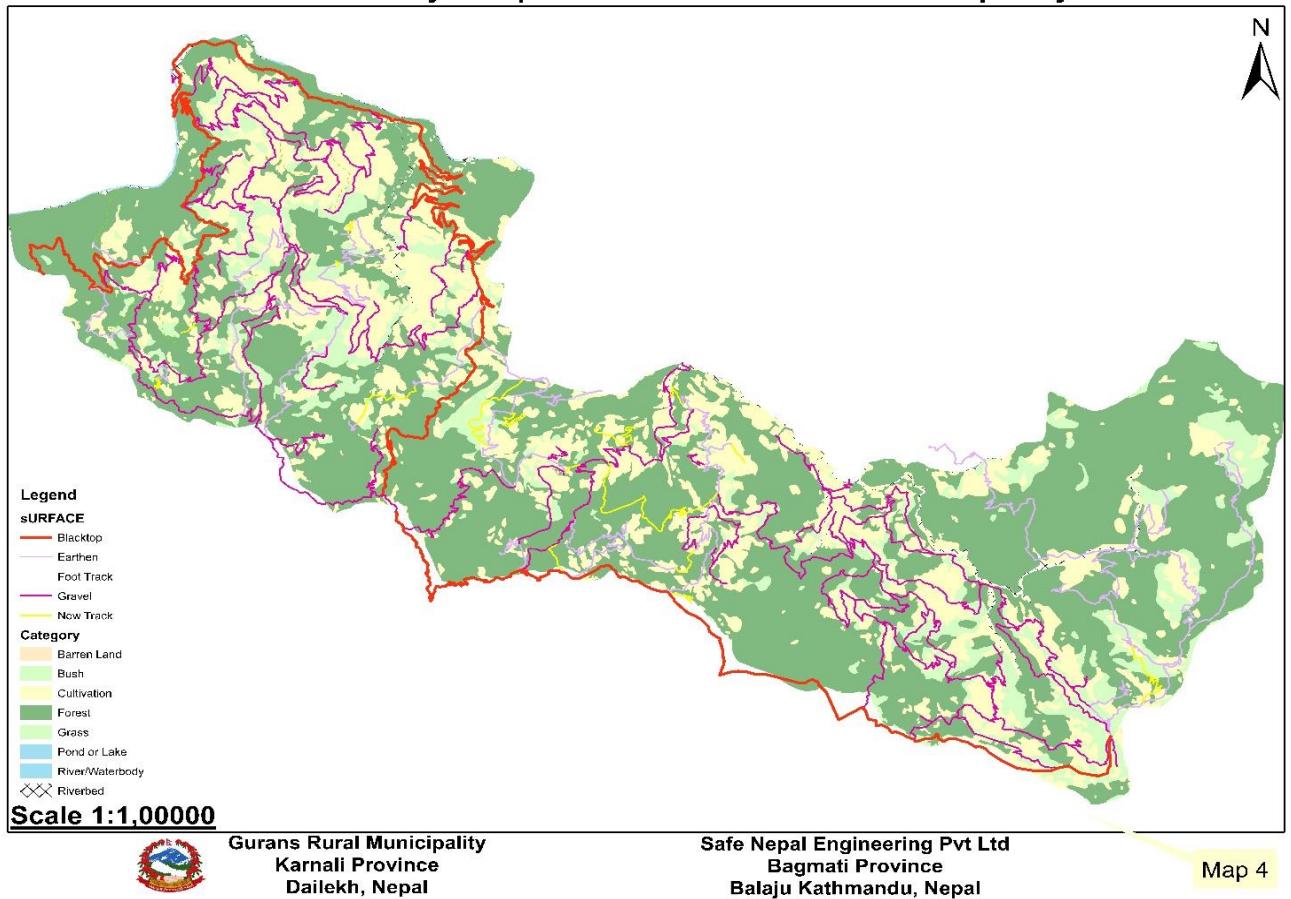


Figure 3: Inventory map of study area

Table 5: Ward-wise Road Density

Ward No	Population	Area (Sq. Km)	Road (In Km)	Road Per Sq. Km	Road per 1000 Population
1	2131	17.17	57.52	3.35	26.99
2	2733	10.33	38.39	3.72	14.05
3	2622	13.94	39.41	2.83	15.03
4	3327	22.62	47.72	2.11	14.34
5	3421	30.31	75.35	2.49	22.03
6	2793	22.5	46.05	2.05	16.49
7	1901	32.73	40.42	1.24	21.26
8	2261	14.32	27.92	1.95	12.35
Total	21189	163.92	372.79	2.27	17.59

Table 6: DRCN and SRN within rural municipality and length in each ward

Road Name/Type	Wards						Total
	1	2	3	4	5	7	
DRCN	4.44		4.18	4.40	23.60	16.34	52.97
Dharma khokara bazer -markha kafal mala-Ratanagla-Patal khola-Gurans Bazar road	4.44				11.87	16.34	32.66
Patikalla ,dobato bazer to gurausha road			4.18				4.18
Rauta galchaina-warda office to baiurakhat bazer					11.74		11.74
Seri bada ko sostha bata dobato bazer sama ko road				4.40			4.40
SRN	13.27	10.85		22.83			46.95
Karnali Rajmarg	13.27	10.85		22.83			46.95
Total	17.72	10.85	4.18	27.23	23.60	16.34	99.92

According to the District Transport Master Plan (DTMP) of Dailekh district prepared in the year of 2013, four roads of total length 52.97 km of this rural municipality are listed as district road core networks (DRCN) which are under the responsibility of the District Development Committee.

b. Road Priority

From the ward level workshop, the most demanding five roads for each ward are collected and these roads will be used for the road priority and while developing road hierarchy. The roads sections based on the data obtained from ward is presented below:

Table 7: Name of Prioritized Road (Ward Wise)

Road Name	Priority				
	1	2	3	4	5
Ward 1					
Brathan Mandir Road	0.44				
Dharma khokara bazer -markha kafal mala-Ratanagla-Patal khola-Gurans Bazar road		13.86			
Karnali Rajmarg			13.27		
Maine khola , gayala ghadi to badu gau				7.31	
Chautara to patikalla road					9.36
Ward 2					
Ward 2 office to Khadgawada Health Post Road	3.41				
Sauli Bazar-Ward 2 Office-Dauti Yesthan-Seti Bada Road		10.70			
Duda pokhara , dubari, tehari than , rani ban road			2.76		

Road Name	Priority				
	1	2	3	4	5
School bata chaur jana road				0.44	
Karnali Rajmarg					10.85
Ward 3					
Patikalla-chharchi gau -sati bada -teyadi	4.35				
ward number 4 bata kum khola-ward 3-santi mavi-gungra khola road		8.54			
Chchain danda , talo thar sari gau road			2.03		
Patikalla ,dobato bazer to gurausha road				4.18	
talo thari gau to rati khola sama ko road					3.65
Ward 4					
ward number 4 bata kum khola-ward 3-santi mavi-gungra khola road	4.14				
Gurausha bazer to laxmi pravi school		2.94			
Sakindhara gau to rani bana sama ko road			2.27		
Shanti mavi - Dobato				2.55	
Karnali Rajmarg					22.83
Ward 5					
Bubairakhe-Bhairi-Sana Kadha	10.07				
Rauta galchaina-warda office to baiurakhat bazer		11.74			
Zero Point- Ward 5-Ghoda bass ko Bazar			13.10		
Bhari khor chowk to aalyati gaira road				3.26	
Dharma khokara bazer -markha kafal mala-Ratanagla-Patal khola-Gurans Bazar road					11.87
Ward 6					
Bhuichura-Bagaura-Puliya	13.72				
Dhan Takuri-Milan Chowk-0Thati-Masta Mandir-Garche Khola to Kuli		7.31			
Zero point to lamjaula gaau road			3.39		
Churtani chowk road				1.48	
Pati halana Ping halana to jana kalyan road					3.44
Ward 7					
Dharma pokhara , chota phokara to jumra gau road	2.62				
Ghumna beshau chowk ,sadhala,okhalani gau road		7.33			
Khala Tahu to lali Khola			6.04		
lali khola to dhora bana road				4.24	
Chadani bazer to khureya, bahuna gau road					3.13
Ward 8					

Road Name	Priority				
	1	2	3	4	5
Dhan Takuri-Milan Chowk-0Thati-Masta Mandir-Garche Khola to Kuli	6.51				
Thati Khola Chowk to malika Ma Bi		4.35			
Dhan Takuri-Milan Chowk-0Thati-Masta Mandir-Garche Khola to Kuli			6.16		
Ghau Pokhari- Garga Gaau-Sarasothi Mandir				4.48	
Dharam Pokhara Bazar Road					0.82

2.5. Review of previous RMTMP

Previous RMTMP was done at December of 2017 which had survey of 288.27 km of roads having 23.94 km Gravel roads, 213.33 km Earthen roads, 51 km Blacktopped roads. Furthermore, 81.78 km of roads were proposed at that time. Survey length of road now has been increased by 184.52 km, making it a total of 472.79 km of roads in this RMTMP. Only 23.75 kms of roads have been proposed this time. Comparing the data of both RMTMPs, we can clearly see that most of the previous earthen roads have now been Graveled. And same as of previous RMTMP, roads are classified into three different classes i.e. A, B and C.

Table 8: Comparison of Road Surface

Road Surface	Length (In KM)	
	Then	Now
Earthen	213.33	100.52
Gravel	23.94	313.45
Blacktopped	51	58.82
Total	288.27	472.79

Table 9: Comparison of Road Class

Road Class	Length (In KM)	
	Then	Now
A	125.57	88.79
B	43.01	77.86
C	130.47	182.94
Total	299.05	349.59

SECTION 3. RURAL MUNICIPALITY TRANSPORT NETWORK PLANNING

3.1. Road Classification

Roadways serve a variety of functions, including but not limited to the provision of direct access to properties, pedestrian and bicycle paths, bus routes and catering for through traffic that is not related to immediate land uses. Many roads serve more than one function and to varying degrees, but it is clear that the mixing of incompatible functions can lead to problems. Thus, it is important to distinguish road 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 tool of road network and land use planning to asset management.

Road hierarchy restricts or reduces direct connections between certain types of links, for example residential streets and arterial roads, and allows connections between similar order streets (e.g., arterial to arterial) or between street types that are separated by one level in the hierarchy (e.g., arterial to highway and collector to arterial.) These hierarchical distinctions of road types become clearer when considering the recommended design specifications for the number of through lanes, design speed, intersection spacing and driveway access.

A well-formed road hierarchy will reduce overall impact of traffic by concentrating longer distance flow onto routes in less sensitive locations, ensuring land uses and activities that are incompatible with traffic flow are restricted from routes where traffic movement should predominate and preserving areas where through traffic is discouraged.

The road hierarchy principles will assist planning agencies via orderly planning and provision of public transport routes, pedestrian and bicycle routes. It also identifies the effects of development decisions in and on surrounding areas and roadways within the hierarchy and also facilitates 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.

This study also formulates the road hierarchy for the various roads. After going through large number of literatures, the study has proposed four level hierarchy roads namely Class A, B, C

and D. Class C and D basically deals with access while Class A and B basically deals with mobility and accessibility to higher services.

Based on various literature, the recommended right of way of ToR doesn't seem to be justifiable one as there is necessity of arterial road within the rural municipality. Also, the road space needs to be distributed to all road users equally with provision of green belt, cycle track thus there need to be a provision for green belt cycle track and footpath. After proper study the RoW of 14, 10, 8 and 6m is recommended for class A, B, C and D road respectively.

Type of City	Criteria	ROW based on Road Hierarchy (m)				
		Expressway	Arterial	Sub arterial	Collector	Local
Sub city	10,000-40,000	-	-	30	20	10
City	40,000- 100,000	-	50	30	20	10
Sub Metro City	100,000-300,000	50	30	20	10	10
Ref: Planning Norms and Standard 2015, GoN, DUDBC						
ROW based on Road Hierarchy (m)						
Expressway	Arterial	Sub arterial		Collector	Local	
-	50-60	30-40		20-30	10-20	
Ref: Nepal Urban Road Standard 2068						
	Standard	Cycle Track	Footpath (Minimum)	Median Strip		
	NURS 2068	2 m on both side	2 m on both side	5 m		
	NRS 2070	2 m on both side	1.5 m on both side	5 m		

Table 10: Comparison of Criterion of Road hierarchy

Criteria	Class A	Class B	Class C
Purpose	Mobility	Mobility and control access	Access and mobility
Function	Through and long-distance movement	Connection between Class A and C roads; and also Provide alternative connection routes between Class A	Connects higher order roads and mobility to local trips
	High network coverage	Support through movement of traffic	Access to property

Criteria	Class A	Class B	Class C
	Segregated NMT facilities and Bus lay-bys	Segregated NMT facilities and Bus lay-bys	Segregated NMT facilities
	Complete access to public transport	High access to public transport	Limited access to public transport
Maintenance Responsibility	Rural municipality	Rural municipality	Rural municipality & Community
Design Speed (Kmph)	40	30	25
Minimum Right of Way(m)	14	10	6
Extra width at curve (m)	6	2	1.5
Setback distance (m)	2	1.5	1.5
Access Control	Applicable	Applicable	Not Applicable
Public transport services	Local Public transport	Local Public transport	No public transportation

Class A road

All major roads which connect one or more major Growth Centres (market, tourism Centre, industry, etc.) or several Wards with high network coverage, connected directly or through the National Strategic Road Network or district road falls on the road class A. The proposed right of way for this class of road is 14m which includes footpath, greenery, and the carriageway.

Table 11: List of Class A roads (ROW=14m)

SN	Code	Road Name	Length (In KM)				Grand Total
			Blacktop	Earthen	Gravel	New Track	
1	A001	Dharma khokara bazer -markha kafal mala-Ratanagla-Patal khola-Gurans Bazar road	22.24	18.17	13.86		54.28
2	A002	Bhuichura-Bagaura-Puliya			13.72		13.72
3	A003	Rauta galchaina-warda office to baiurakhat bazer			11.74		11.74
4	A004	ward numbar 4 bata kum khola-ward 3- santi mavi-gungra khola road			12.68		12.68
5	A005	Seri bada ko sostha bata dobato bazer sama ko road		4.40			4.40
6	A006	Patikalla ,dobato bazer to gurausha road			4.18		4.18

Class B Road

All roads which connect to a major road network and other roads of similar hierarchy with a road connecting major Growth Centre of the same or neighbouring wards which provide access between Class A and class C road falls on the category of class B. The right of way of this class road is 10m.

Table 12: List of Class B roads (ROW=10)

SN	Code	Road Name	Length (In KM)				Grand Total
			Blacktop	Earthen	Gravel	New Track	
1	B001	Ghumna beshau chowk- sadhala-okhalani gau road		7.33			7.33
2	B002	Dhan Takuri-Milan Chowk-Thati-Masta Mandir-Garche Khola to Kuli			19.98		19.98
3	B003	Bubairakhe-Bhairi-Sana Kadha		9.28		0.78	10.07
4	B004	Zero Point- Ward 5-Ghoda bass ko Bazar		8.78		6.09	14.87
5	B005	Maine khola-gayala ghadi to badu gau			7.31		7.31
6	B006	Chautara to patikalla road			9.36		9.36
7	B007	Sauli Bazar-Ward 2 Office-Dauti Yesthan-Seti Bada Road			10.72		10.72

Class C Roads

All other small roads present inside the rural municipality lie under class C roads. Such roads provide service to very small population and are for mobility inside a small area. The proposed right of way for class C roads is 6 m.

Table 13: List of Class C roads (ROW=06)

SN	Code	Road Name	Length (in KM)				Total
			Blacktop	Earthen	Gravel	New Track	
1	C001	Demura chowk bata school sama ko road		1.52			1.52
2	C002	lali khola to dhora bana road		4.24			4.24
3	C003	Khala Tahu to lali Khola		6.04			6.04
4	C004	Mathan bata thana takura road		1.87			1.87
5	C005	Chadani bazer to khureya , bahunu gau road		0.47		2.67	3.13
6	C006	Dharma pokhara , chota phokara to jumra gau road		2.62			2.62
7	C007	Dharam Pokhara Bazar Road			0.82		0.82
8	C008	Thati Khola Chowk to malika Ma Bi			4.35		4.35
9	C009	dobata bata gangi mara jana road			0.71		0.71
10	C010	talo khanara jana road			0.63		0.63
11	C011	Ghau Pokhari- Garga Gaau-Sarasothi Mandir			4.48		4.48
12	C012	Garcha Khola Road			2.49		2.49
13	C013	Garnja Chowk - Jhyanje Chowk			0.98		0.98
14	C014	Jhyanje Chowk Road			0.79		0.79
15	C015	Pati halana Ping halana to jana kalyan road			3.44		3.44
16	C016	Jay janta sec school road			1.37		1.37
17	C017	bagura chowk- bhagapati tool to milan chowk			4.47		4.47
18	C018	dhan takura chowk to kun tada sama ko road			2.67		2.67
19	C019	Raga danda chowk to naula road			2.42		2.42
20	C020	Ward 6 office to raga gaau road			1.81		1.81
21	C021	Zero point to lamjaula gaau road			7.03		7.03
22	C022	churtani chowk road			1.48		1.48
23	C023	Jungle kuna chowk to kota sama ko road			1.82		1.82
24	C024	Tarsha bata chowk , rana bon sama ko road			2.13		2.13
25	C025	Krishna mavi bata chameri gufa road		0.71		0.52	1.22
26	C026	Ping danda to chahari gau sama ko roah			0.93		0.93
27	C027	Bhari khor chowk to aalyati gaira road			3.26		3.26
28	C028	Bhari khota chowk , chafla danda sama ko road			0.71		0.71
29	C029	thuli beshau to kuti mandir row				0.81	0.81
30	C030	Durga devi- Malika Pravi-Mosura danda chowk		4.19		0.91	5.10
31	C031	Durga devi- Malika Pravi-Mosura danda chowk		0.41	1.76		2.16
32	C032	Kanxi Bazar- Danda Pokhara gaau		2.46			2.46
33	C033	Kanxi Bazar- Danda Pokhara gaau		0.69			0.69
34	C034	kanxi Bazar road				0.86	0.86
35	C035	Hataru Bas Chowk Road		2.15			2.15
36	C036	hataru bas , negal pani to gaurava marja road			3.04		3.04
37	C037	Mostha Than Road			1.30		1.30
38	C038	Shahi tol bata aashauja sama ko road				2.19	2.19
39	C039	Bhairi Gaau- Kuti Gaau to Chahara Khola Road			1.99		1.99
40	C040	Bhutakahni- Nautala Gaau road		2.40			2.40
41	C041	Salari Danda Pravi Road				1.61	1.61

SN	Code	Road Name	Length (in KM)				Total
			Blacktop	Earthen	Gravel	New Track	
42	C042	Bhutakani bata dopaka gau veti khola sama road				3.17	3.17
43	C043	Prabhu Bank to Sasna Khola road			5.84		5.84
44	C044	Gurausha bazer to laxmi pravi school			2.94		2.94
45	C045	Shanti mavi - Dobato			2.55		2.55
46	C046	Kirshe firm , nigal pani ,daura ghadi road		3.64		2.00	5.64
47	C047	Sakindhara gau to rani bana sama ko road			2.27		2.27
48	C048	Mallo mod to ratikhola road			2.49		2.49
49	C049	Suwoa Pokhari chowk Road			0.70		0.70
50	C050	Chesta paani to sari bada chauki			1.76		1.76
51	C051	talo thari gau to rati khola sama ko road		3.33		0.33	3.65
52	C052	Puna kota chowk road		1.09		0.53	1.63
53	C053	Kuti khola- Puna kota chowk		1.09			1.09
54	C054	Chchain danda , talo thar sari gau road		2.03			2.03
55	C055	Patari chowk road			0.79		0.79
56	C056	Bhuta khola , chain danda sama ko road			2.04		2.04
57	C057	Ghumti chowk- guwalla chowk road		2.16			2.16
58	C058	Ghumti chowk- ala pane sama ko road			2.17		2.17
59	C059	Ghumti chowk ,damar sama ko road		3.68			3.68
60	C060	ward office , tara khasa sama ko road		0.40			0.40
61	C061	Khana khama , patikalla sama ko road		3.58			3.58
62	C062	Khadka bata to kalo khola sama ko road			3.00		3.00
63	C063	Brathan Mandir Road				0.44	0.44
64	C064	Sungur khal samako bato		0.87		0.84	1.71
65	C065	Safti to patal khola road		3.17			3.17
66	C066	Mosta mandir to GV Chowk		1.37			1.37
67	C067	ward numbar 1 to bhagapati school road			2.70		2.70
68	C068	Pepal boad chautara to dadema gau road			1.55		1.55
69	C069	magala puna motar bato			1.06		1.06
70	C070	Ward 2 office to Khadgawada Health Post road			3.41		3.41
71	C071	Lumchudi gau-Chepli khanla to tower samma road			1.43		1.43
72	C072	Raseni gaira-chahala-naulasing road			3.70		3.70
73	C073	School bata chaur jana road			0.44		0.44
74	C074	Khadka chowk-Mai mandir to Rasane gaira chowk			3.59		3.59
75	C075	Dauti Yesthan to Durga Mavi raod			1.49		1.49
76	C076	Duda pokhara , dubari, tehari than , rani ban road			2.76		2.76
77	C077	Patikalla-chharchi gau -sati bada -teyadi			4.35		4.35

SECTION 4. PERSPECTIVE PLAN OF RURAL MUNICIPALITY TRANSPORT NETWORK

4.1. RMTMP Process

4.1.1. Process and procedure for collection of demand

For the collection of ward road demand, ward level workshop on each ward was conducted. With discussion with the concerned stakeholders of each ward, five roads from each ward with their significance were selected as the ward road for the RMTMP period.

4.1.2. Scoring system for screening, grading and prioritization

As the financial resources of rural municipality is less as compared to the demand of people there is always conflict among the leaders from different parts for the development of road infrastructure. For this we have to prioritize roads, based on the certain conditions. For this RMTMP, we have adopted the criteria given by the ministry with discussion and minor modification with the concerned stakeholders. Based on these criteria, municipal and ward roads have been prioritized class wise. The details of prioritization criteria are explained previously on this report.

4.1.3. Possible inter-rural municipality/district linkages

This rural municipality is supported with 46.95 km long SRN which is under construction by Department of Road and 52.97 km long district roads (after the re-structure of local authorities, the construction and repair-maintenance work of DRCN is not yet finalized under whom these projects are). These SRN and district roads mainly serve for the inter rural municipality and inter district mobility. The municipal roads planned on this MTMP also serves for inter-rural municipality/district mobility.

4.1.4. Interventions for RMTPP

a. Maintenance

Maintenance refers to the actions required to repair a road and keep it in good and passable condition. For RMTMP planning purposes standard costs per kilometer for each maintenance

type are applied to the entire road network, whereby for certain maintenance type's distinction is made according to the surface type of the road. Maintenance activities include:

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

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

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

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

b. Improvement

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

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

4.2. Perspective Plan of RMTTP

4.2.1. Vision of RMTTP

“Gurans Rural municipality will provide safe, reliable, efficient and accessible transportation system.”

4.2.2. Goal of RMTTP

To develop environment friendly and geologically sustainable road infrastructure to increase the accessibility and mobility of the people.

4.2.3. Objectives of RMTTP

1. to develop and expand a balanced road network so that the total transport cost is minimum.
2. to ensure smooth traffic movement through appropriate measures for protection, maintenance and road safety.

4.2.4. Policy of RMTTP

- RMTMP will consider three broader aspects of economic, social, and environmental issues for sustainable transport management.
- RMTMP will employ management aspect interconnects the broader principles of mobility, assets, safety, and technology.
- RMTMP will manage the whole transport system with an integrated approach.

4.2.5. Programs of RMTPP

To achieve above goal and objectives, RMTPP adopted strategies under the policy framework as follows:

- A network operation plan will be prepared for implementing RMTMP.
- Traffic standards and systems will be developed and established.
- Safety technology and measures will be installed on the whole roads.
- Public Information system will be set up to access information about road assets quality and standard.
- The road construction standards will be improved, checked, and monitored with a punishment and reward system.
- Vehicle and Passengers insurance will be made mandatory.
- Mass transportation system will be preferred instead of private vehicles.

SECTION 5. CONCLUSION AND RECOMMENDATION

Rural Municipality Transport Master Plan final report has been prepared for Gurans Rural municipality. A series surveys for data collection, series of different level interaction with the locals and various authorities was conducted. The map of MIM, MTPP and other maps are prepared. The inventory shows that majority of roads are narrow and earthen and needs maintenance and upgrading. This is in line with the demand by the wards. Access to facilities is hindered due to lack of reliable and safe public transport services within the rural municipality.

This rural municipality has huge potential for infrastructure development and socio-economic growth. Recently the development of urban area is faster in this rural municipality as compared to other but this development is haphazard. Development without planning would be dangerous for future. So, proper and timely planning and implementation of urban development is needed for this rural municipality. There are good possibilities of internal and external tourism but due to poor road network and inefficient public transportation facilities, this is lacking.

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ANNEX 1- WARWISE ROAD LIST

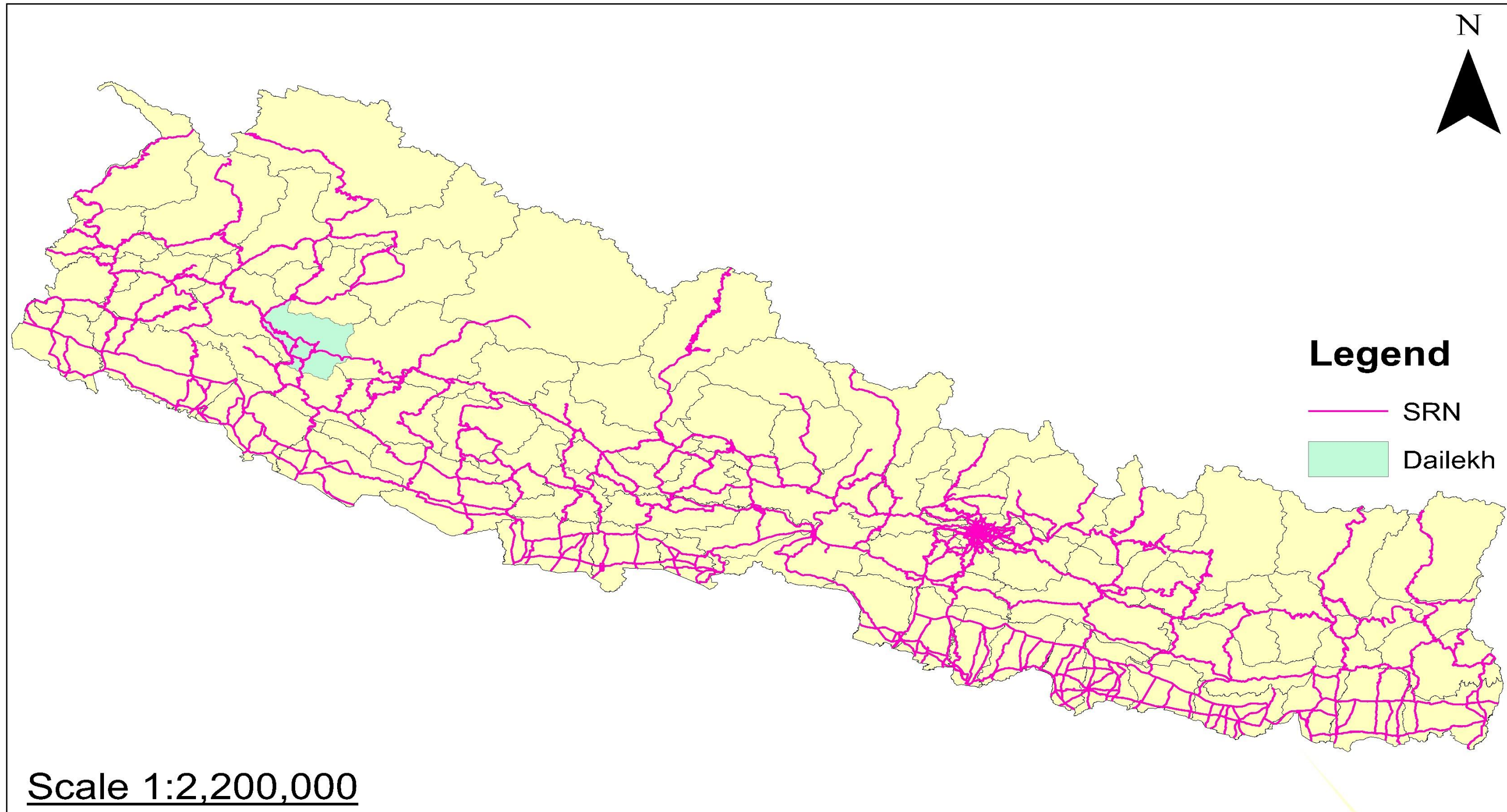
Code	Road Name	Blacktop	Earthen	Gravel	New Track	Total
	Ward 1	13.27	5.41	38.84	1.28	58.80
A001	Dharma Pokhara bazer -markha kafal mala-Ratanagla-Patal khola-Gurans Bazar road			13.86		13.86
B005	Maine khola , gayala ghadi to badu gau			7.31		7.31
B006	Chautara to patikalla road			9.36		9.36
C062	Khadka bata to kalo khola sama ko road			3.00		3.00
C063	Brathan Mandir Road				0.44	0.44
C064	Sungur khal samako bato		0.87		0.84	1.71
C065	Safti to patal khola road		3.17			3.17
C066	Mosta mandir to GV Chowk		1.37			1.37
C067	ward numbar 1 to bhagapati school road			2.70		2.70
C068	Pepal boad chautara to dadema gau road			1.55		1.55
C069	magala puna motar bato			1.06		1.06
SRN	Karnali Rajmarg	13.27				13.27
	Ward 2	10.85		27.54		38.39
B007	Sauli Bazar-Ward 2 Office-Dauti Yesthan-Seti Bada Road			10.72		10.72
C070	Ward 2 office to Khadgawada Health Post road			3.41		3.41
C071	Lumchudi gau-Chepli khanla to tower samma road			1.43		1.43
C072	Raseni gaira-chahala-naulasing road			3.70		3.70
C073	School bata chaur jana road			0.44		0.44
C074	Khadka chowk-Mai mandir to Rasane gaira chowk			3.59		3.59
C075	Dauti Yesthan to Durga Mavi raod			1.49		1.49
C076	Duda pokhara , dubari, tehari than , rani ban road			2.76		2.76
SRN	Karnali Rajmarg	10.85				10.85
	Ward 3		17.34	22.07	0.86	40.27
A004	Ward numbar 4 bata kum khola-ward 3-santi mavi-gungra khola road			8.54		8.54
A006	Patikalla ,dobato bazer to gurausha road			4.18		4.18
C051	talo thari gau to rati khola sama ko road		3.33		0.33	3.65
C052	Puna kota chowk road		1.09		0.53	1.63
C053	Kuti khola- Puna kota chowk		1.09			1.09
C054	Chchain danda , talo thar sari gau road		2.03			2.03
C055	Patari chowk road			0.79		0.79
C056	Bhuta khola , chain danda sama ko road			2.04		2.04
C057	Ghumti chowk- guwalla chowk road		2.16			2.16
C058	Ghumti chowk- ala pane sama ko road			2.17		2.17
C059	Ghumti chowk ,damar sama ko road		3.68			3.68
C060	ward office , tara khasa sama ko road		0.40			0.40
C061	Khana khama , patikalla sama ko road		3.58			3.58

Code	Road Name	Blacktop	Earthen	Gravel	New Track	Total
C077	Patikalla-chharchi gau -sati bada -teyadi			4.35		4.35
	Ward 4	22.83	8.04	16.85	2.00	49.72
A004	Ward number 4 bata kum khola-ward 3-santi mavi-gungra khola road			4.14		4.14
A005	Seri bada ko sostha bata dobato bazer sama ko road		4.40			4.40
C044	Gurausha bazer to laxmi pravi school			2.94		2.94
C045	Shanti mavi - Dobato			2.55		2.55
C046	Kirshe firm , nigal pani ,daura ghadi road		3.64		2.00	5.64
C047	Sakindhara gau to rani bana sama ko road			2.27		2.27
C048	Mallo mod to ratikhola road			2.49		2.49
C049	Suwoa Pokhari chowk Road			0.70		0.70
C050	Chesta paani to sari bada chauki			1.76		1.76
SRN	Karnali Rajmarg	22.83				22.83
	Ward 5	11.87	29.30	34.19	16.95	92.30
A001	Dharma khokara bazer -markha kafal mala-Ratanagla-Patal khola-Gurans Bazar road	11.87				11.87
A003	Rauta galchaina-warda office to baiurakhat bazer			11.74		11.74
B003	Bubairakhe-Bhairi-Sana Kadha		9.28		0.78	10.07
B004	Zero Point- Ward 5-Ghoda bass ko Bazar		7.01		6.09	13.10
C021	Zero point to lamjaula gaau road			3.64		3.64
C025	Krishna mavi bata chameri gufa road		0.71		0.52	1.22
C026	Ping danda to chahari gau sama ko roah			0.93		0.93
C027	Bhari khor chowk to aalyati gaira road			3.26		3.26
C028	Bhari khota chowk , chafla danda sama ko road			0.71		0.71
C029	thuli beshau to kuti mandir row				0.81	0.81
C030	Durga devi- Malika Pravi-Mosura danda chowk		4.19		0.91	5.10
C031	Durga devi- Malika Pravi-Mosura danda chowk		0.41	1.76		2.16
C032	Kanxi Bazar- Danda Pokhara gaau		2.46			2.46
C033	Kanxi Bazar- Danda Pokhara gaau		0.69			0.69
C034	kanxi Bazar road				0.86	0.86
C035	Hataru Bas Chowk Road		2.15			2.15
C036	hataru bas , negal pani to gaurava marja road			3.04		3.04
C037	Mostha Than Road			1.30		1.30
C038	Shahi tol bata aaushauja sama ko road				2.19	2.19
C039	Bhairi Gaau- Kuti Gaau to Chahara Khola Road			1.99		1.99
C040	Bhutakahni- Nautala Gaau road		2.40			2.40
C041	Salari Danda Pravi Road				1.61	1.61

Code	Road Name	Blacktop	Earthen	Gravel	New Track	Total
C042	Bhutakani bata dopaka gau veti khola sama road				3.17	3.17
C043	Prabhu Bank to Sasna Khola road			5.84		5.84
	Ward 6			46.05		46.05
A002	Bhuichura-Bagaura-Puliya			13.72		13.72
B002	Dhan Takuri-Milan Chowk-0Thati-Masta Mandir-Garche Khola to Kuli			7.31		7.31
C015	Pati halana Ping halana to jana kalyan road			3.44		3.44
C016	Jay janta sec school road			1.37		1.37
C017	bagura chowk- bhagapati tool to milan chowk			4.47		4.47
C018	dhan takura chowk to kun tada sama ko road			2.67		2.67
C019	Raga danda chowk to naula road			2.42		2.42
C020	Ward 6 office to raga gaau road			1.81		1.81
C021	Zero point to lamjaula gaau road			3.39		3.39
C023	Jungle kuna chowk to kota sama ko road			1.82		1.82
C024	Tarsha bata chowk , rana bon sama ko road			2.13		2.13
	Ward 7		40.42		2.67	43.09
A001	Dharma khokara bazer -markha kafal mala-Ratanagla-Patal khola-Gurans Bazar road		16.34			16.34
B001	Ghumna beshau chowk ,sadhala,okhalani gau road		7.33			7.33
C001	Demura chowk bata school sama ko road		1.52			1.52
C002	lali khola to dhora bana road		4.24			4.24
C003	Khala Tahu to lali Khola		6.04			6.04
C004	Mathan bata thana takura road		1.87			1.87
C005	Chadani bazer to khureya , bahuna gau road		0.47		2.67	3.13
C006	Dharma pokhara , chota phokara to jumra gau road		2.62			2.62
	Ward 8			27.92		27.92
B002	Dhan Takuri-Milan Chowk-0Thati-Masta Mandir-Garche Khola to Kuli			12.67		12.67
C007	Dharam Pokhara Bazar Road			0.82		0.82
C008	Thati Khola Chowk to malika Ma Bi			4.35		4.35
C009	dobata bata gangi mara jana road			0.71		0.71
C010	talo khanara jana road			0.63		0.63
C011	Ghau Pokhari- Garga Gaau-Sarasothi Mandir			4.48		4.48
C012	Garcha Khola Road			2.49		2.49
C013	Garnja Chowk - Jhyanje Chowk			0.98		0.98
C014	Jhyanje Chowk Road			0.79		0.79

ANNEX 2- GIS MAPS

Strategic Road Network of Nepal



Scale 1:2,200,000

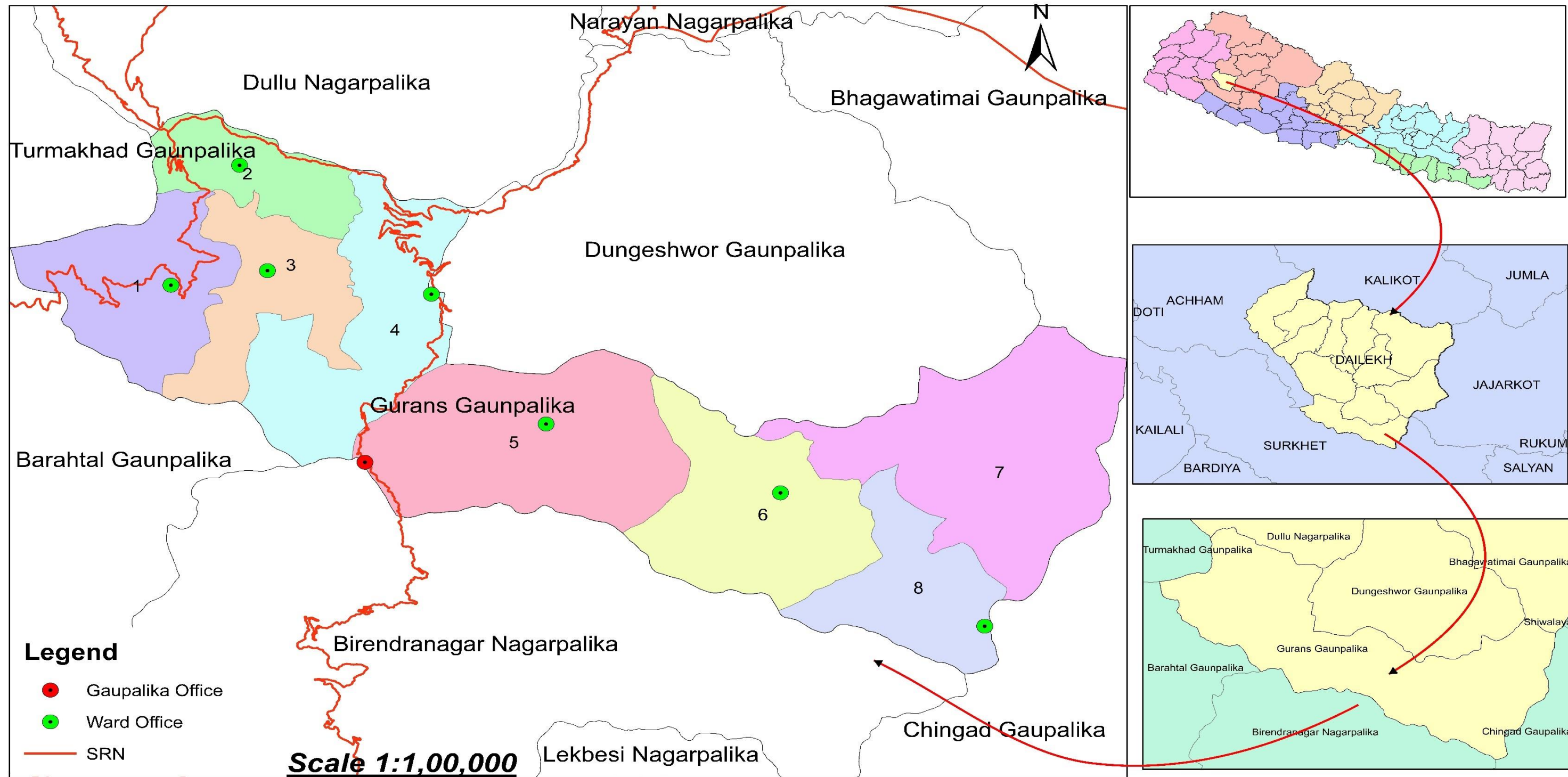


Gurans Rural Municipality
Karnali Province
Dailekh ,Nepal

Safe Nepal Engineering Pvt Ltd
Bagmati Province
Balaju Kathmandu, Kathmandu

Map 01

Location Map of Gurans Rural Municipality

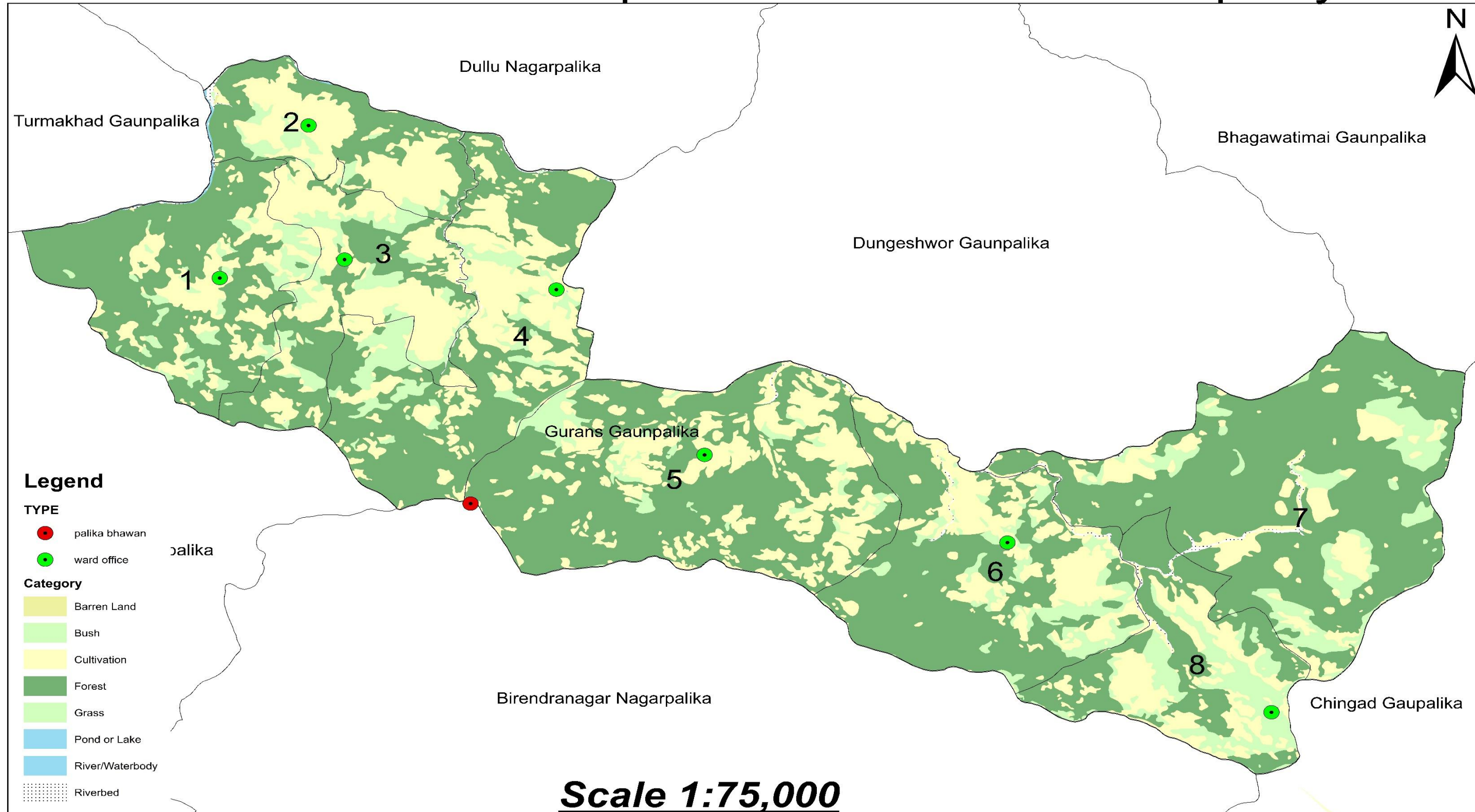


Gurans Rural Municipality
Karnali Province
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Landuse Map of Gurans Rural Municipality

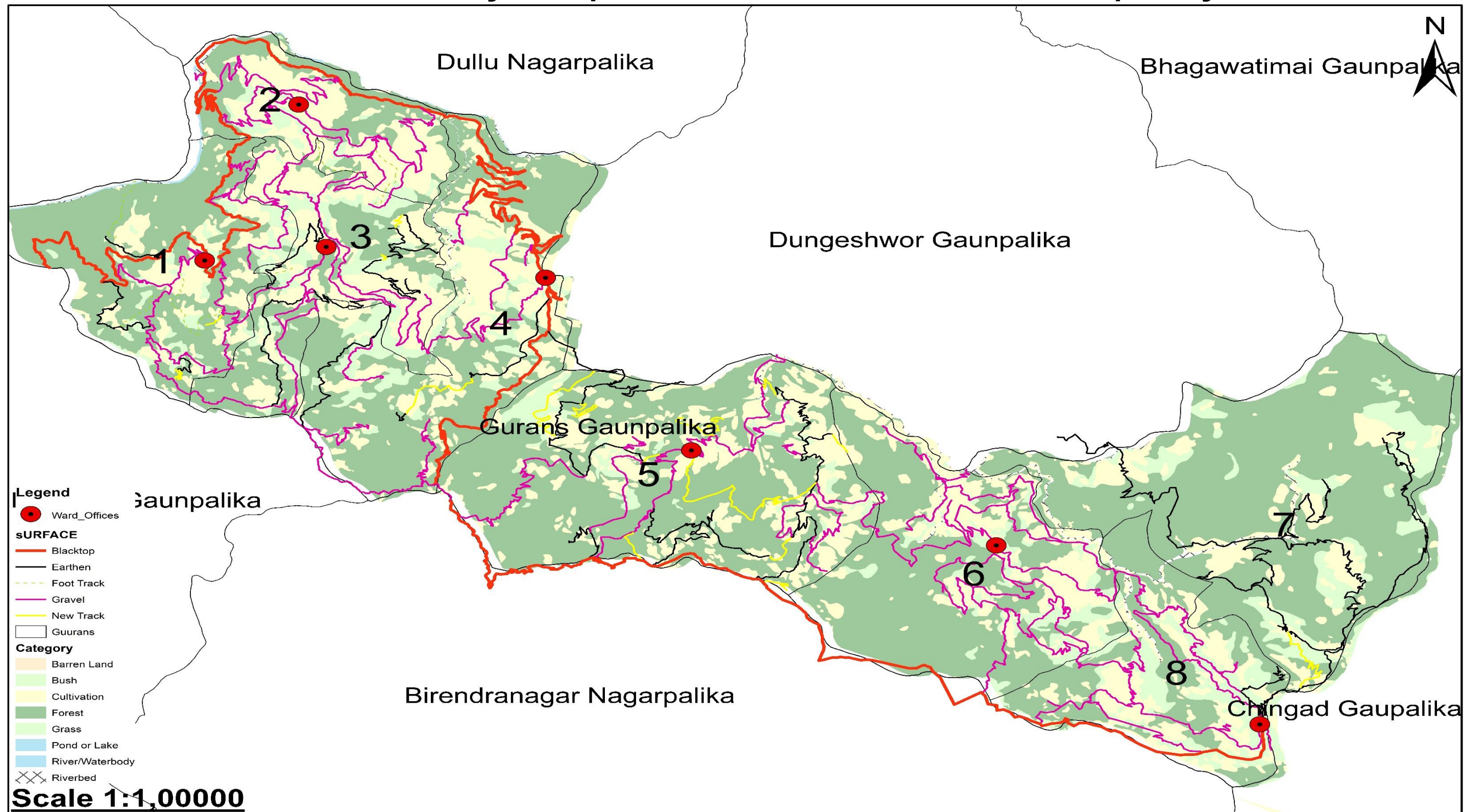


Gurans Rural Municipality
Karnali Province
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Map 03

Inventory Map of Gurans Rural Municipality



Scale 1:1,000,000

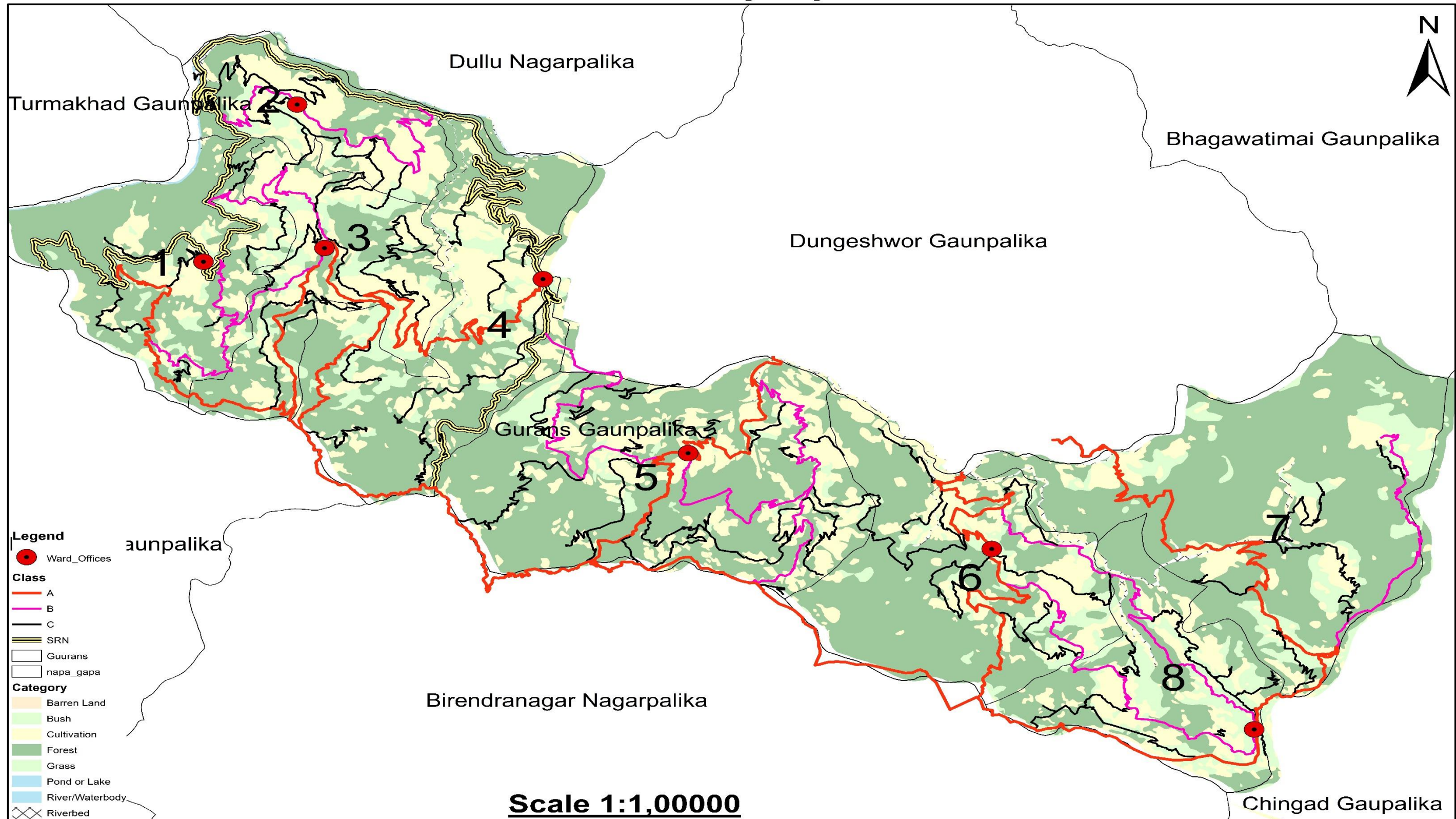


Gurans Rural Municipality
Karnali Province
Dailekh, Nepal

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Map 4

Hierarchy By Class

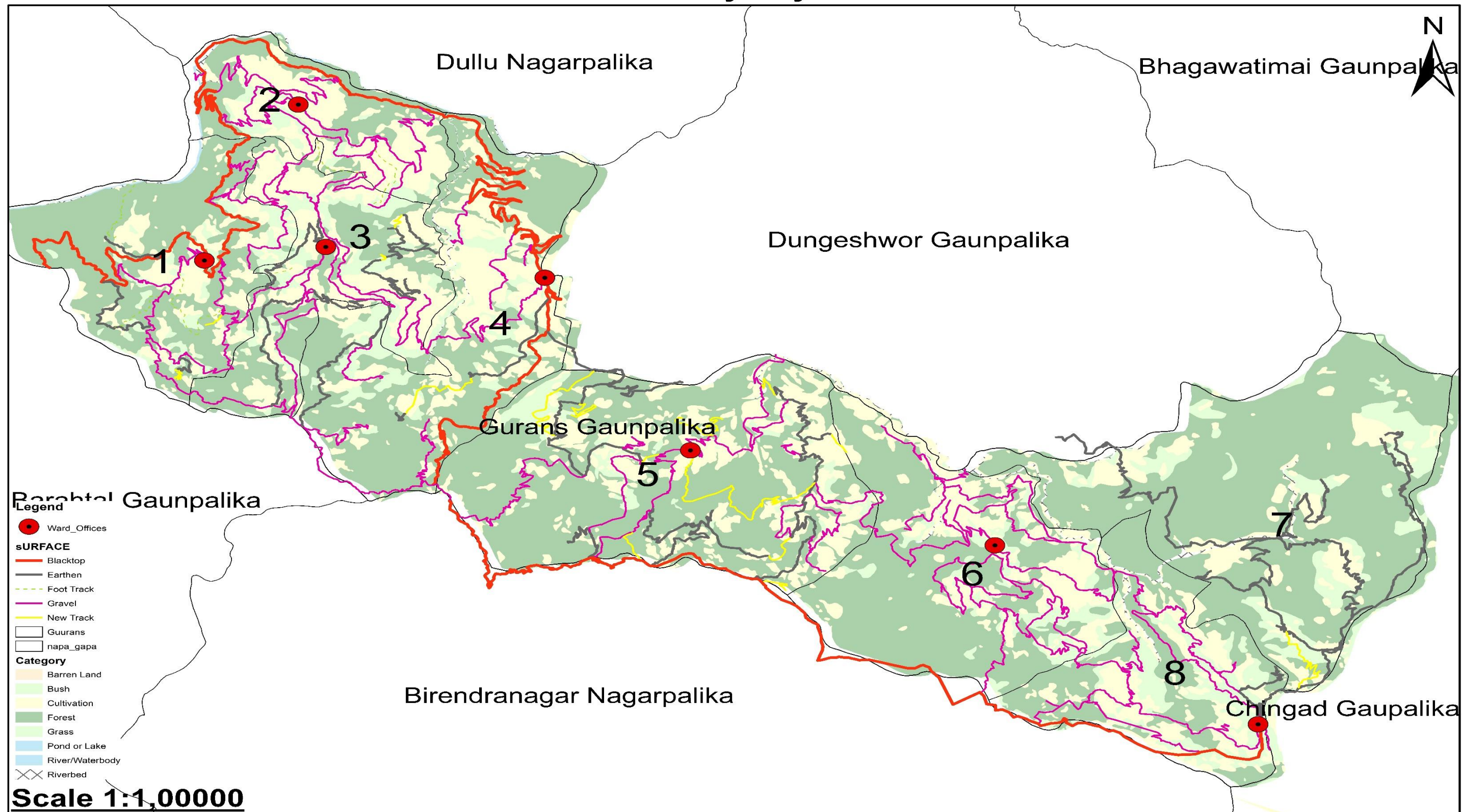


Gurans Rural Municipality
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Map 5

Hierarchy By Surface



Gurans Rural Municipality
Karnali Province
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Map 6

A Class Roads



Gurans Rural Municipality
Karnali Province
Dailekh, Nepal

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Balaju, Kathmandu

Map 7(A)

A Class Roads



Gurans Rural Municipality
Karnali Province
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Map 7(B)

A Class Roads



Scale 1:30,000

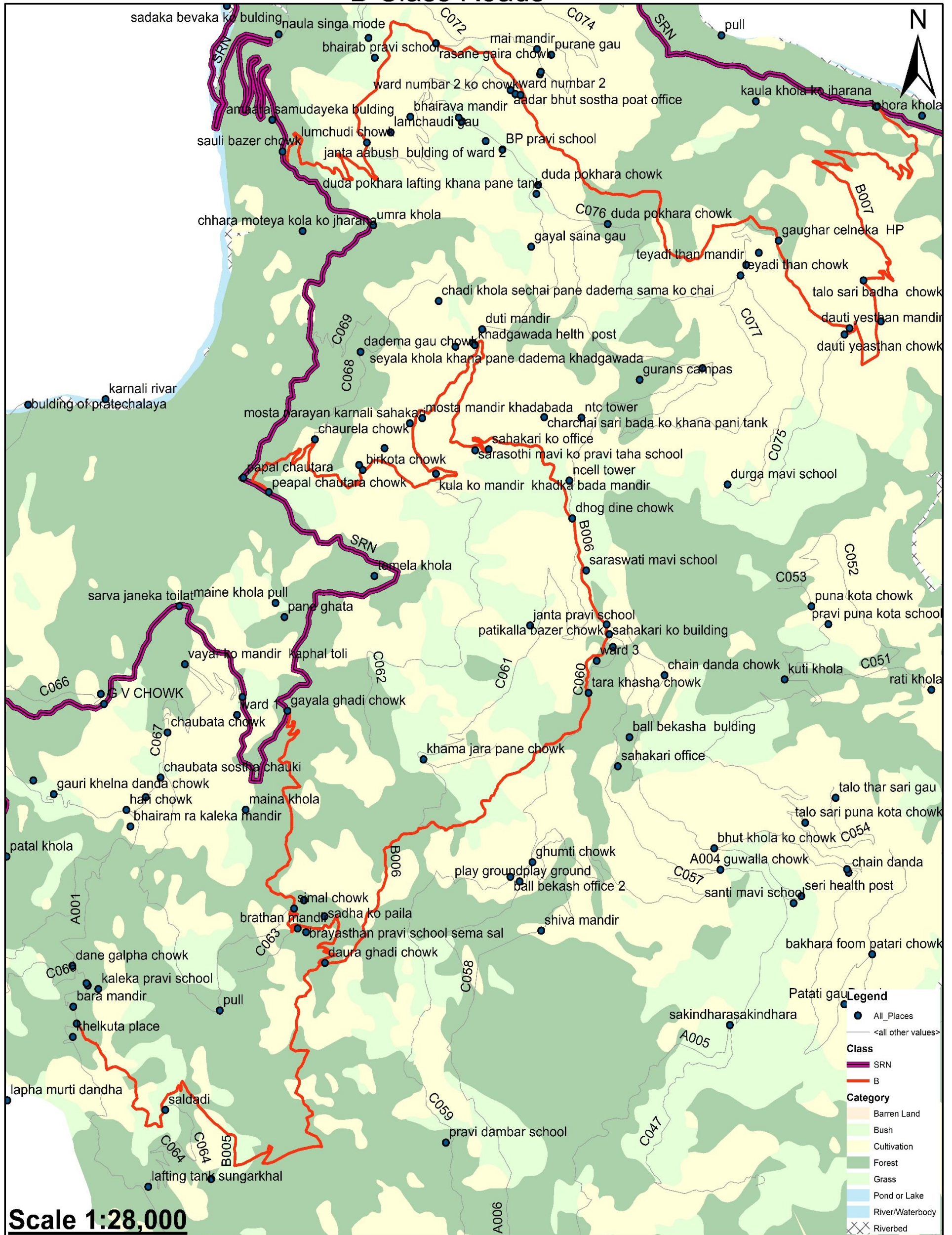
Gurans Rural Municipality
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Map 7 (C)

B Class Roads



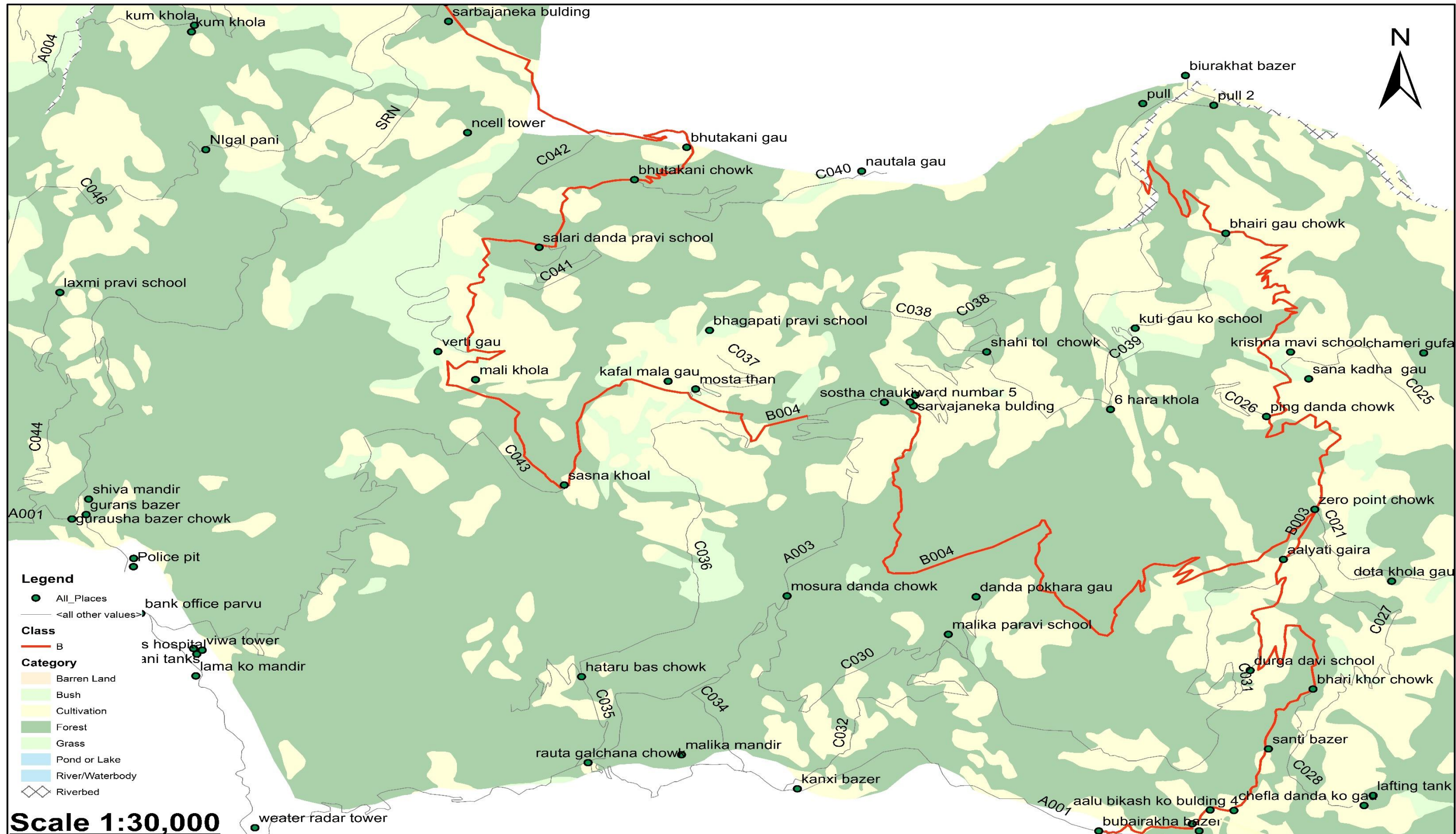
Gurans Rural Municipality
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Bagmati Province
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Map 8 (A)

B Class Roads



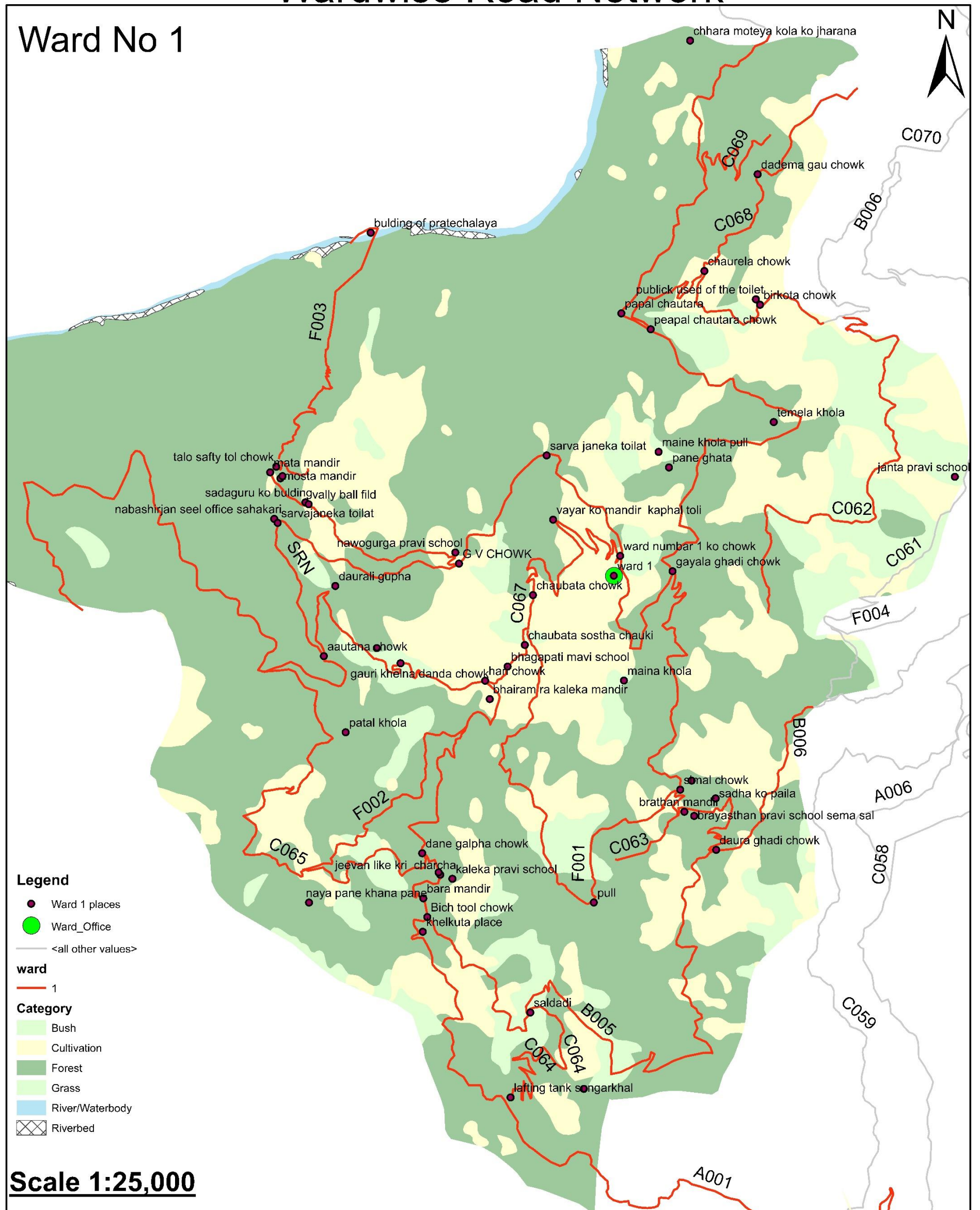
Gurans Rural Municipality
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Map 8(B)

Wardwise Road Network



Ward No 1

- Legend**
- Ward 1 places
 - Ward_Office
 - <all other values>
- ward**
- 1
- Category**
- Bush
 - Cultivation
 - Forest
 - Grass
 - River/Waterbody
 - Riverbed

Scale 1:25,000

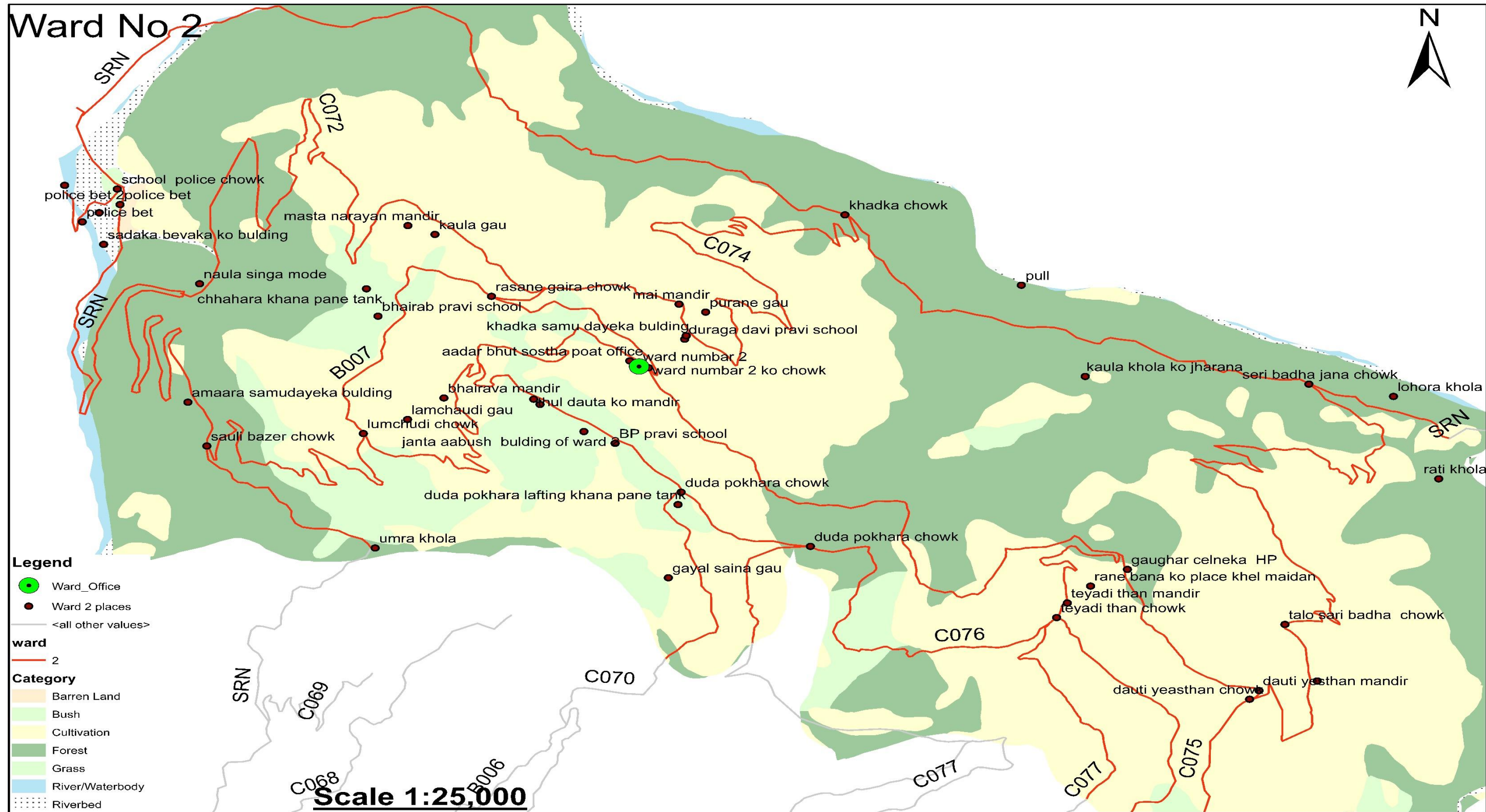
Gurans Rural Municipality
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Map 9

Wardwise Road Network



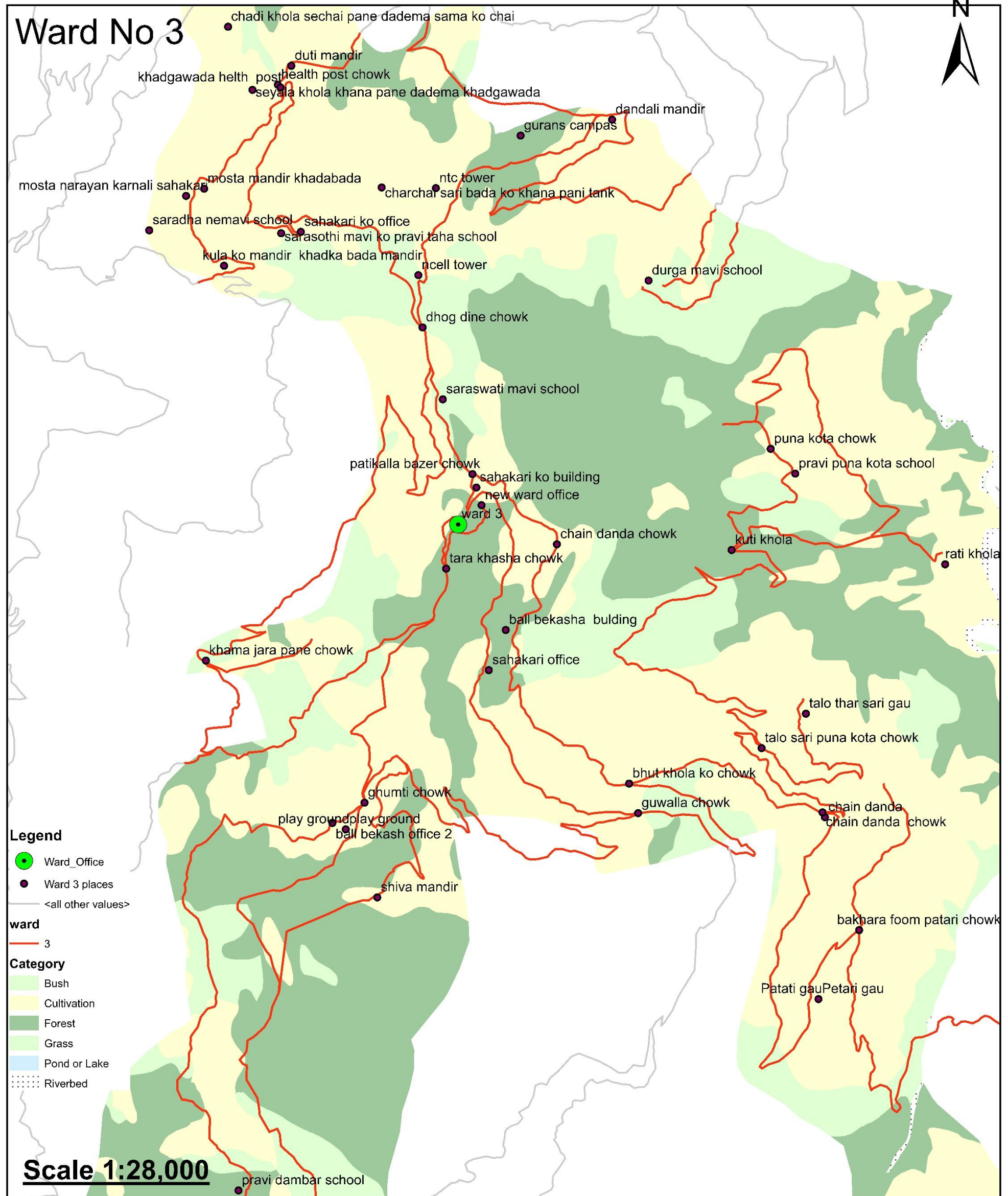
Gurans Rural Municipality
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Dailekh, Nepal



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Bagmati Province
Balaju, Kathmandu

Map 10

Wardwise Road Network



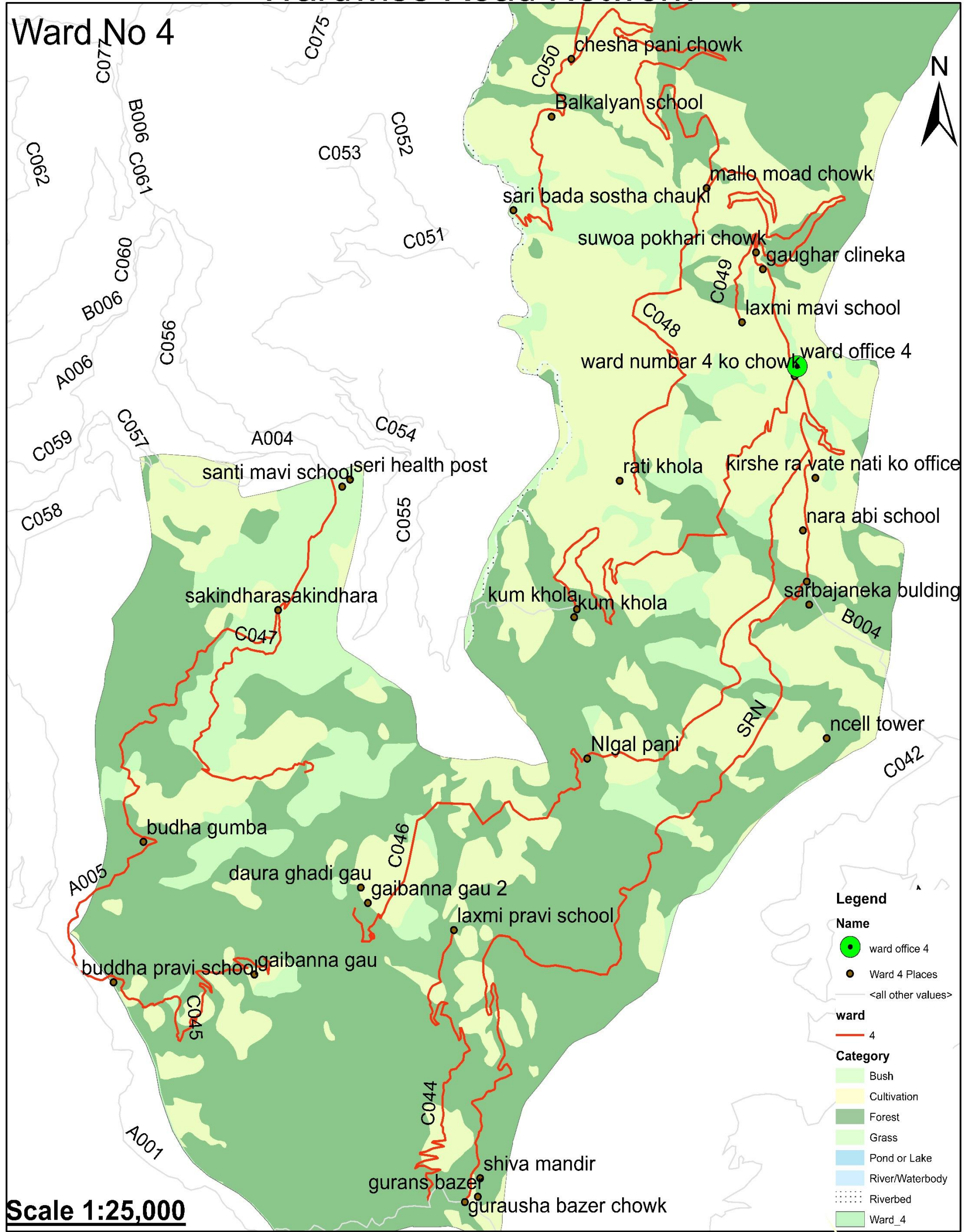
Gurans Rural Municipality
Karnali Province
Dailekh, Nepal



Safe Nepal Engineering Pvt Ltd
Bagmati Province
Balaju, Kathmandu

Map 11

Wardwise Road Network



Gurans Rural Municipality
Karnali Province
Dailekh, Nepal

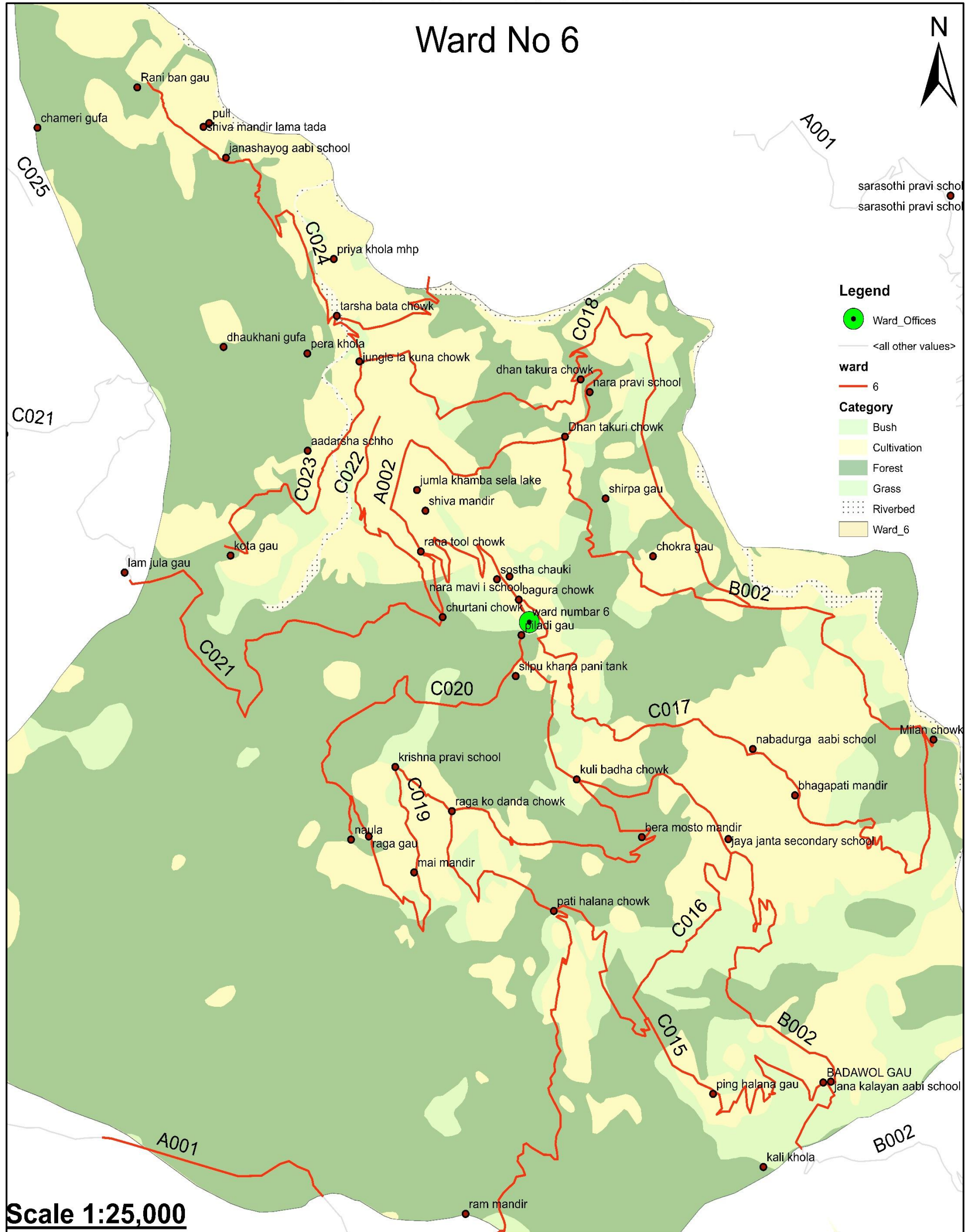


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Map 12

Wardwise Road Network

Ward No 6



Gurans Rural Municipality
Karnali Province
Dailekh, Nepal



Safe Nepal Engineering Pvt Ltd
Bagmati Province
Balaju, Kathmandu

Map 14

Wardwise Road Network



Legend

- <all other values>
- ward**
- 7
- Category**
- Bush
- Cultivation
- Forest
- Grass
- Riverbed
- Ward 7 Places

Scale 1:30,000

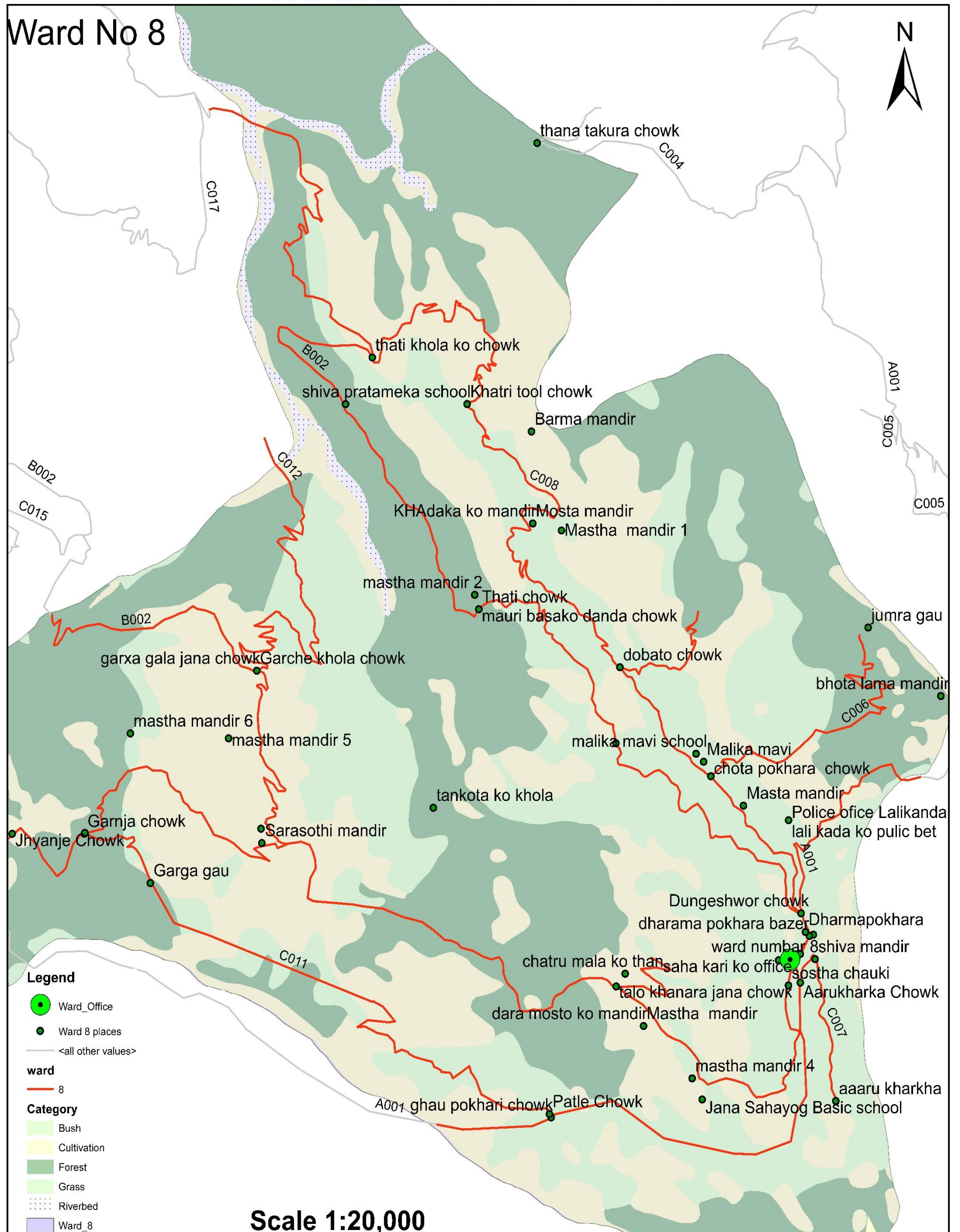
Gurans Rural Municipality
Karnali Province
Dailekh, Nepal



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Bagmati Province
Balaju, Kathmandu

Map 15

Wardwise Road Network



Gurans Rural Municipality
Karnali Province
Dailekh, Nepal



Safe Nepal Engineering Pvt Ltd
Bagmati Province
Balaju, Kathmandu

Map 16

**ANNEX 3- WARD MEETING PHOTOGRAPHS &
MINUTES**

Ward 1



Ward 2



Ward 3



Ward 4



Ward 5



Ward 6



Ward 7



Ward 8



Ward No. 1

आज मिति २०७१/१२/२५ गते गुण्डा वी. पा. वडा नं १ के वडा कार्यलयमा वडा अध्यक्ष श्री रामबहादुर रावल ज्यूको अध्यक्षतामा बसेको बैठकले गुण्डा वडा नं १ गाउँपालिका क्षेत्रीय स्तरमा विकास कार्यको लागि तयार पारेको तपस्विता वनाधिकार उपस्थित गर्ने विचारविमर्श गरियो।

क्र.सं.	नाम	पद	हस्ताक्षर
१	श्री रामबहादुर रावल	का अध्यक्ष	
२	महेन्द्र रावल	कम्प्युटर सेक्टर	
३	नरदम खड्का	वडा सदस्य	
४	दिने रावल		
५	दामोदर विंके	वडा सदस्य	
६	मन्दा खड्का	वडा सदस्य	
७	दल वं. रावल		
८	शेर बं. सुब्बा		
९	सहादे खड्का		
१०	विदे वं. हमाल		
११	मन वं. विंके		
१२	मन कुमारी रावल	वडा सदस्य	
१३	दान वं. दर्लामी		
१४	लक्ष्मी कामी		
१५	विष्णु वं. खड्का		
१६	विट वं. दर्लामी		
१७	दल वं. शर्मा		
१८	धन वं. शीर्ष		
१९	नारायण धर्मा		
२०	प्रम वं. पुन		
२१	मन वं. सुब्बा		



मन वं

- २२ मोहन खड्का
- २३ रत्न खड्का
- २४ जङ्गल वं मदन
- २५ श्रीम वं खड्का
- २६ मोहन ~~खड्का~~ बुढा
- २६ देवेन्द्र चन्द



मोहन
रत्न
जङ्गल
श्रीम
मोहन
देवेन्द्र



Ward no 2

आज मिति २०८१/१२/१६ गते गुरांस गाउँपालिका वडा नं. २ का वडा अध्यक्ष श्री. शेरबहादुर रावल...ज्यूको अध्यक्षतामा बसेको बैठकले गुरांस गाउँपालिकाको यातायात गुरुयोजना तयारी गर्ने सम्बन्धमा तपशिल बमोजिमको उपस्थितिमा निम्न निर्णय गरियो ।

उपस्थिति

क्र.स.	नामथर	पद हस्ताक्षर	हस्ताक्षर
१	शेर बहादुर रावल	वडा अध्यक्ष	
२	रामसेला वि०कु	वडा सदस्य महिला	
३	सोमती वि०कु	वडा सहित सदस्य	
४	पुन बहादुर रावल		
५	विमल शर्मा		
६	करका कर्कावला	वि. वि. वि. वि.	
७	विष्णुका कर्का	वि. वि. वि. वि. वि.	
८	शुभेन्द्र प्रसाद शर्मा	वडा सदस्य	
९	सुजिता कुमारी नेपाली		
१०	सुजिता वि०कु	वडा सदस्य महिला	
११	नन्दा शर्मा	प.अ.	
१२	करका कर्का	वडा सदस्य	
१३	रेशम शर्मा	वडा सदस्य महिला	
१४	कलम बहादुर रावल	वि. वि. वि. वि. वि.	
१५			
१६			
१७			
१८			

गुरांस गाउँपालिका
२ नं. वडा कार्यालय
पुरेनी, दैलेख
कर्णाली प्रदेश नेपाल

१९	हर्क वडापुर वि.सं.	प्र.अ.	
२०	महेन्द्र राजमाली	प्र.अ.	
२१	जनक वडापुर नेपाली	का.अ.	
२२			
२३			
२४			
२५			

प्रस्ताव तथा निर्णय :

यस वडाको यातायात गुरुयोजना तयारीका लागि वडा अध्यक्ष, सदस्यहरु तथा अन्य महानुभावबाट यस वडामा भएका सडक, चोक तथा सम्भावित बजार क्षेत्रहरुको विस्तृत विवरण सर्वेक्षण टोलीलाई उपलब्ध गराउने निर्णय गरियो ।

Ward no 3



आज मिति २०८१/१२/०६ गते गुराँस गाउँपालिका वडा नं. ३ का वडा अध्यक्ष श्री. काशीराज शर्मा ज्यूको अध्यक्षतामा बसेको बैठकले गुराँस गाउँपालिकाको यातायात गुरुयोजना तयारी गर्ने सम्बन्धमा तपशिल बमोजिमको उपस्थितिमा निम्न निर्णय गरियो।

उपस्थिति

क्र.स.	नामथर	पद हस्ताक्षर	हस्ताक्षर
१	श्री. काशीराज शर्मा	अध्यक्ष- वडा नं. ३	
२	डा. सती अ. वि. वि.	कार्यपालिका सदस्य	
३	पावती कु. वि. वि.		पावती
४	सुमन व. सा. वि. वि.		
५	सुमन सु. वि. वि.		
६	धर्मराज श. वि. वि.		
७	मनमया वि. वि.		मनमया
८	कृष्ण क. वि. वि.	गाउँपालिका अध्यक्ष	
९	हस्ताक्षर वि. वि.		
१०	लिना ल. वि. वि.	पु. वि. वि.	
११	लिना रि. वि. वि.	शा. वि. वि.	
१२	राम वं. वि. वि.		
१३	बल वं. वि. वि.		बल वं.
१४	भवानी पु. वि. वि.	वि. वि. वि.	
१५	प्रेमलाल पु. वि. वि.	पु. वि. वि.	
१६	लालि को. वि. वि.	कृषि प्राविधिक	
१७	दत्त वं. वि. वि.		दत्त
१८	कृष्णमया पु. वि. वि.	वि. वि. वि.	

Ward no 4



आज मिति २०८१/१२/१८ गते गुरांस गाउँपालिका वडा नं. ५ का वडा अध्यक्ष श्री.....ज्युको अध्यक्षतामा बसेको बैठकले गुरांस गाउँपालिकाको यातायात गुरुयोजना तयारी गर्ने सम्बन्धमा तपशिल बमोजिमको उपस्थितिमा निम्न निर्णय गरियो ।

उपस्थिति

क्र.स.	नामथर	पद हस्ताक्षर	हस्ताक्षर
१	श्री खडक वं. शाही	अध्यक्ष	
२	खुलेन्द्र वं. शोनी	वडा सदस्य	
३	प्रसाद कुमार शाही	वडा कार्यालय	
४	लक्ष्मी गुमास		Bami
५	गगन खत्री		गगन
६	विराज विस	जनस्वास्थ्य निरीक्षक	
७	कर्ण वं. बापा	वडा सचिव	
८	वीरेन्द्र कुमार खत्री	श्री लक्ष्मी मा. वि. रा. शिक्षा/ शिक्षक	
९	मिगराज शर्मा	— ११ —	
१०	देवेन्द्र बहादुर भण्डारी	नाथ पशु सेवा अधिकारी	
११	पतिल थापा	कृषि पशु सेवा १८	
१२	कल्पना खडका		कल्पना
१३	याम क. विश्व	याम	
१४	पद्म खडका		पद्म
१५	विष्णु खडका		
१६	सुजा शाही		सुजा
१७	वासन्ती शाही		वासन्ती
१८	नविना सिंह खत्री		Nabin

१९	उद्दुवु गरी छिं ठरी		<u>Indh</u>
२०			
२१			
२२			
२३			
२४			
२५			

प्रस्ताव तथा निर्णय :

यस वडाको यातायात गुरुयोजना तयारीका लागि वडा अध्यक्ष,स्वस्यहरु तथा अन्य महानुभावबाट यस वडामा भएका सडक,चोक तथा सम्भावित बजार क्षेत्रहरुको विस्तृत विवरण सर्वेक्षण टोलीलाई उपलब्ध गराउने निर्णय गरियो ।

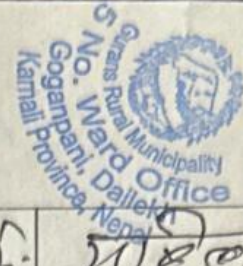
Ward no 5



आज मिति २०८१/१२/१९ गते गुराँस गाउँपालिका वडा नं. ५ का वडा अध्यक्ष श्री. प्रो. प्रेम चन्द्र ज्युको अध्यक्षतामा बसेको बैठकले गुराँस गाउँपालिकाको यातायात गुरुयोजना तयारी गर्ने सम्बन्धमा तपशिल बमोजिमको उपस्थितिमा निम्न निर्णय गरियो।

उपस्थिति

क्र.स.	नामथर	पद हस्ताक्षर	हस्ताक्षर
१	प्रो. प्रेम चन्द्र	अध्यक्ष	
२	बिरेन्द्रपाल थापा	वडा सचिव	
३	कूल ब. शाही	कार्यालय सहायकी	
४	डामा बुद्ध चन्द्र	वडा सदस्य	
५	लाल ब. बोहरा		लाल
६	डामा व. थापा		डामा
७	शिव ब. बोहरा		शिव
८	दिव्य ब. बोहरा		दिव्य
९	शक्ति चन्द्र		शक्ति
१०	नमोनी नेज्जरी		नमोनी
११	रमेश कुमार विठ	प्र.अ. बुद्धाजी विठ	रमेश
१२	इन्द्र ब. थापा		इन्द्र
१३	चन्द्र कुमार उवा		चन्द्र
१४	प्रविण राणा		प्रविण
१५	मिना बहादुर विठ		मिना
१६	देवरा ब. थापा	समाजसेवी	देवरा
१७	शुक्ला ब. बोहरा	"	शुक्ला
१८	सुबोध केटी	"	सुबोध



१९	लोलीता कुं. वि. वि.	गोहिले सहाय	नमिना
२०	भुपेन्द्र वहाडा राम		रु.
२१	नेरुण बहादुर खत्री		रु.
२२	विधि बहादुर नेपाली		रु.
२३	नेरुण कृ. थापा		रु.
२४	रु. वि. वि.		रु.
२५			

प्रस्ताव तथा निर्णय :

यस वडाको यातायात गुरुयोजना तयारीका लागि वडा अध्यक्ष, सदस्यहरु तथा अन्य महानुभावबाट यस वडामा भएका सडक, चोक तथा सम्भावित बजार क्षेत्रहरुको विस्तृत विवरण सर्वेक्षण टोलीलाई उपलब्ध गराउने निर्णय गरियो ।

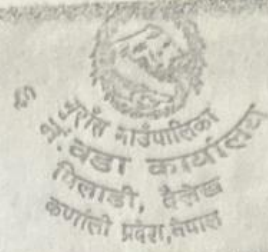
Ward no 6



आज मिति २०८१/१२/१३ गते गुरांस गाउँपालिका वडा नं. ६ का वडा अध्यक्ष श्री. ~~राज बहादुर शर्मा~~ ज्युको अध्यक्षतामा बसेको बैठकले गुरांस गाउँपालिकाको यातायात गुरुयोजना तयारी गर्ने सम्बन्धमा तपशिल बमोजिमको उपस्थितिमा निम्न निर्णय गरियो ।

उपस्थिति

क्र.स.	नामथर	पद हस्ताक्षर	हस्ताक्षर
१	श्री-राज बहादुर शर्मा	अध्यक्ष-वडा नं. ६	राज
२	शक्ति बहादुर शर्मा	वडा सहायक	शक्ति
३	गोपाल बुढा	वडा सहायक	गोपाल
४	प्रमिला खत्री	साहिबु (सहायक)	प्रमिला
५	प्रमोद खत्री	दस्तावेज सहायक	प्रमोद
६	गंगा बहादुर शर्मा		गंगा
७	तेज बहादुर खत्री		तेज
८	रजत बहादुर खत्री		रजत
९	सुर्जा खत्री		सुर्जा
१०	राम बहादुर खत्री	सामाजिक उत्तरदायी	राम
११	राम बहादुर खत्री		राम
१२	विजय खत्री		विजय
१३	दिपक खत्री		दिपक
१४	भोगेन्द्र रामजानी	समाज सेवा समिति	भोगेन्द्र
१५	जीत बहादुर खत्री		जीत
१६	मंगल बहादुर खत्री	भी आर.डी. जो कि चौतारा रोड अड्डा	मंगल
१७	सन्तोषी खत्री		सन्तोषी
१८	गंगा नेपाली		गंगा



क्र.सं.	नाम	पद/ संस्था	हस्ताक्षर
१९	मान बहादुर बिंली		मान बिंली
२०	गिर बहादुर बस्नेत		गिर
२१	हर बहादुर बिंली		हर
२२	लालकृष्ण सेज रिजाल	का.सि.	हरसे शम्भु
२३	प्रमता दमाई		शान्ती
२४	शान्ति गौली		हरसे बेलगती बुढा
२५	बेलगती बुढा		प्रमता
२६	गुणा बि.क		२/१७/१
२७	अमरीत बहादुर बुढा		गुण
२८	केशव बिंली		गुण
२९	रत्न बहादुर बुढा	बडा काठेरी अस्थान नेपाल ताल	गुण
३०	इन्द्र बहादुर शारदा सी.	अम्बुका ने.रा.भा. वि. वीरा पालिका सदस्य तेकपा. ताल गा.सु.सं.	गुण
३१	दण्डि बुढा	टोल काठेरी अस्थान साठे-६	याम
३२	याम बहादुर राणा		

गुराँस गाउँपालिका वडा कार्यालय धनकुटा, कैलाली सुदूरपश्चिम प्रदेश, नेपाल			
३३	तुलादिहँ जुगाँ	धानकुटी विद्यालय मध्यम	
३४	मान बहादुर खड्का क	धानकुटी टोल कमीती सदस्य	
३५	देव वर रावा	राजपुरा वडा कार्यालय	
३६	मान बहादुर खड्का	नवपुरा सहकारी उपाध्यक्ष	
३७	मान बहादुर जुगाँ	विक्रम मध्यम	
३८	बालन राकाय	टोलकोठी को अध्यक्ष	
३९	सुभा बहादुर वली	श्री ३ राष्ट्रिय धानकुटी	

प्रस्ताव तथा निर्णय :

यस वडाको यातायात गुरुयोजना तयारीका लागि वडा अध्यक्ष, सदस्यहरु तथा अन्य महानुभावबाट यस वडामा भएका सडक, चोक तथा सम्भावित बजार क्षेत्रहरुको विस्तृत विवरण सर्वेक्षण टोलीलाई उपलब्ध गराउने निर्णय गरियो ।

Ward no 7



आज मिति २०८१/१२/११ गते गुराँस गाउँपालिका वडा नं. ६ का वडा अध्यक्ष श्री... ज्युको अध्यक्षतामा बसेको बैठकले गुराँस गाउँपालिकाको यातायात गुरुयोजना तयारी गर्ने सम्बन्धमा तपशिल बमोजिमको उपस्थितिमा निम्न निर्णय गरियो।

उपस्थिति

क्र.स.	नामथर	पद हस्ताक्षर	हस्ताक्षर
१	प्रेम बहादुर बुढा	वडा अध्यक्ष	
२	प्रमोदी शर्मा	" - "	
३	मानव कु. धान्यार्य	वडा सचिव	
४	निशाना वि. उ.	वडा प्राविधिक	
५	मानव बहादुर बुढा	प्रमुख प्रशा. वि. प्र. वि.	
६	महाराज वि. उ.		
७	राम बहादुर शर्मा	वि. उ. वि. उ. वि. उ.	
८	भरत वि. उ.	" - "	
९	विक्रम धापा	प्रशा. वि. प्र. वि.	
१०	कुन्दी वि. उ.	मालिकोटा आवासमा के अध्यक्ष	
११	बिना सुमारी वि. उ.	सचिव	
१२	परवत बहादुर वि. उ.		
१३	विना सुमारी बुढा	नेकपा एमाले वि. उ. वि. उ.	
१४	विक्रम सुमारी वि. उ.	वडा सचिव	
१५	बोस वि. उ.	वडा सचिव	
१६	पद्मा वि. उ.	प्रशा. वि. प्र. वि.	
१७	पद्मा वि. उ.	म. सचिव से वि. उ.	
१८	रविकुमार सुमारी वि. उ.	शान्ति मा. वि. प्र. वि.	



१९	लाल को चिक्की	लक्ष्मी विवाकी मुम ५-३	चयन
२०	टेन को बापा		चयन
२१	देविछाउ जुडा	आमा लक्ष्मी	देखि
२२			
२३			
२४			
२५			

प्रस्ताव तथा निर्णय :

यस वडाको यातायात गुरुयोजना तयारीका लागि वडा अध्यक्ष, सदस्यहरु तथा अन्य महानुभावबाट यस वडामा भएका सडक, चोक तथा सम्भावित बजार क्षेत्रहरुको विस्तृत विवरण सर्वेक्षण टोलीलाई उपलब्ध गराउने निर्णय गरियो ।

Ward no 8



आज मिति २०७१/१२/१४ गते गुराँस गाउँपालिका वडा नं. ८ का वडा अध्यक्ष श्री. दी. प. न्द्र. खली ज्यूको अध्यक्षतामा बसेको बैठकले गुराँस गाउँपालिकाको यातायात गुरुयोजना तयारी गर्ने सम्बन्धमा तपशिल बमोजिमको उपस्थितिमा निम्न निर्णय गरियो।

उपस्थिति

क्र.स.	नामथर	पद हस्ताक्षर	हस्ताक्षर
१	श्री दी. प. न्द्र. खली	अध्यक्ष - वडा नं. ८	
२	श्री. प्रकाश वि. क	कार्यपालिका सदस्य	
३	श्री. धाम बहादुर खली	वडा सदस्य	
४	श्री. महेश खली	" - "	
५	श्री. विष्णु धर्मेत	" - "	
६	श्री. लक्ष्मी वि. क	" - "	
७	श्री. रमेश खली	शिवालय श्री मालिका मीठ	
८	कृष्णा कुमारी खली	महिला सहस्ररी	
९	गणेश बहादुर खली	शिव.से. के सदस्य	
१०	पद्म बहादुर खली	नेपाल सरकारको उपसचिव वडा नं. ८	
११	गोविन्द खली	सा.प.उ.के. सदस्य	
१२	तेज ब. खली	शिवसेना महिला	
१३	गणेश व. खली	मालिका, श्री मालिका	
१४	विष्णु बहादुर खली	ने.का.प.के.के. सदस्य	
१५	जित ब. खली	जनसहयोग वि. व्यक्त	
१६	वीरबहादुर खली	श्री. का. उ. के. व. खली	
१७	रमेश राज रैठमी	वा.प.प.के.के. सदस्य	
१८	देवेन्द्र बहादुर खली	तायवपसेवा समिति	



१९	सुबिला थापा	परु स्वास्थ्य प्रविधिके	
२०	निर्मला कु थापा	भा.प.स्वा.प्र	
२१	लिला कुडा		
२२	प्रेमा कुमारी शर्मा		
२३	कुल वहाडा १९ (शि.)	गुरांस-८	
२४	सुरेन्द्र रोकाय	पु.भा. कालिका-वि	
२५	शान्त व. पठा	ध.भा ११	

प्रस्ताव तथा निर्णय :

यस वडाको यातायात गुरुयोजना तयारीका लागि वडा अध्यक्ष,स्वस्थहरु तथा अन्य महानुभाववाट यस वडामा भएका सडक,चोक तथा सम्भावित बजार क्षेत्रहरुको विस्तृत विवरण सर्वेक्षण टोलीलाई उपलब्ध गराउने निर्णय गरियो ।