



भारतीय राष्ट्रीय राजमार्ग प्राधिकरण
National Highways Authority of India

(सड़क परिवहन एवं राजमार्ग मंत्रालय)
(Ministry of Road Transport and Highways)

परियोजना कार्यान्वयन इकाई
Project Implementation Unit

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भारतमाला
BHARATMALA
प्रगति के पथ पर आगरा
ROAD TO PROSPERITY

NHAI/PIU-DWD/34001/SRS-KMT/2020/3868

04.02.2020

To,

The Deputy Conservator of Forest, Office of Deputy Conservator of Forest Honnavara Forest Division, Honnavara - 581334, Uttara Kannada District, Karnataka.	The Deputy Conservator of Forest, Office of Deputy Conservator of Forest Sirsi Forest Division, Sirsi, Uttara Kannada District, Karnataka.
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Sub: Diversion of 32.9248 ha of forest land in Divagi, Anthravalii and 18 other villages spread over Honnavar and Sirsi Forest Divisions for **Upgradation to two lane with paved shoulders of Belekeri to Hattikeri (766EE) from Ch 0+000 to Ch 4+242 and Kumta to Sirsi (NH766E) Ch 4+242 to 59+410 in favour of the Project Director, National Highway Authority of India, Project Implementation Unit, Dharwad-reg-**

Ref: 1. Online Proposal no. FP/KA/Road/37738/2018 dated 19.12.2018.
2. APCCF EDS addressed to CCF Sirsi dated 03.02.2020

Sir,

This is in reference to EDS raised by APCCF(Forest Conservation) and Nodal Officer (FCA) on 03.02.2020 wherein intimated to upload the reply given directly to Government of India through DCF Honnavara/Sirsi Division(s) due to technical restrictions on FC web portal to process further. Hence with reference to details sought by Government of India, MoEF&CC letter No.4-KRC1222/2020-BAN/487 dated 20.01.2020 following are submitted for your kind consideration and further processing the proposal.

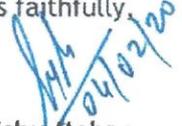
1. The above work envisages up-gradation of the already existing road to two lane and as such the road along with the cross-drainage structures are also upgraded in order to ensure that no choking or siltation occurs on account of up-gradation work.
2. 155 numbers of existing Hume pipe culverts having opening as small as 450 mm, 750 mm and 900 mm diameter are being upgraded by constructing new box culverts of size 1500 mm x1000 mm which will carry greater discharge smoothly and efficiently giving no room for silting and choking. The drainage system will drastically improve after up-gradation when compared to the existing system of pipe culverts of small diameters. Thus, because of the superior cross drainage structures, after up-gradation, the problem of choking and siltation would not be encountered. List of the existing structures and structures after up-gradation are enclosed for ready reference.

3. Further, there is provision for protection works which will offer protection against soil erosion and land slides

4. The details of the existing road network of the region are enclosed herewith. It can be seen from the enclosed map very evidently that there is no viable alternative to the existing road to connect Kumta and Sirsi. The other two roads are invariably longer, narrower and do not connect the obligatory places and more importantly pass through the forest lands. As these two roads are longer and narrower the extent of forest land that is required to be diverted would be higher too. Thus, the present proposal of up-gradation of the existing road from Kumta to Sirsi has no alternative and happens to be the only viable option from all considerations.

Thanking you,

Yours faithfully,



Shishu Mohan
DGM(Tech) & Project Director

Encl: As above

- Copy to: 1. The Additional Principal Chief Conservator of Forests/ Nodal Officer, Forest Conservation, Aranya Bhavan, Bengaluru- for kind information.
2. The Chief Conservator for Forests, Canara Circle, Sirsi- for kind information

**Upgradation to two lane with paved shoulders of Belakeri Port to Kumta –Sirsi road
(excluding Stretch of NH-66) in Karnataka State on EPC Mode**

7.1.4. All bridges shall be high-level bridges.

7.1.5. All new construction / reconstructions structures shall carry the utility.

7.2. Culverts

7.2.1. Overall width of all culverts shall be equal to the roadway width of the approaches.

7.2.2. Reconstruction of existing culverts:

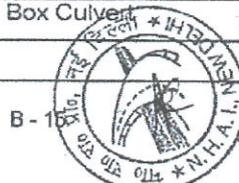
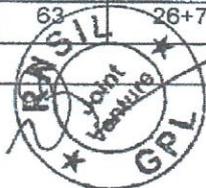
Sr. No.	Design Chainage	TYPE OF STRUCTURE PROPOSED	SIZE-DIA/SPAN (M)
1	3+100	Box Culvert	1 X 1.500
2	3+205	Box Culvert	1 X 1.500
3	4+922	Box Culvert	1 X 1.500
4	5+575	Box Culvert	1 X 1.500
5	5+713	Box Culvert	1 X 1.500
6	6+055	Box Culvert	1 X 1.500
7	6+197	Box Culvert	1 X 1.500
8	6+560	Box Culvert	1 X 1.500
9	6+819	Box Culvert	1 X 1.500
10	6+850	Box Culvert	1 X 1.500
11	7+056	Box Culvert	1 X 1.500
12	7+130	Box Culvert	1 X 1.500
13	7+420	Box Culvert	1 X 1.500
14	7+709	Box Culvert	1 X 1.500
15	8+354	Box Culvert	1 X 1.500
16	8+566	Box Culvert	1 X 1.500
17	8+821	Box Culvert	1 X 1.500
18	9+269	Box Culvert	1 X 1.500
19	9+386	Box Culvert	1 X 1.500
20	9+672	Box Culvert	1 X 1.500
21	9+834	Box Culvert	1 X 1.500
22	10+233	Box Culvert	1 X 1.500
23	10+349	Box Culvert	1 X 1.500
24	10+474	Box Culvert	1 X 1.500
25	11+077	Box Culvert	1 X 1.500
26	11+420	Box Culvert	1 x 3.00
27	11+526	Box Culvert	1 X 1.500
28	11+780	Box Culvert	1 X 1.500



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Upgradation to two lane with paved shoulders of Belakeri Port to Kumta -Sirsi road
(excluding Stretch of NH-66) in Karnataka State on EPC Mode

Sr. No.	Design Chainage	TYPE OF STRUCTURE PROPOSED	SIZE-DIA/SPAN (M)
29	12+076	Box Culvert	1 X 1.500
30	12+267	Box Culvert	1 X 1.500
31	13+101	Box Culvert	1 X 1.500
32	13+439	Box Culvert	1 X 1.500
33	13+759	Box Culvert	1 X 1.500
34	13.800	Box Culvert	1 X 1.500
35	14+036	Box Culvert	1 X 1.500
36	14+176	Box Culvert	1 X 1.500
37	14+712	Box Culvert	1 X 1.500
38	15+187	Box Culvert	1 X 1.500
39	15+486	Box Culvert	1 X 1.500
40	15+785	Box Culvert	1 X 1.500
41	16+439	Box Culvert	1 X 1.500
42	16+484	Box Culvert	1 X 1.500
43	16+562	Box Culvert	1 X 1.500
44	16+634	Box Culvert	1 X 1.500
45	17+202	Box Culvert	1 X 1.500
46	17+351	Box Culvert	1 X 1.500
47	17+462	Box Culvert	1 X 1.500
48	17+695	Box Culvert	1 X 1.500
49	18+175	Box Culvert	1 X 1.500
50	18+224	Box Culvert	1 X 1.500
51	18+340	Box Culvert	1 X 1.500
52	18+735	Box Culvert	1 X 1.500
53	20+008	Box Culvert	1 X 1.500
54	20+127	Box Culvert	1 X 1.500
55	22+216	Box Culvert	1 X 1.500
56	22+725	Box Culvert	1 X 1.500
57	24.582	Box Culvert	1 X 1.500
58	25+241	Box Culvert	1 x 1.500
59	25+635	Box Culvert	1 X 1.500
60	25+720	Box Culvert	1 X 1.500
61	26+175	Box Culvert	1 X 1.500
62	26+413	Box Culvert	1 X 1.500
63	26+716	Box Culvert	1 X 1.500



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**Upgradation to two lane with paved shoulders of Belakeri Port to Kumta –Sirsi road
(excluding Stretch of NH-66) in Karnataka State on EPC Mode**

Sr. No.	Design Chainage	TYPE OF STRUCTURE PROPOSED	SIZE-DIA/SPAN (M)
64	27+238	Box Culvert	1 X 1.500
65	27+379	Box Culvert	1 X 1.500
66	27+480	Box Culvert	1 X 1.500
67	27+571	Box Culvert	1 X 1.500
68	28+007	Box Culvert	1 x 2.200
69	28+268	Box Culvert	1 X 1.500
70	28+438	Box Culvert	1 X 1.500
71	28+913	Box Culvert	1 X 1.500
72	28+951	Box Culvert	1 X 1.500
73	30+139	Box Culvert	1 X 1.500
74	30+410	Box Culvert	1 X 1.500
75	31+062	Box Culvert	1 X 1.500
76	31+356	Box Culvert	1 X 1.500
77	31+457	Box Culvert	1 X 1.500
78	31+725	Box Culvert	1 X 1.500
79	31+900	Box Culvert	1 X 1.500
80	32+143	Box Culvert	1 X 1.500
81	32+252	Box Culvert	1 X 1.500
82	32+342	Box Culvert	1 X 1.500
83	32+965	Box Culvert	1 X 1.500
84	33+076	Box Culvert	1 X 1.500
85	33+445	Box Culvert	2 x 3.000
86	33+735	Box Culvert	1 X 1.500
87	33+777	Box Culvert	1 X 1.500
88	33+910	Box Culvert	1 X 1.500
89	35+261	Box Culvert	1 X 1.500
90	35+600	Box Culvert	1 X 1.500
91	35+812	Box Culvert	1 X 1.500
92	36+540	Box Culvert	1 X 1.500
93	36+809	Box Culvert	1 X 1.500
94	36+859	Box Culvert	1 X 1.500
95	37+005	Box Culvert	1 X 1.500
96	37+087	Box Culvert	1 X 1.500
97	37+345	Box Culvert	1 X 1.500
98	37+498	Box Culvert	1 X 1.500



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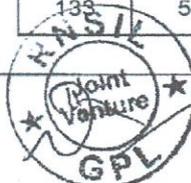


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**Upgradation to two lane with paved shoulders of Belakeri Port to Kumta -Sirsi road
(excluding Stretch of NH-66) in Karnataka State on EPC Mode**

Sr. No.	Design Chainage	TYPE OF STRUCTURE PROPOSED	SIZE-DIA/SPAN (M)
99	37+544	Box Culvert	1 X 1.500
100	37+613	Box Culvert	1 X 1.500
101	38+941	Box Culvert	1 X 1.500
102	39+082	Box Culvert	1 X 1.500
103	39+471	Box Culvert	1 X 1.500
104	39+652	Box Culvert	1 X 1.500
105	39+798	Box Culvert	1 X 1.500
106	40+041	Box Culvert	1 X 1.500
107	40+615	Box Culvert	1 X 1.500
108	40+767	Box Culvert	1 X 1.500
109	40+872	Box Culvert	1 X 1.500
110	41+731	Box Culvert	1 X 1.500
111	41+923	Box Culvert	1 X 1.500
112	42+028	Box Culvert	1 X 1.500
113	42+255	Box Culvert	1 X 1.500
114	42+678	Box Culvert	1 X 1.500
115	43+031	Box Culvert	1 x 2.00
116	43+066	Box Culvert	1 X 1.500
117	43+530	Box Culvert	1 X 1.500
118	44+101	Box Culvert	1 X 1.500
119	44+255	Box Culvert	1 X 1.500
120	44+447	Box Culvert	1 X 1.500
121	44+628	Box Culvert	1 X 1.500
122	45+208	Box Culvert	1 X 1.500
123	45+694	Box Culvert	1 X 1.500
124	45+893	Box Culvert	1 X 1.500
125	46+107	Box Culvert	1 X 1.500
126	46+478	Box Culvert	1 X 1.500
127	47+166	Box Culvert	1 X 1.500
128	47+284	Box Culvert	1 X 1.500
129	47+573	Box Culvert	1 X 1.500
130	48+763	Box Culvert	1 X 1.500
131	49+088	Box Culvert	1 X 1.500
132	49+256	Box Culvert	1 X 1.500
133	50+066	Box Culvert	1 X 1.500



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**Upgradation to two lane with paved shoulders of Belakeri Port to Kumta –Sirsi road
(excluding Stretch of NH-66) in Karnataka State on EPC Mode**

Sr. No.	Design Chainage	TYPE OF STRUCTURE PROPOSED	SIZE-DIA/SPAN (M)
134	50+531	Box Culvert	1 X 1.500
135	51+472	Box Culvert	1 X 1.500
136	51+573	Box Culvert	1 X 1.500
137	51+894	Box Culvert	1 X 1.500
138	52+115	Box Culvert	1 X 1.500
139	52+903	Box Culvert	1 X 1.500
140	53+160	Box Culvert	1 X 1.500
141	53+518	Box Culvert	1 X 1.500
142	53+837	Box Culvert	1 X 1.500
143	54+181	Box Culvert	1 X 1.500
144	54+397	Box Culvert	1 X 1.500
145	54+755	Box Culvert	1 X 1.500
146	55+236	Box Culvert	1 X 1.500
147	56+690	Box Culvert	1 X 1.500
148	56+927	Box Culvert	1 X 1.500
149	57+065	Box Culvert	1 X 1.500
150	57+336	Box Culvert	1 X 1.500
151	57+439	Box Culvert	1 X 1.500
152	57+596	Box Culvert	1 X 1.500
153	57+927	Box Culvert	1 X 1.500
154	58+062	Box Culvert	1 X 1.500
155	58.351	Box Culvert	1 X 1.500

7.2.3. Widening of existing culverts:

Sr. No.	Design Chainage	TYPE OF STRUCTURE PROPOSED	SIZE-DIA/SPAN (M)
1	0+080	Slab Culvert	1 X 0.900
2	2+300	Slab Culvert	1 X 0.900
3	2+740	HP Culvert	1 X 0.900
4	5+076	Slab Culvert	1 x 3.500
5	5+278	Slab Culvert	1 x 4.000
6	5+839	HP Culvert	1 x 1.200
7	5+965	HP Culvert	1 x 0.900
8	6+661	HP Culvert	1 x 0.900
9	6+770	HP Culvert	1 x 0.900
	12+433	HP Culvert	3 x 1.200



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**List of the existing structures to be
Reconstructed**

I	Reconstruction of HP Culvert	Nos
	450 mm Dia	3
	600 mm Dia	9
	750 mm Dia	62
	900 mm Dia	62
	1200 mm Dia	13
	Total	149

II	Reconstruction of Box Culvert	6
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Grand Total		155 Nos
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*155 nos. Structures are being Upgraded to New Box
Culvert of size 1500mm X 1000mm*



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