Mapping Biodiversity Important Areas and Linear Infrastructure in Nepal: Natural Resource Safeguards at a Crossroads

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MESSAGE FROM THE COUNTRY REPRESENTATIVE

As Biodiversity loss, increasing pollution and climate change impacts intensify as part of the planetary crisis, large-scale infrastructure development plays a critical role in shaping how countries respond to the crisis. Nepal now stands at a pivotal moment, one where the nation's aspirations for economic growth must align with the imperative to safeguard its rich biodiversity and the ecosystem services that underpin livelihoods, resilience, and long-term prosperity.

This report, prepared by WWF Nepal under the USAID-funded ALIGN Project, offers an important and timely contribution to this effort. By mapping Biodiversity Important Areas (BIAs) alongside existing and planned linear infrastructure, the report provides a clear picture of where Nepal's ecological values intersect with current and anticipated development pressures. The identification of 515 BIAs across several categories underscores the country's remarkable ecological diversity, while the spatial overlap with proposed infrastructure highlights the urgent need for thoughtful, integrated planning.

These findings reaffirm that sustainable development is achievable when natural resource safeguards are integrated into infrastructure planning from the outset. By emphasizing the application of the mitigation hierarchy and providing practical guidance for wildlife-sensitive design, Nepal can advance its development priorities while enhancing environmental and social outcomes.

WWF Nepal remains committed to promoting green, resilient, and inclusive development pathways that are both sustainable and nature positive. We hope this report serves as a valuable resource for policymakers, planners, and practitioners working to ensure that Nepal's future infrastructure is designed not only to connect people and markets, but also to protect the natural heritage that sustains the nation.

Dr. Ghana Shyam Gurung
Country Representative, WWF Nepal

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We are grateful to the Government of Nepal, particularly the Ministry of Forests and Environment (MoFE), the Ministry of Physical Infrastructure and Transport (MoPIT), and the Ministry of Energy, Water Resources and Irrigation (MoEWRI), for their valuable guidance, data sharing, and continued collaboration throughout this study.

We also acknowledge the contributions of government officials from the Department of National Parks and Wildlife Conservation (DNPWC), the Department of Forests and Soil Conservation (DoFSC), the Department of Roads (DoR), the Department of Water Resources and Irrigation (DoWRI), and the Department of Electricity Development (DoED) for their valuable contributions and encouragement toward this study.

We extend our sincere thanks to provincial ministries, local government representatives, and other stakeholders who actively participated in consultations and contributed to the identification and validation of Biodiversity Important Areas (BIAs) through expert knowledge and citizen science approaches.

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EXECUTIVE SUMMARY

Nepal is undergoing rapid expansion of linear infrastructure (LI) as part of its strategy to achieve economic growth, reduce poverty, and meet its 2030 Sustainable Development Goals (SDGs). However, such development presents significant risks to biodiversity through habitat loss, fragmentation, wildlife mortality, and ecosystem degradation. Balancing infrastructure development with biodiversity conservation is therefore a critical national challenge.

This report, developed by WWF Nepal under the USAID-funded Asia's Linear Infrastructure safeguarding Nature (ALIGN) Project, provides the first comprehensive spatial database of Biodiversity Important Areas (BIAs) alongside linear infrastructure in Nepal. The study identifies 515 BIAs across 11 categories, including protected areas, key biodiversity areas, important bird areas, wetlands, and areas identified through stakeholder consultation and citizen science.

The analysis reveals substantial spatial overlap between infrastructure and biodiversity-rich areas. Approximately 6,529 km of roads, 4,862 km of transmission lines, and extensive irrigation networks intersect BIAs. While protected areas have relatively lower infrastructure density, other BIAs—particularly those outside formal protection—are increasingly exposed to development pressures. Notably, around 46% of the proposed railway network is expected to pass through BIAs, including 17% through protected areas.

The findings highlight critical conservation gaps, especially in wetlands and mid-hill ecosystems, which are underrepresented in formal protection systems yet face growing infrastructure expansion. Although Nepal has established legal and policy instruments—such as the Environment Protection Act (2076), Forest Regulation (2079), and Wildlife-Friendly Infrastructure Construction Directives (2078)—their application across the full project cycle remains inconsistent.

To address these challenges, the report emphasizes the need to integrate natural resource safeguards throughout all stages of infrastructure development—from planning and design to construction and operation. The mitigation hierarchy (avoid, minimize, restore, offset) should be systematically applied, supported by tools such as Strategic Environmental Assessment (SEA) and Environmental Impact Assessment (EIA).

The report also provides technical guidance on wildlife-friendly infrastructure design, including overpasses, underpasses, and mitigation measures for canals and transmission lines to reduce wildlife mortality and habitat fragmentation.

Overall, this study underscores the urgent need for spatially informed planning, stronger policy enforcement, and cross-sectoral coordination to ensure that Nepal's infrastructure development pathway remains environmentally sustainable. Establishing a centralized geospatial database and prioritizing high-risk overlap areas can significantly enhance decision-making and safeguard the country's unique biodiversity.

Key recommendations include:

- Systematic implementation of the mitigation hierarchy across all infrastructure projects affecting Biodiversity Important Areas (BIAs)
- Strengthening the implementation of the EIA process
- Enhancing coordination among government agencies and stakeholders
- Developing and maintaining a national spatial database for BIAs and infrastructure

This report provides a critical evidence base to support Nepal in achieving a balanced approach to development—one that safeguards biodiversity while advancing economic progress.

Abbreviations and Acronyms

ADB	Asian Development Bank
ALIGN	Asia's Linear Infrastructure safeGuarding Nature
BIA	Biodiversity Important Area
BZ	Buffer Zone
CBD	Convention on Biological Diversity
CF	Community Forest
CFUG	Community Forest User Group
CRN	Core Road Network
DFO	Division Forest Office/r
DNPWC	Department of National Parks and Wildlife Conservation
DoFSC	Department of Forest and Soil Conservation
DoLIDAR	Department of Local Infrastructure Development and Agricultural Roads
DPR	Detail Project Report
Eco-DRR	Ecosystem-based Disaster Risk Reduction
EIA	Environmental Impact Assessment
EPA	Environment Protection Act
FGD	Focus Group Discussion
FPA	Forest Protection Areas
GIS	Geographic Information System
GoN	Government of Nepal
ha	hectare
IEE	Initial Environmental Examination
INGO	International Non-Governmental Organization
LI	Linear Infrastructure
MoEWRI	Ministry of Energy, Water Resources and Irrigation
MoFE	Ministry of Forests and Environment
MoPIT	Ministry of Physical Infrastructure and Transport
NbS	Nature-based Solutions
NGO	Non-governmental Organization
NPC	National Planning Commission
NR	Natural Resource
PA	Protected Area
PPA	Proposed Protected Areas
SEA	Strategic Environmental Assessment
USAID	United States Agency for International Development
WFICD	Wildlife-Friendly Infrastructure Construction Directives
WWF	World Wide Fund for Nature

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1. INTRODUCTION

The growing demand for Linear Infrastructure (LI) to meet economic aspirations worldwide has reached an unprecedented scale and is referred to as a "global infrastructure tsunami" (Laurance 2018). While the infrastructure boom supports socioeconomic development and is pivotal to achieving the Sustainable Development Goals (SDGs) (UN DESA 2024), It poses significant risks to environmental objectives through several pathways. Poorly planned linear infrastructure construction and operation, such as roads, railways, irrigation canals, transmission lines, and cableways, significantly impact biodiversity, accelerating habitat loss, fragmentation, and degradation; wildlife-vehicle collisions; physical barriers to wildlife movement; obstruction of flyways; animal drowning in irrigation canals; barriers to ecological flows; noise and light disturbance; the spread of pollution and invasive alien species; and changes in hydrology and microclimate. Notably, such linear infrastructures also disrupt intact ecosystems by triggering indirect impacts through increased human access, exploitation, and resource extraction. Infrastructure development is a key driver of the global decline of biodiversity (Butchart et al. 2010; Simkins et al. 2023; Narain et al. 2023). The 14th Conference of the Parties (COP14) to the Biological Diversity (CBD) emphasizes the need to account for infrastructure impacts on biodiversity and calls for effective safeguards to minimize potential harm (CBD 2018). Hence, it is imperative to analyze and predict both existing and potential impacts of LIs on biodiversity (Laurance et al. 2015; CBD 2018; Laurance 2018; Simkins et al. 2023). This, in turn, requires a decision-support system to enable the timely implementation of mitigation measures.

Nepal, located in the central Himalayas, encompasses approximately one-third of the Himalayan Mountain range (around 800 km) and is home to eight of the world's ten highest peaks, including Mount Everest (Paudel et al. 2012). With less than 0.03% of the Earth's total area, Nepal hosts exceptionally rich biodiversity. It's 118 ecosystems support over 2% of the world's flowering plants, 3% of pteridophytes, and 6% of bryophytes. Furthermore, Nepal harbors 3.9% of global mammal species, 8.9% of bird species, and 3.7% of butterfly species (Paudel et al. 2012).

Nepal is pursuing rapid urbanization and infrastructure development to achieve middle-income status and meet its Sustainable Development Goals by 2030. The Sixteenth Five-Year Plan (2024/25–2028/29) aims to achieve 0.77 kilometers of road per km² by 2028/29, up from a baseline of 0.63, and to increase per capita electricity consumption to 700 kilowatt-hours from the current 370 kilowatt-hours. The total length of national highways (paved and unpaved) is expected to expand to 13,675 km, while strategic road construction is projected to grow. Similarly, gravel roads are set to increase from 16,665 km to 19,454 km. Railway infrastructure development, currently in two major phases covering 66 km and 204 km, is targeted for completion by the end of the plan period (NPC 2024). Such an ambitious infrastructure development plan is part of Nepal's efforts to reduce poverty and social inequality. A recent report by the National Planning Commission (NPC) estimates that Nepal will require around NPR 21.1 trillion (~ USD 146 billion as per Nepal Rastra Bank rate, Feb 2026) to achieve the SDGs by 2030, with roughly 24 % of total investment allocated under SDG 9 for infrastructure development (NPC, 2025). However, poorly planned infrastructure can adversely impact biodiversity and ecosystem services and can also trigger disasters (e.g., landslides), especially in geologically fragile mountainous regions like Nepal (Paudel 2025).

Given the ambitious expansion of linear infrastructure (LIs) in Nepal, including upgrades to existing projects, impacts on biodiversity are expected to be large and increasing, potentially causing irreversible losses to habitat connectivity and ecosystem services. However, these impacts are not well documented due to the absence of spatially explicit databases on both LIs and biodiversity-important areas. While some information exists for protected areas (PAs), spatial data of many biodiversity-rich regions outside PAs are lacking, as are databases on LIs. As a result, concerns about the impacts of LIs are often raised only after negative effects have already become apparent. Addressing this critical gap requires the development of spatially explicit databases of LIs (existing, upgraded, and planned) alongside the nationwide mapping of biodiversity- important areas. Such databases are critical for evidence-based decision-making for conservation planning and the incorporation of NR safeguard measures to avoid and/or mitigate the potential biodiversity impacts. The Government of Nepal has promulgated several regulatory and legislative instruments, emphasizing the integration of natural resource safeguards (NR

safeguards) during the planning, design, construction, and operation of linear infrastructure.

The notable legal instruments include the Environment Protection Act, 2076 (2019) and the Forest Regulation 2079. Additionally, the Nepal Road Standards, 2070, and the Wildlife- Friendly Infrastructure Construction Directives (WFICD), 2078, provide mandatory guidelines for safeguarding biodiversity during infrastructure development.

Environmental Impact Assessment (EIA), as mandated by the Environment Protection Act, 2076 (2019), is a primary legal instrument requiring all development projects to be appraised for their potential environmental impacts and the integration of safeguards to mitigate them. However, a limited understanding of specific natural resource safeguards —tailored to particular ecosystems and species—has created a gap in effective integration within development projects. With the endorsement of the Wildlife-Friendly Infrastructure Construction Directives (WFICD), both the legal mandate for integration and the technical design aspects has become readily available for practitioners. Furthermore, the EPA requires a Strategic Environmental Analysis (SEA) for policies, plans, and programs to ensure that environmental, social, and sustainability concerns are integrated at an early stage. However, gaps remain regarding the specific types of safeguards required at each stage of the project cycle, the applicability of legally mandated instruments within those stages, and the regulatory voids where such instruments are still lacking.

WWF Nepal, through the **A**sia's **L**inear **I**nfrastructure safe**G**uarding **N**ature (ALIGN) project, funded by the United States Agency for International Development (USAID), supported the Government of Nepal in adopting and implementing high-quality Natural Resource safeguard (NR safeguard) measures to protect the country's unique biodiversity. This report is an outcome of the project and provides a comprehensive database of biodiversity-important areas (BIAs) alongside existing, ongoing, upgraded, proposed, and potential linear infrastructure projects in Nepal.

The report includes the following components:

- mapping geographical areas of biodiversity important areas (BIA) based on standard criteria;

• identifying and mapping existing, ongoing, upgraded, proposed, and potential linear infrastructure projects (e.g., road, transmission line, irrigation canal, railways) in Nepal;

• developing a spatial database consolidating information on BIAs and linear infrastructure projects; and

• recommending appropriate NR safeguard measures for linear infrastructure projects that pass through or are likely to pass through BIAs.

2. METHODOLOGY AND THE PROCESS

A multidisciplinary participatory approach, integrating qualitative and quantitative methods, was used to collect data on biodiversity-important areas (BIAs) and linear infrastructure (LIs). Data harvesting, cleaning, and cataloging were carried out using predefined criteria for both BIAs and LIs. The process involved an intensive review of literature on BIAs and LIs and the development of criteria for their identification and classification. These criteria for BIAs were established through expert consultations. Experts include, among others, officials from the Department of National Parks and Wildlife Conservation, the Department of Forest and Soil Conservation, and the Ministry of Forest and Environment.

GIS thematic layers and associated metadata for both BIAs and LIs were gathered from various sources and shared with officials at the provincial ministries to obtain feedback and solicit additional information. During this process, consultation meetings were organized at the provincial ministry related to forest and environment to identify and delineate BIAs that meet the inclusion criteria (see Section 2.1) but have not been officially identified by either government or non- government entities. Participants included ministry officials and other relevant stakeholders at the provincial level. This process led to extensive discussions and facilitated the acquisition of more data on relevant areas. Such areas are identified as citizen science/public consultation (see Section 2.1). The final dataset was shared with stakeholders at provincial and federal levels (Figure 1).

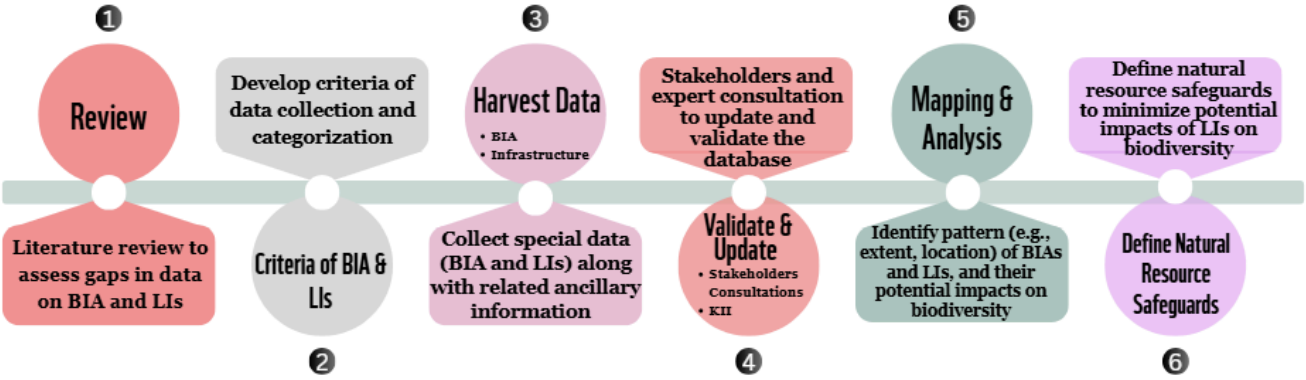

Figure 1: A workflow of study

Finally, a broad framework of natural resource safeguards is provided, including provisions of existing legislative requirements (e.g., Forest Rules 2079, Environmental Protection Act 2076, and Regulation 2077) and directives (e.g., "Wildlife-friendly Infrastructure Construction Directives, 2078"). These arrangements, together with provisions contained in sectoral instruments such as the Nepal Road Standard 2070, provide a legal and policy framework for implementing appropriate safeguards throughout the project cycle. The project cycle includes the stages of (a) conceptualization, (b) project selection, (c) funding and approval, (d) planning, (e) design, (f) construction, and (g) post-construction monitoring and management. At each stage, specific safeguard measures can be identified and implemented to minimize environmental and social impacts and ensure sustainable infrastructure development.

2.1 BIODIVERSITY IMPORTANT AREA

Biodiversity Important Area (BIAs) is defined as "*An area that has a high significance to biodiversity conservation for species, ecosystem, and ecosystem services to the community, and building resilience to climate change for species and ecosystem*[1].

Key characteristics of BIAs include:

1. **Species Conservation**: Areas that support diverse species, including *rare, endemic, or threatened flora and fauna*. Such areas often serve as *critical habitats* for species of conservation concern, including migratory species. Some areas that may act as *ecological corridors, connecting habitats and supporting species movement and genetic flow,* can be designated as areas of species conservation significance.
2. **Ecosystem Representation**: BIAs cover unique or representative ecosystems like wetlands, forests, or grasslands and rangelands. Many ecologically significant areas outside

1. *Chitwan Annapurna Landscape, Biodiversity Important Areas and Linkages. Hariyo Ban Program publication number: Report 012*

PAs are equally important for conservation. Identifying high-priority conservation sites outside PAs involves approaches such as targeting biodiversity hotspots, protecting rare and range-restricted species, considering ecosystem services, and adopting climate-smart strategies like ensuring altitudinal and longitudinal connectivity and safeguarding seasonal migration sites. Nepal's protected areas (PAs) are unevenly distributed, leaving gaps in safeguarding the full range of biodiversity (Hunter and Yonzon, 1993; Paudel and Heinen, 2015; Shrestha et al., 2010). The Nepal National Biodiversity Strategy and Action Plan (2014–2020) also recognizes these gaps (MoFSC, 2014).

3. **Watershed Conservation**: BIAs provide essential ecosystem services, such as water regulation, soil conservation, and carbon sequestration.

4. **Socio-economic Significance**: Many BIAs hold cultural, spiritual, or economic significance for local communities, often aligning conservation goals with community development.

Following criteria were used for identification and cataloguing BIAs in Nepal (Table 1).

Table 1: Criteria for identification and cataloguing biodiversity important areas of Nepal

Criteria/Sub-Criteria

1. *Areas designated by Government of Nepal for biodiversity conservation*
    - 1.1. *Protected Areas (National Park, Wildlife Reserve, Hunting Reserve, Buffer Zone, Conservation Area)*
    - 1.2. *Forest Conservation Areas*
2. *Proposed areas to designate PA by Government of Nepal for biodiversity conservation (document submitted and decision pending)*
    - 2.1. *Protected Areas (National Park, Wildlife Reserve, Hunting Reserve, Buffer Zone, Conservation Area)*
    - 2.2. *Forest Conservation Area*
3. *Areas designated by Government of Nepal as per international convention*
    - 3.1. *Ramsar Site*
    - 3.2. *World Natural Heritage*
4. *Area designated by provincial government*
    - 4.1. *Bird sanctuary*
5. *Areas designated by international conservation organizations*
    - 5.1. *Important Bird Area (Bird Life International)*
    - 5.2. *Important Plant Area (Plant Life International)*

5.3. *High Conservation Value Rivers (WWF/USAID)*
5.4. *Key Biodiversity Area (KBA Partnership)*

6. *Areas identified for critical in national and sub-national policies (e.g., National Biodiversity Strategy and Action Plan, Species Conservation Action Plans, Landscape Conservation Strategies)*
7. *Areas proposed/under consideration for conservation by provincial government*
8. *Areas identified and proposed during stakeholder consultation (citizen science/public consultation)*
    8.1. *Species*
    8.2. *Ecosystem*
    8.3. *Ecosystem Services*
    8.4. *Climate change*
    8.5. *Social and Cultural Significance*
9. *Conservation priority areas identified by systematic analysis*
10. *Conservation priority areas identified by specific habitat requirements*
    10.1. *Corridors and Connectivity*
    10.2. *Migratory routes of large animals*
    10.3. *Habitat Refugia*
11. *Wetlands*

2.1.1 TAXONOMY OF CRITERIA

A nested hierarchical classification of Biodiversity Important Areas (BIAs) is proposed to provide a unified approach for categorizing and communicating various types of BIAs. This classification follows a three-tier structure, as illustrated in Figure 2.

First Tier: *The classification begins by identifying whether the site is located within or outside an existing protected area.*

Second Tier: *The legal status of the site is defined based on relevant legislation, such as the Forest Act (2019) and the National Parks and Wildlife Conservation Act (1973).*

Third Tier: *The inclusion categories are prioritized, encompassing*:

1. Protected Areas/Buffer Zones
2. Forest Conservation Areas
3. Ramsar Sites
4. Proposed Forest Conservation Areas
5. Proposed Protected Areas
6. Important Bird Areas

7. Key Biodiversity Areas
8. Biodiversity Hotspots
9. Important Plant Areas
10. Areas Identified through Citizen Science/Public Consultation
11. Wetlands

This framework is depicted in Figure 2 and allows for systematic classification and prioritization of BIAs, ensuring that all ecologically significant areas are accounted for under a consistent structure. For example, the taxonomy code for Proposed Tinjure-Milke-Jaljale Conservation Area is 2.5.6.

Taxonomy of Biodiversity Important Areas (BIAs)

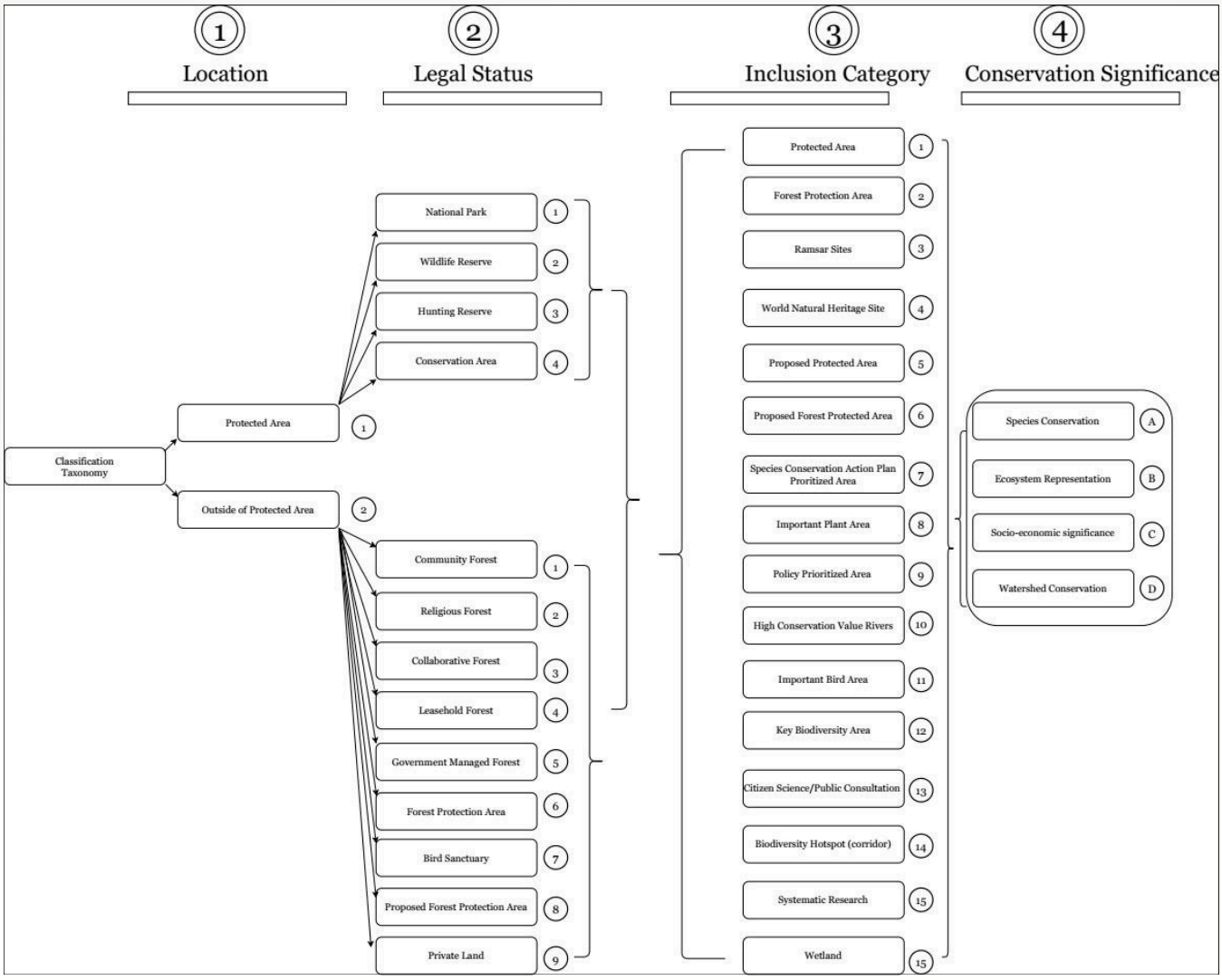

Figure 2: Taxonomy of Biodiversity Important Areas

2.2 LINEAR INFRASTUCTURE

Linear infrastructure refers to development structures that extend in a long, narrow, continuous line across the landscape, such as roads, railways, canals, cableways, and powerlines.

Roads: Roads are critical for transport infrastructure, economic development, and social inclusion. In Nepal, roads are broadly classified into Strategic Roads and Non-Strategic (Local) Roads. As per the administrative classification outlined in Nepal Road Standard (NRS) 2070, National Highways and Feeder Roads together constitute the Strategic Roads Network (SRN) and are managed by the Department of Roads (DoR). Previously, District Roads and Urban Roads were managed by the Department of Local Infrastructure Development and Agricultural Roads (DoLIDAR) and collectively formed the Local Roads Network (LRN), also referred to as non- strategic roads. After the adoption of the federal system, the responsibility for planning, construction, operation, and maintenance of district and urban (local) roads has been transferred to local governments (municipalities and rural municipalities), while DoLIDAR's role has been limited to providing technical support, guidelines, and capacity building rather than direct road management.

The National Road Standard 2070 classifies roads in Nepal based on their administrative importance and management responsibilities. The classification includes[2]:

1. ***National Highways*:** Major roads connecting the country's East-West and North-South. They facilitate long-distance travel, inter-community mobility, and provide higher levels of service. These are marked by 'H' followed by a two-digit number.
2. ***Feeder Roads*:** Localized roads connecting district headquarters, economic centers, and tourist spots to national highways or other feeder roads. These are designated by 'F' followed by a three-digit number.
3. ***District Roads:*** Important roads within districts that connect production areas, markets,and other local routes.
4. ***Urban Roads*:** Roads serving urban municipalities.

[3] Cableways are not covered in this report.

Railways: Railways have similar ecological impacts as roads but also pose additional risks due to overhead electrical lines causing bird collisions and louder locomotive noises leading to higher wildlife mortality.

Irrigation Canals: Irrigation canals support agriculture and industry, but can significantly impact landscapes and hydrology. They fragment habitats, alter river morphology, and increase human activities, leading to wildlife mortality and reduced habitat connectivity. Large canals are mainly found in lowlands and are classified into main canals and branch canals.

Cableways: Cableways are suspended cables used to transport people or materials, commonly including funicular railways, cable cars, gondolas, chairlifts, and drag lifts. They are used for both urban transportation and tourism, especially in mountainous areas. In Nepal, only a few cableways (cable car model) are in operation and several others are proposed. Cableways are also reported to have adverse impacts on biodiversity[3].

Transmission Lines: Transmission lines are crucial for modern economies, but can lead to habitat loss, wildlife electrocution, wildlife collision, and fires. They also disrupt bird flight paths and create electromagnetic fields that affect ecosystems. In Nepal, transmission lines range from 33 kV to 400 kV.

Spatial data on infrastructure is not readily available, and the available data is highly scattered and inconsistent in terms of extent, coverage, and coordination. Mapped and consolidated thematic layers of linear infrastructure—such as roads, railways, transmission lines, and irrigation canals—were compiled to develop a database for the following five phases:

1. ***Existing Infrastructure (LI)*:** This refers to any infrastructure project that has been completed and is currently operational. These projects have been initiated, planned, and implemented in the past and are either actively ongoing or in their maintenance phase.

[3] Cableways are not covered in this report.

2. ***Upgrading Infrastructure (LI):*** This involves a significant improvement in an existing infrastructure project, typically aimed at increasing its capacity. For example, expanding the lanes of a road qualifies as upgrading, but simply resurfacing the existing road does not.
3. ***Ongoing Infrastructure (LI):*** These are projects where work is currently in progress or under construction.
4. ***Proposed Infrastructure Projects (LI)*:** These projects are formally acknowledged in government policy and have some budget allocated for design and planning. If a project receives funding for a feasibility study, it is categorized as a proposed project. Such projects typically have preliminary alignments.
5. ***Potential Infrastructure Projects (LI):*** These are identified in national and provincial policy documents, such as the Five-Year Plan and Road Strategy, but have not yet advanced to the planning and design phases. These projects are not included in the fiscal plan, such as the annual budget, and do not yet have specific alignments.

The spatial databases of both biodiversity important areas and infrastructure were maintained with the following metadata information:

2.3 DATA HARVESTING AND CLASSIFICATION

The spatial databases of both biodiversity important areas and infrastructure were maintained with the following metadata information:

Biodiversity Data	Linear Infrastructure
Name: *name of BIA*	Name:
Location: *Physical address*	LI type:
Legal Status: *Status of areas as per prevailing legal status*	Data Description (abstract)
Inclusion Category:	Data type
Additional Inclusion Category *Primary* *Secondary*	Primary Use
Conservation Significance	Secondary use
Species	Scale
Ecosystem Representation	Coordinate system
Socio-economic Significance	Extent
Watershed Conservation	Duration
Abstract: *A short description*	Publisher
Purpose	Year
Remarks	Accessibility

Data Source Data Description	Quality or accuracy of data, if any (comment)
Vector	
Raster	
Spatial Resolution	
Datum:	
Geographical Extent	
East *West* *North* *South*	
Legal Responsibility *Limitation*	
Use constraints	
Access constraints	
Accessibility	
Link	
Citation	
Data quality, if any	

Data were presented separately for BIAs and LIs. The overlap between BIAs and LIs was categorized as occurring within Protected Areas (PAs), within other BIAs (i.e., BIAs outside PAs), and outside BIAs (areas beyond all BIAs). A kernel density function was applied to develop a continuous density map (km of infrastructure per km²) for each LI category. The resulting density maps were classified into nearly equal intervals to define low, moderate, and high-density classes. This classification illustrates the extent and distribution of linear infrastructures across Nepal, with particular focus on Protected Areas (PAs) and other BIAs.

3. BIODIVERSITY IMPORTANT AREAS IN NEPAL

3.1 OVERVIEW OF BIAs

A total of 515 Biodiversity Important Areas (BIAs) representing 11 different categories have been defined, which include (1) Protected Areas (PA) (n=21)[4], (2) Forest Conservation Areas (FCA) (n=11), (3) Ramsar Sites (RAMSAR) (n=10), (4) Potential Forest Conservation Areas (PFC) (n=8), (5) Proposed Protected Areas (PPA) (n=2), (6) Important Bird Areas (IBA) (n=41), (7) Key Biodiversity Areas (KBA) (n=30), (8) Important Plant Areas (IPA) (n=230), (9) Biodiversity Hotspots (BIO_HOT) (n=16), (10) Citizen Science/Stakeholder Consultation (CI) (n=34), and (11) Wetlands (n=112).

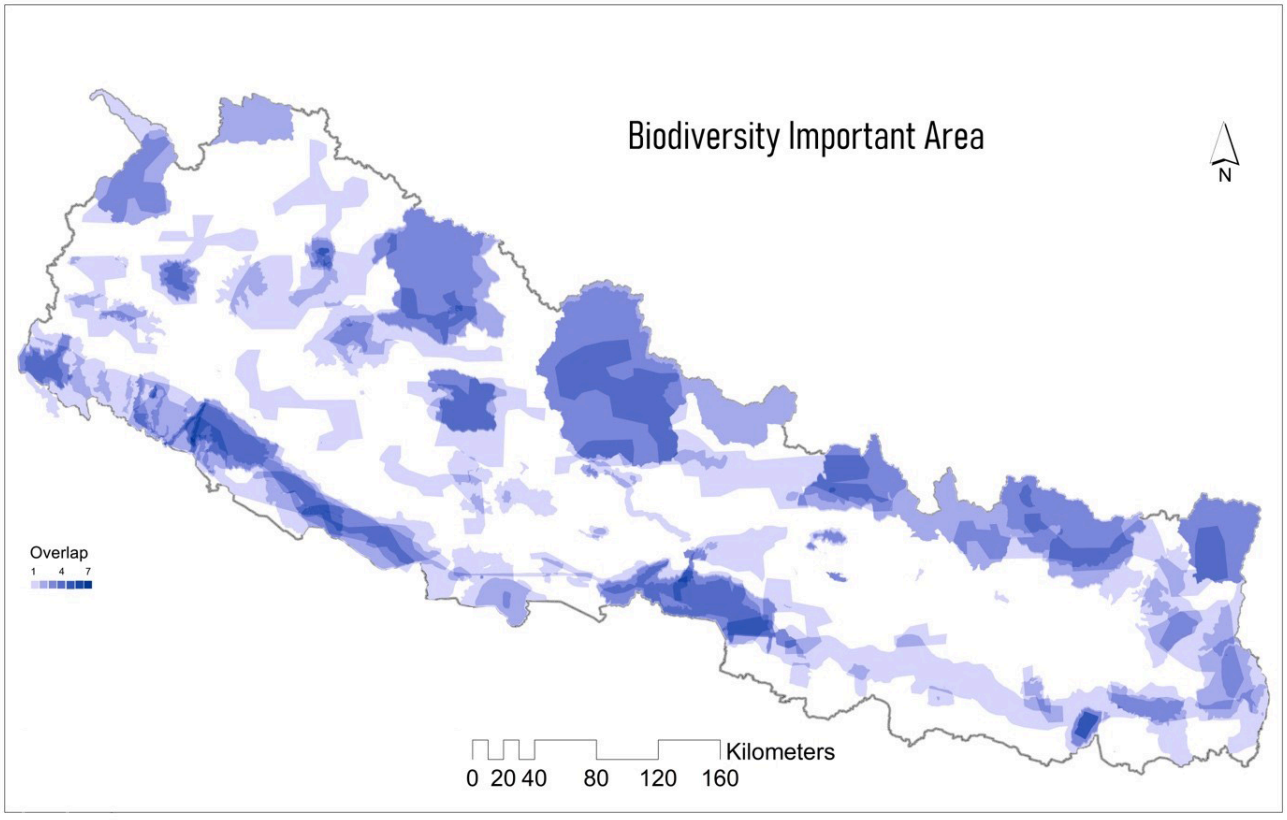

Figure 3: Distribution of Biodiversity Important Area in Nepal. The darker the color, the higher the overlapping of different categories of BIAs.

[4] Under the National Parks and Wildlife Conservation Act, 2029, the Cabinet decision (dated August 13, 2025) separated 843 km² from the Mugu portion of Shey Phoksundo to form Chhayanath National Park.

There is considerable overlap among different categories (up to 10 categories in the same site). These are areas for high priority for conservation in Nepal to protect the nation's unique species, ecosystems, and their services.

The heatmap in Figure 3 illustrates spatial overlaps among different conservation categories. Dark blue indicates large overlaps. Biodiversity priority areas, such as IBAs and KBAs, show strong overlap with PAs, and KBAs also largely coincide with IBAs. In contrast, wetlands exhibit very limited overlap with other categories, highlighting potential gaps in conservation coverage. Protected Area (34,419.75 km^2), Key Biodiversity Area (33, 388 km^2), and Important Bird Area (39499 km^2) shared nearly one quarter of the total areas, but they are mostly overlapped (~15%) (Figure 4).

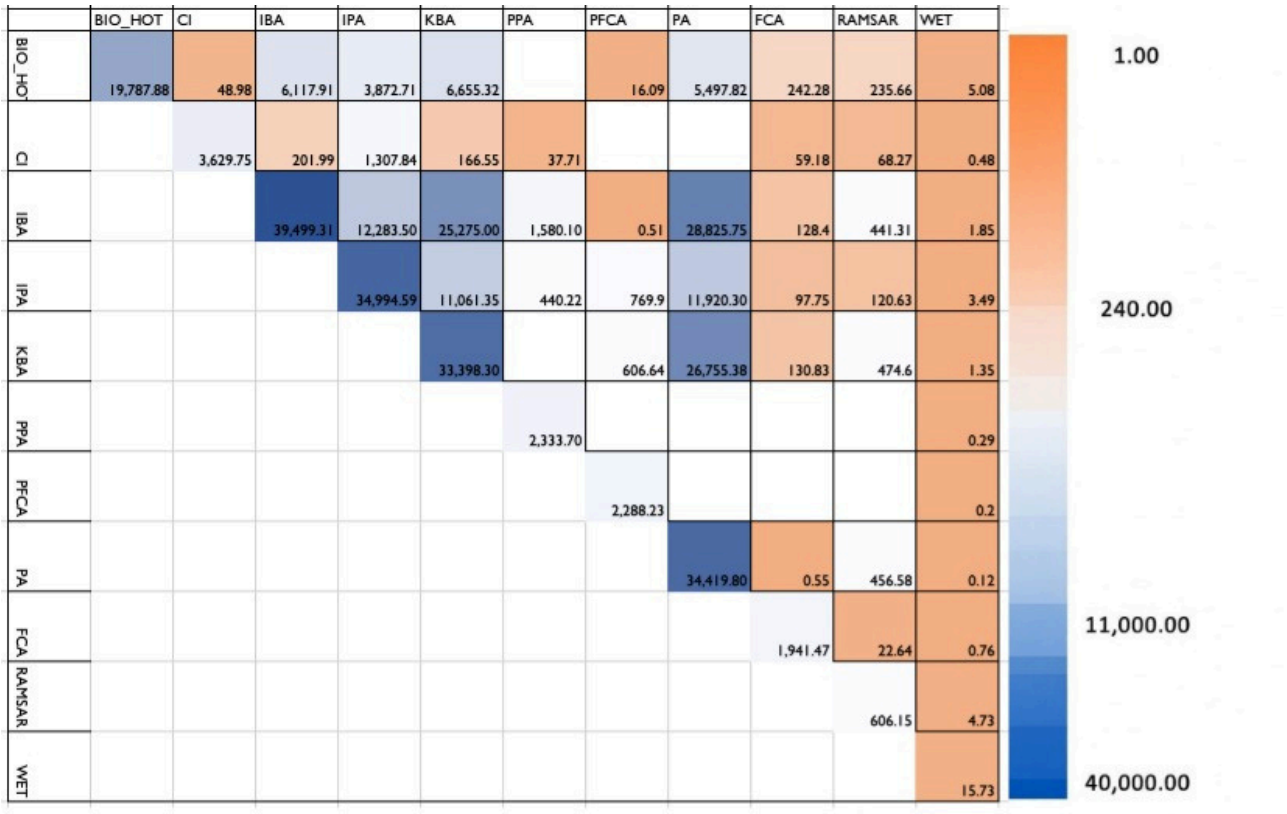

Figure 4: Spatial Overlap Heatmap of BIAs Categorized by Type and Area.

The scale indicates the size of the corresponding BIA, and the area of the overlap is indicated in the corresponding matrix.

(Note: PA - Protected Areas, FCA - Forest Conservation Areas, RAMSAR - Ramsar Sites, PFCA - Potential Forest Conservation Areas, PPA - Proposed Protected Areas, IBA - Important Bird Areas, KBA - Key Biodiversity Areas, IPA - Important Plant Areas, BIO_HOT - Biodiversity Hotspot, CI- Citizen Science/Stakeholder Consultation, Wet - Wetlands)

3.1.1 PROTECTED AREA

Protected areas are essential for biodiversity conservation, preserving natural and cultural resources while enhancing livelihoods and promoting sustainable development (Bingham et al. 2021). Nepal boasts a network of 21 protected areas (PA) covering 23.39 % of the country's land. The PA network comprises 13 National Parks (Chitwan, Parsa, Banke, Bardia, Shuklaphanta, Rara, Khaptad, Shey-phoksundo, Shivpuri, Langtang, Makalu-Barun Sagarmatha, and Chhayanath NPs), 6 Conservation Areas (Apinampa, Annapurna, Manaslu, Gaurishankar, Kanchenjunga, and Blackbuck CAs),1 Hunting Reserve (Dhorpatan HR), 1 Wildlife Reserve (Koshitappu WR), and 14 Buffer Zones (BZ) (Figure 5, Appendix 1). While the BZs are considered part of the protected area system, they encompass not only forested areas, rivers, and lakes, but also human settlements and agricultural lands (Budhathoki 2004).

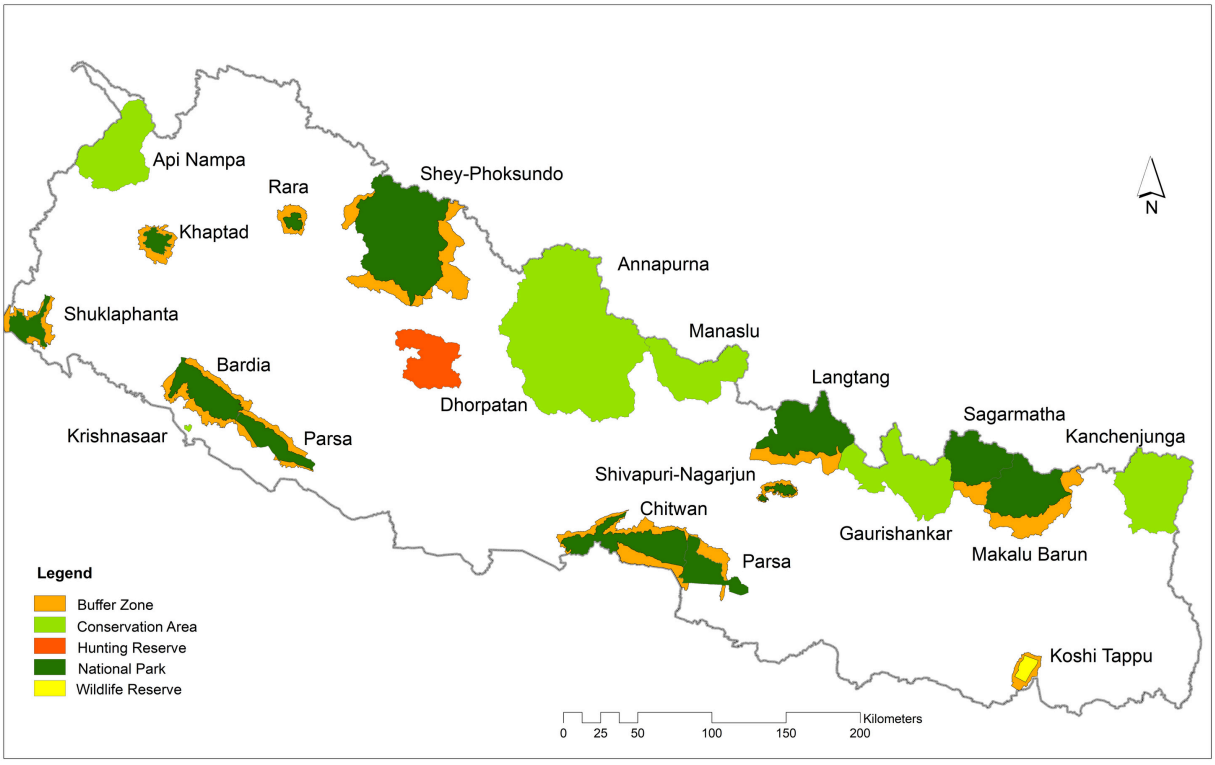

Figure 5: Distribution of the protected areas network.
(Chhayanath National Park is not shown)

3.1.2 FOREST CONSERVATION AREA

Forest Conservation Areas (FCAs) (previously Protected Forests) are national forests designated under Section 15 of the Forest Act 2019, intended for protection due to ecological, scientific, or cultural significance, or for eco-tourism and watershed conservation. These forests lie outside PAs. A total of 11 FCAs have been designated, covering approximately 1,941.47 km² (~1% of Nepal's area). Among them, Basanta in Lumbini Province is the largest, spanning 690 km², followed by Thaple Satyawati Salime Daha (378.43 km²), and Laljhadi Mohana (296.42 km²). While Dhanushadham (3.4 km²) and Kankre Bihar (1.75 km²) are smaller in size, they hold significant ecological and social importance.

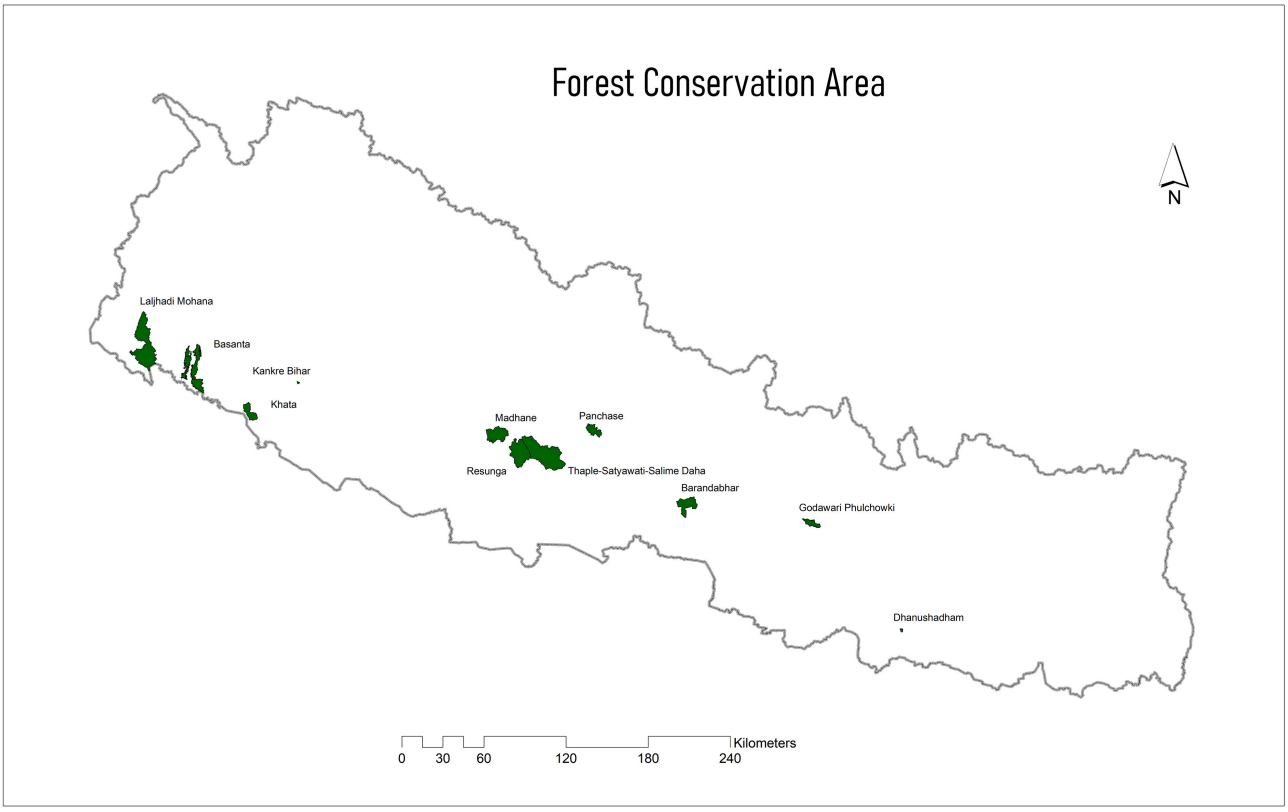

Figure 6: Distribution of Forest Conservation Areas

3.1.3 RAMSAR SITES

Nepal has 10 Ramsar Sites (Wetlands of International Importance) covering a total area of 605.61 km². These sites vary significantly in size and ecological characteristics. The Lake Cluster of Pokhara Valley in Kaski district is the largest Ramsar site, spanning 261 km². It consists of nine lakes of varying sizes spread in different parts of the Pokhara valley and provides crucial ecological and socio-economic services. Mai Pokhari, the smallest Ramsar site at 0.9 km² in Eastern Nepal, and holds cultural, religious, aesthetic and ecological significance. Koshi Tappu (175 km²) is renowned for its rich birdlife and unique floodplain ecosystem, including the only habitat of the Wild Water Buffalo in Nepal. Gokyo and Associated Lakes (78 km²) is Nepal's highest-altitude Ramsar site. Rara Lake (15.83 km²) and Gosaikunda and Associated Lakes (10.3 km²) also play vital ecological and cultural roles in the high-altitude region of Nepal.

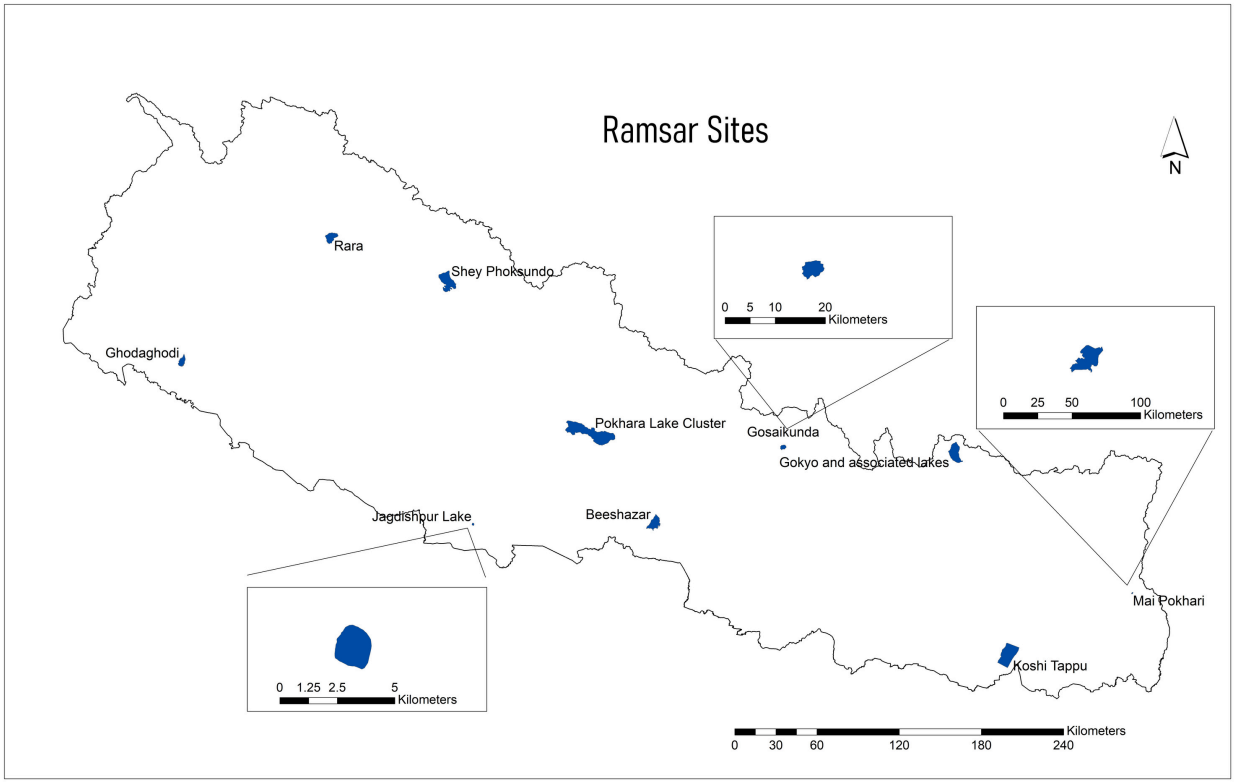

Figure 7: Distribution of the protected areas network. (Chhayanath National Park is not shown)

3.1.4 POTENTIAL FOREST CONSERVATION AREA

Potential Forest Conservation Areas (PFCAs) (formerly Protected Forests) are natural forest areas outside the Protected Area (PA) network that are under consideration for designation as Forest Conservation Areas (FCAs) due to their ecological, scientific, and cultural significance. Many of these PFCAs already have management plans as part of the proposal for establishing new FCAs. A total of eight forest patches covering a total of 2,290.55 $km^{2,}$ stretched in different altitudinal gradients, have been identified as potential sites for forest conservation areas. The largest of these is Tinjure-Milke-Jaljale (1,100.08 km^2), followed by Mahakali Karnali Mahabharat Range (601.72 km^2). Smaller FCAs include Telek (216.17 km^2), Sigas (30.96 km^2), Gwalek Kedar (27.88 km^2), Ramdhuni (20.55 km^2), and Rautamai (13.45 km^2).

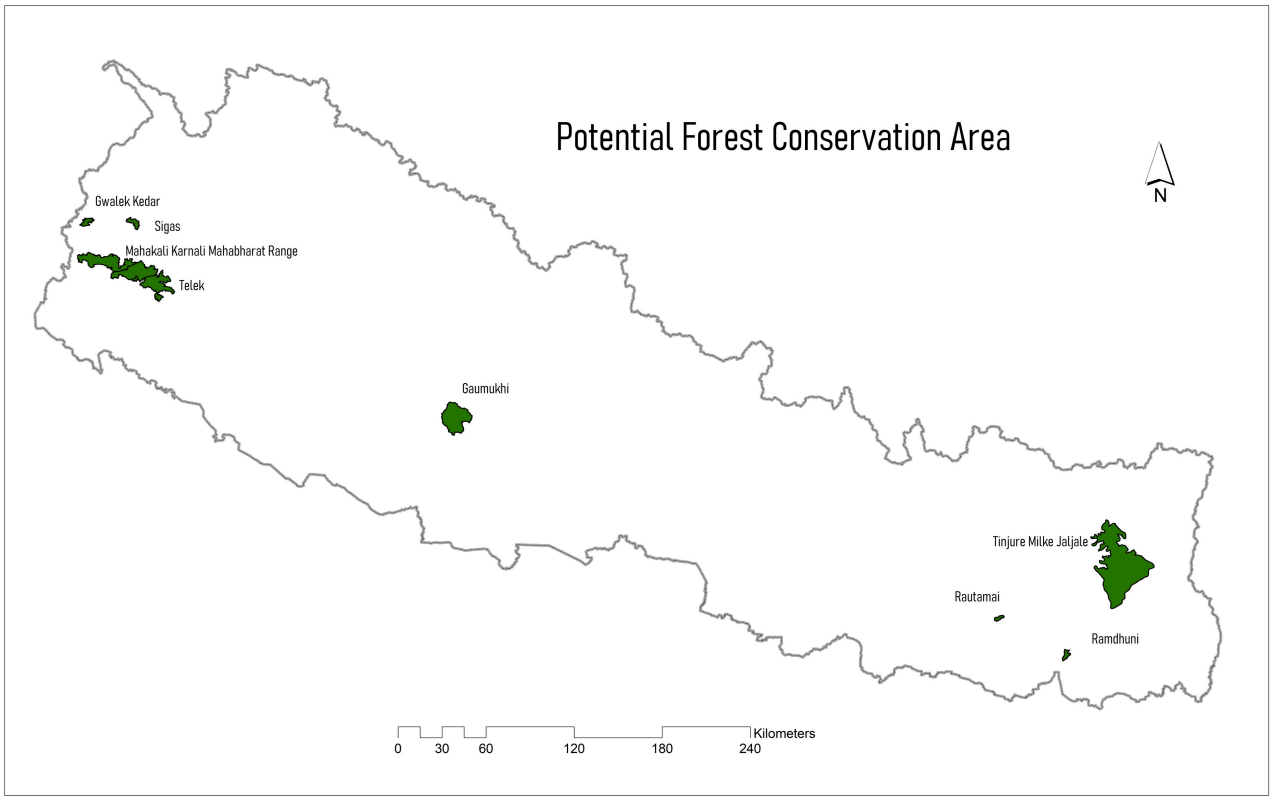

Figure 8: Distribution of potential Forest Conservation Areas

3.1.5 POTENTIAL PROTECTED AREAS

There are currently very few proposals for establishing new protected areas in Nepal[5]. While media reports indicate that several regions are under consideration as potential Conservation Areas, only two have advanced beyond preliminary discussions - Limi Valley (Fig 9) is considered as a potential candidate by the Karnali Provincial Government, and a feasibility study has already been undertaken (pers.comm. K.P. Acharya). Similarly, Jajarkot's Kuse south Jumla complex (Fig 9) has been identified as a potential site for establishing PAs. A feasibility study was also conducted in Jal Jala area of Rolpa district to designate CA[6].

Limi Valley, a trans-Himalayan region located in the northwestern part of Humla District, spans over 1,201.29 km^2 and encompasses Halji, Jang, and Til villages. It is one of the most isolated and unexplored valleys in the far north-west of Nepal Himalaya (Acharya and Ghimirey 2016). The valley boasts a rich high-altitude ecosystem typical of the trans-Himalayan region. It supports 27 mammal species, including protected species, such as wild yak, wild ass, Himalayan wolf, snow leopard, Tibetan argali, musk deer, Himalayan brown bear, and Eurasian lynx, and 132 bird species. Notably, the Tibetan Lark (*Melanocorypha maxima*) has been recorded here for the first time in Nepal. The black-necked crane, a vulnerable species, is a resident of the valley (Acharya and Paudel, 2020).

Jajarkot's Kuse area (1134 km^2) encompasses the mid-hills landscape of western Nepal, characterized by forested terrain and montane grasslands supporting isolated populations of red panda, Himalayan serow, clouded leopard, common leopard, musk deer, Himalayan tahr, and four species of threatened vultures (Red-headed Vulture, Egyptian Vulture, Bearded Vulture, and Himalayan Vulture).

[5] The establishment of new protected areas in Nepal has been subject to debate from various perspectives. The inclusion of this category is indicative, as proposals for the creation of protected areas justify their conservation significance.

[6] The GIS map of proposed CA is not available. It is included as a separate category under citizen science/public consultation.

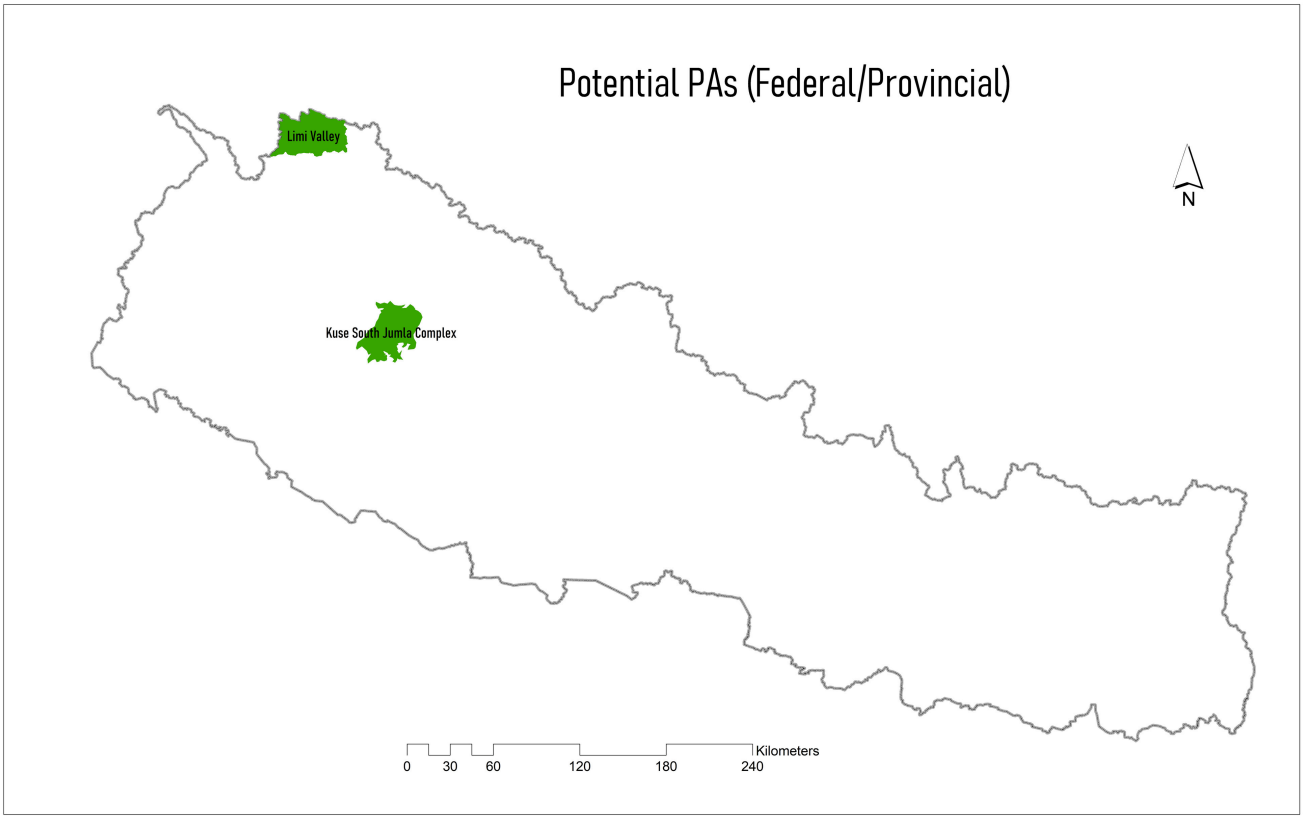

Figure 9: Distribution of potential sites for Protected Areas in Nepal.

3.1.6 IMPORTANT BIRD AREA

Important Bird Areas (IBAs) are crucial for the conservation of bird populations. IBAs are recognized based on the presence and abundance of bird species, including those of Critically Endangered, Endangered, or Vulnerable and restricted range species of birds. IBAs are identified globally and are supported by international legal instruments like the EC Birds Directive and the Ramsar Convention (Birdlife International 2022).

Forty-one IBAs have been identified in Nepal, with a total area of 39499.30 km² (Fig 10). Several IBAs overlap almost entirely with PA (83%) and FCAs. IBAs outside PAs include Ramsar sites, wetlands, and large forest patches in mid-hills that are underrepresented in existing PAs in Nepal.

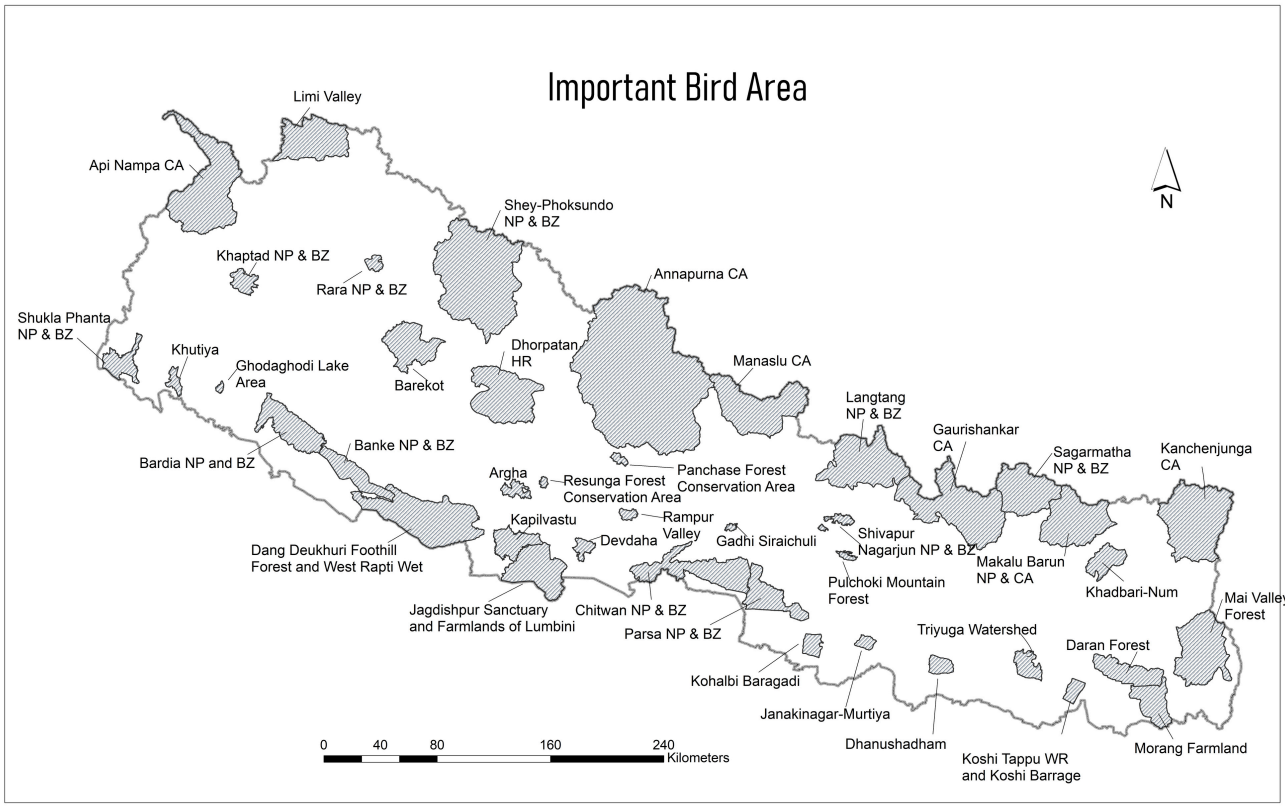

Figure 10: Distribution of Important Bird Areas

3.1.7 KEY BIODIVERSITY AREA

Key Biodiversity Areas (KBAs) are areas of global conservation significance for long-term conservation of global biodiversity, which are selected using several criteria such as threatened biodiversity, geographically restricted biodiversity, ecological integrity, biological processes, and irreplaceability. There are 30 KBAs in Nepal, which covers 76% of protected areas. KBA also almost overlaps with PAs (see section 2.4A). KBAs outside PAs include Dang Deukhuri foothill forests and west Rapti west (1654.7 km^2), Dharan forests (829.3 km^2), Farmlands in Lumbini area (740.05 km^2), Mai Valley forests (815.7 km^2), Phulchoki Mountain forests (439 km^2), Tamur valley and watershed (1347.45 km^2), Nawalparasi forests (58.9 km^2), Urlabari forest groves (0.90 km^2), Rampur valley (27.8km^2), Gainda Tal (103.5 km^2) and Khairapur (5.3 km^2).

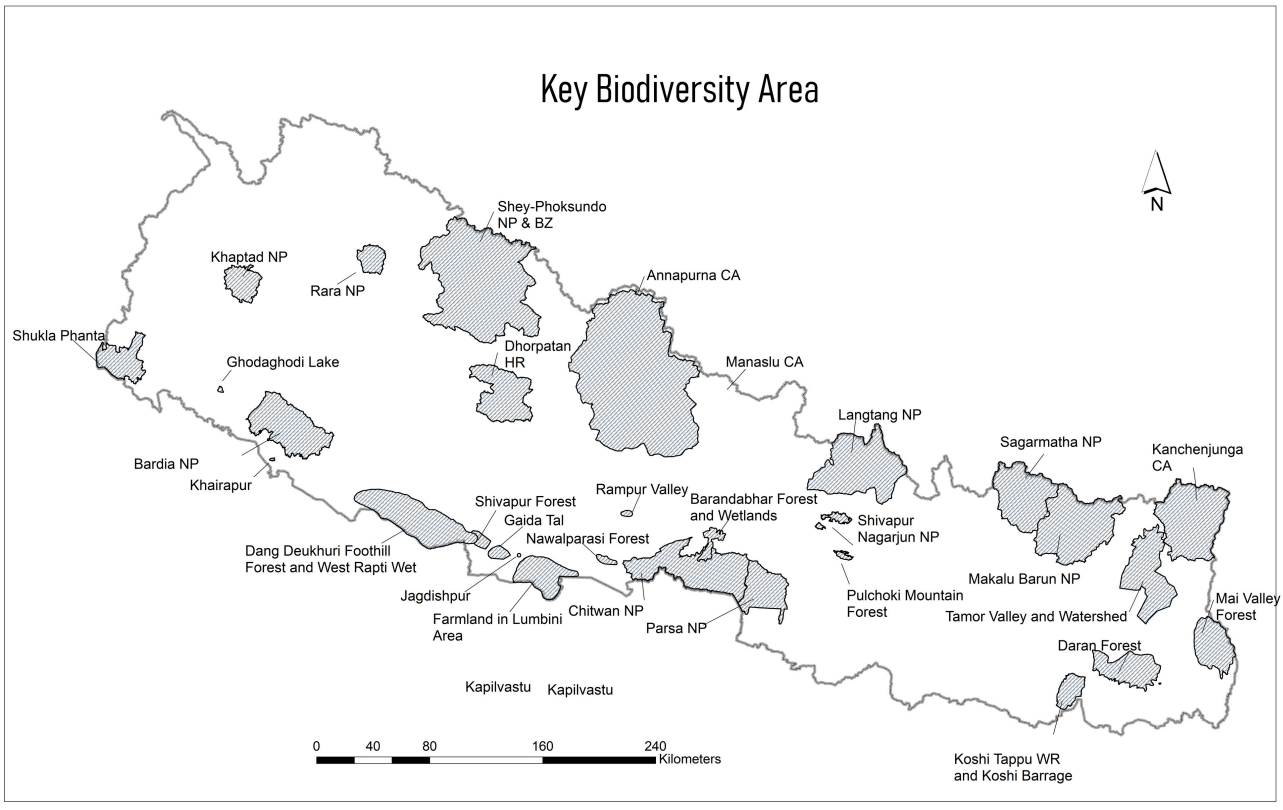

Figure 11: Distribution of Key Biodiversity Areas

3.1.8 IMPORTANT PLANT AREA

Important Plant Areas (IPAs) are crucial sites recognized for their exceptional botanical richness, including rare, threatened, and socio-economically valuable plant species, as well as rare and threatened habitats. Criteria to qualify as an area as IPA include *(https://www.plantlifeipa.org/criteria)*:

Criteria A: The site contains one or more globally or nationally threatened species or highly restricted endemic species that are potentially threatened.
Criteria B: The site hosts a high number of species within a specific habitat vegetation type, or an exceptional number of species of high conservation, social, economic, or cultural importance.
Criteria C: The site includes globally, regionally, or nationally threatened or restricted habitat types, or habitats that have significantly declined in extent at the national level.

These criteria ensure that IPAs are scientifically recognized as critical for the conservation of plant diversity.

According to the database of Plant Life International, Nepal consists of 230 important plant areas (IPAs) spread across 54 sites and covers 34,994.6 km^2. These sites are further broadly categorized into 16 complexes (connected areas in a geographical space). The complexes vary in size and significance, with notable ones such as the Upper Sagarmatha-Kangchenjungha complex and Karnali each hosting 36 IPAs across 3 and 5 sites, respectively. The Terai Arc Landscape-Nepal also stands out with 19 IPAs across 8 sites. Other complexes, such as Upper Bagmati and Lower Dhaulagiri-Annapurna, contribute 17 and 23 IPAs, respectively. These figures highlight the significant concentration of biodiversity within these IPA complexes, which are critical for the conservation of plant species.

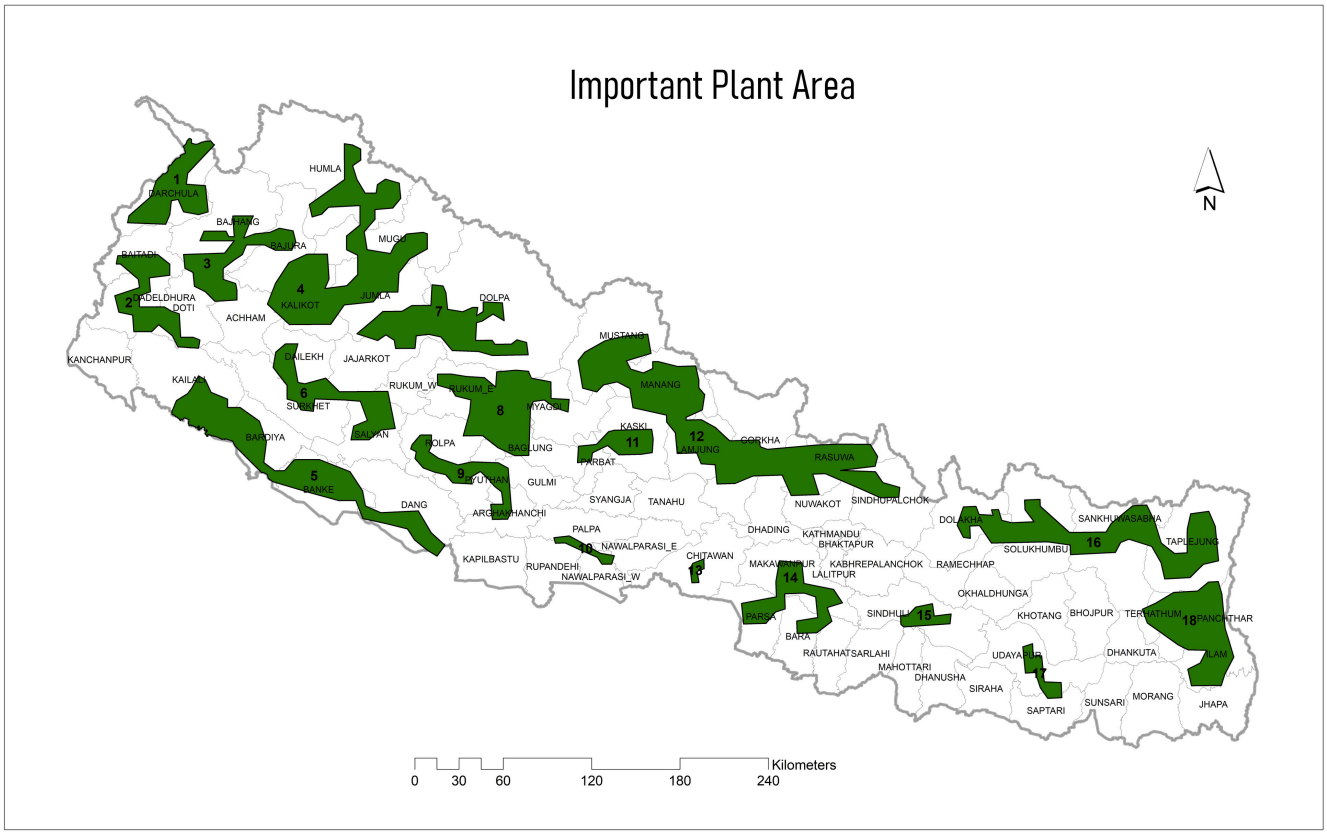

Figure 12: Distribution of Important Plant Areas (IPAs) superimposed on the district map of Nepal. The plant complexes are numbered from 1 to 18.

3.1.9 BIODIVERSITY HOTSPOTS

Biodiversity hotspots—areas particularly rich in species, rare species, or threatened species, or those critical for the long-term conservation of biodiversity—are highly vulnerable to environmental changes (e.g., deforestation, natural disasters, and climate change). These areas serve as vital corridors and habitats for globally threatened megaherbivores and carnivores. In Nepal, 15 distinct biodiversity hotspots have been identified, covering a total area of 19,886.9 km². These include elephant movement corridors along Nepal's lowlands, wildlife corridors linking protected areas (e.g., Brahmadev, Laljhadi, Basanta, Karnali, Khata, Kamdi, and Barandabhar corridors), and habitats such as the river dolphin range in Karnali, Narayani, and Koshi river systems.

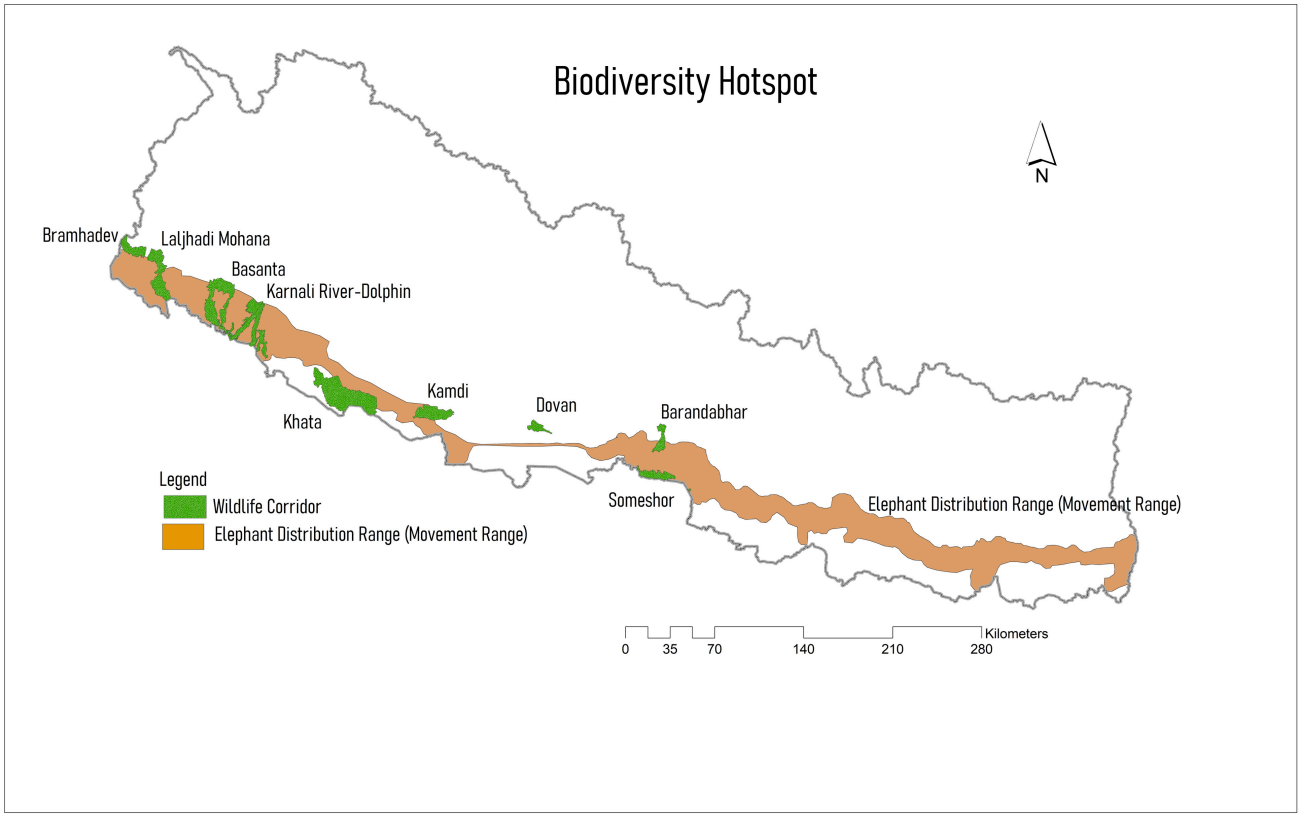

Figure 13: Biodiversity Hotspots

3.1.10 AREAS IDENTIFIED THROUGH CITIZEN SCIENCE AND PUBLIC CONSULTATION

The dataset includes 32 geographically defined areas, covering a total area of approximately 4,296.0 km², identified through consultations with officials from provincial forest ministries and other relevant stakeholders (Appendix 10). These areas vary significantly in size: the Chepang Settlement Area is the largest at 1,159.33 km², while SabhaPokhari is the smallest at just 0.0123 km². On average, each region spans about 134.3 km², though this average is skewed by several large areas, such as Badimalika (567.7 km²) and the Red Panda Corridor (528.3 km²). Smaller regions, including the Narayanhiti Palace Museum (0.4 km²) and Pashupati -Bhandarkhal Forest (0.144 km²), reflect the diversity in land use and conservation efforts across these areas. This dataset illustrates a broad spectrum of land dedicated to ecological, cultural, and community purposes, highlighting the vast and varied landscapes encompassed by these regions.

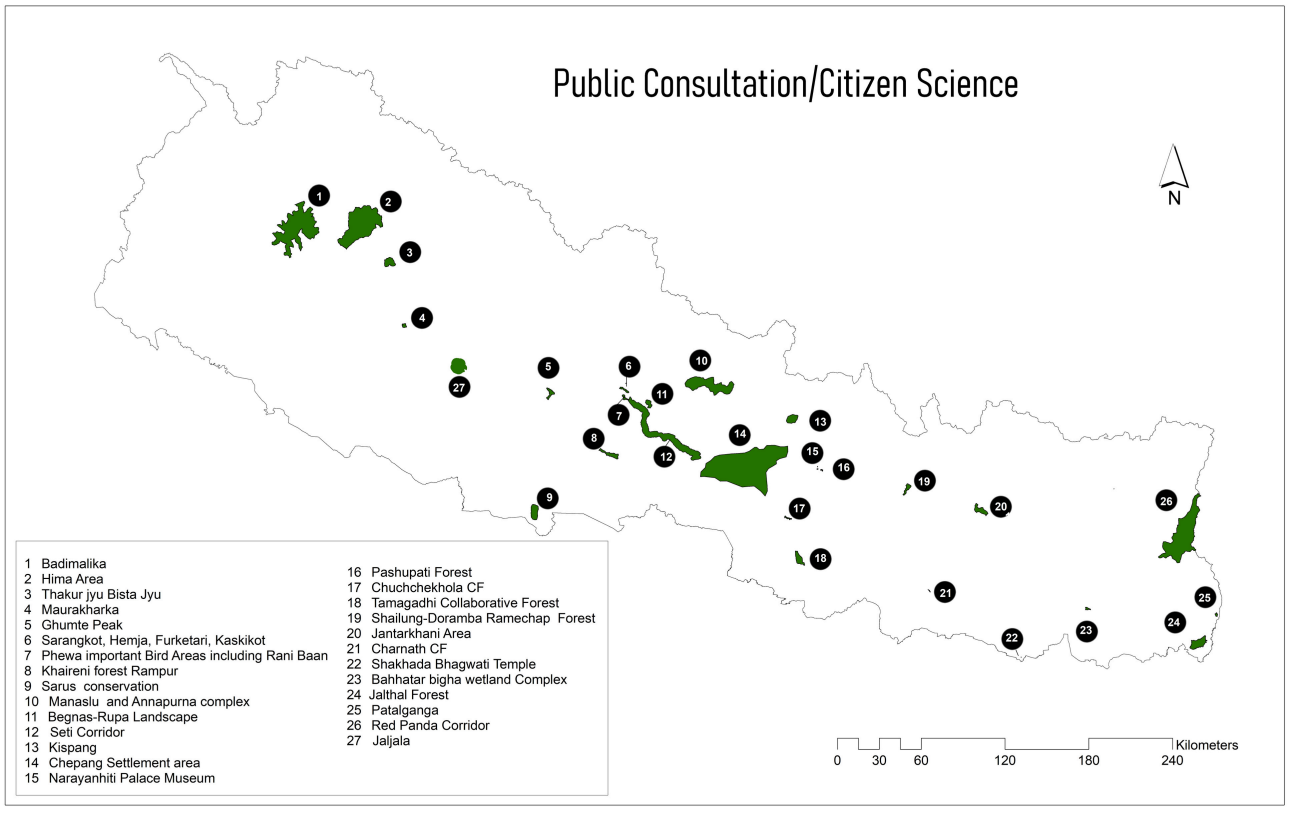

Figure 14: Areas identified and proposed during stakeholder consultation *(citizen science/public consultation)*

3.1.11 WETLANDS

A total of 112 lakes, covering a combined area of 15.058 km², are identified throughout Nepal for their potential ecosystem services, including cultural value. The average size of these lakes is 0.13 km², though there is considerable variation in their areas. Phewa Lake, with an area of 3.84 km², is the largest, while Lam Pokhari is the smallest at just 0.0008 km². Most of the lakes and wetlands are relatively small, with many falling within the 0.0012 to 0.05 square kilometer range. Kulekhani Reservoir (2.04 km²) and the Gupt Chamero Gufa-Jajura Wetland Complex (1.38 km²) are a few larger lakes and reservoirs.

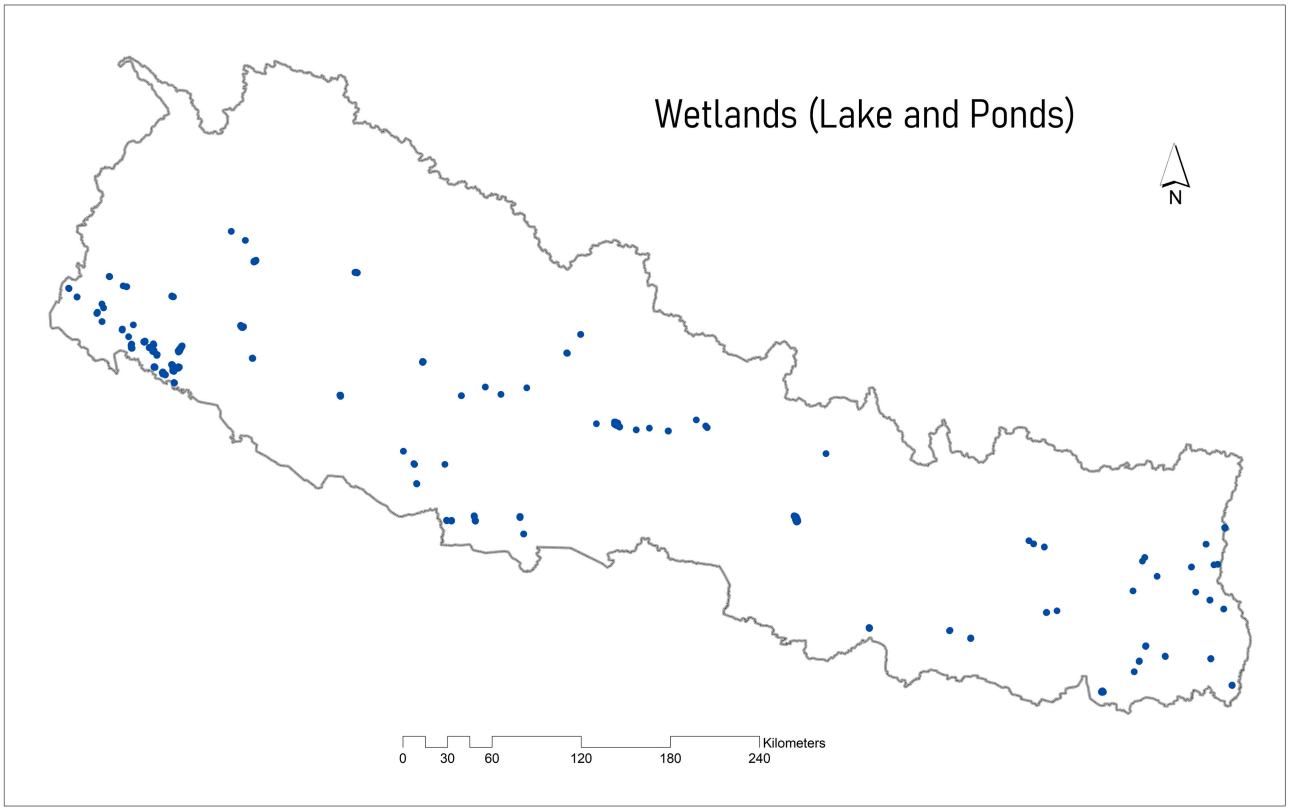

Figure 15: Distribution of wetlands in Nepal. Blue dots indicate the location of wetlands.

4. LINEAR INFRASTRUCTURE IN NEPAL

Linear infrastructure refers to development structures that extend in a long, narrow, continuous line across the landscape, such as roads, railways, canals, cableways, and powerlines.

4.1 ROAD

Roads are critical for transport infrastructure, economic development, and social inclusion. In Nepal, roads are broadly classified into Strategic Roads and Non-Strategic (Local) Roads. As per the administrative classification outlined in Nepal Road Standard (NRS) 2070, National Highways and Feeder Roads together constitute the Strategic Roads Network (SRN) and are managed by the federal government. They provide national and regional connectivity and support economic activities. Local Roads constitute the Local Roads Network (LRN) and are managed by local governments (palikas). Local roads ensure community-level access to settlements, markets, and basic services.

4.1.1 NATIONAL HIGHWAYS

National highways are major roads that facilitate long-distance travel and inter-community mobility, and are marked by 'H' followed by a two-digit number. A total of 14,122 km long network of national highways, including proposed routes, exists in Nepal. Ongoing road projects (those currently under construction) dominate, accounting for 54.65% of the total length of national highways across different categories. Existing roads account for 3,104.92 km (21.99%), while upgrading roads make up 21.06% of total highways (2,973.93 km). Smaller portions include the 'unknown' category (257.21 km, 1.82%), while proposed roads are estimated at 67.81 km long (0.48%) (Table 2).

Table 2: Total length of national highways under different categories

Category	Length (km)	Percentage
Existing	3104.91	21.98
Ongoing	7717.27	54.65
Proposed	67.81	0.48
Upgrading	2973.93	21.06
Unknown	257.21	1.82
Grand Total	14121.14	100

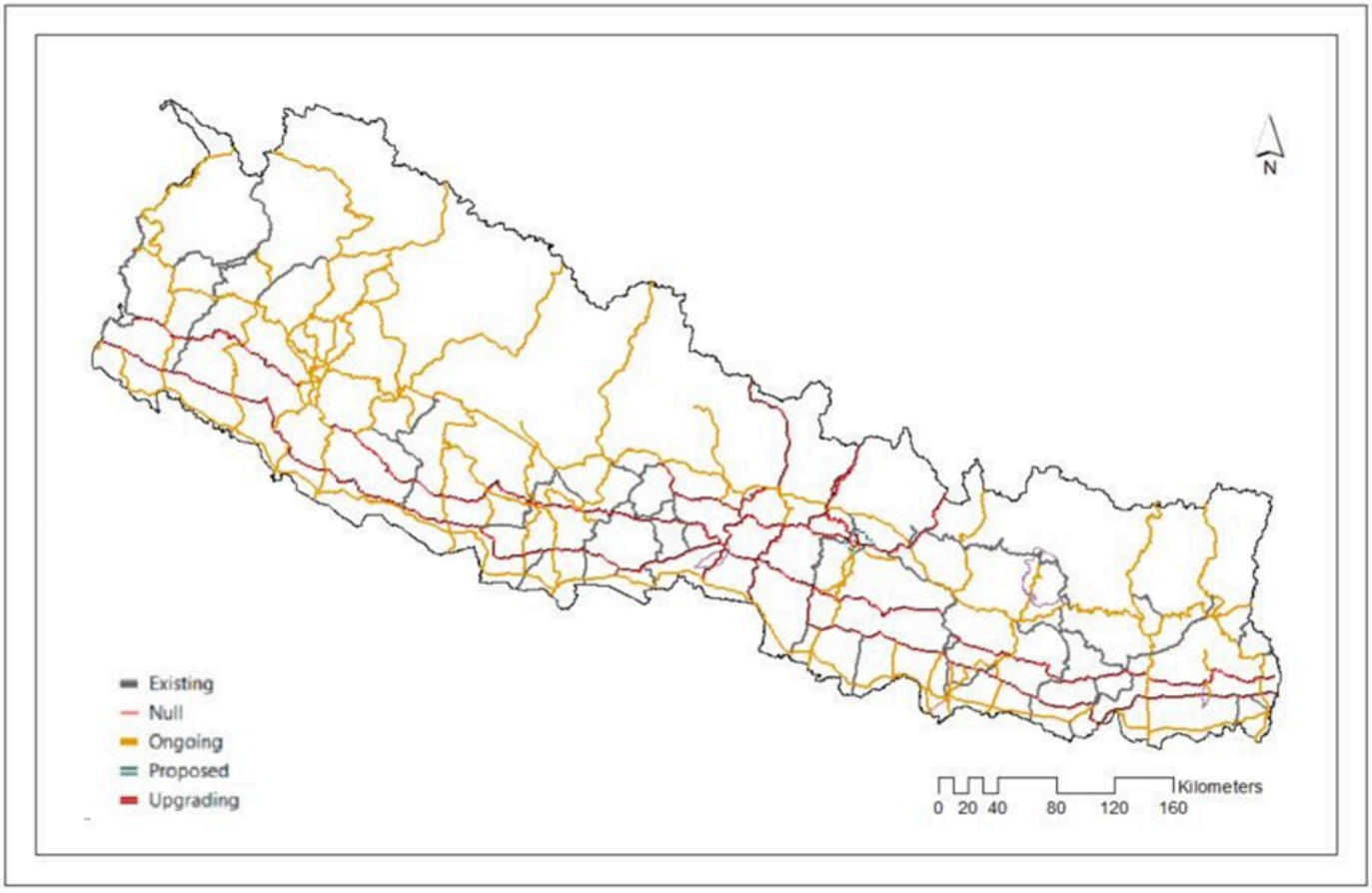

Figure 16: Distribution of national highways in Nepal

4.1.2 FEEDER ROADS

Feeder roads are important roads of a localized nature. These serve the community's wide interest and connect district headquarters, major economic centres, and tourism centres to national highways or other feeder roads. They are designated by the letter„F" followed by a 3- digit number. National highways and feeder roads collectively are called the Strategic Roads Network (SRN).

The total road network of the feeder road spans approximately 17,536.13 kilometers. The specific details for various categories of strategic roads are not available.

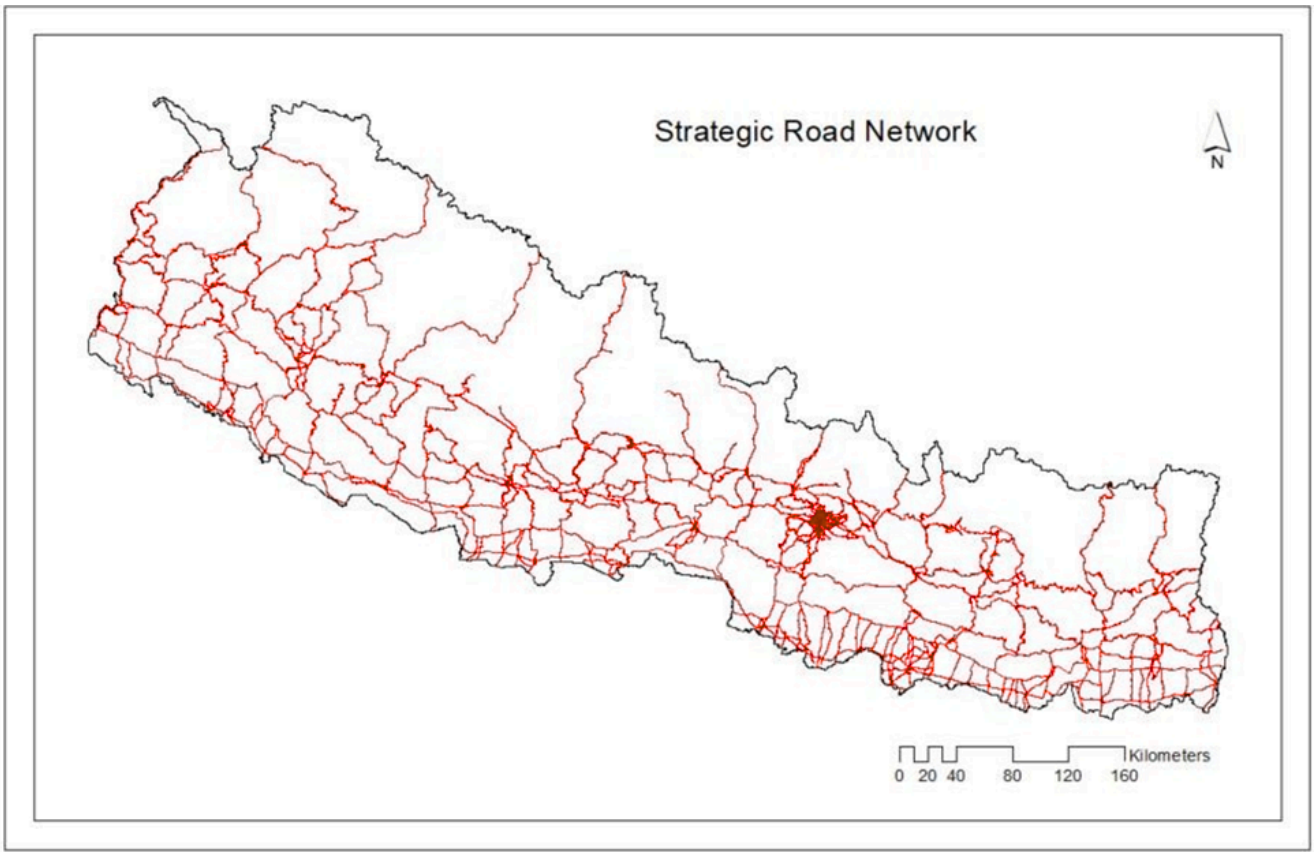

Figure 17: Distribution of strategic roads in Nepal.

4.1.3 LOCAL ROAD

The local roads constitute the most extensive network of roads at the community level serving critical connectivity among different nodes (e. g., market, schools, hospitals, temples, forest). The disaggregated data of local roads are not readily available, as there is no well-defined classification and data repository. Local roads make of a total length of 260,711.69 km[7], assuming all roads, except for highways and strategic roads, are local roads. District roads account for 4,277.12km (1.64% of the overall network). The District Road Core Network[8]

[7] Some sections of the district road network or feeder roads may be included in the strategic road network. However, this should represent only a very small fraction of the total network.

[8] Core Road Network (CRN) includes prioritized roads or road links that command greater economic value to the society and the country in terms of their utilization. Having such classification enables providing strict vigilance on these roads as well as commitments to keep them in good condition, for facilitating the efficient movement of goods and passengers, but also providing a guaranteed level of service to the road users

extends to 15,826.22 km, making up 6.07% of the total. Feeder roads cover 2,965.40 km (1.14% of the network). The largest category, local roads, spans 237,642.95 km, accounting for a significant 91.15% of the total road length.

Table 3: Length of Local Roads by Category

Categories	Length	Percent (%)
District Road	4277.11	1.64
District Road Core Network	15826.22	6.07
Feeder Road	2965.40	1.14
Local Road	237643	91.15
Grand Total	260711.7	100

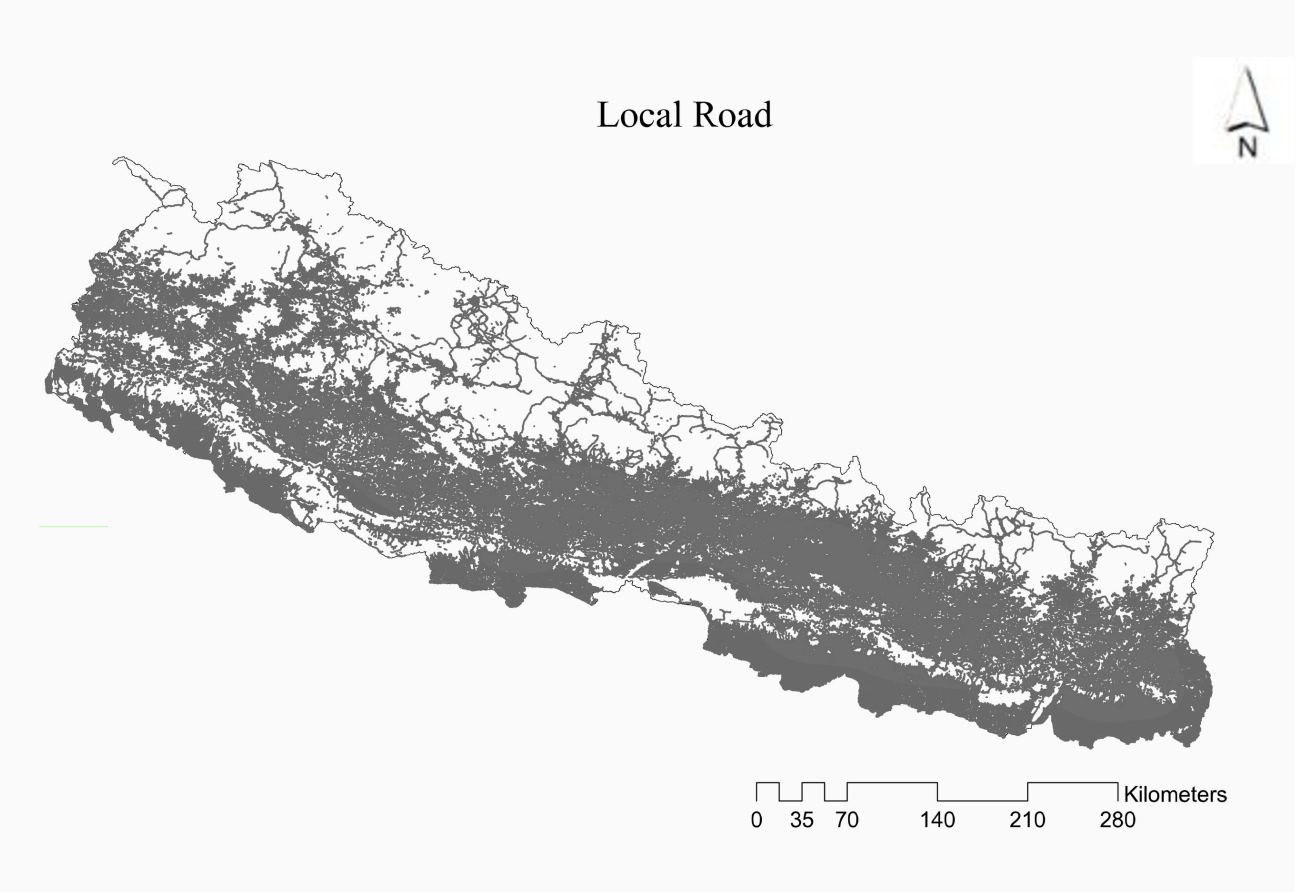

Figure 18: Distribution of local roads in Nepal

4.2 IRRIGATION CANAL

The updated Irrigation Master Plan 2019 (revised 2024) identifies a total of 5,673 irrigation systems (including surface and non-conventional types). The cumulative command area covered by irrigation infrastructure is approximately 1,435,302 hectares, with the Terai accounting for about 81%, the Hills about 15%, and the Mountains around 4% of the total irrigated area. A total of 18 large irrigation systems are in operation in Nepal. All these irrigation systems are in the Terai region. The irrigation system includes a network canal consisting of primary canals that serve as conduits for water transport between reservoirs or rivers and different nodes of villages and/or clusters, whereas branch canals distribute water to farmlands. Total length of all these primary canals is estimated at 5068.52 km. Sunsari Morang Irrigation and Mahakali Irrigation Systems are the two largest canal systems, which make up 35% and 24% of the total length of canals, respectively (Table 3). Of total canals, existing and under construction made up 90% and 6% of the total length, respectively. The proposed one is just 3.38% of the total. Among the proposed additions, 171.46 km of canals are planned, with the Sikta (Eastern) and Badkapath systems contributing notable lengths.

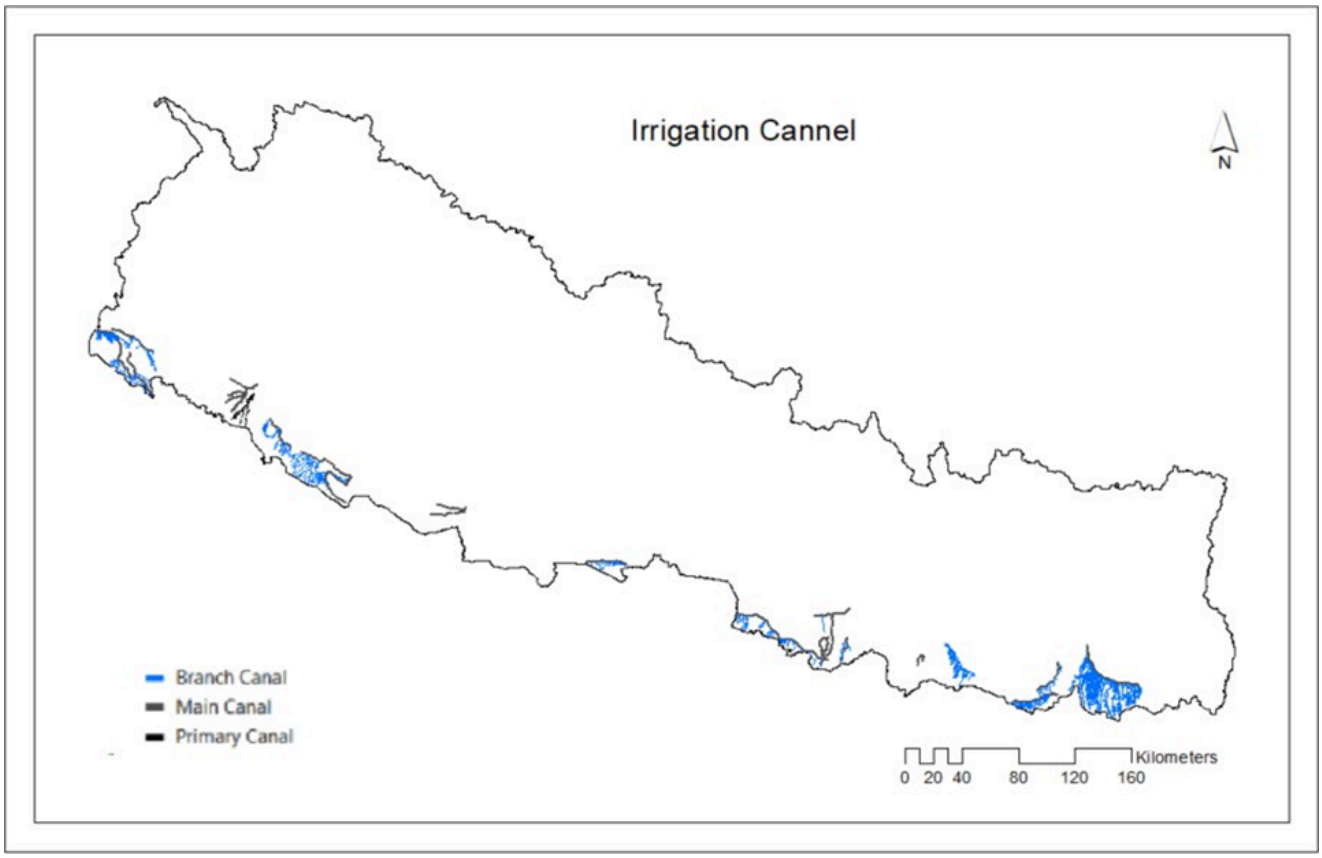

Figure 19: Distribution of irrigation canal in Nepal

Table 4: Length of some large irrigation canals under different categories

Name of Irrigation	Existing	Proposed	Under Construction	Grand Total
1. Babai Irrigation Scheme				
Branch Canal	180.37			180.37
Main Canal	28.81			28.81
2. Badkapath				
Main Canal		16.42	12.53	28.95
3. Bagmati Irrigation System				
Branch Canal	12.11			12.11
Main Canal	60.54			60.54
4. Chandranahar Irrigation System				
Branch Canal	61.18			61.18

Name of Irrigation	Existing	Proposed	Under Construction	Grand Total
Main Canal	29.02			29.02
5. Gandak Irrigation System				
Branch Canal	74.30			74.30
Main Canal	30.97			30.97
6. Hardinath Irrigation System				
Main Canal	14.93			14.93
7. Jahanjh Irrigation System				
Main Canal	48.48			48.48
8. Kamala Irrigation Scheme				
	284.73			284.73
9. Koshi West Irrigation Scheme				
Branch Canal	192.22			192.22
Main Canal	35.52			35.52
10. Mahakali Irrigation Scheme				
Branch Canal	880.80			880.80
Main Canal	349.29			349.29
11. Manushmara Irrigation Scheme				
Branch Canal	40.45			40.45
Main Canal	19.67			19.67
12. Narayani Irrigation Scheme				
Branch Canal	170.76			170.76
Main Canal	80.88			80.88
13. Praganna				
Main Canal	26.02			26.02
14. Rajapur Irrigation Scheme				
Primary Canal	103.30			103.30
15. Ranijamara Irrigation System				
Main Canal	78.56			78.56
16. Sikta (Eastern) Irrigation Scheme				

Name of Irrigation	Existing	Proposed	Under Construction	Grand Total
Branch Canal		101.73		101.73
Main Canal		53.30		53.30
17. Sikta (Western) Irrigation System				
Branch Canal			256.16	256.16
Main Canal			44.92	44.92
18. Sunsari Morang Irrigation Scheme				
Branch Canal	1726.37			1726.37
Main Canal	54.03			54.03
Grand Total	4583.43	171.46	313.62	5068.52

4.3 TRANSMISSION LINES

Power transmission lines serve as critical infrastructure, distributing electricity from power plants to end users.In Nepal, transmission lines total approximately 10,506 km and operate at four voltage levels: 33 kV, 132 kV, 220 kV, and 400 kV. Among these, 33 kV lines account for more than one-tenth (11%) of the total length, although they are not being promoted in new projects.

The total length of existing transmission lines is 2,875 km, accounting for 27% of the overall network. The majority of these are 132 kV lines (80%), followed by 220 kV (9%) and 400 kV (8%). Proposed transmission lines total 5,823 km, accounting for more than half (55%) of the total network. Most of the proposed lines are 400 kV (3,067 km) and 132 kV (2,132 km), with the remaining 624 km at 220 kV. Currently, 1,113 km of transmission lines are under construction, representing 11% of the total. These lines are primarily 132 kV (582 km) and 220 kV (532 km).

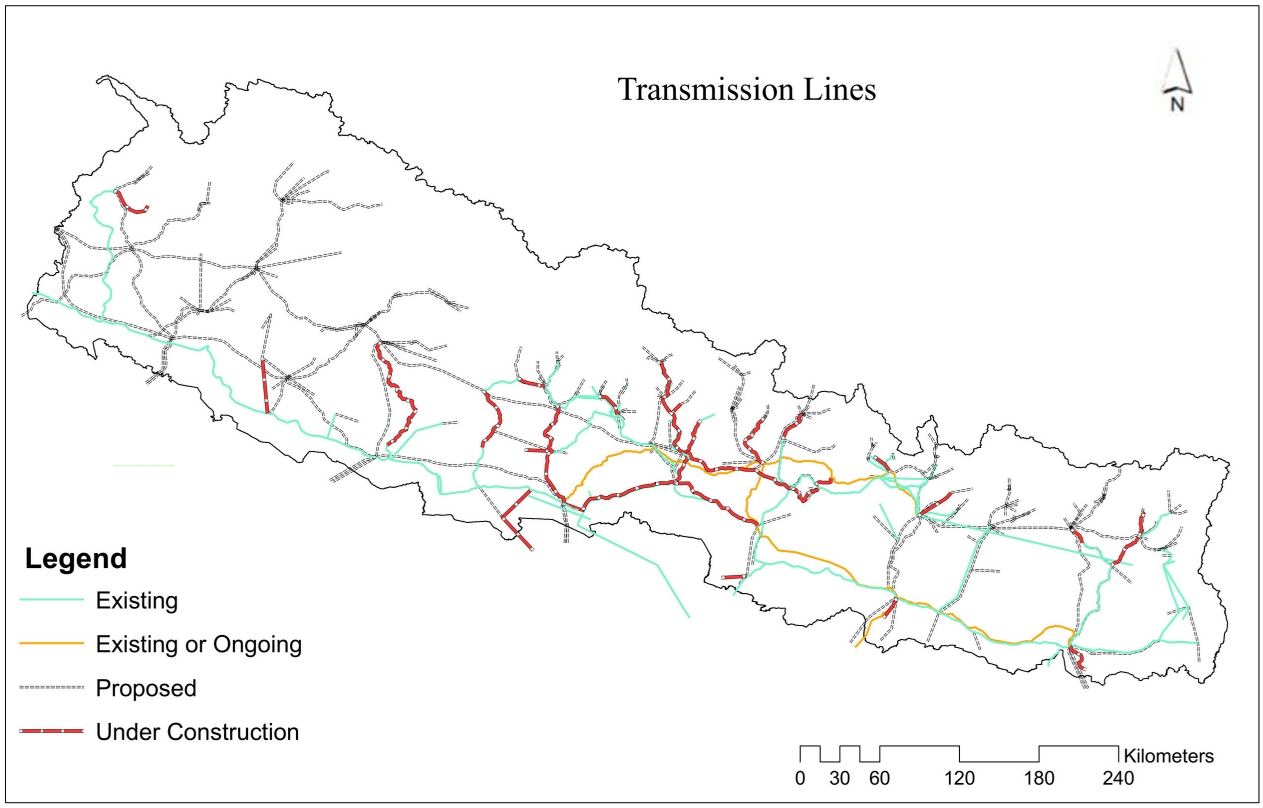

Figure 20: Distribution of transmission lines in Nepal by status of operation

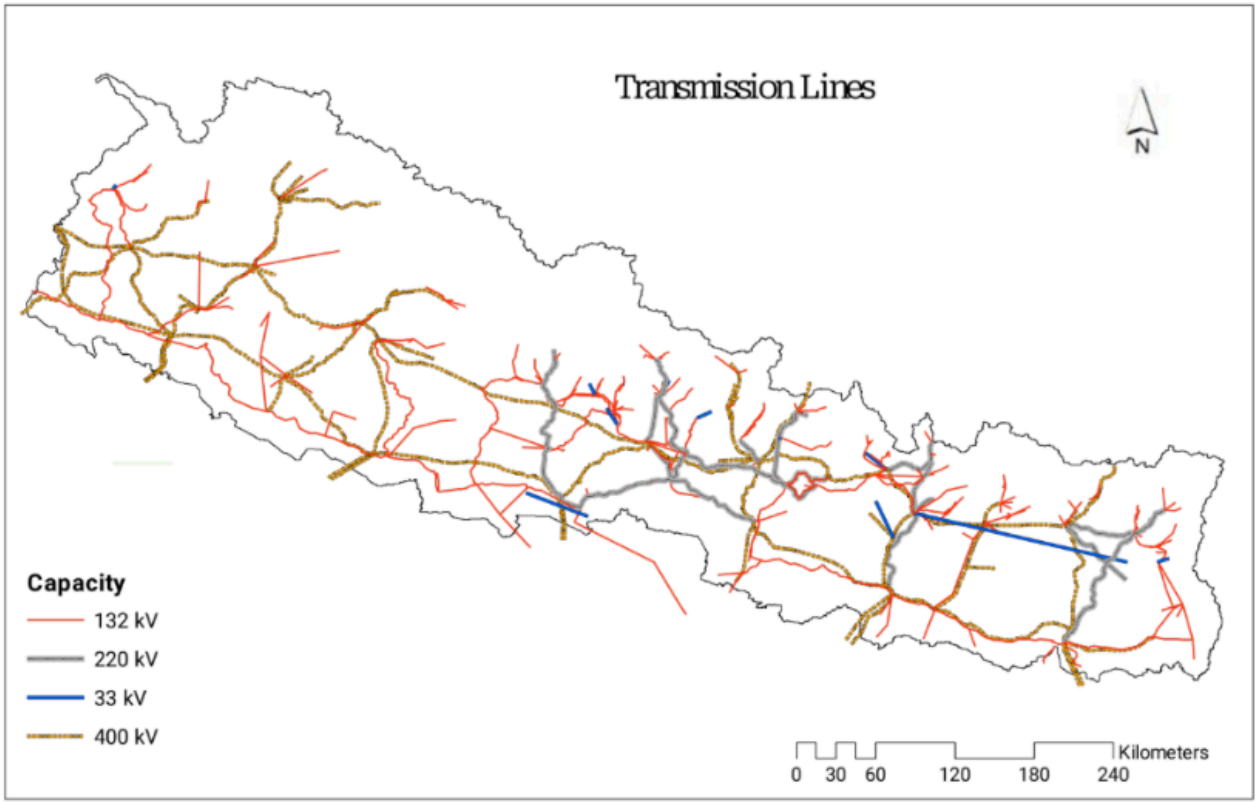

Figure 21: Distribution of transmission lines in Nepal

4.3 RAILWAYS

Nepal has a very small railway network. A large section connecting east to west has been proposed (~913 km), where a small section is under construction in the eastern part of Nepal. Taking into account all railways under various phases, 80% of the total railway network is proposed, whereas 15% and 4% are potential and existing, respectively.

During the previous five-year period, Nepal made notable progress in expanding its rail transport infrastructure. Under the East–West Railway project, 95 kilometers of railway with 9 stations were constructed, and the Jaynagar–Janakpur–Bardibas and Jaynagar–Janakpur–Bijalpura sections, covering 69 km and 52 km respectively, were brought into operation. Construction of the Bardibas–Simara section and final-stage works on the Jogbani–Biratnagar railway also advanced. In addition, 52 km of rail track-bed were built, 10 railway bridges constructed, and 52 km of electrified passenger

railway and 10 km of electrified cargo railway were operational. For the upcoming five-year plan, Nepal aims to significantly scale up these achievements by constructing 209 km of additional track-bed, increasing railway bridges to 16, and expanding electrified rail operations to 66 km for passengers and 17 km for cargo (National Planning Commission, 2024).

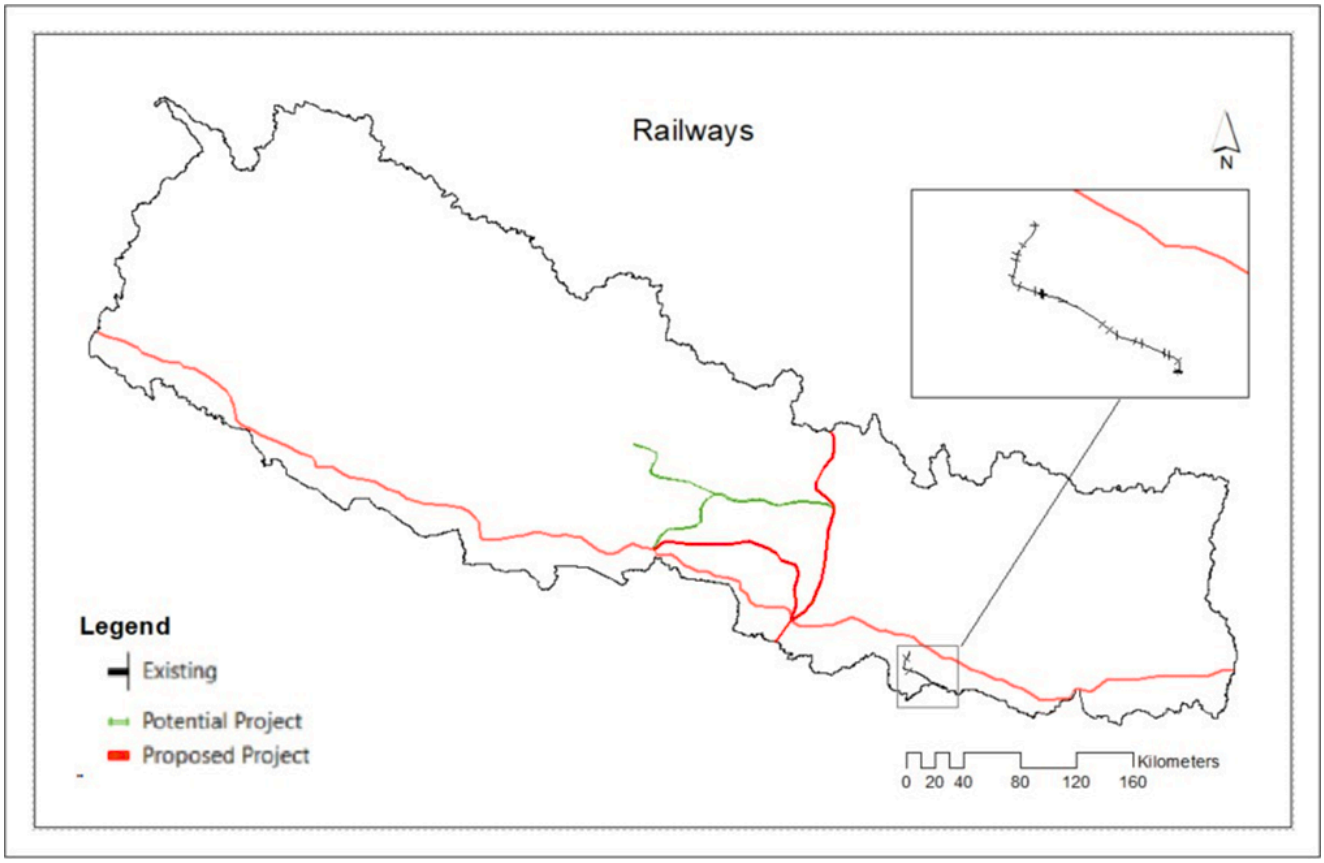

Figure 22: Distribution of railways in Nepal

5. LINEAR INFRASTRUCTURE AND BIODIVERSITY IMPORTANT AREA OVERLAP

5.1 OVERALL

Linear infrastructure causes varying degrees of impact on biodiversity, depending on the type and density of linear infrastructures (Figure 24). An analysis of the spatial overlap of infrastructure on BIAs shows that, at present, the density of infrastructure is lower within PAs and BIAs located inside PAs compared to BIAs situated outside PAs. Nearly equal proportions of low (<0.75 km per km²) and moderate (0.75-1.5 km per km²) density areas make up both PAs and Other BIAs. Areas with high infrastructure density (>1.5 km per km²) are very limited within PAs (2 km²), whereas other BIAs include such areas covering 23 km² (Figure 23).

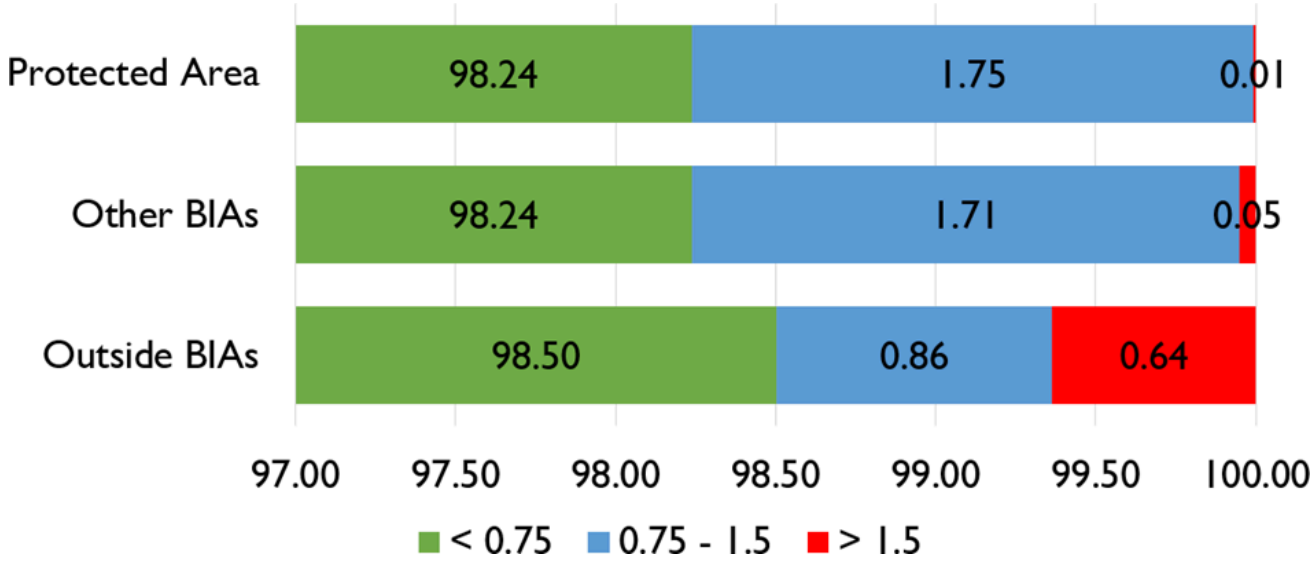

Figure 23: Percentage of area with linear infrastructure density of <0.75 km/km², 0.75–1.5 km/km², and >1.5 km/km² (including roads, railways, irrigation canals, and transmission lines) within Protected Areas (PAs), other Biodiversity Important Areas (Other BIAs), and outside BIAs in Nepal.

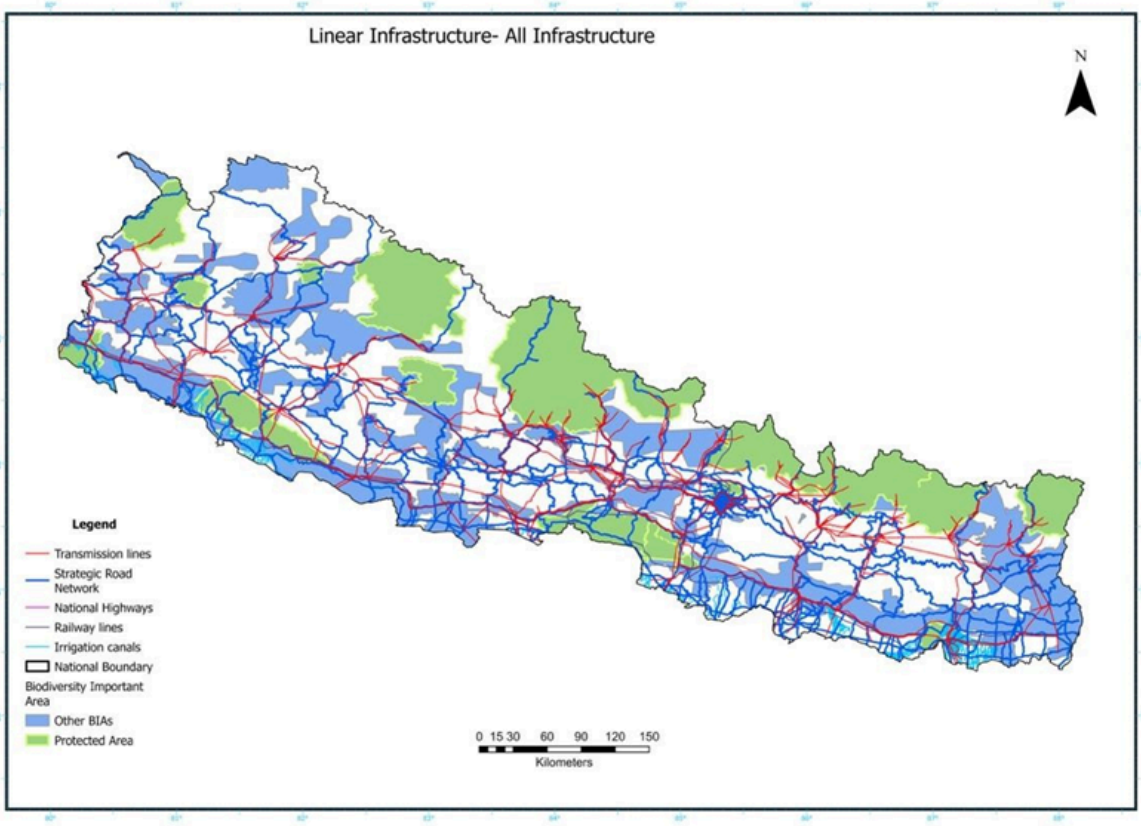

Figure 24: Distribution of all infrastructure in Nepal superimposed on the maps of BIAs

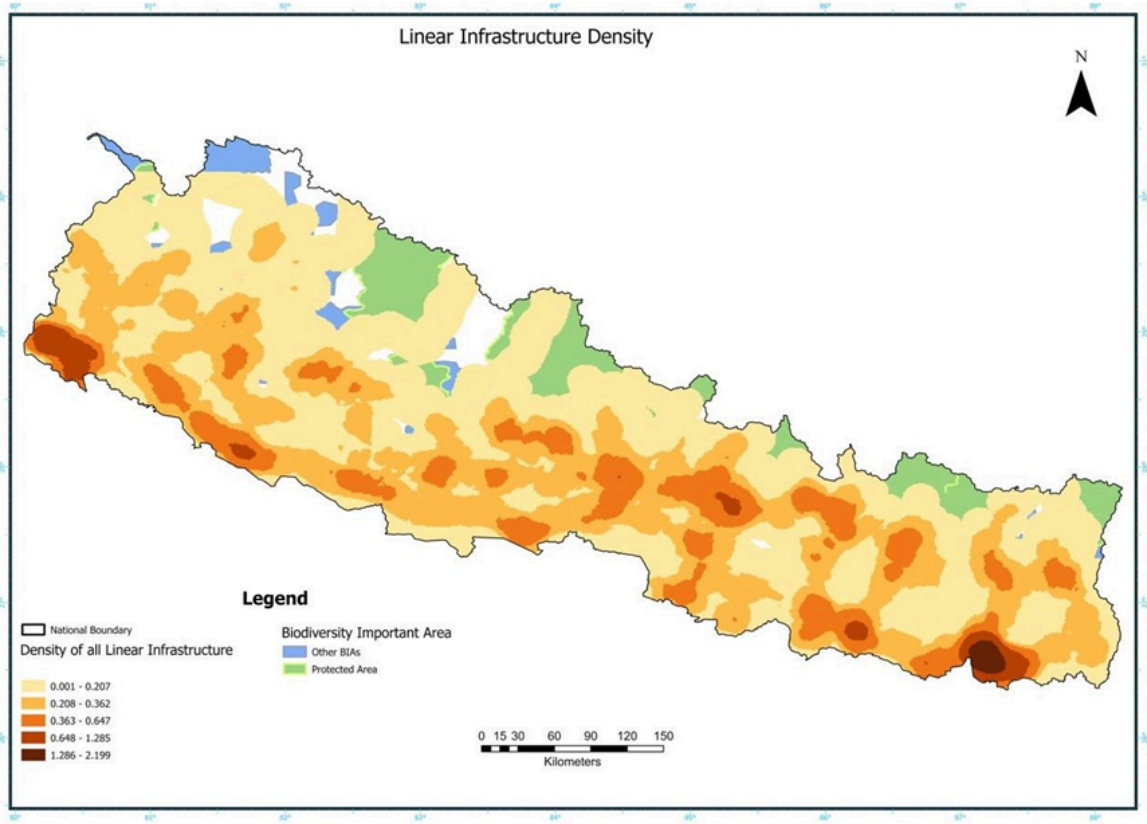

Figure 25: A kernel density map of all LIs in Nepal

5.2 NATIONAL HIGHWAYS

A total of 6,529 km of roads lies within BIAs, including 10% within PAs and 36% within Other BIAs. None of the proposed national highways fall within BIAs. However, Other BIAs account for 36% of ongoing highways and 44% of upgrading highways (Table 5, Figure 26)

Table 5: Percentage of road under different phases and management categories.

Category	Other BIAs	Protected Area	Outside BIAs
Existing	31	5	64
Ongoing	36	11	53
Proposed	0	0	100
Upgrading	44	13	42
Unclassified	13	11	76
Grand Total	36	10	54

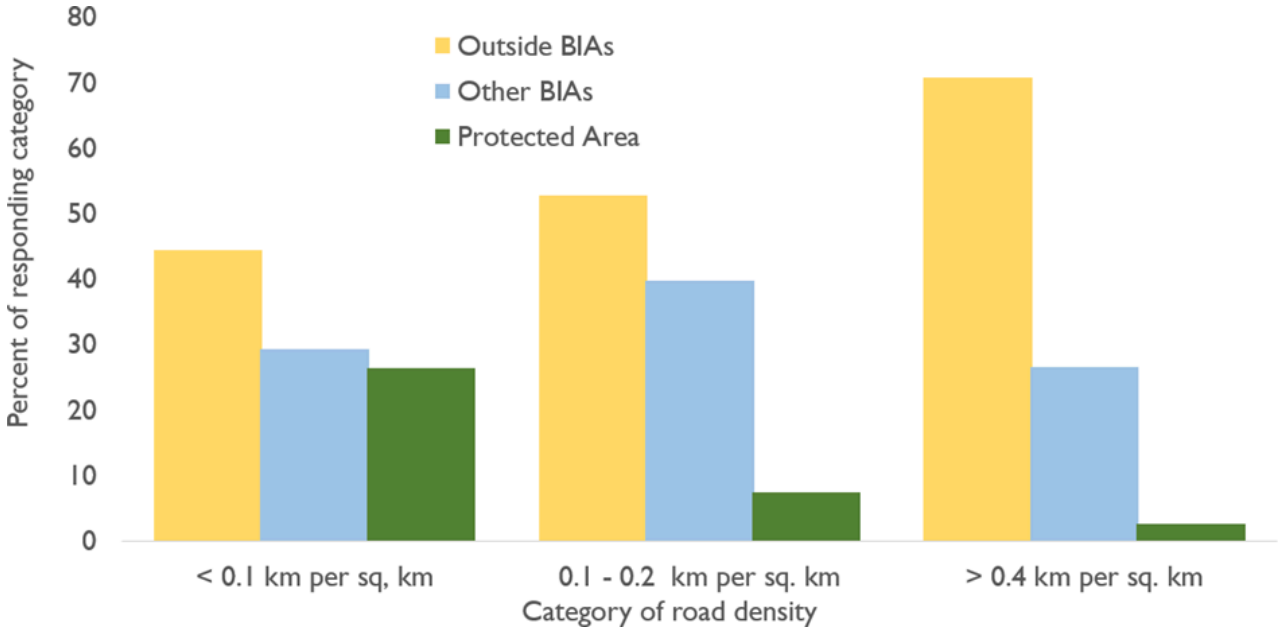

Figure 26: Percentage of area with national highway density of <0.1 km/km², 0.1–0.2 km/km², and >04 km/km² within Protected Areas (PAs), other Biodiversity Important Areas (BIAs), and outside BIAs in Nepal.

Data show that protected areas contain 15,701 km² of area occupied by low-density highways (<0.1 km/km²), while other BIAs encompass a total of 17,380 km² areas with similar road density.

Areas with a moderate highway density cover 303 km² within PAs and 2,021 km² within other BIAs. However, areas with a high density of highways (0.1-0.2km/sq.km) are estimated at 3,831 km² in PAs and 20,386 km² in other BIAs (Figure 27).

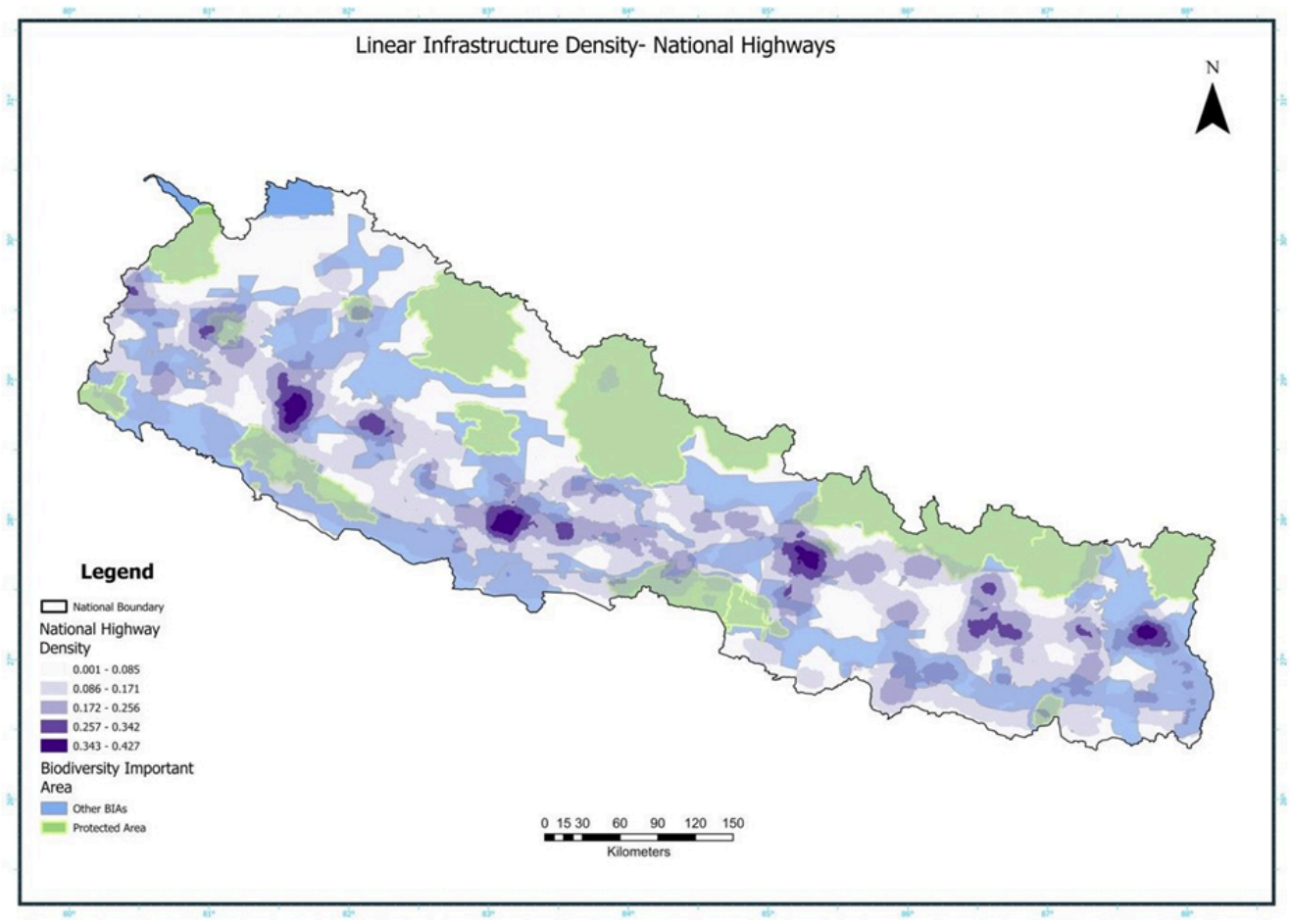

Figure 27: Density map of the national highway superimposed on a map of the biodiversity important area

5.3 IRRIGATION CANAL

BIAs covers 44% of the 'existing'', 85% of the 'proposed', and 68 % of the 'under construction' irrigation systems in Nepal. Among all alignments within BIAs, PA shares just 29% existing and 5% of under-construction projects (Figure 28 and Figure 29). It is notably good that no irrigation facilities are proposed within PAs, but a high proportion of irrigation within other BIAs signifies impending danger.

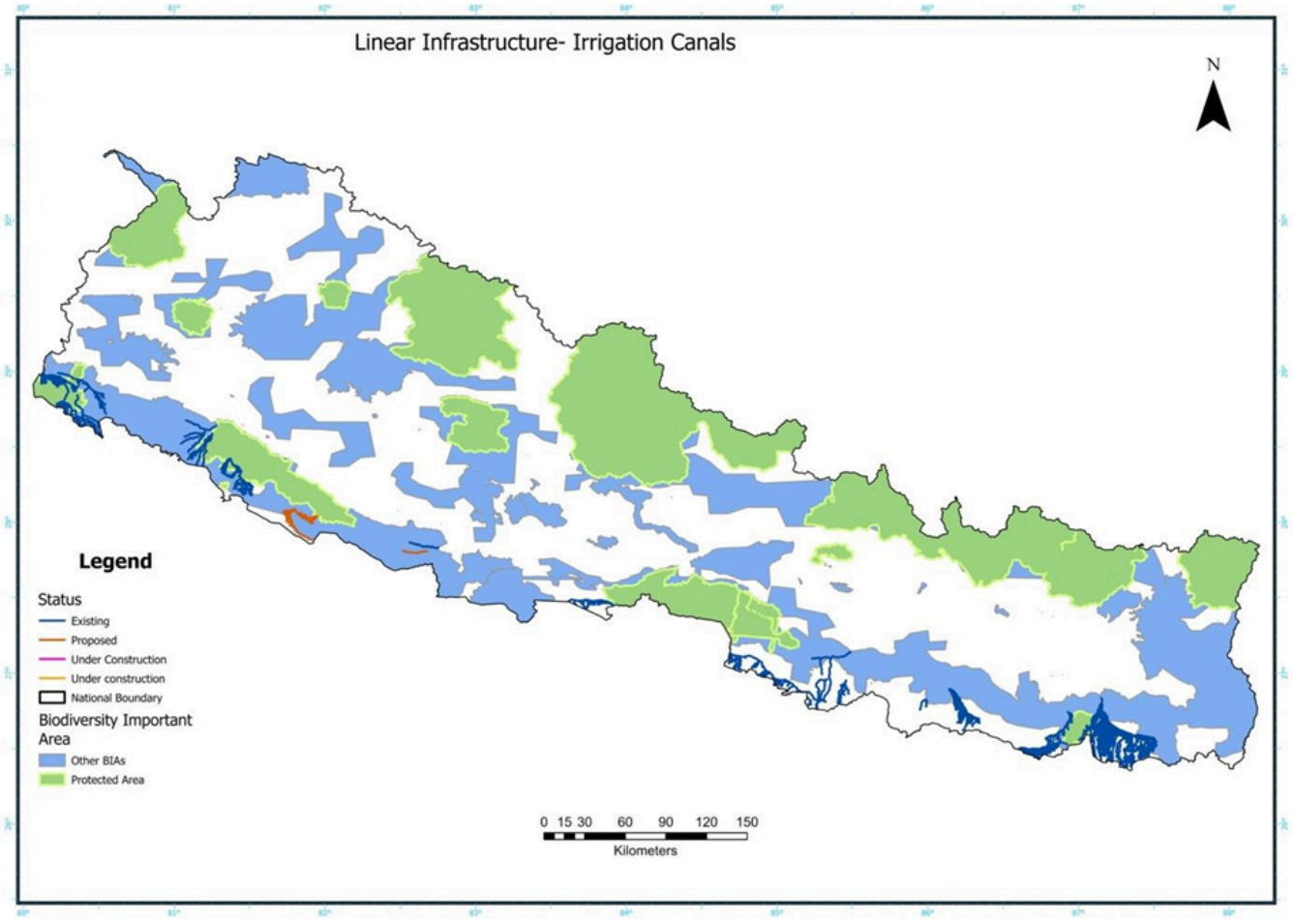

Figure 28: Irrigation Canals by Development Category Superimposed on Biodiversity Important Areas (BIAs)

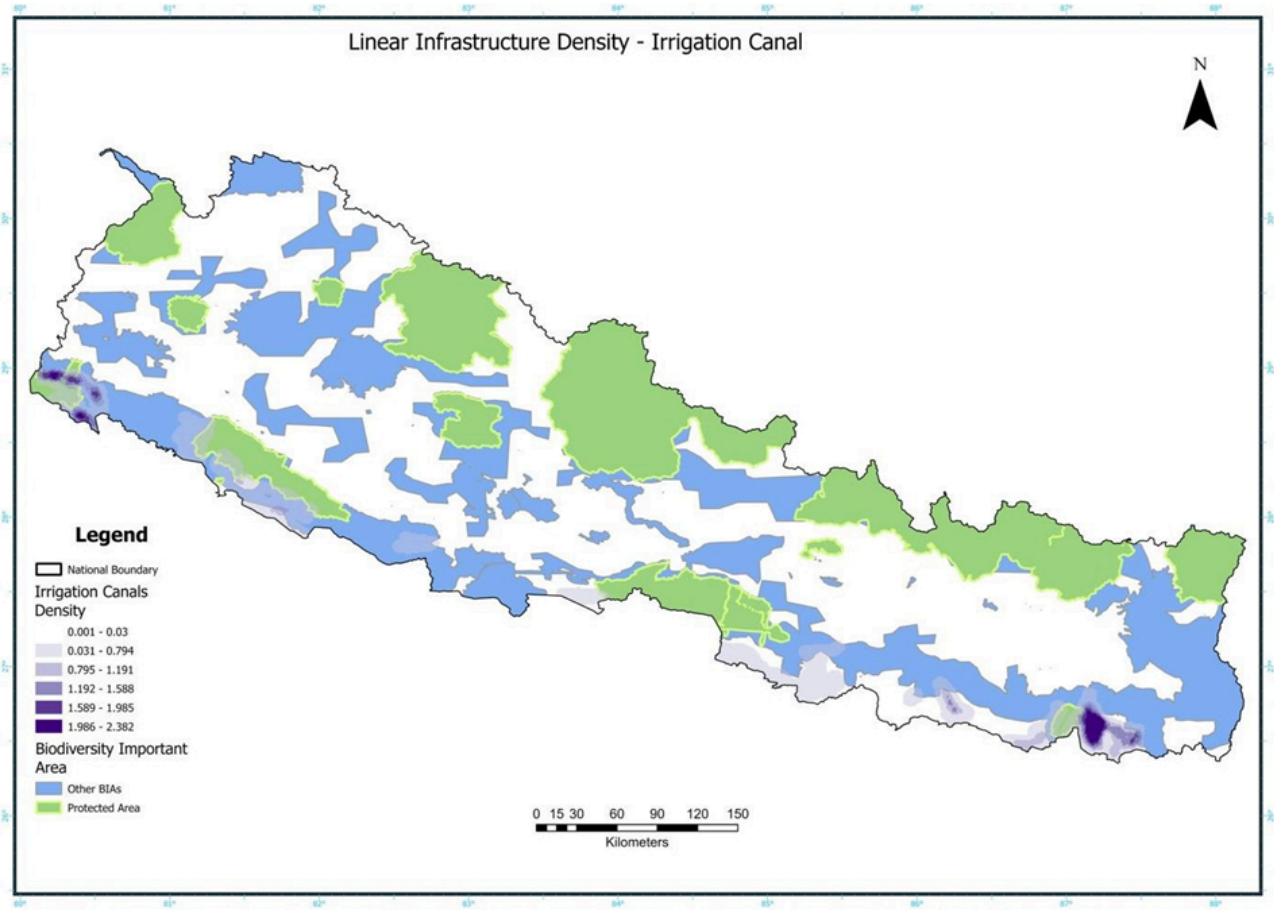

Figure 29: Density map of irrigation canals superimposed on map of biodiversity important area

5.4 TRANSMISSION LINES

Transmission lines total 4,862 km within BIAs (46% of Nepal's total). Protected Areas alone make up nearly 20% of this length (Figure 30). Interestingly, areas with a moderate density of transmission lines (0.1-0.2 km per km²) are nearly equal in extent within BIAs (15,780 km²) and outside BIAs (15,053 km²). A total of 657 km² of PAs have a high density of transmission lines (>0.2 km/km²), as do 2,659 km² of Other BIAs. Outside BIAs, a total of 6,396 km² has a high density of transmission lines (>0.2 sq. per sq) (Figure 31 and 32).

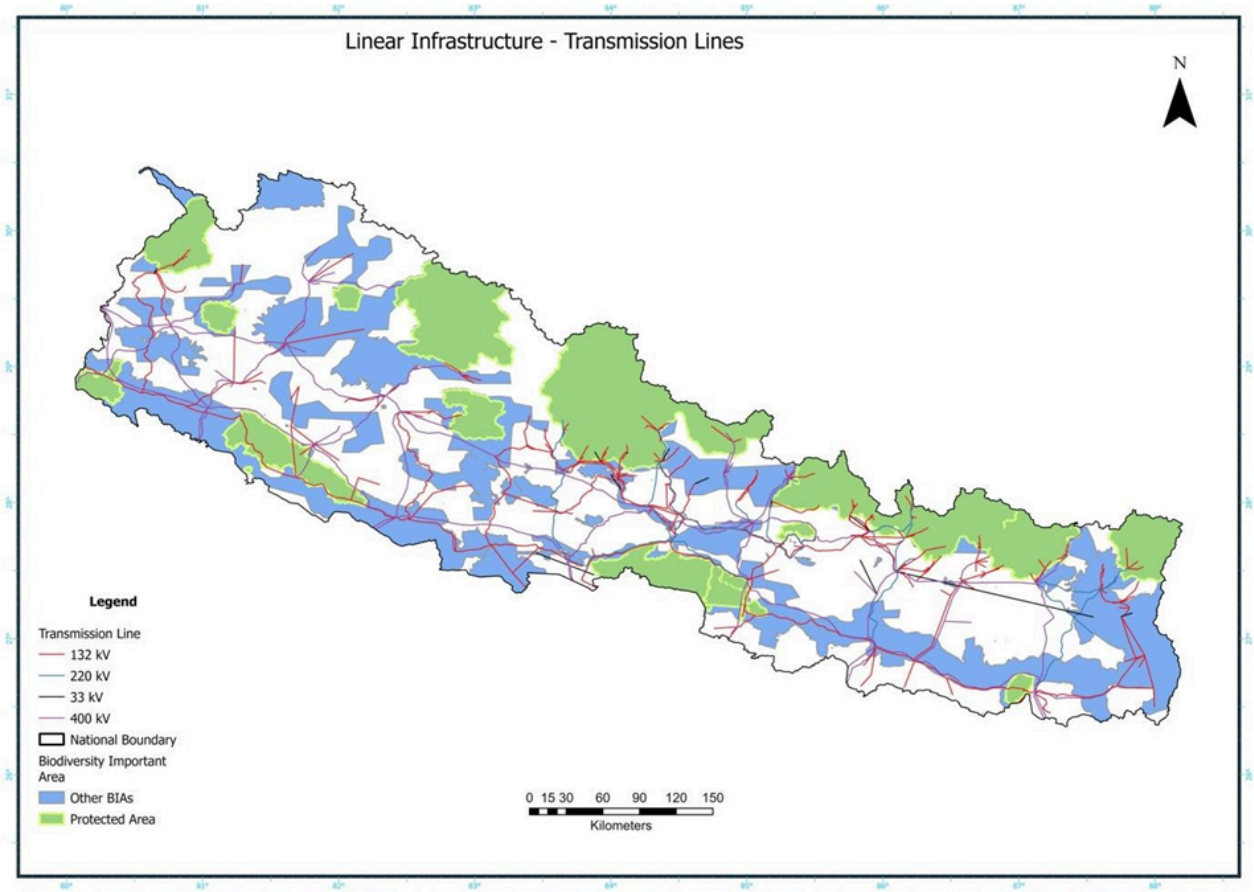

Figure 30: Irrigation Canals Superimposed on Biodiversity Important Areas (BIAs)

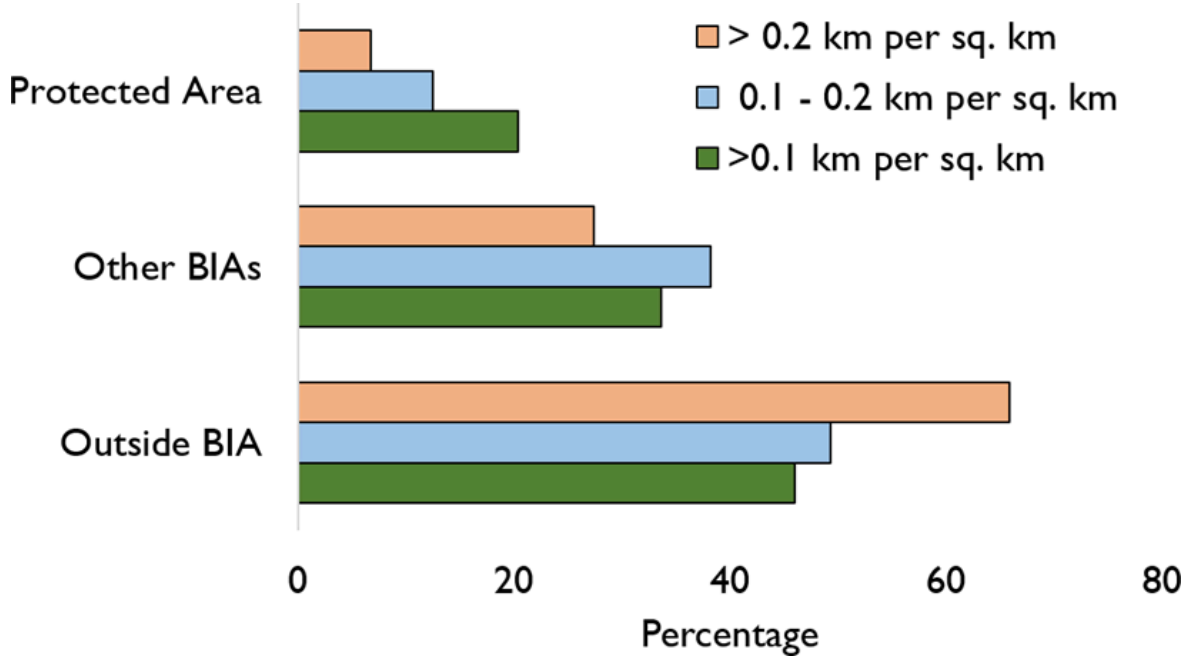

Figure 31: Percentage of area of corresponding categories by transmission line density classes

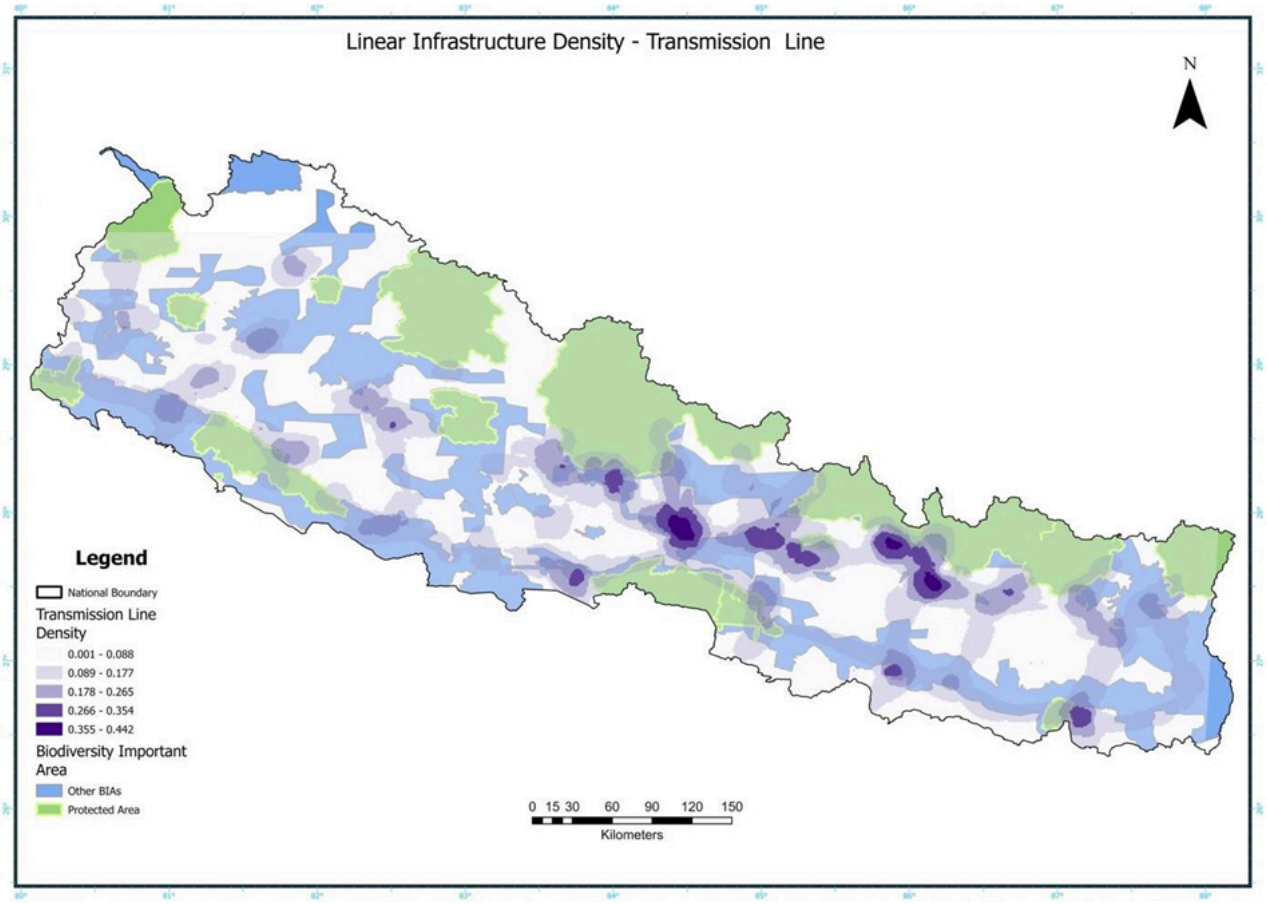

Figure 32: Density map of transmission lines superimposed on map of biodiversity important area

5.5 RAILWAY

The rail network in Nepal is still in the early stages of development, with 95% of it in the proposed or potential stages. No existing railway alignment passes through Biodiversity Important Areas (BIAs), although 46% of the proposed network is expected to do so. Protected Areas alone account for 17% of the total, representing 28% of BIAs (Figure 33). Railway density, including both proposed and potential lines, shows that areas with moderate density are concentrated within BIAs—287 km² in Other BIAs and 452 km² in the protected areas. High-density areas have been identified in other BIAs, covering 38 km² (Fig. 34).

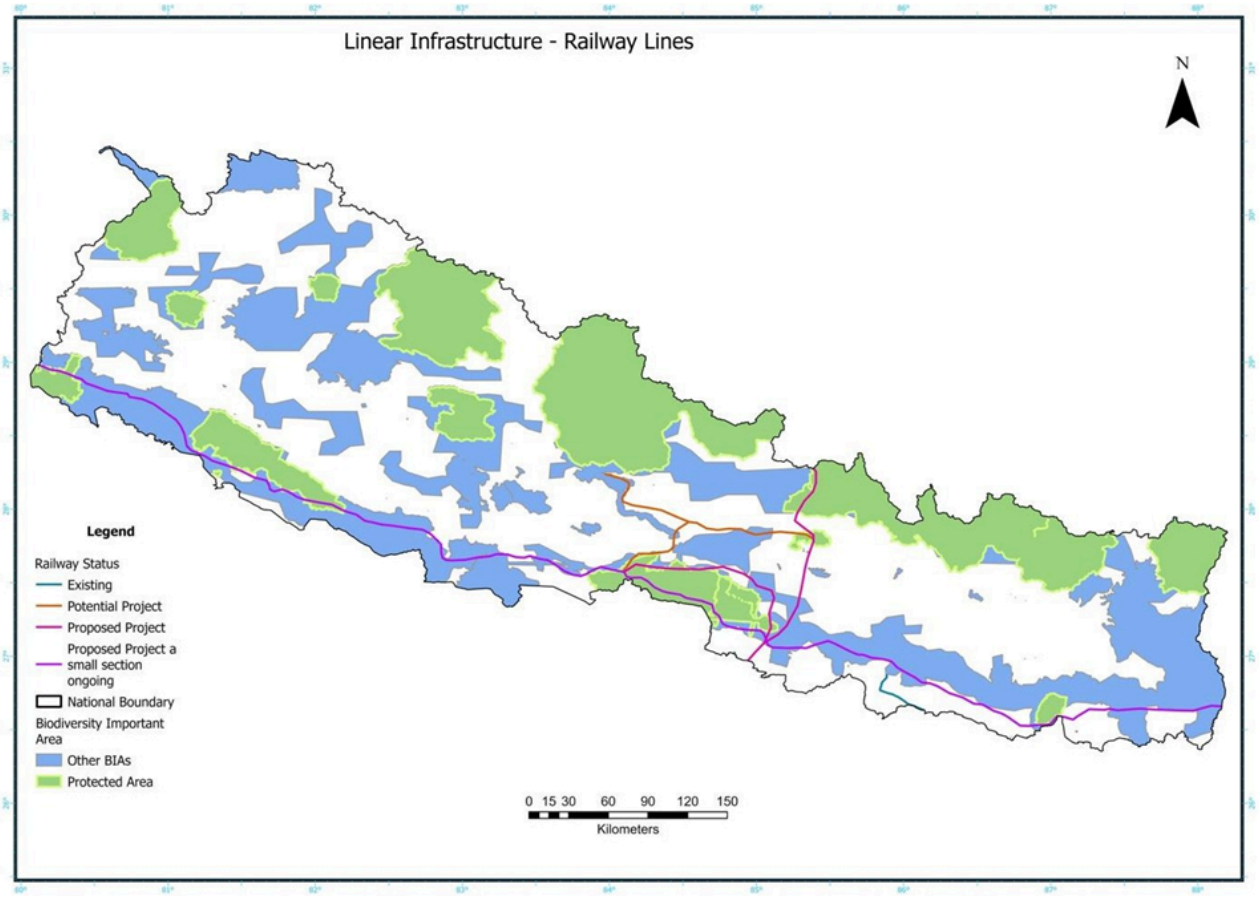

Figure 33: Railway lines of Nepal overlaid on Biodiversity Important Areas

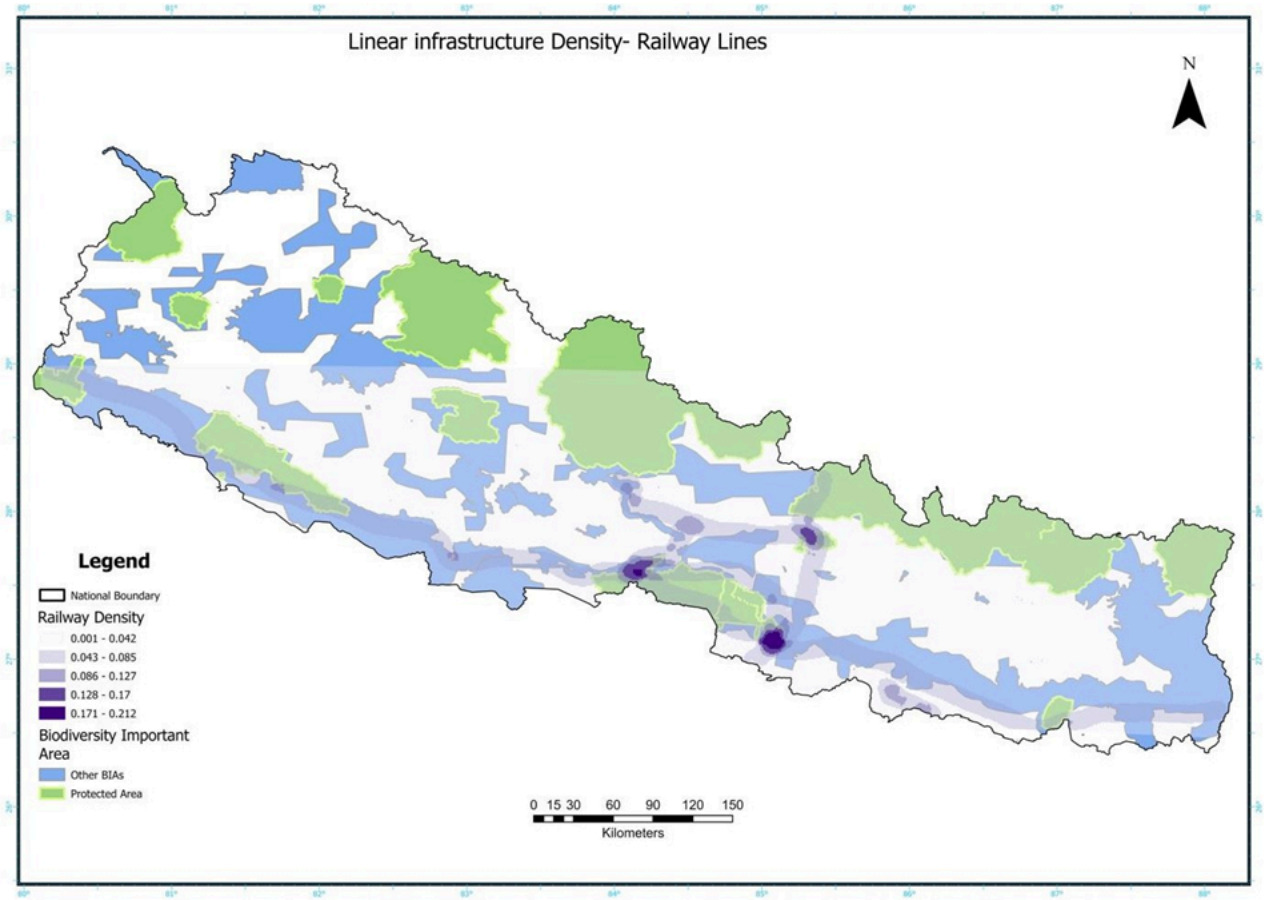

Figure 34: Density map of railways lines superimposed on the biodiversity important area

6. NATURAL RESOURCE SAFEGUARDS IN LINEAR INFRASTRUCTURE PROJECTS

Infrastructure development has caused a massive deterioration (Laurance et al. 2015) and loss of biodiversity (Simkins et al. 2023). Linear infrastructures are mostly a triggering action that has both immediate and time-delayed effects on biodiversity. It is therefore important to have timely and proactive action to avoid potential impacts, and mitigate impacts when the infrastructure at question is inevitable (Narain et al. 2023). While there are interventions on several levels using different approaches (e.g., engineering/structural, etc.), the ecosystem-based approach is always preferred as it is cost-effective and sustainable, and renders other ecosystem services that human as well as natural communities benefit from (Paudel et al. 2024). For example, carefully managed grasslands or bushy areas along with irrigation canals create habitat for wildlife and reduce the impacts of floods in nearby areas, and provide other provisioning services to the local community.

6.1 NATURAL RESOURCE SAFEGUARDS

Ecosystems provide essential services such as flood regulation, storm surge protection, food security, and livelihood diversification (Paudel 2025). These functions, including buffering the impacts of disasters, are key to enhancing community resilience to climate change and disaster risks (Estrella and Saalismaa 2013; Faivre et al. 2018; Paudel et al. 2024). Promoting ecosystem services through the protection and maintenance of healthy ecosystems is one of the growing approaches for disaster risk reduction. It is invariably called Nature-based Solutions (NbS) or Ecosystem-based Disaster Risk Reduction (Eco-DRR), and is considered more sustainable and effective than grey infrastructure in mitigating climate and disaster risks (Estrella and Saalismaa 2013; de Jesús Arce-Mojica et al. 2019). Additionally, NbS offers environmental and health benefits, such as ecosystem restoration, clean water, and fresh air. It is widely regarded as a "win- win" or "low-regret" solution for disaster risk reduction (UNDRR 2020).

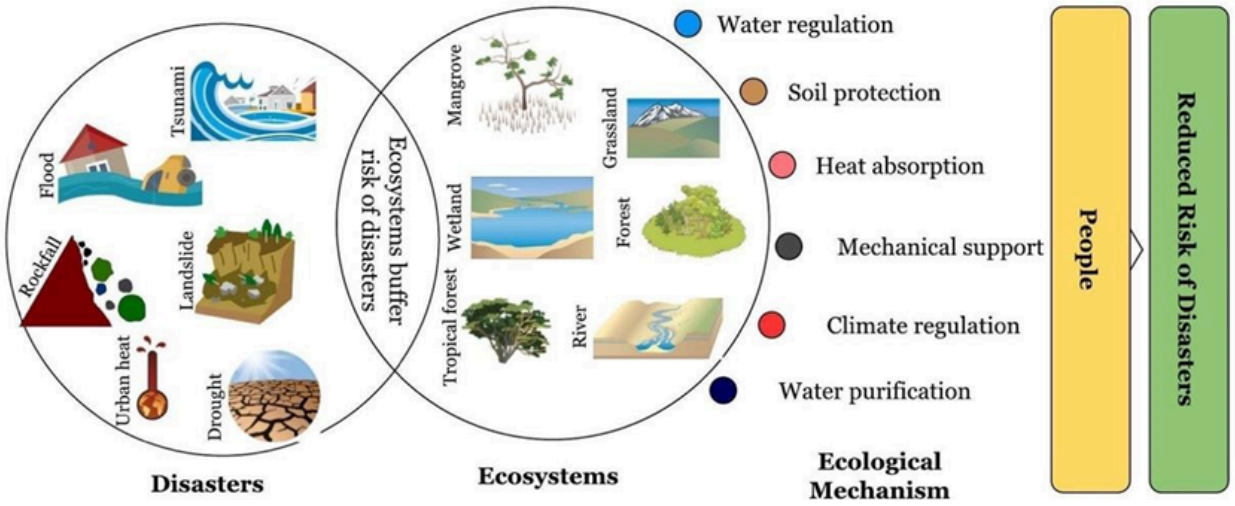

Figure 35: Forest ecosystems provide diverse pathways in reducing the risk of disasters (Paudel et al. 2024)

The concepts of NbS and Eco-DRR are gaining global acceptance as integral components of disaster risk reduction (Estrella and Saalismaa 2013), including for safeguarding linear infrastructures (LIs) from disaster risks and making them more wildlife-friendly. First introduced at the 1992 Rio Earth Summit, the concept gained further attention through global frameworks such as the Hyogo Framework for Action (2005–2015) and the Sendai Framework for Disaster Risk Reduction (2015–2030) (UN 1992; UNDRR 2020). The concept of Natural Resource (NR) Safeguarding for LIs is grounded in the understanding that protecting wildlife habitats through appropriate NR safeguard measures helps to maintain healthy ecosystems, supports suitable conditions for wildlife, and contributes to net biodiversity gain. By conserving ecosystem functions and reducing habitat fragmentation, NR safeguarding directly contributes to addressing the twin crises of biodiversity loss and climate change. Healthy and well-managed ecosystems not only sustain diverse species but also enhance carbon sequestration, regulate microclimates, and strengthen landscape resilience.

Moreover, resilient ecosystems play a critical role in buffering and protecting infrastructures from climate-induced disasters—such as floods, landslides, and erosion—ultimately enhancing community safety and well-being. To realize these benefits, safeguard measures—such as wildlife crossing structures and habitat restoration—must be

carefully designed and tailored to site- specific ecological characteristics and the needs of targeted species.

6.2 INTEGRATION OF NATURAL RESOURCE SAFEGUARDS

The integration of NR safeguard measures into linear infrastructure projects (LIs) should begin at the conceptualization stage and continue through all phases of the project cycle. The primary objective of NR safeguard integration is to avoid potential impacts, minimize them when alternatives are unavailable, and reduce them to acceptable levels. Additionally, unavoidable and residual impacts should be offset when no feasible project alternatives exist due to various constraints. This strategy is commonly referred to asa Mitigation Hierarchy (Figure 36).

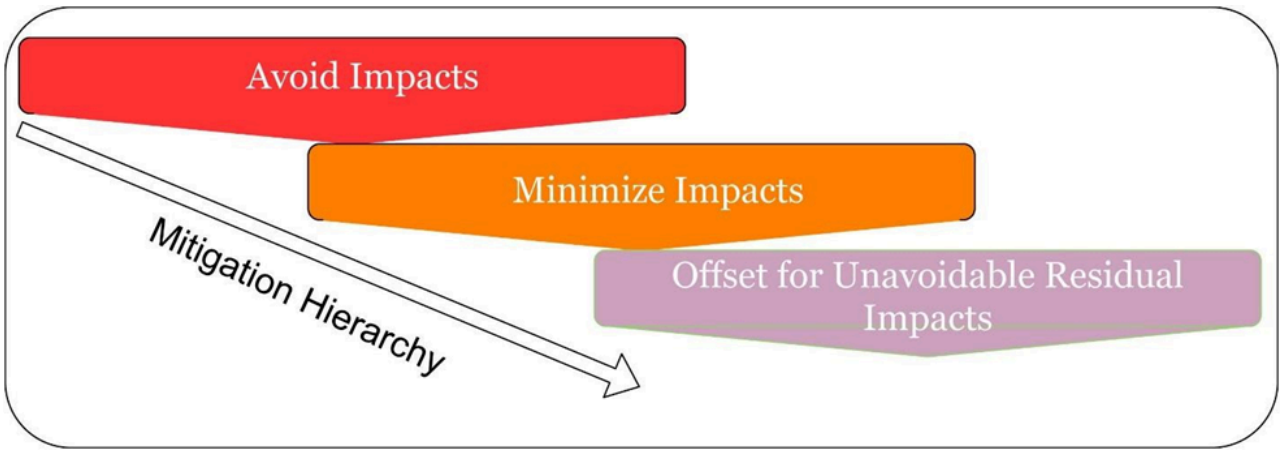

Figure 36: A schematic of the mitigation hierarchy

The key principles of the mitigation hierarchy should be applied throughout the entire infrastructure project cycle. The highest priority is always to avoid impacts on critical biodiversity areas, including biologically important areas and ecological corridors. When avoidance is not feasible, the project must focus on minimizing impacts through careful planning and design—such as selecting an appropriate alignment and integrating effective NR safeguard measures. In cases where some impacts remain unavoidable, compensatory actions, such as habitat restoration or enhancement, should be implemented to offset the residual effects and support long-term ecological benefits.

Every infrastructure development project cycle comprises eight stages: Conceptualization, Selection, Funding, Planning, Design, Permitting, Construction, and Post-Construction (Figure 37). Safeguard considerations should be integrated at every stage of the project cycle to ensure that mitigation measures are identified and implemented early, promptly, and effectively.

Stakeholder consultation—from the policy level to the local level—is essential at every stage to ensure that the integration, implementation, and effectiveness of safeguard measures are informed by diverse knowledge sources and are well understood and accepted by all relevant actors.

NR safeguard measures in linear infrastructures (LIs) include engineering, nature-based, and non- structural solutions. For example, wildlife overpasses and underpasses are engineering structures whose effectiveness depends on careful design that reflects ecosystem characteristics, landscape topography, physical features, and the behavioral needs of target species. Equally important is their proper management and operation.

It is crucial to understand that wildlife-friendly infrastructures (WFIs), such as overpasses and underpasses, are not standalone solutions. Their success relies on how well they are integrated with complementary measures. For instance, when designing an overpass or underpass, additional parameters—such as lighting management, noise reduction, speed control, guiding fences, vegetation design, drainage management, signage and minimizing human disturbance—must be incorporated. As the development of wildlife-friendly infrastructure is an evolving concept that varies considerably depending on local conditions, there is a need for continuous collection of scientific data on its effectiveness to inform future designs.

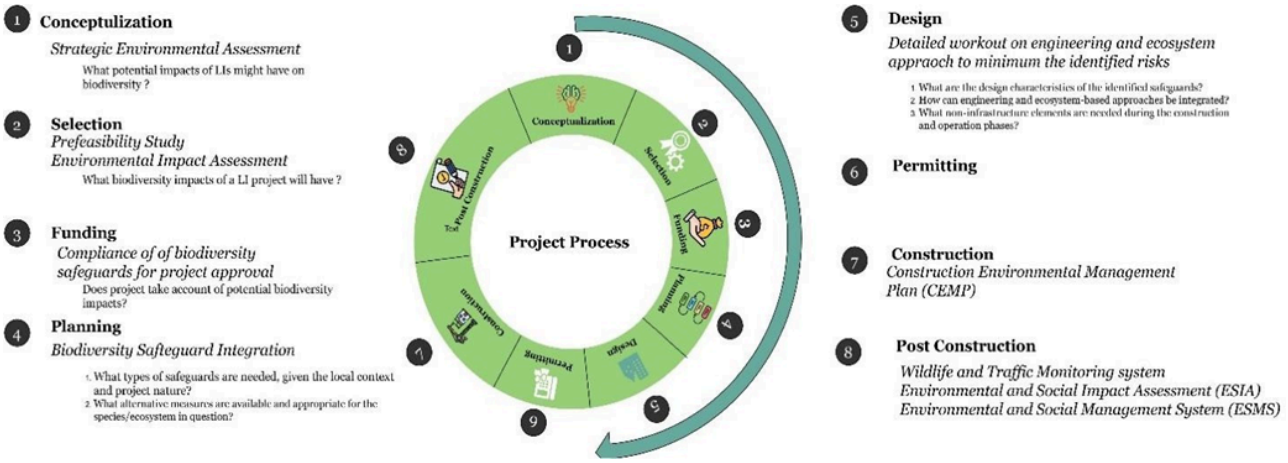

Figure 37: Pathways for integrating natural resource safeguards throughout the project cycle[9]

6.3 CONCEPTUALIZATION

The conceptualization phase of an infrastructure project marks the initial stage, where the project gains formal recognition through its inclusion in periodic or sectoral policies and/or budget allocations for pre-feasibility or feasibility studies. During this phase, the project's scope and objectives are broadly defined, although its technical and financial viability may not yet be known. Potential impacts on biodiversity are generally not measured at this stage.

A Strategic Environmental Assessment (SEA) serves as a key safeguard during this process. SEA is a structured approach for evaluating the environmental implications of policies, plans, or programs. It integrates environmental, economic, and social considerations into decision-making, offering alternatives to mitigate potential impacts and promote sustainable development. Compared to an Environmental Impact Assessment (EIA), SEA is more effective at the strategic level, particularly in addressing cumulative effects. A cost–benefit analysis is often sought to understand the value of ecosystem services and the trade-offs of a project by incorporating both social and environmental costs as part of the SEA assessment (MoEF India 2011; Wingard et al. 2014; Fischer 2023). However, SEA is time-intensive and relatively new in practice, often

[9] EIA in Nepal does not align in the selectionstage as suggested in the figure.

facing challenges such as limited baseline data and difficulties in ensuring meaningful public participation. It also involves uncertainties related to scope definition and boundary setting.

SEAs for linear infrastructure projects should engage responsible authorities and relevant experts, including those in landscape-scale land-use planning, wildlife management, and sectoral fields (e.g., transport, energy), depending on the project's type and scale. They require ecological data such as species distribution maps, critical wildlife habitats (including corridors, breeding, and feeding areas), sensitive ecosystems (e.g., wetlands and riparian zones), and ecosystem services (Sadler and Dalal-Clayton 2012). Where applicable, SEAs also incorporate land-use planning data to provide a more comprehensive understanding of potential biodiversity impacts (Ament et al. 2023).

In Nepal, SEA is required for policies and programs under the Environmental Protection Act 2019. However, it is not widely practiced, mainly due to a lack of well-defined guidelines for conducting such assessments. SEA should consider:

1. The cumulative impacts of policies, plans, and programs on species, ecosystems, and ecosystem services.
2. Potential realignments or re-routing to avoid or minimize impacts.
3. Likely effects of climate change, future development, and other relevant factors.

The federal Government of Nepal should ensure the participation of sub-national governments in the SEA process to facilitate effective coordination of land-use planning for infrastructure development.

Important Actions

1. Make SEA mandatory to all policies and plans as consistent to Environmental Protection Act
2. Develop a guideline to carrying out SEA with detailed outline of methods.

6.4 SELECTION

The selection phase of a project involves evaluating and choosing the most suitable option from a range of alternatives. During this phase, feasibility studies and EIA are conducted to assess the project's potential ecological, economic, environmental, and social impacts. The goal is to identify a project design that balances technical, financial, and environmental sustainability while minimizing negative effects. This phase also ensures that selected projects align with legal, regulatory, and biodiversity safeguard requirements before moving forward to funding and detailed planning.

As part of the EIA process, wildlife ecologists must carry out detailed field surveys along the entire project alignment to document the biodiversity present in the proposed area. Such field surveys should focus on identifying endangered, threatened, or endemic species, their distribution pattern, and ranging pattern(in case of wild animals) that may be affected by the project. Data should be collected across different seasons, which are important to identify and map critical habitats, such as breeding areas, migratory routes, feeding and resting sites (Wingard et al. 2014).

Important Actions

1. Conduct field survey to collect data on:
    a.Diversity and distribution and habitat use
    b.Seasonal and traditional congregation areas
    c.Travel corridors, and seasonal migration routes,and
    d.Proximity to critical resources such as wetlands, salt licks, and springs
2. Analyze the potential environmental impacts of the proposed project, including direct, indirect, cumulative effects (Wingard et al. 2014).
3. Analyze route alternatives that have the least impact on biodiversity. Rerouting roads or railways

6.5 FUNDING

Securing funding is a key requirement for the operation and implementation of a project. In most cases, there are limited practices of ensuring environmental and social safeguards as a prerequisite for project funding in Nepal, except for a few projects supported by international donor agencies. Thus, developing and adopting the requirements for protection of the biodiversity as a condition of project approval and funding serves as an important safety net (Ament et al. 2023). This also ensures funding made by financial institutions are effectively invested, with a view to a timely return due to fast completion. The Environmental and Social Framework (ESF) by the World Bank is one of the safeguards in this regard.

Important Actions

1. Make a provisions for all financing institutions from the international fundersto local level municipality to adhereminimum performance standards and effective environmental and social safeguards (Ament et al. 2023). This should be enforced by legal provision.
2. Develop capacity of financial institution.
3. Set budget for the project only after the mitigation measures are identified and also include budget for capacity-building, institutional strengthening and upstream planning (Ament et al. 2023, Sito, E. and Christian, L. 2024)
4. Adequate finance for oversight, maintenance, and implementation of any planned offsets (Wingard et al. 2014). In many cases, include funding for wildlife safeguards in the project budget and require safeguard standard compliance (LAUR).
5. Allocating certain fund for providing workplace training, webinars, and manuals (LAUR)
6. Allocation for the Compensatory Afforestation Funds. Note that, offset/compensation should always be the last option during infrastructure development.
7. Establish an emergency fund/ contingency fund.

6.6 PLANNING

The planning stage of a project is key to integrating NR safeguard measures. It involves using biodiversity assessment data to identify options aligned with the mitigation hierarchy. Planning should begin by identifying critical wildlife areas—such as protected zones, migration corridors, and habitats of endangered species (Tang and Kelly2016). A landscape-level approach is essential to make sure that a bird's-eye view is also taken into consideration, focusing on species ranges, watersheds, and land-use zoning (Wingard et al. 2014). During planning, consultations with civil societies and local communities, including experts, are important to have a diverse perspective on the issues (Tang and Kelly 2016).

Planning essentially involves developing a Permeability Plan (PP) that ensures habitat connectivity across regional and larger landscapes, rather than treating wildlife passages as isolated structures. Wildlife passages should be designed and managed to support diverse species with varying ecological needs. Site-specific factors like hydrology, topography, and vegetation are key to determining the effectiveness of wildlife passages. Thus, a well-developed permeability plan enhances ecological networks and promotes coexistence between human developments and wildlife movements. Figure 34 depicts different structures depending on the types of ecosystems and species.

Key questions for the planning stage include:

1. ***Determine the type of crossing:*** Each species exhibits different movement patterns based on its behavioral needs for survival(e.g., finding mates, shelter, and food, or avoiding predators) and its physical characteristics. These traits strongly influence the design and selection of wildlife-friendly infrastructure (Kelly et al. 2016). Therefore, it is essential to first identify the target species and priority locations (Ament et al. 2023).

2. ***Maximize multi-species crossings:*** Wherever possible, priority should be given to multi-species crossings that support a wide range of species (Kelly et al. 2016).

3. ***Species-specific crossings:*** Generalist species use a variety of habitats, which increases the number of suitable areas for crossings due to potential overlap with other species. For specialist species with strong preferences for specific habitats, careful consideration is needed to create crossings in areas that accommodate their habitat requirements (Kelly et al. 2016).

4. D***etermine " no-disturbed zone":*** Based on the target species and the level of risk they face, high-priority wildlife areas should be identified (Kelly et al. 2016).

5. P***roximity to roads and traffic considerations:*** Evaluate road density, traffic volume, and speed in crossing design. Integrate fencing or guiding structures to funnel animals safely to crossings. Consider wildlife-vehicle collision hotspots for strategic placement (Forman & Alexander, 1998).

6. ***Monitoring and Adaptive Management:*** Planning for monitoring tools (camera traps, motion sensors, track pads)and maintenance ensures infrastructure can be evaluated and adjusted post-construction (Rytwinski et al., 2016).

7. ***Seasonal and Behavioral Patterns:*** Considering migration, breeding, and dispersal during planning ensures year-round usability of crossings (Hobbs, 1996).

8. ***Human-Wildlife Conflicts:*** Early mitigation of human disturbances and community awareness programs prevent conflicts and improve effectiveness (Dodd et al., 2007).

9. ***Cost-Effectiveness and Feasibility:*** Evaluating engineering practicality, financial constraints, and ecological benefit is essential for prioritizing high-impact locations (Van der Ree et al., 2015).

10. ***Climate and Environmental Considerations:*** Anticipating flooding, snow, extreme weather, and long-term habitat changes ensures durability and sustainability of crossings (Forman et al., 2003).

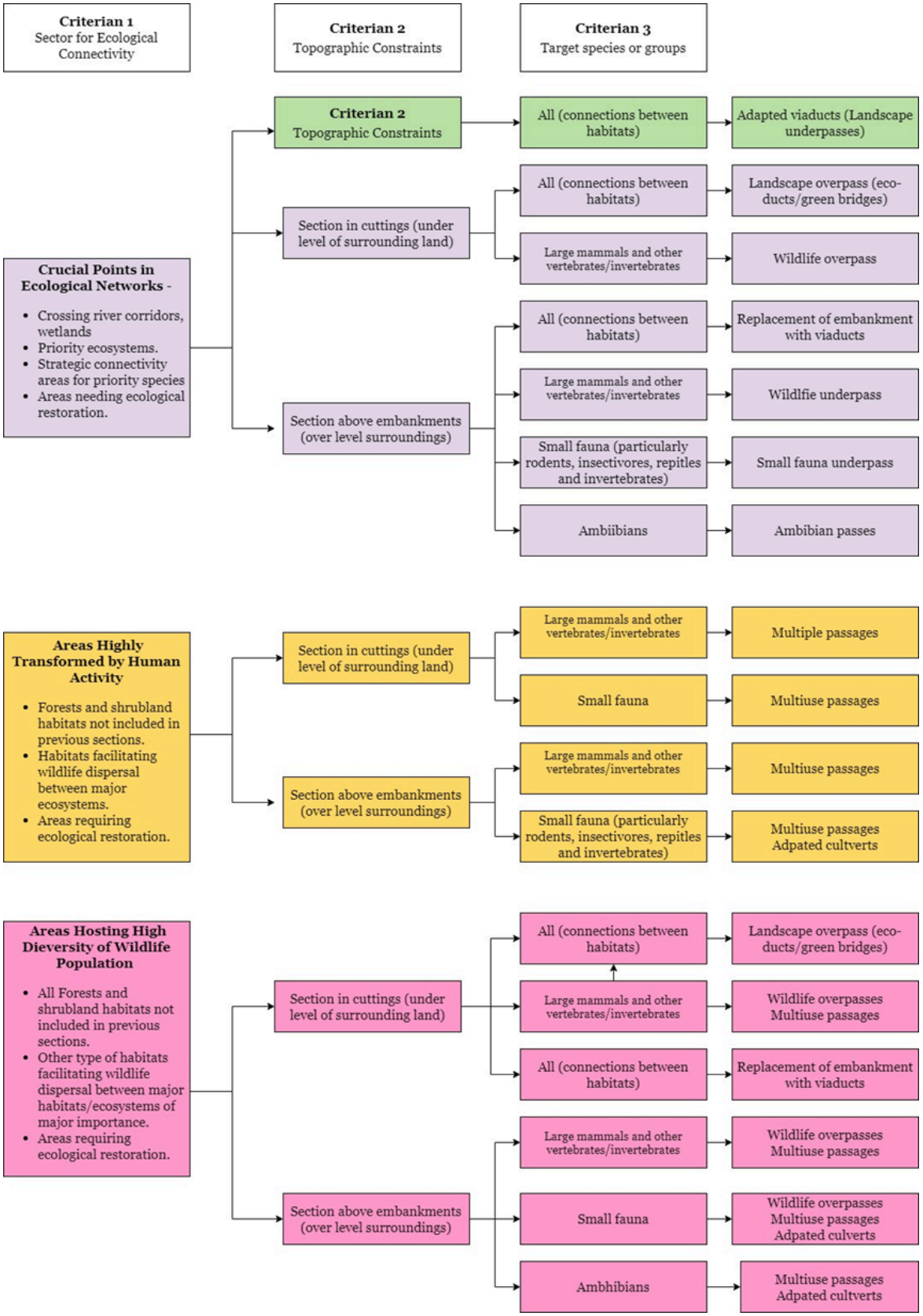

Figure 38: An overview of different structures depending on the ecosystem and species.

For upgrading projects, the following data should be collected to guide the site selection of wildlife-friendly structures (Dodd et al. 2024):

1. Roadkill
2. Wildlife use of crossing structures (in case of already having)
3. Animal movement and dispersal pattern in the area
4. Population size, demographic characteristics, and distribution pattern (plants and animals)

Important Actions

1. Whenever possible, select sites or routes that align with existing infrastructure (such as roads or power lines) to minimize additional habitat disturbance and land-use change.
2. Ensure that infrastructure planning complies with existing environmental laws and national and international biodiversity conservation strategies and policies (Wingard et al. 2014).
3. Multi-stakeholder engagement: Incorporate the perspectives and knowledge of local communities, Indigenous groups, conservation organizations, and wildlife experts (Wingard et al. 2014).
4. Develop management strategies to detect and prevent encroachment or the construction of new structures and homesteads along linear intrusions.
5. Develop flexible and adaptive management strategies to address unforeseen impacts.
6. Natural Resources Management Plan: Prepare a plan to manage natural resources, including protecting water quality, preventing deforestation, and managing soil erosion.

6.7 DESIGN

The design phase of an infrastructure development project, particularly during the preparation of a Detailed Project Report (DPR), is critical for translating conceptual ideas into implementable solutions. This phase incorporates insights from environmental and biodiversity assessments to guide decision-making and select the most effective mitigation measures, ensuring alignment with the mitigation hierarchy and long-term sustainability goals.

Several guidelines and protocols are available to guide design. The Government of Nepal has introduced the Wildlife-friendly Infrastructure Construction Directives, 2078 (WFICD 2078), providing a broad guideline about various aspects of design and its enforcement/administration.

Key design include:

1. Develop Wildlife Impact Mitigation Plan: Assess the need for mitigation structures like underpasses, overpasses, or eco-bridges. Identify strategic locations with high wildlife activity for their placement. In some cases, measures like fencing or barriers are necessary to guide animals toward safe crossings or to restrict access to hazardous areas, reducing the risk of wildlife mortality.
2. Analysis of potential social and environmental impact during the construction and operational phase.
3. Implementation of safety protocols for workers. Give preference for the employment of local people in the area.
4. Integrate water drainage management as part of road and infrastructure development. For the protection of slope stability and soil erosion, the following practices should be adopted:

    4.1 Grad slopes appropriately to provide traps for eroding debris

    4.2 Strengthen the bases of slopes through enlargement of the toe of the land to be slid.

    4.3 Secure steep cut slopes by the use of reinforcing structures at their bases.

    4.4 Construct of retention walls to prevent mass movements of soil.

4.5 Netting exposed slopes with coir, jute or synthetic geotextiles, followed promptly by revegetation.

4.6 Re-route any potential surface runoff discharges away from spawning and rearing fish habitat, waterfowl and herpetofauna nesting areas to either settling basins or at least vegetated areas.

4.7 Make soil deposition areas and deposit soil safely rather than letting it drop away along mountain slopes.

4.8 Restricting, through contract clauses and associated fines, the removal of aggregate materials from streams that are important habitats of fish and wetland species. Riparian zones are critical to stream health and can easily become the source of stream degradation if development is permitted within them. Protect riparian areas by establishing buffer zones, which if disturbed, should be planted with grasses and sedges to provide both a check and filter for discharge of sediments directly into the stream channel.

5. Plan for Construction Time and Schedule: Schedule construction activities outside of key wildlife breeding seasons. Limit construction activities during nighttime, particularly in areas where nocturnal wildlife is active.
6. Worker Safety Plan: Develop comprehensive health and safety protocols for all workers.
7. Train workers on how to safely interact with local wildlife.
8. Logistics and Material Management Plan: Plan the location of temporary access roads needed for transporting construction materials. These roads should avoid sensitive habitats and be restored or decommissioned after the project is completed. Plan for the proper disposal of construction waste.
9. Monitoring and Evaluation Plan: Planning should be done to collect the baseline data before construction begins, including wildlife populations, vegetation, and water quality, so as to use these data as a reference point for future monitoring.
10. Develop a monitoring schedule as early, mid and final term evaluations to assess the impact of the construction on wildlife and the environment.
11. Adaptive Management Plan: The plan should outline actions to take in response to unforeseen activities or occurrences.

6.7.1 DESIGN CONSIDERATIONS FOR STRUCTURAL NATURAL RESOURCE SAFEGUARD MEASURES FOR ROADWAYS AND RAILWAYS

Designing safeguard measures for linear infrastructure depends on the type of species (e.g., habitat requirements and size of species) and their behaviors (e.g., feeding, ranging, breeding, etc.). Broadly, design requirements can be categorically grouped based on size of species such as (a) small wildlifespecies such as Himalayan pika, jungle cat, porcupine, mongoose, and, reptiles, and amphibians, (b) medium wildlife species like the deer, wild boar, and jackal, and (c) large wildlife species such as leopards, tigers, Himalayan blackbears, and swampdeer, blue bull etc. (d) giant wildlife species such as suchas one-horned rhinoceros, Asian elephant, and gaur (Indian bison). In terms of wildlife behavior and social structure, species can be categorized as either solitary or gregarious. Solitary animals, such as leopards or tigers, prefer to live and hunt alone, marking and defending their territories. On the other hand, gregarious species like elephants, deer, or monkeys live in large groups or herds, often for better protection and social interaction.

Passage spacing and placement are important aspects and depend on the distribution and abundance of "target" wildlife species present and the needs for structures to promote permeability tied to the relative mobility of the target species. Bissonette and Adair (2008) recommended spacing based on allometric scaling of home ranges as a metric of their mobility to determine the crossing structure spacing on LIs (Bissonette and Adair 2008). The square root of the mean home range is estimated for the number of crossings for the wildlife species in question. WII (2016) suggested crossing densities per km in forested habitats and one every 3 km in human-modified landscapes for large mammals. Small vertebrate crossings should be placed every 500 m in forests and every 1 km in human-transformed habitats (WII 2016).

Effective crossing structure depends on the terrain, species preferences, and recommended dimensions vary based on the species in question, such as reptiles/amphibians, small mammals, large mammals, and mega wildlife species such as an elephant (Figure 36, 37, Table 6, 7, 8). The width and length of the structure are vital to decide how wide the structure is required.

This is understood that for a longer underpass, adequate height and width are required to maintain the openness index to facilitate comfortable use of the underpass.

The Openness Index is computed as (Height × Width) / Length. It measures an animal's ability to see through to the other side of the underpass. A minimum threshold is maintained for different wildlife species, but generally, the larger the openness index, the more suitable the structure will be. However, the index alone is not the sole determinant of a passage's effectiveness, as successful wildlife-friendly infrastructure design varies depending on the target species and the surrounding habitat. Nepal's Directive for the construction of wildlife-friendly infrastructure provides a recommended minimum dimension of opening.

Table 7 provides the minimum recommended dimensions of Size Class and underpass structure for focal wildlife species based on WFICD 2078. A more elaborate description is provided in Table 8.

Table 6: Number of Crossings/Passages and Their Size Categories (Estimated for a 50 km road)

Species Group/Taxa	Mean Home Range (km²)	Spacing (km)	# of crossings	Size of passages/crossings				Species included in the mean home range
				Very large	Large	Medium	Small	
Small ungulates	1.7	1.3	38			√		Barking deer
Mustelids	2	1.4	36				√	Civets, marten
Small felids	7.8	2.8	18			√		Leopard cat, Asiatic golden cat
Large ungulates	12.2	3.5	14		√			Sambar
Bears	13.7	3.7	14			√		Asiatic black bear, sloth bear
Large bovids	27	5.2	10		√			Asiatic water buffalo, gaur
Large felids	60.8	7.8	6		√			Common leopard, tiger
Large canids	116.6	10.8	5		√			Asiatic wild dog
Rhino	50	8.00	6		√			Rhino
Asian elephant	184	13.6	4	√				Asian elephant

Type of crossing depends on the species and their behavior. For example, a large sized via-duct can serve a passage for elephants, whereas box culvert can be used for amphibians and rodents.

Tree-top overpass (canopy bridge) is one candidate option for primates. It is important to note that such crossings should mimic the continuation of natural habitats to facilitate effective wildlife movements.

There are species-specific safeguard measures. Additionally, noise barrier, glide poles and passage guidance (guiding fences) are required to facilitate wildlife movement. For example, Lala et al (2022) noted that electric fencing increased underpass use by funneling species towards underpasses in Kenya, except for elephants and black-backed jackal (Lala et al. 2022). Figure 39 shows different types of crossing.

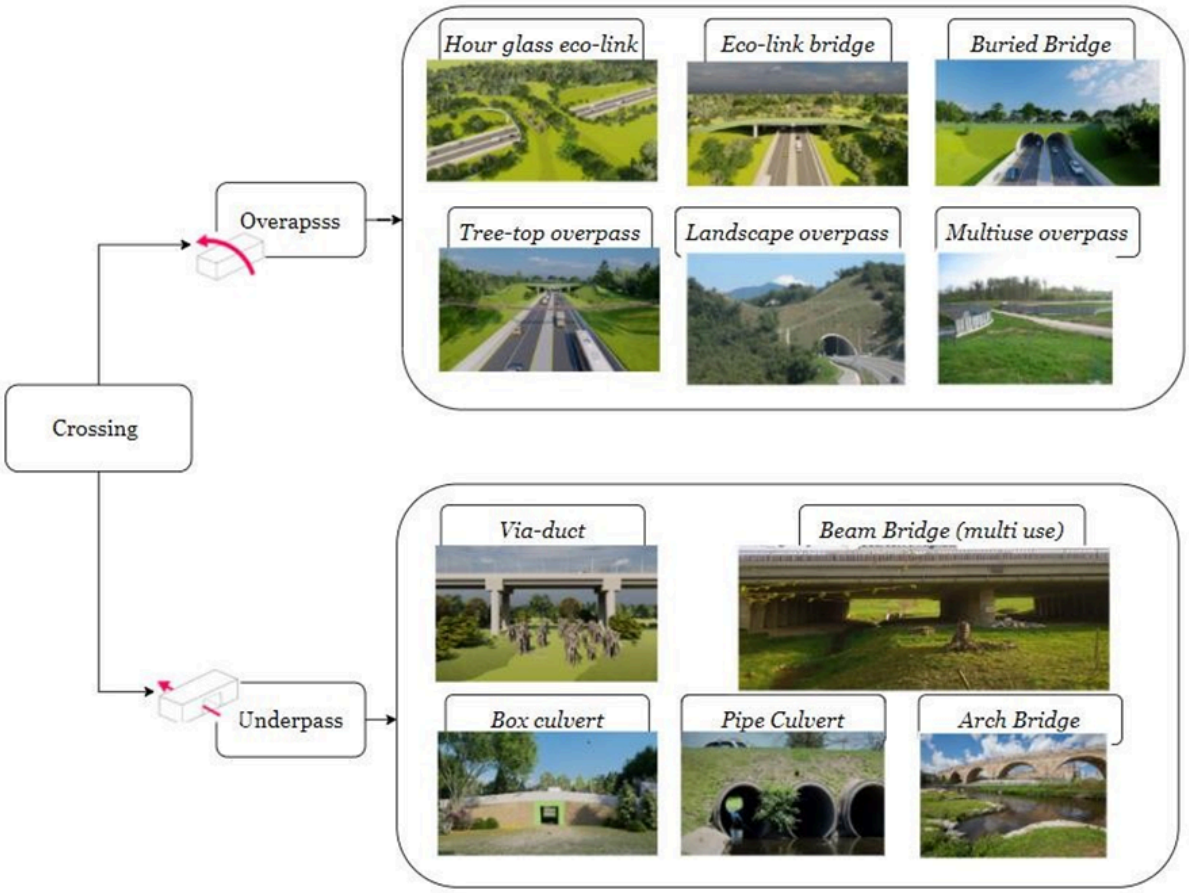

Figure 39: A diagrammatic sketch of different types of passages

Table 7: Recommended Underpass Structures and Size Classes for Focal Wildlife Species Based on Wildlife-Friendly Infrastructure Construction Directives and ADB Criteria (ADB 2019; GoN 2022)

Size class	**Underpass structure type**	**Focal Wildlife**	**Minimum underpass dimensions**			
			<20 m length		>20 m length	
			Width (m)	Height (m)	Width (m)	Height (m)
Small *(Small wildlife)*	Concrete box culvert, Arch culvert	Reptiles, amphibians, mustelids	2.0	2.0	3.0	2.5
Medium *(Medium wildlife)*	Concrete box/arch culvert	Small ungulates, small felids, bears	6.0	3.0	8.0	3.0
Large *(Big wildlife)*	Arch, bridge	Large ungulates, bovids, large felids, large canids	10.0	4.0	15.0	4.5

Very large *(Giant wildlife)*	Arch, bridge	Asian elephants	12.0	5.5 (ADB) 6.5 (WFICD)	15.0	6.5

Table 8: Size class and underpass structure for focal wildlife species based on Guidelines for Construction of Eco-friendly Linear Infrastructures

Animal	**Comfortable max slope(deg.)**	**Passage**		**Openness index** $\frac{\text{Breadth(m)} \times \text{Height(m)}}{\text{Length(m)}}$	**Obstacle**	
		Clear height(m)	Width (m)		Height(m)	Slope (m)
Asian Elephant	20	8.0-10.0	8.0-10.0	1.4	3.0	>30
Royal Bengal Tiger	30	4.5	4.5	1.35	3.0	
Greater One-horned Rhinoceros		4.5	4.5	1.32	2.0	
Arna (Asian Water Buffalo)	20	4.5	6.0	1.30	2.0	
Gaur (Indian Bison)	20	4.0	4.0	1.25	2.8	>20
Sambar deer	25	5.0	5.0	1.15	2.8	>20
Barking deer		3.5	4.0	0.50	2.5	
Spotted deer		3.5	6.0			
Bear	30	3.0	4.0	0.90	3.0	
Himalayan Serow	14		4.0	0.90	2.5	
Himalayan Tahr (Jharal)				1.0		
Himalayan Goral				0.60		
Wild Boar	20			0.50	2.0	30
Chinese pangolin	30					
Amphibians and reptiles	20	Minimum diameter (0.2m)			0.6	

Notes on WildlifeCrossings/Passages for Railways and Roads

- Several factors should be considered inside the underpass and on the overpass, depending on the species in question. Some of the key aspects include:
  - -Clear passage without disturbance
  - -Natural lighting
  - -Ventilation and air quality
  - -Acoustic considerations
  - -Avoid inundation
  - -Maintenance and cleaning
  - -Regular inspection

- Several design considerations should be made in the overpass structure, including:
    --Lighting considerations
    -Monitoring and maintenance
    -Integration with landscaping and aesthetics
    -Multi-functionality
- Grasses and creepers should be planted in pockets of soil kept on the bridge deck, in order to reduce the visibility of height of the crossing structure.

-Most large animals will not readily cross narrow bridges, particularly over railways or busy road. Based on the experience of earlier studies (e.g. Putman 1997), overpasses that are 30 m wide and have wider funnel-shaped approaches are sometimes successful.

-Dark tunnels painted light grey or underpasses with a wooded appearance at their exits and entrances increase the chances that they will be used (Kruger and Wolfel 1991). To further promote the use of tunnels, feeding areas and watering holes should be developed near the entrances. This, however, must be very carefully evaluated in relation to local human communities. Since feeding and watering areas may become animal concentration areas, their establishment near populated areas could increase the likelihood of poaching and human-wildlife conflict (Rajvanshi 2001)

-Retain the tree canopy for the movement of arboreal species.

As depicted in Figure 39, a total of 11 different crossings (5 underpasses and 6 overpasses) are in practice, facilitating wildlife movement across linear infrastructure. These structures help mitigate habitat fragmentation, ensuring safe passage for various species while maintaining ecological connectivity.

An overpass is an elevated structure designed to enable wildlife movement while allowing vehicle traffic to continue underneath. There are broadly six different types of overpass (Figure 39). It is primarily used for medium to small-sized wildlife, where guiding fences may be necessary. The design should integrate habitat connectivity, ensuring that the overpass is within reach of target species. Vegetation on the overpass should mimic the surrounding environment.

Different types of overpasses serve various ecological functions. An eco-bridge is a specialized structure designed to facilitate wildlife movement across fragmented landscapes. It incorporates natural elements and is often costly but highly effective for specific species. A buried bridge is an underground structure that allows wildlife to move freely above while vehicles pass through a tunnel-like structure below. This design ensures minimal disruption to natural movement patterns. A landscape overpass is constructed in rugged topography and similar landscapes, facilitating the movement of even large mammals. A multi-use overpass is generally built in human-dominated landscapes, allowing shared use by both humans and wildlife, with temporal variations in usage. However, such overpasses may not be suitable for large carnivores and herbivores that frequently come into conflict with humans, potentially leading to injuries or fatalities. A canopy bridge is a wildlife overpass specifically designed for arboreal animals, providing connectivity within forest canopies. To function effectively, the bridge should be at least 6 meters above the ground and constructed using natural materials that resemble the animals' native habitat.

In areas where overpasses are constructed, guiding fences are necessary to direct animals toward the crossing points. The fence height depends on the species in question:

-0.5 meters for small wildlife

-1.5 meters for medium-sized wildlife

-Minimum 2.0 meters for large wildlife species

The choice of fencing material is critical; mesh wire fences are recommended as barbed wire can cause injury. In some cases, additional noise barriers should be developed using sound- absorbing materials to reduce disturbances.

A viaduct is an elevated bridge structure designed to connect ridges and valleys by traversing low-lying lands. It is recommended in areas where a watercourse needs to be crossed. To support wildlife movement, the viaduct's surface should consist of natural elements, primarily continuing the existing vegetation. A flyover, a lower-height viaduct, facilitates wildlife movement by allowing animals to pass beneath vehicular traffic while maintaining connectivity between habitats. A bridge spans physical obstacles such as rivers or valleys, providing a passage for pedestrians, vehicles, or other transportation modes. The space beneath serves as a safe corridor for wildlife

crossing under roads and highways. Maintaining an openness index is essential to accommodate species-specific needs, often requiring taller structures.

Additionally, the use of sound barriers and the continuation of natural habitats are crucial for effective wildlife crossings. A beam bridge is generally preferred over an arch bridge, as it provides greater space for lighting and wildlife movement. A box culvert is a box-shaped tunnel that allows water and animals to pass under roads, railways, or other obstacles, preventing flooding while maintaining ecological connectivity. Similarly, an arch culvert is an arch-shaped structure designed to ensure the smooth ecological flow across linear infrastructure. Existing cross-drainage structures should be enlarged to improve water flow and facilitate the movement of small mammals and herpetofauna, which are often abundant in these areas.

It should be clearly recognized that no single wildlife crossing structure or wildlife-friendly infrastructure measure is sufficient on its own to ensure effective mitigation of biodiversity impacts. Instead, safeguards should be implemented through an integrated and holistic approach, combining multiple complementary measures to enhance the effectiveness of wildlife crossings and minimize disturbance to surrounding ecosystems.

For example, crossing structures such as underpasses and overpasses should be supported by guiding or exclusion fencing that directs animals toward the designated crossing points and prevents them from attempting to cross the road at unsafe locations. In addition, acoustic barriers or noise-reduction measures should be incorporated where necessary to minimize the impacts of traffic noise and sound pollution on sensitive wildlife species.

The design of crossing structures should also include vegetative cover and habitat restoration around the entrances and exits, which helps create a more natural environment and encourages wildlife to use the crossings. Maintaining native vegetation and canopy connectivity is particularly important for arboreal and forest-dwelling species.

Appropriate lighting arrangements should be carefully planned to minimize disturbance to nocturnal species. This may involve using low-intensity, directional lighting, shielding lights to reduce light spill, or avoiding illumination near sensitive wildlife

habitats and crossing structures. Additional measures may include speed control mechanisms, wildlife warning signage, and traffic calming in areas of high wildlife movement. Proper waste management, restriction of human activity near sensitive habitats, and continuous monitoring of wildlife movement are also essential components of an integrated mitigation strategy.

By combining structural measures with ecological planning, monitoring, and management practices, infrastructure projects can significantly reduce wildlife disturbance, improve the functionality of crossing structures, and support long-term biodiversity conservation.

6.7.2 DESIGN CONSIDERATIONS FOR STRUCTURAL NRS MEASURES FOR IRRIGATION CANALS

Irrigation canals often create unnatural barriers, disrupting wildlife movement, and can indeed be deadly traps for wildlife, leading to numerous casualties. Irrigation canals often have steep, slippery sides and deep depths, making it difficult or impossible for animals to escape once they enter. Animals, attracted to the water source or mistakenly entering the canal, can become exhausted, drown, sustain injuries, or die in attempts to escape. To mitigate these impacts and facilitate safe crossings, several measures should be implemented, as depicted in Figure 40.

WILDLIFE OVERPASSES AND UNDERPASSES

A wildlife overpass, similar to those used for roads and railways, is designed to facilitate species movement across irrigation canals. Key considerations include:

- The overpass must connect habitats at both ends of the canal to maintain ecological continuity.
- While specific design requirements vary by species (e.g., mammals, reptiles, amphibians), a recommended width of more than 10 meters ensures effective passage.
- The approach angle should not exceed 5 degrees to allow easy access for wildlife.
- The structure should be covered with vegetation to create a natural environment.
- In cases where overpasses are insufficient, underpasses can be installed to accommodate the movement of small mammals, rodents, and amphibians.

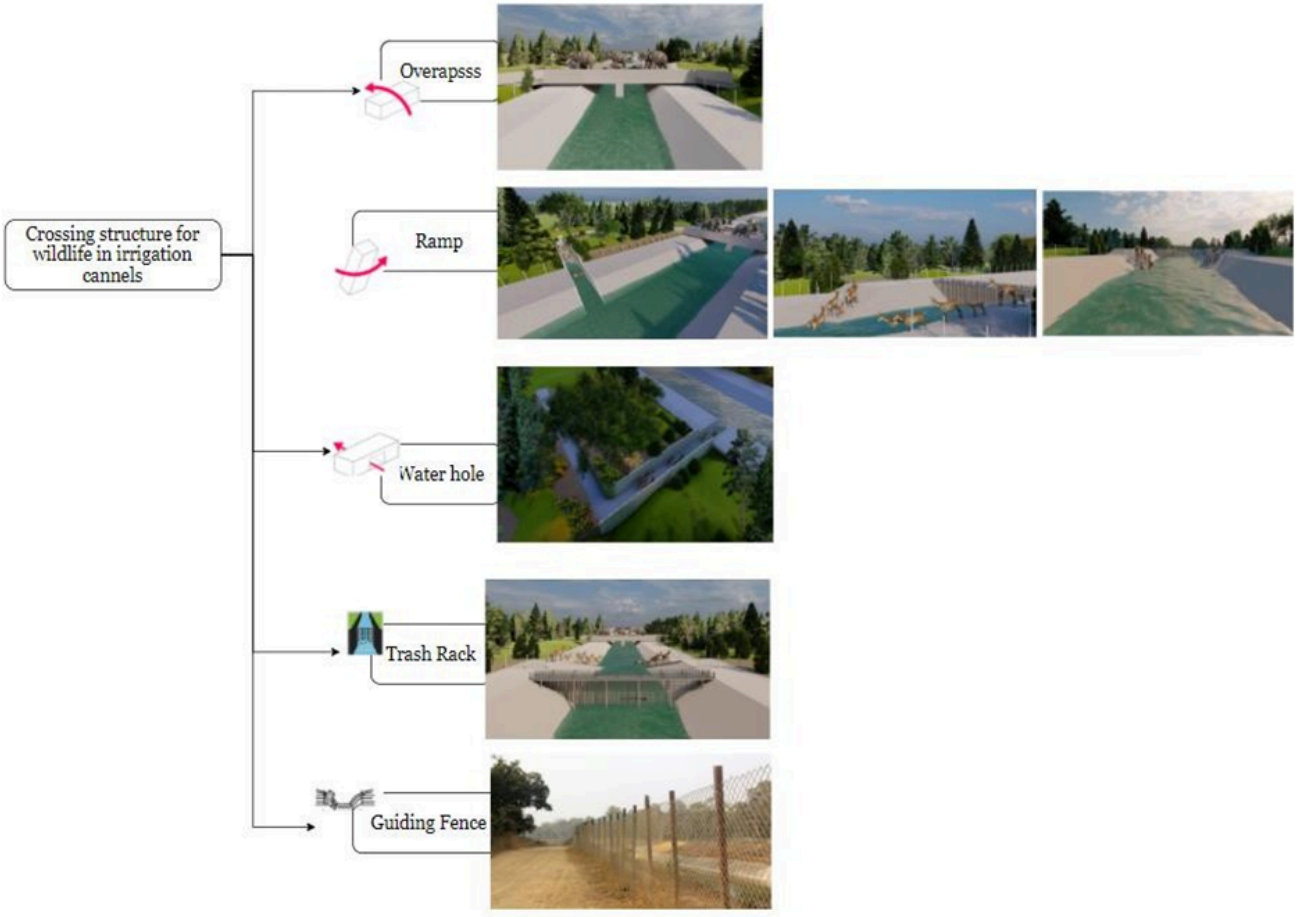

Figure 40: A diagrammatic sketch of different types of passages for irrigation canals

WILDLIFE RAMPS

Wildlife ramps provide a guided path to allow animals to cross waterways safely. These structures should be designed with the following considerations:

- Rough surfaces (e.g., stone or pebble pitching) should be used on slopes to improve traction.
- A gentle slope with a gradient of 3–5% is typically recommended for general wildlife movement.
- For shallow water slopes and large mammals, a steeper gradient of 10–15 degrees is acceptable, with some species accommodating 15–20 degrees.
- The spacing between wildlife ramps should range from 500 meters to 2 kilometers, depending on species mobility and habitat needs.
- In areas with high wildlife mobility or habitat specialist species, ramps should be placed at closer intervals.

WATER HOLE

A water hole includes ramp-like structures that provide animals with a gradual and safe way to access water without entering the canal directly. This design reduces the risk of drowning and injury and can also serve as a safe crossing point. Additionally, it can be developed to guide wildlife toward underpasses or wildlife ramps.

Key design considerations include:

- A ramp slope of less than 30° with textured, non-slippery banks to allow safe access
- A water depth of 1–2 feet to serve different species while minimizing drowning risk
- Use of natural, locally sourced materials like stone or compacted earth
- Reliable water supply is necessary. This is achieved through gravity flow, regulated canal outlets, solar pumps, or rainwater harvesting

TRASH RACKS AND ESCAPE MECHANISMS

Trash racks are barriers installed upstream of suction points to prevent floating debris and wildlife from entering the canal system while allowing water to flow freely. These racks protect wildlife (or humans) that fall into the canal by blocking them from being drawn into the water intake. To further safeguard wildlife, escape mechanisms such as guiding fences and ramps should be incorporated near these racks. The design of these escape routes must be tailored to the target species.

6.7.3 DESIGN CONSIDERATIONS FOR STRUCTURAL NRS MEASURES FOR POWER LINES AND CABLE CARS

Power transmission lines pose two major risks to flying birds and bats - electrocution and collision. To mitigate these impacts, strategic planning, proper route selection, and effective structural modifications are essential.

ROUTINE PLANNING

Careful route planning is crucial to minimizing wildlife hazards:

- Flight paths and local topography must be considered to avoid risky situations for flying birds and bats.
- Where possible, neighbouring power lines should be combined into a single route to create a more visible obstacle, reducing the risk of collision.
- The efficiency of this approach increases when towers of different lines are arranged alternately.

POWERLINE DESIGN AND PLACEMENT

To enhance safety for both wildlife and infrastructure, the following measures should be implemented:

1. The alignment of the powerline must consider local topography. High powerline along mountain ridge needs to be avoided (Figure 41a).

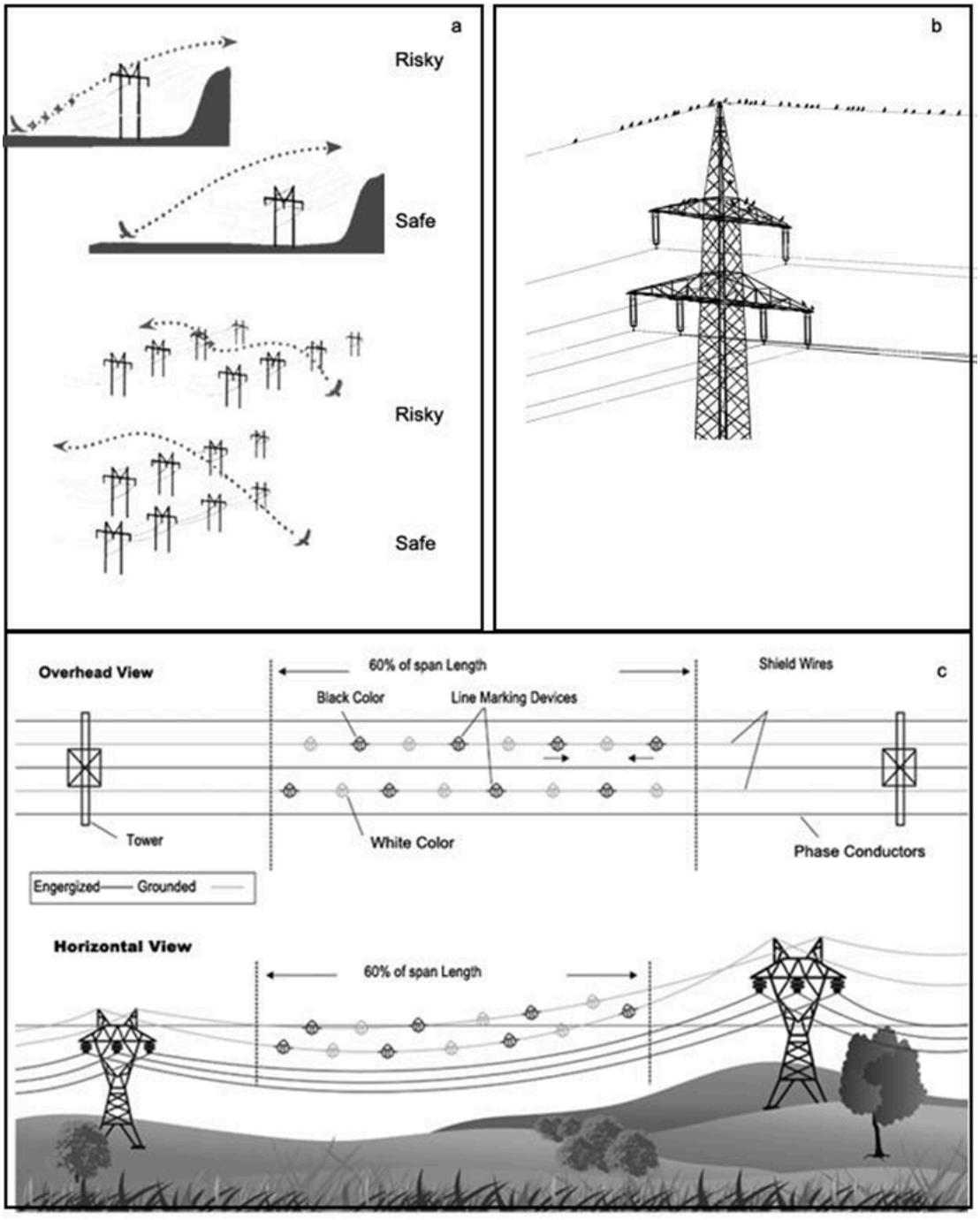

Figure 41: Design consideration of powerlines (Image adapted from Avian Power Line Interaction Committee 2012) (APLIC 2012)

2. Align transmission corridors to avoid critical habitats of wildlife and migration pathways of birds (Figure 41b). Underground power cables should be used where feasible, particularly along existing road alignments, to reduce aerial hazards.
3. Low power lines, close to the surface and open canals, should not be permitted, as they increase the risk of electrocution and habitat fragmentation. Besides birds, low-power lines risk wildlife. For example, a minimum height of 20 feet (6.6 meters) above ground on level terrain (slope < 20°) and a minimum height of 30 feet (9.1 meters) above ground on steeper terrain (slope > 20°) is required for elephants.
4. The congregated overhead power line can create obstacles. Increasing space (e.g., by using a cross-arm) is recommended to ensure safe space. In some cases, twitted conductors to prevent collisions is recommended.
5. Maintain a minimum 1.5-meter spacing between energised components and grounded hardware in overhead powerline cable. Where spacing is not feasible, use insulation covers or other protective measures (Figure 41c).
6. Decommission obsolete or unused power lines to prevent unnecessary obstacles to wildlife movement.
7. New or updated power cable lines should be installed at the same site as earlier power lines to minimize additional environmental disturbance.
8. Grasslands should be maintained below transmission lines to facilitate safe wildlife movement.
9. Retrofit existing transmission or distribution systems by:

- Installing elevated perches for birds.
- Insulating jumper loops and other exposed electrical components.
- Using obstructive perch deterrents such as insulated "V's".
- Changing conductor locations and using raptor hoods to prevent electrocution.

10. Mark powerline wires with reflectors, bird-flight diverters, or similar devices to enhance visibility and prevent bird collisions.
11. Implement a monitoring system to assess animal fatalities and evaluate the effectiveness of mitigation measures.
12. Vegetation Management along the powerline should be as follows:

- In hilly terrain, existing powerlines should allow for natural vegetation regeneration to restore ecological connectivity perpendicular to the powerline route.
- Vegetation clearing width should be minimised wherever possible:
- 0 meters for low sparse vegetation areas or where powerlines cross rivers and streams.

6.8 PERMISSION

The Ministry of Forests and Environment is the nodal agency at the federal and relevant environment ministry at the provincial government to provide a final decision for the construction of LIs. The report should be publicly available with a list of experts involved in EIA report preparation via electronic format to have wider dissemination.

6.9 CONSTRUCTION

The construction stage of a project involves the physical development and installation of linear infrastructure (LIs), such as roads, railways, or transmission lines. This phase can create significant disturbances to surrounding ecosystems if not carefully managed. If unforeseen biodiversity impacts arise during construction, adaptive management strategies should be implemented promptly to minimize harm. These measures may include modifying construction techniques, restricting activities in ecologically sensitive zones, or temporarily halting work in critical wildlife habitats until appropriate mitigation actions are taken.

Construction activities oftengenerate noise, vibration, increased human presence, and habitat disturbance, all of which can affect wildlifemovement and behavior. Therefore, workers and contractors should be trained to remain aware of nearby habitats and potential wildlife movement corridors. Specialattention should be given to areas close to forests,water bodies, or known wildlife crossing zones, where animals may be more likely to move through the landscape.

Proper waste management practices are also essential during construction. Waste generated by workers—such as food scraps or organic materials—should not be dumped haphazardly around the construction site. Improper disposal can attract scavengers and other wildlife species, including arboreal animals, bringing them closer to construction areas and roads. Over time, this can increase the likelihood of wildlife–vehicle collisions and road mortality once the infrastructure becomes operational.

The Ministry of For. Additional mitigation measures should include restricting night-time construction in sensitive areas, controlling lighting to avoid attracting wildlife, limiting vehicle speeds within construction zones, and establishing designated waste disposal and storage areas. Regular monitoring of wildlife activity and environmental conditions during the construction phase can help identify emerging issues early and allow for timely corrective actions. Implementing these measures will help reduce ecological disturbances and ensure that infrastructure development proceeds with minimal impact on biodiversity.

6.10 POST-CONSTRUCTION AND OPERATION

In the operational stage of a project, adopting non-structural measures is crucial to maximizing the effectiveness of structural interventions. Regular monitoring of systems is essential for evaluating the success of these measures and facilitating future refinements. Regular monitoring using ***camera traps, roadside kill records, and ancillary*** data provide critical insights for ongoing assessments. During operation, various measures can be implemented, including:

1. **Vehicle movement regulations:**
   - A complete ban on all tourist and commercial vehicles, except non-commercial vehicles registered to residents within protected areas and adjoining buffer zones during wildlife movement.
   - Where feasible, convoy systems with regulated speed and timing may be considered as alternatives to a complete traffic ban, particularly in areas where a dual-checkpoint monitoring system can be implemented.

2. **Vehicle movement regulations:**
   - Vehicle speeds exceeding 30 km/h should not be permitted on roads passing through natural areas, especially wildlife habitats.
   - Speed limit enforcement includes monitoring, collection of fines, and the installation of **speed-detection devices** and **cameras** at sensitive road stretches. Install speed breakers and mandatory signboards along roads to improve driver awareness in sensitive areas.

- Introduce ***higher toll fees during late evening and early morning*** hours to discourage road use during critical times for wildlife.

3. **Traffic Diversion:**

- Divert traffic from secondary roads and those passing through core zones and sensitive areas to primary roads, where impacts on biodiversity are lower.
- Close and remove remote roads to reduce human access and disturbance in highly sensitive habitats.

4. **Roadside Vegetation Management:**

- Minimize the width of vegetation clearings along roads. Specific guidelines for clearings include:

  - No more than 3 meters in areas like tourism zones or sharp curves where visibility is required.
  - No more than 1.5 meters in general in all other natural areas.
  - 0 meters in areas with low vegetation, such as grasslands, scrublands, and wetlands.

ENVIRONMENTAL MONITORING AND COMPLIANCE

Regular environmental monitoring should be conducted to assess the effectiveness of biodiversity safeguards. Monitoring programs track the health of nearby ecosystems, wildlife populations, and water quality to ensure that the construction activities are not causing undue harm.

7. CONCLUSION

Roads, irrigation canals, power lines, and railways significantly enhance connectivity and drive economic growth. However, their impacts on biodiversity are often profound and irreversible. The expansion of linear infrastructure in Nepal highlights the urgent need for strategies that balance economic development with ecological conservation.

This report consolidates highly dispersed and fragmented data on the extent and distribution of Biodiversity Important Areas (BIAs) and linear infrastructure (LIs) in Nepal. A high proportion of Nepal's infrastructure projects—both ongoing and proposed—are concentrated in regions of high conservation value, particularly outside existing protected areas (PAs). This pattern risks increasing the isolation of PAs, and contributes to the fragmentation and degradation of habitats beyond PA boundaries. It is therefore imperative to integrate biodiversity-conscious planning into infrastructure development. This calls for a step-by-step protocol that acts as a safeguard to detect potential impacts early and implement appropriate mitigation measures throughout the project cycle. Strategies such as realigning LI projects away from BIAs where possible, incorporating wildlife crossings, enforcing habitat restoration, and enhancing monitoring systems can significantly reduce negative impacts.

The Government of Nepal has adopted the Wildlife-Friendly Infrastructure Construction Directives, 2078. This report provides important context for conservation practitioners, policymakers, and development proponents (including government agencies) to understand where biodiversity-important areas exist and are traversed by linear infrastructures (LIs). Furthermore, the report presents a detailed outline of natural resource safeguards, tailored for each stage of project implementation. A summary of the project stages, assessment questions, and corresponding tools is provided below:

1. **Conceptualization**

    1.1 What potential impacts might linear infrastructure (LI) have on biodiversity?

    Strategic Environmental Assessment

1. **Selection**

    2.1 What biodiversity impacts will the LI project have?

Pre-feasibility Study& Environmental ImpactAssessment (EIA)

3. **Funding**

3.1 Does the project take biodiversity impacts into account?

Compliance with natural resource safeguards for project approval

4. **Planning**

4.1 What types of safeguards are needed, given context andproject nature?

4.2What alternative measures are available and appropriate for the species/ecosystem in question?

Natural Resource Safeguard Integration

5. **Design**

5.1 What are the design characteristics of the identified safeguards?

5.2 How can engineering and ecosystem-based approaches be integrated?

5.3 What non-infrastructure elements are needed during the construction and operation phases?

Detailed engineering and ecosystem-based approachto minimizeidentified risks

6. **Permitting**

7. **Construction**

Environmental Management Plan (CEMP)

7. **Post-Construction**

Wildlife and Traffic Monitoring System

Environmental and Social Impact Assessment (ESIA)

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Appendices

1. Appendix: Protected areas of Nepal

Category	Name	Core Area (km^2)	Buffer Zone (km^2)	Total (km^2)
1. National Park	Chitwan National Park (CNP)	952.63	729.37	**1682**
2. National Park	Lamtang National Park (LNP)	1710	420	**2130**
3. National Park	Sagarmatha National Park (SNP)	1148	275	**1423**
4. National Park	Rara National Park (RNP)	106	198	**304**
5. National Park	Shey Phoksundo National Park (SPNP)	2712	1172	**3884**
6. National Park	Khaptad National Park (KNP)	225	216	**441**
7. National Park	Bardia National Park (BNP)	968	507	**1475**
8. National Park	Makalu Barun National Park (MBNP)	1500	830	**2330**
9. National Park	Shivapuri Nagarjun National Park (SNNP)	159	118.61	**277.61**
10. National Park	Banke National Park (BaNP)	550	343	**893**
11. National Park	Shuklaphanta National Park (ShNP)	305	243.5	**548.5**
12. National Park	Parsa National Park (PNP)	627.39	285.3	**912.69**
13. National Park	Chhayanath National Prak	843	177	**1020**
14. Wildlife reserve	Koshi Tappu Wildlife Reserve (KTWR)	175	173	**348**

15. Hunting reserve	Dhorpatan Hunting Reserve (DHR)	1325		
16. Conservation area	Annapurna Conservation Area (ACA)	7629		
17. Conservation area	Kanchenjunga Conservation Area (KCA)	2,035		
18. Conservation area	Manaslu Conservation Area (MCA)	1,663		
19. Conservation area	Api Nampa Conservation Area (ANCA)	1,903		
20. Conservation area	Gaurishankar Conservation Area (GCA)	2179		
21. Conservation area	Krishnasar Conservation Area (KrCA)	16.95		
Total		**28731.97**	**5687.78**	**34419.75**

Note: The total area covered by protected area 34419.8 km² according to Nepal Gazette.

2. Appendix: Forest Conservation Area of Nepal

SN	Name	Area (km²)
1	Basanta	**690.01**
2	Barandabhar	**104.66**
3	Dhanushadham	**3.4**
4	Godawari Phulchowki	**21.29**
5	Kankre Bihar	**1.75**
6	Madhaney	**137.61**
7	Panchase	**57.67**
8	Resunga	**192.82**
9	Thaple Satyawati Salime Daha	**378.43**
10	Khata	**57.42**
11	Laljhadi Mohana	**296.42**
	Total	**1941.47**

Note: The total area covered by the Forest may not match with official figure.

3. Appendix: Ramsar sites in Nepal

Ramsar Sites	Area (km²))
1. Beeshazar and Associated Lakes	32
2. Ghodaghodi Lake Area	25.63
3. Gokyo and Associated lakes	77.70
4. Gosaikunda and Associated Lakes	10.30
5. Jagadishpur Reservoir	2.25
6. Lake Cluster of Pokhara Valley	261.6
7. Mai Pokhari	0.9
8. Phoksundo Lake	4.94
9. Koshi Tappu	175
10. Rara Lake	15.83
Total	606.15

4. Appendix: Potential Forest Conservation Area[10]

SN	Name	Area (km²)
1	Gaumukhi	**279.74**
2	Gwalek Kedar	**27.88**
3	Mahakali Karnali Mahabharat Range	**601.72**
4	Ramdhuni	**20.55**
5	Rautamai	**13.45**
6	Sigas	**30.96**
7	Telek	**216.17**
8	Tinjure-Milke-Jaljale	**1100.08**
Total		**2290.55**

[10] The sizes of the proposed FCAs are indicative, as official endorsement may result in changes to boundaries, and GIS maps are unavailable for some of these areas.

5. Appendix: Potential Protected Area

SN	Name	Area (km²)
1	Kuse South Jumla	**1134.27**
2	Limi Valley	**1199.43**
Total		**2333.7**

6. Appendix: Important Bird Area

SN	Name	Area (km²)
1	Dang Deukhuri Foothill Forest and West Rapti Wet	1996.95
2	Khaptad National Park and Buffer Zone	220.26
3	Dhorpatan Hunting Reserve	1441.06
4	Mai Valley Forest	1451.92
5	Triyuga Watershed	276.54
6	Panchase Forest Conservation Area	61.423
7	Rampur Valley	76.61
8	Devdaha	134.88
9	Resunga Forest Conservation Area	33.625
10	Argha	155.92
11	Barekot	829.22
12	Limi Valley	1195.41
13	Gadhi Siraichuli	30.042
14	Kohalbi Baragadi	179.82
15	Morang Farmlands	572.82
16	Janakinagar-Murtiya	96.22
17	Koshi Tappu Wildlife Reserve and Koshi Barrage	150.19
18	Annapurna Conservation Area	7769.46
19	Gaurishankar Conservation Area	2218.05
20	Kanchenjunga Conservation Area	2058.4
21	Manaslu Conservation Area	1650.19
22	Api Nampa Conservation Area	2252.56
23	Shivapuri Nagarjun National Park and Buffer Zone	112.33
24	Parsa National Park and Buffer Zone	685.36
25	Bardia National Park and Buffer Zone	895.59
26	Banke National Park and Bufferzone	567.16
27	Chitwan National Park and Buffer Zone	1214.69
28	Langtang National Park and Buffer Zone	1662.19

SN	Name	Area (km^2)
1	Dang Deukhuri Foothill Forest and West Rapti Wet	1996.95
2	Khaptad National Park and Buffer Zone	220.26
3	Dhorpatan Hunting Reserve	1441.06
4	Mai Valley Forest	1451.92
5	Triyuga Watershed	276.54
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7	Rampur Valley	76.61
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9	Resunga Forest Conservation Area	33.625
10	Argha	155.92
11	Barekot	829.22
12	Limi Valley	1195.41
13	Gadhi Siraichuli	30.042
14	Kohalbi Baragadi	179.82
15	Morang Farmlands	572.82
16	Janakinagar-Murtiya	96.22
17	Koshi Tappu Wildlife Reserve and Koshi Barrage	150.19
18	Annapurna Conservation Area	7769.46
19	Gaurishankar Conservation Area	2218.05
20	Kanchenjunga Conservation Area	2058.4
21	Manaslu Conservation Area	1650.19
22	Api Nampa Conservation Area	2252.56
23	Shivapuri Nagarjun National Park and Buffer Zone	112.33
24	Parsa National Park and Buffer Zone	685.36
25	Bardia National Park and Buffer Zone	895.59
26	Banke National Park and Bufferzone	567.16
27	Chitwan National Park and Buffer Zone	1214.69
28	Langtang National Park and Buffer Zone	1662.19

29	Makalu Barun National Park and Buffer Zone	**1397.52**
30	Sagarmatha National Park and Buffer Zone	**1139.18**
31	Shey-Phoksundo National Park and Buffer Zone	**3597.76**
32	Shukla Phanta National Park and Buffer Zone	**398.63**
33	Dhanushadham	**180.24**
34	Rara National Park and Buffer Zone	**100.29**
35	Khutiya	**115.59**
36	Khandbari-Num	**390.80**
37	Kapilvastu	**459.85**
38	Dharan Forest	**625.11**
39	Phulchoki Mountain Forest	**50.70**
40	Jagdishpur Sanctuary and Farmlands of Lumbini	**1026.27**
41	Ghodaghodi Lake Area	**28.47**
Total		**39499.3**

7. Appendix: Key Biodiversity Area

SN	Name	Area (km²)
1	Annapurna Conservation Area	7397.32
2	Barandabhar forests and wetlands	168.012
3	Bardia National Park	1484.94
4	Chitwan National Park	1884.19
5	Dang Deukhuri foothill forests and west Rapti wet*	1654.67
6	Dharan forests	829.34
7	Dhorpatan Hunting Reserve	1193.35
8	Ghodaghodi Lake	10.9124
9	Jagdishpur Reservoir	4.59
10	Kanchenjungha Conservation Area	2065.60
11	Khaptad National Park	477.21
12	Koshi Tappu Wildlife Reserve and Koshi Barrage	324.49
13	Langtang National Park	2136.45
14	Farmlands in Lumbini area	740.05
15	Mai Valley forests	815.66
16	Makalu Barun National Park	2186.46
17	Parsa Wildlife Reserve	857.76
18	Phulchoki Mountain forests	42.98
19	Rara National Park	304.63
20	Sagarmatha National Park	1487.35
21	Shey-Phoksundo National Park	4909.86
22	Shivapuri-Nagarjun National Park	107.82
23	Sukla Phanta Wildlife Reserve	683.61
24	Tamur valley and watershed	1347.45
25	Nawalparasi forests	58.86
26	Urlabari forst groves	0.90
27	Rampur valley	27.80

28	Gainda Tal	**103.52**
29	Khairapur	**5.28**
30	Shivapur Forest	**87.24**
Total		**33398.30**

8. Appendix: Important Plant Area

IPA Complexes	No. of Sites per IPA Complex	No. of IPAs per Complex
1. Udayapur	1	**3**
2. Lower Kangchenjungha Complex	3	**12**
3. Upper Sagarmatha-Kangchenjungha complex	3	**36**
4. Lower Janakpur	2	**4**
5. Narayani	2	**3**
6. Terai Arc Landscape-Nepal	8	**19**
7. Upper Janakpur	2	**7**
8. Upper Bagmati	4	**17**
9. Upper Annapurna-Manaslu	3	**20**
10. Lower Dhaulagiri-Annapurna	5	**23**
11. Rapti-Lumbini	4	**6**
12. Upper Bheri-Rapti	2	**6**
13. Lower Bheri-Rapti	3	**6**
14. Karnali	5	**36**
15. Upper Mahakali-Seti	3	**18**
16. Lower Mahakali-Seti	4	**14**
Total	54	**230**
Total Area	**34,994.59 km²**	

9. Appendix: Biodiversity Hotspots

Name	Type	Area (km²)
1. Barandabhar Corridor	Corridor	**109.129**
2. Shikaribas Corridor	Corridor	**3.2610**
3. Kamdi	Corridor	**786.62**
4. Bramhadev	Corridor	**148.67**
5. Laljhadi	Corridor	**325.32**
6. Basanta	Corridor	**439.70**
7. Karnali	Corridor	**160.25**
8. Khata	Corridor	**123.05**
9. Someshor	Corridor	**146.06**
10. Giruwa River	Dolphin Hotspot	**115.12**
11. Karnali River	Dolphin Hotspot	**115.51**
12. Mohana	Dolphin Hotspot	**17.88**
13. Kanda river	Dolphin Hotspot	**1.84**
14. Pathariya	Dolphin Hotspot	**11.94**
15. Kandra River	Dolphin Hotspot	**18.78**
16. Elephant Distribution Area	Elephant Corridor	**17264.75**
Total		**19787.88**

10. Appendix: Citizen Science/Public Consultation

Name	Area (km²)
1. Manaslu-Annapurna complex	237.09
2. Badimalika	567.66
3. Bahhatar Bigha Wetland Complex	4.24
4. Charnath Community Forest	0.50
5. Chepang Settlement area	1159.33
6. Chuchchekhola Community Forest	2.39
7. Ghumte Peak	18.16
8. Phewa important Bird Areas including Rani Baan	7.11
9. Jantarkhani	33.62
10. Sarangkot, Hemja, Furketari, Kaskikot	8.25
11. Khaireni forest Rampur	29.49
12. Kispang	38.52
13. Sarus Crane conservation site	48.17
14. Maurakharka	6.82
15. Narayanhiti Palace Museum	0.39
16. Red Panda Corridor, Panchthar Illam Taplejung Complex	528.25
17. Pashupati Forest	0.68
18. Pashupati Forest_Bhandarkhal Side	0.14
19. Patalganga	3.19
20. Rani Community Forest	1.37
21. Ranibari Forest	0.07
22. Begnas-Rupa Landscape	16.52
23. Shakhada Bhagwati Temple	0.04
24. Sabha Pokhari	0.012
25. Seti Corridor: Chitwan-Gaighat-Chimkeshwari	319.74
26. Shailung-Doramba Ramechap Contiguous Forest Area	16.40
27. Hima Rural Municipality	132.17
28. Kanaksundari Rural Municipality	225.17
29. Sinja Rural Municipality (Valley)	153.12
30. Tamagadhi Collaborative Forest	33.35

31. Thakur Jyu Bista Jyu	**37.71**
32. Vulture Restaurant, Pokhara	**0.09**
Total	**3629.76**

11. Appendix: Wetlands

SN	Name	Area (km²)	SN	Name	Area (km²)
1	GuptChamero Gufa -Jajura Wetland complex	**1.3815**	26	Sajar Kunda	**0.0054**
2	Kamal daha	**0.0666**	27	Barah Tal	**0.0043**
3	Naadiman Tal	**0.1737**	28	Rudra Tal	**0.0066**
4	Mai Pokhari	**0.0185**	29	Maidi Tal	**0.0074**
5	Uttare Pokari	**0.0043**	30	Naya Pokhari	**0.0014**
6	Devi Pani	**0.0138**	31	Sani Pokhari	**0.0036**
7	Jamunkhadi	**0.0392**	32	Damrang Pokhari	**0.0016**
8	Bahane Pokhari	**0.0051**	33	Deurali Sano Pokhari	**0.0024**
9	Baraha Pokhari	**0.0394**	34	Ilam Pokhari	**0.0047**
10	Homma Pokhari	**0.0022**	35	Tinghare Thulo Pokhari	**0.0020**
11	Laamche Pokhari	**0.0012**	36	Dhumba Lake	**0.0136**
12	Betini Simsar	**0.0244**	37	Titi Lake	**0.1009**
13	Betna Tal	**0.0339**	38	Gai Kharke	**0.0013**
14	Dhanpalgadi Cluster Lake	**0.0014**	39	Barhakune Tal	**0.0052**
15	Rajarani Pokhari	**0.0727**	40	Bhote Tal	**0.0155**
16	Jor Pokhari-II	**0.0034**	41	Charinge Daha	**0.0134**
17	Lam Pokhari	**0.0029**	42	Jakhera Tal	**0.0483**
18	Suke Pokhari -I	**0.0076**	43	Barkalpur Tal	**0.0955**
19	Suke Pokhari -II	**0.0012**	44	Hariharpur Taal	**0.1527**
20	Gupha Pokhari	**0.0044**	45	Jam Kudwa	**0.0346**
21	Lam Pokhari	**0.0008**	46	Shankarpur Tal	**0.1270**
22	Suke Pokhari	**0.0023**	47	Tiram Daha	**0.0034**
23	Kali Pokhari -II	**0.0042**	48	Biwang Daha	**0.0160**
24	Chichiling Pokhari	**0.0016**	49	Gajedi Tal	**0.1227**
25	Kulekhani Reservoir (Indra Sarobar)	**2.0440**	50	Sagrahawa Tal	**0.0143**

51	Lohajara Thakur Daha	**0.2451**	80	Nardahuwa	**0.1274**
52	Batula Tal	**0.0284**	81	Nathuniya Lake	**0.0440**
53	Jingale Tal	**0.2146**	82	Puraina lake (a)	**0.0119**
54	Lisedali Tal	**0.0084**	83	Ajingar Tal	**0.0053**
55	Lamadaya Tal	**0.0129**	84	Raji Tal	**0.0060**
56	Patal Bhumeshor Tal	**0.0708**	85	Rara Tal	**0.0199**
57	Chhede Daha	**0.0101**	86	Ghod Lake	**0.2803**
58	Dhalpuri	**0.0051**	87	Jakhor Lake	**0.1435**
59	Chhatiwan Tal	**0.0171**	88	Sukhaiya	**0.0436**
60	Rangeni Tal	**0.0039**	89	Jharan	**0.0106**
61	Ajuwa Lake	**0.5988**	90	Mudka Lake	**0.0105**
62	Baba Lake	**0.0264**	91	Naranga thulo Tal	**0.0046**
63	Chiriya Lake	**0.0284**	92	Naranga Sano Tal	**0.0065**
64	Badka Lake	**0.0545**	93	Newland Lake	**0.0082**
65	Bhairbuwa Lake	**0.2518**	94	Puraina Lake	**0.0903**
66	Bhaiswa Lake	**0.1682**	95	Sarkiniya	**0.4483**
67	Budi Nakror	**0.0075**	96	Siddhas Sarobar	**0.0194**
68	Chhaya Tal	**0.0135**	97	Kamalpokhari	**0.1982**
69	Charra Lake	**0.0630**	98	Jogniya Lake	**0.0961**
70	Dubri Lake	**0.1147**	99	Siddhababa	**0.0053**
71	Gaichkatuwa Lake Core	**0.0374**	100	Jhilmila	**0.0471**
72	Kohilai Lake	**0.4622**	101	Betkot	**0.2821**
73	Lami Lake	**0.0916**	102	Marga Pokhari	**102**
74	Laukabhaukaa Lake	**0.4113**	103	Tinghare Thulo	**103**
75	Lukli Lale	**0.0503**	104	Timbung Pokhari	**0.1019**
76	Soniya	**0.1816**	105	Baba	**0.0360**
77	Rupiya lake	**0.0518**	106	Baraha Tal	**0.1065**
78	Mahadev Lake	**0.1235**	107	Barju Tal	**0.9389**
79	Sahadeva Lake	**0.0897**	108	Gidi Daha	**0.2915**

109	Jajura Daha	**0.0424**	111	Kupinde Lake	**0.2439**
110	Kamal Lake	**0.2461**	112	Phewa Lake	**3.8469**
Total					**7.8 km²**

12. Appendix: List of National Highways

SN	Highway Code	Name	Province	Status	Length (km)
1	NH77-001	Bharatpur Mahanagariya Brihat Chakrapath	3		16.02
2	NH77-001	Bharatpur Mahanagariya Brihat Chakrapath	3		9.01
3	NH78-004	Damak Na.Pa. Chakrapath	1		5.77
4	NH78-006	Damak Na.Pa. Chakrapath	1		5.21
5	NH77-004	Bharatpur Mahanagariya Brihat Chakrapath	3		14.51
6	NH77-005	Bharatpur Mahanagariya Brihat Chakrapath	3		6.43
7	NH77-006	Bharatpur Mahanagariya Brihat Chakrapath	3		1.97
8	NH75-001	Sworna Sagarmatha Ringroad (Okhaldhunga-Solu-Salleri-Khotang-Diktel-Okhaldhunga)	1		22.86
9	NH75-002	Sworna Sagarmatha Ringroad (Okhaldhunga-Solu-Salleri-Khotang-Diktel-Okhaldhunga)	1		44.96
10	NH75-005	Sworna Sagarmatha Ringroad (Okhaldhunga-Solu-Salleri-Khotang-Diktel-Okhaldhunga)	1		62.81
11	NH78-003	Damak Na.Pa. Chakrapath	1		3.26
12	NH78-002	Damak Na.Pa. Chakrapath	1		3.35
13	NH75-003	Sworna Sagarmatha Ringroad (Okhaldhunga-Solu-Salleri-Khotang-Diktel-Okhaldhunga)	1		7.04
14	NH75-004	Sworna Sagarmatha Ringroad (Okhaldhunga-Solu-Salleri-Khotang-Diktel-Okhaldhunga)	1		18.13
15	NH77-002	Bharatpur Mahanagariya Brihat Chakrapath	3		5.54
16	NH77-003	Bharatpur Mahanagariya Brihat Chakrapath	3		8.80
17	H0601	Dhulikhel-Sindhuli-Bhittamod Rajmarg (DSRM)	2		1.33
18	H0602	Dhulikhel-Sindhuli-Bhittamod Rajmarg (DSRM)	2		9.33
19	NH78-001	Damak Na.Pa. Chakrapath	1		4.20
20	NH78-005	Damak Na.Pa. Chakrapath	1		4.62
21	H0603	Dhulikhel-Sindhuli-Bhittamod Rajmarg (DSRM)	2		2.08
22	NH41-001	Sirsiya-Pathlaiya, Hetauda-Bhaise-Palung-Naubise-Kathmandu (Tribhuvan Rajpath)	2	Existing	10.20
23	NH41-004	Sirsiya-Pathlaiya, Hetauda-Bhaise-Palung-Naubise-Kathmandu (Tribhuvan Rajpath)	3	Existing	3.15
24	NH41-005	Sirsiya-Pathlaiya, Hetauda-Bhaise-Palung-Naubise-Kathmandu (Tribhuvan Rajpath)	3	Existing	7.88
25	NH41-006	Sirsiya-Pathlaiya, Hetauda-Bhaise-Palung-Naubise-Kathmandu (Tribhuvan Rajpath)	3	Existing	16.07
26	NH41-007	Sirsiya-Pathlaiya, Hetauda-Bhaise-Palung-Naubise-Kathmandu (Tribhuvan Rajpath)	3	Existing	8.01
27	NH41-008	Sirsiya-Pathlaiya, Hetauda-Bhaise-Palung-Naubise-Kathmandu (Tribhuvan Rajpath)	3	Existing	3.25
28	NH41-009	Sirsiya-Pathlaiya, Hetauda-Bhaise-Palung-Naubise-Kathmandu (Tribhuvan Rajpath)	3	Existing	4.97
29	NH41-010	Sirsiya-Pathlaiya, Hetauda-Bhaise-Palung-Naubise-Kathmandu (Tribhuvan Rajpath)	3	Existing	3.70

30	NH41-011	Sirsiya-Pathlaiya, Hetauda-Bhaise-Palung-Naubise-Kathmandu (Tribhuvan Rajpath)	3	Existing	**4.95**
31	NH41-013	Sirsiya-Pathlaiya, Hetauda-Bhaise-Palung-Naubise-Kathmandu (Tribhuvan Rajpath)	3	Existing	**1.83**
32	NH41-014	Sirsiya-Pathlaiya, Hetauda-Bhaise-Palung-Naubise-Kathmandu (Tribhuvan Rajpath)	3	Existing	**3.78**
33	NH27-001	Shitalpati Salyan Kubhinde Baluuwa Sangrahi	6	Existing	**0.45**
34	NH36-002	Chandranigahpur-Gaur	2	Existing	**4.94**
35	NH47-002	Belahiya-Bhairahawa-Butwal-Bartung-Ramdi-Syangja-Pokhara (Siddharth Rajmarg)	5	Existing	**14.78**
36	NH47-005	Belahiya-Bhairahawa-Butwal-Bartung-Ramdi-Syangja-Pokhara (Siddharth Rajmarg)	5	Existing	**6.85**
37	NH47-006	Belahiya-Bhairahawa-Butwal-Bartung-Ramdi-Syangja-Pokhara (Siddharth Rajmarg)	5	Existing	**5.17**
38	NH47-011	Belahiya-Bhairahawa-Butwal-Bartung-Ramdi-Syangja-Pokhara (Siddharth Rajmarg)	4	Existing	**1.60**
39	NH50-002	Jitpur-Taulihawa-Khunuwa	5	Existing	**2.15**
40	NH47-013	Belahiya-Bhairahawa-Butwal-Bartung-Ramdi-Syangja-Pokhara (Siddharth Rajmarg)	4	Existing	**3.70**
41	NH50-002	Jitpur-Taulihawa-Khunuwa	5	Existing	**1.01**
42	NH50-003	Jitpur-Taulihawa-Khunuwa	5	Existing	**3.02**
43	NH50-004	Jitpur-Taulihawa-Khunuwa	5	Existing	**7.62**
44	NH63-001	Saphebagar-Martadi-Kolti	7	Existing	**1.39**
45	NH63-002	Saphebagar-Martadi-Kolti	7	Existing	**4.68**
46	NH63-002	Saphebagar-Martadi-Kolti	7	Existing	**4.25**
47	NH63-002	Saphebagar-Martadi-Kolti	7	Existing	**5.38**
48	NH64-002	Khodpe-Chainpur (Bajhang)	7	Existing	**19.84**
49	NH64-003	Khodpe-Chainpur (Bajhang)	7	Existing	**5.69**
50	NH64-004	Khodpe-Chainpur (Bajhang)	7	Existing	**3.77**
51	NH10-003	Deurali-Mudhe-Chainpur-Bohoratar	1	Existing	**3.90**
52	NH10-003	Deurali-Mudhe-Chainpur-Bohoratar	1	Existing	**5.03**
53	NH55-002	Ameliya-Tulsipur-Shitalpti-Tharmare-Musikot	5	Existing	**1.99**
54	NH10-004	Deurali-Mudhe-Chainpur-Bohoratar	1	Existing	**10.07**
55	NH11-001	Phikkal-Shreeantu-Chabbise, Ilam	1	Existing	**1.71**
56	NH11-001	Phikkal-Shreeantu-Chabbise, Ilam	1	Existing	**2.23**
57	NH11-001	Phikkal-Shreeantu-Chabbise, Ilam	1	Existing	**2.42**
58	NH11-001	Phikkal-Shreeantu-Chabbise, Ilam	1	Existing	**2.07**
59	NH13-001	Bardibas-Sindhuli-Khurkot-Dhulikhel (B.P. Rajmarg)	2	Existing	**5.07**
60	NH13-002	Bardibas-Sindhuli-Khurkot-Dhulikhel (B.P. Rajmarg)	2	Existing	**3.23**
61	NH16-004	Thadi-Bhagawanpur-Lahan, Kadmahachok-Gaighat-Mohure-Kharpa-Solu	1	Existing	**8.70**
62	NH16-006	Thadi-Bhagawanpur-Lahan, Kadmahachok-Gaighat-Mohure-Kharpa-Solu	1	Existing	**19.76**
63	NH04-001	Birtamod-Chandragadi-Bhadrapur-Mechi Pul	**1**	Existing	**15.92**

64	NH47-008	Belahiya-Bhairahawa-Butwal-Bartung-Ramdi-Syangja-Pokhara (Siddharth Rajmarg)	**5**	Existing	**4.83**
65	NH47-009	Belahiya-Bhairahawa-Butwal-Bartung-Ramdi-Syangja-Pokhara (Siddharth Rajmarg)	4	Existing	**10.37**
66	NH69-001	Jagat Bhanjyang-Mandalithan-Keware Bhanjyang-Barikuna-Kishan-Chapakot-Gajarkot Sadak, Syangja	4	Existing	**3.09**
67	NH69-001	Jagat Bhanjyang-Mandalithan-Keware Bhanjyang-Barikuna-Kishan-Chapakot-Gajarkot Sadak, Syangja	4	Existing	**3.51**
68	NH69-002	Jagat Bhanjyang-Mandalithan-Keware Bhanjyang-Barikuna-Kishan-Chapakot-Gajarkot Sadak, Syangja	4	Existing	**4.76**
69	NH23-007	Diktel-Solu-Junbesi-Khahare-Jiribazar-Tamakoshi -Charikot-Khadichaur	3	Existing	**18.43**
70	NH71-003	Bhaluwang-Nuwakot-Khandaha-Kharwang	5	Existing	**1.51**
71	NH47-013	Belahiya-Bhairahawa-Butwal-Bartung-Ramdi-Syangja-Pokhara (Siddharth Rajmarg)	4	Existing	**1.87**
72	NH46-001	Bhumahi-Parasi	5	Existing	**5.95**
73	NH27-001	Shitalpati Salyan Kubhinde Baluuwa Sangrahi	6	Existing	**9.37**
74	NH26-002	Jamunibas-Bateshwar-Shantipur-Kurtha-Janakpur	2	Existing	**3.07**
75	NH27-002	Shitalpati Salyan Kubhinde Baluuwa Sangrahi	6	Existing	**31.13**
76	NH47-011	Belahiya-Bhairahawa-Butwal-Bartung-Ramdi-Syangja-Pokhara (Siddharth Rajmarg)	4	Existing	**19.02**
77	NH47-010	Belahiya-Bhairahawa-Butwal-Bartung-Ramdi-Syangja-Pokhara (Siddharth Rajmarg)	4	Existing	**28.50**
78	NH47-009	Belahiya-Bhairahawa-Butwal-Bartung-Ramdi-Syangja-Pokhara (Siddharth Rajmarg)	4	Existing	**19.56**
79	NH29-005	Kanchanban-Janaki Medical College- Mithileshwar Sabaila-Siraha-Naktajijh- Ramlaxman Chowk-Healthpost Mahendra Rajmarg	2	Existing	**7.22**
80	NH65-001	Khuttiya-Dipayal-Chainpur-Uraibhanjyang	7	Existing	**20.71**
81	NH41-007	Sirsiya-Pathlaiya, Hetauda-Bhaise-Palung-Naubise-Kathmandu (Tribhuvan Rajpath)	3	Existing	**15.64**
82	NH41-008	Sirsiya-Pathlaiya, Hetauda-Bhaise-Palung-Naubise-Kathmandu (Tribhuvan Rajpath)	3	Existing	**12.76**
83	NH07-004	Pakali-Naya Koshipul-Rupnagar, Pakali-Nadaha Koshipul Chatara	1	Existing	**8.96**
84	NH72-001	Dumkibas-Baguban Triveni	4	Existing	**3.44**
85	NH41-014	Sirsiya-Pathlaiya, Hetauda-Bhaise-Palung-Naubise-Kathmandu (Tribhuvan Rajpath)	3	Existing	**4.18**
86	NH55-008	Ameliya-Tulsipur-Shitalpti-Tharmare-Musikot	6	Existing	**2.15**
87	NH47-005	Belahiya-Bhairahawa-Butwal-Bartung-Ramdi-Syangja-Pokhara (Siddharth Rajmarg)	5	Existing	**7.17**
88	NH26-002	Jamunibas-Bateshwar-Shantipur-Kurtha-Janakpur	2	Existing	**0.34**

89	NH55-006	Ameliya-Tulsipur-Shitalpti-Tharmare-Musikot	6	Existing	**22.01**
90	NH26-001	Jamunibas-Bateshwar-Shantipur-Kurtha-Janakpur	2	Existing	**25.33**
91	NH55-007	Ameliya-Tulsipur-Shitalpti-Tharmare-Musikot	6	Existing	**20.64**
92	NH36-001	Chandranigahpur-Gaur	2	Existing	**37.93**
93	NH06-002	Chatara-Mulghat-Majhitar-Amarapurdanda-Ganeshchok (Tamor Corridor)	1	Existing	**31.91**
94	NH06-003	Chatara-Mulghat-Majhitar-Amarapurdanda-Ganeshchok (Tamor Corridor)	1	Existing	**23.36**
95	NH06-004	Chatara-Mulghat-Majhitar-Amarapurdanda-Ganeshchok (Tamor Corridor)	1	Existing	**42.28**
96	NH06-005	Chatara-Mulghat-Majhitar-Amarapurdanda-Ganeshchok (Tamor Corridor)	1	Existing	**25.90**
97	NH47-001	Belahiya-Bhairahawa-Butwal-Bartung-Ramdi-Syangja-Pokhara (Siddharth Rajmarg)	5	Existing	**0.66**
98	NH10-001	Deurali-Mudhe-Chainpur-Bohoratar	1	Existing	**2.55**
99	NH10-002	Deurali-Mudhe-Chainpur-Bohoratar	1	Existing	**10.53**
100	NH47-001	Belahiya-Bhairahawa-Butwal-Bartung-Ramdi-Syangja-Pokhara (Siddharth Rajmarg)	5	Existing	**2.78**
101	NH47-001	Belahiya-Bhairahawa-Butwal-Bartung-Ramdi-Syangja-Pokhara (Siddharth Rajmarg)	5	Existing	**1.31**
102	NH12-001	Ghurmi-Chatara Udayapur	1	Existing	**27.49**
103	NH10-003	Deurali-Mudhe-Chainpur-Bohoratar	1	Existing	**12.46**
104	NH10-003	Deurali-Mudhe-Chainpur-Bohoratar	1	Existing	**14.59**
105	NH14-001	Gaighat-Mahuli Khola-Rupani-Rajbiraj-Chhinnamasta Niur, Kunauli-Rajbiraj-Kanchanpur Barrier-Phattepur-Basaha Udayapur	1	Existing	**8.80**
106	NH14-002	Gaighat-Mahuli Khola-Rupani-Rajbiraj-Chhinnamasta Niur, Kunauli-Rajbiraj-Kanchanpur Barrier-Phattepur-Basaha Udayapur	2	Existing	**13.69**
107	NH11-001	Phikkal-Shreeantu-Chabbise, Ilam	1	Existing	**0.20**
108	NH14-004	Gaighat-Mahuli Khola-Rupani-Rajbiraj-Chhinnamasta Niur, Kunauli-Rajbiraj-Kanchanpur Barrier-Phattepur-Basaha Udayapur	2	Existing	**0.62**
109	NH14-005	Gaighat-Mahuli Khola-Rupani-Rajbiraj-Chhinnamasta Niur, Kunauli-Rajbiraj-Kanchanpur Barrier-Phattepur-Basaha Udayapur	2	Existing	**9.70**
110	NH12-002	Ghurmi-Chatara Udayapur	1	Existing	**23.30**
111	NH12-003	Ghurmi-Chatara Udayapur	1	Existing	**76.51**
112	NH12-004	Ghurmi-Chatara Udayapur	1	Existing	**13.56**
113	NH12-005	Ghurmi-Chatara Udayapur	1	Existing	**30.18**
114	NH13-001	Bardibas-Sindhuli-Khurkot-Dhulikhel (B.P. Rajmarg)	2	Existing	**7.60**

115	NH13-003	Bardibas-Sindhuli-Khurkot-Dhulikhel (B.P. Rajmarg)	3	Existing	**21.35**
116	NH13-004	Bardibas-Sindhuli-Khurkot-Dhulikhel (B.P. Rajmarg)	3	Existing	**25.14**
117	NH13-006	Bardibas-Sindhuli-Khurkot-Dhulikhel (B.P. Rajmarg)	3	Existing	**11.62**
118	NH13-006	Bardibas-Sindhuli-Khurkot-Dhulikhel (B.P. Rajmarg)	3	Existing	**34.06**
119	NH14-003	Gaighat-Mahuli Khola-Rupani-Rajbiraj-Chhinnamasta Niur, Kunauli-Rajbiraj-Kanchanpur Barrier-Phattepur-Basaha Udayapur	2	Existing	**0.91**
120	NH55-005	Ameliya-Tulsipur-Shitalpti-Tharmare-Musikot	6	Existing	**10.33**
121	NH55-006	Ameliya-Tulsipur-Shitalpti-Tharmare-Musikot	6	Existing	**8.97**
122	NH29-001	Kanchanban-Janaki Medical College- Mithileshwar Sabaila-Siraha-Naktajijh-Ramlaxman Chowk-Healthpost Mahendra Rajmarg	2	Existing	**6.61**
123	NH29-002	Kanchanban-Janaki Medical College- Mithileshwar Sabaila-Siraha-Naktajijh- Ramlaxman Chowk-Healthpost Mahendra Rajmarg	2	Existing	**8.16**
124	NH29-003	Kanchanban-Janaki Medical College- Mithileshwar Sabaila-Siraha-Naktajijh- Ramlaxman Chowk-Healthpost Mahendra Rajmarg	2	Existing	**3.74**
125	NH29-004	Kanchanban-Janaki Medical College- Mithileshwar Sabaila-Siraha-Naktajijh-Ramlaxman Chowk-Healthpost Mahendra Rajmarg	2	Existing	**1.27**
126	NH36-003	Chandranigahpur-Gaur	2	Existing	**1.32**
127	NH41-002	Sirsiya-Pathlaiya, Hetauda-Bhaise-Palung-Naubise-Kathmandu (Tribhuvan Rajpath)	2	Existing	**7.88**
128	NH41-010	Sirsiya-Pathlaiya, Hetauda-Bhaise-Palung-Naubise-Kathmandu (Tribhuvan Rajpath)	3	Existing	**14.22**
129	NH41-014	Sirsiya-Pathlaiya, Hetauda-Bhaise-Palung-Naubise-Kathmandu (Tribhuvan Rajpath)	3	Existing	**1.04**
130	NH41-003	Sirsiya-Pathlaiya, Hetauda-Bhaise-Palung-Naubise-Kathmandu (Tribhuvan Rajpath)	2	Existing	**7.50**
131	NH41-011	Sirsiya-Pathlaiya, Hetauda-Bhaise-Palung-Naubise-Kathmandu (Tribhuvan Rajpath)	3	Existing	**12.15**
132	NH45-001	Khairenitar Bhimad Kawasoti	4	Existing	**2.47**
133	NH47-012	Belahiya-Bhairahawa-Butwal-Bartung-Ramdi-Syangja-Pokhara (Siddharth Rajmarg)	4	Existing	**11.06**
134	NH50-001	Jitpur-Taulihawa-Khunuwa	5	Existing	**9.94**
135	NH47-001	Belahiya-Bhairahawa-Butwal-Bartung-Ramdi-Syangja-Pokhara (Siddharth Rajmarg)	5	Existing	**1.46**

136	NH47-002	Belahiya-Bhairahawa-Butwal-Bartung-Ramdi-Syangja-Pokhara (Siddharth Rajmarg)	5	Existing	**1.12**
137	NH47-003	Belahiya-Bhairahawa-Butwal-Bartung-Ramdi-Syangja-Pokhara (Siddharth Rajmarg)	5	Existing	**1.96**
138	NH47-004	Belahiya-Bhairahawa-Butwal-Bartung-Ramdi-Syangja-Pokhara (Siddharth Rajmarg)	5	Existing	**2.71**
139	NH50-001	Jitpur-Taulihawa-Khunuwa	5	Existing	**9.09**
140	NH47-007	Belahiya-Bhairahawa-Butwal-Bartung-Ramdi-Syangja-Pokhara (Siddharth Rajmarg)	5	Existing	**3.17**
141	NH47-008	Belahiya-Bhairahawa-Butwal-Bartung-Ramdi-Syangja-Pokhara (Siddharth Rajmarg)	5	Existing	**18.79**
142	NH49-001	Bartung Tansen Ridi Wamitaksar Kharwang	5	Existing	**38.89**
143	NH55-001	Ameliya-Tulsipur-Shitalpti-Tharmare-Musikot	5	Existing	**7.30**
144	NH55-001	Ameliya-Tulsipur-Shitalpti-Tharmare-Musikot	5	Existing	**17.17**
145	NH55-003	Ameliya-Tulsipur-Shitalpti-Tharmare-Musikot	5	Existing	**7.08**
146	NH55-004	Ameliya-Tulsipur-Shitalpti-Tharmare-Musikot	5	Existing	**11.02**
147	NH55-005	Ameliya-Tulsipur-Shitalpti-Tharmare-Musikot	6	Existing	**24.08**
148	NH64-004	Khodpe-Chainpur (Bajhang)	7	Existing	**23.05**
149	NH64-002	Khodpe-Chainpur (Bajhang)	7	Existing	**5.56**
150	NH64-002	Khodpe-Chainpur (Bajhang)	7	Existing	**5.09**
151	NH64-006	Khodpe-Chainpur (Bajhang)	7	Existing	**4.76**
152	NH63-001	Saphebagar-Martadi-Kolti	7	Existing	**11.28**
153	NH63-002	Saphebagar-Martadi-Kolti	7	Existing	**25.87**
154	NH64-001	Khodpe-Chainpur (Bajhang)	7	Existing	**19.54**
155	NH64-001	Khodpe-Chainpur (Bajhang)	7	Existing	**9.38**
156	NH65-003	Khuttiya-Dipayal-Chainpur-Uraibhanjyang	7	Existing	**61.97**
157	NH65-004	Khuttiya-Dipayal-Chainpur-Uraibhanjyang	7	Existing	**65.03**
158	NH65-005	Khuttiya-Dipayal-Chainpur-Uraibhanjyang	7	Existing	**5.52**
159	NH65-006	Khuttiya-Dipayal-Chainpur-Uraibhanjyang	7	Existing	**27.15**
160	NH65-006	Khuttiya-Dipayal-Chainpur-Uraibhanjyang	7	Existing	**59.33**
161	NH67-002	Chandani-Bhimdatta-Bramhadev-Pancheshwar-Jhulaghat	7	Existing	**32.19**
162	NH67-001	Chandani-Bhimdatta-Bramhadev-Pancheshwar-Jhulaghat	7	Existing	**20.49**
163	NH68-005	Bhimad-Rampur-Mityal-Arung Khola	4	Existing	**33.17**
164	NH67-004	Chandani-Bhimdatta-Bramhadev-Pancheshwar-Jhulaghat	7	Existing	**40.84**
165	NH67-005	Chandani-Bhimdatta-Bramhadev-Pancheshwar-Jhulaghat	7	Existing	**56.05**
166	NH67-006	Chandani-Bhimdatta-Bramhadev-Pancheshwar-Jhulaghat	7	Existing	**5.62**
167	NH67-007	Chandani-Bhimdatta-Bramhadev-Pancheshwar-Jhulaghat	7	Existing	**34.30**
168	NH68-001	Bhimad-Rampur-Mityal-Arung Khola	4	Existing	**9.07**
169	NH68-002	Bhimad-Rampur-Mityal-Arung Khola	4	Existing	**16.46**

170	NH68-004	Bhimad-Rampur-Mityal-Arung Khola	5	Existing	**25.98**
171	NH70-001	Seti Dovan-Wejang-Panchmul-Aaruchaur Ghante Deurali, Syangja	4	Existing	**1.19**
172	NH69-003	Jagat Bhanjyang-Mandalithan-Keware Bhanjyang-Barikuna-Kishan-Chapakot-Gajarkot Sadak, Syangja	4	Existing	**15.46**
173	NH74-001	Ilam (Biplate)-Maipokhari-Sandakpur, Ilam	1	Existing	**27.54**
174	NH70-004	Seti Dovan-Wejang-Panchmul-Aaruchaur Ghante Deurali, Syangja	4	Existing	**3.46**
175	NH72-002	Dumkibas-Baguban Triveni	4	Existing	**0.89**
176	NH71-006	Bhaluwang-Nuwakot-Khandaha-Kharwang	5	Existing	**21.52**
177	NH71-001	Bhaluwang-Nuwakot-Khandaha-Kharwang	5	Existing	**38.16**
178	NH71-002	Bhaluwang-Nuwakot-Khandaha-Kharwang	5	Existing	**41.12**
179	NH71-004	Bhaluwang-Nuwakot-Khandaha-Kharwang	5	Existing	**26.95**
180	NH71-005	Bhaluwang-Nuwakot-Khandaha-Kharwang	5	Existing	**23.71**
181	NH80-001	Mahendra Rajmarg Bastipurchowk (Siraha)-B.P. Cancer Hospital-Belsot-Katari, Udayapur	2	Existing	**1.85**
182	NH07-003	Pakali-Naya Koshipul-Rupnagar, Pakali-Nadaha Koshipul Chatara	1	Existing	**9.65**
183	NH07-001	Pakali-Naya Koshipul-Rupnagar, Pakali-Nadaha Koshipul Chatara	2	Existing	**16.57**
184	NH07-002	Pakali-Naya Koshipul-Rupnagar, Pakali-Nadaha Koshipul Chatara	1	Existing	**19.55**
185	NH23-005	Diktel-Solu-Junbesi-Khahare-Jiribazar-Tamakoshi -Charikot-Khadichaur	3	Existing	**16.18**
186	NH23-005	Diktel-Solu-Junbesi-Khahare-Jiribazar-Tamakoshi -Charikot-Khadichaur	3	Existing	**10.19**
187	NH16-002	Thadi-Bhagawanpur-Lahan, Kadmahachok-Gaighat-Mohure-Kharpa-Solu	2	Existing	**12.90**
188	NH23-008	Diktel-Solu-Junbesi-Khahare-Jiribazar-Tamakoshi -Charikot-Khadichaur	3	Existing	**22.77**
189	NH23-009	Diktel-Solu-Junbesi-Khahare-Jiribazar-Tamakoshi -Charikot-Khadichaur	3	Existing	**31.55**
190	NH16-005	Thadi-Bhagawanpur-Lahan, Kadmahachok-Gaighat-Mohure-Kharpa-Solu	1	Existing	**6.83**
191	NH16-006	Thadi-Bhagawanpur-Lahan, Kadmahachok-Gaighat-Mohure-Kharpa-Solu	1	Existing	**14.57**
192	NH16-007	Thadi-Bhagawanpur-Lahan, Kadmahachok-Gaighat-Mohure-Kharpa-Solu	1	Existing	**47.57**
193	NH23-001	Diktel-Solu-Junbesi-Khahare-Jiribazar-Tamakoshi -Charikot-Khadichaur	1	Existing	**39.94**
194	NH23-004	Diktel-Solu-Junbesi-Khahare-Jiribazar-Tamakoshi -Charikot-Khadichaur	3	Existing	**22.16**
195	NH23-003	Diktel-Solu-Junbesi-Khahare-Jiribazar-Tamakoshi -Charikot-Khadichaur	1	Existing	**41.63**
196	NH23-002	Diktel-Solu-Junbesi-Khahare-Jiribazar-Tamakoshi -Charikot-Khadichaur	1	Existing	**51.61**

197	NH23-005	Diktel-Solu-Junbesi-Khahare-Jiribazar-Tamakoshi -Charikot-Khadichaur	3	Existing	**5.99**
198	NH23-006	Diktel-Solu-Junbesi-Khahare-Jiribazar-Tamakoshi -Charikot-Khadichaur	3	Existing	**17.89**
199	NH23-006	Diktel-Solu-Junbesi-Khahare-Jiribazar-Tamakoshi -Charikot-Khadichaur	3	Existing	**21.08**
200	NH24-001	Lalgadh-Ranibas (R.T.O. Road)-Bishmat-Bahunmara-B.P. Rajmarg	2	Existing	**12.05**
201	NH24-002	Lalgadh-Ranibas (R.T.O. Road)-Bishmat-Bahunmara-B.P. Rajmarg	3	Existing	**5.56**
202	NH24-003	Lalgadh-Ranibas (R.T.O. Road)-Bishmat-Bahunmara-B.P. Rajmarg	3	Existing	**8.43**
203	NH40-001	Samakhushi-Tokha-Gurje-Bidur	3	Existing	**5.91**
204	NH40-003	Samakhushi-Tokha-Gurje-Bidur	3	Existing	**4.80**
205	NH40-002	Samakhushi-Tokha-Gurje-Bidur	3	Existing	**2.24**
206	NH40-004	Samakhushi-Tokha-Gurje-Bidur	3	Existing	**8.28**
207	NH64-005	Khodpe-Chainpur (Bajhang)	7	Existing	**7.27**
208	NH13-006	Bardibas-Sindhuli-Khurkot-Dhulikhel (B.P. Rajmarg)	3	Existing	**1.28**
209	NH55-001	Ameliya-Tulsipur-Shitalpti-Tharmare-Musikot	5	Existing	**2.43**
210	NH13-004	Bardibas-Sindhuli-Khurkot-Dhulikhel (B.P. Rajmarg)	3	Existing	**13.48**
211	NH55-006	Ameliya-Tulsipur-Shitalpti-Tharmare-Musikot	6	Existing	**1.39**
212	NH69-002	Jagat Bhanjyang-Mandalithan-Keware Bhanjyang-Barikuna-Kishan-Chapakot-Gajarkot Sadak, Syangja	4	Existing	**9.47**
213	NH68-003	Bhimad-Rampur-Mityal-Arung Khola	4	Existing	**9.83**
214	NH69-002	Jagat Bhanjyang-Mandalithan-Keware Bhanjyang-Barikuna-Kishan-Chapakot-Gajarkot Sadak, Syangja	4	Existing	**3.60**
215	NH72-001	Dumkibas-Baguban Triveni	4	Existing	**19.75**
216	NH74-001	Ilam (Biplate)-Maipokhari-Sandakpur, Ilam	1	Existing	**5.49**
217	NH55-008	Ameliya-Tulsipur-Shitalpti-Tharmare-Musikot	6	Existing	**6.34**
218	NH55-008	Ameliya-Tulsipur-Shitalpti-Tharmare-Musikot	6	Existing	**11.27**
219	NH45-001	Khairenitar Bhimad Kawasoti	4	Existing	**4.00**
220	NH73-002	Surunga-Sharnamati-Tangandubba-Lasunganj, Jhapa	1	Existing	**3.79**
221	NH47-005	Belahiya-Bhairahawa-Butwal-Bartung-Ramdi-Syangja-Pokhara (Siddharth Rajmarg)	5	Existing	**12.87**
222	NH73-001	Surunga-Sharnamati-Tangandubba-Lasunganj, Jhapa	1	Existing	**19.37**
223	NH41-012	Sirsiya-Pathlaiya, Hetauda-Bhaise-Palung-Naubise-Kathmandu (Tribhuvan Rajpath)	3	Existing	**10.82**
224	NH80-002	Mahendra Rajmarg Bastipurchowk (Siraha)-B.P. Cancer Hospital-Belsot-Katari, Udayapur	1	Existing	**11.62**
225	NH47-004	Belahiya-Bhairahawa-Butwal-Bartung-Ramdi-Syangja-Pokhara (Siddharth Rajmarg)	5	Existing	**1.09**

226	NH31-001	Dolalghat-Chautara	3	Existing	**25.00**
227	NH13-005	Bardibas-Sindhuli-Khurkot-Dhulikhel (B.P. Rajmarg)	3	Existing	**17.36**
228	NH13-005	Bardibas-Sindhuli-Khurkot-Dhulikhel (B.P. Rajmarg)	3	Existing	**18.81**
229	NH55-008	Ameliya-Tulsipur-Shitalpti-Tharmare-Musikot	6	Existing	**13.45**
230	NH16-003	Thadi-Bhagawanpur-Lahan, Kadmahachok-Gaighat-Mohure-Kharpa-Solu	2	Existing	**12.56**
231	NH40-004	Samakhushi-Tokha-Gurje-Bidur	3	Existing	**9.13**
232	NH41-015	Sirsiya-Pathlaiya, Hetauda-Bhaise-Palung-Naubise-Kathmandu (Tribhuvan Rajpath)	3	Existing	**3.47**
233	NH10-004	Deurali-Mudhe-Chainpur-Bohoratar	1	Existing	**15.18**
234	NH45-002	Khairenitar Bhimad Kawasoti	4	Existing	**4.32**
235	NH65-001	Khuttiya-Dipayal-Chainpur-Uraibhanjyang	7	Existing	**2.07**
236	NH65-001	Khuttiya-Dipayal-Chainpur-Uraibhanjyang	7	Existing	**10.35**
237	NH06-001	Chatara-Mulghat-Majhitar-Amarapurdanda-Ganeshchok (Tamor Corridor)	1	Existing	**4.39**
238	NH11-001	Phikkal-Shreeantu-Chabbise, Ilam	1	Existing	**1.38**
239	NH11-001	Phikkal-Shreeantu-Chabbise, Ilam	1	Existing	**7.05**
240	NH45-001	Khairenitar Bhimad Kawasoti	4	Existing	**26.75**
241	NH45-001	Khairenitar Bhimad Kawasoti	4	Existing	**6.48**
242	NH45-002	Khairenitar Bhimad Kawasoti	4	Existing	**30.89**
243	NH63-003	Saphebagar-Martadi-Kolti	7	Existing	**40.54**
244	NH63-004	Saphebagar-Martadi-Kolti	7	Existing	**5.56**
245	NH65-002	Khuttiya-Dipayal-Chainpur-Uraibhanjyang	7	Existing	**3.70**
246	NH65-002	Khuttiya-Dipayal-Chainpur-Uraibhanjyang	7	Existing	**1.48**
247	NH65-002	Khuttiya-Dipayal-Chainpur-Uraibhanjyang	7	Existing	**41.46**
248	NH67-003	Chandani-Bhimdatta-Bramhadev-Pancheshwar-Jhulaghat	7	Existing	**5.35**
249	NH70-002	Seti Dovan-Wejang-Panchmul-Aaruchaur Ghante Deurali, Syangja	4	Existing	**20.32**
250	NH74-001	Ilam (Biplate)-Maipokhari-Sandakpur, Ilam	1	Existing	**5.51**
251	NH70-002	Seti Dovan-Wejang-Panchmul-Aaruchaur Ghante Deurali, Syangja	4	Existing	**2.78**
252	NH70-003	Seti Dovan-Wejang-Panchmul-Aaruchaur Ghante Deurali, Syangja	4	Existing	**3.52**
253	NH70-003	Seti Dovan-Wejang-Panchmul-Aaruchaur Ghante Deurali, Syangja	4	Existing	**11.29**
254	NH16-001	Thadi-Bhagawanpur-Lahan, Kadmahachok-Gaighat-Mohure-Kharpa-Solu	2	Existing	**4.78**
255	NH16-006	Thadi-Bhagawanpur-Lahan, Kadmahachok-Gaighat-Mohure-Kharpa-Solu	1	Existing	**16.22**
256	NH20-001	Madar-Chauharwa, Mirchaiya-Katari-Ghurmi, Hilepani-Okhaldhunga-Salleri	2	Ongoing	**6.05**
257	NH20-001	Madar-Chauharwa, Mirchaiya-Katari-Ghurmi, Hilepani-Okhaldhunga-Salleri	2	Ongoing	**2.02**

258	NH20-003	Madar-Chauharwa, Mirchaiya-Katari-Ghurmi, Hilepani-Okhaldhunga-Salleri	2	Ongoing	**1.51**
259	NH30-001	Janakpur (Mujeliya) Dhanushadham-Dharapani Ramayan Circuit, Tarapatti-Pathara-Ma. Ra.Ma. - Pushpalpur	2	Ongoing	**1.20**
260	NH30-001	Janakpur (Mujeliya) Dhanushadham-Dharapani Ramayan Circuit, Tarapatti-Pathara-Ma. Ra.Ma. - Pushpalpur	2	Ongoing	**5.28**
261	NH20-005	Madar-Chauharwa, Mirchaiya-Katari-Ghurmi, Hilepani-Okhaldhunga-Salleri	1	Ongoing	**9.88**
262	NH20-006	Madar-Chauharwa, Mirchaiya-Katari-Ghurmi, Hilepani-Okhaldhunga-Salleri	1	Ongoing	**21.65**
263	NH22-001	Dhalkebar-Janakpur-Jatahi, Ghorghans-Nimchaur-Thalahighat-Akraharghat	2	Ongoing	**4.57**
264	NH22-002	Dhalkebar-Janakpur-Jatahi, Ghorghans-Nimchaur-Thalahighat-Akraharghat	2	Ongoing	**4.71**
265	NH22-003	Dhalkebar-Janakpur-Jatahi, Ghorghans-Nimchaur-Thalahighat-Akraharghat	2	Ongoing	**0.83**
266	NH22-003	Dhalkebar-Janakpur-Jatahi, Ghorghans-Nimchaur-Thalahighat-Akraharghat	2	Ongoing	**1.56**
267	NH03-071	Pushpalal Mid Hill Highway	6	Ongoing	**5.89**
268	NH03-072	Pushpalal Mid Hill Highway	6	Ongoing	**13.51**
269	NH03-073	Pushpalal Mid Hill Highway	6	Ongoing	**17.50**
270	NH03-074	Pushpalal Mid Hill Highway	6	Ongoing	**34.09**
271	NH03-071	Pushpalal Mid Hill Highway	6	Ongoing	**10.59**
272	NH05-005	Postal Highway	1	Ongoing	**0.21**
273	NH05-009	Postal Highway	2	Ongoing	**3.56**
274	NH05-009	Postal Highway	2	Ongoing	**1.90**
275	NH05-005	Postal Highway	1	Ongoing	**0.60**
276	NH43-001	Malekhu-Dhading-Salyantar	3	Ongoing	**17.28**
277	NH22-004	Dhalkebar-Janakpur-Jatahi, Ghorghans-Nimchaur-Thalahighat-Akraharghat	2	Ongoing	**13.35**
278	NH28-006	Bhittamod-Jaleswor-Bardibas, Khurkot-Manthali-Tamakoshi-Singati-Lamagagar- Lapchegaun	3	Ongoing	**5.42**
279	NH28-008	Bhittamod-Jaleswor-Bardibas, Khurkot-Manthali-Tamakoshi-Singati-Lamagagar-Lapchegaun	3	Ongoing	**1.94**
280	NH28-009	Bhittamod-Jaleswor-Bardibas, Khurkot-Manthali-Tamakoshi-Singati-Lamagagar-Lapchegaun	3	Ongoing	**5.78**
281	NH28-010	Bhittamod-Jaleswor-Bardibas, Khurkot-Manthali-Tamakoshi-Singati-Lamagagar-Lapchegaun	3	Ongoing	**0.59**
282	NH28-010	Bhittamod-Jaleswor-Bardibas, Khurkot-Manthali-Tamakoshi-Singati-Lamagagar-Lapchegaun	3	Ongoing	**4.85**

283	NH28-011	Bhittamod-Jaleswor-Bardibas, Khurkot-Manthali-Tamakoshi-Singati-Lamagagar-Lapchegaun	3	Ongoing	**10.73**
284	NH37-001	Hetauda-Bagmati-Tikabhairav-Bhaisepati-Ekantakuna (Kanti Rajpath)	3	Ongoing	**2.56**
285	NH37-001	Hetauda-Bagmati-Tikabhairav-Bhaisepati- Ekantakuna (Kanti Rajpath)	3	Ongoing	**3.55**
286	NH28-011	Bhittamod-Jaleswor-Bardibas, Khurkot-Manthali-Tamakoshi-Singati-Lamagagar-Lapchegaun	3	Ongoing	**4.12**
287	NH61-003	Surkhet Tallo Dundeshwor-Saatkhamba-Dullu-Pipalkot-Khulalu-Manma-Jumla Sadak	6	Ongoing	**1.49**
288	NH61-004	Surkhet Tallo Dundeshwor-Saatkhamba-Dullu-Pipalkot-Khulalu-Manma-Jumla Sadak	6	Ongoing	**1.60**
289	NH61-004	Surkhet Tallo Dundeshwor-Saatkhamba-Dullu-Pipalkot-Khulalu-Manma-Jumla Sadak	6	Ongoing	**4.14**
290	NH51-006	Taulihawa-Gorusinge-Sandhikharka	5	Ongoing	**12.54**
291	NH51-006	Taulihawa-Gorusinge-Sandhikharka	5	Ongoing	**0.81**
292	NH52-001	Kakarhawa(IB)-Rudrapur, Sajlhandi-Sandhikhark-Devisthan, Burtibang-Dhorpatan	5	Ongoing	**7.07**
293	NH48-008	Tansen-Ridi-Korla	4	Ongoing	**33.35**
294	NH37-001	Hetauda-Bagmati-Tikabhairav-Bhaisepati- Ekantakuna (Kanti Rajpath)	3	Ongoing	**4.00**
295	NH66-001	Dhangadhi-Sahajpur-Budar-Syaule, Satbajh-Thaktoli-Darchula-Tinkar	7	Ongoing	**3.52**
296	NH66-002	Dhangadhi-Sahajpur-Budar-Syaule, Satbajh-Thaktoli-Darchula-Tinkar	7	Ongoing	**8.95**
297	NH54-001	Koilabas-Lamahi, Arjunkholagau-Ghorahi-Holeri-Ghartigaun-Thawang-Lukum (Sahid Marg)	5	Ongoing	**13.92**
298	NH66-005	Dhangadhi-Sahajpur-Budar-Syaule, Satbajh-Thaktoli-Darchula-Tinkar	7	Ongoing	**5.29**
299	NH54-002	Koilabas-Lamahi, Arjunkholagau-Ghorahi-Holeri-Ghartigaun-Thawang-Lukum (Sahid Marg)	5	Ongoing	**2.55**
300	NH02-006	Kechana-Chandragadhi-Charali-Ilam-Phidim, Ganeshchok-Taplejung-Olanchungola (Mechi Ragmarg)	1	Ongoing	**3.03**
301	NH02-006	Kechana-Chandragadhi-Charali-Ilam-Phidim, Ganeshchok-Taplejung-Olanchungola (Mechi Ragmarg)	1	Ongoing	**2.08**
302	NH54-004	Koilabas-Lamahi, Arjunkholagau-Ghorahi-Holeri-Ghartigaun-Thawang-Lukum (Sahid Marg)	5	Ongoing	**3.15**
303	NH54-004	Koilabas-Lamahi, Arjunkholagau-Ghorahi-Holeri-Ghartigaun-Thawang-Lukum (Sahid Marg)	5	Ongoing	**1.83**

304	NH02-013	Kechana-Chandragadhi-Charali-Ilam-Phidim, Ganeshchok-Taplejung-Olanchungola (Mechi Ragmarg)	1	Ongoing	**6.27**
305	NH57-003	Chinchu-Kudu-Jajarkot -Dunai-Dho-Tinje-Marim (Bheri Corridor)	6	Ongoing	**4.90**
306	NH58-005	Jamunaha-Nepalgunj-Kohalpur-Surkhet-Khulalu-Hilsa (Karnali Rajmarg)	5	Ongoing	**12.61**
307	NH58-006	Jamunaha-Nepalgunj-Kohalpur-Surkhet-Khulalu-Hilsa (Karnali Rajmarg)	5	Ongoing	**3.02**
308	NH58-006	Jamunaha-Nepalgunj-Kohalpur-Surkhet-Khulalu-Hilsa (Karnali Rajmarg)	5	Ongoing	**4.04**
309	NH58-006	Jamunaha-Nepalgunj-Kohalpur-Surkhet-Khulalu-Hilsa (Karnali Rajmarg)	5	Ongoing	**4.03**
310	NH58-009	Jamunaha-Nepalgunj-Kohalpur-Surkhet-Khulalu-Hilsa (Karnali Rajmarg)	6	Ongoing	**6.08**
311	NH03-015	Pushpalal Mid Hill Highway	1	Ongoing	**3.74**
312	NH03-017	Pushpalal Mid Hill Highway	1	Ongoing	**5.58**
313	NH08-001	Rani-Biratnagar-Itahari-Dharan-Dhankuta-Hile, Leguwaghat-Tumlingtar-Khandbari-Num-Kimathanka (Koshi Rajmarg)	1	Ongoing	**4.02**
314	NH08-001	Rani-Biratnagar-Itahari-Dharan-Dhankuta-Hile, Leguwaghat-Tumlingtar-Khandbari-Num-Kimathanka (Koshi Rajmarg)	1	Ongoing	**2.65**
315	NH08-002	Rani-Biratnagar-Itahari-Dharan-Dhankuta-Hile, Leguwaghat-Tumlingtar-Khandbari-Num-Kimathanka (Koshi Rajmarg)	1	Ongoing	**0.55**
316	NH03-050	Pushpalal Mid Hill Highway	4	Ongoing	**1.30**
317	NH03-051	Pushpalal Mid Hill Highway	4	Ongoing	**0.97**
318	NH08-009	Rani-Biratnagar-Itahari-Dharan-Dhankuta-Hile, Leguwaghat-Tumlingtar-Khandbari-Num-Kimathanka (Koshi Rajmarg)	1	Ongoing	**11.49**
319	NH03-055	Pushpalal Mid Hill Highway	4	Ongoing	**15.53**
320	NH19-003	Ridi-Balkot-Hanshpur-Pyuthan, Pyuthan-Surkhet Road	5	Ongoing	**2.60**
321	NH19-003	Ridi-Balkot-Hanshpur-Pyuthan, Pyuthan-Surkhet Road	5	Ongoing	**3.50**
322	NH03-058	Pushpalal Mid Hill Highway	5	Ongoing	**8.05**
323	NH03-075	Pushpalal Mid Hill Highway	6	Ongoing	**2.27**
324	NH03-083	Pushpalal Mid Hill Highway	7	Ongoing	**1.16**
325	NH03-085	Pushpalal Mid Hill Highway	7	Ongoing	**2.62**
326	NH03-089	Pushpalal Mid Hill Highway	7	Ongoing	**3.10**
327	NH03-090	Pushpalal Mid Hill Highway	7	Ongoing	**4.96**
328	NH03-091	Pushpalal Mid Hill Highway	7	Ongoing	**4.23**
329	NH05-001	Postal Highway	1	Ongoing	**1.31**
330	NH05-002	Postal Highway	1	Ongoing	**12.87**
331	NH05-002	Postal Highway	1	Ongoing	**6.88**

332	NH05-002	Postal Highway	1	Ongoing	**7.17**
333	NH05-003	Postal Highway	1	Ongoing	**18.64**
334	NH05-004	Postal Highway	1	Ongoing	**9.96**
335	NH05-004	Postal Highway	1	Ongoing	**4.93**
336	NH05-004	Postal Highway	1	Ongoing	**2.10**
337	NH05-004	Postal Highway	1	Ongoing	**0.25**
338	NH05-005	Postal Highway	1	Ongoing	**1.59**
339	NH05-006	Postal Highway	2	Ongoing	**20.90**
340	NH05-026	Postal Highway	5	Ongoing	**7.58**
341	NH05-026	Postal Highway	5	Ongoing	**6.60**
342	NH05-027	Postal Highway	5	Ongoing	**9.87**
343	NH05-027	Postal Highway	5	Ongoing	**1.36**
344	NH05-027	Postal Highway	5	Ongoing	**20.19**
345	NH05-034	Postal Highway	5	Ongoing	**12.96**
346	NH05-035	Postal Highway	5	Ongoing	**19.69**
347	NH05-036	Postal Highway	5	Ongoing	**21.50**
348	NH05-038	Postal Highway	7	Ongoing	**21.90**
349	NH05-039	Postal Highway	7	Ongoing	**26.21**
350	NH05-040	Postal Highway	7	Ongoing	**8.34**
351	NH05-040	Postal Highway	7	Ongoing	**14.73**
352	NH05-040	Postal Highway	7	Ongoing	**11.72**
353	NH03-027	Pushpalal Mid Hill Highway	3	Ongoing	**3.21**
354	NH03-028	Pushpalal Mid Hill Highway	3	Ongoing	**6.99**
355	NH03-028	Pushpalal Mid Hill Highway	3	Ongoing	**2.54**
356	NH19-001	Ridi-Balkot-Hanshpur-Pyuthan, Pyuthan-Surkhet Road	5	Ongoing	**0.91**
357	NH03-002	Pushpalal Mid Hill Highway	1	Ongoing	**3.09**
358	NH03-003	Pushpalal Mid Hill Highway	1	Ongoing	**6.01**
359	NH03-003	Pushpalal Mid Hill Highway	1	Ongoing	**5.03**
360	NH03-007	Pushpalal Mid Hill Highway	1	Ongoing	**5.84**
361	NH03-008	Pushpalal Mid Hill Highway	1	Ongoing	**12.32**
362	NH03-009	Pushpalal Mid Hill Highway	1	Ongoing	**4.66**
363	NH03-019	Pushpalal Mid Hill Highway	3	Ongoing	**7.65**
364	NH03-019	Pushpalal Mid Hill Highway	3	Ongoing	**4.75**
365	NH03-027	Pushpalal Mid Hill Highway	3	Ongoing	**4.26**
366	NH03-054	Pushpalal Mid Hill Highway	4	Ongoing	**5.19**
367	NH05-037	Postal Highway	7	Ongoing	**3.62**
368	NH05-038	Postal Highway	7	Ongoing	**13.34**
369	NH62-004	Khakraula-Tikapur-Lamki-Lodeghat-Bayalpata, Saphebagar-Chainpur	7	Ongoing	**3.63**

370	NH05-033	Postal Highway	5	Ongoing	**57.85**
371	NH02-013	Kechana-Chandragadhi-Charali-Ilam-Phidim,Ganeshchok-Taplejung-Olanchungola (Mechi Ragmarg)	1	Ongoing	**14.70**
372	NH02-013	Kechana-Chandragadhi-Charali-Ilam-Phidim, Ganeshchok-Taplejung-Olanchungola (Mechi Ragmarg)	1	Ongoing	**9.33**
373	NH05-002	Postal Highway	1	Ongoing	**9.23**
374	NH19-006	Ridi-Balkot-Hanshpur-Pyuthan, Pyuthan-Surkhet Road	5	Ongoing	**29.54**
375	NH03-027	Pushpalal Mid Hill Highway	3	Ongoing	**3.64**
376	NH37-002	Hetauda-Bagmati-Tikabhairav-Bhaisepati- Ekantakuna (Kanti Rajpath)	3	Ongoing	**1.93**
377	NH08-012	Rani-Biratnagar-Itahari-Dharan-Dhankuta-Hile, Leguwaghat-Tumlingtar-Khandbari-Num-Kimathanka (Koshi Rajmarg)	1	Ongoing	**3.74**
378	NH52-003	Kakarhawa(IB)-Rudrapur, Sajlhandi-Sandhikhark-Devisthan, Burtibang-Dhorpatan	5	Ongoing	**15.43**
379	NH52-003	Kakarhawa(IB)-Rudrapur, Sajlhandi-Sandhikhark-Devisthan, Burtibang-Dhorpatan	5	Ongoing	**7.70**
380	NH53-003	Bhalubang Liwang Rolpa Madichaur Darbot	5	Ongoing	**2.49**
381	NH60-004	Surkhet-Dailekh-Mahabulekh-Galje, Nagma-Gamgadhi-Nakchelagna	6	Ongoing	**2.93**
382	NH59-007	Murtiya (IB)-Gulariya-Bhurigaun-Telpani-Surkhet-Mathillo Dungeshwor-Bank-Bayuli Nagma Sadak	6	Ongoing	**7.61**
383	NH08-013	Rani-Biratnagar-Itahari-Dharan-Dhankuta-Hile, Leguwaghat-Tumlingtar-Khandbari-Num-Kimathanka (Koshi Rajmarg)	1	Ongoing	**0.18**
384	NH08-016	Rani-Biratnagar-Itahari-Dharan-Dhankuta-Hile, Leguwaghat-Tumlingtar-Khandbari-Num-Kimathanka (Koshi Rajmarg)	1	Ongoing	**19.15**
385	NH60-003	Surkhet-Dailekh-Mahabulekh-Galje, Nagma-Gamgadhi-Nakchelagna	6	Ongoing	**2.16**
386	NH25-001	Dumre-Beshisahar-Chame	4	Ongoing	**6.69**
387	NH25-002	Dumre-Beshisahar-Chame	4	Ongoing	**5.29**
388	NH51-001	Taulihawa-Gorusinge-Sandhikharka	5	Ongoing	**9.78**
389	NH58-004	Jamunaha-Nepalgunj-Kohalpur-Surkhet-Khulalu-Hilsa (Karnali Rajmarg)	5	Ongoing	**15.36**
390	NH58-005	Jamunaha-Nepalgunj-Kohalpur-Surkhet-Khulalu-Hilsa (Karnali Rajmarg)	5	Ongoing	**7.62**
391	NH02-003	Kechana-Chandragadhi-Charali-Ilam-Phidim, Ganeshchok-Taplejung-Olanchungola (Mechi Ragmarg)	1	Ongoing	**12.13**
392	NH02-004	Kechana-Chandragadhi-Charali-Ilam-Phidim, Ganeshchok-Taplejung-Olanchungola (Mechi Ragmarg)	1	Ongoing	**3.53**

393	NH02-004	Kechana-Chandragadhi-Charali-Ilam-Phidim, Ganeshchok-Taplejung-Olanchungola (Mechi Ragmarg)	1	Ongoing	**4.60**
394	NH03-048	Pushpalal Mid Hill Highway	4	Ongoing	**8.37**
395	NH03-049	Pushpalal Mid Hill Highway	4	Ongoing	**4.24**
396	NH61-003	Surkhet Tallo Dundeshwor-Saatkhamba-Dullu-Pipalkot-Khulalu-Manma-Jumla Sadak	6	Ongoing	**7.39**
397	NH62-002	Khakraula-Tikapur-Lamki-Lodeghat-Bayalpata, Saphebagar-Chainpur	7	Ongoing	**10.31**
398	NH62-003	Khakraula-Tikapur-Lamki-Lodeghat-Bayalpata, Saphebagar-Chainpur	7	Ongoing	**2.58**
399	NH08-011	Rani-Biratnagar-Itahari-Dharan-Dhankuta-Hile, Leguwaghat-Tumlingtar-Khandbari-Num-Kimathanka (Koshi Rajmarg)	1	Ongoing	**6.69**
400	NH03-082	Pushpalal Mid Hill Highway	7	Ongoing	**4.78**
401	NH03-086	Pushpalal Mid Hill Highway	7	Ongoing	**5.87**
402	NH03-086	Pushpalal Mid Hill Highway	7	Ongoing	**7.84**
403	NH62-001	Khakraula-Tikapur-Lamki-Lodeghat-Bayalpata, Saphebagar-Chainpur	7	Ongoing	**3.65**
404	NH66-006	Dhangadhi-Sahajpur-Budar-Syaule, Satbajh-Thaktoli-Darchula-Tinkar	7	Ongoing	**11.27**
405	NH66-007	Dhangadhi-Sahajpur-Budar-Syaule, Satbajh-Thaktoli-Darchula-Tinkar	7	Ongoing	**18.24**
406	NH66-007	Dhangadhi-Sahajpur-Budar-Syaule, Satbajh-Thaktoli-Darchula-Tinkar	7	Ongoing	**9.03**
407	NH66-007	Dhangadhi-Sahajpur-Budar-Syaule, Satbajh-Thaktoli-Darchula-Tinkar	7	Ongoing	**4.98**
408	NH57-001	Chinchu-Kudu-Jajarkot -Dunai-Dho-Tinje-Marim (Bheri Corridor)	6	Ongoing	**4.91**
409	NH57-001	Chinchu-Kudu-Jajarkot -Dunai-Dho-Tinje-Marim (Bheri Corridor)	6	Ongoing	**5.24**
410	NH58-007	Jamunaha-Nepalgunj-Kohalpur-Surkhet-Khulalu-Hilsa (Karnali Rajmarg)	6	Ongoing	**6.77**
411	NH58-008	Jamunaha-Nepalgunj-Kohalpur-Surkhet-Khulalu-Hilsa (Karnali Rajmarg)	6	Ongoing	**2.24**
412	NH58-012	Jamunaha-Nepalgunj-Kohalpur-Surkhet-Khulalu-Hilsa (Karnali Rajmarg)	6	Ongoing	**7.51**
413	NH05-005	Postal Highway	1	Ongoing	**3.43**
414	NH03-083	Pushpalal Mid Hill Highway	7	Ongoing	**0.21**
415	NH03-083	Pushpalal Mid Hill Highway	7	Ongoing	**1.39**
416	NH03-084	Pushpalal Mid Hill Highway	7	Ongoing	**24.61**
417	NH03-085	Pushpalal Mid Hill Highway	7	Ongoing	**9.93**
418	NH20-002	Madar-Chauharwa, Mirchaiya-Katari-Ghurmi, Hilepani-Okhaldhunga-Salleri	2	Ongoing	**14.00**
419	NH58-011	Jamunaha-Nepalgunj-Kohalpur-Surkhet-Khulalu-Hilsa (Karnali Rajmarg)	6	Ongoing	**10.25**
420	NH15-001	Gwarko-Lubhu-Lakuribhanjyang-Kushadevi-Panauti-Dahaltar	3	Ongoing	**0.51**

421	NH58-011	Jamunaha-Nepalgunj-Kohalpur-Surkhet-Khulalu-Hilsa (Karnali Rajmarg)	6	Ongoing	**7.66**
422	NH58-012	Jamunaha-Nepalgunj-Kohalpur-Surkhet-Khulalu-Hilsa (Karnali Rajmarg)	6	Ongoing	**17.17**
423	NH58-012	Jamunaha-Nepalgunj-Kohalpur-Surkhet-Khulalu-Hilsa (Karnali Rajmarg)	6	Ongoing	**15.05**
424	NH58-012	Jamunaha-Nepalgunj-Kohalpur-Surkhet-Khulalu-Hilsa (Karnali Rajmarg)	6	Ongoing	**9.68**
425	NH58-012	Jamunaha-Nepalgunj-Kohalpur-Surkhet-Khulalu-Hilsa (Karnali Rajmarg)	6	Ongoing	**8.59**
426	NH58-012	Jamunaha-Nepalgunj-Kohalpur-Surkhet-Khulalu-Hilsa (Karnali Rajmarg)	6	Ongoing	**10.00**
427	NH59-002	Murtiya (IB)-Gulariya-Bhurigaun-Telpani-Surkhet-Mathillo Dungeshwor-Bank-Bayuli Nagma Sadak	5	Ongoing	**23.33**
428	NH25-001	Dumre-Beshisahar-Chame	4	Ongoing	**17.19**
429	NH25-002	Dumre-Beshisahar-Chame	4	Ongoing	**12.28**
430	NH58-013	Jamunaha-Nepalgunj-Kohalpur-Surkhet-Khulalu-Hilsa (Karnali Rajmarg)	6	Ongoing	**2.81**
431	NH60-003	Surkhet-Dailekh-Mahabulekh-Galje, Nagma-Gamgadhi-Nakchelagna	6	Ongoing	**3.22**
432	NH61-001	Surkhet Tallo Dundeshwor-Saatkhamba-Dullu-Pipalkot-Khulalu-Manma-Jumla Sadak	6	Ongoing	**3.79**
433	NH61-001	Surkhet Tallo Dundeshwor-Saatkhamba-Dullu-Pipalkot-Khulalu-Manma-Jumla Sadak	6	Ongoing	**19.06**
434	NH60-004	Surkhet-Dailekh-Mahabulekh-Galje, Nagma-Gamgadhi-Nakchelagna	6	Ongoing	**24.41**
435	NH60-005	Surkhet-Dailekh-Mahabulekh-Galje, Nagma-Gamgadhi-Nakchelagna	6	Ongoing	**37.44**
436	NH60-002	Surkhet-Dailekh-Mahabulekh-Galje, Nagma-Gamgadhi-Nakchelagna	6	Ongoing	**33.35**
437	NH60-007	Surkhet-Dailekh-Mahabulekh-Galje, Nagma-Gamgadhi-Nakchelagna	6	Ongoing	**91.26**
438	NH61-002	Surkhet Tallo Dundeshwor-Saatkhamba-Dullu-Pipalkot-Khulalu-Manma-Jumla Sadak	6	Ongoing	**50.27**
439	NH61-003	Surkhet Tallo Dundeshwor-Saatkhamba-Dullu-Pipalkot-Khulalu-Manma-Jumla Sadak	6	Ongoing	**17.47**
440	NH32-001	Nawalpur-Malangawa-Sonbarsha	2	Ongoing	**22.13**
441	NH32-002	Nawalpur-Malangawa-Sonbarsha	2	Ongoing	**3.10**
442	NH32-003	Nawalpur-Malangawa-Sonbarsha	2	Ongoing	**0.66**
443	NH59-005	Murtiya (IB)-Gulariya-Bhurigaun-Telpani-Surkhet-Mathillo Dungeshwor-Bank-Bayuli Nagma Sadak	6	Ongoing	**19.95**
444	NH59-006	Murtiya (IB)-Gulariya-Bhurigaun-Telpani-Surkhet-Mathillo Dungeshwor-Bank-Bayuli Nagma Sadak	6	Ongoing	**12.47**

445	NH59-003	Murtiya (IB)-Gulariya-Bhurigaun-Telpani-Surkhet-Mathillo Dungeshwor-Bank-Bayuli Nagma Sadak	5	Ongoing	**8.07**
446	NH22-004	Dhalkebar-Janakpur-Jatahi, Ghorghans-Nimchaur-Thalahighat-Akraharghat	2	Ongoing	**0.60**
447	NH48-006	Tansen-Ridi-Korla	4	Ongoing	**3.33**
448	NH43-002	Malekhu-Dhading-Salyantar	3	Ongoing	**13.52**
449	NH43-002	Malekhu-Dhading-Salyantar	3	Ongoing	**18.67**
450	NH62-003	Khakraula-Tikapur-Lamki-Lodeghat-Bayalpata, Saphebagar-Chainpur	7	Ongoing	**1.11**
451	NH05-025	Postal Highway	5	Ongoing	**1.87**
452	NH43-002	Malekhu-Dhading-Salyantar	3	Ongoing	**7.95**
453	NH15-002	Gwarko-Lubhu-Lakuribhanjyang-Kushadevi-Panauti-Dahaltar	3	Ongoing	**1.95**
454	NH56-002	Tharmare-Chaurjahari-Jajarkot Khalanga-Jumla Kudari-Mugu Rara (Rara Rajmarg)	6	Ongoing	**17.63**
455	NH56-003	Tharmare-Chaurjahari-Jajarkot Khalanga-Jumla Kudari-Mugu Rara (Rara Rajmarg)	6	Ongoing	**64.86**
456	NH56-004	Tharmare-Chaurjahari-Jajarkot Khalanga-Jumla Kudari-Mugu Rara (Rara Rajmarg)	6	Ongoing	**12.45**
457	NH15-002	Gwarko-Lubhu-Lakuribhanjyang-Kushadevi-Panauti-Dahaltar	3	Ongoing	**8.61**
458	NH66-003	Dhangadhi-Sahajpur-Budar-Syaule, Satbajh-Thaktoli-Darchula-Tinkar	7	Ongoing	**5.38**
459	NH05-005	Postal Highway	1	Ongoing	**0.57**
460	NH05-005	Postal Highway	1	Ongoing	**0.70**
461	NH76-004	Damak-Chisapani-Rabi	1	Ongoing	**10.87**
462	NH56-001	Tharmare-Chaurjahari-Jajarkot Khalanga-Jumla Kudari-Mugu Rara (Rara Rajmarg)	6	Ongoing	**32.36**
463	NH03-027	Pushpalal Mid Hill Highway	3	Ongoing	**2.05**
464	NH02-003	Kechana-Chandragadhi-Charali-Ilam-Phidim, Ganeshchok-Taplejung-Olanchungola (Mechi Ragmarg)	1	Ongoing	**1.56**
465	NH02-001	Kechana-Chandragadhi-Charali-Ilam-Phidim, Ganeshchok-Taplejung-Olanchungola (Mechi Ragmarg)	1	Ongoing	**3.78**
466	NH02-002	Kechana-Chandragadhi-Charali-Ilam-Phidim, Ganeshchok-Taplejung-Olanchungola (Mechi Ragmarg)	1	Ongoing	**20.24**
467	NH02-004	Kechana-Chandragadhi-Charali-Ilam-Phidim, Ganeshchok-Taplejung-Olanchungola (Mechi Ragmarg)	1	Ongoing	**2.03**
468	NH02-004	Kechana-Chandragadhi-Charali-Ilam-Phidim, Ganeshchok-Taplejung-Olanchungola (Mechi Ragmarg)	1	Ongoing	**6.94**
469	NH03-053	Pushpalal Mid Hill Highway	4	Ongoing	**13.91**

470	NH02-005	Kechana-Chandragadhi-Charali-Ilam-Phidim, Ganeshchok-Taplejung-Olanchungola (Mechi Ragmarg)	1	Ongoing	**22.85**
471	NH03-060	Pushpalal Mid Hill Highway	6	Ongoing	**11.75**
472	NH03-063	Pushpalal Mid Hill Highway	6	Ongoing	**50.19**
473	NH03-064	Pushpalal Mid Hill Highway	6	Ongoing	**12.53**
474	NH03-065	Pushpalal Mid Hill Highway	6	Ongoing	**12.33**
475	NH03065	Pushpalal Mid Hill Highway	6	Ongoing	**10.43**
476	NH02-006	Kechana-Chandragadhi-Charali-Ilam-Phidim, Ganeshchok-Taplejung-Olanchungola (Mechi Ragmarg)	1	Ongoing	**7.58**
477	NH02-006	Kechana-Chandragadhi-Charali-Ilam-Phidim, Ganeshchok-Taplejung-Olanchungola (Mechi Ragmarg)	1	Ongoing	**12.11**
478	NH02-008	Kechana-Chandragadhi-Charali-Ilam-Phidim, Ganeshchok-Taplejung-Olanchungola (Mechi Ragmarg)	1	Ongoing	**30.94**
479	NH02-009	Kechana-Chandragadhi-Charali-Ilam-Phidim, Ganeshchok-Taplejung-Olanchungola (Mechi Ragmarg)	1	Ongoing	**16.69**
480	NH02-009	Kechana-Chandragadhi-Charali-Ilam-Phidim, Ganeshchok-Taplejung-Olanchungola (Mechi Ragmarg)	1	Ongoing	**13.47**
481	NH03-066	Pushpalal Mid Hill Highway	6	Ongoing	**11.80**
482	NH02-010	Kechana-Chandragadhi-Charali-Ilam-Phidim, Ganeshchok-Taplejung-Olanchungola (Mechi Ragmarg)	1	Ongoing	**13.99**
483	NH02-011	Kechana-Chandragadhi-Charali-Ilam-Phidim, Ganeshchok-Taplejung-Olanchungola (Mechi Ragmarg)	1	Ongoing	**26.04**
484	NH02-012	Kechana-Chandragadhi-Charali-Ilam-Phidim, Ganeshchok-Taplejung-Olanchungola (Mechi Ragmarg)	1	Ongoing	**9.01**
485	NH02-012	Kechana-Chandragadhi-Charali-Ilam-Phidim, Ganeshchok-Taplejung-Olanchungola (Mechi Ragmarg)	1	Ongoing	**15.35**
486	NH03-070	Pushpalal Mid Hill Highway	6	Ongoing	**10.09**
487	NH02-013	Kechana-Chandragadhi-Charali-Ilam-Phidim, Ganeshchok-Taplejung-Olanchungola (Mechi Ragmarg)	1	Ongoing	**14.89**
488	NH02-013	Kechana-Chandragadhi-Charali-Ilam-Phidim, Ganeshchok-Taplejung-Olanchungola (Mechi Ragmarg)	1	Ongoing	**40.42**
489	NH03-085	Pushpalal Mid Hill Highway	7	Ongoing	**0.54**
490	NH03-044	Pushpalal Mid Hill Highway	4	Ongoing	**1.20**
491	NH03-019	Pushpalal Mid Hill Highway	3	Ongoing	**44.90**
492	NH03-076	Pushpalal Mid Hill Highway	7	Ongoing	**15.19**

493	NH03-077	Pushpalal Mid Hill Highway	7	Ongoing	**12.61**
494	NH03-078	Pushpalal Mid Hill Highway	7	Ongoing	**29.15**
495	NH03-001	Pushpalal Mid Hill Highway	1	Ongoing	**59.01**
496	NH03-079	Pushpalal Mid Hill Highway	7	Ongoing	**9.72**
497	NH66-003	Dhangadhi-Sahajpur-Budar-Syaule, Satbajh-Thaktoli-Darchula-Tinkar	7	Ongoing	**9.20**
498	NH32-003	Nawalpur-Malangawa-Sonbarsha	2	Ongoing	**0.74**
499	NH03-011	Pushpalal Mid Hill Highway	1	Ongoing	**62.18**
500	NH03-012	Pushpalal Mid Hill Highway	1	Ongoing	**35.69**
501	NH03-013	Pushpalal Mid Hill Highway	1	Ongoing	**29.22**
502	NH03-013	Pushpalal Mid Hill Highway	1	Ongoing	**8.09**
503	NH03-014	Pushpalal Mid Hill Highway	1	Ongoing	**11.58**
504	NH03-014	Pushpalal Mid Hill Highway	1	Ongoing	**25.32**
505	NH03-015	Pushpalal Mid Hill Highway	1	Ongoing	**12.96**
506	NH03-013	Pushpalal Mid Hill Highway	1	Ongoing	**10.71**
507	NH03-015	Pushpalal Mid Hill Highway	1	Ongoing	**12.97**
508	NH03-023	Pushpalal Mid Hill Highway	0	Ongoing	**36.28**
509	NH03-024	Pushpalal Mid Hill Highway	3	Ongoing	**12.91**
510	NH03-029	Pushpalal Mid Hill Highway	3	Ongoing	**10.90**
511	NH03-030	Pushpalal Mid Hill Highway	3	Ongoing	**8.13**
512	NH15-001	Gwarko-Lubhu-Lakuribhanjyang-Kushadevi-Panauti-Dahaltar	3	Ongoing	**1.61**
513	NH03-047	Pushpalal Mid Hill Highway	4	Ongoing	**35.29**
514	NH03-048	Pushpalal Mid Hill Highway	4	Ongoing	**15.96**
515	NH37-004	Hetauda-Bagmati-Tikabhairav-Bhaisepati- Ekantakuna (Kanti Rajpath)	3	Ongoing	**5.71**
516	NH03-038	Pushpalal Mid Hill Highway	4	Ongoing	**10.39**
517	NH03-038	Pushpalal Mid Hill Highway	4	Ongoing	**1.99**
518	NH03-080	Pushpalal Mid Hill Highway	7	Ongoing	**1.80**
519	NH03-081	Pushpalal Mid Hill Highway	7	Ongoing	**15.12**
520	NH03-081	Pushpalal Mid Hill Highway	7	Ongoing	**9.52**
521	NH03-082	Pushpalal Mid Hill Highway	7	Ongoing	**13.14**
522	NH37-004	Hetauda-Bagmati-Tikabhairav-Bhaisepati- Ekantakuna (Kanti Rajpath)	3	Ongoing	**3.84**
523	NH54-002	Koilabas-Lamahi, Arjunkholagau-Ghorahi-Holeri-Ghartigaun-Thawang-Lukum (Sahid Marg)	5	Ongoing	**16.83**
524	NH03-087	Pushpalal Mid Hill Highway	7	Ongoing	**7.09**
525	NH03-088	Pushpalal Mid Hill Highway	7	Ongoing	**22.77**
526	NH03-085	Pushpalal Mid Hill Highway	7	Ongoing	**12.16**
527	NH03-086	Pushpalal Mid Hill Highway	7	Ongoing	**8.24**
528	NH03-089	Pushpalal Mid Hill Highway	7	Ongoing	**12.46**
529	NH03-090	Pushpalal Mid Hill Highway	7	Ongoing	**6.51**
530	NH03-091	Pushpalal Mid Hill Highway	7	Ongoing	**21.04**

531	NH33-001	Nijgadh-Kathmandu	3	Ongoing	**8.78**
532	NH54-003	Koilabas-Lamahi, Arjunkholagau-Ghorahi-Holeri-Ghartigaun-Thawang-Lukum (Sahid Marg)	5	Ongoing	**3.74**
533	NH15-001	Gwarko-Lubhu-Lakuribhanjyang-Kushadevi-Panauti-Dahaltar	3	Ongoing	**6.80**
534	NH20-003	Madar-Chauharwa, Mirchaiya-Katari-Ghurmi, Hilepani-Okhaldhunga-Salleri	2	Ongoing	**5.40**
535	NH20-007	Madar-Chauharwa, Mirchaiya-Katari-Ghurmi, Hilepani-Okhaldhunga-Salleri	1	Ongoing	**20.70**
536	NH20-008	Madar-Chauharwa, Mirchaiya-Katari-Ghurmi, Hilepani-Okhaldhunga-Salleri	1	Ongoing	**0.58**
537	NH20-008	Madar-Chauharwa, Mirchaiya-Katari-Ghurmi, Hilepani-Okhaldhunga-Salleri	1	Ongoing	**37.46**
538	NH15-003	Gwarko-Lubhu-Lakuribhanjyang-Kushadevi-Panauti-Dahaltar	3	Ongoing	**4.60**
539	NH20-004	Madar-Chauharwa, Mirchaiya-Katari-Ghurmi, Hilepani-Okhaldhunga-Salleri	1	Ongoing	**19.80**
540	NH20-006	Madar-Chauharwa, Mirchaiya-Katari-Ghurmi, Hilepani-Okhaldhunga-Salleri	1	Ongoing	**14.59**
541	NH33003	Nijgadh-Kathmandu	3	Ongoing	**66.59**
542	NH9-003	Murtiya (IB)-Gulariya-Bhurigaun-Telpani-Surkhet-Mathillo Dungeshwor-Bank-Bayuli Nagma Sadak	5	Ongoing	**2.02**
543	NH05-020	Postal Highway	2	Ongoing	**6.96**
544	NH05-022	Postal Highway	2	Ongoing	**34.80**
545	NH51-002	Taulihawa-Gorusinge-Sandhikharka	5	Ongoing	**11.46**
546	NH53-001	Bhalubang Liwang Rolpa Madichaur Darbot	5	Ongoing	**7.94**
547	NH53-002	Bhalubang Liwang Rolpa Madichaur Darbot	5	Ongoing	**15.15**
548	NH53-003	Bhalubang Liwang Rolpa Madichaur Darbot	5	Ongoing	**7.46**
549	NH51-003	Taulihawa-Gorusinge-Sandhikharka	5	Ongoing	**19.63**
550	NH51-004	Taulihawa-Gorusinge-Sandhikharka	5	Ongoing	**5.19**
551	NH51-005	Taulihawa-Gorusinge-Sandhikharka	5	Ongoing	**10.31**
552	NH51-005	Taulihawa-Gorusinge-Sandhikharka	5	Ongoing	**7.18**
553	NH52-002	Kakarhawa(IB)-Rudrapur, Sajlhandi-Sandhikhark-Devisthan, Burtibang-Dhorpatan	5	Ongoing	**3.25**
554	NH52-003	Kakarhawa(IB)-Rudrapur, Sajlhandi-Sandhikhark-Devisthan, Burtibang-Dhorpatan	5	Ongoing	**2.05**
555	NH48-005	Tansen-Ridi-Korla	5	Ongoing	**34.40**
556	NH52-004	Kakarhawa(IB)-Rudrapur, Sajlhandi-Sandhikhark-Devisthan, Burtibang-Dhorpatan	5	Ongoing	**4.72**
557	NH53-003	Bhalubang Liwang Rolpa Madichaur Darbot	5	Ongoing	**14.08**
558	NH53-004	Bhalubang Liwang Rolpa Madichaur Darbot	5	Ongoing	**9.95**
559	NH59-008	Murtiya (IB)-Gulariya-Bhurigaun-Telpani-Surkhet-Mathillo Dungeshwor-Bank-Bayuli Nagma Sadak	6	Ongoing	**23.48**
560	NH53-004	Bhalubang Liwang Rolpa Madichaur Darbot	5	Ongoing	**4.75**

561	NH54-001	Koilabas-Lamahi, Arjunkholagau-Ghorahi-Holeri-Ghartigaun-Thawang-Lukum (Sahid Marg)	5	Ongoing	**19.85**
562	NH53-004	Bhalubang Liwang Rolpa Madichaur Darbot	5	Ongoing	**22.91**
563	NH54-004	Koilabas-Lamahi, Arjunkholagau-Ghorahi-Holeri-Ghartigaun-Thawang-Lukum (Sahid Marg)	5	Ongoing	**8.57**
564	NH54-004	Koilabas-Lamahi, Arjunkholagau-Ghorahi-Holeri-Ghartigaun-Thawang-Lukum (Sahid Marg)	5	Ongoing	**8.11**
565	NH54-006	Koilabas-Lamahi, Arjunkholagau-Ghorahi-Holeri-Ghartigaun-Thawang-Lukum (Sahid Marg)	5	Ongoing	**16.07**
566	NH54-006	Koilabas-Lamahi, Arjunkholagau-Ghorahi-Holeri-Ghartigaun-Thawang-Lukum (Sahid Marg)	5	Ongoing	**34.98**
567	NH54-007	Koilabas-Lamahi, Arjunkholagau-Ghorahi-Holeri-Ghartigaun-Thawang-Lukum (Sahid Marg)	5	Ongoing	**15.77**
568	NH05-022	Postal Highway	2	Ongoing	**5.34**
569	NH54-005	Koilabas-Lamahi, Arjunkholagau-Ghorahi-Holeri-Ghartigaun-Thawang-Lukum (Sahid Marg)	5	Ongoing	**3.89**
570	NH54-005	Koilabas-Lamahi, Arjunkholagau-Ghorahi-Holeri-Ghartigaun-Thawang-Lukum (Sahid Marg)	5	Ongoing	**5.84**
571	NH54-006	Koilabas-Lamahi, Arjunkholagau-Ghorahi-Holeri-Ghartigaun-Thawang-Lukum (Sahid Marg)	5	Ongoing	**0.94**
572	NH54-006	Koilabas-Lamahi, Arjunkholagau-Ghorahi-Holeri-Ghartigaun-Thawang-Lukum (Sahid Marg)	5	Ongoing	**54.97**
573	NH56-005	Tharmare-Chaurjahari-Jajarkot Khalanga-Jumla Kudari-Mugu Rara (Rara Rajmarg)	6	Ongoing	**22.31**
574	NH56-007	Tharmare-Chaurjahari-Jajarkot Khalanga-Jumla Kudari-Mugu Rara (Rara Rajmarg)	6	Ongoing	**25.48**
575	NH56-006	Tharmare-Chaurjahari-Jajarkot Khalanga-Jumla Kudari-Mugu Rara (Rara Rajmarg)	6	Ongoing	**29.76**
576	NH61-004	Surkhet Tallo Dundeshwor-Saatkhamba-Dullu-Pipalkot-Khulalu-Manma-Jumla Sadak	6	Ongoing	**33.71**
577	NH05-026	Postal Highway	5	Ongoing	**4.35**
578	NH61-005	Surkhet Tallo Dundeshwor-Saatkhamba-Dullu-Pipalkot-Khulalu-Manma-Jumla Sadak	6	Ongoing	**32.16**
579	NH62-004	Khakraula-Tikapur-Lamki-Lodeghat-Bayalpata, Saphebagar-Chainpur	7	Ongoing	**12.94**
580	NH57-002	Chinchu-Kudu-Jajarkot -Dunai-Dho-Tinje-Marim (Bheri Corridor)	6	Ongoing	**13.99**
581	NH57-003	Chinchu-Kudu-Jajarkot -Dunai-Dho-Tinje-Marim (Bheri Corridor)	6	Ongoing	**19.58**

582	NH57-007	Chinchu-Kudu-Jajarkot -Dunai-Dho-Tinje-Marim (Bheri Corridor)	6	Ongoing	**60.09**
583	NH57-005	Chinchu-Kudu-Jajarkot -Dunai-Dho-Tinje-Marim (Bheri Corridor)	6	Ongoing	**75.44**
584	NH58-002	Jamunaha-Nepalgunj-Kohalpur-Surkhet-Khulalu-Hilsa (Karnali Rajmarg)	5	Ongoing	**4.01**
585	NH58-001	Jamunaha-Nepalgunj-Kohalpur-Surkhet-Khulalu-Hilsa (Karnali Rajmarg)	5	Ongoing	**2.02**
586	NH58-003	Jamunaha-Nepalgunj-Kohalpur-Surkhet-Khulalu-Hilsa (Karnali Rajmarg)	5	Ongoing	**0.88**
587	NH57-006	Chinchu-Kudu-Jajarkot -Dunai-Dho-Tinje-Marim (Bheri Corridor)	6	Ongoing	**39.63**
588	NH58-005	Jamunaha-Nepalgunj-Kohalpur-Surkhet-Khulalu-Hilsa (Karnali Rajmarg)	5	Ongoing	**2.33**
589	NH58-006	Jamunaha-Nepalgunj-Kohalpur-Surkhet-Khulalu-Hilsa (Karnali Rajmarg)	5	Ongoing	**1.61**
590	NH58-018	Jamunaha-Nepalgunj-Kohalpur-Surkhet-Khulalu-Hilsa (Karnali Rajmarg)	7	Ongoing	**10.52**
591	NH62-006	Khakraula-Tikapur-Lamki-Lodeghat-Bayalpata, Saphebagar-Chainpur	7	Ongoing	**4.24**
592	NH59-001	Murtiya (IB)-Gulariya-Bhurigaun-Telpani-Surkhet-Mathillo Dungeshwor-Bank-Bayuli Nagma Sadak	5	Ongoing	**3.20**
593	NH58-006	Jamunaha-Nepalgunj-Kohalpur-Surkhet-Khulalu-Hilsa (Karnali Rajmarg)	5	Ongoing	**11.04**
594	NH58-016	Jamunaha-Nepalgunj-Kohalpur-Surkhet-Khulalu-Hilsa (Karnali Rajmarg)	6	Ongoing	**43.66**
595	NH58-017	Jamunaha-Nepalgunj-Kohalpur-Surkhet-Khulalu-Hilsa (Karnali Rajmarg)	7	Ongoing	**22.97**
596	NH58-015	Jamunaha-Nepalgunj-Kohalpur-Surkhet-Khulalu-Hilsa (Karnali Rajmarg)	6	Ongoing	**6.04**
597	NH58-007	Jamunaha-Nepalgunj-Kohalpur-Surkhet-Khulalu-Hilsa (Karnali Rajmarg)	6	Ongoing	**5.26**
598	NH58-008	Jamunaha-Nepalgunj-Kohalpur-Surkhet-Khulalu-Hilsa (Karnali Rajmarg)	6	Ongoing	**23.51**
599	NH59-009	Murtiya (IB)-Gulariya-Bhurigaun-Telpani-Surkhet-Mathillo Dungeshwor-Bank-Bayuli Nagma Sadak	6	Ongoing	**28.46**
600	NH59-010	Murtiya (IB)-Gulariya-Bhurigaun-Telpani-Surkhet-Mathillo Dungeshwor-Bank-Bayuli Nagma Sadak	6	Ongoing	**18.94**
601	NH62-005	Khakraula-Tikapur-Lamki-Lodeghat-Bayalpata, Saphebagar-Chainpur	7	Ongoing	**13.73**
602	NH62-006	Khakraula-Tikapur-Lamki-Lodeghat-Bayalpata, Saphebagar-Chainpur	7	Ongoing	**36.06**
603	NH62-007	Khakraula-Tikapur-Lamki-Lodeghat-Bayalpata, Saphebagar-Chainpur	7	Ongoing	**37.40**
604	NH62-010	Khakraula-Tikapur-Lamki-Lodeghat-Bayalpata, Saphebagar-Chainpur	7	Ongoing	**20.57**

605	NH66-005	Dhangadhi-Sahajpur-Budar-Syaule, Satbajh-Thaktoli-Darchula-Tinkar	7	Ongoing	**9.53**
606	NH62-008	Khakraula-Tikapur-Lamki-Lodeghat-Bayalpata, Saphebagar-Chainpur	7	Ongoing	**27.52**
607	NH62-009	Khakraula-Tikapur-Lamki-Lodeghat-Bayalpata, Saphebagar-Chainpur	7	Ongoing	**28.27**
608	NH62-010	Khakraula-Tikapur-Lamki-Lodeghat-Bayalpata, Saphebagar-Chainpur	7	Ongoing	**14.10**
609	NH66-005	Dhangadhi-Sahajpur-Budar-Syaule, Satbajh-Thaktoli-Darchula-Tinkar	7	Ongoing	**6.17**
610	NH66-009	Dhangadhi-Sahajpur-Budar-Syaule, Satbajh-Thaktoli-Darchula-Tinkar	7	Ongoing	**44.94**
611	NH66-009	Dhangadhi-Sahajpur-Budar-Syaule, Satbajh-Thaktoli-Darchula-Tinkar	7	Ongoing	**47.79**
612	NH66-007	Dhangadhi-Sahajpur-Budar-Syaule, Satbajh-Thaktoli-Darchula-Tinkar	7	Ongoing	**20.55**
613	NH66-008	Dhangadhi-Sahajpur-Budar-Syaule, Satbajh-Thaktoli-Darchula-Tinkar	7	Ongoing	**37.19**
614	NH66-006	Dhangadhi-Sahajpur-Budar-Syaule, Satbajh-Thaktoli-Darchula-Tinkar	7	Ongoing	**18.15**
615	NH66-003	Dhangadhi-Sahajpur-Budar-Syaule, Satbajh-Thaktoli-Darchula-Tinkar	7	Ongoing	**31.39**
616	NH79-003	Godar (Dhanusha) Chisapani-Mainawati-Kalapani-Dudhauli, Sindhuli	2	Ongoing	**7.89**
617	NH76-001	Damak-Chisapani-Rabi	1	Ongoing	**7.17**
618	NH05-026	Postal Highway	5	Ongoing	**7.16**
619	NH79-001	Godar (Dhanusha) Chisapani-Mainawati-Kalapani-Dudhauli, Sindhuli	2	Ongoing	**6.76**
620	NH79-002	Godar (Dhanusha) Chisapani-Mainawati-Kalapani-Dudhauli, Sindhuli	2	Ongoing	**10.85**
621	NH08-002	Rani-Biratnagar-Itahari-Dharan-Dhankuta-Hile, Leguwaghat-Tumlingtar-Khandbari-Num-Kimathanka (Koshi Rajmarg)	1	Ongoing	**1.03**
622	NH08-003	Rani-Biratnagar-Itahari-Dharan-Dhankuta-Hile, Leguwaghat-Tumlingtar-Khandbari-Num-Kimathanka (Koshi Rajmarg)	1	Ongoing	**8.22**
623	NH08-004	Rani-Biratnagar-Itahari-Dharan-Dhankuta-Hile, Leguwaghat-Tumlingtar-Khandbari-Num-Kimathanka (Koshi Rajmarg)	1	Ongoing	**11.66**
624	NH08-005	Rani-Biratnagar-Itahari-Dharan-Dhankuta-Hile, Leguwaghat-Tumlingtar-Khandbari-Num-Kimathanka (Koshi Rajmarg)	1	Ongoing	**11.23**
625	NH08-007	Rani-Biratnagar-Itahari-Dharan-Dhankuta-Hile, Leguwaghat-Tumlingtar-Khandbari-Num-Kimathanka (Koshi Rajmarg)	1	Ongoing	**5.28**
626	NH08-007	Rani-Biratnagar-Itahari-Dharan-Dhankuta-Hile, Leguwaghat-Tumlingtar-Khandbari-Num-Kimathanka (Koshi Rajmarg)	1	Ongoing	**6.82**

627	NH08-008	Rani-Biratnagar-Itahari-Dharan-Dhankuta-Hile, Leguwaghat-Tumlingtar-Khandbari-Num-Kimathanka (Koshi Rajmarg)	1	Ongoing	**11.54**
628	NH08-008	Rani-Biratnagar-Itahari-Dharan-Dhankuta-Hile, Leguwaghat-Tumlingtar-Khandbari-Num-Kimathanka (Koshi Rajmarg)	1	Ongoing	**7.57**
629	NH08-016	Rani-Biratnagar-Itahari-Dharan-Dhankuta-Hile, Leguwaghat-Tumlingtar-Khandbari-Num-Kimathanka (Koshi Rajmarg)	1	Ongoing	**85.09**
630	NH28-009	Bhittamod-Jaleswor-Bardibas, Khurkot-Manthali-Tamakoshi-Singati-Lamagagar-Lapchegaun	3	Ongoing	**13.71**
631	NH08-010	Rani-Biratnagar-Itahari-Dharan-Dhankuta-Hile, Leguwaghat-Tumlingtar-Khandbari-Num-Kimathanka (Koshi Rajmarg)	1	Ongoing	**17.99**
632	NH08-013	Rani-Biratnagar-Itahari-Dharan-Dhankuta-Hile, Leguwaghat-Tumlingtar-Khandbari-Num-Kimathanka (Koshi Rajmarg)	1	Ongoing	**9.26**
633	NH08-014	Rani-Biratnagar-Itahari-Dharan-Dhankuta-Hile, Leguwaghat-Tumlingtar-Khandbari-Num-Kimathanka (Koshi Rajmarg)	1	Ongoing	**23.17**
634	NH08-015	Rani-Biratnagar-Itahari-Dharan-Dhankuta-Hile, Leguwaghat-Tumlingtar-Khandbari-Num-Kimathanka (Koshi Rajmarg)	1	Ongoing	**18.00**
635	NH08-013	Rani-Biratnagar-Itahari-Dharan-Dhankuta-Hile, Leguwaghat-Tumlingtar-Khandbari-Num-Kimathanka (Koshi Rajmarg)	1	Ongoing	**8.57**
636	NH19-001	Ridi-Balkot-Hanshpur-Pyuthan, Pyuthan-Surkhet Road	5	Ongoing	**30.63**
637	NH19-002	Ridi-Balkot-Hanshpur-Pyuthan, Pyuthan-Surkhet Road	5	Ongoing	**10.08**
638	NH19-005	Ridi-Balkot-Hanshpur-Pyuthan, Pyuthan-Surkhet Road	5	Ongoing	**25.33**
639	NH28-003	Bhittamod-Jaleswor-Bardibas, Khurkot-Manthali-Tamakoshi-Singati-Lamagagar-Lapchegaun	2	Ongoing	**2.59**
640	NH22-001	Dhalkebar-Janakpur-Jatahi, Ghorghans-Nimchaur-Thalahighat-Akraharghat	2	Ongoing	**14.47**
641	NH28-005	Bhittamod-Jaleswor-Bardibas, Khurkot-Manthali-Tamakoshi-Singati-Lamagagar-Lapchegaun	3	Ongoing	**15.10**
642	NH28-006	Bhittamod-Jaleswor-Bardibas, Khurkot-Manthali-Tamakoshi-Singati-Lamagagar-Lapchegaun	3	Ongoing	**0.74**
643	NH28-006	Bhittamod-Jaleswor-Bardibas, Khurkot-Manthali-Tamakoshi-Singati-Lamagagar-Lapchegaun	3	Ongoing	**10.06**

644	NH28-001	Bhittamod-Jaleswor-Bardibas, Khurkot-Manthali-Tamakoshi-Singati-Lamagagar-Lapchegaun	2	Ongoing	**3.86**
645	NH28-007	Bhittamod-Jaleswor-Bardibas, Khurkot-Manthali-Tamakoshi-Singati-Lamagagar-Lapchegaun	3	Ongoing	**2.54**
646	NH28-011	Bhittamod-Jaleswor-Bardibas, Khurkot-Manthali-Tamakoshi-Singati-Lamagagar-Lapchegaun	3	Ongoing	**15.07**
647	NH28-011	Bhittamod-Jaleswor-Bardibas, Khurkot-Manthali-Tamakoshi-Singati-Lamagagar-Lapchegaun	3	Ongoing	**43.23**
648	NH30-002	Janakpur (Mujeliya) Dhanushadham-Dharapani Ramayan Circuit, Tarapatti-Pathara-Ma. Ra.Ma. - Pushpalpur	2	Ongoing	**17.03**
649	NH37-003	Hetauda-Bagmati-Tikabhairav-Bhaisepati- Ekantakuna (Kanti Rajpath)	3	Ongoing	**29.58**
650	NH37-002	Hetauda-Bagmati-Tikabhairav-Bhaisepati-Ekantakuna (Kanti Rajpath)	3	Ongoing	**13.46**
651	NH37-002	Hetauda-Bagmati-Tikabhairav-Bhaisepati- Ekantakuna (Kanti Rajpath)	3	Ongoing	**18.18**
652	NH37-004	Hetauda-Bagmati-Tikabhairav-Bhaisepati-Ekantakuna (Kanti Rajpath)	3	Ongoing	**0.81**
653	NH48-002	Tansen-Ridi-Korla	5	Ongoing	**9.06**
654	NH48-003	Tansen-Ridi-Korla	5	Ongoing	**15.00**
655	NH48-001	Tansen-Ridi-Korla	5	Ongoing	**6.21**
656	NH48-007	Tansen-Ridi-Korla	4	Ongoing	**13.62**
657	NH05-025	Postal Highway	5	Ongoing	**3.66**
658	NH28-004	Bhittamod-Jaleswor-Bardibas, Khurkot-Manthali-Tamakoshi-Singati-Lamagagar-Lapchegaun	2	Ongoing	**1.93**
659	NH05-025	Postal Highway	5	Ongoing	**1.37**
660	NH05-005	Postal Highway	1	Ongoing	**4.02**
661	NH05-005	Postal Highway	1	Ongoing	**0.02**
662	NH05-005	Postal Highway	1	Ongoing	**0.03**
663	NH05-030	Postal Highway	5	Ongoing	**5.84**
664	NH05-005	Postal Highway	1	Ongoing	**0.09**
665	NH05-005	Postal Highway	1	Ongoing	**0.04**
666	NH05-005	Postal Highway	1	Ongoing	**0.19**
667	NH05-005	Postal Highway	1	Ongoing	**0.11**
668	NH05-007	Postal Highway	2	Ongoing	**1.74**
669	NH05-005	Postal Highway	1	Ongoing	**4.56**
670	NH05-002	Postal Highway	1	Ongoing	**6.03**
671	NH05-011	Postal Highway	2	Ongoing	**2.50**
672	NH05-011	Postal Highway	2	Ongoing	**3.58**

673	NH05-005	Postal Highway	1	Ongoing	**6.76**
674	NH05-005	Postal Highway	1	Ongoing	**4.39**
675	NH05-005	Postal Highway	1	Ongoing	**0.58**
676	NH05-004	Postal Highway	1	Ongoing	**1.92**
677	NH05-004	Postal Highway	1	Ongoing	**1.63**
678	NH05-004	Postal Highway	1	Ongoing	**1.72**
679	NH05-004	Postal Highway	1	Ongoing	**0.30**
680	NH05-007	Postal Highway	2	Ongoing	**14.15**
681	NH05-007	Postal Highway	2	Ongoing	**9.38**
682	NH05-008	Postal Highway	2	Ongoing	**33.27**
683	NH05-009	Postal Highway	2	Ongoing	**9.34**
684	NH05-010	Postal Highway	2	Ongoing	**0.91**
685	NH05-011	Postal Highway	2	Ongoing	**4.34**
686	NH05-032	Postal Highway	5	Ongoing	**18.63**
687	NH05-010	Postal Highway	2	Ongoing	**11.69**
688	NH05-011	Postal Highway	2	Ongoing	**1.03**
689	NH05-011	Postal Highway	2	Ongoing	**0.30**
690	NH05-011	Postal Highway	2	Ongoing	**0.45**
691	NH05-011	Postal Highway	2	Ongoing	**6.09**
692	NH05-016	Postal Highway	2	Ongoing	**4.78**
693	NH05-013	Postal Highway	2	Ongoing	**10.20**
694	NH05-014	Postal Highway	2	Ongoing	**14.65**
695	NH05-015	Postal Highway	2	Ongoing	**18.69**
696	NH05-017	Postal Highway	2	Ongoing	**9.67**
697	NH05-018	Postal Highway	2	Ongoing	**13.70**
698	NH05-020	Postal Highway	2	Ongoing	**1.90**
699	NH05-023	Postal Highway	3	Ongoing	**18.44**
700	NH05-023	Postal Highway	3	Ongoing	**12.67**
701	NH05-024	Postal Highway	3	Ongoing	**44.50**
702	NH05-025	Postal Highway	5	Ongoing	**1.28**
703	NH05-025	Postal Highway	5	Ongoing	**2.72**
704	NH05-025	Postal Highway	5	Ongoing	**1.15**
705	NH05-027	Postal Highway	5	Ongoing	**9.10**
706	NH05-028	Postal Highway	5	Ongoing	**17.95**
707	NH05-041	Postal Highway	7	Ongoing	**7.05**
708	NH05-028	Postal Highway	5	Ongoing	**10.59**
709	NH05-028	Postal Highway	5	Ongoing	**1.01**
710	NH05-029	Postal Highway	5	Ongoing	**10.37**
711	NH05-031	Postal Highway	5	Ongoing	**16.91**
712	NH05-041	Postal Highway	7	Ongoing	**12.16**
713	NH05-031	Postal Highway	5	Ongoing	**1.45**
714	NH05-033	Postal Highway	5	Ongoing	**3.80**

715	NH05-034	Postal Highway	5	Ongoing	**5.05**
716	NH05-034	Postal Highway	5	Ongoing	**3.93**
717	NH05-034	Postal Highway	5	Ongoing	**0.84**
718	NH05-034	Postal Highway	5	Ongoing	**1.56**
719	NH05-042	Postal Highway	7	Ongoing	**9.44**
720	NH05-035	Postal Highway	5	Ongoing	**17.68**
721	NH05-037	Postal Highway	7	Ongoing	**2.21**
722	NH05-037	Postal Highway	7	Ongoing	**0.99**
723	NH05-040	Postal Highway	7	Ongoing	**2.36**
724	NH05-040	Postal Highway	7	Ongoing	**4.69**
725	NH05-040	Postal Highway	7	Ongoing	**1.10**
726	NH05-040	Postal Highway	7	Ongoing	**2.89**
727	NH53-005	Bhalubang Liwang Rolpa Madichaur Darbot	5	Ongoing	**7.06**
728	NH30-001	Janakpur (Mujeliya) Dhanushadham-Dharapani Ramayan Circuit, Tarapatti-Pathara-Ma. Ra.Ma. - Pushpalpur	2	Ongoing	**5.27**
729	NH28-004	Bhittamod-Jaleswor-Bardibas, Khurkot-Manthali-Tamakoshi-Singati-Lamagagar-Lapchegaun	2	Ongoing	**1.65**
730	NH08-006	Rani-Biratnagar-Itahari-Dharan-Dhankuta-Hile, Leguwaghat-Tumlingtar-Khandbari-Num-Kimathanka (Koshi Rajmarg)	1	Ongoing	**10.15**
731	NH57-007	Chinchu-Kudu-Jajarkot -Dunai-Dho-Tinje-Marim (Bheri Corridor)	6	Ongoing	**45.11**
732	NH03-083	Pushpalal Mid Hill Highway	7	Ongoing	**2.76**
733	NH66-004	Dhangadhi-Sahajpur-Budar-Syaule, Satbajh-Thaktoli-Darchula-Tinkar	7	Ongoing	**0.98**
734	NH03-083	Pushpalal Mid Hill Highway	7	Ongoing	**0.25**
735	NH03-016	Pushpalal Mid Hill Highway	1	Ongoing	**8.40**
736	NH52-002	Kakarhawa(IB)-Rudrapur, Sajlhandi-Sandhikhark-Devisthan, Burtibang-Dhorpatan	5	Ongoing	**2.75**
737	NH58-017	Jamunaha-Nepalgunj-Kohalpur-Surkhet-Khulalu-Hilsa (Karnali Rajmarg)	7	Ongoing	**4.23**
738	NH05-025	Postal Highway	5	Ongoing	**11.23**
739	NH58-010	Bahundangi-Shantinagar-Dharan-Chatara-Ghaighat-Katari Sindhulimadi-Hetauda-Gaidakot-Rampur-Ramdi-Ridi-Balkot-Sandhikharka-Bijuwar-Sitalpati-Surkhet-Baddichaur-Sahajpur-Budar-Jogbudha-Rupal (Madan Bhandari Rajmarg)	6	Ongoing	**25.70**
740	NH58-019	Jamunaha-Nepalgunj-Kohalpur-Surkhet-Khulalu-Hilsa (Karnali Rajmarg)	7	Ongoing	**13.48**
741	NH58-020	Jamunaha-Nepalgunj-Kohalpur-Surkhet-Khulalu-Hilsa (Karnali Rajmarg)	6	Ongoing	**113.45**
742	NH58-021	Jamunaha-Nepalgunj-Kohalpur-Surkhet-Khulalu-Hilsa (Karnali Rajmarg)	6	Ongoing	**4.23**

743	NH58-021	Jamunaha-Nepalgunj-Kohalpur-Surkhet-Khulalu-Hilsa (Karnali Rajmarg)	6	Ongoing	**76.22**
744	NH03-026	Pushpalal Mid Hill Highway	3	Ongoing	**23.13**
745	NH03-031	Pushpalal Mid Hill Highway	3	Ongoing	**5.18**
746	NH51-001	Taulihawa-Gorusinge-Sandhikharka	5	Ongoing	**2.55**
747	NH66-008	Dhangadhi-Sahajpur-Budar-Syaule, Satbajh-Thaktoli-Darchula-Tinkar	7	Ongoing	**38.70**
748	NH05-002	Postal Highway	1	Ongoing	**4.91**
749	NH76-002	Damak-Chisapani-Rabi	1	Ongoing	**4.84**
750	NH05-019	Postal Highway	2	Ongoing	**24.84**
751	NH05-020	Postal Highway	2	Ongoing	**2.80**
752	NH05-021	Postal Highway	2	Ongoing	**25.80**
753	NH33-004	Nijgadh-Kathmandu	2	Ongoing	**8.82**
754	NH35-001	Piluhawa Manmat - Kalaiya - Martihawa	2	Ongoing	**28.91**
755	NH03-057	Pushpalal Mid Hill Highway	5	Ongoing	**20.34**
756	NH08-012	Rani-Biratnagar-Itahari-Dharan-Dhankuta-Hile, Leguwaghat-Tumlingtar-Khandbari-Num-Kimathanka (Koshi Rajmarg)	1	Ongoing	**6.92**
757	NH08-012	Rani-Biratnagar-Itahari-Dharan-Dhankuta-Hile, Leguwaghat-Tumlingtar-Khandbari-Num-Kimathanka (Koshi Rajmarg)	1	Ongoing	**6.43**
758	NH15-002	Gwarko-Lubhu-Lakuribhanjyang-Kushadevi-Panauti-Dahaltar	3	Ongoing	**6.39**
759	NH57-004	Chinchu-Kudu-Jajarkot -Dunai-Dho-Tinje-Marim (Bheri Corridor)	6	Ongoing	**9.75**
760	NH57-004	Chinchu-Kudu-Jajarkot -Dunai-Dho-Tinje-Marim (Bheri Corridor)	6	Ongoing	**26.30**
761	NH03-082	Pushpalal Mid Hill Highway	7	Ongoing	**13.75**
762	NH03-082	Pushpalal Mid Hill Highway	7	Ongoing	**17.35**
763	NH02-007	Kechana-Chandragadhi-Charali-Ilam-Phidim, Ganeshchok-Taplejung-Olanchungola (Mechi Ragmarg)	1	Ongoing	**15.04**
764	NH02-010	Kechana-Chandragadhi-Charali-Ilam-Phidim, Ganeshchok-Taplejung-Olanchungola (Mechi Ragmarg)	1	Ongoing	**18.55**
765	NH20-002	Madar-Chauharwa, Mirchaiya-Katari-Ghurmi, Hilepani-Okhaldhunga-Salleri	2	Ongoing	**4.07**
766	NH15-001	Gwarko-Lubhu-Lakuribhanjyang-Kushadevi-Panauti-Dahaltar	3	Ongoing	**1.05**
767	NH03-018	Pushpalal Mid Hill Highway	1	Ongoing	**2.29**
768	NH03-004	Pushpalal Mid Hill Highway	1	Ongoing	**19.10**
769	NH03-020	Pushpalal Mid Hill Highway	3	Ongoing	**30.03**
770	NH03-021	Pushpalal Mid Hill Highway	3	Ongoing	**10.52**
771	NH53-002	Bhalubang Liwang Rolpa Madichaur Darbot	5	Ongoing	**16.60**
772	NH03-022	Pushpalal Mid Hill Highway	3	Ongoing	**30.63**
773	NH03-025	Pushpalal Mid Hill Highway	3	Ongoing	**6.96**

774	NH03-039	Pushpalal Mid Hill Highway	4	Ongoing	**15.71**
775	NH58-014	Jamunaha-Nepalgunj-Kohalpur-Surkhet-Khulalu-Hilsa (Karnali Rajmarg)	6	Ongoing	**15.75**
776	NH60-001	Surkhet-Dailekh-Mahabulekh-Galje, Nagma-Gamgadhi-Nakchelagna	6	Ongoing	**23.50**
777	NH05-005	Postal Highway	1	Ongoing	**5.80**
778	NH05-011	Postal Highway	2	Ongoing	**0.82**
779	NH05-011	Postal Highway	2	Ongoing	**1.59**
780	NH05-027	Postal Highway	5	Ongoing	**0.78**
781	NH05-027	Postal Highway	5	Ongoing	**0.89**
782	NH59-004	Murtiya (IB)-Gulariya-Bhurigaun-Telpani-Surkhet-Mathillo Dungeshwor-Bank-Bayuli Nagma Sadak	6	Ongoing	**26.42**
783	NH59-003	Murtiya (IB)-Gulariya-Bhurigaun-Telpani-Surkhet-Mathillo Dungeshwor-Bank-Bayuli Nagma Sadak	5	Ongoing	**0.50**
784	NH60-006	Surkhet-Dailekh-Mahabulekh-Galje, Nagma-Gamgadhi-Nakchelagna	6	Ongoing	**66.41**
785	NH25-003	Dumre-Beshisahar-Chame	4	Ongoing	**21.56**
786	NH25-004	Dumre-Beshisahar-Chame	4	Ongoing	**14.52**
787	NH25-005	Dumre-Beshisahar-Chame	4	Ongoing	**23.81**
788	NH59-003	Murtiya (IB)-Gulariya-Bhurigaun-Telpani-Surkhet-Mathillo Dungeshwor-Bank-Bayuli Nagma Sadak	5	Ongoing	**8.07**
789	NH03-051	Pushpalal Mid Hill Highway	4	Ongoing	**12.80**
790	NH03-061	Pushpalal Mid Hill Highway	6	Ongoing	**38.35**
791	NH03-062	Pushpalal Mid Hill Highway	6	Ongoing	**1.91**
792	NH03-067	Pushpalal Mid Hill Highway	6	Ongoing	**6.48**
793	NH03-051	Pushpalal Mid Hill Highway	4	Ongoing	**11.84**
794	NH03-052	Pushpalal Mid Hill Highway	4	Ongoing	**29.44**
795	NH03-051	Pushpalal Mid Hill Highway	4	Ongoing	**18.79**
796	NH03-068	Pushpalal Mid Hill Highway	6	Ongoing	**12.97**
797	NH03-069	Pushpalal Mid Hill Highway	6	Ongoing	**7.66**
798	NH03-004	Pushpalal Mid Hill Highway	1	Ongoing	**5.03**
799	NH03-005	Pushpalal Mid Hill Highway	1	Ongoing	**12.59**
800	NH03-005	Pushpalal Mid Hill Highway	1	Ongoing	**53.27**
801	NH03-006	Pushpalal Mid Hill Highway	1	Ongoing	**15.74**
802	NH03-006	Pushpalal Mid Hill Highway	1	Ongoing	**9.45**
803	NH03-010	Pushpalal Mid Hill Highway	1	Ongoing	**16.12**
804	NH03-010	Pushpalal Mid Hill Highway	1	Ongoing	**10.07**
805	NH03-032	Pushpalal Mid Hill Highway	3	Ongoing	**4.07**
806	NH03-032	Pushpalal Mid Hill Highway	3	Ongoing	**6.78**
807	NH03-033	Pushpalal Mid Hill Highway	3	Ongoing	**11.39**
808	NH03-044	Pushpalal Mid Hill Highway	4	Ongoing	**1.20**

809	NH03-034	Pushpalal Mid Hill Highway	3	Ongoing	**11.00**
810	NH03-035	Pushpalal Mid Hill Highway	3	Ongoing	**6.37**
811	NH03-036	Pushpalal Mid Hill Highway	4	Ongoing	**0.13**
812	NH03-046	Pushpalal Mid Hill Highway	4	Ongoing	**32.11**
813	NH03-045	Pushpalal Mid Hill Highway	4	Ongoing	**16.69**
814	NH03-036	Pushpalal Mid Hill Highway	4	Ongoing	**4.49**
815	NH03-036	Pushpalal Mid Hill Highway	4	Ongoing	**13.01**
816	NH03-037	Pushpalal Mid Hill Highway	4	Ongoing	**10.96**
817	NH03-040	Pushpalal Mid Hill Highway	4	Ongoing	**3.54**
818	NH03-041	Pushpalal Mid Hill Highway	4	Ongoing	**2.87**
819	NH03-041	Pushpalal Mid Hill Highway	4	Ongoing	**2.87**
820	NH03-041	Pushpalal Mid Hill Highway	4	Ongoing	**6.90**
821	NH03-042	Pushpalal Mid Hill Highway	4	Ongoing	**7.93**
822	NH03-043	Pushpalal Mid Hill Highway	4	Ongoing	**20.55**
823	NH03-059	Pushpalal Mid Hill Highway	5	Ongoing	**19.01**
824	NH03-056	Pushpalal Mid Hill Highway	4	Ongoing	**22.00**
825	NH03-058	Pushpalal Mid Hill Highway	5	Ongoing	**15.80**
826	NH03-077	Pushpalal Mid Hill Highway	7	Ongoing	**20.34**
827	NH15-002	Gwarko-Lubhu-Lakuribhanjyang-Kushadevi-Panauti-Dahaltar	3	Ongoing	**3.08**
828	NH15-002	Gwarko-Lubhu-Lakuribhanjyang-Kushadevi-Panauti-Dahaltar	3	Ongoing	**4.56**
829	NH20-005	Madar-Chauharwa, Mirchaiya-Katari-Ghurmi, Hilepani-Okhaldhunga-Salleri	1	Ongoing	**35.96**
830	NH33-002	Nijgadh-Kathmandu	3	Ongoing	**5.06**
831	NH52-004	Kakarhawa(IB)-Rudrapur, Sajlhandi-Sandhikhark-Devisthan, Burtibang-Dhorpatan	5	Ongoing	**2.57**
832	NH52-005	Kakarhawa(IB)-Rudrapur, Sajlhandi-Sandhikhark-Devisthan, Burtibang-Dhorpatan	5	Ongoing	**15.20**
833	NH52-006	Kakarhawa(IB)-Rudrapur, Sajlhandi-Sandhikhark-Devisthan, Burtibang-Dhorpatan	5	Ongoing	**45.73**
834	NH52-007	Kakarhawa(IB)-Rudrapur, Sajlhandi-Sandhikhark-Devisthan, Burtibang-Dhorpatan	5	Ongoing	**0.24**
835	NH52-008	Kakarhawa(IB)-Rudrapur, Sajlhandi-Sandhikhark-Devisthan, Burtibang-Dhorpatan	5	Ongoing	**23.74**
836	NH52-009	Kakarhawa(IB)-Rudrapur, Sajlhandi-Sandhikhark-Devisthan, Burtibang-Dhorpatan	5	Ongoing	**41.59**
837	NH52-010	Kakarhawa(IB)-Rudrapur, Sajlhandi-Sandhikhark-Devisthan, Burtibang-Dhorpatan	4	Ongoing	**25.61**
838	NH52-011	Kakarhawa(IB)-Rudrapur, Sajlhandi-Sandhikhark-Devisthan, Burtibang-Dhorpatan	4	Ongoing	**26.16**
839	NH53-005	Bhalubang Liwang Rolpa Madichaur Darbot	5	Ongoing	**2.02**
840	NH53-005	Bhalubang Liwang Rolpa Madichaur Darbot	5	Ongoing	**15.14**
841	NH28-002	Bhittamod-Jaleswor-Bardibas, Khurkot-Manthali-Tamakoshi-Singati-Lamagagar-Lapchegaun	2	Ongoing	**1.83**

842	NH56-008	Tharmare-Chaurjahari-Jajarkot Khalanga-Jumla Kudari-Mugu Rara (Rara Rajmarg)	6	Ongoing	**42.74**
843	NH48-009	Tansen-Ridi-Korla	4	Ongoing	**38.81**
844	NH48-010	Tansen-Ridi-Korla	4	Ongoing	**109.05**
845	NH48-006	Tansen-Ridi-Korla	4	Ongoing	**33.74**
846	NH76-003	Damak-Chisapani-Rabi	1	Ongoing	**17.75**
847	NH08-015	Rani-Biratnagar-Itahari-Dharan-Dhankuta-Hile, Leguwaghat-Tumlingtar-Khandbari-Num-Kimathanka (Koshi Rajmarg)	1	Ongoing	**1.08**
848	NH05-026	Postal Highway	5	Ongoing	**4.96**
849	NH19-004	Ridi-Balkot-Hanshpur-Pyuthan, Pyuthan-Surkhet Road	5	Ongoing	**18.13**
850	NH28-004	Bhittamod-Jaleswor-Bardibas, Khurkot-Manthali-Tamakoshi-Singati-Lamagagar-Lapchegaun	2	Ongoing	**0.95**
851	NH28-004	Bhittamod-Jaleswor-Bardibas, Khurkot-Manthali-Tamakoshi-Singati-Lamagagar-Lapchegaun	2	Ongoing	**3.80**
852	NH28-004	Bhittamod-Jaleswor-Bardibas, Khurkot-Manthali-Tamakoshi-Singati-Lamagagar-Lapchegaun	2	Ongoing	**31.39**
853	NH48-004	Tansen-Ridi-Korla	5	Ongoing	**6.92**
854	NH05-025	Postal Highway	5	Ongoing	**3.57**
855	NH05-012	Postal Highway	2	Ongoing	**4.76**
856	NH05-025	Postal Highway	5	Ongoing	**4.37**
857	NH05-004	Postal Highway	1	Ongoing	**0.73**
858	NH05-026	Postal Highway	5	Ongoing	**15.44**
859	NH05-027	Postal Highway	5	Ongoing	**4.14**
860	NH05-031	Postal Highway	5	Ongoing	**19.97**
861	NH05-031	Postal Highway	5	Ongoing	**6.05**
862	NH37-004	Hetauda-Bagmati-Tikabhairav-Bhaisepati- Ekantakuna (Kanti Rajpath)	3	Ongoing	**1.59**
863	NH15-001	Gwarko-Lubhu-Lakuribhanjyang-Kushadevi-Panauti-Dahaltar	3	Ongoing	**3.16**
864	NH38-001	Kathmandu Outer Ringroad	3	Proposed	**4.10**
865	NH38-002	Kathmandu Outer Ringroad	3	Proposed	**11.50**
866	NH38-003	Kathmandu Outer Ringroad	3	Proposed	**8.40**
867	NH38-004	Kathmandu Outer Ringroad	3	Proposed	**11.56**
868	NH38-005	Kathmandu Outer Ringroad	3	Proposed	**10.46**
869	NH38-006	Kathmandu Outer Ringroad	3	Proposed	**5.71**
870	NH38-007	Kathmandu Outer Ringroad	3	Proposed	**16.07**
871	NH01-001	Existing East-West Highway	1	Upgrading	**11.47**
872	NH01-003	Existing East-West Highway	1	Upgrading	**23.46**
873	NH01-005	Existing East-West Highway	1	Upgradin	**6.29**

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874	NH01-006	Existing East-West Highway	1	Upgradin g	**8.63**
875	NH01-006	Existing East-West Highway	1	Upgradin g	**10.93**
876	NH01-007	Existing East-West Highway	1	Upgradin g	**7.98**
877	NH01-011	Existing East-West Highway	1	Upgradin g	**19.22**
878	NH01-011	Existing East-West Highway	1	Upgradin g	**5.26**
879	NH01-013	Existing East-West Highway	2	Upgradin g	**30.65**
880	NH39-013	Kathmandu Ringroad	3	Upgradin g	**1.98**
881	NH39-014	Kathmandu Ringroad	3	Upgradin g	**1.15**
882	NH39-015	Kathmandu Ringroad	3	Upgradin g	**1.18**
883	NH01-020	Existing East-West Highway	2	Upgradin g	**8.43**
884	NH01-020	Existing East-West Highway	2	Upgrading	**11.63**
885	NH01-021	Existing East-West Highway	2	Upgrading	**8.07**
886	NH01-023	Existing East-West Highway	2	Upgrading	**15.52**
887	NH01-024	Existing East-West Highway	2	Upgrading	**3.49**
888	NH01-024	Existing East-West Highway	2	Upgrading	**13.31**
889	NH01-025	Existing East-West Highway	2	Upgrading	**13.60**
890	NH34-003	Kathmandu-Dhulikhel-Dolalghat-Khadichaur- Kodari (Arniko Rajmarg)	3	Upgrading	**0.87**
891	NH01-028	Existing East-West Highway	2	Upgrading	**27.60**
892	NH01-029	Existing East-West Highway	2	Upgrading	**7.86**
893	NH01-029	Existing East-West Highway	2	Upgrading	**11.74**
894	NH01-030	Existing East-West Highway	3	Upgrading	**4.03**
895	NH01-033	Existing East-West Highway	3	Upgrading	**3.10**
896	NH01-033	Existing East-West Highway	3	Upgrading	**8.11**
897	NH44-001	Thori-Bharatpur-Mugling, Aanbukharieni-Gorkha-Ghyampesal, Aarughat-Sirdibas-Roila Bhanjyang	3	Upgrading	**12.16**
898	NH44-002	Thori-Bharatpur-Mugling, Aanbukharieni-Gorkha-Ghyampesal, Aarughat-Sirdibas-Roila Bhanjyang	3	Upgrading	**2.46**
899	NH44-003	Thori-Bharatpur-Mugling, Aanbukharieni-Gorkha-Ghyampesal, Aarughat-Sirdibas-Roila Bhanjyang	3	Upgrading	**3.63**
900	NH34-009	Kathmandu-Dhulikhel-Dolalghat-Khadichaur-Kodari (Arniko Rajmarg)	3	Upgrading	**1.60**

901	NH44-004	Thori-Bharatpur-Mugling, Aanbukharieni-Gorkha-Ghyampesal, Aarughat-Sirdibas-Roila Bhanjyang	3	Upgrading	**10.12**
902	NH01-042	Existing East-West Highway	5	Upgrading	**17.44**
903	NH01-045	Existing East-West Highway	5	Upgrading	**7.69**
904	NH01-047	Existing East-West Highway	5	Upgrading	**9.54**
905	NH01-048	Existing East-West Highway	5	Upgrading	**17.06**
906	NH01-050	Existing East-West Highway	5	Upgrading	**5.08**
907	NH01-051	Existing East-West Highway	5	Upgrading	**2.02**
908	NH01-051	Existing East-West Highway	5	Upgrading	**8.03**
909	NH01-051	Existing East-West Highway	5	Upgrading	**8.15**
910	NH01-052	Existing East-West Highway	5	Upgrading	**13.85**
911	NH01-057	Existing East-West Highway	5	Upgrading	**20.00**
912	NH01-057	Existing East-West Highway	5	Upgrading	**15.19**
913	NH01-058	Existing East-West Highway	5	Upgrading	**2.68**
914	NH01-059	Existing East-West Highway	5	Upgrading	**21.37**
915	NH01-059	Existing East-West Highway	5	Upgrading	**14.16**
916	NH01-060	Existing East-West Highway	5	Upgrading	**32.89**
917	NH01-060	Existing East-West Highway	5	Upgrading	**2.37**
918	NH01-061	Existing East-West Highway	5	Upgrading	**12.14**
919	NH01-062	Existing East-West Highway	5	Upgrading	**23.50**
920	NH01-063	Existing East-West Highway	5	Upgrading	**23.03**
921	NH01-066	Existing East-West Highway	7	Upgrading	**19.89**
922	NH34-005	Kathmandu-Dhulikhel-Dolalghat-Khadichaur- Kodari (Arniko Rajmarg)	3	Upgrading	**3.25**
923	NH34-013	Kathmandu-Dhulikhel-Dolalghat-Khadichaur-Kodari (Arniko Rajmarg)	3	Upgrading	**2.03**
924	NH42-002	Thori-Bhandara-Malekhu, Galchi-Trishuli-Betrawati-Mailung-Syaphrubesi-Rasuwagadhi	3	Upgrading	**2.07**
925	NH42-002	Thori-Bhandara-Malekhu, Galchi-Trishuli-Betrawati-Mailung-Syaphrubesi-Rasuwagadhi	3	Upgrading	**0.83**
926	NH42-003	Thori-Bhandara-Malekhu, Galchi-Trishuli-Betrawati-Mailung-Syaphrubesi-Rasuwagadhi	3	Upgrading	**1.07**
927	NH17-001	Naubise-Mugling-Pokhara (Prithvi Rajmarg)	3	Upgrading	**4.01**
928	NH17-004	Naubise-Mugling-Pokhara (Prithvi Rajmarg)	3	Upgrading	**3.98**
929	NH17-004	Naubise-Mugling-Pokhara (Prithvi Rajmarg)	3	Upgrading	**3.99**
930	NH17-008	Naubise-Mugling-Pokhara (Prithvi Rajmarg)	4	Upgrading	**0.95**
931	NH17-010	Naubise-Mugling-Pokhara (Prithvi Rajmarg)	4	Upgrading	**4.83**
932	NH09-007	Bahundangi-Shantinagar-Dharan-Chatara-Ghaighat-Katari Sindhulimadi-Hetauda-Gaidakot-Rampur-Ramdi-Ridi-Balkot-Sandhikharka-Bijuwar-Sitalpati-Surkhet-Baddichaur-Sahajpur-Budar-Jogbudha-Rupal (Madan Bhandari Rajmarg)	1	Upgrading	**3.96**
933	NH17-011	Naubise-Mugling-Pokhara (Prithvi Rajmarg)	4	Upgrading	**4.29**

934	NH42-005	Thori-Bhandara-Malekhu, Galchi-Trishuli-Betrawati-Mailung-Syaphrubesi-Rasuwagadhi	3	Upgrading	**2.62**
935	NH09-008	Bahundangi-Shantinagar-Dharan-Chatara-Ghaighat-Katari Sindhulimadi-Hetauda-Gaidakot-Rampur-Ramdi-Ridi-Balkot-Sandhikharka-Bijuwar-Sitalpati-Surkhet-Baddichaur-Sahajpur-Budar-Jogbudha-Rupal (Madan Bhandari Rajmarg)	1	Upgrading	**25.08**
936	NH42-006	Thori-Bhandara-Malekhu, Galchi-Trishuli-Betrawati-Mailung-Syaphrubesi-Rasuwagadhi	3	Upgrading	**3.89**
937	NH09-009	Bahundangi-Shantinagar-Dharan-Chatara-Ghaighat-Katari Sindhulimadi-Hetauda-Gaidakot-Rampur-Ramdi-Ridi-Balkot-Sandhikharka-Bijuwar-Sitalpati-Surkhet-Baddichaur-Sahajpur-Budar-Jogbudha-Rupal (Madan Bhandari Rajmarg)	1	Upgrading	**8.29**
938	NH09-014	Bahundangi-Shantinagar-Dharan-Chatara-Ghaighat-Katari Sindhulimadi-Hetauda-Gaidakot-Rampur-Ramdi-Ridi-Balkot-Sandhikharka-Bijuwar-Sitalpati-Surkhet-Baddichaur-Sahajpur-Budar-Jogbudha-Rupal (Madan Bhandari Rajmarg)	3	Upgrading	**5.18**
939	NH09-019	Bahundangi-Shantinagar-Dharan-Chatara-Ghaighat-Katari Sindhulimadi-Hetauda-Gaidakot-Rampur-Ramdi-Ridi-Balkot-Sandhikharka-Bijuwar-Sitalpati-Surkhet-Baddichaur-Sahajpur-Budar-Jogbudha-Rupal (Madan Bhandari Rajmarg)	5	Upgrading	**4.72**
940	NH09-031	Bahundangi-Shantinagar-Dharan-Chatara-Ghaighat-Katari Sindhulimadi-Hetauda-Gaidakot-Rampur-Ramdi-Ridi-Balkot-Sandhikharka-Bijuwar-Sitalpati-Surkhet-Baddichaur-Sahajpur-Budar-Jogbudha-Rupal (Madan Bhandari Rajmarg)	5	Upgrading	**14.89**
941	NH09-033	Bahundangi-Shantinagar-Dharan-Chatara-Ghaighat-Katari Sindhulimadi-Hetauda-Gaidakot-Rampur-Ramdi-Ridi-Balkot-Sandhikharka-Bijuwar-Sitalpati-Surkhet-Baddichaur-Sahajpur-Budar-Jogbudha-Rupal (Madan Bhandari Rajmarg)	5	Upgrading	**2.78**
942	NH09-033	Bahundangi-Shantinagar-Dharan-Chatara-Ghaighat-Katari Sindhulimadi-Hetauda-Gaidakot-Rampur-Ramdi-Ridi-Balkot-Sandhikharka-Bijuwar-Sitalpati-Surkhet-Baddichaur-Sahajpur-Budar-Jogbudha-Rupal (Madan Bhandari Rajmarg)	5	Upgrading	**1.39**

943	NH09-033	Bahundangi-Shantinagar-Dharan-Chatara-Ghaighat-Katari Sindhulimadi-Hetauda-Gaidakot-Rampur-Ramdi-Ridi-Balkot-Sandhikharka-Bijuwar-Sitalpati-Surkhet-Baddichaur-Sahajpur-Budar-Jogbudha-Rupal (Madan Bhandari Rajmarg)	5	Upgrading	**8.16**
944	NH09-042	Bahundangi-Shantinagar-Dharan-Chatara-Ghaighat-Katari Sindhulimadi-Hetauda-Gaidakot-Rampur-Ramdi-Ridi-Balkot-Sandhikharka-Bijuwar-Sitalpati-Surkhet-Baddichaur-Sahajpur-Budar-Jogbudha-Rupal (Madan Bhandari Rajmarg)	7	Upgrading	**6.20**
945	NH01-034	Existing East-West Highway	3	Upgrading	**20.08**
946	NH42-002	Thori-Bhandara-Malekhu, Galchi-Trishuli-Betrawati-Mailung-Syaphrubesi-Rasuwagadhi	3	Upgrading	**3.64**
947	NH42-003	Thori-Bhandara-Malekhu, Galchi-Trishuli-Betrawati-Mailung-Syaphrubesi-Rasuwagadhi	3	Upgrading	**1.06**
948	NH01-052	Existing East-West Highway	5	Upgrading	**6.80**
949	NH18-006	Balaju-Trishuli-Dhunche-Syaphrubesi	3	Upgrading	**4.84**
950	NH18-006	Balaju-Trishuli-Dhunche-Syaphrubesi	3	Upgrading	**0.78**
951	NH18-006	Balaju-Trishuli-Dhunche-Syaphrubesi	3	Upgrading	**3.15**
952	NH34-001	Kathmandu-Dhulikhel-Dolalghat-Khadichaur- Kodari (Arniko Rajmarg)	3	Upgrading	**3.19**
953	NH44-008	Thori-Bharatpur-Mugling, Aanbukharieni-Gorkha-Ghyampesal, Aarughat-Sirdibas-Roila Bhanjyang	4	Upgrading	**22.43**
954	NH01-038	Existing East-West Highway	4	Upgrading	**35.71**
955	NH01-043	Existing East-West Highway	5	Upgrading	**5.82**
956	NH42-001	Thori-Bhandara-Malekhu, Galchi-Trishuli-Betrawati-Mailung-Syaphrubesi-Rasuwagadhi	3	Upgrading	**2.55**
957	NH09-022	Bahundangi-Shantinagar-Dharan-Chatara-Ghaighat-Katari Sindhulimadi-Hetauda-Gaidakot-Rampur-Ramdi-Ridi-Balkot-Sandhikharka-Bijuwar-Sitalpati-Surkhet-Baddichaur-Sahajpur-Budar-Jogbudha-Rupal (Madan Bhandari Rajmarg)	5	Upgrading	**8.23**
958	NH09-025	Bahundangi-Shantinagar-Dharan-Chatara-Ghaighat-Katari Sindhulimadi-Hetauda-Gaidakot-Rampur-Ramdi-Ridi-Balkot-Sandhikharka-Bijuwar-Sitalpati-Surkhet-Baddichaur-Sahajpur-Budar-Jogbudha-Rupal (Madan Bhandari Rajmarg)	5	Upgrading	**11.17**
959	NH18-002	Balaju-Trishuli-Dhunche-Syaphrubesi	3	Upgrading	**4.33**

960	NH09-029	Bahundangi-Shantinagar-Dharan-Chatara-Ghaighat-Katari Sindhulimadi-Hetauda-Gaidakot-Rampur-Ramdi-Ridi-Balkot-Sandhikharka-Bijuwar-Sitalpati-Surkhet-Baddichaur-Sahajpur-Budar-Jogbudha-Rupal (Madan Bhandari Rajmarg)	5	Upgrading	**6.35**
961	NH18-002	Balaju-Trishuli-Dhunche-Syaphrubesi	3	Upgrading	**5.28**
962	NH09-025	Bahundangi-Shantinagar-Dharan-Chatara-Ghaighat-Katari Sindhulimadi-Hetauda-Gaidakot-Rampur-Ramdi-Ridi-Balkot-Sandhikharka-Bijuwar-Sitalpati-Surkhet-Baddichaur-Sahajpur-Budar-Jogbudha-Rupal (Madan Bhandari Rajmarg)	5	Upgrading	**4.20**
963	NH09-028	Bahundangi-Shantinagar-Dharan-Chatara-Ghaighat-Katari Sindhulimadi-Hetauda-Gaidakot-Rampur-Ramdi-Ridi-Balkot-Sandhikharka-Bijuwar-Sitalpati-Surkhet-Baddichaur-Sahajpur-Budar-Jogbudha-Rupal (Madan Bhandari Rajmarg)	5	Upgrading	**4.08**
964	NH09-035	Bahundangi-Shantinagar-Dharan-Chatara-Ghaighat-Katari Sindhulimadi-Hetauda-Gaidakot-Rampur-Ramdi-Ridi-Balkot-Sandhikharka-Bijuwar-Sitalpati-Surkhet-Baddichaur-Sahajpur-Budar-Jogbudha-Rupal (Madan Bhandari Rajmarg)	6	Upgrading	**6.98**
965	NH09-036	Bahundangi-Shantinagar-Dharan-Chatara-Ghaighat-Katari Sindhulimadi-Hetauda-Gaidakot-Rampur-Ramdi-Ridi-Balkot-Sandhikharka-Bijuwar-Sitalpati-Surkhet- Baddichaur-Sahajpur-Budar-Jogbudha-Rupal (Madan Bhandari Rajmarg)	6	Upgrading	**6.07**
966	NH09-036	Bahundangi-Shantinagar-Dharan-Chatara-Ghaighat-Katari Sindhulimadi-Hetauda-Gaidakot-Rampur-Ramdi-Ridi-Balkot-Sandhikharka-Bijuwar-Sitalpati-Surkhet-Baddichaur-Sahajpur-Budar-Jogbudha-Rupal (Madan Bhandari Rajmarg)	6	Upgrading	**10.10**
967	NH09-036	Bahundangi-Shantinagar-Dharan-Chatara-Ghaighat-Katari Sindhulimadi-Hetauda-Gaidakot-Rampur-Ramdi-Ridi-Balkot-Sandhikharka-Bijuwar-Sitalpati-Surkhet-Baddichaur-Sahajpur-Budar-Jogbudha-Rupal (Madan Bhandari Rajmarg)	6	Upgrading	**5.10**
968	NH01-006	Existing East-West Highway	1	Upgrading	**6.68**
969	NH01-009	Existing East-West Highway	1	Upgrading	**8.91**
970	NH21-002	Sitapaila-Dharke	3	Upgrading	**7.47**

971	NH09-026	Bahundangi-Shantinagar-Dharan-Chatara-Ghaighat-Katari Sindhulimadi-Hetauda-Gaidakot-Rampur-Ramdi-Ridi-Balkot-Sandhikharka-Bijuwar-Sitalpati-Surkhet-Baddichaur-Sahajpur-Budar-Jogbudha-Rupal (Madan Bhandari Rajmarg)	5	Upgrading	**15.43**
972	NH09-026	Bahundangi-Shantinagar-Dharan-Chatara-Ghaighat-Katari Sindhulimadi-Hetauda-Gaidakot-Rampur-Ramdi-Ridi-Balkot-Sandhikharka-Bijuwar-Sitalpati-Surkhet-Baddichaur-Sahajpur-Budar-Jogbudha-Rupal (Madan Bhandari Rajmarg)	5	Upgrading	**8.66**
973	NH01-007	Existing East-West Highway	1	Upgrading	**0.03**
974	NH01-017	Existing East-West Highway	2	Upgrading	**14.71**
975	NH01-018	Existing East-West Highway	2	Upgrading	**5.13**
976	NH01-007	Existing East-West Highway	1	Upgrading	**2.14**
977	NH01-012	Existing East-West Highway	2	Upgrading	**5.58**
978	NH34-002	Kathmandu-Dhulikhel-Dolalghat-Khadichaur- Kodari (Arniko Rajmarg)	3	Upgrading	**0.53**
979	NH17-012	Naubise-Mugling-Pokhara (Prithvi Rajmarg)	4	Upgrading	**4.69**
980	NH39-005	Kathmandu Ringroad	3	Upgrading	**1.68**
981	NH39-006	Kathmandu Ringroad	3	Upgrading	**1.19**
982	NH39-007	Kathmandu Ringroad	3	Upgrading	**3.40**
983	NH39-008	Kathmandu Ringroad	3	Upgrading	**0.94**
984	NH01-026	Existing East-West Highway	2	Upgrading	**13.51**
985	NH01-027	Existing East-West Highway	2	Upgrading	**12.79**
986	NH01-033	Existing East-West Highway	3	Upgrading	**0.55**
987	NH01-033	Existing East-West Highway	3	Upgrading	**2.33**
988	NH01-033	Existing East-West Highway	3	Upgrading	**0.87**
989	NH01-032	Existing East-West Highway	3	Upgrading	**4.59**
990	NH01-033	Existing East-West Highway	3	Upgrading	**1.84**
991	NH01-034	Existing East-West Highway	3	Upgrading	**3.82**
992	NH01-036	Existing East-West Highway	3	Upgrading	**1.32**
993	NH01-037	Existing East-West Highway	3	Upgrading	**0.33**
994	NH09-033	Bahundangi-Shantinagar-Dharan-Chatara-Ghaighat-Katari Sindhulimadi-Hetauda-Gaidakot-Rampur-Ramdi-Ridi-Balkot-Sandhikharka-Bijuwar-Sitalpati-Surkhet-Baddichaur-Sahajpur-Budar-Jogbudha-Rupal (Madan Bhandari Rajmarg)	5	Upgrading	**3.44**
995	NH01-046	Existing East-West Highway	5	Upgrading	**1.39**
996	NH01-041	Existing East-West Highway	5	Upgrading	**8.89**
997	NH44-001	Thori-Bharatpur-Mugling, Aanbukharieni-Gorkha-Ghyampesal, Aarughat-Sirdibas-Roila Bhanjyang	3	Upgrading	**19.20**

998	NH01-019	Existing East-West Highway	2	Upgrading	**13.94**
999	NH01-022	Existing East-West Highway	2	Upgrading	**1.96**
1000	NH01-050	Existing East-West Highway	5	Upgrading	**4.71**
1001	NH01-065	Existing East-West Highway	7	Upgrading	**34.57**
1002	NH01-068	Existing East-West Highway	7	Upgrading	**28.05**
1003	NH09-042	Bahundangi-Shantinagar-Dharan-Chatara-Ghaighat-Katari Sindhulimadi-Hetauda-Gaidakot-Rampur-Ramdi-Ridi-Balkot-Sandhikharka-Bijuwar-Sitalpati-Surkhet-Baddichaur-Sahajpur-Budar-Jogbudha-Rupal (Madan Bhandari Rajmarg)	7	Upgrading	**2.04**
1004	NH01-009	Existing East-West Highway	1	Upgrading	**6.37**
1005	NH21-001	Sitapaila-Dharke	3	Upgrading	**2.08**
1006	NH01-017	Existing East-West Highway	2	Upgrading	**5.02**
1007	NH01-010	Existing East-West Highway	1	Upgrading	**3.50**
1008	NH01-016	Existing East-West Highway	2	Upgrading	**4.82**
1009	NH01-002	Existing East-West Highway	1	Upgrading	**6.27**
1010	NH01-003	Existing East-West Highway	1	Upgrading	**6.22**
1011	NH01-004	Existing East-West Highway	1	Upgrading	**1.53**
1012	NH17-010	Naubise-Mugling-Pokhara (Prithvi Rajmarg)	4	Upgrading	**4.83**
1013	NH17-011	Naubise-Mugling-Pokhara (Prithvi Rajmarg)	4	Upgrading	**9.69**
1014	NH21-003	Sitapaila-Dharke	3	Upgrading	**14.23**
1015	NH01-014	Existing East-West Highway	2	Upgrading	**4.93**
1016	NH01-014	Existing East-West Highway	2	Upgrading	**15.80**
1017	NH01-015	Existing East-West Highway	2	Upgrading	**1.87**
1018	NH01-032	Existing East-West Highway	3	Upgrading	**0.80**
1019	NH01-031	Existing East-West Highway	3	Upgrading	**5.39**
1020	NH01-033	Existing East-West Highway	3	Upgrading	**5.46**
1021	NH01-050	Existing East-West Highway	5	Upgrading	**3.88**
1022	NH01-050	Existing East-West Highway	5	Upgrading	**0.91**
1023	NH01-054	Existing East-West Highway	5	Upgrading	**4.16**
1024	NH01-055	Existing East-West Highway	5	Upgrading	**0.40**
1025	NH01-062	Existing East-West Highway	5	Upgrading	**6.32**
1026	NH01-062	Existing East-West Highway	5	Upgrading	**8.69**
1027	NH01-062	Existing East-West Highway	5	Upgrading	**2.99**
1028	NH01-067	Existing East-West Highway	7	Upgrading	**4.23**
1029	NH01-070	Existing East-West Highway	7	Upgrading	**8.37**
1030	NH01-069	Existing East-West Highway	7	Upgrading	**7.70**
1031	NH39-012	Kathmandu Ringroad	3	Upgrading	**2.38**

1032	NH09-011	Bahundangi-Shantinagar-Dharan-Chatara-Ghaighat-Katari Sindhulimadi-Hetauda-Gaidakot-Rampur-Ramdi-Ridi-Balkot-Sandhikharka-Bijuwar-Sitalpati-Surkhet-Baddichaur-Sahajpur-Budar-Jogbudha-Rupal (Madan Bhandari Rajmarg)	3	Upgrading	**1.76**
1033	NH09-011	Bahundangi-Shantinagar-Dharan-Chatara-Ghaighat-Katari Sindhulimadi-Hetauda-Gaidakot-Rampur-Ramdi-Ridi-Balkot-Sandhikharka-Bijuwar-Sitalpati-Surkhet-Baddichaur-Sahajpur-Budar-Jogbudha-Rupal (Madan Bhandari Rajmarg)	3	Upgrading	**48.10**
1034	NH09-012	Bahundangi-Shantinagar-Dharan-Chatara-Ghaighat-Katari Sindhulimadi-Hetauda-Gaidakot-Rampur-Ramdi-Ridi-Balkot-Sandhikharka-Bijuwar-Sitalpati-Surkhet-Baddichaur-Sahajpur-Budar-Jogbudha-Rupal (Madan Bhandari Rajmarg)	3	Upgrading	**69.83**
1035	NH09-013	Bahundangi-Shantinagar-Dharan-Chatara-Ghaighat-Katari Sindhulimadi-Hetauda-Gaidakot-Rampur-Ramdi-Ridi-Balkot-Sandhikharka-Bijuwar-Sitalpati-Surkhet-Baddichaur-Sahajpur-Budar-Jogbudha-Rupal (Madan Bhandari Rajmarg)	3	Upgrading	**30.86**
1036	NH09-013	Bahundangi-Shantinagar-Dharan-Chatara-Ghaighat-Katari Sindhulimadi-Hetauda-Gaidakot-Rampur-Ramdi-Ridi-Balkot-Sandhikharka-Bijuwar-Sitalpati-Surkhet-Baddichaur-Sahajpur-Budar-Jogbudha-Rupal (Madan Bhandari Rajmarg)	3	Upgrading	**18.11**
1037	NH09-014	Bahundangi-Shantinagar-Dharan-Chatara-Ghaighat-Katari Sindhulimadi-Hetauda-Gaidakot-Rampur-Ramdi-Ridi-Balkot-Sandhikharka-Bijuwar-Sitalpati-Surkhet-Baddichaur-Sahajpur-Budar-Jogbudha-Rupal (Madan Bhandari Rajmarg)	3	Upgrading	**0.36**
1038	NH09-017	Bahundangi-Shantinagar-Dharan-Chatara-Ghaighat-Katari Sindhulimadi-Hetauda-Gaidakot-Rampur-Ramdi-Ridi-Balkot-Sandhikharka-Bijuwar-Sitalpati-Surkhet-Baddichaur-Sahajpur-Budar-Jogbudha-Rupal (Madan Bhandari Rajmarg)	5	Upgrading	**35.23**
1039	NH09-016	Bahundangi-Shantinagar-Dharan-Chatara-Ghaighat-Katari Sindhulimadi-Hetauda-Gaidakot-Rampur-Ramdi-Ridi-Balkot-Sandhikharka-Bijuwar-Sitalpati-Surkhet-Baddichaur-Sahajpur-Budar-Jogbudha-Rupal (Madan Bhandari Rajmarg)	5	Upgrading	**19.60**

1040	NH09-018	Bahundangi-Shantinagar-Dharan-Chatara-Ghaighat-Katari Sindhulimadi-Hetauda-Gaidakot-Rampur-Ramdi-Ridi-Balkot-Sandhikharka-Bijuwar-Sitalpati-Surkhet-Baddichaur-Sahajpur-Budar-Jogbudha-Rupal (Madan Bhandari Rajmarg)	5	Upgrading	**31.08**
1041	NH01-056	Existing East-West Highway	5	Upgrading	**26.99**
1042	NH09-001	Bahundangi-Shantinagar-Dharan-Chatara-Ghaighat-Katari Sindhulimadi-Hetauda-Gaidakot-Rampur-Ramdi-Ridi-Balkot-Sandhikharka-Bijuwar-Sitalpati-Surkhet-Baddichaur-Sahajpur-Budar-Jogbudha-Rupal (Madan Bhandari Rajmarg)	1	Upgrading	**25.82**
1043	NH09-003	Bahundangi-Shantinagar-Dharan-Chatara-Ghaighat-Katari Sindhulimadi-Hetauda-Gaidakot-Rampur-Ramdi-Ridi-Balkot-Sandhikharka-Bijuwar-Sitalpati-Surkhet-Baddichaur-Sahajpur-Budar-Jogbudha-Rupal (Madan Bhandari Rajmarg)	1	Upgrading	**11.83**
1044	NH09-002	Bahundangi-Shantinagar-Dharan-Chatara-Ghaighat-Katari Sindhulimadi-Hetauda-Gaidakot-Rampur-Ramdi-Ridi-Balkot-Sandhikharka-Bijuwar-Sitalpati-Surkhet-Baddichaur-Sahajpur-Budar-Jogbudha-Rupal (Madan Bhandari Rajmarg)	1	Upgrading	**36.89**
1045	NH09-004	Bahundangi-Shantinagar-Dharan-Chatara-Ghaighat-Katari Sindhulimadi-Hetauda-Gaidakot-Rampur-Ramdi-Ridi-Balkot-Sandhikharka-Bijuwar-Sitalpati-Surkhet-Baddichaur-Sahajpur-Budar-Jogbudha-Rupal (Madan Bhandari Rajmarg)	1	Upgrading	**5.24**
1046	NH09-006	Bahundangi-Shantinagar-Dharan-Chatara-Ghaighat-Katari Sindhulimadi-Hetauda-Gaidakot-Rampur-Ramdi-Ridi-Balkot-Sandhikharka-Bijuwar-Sitalpati-Surkhet-Baddichaur-Sahajpur-Budar-Jogbudha-Rupal (Madan Bhandari Rajmarg)	1	Upgrading	**42.44**
1047	NH09-020	Bahundangi-Shantinagar-Dharan-Chatara-Ghaighat-Katari Sindhulimadi-Hetauda-Gaidakot-Rampur-Ramdi-Ridi-Balkot-Sandhikharka-Bijuwar-Sitalpati-Surkhet-Baddichaur-Sahajpur-Budar-Jogbudha-Rupal (Madan Bhandari Rajmarg)	5	Upgrading	**0.43**
1048	NH09-009	Bahundangi-Shantinagar-Dharan-Chatara-Ghaighat-Katari Sindhulimadi-Hetauda-Gaidakot-Rampur-Ramdi-Ridi-Balkot-Sandhikharka-Bijuwar-Sitalpati-Surkhet-Baddichaur-Sahajpur-Budar-Jogbudha-Rupal (Madan Bhandari Rajmarg)	1	Upgrading	**80.49**

1049	NH09-007	Bahundangi-Shantinagar-Dharan-Chatara-Ghaighat-Katari Sindhulimadi-Hetauda-Gaidakot-Rampur-Ramdi-Ridi-Balkot-Sandhikharka-Bijuwar-Sitalpati-Surkhet-Baddichaur-Sahajpur-Budar-Jogbudha-Rupal (Madan Bhandari Rajmarg)	1	Upgrading	**14.82**
1050	NH09-021	Bahundangi-Shantinagar-Dharan-Chatara-Ghaighat-Katari Sindhulimadi-Hetauda-Gaidakot-Rampur-Ramdi-Ridi-Balkot-Sandhikharka-Bijuwar-Sitalpati-Surkhet-Baddichaur-Sahajpur-Budar-Jogbudha-Rupal (Madan Bhandari Rajmarg)	5	Upgrading	**18.69**
1051	NH09-010	Bahundangi-Shantinagar-Dharan-Chatara-Ghaighat-Katari Sindhulimadi-Hetauda-Gaidakot-Rampur-Ramdi-Ridi-Balkot-Sandhikharka-Bijuwar-Sitalpati-Surkhet-Baddichaur-Sahajpur-Budar-Jogbudha-Rupal (Madan Bhandari Rajmarg)	1	Upgrading	**1.80**
1052	NH09-015	Bahundangi-Shantinagar-Dharan-Chatara-Ghaighat-Katari Sindhulimadi-Hetauda-Gaidakot-Rampur-Ramdi-Ridi-Balkot-Sandhikharka-Bijuwar-Sitalpati-Surkhet-Baddichaur-Sahajpur-Budar-Jogbudha-Rupal (Madan Bhandari Rajmarg)	4	Upgrading	**75.50**
1053	NH09-033	Bahundangi-Shantinagar-Dharan-Chatara-Ghaighat-Katari Sindhulimadi-Hetauda-Gaidakot-Rampur-Ramdi-Ridi-Balkot-Sandhikharka-Bijuwar-Sitalpati-Surkhet-Baddichaur-Sahajpur-Budar-Jogbudha-Rupal (Madan Bhandari Rajmarg)	5	Upgrading	**2.57**
1054	NH09-028	Bahundangi-Shantinagar-Dharan-Chatara-Ghaighat-Katari Sindhulimadi-Hetauda-Gaidakot-Rampur-Ramdi-Ridi-Balkot-Sandhikharka-Bijuwar-Sitalpati-Surkhet-Baddichaur-Sahajpur-Budar-Jogbudha-Rupal (Madan Bhandari Rajmarg)	5	Upgrading	**2.04**
1055	NH09-028	Bahundangi-Shantinagar-Dharan-Chatara-Ghaighat-Katari Sindhulimadi-Hetauda-Gaidakot-Rampur-Ramdi-Ridi-Balkot-Sandhikharka-Bijuwar-Sitalpati-Surkhet-Baddichaur-Sahajpur-Budar-Jogbudha-Rupal (Madan Bhandari Rajmarg)	5	Upgrading	**8.14**
1056	NH09-030	Bahundangi-Shantinagar-Dharan-Chatara-Ghaighat-Katari Sindhulimadi-Hetauda-Gaidakot-Rampur-Ramdi-Ridi-Balkot-Sandhikharka-Bijuwar-Sitalpati-Surkhet-Baddichaur-Sahajpur-Budar-Jogbudha-Rupal (Madan Bhandari Rajmarg)	5	Upgrading	**6.17**

1057	NH09-029	Bahundangi-Shantinagar-Dharan-Chatara-Ghaighat-Katari Sindhulimadi-Hetauda-Gaidakot-Rampur-Ramdi-Ridi-Balkot-Sandhikharka-Bijuwar-Sitalpati-Surkhet-Baddichaur-Sahajpur-Budar-Jogbudha-Rupal (Madan Bhandari Rajmarg)	5	Upgrading	**15.73**
1058	NH09-033	Bahundangi-Shantinagar-Dharan-Chatara-Ghaighat-Katari Sindhulimadi-Hetauda-Gaidakot-Rampur-Ramdi-Ridi-Balkot-Sandhikharka-Bijuwar-Sitalpati-Surkhet-Baddichaur-Sahajpur-Budar-Jogbudha-Rupal (Madan Bhandari Rajmarg)	5	Upgrading	**0.97**
1059	NH09-033	Bahundangi-Shantinagar-Dharan-Chatara-Ghaighat-Katari Sindhulimadi-Hetauda-Gaidakot-Rampur-Ramdi-Ridi-Balkot-Sandhikharka-Bijuwar-Sitalpati-Surkhet-Baddichaur-Sahajpur-Budar-Jogbudha-Rupal (Madan Bhandari Rajmarg)	5	Upgrading	**1.36**
1060	NH09-033	Bahundangi-Shantinagar-Dharan-Chatara-Ghaighat-Katari Sindhulimadi-Hetauda-Gaidakot-Rampur-Ramdi-Ridi-Balkot-Sandhikharka-Bijuwar-Sitalpati-Surkhet-Baddichaur-Sahajpur-Budar-Jogbudha-Rupal (Madan Bhandari Rajmarg)	5	Upgrading	**17.26**
1061	NH18-006	Balaju-Trishuli-Dhunche-Syaphrubesi	3	Upgrading	**10.94**
1062	NH18-007	Balaju-Trishuli-Dhunche-Syaphrubesi	3	Upgrading	**11.24**
1063	NH17-001	Naubise-Mugling-Pokhara (Prithvi Rajmarg)	3	Upgrading	**11.12**
1064	NH17-001	Naubise-Mugling-Pokhara (Prithvi Rajmarg)	3	Upgrading	**7.06**
1065	NH17-002	Naubise-Mugling-Pokhara (Prithvi Rajmarg)	3	Upgrading	**21.67**
1066	NH17-003	Naubise-Mugling-Pokhara (Prithvi Rajmarg)	3	Upgrading	**22.31**
1067	NH17-004	Naubise-Mugling-Pokhara (Prithvi Rajmarg)	3	Upgrading	**8.30**
1068	NH17-006	Naubise-Mugling-Pokhara (Prithvi Rajmarg)	4	Upgrading	**7.25**
1069	NH17-007	Naubise-Mugling-Pokhara (Prithvi Rajmarg)	4	Upgrading	**16.57**
1070	NH17-008	Naubise-Mugling-Pokhara (Prithvi Rajmarg)	4	Upgrading	**5.02**
1071	NH17-010	Naubise-Mugling-Pokhara (Prithvi Rajmarg)	4	Upgrading	**17.18**
1072	NH18-004	Balaju-Trishuli-Dhunche-Syaphrubesi	3	Upgrading	**23.96**
1073	NH18-003	Balaju-Trishuli-Dhunche-Syaphrubesi	3	Upgrading	**7.96**
1074	NH34-004	Kathmandu-Dhulikhel-Dolalghat-Khadichaur- Kodari (Arniko Rajmarg)	3	Upgrading	**5.37**
1075	NH34-007	Kathmandu-Dhulikhel-Dolalghat-Khadichaur- Kodari (Arniko Rajmarg)	3	Upgrading	**4.59**
1076	NH34-012	Kathmandu-Dhulikhel-Dolalghat-Khadichaur-Kodari (Arniko Rajmarg)	3	Upgrading	**10.81**
1077	NH34-014	Kathmandu-Dhulikhel-Dolalghat-Khadichaur- Kodari (Arniko Rajmarg)	3	Upgrading	**6.69**
1078	NH34-008	Kathmandu-Dhulikhel-Dolalghat-Khadichaur-Kodari (Arniko Rajmarg)	3	Upgrading	**0.86**

1079	NH34-015	Kathmandu-Dhulikhel-Dolalghat-Khadichaur- Kodari (Arniko Rajmarg)	3	Upgrading	**27.30**
1080	NH34-010	Kathmandu-Dhulikhel-Dolalghat-Khadichaur-Kodari (Arniko Rajmarg)	3	Upgrading	**6.18**
1081	NH34-011	Kathmandu-Dhulikhel-Dolalghat-Khadichaur- Kodari (Arniko Rajmarg)	3	Upgrading	**12.03**
1082	NH34-013	Kathmandu-Dhulikhel-Dolalghat-Khadichaur-Kodari (Arniko Rajmarg)	3	Upgrading	**22.25**
1083	NH39-009	Kathmandu Ringroad	3	Upgrading	**2.47**
1084	NH39-011	Kathmandu Ringroad	3	Upgrading	**2.19**
1085	NH39-001	Kathmandu Ringroad	3	Upgrading	**1.03**
1086	NH39-003	Kathmandu Ringroad	3	Upgrading	**0.62**
1087	NH39-004	Kathmandu Ringroad	3	Upgrading	**0.49**
1088	NH44-005	Thori-Bharatpur-Mugling, Aanbukharieni-Gorkha-Ghyampesal, Aarughat-Sirdibas-Roila Bhanjyang	4	Upgrading	**0.90**
1089	NH44-006	Thori-Bharatpur-Mugling, Aanbukharieni-Gorkha-Ghyampesal, Aarughat-Sirdibas-Roila Bhanjyang	4	Upgrading	**24.06**
1090	NH44-004	Thori-Bharatpur-Mugling, Aanbukharieni-Gorkha-Ghyampesal, Aarughat-Sirdibas-Roila Bhanjyang	3	Upgrading	**19.87**
1091	NH42-004	Thori-Bhandara-Malekhu, Galchi-Trishuli-Betrawati-Mailung-Syaphrubesi-Rasuwagadhi	3	Upgrading	**21.92**
1092	NH42-003	Thori-Bhandara-Malekhu, Galchi-Trishuli-Betrawati-Mailung-Syaphrubesi-Rasuwagadhi	3	Upgrading	**30.12**
1093	NH42-001	Thori-Bhandara-Malekhu, Galchi-Trishuli-Betrawati-Mailung-Syaphrubesi-Rasuwagadhi	3	Upgrading	**29.22**
1094	NH42-006	Thori-Bhandara-Malekhu, Galchi-Trishuli-Betrawati-Mailung-Syaphrubesi-Rasuwagadhi	3	Upgrading	**14.70**
1095	NH42-007	Thori-Bhandara-Malekhu, Galchi-Trishuli-Betrawati-Mailung-Syaphrubesi-Rasuwagadhi	3	Upgrading	**2.76**
1096	NH42-007	Thori-Bhandara-Malekhu, Galchi-Trishuli-Betrawati-Mailung-Syaphrubesi-Rasuwagadhi	3	Upgrading	**1.26**
1097	NH42-009	Thori-Bhandara-Malekhu, Galchi-Trishuli-Betrawati-Mailung-Syaphrubesi-Rasuwagadhi	3	Upgrading	**5.75**
1098	NH42-010	Thori-Bhandara-Malekhu, Galchi-Trishuli-Betrawati-Mailung-Syaphrubesi-Rasuwagadhi	3	Upgrading	**0.25**
1099	NH42-013	Thori-Bhandara-Malekhu, Galchi-Trishuli-Betrawati-Mailung-Syaphrubesi-Rasuwagadhi	3	Upgrading	**1.45**
1100	NH42-014	Thori-Bhandara-Malekhu, Galchi-Trishuli-Betrawati-Mailung-Syaphrubesi-Rasuwagadhi	3	Upgrading	**14.10**
1101	NH09-032	Bahundangi-Shantinagar-Dharan-Chatara-Ghaighat-Katari Sindhulimadi-Hetauda-Gaidakot-Rampur-Ramdi-Ridi-Balkot-Sandhikharka-Bijuwar-Sitalpati-Surkhet-Baddichaur-Sahajpur-Budar-Jogbudha-Rupal (Madan Bhandari Rajmarg)	5	Upgrading	**2.62**

1102	NH01-051	Existing East-West Highway	5	Upgrading	**1.07**
1103	NH01-053	Existing East-West Highway	5	Upgrading	**9.17**
1104	NH01-064	Existing East-West Highway	7	Upgrading	**14.11**
1105	NH01-066	Existing East-West Highway	7	Upgrading	**10.00**
1106	NH34-006	Kathmandu-Dhulikhel-Dolalghat-Khadichaur- Kodari (Arniko Rajmarg)	3	Upgrading	**5.40**
1107	NH17-005	Naubise-Mugling-Pokhara (Prithvi Rajmarg)	4	Upgrading	**0.43**
1108	NH39-002	Kathmandu Ringroad	3	Upgrading	**2.91**
1109	NH09-041	Bahundangi-Shantinagar-Dharan-Chatara-Ghaighat-Katari Sindhulimadi-Hetauda-Gaidakot-Rampur-Ramdi-Ridi-Balkot-Sandhikharka-Bijuwar-Sitalpati-Surkhet-Baddichaur-Sahajpur-Budar-Jogbudha-Rupal (Madan Bhandari Rajmarg)	7	Upgrading	**18.23**
1110	NH09-037	Bahundangi-Shantinagar-Dharan-Chatara-Ghaighat-Katari Sindhulimadi-Hetauda-Gaidakot-Rampur-Ramdi-Ridi-Balkot-Sandhikharka-Bijuwar-Sitalpati-Surkhet-Baddichaur-Sahajpur-Budar-Jogbudha-Rupal (Madan Bhandari Rajmarg)	6	Upgrading	**16.10**
1111	NH09-040	Bahundangi-Shantinagar-Dharan-Chatara-Ghaighat-Katari Sindhulimadi-Hetauda-Gaidakot-Rampur-Ramdi-Ridi-Balkot-Sandhikharka-Bijuwar-Sitalpati-Surkhet-Baddichaur-Sahajpur-Budar-Jogbudha-Rupal (Madan Bhandari Rajmarg)	7	Upgrading	**34.70**
1112	NH01-040	Existing East-West Highway	4	Upgrading	**15.92**
1113	NH09-038	Bahundangi-Shantinagar-Dharan-Chatara-Ghaighat-Katari Sindhulimadi-Hetauda-Gaidakot-Rampur-Ramdi-Ridi-Balkot-Sandhikharka-Bijuwar-Sitalpati-Surkhet-Baddichaur-Sahajpur-Budar-Jogbudha-Rupal (Madan Bhandari Rajmarg)	6	Upgrading	**33.09**
1114	NH09-039	Bahundangi-Shantinagar-Dharan-Chatara-Ghaighat-Katari Sindhulimadi-Hetauda-Gaidakot-Rampur-Ramdi-Ridi-Balkot-Sandhikharka-Bijuwar-Sitalpati-Surkhet-Baddichaur-Sahajpur-Budar-Jogbudha-Rupal (Madan Bhandari Rajmarg)	7	Upgrading	**21.20**
1115	NH09-040	Bahundangi-Shantinagar-Dharan-Chatara-Ghaighat-Katari Sindhulimadi-Hetauda-Gaidakot-Rampur-Ramdi-Ridi-Balkot-Sandhikharka-Bijuwar-Sitalpati-Surkhet-Baddichaur-Sahajpur-Budar-Jogbudha-Rupal (Madan Bhandari Rajmarg)	7	Upgrading	**24.01**
1116	NH01-039	Existing East-West Highway	4	Upgrading	**14.25**
1117	NH01-044	Existing East-West Highway	5	Upgrading	**7.59**
1118	NH18-005	Balaju-Trishuli-Dhunche-Syaphrubesi	3	Upgrading	**3.32**

1119	NH9-043	Bahundangi-Shantinagar-Dharan-Chatara-Ghaighat-Katari Sindhulimadi-Hetauda-Gaidakot-Rampur-Ramdi-Ridi-Balkot-Sandhikharka-Bijuwar-Sitalpati-Surkhet-Baddichaur-Sahajpur-Budar-Jogbudha-Rupal (Madan Bhandari Rajmarg)	7	Upgrading	**10.63**
1120	NH1-004	Balaju-Trishuli-Dhunche-Syaphrubesi	3	Upgrading	**11.18**
1121	NH42008	Thori-Bhandara-Malekhu, Galchi-Trishuli-Betrawati-Mailung-Syaphrubesi-Rasuwagadhi	3	Upgrading	**3.79**
1122	NH42-012	Thori-Bhandara-Malekhu, Galchi-Trishuli-Betrawati-Mailung-Syaphrubesi-Rasuwagadhi	3	Upgrading	**17.24**
1123	NH42-011	Thori-Bhandara-Malekhu, Galchi-Trishuli-Betrawati-Mailung-Syaphrubesi-Rasuwagadhi	3	Upgrading	**13.26**
1124	NH18-006	Balaju-Trishuli-Dhunche-Syaphrubesi	3	Upgrading	**12.09**
1125	NH17-008	Naubise-Mugling-Pokhara (Prithvi Rajmarg)	4	Upgrading	**7.00**
1126	NH17-008	Naubise-Mugling-Pokhara (Prithvi Rajmarg)	4	Upgrading	**1.92**
1127	NH17-009	Naubise-Mugling-Pokhara (Prithvi Rajmarg)	4	Upgrading	**5.36**
1128	NH18-001	Balaju-Trishuli-Dhunche-Syaphrubesi	3	Upgrading	**1.93**
1129	NH01-008	Existing East-West Highway	1	Upgrading	**1.29**
1130	NH01-034	Existing East-West Highway	3	Upgrading	**6.21**
1131	NH01-033	Existing East-West Highway	3	Upgrading	**13.27**
1132	NH18-006	Balaju-Trishuli-Dhunche-Syaphrubesi	3	Upgrading	**9.13**
1133	NH18-006	Balaju-Trishuli-Dhunche-Syaphrubesi	3	Upgrading	**1.07**
1134	NH09-045	Bahundangi-Shantinagar-Dharan-Chatara-Ghaighat-Katari Sindhulimadi-Hetauda-Gaidakot-Rampur-Ramdi-Ridi-Balkot-Sandhikharka-Bijuwar-Sitalpati-Surkhet-Baddichaur-Sahajpur-Budar-Jogbudha-Rupal (Madan Bhandari Rajmarg)	7	Upgrading	**24.47**
1135	NH09-044	Bahundangi-Shantinagar-Dharan-Chatara-Ghaighat-Katari Sindhulimadi-Hetauda-Gaidakot-Rampur-Ramdi-Ridi-Balkot-Sandhikharka-Bijuwar-Sitalpati-Surkhet-Baddichaur-Sahajpur-Budar-Jogbudha-Rupal (Madan Bhandari Rajmarg)	7	Upgrading	**5.13**
1136	NH09-027	Bahundangi-Shantinagar-Dharan-Chatara-Ghaighat-Katari Sindhulimadi-Hetauda-Gaidakot-Rampur-Ramdi-Ridi-Balkot-Sandhikharka-Bijuwar-Sitalpati-Surkhet-Baddichaur-Sahajpur-Budar-Jogbudha-Rupal (Madan Bhandari Rajmarg)	5	Upgrading	**1.02**
1137	NH09-027	Bahundangi-Shantinagar-Dharan-Chatara-Ghaighat-Katari Sindhulimadi-Hetauda-Gaidakot-Rampur-Ramdi-Ridi-Balkot-Sandhikharka-Bijuwar-Sitalpati-Surkhet-Baddichaur-Sahajpur-Budar-Jogbudha-Rupal (Madan Bhandari Rajmarg)	5	Upgrading	**1.84**

1138	NH09-024	Bahundangi-Shantinagar-Dharan-Chatara-Ghaighat-Katari Sindhulimadi-Hetauda-Gaidakot-Rampur-Ramdi-Ridi-Balkot-Sandhikharka-Bijuwar-Sitalpati-Surkhet-Baddichaur-Sahajpur-Budar-Jogbudha-Rupal (Madan Bhandari Rajmarg)	5	Upgrading	**33.71**
1139	NH09-023	Bahundangi-Shantinagar-Dharan-Chatara-Ghaighat-Katari Sindhulimadi-Hetauda-Gaidakot-Rampur-Ramdi-Ridi-Balkot-Sandhikharka-Bijuwar-Sitalpati-Surkhet-Baddichaur-Sahajpur-Budar-Jogbudha-Rupal (Madan Bhandari Rajmarg)	5	Upgrading	**19.11**
1140	NH09-029	Bahundangi-Shantinagar-Dharan-Chatara-Ghaighat-Katari Sindhulimadi-Hetauda-Gaidakot-Rampur-Ramdi-Ridi-Balkot-Sandhikharka-Bijuwar-Sitalpati-Surkhet-Baddichaur-Sahajpur-Budar-Jogbudha-Rupal (Madan Bhandari Rajmarg)	5	Upgrading	**1.81**
1141	NH09-029	Bahundangi-Shantinagar-Dharan-Chatara-Ghaighat-Katari Sindhulimadi-Hetauda-Gaidakot-Rampur-Ramdi-Ridi-Balkot-Sandhikharka-Bijuwar-Sitalpati-Surkhet-Baddichaur-Sahajpur-Budar-Jogbudha-Rupal (Madan Bhandari Rajmarg)	5	Upgrading	**9.03**
1142	NH01-035	Existing East-West Highway	3	Upgrading	**2.11**
1143	NH01-036	Existing East-West Highway	3	Upgrading	**2.30**
1144	NH01-049	Existing East-West Highway	5	Upgrading	**5.08**
1145	NH09-005	Bahundangi-Shantinagar-Dharan-Chatara-Ghaighat-Katari Sindhulimadi-Hetauda-Gaidakot-Rampur-Ramdi-Ridi-Balkot-Sandhikharka-Bijuwar-Sitalpati-Surkhet-Baddichaur-Sahajpur-Budar-Jogbudha-Rupal (Madan Bhandari Rajmarg)	1	Upgrading	**1.60**
1146	NH09-034	Bahundangi-Shantinagar-Dharan-Chatara-Ghaighat-Katari Sindhulimadi-Hetauda-Gaidakot-Rampur-Ramdi-Ridi-Balkot-Sandhikharka-Bijuwar-Sitalpati-Surkhet-Baddichaur-Sahajpur-Budar-Jogbudha-Rupal (Madan Bhandari Rajmarg)	6	Upgrading	**25.26**
1147	NH09-040	Bahundangi-Shantinagar-Dharan-Chatara-Ghaighat-Katari Sindhulimadi-Hetauda-Gaidakot-Rampur-Ramdi-Ridi-Balkot-Sandhikharka-Bijuwar-Sitalpati-Surkhet-Baddichaur-Sahajpur-Budar-Jogbudha-Rupal (Madan Bhandari Rajmarg)	7	Upgrading	**6.86**

1148	NH09-035	Bahundangi-Shantinagar-Dharan-Chatara-Ghaighat-Katari Sindhulimadi-Hetauda-Gaidakot-Rampur-Ramdi-Ridi-Balkot-Sandhikharka-Bijuwar-Sitalpati-Surkhet-Baddichaur-Sahajpur-Budar-Jogbudha-Rupal (Madan Bhandari Rajmarg)	6	Upgrading	**7.68**
1149	NH39-010	Kathmandu Ringroad	3	Upgrading	**2.57**
1150	NH39-002	Kathmandu Ringroad	3	Upgrading	**0.64**
1151	NH44-007	Thori-Bharatpur-Mugling, Aanbukharieni-Gorkha-Ghyampesal, Aarughat-Sirdibas-Roila Bhanjyang	4	Upgrading	**22.89**
1152	NH44-008	Thori-Bharatpur-Mugling, Aanbukharieni-Gorkha-Ghyampesal, Aarughat-Sirdibas-Roila Bhanjyang	4	Upgrading	**78.14**
1153	NH09-044	Bahundangi-Shantinagar-Dharan-Chatara-Ghaighat-Katari Sindhulimadi-Hetauda-Gaidakot-Rampur-Ramdi-Ridi-Balkot-Sandhikharka-Bijuwar-Sitalpati-Surkhet-Baddichaur-Sahajpur-Budar-Jogbudha-Rupal (Madan Bhandari Rajmarg)	7	Upgrading	**1.03**
1154	NH09-037	Bahundangi-Shantinagar-Dharan-Chatara-Ghaighat-Katari Sindhulimadi-Hetauda-Gaidakot-Rampur-Ramdi-Ridi-Balkot-Sandhikharka-Bijuwar-Sitalpati-Surkhet-Baddichaur-Sahajpur-Budar-Jogbudha-Rupal (Madan Bhandari Rajmarg)	6	Upgrading	**14.09**