



भारतीय राष्ट्रीय राजमार्ग प्राधिकरण
National Highways Authority of India
(सड़क परिवहन एवं राजमार्ग मंत्रालय) भारत सरकार
(Ministry of Road Transport and Highways)
Government Of India



NHAI/PIU-RMNG/12015/2022-23/ 2058

Date: 16 12 2022

To

The Deputy Director,
Sathyamangalam Tiger Reserve,
HASSANUR FOREST DIVISION,
Tamilnadu.

Sub: Consultancy Services for Preparation of Detailed Project Report for the Rehabilitation and Upgradation of Tamil Nadu / Karnataka Border – Bangalore section of NH-209 in the State of Karnataka (DPR/Kar/Phase-IVB/2/2010) – BRT Stretch from Design chainage from 266+449 to Km 288+936 (22.487 Kms) - **Compliance to EDS reg**

Ref: 1. Forest Proposal No. FP/TN/ROAD/121598/2021 in the State of Tamil Nadu.
2. Letter No.C.No.3986/2021/D, dated 21.10.2021.
3. Letter No.C.No.3986/2021/D, dated 23.11.2022.

Sir,

Please refer to the above cited subject, submitting the compliances to the conditions (ref: 3) in the following table along with the necessary draft undertakings required as per the stipulated conditions and requested for further necessary action:

S.No	Comment	Compliance
1	Current Status of ownership of NH-209 and existing width of road from existing km 266.448 to km 290.706 may be submitted to this office at the earliest.	As per the Gazette notification no. S.O.3335 (E) dated.27.10.2016 the stretch from Km.266.530 to Km.461.550 Entrusted to NHAI. Accordingly, the project stretches from Km 266.480 to Km 290.706 with NHAI. The current status of the project stretch from Km.266.480 to Km 290.706 is Project Director, NHAI, Ramanagara. Earlier, owner is EE, NH Division, Bangalore. The RoW details is enclosed as Annexure-1 .
2	Certificate needed for non-forest area land available in this location issued by the concern authorities.	An undertaking for the same is uploaded in the Proposal as Annexure-2 .
3	In alternative analysis, the forest land diversion cost through existing road is mentioned as 26.50 Cr and for alternative option (partly existing and partly realignment), the forest land diversion cost mentioned as 12.78 Cr. In last query, the breakup, and details of this was asked for better understanding of alternative option. It was not submitted. Hence, it may be submitted to this office at the earliest. Along this, the forest land to be diverted in case of existing route should be marked on map comprehensively ie. How many km of existing 24.28 km falls under RF of BRT tiger reserve if existing route is carried out.	The breakup of Rs. 26.50 Cr of the forest land Diversion cost is given in Annexure-3 . Breakup:- Tentative Forest length is 7.15 Km & 30m width required for RoW. (Rate is 50 lakhs per Acre, Say) (Hence, 7.15 X 1000 X 30 X 2.47 X 50 lakhs is 25.6 Cr.) The Project Road Existing Alignment Superposed in BRT Tiger Reserve Map is enclosed in Annexure-4 .

Project Implementation Unit : Ramanagara

बसवनपुर (रामदेवरपाद), रामनगर, कर्नाटक - ५६२१२८ Basavanapura (Ramadevarapada), Ramanagara, Karnataka - 562128

Phone No.: 080 - 29780089, E-mail : piuramanagara@gmail.com, piuramanagara@nhai.org

Head Quarters : G-5 & 6, Sector -10, Dwarka, New delhi -110075. Ph.: 011-2507410

S.No	Comment	Compliance
4	For both existing and alternative options, the design chainage 266+500 to design chainage 276+800 is common. But, it seems that forest land diversion was calculated from design chainage 266+500 in existing option, while in forest land diversion was calculated from design chainage 278+870 for alternative option. This may be clarified in detail. It may also be explained to this office that why existing road width is included in the forest land diversion cost for calculation of project cost and forest land cost in existing option.	For alternative option design chainage starts at Km 278+870, hence forest land diversion is calculated from this Chainage (km 278+870). In existing road, the starting chainage is 266+500, hence forest land diversion is calculated this chainage (km 266+500). As per Original Owner, EE-NH Division, Bangalore; the RoW available in this BRT stretch is more than 25m width. But, as per Forest land records / Maps, no existing road width mentioned. However, 12m ROW is available, vehicles are plying on this 12 m width of Road. But, forest officials agreed to give 12m RoW only for Road Widening / Improvements Works in this BRT Stretch during Join site inspection. Due to this the cost of existing Road width is also considered and included in the Forest Land Diversion Cost.

Thanking you,

Yours faithfully,

(B.T. Sridhara)

GM(T) & PD



Annexure - 1

GOVERNMENT OF KARNATAKA
(PW, P & IWT Department)
National Highways

NO: NHDB /JE-2/Genl/2014-15/1464

O/o the Executive Engineer,
NH Division, Bangalore

Date: 11-08-14

To,

The Project Director,
National Highways Authority of India,
Sy. No-13, 14th km,
Nagasandra,
Tumkur road (NH-4).
Bangalore-560073.

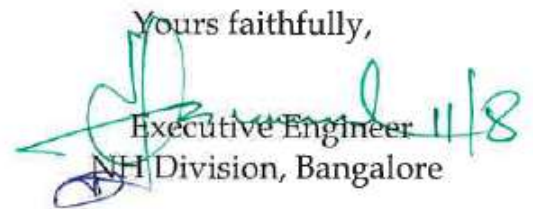
Sir,

Sub: Widening of existing 2- lane to 4- lane of Tamil Nadu/ Karnataka border to Bangalore section from km 266.530 to km 469.310 of NH-209 in the state of Karnataka- Request for right of way/ Carriage way details from km 266.530 to km 296.53 of NH-209-reg.

Ref: Your office letter No: NHAI/27015/1/2010/PIU-BNG/2050 Dtd: 06-08-2014.

With reference to above subject, in your office letter it has requested to submit the details of right of way/ Carriage way details from km 266.530 to km 296.53 of NH-209. The details are here with submitted for your kind perusal & further needful.

Yours faithfully,


Executive Engineer
NH Division, Bangalore

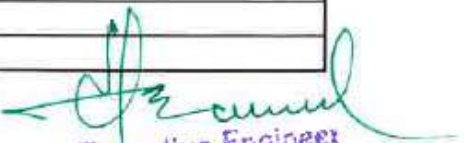
ROW Detials of National Highways pertaining NH-209 D-B

Sl No.	NH No.	Chainage		ROW in Mts (Avg)	Carriage way
		From	To		
1	209	266.000	267.000	35.70	5.50
2	209	267.000	268.000	35.05	5.50
3	209	268.000	269.000	31.25	5.50
4	209	269.000	270.000	30.25	5.50
5	209	270.000	271.000	31.25	5.50
6	209	271.000	272.000	28.10	5.50
7	209	272.000	273.000	26.60	5.50
8	209	273.000	274.000	29.40	5.50
9	209	274.000	275.000	33.25	5.50
10	209	275.000	276.000	30.35	5.50
11	209	276.000	277.000	28.35	5.50
12	209	277.000	278.000	33.30	5.50
13	209	278.000	279.000	29.35	5.50
14	209	279.000	280.000	29.20	5.50
15	209	280.000	281.000	27.15	5.50
16	209	281.000	282.000	22.40	5.50
17	209	282.000	283.000	27.25	5.50
18	209	283.000	284.000	26.75	5.50
19	209	284.000	285.000	25.25	5.50
20	209	285.000	286.000	23.65	5.50
21	209	286.000	287.000	23.00	5.50
22	209	287.000	288.000	24.80	5.50
23	209	288.000	289.000	29.95	5.50
24	209	289.000	290.000	34.65	5.50
25	209	290.000	291.000	27.90	5.50
26	209	291.000	292.000	21.25	5.50
27	209	292.000	293.000	20.65	5.50
28	209	293.000	294.000	22.65	5.50
29	209	294.000	295.000	21.95	7.50
30	209	295.000	296.000	23.30	7.50
31	209	296.000	297.000	22.90	7.50


 Executive Engineer
 NH Division, Bangalore

ROW Detials of National Highways pertaining to NH Division Bangalore

SI No.	NH No.	Chainage		ROW in Mts (Avg)	Remarks
		From	To		
	NH 209 Dindigal - Bangalore section				
1	209	265.000	266.000	34.50	
2	209	266.000	267.000	35.70	
3	209	267.000	268.000	35.05	
4	209	268.000	269.000	31.25	
5	209	269.000	270.000	30.25	
6	209	270.000	271.000	31.25	
7	209	271.000	272.000	28.10	
8	209	272.000	273.000	26.60	
9	209	273.000	274.000	29.40	
10	209	274.000	275.000	33.25	
11	209	275.000	276.000	30.35	
12	209	276.000	277.000	28.35	
13	209	277.000	278.000	33.30	
14	209	278.000	279.000	29.35	
15	209	279.000	280.000	29.20	
16	209	280.000	281.000	27.15	
17	209	281.000	282.000	22.40	
18	209	282.000	283.000	27.25	
19	209	283.000	284.000	26.75	
20	209	284.000	285.000	25.25	
21	209	285.000	286.000	23.65	
22	209	286.000	287.000	23.00	
23	209	287.000	288.000	24.80	
24	209	288.000	289.000	29.95	
25	209	289.000	290.000	34.65	
26	209	290.000	291.000	27.90	
27	209	291.000	292.000	21.25	
28	209	292.000	293.000	20.65	
29	209	293.000	294.000	22.65	
30	209	294.000	295.000	21.95	
31	209	295.000	296.000	23.30	
32	209	296.000	297.000	22.90	
33	209	297.000	298.000	21.00	
34	209	298.000	299.000	25.40	
35	209	299.000	300.000	29.50	
36	209	300.000	301.000	25.80	
37	209	301.000	302.000	20.20	
38	209	302.000	303.000	20.60	
39	209	303.000	304.000	19.00	
40	209	304.000	305.000	17.30	
41	209	305.000	306.000	24.15	
42	209	306.000	307.000	28.00	
43	209	307.000	308.000	24.90	
44	209	308.000	309.000	21.70	
45	209	309.000	310.000	23.10	
46	209	310.000	311.000	23.65	
47	209	311.000	312.000	22.60	
48	209	312.000	313.000	19.40	
49	209	313.000	314.000	16.80	
50	209	314.000	315.000	21.70	


 Executive Engineer
 N.H. Division,
 Bangalore

51	209	315.000	316.000	23.20	
52	209	316.000	317.000	21.40	
53	209	317.000	318.000	21.90	
54	209	318.000	319.000	23.10	
55	209	319.000	320.000	21.65	
56	209	320.000	321.000	18.85	
57	209	321.000	322.000	16.80	
58	209	322.000	323.000	21.75	
59	209	323.000	324.000	20.45	
60	209	324.000	325.000	14.90	
61	209	325.000	326.000	17.45	
62	209	326.000	327.000	20.40	
63	209	327.000	328.000	22.20	
64	209	328.000	329.000	21.95	
65	209	329.000	330.000	21.70	
66	209	330.000	331.000	22.65	
67	209	331.000	332.000	24.00	
68	209	332.000	333.000	21.50	
69	209	333.000	334.000	16.00	
70	209	334.000	335.000	10.60	
71	209	335.000	336.000	14.20	
72	209	336.000	337.000	20.50	
73	209	337.000	338.000	19.05	
74	209	338.000	339.000	17.25	
75	209	339.000	340.000	16.30	
76	209	340.000	341.000	16.60	
77	209	341.000	342.000	16.05	
78	209	342.000	343.000	16.90	
79	209	343.000	344.000	20.85	
80	209	344.000	345.000	23.00	
81	209	345.000	346.000	23.75	
82	209	346.000	347.000	21.70	
83	209	347.000	348.000	28.85	
84	209	348.000	349.000	38.65	
85	209	349.000	350.000	44.40	
86	209	350.000	351.000	43.55	
87	209	351.000	352.000	28.95	
88	209	352.000	353.000	23.35	
89	209	353.000	354.000	23.45	
90	209	354.000	355.000	21.95	
91	209	355.000	356.000	17.30	
92	209	356.000	357.000	19.50	
93	209	357.000	358.000	26.00	
94	209	358.000	359.000	27.15	
95	209	359.000	360.000	23.65	
96	209	360.000	361.000	21.95	
97	209	361.000	362.000	24.10	
98	209	362.000	363.000	27.50	
99	209	363.000	364.000	26.85	
100	209	364.000	365.000	21.75	
101	209	365.000	366.000	24.70	
102	209	366.000	367.000	25.40	
103	209	367.000	368.000	21.70	
104	209	368.000	369.000	22.50	
105	209	369.000	370.000	25.00	
106	209	370.000	371.000	22.50	
107	209	371.000	372.000	22.50	
108	209	372.000	373.000	25.00	
109	209	373.000	374.000	22.50	



110	209	374.000	375.000	20.00	
111	209	375.000	376.000	22.50	
112	209	376.000	377.000	25.00	
113	209	377.000	378.000	22.50	
114	209	378.000	379.000	22.50	
115	209	379.000	380.000	25.50	
116	209	380.000	381.000	28.50	Gowdagere
117	209	381.000	382.000	26.50	
118	209	382.000	383.000	32.50	
119	209	383.000	384.000	33.00	
120	209	384.000	385.000	30.00	Hadly circle
121	209	385.000	386.000	29.00	
122	209	386.000	387.000	33.50	
123	209	387.000	388.000	38.50	
124	209	388.000	389.000	32.50	
125	209	389.000	390.000	24.50	
126	209	390.000	391.000	21.00	
127	209	391.000	392.000	25.00	T.K Halli
128	209	392.000	393.000	29.50	
129	209	393.000	394.000	29.50	
130	209	394.000	395.000	27.50	
131	209	395.000	396.000	29.00	Halagur
132	209	396.000	397.000	30.00	
133	209	397.000	398.000	29.50	
134	209	398.000	399.000	29.50	
135	209	399.000	400.000	31.00	
136	209	400.000	401.000	28.50	DK halli
137	209	401.000	402.000	26.00	
138	209	402.000	403.000	30.00	
139	209	403.000	404.000	29.00	
140	209	404.000	405.000	26.50	
141	209	405.000	406.000	27.50	Sathanur
142	209	406.000	407.000	31.00	
143	209	407.000	408.000	32.00	
144	209	408.000	409.000	30.00	
145	209	409.000	410.000	30.50	
146	209	410.000	411.000	28.50	
147	209	411.000	412.000	25.00	
148	209	412.000	413.000	32.00	
149	209	413.000	414.000	35.50	
150	209	414.000	415.000	30.00	
151	209	415.000	416.000	34.50	
152	209	416.000	417.000	32.50	
153	209	417.000	418.000	25.00	
154	209	418.000	419.000	25.50	Shivana halli
155	209	419.000	420.000	27.50	
156	209	420.000	421.000	26.50	
157	209	421.000	422.000	24.00	Kanakapura
158	209	422.000	423.000	24.00	
159	209	423.000	424.000	24.00	
160	209	424.000	425.000	21.50	
161	209	425.000	426.000	23.00	
162	209	426.000	427.000	23.00	
163	209	427.000	428.000	23.00	
164	209	428.000	429.000	24.00	
165	209	429.000	430.000	25.00	
166	209	430.000	431.000	27.50	
167	209	431.000	432.000	32.00	
168	209	432.000	433.000	30.50	



169	209	433.000	434.000	24.00	Jain Engg collage
170	209	434.000	435.000	29.00	
171	209	435.000	436.000	34.00	
172	209	436.000	437.000	29.50	
173	209	437.000	438.000	34.00	
174	209	438.000	439.000	32.00	
175	209	439.000	440.000	24.50	Haro halli
176	209	440.000	441.000	28.00	
177	209	441.000	442.000	31.50	
178	209	442.000	443.000	32.50	
179	209	443.000	444.000	33.00	
180	209	444.000	445.000	32.00	
181	209	445.000	446.000	37.50	
182	209	446.000	447.000	36.50	
183	209	447.000	448.000	30.00	
184	209	448.000	449.000	32.00	
185	209	449.000	450.000	33.50	
186	209	450.000	451.000	31.50	
187	209	451.000	452.000	28.00	
188	209	452.000	453.000	23.50	APS collage of Engg
189	209	453.000	454.000	25.00	
190	209	454.000	455.000	30.00	Kaggalipura
191	209	455.000	456.000	31.00	
192	209	456.000	457.000	34.00	
193	209	457.000	458.000	35.50	Art of living
194	209	458.000	459.000	31.50	
195	209	459.000	460.000	27.00	
196	209	460.000	461.000	26.50	
197	209	461.000	462.000	28.00	
198	209	462.000	463.000	27.50	
199	209	463.000	464.000	24.50	
200	209	464.000	465.000	23.00	
201	209	465.000	466.000	25.50	
202	209	466.000	467.000	25.00	
203	209	467.000	468.000	24.00	
204	209	468.000	469.000	25.00	
205	209	469.000	469.320	25.00	



Annexure - 2

Non availability of Non-forest land for the project from the concerned District Collector

Name of Project: Rehabilitation and Upgradation of Tamil Nadu / Karnataka Border – Bangalore section of NH-209 in the State of Karnataka (DPR/Kar/Phase-IVB/2/2010) – BRT Stretch from Design chainage from 266+449 to Km 288+936 (22.487 Kms)

The NHAI-PIU, Ramanagara has applied to district collector, Erode regarding issue of Certificate regarding non-availability of alternative suitable non-forest land. The application is still process, and we undertake that we shall obtain necessary certificate from concerned DC office, before final approval of diversion of forest land in this case.


Project Director
PIU, NHAI
(B.T. Sridhara)

General Manager
(Technical) cum Project
Director

PIU - Ramanagara

Annexure 3**FOREST DIVERSION COST BREAKUP**

Description	Existing Route	Re-alignment (Proposed Route)
Project Length (Km)	24.26 Km	22.351 Km
Forest land Diversion Cost	26.5 Cr. (Rate is 50 lakhs per Acre, Say) Tentative Forest length is 7.15 Km & 30m width required for RoW (Hence, $7.15 \times 1000 \times 30 \times 2.47 \times 50$ lakhs)	12.78 Cr. (Rate is 50 lakhs per Acre, Say) Tentative Forest length 3.45 Km, 30m width required for RoW (Hence, $3.45 \times 1000 \times 30 \times 2.47 \times 50$ lakhs)


Project Director
PIU, NHAI
Ramanagara

Annexure - 4

