



GOVERNMENT OF KARNATAKA

No. **FEE/55/FLL/2023**

Karnataka Government Secretariat
Multistoried Buildings,
Bengaluru, Date:**03-04-2023**

From:

The Additional Chief Secretary to Government,
Forest, Ecology and Environment Department,
Bengaluru-560001.

To:

The Deputy Director General of Forest (Central),
Regional Office (Southern Zone),
Kendriya Sadan, 4th Floor, E&F Wings,
17th Main, Koramangala, Bengaluru.

Sir,

Sub: Diversion of 39.198 ha. (revised from 29.7529 ha) of forest land in Varthehalli village in Ramanagara District, R.Byadarahalli, Herohalli and 4 other villages in Tumkur District Bettagalale in Hassan District, and Devalapura, Kuntanakoppalu and 19 Other Villages in Mandya District for (Two Laning with Paved Shoulder) of existing State highway (SH-85) from Magadi to near Somwarpet (Km. 51.00 to Km 221.833) excluding certain common portion with other Highways under Karnataka State Highway Improvement Project (KSHIP-III) in favour of the Executive Engineer, Karantaka State Highway Improvement Project (KSHIP) Division, Shivamoga.

Proposal No. FP/KA/ROAD/40974/2019

- Ref:** 1. Your Office letter No: F.No.4-KRC1467/2023-BAN/639, Dated:03-08-2023.
2. The Principal Chief Conservator of Forests (HoFF), Bengaluru's letter No:KFD/HOFF/A5-3(GFL)/45/2019-FC, Dated: 18-03-2024.

With reference to the above subject, I am directed to invite your kind attention to letter vide referred at (1) above and forwarding herewith the copy of letter vide referred at (2) above along with enclosures submitted by the Principal Chief Conservator of Forests (HoFF), Bengaluru. It is hereby requested to convey '**In-Principle' (Stage-I)** approval under Section 2 of the VAN (SANRAKSHAN EVAM SAMVARDHAN) ADHINIYAM, 1980.

Yours faithfully,


(B. Shivakumar)

Under Secretary to Government
Forest, Ecology and Environment Department
(Forest-C and Co-ordination)

Copy to:

1. The Principal Chief Conservator of Forests (HoFF), Aranya Bhavana, Malleshwaram, Bengaluru.
- 2 SGF/Spare Copies.

ಕರ್ನಾಟಕಸರ್ಕಾರ

GOVERNMENT OF KARNATAKA

ಪ್ರಧಾನ ಮುಖ್ಯ ಅರಣ್ಯ ಸಂರಕ್ಷಣಾಧಿಕಾರಿ
(ಅರಣ್ಯ ಪಡೆ ಮುಖ್ಯಸ್ಥರು) ರವರ ಕಚೇರಿ
Office of
Principal Chief Conservator of
Forests
(Head of Forest Force)



ಅರಣ್ಯಭವನ, 18 ನೇ ಅಡ್ಡರಸ್ತೆ
ಮಲ್ಲೇಶ್ವರಂ, ಬೆಂಗಳೂರು-560003
AranyaBhavan, 18th Cross
Malleshwaram, Bengaluru - 03
Telephone: 080 2334 6472
Email: apccffc@gmail.com

E-office File No. KFD/HOFF/A5-3(GFL)/45/2019-FC
Encl:

E-134281
Date 18-03-2024

To,

The Additional Chief Secretary to Government
Forest, Ecology and Environment Department
M.S. Building, Bengaluru – 560 001

Sir,

Sub: Diversion of 39.198 ha (revised from 29.7529 ha) of forest land in Varthehalli village in Ramanagara District, R.Byadarahalli, Herohalli and 4 other villages in Tumkur District Bettagalale in Hassan District, and Devalapura, Kuntanakoppalu and 19 Other Villages in Mandya District (Mandya, Hassan & Tumkur Forest Divisions) for Two Lining with Paved Shoulder of existing State highway (SH-85) from Magadi to near Somwarpet in favour of the Executive Engineer, Karnataka State Highway Improvement Project (KSHIP) Division, Shivamogga

Proposal No. FP/KA/ROAD/40974/2019

- Ref:**
1. This office letter of even number dated 06-06-2023 [Stage-I proposal] and 04-08-2023 [communication of GOI EDS Query]
 2. Government of Karnataka letter No. FEE 55 FLL 2023 (e) dated 19-06-2023[Stage-I proposal] and 08-08-2023[communication of GOI EDS query]
 3. Government of India, Ministry of Environment, Forests & Climate Change, Regional Office (Southern Zone), Bengaluru letter F.No. 4-KRB 1467/2023-BAN/639 dated 04-08-2023 [EDS query]
 4. Deputy Conservator of Forests, Mandya Division letter No. C1/land/Kship-3/CR-144/2019-20 dated 21-02-2024 [online reply dated 21-02-2024 to GOI EDS Query]
 5. Deputy Conservator of Forests, Hassan Division letter No. B4/land/FC/KSHIP/CR 7/2019-20 dated 21-02-2024 [online reply dated 26-02-2024 to GOI EDS Query]
 6. Deputy Conservator of Forests, Tumkur Division letter No. A5/LAND/FC/KSHIP/CR-97 dated 13-03-2024 [online reply dated 13-03-2024 to GOI EDS Query]
 7. Deputy Conservator of Forests, Ramanagar Division letter No.

A5/LND/KSHIP-03/CR-95/2019-20 dated 16-09-2023

8. Deputy Conservator of Forests, Mysore Division letter No. C2/land/CR-03/2022-23 dated 02-03-2024 [online reply dated 02-03-2024 to GOI EDS Query]
9. Conservator of Fore
10. Conservator of Forests, Mysore Circle letter No. C1/land/FC/CR-13/2022-23 dated 04-03-2024 [online reply dated 04-03-2024 to GOI EDS Query]
11. Chief Conservator of Forests, Hassan Circle letter No. A8/land/Road/CR-35/2022-23 dated 15-03-2024 [online reply dated 15-03-2024 to GOI EDS Query]
12. Conservator of Forests, Bangalore Circle [online reply dated 12-03-2024 to GOI EDS Query]
13. The Executive Engineer, Karnataka State Highway Improvement Project (KSHIP) Division, K.R. Pete letter No. Plan/Kship-3/Forest/ADB/P-2/2023-24/510 dated 12-02-2024

With reference to the above subject, the additional information has sought by the Government of India vide Ref (3) above, based on the reply furnished by the field officers and user agency, the following reply is submitted.

Government of India Query dated 04-08-2023		Reply
1	That the proposed KSHIP project abruptly ends in Somwarpete and provides no connectivity with any major State Highways or National Highways. Hence, clarity on the objective of creating an abruptly ending project is required from User Agency.	<p>The User Agency vide Ref (12) letter (Copy enclosed as ANNEXURE-1) has provided reply. The same are furnished as below:-</p> <p>Project road is part of SH-85, which is one of the longest state highways, passing through eight districts in the state of Karnataka. It is one of the three highways (other two being NH-75 and NH-275/SH-88) connecting Bengaluru to Dakshina Kannada.</p> <p>State Highway 85 traverse between Bangalore (urban) and Jalsoor Village of Dakshina Kannada having a total length 346.28 Km.</p> <p>At Jalsoor village, this highway connects with NH-275 (Bengaluru- Mysuru- Mangalore highway), and cherkala jalsoor road (SH-55).</p> <p>It is relevant to mention that this highway is planned to be upgraded and improved in phase manner and the road section taken up as per fund allocation.</p>

		To maintain the connectivity, the road section after the end point of project road section is planned to be upgraded either under ADB (Asian Development Bank) assistance or through State Government Fund in future.
2	Straightening of roads is proposed in forest rich areas, which are avoidable and would reduce the tree felling/ forest area needed. It would also prevent the creation of forest islands situation.	<p>DCF, Mandya division submitted the reply as follows:</p> <p>Facts of land observations as below:-</p> <p><u>Mandya Division</u></p> <p>In this division total 25.74 ha. of forest land to be diverted. Under this division's jurisdiction. Pertaining to the Straightening of roads is proposed in forest area, on existing road of Somanahalli FSy no 64, 0.161 ha and Boppanahalli FSY no 54, 1.921 ha Total 2.082 ha of forest land to be diverted in K.R.Pete Range.The Proposed forest area as is involved the total no of 452 Eucalypts trees to be felled.</p> <p>Further the User Agency vide Ref (12) letter has provided that:</p> <p>The Geometric Design deals with the visible elements of the roadway. Based on the Design Speed (80/100 Kmph) and Intermediate Sight distance existing road has been realigned (Straightening) to achieve safe and efficient operation of the vehicles. Geometric deficiencies are costly and sometime impossible to rectify later. Therefore, it's essential to improve the Geometry of the road, accordingly the same has been considered in the DPR (Detailed Project Report) Drawing.</p> <p>In this regard, triparty visited (Karnataka State Highway Improvement Project (KSHIP), Independent Engineer consultant and Concessionaire) to site for exploration the possibilities to avoid forest and to follow the existing road as advised by the forest department and revisited the proposal and found that the previous original CA (Concessionaire Agreement) proposal by the DPR consultant is found satisfactory. If followed the existing road is without improvement as per DPR then safety issues will arise, since the entire road is designed for 80 to 100 kmph speed.</p> <p>Based on the triparty visit, CA provisions and codal</p>

		<p>provisions, reason for realignment as per DPR is debated as follows:</p> <p>As per the Concession Agreement, The Project Highway Should confirm to the Manual of Specification and Standards for Two Laning of Highways with Paved shoulder IRC-SP-73-2015 for 2 Laning stretches and Manual of four Laning IRC-SP-84:2015 for Four Laning Stretches. The Forest sections are mostly proposed with Two Laning configurations.</p> <p>1) As per Clause 2.9.4 of IRC: SP:73-2015 The radius of horizontal curves to be 400m for the design speed of 100Kmph, and for minimum radius 250m design speed of 80Kmph. These curves to be flanked by transition curves for safe movement of traffic flow. On the existing road there is no room for the development of the curves with the transition curves. In the existing forest locations, there are 102 number of curves are noticed out of which less than 250m radius is 37 numbers, and less than 400m radius is about 65 numbers. Whereas, in DPR total number of curves is 48 numbers out of which the radius less than 250m is none (Zero) locations and less than 400m radius is 07 numbers.</p> <p>2) Visibility is an important requirement for the safety of travel on roads. It is necessary to maintain adequate sight distance to avoid accidents on the roads. On existing roads there is no adequate sight distance and effecting visibility. Hence as per clause 2.9.6 IRC: SP:73-2015, intermediate sight distance (ISD) must be maintained, as per Table 2.6. IRC: SP:73-2015. For the design speed of 100/80kmph and the required ISD and overtaking sight distances are 360m/240m and 640m/470m respectively. In the existing road, due to more curvature in vertical and horizontal section, the basic highway design criteria will be failed.</p> <p>3) As per Clause 2.9.7 IRC: SP:73-2015 The vertical alignment should provide smooth longitudinal profile. Grade changes should not be frequent as to cause</p>
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	<p>kinks and visual discontinuities in the profile. For plain and Rolling gradients is 2.5% and limiting gradient to be 3.3% respectively. In the existing road, the varying gradient are from -0.89% to -5.00% (down fall) and +2.43% to +5%(uphill). It will not suffice IRC design criterion</p> <p>4) Once the geometry of the design and alignment is as per the good industry practice, it results in safety corridor for the end users, without any black spots evidently accident-free corridor. In the Project corridor the geometry of the road and safety aspects are the good Eco system and can be adapt as per IRC-67 and IRC-35, which is the main concern and directions of the Hon'ble Supreme Court.</p> <p>The total forest extent required in the existing road of 25.933km length and width of approximately 25 meter is around 48.586 hectare. The same area can be utilized for re-plantation after opening the traffic on new road, against 24.323Kms length and area is about 39 hectare as in case of DPR. Hence, it is advantageous to follow DPR alignment.</p> <p>In summary the geometry of the existing roads is very poor due to multiple sharp curves of S-type and radius in the range of between 40m to 250m, in majority of the cases with inadequate visibility /sight distance. If these locations are not improved as per the standards of IRC provisions, it will result in the development of black spots and accidental zones. The COI (Corridor of Impact) in forest sections is fixed based on the improved alignment and Typical Cross Sections as proposed in Contract Agreement and IRC SP:73-2015.</p> <p>Hence, to accommodate the above IRC Standards and to provide safe corridor, the DPR consultants studied the proposal extensively and found it is necessary to modify the existing road alignment and recommended with realignment /curve improvements for the safety of road users. Accordingly, the DPR</p>
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		<p>was prepared, and CA drawings were finalized.</p> <p>This project package² of KSHIP-III is externally aided by Asian Development Bank under Loan no.3619. The loan approved and Agreement signed on 08/12/2017 and 30/08/2018 respectively with effect from 14/11/2018 with the commitment charges. The loan will be closing on 30/06/2024.</p> <p>The Project Administration Manual (PAM) of ADB, for KSHIP-III Projects is also part of Loan Agreement. As per the Design Monitoring Frame Work of PAM, the Design Standards of Roads for 2 lane with Paved Shoulders & 4 Lane Divided Carriage way should adopt IRC: SP: 73 (2015) and IRC: SP: 84 (2014) respectively and the Design Speeds in Plain/Rolling (Open Country) is 100/80 Kmph. The Desirable and Absolute</p> <p>Curve Radius in Plain/ Rolling are 400 and 250Mts respectively. Relevant extract of PAM (Project Appraisal Manual) is enclosed herewith as Annexure-A.</p> <p>In view of the technical and safety requirements, the original alignment maybe considered in larger interest of the safety of lives.</p> <p>It is worth to mention that under KSHIP-III (Karnataka State Highways Improvement Project), this highway is being expanded into a proper two-lane carriageway from Somwarpet to Magadi and Four-lane carriageway from Magadi to Bangalore and in near future it will connect upto Jalsoor and by benefiting in time, reducing fatalities rates, fuel saving and also business developments /tourism/ pilgrims and benefiting in term of up lifting quality life of the above said location habitats.</p> <p>Guidelines provided in "Handbook of guidelines for effective and transparent implementation of the provisions of Forest (Conservation) Act, 1980, dated 9th March 2019 is complied.</p>
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		<p>Since, the project's widening and improvement work is proposed on existing road with slighter alignment modification as per the design requirements, so the report / study on optional alignment is not applicable.</p> <p>The project road exists prior to enactment of Forest (conservation) Act 1980.</p>
3	The forest area proposed in Tumkur division is rich in medicinal plants, Sandalwood and wildlife	<p>The User Agency has submitted Wildlife Conservation plan is prepared an amount of Rs. 699.25 lakhs in consultation with forest department Rs. 503.00 lakhs works implementation by the forest department remaining Rs. 196.25 lakhs civil structures and other works are implantation by the user agency. The plan was verified and submitted by Chief Conservator of Forests, Hassan Circle, Hassan to the Principal Chief Conservator of Forests (Wildlife) and Chief Wildlife Warden, Bengaluru for approval vide letter dated 12-03-2024</p>
4	The proposed CA land identified in Hassan division has encumbrances in the form of municipal dumping shed and in Vijayanagara division, CA plantation has been carried out under CAMPA fund and a road is cutting through the identified CA area. Also, the CA land proposed in Vijayanagara and Hassan is not in the proximity of any forest area.	<p>Initially the CA land is identified in Hassan, Tumkur & Bellary Divisions. Now the User Agency has identified the Overall CA land (40 Ha) in Tumkur Division only. The CA land location is in Sy. No. 6,7 & 8 in Gantenahalli Village, Kadikere Hobli, Chikkanayakanahalli Taluk, Tukmur District.</p> <p>Further DCF, Tumkur has reported that the said parcel of non-forest land has natural growth to some extent. Therefore, only 600 plants can be planted per Ha. Remaining 400 plants are proposed to be planted in degraded forest land in consonance with the Working Plan Prescriptions. The degraded forest land of 25 Ha is identified in Sy. No. 40 in Guruvapura Village, Huliur Hobli, Chikkanayakanahalli Taluk, Tukmur District.</p> <p>The Compensatory Afforestation land details (Non-forest land & degraded forest land) in form of KML files, Topo-maps, Geo-referenced maps along with GPS readings, CA Site Certificate have been uploaded at Item 13 of PART-II (Tumkur Division).</p>

		Further, in regard to the non- forest land, Government of Karnataka has accorded the prior approval to mutate the revenue land in Sy no.6, 7 and 8 to an extent of 31-11-00, 39-12-00 and 29-17-00 (Acre-Gunta) respectively in Gantenahalli Village, Kadikere Hobli, Chikkanayakanahalli Taluk, Tumkur District vide letter dated 31-01-2024. Accordingly, Deputy Commissioner, Tumkur District has allocated the said land to Forest Department as Compensatory Afforestation land towards the diversion of forest land vide order No. LND(CNH):CR:26:2023-24 dated 05-02-2024. CA scheme is uploaded by DCF, Tumkur in EDS reply dated 18-03-2024.
5	There is a lack of clarity on the status of the CA land proposed in Hassan (Sy.No. 55, Honnavalli Village, Area:12.141 ha) as the RTC records mentions it as forest area.	Initially the CA land is identified in Hassan, Tumkur & Bellary Divisions. Now the User Agency has identified the Overall CA land (40 Ha) in Tumkur Division only. The CA land location is in Sy. No. 6,7 & 8 in Gantenahalli Village, Kadikere Hobli, Chikkanayakanahalli Taluk, Tumkur District.
6	Certain patches of the proposed CA land in Hassan are dense and will not be able to support 1000 plants / ha.	Initially the CA land is identified in Hassan, Tumkur & Bellary Divisions. Now the User Agency has identified the Overall CA land (40 Ha) in Tumkur Division only. The CA land location is in Sy. No. 6,7 & 8 in Gantenahalli Village, Kadikere Hobli, Chikkanayakanahalli Taluk, Tumkur District.
7	Clarity on the boundary discrepancies between the proposed CA land in Tumkur and Kamalapura Extension Reserve Forest is necessary so that there is no overlapping of the boundaries.	Initially the CA land is identified in Hassan, Tumkur & Bellary Divisions. Now the User Agency has identified the Overall CA land (40 Ha) in Tumkur Division only. The CA land location is in Sy. No. 6,7 & 8 in Gantenahalli Village, Kadikere Hobli, Chikkanayakanahalli Taluk, Tumkur District.
8	REC advised the State Government and User Agency to re-visit the proposal by re-considering the straightening of road	The User Agency vide Ref (12) letter (Copy enclosed as ANNEXURE-1) has provided reply which is self-explanatory. Hence, it may be considered.

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	in forest area and addressing other shortcomings as mentioned above.	
9	REC also advised the User Agency to provide details of Phase-II of the project indicating the details of the forest land involved if any, as required under Para 11.3 of Comprehensive FC guidelines	<p>The User Agency vide letter dated 16-03-2024 (Copy enclosed as ANNEXURE-1) has reported that the State Highway 85 travers between Bangalore (Urban and Jalsoor village of Dakshina Kannada having total length of 346.28 Km. At Jalsoor village, this Highway Connects with NH-275 (Bangalore-Mysore-Mangalore Highway) and Chekala Jalsoor Road (SH-55)</p> <p>It is relevant to mention that this highway is planned to upgrade and improve in 2 phases. The Phase-1 starts in Magadi and ends at Somwarpet (Chainage 51+000 Km to 221+883 Km), which is being considered by REC and the Phase-II will be taken up upon taking the assistance and fund allocation from the ADB (Asian Development Bank) or through State Government. Currently there is no program to take up phase II of the project.</p>
10	In view of the above, it is requested to furnish the clarification on the issues raised by the Regional Empowered Committee along with proper Cost: Benefit analysis as per the parameters mentioned in FC guidelines for further necessary action	The project gives positive Benefit Cost ratio with minimal environmental losses of 7.24 after evaluation considering latest compensatory land made available and calculation sheet is attached as Annexure D.

It is requested to forward the above information to the Government of India in response to the EDS query dated 04-0-8-2023 for further needful.

Above information is also being uploaded online.

Yours Faithfully

**Signed by
Brijesh Kumar**

Principal Chief Conservator of Forests
(Forest Conservation) and Nodal Officer (FCA)
Date: 18-03-2024 18:25:29

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Copy to the:

1. Chief Conservator of Forests, Hassan Circle, Hassan for information.
2. Conservator of Forests, Mysore Circle, Bangalore Circle for information.
3. Deputy Conservator(s) of Forests, Mandya, Mysore, Hassan, Tumkuru and Ramanagara Divisions for information.
4. The Executive Engineer, Karnataka State Highway Improvement Project (KSHIP) Division, Shivamogga for information.



GOVERNMENT OF KARNATAKA
KARNATAKA STATE HIGHWAYS IMPROVEMENT PROJECT
(Public Works Department)

OFFICE OF EXECUTIVE ENGINEER, KSHIP DIVISION, OLD KIKKERI ROAD, 1ST CROSS,
HLB COLONY, HEMAVATHI LAYOUT, K R PETE -571426. E-mail: eekshipkrpet@gmail.com

No.EE/KSHIP/DIV./KR Pet/KSHIP-3/Package-2/2023-24/564

Date: 16 March 2024

To,

The Principal Chief Conservator of Forests
(Head of Forest Force),
4th Floor, Aranya Bhavan,
Malleshwaram,
Bengaluru- 560003

Sub:- Diversion of 39.198 ha (revised from 29.7529 ha) of forest land in Varthehalli village in Ramanagara District, R.Byadarahalli, Herohalli and 4 other villages of Tumkur District, Bettagalale in Hassan district and Devalapura, Kuntana koppalu and 19 other villages in Mandya District for Two-laning with paved shoulder of existing State Highway (SH-85) from Magadi to near Somwarpet (Km. 51.00 to Km221.833) under Karnataka State Highway Improvement Project (KSHIP-III) in favour of the Executive Engineer, Karnataka State Highway Improvement Project (KSHIP) Division, K R Pete-Submission of clarification on Phase-II development of the proposed project-reg.,

Adverting to the above subject, the State Highway 85 travers between Bangalore (Urban and Jalsoor village of Dakshina Kannada having a total length of 346.28 Km. At Jalsoor Village, this Highway Connects with NH-275 (Bangalore-Mysore-Mangalore Highway) and Chekala Jalsoor Road (SH-55).

It is relevant to mention that this highway is planned to upgrade and improve in 2 phases. The Phase-1 starts in Magadi and ends at somwarpet (Chainage 51+000 Km to 221+833 Km), which is being considered by REC and the Phase-II will be taken up upon taking the assistance and fund allocation from the ADB (Asian Development Bank) or through State Government. Currently there is no program to take up phase II of the project.

Thanking You,

Handwritten signature
Executive Engineer
KSHIP Division,
K R Pete *(Handwritten initials)*

Handwritten signature
18/3

ಮುಖ್ಯ ಅರಣ್ಯ ಸಂರಕ್ಷಣಾಧಿಕಾರಿಯವರ ಕಛೇರಿ,
ಹಾಸನ ವೃತ್ತ, ಹಾಸನ - 573 201



☎: 08172-240163

☎: 08172-296165

cellhassan@gmail.com

ಸಂಖ್ಯೆ: ಎ8/ಲ್ಯಾಂಡ್/ರೋಡ್:ಸಿಆರ್-34/2022-23

ದಿನಾಂಕ: 21ನೇ ಫೆಬ್ರವರಿ-2024

ಇವರಿಗೆ,

ಪ್ರಧಾನ ಮುಖ್ಯ ಅರಣ್ಯ ಸಂರಕ್ಷಣಾಧಿಕಾರಿಗಳು,
(ಅರಣ್ಯ ಸಂರಕ್ಷಣೆ) ಮತ್ತು ನೋಡಲ್ ಅಧಿಕಾರಿ,
ಮಲ್ಲೇಶ್ವರಂ,
ಬೆಂಗಳೂರು.

ಮಾನ್ಯರ,

ವಿಷಯ:- Diversion of 39.198 ha (revised from 29.7529 ha) of forest land in Varthehalli village in Ramangra District, R Byadarahalli, Herohalli and 4 other villages of Tumkur District, Bettagalale in Hassan District and Devalapura, Kuntanakoppalu and 19 other villages in Mandya District for two laning with paved shoulder of existing state Highway (SH-85) from magadi to near Somwarpet (Km 51.00 to Km 221.833) under KSHIP-III project in favour of the executive Engineer, KSHIP Division, Shivamogga. Proposal No FP/KA/ROAD/40974/2019.

- ಉಲ್ಲೇಖ:-
- 1) ಉಪ ಅರಣ್ಯ ಸಂರಕ್ಷಣಾಧಿಕಾರಿ, ಪ್ರಾದೇಶಿಕ ವಿಭಾಗ, ಹಾಸನ ಇವರ ಕಛೇರಿ ಪತ್ರ ಸಂಖ್ಯೆ:ಬಿ4:ಭೂಮಿ:ಎಫ್:ಸಿ:ಕೆ:ಸಿ:ಪ್:ಸಿಆರ್-7/2019-20, ದಿನಾಂಕ:21-02-2024
 - 2) ಭಾರತ ಸರ್ಕಾರದ ಪರಿಸರ ಅರಣ್ಯಗಳ ಮತ್ತು ಹವಾಮಾನ ವೈಪರೀತ್ಯ ಮಂತ್ರಾಲಯ, ಬೆಂಗಳೂರು ರವರ ಪತ್ರ ಸಂಖ್ಯೆ: ಎಫ್:ನಂ-4:ಕೆಆರ್:ಸಿ-1467/2023, ಬಿಎಎನ್ ದಿನಾಂಕ: 04-08-2023
 - 3) ಕಾರ್ಯಪಾಲಕ ಇಂಜಿನಿಯರ್, ಕೆ-ಶಿಪ್, ಕೆ.ಆರ್.ಪೇಟೆರವರ ಕಛೇರಿ ಪತ್ರ ಸಂಖ್ಯೆ:ಯೋಆರ್:ಕೆ:ಶಿಪ್-3:ಅರಣ್ಯ:ಎಡಿಬಿ:ಪ್ಯಾ-2/2023-24/510, ದಿನಾಂಕ:12-02-2024

ಮೇಲ್ಕಂಡ ವಿಷಯಕ್ಕೆ ಸಂಬಂಧಿಸಿದಂತೆ, ಉಲ್ಲೇಖ (1) ರ ಪತ್ರದಲ್ಲಿ ಉಪ ಅರಣ್ಯ ಸಂರಕ್ಷಣಾಧಿಕಾರಿ, ಪ್ರಾದೇಶಿಕ ವಿಭಾಗ, ಹಾಸನ ಇವರು ವರದಿ ಮಾಡುತ್ತಾ, ಮಾಗಡಿಯಿಂದ ಸೋಮವಾರಪೇಟೆ ರಸ್ತೆ ಅಗಲೀಕರಣದ ಸಂಬಂಧದ ಪ್ರಸ್ತಾವನೆಯನ್ನು ಉಲ್ಲೇಖ (2) ರ ಭಾರತ ಸರ್ಕಾರದ ಪರಿಸರ ಅರಣ್ಯಗಳ ಮತ್ತು ಹವಾಮಾನ ವೈಪರೀತ್ಯ ಮಂತ್ರಾಲಯ, ಬೆಂಗಳೂರುರವರು ಕೆಲವು ನ್ಯೂನತೆಗಳನ್ನು ಸರಿಪಡಿಸಿ ಮರು ಪ್ರಸ್ತಾವನೆ ಸಲ್ಲಿಸುವಂತೆ ಸೂಚಿಸಿ ಪ್ರಸ್ತಾವನೆಯನ್ನು ಹಿಂದಿರುಗಿಸಿರುತ್ತಾರೆ. ಸದರಿ ನ್ಯೂನತೆಗಳನ್ನು ಸರಿಪಡಿಸಿ ಪರಿಹಾರಾತ್ಮಕ ನಡವಳಿಯು ಬೆಳೆಸಲು ಹಾಸನ ಜಿಲ್ಲೆ, ಅರಕಲಗೂಡು ತಾಲ್ಲೂಕು, ಹೊನ್ನವಳ್ಳಿ ಗ್ರಾಮದ ಸರ್ವೆ ನಂ-55 ರಲ್ಲಿ

30.00 ಎಕರೆ ಹಾಗೂ ದೇವರ ಹಳ್ಳಿ ಗ್ರಾಮದ ಸರ್ವೆ ನಂ-119 ರಲ್ಲಿ 20.00 ಎಕರೆ ಮಂಜೂರು ಮಾಡಿರುವುದರ ಬದಲಾಗಿ ತುಮಕೂರು ಜಿಲ್ಲೆಯ ಚಿಕ್ಕನಾಯಕನಹಳ್ಳಿ ತಾಲ್ಲೂಕು, ಕಂದಿಕೆರೆ ಹೋಬಳಿ, ಗಂಟೇನಹಳ್ಳಿ ಗ್ರಾಮದ ಸರ್ವೆ ನಂ-6 ರಲ್ಲಿ 31.11 ಎಕರೆ / ಗುಂಟೆ ಸರ್ವೆ ನಂ-7 ರಲ್ಲಿ 39.12 ಎಕರೆ / ಗುಂಟೆ ಸರ್ವೆ ನಂ-8 ರಲ್ಲಿ 29.17 ಎಕರೆ / ಗುಂಟೆ ಒಟ್ಟು 100.00 ಎಕರೆ ಪ್ರದೇಶವನ್ನು ಅರಣ್ಯೇಕರಣಕ್ಕಾಗಿ ಅರಣ್ಯ ಇಲಾಖೆಗೆ ವರ್ಗಾಯಿಸಿ ಮಾನ್ಯ ಜಿಲ್ಲಾಧಿಕಾರಿಗಳು, ತುಮಕೂರು ಇವರು ಆದೇಶಿಸಿರುತ್ತಾರೆ. ಅದರಂತೆ ಉಲ್ಲೇಖ (3) ರ ಕಾರ್ಯಪಾಲಕ ಇಂಜಿನಿಯರ್, ಕೆ-ಶಿವ್, ಕೆ.ಆರ್.ಪೇಟೆರವರ ಪತ್ರದಲ್ಲಿ ಅನುಪಾಲನಾ ವರದಿ ಸಲ್ಲಿಸಿರುತ್ತಾರೆ.

ಹಾಸನ ವಿಭಾಗದಲ್ಲಿ ನೀಡಲಾಗಿದ್ದ ಪರಿಹಾರಕ್ಕಾಗಿ ನಡುತೋಪಿನ ಬದಲಾಗಿ ಪ್ರಸ್ತುತ ತುಮಕೂರು ವಿಭಾಗದಲ್ಲಿ ನೀಡಲಾಗಿದೆ ಎಂದು ಉಪ ಅರಣ್ಯ ಸಂರಕ್ಷಣಾಧಿಕಾರಿ, ಪ್ರಾದೇಶಿಕ ವಿಭಾಗ, ಹಾಸನ ಇವರು ಉಲ್ಲೇಖ (1) ರ ಪತ್ರದಲ್ಲಿ ಈ ಕಛೇರಿಗೆ ವರದಿ ಸಲ್ಲಿಸಿದ್ದು, ಸದರಿ ವರದಿ ಹಾಗೂ ಅಡಕಗಳನ್ನು ಈ ಪತ್ರದೊಂದಿಗೆ ಲಗತ್ತಿಸಿ, ಮಾಹಿತಿ ಹಾಗೂ ಮುಂದಿನ ಅಗತ್ಯ ಕ್ರಮಕ್ಕಾಗಿ ಗೌರವಗಳೊಂದಿಗೆ ಸಲ್ಲಿಸಿದೆ.

ತಮ್ಮ ನಂಬುಗೆಯು,

Shrinath

(ಆರ್.ರವಿಶಂಕರ್, ಭಾ.ಅ.ಸೇ)
ಮುಖ್ಯ ಅರಣ್ಯ ಸಂರಕ್ಷಣಾಧಿಕಾರಿ,
ಹಾಸನ ವೃತ್ತ, ಹಾಸನ.

$$100 \text{ aca} = 40.4686 \text{ Ha}$$

$$1 \text{ ha} = 2.47105 \text{ aca}$$

$$\begin{array}{r} 12.58977 \\ 15.831302 \\ 11.80468 \\ \hline 40.225752 \text{ ha} \end{array}$$

$$\frac{100}{2.47105} = 40.4686 \text{ ha}$$

ಕರ್ನಾಟಕ ಸರ್ಕಾರ
ಕರ್ನಾಟಕ ರಾಜ್ಯ ಹೆದ್ದಾರಿ ಅಭಿವೃದ್ಧಿ ಯೋಜನೆ
(ಲೋಕೋಪಯೋಗಿ, ಬಂದರು ಮತ್ತು ಒಳನಾಡು ಜಲಸಾರಿಗೆ ಇಲಾಖೆ)

ಸಂ:ಯೋ.ಅಫ/ಕೆಶಿಪ್-3/ಅರಣ್ಯ/ಎಡಿಬಿ/ಪ್ಯಾ-2/2023-24/ 510

ಕಾರ್ಯಪಾಲಕ ಅಭಿಯಂತರರು,
ಕೆಶಿಪ್ ವಿಭಾಗ,
ಕೆ.ಆರ್.ಪೇಟೆ,
ದಿನಾಂಕ :12/02/2024

ಇವರಿಗೆ,

ಉಪ ಅರಣ್ಯ ಸಂರಕ್ಷಣಾಧಿಕಾರಿಗಳು,
ರಾಮನಗರ/ತುಮಕೂರು/ಮಂಡ್ಯ/ಮೈಸೂರು/ಹಾಸನ

ಮಾನ್ಯರೇ,


ವಿಷಯ: Diversion of 39.198 ha (revised from 29.7529 ha) of forest land in varthehalli in Ramanagara District, R. Byadarahalli, Herohalli and 4 other villages in Tumkur District and Devalapura, Kuntanakoppalu and 19 Other Villages in Mandya District for (Two laning with paved shoulder) of existing State highway (SH-85) from Magadi to near Somavarapete (km 51.00 to km 221.833) excluding certain common portion with other Highways under Karantaka State Highways Improvement project (KSHIP-III) in favour of the Executive Engineer, Karnataka State Highway Improvement Project (KSHIP) Division Shivamoga. Proposal No. FP/KA/ROAD/40974/2019.

- ಉಲ್ಲೇಖ: 1. ಉಪ ಅರಣ್ಯ ಸಂರಕ್ಷಣಾಧಿಕಾರಿಗಳ ಕಛೇರಿ, ಮಂಡ್ಯ ಇವರ ಪತ್ರ ಸಂ.1070 ದಿನಾಂಕ: 07.09.2023.
2. ಉಪ ಅರಣ್ಯ ಸಂರಕ್ಷಣಾಧಿಕಾರಿಗಳ ಕಛೇರಿ, ಮಂಡ್ಯ ಇವರ ಪತ್ರ ದಿನಾಂಕ: 30.12.2023.
3. ಸ್ವತಂತ್ರ ಇಂಜಿನಿಯರ್ ಪ್ರಾಜೆಕ್ಟ್-2 ರವರ ಪತ್ರ ಸಂ. AA/PKG2/PIU/KSHIP/2146/23-24/2284 ದಿನಾಂಕ: 04.12.2023.
4. ಭಾರತ ಸರ್ಕಾರ ಪರಿಸರ, ಅರಣ್ಯಗಳ ಮತ್ತು ಹವಾಮಾನ ವೈಪರೀತ್ಯ ಮಂತ್ರಾಲಯ, ಬೆಂಗಳೂರು ರವರ ಕಛೇರಿ ಪತ್ರ ಸಂಖ್ಯೆ : 4-KRC 1467/2023- BAN/639 ದಿನಾಂಕ: 04-08-2023.
5. ದಿನಾಂಕ : 31.07.2023 ರಂದು ನಡೆದ 73ನೇ ಆರ್‌ಇಸಿ ಸಭೆ

ಮೇಲ್ಕಂಡ ವಿಷಯಕ್ಕೆ ಸಂಬಂಧಿಸಿದಂತೆ, ಉಲ್ಲೇಖ (1) ಹಾಗೂ (2)ರ ತಮ್ಮ ಪತ್ರದಲ್ಲಿ ಕೋರಿರುವ ಮಾಹಿತಿಗೆ ಅನುಪಾಲನಾ ವರದಿಯನ್ನು ಈ ಪತ್ರದೊಂದಿಗೆ ಮುಂದಿನ ಕ್ರಮಕ್ಕಾಗಿ ಲಗತ್ತಿಸಿ ಸಲ್ಲಿಸಲಾಗಿದೆ.

ಅಡಕ: ಮೇಲಿನಂತೆ.

ತಮ್ಮ ವಿಶ್ವಾಸಿ,


ಕಾರ್ಯಪಾಲಕ ಇಂಜಿನಿಯರ್
ಯೋ.ಅ.ಫ., ಕ.ರಾ.ಹೆ.ಅ.ಯೋ.
ಬೆಂಗಳೂರು.

ಪ್ರತಿಯನ್ನು:

1. ಅಧೀಕ್ಷಕ ಅಭಿಯಂತರರು-2 , ಕೆಶಿಪ್, ಬೆಂಗಳೂರು ರವರಿಗೆ ಮಾಹಿತಿಗಾಗಿ

ಉಪ ಅರಣ್ಯ ಸಂರಕ್ಷಣಾಧಿಕಾರಿಗಳ ಕಛೇರಿ,
ಹಾಸನ ವಿಭಾಗ, ಹಾಸನ,



ಅರಣ್ಯ ಭವನ, ಡೈರಿಸರ್ಕಲ್ ಹತ್ತಿರ,
ಬಿ.ಎಂ.ರೋಡ್, ಹಾಸನ-573 201.
ದೂರವಾಣಿ & ಫ್ಯಾಕ್ಸ್ : 08172-268296
ಈಮೈಲ್ : dcfhassan@yahoo.in

ಸಂಖ್ಯೆ : ಬಿ4/ಭೂಮಿ/ಎಫ್.ಸಿ./ಕೆಶಿಪ್/ಸಿಆರ್-07/2019-20

ದಿನಾಂಕ : 21.02.2024

ಇವರಿಗೆ,
ಮುಖ್ಯ ಅರಣ್ಯ ಸಂರಕ್ಷಣಾಧಿಕಾರಿಗಳು,
ಹಾಸನ ವೃತ್ತ, ಹಾಸನ.

ಮಾನ್ಯರೆ,

ವಿಷಯ : Diversion of 39.198 ha (revised from 29.7529 ha) of forest land in Varthehalli village in Ramanagra District, R.Byadarahalli, Herohalli and 4 other villages of Tumkur District, Bettagalale in Hassan district and Devalapura, Kuntanakoppalu and 19 other villages in Mandya District for two laning with paved shoulder of existing State Highway (SH-85) from Magadi to near Somwarpet (Km. 51.00 to Km221.833) under KSHIP-III Project in favour of the Executive Engineer, KSHIP Division, Shivamogga.
Proposal No: FP/KA/ROAD/40974/2019.

ಮುಖ್ಯ ಅರಣ್ಯ ಸಂರಕ್ಷಣಾಧಿಕಾರಿ ಕಛೇರಿ
ಹಾಸನ ವೃತ್ತ, ಹಾಸನ
A8
21 FEB 2024
ಹಂಪೆ
ಸ.ವ.ಕೆ
ಮುಖ್ಯಾಧಿಕಾರಿ

- ಉಲ್ಲೇಖ : 1. ಭಾರತ ಸರ್ಕಾರದ ಪರಿಸರ ಅರಣ್ಯಗಳ ಮತ್ತು ಹವಾಮಾನ ವೈಪರೀತ್ಯ ಮಂತ್ರಾಲಯ, ಬೆಂಗಳೂರು ಪತ್ರ ಸಂಖ್ಯೆ: F No.4-KRC1467/2023-Ban 639 Dated: 04.08.2023.
2. ಕಾರ್ಯಪಾಲಕ ಇಂಜಿನಿಯರ್, ಕೆ-ಶಿಪ್, ಕೆ.ಆರ್.ಪೇಟೆ, ರವರ ಕಛೇರಿ ಪತ್ರ ಸಂಖ್ಯೆ: ಯೋ.ಅಡ/ ಕೆಶಿಪ್-3/ ಅರಣ್ಯ/ ಎಡಿಬಿ/ ಪ್ಯಾ-2/ 2023-24/ 510 ದಿನಾಂಕ: 12.02.2024. (ಈ ಕಛೇರಿ ಇಮೇಲ್ ಸ್ವೀಕೃತ ದಿನಾಂಕ: 21.02.2024)

-೨೨೨೨-

ಮೇಲಿನ ವಿಷಯಕ್ಕೆ ಸಂಬಂಧಿಸಿದಂತೆ ಮಾಗಡಿ ಯಿಂದ ಸೋಮವಾರ ಪೇಟೆ ರಸ್ತೆ ಅಗಲೀಕರಣ ಸಂಬಂಧ ಪ್ರಸ್ತಾವನೆಯನ್ನು ಈಗಾಗಲೇ ಸಲ್ಲಿಸಲಾಗಿದ್ದು, ಉಲ್ಲೇಖ(1)ರಲ್ಲಿ ಭಾರತ ಸರ್ಕಾರದ ಪರಿಸರ ಅರಣ್ಯಗಳ ಮತ್ತು ಹವಾಮಾನ ವೈಪರೀತ್ಯ ಮಂತ್ರಾಲಯ, ಬೆಂಗಳೂರು ರವರು ಕೆಲವು ನ್ಯೂನತೆಗಳನ್ನು ಸರಿಪಡಿಸಿ ಮರು ಪ್ರಸ್ತಾವನೆಯನ್ನು ಸಲ್ಲಿಸುವಂತೆ ಸೂಚಿಸಿ ಪ್ರಸ್ತಾವನೆಯನ್ನು ಹಿಂದಿರುಗಿಸಿರುತ್ತಾರೆ.

ಸದರಿ ನ್ಯೂನತೆಗಳನ್ನು ಸರಿಪಡಿಸಿ ಪರಿಹಾರಾತ್ಮಕ ನೆಡುತೋಪು ಬೆಳೆಸಲು ಹಾಸನ ಜಿಲ್ಲೆ ಅರಕಲಗೂಡು ತಾಲ್ಲೂಕು, ಹೊನ್ನವಳ್ಳಿ ಗ್ರಾಮದ ಸ.ನಂ.55ರಲ್ಲಿ 0.00ಎಕರೆ ಹಾಗೂ ದೇವರಹಳ್ಳಿ ಗ್ರಾಮದ ಸ.ನಂ. 119ರಲ್ಲಿ 20.00 ಎಕರೆ ಮಂಜೂರು ಮಾಡಿರುವುದರ ಬದಲಾಗಿ ತುಮಕೂರು ಜಿಲ್ಲೆಯ ಚಿಕ್ಕನಾಯಕನಹಳ್ಳಿ ತಾಲ್ಲೂಕು, ಕಂದಿಕೆರೆ ಹೋಬಳಿ, ಗಂಟೇನಹಳ್ಳಿ ಗ್ರಾಮದ ಸ.ನಂ.6 ರಲ್ಲಿ 31.11 ಎ.ಗು ಸ.ನಂ.7ರಲ್ಲಿ 39.12 ಎ.ಗು ಸ.ನಂ.8ರಲ್ಲಿ 29.17ಎ.ಗು ಒಟ್ಟು 100.00ಎಕರೆ ಪ್ರದೇಶವನ್ನು ಅರಣ್ಯೀಕರಣಕ್ಕಾಗಿ ಅರಣ್ಯ ಇಲಾಖೆಗೆ ವರ್ಗಾಹಿಸಿ ಮಾನ್ಯ ಜಿಲ್ಲಾಧಿಕಾರಿಗಳು, ತುಮಕೂರು ರವರು ಆದೇಶಿಸಿರುತ್ತಾರೆ. ಅದರಂತೆ ಉಲ್ಲೇಖ(2)ರ ಪತ್ರದಲ್ಲಿ ಅನುಪಾಲನಾ ವರದಿಯನ್ನು ಸಲ್ಲಿಸಿರುತ್ತಾರೆ.

ಮುಂದುವರೆದು ಹಾಸನ ವಿಭಾಗದಲ್ಲಿ ನೀಡಲಾಗಿದ್ದ ಪರಿಹಾರಾತ್ಮಕ ನೆಡುತೋಪು ಬದಲಾಗಿ ಪ್ರಸ್ತುತ ತುಮಕೂರು ವಿಭಾಗದಲ್ಲಿ ನೀಡಲಾಗಿದೆ ಎಂಬ ಅಂಶವನ್ನು ತಮ್ಮ ಗಮನಕ್ಕೆ ತರುತ್ತಾ, ಉಲ್ಲೇಖ(2)ರ ಪತ್ರದಲ್ಲಿ ಸ್ವೀಕೃತವಾದ ಅನುಪಾಲನಾ ವರದಿಯನ್ನು ಈ ಪತ್ರದೊಂದಿಗೆ ಲಗತ್ತಿಸಿ ತಮ್ಮ ಮಾಹಿತಿ ಹಾಗೂ ಮುಂದಿನ ಕ್ರಮಕ್ಕಾಗಿ ಗೌರವಗಳೊಂದಿಗೆ ಸಲ್ಲಿಸಿದೆ.

ತಮ್ಮ ನಂಬುಗೆಯ,

ಉಪ ಅರಣ್ಯ ಸಂರಕ್ಷಣಾಧಿಕಾರಿ,
ಹಾಸನ ವಿಭಾಗ, ಹಾಸನ.



ಕರ್ನಾಟಕ ಸರ್ಕಾರ
ಕರ್ನಾಟಕ ರಾಜ್ಯ ಹೆದ್ದಾರಿ ಅಭಿವೃದ್ಧಿ ಯೋಜನೆ
(ಲೋಕೋಪಯೋಗಿ, ಬಂದರು ಮತ್ತು ಒಳನಾಡು ಜಲಸಾರಿಗೆ ಇಲಾಖೆ)

ಸಂ:ಯೋ.ಅಫ್/ಕೆಶಿಪ್-3/ಅರಣ್ಯ/ಎಡಿಬಿ/ಪ್ಯಾ-2/2023-24/ 510

ಕಾರ್ಯಪಾಲಕ ಅಭಿಯಂತರರು,
ಕೆಶಿಪ್ ವಿಭಾಗ,
ಕೆ.ಆರ್.ಪೇಟೆ,
ದಿನಾಂಕ :12/02/2024

ಇವರಿಗೆ,

ಉಪ ಅರಣ್ಯ ಸಂರಕ್ಷಣಾಧಿಕಾರಿಗಳು,
ರಾಮನಗರ/ತುಮಕೂರು/ಮಂಡ್ಯ/ಮೈಸೂರು/ಹಾಸನ


ಮಾನ್ಯರೇ,

ವಿಷಯ: Diversion of 39.198 ha (revised from 29.7529 ha) of forest land in varthehalli in Ramanagara District, R. Byadarahalli, Herohalli and 4 other villages in Tumkur District and Devalapura, Kuntanakoppalu and 19 Other Villages in Mandya District for (Two laning with paved shoulder) of existing State highway (SH-85) from Magadi to near Somavarapete (km 51.00 to km 221.833) excluding certain common portion with other Highways under Karantaka State Highways Improvement project (KSHIP-III) in favour of the Executive Engineer, Karnataka State Highway Improvement Project (KSHIP) Division Shivamoga. Proposal No. FP/KA/ROAD/40974/2019.

- ಉಲ್ಲೇಖ: 1. ಉಪ ಅರಣ್ಯ ಸಂರಕ್ಷಣಾಧಿಕಾರಿಗಳ ಕಛೇರಿ, ಮಂಡ್ಯ ಇವರ ಪತ್ರ ಸಂ.1070 ದಿನಾಂಕ: 07.09.2023.
2. ಉಪ ಅರಣ್ಯ ಸಂರಕ್ಷಣಾಧಿಕಾರಿಗಳ ಕಛೇರಿ, ಮಂಡ್ಯ ಇವರ ಪತ್ರ ದಿನಾಂಕ: 30.12.2023.
3. ಸ್ವತಂತ್ರ ಇಂಜಿನಿಯರ್ ಪ್ಯಾಕೇಜ್-2 ರವರ ಪತ್ರ ಸಂ. AA/PKG2/PIU/KSHIP/2146/23-24/2284 ದಿನಾಂಕ: 04.12.2023.
4. ಭಾರತ ಸರ್ಕಾರ ಪರಿಸರ, ಅರಣ್ಯಗಳ ಮತ್ತು ಹವಾಮಾನ ವೈಪರೀತ್ಯ ಮಂತ್ರಾಲಯ, ಬೆಂಗಳೂರು ರವರ ಕಛೇರಿ ಪತ್ರ ಸಂಖ್ಯೆ : 4-KRC 1467/2023- BAN/639 ದಿನಾಂಕ: 04-08-2023.
5. ದಿನಾಂಕ : 31.07.2023 ರಂದು ನಡೆದ 73ನೇ ಆರ್‌ಇಸಿ ಸಭೆ

ಮೇಲ್ಕಂಡ ವಿಷಯಕ್ಕೆ ಸಂಬಂಧಿಸಿದಂತೆ, ಉಲ್ಲೇಖ (1) ಹಾಗೂ (2)ರ ತಮ್ಮ ಪತ್ರದಲ್ಲಿ ಕೋರಿರುವ ಮಾಹಿತಿಗೆ ಅನುಪಾಲನಾ ವರದಿಯನ್ನು ಈ ಪತ್ರದೊಂದಿಗೆ ಮುಂದಿನ ಕ್ರಮಕ್ಕಾಗಿ ಲಗತ್ತಿಸಿ ಸಲ್ಲಿಸಲಾಗಿದೆ.

ಅಡಕ: ಮೇಲಿನಂತೆ.

ತಮ್ಮ ವಿಶ್ವಾಸಿ,

ಕಾರ್ಯಪಾಲಕ ಇಂಜಿನಿಯರ್
ಯೋ.ಅ.ಫ್., ಕ.ರಾ.ಹೆ.ಅ.ಯೋ.
ಬೆಂಗಳೂರು.

ಪ್ರತಿಯನ್ನು:

1. ಅಧೀಕ್ಷಕ ಅಭಿಯಂತರರು-2 , ಕೆಶಿಪ್, ಬೆಂಗಳೂರು ರವರಿಗೆ ಮಾಹಿತಿಗಾಗಿ

Pointwise Compliance to MOEFCC letter dated.04/08/2023

SI no	Discussion in the Meeting	Compliance/Remarks
<p>➤</p>	<p>The proposed KSHIP project abruptly ends in Somwarpet and provides no connectivity with any major State Highways or National Highways. Hence, clarity on the objective of creating an abruptly ending project is required from User Agency.</p>	<p>Project road is part of SH-85, which is one of the longest state highways, passing through eight districts in the state of Karnataka. It is one of the three highways (other two being NH-75 and NH-275/SH-88) connecting Bengaluru to Dakshina Kannada.</p> <p>State Highway 85 traverse between Bangalore (urban and Jalsoor Village of Dakshina Kannada having a total length 346.28 Km.</p> <p>At Jalsoor village, this highway connects with NH-275 (Bengaluru- Mysuru- Mangalore highway), and cherkala jalsoor road (SH-55).</p> <p>It is relevant to mention that this highway is planned to be upgraded and improved in phase manner and the road section taken up as per fund allocation.</p> <p>To maintain the connectivity, the road section after the end point of project road section is planned to be upgraded either under ADB(Asian Development Bank) assistance or through State Government Fund in future.</p>
<p>➤</p>	<p>Straightening of roads is proposed in forest rich areas, which are avoidable and would reduce the tree felling/forest area needed. It would also prevent the creation of forest islands situation</p>	<p>The Geometric Design deals with the visible elements of the roadway. Based on the Design Speed (80/100 Kmph) and Intermediate Sight distance existing road has been realigned (Straightening) to achieve safe and efficient operation of the vehicles. Geometric deficiencies are costly and sometime impossible to rectify later. Therefore, it's essential to improve the Geometry of the road, accordingly the same has been considered in the DPR(Detailed Project Report) Drawing.</p> <p>In this regard, triparty visited (Karnataka State Highway Improvement Project (KSHIP), Independent Engineer consultant and Concessionaire) to site for exploration the possibilities to avoid forest and to follow the existing road as advised by the forest department and revisited the proposal and found that the previous original CA (Concessionaire Agreement) proposal by the DPR consultant is found satisfactory. If followed the existing road is without improvement as per DPR then safety issues</p>

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Sl no	Discussion in the Meeting	Compliance/Remarks
		<p>will arise, since the entire road is designed for 80 to 100 kmph speed.</p> <p>Based on the triparty visit, CA provisions and codal provisions, <u>reason for realignment as per DPR is debated as follows:</u></p> <p>As per the Concession Agreement, The Project Highway Should confirm to the Manual of Specification and Standards for Two Laning of Highways with Paved shoulder IRC-SP-73-2015 for 2 Laning stretches and Manual of four Laning IRC-SP-84:2015 for Four Laning Stretches. The Forest sections are mostly proposed with Two Laning configurations.</p> <p>1) As per Clause 2.9.4 of IRC: SP:73-2015 The radius of horizontal curves to be 400m for the design speed of 100Kmph, and for minimum radius 250m design speed of 80Kmph. These curves to be flanked by transition curves for safe movement of traffic flow. On the existing road there is no room for the development of the curves with the transition curves.</p> <p>In the existing forest locations, there are 102 number of curves are noticed out of which less than 250m radius is 37 numbers, and less than 400m radius is about 65 numbers. Whereas, in DPR total number of curves is 48 numbers out of which the radius less than 250m is none(Zero) locations and less than 400m radius is 07 numbers.</p> <p>2) Visibility is an important requirement for the safety of travel on roads. It is necessary to maintain adequate sight distance to avoid accidents on the roads. On existing roads there is no adequate sight distance and effecting visibility. Hence as per clause 2.9.6 IRC: SP:73-2015, intermediate sight distance(ISD) must be maintained, as per Table 2.6. IRC: SP:73-2015. For the design speed of 100/80kmph and the required ISD</p>

Pointwise Compliance to MOEFCC letter dated.04/08/2023

Sl no	Discussion in the Meeting	Compliance/Remarks
		<p>and overtaking sight distances are 360m/240m and 640m/470m respectively. In the existing road, due to more curvature in vertical and horizontal section, the basic highway design criteria will be failed.</p> <p>3) As per Clause 2.9.7 IRC: SP:73-2015 The vertical alignment should provide smooth longitudinal profile. Grade changes should not be frequent as to cause kinks and visual discontinuities in the profile. For plain and Rolling gradients is 2.5% and limiting gradient to be 3.3% respectively. In the existing road, the varying gradient are from -0.89% to -5.00% (down fall) and +2.43% to +5%(uphill). It will not suffice IRC design criterion</p> <p>4) Once the geometry of the design and alignment is as per the good industry practice, it results in safety corridor for the end users, without any black spots evidently accident-free corridor. In the Project corridor the geometry of the road and safety aspects are the good Eco system and can be adapt as per IRC-67 and IRC-35, which is the main concern and directions of the Hon'ble Supreme Court.</p> <p>The total forest extent required in the existing road of 25.933km length and width of approximately 25 meter is around 48.586 hectare. The same area can be utilized for re-plantation after opening the traffic on new road, against 24.323Kms length and area is about 39 hectare as in case of DPR. Hence, it is advantageous to follow DPR alignment.</p> <p>In summary the geometry of the existing roads is very poor due to multiple sharp curves of S-type and radius in the range of between 40m to 250m, in majority of the cases with inadequate visibility /sight distance. If these locations are not improved as per the standards of IRC provisions, It</p>

Pointwise Compliance to MOEFCC letter dated.04/08/2023

SI no	Discussion in the Meeting	Compliance/Remarks
		<p>will result in the development of black spots and accidental zones. The COI (Corridor of Impact) in forest sections is fixed based on the improved alignment and Typical Cross Sections as proposed in Contract Agreement and IRC SP:73-2015.</p> <p>Hence, to accommodate the above IRC Standards and to provide safe corridor, the DPR consultants studied the proposal extensively and found it is necessary to modify the existing road alignment and recommended with realignment /curve improvements for the safety of road users. Accordingly, the DPR was prepared, and CA drawings were finalized.</p> <p>This project package2 of KSHIP-III is externally aided by Asian Development Bank under Loan no.3619. The loan approved and Agreement signed on 08/12/2017 and 30/08/2018 respectively with effect from 14/11/2018 with the commitment charges. The loan will be closing on 30/06/2024.</p> <p>The Project Administration Manual (PAM) of ADB, for KSHIP-III Projects is also part of Loan Agreement. As per the Design Monitoring Frame Work of PAM, the Design Standards of Roads for 2 lane with Paved Shoulders & 4 Lane Divided Carriage way should adopt IRC: SP: 73 (2015) and IRC: SP: 84 (2014) respectively and the Design Speeds in Plain/ Rolling (Open Country) is 100/80 Kmph. The Desirable and Absolute Curve Radius in Plain/ Rolling are 400 and 250Mts respectively. Relevant extract of PAM(Project Appraisal Mannual) is enclosed herewith as Annexure-A.</p> <p>In view of the technical and safety requirements, the original alignment maybe considered in larger interest of the safety of lives.</p> <p>It is worth to mention that under KSHIP-III (Karnataka State Highways Improvement Project), this highway is being expanded into a proper two-lane carriageway from</p>

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Sl no	Discussion in the Meeting	Compliance/Remarks
		<p>Somwarpet to Magadi and Four-lane carriageway from Magadi to Bangalore and in near future it will connect upto Jalsoor and by benefiting in time, reducing fatalities rates, fuel saving and also business developments/tourism/pilgrims and benefiting in term of up lifting quality life of the above said location habitats.</p> <p>Guidelines provided in "Handbook of guidelines for effective and transparent implementation of the provisions of Forest (Conservation) Act, 1980, dated 9th March 2019 is complied.</p> <p>Since, the project's widening and improvement work is proposed on existing road with slighter alignment modification as per the design requirements, so the report / study on optional alignment is not applicable.</p> <p>It may also please be noted that the project road exists prior to enactment of Forest (conservation) Act 1980.</p>
<p>></p>	<p>The forest area proposed in Tumkur division is rich in medicinal plants, sandalwood and wildlife.</p>	<p>Noted, we hereby undertake to make necessary action/payments for any mitigation measures suggested by Forest Department.</p>
<p>></p>	<p>The proposed CA land identified in Hassan division has encumbrances in the form Of municipal dumping shed and in Vijayanagara division, CA plantation has been carried out under CAMPA fund and a road is cutting through the identified CA area. Also, CA land proposed in Vijayanagara and Hassan is not in the proximity of any forest area</p> <p>There is a lack of clarity on the status of the CA land proposed in Hassan (Sy.No.55, HOnnavalli Village, Area: 12.141 ha) as the RTC records mentions it as forest area</p>	<p>Karnataka Government vide letter no.RD/LGT 2024 dt. 31/01/2024(attached as Annexure B), has permitted to give CA land to extent of 100 Acres for the same project in Tumkur District, Chikkanayakanahalli Taluk, Kandikere Hobli, Gantenahalli in Sy no.6, 7 and 8 to an extent of 31A 11G, 39A 12G and 29A 17G respectively. For the same extent and area the district commissioner, Tumkur has executed order to transfer for compensatory afforestation vide number :Eoffice NO:LND(CNH):CR:26:2023-24 dated: 5.02.2023. (Attached as Annexure C)</p>

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Sl no	Discussion in the Meeting	Compliance/Remarks
	<p>Certain patches of the proposed CA land in Hassan are dense and will not be able to support 1000 plants/ha</p> <p>Clarity on the boundary discrepancies between the proposed CA land in Tumkur and Kamalapura Extension Reserve Forest is necessary so that there is no overlapping of the boundaries.</p>	
<p>➤</p>	<p>REC advised the State Government and User Agency to re-visit the proposal by re-considering the straightening of road in forest area and addressing other shortcomings as mentioned above.</p>	<p>The total forest extent required in the existing road of 25.933km length and width of approximately 25 meter is around 48.586 hectare. The same area can be utilized for re-plantation after opening the traffic on new road, against 24.323Kms length and area is about 39 hectare as in case of DPR. Hence, it is advantageous to follow DPR alignment.</p> <p>The Geometric Design deals with the visible elements of the roadway. Based on the Design Speed (80/100 Kmph) and Intermediate Sight distance, ISD existing road has been realigned (Straightening) to achieve safe and efficient operation of the vehicles. Geometric deficiencies are costly and some time impossible to rectify later. Therefore, it's essential to improve the Geometry of the road, accordingly the same has been considered in the DPR Drawing.</p> <p>At most of the location where Forest land diversion is proposed, both side there is forest land. For smooth flow of projected traffic in future, it is necessary to upgrade and widen the existing road as per the specifications and standards of IRC designed for 80 to 100 kmph. Accordingly, based on projected traffic scenario and road user safety the project road has been designed.</p> <p>As per the proposed upgradation, the highway shall be designed to IRC SP – 73 and 83 standards. Hence, the design speed of the highway shall be a minimum of 80 kmph. The existing highway consists of sharp curves limiting the design speed of 20 to 30 kmph only. Further, as per the IRC standards, the highway shall be designed for</p>

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Sl no	Discussion in the Meeting	Compliance/Remarks
		<p>Intermediate Sight Distance (ISD) to make it safe for the users. The proposed highway being a two-lane road and traffic movement is from both the sides, it is necessary to be designed to fulfil ISD criteria for the safety of the users. In the event the project is not designed to IRC standards, there may be blackspots which may lead to accidents.</p> <p>Once the straightening done to avoid the sharp curves, the existing road can be utilized for the re plantation and the same will be merged with existing forest canopy, hence, Creation of island situation is also unlikely with some exception.</p>
➤	<p>REC also advised the User Agency to provide details of Phase-II of the project indicating the details of the forest land Involved if any, as required under Para 11.3 of Comprehensive FC guidelines</p>	Noted
➤	<p>In view of the above, it is requested to furnish the clarification on the issues raised by the Regional Empowered Committee along with proper Cost: Benefit analysis as per the parameters mentioned in FC guidelines for further necessary action</p>	<p>The project gives positive Benefit Cost ratio with minimal environmental losses of 7.24 after evaluation considering latest compensatory land made available and calculation sheet is attached as Annexure D.</p>
<p>Keeping in view of above mention facts against the concern/issue raised by the hon'ble REC members we request to consider the Forest land diversion proposal since the project is for the benefit of local community as well as in interest of State and Nation. In view of the technical and safety requirements, the original alignment maybe considered in larger interest of the safety of lives. User Agency assure the compliance of every concern, issue, advice and conditions stipulated by the Hon'ble REC pertain to mitigation and compensation of forest land.</p>		


 Executive Engineer,
 KSHIP Division, K.R.Pete.

DESIGN STANDARDS

The design standards and general design considerations for all subprojects include the following:

Applicable Design Standards

- (1) Two lanes with paved shoulders – IRC: SP: 73 (2015)
- (2) Four lanes divided carriageway – IRC: SP: 84 (2014)

A. Road Geometry

Sl. No.	Design Specification	Unit	Proposed Design Standards		
1	Design Speed	km/hr	Plain / Rolling		
	Plain/Rolling (Open Country)		100 / 80		
	Plain/Rolling (Built-up Area)		80 / 50		
	Mountainous/Steep (Open Country)		80 / 40		
	Mountainous/Steep (Built-up Area)		40 / 30		
2	Lane Width	m	3.5		
3	Raised Median (for 4-lane, inclusive of shyness)	m	2.5		
4	Footpath (in Built-up area)	m	2 to 2.5		
5	Shoulder Width (Terrain: plain/rolling)	m	Type	Paved	Unpaved
			Rural	1.5	1.0 / 2.0
			Built-up	2.0	-
6	Camber	%	Flexible		
	Carriageway/Paved Shoulders		2.5		
	Earthen Shoulders		3.0		
7	Gradients	%	Ruling	Limiting	
	(a) Plain and Rolling		2.5	3.3	
	(b) Mountainous		5.0	6.0	
8	Minimum Horizontal Curve Radius	m	Plain & Rolling	Mountainous & Steep	
	Desirable Minimum		400	150	
	Absolute Minimum		250	75	
9	Sight Distance		100 km/hr	80 km/hr	
	Stopping Sight Distance		180	120	
	Intermediate Sight Distance		360	240	
	Overtaking Sight Distance		640	470	

h = hour, km = kilometer, m = meter.

B. Pavement Design: Flexible Pavement

- Applicable code: IRC – 37 – 2012
- Design life: 20 years
- Minimum traffic loading: 20 MSA

C. Bridges / Structures:

- Applicable codes: IRC: 5: (2015), IRC: 112 (2011), IRC: 6 (2014), IRC: SP: 13 (2004) and other applicable IRC, manuals
- Design flood frequency: 100 years

D. Others:

- Locations of signs shall conform to IRC:67-2012 and Section 800 of MORTH specifications
- Roadside drainage shall be in accordance with IRC: SP:42-2014 and IRC: SP:50-2013

ಜಿಲ್ಲಾಧಿಕಾರಿ, ತುಮಕೂರು ಜಿಲ್ಲೆ ತುಮಕೂರು ಇವರ ಕಾರ್ಯಾಲಯದ ನಡವಳಿ.

ವಿಷಯ: ತುಮಕೂರು ಜಿಲ್ಲೆಯ ಚಿಕ್ಕನಾಯಕನಹಳ್ಳಿ ತಾಲ್ಲೂಕು, ಕಂದಿಕೆರೆ ಹೋಬಳಿ, ಗಂಟೇನಹಳ್ಳಿ ಗ್ರಾಮದ, ಸ.ನಂ.6 ರಲ್ಲಿ 31-11 ಎಕರೆ/ಗುಂಟೆ, ಸ.ನಂ.7 ರಲ್ಲಿ 39-12 ಎಕರೆ/ಗುಂಟೆ, ಸ.ನಂ.8 ರಲ್ಲಿ 29-17 ಎಕರೆ/ಗುಂಟೆ ಕಂದಾಯ ಇಲಾಖೆಯ ಜಮೀನನ್ನು ಅರಣ್ಯೀಕರಣ ಉದ್ದೇಶಕ್ಕೆ ಮೀಸಲಿರಿಸುವ ಕುರಿತು.

ಓದಲಾಗಿದೆ: ಯೋಜನಾ ನಿರ್ದೇಶಕರು, ಯೋಜನಾ ಅನುಷ್ಠಾನ ಘಟಕ, ಕರ್ನಾಟಕ ರಾಜ್ಯ ಹೆದ್ದಾರಿ, ಅಭಿವೃದ್ಧಿ ಯೋಜನೆ, ಕೆ.ಆರ್.ವೃತ್ತ, ಬೆಂಗಳೂರು ಇವರು ಪತ್ರ ಸಂಖ್ಯೆ:ಯೋ.ಅಘ/ ಕೆಶಿಪ್-3/ಅರಣ್ಯ/ಎಡಿಬಿ/ಪ್ಯಾ-2/2023-24/2224 (A) ದಿನಾಂಕ:11-12-2023.

2: ತಹಶೀಲ್ದಾರ್ ಚಿಕ್ಕನಾಯಕನಹಳ್ಳಿ ತಾಲ್ಲೂಕು ಇವರ ಪತ್ರ ಸಂಖ್ಯೆ, ರವರ ವರದಿ ಪತ್ರದ ಸಂಖ್ಯೆ: ಎಲ್.ಎನ್.ಡಿ.ಸಿಆರ್ 07/2023-24 ದಿನಾಂಕ: 08/01/2024 ಮತ್ತು 18-01-2024.

3: ಉಪವಿಭಾಗಾಧಿಕಾರಿ ತಿಪಟೂರು ಉಪವಿಭಾಗ ತಿಪಟೂರು ಇವರ ಪತ್ರ ಸಂಖ್ಯೆ, ರವರ ಪತ್ರ ಸಂ:ಎಲ್.ಎನ್.ಡಿ ಸಿಆರ್:82/2023-24, ದಿನಾಂಕ: 09/01/2024 ಮತ್ತು 18-01-2024.

4: ಈ ಕಾರ್ಯಾಲಯದ ಸಮ ಸಂಖ್ಯೆ ಪತ್ರ ದಿನಾಂಕ:10-01-2023 ಮತ್ತು 18-01-2024. ಸರ್ಕಾರಕ್ಕೆ ಬರೆದ ಪತ್ರ ದಿನಾಂಕ: 19-01-2024.

5: ಸರ್ಕಾರದ ಪ್ರಧಾನ ಕಾರ್ಯದರ್ಶಿಯವರ ಪತ್ರ ಸಂಖ್ಯೆ:ಆರ್.ಡಿ 11 ಎಲ್.ಜಿಟಿ 2024 ದಿನಾಂಕ:17-01-2024 ಮತ್ತು 31-01-2024.

ಪ್ರಸ್ತಾವನೆ

ಕೆಶಿಪ್ 3 ಯೋಜನೆಯಡಿ ಏಷಿಯನ್ ಡೆವಲಪ್‌ಮೆಂಟ್ ಬ್ಯಾಂಕ್ ಬಾಹ್ಯ ಅನುದಾನದಡಿ ಕೈಗೆತ್ತಿಕೊಂಡಿರುವ ರಾಜ್ಯ ಹೆದ್ದಾರಿ 85 ರ ಮಾಗಡಿಯಿಂದ ಹುಲಿಯೂರುದುರ್ಗ-ನಾಗಮಂಗಲ ಕೆ.ಆರ್ ವೇಟೆ ರಾಮನಾಥಪುರ-ಕೊಣನೂರು ಸೋಮವಾರ ಪೇಟೆ ಗಡಿಯವರೆಗೆ 166 ಕಿ.ಮೀಗಳ ಚತುಷ್ಪಥ ರಸ್ತೆ ಕಾಮಗಾರಿಯು ತುಮಕೂರು ಹಾಗೂ ಮಂಡ್ಯ ಜಿಲ್ಲೆಗಳ ಅರಣ್ಯ ಪ್ರದೇಶದಲ್ಲಿ ಹಾದು ಹೋಗುತ್ತಿತ್ತದೆ, ಆದ್ದರಿಂದ ಸಭೆಯಲ್ಲಿ ಸನ್ಮಾನ್ಯ ಲೋಕೋಪಯೋಗಿ ಇಲಾಖೆ ಸಚಿವರು ಸುಮಾರು 100 ಎಕರೆ ಜಮೀನು ಅರಣ್ಯೀಕರಣ ಉದ್ದೇಶಕ್ಕೆ ಗುರುತಿಸಿಕೊಡುವಂತೆ ಕ್ರ.ಸಂ (1) ರಂತೆ ಯೋಜನಾ ನಿರ್ದೇಶಕರು, ಯೋಜನಾ ಅನುಷ್ಠಾನ ಘಟಕ, ಕರ್ನಾಟಕ ರಾಜ್ಯ ಹೆದ್ದಾರಿ, ಅಭಿವೃದ್ಧಿ ಯೋಜನೆ, ಕೆ.ಆರ್.ವೃತ್ತ, ಬೆಂಗಳೂರು ಇವರು ಭೂ ಕೋರಿಕೆ ಪತ್ರ ಸಲ್ಲಿಸಿದು, ಅದರಂತೆ ಸದರಿ ಪತ್ರದಂತೆ ಪರಿಶೀಲಿಸಿ ಅರಣ್ಯ ಪ್ರದೇಶದ ಜಮೀನಿಗೆ ಬದಲಿಯಾಗಿ ಅರಣ್ಯ ಇಲಾಖೆಗೆ ಪರಿಹಾರಾತ್ಮಕವಾಗಿ ಬದಲಿಗೆ ಜಮೀನನ್ನು ಮೀಸಲಿರಿಸುವ ಕುರಿತು ತಹಶೀಲ್ದಾರ್, ಚಿಕ್ಕನಾಯಕನಹಳ್ಳಿ ತಾಲ್ಲೂಕುರವರಿಂದ ಕ್ರ.ಸಂ (2)ರಂತೆ ಪ್ರಸ್ತಾವನೆ ಪಡೆದು, ಉಪವಿಭಾಗಾಧಿಕಾರಿಗಳು, ತಿಪಟೂರು ಉಪವಿಭಾಗರವರು ಕ್ರ.ಸಂ (3) ರಂತೆ ಈ ಕಾರ್ಯಾಲಯಕ್ಕೆ ಪ್ರಸ್ತಾವನೆಯನ್ನು ಸಲ್ಲಿಸಿರುತ್ತಾರೆ.

ಉಪವಿಭಾಗಾಧಿಕಾರಿಗಳು, ತಿಪಟೂರು ಉಪವಿಭಾಗರವರಿಂದ ಸ್ವೀಕೃತವಾಗಿರುವ ಪ್ರಸ್ತಾವನೆಯನ್ನು ಪರಿಶೀಲಿಸಲಾಗಿ ಚಿಕ್ಕನಾಯಕನಹಳ್ಳಿ ತಾಲ್ಲೂಕು ಕಂದಿಕೆರೆ ಹೋಬಳಿ ಗಂಟೇನಹಳ್ಳಿ ಗ್ರಾಮದ ಸ.ನಂ.6 ರಲ್ಲಿ 77-39 ಎ/ಗುಂಟೆ ಮುಪ್ಪತ್ತು ಎಂದು ದಾಖಲೆ ಇದ್ದು,

ಹಾಲಿ ಆರ್.ಟಿ.ಸಿ.ಯಂತೆ ಗೋಮಾಳ ಎಂದು ನಮೂದಿಸಲಾಗಿರುತ್ತದೆ. ಫೈಸಲ್ ಪತ್ರಿಕೆಯಲ್ಲಿ ಶೇಂದಿವನ ಎಂದು ದಾಖಲೆಯಂತೆ ಇರುತ್ತದೆ. ಸ.ನಂ.7 ರಲ್ಲಿ 39-12 ಎ/ಗುಂಟೆ ಮುಪ್ಪತ್ತು ಶೇಂದಿವನ ಎಂದು ಹಾಲಿ ಆರ್.ಟಿ.ಸಿ.ಯಂತೆ ಗೋಮಾಳ ಎಂದು ದಾಖಲೆ ಇರುತ್ತದೆ. ಸ.ನಂ.8 ರ ಫೈಸಲ್ ಪತ್ರಿಕೆಯಂತೆ 29-17 ಎ/ಗುಂಟೆ ಮುಪ್ಪತ್ತು ಶೇಂದಿವನ ಎಂದು ಹಾಲಿ ಆರ್.ಟಿ.ಸಿ.ಯಂತೆ ಗೋಮಾಳ ಎಂದು ದಾಖಲೆ ಇರುತ್ತದೆ. ಸದರಿ ಜಮೀನನ್ನು ಮೀಸಲಿರಿಸುವ ಸಂಬಂಧ ತಾಲ್ಲೂಕು ಸರ್ವೆಯರ್ ರವರು ತಯಾರಿಸಿರುವ ನಕ್ಷೆಯಂತೆ ಗಂಟೇನಹಳ್ಳಿ ಗ್ರಾಮದ ಸ.ನಂ.6 ರಲ್ಲಿ 77-39 ಎಕರೆ/ಗುಂಟೆ ಪೈಕಿ 31-11 ಎಕರೆ/ಗುಂಟೆ, ಸ.ನಂ.7 ರಲ್ಲಿ 39-12 ಎಕರೆ/ಗುಂಟೆ, ಸ.ನಂ.8 ರಲ್ಲಿ 29-17 ಎಕರೆ/ಗುಂಟೆ ಜಮೀನನ್ನು ಅರಣ್ಯೀಕರಣ ಉದ್ದೇಶಕ್ಕೆ ಮೀಸಲಿರಿಸುವ ಬಗ್ಗೆ ನಕ್ಷೆ ನೀಡಿರುತ್ತಾರೆ. ಆದರಂತೆ ತಹಶೀಲ್ದಾರ್ ಚಿಕ್ಕನಾಯಕನಹಳ್ಳಿ ತಾಲ್ಲೂಕು ರವರು ದಿನಾಂಕ:04-01-2024 ರಂದು ಖುದ್ದು ಸ್ಥಳ ತನಿಖೆ ನಡೆಸಿ, ಸದರಿ ಜಮೀನಿನಲ್ಲಿ ನಮೂನೆ-50, 53 & 57 ರಲ್ಲಿ ಯಾರು ಅರ್ಜಿ ಸಲ್ಲಿಸಿರುವುದಿಲ್ಲ. ಸದರಿ ಜಮೀನು ಖುಲ್ಲಾ ಇರುತ್ತದೆ. ಈ ಜಮೀನಿನಲ್ಲಿ ಯಾವುದೇ ಹೈಟೆನ್ಸನ್ ಲೈನ್ ಹಾದುಹೋಗಿರುವುದಿಲ್ಲ. ಈ ಜಮೀನಿನ ಬಗ್ಗೆ ನ್ಯಾಯಾಲಯದಲ್ಲಿ ಪ್ರಕರಣ ದಾಖಲಿರುವುದಿಲ್ಲ. ಚಿಕ್ಕನಾಯಕನಹಳ್ಳಿ ತಾಲ್ಲೂಕು ಕಂದಿಕೆರೆ ಹೋಬಳಿ ಗಂಟೇನಹಳ್ಳಿ ಗ್ರಾಮದ ಸ.ನಂ.6 ರಲ್ಲಿ 31-11 ಎಕರೆ/ಗುಂಟೆ, ಸ.ನಂ.7 ರಲ್ಲಿ 39-12 ಎಕರೆ/ಗುಂಟೆ, ಸ.ನಂ.8 ರಲ್ಲಿ 29-17 ಎಕರೆ/ಗುಂಟೆ ಒಟ್ಟು 100-00 ಎಕರೆ ಜಮೀನನ್ನು ಮೀಸಲಿರಿಸುವ ಬಗ್ಗೆ ಪೂರಕ ದಾಖಲಾತಿಗಳಾದ ಗ್ರಾಮ ಮಹಜರ್, ಪಹಣಿ ಪ್ರತಿ, ಸರ್ವೆ ಸ್ಕೆಚ್, ದರಖಾಸ್ತು ಮೆಮೋರಾಂಡಂ, ಚೆಕ್‌ಲಿಸ್ಟ್ ಭರ್ತಿಮಾಡಿ ಮಂಜೂರು ಮಾಡಲು ತಹಶೀಲ್ದಾರ್ ಚಿಕ್ಕನಾಯಕನಹಳ್ಳಿ ರವರು ಪ್ರಸ್ತಾವನೆಯನ್ನು ಸಲ್ಲಿಸಿರುತ್ತಾರೆ. ಅದರಂತೆ ಚಿಕ್ಕನಾಯಕನಹಳ್ಳಿ ತಾಲ್ಲೂಕು ಕಂದಿಕೆರೆ ಹೋಬಳಿ ಗಂಟೇನಹಳ್ಳಿ ಗ್ರಾಮದ ಸ.ನಂ.6 ರಲ್ಲಿ 31-11 ಎಕರೆ/ಗುಂಟೆ, ಸ.ನಂ.7 ರಲ್ಲಿ 39-12 ಎಕರೆ/ಗುಂಟೆ, ಸ.ನಂ.8 ರಲ್ಲಿ 29-17 ಎಕರೆ/ಗುಂಟೆ ಒಟ್ಟು 100-00 ಎಕರೆ ಜಮೀನನ್ನು ಅರಣ್ಯೀಕರಣ ಉದ್ದೇಶಕ್ಕೆ ಮೀಸಲಿರಿಸಲು ಉಪವಿಭಾಗಾಧಿಕಾರಿಗಳು, ತಿಪಟೂರು ಉಪವಿಭಾಗ ರವರು ಶಿಫಾರಸ್ಸು ಮಾಡಿರುತ್ತಾರೆ.

ತಹಶೀಲ್ದಾರ್, ಚಿಕ್ಕನಾಯಕನಹಳ್ಳಿ ಹಾಗೂ ಉಪವಿಭಾಗಾಧಿಕಾರಿಗಳು, ತಿಪಟೂರು ಉಪವಿಭಾಗರವರ ಪ್ರಸ್ತಾವನೆಯಂತೆ ಕಶಿಪ್ 3 ಯೋಜನೆಯಡಿ ಏಷಿಯನ್ ಡೆವಲಪ್‌ಮೆಂಟ್ ಬ್ಯಾಂಕ್ ಬಾಹ್ಯ ಅನುದಾನದಡಿ ಕೈಗೊಂಡಿರುವ ರಾಜ್ಯ ಹೆದ್ದಾರಿ 85 ರ ಮಾಗಡಿಯಿಂದ ಹುಲಿಯೂರುದುರ್ಗ-ನಾಗಮಂಗಲ ಕೆ.ಆರ್.ಪೇಟೆ ರಾಮನಾಥಪುರ-ಕೊಣನೂರು ಸೋಮವಾರ ಪೇಟೆ ಗಡಿಯವರೆಗೆ 166 ಕಿ.ಮೀಗಳ ಚತುಷ್ಪಥ ರಸ್ತೆ ಕಾಮಗಾರಿಯು ತುಮಕೂರು ಹಾಗೂ ಮಂಡ್ಯ ಜಿಲ್ಲೆಗಳ ಅರಣ್ಯ ಪ್ರದೇಶದಲ್ಲಿ ಹಾದು ಹೋಗುತ್ತಿರುತ್ತದೆ, ಆದ್ದರಿಂದ ಸಭೆಯಲ್ಲಿ ಸನ್ಮಾನ್ಯ ಯೋಜನಾಪಾಲಕರು ಇಲಾಖೆ ಸಚಿವರು ಸುಮಾರು 100 ಎಕರೆ ಜಮೀನು ಅರಣ್ಯೀಕರಣ ಉದ್ದೇಶಕ್ಕೆ ಚಿಕ್ಕನಾಯಕನಹಳ್ಳಿ ತಾಲ್ಲೂಕು ಕಂದಿಕೆರೆ ಹೋಬಳಿ ಗಂಟೇನಹಳ್ಳಿ ಗ್ರಾಮದ ಸ.ನಂ.6 ರಲ್ಲಿ 31-11 ಎಕರೆ/ಗುಂಟೆ, ಸ.ನಂ.7 ರಲ್ಲಿ 39-12 ಎಕರೆ/ಗುಂಟೆ, ಸ.ನಂ.8 ರಲ್ಲಿ 29-17 ಎಕರೆ/ಗುಂಟೆ ಒಟ್ಟು 100-00 ಎಕರೆ ಗೋಮಾಳ ವರ್ಗದ ಕಂದಾಯ ಇಲಾಖೆಯ ಸರ್ಕಾರಿ ಭೂಮಿಯನ್ನು ಪರಿಹಾರಾತ್ಮಕ ತೆಡುತೋಪು ಅರಣ್ಯೀಕರಣ ಉದ್ದೇಶಕ್ಕಾಗಿ ಅರಣ್ಯ ಇಲಾಖೆಗೆ ವರ್ಗಾಯಿಸುವ ಸಂಬಂಧ ಪರಿಷ್ಕೃತ ಪ್ರಸ್ತಾವನೆಯನ್ನು ಪೂರ್ವಾನುಮೋದನೆ ದೊರಕಿಸಿಕೊಡಲು ಕ್ರ.ಸಂ (4)ರಂತೆ ಕೋರಲಾಗಿತ್ತು.

ಸರ್ಕಾರದ ಕ್ರ.ಸಂ (5)ರ ಪತ್ರದಲ್ಲಿ ಕಶಿಪ್ 3 ಯೋಜನೆಯಡಿ ಏಷಿಯನ್ ಡೆವಲಪ್‌ಮೆಂಟ್ ಬ್ಯಾಂಕ್ ಬಾಹ್ಯ ಅನುದಾನದಡಿ ಕೈಗೊಂಡಿರುವ ರಾಜ್ಯ ಹೆದ್ದಾರಿ 85 ರ ಮಾಗಡಿಯಿಂದ ಹುಲಿಯೂರುದುರ್ಗ ನಾಗಮಂಗಲ ಕೆ.ಆರ್.ಪೇಟೆ, ರಾಮನಾಥಪುರ-ಕೊಣನೂರು, ಸೋಮವಾರ ಪೇಟೆ ಗಡಿಯವರೆಗೆ 166 ಕಿ.ಮೀಗಳ ಚತುಷ್ಪಥ ರಸ್ತೆ ಕಾಮಗಾರಿಯು ತುಮಕೂರು ಹಾಗೂ ಮಂಡ್ಯ ಜಿಲ್ಲೆಗಳ ಅರಣ್ಯ ಪ್ರದೇಶದಲ್ಲಿ ಹಾದು ಹೋಗುತ್ತಿರುವ ಕಾರಣ ತುಮಕೂರು ಜಿಲ್ಲೆ,

ಚಿಕ್ಕನಾಯಕನಹಳ್ಳಿ, ತಾಲ್ಲೂಕು, ಕಂದಿಕೆರೆ ಹೋಬಳಿ, ಗಂಟೇನಹಳ್ಳಿ, ಗ್ರಾಮದ ಸ.ನಂ.6 ರಲ್ಲಿ
ವಿಸ್ತೀರ್ಣ 31-11 ಎಕರೆ/ಗುಂಟೆ, ಸ.ನಂ.7 ರಲ್ಲಿ ವಿಸ್ತೀರ್ಣ 39-12 ಎಕರೆ/ಗುಂಟೆ ಸ.ನಂ.8 ರಲ್ಲಿ
ವಿಸ್ತೀರ್ಣ 29-17 ಎಕರೆ/ಗುಂಟೆ ಒಟ್ಟು ವಿಸ್ತೀರ್ಣ 100 ಎಕರೆ ಗೋಮಾಳ ವರ್ಗದ ಸರ್ಕಾರಿ
ಭೂಮಿಯನ್ನು ಅರಣ್ಯೀಕರಣ ಉದ್ದೇಶಕ್ಕಾಗಿ ಕರ್ನಾಟಕ ಭೂ ಮಂಜೂರಾತಿ ನಿಯಮಗಳು,
1969ರ ನಿಯಮ 22ಎ(3)(i)ರಡಿ ಅರಣ್ಯ ಇಲಾಖೆಗೆ ಜಮೀನು ಉಚಿತವಾಗಿ ವರ್ಗಾಯಿಸುವ
ಸಂಬಂಧ ಈ ಕಂಡಂತೆ ಆದೇಶಿಸಲಾಗಿದೆ.

ಆದೇಶ

ನಂ: E office NO:LND(CNH):CR:26:2023-24

ದಿನಾಂಕ:05-02-2023.

ಮಲ್ಲಾಣಿಸಿದ ಅಂಶಗಳ ಹಿನ್ನೆಲೆಯಲ್ಲಿ ತುಮಕೂರು ಜಿಲ್ಲೆ ಕಶಿಪ್ಪಾ 3 ಯೋಜನೆಯಡಿ
ಏಷಿಯನ್ ಡೆವಲಪ್‌ಮೆಂಟ್ ಬ್ಯಾಂಕ್ ಬಾಹ್ಯ ಅನುದಾನದಡಿ ಕೈಗೆತ್ತಿಕೊಂಡಿರುವ ರಾಜ್ಯ
ಹೆದ್ದಾರಿ 85 ರ ಮಾಗಡಿಯಿಂದ ಹುಲಿಯೂರುದುರ್ಗ-ನಾಗಮಂಗಲ ಕೆ.ಆರ್.ಪೇಟೆ
ರಾಮನಾಥಪುರ-ಕೊಣನೂರು ಸೋಮವಾರ ಪೇಟೆ ಗಡಿಯವರೆಗೆ 166 ಕಿ.ಮೀಗಳ ಚತುಷ್ಪಥ
ರಸ್ತೆ ಕಾಮಗಾರಿಯು ತುಮಕೂರು ಹಾಗೂ ಮಂಡ್ಯ ಜಿಲ್ಲೆಗಳ ಅರಣ್ಯ ಪ್ರದೇಶದಲ್ಲಿ ಹಾದು
ಹೋಗುತ್ತಿರುತ್ತದೆ, ಸುಮಾರು 100 ಎಕರೆ ಜಮೀನನ್ನು ಅರಣ್ಯೀಕರಣ ಉದ್ದೇಶಕ್ಕೆ ಬಳಕೆ
ಮಾಡಬೇಕಾಗಿರುವುದರಿಂದ ಸರ್ಕಾರದ ಪೂರ್ವಾನುಮೋದನೆಯಂತೆ ತುಮಕೂರು ಜಿಲ್ಲೆ
ಚಿಕ್ಕನಾಯಕನಹಳ್ಳಿ, ತಾಲ್ಲೂಕು, ಕಂದಿಕೆರೆ ಹೋಬಳಿ, ಗಂಟೇನಹಳ್ಳಿ, ಗ್ರಾಮದ ಸ.ನಂ.6 ರಲ್ಲಿ
ವಿಸ್ತೀರ್ಣ 31-11 ಎಕರೆ/ಗುಂಟೆ, ಸ.ನಂ.7 ರಲ್ಲಿ ವಿಸ್ತೀರ್ಣ 39-12 ಎಕರೆ/ಗುಂಟೆ ಸ.ನಂ.8 ರಲ್ಲಿ
ವಿಸ್ತೀರ್ಣ 29-17 ಎಕರೆ/ಗುಂಟೆ ಒಟ್ಟು ವಿಸ್ತೀರ್ಣ 100 ಎಕರೆ ಜಮೀನನ್ನು ಅರಣ್ಯೀಕರಣಕ್ಕಾಗಿ
ಅರಣ್ಯ ಇಲಾಖೆಗೆ ವರ್ಗಾಯಿಸಲು ಆದೇಶಿಸಿದ ಕಂದಾಯ ಇಲಾಖೆಯಿಂದ ಅರಣ್ಯ ಇಲಾಖೆ
ಉಚಿತವಾಗಿ ವರ್ಗಾಯಿಸಲಾದ ಜಮೀನನ್ನು ನಕ್ಷೆಯೊಂದಿಗೆ ಹಸ್ತಾಂತರಿಸಿರುವ ಬಗ್ಗೆ ಹಾಗೂ
ಅರಣ್ಯ ಇಲಾಖೆಯಿಂದ ಕಶಿಪ್ಪಾ 3 ಯೋಜನಾಧಿಕಾರಿಗಳಿಗೆ ಅರಣ್ಯ ಜಮೀನನ್ನು ಹಸ್ತಾಂತರಿಸುವ
ಬಗ್ಗೆ ಕ್ರಮವಹಿಸಲು ತಹಶೀಲ್ದಾರ್ ಚಿಕ್ಕನಾಯಕನಹಳ್ಳಿ ರವರಿಗೆ ಸೂಚಿಸಿದೆ.

ಸ.ನಂ.6 ಕ್ಕೆ ಚೆಕ್ಕುಬಂದಿ:

ಪೂರ್ವಕ್ಕೆ	-	ಸ.ನಂ.6 ರ ಉಳಿಕೆ
ಪಶ್ಚಿಮಕ್ಕೆ	-	ಸ.ನಂ.7
ಉತ್ತರಕ್ಕೆ	-	ಸ.ನಂ.5
ದಕ್ಷಿಣಕ್ಕೆ	-	ಸ.ನಂ.1

ಸ.ನಂ.7 ಕ್ಕೆ ಚೆಕ್ಕುಬಂದಿ:

ಪೂರ್ವಕ್ಕೆ	-	ಸ.ನಂ.6
ಪಶ್ಚಿಮಕ್ಕೆ	-	ಸ.ನಂ.21
ಉತ್ತರಕ್ಕೆ	-	ಸ.ನಂ.8
ದಕ್ಷಿಣಕ್ಕೆ	-	ಸ.ನಂ.1

ಸ.ನಂ.8 ಕ್ಕೆ ಚೆಕ್ಕುಬಂದಿ:

ಪೂರ್ವಕ್ಕೆ	-	ಸ.ನಂ.5
ಪಶ್ಚಿಮಕ್ಕೆ	-	ಸ.ನಂ.21
ಉತ್ತರಕ್ಕೆ	-	ಸ.ನಂ.9
ದಕ್ಷಿಣಕ್ಕೆ	-	ಸ.ನಂ.7

ಷರತ್ತುಗಳು:-

1. ಸದರಿ ಜಮೀನನ್ನು ಯಾವ ಉದ್ದೇಶಕ್ಕಾಗಿ ವರ್ಗಾಯಿಸಲಾಗಿದೆಯೋ ಅದೇ ಉದ್ದೇಶಕ್ಕೆ ಉಪಯೋಗಿಸತಕ್ಕದ್ದು.

[Handwritten Signature]
ಜಿಲ್ಲಾಧಿಕಾರಿ,
ತುಮಕೂರು ಜಿಲ್ಲೆ.

ಪ್ರತಿಯನ್ನು :-

1. ಸರ್ಕಾರದ ಪ್ರಧಾನ ಕಾರ್ಯದರ್ಶಿಗಳು, ಕಂದಾಯ ಇಲಾಖೆ(ಭೂ.ಮಂ), ಬಹುಮಹಡಿಗಳ ಕಟ್ಟಡ, ಬೆಂಗಳೂರು ಇವರಿಗೆ ಮಾಹಿತಿಗಾಗಿ ಸಲ್ಲಿಸಿದೆ.
2. ಪ್ರಾದೇಶಿಕ ಆಯುಕ್ತರು, ಬೆಂಗಳೂರು ವಿಭಾಗ, ಕಂದಾಯ ಇಲಾಖೆ, 2ನೇ ಮಹಡಿ, ಬಿ.ಎಂ.ಟಿ.ಸಿ ಕಟ್ಟಡ, ಕೆ.ಹೆಚ್. ರಸ್ತೆ, ಶಾಂತಿನಗರ ಬೆಂಗಳೂರು ಇವರಿಗೆ ಮಾಹಿತಿಗಾಗಿ ಸಲ್ಲಿಸಿದೆ.
3. ಉಪ ಅರಣ್ಯ ಸಂರಕ್ಷಣಾಧಿಕಾರಿ, ಪ್ರಾದೇಶಿಕ ಅರಣ್ಯ ವಿಭಾಗ, ತುಮಕೂರು ಇವರಿಗೆ ಮಾಹಿತಿಗಾಗಿ ಕಳುಹಿಸಿದೆ.
4. ಉಪವಿಭಾಗಾಧಿಕಾರಿ, ತಿಪಟೂರು ಉಪವಿಭಾಗ, ತಿಪಟೂರು ಇವರಿಗೆ ಮಾಹಿತಿಗಾಗಿ ಕಳುಹಿಸಿದೆ.
5. ಯೋಜನಾ ನಿರ್ದೇಶಕರು, ಯೋಜನಾ ಅನುಷ್ಠಾನ ಘಟಕ, ಕರ್ನಾಟಕ ರಾಜ್ಯ ಹೆದ್ದಾರಿ, ಅಭಿವೃದ್ಧಿ ಯೋಜನೆ, ಕೆ.ಆರ್.ವೃತ್ತ, ಬೆಂಗಳೂರು ಇವರಿಗೆ ಸೂಕ್ತ ಕ್ರಮಕಾಗಿ ಕಳುಹಿಸಿದೆ.
6. ವಲಯ ಅರಣ್ಯಾಧಿಕಾರಿಗಳು, ಪ್ರಾದೇಶಿಕ ಅರಣ್ಯ ಉಪ ವಿಭಾಗ, ಚಿ.ನಾ.ಹಳ್ಳಿ ಇವರಿಗೆ ಸೂಕ್ತ ಕ್ರಮಕ್ಕಾಗಿ ಕಳುಹಿಸಿದೆ.
7. ತಹಶೀಲ್ದಾರ್, ಚಿ.ನಾ.ಹಳ್ಳಿ ತಾಲ್ಲೂಕು ಇವರಿಗೆ ಮೂಲ ಕಡತದೊಂದಿಗೆ ಕಳುಹಿಸುತ್ತಾ ಕಂದಾಯ ದಾಖಲೆಗಳಲ್ಲಿ ಸೂಕ್ತ ಬದಲಾವಣೆ ಮಾಡಲು ಹಾಗೂ ದುರಸ್ತು ಪಡಿಸಲು ಸೂಚಿಸಿ, ಈ ಕಛೇರಿಯ ನಂ: ಎಲ್‌ಎನ್‌ಡಿ(ಸಿಎನ್‌ಹೆಚ್)ಸಿಆರ್/26/2023-24 ಮೂಲ ಕಡತವನ್ನು ಲಗತ್ತಿಸಿ ಕಳುಹಿಸಿದೆ.
8. ಕಾರ್ಯನಿರ್ವಾಹಕ ಅಧಿಕಾರಿ, ತಾಲ್ಲೂಕು ಪಂಚಾಯತ್, ಚಿ.ನಾ.ಹಳ್ಳಿ ಇವರಿಗೆ ಮಾಹಿತಿ ಹಾಗೂ ಸೂಕ್ತ ಕ್ರಮಕ್ಕಾಗಿ ಕಳುಹಿಸಿದೆ.
9. ಪಂಚಾಯಿತಿ ಅಭಿವೃದ್ಧಿ ಅಧಿಕಾರಿ, ರಾಮನಹಳ್ಳಿ, ಗ್ರಾಮಪಂಚಾಯಿತಿ, ಕಂದಿಕೆರೆ ಹೋಬಳಿ, ಚಿ.ನಾ.ಹಳ್ಳಿ ತಾಲ್ಲೂಕು ಇವರಿಗೆ ಸೂಕ್ತ ಕ್ರಮಕ್ಕಾಗಿ ಕಳುಹಿಸಿದೆ.
10. ಕಂದಾಯ ತನಿಖಾಧಿಕಾರಿ, ಕಂದಿಕೆರೆ ಹೋಬಳಿ, ಮತ್ತು ಗ್ರಾಮಲೆಕ್ಕಿಗರು ತಿಮ್ಮನಹಳ್ಳಿ ವೃತ್ತ, ಚಿ.ನಾ.ಹಳ್ಳಿ ತಾಲ್ಲೂಕು ಇವರಿಗೆ ಮಾಹಿತಿ ಹಾಗೂ ಸೂಕ್ತ ಕ್ರಮಕ್ಕಾಗಿ ರವಾನಿಸಿದೆ.
11. ಕಛೇರಿ ಪ್ರತಿಗಳು.

Cost-Benefit analysis

Name of the Proposal: 2 Laning of Magadi to Near Somwarpeth Section of SH-85 from Km 51+000 to km 221+833 - reg.,

Table A: Category of proposals for which Cost Benefit Analysis are applicable

Sl.No.	Nature of proposal	Applicable/ Not applicable	Remarks
1	All categories of proposals involving forest land up to 20 Ha in Plains and up to 5 Ha in hills.	Not Applicable	Nil
2	Proposals for defense installation purposes and oil prospecting (Prospecting only)	Not applicable	Nil
3	Habitation, establishment of industrial units, tourist lodges/complex and other building constructions.	Not applicable	Nil
4	All other proposals involving forest land more than 20 Ha in plain and more than 5 Ha in hills including roads, transmission lines, minor medium and major irrigation projects, hydel projects, mining activities, Railway lines, location specific installation like Micro-wave station, auto repeater center, TV towers, etc.	Applicable	These are cases where a cost benefit analysis is necessary to determine whether diverting the forest land to non-forest use is in the overall public interests.
5	Proposal for renewal of Mining Lease for forest land.	Not Applicable	Nil

Table-B: Estimation of Cost of Forest Diversion

Sl. No	Parameter	Criteria	Cost per Year (lakhs)	Cost for 30 years (lakhs)
1	Ecosystem services losses due to proposed forest diversion	Economic Value of loss of eco-system services due to diversion of forest shall be the Net Present Value (NPV) of the forest land being diverted as prescribed by the Central Government (MoEF&CC). Present NPV for 1 Ha of forest land = 9,57,780/- (Open type) Present NPV for 39.195 Ha forest land = 39.198 Ha X 957780 = 3,75,43,060.44/-	375.43	11,262.9
2	Loss of animal Husbandry Productivity, Including loss of Fodder.	10% of the NPV	37.543	1,126.29
3	Cost of Human resettlement	No R&R involved in the project	-	-
4	Loss of public facilities and administrative infrastructure (roads, building, schools, dispensary, electric lines, railways, etc)	No loss public facilities involved in the project	-	-
5	Possession Value of Forest land Diverted	30% of the NPV	112.629	3,378.87
6	Cost of suffering to oustees	No R&R involved in the project	-	-
7	Habitat Fragmentation Cost	50% of the NPV	187.715	5,631.45
8	Compensatory afforestation and Soil & moisture conservation cost	Rate of C.A. for 1 Ha of forest land = 18,36,000 (as per Karnataka Forest Dept SR for the year 2022-23) Value of C.A. for 40 Ha CA Land x 18,36,000 = 7,34,40,000/-	734.40	22,032
Total			1447.714	43,431.42

CHIEF CONSERVATOR OF FORESTS
HASSAN CIRCLE, HASSAN – 573 201



O: 08172-240163
H: 08172-296165

ccfhassan@gmail.com

No:A8/Land/Road/CR-35/2022-23

Date: 15th March -2024

To,
Additional Principal Chief Conservator of Forests,
(Forest Conservation) & Nodal Officer (FCA)
Aranya Bhavan, Malleshwaram
Bengaluru.

Sir,

Sub: Diversion of 39.198 ha (revised from 29.7529 ha) of forest land in Varthehalli village in Ramanagara District, R.Byadarahalli, Herohalli and 4 other villages of Tumkur District, Bettagalale in Hassan district and Devalapura, Kuntanakoppalu and 19 other villages in Mandya District for laning with paved shoulder of existing State Highway (SH-85) from Magadi to near Somwarpet (Km. 51.00 to Km221.833) under Karnataka State Highway Improvement Project (KSHIP-III) in favor of the Executive Engineer, Karnataka State Highway Improvement Project (KSHIP) Division, Shivamoga-reg.

Ref:1. Online application No. FP/KA/ROAD/40974/2019.

2. Letter No. KSHIP/3/140 dated 27-07-2021 from Executive Engineer, KSHIP Division, KR Pete.
3. Letter No. ACF/TSD/NH-KSHIP/390/2022-23, dated: 10-10-2022 from Assistant Conservator of Forest, Tumkur Sub-division, Tumkur.
4. Letter No. A5/LAND/FC/KSHIP//CR-97 /2021-22, dated: 17.12.2022 from Deputy Conservator of Forest, Territorial Division, Tumkur
5. Letter No. Kship2/2023-24 dated: 12-02-2024 from Executive Engineer, Kship Division, K.R. Pete.
6. EDS of Integrated Regional Office, MoEF&CC, Bangalore dt: 03.08.2023.
7. User agency reply to the EDS of IRO, Bangalore Dt: 17.02.2024
8. Letter No. A5/LAND/FC/KSHIP//CR-97 /2021-22, dated: 13.03.2024 from Deputy Conservator of Forest, Territorial Division, Tumkur

Adverting to the above Ref-6, the proposal was considered by the Regional Empowered Committee of Integrated Regional Office, Bengaluru in its 73rd meeting held on 31.07.2023 and deliberated the project in detail and raised an EDS on 03.08.2023 seeking clarification on proposed project. The compliance to the EDS raised by IRO, Bangalore was submitted by user agency on 17.02.2024 (Ref-7). The Compliance to the

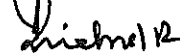
EDS of IRO, Bangalore area as follows. The vide ref (8) Deputy Conservator of Forests, Tumkur Division, Tumkur submitted for kind perusal and further needful action.

SI No.	Observations	Compliance
1.	That the proposed KSHIP project abruptly ends in Somwarpete and provides no connectivity with any major State highways or National Highways. Hence, clarity on the objective of creating an abruptly ending project is required from user agency.	User agency has reported that, proposed project road is part of SH-85, which is one of the longest state highways passing through 8 districts in the state of Karnataka. The State Highway 85 travers between Bangalore and Dakshina Kannada having a total length of 346.28 Km. It was reported that this highway is planned to be upgraded and improved in phase manner and the road section taken up as per fund allocation from the Government.
2.	Straightening of roads is proposed in the forest rich areas, which are avoidable and would reduce the tree felling/ forest area needed. It would also prevent the creation of forest islands situation.	User agency has reported that, for smooth flow of projected traffic, it is necessary to upgrade and widen the existing road as per the specifications and standards of IRC designed for 80 to 100 Kmph. It was also reported that, once the straightening of the road is completed, the existing road can be utilized for the re-plantation and the same will be merged with existing forest canopy.
3.	The forest area proposed in Tumkur division is rich in medicinal plants, sandalwood and wildlife	The user agency has submitted Wildlife Conservation plan is prepared an amount of Rs. 699.25 lakhs in consultation with forest department. Rs 503.00 lakhs works implementation by the forest department remaining Rs. 196.25 lakhs civil structures and other works are implantation by the user agency. The plan was verified and submitted to the Principal Chief Conservator of Forests (Wildlife) and Chief Wildlife Warden, Bengaluru for approval vide this office letter dated: 12-03-2024.
4.	The proposed CA land identified in Hassan division has encumbrances in the form of municipal dumping shed and in Vijayanagara division, CA plantation has been carried out under CAMPA and a road is cutting through the identified CA area. Also, the CA land proposed in Vijayanagara and Hassan is not in the proximity of any forest area.	User agency has identified the new CA land of 100 acres (40.47 Ha.) of Government land for raising Compensatory Afforestation in Sy no. 6, 7 & 8 of Gantenahalli Village of KandikereHobli, Chikkanayakanahalli Taluk, Bukkapatna Range, Tumkur District. The CA land was verified by me on 10-01-2024 and the proposed non forest land is adjacent to the Bukkapatna Reserve Forest. Hence Suitability Certificate has been issued in Format-B
5.	There is a lack of clarity on the status of the CA land proposed in Hassan (Sy no 55 Honnavalli village, area: 12.141 Ha) as the RTC records mentions it as forest area	User agency has uploaded SOI maps, Geo Referenced maps, RTC, GPS Coordinates of CA land and Suitability Certificate.

Sl No.	Observations	Compliance
6.	Certain patches of the proposed CA land in Hassan are dense and will not be able to support 1000 plants/Ha	
7.	Clarity on the boundary discrepancies between the proposed CA land in Tumkur and Kamalapura Extension Reserve Forest is necessary so that there is no overlapping of the boundaries.	

The above compliance reports, maps and other documents is herewith submitted for further needful action.

Yours faithfully,



(R.Ravishankar, I.F.S.,)

**Chief Conservator of Forests,
Hassan Circle, Hassan.**

Deputy Conservator of Forests Office
Ramakrishna Nagar,
Kunigal Main Road,
Tumkur - 572105

Govt of Karnataka
Forest Department

Off: 0816-2201196
Res: 0816-2201197

No: A5/LAND/FC/KSHIP//CR-97/2021-22
ಅವಕಾಶ: Maps 3 Sets,

Date: 13-03-2024

To,

The Chief Conservator of Forests,
Hassan Circle,
Hassan.

Sir,

ಮುಖ್ಯ ಅರಣ್ಯ ಸಂರಕ್ಷಣಾಧಿಕಾರಿ ಕಛೇರಿ
ಹಾಸನ ಜಿಲ್ಲೆ, ಹಾಸನ
A 8
13 MAR 2024
4750
ಸಂಖ್ಯೆ:
ಪ.ನಂ. *

Diversion of 39.198 ha (revised from 29.7529 ha) of forest land in Varthehalli village in Ramanagara District, R.Byadarahalli, Herohalli and 4 other villages of Tumkur District, Bettagalale in Hassan district and Devalapura, Kuntana koppalu and 19 other villages in Mandya District for laying with paved shoulder of existing State Highway (SH-85) from Magadi to near Somwarpet (Km. 51.00 to Km221.833) under Karnataka State Highway Improvement Project (KSHIP-III) in favor of the Executive Engineer, Karnataka State Highway Improvement Project (KSHIP) Division, Shivamoga-reg.

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 4. This office letter even no dated 25-10-2022.
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The above compliance reports, maps and other documents is herewith submitted for further needful action.

Your's sincerely,


Deputy Conservator of Forests,
Tumakuru Division, Tumakuru.