DPR Studies for Development of Economic Corridors, Inter Corridors, Feeder Routes to improve the efficiency of freight movement in India under Bharatmala Pariyojana - Lot 3/ Andhra Pradesh, Karnataka, Goa & Kerala /Package 1

(Name of Corridor: Satellite Town Ring Road (STRR) Phase-III from Design Ch. 138+000 to Ch. 179.969)

SALIENT FEATURES

- The Satellite Town Ring Road (STRR) (New National Highway- NH 948A) is having a total length of 179+969 Km. The Project will be taken in 3 Phases viz. Phase-I (From Ch. 0+00 to Ch. 82+200), Phase-II (From Ch. 82+200 to Ch. 138+000), Phase-III (From 138+000 to Ch. 179+969). This application is for the proposed Phase-III of the Project

- The Proposed Phase-III starts from Ch. 138+000 near at KNT/TN border and end at Ch. 179+769 at TN/ Karnataka Border.

- The total length of the STRR project (Phase-III) is 41.969 Km.

- The Land use pattern within 10 km on either side of project area is predominantly agriculture followed by barren area. Total Land Acquisition shall be approx. 526.02ha.

- It is a Greenfield project and the proposed right of way (RoW) is kept as 75 m except at Interchange locations.

- The ending point of STRR phase-III will be at Karnataka/Tamil Nadu State border near Deeviripalli village of Hosur Taluk (Krishnagiri District).

- Hosur is an automobile industry town located in the vicinity of about 7 km away from Karnataka state border. This city generates huge amount of through traffic and currently experiencing massive traffic congestion. The STRR Phase-III is designed based on to inclusion of Ring Road of Hosur town, Automobile Hub of Tamil Nadu and Connecting with proposed KITCO alignment.

- Feasibility for modifying the alignment of STRR will further modified to avoid built up areas, tanks, religious structures burial grounds etc. to ensure minimal Social Impact.

- Safety measures will be provided as per NHAI Safety Manual and IRC: SP 88. Safety Measures, as provided in NHAI Safety Manual i.e. Unit-3 (pertaining to Traffic Safety , such as traffic control zone, advance warning zones, traffic control devices, regulatory & warning signs cylindrical cones, drums, flagman, Barricades , Pedestrian Safety , speed control etc) and other safety guidelines & measures suggested in Unit -4 (Construction Zone Safety) , Unit 5 (Temporary Structures Safety), Unit-6 (Workers & Work Zone Safety) , Unit-7 (Electrical & Mechanical Safety) will be strictly implemented . All required illustrative plans for safety at construction sites keeping in view all situations highlighted IRC: SP: 55 and in NHAI Safety Manual will be prepared and strictly implemented.

- The detail of tree will be collected during topographical surveys. Efforts will be made to minimize the trees loss by restricting tree cutting within formation width. Avenue plantation shall be carried out as per IRC SP: 21:2009 on available ROW apart from statutory requirements. The enumerations (tree inventories) of total trees and trees to be affected will be prepared during detailed EIA study and the preparation of Forest Clearance proposals, in local & scientific names and girth range specific manner.

Salient Features of the Project

Item	Phase-III (Design Ch. 138+000 to Ch. 179+969)
Length of the existing alignment	This is a Greenfield project
Length of new alignment proposed (kilometers)	41.969
Administrative locations	1 district namely Krishnagiri
State	Tamil Nadu
Terrain	Plain/Rolling
Width of the new alignment/ PROW (meters)	75m for the entire project road
Built-up locations	15 location Kappakollu, Payarakanahalli, S. Mudugandanahally, Golisandram, Thorapalli Agraharam, Kothur, Perandapalli, Kadirapalli, Alur, Dasapalle, Payarkuttalai, Nandimangalam, Attur, B. Mudaganahalli, Kadiriganadinna, Sampangere
Existing Carriageway	Nil
Proposed Carriageway	6 Lane
No. of Proposed Minor Bridge	5
No. of Proposed Major Bridge	1
Total No. of Proposed Bridges	6
ROBs	1 (Km 158.832)
Existing RCC/Slab/Pipe/Arch	0
Total No of Box/Pipe Culverts	73
Proposed Vehicular Underpass	9
Proposed Viaduct	0
Proposed Interchanges	5
Existing Bus Bays	0
Proposed Bus Bays	0
Ex.Truck Lay byes	0
Proposed Flyover	0
Project road within 15 Km of Wildlife Sanctuary	The proposed road location boundary is passing within 15Km from Bannerghatta National Park's ESZ.
Proposed design Speed (kmph)	100 Kmph
Water requirement in m3/day	1,646,033
Aggregate requirement in lakh Cum	13.88
Cement requirement in lakh Tonne	1.17
Bitumen requirement in lakh Tonne	0.22
Earth requirement in lakh Cum	63.82
Sand requirement in lakh Cum	4.75
Steel Requirement in Tonnes	0.29
Proposed LA on the Alignment in ha. (A)	41.969*75 = 314.77
Approx. Interchange Area in ha.(B)	5*(650m*650m)=211.25
Total LA in ha. (A+B=C)	526.02
Total Project Cost Rs.	13,269,888,761
Environmental cost Rs.	Approx. 2% of the project cost