

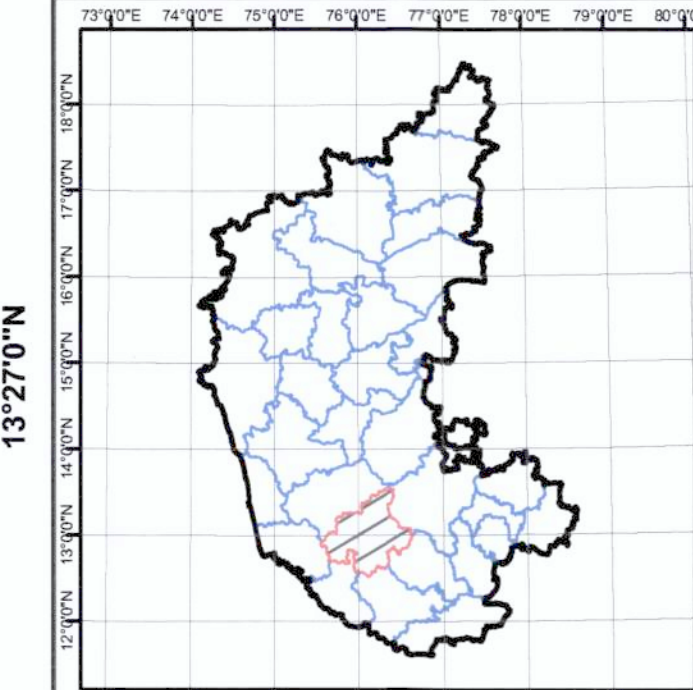


BANAVARA TOWN

PROPOSED ROAD NETWORK GRID PLAN

KEY MAP

STATE
KARNATAKA

DISTRICT
HASSAN

Legend

- 13°26'0"N
- Municipal Boundary
 - Village Boundary
 - Survey No. Boundary
 - Tank
 - River/Stream
 - Railway Line
 - National Highway
 - State Highway
 - Major District Road
 - Existing Road

- 
-  Municipal Area
 Impact Zone 2km on either side of the Proposed Ring Road
 Proposed 30M Ring Road
 Proposed 24M Grid Road
 Proposed 18M Grid Road
 Proposed Junctions

Map Specification:

- | | | |
|-----------|---|-----------------|
| 13°25'0"N | 1. Municipal Area of the town | -- 5.49 Sq.km |
| | 2. Area of Impact Zone on either side of the Proposed Ring Road | -- 102.17 Sq.km |
| | 3. Proposed 30m wide Ring Road - length | -- 24.40 km |
| | 4. Proposed 24m wide road - length | -- 10.65 km |
| | 5. Proposed 18m wide road - length | -- 45.45 km |

Planning Framework and Criteria Adopted for Preparation of the Road Grid Network

•The Road Grid Network Plan has been prepared in accordance with the provisions of Section 4-K(10)(b) of the Karnataka Town and Country Planning Act,1961,to facilitate orderly and sustainable future development.

- The proposed road grid network is designed to provide a structured framework for future planned development by improving accessibility, ensuring efficient traffic movement and distribution, and facilitating coordinated urban growth around the town.

- The Road Grid Network encompasses the existing town and extends up to 2 km beyond the municipal boundary, considering the anticipated growth and expansion of urban activities.

•Considering the potential for high-density development and increasing urbanization, a 2 km Impact Zone on either side of the proposed Ring Road has been identified to support and guide future development, improve traffic distribution, and reduce congestion within the existing town limits.

•Existing National Highways, State Highways, Major District Roads, and other major roads passing through the town have been integrated into the proposed network to ensure continuity, regional connectivity, and future accessibility.

*To enhance connectivity and provide an efficient circulation network, a grid-based road pattern has been proposed. The grid sizes vary according to local conditions and include modules such as $1.0 \text{ km} \times 1.0 \text{ km}$, $0.75 \text{ km} \times 0.75 \text{ km}$, $0.50 \text{ km} \times 0.50 \text{ km}$, $1.0 \text{ km} \times 0.75 \text{ km}$, $1.0 \text{ km} \times 0.50 \text{ km}$, and $0.75 \text{ km} \times 0.50 \text{ km}$, among other suitable combinations.

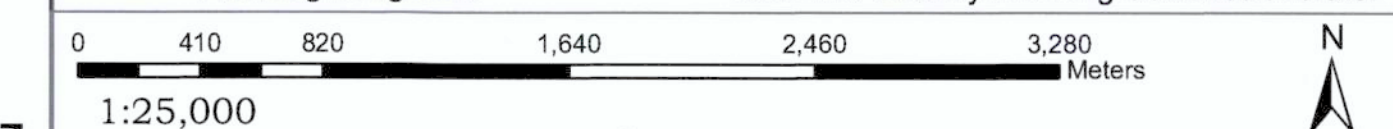
ಸರ್ಕಾರದ ಆದೇಶ ಸಂಖ್ಯೆ: ನಲಗಾ/ಹ/ಇಇಎ/2026/2
 ದಿನಾಂಕ: 09.09.2026 ರಲ್ಲಿ ಸೂಚಿಸಿರುವ
 ಪರಸ್ಪರಕ್ಕೆ ಬಲಪಟ್ಟು, ಕರ್ನಾಟಕದ ಹೆದ್ದಾರಿ ಮತ್ತು ಗ್ರಾಮೀಣ
 ಯೋಜನಾ ಕಾಯ್ದೆ, 1987 ರ ಅಡಿಯಲ್ಲಿ 45 (10) (ಬಿ) ರಲ್ಲಿ
 ಒದ್ದಾಡಿಸಿರುವ GIS Based Road Network Grid
 Plan ನಿರ್ಮಿಸಿರುವ ಕಾಯ್ದೆ ಕಲಂ 13(1) ರಲ್ಲಿ ಸರ್ಕಾರದಿಂದ
 ಪ್ರಾಥಮಿಕ ಅನುಮೋದನೆ ನೀಡಲಾಗಿದೆ.



(ಲತಾ ಕೆ.) 09/10/2020
ಸರ್ಕಾರದ ಅಧೀನ ಕಾರ್ಯದರ್ಶಿ
(ಅಭಿವೃದ್ಧಿ ಪ್ರಾಧಿಕಾರ & ನಯೋದ್ದೇಶ)
ನಗರಾಭಿವೃದ್ಧಿ ಇಲಾಖೆ

Thippareddy
Director of Town and Country
Planning Bengaluru.

Commissioner,
Urban Development Authorities &
Town and Country Planning Commissionerate.



13°21'0"N

GOVERNMENT OF KARNATAKA
DEPARTMENT OF TOWN AND COUNTRY PLANNING
BENGALURU