

26/6/CCRI/12  
4/4

No. NH-37012/11/2012-H  
Government of India  
Ministry of Road Transport & Highways  
(Highways Section)  
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1, Sansad Marg, Transport Bhavan,  
New Delhi, dated 30 March/ 2012

To  
✓ The Chairman,  
National Highways Authority of India,  
G-5 & 6, Sector-10, Dwarka,  
New Delhi - 110075.

M/P) - on form  
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(9/11/12) BSS

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Dem. Rts - 02.10.12  
(Nand Ak J)

SUBJECT: FINAL APPROVAL OF SELECTED SUB-PROJECT APPROVED BY PUBLIC PRIVATE PARTNERSHIP APPRAISAL COMMITTEE (PPPAC) FOR THE DEVELOPMENT OF FOUR LANING OF HOSKOTE - DOBBASPET SECTION ON NATIONAL HIGHWAY NH - 207 IN THE STATE OF KARNATAKA UNDER NATIONAL HIGHWAYS DEVELOPMENT PROJECT (NHDP) PHASE IV ON DESIGN, BUILD, FINANCE, OPERATE AND TRANSFER (BOT/DBFOT) BASIS IN BOT (TOLL) MODE.

Sir,  
The Competent Authority considered the above mentioned proposal of Ministry of Road Transport & Highways on 23<sup>rd</sup> March, 2012. (Case No.26/CCI/2012) and has accorded its approval, as given below in Approval Paras, subject to the conditions that:

- (i) environment and forest clearances be obtained, before commencing the work; and
- (ii) no expenditure be incurred on the site before obtaining the environment and forest clearances.

Approval Paras:

- (i) Approval of the sub-project of 'Hoskote - Dobbaspeta' for four laning of 80.02 Km long 'Hoskote - Dobbaspeta' section of National Highway NH - 207 from Km 58.300 to Km 138.320 in the state of Karnataka under National Highways Development Project (NHDP), Phase IV on Design, Build, Finance, Operate and Transfer (DBFOT/BOT) basis following BOT (Toll) mode at an estimated cost of ₹ 1153.30 Crores including the cost of ₹ 432.61 Crores towards the cost of Land acquisition, Resettlement & Rehabilitation and other pre-construction activities, as given in Table-I, in accordance with the Implementation Methodology as Indicated in paragraph 2 herein below and the statement of major milestones and target dates placed at Annexure-IV.
- (ii) Approval of actual variation, if any, to the cost of Land Acquisition, Rehabilitation & Resettlement and other pre-construction activities as given in Table-I by NHAI Board.

Table-I

S. No	Project Name	Length (in Km)	Total Project Cost (TPC) (Excluding LA, R&R and pre-construction) (₹ In Crores)	Approximate Cost of LA, R&R and pre-construction (₹ In Crores)	Total Cost (₹ In Crores)
1	Four laning of 'Hoskote - Dobbaspet' section of National Highway NH - 207 from Km 58.300 to Km 138.320 in the state of Karnataka under NHDP Phase - IV to be executed in BOT (Toll) mode on DBFOT basis.	80.02	720.69	432.61	1153.30

2. Implementation methodology shall be in accordance with the approval of the CCEA Note on the comprehensive policy mechanism for evaluation of alternative modes of delivery of Highways, duly approved by the CCEA (Case No. 119/CCEA/2008) on 5<sup>th</sup> June, 2008, read with the recommendations made by the Chaturvedi Committee report as approved by the Government and notified vide O.M. No. RW/NH/37012/26/2009-PPP dated 5<sup>th</sup> November 2009, a copy of which is placed at Annexure-I, further read with Case No.6/CCI/2012 relating to the Note for 'Upgradation of 20,000 Km of National Highways under NHDP Phase-IV of the CCI meeting on 2<sup>nd</sup> February, 2012, the relevant details of which are placed at Annexure - II. Extracts of the relevant Paragraph of the CCEA Note (Case No. 119/CCEA/2008) are enclosed at Annexure-III. Extract of statement of major milestones and target dates as appended to the CCI Note is enclosed at Annexure-IV. A copy of the compliance report on the minutes of the 50<sup>th</sup> meeting of PPPAC held on 17.02.2012, as furnished to the CCI as Annexure to the Note for the CCI on the basis of the inputs from NHAI, is also enclosed as Annexure-V.

3. It is requested that further necessary action may be taken accordingly and action taken report to implement the decision of the CCI may be furnished to this Ministry for apprising the same to the Cabinet Secretariat.

Yours faithfully,

*Puneet Kumar*  
 (Puneet Kumar)

30/03/2012  
 Director

Telephone No.23710211

Encls: As above

Copy to:- Cabinet Secretariat {Shri K.L. Sharma, Director (Cabinet)}, Rashtrapati Bhavan, New Delhi with reference to Cabinet Secretariat's communication No.CCI/07/2012(I) dated 30.03.2012.

Copy for information to:

- (i) PS to Hon'ble Minister (RT&H), M/o RT&H
- (ii) PS to Hon'ble MOS (TAC), M/o RT&H
- (iii) PS to Hon'ble MOS (JP), M/o RT&H
- (iv) DG(RD) & SS, M/o RT&H

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No. NH-14012/27/204-P&M  
Government of India

Ministry of Road Transport & Highways

Transport Bhawan, 1 Parliament Street, New Delhi -110001

Dated, the 3<sup>rd</sup> November, 2017

### Office Memorandum

**Subject: Investment Approval for Phase-I of 'Bharatmala Pariyojana' - reg.**

The Cabinet Committee on Economic Affairs (CCEA) has considered the proposal for **Investment Approval of Phase-I of 'Bharatmala Pariyojana'** in its meeting held on 24<sup>th</sup> October, 2017 (Case No. 77/CCEA/2017, Item -1) and has accorded its approval vide communication bearing No. CCEA/26/2017(i) dated 26<sup>th</sup> October, 2017 as per details below:

1. Bharatmala Pariyojana Phase I shall be implemented by MoRTH and its implementing agencies, over a period of five years, i.e. 2017-18 to 2021-22 in a phased manner. Components approved for development under Phase-I are as under:-

Sr. No.	Category	Total Length Identified	Bharatmala pariyojna Phase I
(i)	Economic corridors:	26,200 km	9,000 km
(ii)	Inter-corridor & feeder roads:	15,500 km	6,000 km
(iii)	National Corridors Efficiency Improvements:	13,100 km	5,000 km
(iv)	Border & International connectivity roads:	5,300 km	2,000 km
(v)	Coastal & port connectivity roads:	4,100 km	2,000 km
(vi)	Expressways:	1,900 km	800 km
(vii)	Total	66,100 km	24,800 km
(viii)	Balance Road works under NHDP		10,000 km

2. Approved investment for Project components and funding arrangement for Phase-I of the program comprises of the total outlay approved for Phase-I of Bharatmala Pariyojana over 5 years (2017-18 to 2021-22) as under:

(i)	Economic corridors (9,000 km):	Rs 1,20,000 cr.
(ii)	Inter-corridor & feeder roads (6,000 km):	Rs 80,000 cr.
(iii)	National Corridors Efficiency improvements (5,000 km) (ring road, bye-passes, etc):	Rs 100,000 cr.
(iv)	Border & International connectivity roads (2,000 km):	Rs 25,000 cr.
(v)	Coastal & port connectivity roads (2,000 km):	Rs 20,000 cr.
(vi)	Expressways (800 km):	Rs 40,000 cr.
	Sub- total	Rs 3,85,000 cr.
	Balance Road works under NHDP (10,000km):	Rs 1,50,000 cr.
	Total Fund requirement for Bharatmala Phase-I	Rs 5,35,000 cr.

### **3. Program Outlay and Scope of Work**

- (i) The program outlay on Phase-I of the Bharatmala program will be Rs 3,85,000 crore and the physical scope shall not be lower than 24,800 km proposed. In addition, about 10,000 km of balance NH road works under NHDP at an estimated cost of Rs 1,50,000 crore and 48,877 km of roads under other existing schemes (e.g. NH(O), SARDP-NE, EAP and LWE) at an estimated cost of Rs. 1,57,324 crore are also proposed to be completed. The overall outlay for Bharatmala and all existing schemes, put together, will be Rs 6, 92,324 crore over a period of 5 years.
- (ii) Gross Budgetary Support for the Bharatmala program and existing schemes from 2017-18 to 2021-22 will be restricted to Rs. 2,37,024 crore from Central Road Fund (CRF), Rs 59,973 crore as Budgetary support, Rs. 34,000 crore from expected monetization through ToT route and Rs. 46,048 crore collected as Toll-Permanent Bridge Fee Fund (PBFF) by NHAI.

### **4. Implementation details for Bharatmala Pariyojana**

The CCEA has approved the implementation methodology for the identified project components/ sub-components under the above envisaged program.

#### **4.1 Appraisal and approval of projects**

- (i) Projects under Bharatmala Phase-I would be implemented through NHAI, National Highways & Infrastructure Development Corporation Limited (NHIDCL), MoRTH and State PWDs.
- (ii) All PPP BOT (Toll) projects, irrespective of the size and cost, where no grant (or VGF) is given to the concessionaire and the construction and maintenance is financed by toll revenues will be appraised and approved by the Board of NHAI (Authority).
- (iii) All PPP {BOT (Annuity) or BOT (HAM)} projects costing upto Rs. 2000 crore (TPC excluding land cost) will be appraised by the SFC chaired by Secretary, MoRTH and approved by Minister (MoRTH).
- (iv) All PPP {BOT (Annuity) or BOT (HAM)} projects costing more than Rs. 2000 crore (TPC excluding land cost) will be appraised by PPPAC chaired by Secretary, DEA and approved by CCEA.
- (v) All PPP projects, which need VGF grants from Government, shall be appraised and approved as per extant guidelines of DEA applicable for VGF support.

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Transport Bhawan, 1 Parliament Street, New Delhi -110001

- (vi) All EPC projects implemented by NHAI under this program shall be approved by the NHAI Board (Authority) after proper appraisal, within the budgeted financial resources approved under this program.
- (vii) Further, NHAI Board (Authority) has been authorized to suitably delegate its powers on appraisal and approval of projects within NHAI.
- (viii) For EPC projects to be implemented by MoRTH through State PWDs or other agencies, the extant mechanism will be followed i.e. all projects having civil cost (TPC excluding land cost) between Rs 100 crore to Rs 1,000 crore will be appraised by the DIB (EFC/SFC), chaired by Secretary (RT&H), and approved by the Minister (RT&H), while projects having civil costs beyond Rs 1000 crore (TPC excluding land cost) shall be appraised by the PIB chaired by FS & Secretary, Expenditure and approved by CCEA.
- (ix) For projects to be implemented by NHIDCL in the North-East, the appraisal and approval mechanism will be the same as that applicable for projects under ongoing SARDP-NE programs i.e., through the High Powered Committee (HPC) under the chairmanship of Secretary (RT&H).
- (x) All decisions on change of mode of execution will be taken by the Board of NHAI (Authority) or MoRTH, for their respective roads, subject to availability of funds and other required conditions.
- (xi) Individual Projects under the program that involve Revised Cost Estimates shall be considered and approved by the Concerned Authority which has accorded approval to the project as per the above guidelines, subject to the cumulative financial commitments of all such projects being within the allocation approved for this program.
- (xii) All projects implemented under the program, either by NHAI or MoRTH, shall be technically, financially and economically appraised by an empowered and well-equipped Project Appraisal & Technical Scrutiny Committee to be setup in NHAI and MoRTH. The Project Appraisal & Technical Scrutiny Committee for appraising projects under Bharatmala Pariyojana would comprise experts from NITI Aayog, Project and Finance Division and would be a dedicated unit which would place its recommendations on appraisal of projects to NHAI Board (Authority) or Secretary, MoRTH, as the case may be, for approval.
  - (a) Composition of the Project Appraisal & Technical Scrutiny mechanism may be decided and approved by the NHAI Board (Authority).
  - (b) Composition of the Project Appraisal & Technical Scrutiny Committee at MoRTH - existing PPP Cell under Highways Wing shall continue with reinforcement through addition of Financial Consultant and such other

experts as may be required. As per extant mechanism, the PPP Cell solicits views/ comments of NITI Aayog on project proposals.

(xiii) State Governments will be requested not to levy any such administrative costs for land acquisition or charge the actual expenditure incurred in the process or, in the alternative, an amount not exceeding 2.5% of the compensation amount. Similarly, State Government will be requested that supervision charges for utility shifting should also be capped at 2.5% of the approved estimates.

(xiv) The guidelines for scrutiny of individual projects to be followed by all implementing agencies have been detailed in the Standard Operating Procedure (SOP) which is enclosed with this OM.

#### **4.2 Grand Challenge mechanism:**

- (i) Within the Bharatmala Pariyojana, 10% funds will be kept earmarked to take up projects under the 'Grand Challenge' mechanism on reducing balance basis vis-à-vis annual fund allocation for the Bharatmala Pariyojana to take up projects on fast track basis where sufficient and timely land is made available by the State Government as per norms of MoRTH.
- (ii) Under the Grand Challenge Mechanism, a maximum of two stretches of roads not exceeding 100 kms will be allowed from any one State in a particular financial year.
- (iii) States will have to indicate their preference for a stretch from the final list of the roads included in the Bharatmala Pariyojana in the month of April every year.
- (iv) Once such an intention has been shown by a State, MoRTH will send a preliminary confirmation to the particular state and proceed to finalize the alignment and prepare the DPR.
- (v) If a State has acquired 50% of the land by the time the DPR is ready, then such DPRs will be put on fast track mode and MoRTH will send secondary confirmation to State Government.
- (vi) From amongst such DPRs/projects, those projects will be taken up for bidding where additional 30% of the land is acquired by the time of bidding of the projects.
- (vii) From such successful bids, those projects will be awarded where 90% land

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has already been acquired at the time of award of the project.

(viii) If the above milestone is satisfied, the implementation of the said project in the said State will be taken on priority.

(ix) If there are competing projects with the above credentials, then those projects which are connecting to Ports and/or Industrial or commercial hubs and other economically and strategically important locations will be given priority.

(x) In addition, if the concerned State Government provides at least 25% of the Land Acquisition cost for 'Ring Road or Bypass' projects, then such projects will be taken up for construction by NHAI on priority basis.

(xi) After the award of the road project, if there is no progress in the said project for one year on account of RoW issues including availability of land, utility shifting/tree felling issues, encroachment issues etc, then said allocation of funds for the said project will stand cancelled on the expiry of one year.

**4.3 Projects which are not part of Bharatmala Pariyojana Phase I** – If any such project is proposed by the State or is otherwise considered necessary and expedient to build including Ring Road or Bypass which is not part of the Bharatmala shelf of Projects; such a new project would be taken up for consideration by MoRTH only if the State/ Agency is ready to bear at least 50% cost of land acquisition. MoRTH will conduct a due consultation with Ministry of Finance and other concerned Departments/ Ministries. The Grand Challenge mechanism would still apply for similar offers from more than one State/Agency.

**4.4 Expansion of NHAI Board (Authority):**

(i) NHAI Board (Authority) shall be expanded to include CEO, NITI Aayog as a part-time member. Now, the part-time members of the Board will include the following:-

- (i) Secretary, Department of Expenditure
- (ii) CEO, NITI Aayog
- (iii) Secretary, Ministry of Road Transport and Highways
- (iv) Director General (RD) & Special Secretary, MoRTH

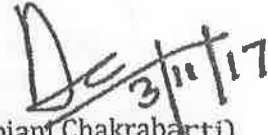
5. Minister of Road Transport and Highways has been authorized to substitute/ replace up to 15% length of 24,800 kms for Phase I of the program by other suitable projects, if development of certain identified stretches under

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the program cannot be taken up on account of issues pertaining to alignment finalization, land availability and other unforeseen factors. MoRTH shall retain the same target and budget as approved for Phase I of the program.

6. The details of approval of the CCEA on other implementation aspects have also been included the detailed Guidelines and Standard Operating Procedures (SOP) prepared in this behalf and enclosed with this OM.

7. It is requested to take further necessary action and the Action Taken Report may be furnished to the Ministry for apprising the Cabinet Secretariat.

  
(Debjan Chakrabarti)  
Director (Highways)  
Telephone No.: 2371 8575

**Encl: Guidelines and Standard Operating Procedures (SOP)**

To

1. Chairman, National Highways Authority of India (NHAI)
2. Managing Director, National Highways Infrastructure Development Corporation Ltd (NHIDCL)
3. Director General (Roads) & Special Secretary, MoRTH

**Copy for kind information to the following:**

1. Prime Minister's Office (Sh. A.K. Sharma, Addl. Secretary);
2. Office of Minister, RT&H
3. Office of Minister of State, RT&H
4. Cabinet Secretariat
5. Office of Secretary, RT&H
6. All Joint Secretaries of MoRT&H
7. All Chief Engineers (HQ), CE-ROs, SE-ROs of MoRTH (through email only)



GOVT. OF KARNATAKA  
(PWD & National Highways Zone)

No. AEE/NHSpl.SD/Devanahalli/handing over of NH-207/2012-13/

Office of the Assistant Executive Engineer,  
National Highway Special Sub Division,  
Near RTO Office, 2nd Floor, Devanahalli.  
Date:17.05.2013

Sub:-Handing over of Hosakote-Doddaballapura-Dobbespeta Section of NH-207 from km.58.300 to 139.180 to NHAI Bangalore.

Ref:-1.Gazette Notification of India vide S.O. 1361(e) Dated 18.06.2012.

2. P.D. NHAI letter No NHAI/26022/2011/1/PIU-BNG/3300 Dated 12.02.2013.


3. Letter No CNH/TA1/AE5/NH207/58.30-139.18/2012-13/12277 Dated 20.02.2013 of CE NH Bangalore.

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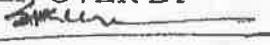
Pursuant to Gazette notification of India dated 18.06.2012 and letters cited under reference (2) & (3), the stretch from Km 58.300 to 139.180 of NH207 Hosakote-Dobbespeta is handed over to the project director , National Highway authority Bangalore on 17.05.2013 by the undersigned with the following details

- 1) Details of ROW.
- 2) Inventory of road and bridges.
- 3) Details of the previous works, executed, including any works under defective liability periods.
- 4) Strip Plan.
- 5) Alignment plan as furnished by M/s Secon Surveys Bangalore.

HANDED OVER BY

  
Assistant Executive Engineer, (I/C),  
NH Special Sub Division,  
Devanahalli.

TAKEN OVER BY

  
The Project Director  
National Highway Authority of India  
PIU, Sy. No.13, 14<sup>th</sup> km.Nagasandra  
Tumkur Road  
Bangaluru-560 073.



GOVT. OF KARNATAKA  
(PWD & National Highways Zone)

No. AEE/NHSpl.SD/Devanahalli/handing over of NH-207/2012-13/

Office of the Assistant Executive Engineer,  
National Highway Special Sub Division,  
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Date:17.05.2013

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Ref:-1.Gazette Notification of India vide S.O. 1361(e) Dated 18.06.2012.

2. P.D. NHAI letter No NHAI/26022/2011/1/PIU-BNG/3300 Dated 12.02.2013.
3. Letter No CNH/TA1/AE5/NH207/58.30-139.18/2012-13/12277 Dated 20.02.2013 of CE NH Bangalore.

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HANDED OVER BY

  
Assistant Executive Engineer, (I/C),  
NH Special Sub Division,  
Devanahalli.

TAKEN OVER BY

  
The Project Director  
National Highway Authority of India  
PIU, Sy. No.13, 14<sup>th</sup> km.Nagasandra  
Tumkur Road  
Bangaluru-560 073.

NH CIRCLE  
BANGALORE

GOVERNMENT OF KARNATAKA  
(Public Works Department)

NH SPL. DIVISION  
BANGALORE


**HANDING OVER OF HOSAKOTE- DOBBESPET SECTION  
OF NH-207 FROM KM.58.300 TO 139.180  
TO  
NHAI BANGALORE.**

(PERATAINING TO THE N.H. SPECIAL SUB DIVISION, DEVANAHALLI)


**Details of ROW and Pavement History from km.58.300 to 139.180 of NH-207, Hosakote- Dobbespet Section**

From Km	To Km	Right of Way Width (m)	Formation Width(m)	Pavement carriageway		Shoulder		Height of Embankment (Range in (m))	Depth of Cutting (Range(m))	Pavement Crust Details								Pavement History				Remarks
				Type	Width(m)	Type	Width(m)			Surface	Type	Thickness(mm)	Base	Type	Thickness(mm)	Sub base	Type	Thickness(mm)	Subgrade	Type	CBR	
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
58.85	61.20	30.00	12.00	BT	7.00	ES	2.50			SDBC	25	BM	50	WBM	225	GS		2001-02				
61.20	61.50	15.00	12.00	BT	7.00	ES	2.50			SDBC	25	BM	50	WBM	225	GS		2001-02				
61.50	65.00	30.00	12.00	BT	7.00	ES	2.50			SDBC	25	BM	50	WBM	225	GS		2001-02				
65.00	66.65	17.00	12.00	B.T	7.00	ES	2.50			SDBC	25	B.M	50	WBM	225	G.S		2001-02				
66.65	67.00	14.00	12.00	B.T	7.00	ES	2.50			SDBC	25	B.M	50	WBM	225	G.S		2001-02				
67.00	69.00	17.00	12.00	B.T	7.00	ES	2.50			SDBC	25	B.M	50	WBM	225	G.S		2001-02				
69.00	71.80	18.00	12.00	B.T	7.00	ES	2.50			SDBC	25	B.M	50	WBM	225	G.S		2001-02				
71.80	73.00	25.00	12.00	B.T	7.00	ES	2.50			SDBC	25	B.M	50	WBM	225	G.S		2001-02				
73.00	73.70	17.00	12.00	B.T	7.00	ES	2.50	2.00 to 4.00		SDBC	25	B.M	50	WBM	225	G.S	8.00 to 9.00	2001-02				
73.70	83.40	25.00	12.00	B.T	7.00	ES	2.50			SDBC	25	B.M	50	WBM	225	G.S	8.00 to 9.00	2001-02				
83.40	83.95	19.00	12.00	B.T	7.00	ES	2.50			SDBC	25	B.M	50	WBM	225	G.S	5.00 to 6.00	2001-02				

Handed Over By

518  
  
 Assistant Executive Engineer  
 NH S 10 Division Devanahalli

Taken Over By

  
 Project Director  
 N H A I, Bangalore's

From Km	To Km	Right of Way Width (m)	Formation Width(m)	Pavement carriageway		Shoulder		Height of Embankment (Range in (m))	Depth of Cutting (Range(m))	Pavement Crust Details								Pavement History				Remarks	
				Type	Width(m)	Type	Width(m)			Surface	Base	Sub base	Subgrade	Year of Construction	Year of last Strengthening and Specification	Year of last Resurfacing and Specification	Type and Year of Preventive Treatment If any						
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	
83.95	84.50	16.00	15.00	B.T	7.00	ES	2.50			SDBC	25	B.M	50	WBM	225	G.S	5.00 to 6.00	2001-02	Strengthening with BUSG & MSS 2002 03				
84.50	85.60	25.00	12.00	B.T	7.00	ES	2.50	4.00 to 6.00		SDBC	25	B.M	50	WBM	225	G.S	5.00 to 6.00	2001-02	—do—	Resurfacing with BM in selected reaches & SDBC 2009-10			
85.60	86.00	12.00	12.00	B.T	7.00	ES	2.50			SDBC	25	B.M	50	GSB WMM (in selected reaches)	100 200	G.S	5.00 to 6.00	2001-02	—do—	—do—			
86.00	90.00	25.00	12.00	B.T	7.00	ES	2.50			SDBC	25	B.M	50	WBM	225	G.S	5.00 to 6.00	2001-02	—do—	—do—			
90.00	102.00	25.00	12.00	BT	7.00	ES	2.50			SDBC	25	B.M	50	WBM	225	GS	8.00 to 9.00	2001-02	—do—	—do—			
102.00	103.30	25.00	12.00	BT	7.00	ES	2.50			SDBC	25	B.M	50	WBM	225	GS	9.50 to 17.00	2001-02	—do—	—do—			

Handed Over By *[Signature]*  
 Assistant Executive Engineer (I/c)  
 NH SpI.Sub Division Devanahalli

Project Director  
 NHA I, Bangalore

Taken Over by *[Signature]*

From Km	To Km	Right of Way Width (m)	Formation Width(m)	Pavement carriageway		Shoulder		Height of Embankment (Range in (m))	Depth of Cutting (Range(m))	Pavement Crust Details								Pavement History				Remarks
				Type	Width(m)	Type	Width(m)			Surface	Type	Thickness(mm)	Base	Type	Thickness(mm)	Sub base	Type	Thickness(mm)	Subgrade	Type	CBR	
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
103.30	103.60	25.00	12.00	BT	6.00	ES	2.50			SDBC	25	B.M	50	WBM	225	GS	9.50 to 17.00	2001-02	--do--	--do--		
103.60	104.00	25.00	18.00	BT	7.00	ES	2.50			SDBC	25	B.M	50	WBM	225	GS	9.50 to 17.00	2001-02	--do--	Resurfacing with BM in selected reaches & SDBC 2009-10		
104.00	104.54	25.00	18.00	BT	7.00	BT	2.50			SDBC	25	B.M	50	WBM	225	GS	10.00 to 13.00	2001-02	2001-02	2001-11		
104.54	115.00	25.00	12.00	BT	7.00	ES	2.50			SDBC	25	B.M	50	WBM	225	GS	10.00 to 13.00	2001-02	--do--	--do--		
115.00	117.00	26.00	12.00	BT	7.00	ES	2.50			SDBC	25	BUSG	75	WBM	150	GS	8.00 to 12.00	2001-02	2001-02	2001-02		
117.00	117.70	26.00	12.00	BT	7.00	ES	2.50			SDBC	25			WMM	250	GS	8.00 to 12.00	2001-02	2001-02	2001-02		
117.70	118.10	22.00	15.00	BT	7.00	ES	2.50			SDBC	25			WMM	250	GS	8.00 to 9.00	2001-02	2001-02	2001-02		
118.10	122.40	26.00	12.00	BT	7.00	BT	2.50			SDBC	25			WMM	250	GS	9.00 to 17.00	2001-02	2001-02	2001-02		
122.40	122.80	22.00	11.00	BT	7.00	ES	2.00	2.00 to 4.00		SDBC	25			WMM	250	GS	13.50 to 16.00	2001-02	2001-02	2001-02		
122.80	124.70	26.00	12.00	BT	7.00	ES	2.50			SDBC	25			WMM	250	GS	9.50 to 17.00	2001-02	2001-02	2001-02		
124.70	124.90	26.00	11.00	BT	7.00	ES	2.00			SDBC	25			WMM	250	GS	14.00 to 17.00	2001-02	2001-02	2001-02		

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Assistant Executive Engineer  
01.Sub Division Devanahalli



**INVENTORY OF BRIDGES AND CULVERTS OF NH-207 FROM KM.58.300 TO 139.180  
HOSAKOTE-DOBBSPET SECTION.**

Sl No	Location/Chainage	Bridge or Culvert No.	Type of Bridge/CD	Year of Construction	No. of Vents	VENT DETAILS						Condition /Remarks
						Width or Dia of Vent (in Mtrs.)	Total linear waterway(in Mtrs.)	Total Formation Width (Including Parapet) (Barrel length in Mtrs.)	Repair / Widening	Year of Re-Construction		
1	2	3	4	5	6	7	8	9	10	11	12	
1	58.862	59/1	RCC Culvert	-	3	3x7.50		5.50			Revised estimate submitted for approval	
2	59.350	60/1	RCC Culvert	2008	1	1.50x0.90	2.50	12.00			Good condition	
3	59.575	60/2	RCC Culvert	-	12	2.00x2.50	45.00	8.00			Good condition	
4	59.652	60/3	H.P.Culvert	2002	2	1.00 Dia	2.50	12.50			Good condition	
5	60.700	61/1	H.P.Culvert	2002	1	1.00 Dia	1.50	12.50			Good condition	
6	60.805	61/2	H.P.Culvert	2002	2	1.00 Dia	2.50	12.50			Good condition	
7	60.934	61/3	RCC Culvert	-	3	1.50x1.20	5.00	7.50			Good condition	
8	61.820	62/1	H.P.Culvert	1999	3	1.00 Dia	5.00	12.50			Good condition	
9	62.386	63/1	H.P.Culvert	1999	1	1.00 Dia	1.50	12.50			Good condition	
10	62.650	63/2	RCC Culvert	2008	1	1.20x1.00	5.00	12.00		2008	Good condition	
11	63.563	64/1	H.P.Culvert	1999	8	1.20 Dia	15.00	12.50			Good condition	
12	63.675	64/2	H.P.Culvert	1999	1	1.00 Dia	1.50	12.50			Good condition	
13	63.900	64/4	H.P.Culvert	1999	7	1.20 Dia	10.00	12.50			Good condition	
14	64.462	65/1	H.P.Culvert	1998	3	1.00 Dia	5.00	12.50			Good condition	
15	64.714	65/2	H.P.Culvert	1999	1	1.00 Dia	1.50	12.50			Good condition	
16	64.957	65/3	H.P.Culvert	1999	1	1.00 Dia	1.50	12.50			Good condition	
17	65.094	66/1	RCC Deckslab	2003-04	1	1.2x1.00	1.30	12.50		2003-04	Good condition	
18	65.390	66/2	H.P.Culvert	1999	1	1.00 Dia	1.50	12.50			Good condition	
19	65.643	66/3	H.P.Culvert	2001	3	1.20 Dia	6.00	12.50			Good condition	
20	66.600	67/2	H.P.Culvert	2006	9	1.20 Dia	18.00	12.50		2006	Good condition	
21	67.041	68/1	H.P.Culvert	1999	2	1.00 Dia	2.50	12.50			Good condition	
22	68.069	69/1	H.P.Culvert	1999	1	1.00 Dia	1.50	12.50			Good condition	

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Assistant Executive Engineer  
NH Spl. Sub Division Devanahalli

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*[Signature]*  
Project Director  
NHAI, PIU, Bangalore

Sl No	Location/Chainage	Bridge or Culvert No.	Type of Bridge/CD	Year of Construction	No. of Vents	Width or Dia of Vent (in Mtrs.)	Total linear waterway (in Mtrs.)	Total Formation Width (Barrel length in Mtrs.) including Parapet	Repair / Widening	Re-Construction	Condition /Remarks
1	2	3	4	5	6	7	8	9	10	11	12
23	68.480	69/2	H.P.Culvert	2002	5	1.20 Dia	8.50	12.50			Good condition
24	69.700	70/1	H.P.Culvert	2001	1	1.00 Dia	1.50	12.50			Good condition
25	70.275	71/1	H.P.Culvert	2006	20	1.20 Dia	30.00	15.00		2006	Good condition
26	70.520	71/2	H.P.Culvert	1999	1	1.00 Dia	1.50	12.50			Good condition
27	70.940	71/3	H.P.Culvert	2000	1	1.00 Dia	1.50	12.50			Good condition
28	71.171	72/1	H.P.Culvert	2000	1	1.00 Dia	1.50	12.50			Good condition
29	71.365	72/2	H.P.Culvert	2000	1	1.00 Dia	1.50	12.50			Good condition
30	71.790	72/3	H.P.Culvert	2000	1	1.00 Dia	1.50	12.50			Good condition
31	72.113	73/1	RCC Deckslab	1999	1	1.00x1.00	1.50	12.00			Good condition
32	72.438	73/2	RCC Culvert	-	1	2.70x3.00	3.00	7.00			Good condition
33	73.237	74/1	H.P.Culvert	1999	2	1.00 Dia	2.50	12.50			Good condition
34	73.625	74/2	RCC Bridge (Extended)	2002	6	3.50x1.50	20.00	12.50			Good condition
35	74.271	75/1	RCC Deckslab	1999	1	1.00x1.00	1.20	12.00			Good condition
36	74.733	75/2	RCC Deckslab	1999	1	1.00x1.00	1.20	12.00			Good condition
37	75.840	76/1	RCC Deckslab	1999	1	1.20x1.00	1.20	12.00			Good condition
38	76.595	77/1	RCC Deckslab	1999	1	1.00x1.00	1.30	12.00			Good condition
39	77.335	78/1	RCC Deckslab	1999	1	1.20x1.00	1.20	12.00			Good condition
40	77.914	78/2	RCC Bridge	-	1	1.20x1.50	1.20	12.00			Good condition
41	78.103	79/1	H.P.Culvert	1999	1	1.00 Dia	1.20	12.00			Good condition
42	78.598	79/2	H.P.Culvert	1999	2	1.00 Dia	1.20	12.00			Good condition
43	79.080	80/1	RCC Deckslab	1999	1	1.30x1.00	1.30	12.00			Good condition
44	79.721	80/2	RCC Deckslab	1999	1	1.00x1.00	1.00	12.00			Good condition
45	81.250	82/1	RCC Deckslab	1999	1	1.30x1.00	1.30	12.00			Good condition
46	81.465	82/2	RCC Deckslab	1999	1	1.00x1.00	1.00	12.00			Good condition
47	81.838	82/3	RCC Deckslab	1999	1	1.30x1.00	1.30	12.00			Good condition
48	83.188	84/1	RCC Deckslab	1999	1	1.30x1.00	1.30	12.00			Good condition
49	83.987	84/2	RCC Deckslab	2002	1	1.30x1.00	1.30	12.00			Good condition
50	84.250	85/1	Pipe culvert	2000	8	1.20 dia	14.70	12.25			Good condition
51	84.490	85/2	RCC culvert	2000	1	5.00x3.00	9.70	12.25			Good condition

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*[Signature]*  
 Assistant Executive Engineer (P.C)  
 NH Spl. Sub Division Devanahalli

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Project Director  
 N.H.A.I., PIU, Bangalore

Sl No	Location/Chainage	Bridge or Culvert No.	Type of Bridge/CD	Year of Construction	No. of Vents	Width or Dia of Vent (in Mtrs.)	Total linear waterway (in Mtrs.)	Total Formation Width including Parapet (Barrel length in Mtrs.)	Repair / Widening	Re-Construction	Condition /Remarks
1	2	3	4	5	6	7	8	9	10	11	12
52	84.605	85/3	Slab	-	1	3.75 mtr.	4.60	7.40			Good condition
53	85.450	86/1	Pipe culvert	2000	6	1.20 dia	10.90	12.25			Good condition
54	85.550	86/2	Pipe culvert	2000	8	1.20 dia	14.70	12.25			Good condition
55	86.060	86/3	Pipe culvert	2000	20	1.20 dia	38.00	12.25			Good condition
56	86.200	87/1	Pipe culvert	2000	1	1.00dia	1.20	12.25			Good condition
57	87.450	88/1	Pipe culvert	2000	4	1.00dia	6.30	12.25			Good condition
58	88.600	89/1	Pipe culvert	2000	7	1.00dia	11.40	12.25			Good condition
59	89.700	90/1	Pipe culvert	2000	7	1.20 dia	12.80	12.25			Good condition
60	91.600	92/1	Pipe culvert	2000	1	1.00dia	1.20	12.25			Good condition
61	91.650	92/2	Pipe culvert	2000	12	1.20 dia	22.30	12.25			Good condition
62	93.150	94/1	Pipe culvert	2000	7	1.20 dia	12.80	12.25			Good condition
63	95.050	95/1	Pipe culvert	2000	4	1.00dia	6.80	12.25			Good condition
64	95.650	96/1	Pipe culvert	2000	3	1.00dia	4.60	12.25			Good condition
65	96.875	97/1	Pipe culvert	2000	12	1.20 dia	22.30	12.25			Good condition
66	97.800	98/1	RCC Slab	-	1	2.40 X 0.9	2.40	7.40			Good condition
67	98.350	99/1	Pipe culvert	2000	7	1.00dia	11.40	12.25			Good condition
68	99.500	100/1	Pipe culvert	2000	1	1.00dia	1.20	12.25			Good condition
69	99.900	100/2	Pipe culvert	2000	2	1.00dia	2.90	12.25			Good condition
70	99.953	100/3	Pipe culvert	2000	4	1.00dia	6.30	12.25			Good condition
71	100.312	101/1	Pipe culvert	2000	1	1.20 dia	1.20	12.25			Good condition
72	100.600	101/2	Pipe culvert	2000	1	1.20 dia	1.20	12.25			Good condition
73	102.426	103/1	Pipe culvert	2000	2	1.00dia	2.90	12.25			Good condition
74	103.500	104/1	Pipe culvert	2000	1	1.20 dia	1.20	12.25			Good condition
75	103.609	104/2	SSM Arch	-	3	3.90 X 9.0	33.00	7.35			Good condition
76	103.653	104/3	Pipe culvert	2000	3	1.00dia	4.60	12.25			Good condition
77	104.050	105/1	Pipe culvert	During 1937	4	1.00dia	7.00	22.50		2005-06	Good condition

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 Assistant Executive Engineer  
 NH Spl. Sub Division Devanahalli

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 Project Director  
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Sl No	Location/Chainage	Bridge or Culvert No.	Type of Bridge/CD	Year of Construction	No. of Vents	Width or Dia of Vent (in Mtrs.)	Total linear waterway (in Mtrs.)	Total Formation Width including Parapet (Barrel length in Mtrs.)	Repair / Widening	Re-Construction	Condition /Remarks
1	2	3	4	5	6	7	8	9	10	11	12
78	104.812	105/2	Pipe culvert	2000	3	1.00dia	4.60	12.25			Good condition
79	105.152	106/1	Pipe culvert	2000	2	1.00dia	2.90	12.25			Good condition
80	105.300	106/2	Pipe culvert	2000	2	1.00dia	2.90	12.25			Good condition
81	106.582	107/1	Pipe culvert	2000	5	1.00dia	8.00	12.25			Good condition
82	107.540	108/1	Pipe culvert	2000	1	1.00dia	1.20	12.25			Good condition
83	107.810	108/2	Pipe culvert	2000	3	1.00dia	4.60	12.25			Good condition
84	107.990	108/3	Pipe culvert	2000	2	1.00dia	2.90	12.25			Good condition
85	108.600	109/1	Pipe culvert	2000	2	1.00dia	2.90	12.25			Good condition
86	108.900	109/2	RCC Bridge		6	2.6 X 2.60	22.50	8.00			Good condition
87	109.500	110/1	Pipe culvert	2000	10	1.00dia	17.50	12.25			Good condition
88	109.680	110/2	Pipe culvert	2000	7	1.00dia	12.80	12.25			Good condition
89	112.500	112/1	Pipe culvert	2000	3	1.00dia	4.60	12.25			Good condition
90	113.480	113/1	Pipe culvert	2000	2	1.00dia	2.90	12.25			Good condition
91	114.380	115/1	Pipe culvert	2000	2	1.00dia	2.90	12.25			Good condition
92	114.560	115/2	RCC Slab Culvert	Mar-04	1	1.20 mts	1.20	12.25			Good condition
93	114.900	115/3	Pipe culvert	2000	1	1.00dia	1.20	12.25			Good condition
94	116.180	117/1	RCC Slab Culvert	Mar-04	1	1.20 mts	1.20	12.00			Good condition
95	116.300	117/2	Pipe culvert	2000	2	1.00dia	2.90	12.50			Good condition
96	117.210	118/1	Pipe culvert	2000	3	1.20 dia	4.60	12.50			Good condition
97	117.300	118/2	Pipe culvert	2000	2	1.00dia	4.60	12.50			Good condition
98	117.450	118/3	RCC Slab Culvert	2000	1	4.0 x 1.2	2.90	12.25		2005-06	Good condition
99	117.510	118/4	Pipe culvert	2000	2	1.00dia	1.20	12.50			Good condition
100	118.350	119/1	Pipe culvert	2000	2	1.00dia	2.90	12.50			Good condition
101	118.650	119/2	Pipe culvert	2000	20	1.20 dia	38.00	12.50			Good condition
102	118.700	119/3	Pipe culvert	2000	2	1.00dia	2.90	12.50			Good condition
103	120.450	121/1	Pipe culvert	2000	8	1.00dia	13.10	12.50			Good condition

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 NH Spl. Sub Division Devanahalli

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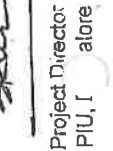
Project Director  
 N.H.A.I., PIU, Bangalore

Sl No	Location/Chainage	Bridge or Culvert No.	Type of Bridge/CD	Year of Construction	No. of Vents	Width or Dia of Vent (in Mtrs.)	Total linear waterway (in Mtrs.)	Total Formation Width (Barrel length in Mtrs.)	Repair / Widening	Re-Construction	Condition /Remarks
1	2	3	4	5	6	7	8	9	10	11	12
104	120.500	121/2	Pipe culvert	2000	8	1.00dia	13.10	12.50			Good condition
105	121.470	122/1	Pipe culvert	2000	2	1.00dia	2.90	12.50			Good condition
106	122.130	123/1	Pipe culvert	2000	10	1.20 dia	18.50	12.50			Good condition
107	122.400	123/2	Pipe culvert	2000	1	1.00dia	1.20	15.00			Good condition
108	123.230	124/1	R C C Slab	-	1	2.4 x 3.0	2.40	12.00	2005-06		Good condition
109	125.040	126/1	Pipe culvert	2000	5	1.00dia	8.00	12.50			Good condition
110	125.780	126/2	Pipe culvert	2000	6	1.00dia	9.70	12.50			Good condition
111	126.730	127/1	R C C Slab	-	1	2.8 x 2.4	2.40	13.20	2005-06		Good condition
112	128.300	129/1	Pipe culvert	2000	2	1.00dia	2.90	12.50			Good condition
113	129.150	130/1	Pipe culvert	2000	3	1.00dia	4.60	12.50			Good condition
114	131.000	131/1	Pipe culvert	2000	1	1.00dia	1.20	12.50			Good condition
115	131.350	132/1	Pipe culvert	2000	1	1.00dia	1.20	12.50			Good condition
116	131.650	132/2	Pipe culvert	2000	2	1.00dia	2.90	12.50			Good condition
117	132.050	133/1	Pipe culvert	2000	1	1.00dia	1.20	12.50			Good condition
118	132.220	133/2	Pipe culvert	2000	14	1.20 dia	26.10	12.50			Good condition
119	132.790	133/3	Pipe culvert	2000	4	1.00dia	6.30	12.50			Good condition
120	133.830	134/1	Pipe culvert	2000	3	1.20 dia	4.90	9.80			Good condition
121	134.650	135/1	Pipe culvert	2000	1	1.00dia	1.20	12.50			Good condition
122	135.450	136/1	Pipe culvert	2000	1	1.20 dia	1.20	10.80			Good condition
123	135.600	136/2	R C C Slab	-	1	1.2 x 2.4	2.40	12.00	2005-06		Good condition
124	136.390	137/1	Pipe culvert	2000	6	1.00dia	9.70	12.50			Good condition
125	137.350	138/1	RCC Slab Culvert	2000	1	2.00 X 2.00	4.90	12.00		2005-06	Good condition
126	138.200	139/1	RCC Slab Culvert	2000	1	2.00 X 2.00	4.90	12.00		2005-06	Good condition
127	138.300	139/2	Pipe culvert	2000	5	1.00dia	8.00	12.50			Good condition
128	138.500	139/3	Pipe culvert	2000	1	1.00dia	1.20	12.50			Good condition

Handed Over By:

  
Assistant Executive Engineer  
NH Spl. Sub Division Devanahalli

Taken Over By:

  
Project Director  
NHAI, PIU, I  
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त्वरित डाक द्वारा  
BY SPEED POST



सत्यमेव जयते

भारत सरकार

पर्यावरण एवं वन मंत्रालय

GOVERNMENT OF INDIA  
MINISTRY OF ENVIRONMENT & FORESTS

क्षेत्रीय कार्यालय (दक्षिण वलय)

Regional Office (Southern Zone)

Kendriya Sadan, 4th Floor, E&F Wings, 17th Main Road,  
2nd Block, Koramangala, Bangalore - 560 034.

No. :

तार : पर्यावरण, बेंगलूर

Telegram : PARYAVARAN  
BANGALORE

दूरभाष :

Telephone: 080-25635908

Tele Fax: 080-25537184

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F.No.4- KRC921/2013-BAN/6078  
Dated the 10<sup>th</sup> October, 2014

To

The Additional Chief Secretary to Government of Karnataka,  
Forest, Ecology & Environment Department,  
M.S. Building, Dr. Ambedkar Veedhi,  
Bangalore - 560 001.

Subject: Diversion of 13.96 ha. of forest land in Bangalore Rural Division proposed for up-gradation of NH-207 from Dobespet to Hoskote, 4 lane from existing 2 lane in favour of the Project Director & General Manager (Tech), NHAI, Bangalore - Reg.

Sir,

Please refer to the State Government's letter No.FEE 187 FLL 2012 dated 02/01/2013 seeking prior approval of the Central Government in accordance with Section '2' of Forest (Conservation) Act, 1980 for the above project. The in-principle (Stage-I) approval to the project was accorded by the Central Government vide letter of even number dated 25 April, 2013 for a period of 20 years, subject to the following conditions:-

1. The legal status of the forest land shall remain unchanged.
2. The demarcation of the outer boundary of the forest area being diverted shall be carried out by erecting cement concrete pillars duly numbered at an interval of 20 meters at the cost of User Agency.
3. Cost of raising Compensatory Afforestation (CA) over 27.92 ha. of degraded forest shall be realised from User Agency.
4. The Compensatory Afforestation (CA) shall be raised and maintained over 27.92 ha. of degraded forest land proposed at Ujjani SF, Doddaballapura Range, Bangalore Rural Division at the cost of User Agency.
5. The State Government shall charge the Net Present Value of the diverted forest land measuring 13.96 ha. from the user agency as per the orders of the Hon'ble Supreme Court dated 28.03.2008 and 09.05.2008 in IA Nos.826 in 566 with related IA's in Writ Petition (Civil) No.202/1995.

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6. Additional amount of the Net Present Value (NPV) of the diverted forest land if any, becoming due after revision of the same by the Hon'ble Supreme Court of India in future, shall be charged by the State Government from the user agency. User Agency shall furnish an undertaking to this effect.
7. The funds received from the user agency towards Compensatory Afforestation and Net Present Value under this project shall be deposited either in SB A/c No.SB01025213 - CAF Karnataka, Corporation Bank, CGO Complex, Lodhi Road, New Delhi-110003 (RTGS/IFSC No.CORP0000371) or in SB A/c No.344902010105 421 - KARNATAKA CAMPA, Union Bank of India, Sundar Nagar, New Delhi-110003 (RTGS/IFSC No.UBIN0534498). The details of deposition of funds, *inter-alia* the DD Numbers & date, Amount; the Bank on which drawn and the date of deposition in the designated Bank shall also be furnished.
8. Road side plantations shall be done at the cost of User Agency on either side of the road in consultation with the local DFO. User Agency shall furnish an undertaking to this effect.
9. Fencing of the road side plantation shall be done at the cost of User Agency. User Agency shall furnish an undertaking to this effect.
10. Felling of old trees of Ficus, Tamarind and Neem shall be avoided as far as possible in the forest area and in the remaining portion of the road also. User Agency shall furnish an undertaking to this effect.
11. The State Government shall furnish a certificate to the effect that recognised rights of Primitive Tribal Groups and Pre-Agricultural Communities are not affected.
12. The total forest area utilized for the project shall not exceed 13.96 ha. In case the land is not taken over by the user agency or the same is not used for the stipulated purpose within a period of two years from the date of Stage II approval, then the area shall be taken back by the Forest Department.
13. Any other condition that the Additional Principal Chief Conservator of Forests (Central), Regional Office, Bangalore may impose from time to time for protection, improvement of flora and fauna in the forest area and public convenience, shall also be applicable.

The State Government vide letter No.FEE 187 FLL 2012 dated 18/12/2013 and 11/09/2014 have reported compliance to the conditions stipulated by the Central Government in the in-principle approval.

A G S.

F.No.4- KRC921/2013-BAN/

After careful consideration of the proposal, I am directed to convey Central Government's approval (Stage-II) under Section '2' of Forest (Conservation) Act, 1980 for diversion of 13.96 ha. of forest land in Bangalore Rural Division proposed for up-gradation of NH-207 from Dobespet to Hoskote, 4 lane from existing 2 lane in favour of the Project Director & General Manager (Tech), NHAI, Bangalore, for a period of 20 years, subject to the following additional conditions:-

1. The State Government shall obtain prior permission of Central Government for change of compensatory Afforestation site, if any.
2. The DGPS readings of the 27.92 ha. of degraded forest land identified for Compensatory Afforestation shall be communicated to this office within 30 days of transfer of the forest land.
3. Demarcation of the outer boundary of the forest area being diverted shall be done by erecting cement concrete pillars duly numbered at an interval of 20 meters at the cost of User Agency before commencement of the upgradation work.

Yours faithfully,

(S.M. Somashekar)  
Chief Conservator of Forests (Central)

Copy to:-

1. The Director General of Forests & Special Secretary to Government of India, Ministry of Environment, Forests and Climate Change, Indira Paryavaran Bhavan, Jor Bagh Road, Lodhi Colony, New Delhi - 110 003.
2. The Principal Chief Conservator of Forests, Forests Department, Govt. of Karnataka, Aranya Bhavan, 18<sup>th</sup> Cross, Malleswaram, Bangalore - 560 003.
3. The Additional Principal Chief Conservator of Forests/Nodal Officer (FCA), Office of the Principal Chief Conservator of Forests, Forests Department, Govt. of Karnataka, Aranya Bhavan, 18<sup>th</sup> Cross, Malleswaram, Bangalore - 560 003.
- ✓ 4. The Project Director & General Manager (Tech), National Highways Authority of India (NHAI, Bangalore (Karnataka).
5. Guard file.

(S.M. Somashekar)  
Chief Conservator of Forests (Central)

