

**BEFORE THE HON'BLE NATIONAL GREEN TRIBUNAL,
PRINCIPAL BENCH, NEW DELHI
ORIGINAL APPLICATION NO.75/2019**

Thiru.S.Mathivanan

... Applicant

Versus

State of Tamil Nadu

... Respondents

**INSPECTION REPORT FILED BY THE STATE LEVEL ENVIRONMENT IMPACT
ASSESSMENT AUTHORITY - TAMIL NADU**

**Mrs.Sakshi Popli
Counsel for the SEIAA-TN**

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ASSESSMENT AUTHORITY - TAMIL NADU**

1. It is respectfully submitted that the Hon'ble National Green Tribunal, Principal Bench, New Delhi order dated 12.04.2019 has stating that

"A report in pursuance of order of this Tribunal dated 26.02.2019 may now be furnished within next two months by e-mail at ngt.filing@gmail.com.

The State Environment Impact Assessment Authority (SEIAA) Tamil Nadu may be informed accordingly by e-mail.

List for further consideration on 17.07.2019"

2. It is respectfully submitted that the Inspection carried out on 10.04.2019 and 11.04.2019 at the proposed project of NH- 844 Formation of New Road (Four Laning of Neralu (KA) – Kothakondapalli (TN) – Rayakottai – Dharmapuri Section of NH – 844 from 0/0 To 94/460) is enclosed along with Annexure (Inspection Report).

Date of Submission: 12.06.2019


Member Secretary
State Level Environment Impact Assessment Authority - Tamilnadu
Third Floor, Panagal Maaligai,
Saidapet, Chennai - 600 015.

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INSPECTION REPORT ON THE PROPOSED PROJECT OF NH-844
FORMATION OF NEW ROAD (FOUR LANING OF NERALU (KA) –
KOTHAKONDAPALLI (TN)-RAYAKOTTAI –DHARMAPURI SECTION OF
NH – 844 FROM 0/0 TO 94/460)- DATE OF INSPECTION 10.04.2019 &
11.04.2019.

SUBMITTED BY
TECHNICAL TEAM

To
THE CHAIRMAN
SEAC-TN

DATE: 15.04.2019.

INSPECTION REPORT ON THE PROPOSED PROJECT OF NH-844
FORMATION OF NEW ROAD (FOUR LANING OF NERALU (KA) –
KOTHAKONDAPALLI (TN)-RAYAKOTTAI –DHARMAPURI SECTION OF
NH – 844 FROM 0/0 TO 94/460)- DATE OF INSPECTION 10.04.2019 &
11.04.2019.

1.0 BACKGROUND

1.1 It is respectfully submitted that an Application is registered in the Hon'ble National Green Tribunal, Principal Bench, New Delhi based on the complaint received from Thiru.S.Mathivanan. The complaint was registered as Original Application No.75 of 2019 before the Hon'ble National Green Tribunal, Principal Bench, New Delhi. In this connection, the Hon'ble National Green Tribunal, Principal Bench, New Delhi vide order dated 26.02.2019 has passed following directions:

"This letter petition has highlighted the serious consequence of a highway being NH-844 proposed through 7 important lakes/water bodies in and around Hosur, Tamil Nadu. Hosur is stated to be premium farming, agriculture and horticulture center of the State and, therefore, the proposal of such project would further burden the existing water scarcity. Besides that, the inflow to the water bodies in the area shall also be affected as the 7 lakes lie within the space of 7 Kms. As the construction

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of the National Highway would be through those water bodies, it would also effect the water flow and inter-linking of water resources apart from causing irreparable damage to the agriculture and horticulture of the villages.

It is also contended that destruction already caused by the NH-44 to the critical elephant habitat would be aggravated as the proposal for the present project for the NH 844 highway would increase the traffic load and consume more area of the reserve forest.

In view of serious issues raised in the application, we deem it appropriate to forward this application to SEIAA, Tamil Nadu, Principal Chief Conservator of Forest (HOFF), Tamil Nadu, Chief Wildlife Warden, Tamil Nadu and Regional Office of MoEF&CC at Bangalore who shall jointly consider the facts and circumstances set out in the application and after its examination, to take appropriate steps for mitigation of the apprehended damages expressed in the application. The Nodal Agency will be the SEIAA, Tamil Nadu for compliance and coordination.

Let the action taken report be filed before this Tribunal within one month from the date of receipt of copy of this order

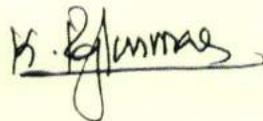
H. Rajam

by e-mail at ngt.filing@gmail.com. A copy of this order, along with complaint, be sent to the SEIAA, Tamil Nadu by e-mail for compliance.

Needless to state that order of National Green Tribunal is binding as a decree of Court and non-compliance is actionable by way of punitive action including prosecution, in terms of the National Green Tribunal Act, 2010.

List for further consideration on 12.04.2019"

- 1.2 It is respectfully submitted that the Principal Chief Conservator of Forests, Chennai and the Principal Chief Conservator of Forests/ Chief Wild Life Warden, Chennai, Ministry of Environment, Forest and Climate Change, Regional Office (SZ), Bangalore and SEIAA-TN have collectively taken a decision to inspect the site to take further course of action.
- 1.3 It is respectfully submitted that the Project Director, National High Ways Authority of India (NH 844 - Dharmapuri to Hosur), Krishnagiri District was requested to furnish the following details in above said cases vide SEIAA-TN letter dated 06.04.2019.
 - i. Detailed Project Report of the NH 844
 - ii. Environmental Clearance obtained for this project
 - iii. Forest Clearance obtained for this project





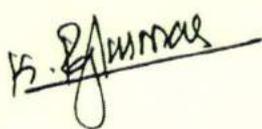


- iv. No Objection Certificate from PWD for this project
- v. National Board For Wild Life Clearance for this project
- vi. Consent order from TNPCB
- vii. Project Status of the project

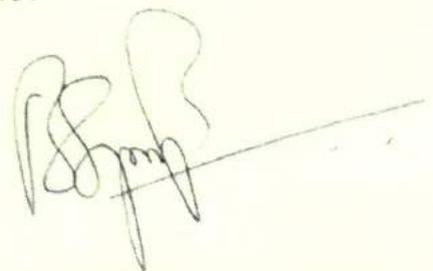
1.4 It is respectfully submitted that the reply was received from National Highways Authority of India on 09.04.2019 for the above said SEIAA-TN letter dated 06.04.2019

1.5 It is respectfully submitted that the SEIAA vide letter dated 08.04.2019, requested the Principal Chief Conservator of Forests, Head of Department, Chennai and the Principal Chief Conservator of Forests/ Chief Wild Life Warden, Chennai, Ministry of Environment, Forest and Climate Change, Regional Office (SZ), Bangalore to depute concerned officers for the joint inspection and submit the detailed action taken report in compliance of Hon'ble NGT order. Further, it was decided that the date for the inspection to be 10th and 11th April 2019.

1.6 It is respectfully submitted that accordingly aforesaid departments sent their representative details for the joint inspection and the inspection was carried out on 10th and 11th April 2019.


H. P. Kumar





1.7 The Main issues raised by the petitioner are as follows

- i) Two important lakes are losing large portion of their area. feeding areas for Wildlife.
- ii) The existing NH-44 has already resulted in the fragmentation of landscape of SANAMAU reserve forest leading to destruction of critical Elephant Habitat.
- iii) Newly proposed NH-844 as widening of SH-17 will increase the traffic flow and will totally damage the ecosystem of the area.

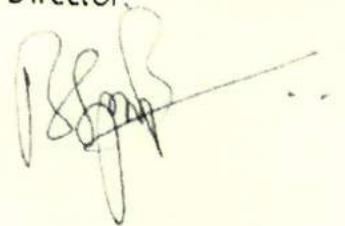
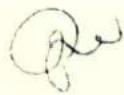
2.0 TECHNICAL TEAM

The following members have inspected the proposed project of NH-844 on 10.04.2019 & 11.04.2019.

1. Thiru.K.Rajkumar ,District Forest Officer, Dharmapuri
2. Thiru.E.Thirunavukkarasu ,Scientist 'E', Regional office, MoEF&CC, Bangalore.
3. Thiru.B. Sugirtharaj Koilpillai, Member-SEAC-TN representing SEIAA-TN.

From NHAI following representative were present to explain about the project and present along with the inspection team for inspection:

4. Thiru.D.V.Narayana, General Manager (T), Project Director, NHAI, Krishnagiri.



5. Thiru. Elango, Consultant, M/s. Cos consultancy Services for NHAI
6. Thiru. Rajmohan, Consultant, M/s. Cos consultancy Services for NHAI.

3.0 INSPECTION PROCEEDINGS

To start with, the inspection Team held discussions with the General Manager (T), Project Director, NHAI, Krishnagiri for NH-844 regarding the proposed project of NH-844. He explained that the project corridor Neralur (Karnataka) – Kothakondapalli (Tamil Nadu)-Rayakottai (Tamil Nadu) - Dhamapuri (Tamil Nadu) is chosen as one of the National corridor route. The project corridor starts at the intersection of NH-44 in Neralur (Karnataka state) and ends at the intersection of NH-44 in Dharmapuri (Tamil Nadu). This project NH-844 proposed for about 95 km starts at km 0/0 of design chainage near Neraluru (Karnataka) to the corresponding km 26/600 of NH 44 traverse in a new green field alignment upto Km 15/900 and traverse on SH-85, Attibelli – Rayakottai road till KM 18/400 again traverse in new alignment up to KM 26/800, merges with the project road, old SH-17 and new NH-844. Then the project road mostly adhere the old SH-17, bypassed and re-aligned in some places in order to improve the geometry and to evade habitats and ends at

K. Rajmohan

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Rajmohan

KM 140/100 of NH-44 being design chainage Km 94/466, in lieu of km 26/600 to 140/100 of NH-44. The project road traverse through the districts viz. Bengaluru urban, Krishnagiri and Dharmapuri evading all major cities and towns enabling seamless short connectivity for the predominant south bound traffic beyond Salem and towards Kerala.

The Salient features of proposed project:

- a) The proposed length of new road will be 94.46 km
- b) Bypasses including Green field Highway- 67 km
- c) Realignment – 4.26 km
- d) Widening of existing SH – 22.200 km
- e) Forest road – 1.000 km

4.0 INSPECTION WAS CARRIED OUT ON TWO DAYS

- i) First Day on 10.04.2019 from Kothakondapalli (TN) and Sanamavu Reserve Forest
- ii) Second Day on 11.04.2019 from Sanamavu Reserve Forest to Dharmapuri

5.0 ENVIRONMENTAL SIGNIFICANCE

From the inspection and the perusal of the proposal and petition, the observations of inspection team are as follows:

5.1 The petitioners' complaint:

The proposal for NH 844 is planned in such a way that it passes through 7 important lakes/ water bodies in and around Hosur.

K. Raju

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5.2 Response of the NHAI representative to the inspection team:

A detailed investigation was made on the water bodies / Lakes falling in the alignment to assess the actual effect on its catchment and the outcome of investigation is discussed and tabulated below. Although a considerable extent of land seems to be acquired in the lakes as per the Gazette, the actual effect caused is only by the piers of high level bridges which is negligible as shown in the table. also the hindrance created by such provision is also negligible. Hence a common man may apprehend that vast area of land been affected in his general view, but the ground reality is the whole structures are supported by means of piers and will not affect the water Storage of the Lakes. The Tabulation is enclosed as Annexure-I.

5.3 Observation of the inspection team

Proper plan should be implemented to ensure the free flow of water ~~and~~ without affecting the water holding capacity of the water bodies in consultation with the PWD/ competent Authorities. Further, in the proposal at the chainage of 46, 66 & 82 the proposed road passes over the respective water bodies. The inspection team feels that the proponent shall explore the possibilities of re alignment in the aforesaid chainage to avoid the water bodies.

Ms. Anurag

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5.4 The petitioners' complaint:

The existing NH-44 has already resulted in the fragmentation of landscape of SANAMAU reserve forest leading to destruction of critical Elephant Habitat.

5.5 Response of the NHAI representative to the inspection team:

The alignment passes through Sanamavu Reserve Forest, in which Elephant herd passes between Km 26/900 and Km 27/915, this 1Km highway has been proposed to be widened from present 2 lane configuration into 8 lane configuration at elevated level enabling the Elephant herd pass beneath the viaducts of elevated corridor and hence an additional 3.5 Hectare land was requested from the Forest Department. The appropriate location was identified after the consultation with forest officials and jointly decided to provide an underpass enabling Elephant herd to cross the Sanamavu Forest at design chainage 27/400 - 27/640, with 8 Nos' of 30m spans forming 240m long viaducts and a vertical clearance of 5.5m.

The alignment also passes through Gummanur Reserve Forest between design chainage Km 56/200 and Km 56/500, the present 2 lane highway is proposed to be widened into 4 lane highway. As the adjoining land falls under Gummanur Forest, an extent of 0.5117

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Hectare land was requested from the Forest Department for augmentation of the highway.

5.6 Observation of the inspection team

The petitioner contends that the existing NH 44 has already resulted in fragmentation of the landscape of Sanamavu reserve forest leading to the destruction of critical elephant habitat. The new proposal to widen the SH 17 and convert it into NH 844 will increase the traffic flow and further tear down the reserve forest causing severe man animal conflict. Presence of two national highways inside the Sanamavu reserve forest will damage the eco system of the area.

In Sanamavu Reserve forest portion, a state high way to a width of 15 m and to a length of 1.0 km exist and the proposal is to widen the existing road to four lane immediately and eight lane after 15 years. This proposed highway will reduce traffic in NH 44. In Sanamavu Reserve Forest only widening of existing road from 15 m to 50 m proposed. In the proposed highway a bridge for a length of 240 m at elevated level enabling the elephants to pass beneath the via ducts of elevated corridor has been incorporated at design chainage of 27/400 – 27/640 with 30m (8 nos) spans forming 240m long via ducts with average vertical clearance of 5.5 m.

K. P. Kumar

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18/08/20

The existing state highway establishment long bach is not a barrier to large mammals as in evident from the records of the forest division. No data are available on the kills of smaller mammals, birds or reptiles. Improvement and widening of the road permit higher average speed, thereby increasing chances of elephant vehicle collision.

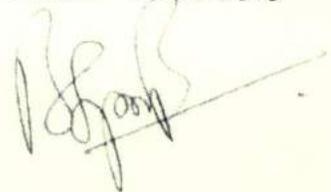
NHAI has proposed 240 m flyover in sanamavu reserve forest. They have not consulted any government recognised agency to design crossing structures. Poorly designed crossing structures, traffic, road cuttings can act as functional barriers to wildlife movements especially that of elephants.

Bridges should incorporate features that encourage their use by elephants. Factors influencing the effectiveness of crossing structures, approach areas, length, height above the ground and visibility from the structure does not meet the requirements of elephants, they would not use it. An understanding of the animals life history, generally preferred habitat , feeding activity and movement patterns are essential to successful design of a crossing structure.

The letter from the secretary, Ministry of Environment, Forest and Climate Change vide D.O.No.2-12/2012-PE dated 14.06.2018

H. P. Kumar





addressed to the National Highway Authority of India reads as follows.

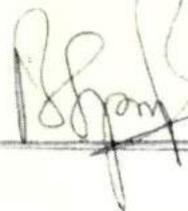
"It is a matter of grave concern that a number of wild animals are getting killed due to accidents on roads and highways passing through protected areas and other wildlife rich areas. Such incidences of killing of wild animal are increasing with the widening or up gradation of roads passing through PAs and wildlife rich areas.

This Ministry after wide consultations with all stakeholders has taken many steps to mitigate the impact of road and highway infrastructure projects and other linear infrastructures passing through wildlife rich areas on wildlife. At the field level in the states, joint coordination committees comprising of officials from railway, road transport and power departments have been constituted to monitor movement of elephants and other wildlife across the roads and highways. In spite of these efforts deaths on the roads are still taking places.

The Ministry, after recent consultations with the state governments and the experts, held in the aftermath of recent incidences of death of elephant on roads, has arrived a conclusion that one of the major causes for continuance of deaths of the wild animals on and along the roads and other linear infrastructure is the non-availability of the

H. Kumar





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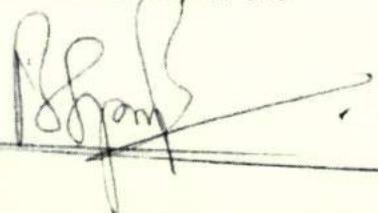
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monitoring mechanism in the potential zones of human wildlife conflicts. Therefore there need to strengthen the monitoring and protection mechanisms by way of supporting the state forest departments in expanding their patrolling network in all probable in all probable HWC zones and supplementing the physical patrolling activities by use of technology viz. use of seismic sensors and early warning systems. All these efforts will require additional financial resources.

Another major cause of the death of the wildlife is adoption of designs for road/highways and other linear infrastructures which are not eco and wildlife friendly. Wildlife Institute of India (WII) in consultation with this Ministry, National Highway Authority of India (NHAI), National Tiger Conservation Authority of India (NTCA), and World Bank Group has come out with guidelines named "Eco-friendly Measures to Mitigate Impacts of Linear Infrastructure on Wild Life" suggesting desired modifications in the designs of the linear infrastructures passing through wildlife rich areas. Copy of the document is available at the following link:<http://www.moef.gov.in/sites/default/files/Inviting%20comments%20%26%20suggestions.pdf>. Standing Committee of National Board of Wildlife has recommended that the linear infrastructure

K. S. Kumar



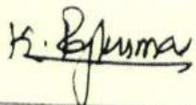


project implementing agencies should adopt suggestions made in these guidelines while designing the infrastructures in wildlife rich areas.

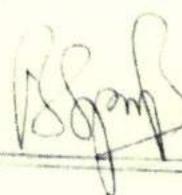
Accordingly, following course of action is being suggested with active support of your organization:

Design of the new roads/highways passing through Protected Areas, buffer zones or Eco Sensitive zones of the Protected Areas may be prepared by the road and highway development agencies as per the WII guidelines named "Eco-Friendly Measures to Mitigate Impacts of Linear Infrastructures on Wild Life". As per decision of Standing Committee of NBWL the proposals for wildlife clearance in respect of new roads/highways will be accepted only if they conform to these guidelines and an animal passage plan as per these guidelines is prepared and submitted with the proposal.

- i) Existing roads/highways passing through the Protected Areas, buffer zones or Eco Sensitive zones of the PAs are to be modified as per the WII guidelines in future in phased manner.
- ii) Till the time existing roads/highways are modified as per WII guidelines specific Human Wildlife Conflict Mitigation Plan should be prepared, providing for extensive patrolling of potential conflict zones, infrastructures and use of technology and implemented with


K. B. Kumar





the financial support from road and highway authorities. Mechanism like creating the Conflict Mitigation Fund can be developed for funding the execution of these mitigation plans.

Eco-friendly Measures to Mitigate Impacts of Linear Infrastructure on Wild Life suggestion are as follows:

General Rules for maintaining habitat connectivity across the landscape:

The general guidelines set out below to maintain connectivity across an identified species corridor are based on species ecology, such as home range and habitat use pattern, species communities across different landscapes and other ecological information.

- i. If the width of the corridor through forest habitat is 1 km or less, the construction of flyovers should be undertaken in such a way that the entire stretch of forest remains connected.*
- ii. If the width of the corridor is 1-2 km, one underpass of 750 m should be provided across the landscape. The exact location of the underpass should be based on topographic features of the area and information about customary animal crossing zones. This 750 m stretch of elevated road could also be divided into two parts of at minimum 300 m each, located within that*

K. P. Kumar

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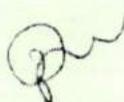
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corridor; their location would depend upon the terrain, characteristics of the particular species and its movement patterns.

- iii. If the width of the corridor is 3 km or more, or if the forest landscape is to be dissected by either a new road or the upgrading of an existing road, 300 m underpasses are suggested within every km stretch of the road. The exact location of the underpass should be based on topographic features, crossing zones, and the particular ecological requirements of the affected species.
- iv. Other than maintaining connectivity for larger mammalian species, for amphibians or reptiles across the landscape, small pipe culverts or bridges should be constructed in every 100 m stretch of road.

As per the suggestion given in the "Eco-friendly Measures to Mitigate Impacts of Linear Infrastructure on Wild Life" it is appropriate for NHAI to construct 1 km flyover for the entire stretch of sanamavu reserve forest.

H. Bhuvan





6.0 GENERAL RECOMMENDATION:

The Inspection Team recommends the following:

- i. The project authority claims that the total length of the proposed widening is less than 100 km (95km) and hence it does not attract EIA Notification, 2006 and its amendment. The Committee noted that the proposed project also involves construction of green field road for a length of about 15 km from Neralur before it joins the existing roads, SH 85. According to the EIA notification, 2006 and its amendments, construction of New National Highways require prior Environment clearance from Ministry of Environment, Forests & climate Change.
- ii. It would be appropriate to change alignment to avoid water bodies of the proposed road at the chainage of 46, 66 & 82 as the proposed road passes in the middle of the respective water bodies and there will be disturbances / impacts to the water bodies.
- iii. As per the suggestion given in the "Eco-friendly Measures to Mitigate Impacts of Linear Infrastructure on Wild Life" it is appropriate for NHAI to proposed 1 km flyover for the entire stretch of sanamavu reserve forest.

H. Raju



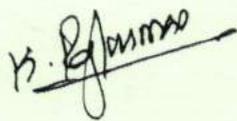


The copy of the Photographs taken during inspection is enclosed as
Annexure -II.

7.0 ENCLOSURES:

1. Copy of the National Highways Authority of India letter dated 09.04.2019.
2. Copy of the details submitted to the inspection team on 11.04.2019.

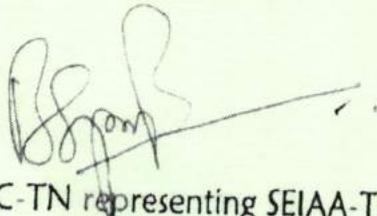
8.0 SIGNATURES TECHNICAL TEAM MEMBERS



The District Forest Officer, Dharmapuri



The Scientist 'E', Regional office, MoEF&CC, Bangalore.

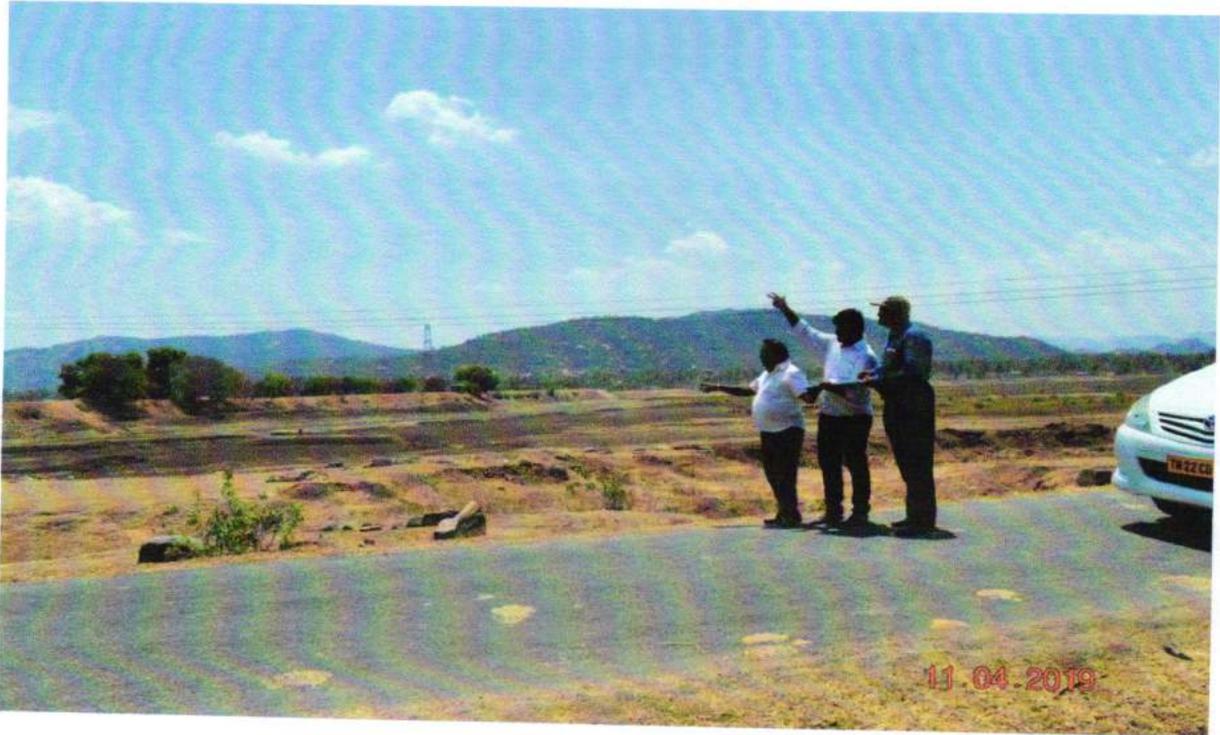


The Member-SEAC-TN representing SEIAA-TN.

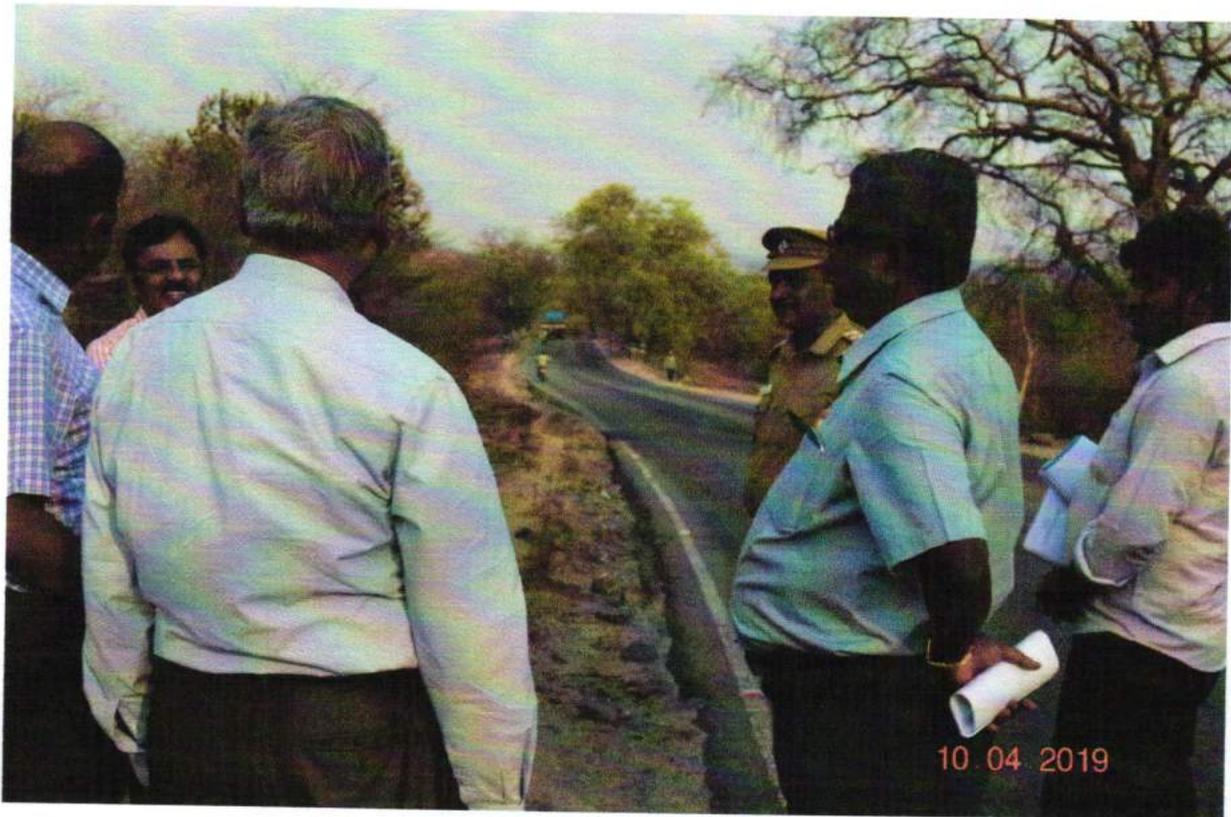
Annexure I

Sl.no	Design Chainage	Name of the Lake / Water bodies	Nature of Lake / Water bodies	Survey Number	Area Occupied by the proposed Road in water bodies (Ha)	Area Occupied by the proposed Road in water bodies (Sq.m)	Provision of Structures	No.of Pier occupied in the water body	Actual Area Occupied by the Pier in the water body (sq.m)	Actual % of Land Occupied
1	34+050	Kuntabatron	Poramboke (Lake)	1163	1.31.91	13191	Major Bridge	8	25.12	0.19%
2	46+140	Chendrayan	Poramboke (Lake)	299	0.86.35	8635	Major Bridge	4	12.56	0.15%
3	62+046	Bommanur	Poramboke (Lake)	274	0.85.62	8562	Major Bridge	6	18.84	0.22%
4	66+040	Dasekavundan	Poramboke (Lake)	270	1.39.21	13921	Major Bridge	12	37.68	0.27%
5	69+809	Jertalav	Poramboke (Lake)	396	0.05.84	584	Major Bridge	10	31.4	5.38%

Photograph taken during the time of inspection on 11.04.2019



A view of the Sanamavu Reserve Forest:



Photograph taken during the time of inspection on 10.04.2019





भारतीय राष्ट्रीय राजमार्ग प्राधिकरण
National Highways Authority of India

(सड़क परिवहन एवं राजमार्ग मंत्रालय)

(Ministry of Road Transport and Highways)

परियोजना कार्यान्वयन इकाई : कृष्णागिरि

Project Implementation Unit : Krishnagiri

259/1, सेलम मेन रोड, केएकेसी पेट्रोल पम्प के पास, कृष्णागिरि (तमिलनाडु) - 635 001

259/1, Salem Main Road, Near KAKC Petrol Bunk, Krishnagiri (Tamil Nadu) - 635 001

Phone : 04343 234250

Fax : 04343 236208

E-mail : Kri@nhai.org
nhai.krishnagiri@gmail.com



भारतमाला
प्रगति के पथ पर अग्रसर
BHARATMALA
ROAD TO PROSPERITY

No NHAI-PIU-Krishnagiri/NH-844/NGT/2019 / 606

DT 09.04.2019

To

Dr . JAYANTHI .M, I.F.S

Member Secretary

State Level Environment Impact Assessment Authority –Tamilnadu

3rd Floor ,Panagal Maaligai ,No.1,Jeenis Road

Saidapet ,Chennai-600015.

Madam,

Sub:- Four Laning of Neraluru to Dharmapuri Section of NH-844 –Court Case –Hon,ble National Green Tribunal ,Principal Bench Delhi order dt 26.2.2019 – Submission of details-Reg.

Ref:- 1. Lr No SEIAA-TN/C.No 009947/2019-2 dt 06.04.2019

2. . Lr No SEIAA-TN/C.No 009947/2019-3 dt 08.04.2019

Kindly refer to the letters cited wherein it is informed that State Level Environment Impact Assessment Authority –Tamilnadu (SEIAA TN) being the nodal agency for compliance and coordination on the issue of complaint received by Thiru S.Mathivanan ,Hosur against the state of Tamilnadu before the Hon'ble NGT Principal Bench ,New Delhi on NH-844 and requested to submit certain details of the said project.

2. Accordingly the details requested are submitted as below

S.No	Details Requested	Remarks
1	Detailed Project Report of NH-844	Copy of Final Feasibility report is enclosed as Annexure-A
2	Environmental Clearance obtained for this project	As per Gazette of India , Ministry of Environment and Forests Notification S.O 2559(E) dt 22.8.2013 environmental clearance is exempted as per the following para of Gazette which is reproduced below "And whereas the Committee has submitted its report to the Ministry and on this TOR ,the Committee has recommended exempting highway expansion projects from the requirement of scoping and that Environmental Impact Assessment or Environment Management Plan for highway expansion projects may be prepared on the basis of model TORs to be posted on Ministry,s website and in respect of requirement of environmental clearance , the committee has recommended that expansion of National Highway Projects up to 100 Kms involving additional right of way or land acquisition upto 40mts on existing alignments and 60 mts on realignments or bypasses may be exempted from the purview of the notification."

		<p>Hence vide para 2 (b) –In the said notification in the schedule ,against sub item (f) of Item 7 , in clumn 3 , for the entry (ii) ,the following entry shall be substituted ,namely :- “(ii) Expansion of National Highways greater than 100 km involving additional right of way or land acquisition greater than 40 m on existing alignments and 60m on realignment or by-passes”.</p> <p>In view of the above Gazette Notification as the project length is only 94.460 Km and land acquisition proposed is 60m on realignment or by-passes and less than 40m on existing alignments only proposed ,Environmental clearance is not required for the said project.</p>
3	Forest Clearance obtained for this project	<p>The said project is passing through the Forest locations at Sanamavu and Gummanuru . At Sanamavu reserved Forest the existing two lane Highway which is proposed now for four lane is passing for a length a 1 Km (Km 26.900 to Km 27.900) and required an additional extent of 3.50 hectares only . At Gummanuru R.F the road is passing at the edge of R.F for a length of 0.3 Km involving an extent of 0.5117 Ha .</p> <p>As per existing rules an online application is made with DFO Krishnagiri for diversion of Forest Land at Sanmavu area and it is under process and approval is awaited . Based on Forest Department recommendations at Sanmavu R.F area an Elephant Corridor (Flyover) is also proposed for a length of 240m to facilitate uninterrupted crossing of Elephants at this location.The proposal is submitted to DFO Krishnagiri for approval.</p> <p>Regarding Gummanur R.F the required certificate from the Collector Dharmapuri is obtained and in the process of uploading the proposal for diversion of land. (Copies enclosed) .</p>
4	NOC from PWD for this project	<p>A proposal is made with the Chief Engineer, PWD, WRO Chennai region, Chennai on 19.2.2019 for crossing the water bodies at Bommanuru and Jerthalav Tanks for approval.. The details of water bodies affected and the remedial measures proposed in the form of structures are enclosed.</p>
5	National Board for Wild Life clearance for this project	<p>Not Applicable as no Wild Life Sanctuaries were affected.</p>
6	Consent order from TNPCB	<p>Not Applicable ,if required the same will be obtained before start of the work.</p>
7	Project Status	<p>The project is divided into three packages and the status of the same is as below</p> <p>Package - I : Neralur - Maranayakanahalli (Karnataka) - Kothakondapalli - Thorapalli Agraharam from Km 0+000 to Km 23+350 of NH-844 for a length of 23.350 km .Bids invited with a last date of 23.4.2019</p>

		<p>and work is to be awarded.</p> <p>Package - II : Thorapalli Agraharam - Jittandahalli from Km 23+350 to Km 60+100 of NH-844 for a length of , 36.750 km .Bids invited (2nd call) with a last date of 11.4.2019 and work is to be awarded.</p> <p>Package - III : Jittandahalli – Dharmapuri from Km 60+100 to Km 94+460 of NH-844 for a length of 34.360 km .Bids invited and Award of the work is in progress .</p>
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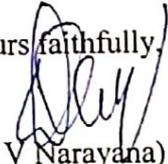
3. In view of the above,it is submitted that the alignment is passing /touching at the edges of the water bodies mostly for which necessary mitigation measures were taken into account and no damage to the water bodies either in catchment area as road is passing linearly , no hindrance to the inflow of the water into the water bodies and their interlinking with other tanks. .Every care is taken to preserve the natural movement of Elephants at Sanmavu R.F by constructing Flyover.

Submitted for kind information.

With Regards

Encl: As above

Yours faithfully,



(D V Narayana)
General Manager (Tech.) &
Project Director

Copy submitted to the Regional Officer ,NHAI,Chennai Region ,Chennai for kind information.

Copy submitted to the General Manager (Tech) –TN, NHAI, HQ Delhi for kind information.

Copy to the Team Leader M/s K&J Projects Pvt Ltd in Association with Cos Consultancy Services - for information and necessary action.



भारत का राजपत्र

The Gazette of India

EXTRAORDINARY
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पर्यावरण और वन मंत्रालय

अधिसूचना

नई दिल्ली, 22 अगस्त 2013

का.आ.2559(अ)-केन्द्रीय सरकार ने, भारत सरकार की पर्यावरण और वन मंत्रालय में पर्यावरण (संरक्षण) नियम, 1986 के नियम 5 के उप-नियम (3) के खंड (घ) के साथ पठित पर्यावरण (संरक्षण) अधिनियम, 1986 की धारा 3 की उपधारा (2) के खंड (5) और उप-धारा (1) के अधीन जारी अधिसूचना संख्या का.आ. 1533 (अ) तारीख 14 सितंबर, 2006 द्वारा निदेश दिया है कि इस अधिसूचना के प्रकाशन की तारीख से ही नई परियोजनाओं या उक्त अधिसूचना की अनुसूची में सूचीबद्ध विद्यमान परियोजनाओं या कार्यकर्ताओं के विस्तार या आधुनिकीकरण के लिए अपरिहार्य क्षमतावर्धन के लिए प्रक्रिया या प्रौद्योगिकी में परिवर्तन और या उत्पाद मिश्रण, भारत के किसी भी भाग में यथास्थिति केन्द्रीय सरकार या उक्त अधिनियम की धारा 3 की उप-धारा (3) के अधीन केन्द्रीय सरकार द्वारा सम्यक् रूप से गठित राज्य स्तरीय पर्यावरण संघात निर्धारण प्राधिकरण की उसमें विनिर्दिष्ट प्रक्रिया के अनुसरण में पूर्व पर्यावरण निकासी के पश्चात् ही हाथ में लिया जाएगा;

और भारत सरकार ने पर्यावरण और वन मंत्रालय में राजमार्ग, भवनों और विशेष आर्थिक क्षेत्र परियोजनाओं के लिए पर्यावरणीय निकासी प्रदान करने से संबंधित पर्यावरण संघात निर्धारण अधिसूचना, 2006 के उपबंधों का पुनर्विलोकन करने के लिए कार्यालय जापन सं. 21-270/2008-आईए. III, तारीख 11 दिसंबर, 2012 और पर्यावरण और वन मंत्रालय के गगनचुंबी भवनों के संबंध में कार्यालय जापन तारीख 7 फरवरी, 2011 द्वारा सदस्य, (पर्यावरण और वन तथा विज्ञान और प्रौद्योगिकी), योजना आयोग की अध्यक्षता में एक उच्च स्तरीय समिति का गठन किया था ;

3649 GI/2013

(1)

और समिति के संदर्भ के निबंधनों (टीओआर) में एक निबंधन पर्यावरण संघात निर्धारण अधिसूचना के अधीन 60 मीटर के मार्गाधिकार और 200 किलोमीटर लंबी राजमार्ग विस्तार परियोजनाओं के लिए पर्यावरण निकासी की अपेक्षाओं का पुनर्विलोकन करना था ;

और समिति ने मंत्रालय को अपनी रिपोर्ट प्रस्तुत कर दी है और इस टीओआर पर समिति ने राजमार्ग विस्तार परियोजनाओं को विस्तारण की अपेक्षा और पर्यावरण संघात निर्धारण से छूट देने की सिफारिश की है या राजमार्ग विस्तार परियोजनाओं के लिए पर्यावरण प्रबंधन परियोजना माडल टीओआर, जिसे मंत्रालय की वेबसाइट पर पोस्ट किया जाएगा के अनुसार तैयार किया जा सकता है और पर्यावरण निकासी की अपेक्षा के संबंध में समिति ने सिफारिश की है कि 100 किलोमीटर तक राष्ट्रीय राजमार्ग परियोजनाओं का विस्तार जिसमें अतिरिक्त मार्गाधिकार या विद्यमान संरेखणों पर 40 मीटर तक अर्जन और पुनःसंरेखण पर 60 मीटर या उप-मार्गों को अधिसूचना की परिधि से बाहर रखने की सिफारिश की है ;

और समिति की रिपोर्ट की पर्यावरण और वन मंत्रालय में जांच की गई है । पहले ही अधिसूचना सं. का. आ. 3067(अ) तारीख 1 दिसंबर, 2009 द्वारा सभी राज्य राजमार्ग विस्तार परियोजनाओं को सिवाय उन परियोजनाओं के जो पहाड़ी क्षेत्रों (1000 मीटर एएमएसएल) और पारिस्थितिकीय रूप से संवेदनशील क्षेत्रों में हैं, को पर्यावरण संघात निर्धारण अधिसूचना 2006 से छूट प्रदान कर दी गई है ।

और अन्य बातों के साथ पूर्वोक्त को ध्यान में रखते हुए पर्यावरण और वन मंत्रालय ने कार्यालय जापन सं. 21-270/2008-आईए. III, तारीख 11 दिसंबर, 2012 द्वारा गठित उच्च स्तरीय समिति की पूर्वोक्त सिफारिशों को स्वीकार करने का विनिश्चय किया है ;

अतः, अब, केन्द्रीय सरकार, पर्यावरण (संरक्षण) नियम, 1986 के नियम 5 के उपनियम (4) के साथ पठित पर्यावरण (संरक्षण) अधिनियम, 1986 की धारा 3 की उपधारा (2) के खंड (5) और उपधारा (1) द्वारा प्रदत्त शक्तियों का प्रयोग करते हुए, भारत सरकार के पर्यावरण और वन मंत्रालय की अधिसूचना सं. का.आ. 1533(अ) तारीख 14 सितंबर, 2006 में उक्त नियम 5 के उपनियम (3) के खंड (क) के अधीन सूचना की अपेक्षा से अभिमुक्ति देने के लिए निम्नलिखित और संशोधन करती है, अर्थात् :-

2. उक्त अधिसूचना में,-

(क) पैरा 7 के उपपैरा II के मद (I) के स्थान पर निम्नलिखित मद रखी जाएगी, अर्थात्:-

(I) "विस्तारण" उस प्रक्रिया को निर्दिष्ट करता है, जिसके द्वारा प्रवर्ग 'क' परियोजना क्रियाकलापों के मामले में विशेषज्ञ आंकलन समिति और प्रवर्ग 'ख 1' परियोजनाओं या क्रियाकलापों के मामले में, राज्य स्तर विशेषज्ञ आंकलन समिति, जिसके अंतर्गत विद्यमान परियोजनाओं या क्रियाकलापों के विस्तार या आधुनिकीकरण या उत्पाद मिश्रण में परिवर्तन उस परियोजना या क्रियाकलाप, जिसके लिए पूर्व पर्यावरणीय अन्वेषित ईप्सित की गई है, के संबंध में पर्यावरण समाधात निर्धारण रिपोर्ट (ईआईए) तैयार करने के लिए सभी सुसंगत पर्यावरणीय चिंताओं को संबोधित करते हुए विस्तृत और समय निर्देश के निबंधनों का अवधारण और विशेषज्ञ आंकलन समिति या संबंधित राज्य स्तर आंकलन समिति विहित आवेदन प्ररूप 1/प्ररूप1क में दी गई जानकारी के आधार पर जिसके अंतर्गत आवेदक द्वारा प्रस्तावित निर्देश के निबंधन हैं, किसी विशेषज्ञ आंकलन समिति या संबंधित राज्य स्तर आंकलन समिति के किसी उप समूह द्वारा स्थल क्षमण यदि संबंधित विशेषज्ञ आंकलन समिति या संबंधित राज्य स्तर विशेषज्ञ आंकलन समिति द्वारा आवश्यक समझा जाए, आवेदक द्वारा सुझाए गए निर्देश के निबंधन, यदि प्रस्तुत किए जाएं और अन्य सूचना जो विशेषज्ञ आंकलन समिति या राज्य स्तर विशेषज्ञ आंकलन समिति के पास उपलब्ध हों, सम्मिलित है;

परंतु निम्नलिखित को विस्तारण की आवश्यकता नहीं होगी-

(I) अनुसूची के मद 8 में प्रवर्ग ख के रूप में सूचीबद्ध सही परियोजनाएं और कार्यकलाप (नगरों या वाणिज्यिक परिसरों या आवासन का संनिर्माण) ;

(II) अनुसूची के मद 7 की उपमद (घ) के अधीन स्तंभ (3) और स्तंभ (4) की प्रविष्टि (II) के अधीन आने वाली राजमार्ग विस्तार परियोजनाएं ;

परंतु यह और कि -

अ. खंड (I) में निर्दिष्ट परियोजनाएं और कार्यकलापों का अंकन प्ररूप 1 या प्ररूप 1क और अवधारणा योजना के आधार पर किया जाएगा ;

आ. खंड (II) में निर्दिष्ट परियोजनाएं पर्यावरण और वन मंत्रालय द्वारा विनिर्दिष्ट माडल टीओआर के आधार पर ईआईए और ईएमपी रिपोर्ट तैयार करेंगी ;

(ख) अनुसूची में मद 7 की उप मद (घ) के सामने स्तंभ (3) में प्रविष्टि (II) के स्थान पर निम्नलिखित प्रविष्टि रखी जाएगी, अर्थात्:-

"(II) राष्ट्रीय राजमार्गों का 100 किलोमीटर से अधिक विस्तार जिनमें अतिरिक्त 40 मीटर से अधिक विद्यमान संरेखणों पर और पुनः संरेखणों या उपमार्गों पर 60 मीटर क्षेत्राधिकार या भूमि अर्जन अंतवर्लित है ।"

[फा.सं.21-270/2008-आईए.।।।]

अजय त्यागी, संयुक्त सचिव

टिप्पण : मूल नियम भारत के राजपत्र असाधारण, भाग II, खंड 3, उपखंड (II) में अधिसूचना सं. का.आ. 1533(अ), तारीख 14 सितंबर, 2006 द्वारा प्रकाशित किए गए थे और तत्पश्चात् निम्नानुसार संशोधित किए गए :

1. का.आ. 1733(अ), तारीख 11 अक्तुबर, 2007;
2. का.आ. 3067(अ), तारीख 1 दिसंबर, 2009;
3. का.आ. 695(अ), तारीख 4 अप्रैल, 2011;
4. का.आ. 2896 (अ), तारीख 13 दिसंबर, 2012; और
5. का.आ. 674(अ), तारीख 13 मार्च, 2013

MINISTRY OF ENVIRONMENT AND FORESTS
NOTIFICATION

New Delhi, the 22nd August, 2013

S.O. 2559(E).- Whereas by notification of the Government of India in the Ministry of Environment and Forests vide number S.O.1533(E), dated the 14th September, 2006 issued under sub-section (1) and clause (v) of sub-section (2) of section (3) of the Environment (Protection) Act, 1986 read with clause (d) of sub-rule (3) of rule 5 of the Environment (Protection) Rules, 1986, the Central Government directed that on and from the date of its publication, the required construction of new projects or activities or the expansion or modernization of existing projects or activities listed in the Schedule to the said notification entailing the capacity addition with change in process or technology and or product mix shall be undertaken in any part of India only after prior environmental clearance from the Central Government or as the case may be, by the State level Environment Impact Assessment Authority, duly constituted by the Central Government under sub-section (3) of section 3 of the said Act, in accordance with the procedure specified therein;

And whereas the Government of India in the Ministry of Environment and Forests had constituted a High Level Committee under the Chairmanship of Member (Environment and Forests and Science and Technology), Planning Commission, vide OM No.21-270/2008-IA.III dated the 11th December, 2012 to review the provisions of Environmental Impact Assessment Notification, 2006 relating to granting Environmental Clearances for Roads, Buildings and Special Economic Zone projects and provisions under the OM dated the 7th February, 2012 issued by the Ministry of Environment and Forests regarding guidelines for High Rise Buildings;

And whereas one of the terms of reference (ToR) of the Committee was to review the requirement of Environmental Clearance for highway expansion projects up to the right of way of 60 meters and length of 200 kms under Environmental Impact Assessment notification;

And whereas the Committee has submitted its report to the Ministry and on this ToR, the Committee has recommended exempting highway expansion projects from the requirement of scoping and that Environmental Impact Assessment or Environment Management Plan for highway expansion projects may be prepared on the basis of model ToRs to be posted on Ministry's website and in respect of requirement of environmental clearance, the Committee has recommended that expansion of National Highway projects up to 100 kms involving additional right of way or land acquisition up to 40 mts on existing alignments and 60 mts on re-alignments or by-passes may be exempted from the preview of the notification;

And whereas the report of the Committee has been examined in the Ministry of Environment and Forests. Earlier, vide notification S.O. 3067(E), dated the 1st December 2009 all State Highway expansion projects, except those in hilly terrain (above 1000 m AMSL) and ecologically sensitive areas, have already been exempted from the purview of the Environmental Impact Assessment notification, 2006.

And whereas, keeping inter-alia in view the foregoing, the Ministry of Environment and Forests has decided to accept the aforesaid recommendations of the High Level Committee constituted vide OM No.21-270/2008-IA.III, dated the 11th December 2012;

Now, therefore in exercise of the powers conferred by sub-section (1) and clause (v) of sub-section (2) of section 3 of the Environment (Protection) Act, 1986 (29 of 1986) read with sub-rule (4) of rule (5) of the Environment (Protection) Rules, 1986, the Central Government hereby makes the following further amendment to the notification of the Government of India, in the Ministry of Environment and Forests number S.O. 1533(E), dated the 14th September, 2006 after having dispensed with the requirement of notice under clause (a) of sub-rule (3) of the said rule 5 in public interest, namely:—

2. In the said notification, —

(a) in paragraph 7, in sub-paragraph II, for item (i), the following item shall be substituted, namely:

(i) "Scoping" refers to the process by which the Expert Appraisal Committee in the case of Category A projects activities, and State level Expert Appraisal Committee in the case of Category 'B1' projects or activities, including applications for expansion or modernization or change in product mix of existing projects or activities, determine detailed and comprehensive Terms of Reference (TOR) addressing all relevant environmental concerns for the preparation of an Environment Impact Assessment (EIA) Report in respect of the project or activity for which prior environmental clearance is sought and the Expert Appraisal Committee or State level Expert Appraisal Committee concerned shall determine the terms of reference on the basis of the information furnished in the prescribed application Form I or Form 1A including terms of reference proposed by the applicant, a site visit by a sub-group of Expert Appraisal Committee or State level Expert Appraisal Committee concerned only if considered necessary by the Expert Appraisal Committee or State Level Expert Appraisal Committee concerned, terms of Reference suggested by the applicant if furnished and other information that may be available with the Expert Appraisal Committee or State Level Expert Appraisal Committee concerned;

Provided that the following shall not require Scoping —

- (i) all projects and activities listed as Category 'B' in item 8 of the Schedule (Construction or Township or Commercial Complexes or Housing);
- (ii) all Highway expansion projects covered under entry (ii) of column (3) and column (4) under sub-item (f) of item 7 of the Schedule;

Provided further that—

- A. the projects and activities referred to in clause (i) shall be appraised on the basis of Form I or Form 1A and the conceptual plan;
- B. The projects referred to in clause (ii) shall prepare EIA and EMP report on the basis of model TOR specified by Ministry of Environment and Forests;

(b) in the Schedule, against sub-item (f) of item 7, in column (3), for the entry (ii), the following entry shall be substituted, namely:—

"(ii) Expansion of National Highways greater than 100 km involving additional right of way or land acquisition greater than 40m on existing alignments and 60m on re-alignments or by-passes."

[F. No. 21-270/2008-IA.III]

AJAY TYAGI, Jt. Secy.

Note: The principal rules were published in the Gazette of India, Extraordinary, Part II, Section 3, Sub-section (ii) vide notification number S.O. 1533(E), dated the 14th September, 2006 and subsequently amended as follows:—

1. S.O. 1737 (E), dated the 11th October, 2007;
2. S.O. 3067 (E), dated the 1st December, 2009;
3. S.O. 695 (E), dated the 4th April, 2011;
4. S.O. 2896 (E), dated the 13th December, 2012; and
5. S.O.674(E), dated the 13th March, 2013



भारतीय राष्ट्रीय राजमार्ग प्राधिकरण
National Highways Authority of India

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

परियोजना कार्यान्वयन इकाई : कृष्णागिरि
Project Implementation Unit : Krishnagiri

259/1, सेलम मेन रोड, केएकेसी पेट्रोल पम्प के पास, कृष्णागिरि (तमिलनाडु) - 635 001
259/1, Salem Main Road, Near KAKC Petrol Bunk, Krishnagiri (Tamil Nadu) - 635 001

Phone : 04343 234250
Fax : 04343 236208
E-mail : Kri@nhai.org
nhaikrishnagiri@gmail.com



भारतमाला
एकति के पथ पर अग्रसर
BHARATMALA
ROAD TO PROSPERITY

No NHAI/11021/Lot-6/Package II/Tree/ PIU-K'giri/2019/ 309

19th February 2019

To,
The District Forest Officer,
Krishnagiri District.
Krishnagiri.

Sir,

Sub: NHAI, PIU-Krishnagiri - Four laning of Neralur (Karnataka) - Kothakondapalli (TN) - Rayakottai - Dharmapuri section of NH-844 from km.0.000 to km.94.460 (Design Chainage) under Bharatmala Pariyojna Phase -I (National Corridor) in the State of Karnataka and Tamil Nadu -Sanamavu Forest - Submission of Proposal for Elephant Corridor - Approval Requested - Reg.

Ref: DPR Consultant Lr.no.Cosbmsalem/PD Krish/116/2019 dated.15.02.2019.

It is to inform that National Highways Authority of India, Ministry of Road Transport and Highway, Govt of India has proposed to take up the stretch from Neralur (Karnataka) - Kothakondapalli (TN) - Rayakottai - Dharmapuri section of NH-844 for four laning under Bharatmala Pariyojana scheme and the project is scheduled for award during FY 2018-19.

2. The NH-844 section is passing through in Sanamavu Forest Area for a length of 1.000 Km from Km. 26.900 to Km. 27.900 for which an Elephant Corridor in Sanamavu forest for a length of 240 m with a clear span of 8 m x 2.75 m is proposed vide reference cited.

3. The details are herewith submitted for communicating approval of Competent Authority at the earliest.

With Regards.

Encl: As Above.

Yours faithfully,

(D.V. Narayana)
General Manager (Tech) &
Project Director
PIU - Krishnagiri

Copy to the Team Leader, M/s. K&J Project Pvt Ltd in Association with COS Consultancy services - for information and necessary followup.

Received
of S. J. S.
Utility Engineer
Cos. Consultant

भारतीय राष्ट्रीय राजमार्ग प्राधिकरण
National Highways Authority of India



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

परियोजना कार्यालय का कार्यालय : कृष्णागिरी
Project Implementation Unit : Krishnagiri
259/1, सेलम मेन रोड, कोएकेसी पेट्रोल पंप के पास, कृष्णागिरी (तमिलनाडु) - 635 001
259/1, Salem Main Road, Near KAKC Petrol Bunk, Krishnagiri (Tamil Nadu) - 635 001

Phone : 04343 234250
Fax : 04343 236208
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nhai.krishnagiri@gmail.com



भारतमाला
पथ के पथ पर भवता
BHARATMALA
ROAD TO PROSPERITY

No NHAI/11021/Lot-6/Package II/Tree/ PIU-K'giri/2019/ 303

19th February 2019

To,
The District Forest Officer,
Krishnagiri District,
Krishnagiri.

Sir,

Sub: NHAI, PIU-Krishnagiri - Four laning of Neralur (Karnataka) - Kothakondapalli (TN) - Rayakottai - Dharmapuri section of NH-844 from km.0.000 to km.94.460 (Design Chainage) under Bharatmala Pariyojna Phase -I (National Corridor) in the State of Karnataka and Tamil Nadu - Forest Clearance - **Submission of documents uploaded in Portal for Forest Clearance-Reg.**

Ref: DPR Consultant Lr.no.Cosbmsalem/PD Krish/115/2019 dated.15.02.2019.

It is to inform that National Highways Authority of India, Ministry of Road Transport and Highway, Govt of India has proposed to take up the stretch from Neralur (Karnataka) - Kothakondapalli (TN) - Rayakottai - Dharmapuri section of NH-844 for four laning under Bharatmala Pariyojana scheme and the project is scheduled for award during FY 2018-19.

2. The copies of documents for the proposed alignment at Sanamavu Forest Area from Km. 26.900 to Km. 27.900 which was uploaded in PARIVESH portal for obtaining clearance is herewith enclosed for kind reference.

With Regards.

Encl: Documents uploaded in Portal.

Yours faithfully,

(D.V. Narayana)
General Manager (Tech) &
Project Director
PIU - Krishnagiri

Copy to the Team Leader, M/s. K&J Project Pvt Ltd in Association with COS Consultancy services - for information and necessary followup.

deceived
for
K&J Projects



भारतीय राष्ट्रीय राजमार्ग प्राधिकरण
National Highways Authority of India

(सड़क परिवहन एवं राजमार्ग मंत्रालय)

(Ministry of Road Transport and Highways)

परियोजना कार्यालय का नाम : कृष्णागिरी

Project Implementation Unit : Krishnagiri

259/1, सेलम मेन रोड, कोएकेरी पेट्रोल पम्प के पास, कृष्णागिरी (तमिलनाडु) - 635 001

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भारतमाला
एकरी के मन का अस्मर
BHARATMALA
ROAD TO PROSPERITY

NHAI/11021/3C/PIU-K'giri/2018/ 16

04th January 2019

To
The District Collector & Magistrate,
Dharmapuri District,
Dharmapuri.

Madam,

Sub: NHAI, PIU- Krishnagiri – Four Lanning of Thorapalli Agaraharam to Jithandahalli section from Km 23+350 to Km 60+100 of NH - 844 -Diversion of Gummanur Reserved Forest Lands from Km.56.200 to Km.56.500 of NH-844 – Request for issue of Certificate as per Forest Rights Act, 2006 -Reg

Ref: Lr.no cosbmepsalem/PD Krish/84/2018 dated 02.01.2019. of DPR consultant
.....

It is brought to your kind notice that the Ministry of Road Transport and Highways vide Gazette of India S.O No 896(E) dt 01.03.2018 has declared the stretch of road starting from junction with NH-44 near Hosur and terminating at its junction with NH-44 near Adiyamankottai in the state of Tamil Nadu as NH- 844..

2. Accordingly NHAI has appointed Consultants M/s K&J Projects Pvt Ltd in Association with Cos Consultancy Services for preparation of Detailed Project Report. Accordingly Consultants has finalized the alignment. During finalization of alignment it is observed that from Km 56.200 to Km 56.500 of NH-844, the alignment is passing through Gummanur Reserved Forest . As per Forest Right Act, 2006, specified vide GOI letter No.11-9 /98-F.C (pt) dated 3rd August 2009 certain certificates from District Administration is required to be issued for diversion of Forest Land for any development project under forest conservation act 1980 to the Forest Department for diversion of land. .

3. Draft certificate to be issued by the District Administration vide GOI letter No.11-9 /98-F.C (pt) dated 3rd August 2009 is prepared along with the proposed alignment plan at Gummanur Reserved Forest and submitted for kind issue of the certificate.

With Regards

Yours faithfully,

(D V Narayana)

General Manager (Tech) &
Project Director.

Copy submitted to: The District Forest Officer, Dharmapuri.

Area - 0.512 Ha

FORM - I

(For linear projects)
Government of Tamilnadu
Office of the District Collector, Dharmapuri.

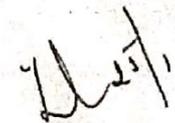
ROC.No. 1214/2018/R2 dated 25.01.2019

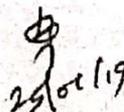
TO WHOM SOEVER IT MAY CONCERN

In compliance of the Ministry of Environment and Forests (MoEF), Government of India's letter No. 11-9/98-FC(pt) dated 3 August 2009 where in the MoEF issued guidelines on submission of evidences for having initiated and completed the process of settlement of rights under the Scheduled Tribes and Other Traditional Forest Dwellers (Recognition of Forests Rights) Act, 2006 ("FRA", for short) on the forest land proposed to be diverted for non-forest purposes read with MoEF's letter dated 5th February 2013 where in MoEF issued certain relaxation in respect of linear projects, It is certified that 0.5117 hectares of forest land proposed to be diverted in favor of Projrct Director, PIU, Dharmapuri for a new route of Neralur (KA) - Kottakondapalli (TN)-Rayakottai- Dharmapuri Section from Km 0+000 to Km 94+460 of NH-844 in Gummanur Reserved forest at Jittandahalli village in Dharmapuri Forest Division.

It is further certified that:

- a) The Proposals has been examined with reference to ensuring compliance of schedule tribal and other traditional forest dwellers (Recognition of forest Rights)Act 2006.
- b) There are no traditional Forest dwellers in this strtch of Gummanur Resrved Forest at Jittandahalli Village in Palacode Taluk, Dharmapuri District and consequently no claims have been received under this act with respect to the area proposed for formation of the road in this stretch from Km 56.200 to Km 56.500 for an extent of 0.5117 Ha.
- c) There are no Primitive Tribal Groups (PTG) and Pre-Agricultural communities(PAC)in this project road stretch of Palacode taluk, Dharmapuri District. So the recognized of PTG and PAC are not affected.


District Collector,
Dharmapuri


25/01/19



भारतीय राष्ट्रीय राजमार्ग प्राधिकरण
National Highways Authority of India

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

परियोजना कार्यान्वयन इकाई : कृष्णागिरि
Project Implementation Unit : Krishnagiri

259/1, सेलम मेन रोड, केएकेसी पेट्रोल पम्प के पास, कृष्णागिरि (तमिलनाडु) - 635 001
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भारतमाला
एकरी के पथ पर अद्भुत
BHARATMALA
ROAD TO PROSPERITY

No NHAI/11021/Lot-6/Package II/ PIU-K'giri/2019/304

19th February 2019

To,
The Chief Engineer,
PWD, WRO,
Chennai Region,
Chepauk,
Chennai.

Sir,

Sub: NHAI, PIU-Krishnagiri - Four laning of Neralur (Karnataka) - Kothakondapalli (TN) - Rayakottai - Dharmapuri section of NH-844 from km.0.000 to km.94.460 (Design Chainage) under Bharatmala Pariyojna Phase -I (National Corridor) in the State of Karnataka and Tamil Nadu - PWD Tank in Dharmapuri District - Permission requested - Reg.

Ref: DPR Consultant Lr.no.Cosbmpsalem/PD Krish/118/2019 dated.18.02.2019.

It is to inform that National Highways Authority of India, Ministry of Road Transport and Highway, Govt of India has proposed to take up the stretch for four laning from Neralur (Karnataka) - Kothakondapalli (TN) - Rayakottai - Dharmapuri section of NH-844 from km.0.000 to km.94.460 (Design Chainage under Bharatmala Pariyojna scheme and the project is scheduled for award during FY 2018-19. M/s. K&J Projects Pvt Ltd in Association with COS consultancy Services has engaged by NHAI for preparing DPR.

2. Vide reference cited, the DPR Consultant M/s. K&J Projects Pvt Ltd in Association with COS consultancy Services has informed that certain portion of lands in (1) Bommanur Tank, (2) Jerthalav Tank are coming within the proposed Right of Way of the Project corridor in Dharmapuri District maintained by Executive Engineer, PWD Dharmapuri . The sketch showing the required length and area of the PWD Tanks is enclosed herewith for kind information and ready reference.

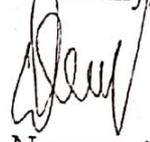
F:\KRISHNAN -2\Six laning of Hosur - Rayakottai - Dharmapuri section of NH-844\New Microsoft Office Word Document.docx

National Highways Authority of India

In view of the above, it is requested that necessary permission may please be accorded for crossing the certain portion of lands in (1) Bommanur Tank, (2) Jerthalav Tank at the earliest for taking further necessary action.

Encl: As above.

Yours faithfully,



(D.V. Narayana)
General Manager (Tech) &
Project Director
PIU - Krishnagiri

1. Copy submitted to the Regional Officer, Chennai Region, Chennai - for kind information.
2. Copy submitted to the General Manager (Tech) - TN, NHAI, HQ New Delhi - for kind information.
3. Copy to the Team Leader, M/s. K&J Project Pvt Ltd in Association with COS Consultancy services - for information and necessary followup.

Four / Eight Lanning From Km.10/400 to 60+100 in the district of Krishnagiri District of the National Highway No. 844 in the State of Tamilnadu.

Details of water bodies and the proposed Structures over the affected Water bodies

Sl. no	Taluk Name	Village Name	Survey Numbers	Nature of Land	Chainage along NH	Proposed Structure on the water bodies	Remarks
1	Hosur	Onnalvadi	386	Water spread area	18+900 to 19+100	ROB Approach/ Culvert	The alignment abuts the waterbody but does not affect the inflow to the tank ,however a balancing culvert is provided in the proposed alignment
2	Hosur	Onnalvadi	391	Lake	19+200		
3	Shoolagiri	Haleakotta	534/2	Lake	28+400	Culvert	Culvert is provided without affecting Linear waterway and inflow of water.
4	Shoolagiri	Uddanapalli	1163/3	Lake	34+000 to 34+200	Major bridge	A Major Bridge is provided at higher level, hence Catchment will not be affected.
5	Shoolagiri	Uddanapalli	1069	Kuttai	35+800 to 36+100	Culvert	Culvert is provided without affecting Linear waterway and inflow of water.
6	Denkanikottah	Nallur	299	Lake	46+100 to 46+200	Major Bridge	A Major Bridge is provided at higher level, hence Catchment will not be affected.
7	Denkanikottah	Nallur	301/6	Lake	46+400 to 46+600	Culvert	Culvert is provided without affecting Linear waterway and inflow of water.
8	Hosur	Kothakondapalli	731	Lake	11+200 to 11+700	Culvert	
9	Hosur	Kothakondapalli	639/1	Lake	11+800 to 12+000	Culvert	
10	Hosur	Thorapalli Agraharam	374	Odai	23+100 to 23+200	Interchange	Necessary cross drainage will be provided during construction of STRR
11	Hosur	Thorapalli Agraharam	383	Odai	23+200 to 23+300		
12	Hosur	Thorapalli Agraharam	411	Odai	23+500 to 23+550	Minor Bridge	A Minor Bridge is provided at higher level, hence Catchment will not be affected.

13	Denkanikottah	Odayandahalli	172/2	Lake	52+200 to 52+600	-	Only a meager portion of the lake is affected ,hence impact of the catchment in negliigible .
14	Hosur	Achettipalli	465	Kuttai	18+700		This area is not performing as a catchment area .
15	Hosur	Achettipalli	338/3	Lake	17+200 to 17+400	Culvert	A Balancing Culvert is provided to enable free movement of water.
Government Poramboke (Vaari)							
16	Denkanikottah	Odayandahalli	47/3	Government Poramboke	50+400 to 50+700	Culvert	Culvert is provided without affecting Linear watenway

TRAFFIC STUDIES

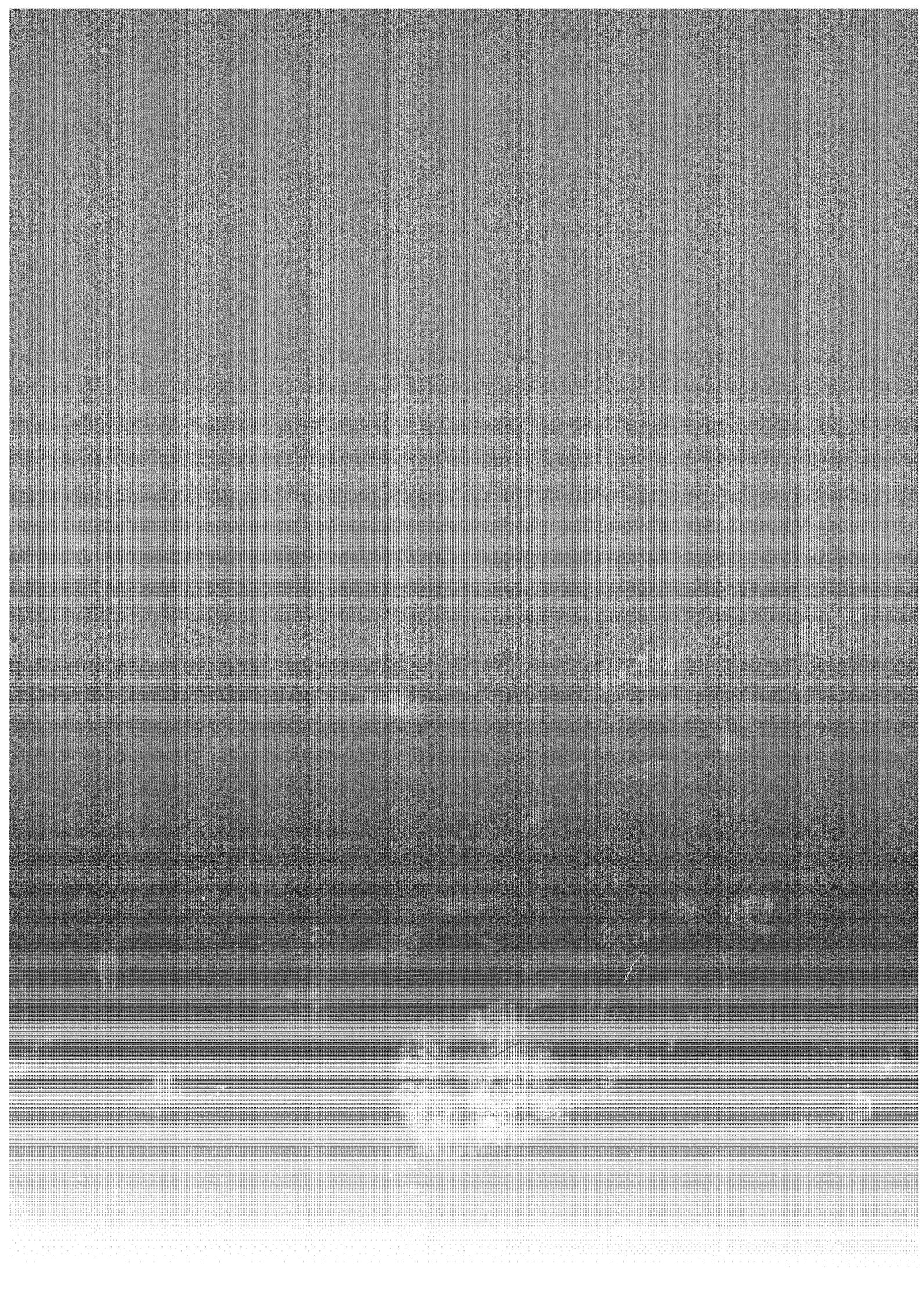
1. Preface:

The existing NH44 between Bangalore and Dharmapuri is already saturated by the mounting traffic in recent years resulting in frequent accidents and mostly fatal. At this context the ministry has desired to improve the efficiency of freight movement in this significant North – South National Corridor under Bharatmala Pariyojana scheme. As this corridor of NH44 is already suffocating due to vast urbanization and rapid recent development of settlements along road side become barrier for the augmentation of the project highway, the following factors also disables the development of the highway

- Highway traverse through many industrial Cities and towns
- Development of road side Settlements
- High land value , R & R cost
- Fertile agricultural lands to be acquired in large extent
- Blasting needed in many places precisely at Reserve Forest locations
- More Grade Separators needed, which leads to vehicle operation & maintenance cost

Envisaging those factors the ministry desired to develop a new highway for hassle free traffic movement serving a long period and hence opted the existing SH – 17 for augmentation, which will fulfill the motto of Bharatmala Pariyojana scheme, with added advantages given below.

- Lessen the distance between Bangalore and Dharmapuri by 20Km
- Reduces travel time and cost
- Due to widening lesser land value , R & R cost
- Good geometry enable fast traffic movement
- Evades Cities, towns & settlements thus bestow congestion free traffic for decades
- Connectivity to remote parts of the country
- Decongest NH 44 by attracting considerable quantum of its traffic



2. Traffic Study

Traffic Study has a key role in proposing any new road network as it is a primary input. To establish the traffic characteristics along the project road, classified traffic volume count, turning movement survey, origin & destination surveys and axle load surveys were carried out. Locations of the traffic surveys conducted are shown in the key map and tabulated below.

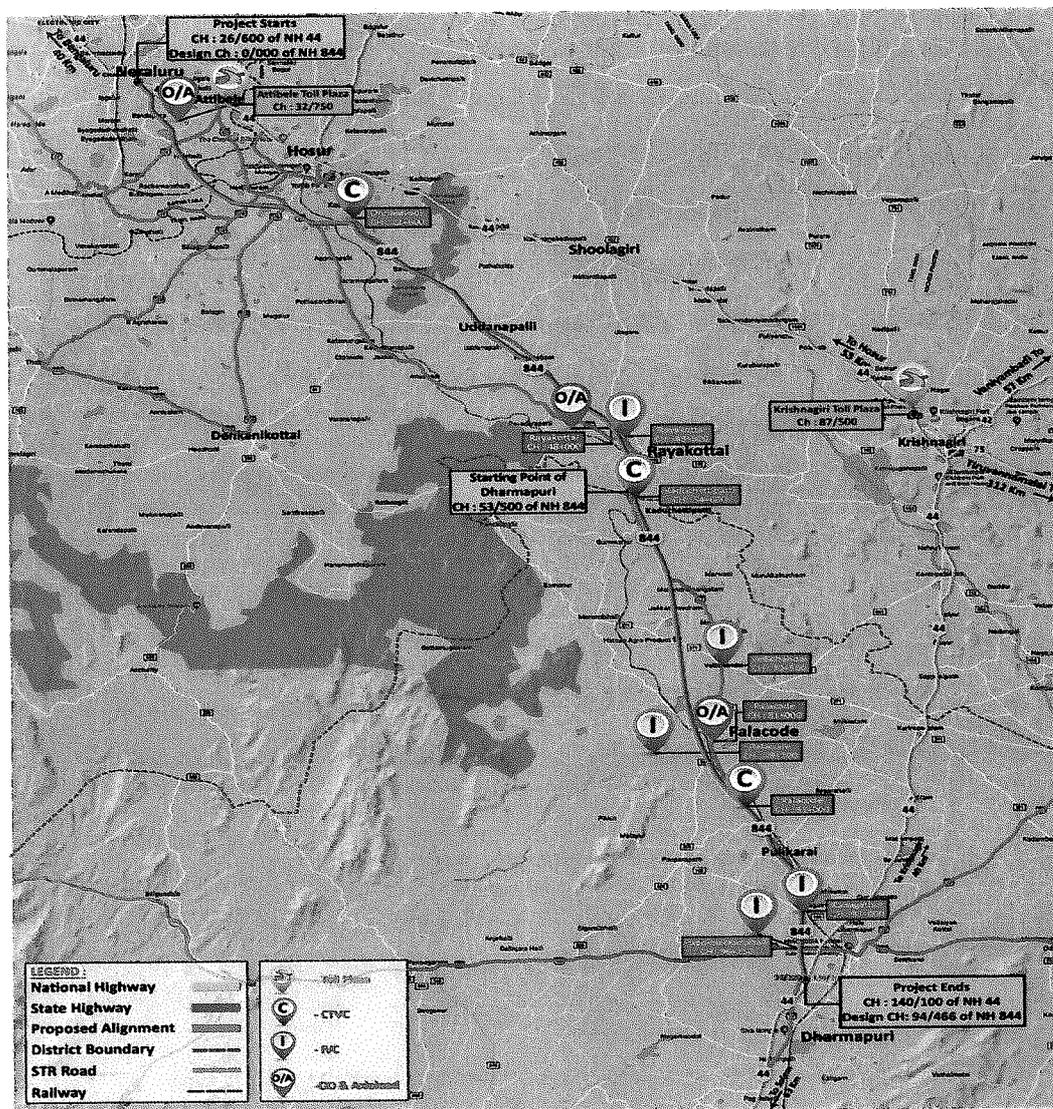


Table 1: Locations & type of traffic surveys

S.No	Type of Survey	Existing Chainage (Km)	Location	Region	Duration of survey	Date of survey
1	Classified Traffic Volume Counts	22.600	Hosur - Rayakottai	Onnalvadi	7 Days	15.05.2018-21.05.2018
		54.600	Kaduchetipatti	Kaduchetipatti		12.05.2018-18.05.2018
		81.000	Palacode	Palacode		14.05.2018-20.05.2018
2	Turning Movements	48.800	Rayakottai	Rayakottai	24 hours	14.05.2018
		70.500	Velichandai	Velichandai		15.10.2018
		76.200	Palacode	Palacode		
		78.200	Palacode	Palacode		
		93.000	Kadagathur	Kadagathur		14.05.2018
96.150	Dharmapuri to Hogenakal	SH-60 Crossing				
3	OD Survey	32.750	Attibelli Toll Plaza	Attibelli	24 hours	02.12.2018
		48.800	Rayakottai	Rayakottai		18.10.2018
		81.000	Palacode	Palacode		17.10.2018
		87.500	Krishnagiri Toll Plaza	Krishnagiri		03.12.2018
4	Axle Load Survey	32.750	Attibelli Toll Plaza	Attibelli	24 hours	02.12.2018
		48.800	Rayakottai	Rayakottai		18.10.2018
		81.000	Palacode	Palacode		17.10.2018
		87.500	Krishnagiri Toll Plaza	Krishnagiri		03.12.2018

3. Homogeneous Sections

The SH-17 highway is mostly influenced by traffic from surrounding villages and towns. The travel pattern is found to be uniform throughout the section and mostly bound beyond Hosur at north and Dharmapuri at south. After the detailed site visit and reconnaissance

survey, three homogenous sections have been identified on the entire stretch and are mentioned below along with the traffic details.

Table 2: Traffic in Homogenous Sections (ADT / AADT survey locations)

S.No	Homogeneous Section	Length (km)	Existing Road
1	Neraluru - Hosur - Onnalvadi	21.00	SH-85 & SH-17
2	Onnalvadi - Kaduchettipatti	32.00	SH-17
3	Kaduchettipatti - Karagadahalli - Kakkanjipuram	45.90	SH-17

4. Traffic Projections

Traffic was projected by using both estimated and adopted growth rates, but as per ToR, traffic projected from adopted growth rate (5%) has been considered for capacity analysis. Only toll able vehicles are considered for projections.

As per circular NHAI/Bharatmala/EC/DPR/2016 dated 14th May 2018, up to 20000 PCU's 4-Lane is considered, 20000-30000 PCU's 6-Lane is proposed and above 30000 PCU's 8-Lane is proposed. The years of upgradation for every homogeneous section are mention below.

Table 3: Recommended Traffic Growth Rates

Homogenous Section	Year of up-gradation for 4-Lane	Year of up-gradation for 6-Lane
HS-1 (Neraluru - Hosur - Onnalvadi)	2020	2027
HS-2 (Onnalvadi - Kaduchettipatti)	2019	2027
HS-3 (Kaduchettipatti - Karagadahalli - Kakkanjipuram)	2022	2030

5. CLASSIFIED TRAFFIC VOLUME COUNTS

The summary of all data collected from traffic survey for three locations on the Project Road is presented in Table 4. Average Daily Traffic (ADT) both in Vehicles and PCU per day during the month of May 2018 is summarized in this table.

There is no significant Agricultural activity in this area and hence seasonal correction is not considered, but to derive the AADT from ADT observed the seasonality in

traffic and adopted the factor as 1, so we can consider AADT equal to ADT. The traffic volume counts are given below.

Table 4: Traffic Volume at Three Locations of the Road Project, ADT / AADT in Vehicle & PCU per day

Traffic Volume at Three location of the road project - ADT in Vehicles/day & PCU/day						
Vehicles	Onnalavadi 22+600		Kaduchettipatti 54+600		Palacode 81+000	
	Vehicles/da Y	PCUs/da Y	Vehicles/da Y	PCUs/da Y	Vehicles /day	PCUs /day
Two Wheeler	7482	3741	5453	2726	5071	2535
Three Wheeler	124	124	102	102	177	177
Car/Jeep/Van/taxi	1784	1784	1702	1702	1144	1144
Bus	461	1383	376	1129	403	1209
LCV(Mini bus, Tempo)	1399	2098	1699	2548	1246	1869
2-Axle	1154	3463	1177	3530	801	2403
3 Axle	139	417	236	709	140	419
Multi Axle	32	146	74	332	19	86
Tractor With Trailer	49	221	33	147	50	226
Tractor Without Trailer	22	34	8	12	9	14
Cycle	12	6	11	6	32	16
Others	23	138	35	212	14	85
Animal Drawn	0	0	0	0	0	0
Hand Cart	0	0	0	0	1	2
TOTAL	12682	13554	10905	13155	9106	10185

Source: Traffic Survey May 2018

6. Estimated Traffic Diversion

A considerable quantum of traffic is expected to be diverted from NH - 44, this scenario has been studied from the available traffic data from Attibelli, Krishnagiri and Palayam toll plazas. It reveals that there is a possible diversion of about 20% minimum traffic between Attibelli and Palayam toll plazas and about 80% of the diverted traffic traverse till the end of this Project road. Hence the total traffic, Homogeneous section wise is estimated including the diverted traffic is tabulated under.

Table 5: Estimated Traffic in the Section - PCU/day

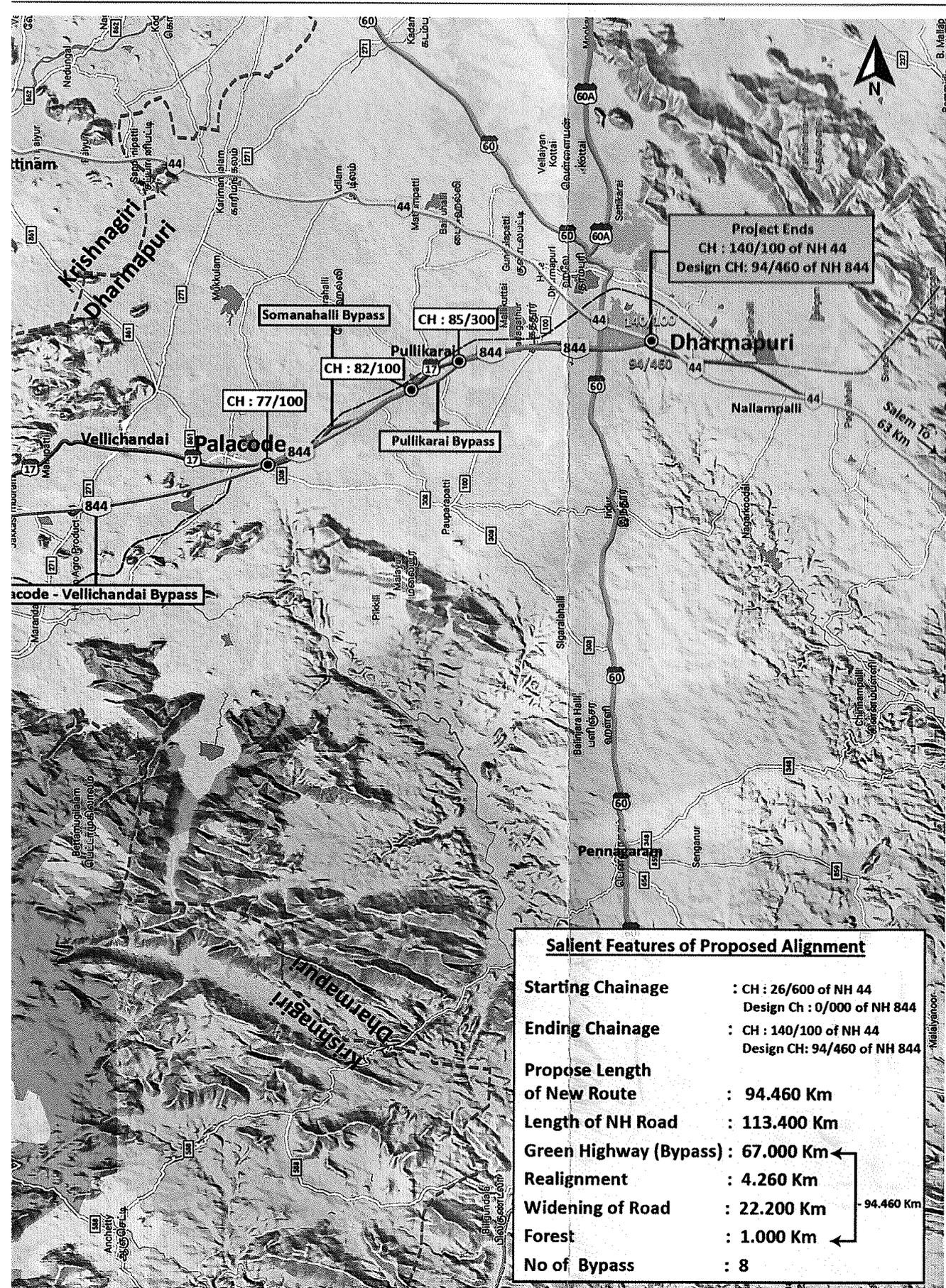
Homogeneous Section	Actual Traffic in Section	Diverted Traffic	Total Traffic
HS - 1	13554	12350	25904
HS - 2	13155	12637	25792
HS - 3	10185	13578	23763

7. PROJECTED TRAFFIC & CAPACITY ANALYSIS

The potential diverted has been forecasted using growth rates. Only Tollable vehicles are considered for projections. The projected traffic summary is represented in the following table.

Table 6: Summary of Projected Traffic

Year	Projecte d Traffic in PCU	Lane Configuration	Projected Traffic in PCU	Lane Configuration	Projected Traffic in PCU	Lane Configuration	Remarks
	22+600		54+600		81+000		
2018	9289	2 Lane Paved Shoulder	9951	2 Lane Paved Shoulder	7131	2 Lane Paved Shoulder	Projected Traffic
2019	9842	2 Lane Paved Shoulder	10549	4 Lane divided	7525	2 Lane Paved Shoulder	
2020	10442	4 Lane divided	11199	4 Lane divided	7951	2 Lane Paved Shoulder	
2021	11095	4 Lane divided	11906	4 Lane divided	8412	2 Lane Paved Shoulder	Construction period ends
2022	20375	4 Lane divided	21246	4 Lane divided	17480	4 Lane divided	Increase in traffic Diversion of 20% from NH- 44
2023	21141	4 Lane divided	22032	4 Lane divided	18147	4 Lane divided	
2024	21992	4 Lane divided	22907	4 Lane divided	18886	4 Lane divided	
2025	22942	4 Lane divided	23883	4 Lane divided	19709	4 Lane divided	
2026	24001	4 Lane divided	24971	4 Lane divided	20625	4 Lane divided	
2027	25181	6 Lane Divided	26183	6 Lane Divided	21644	4 Lane divided	
2028	26493	6 Lane Divided	27529	6 Lane Divided	22775	4 Lane divided	
2029	27950	6 Lane Divided	29024	6 Lane Divided	24029	4 Lane divided	
2030	29567	6 Lane Divided	30683	6 Lane Divided	25419	6 Lane Divided	
2031	31360	6 Lane Divided	32521	6 Lane Divided	26958	6 Lane Divided	
2032	33347	6 Lane Divided	34558	6 Lane Divided	28662	6 Lane Divided	
2033	35546	6 Lane Divided	36812	6 Lane Divided	30547	6 Lane Divided	
2034	37980	6 Lane Divided	39306	6 Lane Divided	32631	6 Lane Divided	
2035	40673	6 Lane Divided	42064	6 Lane Divided	34934	6 Lane Divided	
2036	43651	6 Lane Divided	45113	6 Lane Divided	37480	6 Lane Divided	
2037	46942	6 Lane Divided	48483	6 Lane Divided	40292	6 Lane Divided	
2038	50580	6 Lane Divided	52206	6 Lane Divided	43398	6 Lane Divided	
2039	54599	6 Lane Divided	56319	6 Lane Divided	46828	6 Lane Divided	
2040	59038	6 Lane Divided	60862	8 Lane Divided	50615	6 Lane Divided	
2041	63942	8 Lane Divided	65878	8 Lane Divided	54795	6 Lane Divided	
2042	69357	8 Lane Divided	71416	8 Lane Divided	59409	6 Lane Divided	
2043	75336	8 Lane Divided	77530	8 Lane Divided	64502	8 Lane Divided	
2044	81938	8 Lane Divided	84279	8 Lane Divided	70123	8 Lane Divided	



Salient Features of Proposed Alignment

Starting Chainage	: CH : 26/600 of NH 44 Design Ch : 0/000 of NH 844
Ending Chainage	: CH : 140/100 of NH 44 Design CH: 94/460 of NH 844
Propose Length of New Route	: 94.460 Km
Length of NH Road	: 113.400 Km
Green Highway (Bypass)	: 67.000 Km
Realignment	: 4.260 Km
Widening of Road	: 22.200 Km
Forest	: 1.000 Km
No of Bypass	: 8

SCOPE OF WORK:
 consultancy Services for preparation of DPR for development of Economic Corridors, Inter Corridors, Feeder Routes and National Corridors (GQ and NS-EW Corridors) to improve the efficiency of freight movement in India under National Road Pariyojana (Lot - 6) Package - 2.

TCH - 1: FOUR LANING OF NERALUR (KA) - KOTHAKONDAPALLI (TN) - AKOTTAI - DHARMAPURI SECTION OF NEW NH - 844, UNDER RATMALA PARIYOJANA ON HYBRID ANNUITY MODE.

CONSULTANT :-
 **M/s K&J PROJECTS PRIVATE LIMITED**
 in association with
 **COS CONSULTANCY SERVICES**
 No.6/13,Kamaraj Nagar,4th Street,
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 E-mail:cosconsultancy@gmail.com

TITLE :
INDEX PLAN
DATE : 11-04-2019

1	2	3	4	5	6	7	8	9	10	11	12
next page 64B											
379	(B) 379-B	ர	4	...	8-5	10	1 09	0 66.0	0 72	14 மு. பரிதாயாகிள்,	
	C -C	ர	4	...	8-5	10	1 09	0 05.0	0 06	14 மு. பரிதாயாகிள்.	
								1 12.0	1 25		
380	A 380-A	அ	4	...	...	...	...	0 40.5	...	...	வாரி.
	B -B	ர	4	...	8-5	10	1 09	0 26.5	0 31	14 மு. பரிதாயாகிள்.	
								0 67.0	0 31		
381	A 381-A	ர	4	...	8-5	10	1 09	0 02.0	0 06	14 மு. பரிதாயாகிள்.	
	(B) -B	ர	4	...	8-5	10	1 09	0 93.0	1 01	14 மு. பரிதாயாகிள்.	
								0 95.0	1 07		
382	A 382-A	ர	4	...	8-5	10	1 09	0 52.0	0 56	14 மு. பரிதாயாகிள்.	
	B -B	அ	4	...	...	...	...	0 84.0	...	...	வாரி.
								1 36.0	0 56		
383	(A) 383-A	ர	4	...	8-5	10	1 09	0 43.0	0 47	768 வெ. ராமண்ணா.	
	B -B	ர	4	...	8-5	10	1 09	0 26.5	0 29	14 மு. பரிதாயாகிள்.	
								0 69.5	0 76		
384	...	384	ர	4	...	8-5	10	1 09	0 24.0	0 26	767 நா. வெங்கட சாமி ரெட்டி.
385	1 385-1	அ	தி.ஏ.த	...	...	...	...	2 44.0	...	...	கல்லாங்குத்து.
	2 -2	ர	4	...	8-5	10	1 09	1 05.0	1 15	767 நா. வெங்கட சாமி ரெட்டி.	
								3 49.0	1 15		
386	...	386	அ	4	...	...	...	2 34.0	...	...	தீர்ப்பிடிப்பு.
387	...	387	அ	4	...	...	...	0 54.5	...	...	வாரி.
388	...	388	ர	4	...	8-5	10	1 09	0 74.0	0 81	767 நா. வெங்கட சாமி ரெட்டி.
389	(1) 389-1	ர	4	...	8-5	10	1 09	2 10.0	1 30	567 ஒ. முனுசாமி.	
	2 -2	ர	4	...	8-5	10	1 09	0 59.0	0 64	614 தி. முனிசாமி.	

1	2	3	4	5	6	7	8	9	10	11	12
389	389-3	ர	பு	...	8-5	10	1 09	2 20.5	2 40	767 நா. வெங்கட சாமி ரெட்டி.	
								4 89.5	4 34		
390	390	அ	பு	...	8-5	10	1 09	0 37.0	0 40	...	போடுகால்.
391	391	அ	பு	...	...	...	...	5 65.5	...	...	சேஷகிரி ஏரி.
392	392-பா	ர	பு	...	8-2	6	3 38	0 05.5	0 19	1030 தி. வெங்கடப்பா (1), தி. முனிவெங்கடப்பா (2), ஜெயராமன். (3).	கிணறு.
	2 -பா	ர	பு	...	8-2	6	3 38	0 03.5	0 12	773 தி. வெங்கடப்பா.	
	3 -பா	ர	பு	...	8-2	6	3 38	0 00.5	0 06	365 தி. முனிவெங்கடப்பா.	
	4 -பா	ர	பு	...	8-2	6	3 38	0 07.0	0 24	469 மு. ஜெயராமன்.	
								0 16.5	0 61		
393	393-பா	ர	பு	...	8-2	6	3 38	0 07.5	0 25	469 மு. ஜெயராமன்.	
	2 -பா	ர	பு	...	8-2	6	3 38	0 10.5	0 35	565 தி. முனிவெங்கடப்பா.	
	3 -பா	ர	பு	...	8-2	6	3 38	0 06.0	0 20	772 கோ. வெங்கடேசப்பா.	
	4 -பா	ர	பு	...	8-2	6	3 38	0 05.5	0 19	439 மா. பாபண்ணா.	
	5 -பா	ர	பு	...	8-2	6	3 38	0 06.0	0 20	677 மா. ராமசுந்திரப்பா.	
	6 -பா	ர	பு	...	8-2	6	3 38	0 06.5	0 22	772 கோ. வெங்கடேசப்பா.	
	7 -பா	ர	பு	...	8-2	6	3 38	0 17.5	0 59	321 சி. சொன்னப்பா.	
	8 -பா	ர	பு	...	8-2	6	3 38	0 14.5	0 49	609 மு. முனியப்பா.	
	9 -பா	ர	பு	...	8-2	6	3 38	0 15.0	0 53	229 வெ. கிண்பப்பா (எ) திம்மராயப்பா.	
	10 -பா	ர	பு	...	8-2	6	3 38	0 01.5	0 07	858 கு. குடம்மா (1), சி. குடப்பா (2).	
	11 -பா	ர	பு	...	8-2	6	3 38	0 40.0	1 35	858 கு. குடம்மா (1), சி. குடப்பா (2).	
								1 30.5	4 44		

2	3	4	5	6	7	8	9	10	11	12
						கு. அ. ப.	இல. எர்ஸ்	கு. வ. ப.		
462-2B	0	4	...	8-3	7	2 77	0 03-5	0 10	745	ம. சீலர் மயர்ப்பா.
							0 19-0	0 33		
463	0	4	...	...	...	...	0 08-5	...	...	பாடல்கள் Free Carriage உட்கார் 200 பாடல்கள்
							6-75-0			
464	0	4	...	8-3	10	1 09	0 75-5	0 82	1064	அ. மய்யத்தோடு சாஸ்ய (1), அ. மய்யத்தோடு சாஸ்ய (2), சாஸ்யத்தோடு (3), அப்துல் ஹய்யர் (4).
										For 8. 7. 87 2007
465	0	4	...	...	...	...	0 35-5	...	...	சீலர் மயர்ப்பா
466	0	4	...	8-3	7	2 77	0 13-0	0 36	1064	அ. மய்யத்தோடு சாஸ்ய (1), அ. மய்யத்தோடு சாஸ்ய (2), சாஸ்யத்தோடு (3), அப்துல் ஹய்யர் (4).
467	0	4	...	8-5	10	1 09	1 03-0	1 12	1064	அ. மய்யத்தோடு சாஸ்ய (1), அ. மய்யத்தோடு சாஸ்ய (2), சாஸ்யத்தோடு (3), அப்துல் ஹய்யர் (4).
468	0	4	...	8-4	9	1 38	0 21-5	0 29	748	சா. சாஸ்யத் தோடு.
469	0	4	...	8-4	9	1 38	1 48-0	2 04	1065	ச. மய்யத்தோடு சாஸ்ய (1), சீலர் மயர்ப்பா (2), சீலர்மயர்ப்பா (3), மய்யத்தோடு (4).
470 1	0	4	...	8-3	7	2 77	0 11-5	0 32	228	சா. சாஸ்யத் தோடு.
2	0	4	...	8-3	7	2 77	0 47-5	1 31	229	சா. சாஸ்யத் தோடு சாஸ்ய.
							0 59-0	1 63		
471 1	0	4	...	8-2	6	3 38	0 40-0	1 35	749	சா. சாஸ்யத் தோடு சாஸ்யத் தோடு சாஸ்யத் தோடு சாஸ்யத்
2	0	4	...	8-3	7	2 77	0 44-0	1 22	648	ம. சீலர் மயர்ப்பா.
							0 34-0	7 57		

2	3	4	5	6	7	8	9	10	11	12
71K	462-2B	ர	4	...	8-3	7	2 77	0 03-5	0 10	745 கு. சேர வழிப்பாட.
								0 19-0	0 53	
...	463	ச	4D	...	...	...	...	0 08-5	...	
...	464	ர	4	...	8-3	10	1 09	0 75-0 0 75-5	0 82	1064 அ. மயங்கச்சேரி சாஸ்ய (1), அ. மயங்கச்சேரி சாஸ்ய (2), வையத்தலாறை (3), அப்துல் ஸுப்பான் (4).
...	465	ச	4D	...	...	...	...	0 35-5	...	
...	466	ர	4	...	8-3	7	2 77	0 13-0	0 36	1064 அ. மயங்கச்சேரி சாஸ்ய (1), அ. மயங்கச்சேரி சாஸ்ய (2), வையத்தலாறை (3), அப்துல் ஸுப்பான் (4).
...	467	ர	4	...	8-3	10	1 09	1 03-0	1 12	1064 அ. மயங்கச்சேரி சாஸ்ய (1), அ. மயங்கச்சேரி சாஸ்ய (2), வையத்தலாறை (3), அப்துல் ஸுப்பான் (4).
...	468	ர	4	...	8-4	9	1 38	0 21-5	0 29	748 வர. வாரிதாமி.
...	469	ர	4	...	8-4	9	1 38	1 48-0	2 04	1065 கு. பெரியபொரு வழிப்பா (1), சிவசு முனிவழிப்பா (2), சீமந்தாழ்வாரி (3), முனிவழிப்பா (4).
71G	1 470-1	ர	4	...	8-3	7	2 77	0 11-5	0 32	228 வர. வையத் தலாறை.
	2 -2	ர	4	...	8-3	7	2 77	0 47-5	1 31	229 வர. வையத் தலாறை சாஸ்ய.
								0 59-0	1 65	
1	1 471-1	ர	4	...	8-2	6	3 38	0 40-0	1 35	749 வர. வையத் தலாறை முனிவழிப்பா (வீதி)
	2 -2	ர	4	...	8-3	7	2 77	0 44-0	1 22	648 கு. சேர வழிப்பா.
								0 84-0	3 57	

பாடகல்.
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உரை அடி
படி
7.8.9.8
For. 7.8.9.8
2-3-9
சேனா
வர கு
குடகல்.

1	2	3	4	5	6	7	8	9	10	11	12
333	...	333	ர	4	...	8-2	6	3 38	0 73-0	2 47	579 M. வெங்கடசாமி.
334	...	334	ர	4	...	8-5	10	1 09	1 11-0	1 21	579 M. வெங்கடசாமி.
335	1	335-1A	ர	4	...	8-2	6	3 38	1 19-5	4 04	587 வெள்ளியப்பா மணலாதி வெங்கடசாமிப்பள்ளம்.
	2	-1A	ர	4	...	8-2	6	3 38	0 43-0	1 45	210 கு. வெள்ளியப்பா.
	3	-1A	ர	4	...	8-2	6	3 38	0 44-0	1 49	131 மணலாதி மணலாதி - வெள்ளியப்பா.
336	1	336-1	ர	4	...	8-2	6	3 38	2 06-5	6 98	
	2A1	-2A 1A	ர	4	...	8-2	6	3 38	0 42-5	1 44	590 வெங்கடசாமிப்பள்ளம்.
	2A2	-2A 1A	ர	4	...	8-2	6	3 38	0 38-5	1 30	1190 இ. முகம்மது கஜல் (1), இ. அப்துல் மஜீத் (2).
	2B	-2B	ர	4	...	8-2	6	3 38	0 42-0	1 41	903 மு. முகம்மது கஜல் (1), கு. அக்பர் (2).
									0 58-3	1 98	356 வெ. வெ. வெ. சம்பாதி.
									1 81-5	6 13	
337	...	337	ர	4	...	8-2	6	3 38	1 21-5	4 17	983 சி. அப்துல் கரீம் (1), சி. அப்துல் கரீம் (2), சி. முகம்மது மஸூதா (3).
338	1A	338-1A	ர	4	...	8-2	6	3 38	0 12-3	0 42	16 இ. அப்துல் மஜீத்.
	1B	-1A	ர	4	...	8-2	6	3 38	0 12-3	0 42	377 இ. முகம்மது கஜல்.
	1C	-1A	ர	4	...	8-2	6	3 38	0 30-5	0 70	20 மு. அக்பர்.
	2	-2	ர	4	...	...	...	...	0 77-3	...	...
	3	-3	ர	4	...	...	...	...	0 09-5	...	...
									1 32-3	1 34	...
									1 10-0	...	...
339	...	339	ர	4	...	...	...	...	...	...	...

Post page NO. 198

Page NO. 319

...

2	3	4	5	6	7	8	9	10	11	12
639-1	2 11-0	...	...	...
640	8-3	7	2 77	0 19-0	0 21	376 ம. தஞ்சை- செட்டி.	...
641	0 63-5	...	...	...
642-1	8-3	7	2 77	0 49-5	1 35	19 ம. தஞ்சை- செட்டி.	...
642-2	8-3	7	2 77	0 23-0	0 64	123 ம. தஞ்சை- செட்டி.	...
643-1	8-3	7	2 77	0 03-0	0 04	19 ம. தஞ்சை- செட்டி.	...
643-2	8-3	7	2 77	0 19-0	0 53	133 ம. தஞ்சை- செட்டி.	...
643-3	8-3	7	2 77	0 36-5	1 01	579 ம. தஞ்சை- செட்டி.	...
643-4	8-2	6	3 38	0 74-0	2 70	542 ம. தஞ்சை- செட்டி.	...
643-5	8-2	6	3 38	0 04-0	0 14	543 ம. தஞ்சை- செட்டி.	...
643-6	8-2	6	3 38	0 05-0	0 17	541 ம. தஞ்சை- செட்டி.	...
643-7	8-2	6	3 38	0 48-5	1 64	7 ம. தஞ்சை- செட்டி (1), தஞ்சை (2), தஞ்சை (3).	...
643-8	8-2	6	3 38	0 65-0	2 23	765 M. M. தஞ்சை- செட்டி.	...
							1 14-5	3 87		

K. 10
செட்டி

1	2	3	4	5	6	7	8	9	10	11	12
172	① 172-1	ர	4	...	7-2	3	3 38	0 88.5	3 00	526 P. S. லஷ்மண செட்டியும் இன்னும் ஐந்து பேர்களும். *	
	2	-2	அ	4	...	...	...	5 48.5	...	.....	ஏரி.
	3	-1	ர	4	...	7-2	3 38	0 04.5	0 15	526 P.S. லஷ்மண செட்டியும் இன்னும் நான்கு பேர்களும். *	
								6 41.5	3 15		
173	1 173-1	ர	4	...	7-2	3	3 38	0 30.0	1 01	70 குப்பன்.	
	2	-2	அ	தி.ஏ.த.	...	...	...	0 16.0	...	.....	பாறை
	3	-3	ர	4	...	7-2	3 38	0 04.0	0 14	102 சாமக்காள்.	
	4	-4	ர	4	...	7-3	3 38	0 80.0	2 70	71 குப்பம்மாள்.	
	5	-5	ர	4	...	7-2	3 38	0 52.5	1 78	70 குப்பன்.	
	6	-3	ர	4	...	7-2	3 38	0 14.0	0 47	205 தூருவாசன்.	
	7	-3	ர	4	...	7-2	3 38	0 03.0	0 10	507 தூர்வாசனும் இன்னும் இரண்டு பேர்களும். *	கிணறு
	8	-3	ர	4	...	7-2	3 38	0 16.0	0 54	102 சாமக்காள்.	
	9	-3	ர	4	...	7-2	3 38	0 02.0	0 07	205 தூர்வாசன்.	
	10	-3	ர	4	...	7-2	3 38	0 20.0	0 68	103 சாக்கன்.	
	11	-3	ர	4	...	7-2	3 38	0 19.0	0 64	102 சாமக்காள்.	
	12	-3	ர	4	...	7-2	3 38	0 08.5	0 29	103 சாக்கன்.	
	13	-3	ர	4	...	7-2	3 38	0 08.0	0 27	205 தூர்வாசன்.	
	14	-3	ர	4	...	7-2	3 38	0 03.0	0 10	485 தூர்வாசனும் இன்னும் ஒருவரும். *	
	15	-3	ர	4	...	7-2	3 38	0 03.5	0 12	102 சாமக்காள்.	
	16	-3	ர	4	...	7-2	3 38	0 06.0	0 20	103 சாக்கன்.	
	17	-3	ர	4	...	7-2	3 38	0 05.0	0 17	102 சாமக்காள்.	
	18	-3	ர	4	...	7-2	3 38	0 02.0	0 07	71 குப்பம்மாள்.	
								3 38.6	9 35		
174	... 174	ர	4	...	7-2	3	3 38	4 00.0	13 54	508 அருணாசலமும் இன்னும் இரண்டு பேர்களும். *	
175	1 175-1	ர	4	...	7-2	3	3 38	0 31.0	1 04	152 (235) பாளப்பன்.	

* விவரப்பட்டியைப் பார்க்கவும்.

1	2	3	4	5	6	7	8	9	10	11	12
172	① 172-1	ர	பு	...	7-2	3	3 38	0 88.5	3 00	526 P. S. லக்ஷ்மண செட்டியும் இன்னும் ஐந்து பேர்களும். *	
2	-2	அ	புற	...	...	...	...	5 48.5	...	.....	ஏரி.
3	-1	ர	பு	...	7-2	3	3 38	0 04.5	0 15	526 P. S. லக்ஷ்மண செட்டியும் இன்னும் நான்கு பேர்களும். *	
								6 41.5	3 15		
173	1 173-1	ர	பு	...	7-2	3	3 38	0 30.0	1 01	70 குப்பன்.	
2	-2	அ	தி.ஏ.த.	...	...	...	...	0 16.0	...	.....	பாறை.
3	-3	ர	பு	...	7-2	3	3 38	0 04.0	0 14	102 சாமக்காள்.	
4	-4	ர	பு	...	7-3	3	3 38	0 80.0	2 70	71 குப்பம்மாள்.	
5	-5	ர	பு	...	7-2	3	3 38	0 52.5	1 78	70 குப்பன்.	
6	-3	ர	பு	...	7-2	3	3 38	0 14.0	0 47	205 தூருவாசன்.	
7	-3	ர	பு	...	7-2	3	3 38	0 03.0	0 10	507 தூர்வாசனும் இன்னும் இரண்டு பேர்களும். *	கிணறு.
8	-3	ர	பு	...	7-2	3	3 38	0 16.0	0 54	102 சாமக்காள்.	
9	-3	ர	பு	...	7-2	3	3 38	0 02.0	0 07	205 தூர்வாசன்.	
10	-3	ர	பு	...	7-2	3	3 38	0 20.0	0 68	103 சாக்கன்.	
11	-3	ர	பு	...	7-2	3	3 38	0 19.0	0 64	102 சாமக்காள்.	
12	-3	ர	பு	...	7-2	3	3 38	0 08.5	0 29	103 சாக்கன்.	
13	-3	ர	பு	...	7-2	3	3 38	0 08.0	0 27	205 தூர்வாசன்.	
14	-3	ர	பு	...	7-2	3	3 38	0 03.0	0 10	485 தூர்வாசனும் இன்னும் ஒருவரும். *	
15	-3	ர	பு	...	7-2	3	3 38	0 03.5	0 12	102 சாமக்காள்.	
16	-3	ர	பு	...	7-2	3	3 38	0 06.0	0 20	103 சாக்கன்.	
17	-3	ர	பு	...	7-2	3	3 38	0 05.0	0 17	102 சாமக்காள்.	
18	-3	ர	பு	...	7-2	3	3 38	0 02.0	0 07	71 குப்பம்மாள்.	
								3 38.0	9 35		
174	... 174	ர	பு	...	7-2	3	3 38	4 00.0	13 54	508 அருணாசலமும் இன்னும் இரண்டு பேர்களும். *	
175	1 175-1	ர	பு	...	7-2	3	3 38	0 31.0	1 04	152 235) பாறப்பன்.	

* விவரப்படிபையைப் பார்க்கவும்.

PROVISION OF ELEPHANT UNDERPASS AT SANAMAVU RESERVE FOREST

The alignment passes through Sanamavu Reserve Forest, in which Elephants pass between Km 26/900 and Km 27/915, this 1Km highway has been proposed to widen from present 2 lane configuration into 4 lane configuration in the road and 8 lane configuration for bridge for a length of 240 met at elevated level enabling the Elephants pass beneath the viaducts of elevated corridor and hence an additional 3.5 Hectare land was requested from the Forest Department. The Exact location marked by the forest Department was proposed for a underpass enabling Elephants to cross the Sanamavu Forest at design chainage 27/400 – 27/640, with 8 Nos' of 30m spans forming 240m long viaducts With Average vertical clearance of 7 m.

ALIGNMENT PASSING AT GUMMANUR RESERVE FOREST

The alignment also passes through Gummanur Reserve Forest between design chainage Km 56/200 and Km 56/500, the present 2 lane highway is proposed to widen into 4 lane highway. As the adjoining land falls under Gummanur Forest, an extent of 0.5117 Hectare land was requested from the Forest Department for augmentation of the highway.