

**GOVERNMENT OF KARNATAKA
KARNATAKA STATE HIGHWAYS IMPROVEMENT PROJECT
(Public Works Department)**

No. PIU/ KSHIP-III/ACTS/PKG-3/Escrow/2021-22 /26444

Project Implementation Unit
Karnataka State Highways,
Improvement Project,
K R Circle, Bengaluru – 560 001
Date:

To,

14 JAN 2022

The Principal Chief Conservator of Forest (FC)
Forest Department, Government of Karnataka
3rd Floor, Aranya Bhavan, 18th cross,
Malleshwaram, Bengaluru-560003

Dear Sir

Sub: KSHIP 3: Package 1B: Diversion of 16.8014 ha (revised from 14.0567 ha) of forest land in various Survey Numbers of Thoppahalli, Mandayala, Sunnakallu, Yendaguttapalli, Rayalpadu and Guntapalli villages, Srinivasapur Taluk, Kolar District for Widening (Two-laning with Paved Shoulder) of existing State Highway (SH-85) from Chintamani to Andhra Pradesh Border (total length 39.8 km) under Karnataka State Highway Improvement Project (KSHIP-III) in favour of the Executive Engineer, Karnataka State Highway Improvement Project (KSHIP), Tumkur.

Ref: MOEF & CC, Letter no, F.NO.4 KRC 1321/2021-BAN/1136, DATED:3-12-2021

Adverted to the above subject, Clarification/Information was sought by MoEF&CC vide letter cited under reference is submitted as below for consideration of the proposal.

- I. It is to be noted that, Chintamani to AP Border Road (SH-85) in the current condition is two (2) lane with earthen shoulders on both the sides. However, based on the traffic analysis and improvement proposal for the section was proposed as 2-lane with paved shoulders on both the sides and geometric improvement as per the design standards to improve safety of the highway users. The proposed Right of Way (ROW) varies from 25.00 meters to 30.00 meters. The impacts of the road projects during the construction period are generally short term and temporary in nature. Further, these impacts can be minimized through specific engineering solutions. Therefore, Environment Management Plan has been prepared to minimize the overall impact on environmental attributes by the proposed project works. The main key takeaways from the construction of this asset road, along with socio-economic development, are to achieve:
 - a. Reduction in accidents by 30%
 - b. Reduction in operation costs by 30%
 - c. Reduction in traveling time by 25%

II. Response to Queries:

Sl. No.	Queries raised by MOEF	KSHIP Responses
1.	The user agency has not provided the alternatives examined i.e., the possibility of widening in the non-forest area side of the project where both forest and non-forest areas are available on both side of existing road. Therefore, it is requested to explore the possibility of widening of proposed road in non-forest area	<p>The total length of the project is about 39.80 kms, of which about ~11kms is passing through/ along forest land at different locations. The road improvement proposal as considered with concentric widening to minimize the acquisition of forest land. Accordingly, the proposal was submitted for forest clearances.</p> <p>The alternative proposal for shifting the centre line of the ROW – either left hand side (LHS) or right-hand side (RHS) of the forest land – was examined. It was found that alternative proposal will require more forest land and the details are set out below:</p> <ol style="list-style-type: none"> Nachagadde at Ch. 59+275 km to 59+450 km - The proposed alignment is passing through the existing centerline of the road. The forest land is adjacent to both the sides of the existing road. Hence, exploring the possibility of alternative proposal is not required and original proposal is found more suitable. Thopalli at Ch. 75+700 km to Ch. 75+900 km - The proposed alignment is in the right side of the existing centerline of the road to avoid the black spot (accident zone) and improve the geometry of the road as per the required IRC standards. The forest land is adjacent to the RHS of the existing road. Hence, the forest land required in RHS is 0.118 Ha. As the forest land is in the RHS side, in the event of shifting the alignment to the LHS, an additional private land to an extent of ~1.52 Ha requirement will arise. Hence, the original proposal is found more suitable. Sunnakal and Mandyala, at Ch. 75+900 km to Ch. 78+800 km - The proposed alignment is almost on the existing centerline of the road. The forest land is adjacent to the RHS of the existing road. The water body at ch. 78+300 near Mandyala is located at the LHS side of the alignment. Hence, the forest land required

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		<p>in RHS is 1.7074Ha., which is unavoidable. As the forest land is in the RHS side, in the event of shifting the alignment to the LHS away from existing centerline, an additional private land to an extent of ~2.24 Ha requirement will arise and also will considerable disturbance to the existing water body which is not acceptable. It will also impact on the geometric design of the road further causing black spots (accident zone). Hence, the original proposal is found more suitable.</p> <p>d. Madranakapalli, Rayalpad and Yendaguttapalli, at Ch. 78+850 to Ch. 80+100 The proposed alignment is passing through the existing centerline of the road with one small realignment to improve geometry in LHS at Ch. 79+400 in non-forest section (reducing forest land impact). Rest alignment in this section has forest land on both sides of the existing road in majority stretch resulting in 3.3703 ha for diversion. Hence, exploring the possibility of alternative proposal is not required and original proposal is found more suitable.</p> <p>e. Yendaguttapalli, Rayalpad and Gontapalli between Ch. 80+100 to 83+020 km -The proposed alignment is almost in the centerline of the existing road, except at Ch. 82+250 to Ch. 82+650 where realignment is proposed to improve geometry and black spot leading to accidents. The forest land is adjacent to the RHS of the existing road. The Forest land required in RHS in this stretch is 2.68 Ha. As the forest land is in the RHS Side in the event of shifting the alignment to the LHS and additional private land requirement will arise. Further, BESCOM's substation - PowerGrid 66/11kv -at Ch. 82+000, LHS, will have to be shifted causing additional burden on the project in terms of time as well as cost.</p>


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		<p>Hence, the original proposal is found more suitable.</p> <p>f. Gontapalli at Ch. 83+020 to 86+977 km - The proposed alignment is passing through the existing centerline of the road. The forest land is adjacent to both the sides of the existing road. Hence, exploring the possibility of alternative proposal is not required and original proposal is found more suitable.</p>
	<p>Conclusion: As explained above, the possibility of widening of proposed road in non-forest area is explored and found that the original proposal is more suitable and has minimum impact on the forest area. Further, the original proposal avoids the impacts on 3 water bodies and 1 power station (66/11 kv). Also, the alternative alignments/proposal will not meet the engineering requirements which are essential to maintain the safety of the road users.</p>	
2.	<p>The toll plaza and rest area have been proposed for construction in forest area, which is a non-site-specific activity. Therefore, user agency, may be directed to explore alternatives for construction of rest area and toll plaza in non-forest area.</p>	<p>It is to be noted that the toll plaza and the rest area have been proposed at Ch. 60 km and Ch. 64km respectively. We wish to notify that it is a site-specific activity and the location is justified for construction of toll plaza due to the following reasons:</p> <ol style="list-style-type: none"> The proposed toll plaza requires a total land area of 3.0761 Ha. out of which 2.4681 Ha forest land and 0.608 Ha of private land. The proposed rest area at Ch. 64+000 requires no forest area/land as 1.4476 Ha. Of non-forest land is envisaged. As per the IRC guidelines, NHAI policy the toll plaza shall be constructed at least 10 kms away from the municipal area, the minimum distance from the adjacent toll plaza should be around 60 km. The toll plaza will have the facilities for construction of multiple lanes, toll counters, admin block, quarters, storage areas, cafeteria, parking areas, green cover area etc. Toll Plaza provision helps State Govt. to collect toll revenue which further helps the State Govt. to recover expenditure for the improvement and also to implement other infrastructure projects in the state to improve

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		<p>mobility and transport of goods and vehicles thus improving economy of the state and also safety of highway users. Toll Plaza also house emergency response vehicles such as ambulances and petrol vehicles thus ensuring safety of highway users and providing first response to any accidents occurring on the highway.</p> <p>f. One toll plaza has been proposed at km 60+250, for 40 km long project road stretch starting from Chintamani to AP Border. This is in accordance with NHAI toll policy according to which a toll plaza should be at a distance of 10 km from a municipal or local town area. As such considering Chintamani settlement the Toll plaza was warranted to be located beyond Chainage 56+000.</p> <p>g. Further it was noted that traffic slippage of around 20% is envisaged beyond existing junction with SH 99 at Ch. 62+300 in LHS and 63+600 in RHS with details as shown in table below.</p> <table><tr><th rowspan="2">Section</th><th colspan="2">Chainage</th><th rowspan="2">Toll-able PCUs</th></tr><tr><th>From</th><th>To</th></tr><tr><td>HS-1</td><td>47+203</td><td>63+645</td><td>6,317</td></tr><tr><td>HS-2</td><td>63+645</td><td>87+331</td><td>5,295</td></tr></table> <p>h. Due to Traffic slippage envisaged with reduced revenue from Toll Plaza and with other details explained above it was decided to propose toll plaza between, Ch. 56+000 to 62+300.</p>	Section	Chainage		Toll-able PCUs	From	To	HS-1	47+203	63+645	6,317	HS-2	63+645	87+331	5,295
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	From	To														
HS-1	47+203	63+645	6,317													
HS-2	63+645	87+331	5,295													
	<p>Conclusion: Based on the above facts it can be seen that the land considered for Toll plaza being Forest land was brought to the notice of KSHIP at a very later date post award of work to qualified concessionaire. Provision of toll plaza was purely based on technical ground and field condition and in compliance to Toll Plaza policy requirement, as such the Toll plaza location identified was found appropriate.</p>															

It to brought to your kind notice that the project is in an advanced construction stage and therefore the proposal submitted above is very crucial to achieve the desired progress and socio-

economic development of the State. Therefore, we humbly request your kind office to consider, process and provide the necessary approval/ clearances from MoEF.

Yours Faithfully,


Project Director
PIU, KSHIP,
Bengaluru

Copy Submitted to the:

- 1) Additional Chief Secretary, Public works Department, Vikasa Soudha, Bengaluru for kind information.
- 2) Additional Chief Secretary, Government of Karnataka, Forest, Ecology and Environment, MS-Building, Bengaluru for kind information
- 3) The Chief Project Officer, PIU ,KSHIP, for kind information

Copy to:

- 1) The DFO, KOLAR for information.
- 2) Executive Engineer, KSHIP Division Bengaluru for information and necessary action.
- 3) ACF, PIU, KSHIP, Bengaluru for information and necessary action.
- 4) Environment Specialist, KSHIP, Bengaluru for information and necessary action.