



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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No.NHA/PIU-DWD//2020/236

Date.18.05.2020

To,

The Principal Chief Conservator of Forests,
Aranya Bhavan, 18th cross
Malleshwaram
Bengaluru-560003

Sub: Diversion of 29.2456 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 Belakeri to Hattikeri (766EE) from Ch 0+000 to Ch 4+242 and Kumta to Sirsi (766E) Ch 4+242 to 59+410 in favour of the Project Director, National Highway Authority of India, Project Implementation Unit, Dharwad- **Proposal No. No FP/KA/ROAD/37738/2018, submission of compliance to 43rd REC observationsReg.**

Ref: 1. 43rd REC meeting of MoEF& CC, Gol, Regional Office Bengaluru through NIC Desktop Video Conference Application held on 24.4.2020 at 11 am.
2. PCCF, Bangalore letter No.KFD/HOFF/A5-2K(GFL)/28/2018-FC dated 13.05.2020

Sir,

1. This has reference to subject proposal for Forest Clearance vide reference(1) above, wherein Regional Empowered Committee sought certain details during 43rd REC meeting of MoEF&CC, Gol Regional Office Bengaluru held through NIC Desktop Video Conference on 24.4.2020 at 11 am.
2. Further PCCF (Head of Forest Force) letter dated 13.05.2020, cited under reference (2), endorsing a copy to this office, with a request to upload the compliance with all relevant documents in Part-I on PC web portal. Accordingly, the Observations made by Committee and the Compliances are tabulated as under;

Sl no	Observation	Compliance
1	Mitigation Plan with special reference to arboreal mammals and herpetofauna as approved by the Chief Wild life Warden shall be furnished. Since the proposed area is a biological hotspot and rich in wildlife.	During 43 rd REC meeting held on 24.04.2020 through video Conference this issue was discussed and in this regard it is to mention here that, there are 155 numbers of Box Culverts have been provided in the project length including Devimane and Bandal Ghat (7.20+1.40=8.60 km), as per the suggestion given by forest department for crossing arboreal mammals and herpetofauna and also for smooth flow of rain water. These culverts will survive the purpose of crossing of the arboreal mammals and herpetofauna. However, if additional mitigation measures are suggested by Chief wild life warden same can be considered during implementation stage. So, in view of the above, it is requested to accord stage-1 clearance at the earliest as the commencement of the project has already been delayed almost more than 2 years.
2	The Length of the road passing though	The Length of the road passing through Eco Sensitive Zone is 1.452Km.

Sl no	Observation	Compliance
	Eco-Sensitive Zone Sharavathi Wildlife Sanctuary [Sharavathi Wildlife-Lion-Tailed Macaque(LTM)Sanctuary] shall be furnished.	As per the MoEFCC circular F.No.6-62/2013WL dated 22.12.2014, MoEFCC has agreed to adopt the recommendation of the sub-committee on "Guidelines for Roads in Protected Areas" wherein point no.3 of the Sub-committee recommendation states that, <i>'Where roads approaching/Passing by National Parks/Core-Critical Tiger Reserve/Wildlife Sanctuary are within a radius of 1Km thereof, or within the Eco-Sensitive Zone, whichever of the two is lesser, would be treated on the same basis/guidelines as are applicable to the protected areas category that it is in proximity of'</i> . The said circular of MoEFCC is enclosed for your kind perusal. Accordingly, based on the above circular by considering the radius of 1km, the length of road passing through ESZ is from Km 29+912 to Km 31+364 =1.452Km. The map showing the ESZ and its length marked is also enclosed. Further from the site it is observed that this length of 1.452 km passes through a sparsely dense forest area consisting of mainly Kindal, Syziquium-cumin and others trees species.
3	Total number of trees to be felled including less than 30 cm girth shall also be furnished.	To be answered by Concerned Forest Division.
4	The revised requirement of forest land to be diverted shall be furnished survey number wise along with maps indicating the existing width of the road.	The revised requirement of forest to be diverted as well as the net area of forest land to be impacted i.e, beyond the width of existing road is brought out as under (i) The Annexure 4A which is showing the net area of forest land beyond the existing road width as per site the condition and up to the requirement of 12.5m in straight reach 15 m in curved portion for both Devimane and Bandal Ghats have been tabulated, from which it is noticed that the net area of forest land going to be impacted is only 1.293 Ha. (ii) The Annexure 4B has been prepared based on the revenue records for deriving the revised area of forest land to be diverted for the requirement of 12.5m in straight reach 15 m in curved portion in Devimane & Bandal Ghats by taking into consideration of respective survey numbers and chainages From Annexure 4B the following areas are brought out as under (a) The revised requirement of forest land for 12.5 m & 15 m RoW. DevimaneGhat = 7.9454 Ha Bandal Ghat = 0.3442 Ha Total = 8.2896 Ha (b) As per the Earlier proposal submitted considering uniform width of 18m RoW for DevimaneGhat = 11.2629 Ha Bandal Ghat = 0.7060 Ha Total = 11.9689 Ha There is savings of (b)-(a) =11.9689-8.2896=3.6793 Ha. Therefore the revised area of forest land required to be diverted on account of reduced RoW width of 12.5 m in straight reach & 15m in curve location is: 32.9249-3.6793= 29.2456 Ha.

3. Further as per the request made by PCCF vide their letter dated 13.05.2020 cited under reference (2) above copy endorsed to this office, to upload the updated Form-I of Part-A online. In this regard it is to mention here that this office has made several attempts to update Form-I of Part-A online FC application. However due to some software error this office could not be able to upload the revised area. Hence all the documents and certificates for revised area have been uploaded in the additional information of online application. The KML file for the Forest area to be diverted for 29.2456 Ha has been provided in CD format. It is also mentioned that, eight set (8) of hard copies of all the documents pertaining to revised area are enclosed herewith for further needful in the matter.

4. In view of the above, it is kindly requested to consider the proposal for approval of the diversion of forest land for the project of Upgradation to two lane with paved shoulders of Belakeri to Hattikeri (766EE) from Ch 0+000 to Ch 4+242 and Kumta to Sirsi (766E) Ch 4+242 to 59+410.

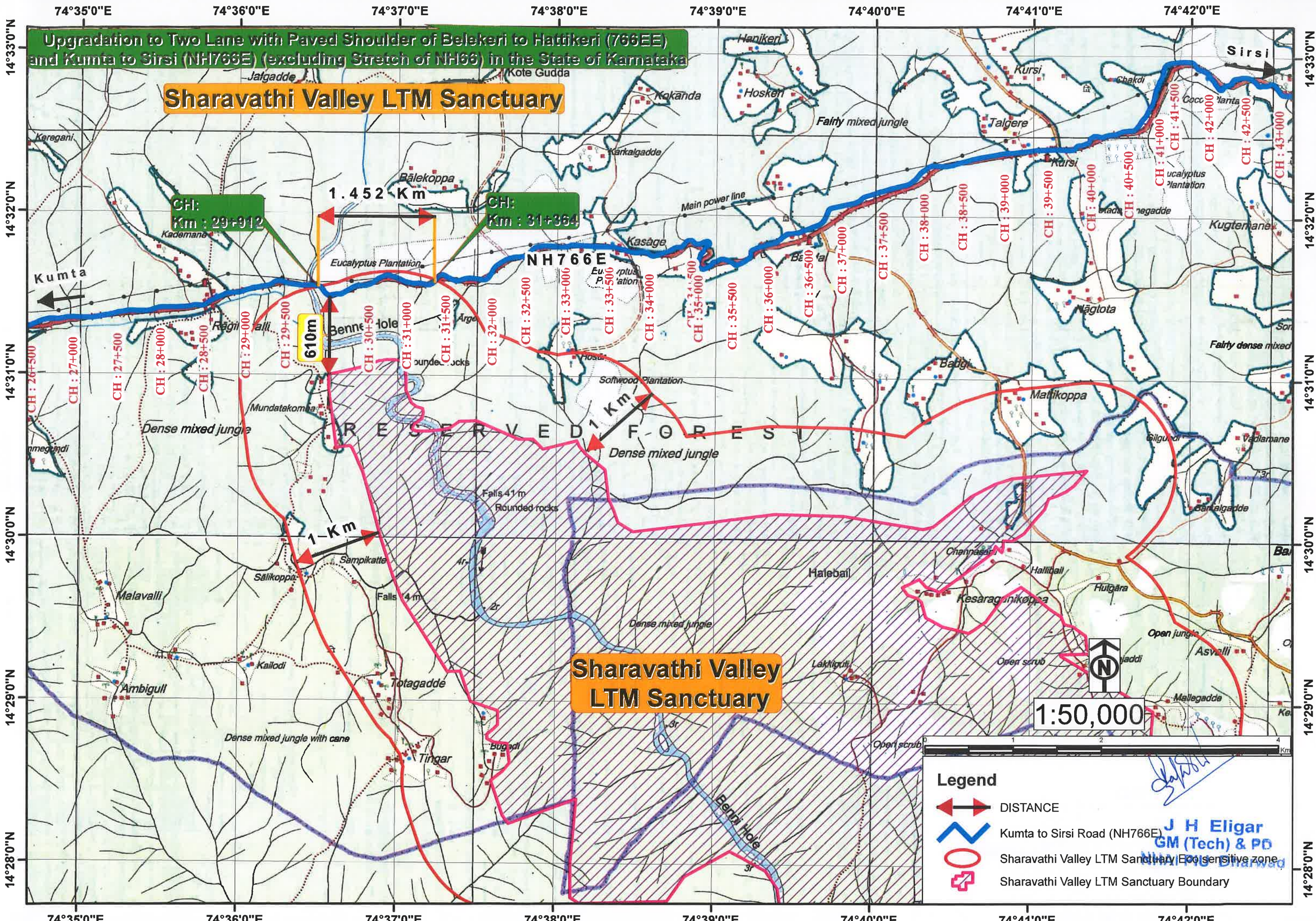
Thanking you,

Yours faithfully,


J.H. Eligar
GM (Tech) & Project Director

Encl: As above

Copy to : 1. The Deputy Inspector General of Forests (Central), MoF&CC, Regional office (Sothorn Zone) Kendriya Sadan, Koramangala, Bangalore-560034
2. The Regional Officer, NHAI RO Bengaluru - For information.
3. The GM(T)(KNT)/NHAI HQ, New Delhi for information.
3. The Chief Conservator of Forests , Kanara Circle , Sirsi - for information
4. The Deputy Conservator of Forests, Sirsi / Honnavar Divisions- for information



Government of India
Ministry of Environment, Forests and Climate Change
Wildlife Division

6th Floor, Vayu Wing
Indira Paryavaran Bhawan,
Jor Bag Road, Aliganj,
New Delhi-110003

F. No. 6-62/2013 WL
Dated: 22nd December 2014

The Principal Secretary (Forests)
All States/Union Territory Governments.

Sub: Recommendation of the sub-committee on Guidelines for roads in Protected Areas.

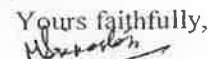
Sir/Madam,

In pursuance to the decision taken by the Standing Committee of NBWL in its 28th meeting held on 20th March 2013, a sub-committee under the chairmanship of Dr. M.K. Ranjitsinh, member, NBWL was constituted. The sub-committee submitted their report to the Standing Committee in its meeting held on 4th September 2013. A copy of the report is enclosed herewith.

The Standing Committee agreed to adopt the guidelines and had requested the Chief Wildlife Wardens to submit their comments, if any, on the guidelines to the Ministry. The report of the sub-committee was circulated to the Chief Wildlife Wardens, all States/Union Territories vide letter of even no. dated 25th November 2013. Comments have been received from a few State/Union Territories. Subsequently, the matter was also considered in the 31st meeting of Standing Committee of NBWL held on 12-13 August 2014.

Based on the recommendations of the Standing Committee of National Board for Wildlife, in the last meeting dated 12th-13th August 2014, the undersigned is directed to convey the following clarifications regarding consideration of proposals for roads within Protected Areas:

- i. The principles provided in the report of the sub-committee have been adopted as generic principle.
- ii. New roads shall not be proposed inside National Parks and Sanctuaries.
- iii. The cases of resurfacing and strengthening of existing Highways, not involving widening within Protected Areas will be possible without reference to Standing Committee of National Board for Wildlife.
- iv. Cases of widening, of the existing roads, if unavoidable due to reasons of purpose and alignment, could be placed before the Standing Committee, which shall consider such cases keeping in view the feasibility of mitigation measures irrespective of cost.

Yours faithfully,


(M.L. Srivastava)

Deputy Inspector General of Forests (WL)

Encl: As above.

:2:

Copy to:

1. The Joint Secretary, Ministry of Road Transport & Highways, Shipping, Government of India, transport Bhawan, New Delhi.
2. The Joint Secretary, I.A Division, MoEF&CC
3. The Inspector General of Forests (FC), MoEF&CC
4. The Principal Chief Conservator of Forests (WL), all States/Union Territories
5. The Chief Wildlife Warden, all States/Union Territories



(M.L. Srivastava)

Deputy Inspector General of Forests (WL)

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Recommendations of the Sub-Committee on Guidelines for Roads in Protected Areas.

In pursuance to the decision taken by the Standing Committee of the NBWL in its 28th Meeting held on 20th March 2013, a sub-committee under the chairmanship of Dr. M.K. Ranjitsinh, Member, National Board for Wildlife, was constituted by the Ministry of Environment and Forests vide O.M. No. 6-62/2013-WL dated 26th June 2013. The terms of reference of the sub-committee are as follows:

- To frame a comprehensive guideline for construction/repair of roads passing through PA in the country
- Design best practices for such roads passing through PAs so as to have better wildlife conservation

The 1st meeting of the sub-committee was convened on 2nd July, 2013. The second meeting of the sub-committee was convened on 6th August, 2013. The list of participants who attended both the meetings are given in **Annexure-1**.

PREAMBLE

Background

Roads are an essential part of India's development, providing vital connectivity and transportation across the country. Yet, when they intersect natural areas (as opposed to being situated in already-modified human-dominated landscapes), roads have wide-ranging and complex impact on natural areas and wild species inhabiting these areas. Within India's Protected Areas, the extensive impact of roads remains poorly understood, except in the obvious and serious instance of wild animal mortality due to road accidents. Elsewhere, it was well-established that roads have detrimental ecological effects in both terrestrial and aquatic natural ecosystems. Roads further fragment the already highly fragmented natural habitats. They break forest contiguity, impinge on forests and well-worn migratory paths of animals, break tree cover and canopy, slice vegetation—all of which gravely impact wildlife. Roads cause soil erosion and landslides. Crucially, roads are the first step to ancillary development and an increasing human footprint in the area, thus leading to

accelerated developmental, tourist and hunting pressures, increase in pollution, litter, and various disturbances. Unless great vigilance and checks are provided, roads provide conduits for illegal extraction of timber and forest produce and for poaching, particularly at night, from vehicles. It is very difficult to provide the requisite surveillance and it is well-established that PAs have suffered loss of vegetative cover and poaching after construction of roads. In PAs in the mountainous region, construction of roads and their widening has grave consequences, including landslides and erosion, as the debris from road cuts on hillsides is invariably tipped over the sides. A background paper on linear intrusions into natural areas, including roads, commissioned by the National Board for Wildlife in 2011, provides an exhaustive review of the current state of knowledge on this topic¹, and a companion document² provides detailed guidelines by which their negative impact on natural habitats and wild species, can be minimised.

BASIC PRINCIPLES

We wish to reiterate a point articulated clearly and emphatically in the **National Wildlife Action Plan – 2002-2016**, which states that the "*Ministry of Surface Transport... to plan roads, highways, expressways in such a manner that all national parks and sanctuaries are by-passed and integrity of the PA is maintained. Wildlife corridors also need to be avoided, or mitigative measures (such as restricting night traffic) need to be employed.*" This principle must serve as the cornerstone of any road plan that is being conceived in the vicinity of any wildlife or Protected Area, and envisages the Ministry of Surface Transport to work in coordination with the Ministry of Environment & Forests, and other relevant authorities and experts. Further, we believe that this principle must apply to all other roads being planned by any other agency at the national, state, or local levels. The implication of this action point articulated in the National Wildlife Action Plan (NWAP) is also that plans be made proactively by relevant agencies to realign existing roads passing through protected areas, in a way that PAs are bypassed and, subsequently, decommission roads that intersect PAs.

¹ Raman, T. R. S. 2011. Framing ecologically sound policy on linear intrusions affecting wildlife habitats: Background paper for the National Board for Wildlife. Available from: envfor.nic.in/assets/Linear%20intrusions%20background%20paper.pdf

² NBWL. 2011. Draft guidelines for linear infrastructure intrusions in natural areas: roads and powerlines. Available from: <http://envfor.nic.in/assets/FIRSTDraft%20guidelines%20roads%20and%20powerlines.pdf>

If there are viable alternative alignments—as observed in a number of cases—to roads that otherwise intersect PAs, those within PAs must gradually be phased out and eventually decommissioned, while the alternate road should be improved. This must be done in active coordination with the relevant ministries, departments and authorities, as noted above.

In planning roads, within and in the vicinity (defined here as roads that are situated inside and within 1 km radial distance) of protected areas, we recommend that following fundamental principles must be followed in order of priority: Avoidance, Realignment, Restoration.

1. **Principle of Avoidance:** The foremost option would be to altogether avoid areas that are within or in the vicinity of any Protected Area and to find alternatives that are socially and ecologically more appropriate.
2. **Principle of Realignment:** This follows as a corollary of the first principle. Road projects must investigate and demonstrate that they have considered other alternative routes that avoid natural areas of high ecological value. This must be an integral feature of a project proposal and implementation documents. Realignments must also be developed in a transparent manner through consultation with local communities affected by the routing and subject to ecological and wildlife considerations.

User agencies seeking clearances for roads must demonstrate as to how they have taken these factors into account, before their proposals can be considered for approval by the SC-NBWL.

3. **Principle of Restoration:** In natural areas, existing roads that are in disuse (e.g., old logging roads), or evaluated to be inefficient or detrimental to their objects, shall be targeted for decommissioning and subsequent ecological restoration, as the process of assisting the recovery of an ecosystem that has been degraded, damaged, or destroyed.

The Deputy Inspector General of Forests (WL) briefed the committee regarding the existing guidelines for roads within Protected Areas, viz.:

- (i) Decision of the Standing Committee of IBWL, as per decision taken during the meeting held on 14.6.2000. This held that roads that have already been tarred should continue to be maintained and repaired properly, in the current form. No roads inside the National Parks and Sanctuaries should be widened or upgraded.
- (ii) During the meeting of 14th October 2011, it indicated that “No widening of existing roads shall be permitted, and the status of finishing of the surface of the repaired road(s) shall remain same as that of the original road(s), i.e.,

untarred roads shall remain untarred after repairs, and only originally tarred roads shall be repaired and tarred."

Recommendations

The committee recommends the following:

1. The *status quo* of the roads passing through National Parks and Core Critical Tiger Habitats (CTH) shall remain the same. The roads could be maintained and repaired in the best manner possible in their current form and present width. No widening or upgradation is to be allowed. If it is an existing tarred road, it shall be maintained as such and no widening of the tarred surface or the widening of the road itself, may be done.
2. For Wildlife Sanctuaries and Conservation Reserves, the same norms as in the case of National Parks and Core, Critical Tiger habitats, shall apply. However, in case of Sanctuaries and Conservation Reserves, culverts and metalling in sections of roads that become impassable or 'all weather roads' for approach/connectivity to villages within the Protected Areas, can be considered for approval in the Standing Committee of NBWL. If necessary in such cases, required maintenance could be taken up by the Forest Dept. on the recommendation of the Standing Committee of NBWL. It may be stressed again, that the width and status of the existing roads shall remain the same and no upgradation will be allowed. In considering such proposals, the method of such road construction/improvement such as blasting, borrow-pit digging, etc., the impact upon movement of animals from one habitat to another/wildlife corridors, access of water, etc. would be criteria for consideration.
3. Where roads approaching / passing by National Parks/Core-Critical Tiger Reserve/Wildlife Sanctuary are within a radius of 1 km thereof, or within the Eco-Sensitive Zone, whichever of the two is lesser, would be treated on same basis/guidelines as are applicable to the Protected Areas category that it is in proximity of.
4. Presently, as Community Reserves are outside the purview of Section 29 of Wildlife (Protection) Act, 1972, the committee decided not to delve into the matter of roads passing through such PAs.
1. The committee recommended that, no change of current ownership and maintenance of roads passing through the Protected Areas should be permitted. However, in specific cases where such a transfer is required to better manage

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roads so as to cause minimal impacts on wildlife, as in the case of transfer of certain PWD /other roads which pass through PAs, back to the concerned Forest Dept. such transfers could be considered.

5. Roads being managed by the Forest Department for the purpose of patrolling and tourism, were of equal concern like other roads inside Protected Areas. It was noted that there was a large network of such roads in several National Parks/Tiger Reserves/Wildlife Sanctuaries. No new roads should be constructed by the concerned Forest Departments and if so required to be constructed, the approval of the National Tiger Conservation Authority (in case of Tiger Reserves) and concerned State Boards for Wildlife in case of non-Tiger Reserve for other PAs., must be obtained. The concerned authority should be able to demonstrate and justify the grounds for construction of the new roads within PAs, in the conservation interest of the concerned PA.
6. The committee also agreed that the Wildlife Institute of India should formulate guidelines - for making roads by the Forest Departments, for protection purposes, in Protected Areas, Critical Wildlife Habitats and designated corridors.

Management of roads within PAs:

Mitigation: For existing roads, repairs and maintenance of existing roads, and for repairing roads that are impassable during monsoon/all-weather roads as described in the recommendations above, it is imperative that mitigation measures are included in the project planning, design, budget, implementation, and monitoring stages. This requires measures to minimise detrimental effects of roads on ecology, wildlife, local communities and users. This shall be considered only for existing structures and for new cases, where the options given earlier have been comprehensively considered and overruled, with adequate justification. These are also subject to requisite approvals from the state authorities and boards, the Ministry of Environment and Forests and its statutory bodies, such as the National Board for Wildlife, Forest Advisory Committee, and the National Tiger Conservation Authority, as relevant to each case.

An exhaustive set of management measures have been recommended in the NBWL's draft guideline document mentioned above (pages 8-13, and 17-21). While fully endorsing these recommended management measures, for ready reference, some of the key management considerations applicable for already existing roads, are herewith highlighted:

- Ban on night traffic (dusk to dawn) is essential to save animals from disturbance from the constant flow of traffic, and thus allow them passage. It is recommended that night traffic bans should be initiated and applied in Core Critical Tiger Habitats, National Parks and Sanctuaries. There are such existing bans in various Tiger Reserves and NPs. Night passes may be provided for villagers/communities living within the PAs.
- Strong regulations controlling timing and traffic volumes need to be built in for all roads through Protected Areas and critical habitats.
- Speed reduction is a must to reduce wild animal mortality, and can be achieved through imposed speed limits and speed breakers.
- Vehicles should not be allowed to stop within PAs.
- No use of horns within the PA, and no littering.
- Speed restrictions and other guidelines that spell out rules and avoidance of disturbance to wildlife and habitats along roads in PAs, must be prominently conveyed through well-designed signboards, at entry and exit points and all other relevant locations.
- Establishment of check posts by the forest department, at both entry and exit points.
- Wherever possible, natural animal crossings existing across roads should be retained or encouraged. For instance, overlapping tree canopy in closed canopy evergreen/semi evergreen forests is an essential attribute for the movement of arboreal species. Passage to waterholes and daily movements of animals must also be safeguarded.
- Underpasses: well-designed tunnels, culverts, pipes, and other structures can function as underpasses below roads and bridges, for a wide-range of terrestrial and aquatic species. Underpasses can also be deployed below railway lines/highways for passage of large bodied animals, viz elephants, tigers.
- During maintenance works on existing roads, the underlying principle should be that work must be carried on in a speedy manner, with minimal disturbance to wildlife and with adherence to all rules and regulations that govern wildlife and PAs.
- No work should be allowed between 6 pm to 8 am (just before dusk to just after dawn)
- The labour force required for road maintenance must have their camps outside, the concerned PA
- No firewood cutting or fuel collection from within the PA
- Waste/debris should not be dumped in the PA/or adjoining rivers/nullas/waterbodies
- No taking of any material like sand, gravel etc from the PA. All materials for construction, road maintenance etc should be brought from outside
- No vegetation/tree should be cut or damaged/ during the maintenance.

ANNEXURE-4A

Diversion of Forest land for the for Upgradation to two lane with paved shoulders from Belakeri Port to Kumta-Sirsi from Km 0.000 to Km 4.265 of Belakeri Port Link road and from Km 4.965 to Km 60.000 of SH-69 (Excluding Stretch

Net Area of forest land beyond the existing road width in Devimane and Bandal Ghat Sections

Devimane Ghat								
Chainage	Length (M)	Existing Available width (M)	Existing Available Avg. width (M)	Corresponding Area	Required width (M)	Required Avg. Width (M)	Required Area (SQM)	Area beyond the existing road width in Ha
18+600		12.50			12.50			
18+650	50.00	12.50	12.50	625.00	12.50	12.50	625.00	-
18+700	50.00	12.30	12.40	620.00	12.50	12.50	625.00	0.0005
18+750	50.00	12.50	12.40	620.00	12.50	12.50	625.00	0.0005
18+800	50.00	12.50	12.50	625.00	12.50	12.50	625.00	-
18+850	50.00	12.50	12.50	625.00	12.50	12.50	625.00	-
18+900	50.00	12.50	12.50	625.00	12.50	12.50	625.00	-
18+950	50.00	12.50	12.50	625.00	12.50	12.50	625.00	-
19+000	50.00	12.50	12.50	625.00	12.50	12.50	625.00	-
19+050	50.00	8.60	10.55	527.50	12.50	12.50	625.00	0.0098
19+100	50.00	11.80	10.20	510.00	12.50	12.50	625.00	0.0115
19+150	50.00	12.50	12.15	607.50	12.50	12.50	625.00	0.0018
19+200	50.00	9.70	11.10	555.00	12.50	12.50	625.00	0.0070
19+250	50.00	9.00	9.35	467.50	12.50	12.50	625.00	0.0158
19+300	50.00	10.20	9.60	480.00	12.50	12.50	625.00	0.0145
19+360	60.00	13.60	11.90	714.00	15.00	13.75	825.00	0.0111
19+400	40.00	13.30	13.45	538.00	15.00	15.00	600.00	0.0062
19+450	50.00	12.20	12.75	637.50	15.00	15.00	750.00	0.0113
19+500	50.00	9.50	10.85	542.50	12.50	13.75	687.50	0.0145
19+550	50.00	8.80	9.15	457.50	12.50	12.50	625.00	0.0168
19+600	50.00	9.50	9.15	457.50	12.50	12.50	625.00	0.0168
19+650	50.00	9.30	9.40	470.00	12.50	12.50	625.00	0.0155
19+700	50.00	9.90	9.60	480.00	12.50	12.50	625.00	0.0145
19+750	50.00	9.40	9.65	482.50	12.50	12.50	625.00	0.0143
19+800	50.00	9.30	9.35	467.50	12.50	12.50	625.00	0.0158
19+850	50.00	9.20	9.25	462.50	12.50	12.50	625.00	0.0163
19+900	50.00	9.50	9.35	467.50	12.50	12.50	625.00	0.0158
19+950	50.00	9.20	9.35	467.50	12.50	12.50	625.00	0.0158
20+000	50.00	9.00	9.10	455.00	12.50	12.50	625.00	0.0170
20+050	50.00	9.30	9.15	457.50	12.50	12.50	625.00	0.0168
20+100	50.00	9.10	9.20	460.00	12.50	12.50	625.00	0.0165
20+150	50.00	9.50	9.30	465.00	12.50	12.50	625.00	0.0160
20+200	50.00	11.50	10.50	525.00	12.50	12.50	625.00	0.0100
20+250	50.00	12.40	11.95	597.50	12.50	12.50	625.00	0.0028
20+300	50.00	12.50	12.45	622.50	12.50	12.50	625.00	0.0003
20+350	50.00	12.50	12.50	625.00	12.50	12.50	625.00	-
20+380	30.00	11.80	12.15	364.50	12.50	12.50	375.00	0.0011
20+400	20.00	12.10	11.95	239.00	12.50	12.50	250.00	0.0011
20+450	50.00	11.70	11.90	595.00	12.50	12.50	625.00	0.0030
20+500	50.00	12.50	12.10	605.00	12.50	12.50	625.00	0.0020
20+550	50.00	12.50	12.50	625.00	12.50	12.50	625.00	-
20+600	50.00	11.10	11.80	590.00	15.00	13.75	687.50	0.0098
20+650	50.00	12.90	12.00	600.00	15.00	15.00	750.00	0.0150
20+700	50.00	10.20	11.55	577.50	15.00	15.00	750.00	0.0173
20+750	50.00	9.80	10.00	500.00	12.50	13.75	687.50	0.0188
20+800	50.00	9.50	9.65	482.50	12.50	12.50	625.00	0.0143
20+850	50.00	9.40	9.45	472.50	12.50	12.50	625.00	0.0153
20+900	50.00	9.30	9.35	467.50	15.00	13.75	687.50	0.0220
20+950	50.00	14.10	11.70	585.00	15.00	15.00	750.00	0.0165
21+000	50.00	10.10	12.10	605.00	15.00	15.00	750.00	0.0145
21+050	50.00	11.40	10.75	537.50	12.50	13.75	687.50	0.0150
21+100	50.00	12.10	11.75	587.50	12.50	12.50	625.00	0.0038
21+150	50.00	10.30	11.20	560.00	12.50	12.50	625.00	0.0065
21+200	50.00	10.00	10.15	507.50	12.50	12.50	625.00	0.0118
21+250	50.00	9.80	9.90	495.00	12.50	12.50	625.00	0.0130
21+300	50.00	9.60	9.70	485.00	12.50	12.50	625.00	0.0140
21+350	50.00	10.00	9.80	490.00	12.50	12.50	625.00	0.0135
21+400	50.00	11.10	10.55	527.50	12.50	12.50	625.00	0.0098
21+450	50.00	11.50	11.30	565.00	12.50	12.50	625.00	0.0060

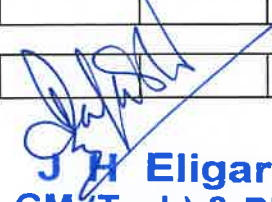
Chainage	Length (M)	Existing Available width (M)	Existing Available Avg. width (M)	Corresponding Area	Required width (M)	Required Avg. Width (M)	Required Area (SQM)	Area beyond the existing road width in Ha
21+480	30.00	15.00	13.25	397.50	15.00	13.75	412.50	0.0015
21+500	20.00	13.30	14.15	283.00	15.00	15.00	300.00	0.0017
21+550	50.00	10.80	12.05	602.50	15.00	15.00	750.00	0.0148
21+600	50.00	10.60	10.70	535.00	15.00	15.00	750.00	0.0215
21+650	50.00	11.30	10.95	547.50	12.50	13.75	687.50	0.0140
21+700	50.00	10.70	11.00	550.00	12.50	12.50	625.00	0.0075
21+750	50.00	10.80	10.75	537.50	12.50	12.50	625.00	0.0088
21+800	50.00	10.80	10.80	540.00	12.50	12.50	625.00	0.0085
21+850	50.00	9.70	10.25	512.50	12.50	12.50	625.00	0.0113
21+900	50.00	10.20	9.95	497.50	12.50	12.50	625.00	0.0128
21+950	50.00	10.65	10.43	521.25	12.50	12.50	625.00	0.0104
22+000	50.00	12.50	11.58	578.75	12.50	12.50	625.00	0.0046
22+050	50.00	10.70	11.60	580.00	12.50	12.50	625.00	0.0045
22+100	50.00	9.70	10.20	510.00	12.50	12.50	625.00	0.0115
22+150	50.00	12.00	10.85	542.50	12.50	12.50	625.00	0.0083
22+200	50.00	11.90	11.95	597.50	12.50	12.50	625.00	0.0028
22+250	50.00	10.90	11.40	570.00	12.50	12.50	625.00	0.0055
22+300	50.00	10.20	10.55	527.50	12.50	12.50	625.00	0.0098
22+350	50.00	10.40	10.30	515.00	12.50	12.50	625.00	0.0110
22+400	50.00	9.80	10.10	505.00	12.50	12.50	625.00	0.0120
22+450	50.00	10.60	10.20	510.00	12.50	12.50	625.00	0.0115
22+500	50.00	11.20	10.90	545.00	12.50	12.50	625.00	0.0080
22+550	50.00	10.60	10.90	545.00	12.50	12.50	625.00	0.0080
22+600	50.00	11.00	10.80	540.00	12.50	12.50	625.00	0.0085
22+650	50.00	11.10	11.05	552.50	12.50	12.50	625.00	0.0073
22+700	50.00	10.00	10.55	527.50	12.50	12.50	625.00	0.0098
22+750	50.00	9.20	9.60	480.00	12.50	12.50	625.00	0.0145
22+800	50.00	11.00	10.10	505.00	12.50	12.50	625.00	0.0120
22+860	60.00	10.25	10.63	637.50	12.50	12.50	750.00	0.0113
22+900	40.00	11.00	10.63	425.00	12.50	12.50	500.00	0.0075
22+950	50.00	12.00	11.50	575.00	12.50	12.50	625.00	0.0050
23+000	50.00	12.00	12.00	600.00	12.50	12.50	625.00	0.0025
23+050	50.00	12.50	12.25	612.50	12.50	12.50	625.00	0.0013
23+100	50.00	12.50	12.50	625.00	12.50	12.50	625.00	-
23+150	50.00	12.50	12.50	625.00	12.50	12.50	625.00	-
23+200	50.00	10.90	11.70	585.00	12.50	12.50	625.00	0.0040
23+250	50.00	10.70	10.80	540.00	12.50	12.50	625.00	0.0085
23+300	50.00	12.40	11.55	577.50	12.50	12.50	625.00	0.0048
23+350	50.00	10.70	11.55	577.50	12.50	12.50	625.00	0.0048
23+400	50.00	10.60	10.65	532.50	12.50	12.50	625.00	0.0093
23+450	50.00	10.80	10.70	535.00	12.50	12.50	625.00	0.0090
23+500	50.00	12.50	11.65	582.50	12.50	12.50	625.00	0.0043
23+550	50.00	12.50	12.50	625.00	12.50	12.50	625.00	-
23+600	50.00	11.60	12.05	602.50	12.50	12.50	625.00	0.0023
23+650	50.00	12.50	12.05	602.50	12.50	12.50	625.00	0.0023
23+700	50.00	12.10	12.30	615.00	12.50	12.50	625.00	0.0010
23+750	50.00	12.10	12.10	605.00	12.50	12.50	625.00	0.0020
23+800	50.00	11.50	11.80	590.00	12.50	12.50	625.00	0.0035
23+850	50.00	11.80	11.65	582.50	12.50	12.50	625.00	0.0043
23+900	50.00	9.90	10.85	542.50	12.50	12.50	625.00	0.0083
23+950	50.00	11.10	10.50	525.00	12.50	12.50	625.00	0.0100
24+000	50.00	10.80	10.95	547.50	15.00	13.75	687.50	0.0140
24+050	50.00	14.30	12.55	627.50	15.00	15.00	750.00	0.0123
24+100	50.00	11.40	12.85	642.50	15.00	15.00	750.00	0.0108
24+150	50.00	12.50	11.95	597.50	12.50	13.75	687.50	0.0090
24+200	50.00	11.90	12.20	610.00	12.50	12.50	625.00	0.0015
24+250	50.00	10.70	11.30	565.00	12.50	12.50	625.00	0.0060
24+300	50.00	11.60	11.15	557.50	12.50	12.50	625.00	0.0067
24+350	50.00	10.90	11.25	562.50	12.50	12.50	625.00	0.0063
24+400	50.00	11.80	11.35	567.50	12.50	12.50	625.00	0.0057
24+450	50.00	10.70	11.25	562.50	12.50	12.50	625.00	0.0063
24+500	50.00	12.20	11.45	572.50	12.50	12.50	625.00	0.0053
24+550	50.00	12.10	12.15	607.50	12.50	12.50	625.00	0.0018
24+600	50.00	11.00	11.55	577.50	12.50	12.50	625.00	0.0048
24+650	50.00	12.50	11.75	587.50	12.50	12.50	625.00	0.0038
24+700	50.00	10.30	11.40	570.00	12.50	12.50	625.00	0.0055

Chainage	Length (M)	Existing Available width (M)	Existing Available Avg. width (M)	Corresponding Area	Required width (M)	Required Avg. Width (M)	Required Area (SQM)	Area beyond the existing road width in Ha
24+750	50.00	12.50	11.40	570.00	12.50	12.50	625.00	0.0055
24+800	50.00	10.40	11.45	572.50	12.50	12.50	625.00	0.0053
24+850	50.00	11.40	10.90	545.00	12.50	12.50	625.00	0.0080
24+900	50.00	9.90	10.65	532.50	12.50	12.50	625.00	0.0093
24+950	50.00	11.80	10.85	542.50	12.50	12.50	625.00	0.0082
25+000	50.00	12.10	11.95	597.50	12.50	12.50	625.00	0.0028
25+050	50.00	12.50	12.30	615.00	12.50	12.50	625.00	0.0010
25+100	50.00	12.50	12.50	625.00	12.50	12.50	625.00	-
25+150	50.00	10.50	11.50	575.00	12.50	12.50	625.00	0.0050
25+200	50.00	10.20	10.35	517.50	12.50	12.50	625.00	0.0108
25+250	50.00	9.80	10.00	500.00	12.50	12.50	625.00	0.0125
25+300	50.00	10.10	9.95	497.50	12.50	12.50	625.00	0.0128
25+350	50.00	9.60	9.85	492.50	12.50	12.50	625.00	0.0133
25+400	50.00	9.30	9.45	472.50	12.50	12.50	625.00	0.0153
25+450	50.00	12.50	10.90	545.00	12.50	12.50	625.00	0.0080
25+480	30.00	11.00	11.75	352.50	12.50	12.50	375.00	0.0023
25+500	20.00	12.50	11.75	235.00	12.50	12.50	250.00	0.0015
25+550	50.00	10.90	11.70	585.00	12.50	12.50	625.00	0.0040
25+600	50.00	10.30	10.60	530.00	12.50	12.50	625.00	0.0095
25+650	50.00	10.20	10.25	512.50	12.50	12.50	625.00	0.0113
25+700	50.00	12.50	11.35	567.50	12.50	12.50	625.00	0.0058
25+750	50.00	12.50	12.50	625.00	12.50	12.50	625.00	-
25+800	50.00	12.50	12.50	625.00	12.50	12.50	625.00	-
7200		Total		80016			91887.5	1.1872

Bandal Ghat

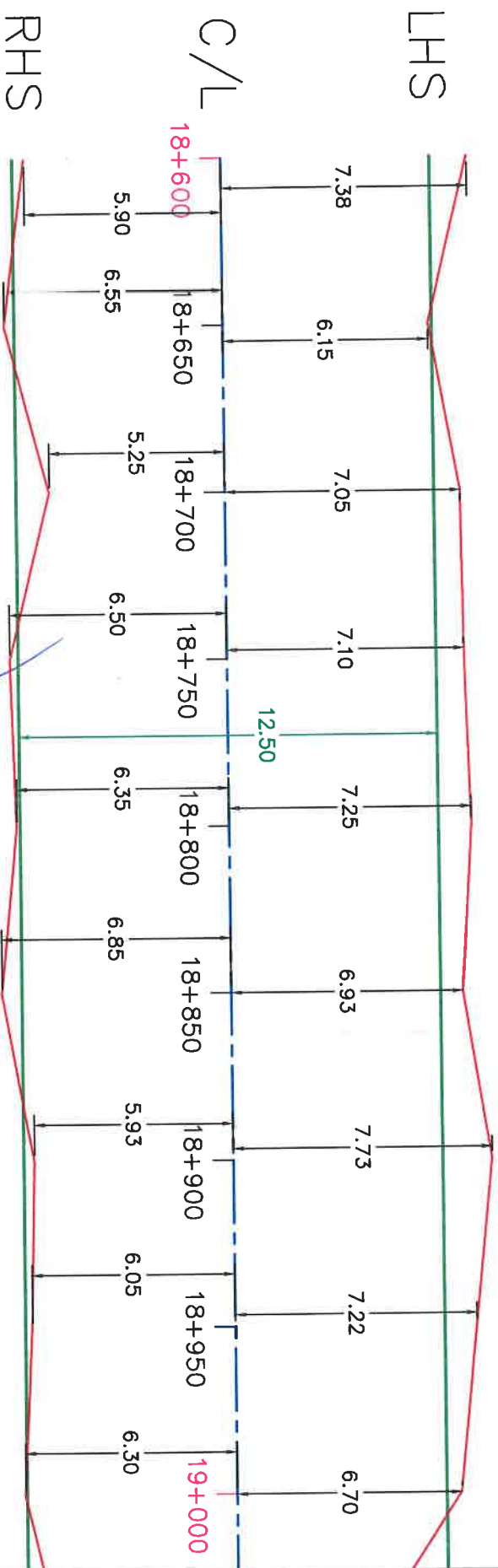
Chainage	Length (M)	Existing Available width (M)	Existing Available Avg. width (M)	Existing Available Area (SQM)	Required width (M)	Required Avg. Width (M)	Required Area (SQM)	Area beyond the existing road width in Ha
34+400		12.50			12.50			
34+450	50.00	11.40	11.95	597.50	12.50	12.50	625.00	0.0028
34+500	50.00	12.50	11.95	597.50	12.50	12.50	625.00	0.0028
34+550	50.00	11.20	11.85	592.50	12.50	12.50	625.00	0.0033
34+600	50.00	12.30	11.75	587.50	12.50	12.50	625.00	0.0038
34+650	50.00	12.20	12.25	612.50	15.00	13.75	687.50	0.0075
34+700	50.00	12.00	12.10	605.00	15.00	15.00	750.00	0.0145
34+750	50.00	12.50	12.25	612.50	12.50	13.75	687.50	0.0075
34+800	50.00	12.50	12.50	625.00	12.50	12.50	625.00	-
34+850	50.00	11.60	12.05	602.50	12.50	12.50	625.00	0.0023
34+900	50.00	11.00	11.30	565.00	12.50	12.50	625.00	0.0060
34+950	50.00	12.50	11.75	587.50	12.50	12.50	625.00	0.0038
35+000	50.00	11.55	12.03	601.25	12.50	12.50	625.00	0.0024
35+050	50.00	11.20	11.38	568.75	12.50	12.50	625.00	0.0056
35+100	50.00	12.50	11.85	592.50	12.50	12.50	625.00	0.0033
35+150	50.00	12.50	12.50	625.00	12.50	12.50	625.00	-
35+200	50.00	11.40	11.95	597.50	12.50	12.50	625.00	0.0028
35+250	50.00	12.50	11.95	597.50	12.50	12.50	625.00	0.0028
35+300	50.00	11.20	11.85	592.50	12.50	12.50	625.00	0.0033
35+350	50.00	11.00	11.10	555.00	12.50	12.50	625.00	0.0070
35+400	50.00	12.50	11.75	587.50	12.50	12.50	625.00	0.0038
35+450	50.00	12.50	12.50	625.00	12.50	12.50	625.00	-
35+500	50.00	11.10	11.80	590.00	12.50	12.50	625.00	0.0035
35+550	50.00	12.50	11.80	590.00	12.50	12.50	625.00	0.0035
35+600	50.00	10.90	11.70	585.00	12.50	12.50	625.00	0.0040
35+650	50.00	11.70	11.30	565.00	12.50	12.50	625.00	0.0060
35+700	50.00	12.00	11.85	592.50	12.50	12.50	625.00	0.0033
35+750	50.00	12.50	12.25	612.50	12.50	12.50	625.00	0.0013
35+800	50.00	12.50	12.50	625.00	12.50	12.50	625.00	-
Total				16687.50			17750.00	0.1063

Total (Devimane + Bandal)				96703.50			109637.50	1.2934
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J. H. Eligar
 GM (Tech) & PD
 NHAI PIU Dharwad

Kumta - Sirsi NH Project

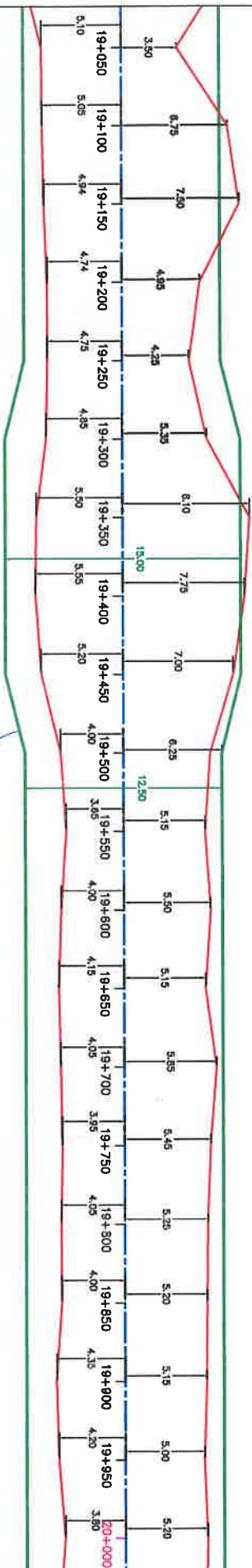
Devimane Chat Section Proposed & Existing Available Width details



J H Eligar
J H Eligar
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Kumta – Sirsi NH Project

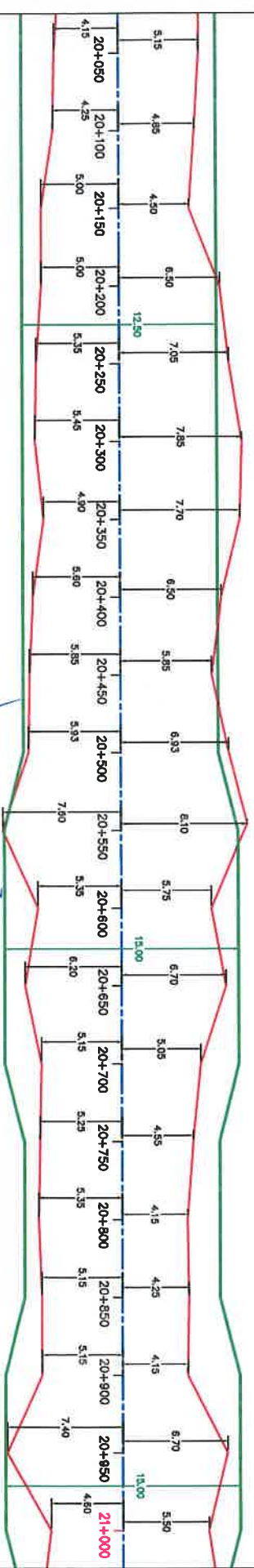
Devimane Chat Section Proposed & Existing Available Width details



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Kumta – Sirsi NH Project Devimane Ghat Section Proposed & Existing Available Width details

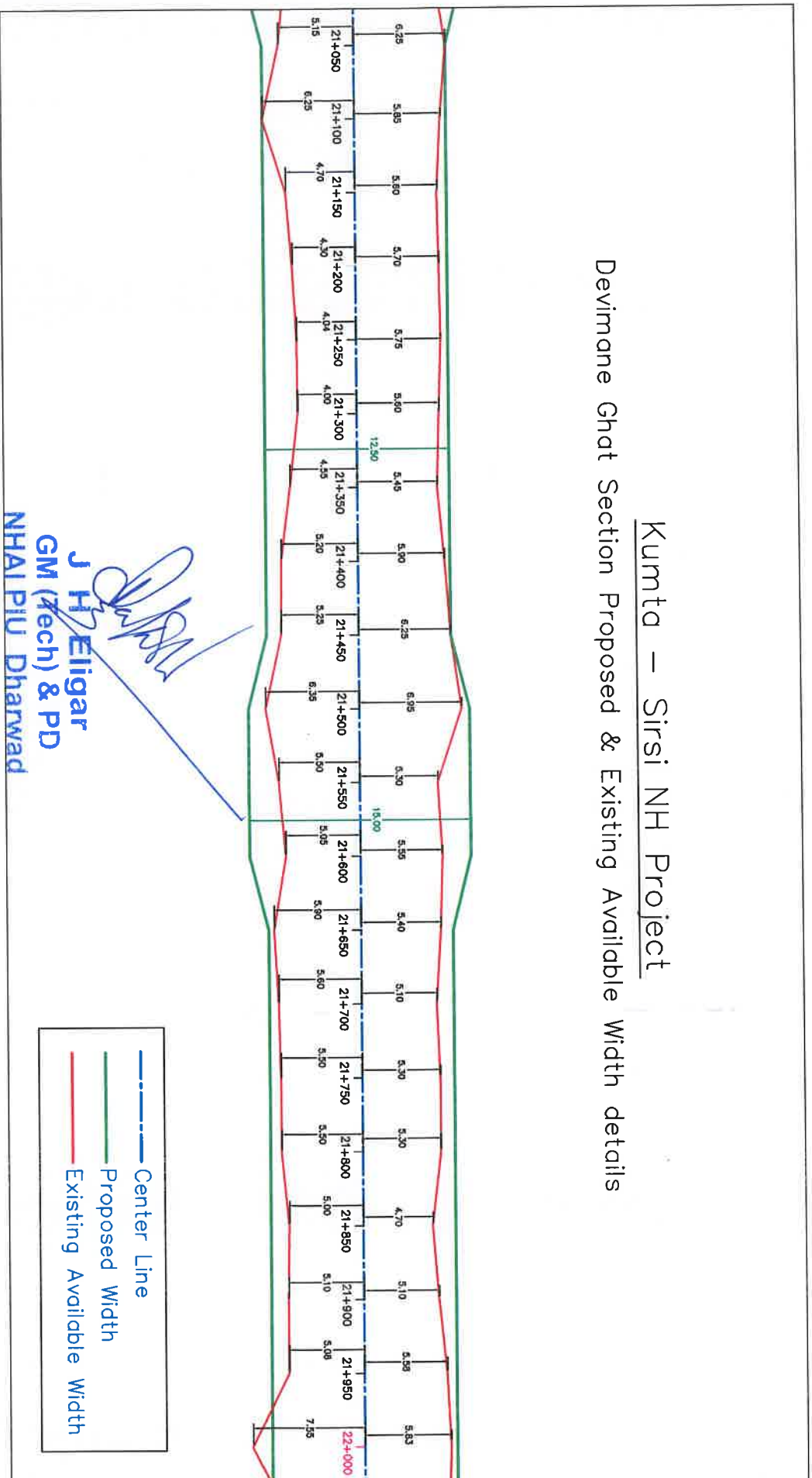



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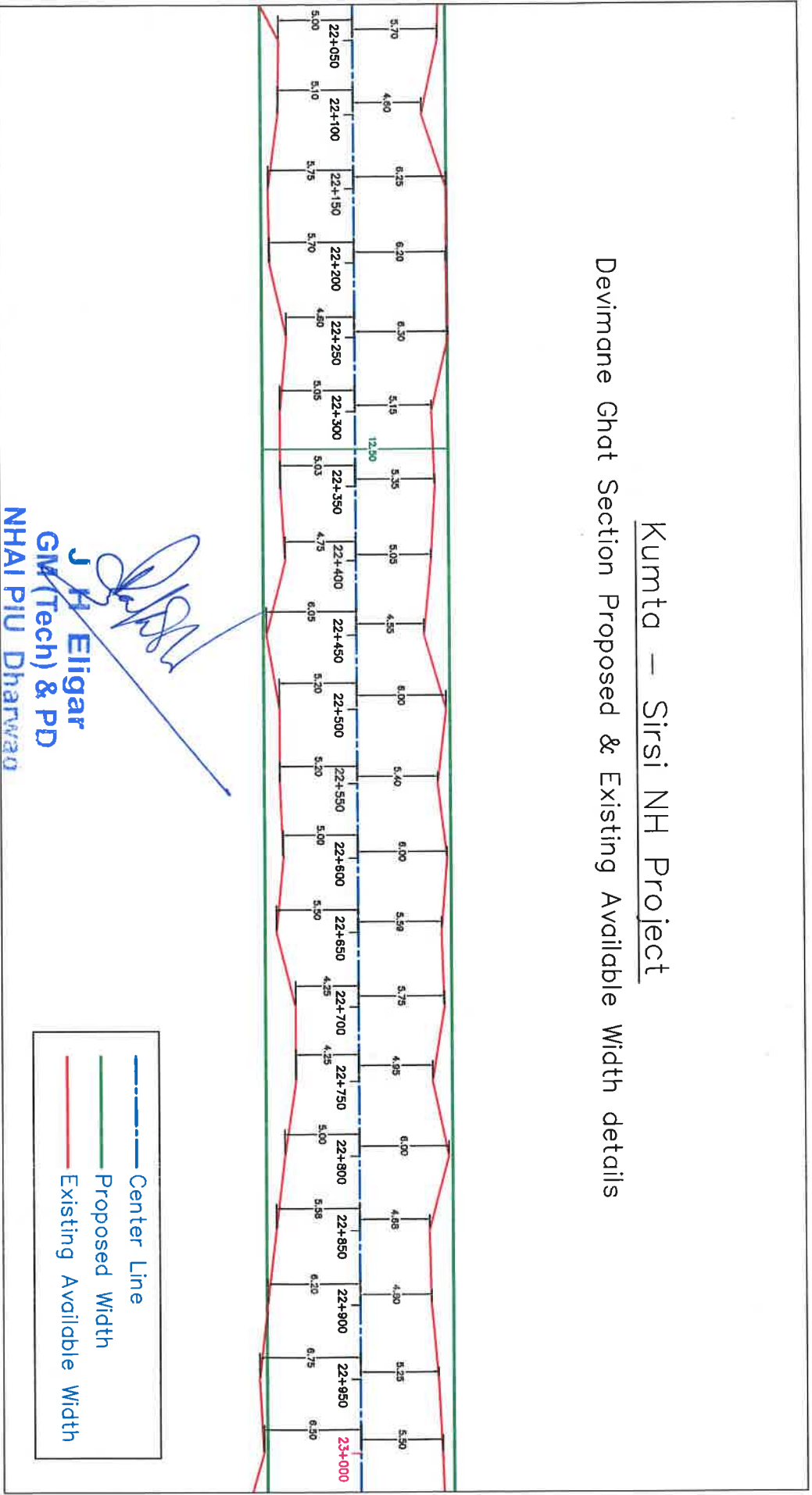
Kumta – Sirsi NH Project

Devimane Ghat Section Proposed & Existing Available Width details



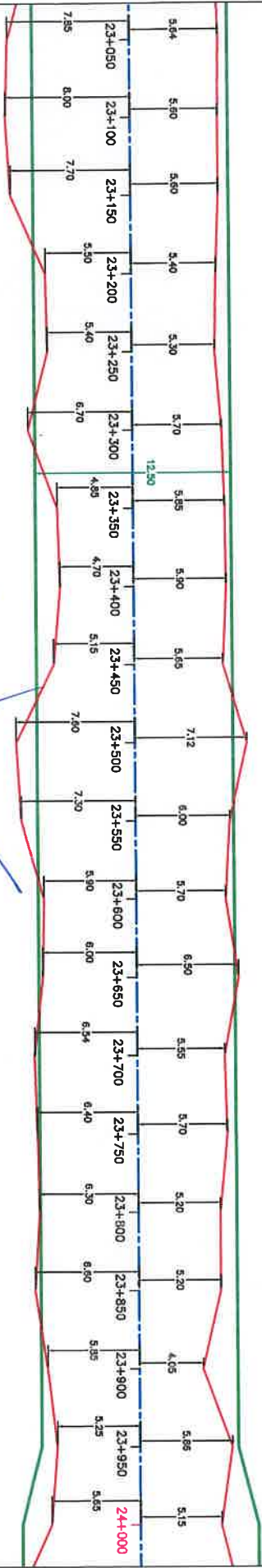
Kumta – Sirsi NH Project

Devimane Chat Section Proposed & Existing Available Width details



Kumta – Sirsi NH Project

Devimane Ghat Section Proposed & Existing Available Width details

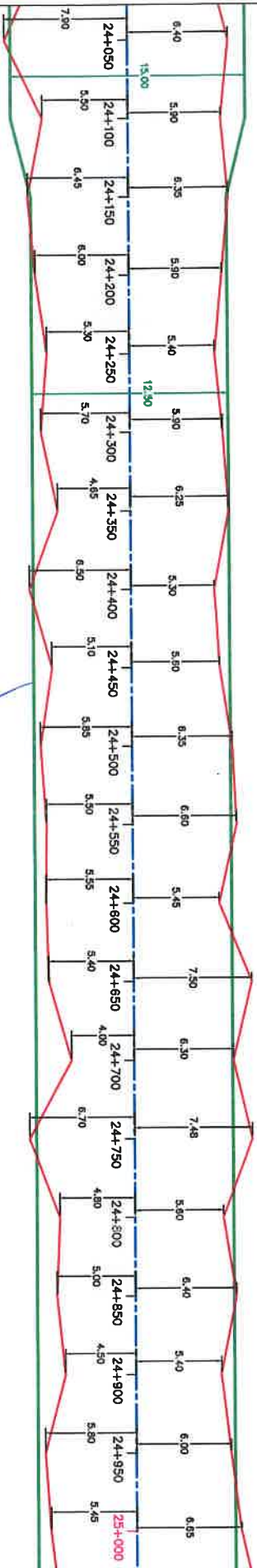


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J M Eligar
 GM(Tech) & PD
 NHAI PIU Dharwad



Kumta – Sirsi NH Project

Devimane Ghat Section Proposed & Existing Available Width details

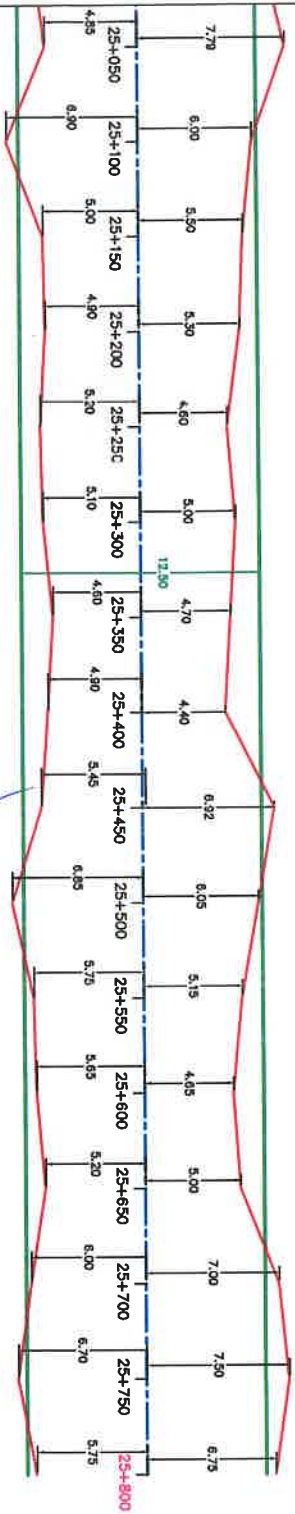


J. H. Eligar
J. H. Eligar
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Devimane Ghat Section Proposed & Existing Available Width details

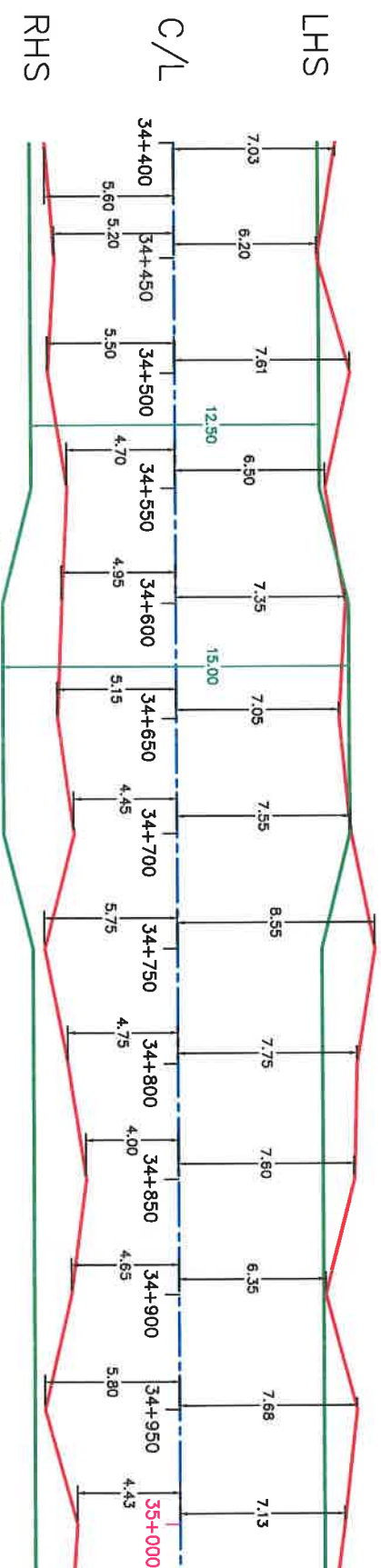


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Bandal Ghat Section Proposed & Existing Available Width details

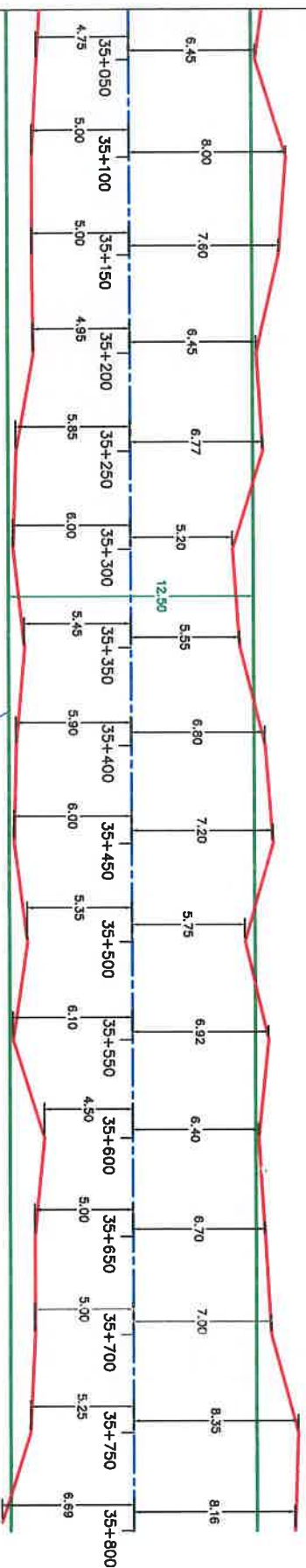


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Bandal Ghat Section Proposed & Existing Available Width details



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- Center Line
- Proposed Width
- Existing Available Width

ANNEXURE-4B

Diversion of Forest land for the for Upgradation to two lane with paved shoulders from Belakeri Port to Kumta-Sirsi from Km 0.000 to Km 4.265 of Belakeri Port Link road and from Km 4.965 to Km 60.000 of SH-69 (Excluding Stretch of NH-66) in Karnataka State on EPC

Mode (Package-1) under Bharatmala Pariyojana Phase-I:

Revised area of Forest Land in Devimane and Bandal Ghat Sections

As Per FC Document Uploaded					
GHAT SECTION	SVY	VILLAGE	RHS-LHS	AREA SQM	AREA Ha
BANDAL	86	Bandal	LHS	2160	0.216
BANDAL	86	Bandal	LHS	2520	0.252
BANDAL	123	Bandal	RHS	544	0.0544
BANDAL	123	Bandal	RHS	936	0.0936
BANDAL	123	Bandal	RHS	500	0.05
BANDAL	64	Bandal	RHS	120	0.012
BANDAL	64	Bandal	RHS	120	0.012
BANDAL	64	Bandal	RHS	80	0.008
BANDAL	64	Bandal	RHS	80	0.008
TOTAL				7060	0.706

As Per revised Width (12.5 & 15.0 m)					
GHAT SECTION	SVY	VILLAGE	RHS-LHS	AREA SQM	AREA Ha
BANDAL	86	Bandal	LHS	1575.2775	0.1575
BANDAL	86	Bandal	LHS	0.0263	0.0000
BANDAL	86	Bandal	LHS	20.0822	0.0020
BANDAL	123	Bandal	RHS	484.1015	0.0484
BANDAL	123	Bandal	RHS	638.1313	0.0638
BANDAL	123	Bandal	RHS	433.0356	0.0433
BANDAL	64	Bandal	RHS	120.0866	0.0120
BANDAL	64	Bandal	RHS	54.4001	0.0054
BANDAL	64	Bandal	RHS	37.3908	0.0037
BANDAL	64	Bandal	RHS	79.9640	0.0080
TOTAL				3442.4959	0.3442

S AS PER REVISED AREA = 0.3618 Ha

Division of Forest land for the for Upgradation to two lane with paved shoulders from Belakeri Port to Kumta-Sirsi from Km 0.000 to Km 4.265 of Belakeri Port Link road and from Km 4.965 to Km 60.000 of SH-69 (Excluding Stretch of NH-66) in Karnataka State on EPC Mode (Package-1) under Bharatmala Pariyojana Phase-I:

Revised area of Forest Land in Devimane and Bandal Ghat Sections

As Per FC Document Uploaded												As Per revised Width (12.5 & 15.0 m)				
GHAT SECTION	SVY	VILLAGE	RHS-LHS	AREA SQM	AREA Ha	SL.No	GHAT SECTION	SVY	VILLAGE	RHS-LHS	AREA SQM	AREA Ha				
DEVIMANE	23	Kodambale	RHS	1488.422921	0.148842292	1	DEVIMANE	23	Kodambale	RHS	1413.1804	0.141318				
DEVIMANE	29	Kodambale	RHS	106.9397955	0.01069398	2	DEVIMANE	29	Kodambale	RHS	69.284816	0.006928				
DEVIMANE	23	Kodambale	RHS	2201.139395	0.22011394	3	DEVIMANE	23	Kodambale	RHS	1764.8316	0.176483				
DEVIMANE	23	Kodambale	RHS	673.721559	0.067372156	4	DEVIMANE	23	Kodambale	RHS	581.49117	0.058149				
DEVIMANE	29	Kodambale	RHS	517.4712638	0.051747126	5	DEVIMANE	29	Kodambale	RHS	363.61244	0.036361				
DEVIMANE	23	Kodambale	RHS	7727.659402	0.77276594	6	DEVIMANE	23	Kodambale	RHS	5895.6442	0.589564				
DEVIMANE	29	Kodambale	RHS	212.7931937	0.021279319	7	DEVIMANE	29	Kodambale	RHS	131.35478	0.013135				
DEVIMANE	23	Kodambale	RHS	4040.688227	0.404068823	8	DEVIMANE	23	Kodambale	RHS	2997.4613	0.299746				
DEVIMANE	29	Kodambale	RHS	622.5380996	0.06225381	9	DEVIMANE	29	Kodambale	RHS	448.89128	0.044889				
DEVIMANE	23	Kodambale	RHS	519.2137402	0.051921374	10	DEVIMANE	23	Kodambale	RHS	410.97412	0.041097				
DEVIMANE	29	Kodambale	RHS	1994.00729	0.199400729	11	DEVIMANE	29	Kodambale	RHS	1462.4787	0.146248				
DEVIMANE	23	Kodambale	RHS	3.381541076	0.000338154	12	DEVIMANE	29	Kodambale	RHS	333.49038	0.033349				
DEVIMANE	29	Kodambale	RHS	453.6440302	0.045364403	13	DEVIMANE	23	Kodambale	RHS	2091.7058	0.209171				
DEVIMANE	23	Kodambale	RHS	3196.86115	0.319686115	14	DEVIMANE	29	Kodambale	RHS	445.49064	0.044549				
DEVIMANE	29	Kodambale	RHS	676.97296	0.067697296	15	DEVIMANE	29	Kodambale	RHS	11884.948	1.188495				
DEVIMANE	23	Kodambale	RHS	1.111172961	0.000111117	16	DEVIMANE	23	Kodambale	RHS	2.305373	0.000231				

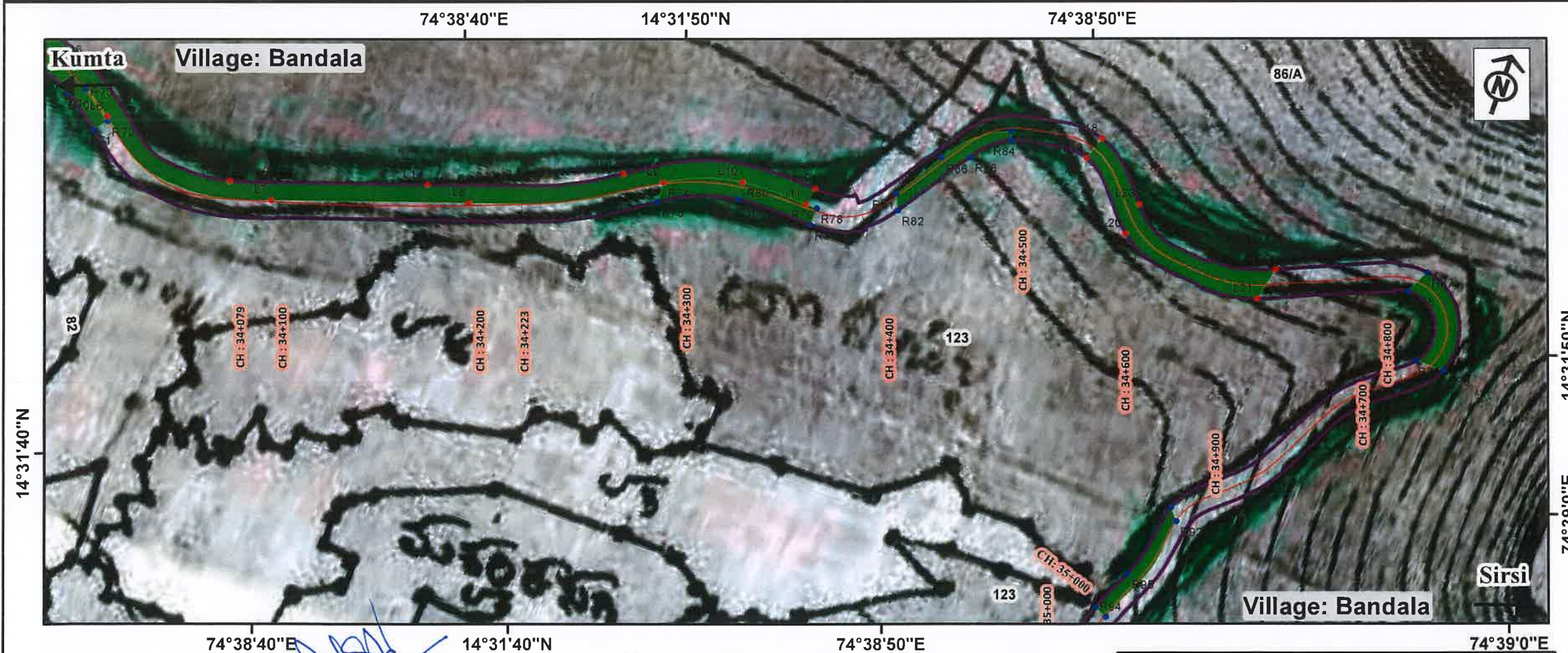
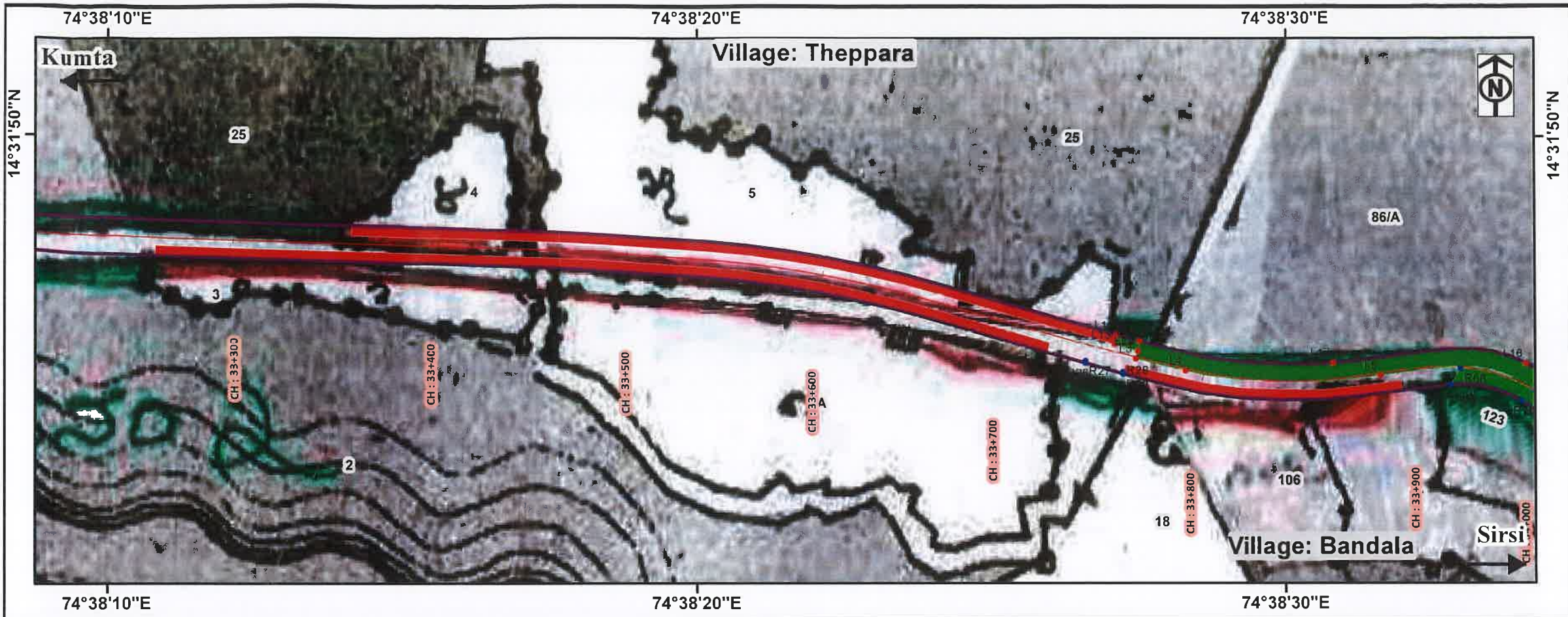
DEVIMANE	29	Kodambale	RHS	18238.23072	1.823823072
DEVIMANE	23	Kodambale	RHS	2.305372979	0.000230537
DEVIMANE	29	Kodambale	RHS	3059.68843	0.305968843
DEVIMANE	23	Kodambale	RHS	4675.842159	0.467584216
DEVIMANE	23	Kodambale	RHS	5.97E-05	5.97E-09
DEVIMANE	29	Kodambale	RHS	2736.922654	0.273692265
DEVIMANE	23	Kodambale	LHS	2784.447242	0.278444724
DEVIMANE	23	Kodambale	LHS	0.035016141	3.50161E-06
DEVIMANE	23	Kodambale	LHS	4122.790155	0.412279015
DEVIMANE	29	Kodambale	LHS	103.6826073	0.010368261
DEVIMANE	23	Kodambale	LHS	10026.5189	1.00265189
DEVIMANE	29	Kodambale	LHS	33.39206382	0.003339206
DEVIMANE	23	Kodambale	LHS	3921.959412	0.392195941
DEVIMANE	29	Kodambale	LHS	373.8010841	0.037380108
DEVIMANE	23	Kodambale	LHS	917.4611316	0.091746113
DEVIMANE	29	Kodambale	LHS	1989.009428	0.198900943
DEVIMANE	29	Kodambale	LHS	398.34196	0.039834196
DEVIMANE	23	Kodambale	LHS	2807.237681	0.280723768
DEVIMANE	29	Kodambale	LHS	688.6357478	0.068863575
DEVIMANE	29	Kodambale	LHS	15674.23112	1.567423112
DEVIMANE	23	Kodambale	LHS	146.7639922	0.014676399
DEVIMANE	29	Kodambale	LHS	4104.885791	0.410488579
DEVIMANE	23	Kodambale	LHS	8016.124789	0.801612479
DEVIMANE	29	Kodambale	LHS	3370.070517	0.337007052
TOTAL				112628.9438	11.2629

17	DEVIMANE	29	Kodambale	RHS	2539.4926	0.253949
18	DEVIMANE	23	Kodambale	RHS	4059.0078	0.405901
19	DEVIMANE	23	Kodambale	RHS	5.97E-05	5.97E-09
20	DEVIMANE	29	Kodambale	RHS	2253.8218	0.225382
21	DEVIMANE	23	Kodambale	LHS	1776.1162	0.177612
22	DEVIMANE	23	Kodambale	LHS	2700.1922	0.270019
23	DEVIMANE	29	Kodambale	LHS	103.68261	0.010368
24	DEVIMANE	23	Kodambale	LHS	6480.3899	0.648039
25	DEVIMANE	29	Kodambale	LHS	33.392064	0.003339
26	DEVIMANE	23	Kodambale	LHS	3106.7868	0.310679
27	DEVIMANE	29	Kodambale	LHS	229.33231	0.022933
28	DEVIMANE	23	Kodambale	LHS	585.05705	0.058506
29	DEVIMANE	29	Kodambale	LHS	1345.969	0.134597
30	DEVIMANE	29	Kodambale	LHS	391.94095	0.039194
31	DEVIMANE	23	Kodambale	LHS	2074.7645	0.207476
32	DEVIMANE	29	Kodambale	LHS	537.5879	0.053759
33	DEVIMANE	29	Kodambale	LHS	11744.736	1.174474
34	DEVIMANE	23	Kodambale	LHS	120.67326	0.012067
35	DEVIMANE	29	Kodambale	LHS	2581.0029	0.2581
36	DEVIMANE	23	Kodambale	LHS	4378.3017	0.43783
37	DEVIMANE	29	Kodambale	LHS	2115.0125	0.211501
TOTAL					79454.4047	7.9454

SAVINGS AS PER REVISED AREA= 3.3175

Therefore total savings in area =3.3175+0.3618 =3.6793 Ha

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Legend

- Kumta to Sirsi Road (NH766E)
- Proposed Right of Way
- Forest Land
- Non Forest (Private) Land

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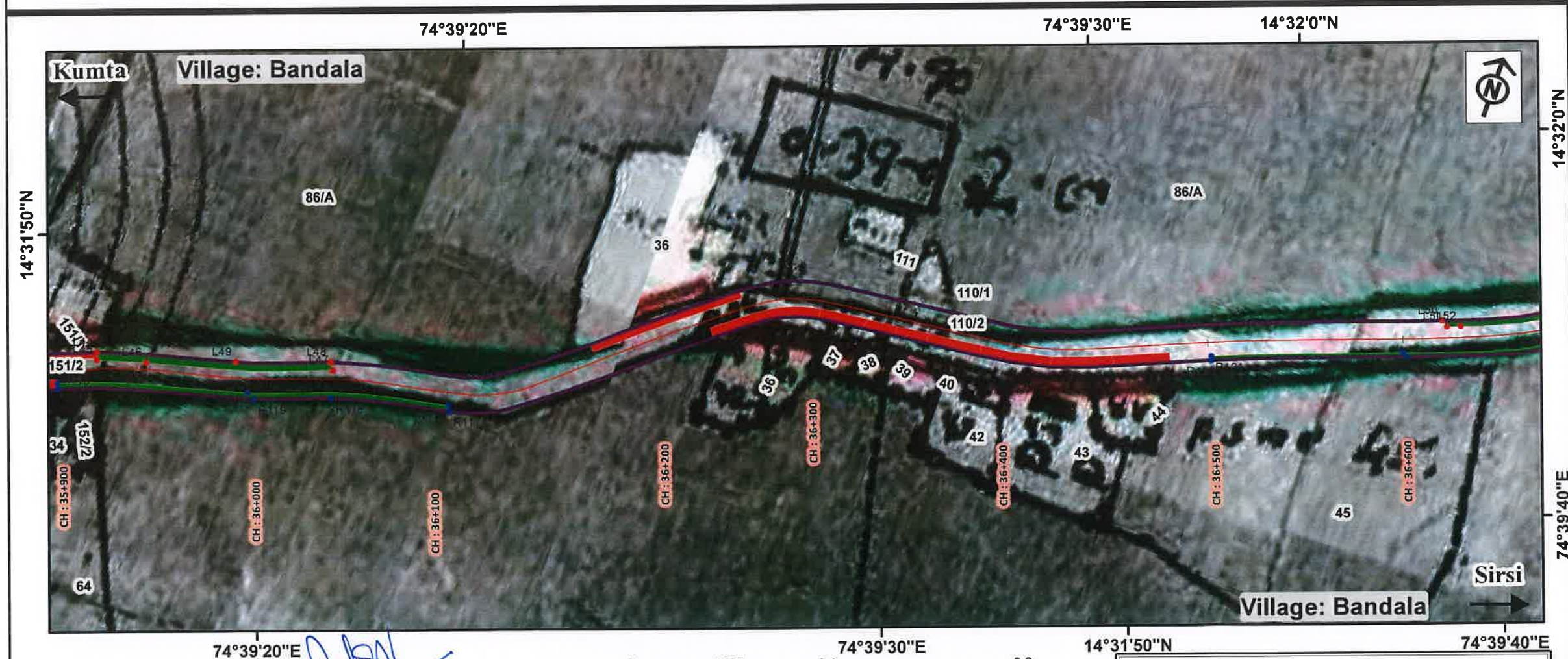
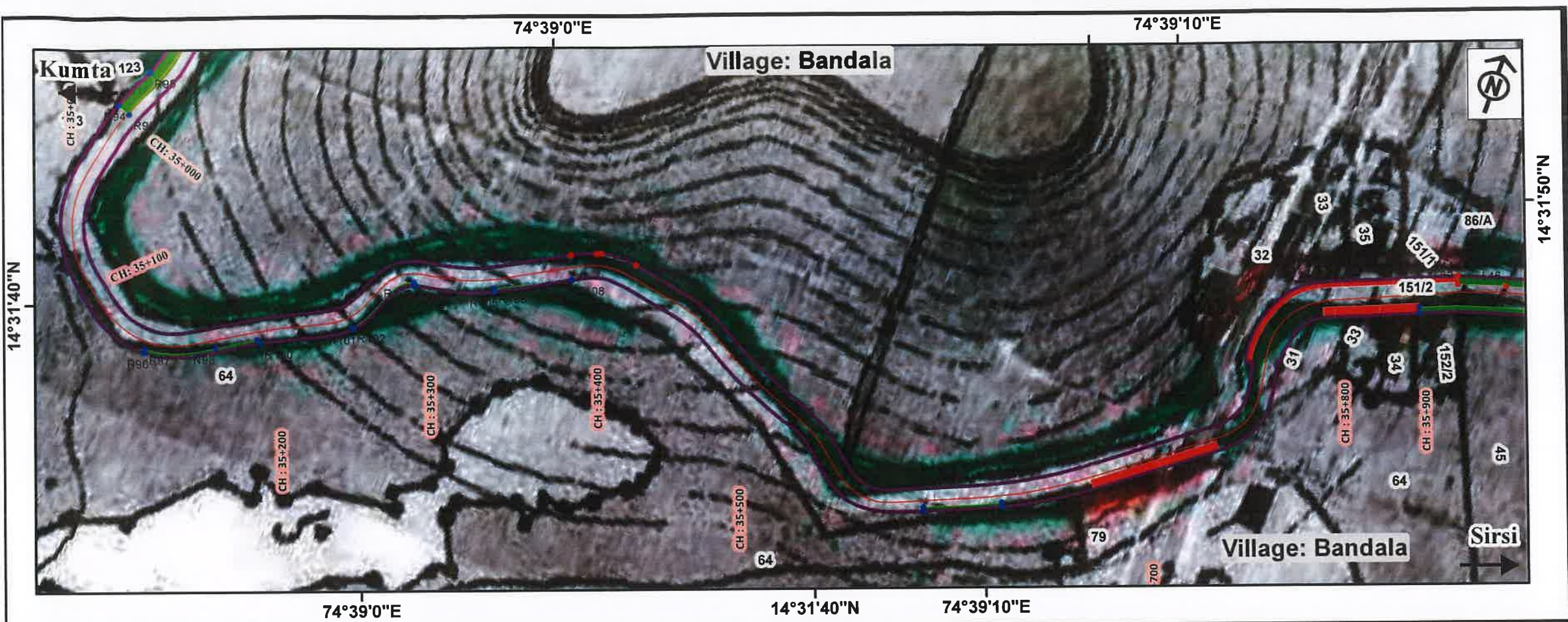
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Note: Forest sections along the Project Road was Identified Jointly with Concerned Divisional Forests Officials at Site.

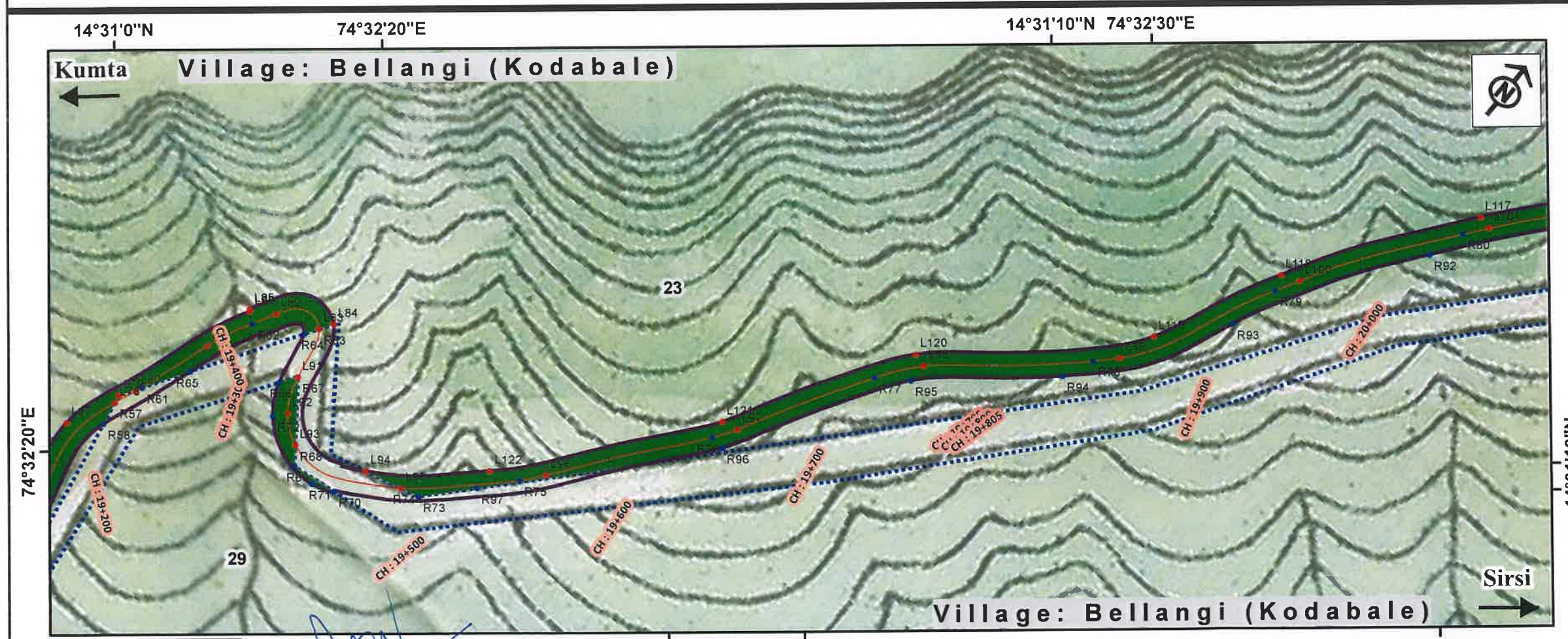
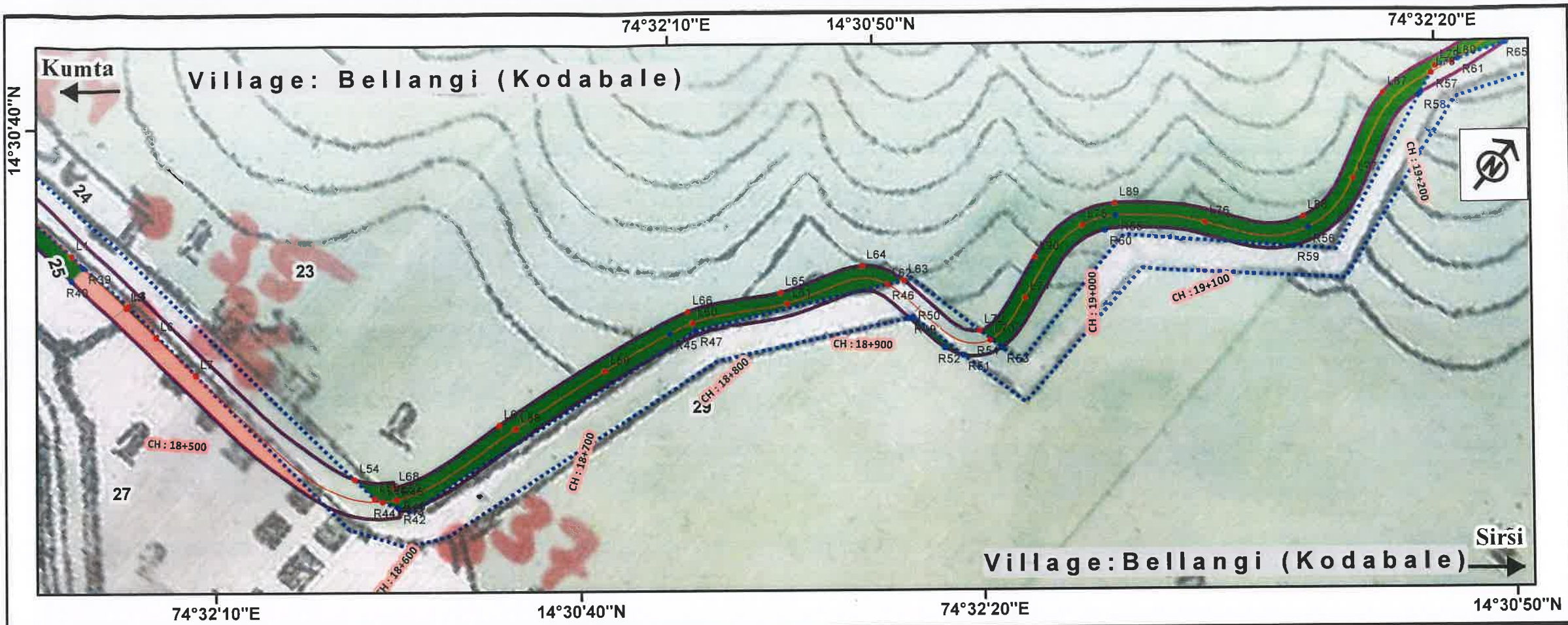
DRAWING TITLE : GEO-REFERENCE MAP SHOWING DIVERSION OF FOREST LAND FOR THE PROJECT.

PROJECT TITLE : Upgradation to Two Lane with Paved Shoulder of Belekeri to Hattikeri (766EE) and Kumta to Sirsi (NH766E) (excluding Stretch of NH66) in the State of Karnataka

Village : Teppara			
ID	Latitude	Longitude	svy
L12	14.5296491	74.64087538	25
L13	14.52960562	74.64086269	25
L14	14.52957698	74.64097206	25
L15	14.52962136	74.6409811	25
R26	14.52952301	74.64072288	3
R27	14.5295317	74.64072545	3
R28	14.52948159	74.64090381	3
R29	14.5294729	74.64090124	3
Village : Bandal			
L1	14.52962136	74.6409811	86
L2	14.52957698	74.64097706	86
L3	14.52954274	74.64096156	86
L4	14.52948776	74.64119681	86
L5	14.52946774	74.64211915	86
L6	14.52931319	74.64299415	86
L7	14.52921197	74.64385322	86
L8	14.52951071	74.64472924	86
L9	14.5299052	74.64555849	86
L10	14.53002943	74.64590494	86
L11	14.53003478	74.64677064	86
L12	14.53011529	74.64623956	86
L13	14.52987994	74.64536799	86
L14	14.52952526	74.64451857	86
L15	14.52923015	74.64364137	86
L16	14.52952259	74.64281219	86
L17	14.52952505	74.64189854	86
L18	14.53081051	74.64743784	86
L19	14.53065587	74.64738578	86
L20	14.53040505	74.64767276	86
L21	14.53033979	74.64837231	86
L22	14.53053285	74.64841606	86
L23	14.53058571	74.64771874	86
R68	14.52950012	74.64250134	123
R69	14.52942514	74.64245184	123
R70	14.52935183	74.64278934	123
R71	14.52923691	74.64295686	123
R72	14.52929351	74.64300309	123
R73	14.5293972	74.64285673	123
R74	14.5299052	74.64555849	123
R75	14.52981206	74.64556475	123
R76	14.52994858	74.64591453	123
R77	14.5299528	74.64627592	123
R78	14.53003418	74.64627586	123
R79	14.53003478	74.64622064	123
R80	14.53002943	74.64590494	123
R81	14.53022173	74.64660535	123
R82	14.53014504	74.64664209	123
R83	14.53053891	74.64692426	123
R84	14.53060282	74.64704245	123
R85	14.53067016	74.64701534	123
R86	14.53044708	74.64674733	123
R87	14.53075403	74.64910143	123
R88	14.53059262	74.64901621	123
R89	14.53032816	74.64916116	123
R90	14.53032811	74.64935349	123
R91	14.5293293	74.64831021	123
R92	14.52926714	74.64836603	123
R93	14.52875612	74.64820934	123
R94	14.52877457	74.64813733	123
R95	14.52896115	74.6482738	123



Village : Teppara			
ID	Latitude	Longitude	svy
L40	14.52858107	74.64966027	86
L39	14.52890861	74.6505209	86
L29	14.52853318	74.64963323	86
L30	14.52886831	74.65049018	86
L44	14.53012467	74.65440629	18
L45	14.53009013	74.65441728	18
L46	14.53015556	74.65463875	18
L47	14.5304148	74.65548592	18
L48	14.53044619	74.65546359	18
L49	14.53029952	74.6550408	18
L50	14.53235439	74.66036127	18
L51	14.53233699	74.66039289	18
L52	14.532359	74.66045302	18
R91	14.5293293	74.64831021	123
R92	14.52926714	74.64836603	123
R93	14.52875612	74.64820934	123
R94	14.52877457	74.64813733	123
R95	14.52896115	74.6482238	123
R96	14.52774461	74.6486499	64
R97	14.52776265	74.64864872	64
R98	14.52787874	74.64896678	64
R99	14.52798182	74.64914229	64
R100	14.52797033	74.64915929	64
R101	14.52816402	74.64956921	64
R102	14.52818256	74.64954889	64
R103	14.5284728	74.6497518	64
R104	14.52845093	74.64977397	64
R105	14.52855476	74.65012603	64
R106	14.52857105	74.65011797	64
R107	14.52872985	74.65045144	64
R108	14.52871357	74.65045953	64
R113	14.52990491	74.65429139	45
R114	14.52993008	74.65428104	45
R115	14.53018586	74.65514126	45
R116	14.53044529	74.65605772	45
R117	14.53041973	74.65606768	45
R118	14.5302938	74.65552225	45
R119	14.53016802	74.65517841	45
R120	14.5318244	74.65939099	45
R121	14.53184117	74.65938403	45
R122	14.5321545	74.6602348	45
R123	14.53255719	74.66108034	45
R124	14.53253986	74.66108756	45
R125	14.53241923	74.66091604	45
R126	14.53214401	74.66025917	45



- Legend**
- LHS
 - RHS
 - Kumta to Sirsi Road (NH766E)
 - Existing Right of Way
 - Proposed Right of Way
 - Forest Land
 - Non Forest (Private) Land

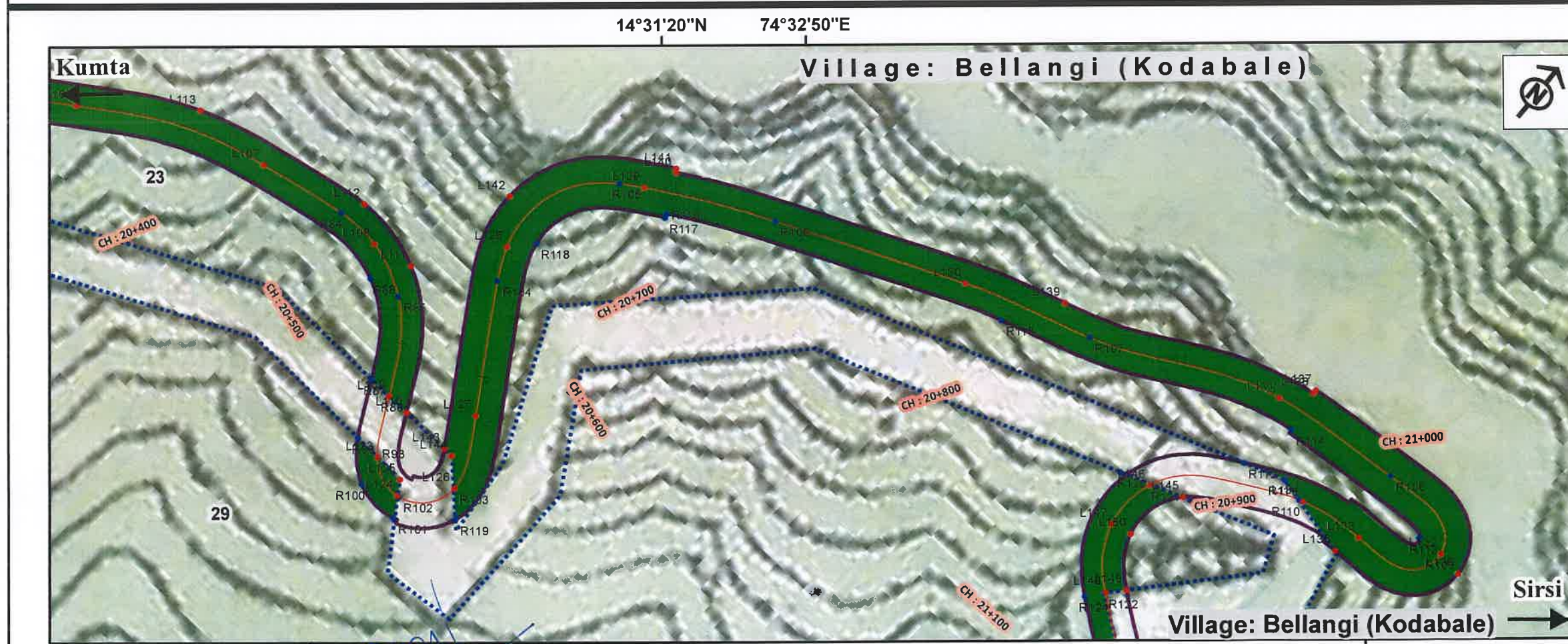
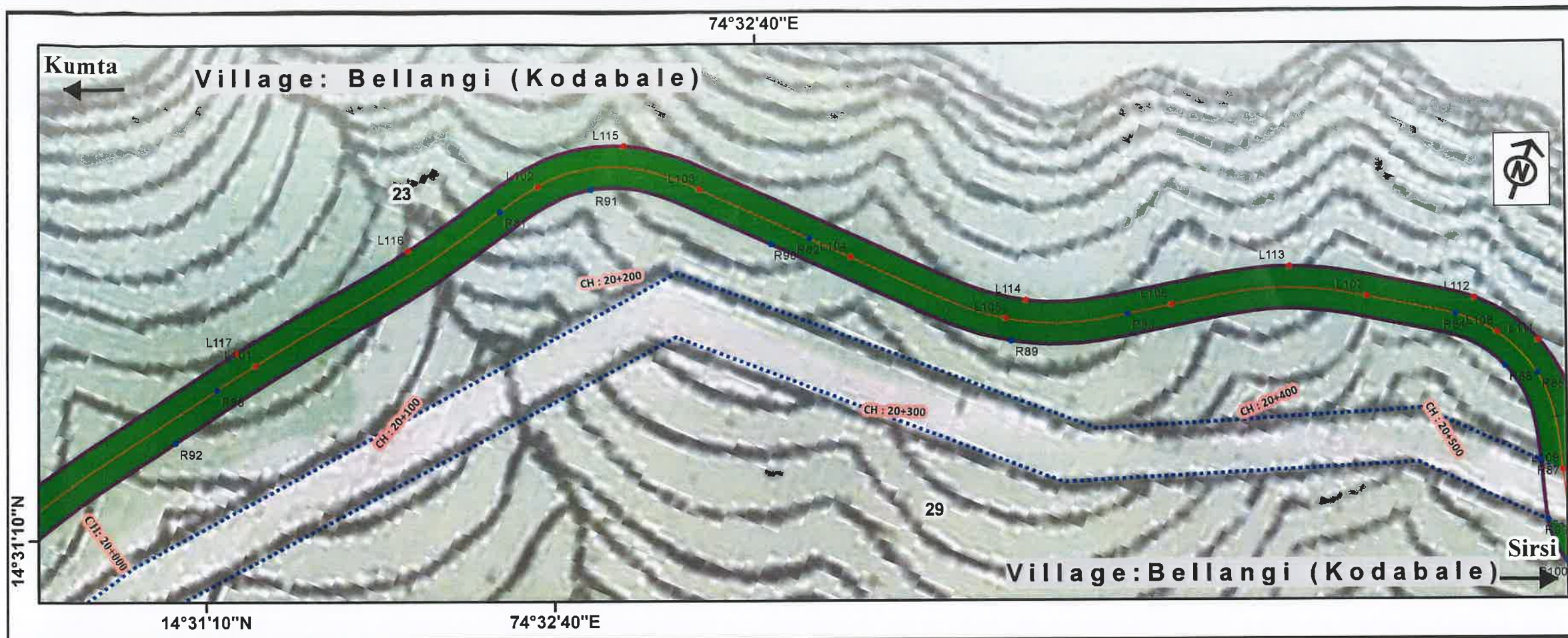
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Scale 1:2,500 Km 18.300 To Km 20.00
Note: Forest sections along the Project Road was Identified Jointly with Concerned Divisional Forests Officials at Site.

DRAWING TITLE : GEO-REFERENCE MAP SHOWING DIVERSION OF FOREST LAND FOR THE PROJECT.
PROJECT TITLE : Upgradation to Two Lane with Paved Shoulder of Belekeri to Hattikeri (766EE) and Kumta to Sirsi (NH766E) (excluding Stretch of NH66) in the State of Karnataka

SHEET NO : 10

Village : Kodambale							
ID	Latitude	Longitude	svy	ID	Latitude	Longitude	svy
R31	14.51084735	74.53344326	2	L2	14.51075722	74.5349351	25
R32	14.51080312	74.53366285	2	L3	14.51076914	74.53493895	25
R33	14.51076384	74.53365911	2	L4	14.51076914	74.53493895	27
R34	14.51079085	74.53342421	2	L5	14.51075722	74.5349351	27
R36	14.51076384	74.53365911	25	L6	14.51074533	74.53513136	27
R37	14.51080312	74.53366285	25	L7	14.51073062	74.53538928	27
R38	14.51079148	74.53409982	25	L54	14.51083667	74.53627871	23
R39	14.51077385	74.53466066	25	L55	14.51082836	74.53640826	23
R40	14.51069264	74.53465548	25	L56	14.51084051	74.53644472	23
R41	14.51072516	74.53411863	25	L57	14.51108842	74.53659867	23
R43	14.51088752	74.53658568	23	L58	14.5114877	74.53671242	23
R42	14.51088752	74.53658568	23	L59	14.51195393	74.53685661	23
R44	14.5108122	74.53644657	73	L60	14.51237846	74.53704139	23
R45	14.51161238	74.53674982	23	L61	14.51272585	74.53732722	23
R45	14.51245075	74.5370896	23	L62	14.51308985	74.53763453	23
R46	14.51308985	74.53763453	23	L63	14.51318246	74.53770593	23
R47	14.51236178	74.53707316	23	L64	14.51306201	74.53743081	23
R48	14.51145494	74.53676618	23	L65	14.51272614	74.53722249	23
R49	14.51302123	74.53780211	29	L66	14.51232198	74.53691151	23
R50	14.51305122	74.53782599	29	L67	14.51146736	74.53661059	23
R51	14.51306672	74.53812339	29	L68	14.51106735	74.53650234	23
R52	14.51302339	74.53797706	29	L72	14.51319638	74.53801345	23
R53	14.5132067	74.53824302	23	L73	14.51319756	74.5381727	23
R54	14.51320367	74.53817557	23	L74	14.51344922	74.53817357	23
R55	14.51400406	74.53826064	23	L75	14.51387046	74.53816908	23
R56	14.51452876	74.53899761	23	L76	14.51424379	74.53860418	23
R57	14.5154387	74.53898545	23	L77	14.51483602	74.53901429	23
R59	14.51445617	74.53904934	23	L78	14.5154387	74.53898545	23
R60	14.51402477	74.53840205	23	L79	14.51547558	74.53897814	23
R61	14.51556917	74.53903819	23	L80	14.51554073	74.53902593	23
R62	14.51611646	74.53924714	23	L81	14.51590643	74.53915039	23
R63	14.5162954	74.53950418	23	L82	14.51622083	74.53930457	23
R64	14.51622594	74.53945961	23	L83	14.5162954	74.53950418	23
R65	14.51583132	74.5392064	23	L84	14.51636576	74.53954933	23
R66	14.51597519	74.53950746	29	L85	14.51632326	74.53927278	23
R67	14.51606584	74.53957165	29	L86	14.51589678	74.53905221	23
R68	14.51582149	74.53976428	29	L87	14.51528233	74.5388435	23
R69	14.51574626	74.53982359	29	L88	14.51481475	74.53892518	23
R70	14.51578176	74.54010166	29	L89	14.51432737	74.53857028	23
R71	14.5157162	74.53991778	29	L90	14.51365226	74.53804898	23
R72	14.51582259	74.53960332	29	L91	14.51606584	74.53957165	29
R73	14.51600458	74.54036137	23	L92	14.51590904	74.5396421	29
R74	14.51598257	74.54027247	23	L93	14.51582149	74.53976428	29
R75	14.51635777	74.54067811	23	L95	14.51598258	74.54027247	23
R76	14.51707119	74.54124769	23	L96	14.51645334	74.54075788	23
R77	14.51775603	74.5416596	23	L97	14.51717494	74.54131582	23
R78	14.51845725	74.54240477	23	L98	14.51794196	74.5418032	23
R79	14.51923687	74.54285723	23	L99	14.51854597	74.54249254	23
R80	14.51998713	74.54337217	23	L100	14.51934448	74.54291887	23
R92	14.51978261	74.54330617	23	L101	14.52008467	74.54344948	23
R93	14.51901114	74.54282691	23	L117	14.52013028	74.54336893	23
R94	14.51827074	74.54231691	23	L118	14.51938983	74.54283864	23
R95	14.51785131	74.54182255	23	L119	14.51859361	74.54240882	23
R96	14.51702273	74.54130345	23	L120	14.51798401	74.54172534	23
R97	14.51620465	74.54054649	23	L121	14.51722015	74.54123336	23
L1	14.51077867	74.53458115	25	L122	14.51649804	74.54067726	23



- Legend
- LHS
 - RHS
 - Kumta to Sirsi Road (NH766E)
 - ▭ Proposed Right of Way
 - ▭ Forest Land
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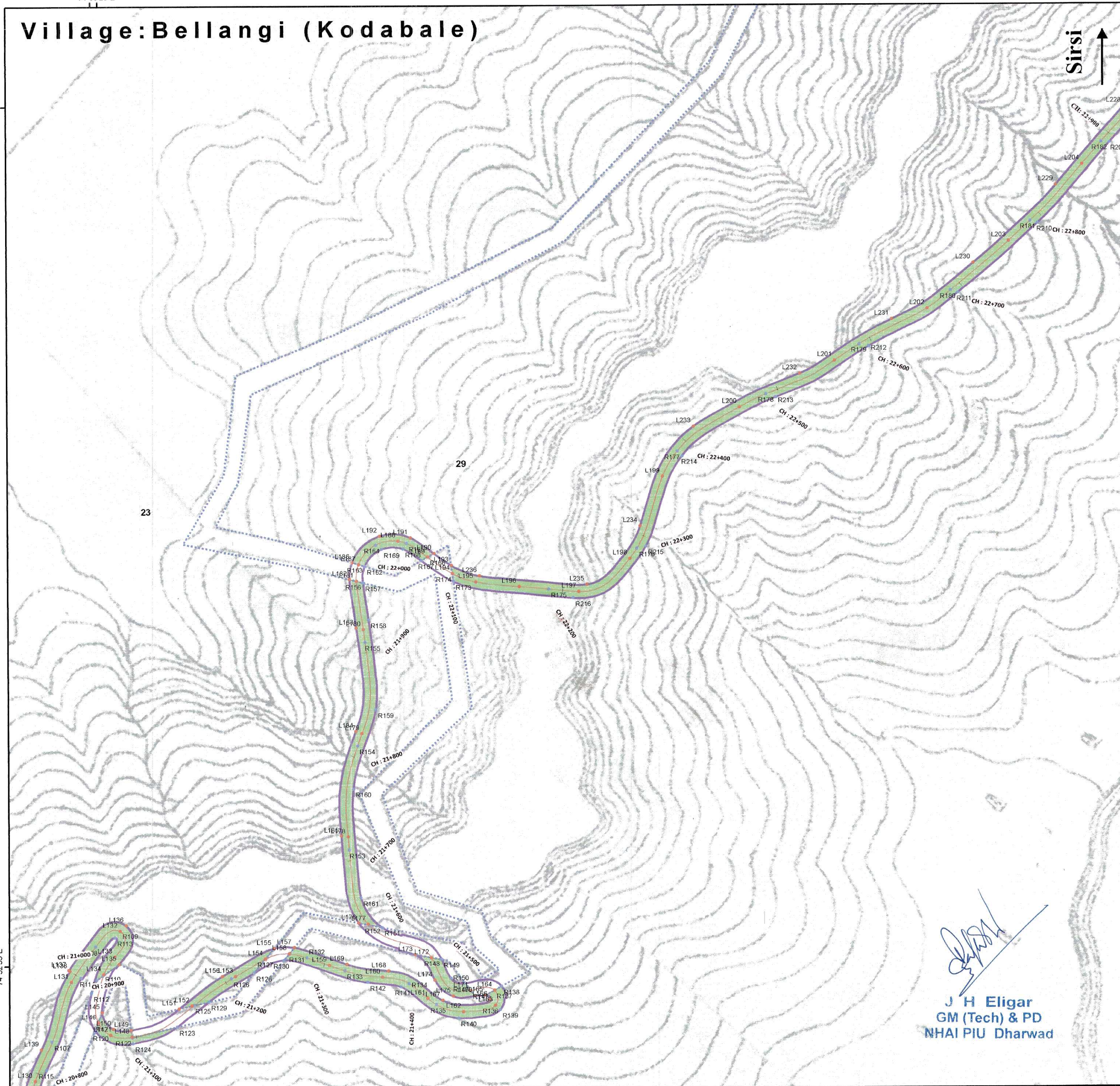
Scale 1:1,500 Km 20.00 To Km 20.800
Note: Forest sections along the Project Road was Identified Jointly with Concerned Divisional Forests Officials at Site.

DRAWING TITLE :
GEO-REFERENCE MAP SHOWING
DIVISION OF FOREST LAND FOR THE PROJECT.

PROJECT TITLE :
Upgradation to Two Lane with Paved Shoulder of Belekeri to Hattikeri (766EE) and Kumta to Sirsi (NH766E) (excluding Stretch of NH66) in the State of Karnataka

Village : Kodambale			
ID	Latitude	Longitude	svy
R80	14.51998713	74.54337217	23
R81	14.52069736	74.54394526	23
R82	14.5209162	74.54477706	23
R83	14.52101913	74.54567696	23
R84	14.52132283	74.54653708	23
R85	14.52125059	74.54680645	23
R86	14.52103093	74.5469623	23
R87	14.52103618	74.54686922	23
R88	14.52122236	74.54640531	23
R89	14.52086587	74.54556451	23
R90	14.52084335	74.54464703	23
R91	14.52048853	74.5438855	23
R92	14.51978261	74.54330617	23
R98	14.5208858	74.54704497	29
R99	14.52089277	74.54694247	29
R100	14.52078477	74.54704184	29
R101	14.52076843	74.54720472	29
R102	14.52084235	74.5471584	29
R103	14.52095529	74.54726197	23
R104	14.52145396	74.5469883	23
R105	14.52186448	74.54707623	23
R106	14.52205703	74.54747453	23
R107	14.52236116	74.54834728	23
R115	14.52218752	74.5480642	23
R116	14.5218429	74.54720652	23
R117	14.52105012	74.54732498	23
R118	14.52088656	74.5473393	23
R119	14.5208764	74.54733572	23
L101	14.52008467	74.54344948	23
L102	14.52079621	74.54402065	23
L103	14.52093851	74.54444306	23
L104	14.52090775	74.54490326	23
L105	14.52089669	74.54536304	23
L106	14.52108386	74.54578461	23
L107	14.5212863	74.54628769	23
L108	14.52131609	74.54666282	23
L109	14.52103093	74.5469623	23
L110	14.5210256	74.54705668	23
L111	14.52133438	74.54682937	23
L112	14.52140501	74.5465727	23
L113	14.52132111	74.54607827	23
L114	14.52104618	74.54556032	23
L115	14.52100023	74.54481547	23
L116	14.52083636	74.54394798	23
L117	14.52013028	74.54336893	23
L123	14.5208858	74.54704497	29
L124	14.52084181	74.54715422	29
L125	14.52087988	74.54713189	29
L126	14.52095529	74.54726197	23
L127	14.52113976	74.54717943	23
L128	14.52153998	74.54694818	23
L129	14.52189936	74.54713669	23
L130	14.52225741	74.54798806	23
L139	14.52243001	74.54829227	23
L140	14.52211366	74.54742357	23
L141	14.52179511	74.54689534	23
L142	14.52139213	74.54693755	23
L143	14.52101949	74.54716503	23
L144	14.52101757	74.54719914	23

Village: Bellangi (Kodabale)

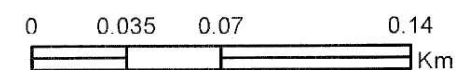


J H Eligar
GM (Tech) & PD
NHAI PIU Dharwad

Village: Kodabale					
ID	Latitude	Longitude	svy	ID	Latitude
R147	14.51991541	74.55103398	29	L165	14.51979671
R150	14.52008885	74.55104728	29	L161	14.52015256
R146	14.5200381	74.55106366	29	L159	14.52097534
R135	14.52006089	74.55074915	29	L169	14.52088365
R140	14.51987527	74.55074364	29	L167	14.52005185
R142	14.52064244	74.55047684	29	L166	14.51975908
R132	14.52116313	74.55033702	29	L154	14.52142614
R134	14.52035852	74.5507371	29	L152	14.52164805
R136	14.51967434	74.55107489	29	L156	14.52164649
R126	14.52154004	74.54977518	23	L155	14.52142854
R125	14.52163783	74.54938614	23	L148	14.52186719
R127	14.52142614	74.55009889	23	L150	14.52203497
R121	14.52216244	74.54873268	29	L149	14.52193605
R124	14.52179505	74.54879362	29	L136	14.52239019
R122	14.52186395	74.54882428	29	L133	14.5224189
R110	14.5223919	74.54907754	23	L131	14.52256589
R112	14.52234581	74.54880965	23	L138	14.52268737
R114	14.52249659	74.54893288	23	L137	14.52261834
R108	14.52599963	74.54923016	23	L176	14.52104039
R109	14.5252716	74.54947361	23	L185	14.52163099
R152	14.52093691	74.55090648	23	L184	14.52209964
R153	14.52147334	74.55120643	23	L183	14.52267938
R154	14.5219901	74.55204455	23	L180	14.52259179
R155	14.52250838	74.55278435	23	L179	14.52202824
R158	14.52260871	74.55298859	23	L178	14.52155244
R159	14.52199706	74.55231346	23	L177	14.52094536
R160	14.5217133	74.55188663	23	L186	14.52305264
R161	14.52106771	74.55103886	23	L188	14.52285046
R151	14.52073707	74.55102203	23	L182	14.52301606
R164	14.52297418	74.55350011	29	L204	14.52045939
R162	14.52290175	74.55338016	29	L203	14.52051813
R165	14.52278197	74.55386411	29	L202	14.52067598
R209	14.5203761	74.56025161	29	L201	14.52099573
R210	14.52040677	74.559925	29	L200	14.52135837
R211	14.52054369	74.55840781	29	L199	14.521479
R212	14.52084559	74.55739684	29	L197	14.52139302
R213	14.52117496	74.55667684	29	L196	14.52181046
R214	14.52143326	74.5579765	29	L236	14.52216436
R215	14.52116829	74.55491618	29	L235	14.52142735
R216	14.52150848	74.55413211	29	L234	14.52145096
R174	14.5221621	74.55373782	29	L233	14.52154391
R175	14.52160316	74.55417041	29	L232	14.52117901
R176	14.52125235	74.55495737	29	L231	14.52088296
R177	14.52152164	74.5558171	29	L230	14.52064417
R178	14.52125707	74.55669606	29	L229	14.52054182
R179	14.52092249	74.5575535	29	L228	14.52058347
R180	14.52062324	74.55842559	29	L192	14.52252716
R181	14.52048635	74.55934276	29	L194	14.52239595
R182	14.52045787	74.56026964	29	L195	14.5223175
R111	14.52240853	74.54901042	23	L145	14.52223345
R113	14.52252185	74.54940058	23	L146	14.52218044
R120	14.52218867	74.54864753	29	L147	14.52201768
R123	14.52189397	74.54919775	29	L151	14.52174685
R128	14.52142672	74.54980851	23	L153	14.52153586
R129	14.52152257	74.5495425	23	L157	14.52130117
R130	14.52129691	74.55016446	29	L158	14.52129904
R131	14.52129904	74.55026638	29	L160	14.52096307
R133	14.52084405	74.55046852	29	L162	14.52084674
R137	14.51973186	74.55110938	29	L163	14.51967434
R138	14.51959411	74.55105615	29	L164	14.51976176
R41	14.52031183	74.55066907	29	L173	14.52048238
R148	14.52035985	74.55100534	29	L174	14.52020416
R149	14.52024091	74.55109982	29	L175	14.51999787
R156	14.52290121	74.5531481	23	L181	14.52290121
R157	14.52282437	74.55318678	23	L182	14.52297584
R163	14.52297953	74.55327402	29	L187	14.52297866
R166	14.52356948	74.55371065	29	L189	14.52356949
R167	14.5226057	74.55361071	29	L190	14.52254349
R168	14.52275586	74.55359122	29	L191	14.52279399
R169	14.52286763	74.55350677	29	L193	14.52283899
R173	14.5223235	74.55366057	29	L194	14.52231621
L170	14.51966019	74.55101063	29	L195	14.52211818
L172	14.52034319	74.55103304	29	L198	14.52124353
L171	14.51991541	74.55103398	29		

- Legend
- LHS
 - RHS
 - Kumta to Sirsi Road (NH766E)
 - Existing Right of Way
 - Proposed Right of Way
 - Forest Land
 - Non Forest (Private) Land

Scale

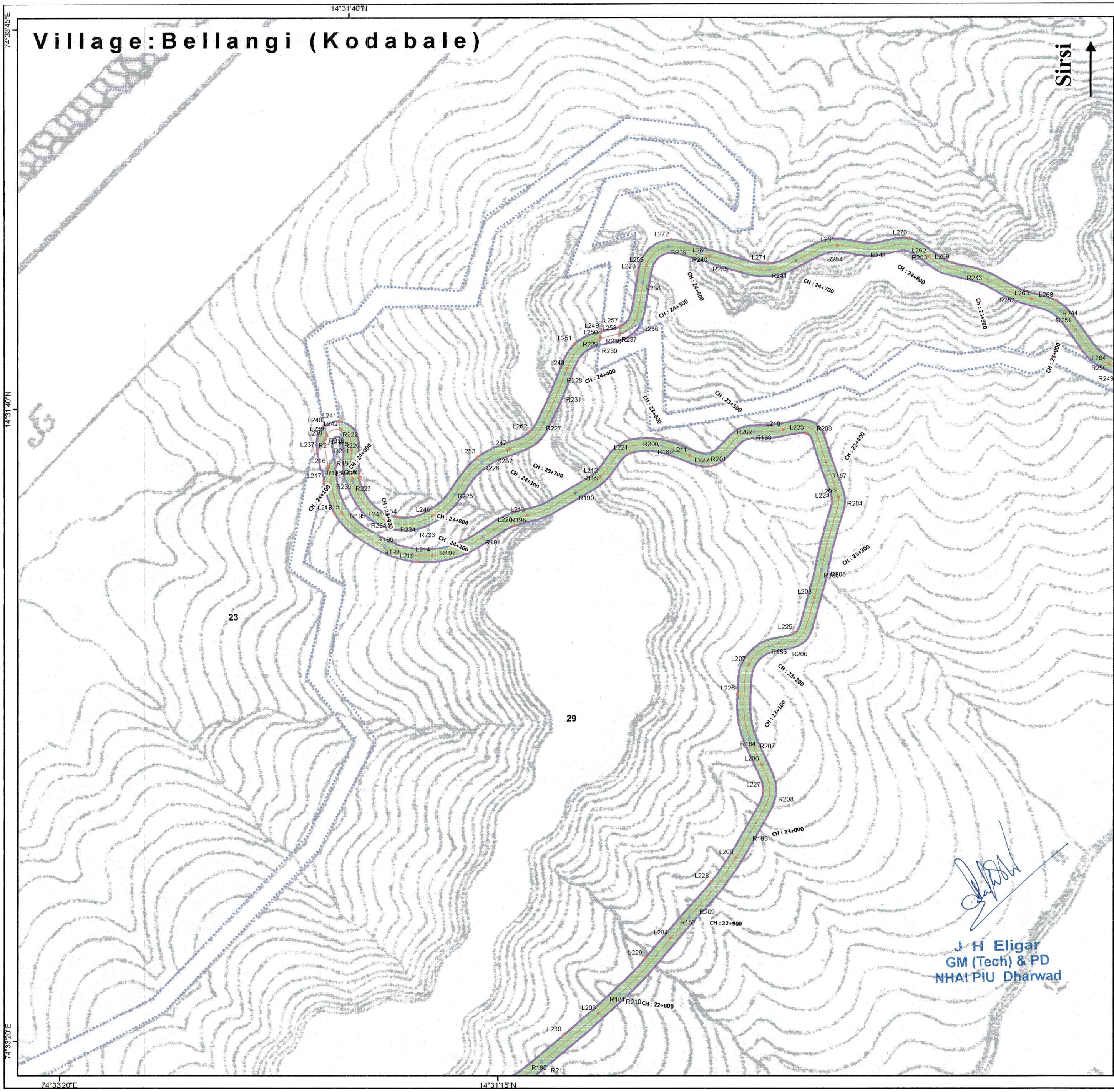


Km 20.800 To Km 22.800

DRAWING TITLE : GEO-REFERENCE MAP SHOWING
DIVERSION OF FOREST LAND FOR THE PROJECT.

PROJECT TITLE :
Upgradation to Two Lane with Paved Shoulder of Belekeri to Hattikeri
(766EE) and Kumta to Sirsi (NH766E) (excluding Stretch of NH66)
in the State of Karnataka

Note: Forest sections along the Project Road was Identified Jointly
with Concerned Divisional Forests Officials at Site.



Village : Kodabale							
ID	Latitude	Longitude	svy	ID	Latitude	Longitude	svy
R181	14.52048635	74.55934278	29	R255	14.52401337	74.56486472	23
R182	14.52045787	74.56026964	29	R256	14.52411586	74.56408116	23
R183	14.52052398	74.56119169	29	L204	14.52045939	74.56001073	29
R184	14.52106353	74.56183713	29	L205	14.52047783	74.56099716	29
R185	14.52145201	74.5625826	29	L206	14.52083646	74.56172455	29
R186	14.52153708	74.5634075	29	L207	14.52148531	74.56233299	29
R188	14.52276173	74.56396734	29	L208	14.52142617	74.563175	29
R189	14.52329145	74.56334122	29	L209	14.52183352	74.56400058	29
R190	14.52360013	74.562534	29	L210	14.52258148	74.56414738	29
R191	14.52396975	74.56169446	29	L211	14.5230561	74.56343333	29
R192	14.5245711	74.56106342	29	L212	14.52353093	74.56278222	29
R193	14.52539342	74.56128448	29	L213	14.52379479	74.56209312	29
R194	14.52540816	74.56141267	29	L214	14.52420002	74.56127576	29
R195	14.52505154	74.56114183	29	L215	14.52503964	74.56104664	29
R196	14.52471736	74.56112258	29	L216	14.52539342	74.56128448	29
R197	14.52407093	74.56168775	29	L217	14.52532029	74.5612414	29
R198	14.52370113	74.56252978	29	L218	14.52505637	74.56097439	29
R199	14.52363083	74.56305817	29	L219	14.52420483	74.5611683	29
R200	14.52317595	74.56348991	29	L220	14.52378593	74.56197555	29
R201	14.52293761	74.56379221	29	L221	14.52345182	74.56282805	29
R202	14.52269306	74.56414587	29	L222	14.52291543	74.56342062	29
R203	14.52243451	74.56440249	29	L223	14.52247065	74.56417225	29
R204	14.52193456	74.56417108	29	L224	14.52179163	74.5637613	29
R205	14.52143727	74.56342664	29	L225	14.52139785	74.5629276	29
R206	14.52133418	74.56257506	29	L226	14.52141078	74.56208041	29
R207	14.52091958	74.56186797	29	L227	14.52069228	74.56154509	29
R208	14.52043528	74.56117473	29	L228	14.52053347	74.56063775	29
R209	14.5203761	74.56025161	29	L229	14.52054182	74.55970998	29
R210	14.52040677	74.559325	29	L237	14.52555452	74.56130925	23
R217	14.52556895	74.56145461	23	L238	14.52556895	74.56145461	23
R218	14.52558157	74.56149609	23	L239	14.52558169	74.56149708	23
R219	14.52557235	74.56148883	23	L240	14.52566044	74.56155821	23
R220	14.5254126	74.56147757	29	L241	14.52559116	74.56167405	29
R221	14.52541692	74.56152106	29	L242	14.52555205	74.5616126	29
R222	14.52552092	74.56161237	29	L243	14.52533415	74.56153347	29
R223	14.52513573	74.5613211	29	L244	14.52515796	74.56133738	29
R224	14.52460333	74.56129802	29	L245	14.52471286	74.56124464	29
R225	14.52439311	74.5618259	29	L246	14.52442202	74.5615502	29
R226	14.52439766	74.56219884	29	L247	14.52429183	74.56244755	29
R227	14.52421158	74.56282725	29	L248	14.52435761	74.56332818	29
R228	14.52433962	74.56327454	29	L249	14.52436514	74.56381464	29
R229	14.52430729	74.56372806	29	L250	14.52430729	74.56372806	29
R230	14.52426973	74.56366484	29	L251	14.52448863	74.56345648	29
R231	14.52421296	74.56310544	29	L252	14.5243298	74.56256971	29
R232	14.52432035	74.56223856	29	L253	14.52450525	74.56214475	29
R233	14.52445008	74.56134695	29	L254	14.52448221	74.56168573	29
R234	14.52482486	74.56115514	29	L255	14.52480134	74.56132576	29
R235	14.52525719	74.56132522	29	L256	14.52529534	74.56161928	29
R236	14.52420074	74.56385436	23	L257	14.52426456	74.56396464	23
R237	14.52420799	74.56386669	23	L258	14.52420799	74.56386669	23
R238	14.52434118	74.56435844	23	L259	14.52441399	74.56449261	23
R239	14.52437264	74.56475127	23	L260	14.52440484	74.5649184	23
R240	14.52411197	74.56488693	23	L261	14.52325845	74.56572617	23
R241	14.52357137	74.56516926	23	L262	14.52258936	74.56617179	23
R242	14.52302959	74.56587487	23	L263	14.52166257	74.56646881	23
R243	14.52226213	74.56627188	23	L268	14.52150084	74.56663801	23
R244	14.52140593	74.56655011	23	L269	14.52234602	74.56633502	23
R251	14.5214798	74.56647264	23	L270	14.52297967	74.56606864	23
R252	14.52188394	74.56631497	23	L271	14.52364975	74.56523218	23
R253	14.5227454	74.5660823	23	L272	14.52444664	74.56480801	23
R254	14.5233577	74.56543651	23	L273	14.52446013	74.56437568	23

Legend

LHS

RHS

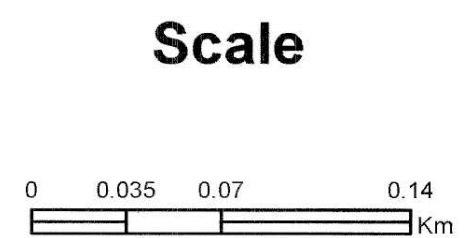
Kumta to Sirsi Road (NH766E)

Existing Right of Way

Proposed Right of Way

Forest Land

Non Forest (Private) Land

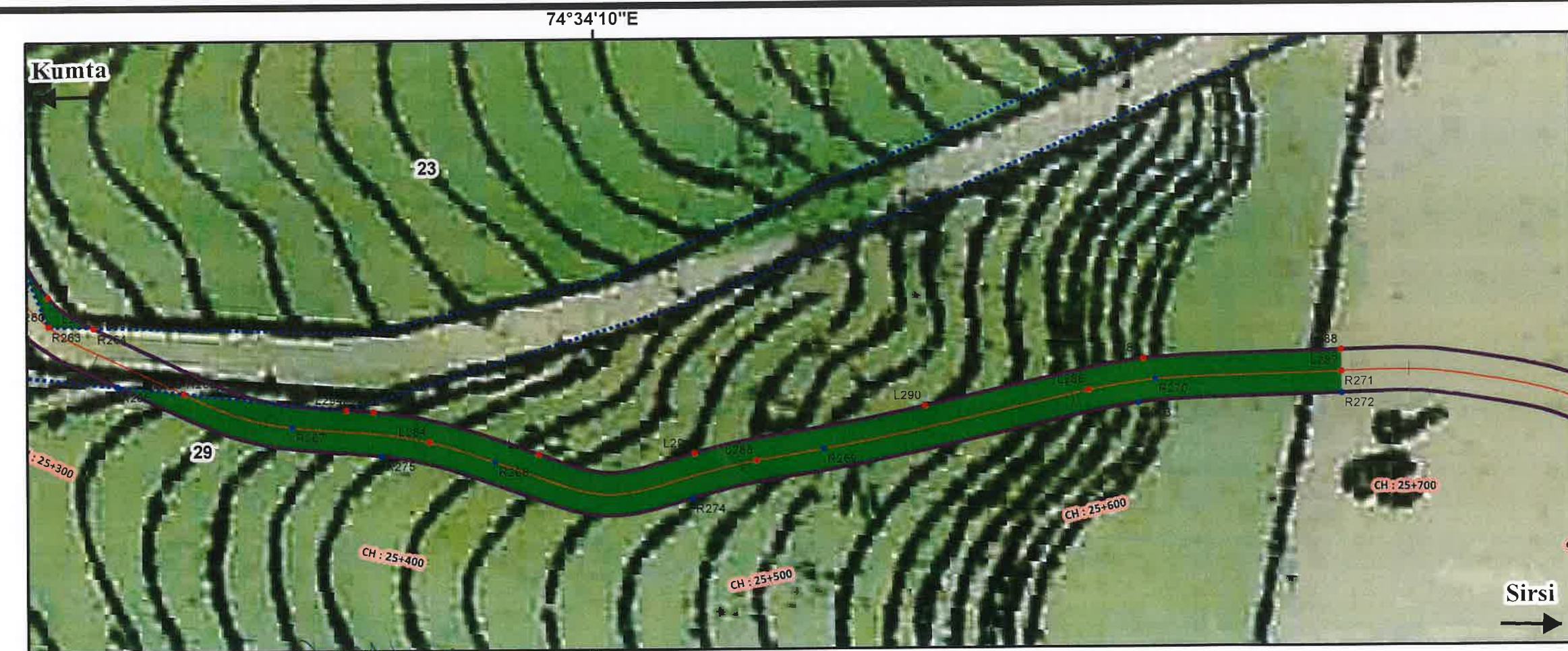
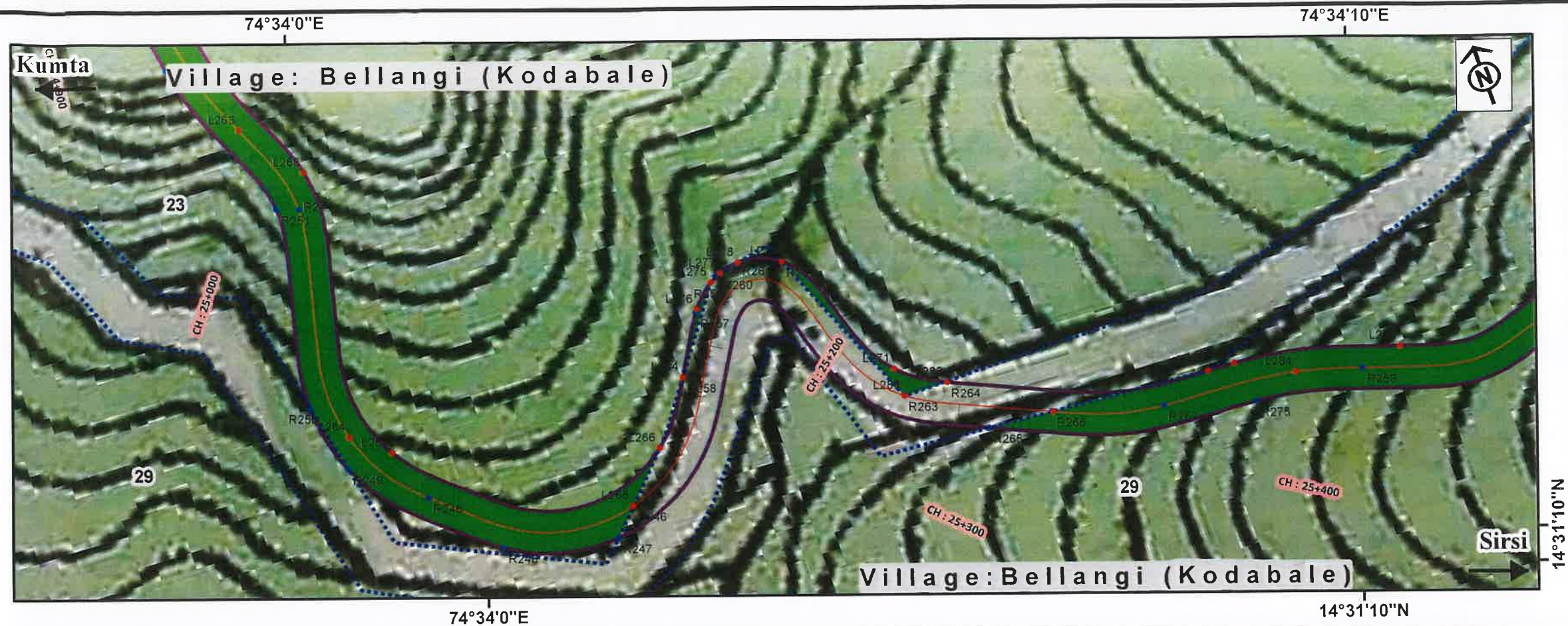


Km 22.800 To Km 25.000

DRAWING TITLE : GEO-REFERENCE MAP SHOWING
DIVERSION OF FOREST LAND FOR THE PROJECT.

PROJECT TITLE :
Upgradation to Two Lane with Paved Shoulder of Belekeri to Hattikeri
(766EE) and Kumta to Sirsi (NH766E) (excluding Stretch of NH66)
in the State of Karnataka

Note: Forest sections along the Project Road was Identified Jointly
with Concerned Divisional Forests Officials at Site.



Legend	
●	LHS
●	RHS
—	Kumta to Sirsi Road (NH766E)
---	Existing Right of Way
---	Proposed Right of Way
■	Forest Land
■	Non Forest (Private) Land

J H Eligar
GM (Tech) & PD
NHAI PIU Dharwad

74°34'10"E
0 0.03 0.06 0.12
Km

Scale 1:1,500
Km 24.400 To Km 25.600
(Honnavara Div End)

Note: Forest sections along the Project Road was Identified Jointly with Concerned Divisional Forests Officials at Site.

DRAWING TITLE : GEO-REFERENCE MAP SHOWING
DIVERSION OF FOREST LAND FOR THE PROJECT.
PROJECT TITLE :
Upgradation to Two Lane with Paved Shoulder of Belekeri to Hattikeri
(766EE) and Kumta to Sirsi (NH766E) (excluding Stretch of NH66)
in the State of Karnataka

SHEET NO : 14

Village : Kodambale			
ID	Latitude	Longitude	svy
R245	14.52056025	74.56661135	23
R246	14.52034694	74.56713787	23
R247	14.52027257	74.56706191	23
R248	14.52040308	74.56669093	23
R249	14.5206659	74.56644026	23
R250	14.5209376	74.56638523	23
R257	14.52036771	74.56795201	23
R258	14.5203676	74.56795215	23
R259	14.5203676	74.56795205	23
R261	14.5203676	74.56795205	23
R260	14.5203676	74.56795205	23
R262	14.5203676	74.56795205	23
R263	14.5203676	74.56795205	23
R264	14.5203676	74.56795205	23
R265	14.52020965	74.56812311	29
R266	14.52018981	74.56832084	29
R267	14.5200994	74.56862022	29
R268	14.52000728	74.56917524	29
R269	14.52003825	74.57007618	29
R270	14.52021677	74.57098556	29
R271	14.52023493	74.57149664	29
R272	14.52015529	74.57149791	29
R273	14.52015431	74.57093871	29
R274	14.51990898	74.5697509	29
R275	14.52000956	74.56886188	29
L264	14.5207859	74.56646411	23
L265	14.52034694	74.56713787	23
L274	14.52084533	74.56756437	23
L275	14.52084533	74.56756437	23
L276	14.52084533	74.56756437	23
L278	14.52087441	74.5677373	23
L280	14.52075321	74.56778865	23
L281	14.52036518	74.5679553	23
L282	14.52035777	74.56819757	23
L271	14.52046906	74.56798441	23
L279	14.5207862	74.56785853	23
L277	14.52089914	74.56762973	23
L266	14.52071002	74.5674041	23
L267	14.52064086	74.56666655	23
L283	14.5201883	74.56832423	29
L284	14.52005942	74.5689967	29
L285	14.52000851	74.56989219	29
L286	14.52018851	74.57080145	29
L287	14.52023493	74.57149664	29
L288	14.52031749	74.57149531	29
L289	14.52032174	74.57099194	29
L290	14.52019239	74.57035021	29
L291	14.52007204	74.56972182	29
L292	14.52005196	74.56930776	29
L293	14.52017389	74.56885747	29
L294	14.52014484	74.56876898	29