

Road No.	Name of Road	Length (km)	Proposed Lane Configuration							DP Width (m)	Land Use	Remarks
			Lane Requirement as per Year	Median	On both sides of center line							
					Carriage way	Paver Block	Paved Shoulder	Footpath	Landscaping			
1	Railway Station to Vazirabad Police Station	0.750	4	0.6	7.5	0	0	1.2	0	18.00	Urban	-
2	Vazirabad Police Station Gurudwara Gate No.1	0.540	4	0.60	6.00	0.00	0.00	1.20	0.00	15.00	Urban	-
3	Gurudwara Gate No. 1 to Keli Market (upto Crusher road/Ambekar Chowk)	0.762	4	0.60	7.50	0.00	0.00	1.20	0.00	18.00	Urban	-
4	Keli Market (Ambekar Chowk) to Barki Chowk	0.307	4	0.60	7.50	0.00	0.00	1.20	0.00	18.00	Urban	-
5	Barki Chowk to Darbar Masjid Chowk to Navghat	0.769	4	0.60	6.00	0.00	0.00	1.20	0.00	15.00	Urban	Median by edge marking. No barrier.
6	Darbar Masjid Chowk to Fort	0.265	2	0.00	3.75	1.50	0.00	1.50	2.25	18.00	Urban	-
7	Regional Workshop to Mutha Chowk	3.351	6	1.2	7.5	2.4	0	1.5	0	24.00	Urban	-
8	Mutha Chowk to Mahaveer Chowk to Tower Barki Chowk to Degloor Naka	2.903	6	1.2	7.5	2.4	0	1.5	0	24.00	Urban	-
9	Degloor Naka (with a ROB Maltekdi Railway Station) to Hingoli Road	3.830	6	1.2	10.5	2.4	0	1.5	0	30.00	Urban	-
10	Mutha Chowk to Govardhanghat (with a bridge on Godavari) to Latur Road (thru Kautha)	2.736	6	1.20	7.50	2.40	0.00	1.50	0.00	24.00	Urban	-
11	Gurudwara Parikrama-II	0.278	2	0.00	3.75	1.25	0.00	2.50	0.00	15.00	Urban	Near Gurudara
12	Baryam Singh Wine shop Gurudwara Gate No. 2 to Yatri Niwas	0.417	2	0.00	3.75	1.50	0.00	2.50	1.25	18.00	Urban	-

Improvement Proposal For Roads in Nanded City

APPENDIX

Road No.	Name of Road	Length (km)	Proposed Lane Configuration							DP Width (m)	Land Use	Remarks
			Lane Requirement as per Year	Median	On both sides of center line							
Carriage way	Paver Block	Paved Shoulder			Footpath	Landscaping						
13	Chikhalwadi Road to Bhagat Singh Road	0.667	2	0.00	3.75	1.25	0.00	2.50	0.00	15.00	Urban	-
14	Chikalwadi Road to Bhagat Singh Road to Crusher Road	0.978	2	0.00	3.75	1.50	0.00	2.50	1.25	18.00	Rural	Existing Pavement to be replaced by new crust.
15	Gurudwara Gate No. 3/4 to Bhagat Singh Road	0.156	2	0.00	3.75	1.25	0.00	2.50	0.00	15.00	Urban	-
16	Gurudwara Gate No. 4 (Parikrama) to Gurudwara Road (Lohar Galli C.C. Road)	0.420	2	0.00	3.75	1.25	0.00	2.50	0.00	15.00	Urban	
17	Gurudwara Gate No. 1 to Dena Bank to Nagina Ghat (Partially pedestrian road)	0.719	2	0.00	3.75	1.50	0.00	2.50	4.25	24.00	Urban	5.25 is for Parking
18	Gandhi Statue to Mahaveer Chowk	0.238	6	0.60	7.50	0.00	0.00	1.20	0.00	18.00	Urban	Refer Notes
19	Hingoli Gate (RUB) to Forest Office to Banda Ghat	1.833	6	0.60	7.50	0.00	0.00	1.20	0.00	18.00	Urban	Proposed ROB ( Ch.0+200 to 0+560)
22	Nagina Ghat to Banda Ghat	0.380	2	0.00	3.75	1.50	0.00	2.50	2.25	20.00	Urban	-
23	Vazirabad Road to Banda Ghat	0.387	2	0.00	3.75	1.25	0.00	2.50	0.00	15.00	Urban	-
24	Degloor Road through C.R.C. to Gyanamata School (with an RUB or ROB Crossing Railway)	2.413	4	0.00	3.75	1.50	0.00	1.50	5.25	24.00	Urban	Refer Notes, Slope and open drain proposed in stead of landscaping
26	Mahadeo Dalmill to Gorakshan Chikalwadi Road	0.529	2	0.00	3.75	1.50	0.00	1.50	8.25	30.00	Urban	-
27	Dr Savrikar Building to Navghat	0.797	2	0.00	3.75	2.25	0.00	1.50	0.00	15.00	Urban	-
28	Bafna Petrol Pump to Old Mondha to New Bridge on Godawari	1.399	6	0.60	7.50	0.00	0.00	1.20	0.00	18.00	Urban	-

Road No.	Name of Road	Length (km)	Proposed Lane Configuration							DP Width (m)	Land Use	Remarks
			Lane Requirement as per Year	Median	On both sides of center line							
					Carriage way	Paver Block	Paved Shoulder	Footpath	Landscaping			
28A	Khalsa RUB Approaches	0.663	4	0.00	3.75	2.25	0.00	1.50	0.00	15.00	Urban	-
29	Crusher Road (from Degloor Road) to Keli Market (Ambedkar Chowk)	0.798	2	0.00	3.75	1.50	0.00	1.50	2.25	18.00	Urban	-
30	Latur Road to Milk Dairy	1.546	2	0.00	3.75	1.50	0.00	1.50	2.25	18.00	Rural	2.25m Is for open drain
31	Navghat Bridge to Milk Dairy (Latur Road)	0.975	2	0.00	3.75	0.00	1.50	1.50	8.25	30.00	Rural	8.25m Is for slope and open drain
32	Airport (Forest Naka) to Chhatrapati Nagar	3.954	4	1.20	7.50	1.50	0.00	1.50	3.90	30.00	Urban	-
34	Pawdewadi Naka to Rest House	1.062	2	0.00	3.75	1.50	0.00	1.50	2.25	18.00	Urban	-
35	Shivajinagar ROB to Nasratpur	2.569	2	0.00	3.75	2.25	0.00	1.50	0.00	15.00	Urban	-
37	Shivaji Statue (Thru Z.P. Girls School) to Degloor Road	0.520	4	0.00	6.30	0.00	0.00	1.20	0.00	15.00	Urban	-
38a	Part of Western bypass (Southern Part inclu. Bridge)	3.900	2	0.00	3.75	1.50	0.00	1.50	8.25	30.00	Rural	8.25m Is for slope and open drain
39	Anand Nagar Road	2.117	6	1.20	10.50	2.40	0.00	1.50	0.00	30.00	Urban	-

Road No.	Name of Road	Length (km)	Proposed Lane Configuration							DP Width (m)	Land Use	Remarks
			Lane Requirement as per Year	Median	On both sides of center line							
					Carriage way	Paver Block	Paved Shoulder	Footpath	Landscaping			
40	Bhagyanagar to Yashwant College to Railway Station	2.052	6	1.20	7.50	1.40	0.00	1.50	0.00	22.00	Urban	-
41	Gakul Dairy to Degloor Road Junction	1.878	4	1.20	7.50	1.50	0.00	1.50	3.90	30.00	Rural	3.9m Is for slope and open drain
42	Degloor Road Junction to Old Godawari river bridge	1.160	4	1.20	7.50	1.50	0.00	1.50	3.90	30.00	Rural	3.9m Is for slope and open drain
<b>Total Length</b>		<b>51.018</b>										

BT : Bituminous Top  
 CC: Cement Concrete Road  
 up: Unpaved Shoulder  
 p: Paved Shoulder  
 MT: Metal Road  
 dr: Drain

IMPROVEMENT PROPOSAL FOR ROADS IN NANDED CITY

Sr. No.	Road No.	Name of Road	Length (km)	Existing Lane Configuration		Proposed Lane Configuration						DP Width (m)	Land Use	Pavement		Proposed Pavement Crust as Per Traffic & CBR			CD Works/Structures	Remarks	
				Configuration	No. of Lanes	Lane Requirement as per Year 2026	Median	On both sides of center line						Existing and Its Condition	Proposed	Traffic (MSA)	Design CBR Adopted	Crust			
								Carriageway	Paver Block	Paved Shoulder	Footpath										Landscape
1	1	Railway Station to Vazirabad Police Station	0.750	1) From 0-750 (1.5(p)+7(BT)+1.5(p)+2 (fp))	2	4	0.6	7.5	0	0	1.2	0	18.00	Urban	BT-Fair	Rigid	4	3	PQC-300 DLC-150	-	-
2	2	Vazirabad Police Station Gurudwara Gate No.1	0.540	1) From 0-100 (1.5(up)+7(BT)+1.0(p)) 2) From 100-540 (2.5(up)+5.4-7(CC)+2.5(p))	2	4	0.60	6.00	0.00	0.00	1.20	0.00	15.00	Urban	BT-Fair, Rigid-Fair	Rigid	1	3	PQC-300 DLC-150	-	-
3	3	Gurudwara Gate No. 1 to Keli Market (upto Crusher road/Ambekar Chowk)	0.762	1)From 0-300, 11-16 (CC) 2)From 300-762 5.4-7 (CC)	2-4	4	0.60	7.50	0.00	0.00	1.20	0.00	18.00	Urban	Rigid, Fair-Poor	Rigid	3	5	PQC-300 DLC-150, Overlay-275	Slab Culvert 2*2.8 x 2.0	-
4	4	Keli Market (Ambekar Chowk) to Barki Chowk	0.307	1) From 0-297(1.0(dr)+0.5(p)+5.5(BT)+0.5(p)+1.0(dr)) 2)From 297-307 (1.0(dr)+6.5(MT)+1.0(dr)),	1.5-2	4	0.60	7.50	0.00	0.00	1.20	0.00	18.00	Urban	BT-Fair	Flexible	-	3	BC-40, DBM-60 WMM-275	-	-
5	5	Barki Chowk to Darbar Masjid Chowk to Navghat	0.769	1) From 0-110 & 550-769 (0.5(dr)+5(BT)+0.5(dr)), 2) From 110-550 (0.5(dr)+4-	1.5	4	0.60	6.00	0.00	0.00	1.20	0.00	15.00	Urban	BT-Fair, Rigid-Bad	Rigid	-	3	PQC-300 DLC-150	-	Median by edge marking. No barrier.
6	6	Darbar Masjid Chowk to Fort	0.265	Missing Link	-	2	0.00	3.75	1.50	0.00	1.50	2.25	18.00	Urban	Missing Link	Flexible	-	3	BC-40, DBM-60 WMM-275	-	-
7	7	Regional Workshop to Mutha Chowk	3.351	1) From 0-551 (1.5(up)+12.5(BT)+1.5 (up)) 2) From 551-2400 (3.0(up)+7.5(BT)+0.5(m)+7.5(BT)+3.5 (up)) 3) From 2400-3351 (3.0(fp)+8.5(BT)+0.3(m)+8.5(BT)+3.0 (fp))	4	6	1.2	7.5	2.4	0	1.5	0	24.00	Urban	BT-Fair	Rigid	2	3	PQC-300 DLC-150	Slab Culvert 3.5 x 1.4	-
8	8	Mutha Chowk to Mahaveer Chowk to Tower Barki Chowk to Degloor Naka	2.903	1) From 0-1860 (1.5(p)+7(BT)+1.5 (p)) 2) From 1860-2903 (1.5(up)+5(BT)+1.5(up))	4	6	1.2	7.5	2.4	0	1.5	0	24.00	Urban	BT-Poor	Rigid	1	3	PQC-300 DLC-150	1 No. Pipe Culvert (2 x 900 φ)	-
9	9	Degloor Naka (with a ROB Malteki Railway Station) to Hingoli Road	3.830	Missing Link	-	6	1.2	10.5	2.4	0	1.5	0	30.00	Urban	Missing Link	Flexible	28	3	BC-40, DBM-140 WMM-250	4 Nos. Pipe Culvert (1000 φ) & 2 Nos. Pipe Culvert (2 x 1000 φ)	-
10	10	Mutha Chowk to Govardhanghat (with a bridge on Godavari) to Latur Road (thru Kautha)	2.790	1) From 0-660 (0.5-1.5(up)+5-7(BT)+0.5-1(up), 2) From 660-2150 missing link	1.5-2	6	1.20	7.50	1.50	0.00	1.50	0.00	24.00	Urban	BT-Fair	a) missing link with new Flexible crust	-	3	BC-40, DBM-150 WMM-275	5 Nos. Pipe Culvert (1200 φ)	-
11	11	Gurudwara Parikrama-II	0.278	1) From 0-278 Missing Link	-	2	0.00	3.75	1.25	0.00	2.50	0.00	15.00	Urban	Rigid-Bad	Flexible	-	4	BC-40, DBM-80 WMM-250	-	Near Gurudara

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				Configuration	No. of Lanes	Lane Requirement as per Year 2026	Median	On both sides of center line						Existing and Its Condition	Proposed	Traffic (MSA)	Design CBR Adopted	Crust			
								Carriageway	Paver Block	Paved Shoulder	Footpath										Landscaping
12	12	Baryam Singh Wine shop Gurudwara Gate No. 2 to Yatri Niwas	0.417	1) From 0-220 (2.0(up)+2-7.8(CC)+2(up), 2) From 220-417 (1.25(p)+5(BT)+1.25(p))	1.5-2	2	0.00	3.75	1.50	0.00	2.50	1.25	18.00	Urban	Rigid-Bad, BT-Fair	Flexible	1	4	BC-40, DBM-80 WMM-250	-	-
13	13	Chikhalwadi Road to Bhagat Singh Road	0.667	1) From 0-250 (5(MT), 2) From 250-580 (1.5(up)+5.5(BT)+1.5(up) 3) From 580 -670 (1.5(up)+5.5(CC)+1.5(up))	1-1.5	2	0.00	3.75	1.25	0.00	2.50	0.00	15.00	Urban	Rigid-Bad	Flexible	7	4	BC-40, DBM-80 WMM-250	-	-
14	14	Chikalwadi Road to Bhagat Singh Road to Crusher Road	0.978	1) From 0-570 (3(up)+3.5(BT)+3(up), 2) From 570-978 missing link	1	2	0.00	3.75	1.50	0.00	2.50	1.25	18.00	Rural	BT-Bad	Flexible	8	3	BC-40, DBM-60 WMM-275	-	Existing Pavement to be replaced by new crust.
15	15	Gurudwara Gate No. 3/4 to Bhagat Singh Road	0.156	1) From 0-156 (1.0(up)+3.0(BT)+1.0(up)),	1	2	0.00	3.75	1.25	0.00	2.50	0.00	15.00	Urban	BT-Bad	Flexible	-	4	BC-40, DBM-80 WMM-250	1 No. Pipe Culvert (3 x 1000 φ)	-
16	16	Gurudwara Gate No. 4 (Parikrama) to Gurudwara Road (Lohar Galli C.C.	0.420	1) From 0-160 (5-5.5( CC)) 2) From 160-420 (Missing Link)	0.5	2	0.00	3.75	1.25	0.00	2.50	0.00	15.00	Urban	Rigid-Bad	Rigid	-	4	PQC-300 DLC-150	1 No. Pipe Culvert (3 x 1000 φ)	-
17	17	Gurudwara Gate No. 1 to Dena Bank to Nagina Ghat (Partially pedestrian road)	0.719	1) From 0-350 (2(up)+7(MT)+2(up)), 2) From 350-719 (6.0-10.6(CC))	1.5-2	2	0.00	3.75	1.50	0.00	2.50	4.25	24.00	Urban	Rigid-Bad	Rigid	6	4	PQC-300 DLC-150	-	5.25 is for Parking
18	18	Gandhi Statue to Mahaveer Chowk	0.238	1) From 0-238 (0.3(dr)+1.0(up)+7(BT)+1(up)+0	2	6	0.60	7.50	0.00	0.00	1.20	0.00	18.00	Urban	BT-Fair	Rigid	1	3	PQC-300 DLC-150	-	Refer Notes
19	19	Hingoli Gate (RUB) to Forest Office to Banda Ghat	1.833	1)From 0-800 Proposed ROB 2) From 800-1160 (1(p)+7(BT)+0.6(m)+7(BT)+1(u)), 3) From1160-1400 10(BT)), 4) From1400-1838 Missing Link),	4	6	0.60	7.50	0.00	0.00	1.20	0.00	18.00	Urban	BT-Fair	Rigid	2	5	PQC-300 DLC-150	Proposed Slab Culvert 4.0 X 4.0	Proposed ROB ( Ch.0+200 to 0+560)
20	22	Nagina Ghat to Banda Ghat	0.380	1) From 0-340 (5.5-10.6(CC)),	1.5-3	2	0.00	3.75	1.50	0.00	2.50	2.25	20.00	Urban	Rigid-Bad	Flexible	3	3	BC-40, DBM-60 WMM-275	Slab Culvert 4.0 X 4.0	-
21	23	Vazirabad Road to Banda Ghat	0.387	1) From 0-387 (1.0(up)+3.5(BT)+1.0(up)),	1	2	0.00	3.75	1.25	0.00	2.50	0.00	15.00	Urban	BT-Fair	Flexible	-	3	BC-40, DBM-60 WMM-275	Slab Culvert 4.0 X 4.0	-
22	24	Degloor Road through C.R.C. to Gyanamata School (with an RUB or ROB Crossing Railway)	2.413	Cart Track/Missing Link	-	4	0.00	3.75	1.50	0.00	1.50	5.25	24.00	Urban	Cart Track	Flexible	77	3	BC-50, DBM-180 WMM-275	1 No. Pipe Culvert (1200 φ) & 1 No. Pipe Culvert (2 x 1000 φ)	Refer Notes, Slope and open drain proposed in stead of landscaping
23	26	Mahadeo Dalmill to Gorakshan Chikalwadi Road	0.529	1) From 0-120 & 300-529 Missing Link 2) From 120-300 (1.0(up)+3.5(BT/CC)+1.0(up)),	1	2	0.00	3.75	1.50	0.00	1.50	8.25	30.00	Urban	BT-Bad	Flexible	-	3	BC-40, DBM-80 WMM-275	-	-
24	27	Dr Savrikar Building to Navghat	0.797	1) From 0-660 (4-6.3(CC)), 2) From 660-797 (5(BT)),	1.5-2	2	0.00	3.75	2.25	0.00	1.50	0.00	15.00	Urban	Rigid-Bad	Flexible	12	3	BC-40, DBM-110 WMM-275	-	-

Sr. No.	Road No.	Name of Road	Length (km)	Existing Lane Configuration		Proposed Lane Configuration						DP Width (m)	Land Use	Pavement		Proposed Pavement Crust as Per Traffic & CBR			CD Works/Structures	Remarks	
				Configuration	No. of Lanes	Lane Requirement as per Year 2026	Median	On both sides of center line						Existing and Its Condition	Proposed	Traffic (MSA)	Design CBR Adopted	Crust			
								Carriageway	Paver Block	Paved Shoulder	Footpath										Landscaping
25	28	Bafna Petrol Pump to Old Mondha to New Bridge on Godawari	1.399	1) From 0-980 & 1070-1399 (0.6(up)+14(BT)+0.6(up)), 2) From 980-1070 (1.5-2(up)+5.5-10(BT)+1.5-2(up)),	4	6	0.60	7.50	0.00	0.00	1.20	0.00	18.00	Urban	Rigid-Fair	Rigid	12	4	PQC-300 DLC-150	Slab Culvert 6.0 x 2.5	-
26	28A	Khalsa RUB Approaches	0.663	1)From 0-200 (1.5(up)+5.5(BT)+1.5(up)), 2)From 200-663 (1.0(up)+5.0(MT)+1.0(up)),	2	4	0.00	3.75	2.25	0.00	1.50	0.00	15.00	Urban	Rigid-Fair	Flexible	12	3	BC-40, DBM-110 WMM-275	-	-
27	29	Crusher Road (from Degloor Road) to Keli Market (Ambedkar Chowk)	0.798	1) From 0-200 (1.0(dr)+1.5(up)+7(BT)+1.5(up)+1.0(dr)), 2) From 200-798 (1.5(up)+7(MT)+1.5(up)),	2	2	0.00	3.75	1.50	0.00	1.50	2.25	18.00	Urban	Metal Road, BT-Fair	Flexible	1	3	BC-40, DBM-60 WMM-275	-	-
28	30	Latur Road to Milk Dairy	1.546	1) From 0-1340 (1.5(up)+4(BT)+1.5(up)), 2) From 1340-1546 (MT)	1	2	0.00	3.75	1.50	0.00	1.50	2.25	18.00	Rural	BT-Fair	Flexible	25	3	BC-40, DBM-130 WMM-275	Slab Culvert 6.0 x 4.0	2.25m Is for open drain
29	31	Navghat Bridge to Milk Dairy (Latur Road)	0.975	1) From 0-400 (1.50(up)+3.5(BT)+1.5(up)), 2) From 400-975 6.5(MT))	1-2	2	0.00	3.75	0.00	1.50	1.50	8.25	30.00	Rural	Metal Road, BT-Fair	Flexible	1	3	BC-40, DBM-60 WMM-275	5 Nos. Pipe Culvert (1200 φ)	8.25m Is for slope and open drain
30	32	Airport (Forest Naka) to Chhatrapati Nagar	3.954	1) From 0-1000 (2.25(up)+1-1.2(p)+7(BT)+1-1.2(p)+2.25(up)), 2) From 1000-2400 2.25(up)+2.5(p)+7(BT)+2.5(p)+2.25(up)), 3) From 2400-3954 (1-1.5(up)+7(BT)+1-1.5(up)),	2	4	1.20	7.50	1.50	0.00	1.50	3.90	30.00	Urban	BT-Fair	Rigid	8	3	PQC-300 DLC-150	4 Nos. Pipe Culvert (1000 φ) & 2 Nos. Pipe Culvert (2 x 1000 φ)	-
31	33					4			0.00	0.00					Flexible						-
32	34	Pawdewadi Naka to Rest House	1.062	1) From 0-80(missing link) 2) From 80-1062 (1.50(up)+3.5-5.5(BT)+1.5(up)),	1.5-2	2	0.00	3.75	1.50	0.00	1.50	2.25	18.00	Urban	BT-Fair,	Flexible	1	3	BC-40, DBM-60 WMM-275	-	-
33	35	Shivajinagar ROB to Nasratpur	2.569	1) From 0-820 (0.5(up)+5.5-10(BT)+0.5(up)), 2) From 820-2200 (1.5(up)+7.5(MT)+1.5(up)) 3)From 2200-2569 (missing link)	2	2	0.00	3.75	2.25	0.00	1.50	0.00	15.00	Urban	BT-Fair, Rigid-Bad for Pedestrian only	Flexible	-	3	BC-40, DBM-60 WMM-275	1 No. Pipe Culvert (3 x 1000 φ), 1 No. Pipe Culvert (1200 φ) & 1 No. Pipe Culvert (2 x 1200 φ)	-
34	37	Shivaji Statue (Thru Z.P. Girls School) to Degloor Road	0.520	1) From 0-300 Missing Link 2) From 300-520 (3.0(CC)),	1	4	0.00	6.30	0.00	0.00	1.20	0.00	15.00	Urban	Rigid-Bad	Flexible	6	3	BC-40, DBM-80 WMM-275	-	-
35	38a	Part of Western bypass (Southern Part inclu. Bridge)	3.154	1) From 0-1060 (1.50(up)+5.5-7.0(BT)+1.5(up)), 2) From 1060-3900 (cart track/missing link)	1.5	2	0.00	3.75	1.50	0.00	1.50	8.25	30.00	Rural	BT Good	1) Overlay of BC 40 mm 2) Flexible new crust	-	3	BC-40, DBM-160 WMM-275	4 Nos. Pipe Culvert (1200 φ)	8.25m Is for slope and open drain

Sr. No.	Road No.	Name of Road	Length (km)	Existing Lane Configuration		Proposed Lane Configuration							DP Width (m)	Land Use	Pavement		Proposed Pavement Crust as Per Traffic & CBR			CD Works/Structures	Remarks
				Configuration	No. of Lanes	Lane Requirement as per Year 2026	Median	On both sides of center line							Existing and Its Condition	Proposed	Traffic (MSA)	Design CBR Adopted	Crust		
								Carriageway	Paver Block	Paved Shoulder	Footpath	Landscaping									
36	39	Anand Nagar Road	2.117	1) From 0-460 (1.50(up)+14-15(BT)+1.5), 2) From 460-2117 (1.50(up)+7(BT)+1.0(m)+7(BT)+1.5(up)),	4	6	1.20	10.50	2.40	0.00	1.50	0.00	30.00	Urban	BT-Fair,	a) Overlay on old pavement b)widening with new crustFlexible	6	5	BC-40, DBM-80 WMM-225	-	-
37	40	Bhagyanagar to Yashwant College to Railway Station	2.052	1) From 0-100 (1.5(up)+7(BT)+1.5 (up)), 2) From 300-900 and 1100-2052 (1.5(up)+10(BT)+1.5(up) 3) From 100-300 & 900-1100 (2.5(up)+15(BT)+2.5(up)	2	6	1.20	7.50	1.40	0.00	1.50	0.00	22.00	Urban	BT Good	a) Overlay on old pavement b)widening with new crustFlexible	2	4	BC-40, DBM-60 WMM-250	Slab Culvert 2*2.25 x 1.5	-
38	41	Gakul Dairy to Degloor Road Junction	1.878	1) From 0-1878 (2.5(up)+10-11(BT)+2.5(up)),	3	4	1.20	7.50	1.50	0.00	1.50	3.90	30.00	Rural	BT-Fair,	a) Overlay on old pavement b)widening with new crustFlexible	30	5	BC-40, DBM-140 WMM-250	1 No. Pipe Culvert (1200 φ) & 1 No. Pipe Culvert (2 x 1200 φ)	3.9m Is for slope and open drain
39	42	Degloor Road Junction to Old Godawari river bridge	1.256	1) From 0-1160 (1.0-2.0(up)+7-9.9(BT)+1.0-2.0(up)),	2	4	1.20	7.50	1.50	0.00	1.50	3.90	30.00	Rural	BT-Fair,	a) Overlay on old pavement b)widening with new crustFlexible	67	5	BC-50, DBM-150 WMM-250	1 No. Pipe Culvert (4 x 1200 φ)	3.9m Is for slope and open drain
<b>Total Length</b>			<b>50.422</b>																		

**Notes:**

- 1) As per discussion with Collector, NWMC on 02/0/06, roads of no.1,2,3,5,7,8,16,17,18,19,28,28A,32 are proposed as Rigid Pavement.
- 2) Total length of rigid pavement is 18.306 Km.
- 3) Minimum Pavement crust is proposed for Road No. 4,5,6,15,16,23,26 & 35 as there will be no commercial traffic expected
- 4) On Road No. 38A at present there is less commercial traffic.However pavement is designed for traffic of 50 MSA as Road No. 38A is part of Western bypass
- 5) As Road No. 11, 12, 13 & 15 are part of Parikrama, Pavement is designed for 4% CBR , 7 MSA.

**Abbreviation :**

BT : Bituminous Top  
 CC: Cement Concrete Road  
 up: Unpaved Shoulder  
 p: Paved Shoulder  
 MT: Metal Road  
 dr: Drain

## LANE CONFIGURATION FOR THE FOLLOWING ROADS IN NANDED CITY

SI No.	Road No.	Length (km)	Proposed Lane	Proposed Pavement Type	Lane Configuration (m)					DP Width (m)	Land Use	Remarks
					Median	Carriageway	Paved Shoulder	Landscaping	Footpath			
1	14	1.177	2	Flexible	0.00	3.75		3.25	2.00	18.00	Rural Area	
2	18	0.230	6	Rigid	0.60	7.50			1.20	18.00	Urban Area	
3	19	1.818	6	Rigid	0.60	7.50			1.20	18.00	Urban Area	
4	28	1.399	6	Rigid	0.60	7.50			1.20	18.00	Urban Area	
5	28A	0.427	4	Rigid	0.60	6.00			1.20	15.00	Urban Area	
6	4	0.305	4	Flexible	0.60	7.50			1.20	18.00	Urban Area	
7	5	0.758	4	Rigid	0.60	6.00			1.20	15.00	Urban Area	
8	6	0.228	2	Flexible	0.00	3.75		3.75	1.50	18.00	Urban Area	
9	27	0.797	2	Flexible	0.00	3.75		2.25	1.50	15.00	Rural Area	
10	29	0.798	2	Flexible	0.00	3.75		3.75	1.50	18.00	Urban Area	
11	23	0.387	2	Flexible	0.00	3.75		2.25	1.50	15.00	Rural Area	
12	26	0.529	2	Flexible	0.00	3.75		8.75	2.50	30.00	Urban Area	
13	32	3.900	4	Rigid	1.20	7.50		4.90	2.00	30.00	Urban Area	
					1.20	7.50	1.50		1.00	30.00	Rural Area	1.0m Unpaved Shoulder

Total **12.753**