



**KARNATAKA ROAD DEVELOPMENT
CORPORATION LTD.**

1st Floor, #16/J, Miller Tank Bed Area, Thimmaiah
Road, Vasantanagar, Bengaluru-560 052

***"Preparation of Feasibility Study Report (Preliminary
Study/Investigations) and Geographical Survey for
Construction of Bridges in the State of Karnataka"
Package AIX-3***



**CONSTRUCTION OF COMPOSITE STRUCTURE BRIDGE ACROSS
CAUVERY RIVER BETWEEN TALAKADU & MALANGI VILLAGES
IN T.NARSIPURA. TALUK**

BRIDGE CODE: S-MYS-TNP-189

MYSURU DISTRICT

189

REPORT: R1

FINAL PRE FEASIBILITY REPORT

Details of Survey, Alignment Proposal, Hydraulic Calculations and General
Arrangement Drawings
OCTOBER - 2017

CONSULTANT:



CHETAN INFRA TECH CONSULTANTS PVT. LTD.

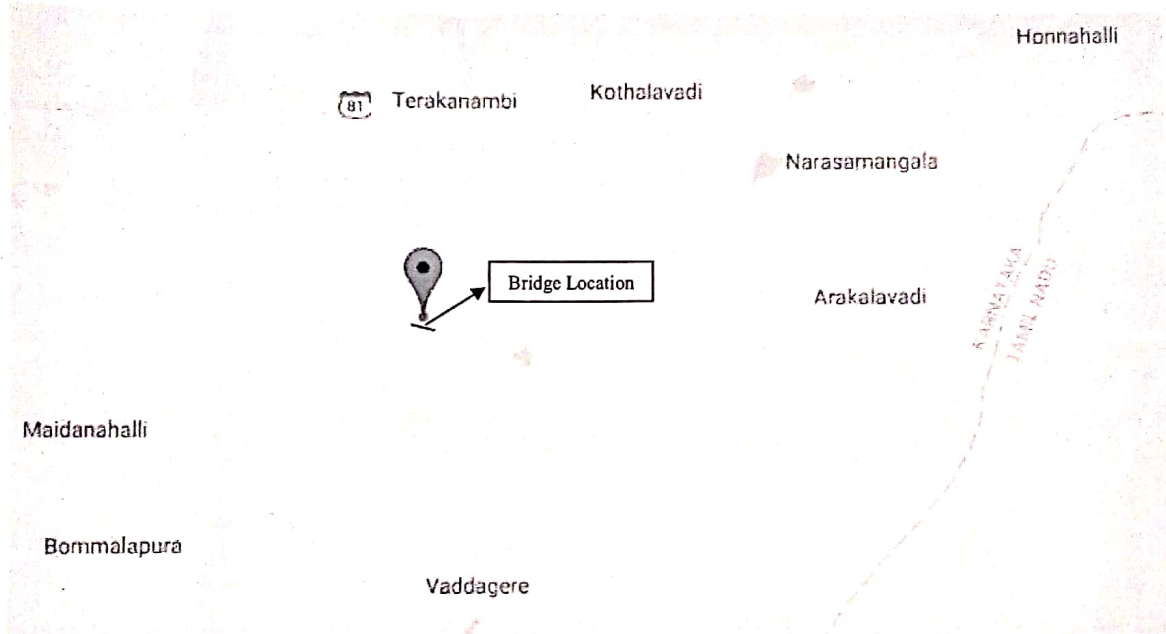
Regd. Off: 435, Togari Street, KR Mohalla, Mysore - 570024

No: 7/11, 13th Main Road, BSK 1st Stage, Srinagar, Bengaluru-50

Email: chetaninfratech@gmail.com

1.5 Location of Bridge Site

Construction of composite structure bridge across Cauvery river between Talakadu & Malangi villages in T.Narsipura taluk.



Name of the River/Stream: Cauvery

Nature of Stream flow: Perennial.

3 GEO-TECHNICAL INVESTIGATIONS

3.1 Introduction

Geo-technical investigations are carried out to study sub-soil strata including the soil profiles, physical and engineering properties of soil / rock strata based on the laboratory as well as field investigations / tests, recommendations regarding allowable bearing pressure, type and depth of foundations and improvement in bearing capacity, if any.

3.2 Objectives and Scope of Work

The objective of Geo-Technical Investigation is to evaluate the following:

- To ascertain the sub-soil strata at Bridge Site
- To study standing Ground Water Level
- To study the physical and engineering properties of soil strata
- To evaluate allowable safe bearing capacity of soils to design foundations
- To Recommend type and depth of foundation
- To recommend improvements to the weak soil strata if any.

3.3 Field Investigations

The following investigations were carried out at field.

- The investigation is carried out at existing ground level.
- The Standard Penetration Test (SPT) is carried out at different depths as per IS 2131-1981 and the Undisturbed and representative sample were collected for laboratory testing.
- Two bore holes are planned to obtain the sub-surface stratification. The location and number of bore holes are selected as per the direction of the client.
- The location of the bore hole is shown in FIG-3.1.
- Collecting disturbed and undisturbed soil samples at Ground level in the Boreholes as per IS 1892-1979.

3.4 Laboratory Testing

The following laboratory tests were carried out as per the Indian Standards IS-2720

- Grain Size Analysis as per IS 2720 part 4 – 1985.
- Specific Gravity as per IS 2720- part 3-Section 1 - 1980 and IS 2720 – part 3-Section 2 - 1980.
- Atterberg Limits as per IS 2720 part 5 - 1985, IS 2720 part 2 - 1973.
- Determination of natural moisture content as per IS 2720 part 2 - 1973.
- Determination of natural density as per IS 2720
- Determination of Triaxial Shear Strength tests by UU and CU method as per IS 2720-part 10 - 1973.
- Determination of Specific Gravity and Water Absorption of Rock Core Samples as per IS.
- Determination of Unit Weight and Classification of Rock Core Samples as per IS.
- Determination of Unconfined Compressive Strength of Rock Core Samples as per IS.

3.5 Construction of Bridge (Composite Structure Bridge) Across Cauvery River between Talakadu and Malangi Village in T.Narasipura Taluk, Mysore Dist

3.5.1 Results of Filed investigations and laboratory test results

The field investigation and laboratory test results with recommendations for the above bridge is tabulated as below. The plan of bridge with location of borehole is shown in Figure 3.1.

Table 3.1 - Details of termination depth of each BoreHole

Sl. No.	Bridge Details	BH / TP No.	Termination Depth from EGL (m)
1.	Construction of Bridge (Composite Structure Bridge) Across Cauvery River between Talakadu and Malangi Village in T.Narasipura Taluk, Mysore Dist	BH 1	19.0
		BH 2	20.0
		BH 3	21.0
		BH 4	21.0

3.5.2 Standard Penetration Tests

Standard Penetration Tests (SPT) were conducted using split spoon sampler as per IS-2131-1981 at various depths in Boreholes to determine 'N' values as well as relative density and stiffness of the soil. The results are tabulated in Table 3.2.

Table 3.2 - Details of SPT Tests conducted in Boreholes

SI No	Bridge Details	BH No.	SPT Depth / Levels (m)
1.	Construction of Bridge (Composite Structure Bridge) Across Cauvery River between Talakadu and Malangi Village in T.Narasipura Taluk, Mysore Dist	BH 1	2.5, 5.0, 7.5, 10.0, 12.5, 15.0
		BH 2	2.5, 5.0, 7.5, 10.0, 12.5, 15.0, 16.0
		BH 3	2.5, 5.0, 7.5, 10.0, 12.5, 15.0, 17.0
		BH 4	2.5, 5.0, 7.5, 10.0, 12.5, 15.0, 17.0

3.5.3 Disturbed / Representative Soil Samples (DS/RS)

Disturbed / Representative samples (DS / RS) were collected during drilling and also during SPT Tests. The Representative Samples from the split spoon sampler using 150 mm thin walled Shelby tubes were collected. The samples recovered were packed in polythene bags, labeled and sent to the laboratory for testing. The details are tabulated in Table 3.3.

Table 3.3 : Details of Sampling in Boreholes

SI No	Bridge Details	BH No.	Sampling Depth (m)	Type of Sample
1.	Construction of Bridge (Composite Structure Bridge) Across Cauvery River between Talakadu and Malangi Village in T.Narasipura Taluk, Mysore Dist	BH 1	2.5, 5.0, 7.5, 10.0, 12.5, 15.0	DS & SPT/DS
		BH 2	2.5, 5.0, 7.5, 10.0, 12.5, 15.0, 16.0	DS & SPT/DS
		BH 3	2.5, 5.0, 7.5, 10.0, 12.5, 15.0, 17.0	DS & SPT/DS
		BH 4	2.5, 5.0, 7.5, 10.0, 12.5, 15.0, 17.0	DS & SPT/DS

DS: Disturbed Soil Samples,

Figure 3.1 - Plan of Bridge showing location of Borehole for Construction of Bridge (Composite Structure Bridge) Across Cauvery River between Talakadu and Malangi Village in T.Narasipura Taluk, Mysore Dist

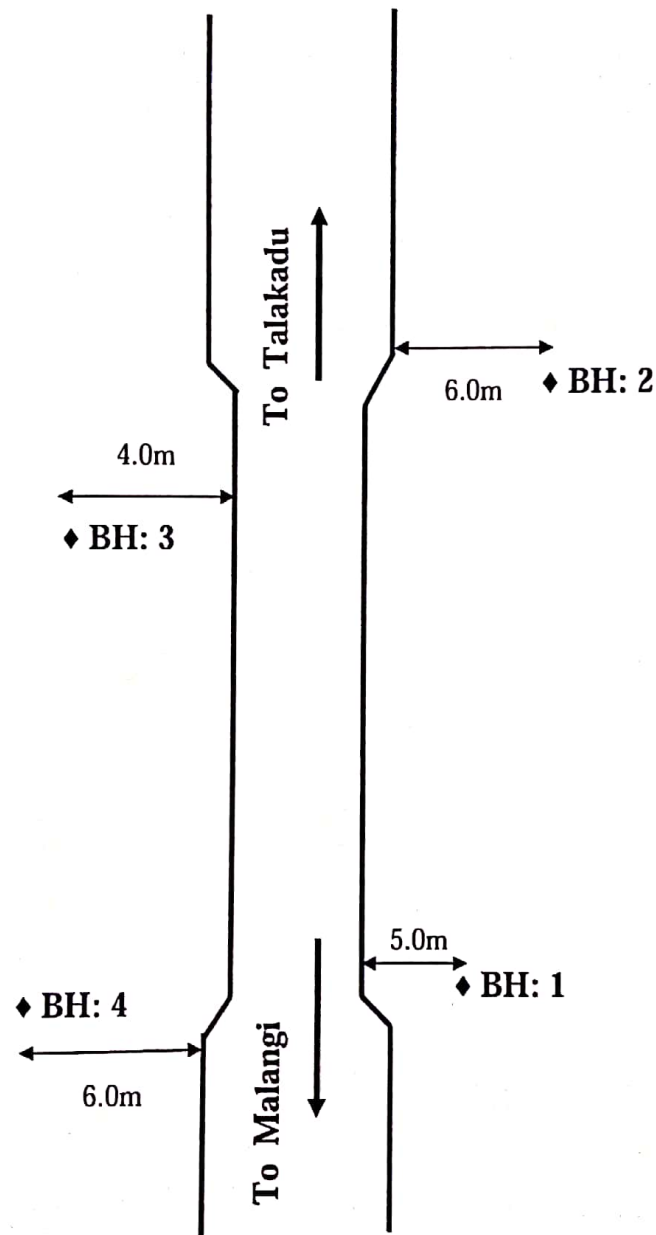


Fig 1 LOCATION OF BORE HOLES
(Not to Scale)

3.5.4 Water Table Level

During field investigations the standing Water Table levels were studied and recorded in the Borehole log and indicated in the borehole logs.

3.5.5 Results and Discussions

The results of field investigations and laboratory tests are presented in Annexure - II.

3.5.6 Soil Profile and Classification

The ground topography at the Residential Building locations is fairly level. General Subsoil profile is interpreted from borehole. For this purpose whenever necessary field borehole logs have been corrected on the basis of laboratory tests conducted on samples.

- Top bed soil: Filled-up with Muram.
- Underlain Strata 1: Reddish Hard Lateritic Clay with Sand and Muram.
- Underlain Strata 2: Hard Molted Reddish Yellow Silt Clay.
- Underlain Strata 3: Highly Weathered Rock.
- Underlain Strata 4: Hard Blackish Granite (Hard Rock).

3.5.7 Standard Penetration Number

The results of SPT test at both the boreholes at various depths as given in Table 3.4 and confirms that, Highly Weathered Rock is medium stiff and Hard Rock is stiff. The observed 'N' values at two Boreholes locations are indicated on the borehole logs cum sub-soil profiles as presented in Annexure - II. Hard Rock is encountered at the varying depth from GL. Therefore, As per IS 12070 - 1987, for Hard Rocks, Table -2 the net safe bearing pressure is 100t/m² and as per IRC: 78 - 2000, for Hard Rocks the allowable bearing pressure is 1.0 to 2.0 MPa. Considering these two aspects a safe Bearing Capacity of 40 t/m² is recommended.

Table 3.4 - Details of SPT Test Results conducted in Boreholes

Sl No	BH No	SPT Depth (m) and N Values (No. of Blows)						
		2.0	5.0	7.5	10.0	12.5	15.0	17.0
1.	BH 1	7+8+8	8+11+12	9+15+16	15+20+24	18+22+26	8+50R	-
2.	BH 2	8+9+11	10+11+13	13+19+20	14+20+23	17+23+25	19+25+27	10+50R
3.	BH 3	6+9+9	9+13+14	12+15+18	16+18+20	17+24+25	20+26+28	12+50R
4.	BH 4	9+10+11	10+12+15	10+15+18	13+21+24	19+25+28	21+28+30	15+50R

R: Refusal (N>100 for 30 cm penetrations)

3.5.8 Specific Gravity

The Specific Gravity of Hard Rock is 2.85 to 2.88.

3.5.9 Liquid Limit

The Liquid Limit of Weathered Rock is 20% to 21%. The encountered Hard Rock is non-plastic.

3.5.10 Direct Shear Strength Parameters

The Cohesive Strength of underlain of Weathered Rock observed is 0.010 to 0.015kg/sq.cm. The angle of internal frictional resistance of underlain of Weathered Rock observed is varying from 28 degrees to 31 degrees.

3.5.11 Free Swelling Index

The Free Swelling Index of underlain of Weathered Rock is not observed.

3.5.12 Rock Depth or Refusal Strata

Weathered Rock (Refusal Strata) is encountered at different depths and indicated in Borehole logs.

3.5.13 Water Table Level

No Ground Water was encountered during investigation.

3.5.14 Recommendations

The safe bearing pressure of soil has been evaluated as per IS 6403-1982, IS 8009 part I-1993, as per Terzaghi/Thomlinson's Theory, based on 'N' values (Teng's) Theory considering the following criteria.

- Local Shear failure condition
- Settlement criteria: Based on 'N' values
- Allowable Settlement as per IS 1904

RCC Open / Strip Foundation may be adopted through and allowable Safe Bearing Capacity for minimum 5.0 m width of Footing is tabulated in Table 3.5.

Table 3.5 - Details of Recommended Safe Bearing Capacity

Sl. No	BH No.	Depth below EGL (m)	Type of strata	Recommended Bearing Capacity	
				Ultimate Bearing Capacity (T/Sq.m)	Safe Bearing Capacity FS=3.0 (T/Sq.m)
1.	BH 1	19.0	Hard Rock	120.00	40.00
2.	BH 2	20.0	Hard Rock	120.00	40.00
3.	BH 3	21.0	Hard Rock	120.00	40.00
4.	BH 4	21.0	Hard Rock	120.00	40.00

FS in Soils / Sand = 2.5 FS in SDWR = 2.5 FS in Rock = 5.0

3.5.15 Type and Depth of Foundations

The following shallow type of Foundations are recommended

- RCC Pile foundation.
- The minimum depth of foundation shall be 17.0m from existing ground level.
- The foundation shall be embedded at least 1m in the Hard Rock.



3.5.16 Additional Recommendations

- Dewatering is to be carried out with properly designed pump during actual excavations.
- The recommended minimum confined depth of footing will be 17.0 m below EGL/bed level of the Bridge.
- The bottom of the foundation trench should be well compacted before Concreting.
- Buoyancy effect and scour depth is not considered during SBC calculations.
- Use good granular moorum for back filling to the foundations.

3.5.17 Conclusions

From the field Investigations and laboratory testing, the following conclusions are drawn.

- The required minimum depth of foundations will be 17.0 m below existing ground level / bed level of the Bridge Site.
- The Weathered Rock is suitable for back filling to the foundations.



5 DESIGN CRITERIA OF BRIDGE AND APPROACHES

5.1 Bridge

The loads considered for the design of the bridge are given below:

Design Loads for Bridges

No.	Load type	Description
1	Live Load	One lane of Class 70R or two lanes of IRC Class A, on two lane carriageway whichever governs
2	Footpath Load	400 Kg/sqm for superstructures having footpaths
3	Pavement	Allow 200 Kg/sqm for either: <ul style="list-style-type: none">• A layer of 6mm thick mastic asphalt with 50mm thick asphaltic concrete pavement, or• A 75 mm thick cement concrete pavement.

5.2 Geometric Design Standards

The geometric details adopted in general for the design of bridge alignment are as under:

- Maximum permissible speed : 60 Kmph
- Stopping sight distance : 40 m
- Width of carriageway : 7.5 m
- Total width of Bridge : 8.5 m OR 10.5m with one side footpath
- Camber : 2.5%
- Gradient : 3.33 % (Maximum)
- Side slope of embankment : 2:1
- Width of shoulders on approaches: 1.5 m on either side

5.3 Pavement design for Bridge Approaches

The following crust thickness has been adopted from IRC: 37 for a CBR value of 6% and for a traffic intensity of 5.0 msa.

- Semi Dense Bituminous Concrete – 25 mm
- Bituminous Macadam – 50 mm
- Wet Mix Macadam – 250 mm
- Granular Sub base – 200 mm

500mm thick subgrade has been proposed below the granular sub base.



5.4 Bridge Approaches

The bridge approaches are provided with 7.5m carriageway and 1.5m earthen shoulders on either sides. Thus the total formation width is 10.5m

5.5 Bridge Design Criteria

Specification of KPWD and those of MOST for Road and Bridge Works (5th Rev) – 2013, published by the Ministry of Surface Transport has been referred for Bridge Works. This document will form the basis for the preparation of a particular set of specifications for works either omitted or not fully explained in the standard document.

The designs of bridges and culverts are based on the relevant IRC Standards, Specifications and Design Codes as well as the Guidelines set out in the IRC Special Publications. Details of the standards referred are given below. Consideration is also given to the various circulars and guidelines issued periodically by MOST.

5.6 Design Codes

- The main design criteria shall be to evolve design of a safe structure having good durability conforming to the various technical specifications and sound engineering practices.
- The various Codes of Practices referred for the design are given below:
- IRC:5-1998 : Standard Specifications and Code of Practice for Road Bridges Section I - General Features of Design (Seventh Revision)
- IRC:6-2014 : Standard Specifications and Code of Practice for Road Bridges Section II - Loads and Stresses
- IRC:112-2011 : Code of Practice for Concrete Road Bridges.
- IRC:40-1995 : Standard Specifications and Code of Practice for Road Bridges Section IV - (Brick, Stone and Cement Concrete Block Masonry) (First Revision)
- IRC:78-2014 : Standard Specifications and Code of Practice for Road Bridges Section VIII - Foundations and Substructure
- IRC:83-2002 (Part III) : Standard Specifications and Code of Practice for Road Bridges Section IX - Bearings : POT-cum-PTFE, PIN and Metallic Guide Bearings
- IRC:83-1987 (Part II) : Standard Specifications and Code of Practice for Road Bridges Section IX - Bearings : Elastomeric Bearings
- IRC:89-1997 : Guidelines for Design and Construction of River Training and Control works for Road Bridges (First Revision)
- IRC : SP : 13 – 2004 : Guidelines for the Design of Small Bridges and Culverts
- IRC :SP: 20 – 2002 : Rural Roads Manual
- IRC : SP : 35 – 1990 : Guidelines for Inspection and Maintenance of Bridges
- IRC : SP : 42 – 1994 : Guidelines on Road Drainage

The above list is not exhaustive and is representative only. Other IRC or IS codes shall be referred as required.

5.7 Superstructure

The types of structures considered have been standardized and are modular. The basic types of structures considered for bridges are:

RC Solid Slab Bridges (for spans up to 10.0m)

RC Girder Bridges (for spans up to 21.0m)

HP Bridges

RC Single cell / Multicell Box Bridges

5.8 Substructure

The substructure for the proposed bridges will be RCC. The abutments will be of wall type/ counterfort with straight or splayed returns and piers will be of wall/ column type of uniform thickness.

5.9 Foundations

Shallow isolated footing has been adopted for the proposed bridges based on their span configuration, soil parameters. Where necessary, pile foundations will be proposed depending on the soil parameters



6 ESTIMATION AND BILL OF QUANTITIES

6.1 Bill of Quantities

The Bill of Quantities relating to this package have been drafted on the lines of nomenclatures followed in the Karnataka Standard Rate Analysis for Roads & Bridges (KSRRB) and Standard data book of Ministry of Surface Transport together with special amendments and inclusion of new item of works not covered in the general specification clauses.

The Bills of Quantities which are provided shall be read in conjunction with the, General and Special Conditions of Contract, Technical Specifications, and Drawings for which a reference column is provided in the BOQ schedule.

The quantities provided in the Bill of Quantities are estimated as per the GAD & Preliminary design.

The method of measurement of every completed work in the bill of quantity for payment shall be in accordance with the provisions of the Technical Specifications has been considered.

All materials, labour, tools, equipment and other incidentals to complete the work in accordance with the Contract with all leads and lifts shall be as per the PW, P & IWTD, South Zone KPWD Shedule of Rates (SOR), 2017-18 and Specifications.

The contractor shall provide for traffic management during the construction. The traffic management proposal shall be prepared after discussions with concerned KRDCL, Municipal and Police officers.

6.2 Analysis Of Rates:

The rates for this Feasibility Report have been adopted based as per the PW, P & IWTD, South Zone KPWD Shedule of Rates (SOR), 2017-18. However, the applicable Area Weightage has been considered for the analysis of rates.



Cost Summary:

The total costing for the proposed Bridge and Approach Roads is prepared. Summary of Project Cost is given below, the total civil works cost is Rs 38.03 Crore and construction cost is Rs. 43.11 Crore.



	DISTRICT	MYSURU
	BRIDGE Sl. Nos. as per GO. No. PWD-34 EAP 2014 dated 31-01-2017	144
	BRIDGE CODE	S-MYS-TNP-189
	Bridge Location	Between Talakadu & Malangi villages
	River / Halla crossing	Cauvery River
	Road Category	VR
	Overall width (m)	10.5
	Carriage width (m)	7.5
	Footpath	1.5m on 1 side
	Proposed Span Arrangement	16X31.2m
	Proposed Length(m)	499m
	Linear waterway reqd.	430
	Bank to Bank	560
	Foundation type	Pile
	Max height (Avg. ht) from bed level to FRL	6.133
Sl.N	Description	Bridge Portion
A	Minor bridge	
	Major Bridge	341,706,900
	Maintenance charges @ 1.75% for 3 years of (A)	5,979,871
	Proper Bridge incl Maintenance (A)	347,686,771
	Cost (INR) (in LAKHS)	3,476.87
	Cost (INR) / Sqm	66,332
B	Approach Road cost	330m Bridge Approach(10.5)
1	Site clearance	259,663
2	Earth Works	18,053,512
3	Base And Sub Base Works	2,246,634
4	Bases and Surface Courses (Bituminous)	2,324,525
5	Road Furniture	2,338,195
6	Drains	36,111
7	Protection works (Retaining wall cum pitching)	5,512,023
	Approach Road cost (B)	30,770,663
	Maintenance charges @ 1.75% for 3 years of (B)	538,487
	Approach Road Cost incl Maintenance (B)	31,309,150
	Cost (INR) (in LAKHS)	313.09
	Cost (INR) / Sqm	9,036
	Approach road Battery Limit (C)	1,340,422
	Maintenance charges @ 1.75% for 3 years of (C)	23,457
	Battery Limit Cost incl Maintenance (C)	1,363,880
	Cost (INR) (in LAKHS)	13.64
	Cost (INR) / Sqm	1,299

	TENDER COST INCL MAINTENANCE (A+B+C)	380,359,800
1	Price Escalation @ 5% of (A+B+C)	19,017,990
2	Add for Contingencies @ 2.8% of (A+B+C)	10,650,075
3	Add for Supervision charges @ 2% of (A+B+C)	7,607,196
4	Add for Quality control charges @ 1% of (A+B+C)	3,803,598
5	Add for Administrative charges @ 1% of (A+B+C)	3,803,598
6	Shifting of Utilities @ 1% of (A+B+C)	3,803,598
7	Add for Land Acquisition & Miscellaneous	1,836,000
8	Add for Road safety charges @ 0.05% of (A+B+C)	190,180
	TOTAL PROJECT COST (INR)	431,072,035
	Project Estimated Cost (in Crores)	43.11
	Sanction Amount as per GO.No.PWD 34 EAP 2014 (Cr)	9.00
	Excess	34.11
	Savings	0.00
** For Bridge No 141 & 142 the bridge length is governed by approach slopes.		
*** Lumpsum provision has been made for Approximate Land acquisition and Arboriculture for all bridges considering 100 to 450 sqm lawn development and 10-15 tree planting at bridge approaches.		
	PERIOD OF CONSTRUCTION including monsoon (Months)	36



ಕರ್ನಾಟಕ ಸರ್ಕಾರದ ನಡವಳಿಕೆಗಳು

ವಿಷಯ:-ಕರ್ನಾಟಕ ರಸ್ತೆ ಅಭಿವೃದ್ಧಿ ನಿಗಮ ನಿಯಮಿತದ ವತಿಯಿಂದ ಕೈಗೊಳ್ಳಲು ಉದ್ದೇಶಿಸಿರುವ ಹೊಸ ಸೇತುವೆ ನಿರ್ಮಾಣ ಕಾಮಗಾರಿಗಳ ಕುರಿತು.

ಓದಲಾಗಿದೆ:-1. 2015-16 ನೇ ಸಾಲಿನ ಆಯವ್ಯಯ ಭಾಷಣದಲ್ಲಿನ ಘೋಷಣೆ.

2. ವ್ಯವಸ್ಥಾಪಕ ನಿರ್ದೇಶಕರು, ಕೆಆರ್‌ಡಿಸಿಎಲ್ ರವರ ಪತ್ರ ಸಂಖ್ಯೆ: ಕರಅನಿ/ವ್ಯನಿ/2015-16/326, ದಿನಾಂಕ: 14-05-2015.

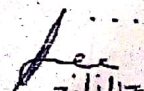
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ಪ್ರಸ್ತಾವನೆ:-

ಓದಲಾದ (1) ರ 2015-16 ನೇ ಸಾಲಿನ ಆಯವ್ಯಯ ಭಾಷಣದ ಕಂಡಿಕೆ-395 ರಲ್ಲಿ ಸನ್ಮಾನ್ಯ ಮುಖ್ಯಮಂತ್ರಿಗಳು ರೂ. 1000 ಕೋಟಿ ಮೊತ್ತದಲ್ಲಿ ರಾಜ್ಯದಲ್ಲಿ ಪ್ರಮುಖ ರಸ್ತೆಗಳನ್ನು ಜೋಡಿಸುವ ಸೇತುವೆಗಳನ್ನು ಅಭಿವೃದ್ಧಿಪಡಿಸಲು ಯೋಜನೆಯನ್ನು ಕೈಗೆತ್ತಿಕೊಳ್ಳಲಾಗುವುದು ಎಂದು ಘೋಷಿಸಿರುತ್ತಾರೆ.

2. ಮಾನ್ಯ ಸಚಿವರು, ತಾಸಕರು, ಮುಖ್ಯ ಇಂಜಿನಿಯರ್, ಸಂಪರ್ಕ (ದಕ್ಷಿಣ), ಬೆಂಗಳೂರು ಮತ್ತು ಮುಖ್ಯ ಇಂಜಿನಿಯರ್, ಸಂಪರ್ಕ (ಉತ್ತರ), ಧಾರವಾಡ ರವರಿಂದ ರಾಜ್ಯದ ವಿವಿಧ ಭಾಗಗಳಲ್ಲಿನ ರಾಜ್ಯ ಹೆದ್ದಾರಿ, ಜಿಲ್ಲಾ ಮುಖ್ಯ ರಸ್ತೆ, ಗ್ರಾಮೀಣ ರಸ್ತೆಗಳಲ್ಲಿ ಸೇತುವೆಗಳ ನಿರ್ಮಾಣವನ್ನು ಕರ್ನಾಟಕ ರಸ್ತೆ ಅಭಿವೃದ್ಧಿ ನಿಗಮ ನಿಯಮಿತದ ವತಿಯಿಂದ ಕೈಗೊಳ್ಳಲು ಪ್ರಸ್ತಾವನೆಗಳು ಬಂದಿರುತ್ತವೆ. ಪ್ರಸ್ತಾವಿತ ಸೇತುವೆಗಳ ನಿರ್ಮಾಣದಿಂದ ಹಲವು ಪ್ರಮುಖ ನಗರಗಳಿಂದ ಗ್ರಾಮಗಳಿಗೆ ಮತ್ತು ಹಿಂದುಳಿದ ಪ್ರದೇಶಗಳಿಗೆ ಸಂಪರ್ಕ, ದೈನಂದಿನ ವ್ಯಾಪಾರ-ವಹಿವಾಟು, ಮೀನುಗಾರಿಕೆ ಹಾಗೂ ಕೃಷಿ ಉತ್ಪನ್ನ ಸಾಗಾಟ, ಶೈಕ್ಷಣಿಕ ಅಭಿವೃದ್ಧಿ, ಪುರಾತನ ಪ್ರಸಿದ್ಧವಾದ ಧಾರವಸ್ಥಾನಗಳಿಗೆ ಹಾಗೂ ಪ್ರಮುಖ ಪ್ರವಾಸಿ ಕಾಣಗಳಿಗೆ ಸಂಪರ್ಕ ಕಲ್ಪಿಸುತ್ತದೆ ಮತ್ತು ಸ್ಥಳೀಯರಿಗೆ ವೈದ್ಯಕೀಯ ಚಿಕಿತ್ಸೆ ಪಡೆಯಲು, ಅನುಕೂಲವಾಗುತ್ತದೆ. ಕಾರಣ, ಕರ್ನಾಟಕ ರಸ್ತೆ ಅಭಿವೃದ್ಧಿ ನಿಗಮ ನಿಯಮಿತದ (ಕೆಆರ್‌ಡಿಸಿಎಲ್) ವತಿಯಿಂದ ಕೈಗೊಳ್ಳಲು ಉದ್ದೇಶಿಸಿರುವ ಒಟ್ಟು 386 ಹೊಸ ಸೇತುವೆಗಳನ್ನು ರೂ. 2391.73 ಕೋಟಿಗಳ ರೇಖಾ ಅಂದಾಜು ಮೊತ್ತದಲ್ಲಿ ನಿರ್ಮಾಣ ಮಾಡಲು ಅನುಮೋದನೆ ನೀಡುವಂತೆ ಓದಲಾದ (2) ರ ಪತ್ರದಲ್ಲಿ ವ್ಯವಸ್ಥಾಪಕ ನಿರ್ದೇಶಕರು, ಕೆಆರ್‌ಡಿಸಿಎಲ್ ರವರು ಕೋರಿರುತ್ತಾರೆ.

3. ಮೇಲಿನ ಪ್ರಸ್ತಾವನೆಯನ್ನು ಸರ್ಕಾರದ ಮಟ್ಟದಲ್ಲಿ ಕೂಲಂಕುಷವಾಗಿ ಪರಿಶೀಲಿಸಲಾಗಿದೆ. ಆದ್ಯತೆಯ ಮೇರೆಗೆ 195 ಸೇತುವೆಗಳ ನಿರ್ಮಾಣಕ್ಕೆ ಒಟ್ಟು ರೂ. 1395.58 ಕೋಟಿಗಳ ರೇಖಾ ಅಂದಾಜು ಮೊತ್ತ ಅವಶ್ಯಕತೆ ಇದ್ದು, ಇದರಲ್ಲಿ ಆರ್ಥಿಕ ಇಲಾಖೆಯು ಪ್ರಸಕ್ತ ಸಾಲಿಗೆ (2016-17) ಹೆಚ್ಚುವರಿಯಾಗಿ ರೂ. 100 ಕೋಟಿಗಳನ್ನು ಒದಗಿಸಲು ಸಹಮತಿಸಿದೆ ಹಾಗೂ ಉಳಿದ ರೂ. 1295.58 ಕೋಟಿಗಳ ಮೊತ್ತವನ್ನು ಮುಂದಿನ ಮೂರು ವರ್ಷಗಳಲ್ಲಿ ಲೋಕೋಪಯೋಗಿ ಇಲಾಖೆಗೆ ಒಟ್ಟಾರೆಯಾಗಿ ಹಂಚಿಕೆ ಮಾಡಿದ ಅನುದಾನದಲ್ಲಿ ಕೈಗೊಳ್ಳಲು ತಿಳಿಸಿದೆ. ಆದ್ದರಿಂದ, ಈ ಕೆಳಗಿನಂತೆ ಆದೇಶ ಹೊರಡಿಸಿದೆ.

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 ಸಿಲಿಲಿ

4. ಈ ಕೆಳಗಿನಂತೆ ಆದೇಶ ಹೊರಡಿಸಿದೆ.

ಸರ್ಕಾರದ ಆದೇಶ ಸಂಖ್ಯೆ: ರೋಇ 34 ಇಎಪಿ 2014, ಬೆಂಗಳೂರು, ದಿನಾಂಕ: 31-01-2017

1. ರಾಜ್ಯದಲ್ಲಿ ಪ್ರಮುಖ ರಸ್ತೆಗಳನ್ನು ಜೋಡಿಸುವ 195 ಸೇತುವೆಗಳನ್ನು (ಅನುಬಂಧದಲ್ಲಿರುವ) ಒಟ್ಟು ರೂ. 1595.58 ಕೋಟಿಗಳ ರೇಖಾ ಅಂದಾಜು ಮೊತ್ತದಲ್ಲಿ Turnkey (Survey/Investigations, Planning, Design, Drawing, Estimate, Execution, Maintenance and Handing Over ಒಳಗೊಂಡಂತೆ) ಆಧಾರದ ಮೇಲೆ ಕರ್ನಾಟಕ ರಸ್ತೆ ಅಭಿವೃದ್ಧಿ ನಿಗಮ ನಿಯಮಿತದ ವತಿಯಿಂದ ನಿರ್ಮಾಣ ಮಾಡಲು ಆಡಳಿತಾತ್ಮಕ ಅನುಮೋದನೆ ನೀಡಲಾಗಿದೆ.
2. ಕಾರ್ಯಸಾಧ್ಯತಾ ವರದಿಯನ್ನು ತಯಾರಿಸಿದ ನಂತರ ಕರ್ನಾಟಕ ಸಾರ್ವಜನಿಕ ಸಂಗ್ರಹಣೆಯಲ್ಲಿ ಪಾರದರ್ಶಕತೆ ಅಧಿನಿಯಮ (ಕೆಟಿಪಿಪಿ) ಕಾಯ್ದೆ, 1999 ಮತ್ತು ನಿಯಮಗಳು 2000 ರನ್ವಯ ನಿಯಮಾವಳಿಗಳ ಅನುಸಾರ ಪ್ಯಾಕೇಜ್ ಮಾದರಿಯಲ್ಲಿ ಆದ್ಯತೆಯ ಮೇರೆಗೆ ಸೇತುವೆಗಳ ನಿರ್ಮಾಣವನ್ನು ಕೈಗೊಳ್ಳುವುದು.
3. ಈ ಸೇತುವೆಗಳನ್ನು ನಿರ್ಮಾಣಕ್ಕೆ ಆರ್ಥಿಕ ಇಲಾಖೆಯು ರೂ. 100.00 ಕೋಟಿಗಳ ಮೊತ್ತವನ್ನು ಪೂರಕ ಅಂದಾಜು - II ರಲ್ಲಿ ಒದಗಿಸಿದೆ. ಉಳಿದ ರೂ. 1295.58 ಕೋಟಿಗಳ ಮೊತ್ತವನ್ನು ಮುಂದಿನ ಮೂರು ವರ್ಷಗಳಲ್ಲಿ ಅಂದರೆ 2017-18 ನೇ ಸಾಲಿಗೆ ರೂ. 350 ಕೋಟಿಗಳನ್ನು, 2018-19 ನೇ ಸಾಲಿಗೆ ರೂ. 450 ಕೋಟಿಗಳನ್ನು ಹಾಗೂ 2019-20 ನೇ ಸಾಲಿಗೆ ರೂ. 495.58 ಕೋಟಿಗಳನ್ನು ಲೋಕೋಪಯೋಗಿ ಇಲಾಖೆಗೆ ಒಟ್ಟಾರೆಯಾಗಿ ಹಂಚಿಕೆ ಮಾಡಿದ ಅನುದಾನದಲ್ಲಿ ಕೈಗೊಳ್ಳುವುದು.

ಈ ಆದೇಶವನ್ನು ಆರ್ಥಿಕ ಇಲಾಖೆಯ ಹಿಂಬರಹ ಸಂಖ್ಯೆ : FD 324 FC-1/2016. ದಿನಾಂಕ: 16-09-2016 ರನ್ವಯ ಹೊರಡಿಸಲಾಗಿದೆ.

ಕರ್ನಾಟಕ ರಾಜ್ಯಪಾಲರ ಆಜ್ಞಾನುಸಾರ
ಮತ್ತು ಅವರ ಹೆಸರಿನಲ್ಲಿ

(ಶಿ.ಆರ್. ಕುಮಾರ್)

ಸರ್ಕಾರದ ಅಧೀನ ಕಾರ್ಯದರ್ಶಿ
ರಾಜ್ಯ ಅನುದಾನಿತ ಯೋಜನೆಗಳು (ಇಎಪಿ)
ಲೋಕೋಪಯೋಗಿ, ಬಂದರು ಹಾಗೂ
ಒಳನಾಡು ಸಲಸಾರಿಗೆ ಇಲಾಖೆ

ಸಂಕಲನಕಾರರು, ಕರ್ನಾಟಕ ರಾಜ್ಯಪತ್ರ, ಬೆಂಗಳೂರು ಮುಂದಿನ ರಾಜ್ಯ ಪತ್ರದಲ್ಲಿ ಪ್ರಕಟಿಸಲು.

For BSR INFRA TECH INDIA LTD.,

ಪ್ರತಿಯನ್ನು :-

1. ಮಹಾಲೇಖಪಾಲರು (ಅಕೌಂಟ್) ಕರ್ನಾಟಕ, ಬೆಂಗಳೂರು.
2. ಸರ್ಕಾರದ ಅಪರ ಮುಖ್ಯ ಕಾರ್ಯದರ್ಶಿ, ಆರ್ಥಿಕ ಇಲಾಖೆ, ವಿಧಾನಸೌಧ, ಬೆಂಗಳೂರು.
3. ಸರ್ಕಾರದ ಪ್ರಧಾನ ಕಾರ್ಯದರ್ಶಿ, ಲೋಕೋಪಯೋಗಿ, ಬಂದರು ಹಾಗೂ ಒಳನಾಡು ಜಲಸಾರಿಗೆ ಇಲಾಖೆ.
4. ಸರ್ಕಾರದ ಪ್ರಧಾನ ಕಾರ್ಯದರ್ಶಿ, ಯೋಜನೆ, ಕಾರ್ಯಕ್ರಮ ಸಂಯೋಜನೆ ಮತ್ತು ಸಾಂಖ್ಯಿಕ ಇಲಾಖೆ, ಬಹುಮಹಡಿಗಳ ಕಟ್ಟಡ, ಬೆಂಗಳೂರು.
5. ಸರ್ಕಾರದ ಕಾರ್ಯದರ್ಶಿ, ಲೋಕೋಪಯೋಗಿ, ಬಂದರು ಹಾಗೂ ಒಳನಾಡು ಜಲಸಾರಿಗೆ ಇಲಾಖೆ.
6. ಸರ್ಕಾರದ ಮುಖ್ಯ ಕಾರ್ಯದರ್ಶಿ ಆಪ್ತ ಕಾರ್ಯದರ್ಶಿಗಳ (ಸಚಿವ ಸಂಪುಟ), ವಿಧಾನ ಸೌಧ ಬೆಂಗಳೂರು ದಿನಾಂಕ 10-01-2017 ರಂದು ಕಾರ್ಯ ಸೂಚಿ ಸಂಖ್ಯೆ 30 ರ ಪ್ರಕಾರ ಹೊರಡಿಸಿ ಕಳುಹಿಸಲಾಗಿದೆ.
7. ವಿಶೇಷಾಧಿಕಾರಿ ಹಾಗೂ ಪದನಿಮಿತ್ತ ಸರ್ಕಾರದ ಉಪಕಾರ್ಯದರ್ಶಿ, (ಆರ್ಥಿಕ ಕೋಶ) ಲೋಕೋಪಯೋಗಿ ಇಲಾಖೆ, ವಿಧಾನಸೌಧ, ಬೆಂಗಳೂರು.
8. ಆಂತರಿಕ ಆರ್ಥಿಕ ಇಲಾಖೆ, ಲೋಕೋಪಯೋಗಿ, ಬಂದರು ಹಾಗೂ ಒಳನಾಡು ಜಲಸಾರಿಗೆ ಇಲಾಖೆ.
9. ಸರ್ಕಾರದ ಉಪಕಾರ್ಯದರ್ಶಿ, (ಸಂ ಮತ್ತು ಕ) ಲೋಕೋಪಯೋಗಿ, ಬಂದರು ಹಾಗೂ ಒಳನಾಡು ಜಲಸಾರಿಗೆ ಇಲಾಖೆ.
10. ವ್ಯವಸ್ಥಾಪಕ ನಿರ್ದೇಶಕರು, ಕರ್ನಾಟಕ ರಸ್ತೆ ಅಭಿವೃದ್ಧಿ ನಿಗಮ ನಿಯಮಿತ, ಬೆಂಗಳೂರು.
11. ಜಂಟಿ ನಿರ್ದೇಶಕರು, ಸ್ಟೇಟ್ ಹುಜೂರು ಟ್ರೆಷರಿ, ಕೆ.ಆರ್ ಸರ್ಕಲ್, ಬೆಂಗಳೂರು.
12. ಮುಖ್ಯ ಇಂಜಿನಿಯರ್, PRAMC ಲೋಕೋಪಯೋಗಿ, ಬಂದರು ಹಾಗೂ ಒಳನಾಡು ಜಲಸಾರಿಗೆ ಇಲಾಖೆ ರವರಿಗೆ ವೆಬ್ ಸೈಟ್ ನಲ್ಲಿ ಪ್ರಕಟಿಸಲು.
13. ಕಡತ / ಹೆಚ್ಚುವರ ಪ್ರತಿಗಳು.

31/1/17