

Environmental Impact Assessment

PUBLIC

July 2026

India: Karnataka Rural Roads Improvement Project

Part 4 of 4 – Appendixes 23 to 25

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Appendix 23 Public Consultations by ACC Consultants

Public Consultations by ACC Consultants

SN	Item	Details	
	Name of Consultant, Experts Names	Guru Prasad,Keshva,Veeresh,Sharanappa	
1	Location of Consultation (road name and id, village name, block name, district name)	Road ID_ 1532, _ Gobbur B to Bandarawad	
2		Road ID_ 1535, _ Teloni to Jewargi K road	
3		Road ID_ 2318, _ Sangolgi B to Yelenawadagi via Gunjbablad ,Bolani	
4		Road ID_ 2338, _ Dargasirur to Lingadalli cross via kerrur	
5		Road ID_ 1494, _ Kanakapur (SH75) to Huvinbhavi Via Kanakapur ,Rustampur	
6		Road ID_ 1505, _ Tumkunta To Jangleepeer Tanda cross via Salebeernalli	
7		Road ID_ 2631, _ Honagunta to Taluka Border Via Kadehalli	
8		Road ID_ 4348, _ Malgatti Cross to Yargal	
9		Road ID_ 4435, _ Ladlapur to Chachunaik thanda	
10		Road ID_ 2409, _ Udnoor- Seetanoor cross to minajagi	
11		Road ID_ 3896, _ Bhimalli to Keri Bhosga	
12		Road ID_ 4592, _ Syed chincholi to jamga B	
13		Road ID_ 3321, _ MDR to Hodal via Jawalga (B)	
14		Road ID_ 3349, _ kalhangaraga cross to Mallapanwadi via Kottaraga	
15		Road ID_ 4948, _ NH-50 to MDR (Malgatti Cross)	
16		Road ID_ 4955, _ NH-50 Ring Road to Sindagi via Zafarabad	
17		Road ID_ 4980, _ NH-50 To Belur J	
18		Road ID_ 5172, _ panegoan to panegoan tanda	
19		Road ID_ 5174, _ SH-51 to Ganjalkhed	
20		Road ID_ 317, _ Gogihal cross (SH-156) to Gogihal	
21		Road ID_ 2416, _ Jawalaga to Gobbarawadagi	
22		Road ID_ 2417, _ Sonna-Jawalaga Road (MDR) to Kasarbosaga	
23		Road ID_ 1547, _ Approach road (MDR) to Handanur	
24		Road ID_ 686, _ Venkatapur tanda to Jettur via, Venktapur(N)	
25		Road ID_ 3693, _ Venkatapur (N) to Karachkhed (Upto SH122)	
26		Road ID_ 4175, _ SH10 to Hanganalli-Udagi Road via Rajiv Nagar	
	Date of Consultation	From 22/05/2026 to 22/05/2026.	
	Number of Consultation	3 to 5 Times	
	Total Number of Participants	64	
	Number of Male and Female participants	Male-43, Female-21	
	Vulnerable group	No Vulnerable Group	
SL No	Topic	Issues Raised in Consultation	Consultant's Recommendations/Recommended measures/mitigation mesures in the EIA
1	Road Safety & Speeding	Residents requested measures to control vehicle speeds, especially near village schools, temples, and main junctions.	Traffic calming measures, including speed breakers, rumble strips, and proper warning sign boards at the curves, will be installed wherever it is required.The Contractor shall provide, erect and maintain informatory/safety signs, hoardings written in English and local language, wherever required or as suggested by the Environmental Specialist of PIU.

2	Safety Measures near Water Bodies	Community members highlighted the risk of accidents, expressing fear that vehicles, pedestrians, or livestock might skid and fall into adjacent village ponds or open water tanks, especially during the rainy season or at night.	The DPR estimate includes provisions for installing W-beam crash barriers or Guards stones along the stretches abutting deep water bodies. Additionally, reflective hazard markers, Cat Eyes's and cautionary signages will be deployed in accordance with IRC safety standards to ensure clear nighttime visibility. The Contractor shall construct silt fencing at the base of the embankment construction for the entire perimeter of any water body (including wells) adjacent to the project road and around the stockpiles at the construction sites including ancillary sites close to water bodies. The fencing shall be provided prior to commencement of earthwork. Contractor shall ensure that construction materials containing fine particles are stored in an enclosure such that sediment-laden water does not drain into nearby watercourse. On completion of construction of culverts and bridges, drainage channels shall be cleared by collecting debris and disposed suitably
3	Drainage & Water Logging	Farmers worried that raising the road elevation will cause rainwater to stagnate and flood adjacent low-lying fields and houses.	Adequate cross-drainage structures (pipe/box culverts) and unlined side drains are incorporated into the DPR to ensure the natural flow of rainwater and prevent waterlogging. The Contractor shall ensure that construction materials, debris, and excavated soil do not obstruct natural drainage paths or roadside drains, and do not cause waterlogging at work sites. Appropriate measures shall be taken to promptly remove any accumulated water from construction areas, labour camps, material storage yards, borrow areas, and excavated locations. Construction activities shall be planned in advance of the southwest monsoon season to minimize ponding of water, including provision of temporary cross-drainage arrangements wherever required. The Contractor shall implement adequate erosion and sediment control measures, including proper stacking, covering, and containment of construction and excavated materials to prevent runoff into adjoining areas and surface water bodies.
4	Land Encroachment	Villagers expressed concern about the loss of private agricultural land and boundary walls due to road widening.	For the community we informed that the project strictly involves the upgrading of an already existing road. All design improvements are confined entirely within the available existing Right of Way (RoW), ensuring there is no new land acquisition or loss of private property.
5	Drinking Water Pipelines	The Gram Panchayat pointed out that existing underground drinking water pipelines run parallel to the road.	The alignment survey has mapped the existing utility lines. The structural design accounts for shifting the pipelines where necessary, and the cost for utility relocation is included in the project estimate.

6	Cultural & Religious Structures	The community pointed out small roadside , statues, or sacred groves that fall very close to the proposed road edges.	A detailed Transect and survey confirms that there are no temples or culturally significant structures located within the existing Right of Way (RoW). Therefore, the road improvements will proceed without any impact on religious sites. All necessary and adequate care shall be taken to minimize impact on cultural properties which includes cultural sites and remains, places of worship including mosques, temples, shrines, etc., graveyards, monuments and any other important structures as identified during construction stage. Relocation and enhancement measures shall be taken up as per design and in consultation with local community. Access to such Properties from the road shall be maintained clear and clean.
7	Access to Public Amenities	The community requested that the muddy pathways leading from the main road to the village school and primary health center be improved.	Paved approach links connecting the main carriageway to critical public amenities (schools, hospitals) will be included in the project estimate, provided they fall within the manageable Right of Way (RoW).
8	Construction Disruptions	Local shopkeepers and residents raised issues regarding dust pollution and restricted access during the construction phase.	During the construction we strictly instructed to sprinkle water regularly to suppress dust. Temporary access ramps will be provided to ensure uninterrupted access to homes and businesses.
9	Local Employment	Unemployed youth requested opportunities for daily wage work during the road execution.	A clause will be emphasized recommending the contractor prioritize hiring local unskilled and semi-skilled labor during the construction period. The contractor preferably shall use unskilled/semiskilled labour from local areas to give the maximum benefit to the local community to avoid any additional stress on the existing facilities is included in EMP
10	Construction Timeline & Commuter Convenience	Residents requested that the road construction be completed as quickly as possible to minimize daily disruptions and ensure safe, unhindered movement for school children, local bus commuters, and auto-rickshaws.	The contractor will be bound by a strict project execution schedule mandated in the DPR to ensure timely completion. Furthermore, the work will be executed in a phased manner, prioritizing the rapid completion of stretches near schools and main commuter nodes to minimize public inconvenience.
11	Improper Waste Disposal	Villagers concern about Dumping of construction debris near roads and agricultural lands.	All arrangements for transportation during construction shall be considered incidental to the work and shall be planned and implemented by the Contractor as approved and directed by the Environmental Expert of PIU. The pre-designed disposal locations shall be a part of Solid Waste Management Plan which shall be prepared by the Contractor in consultation and with approval of Environmental Expert of PIU. Debris generated from pile driving or other construction activities shall be disposed in such a way that it does not flow into the agricultural land and surface water bodies or form mud puddles in the area. No dumping yard without forest clearance shall be undertaken or consent from village council.

12	Access to Houses and Shops	Residents bother regarding difficulty in accessing houses, shops, schools and health centers during construction.	The Contractor shall ensure that safe and convenient passage for vehicles, pedestrians, and livestock is maintained at all locations where the new road alignment intersects existing roads, village paths, or property accesses. Temporary connecting roads, diversions, or access provisions shall be provided as required to maintain uninterrupted movement. No existing access shall be blocked or restricted without providing adequate temporary arrangements. Construction of crossroads and junctions shall be executed in a phased manner to minimize disruption to traffic and local movement. Temporary access roads and construction-related diversions shall be planned, designed, and implemented by the Contractor with approval from the Environmental Specialist of the PIU. A detailed Traffic Management and Control Plan (TMCP) shall be prepared by the Contractor and submitted for approval at least seven days prior to commencement of construction activities on any road section. The TMCP shall include details of temporary access routes and diversions, traffic safety arrangements during construction, provisions for safe movement of vehicles and pedestrians, end-of-day traffic arrangements, night-time safety measures (including reflective signage, barricades, and lighting), precautions during transportation of hazardous materials, and deployment of trained flagmen at critical locations. All temporary diversions and access roads shall be always maintained in a trafficable condition, particularly during the monsoon season, to prevent disruption to traffic flow and inconvenience to road users. The Contractor shall provide advance information to local communities regarding changes in traffic routes, access restrictions, and pedestrian arrangements, and shall ensure adequate signage and public notices. Temporary access roads and detours shall be kept free from dust through water sprinkling at least three times daily and additionally as required, depending on weather conditions, proximity to settlements, and traffic volume.
13	Public Health and Hygiene	Dust, stagnant water and poor sanitation causing health issues.	All sanitary facilities shall be cleaned regularly at least twice during working hours. All temporary accommodation must be maintained in such a fashion that uncontaminated water is available for drinking, cooking and washing. Garbage bins must be regularly emptied, and garbage should be disposed of in a hygienic manner. Adequate health care is to be provided for the workforce. Unless otherwise arranged for by the local sanitary authority, arrangement for disposal of excreta shall be made by putting a layer of night soils at the bottom of a permanent tank prepared for the purpose and covering it with 15 cm layer of waste or refuse and then covering it with a layer of earth for a fortnight (by then it will turn into manure). On completion of the works, all such temporary structures shall be cleared away, all rubbish burnt, excreta or other disposal pits or trenches filled in and effectively sealed off, and the outline site left clean and tidy, at the Contractor's expense, to the entire satisfaction of the Engineer.
14	Damage to Agricultural Land	Village farmers Fear of crop damage and soil compaction due to movement of machinery.	Restrict vehicle movement within ROW and compensate damages if any occur.

15	Impact on Common Property Resources	Villagers and local panchayath is worried about impact on temples, bus stops, hand pumps and community structures.	The CPRs fall within Impacted zone of 100 m from the road, necessary safety measures such as safety barricading, safe access to the CPRs shall be provided by the contractor. Access to CPRs should not be interrupted, alternate access will be provided by the contractor.
16	Noise Levels from Construction Vehicles and Equipment's	Localites concern about noise levels during construction pahse	All vehicles and equipment used in construction works shall be fitted with exhaust silencers/mufflers. Maintenance and servicing of all construction vehicles and machinery shall be done regularly. Only acoustic enclosures fitted DG sets shall be allowed at the construction site and labour camp. At the construction sites within 150 m of the nearest habitation, noisy construction work and use of high noise generation equipment will be stopped during the nighttime between 10.00 pm to 6.00 am. Working hours of the construction activities shall be restricted around educational institutes/health centers (silence zones) up to a distance of 100 m from the sensitive receptors. Noise monitoring shall be carried out in construction areas through the approved monitoring agency
17	Culverts	Villageres concern about existing culverts	All necessary measures shall be taken especially while working close to cross drainage channels to prevent earthwork, stonework, materials and appendage as well as the method of operation from impeding cross-drainage at streams, water canals, existing irrigation and drainage systems. Demolition waste shall be collected and disposed as per the provision of Construction & Demolition Rule 2016 and new construction is propose where ever required
18	Dust Pollution	Localites asking regarding dust spread over the community	Road construction works, specially earth work and movement of construction vehicles plying during construction phase shall may add to dust and gaseous air pollution along the project road. Frequent dust suppression shall be ensured for this stretch of the road by use of water tankers. The contractor shall procure the construction machinery, which conforms to the pollution control norms specified by the MoEF&CC/CPCB/Karnataka Pollution Control Board. The excavated earth /construction materials shall be stored properly so that it does not generate fugitive emissions.

	Column1	
	Name of Consultant, Experts Names	Guru Prasad,Keshva,Veeresh,Sharanappa
	Location of Consultation (road name and id, village name, block name, district name)	(i) Kanvi Thanda to join Kunchuru Road in Harapanahalli Taluk Nandibewoor To join Nandiwevoor Thanda Road in Harapanahalli Taluk
	Date of Consultation	From 18/12/2025 to 22/12/2025.
	Number of Consultation	3 to 5 Times
	Total Number of Participants	112
	Number of Male and Female participants	Male-80, Female-32
	Vulnerable group	No Vvulnerable Group
SL No	Topic	Issues Raised in Consultation
1	Road Safety & Speeding	Residents requested measures to control vehicle speeds, especially near village schools, temples, and main junctions.
2	Safety Measures near Water Bodies	Community members highlighted the risk of accidents, expressing fear that vehicles, pedestrians, or livestock might skid and fall into adjacent village ponds or open water tanks, especially during the rainy season or at night.
3	Drainage & Water Logging	Farmers worried that raising the road elevation will cause rainwater to stagnate and flood adjacent low-lying fields and houses.

4	Land Encroachment	Villagers expressed concern about the loss of private agricultural land and boundary walls due to road widening.
5	Drinking Water Pipelines	The Gram Panchayat pointed out that existing underground drinking water pipelines run parallel to the road.
6	Cultural & Religious Structures	The community pointed out small roadside , statues, or sacred groves that fall very close to the proposed road edges.
7	Access to Public Amenities	The community requested that the muddy pathways leading from the main road to the village school and primary health center be improved.
8	Construction Disruptions	Local shopkeepers and residents raised issues regarding dust pollution and restricted access during the construction phase.
9	Local Employment	Unemployed youth requested opportunities for daily wage work during the road execution.
10	Construction Timeline & Commuter Convenience	Residents requested that the road construction be completed as quickly as possible to minimize daily disruptions and ensure safe, unhindered movement for school children, local bus commuters, and auto-rickshaws.
11	Improper Waste Disposal	Villagers concern about Dumping of construction debris near roads and agricultural lands.

12	Access to Houses and Shops	Residents bother regarding difficulty in accessing houses, shops, schools and health centers during construction.
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17	Culverts	Villageres concern about existing culverts
18	Dust Pollution	Localites asking regarding dust spread over the community

Details
luka (Road ID-536) (ii) Advihalli to Hosa Obalapura Via Thippanayakanahalli Road in Harapanahalli Taluka (Road ID-758) (iii) halli Taluka (Road ID-2756) in Davanagere PIU - ADB financed
Consultant's Recommendations/Recommended measures/mitigation measures in the EIA
Traffic calming measures, including speed breakers, rumble strips, and proper warning sign boards at the curves, will be installed wherever it is required. The Contractor shall provide, erect and maintain informatory/safety signs, hoardings written in English and local language, wherever required or as suggested by the Environmental Specialist of PIU. The DPR estimate includes provisions for installing W-beam crash barriers or Guards stones along the stretches abutting deep water bodies. Additionally, reflective hazard markers, Cat Eyes's and cautionary signages will be deployed in accordance with IRC safety standards to ensure clear nighttime visibility. The Contractor shall construct silt fencing at the base of the embankment construction for the entire perimeter of any water body (including wells) adjacent to the project road and around the stockpiles at the construction sites including ancillary sites close to water bodies. The fencing shall be provided prior to commencement of earthwork. Contractor shall ensure that construction materials containing fine particles are stored in an enclosure such that sediment-laden water does not drain into nearby watercourse. On completion of construction of culverts and bridges, drainage channels shall be cleared by collecting debris and disposed suitably
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For the community we informed that the project strictly involves the upgrading of an already existing road. All design improvements are confined entirely within the available existing Right of Way (RoW), ensuring there is no new land acquisition or loss of private property.
The alignment survey has mapped the existing utility lines. The structural design accounts for shifting the pipelines where necessary, and the cost for utility relocation is included in the project estimate.
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	Date of Consultation	From 23/12/2025 to 25/12/2025.	
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	Total Number of Participants	117	
	Number of Male and Female participants	Male-92, Female-25	
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12	Access to Houses and Shops	Residents bother regarding difficulty in accessing houses, shops, schools and health centers during construction.	The Contractor shall ensure that safe and convenient passage for vehicles, pedestrians, and livestock is maintained at all locations where the new road alignment intersects existing roads, village paths, or property accesses. Temporary connecting roads, diversions, or access provisions shall be provided as required to maintain uninterrupted movement. No existing access shall be blocked or restricted without providing adequate temporary arrangements. Construction of crossroads and junctions shall be executed in a phased manner to minimize disruption to traffic and local movement. Temporary access roads and construction-related diversions shall be planned, designed, and implemented by the Contractor with approval from the Environmental Specialist of the PIU. A detailed Traffic Management and Control Plan (TMCP) shall be prepared by the Contractor and submitted for approval at least seven days prior to commencement of construction activities on any road section. The TMCP shall include details of temporary access routes and diversions, traffic safety arrangements during construction, provisions for safe movement of vehicles and pedestrians, end-of-day traffic arrangements, night-time safety measures (including reflective signage, barricades, and lighting), precautions during transportation of hazardous materials, and deployment of trained flagmen at critical locations. All temporary diversions and access roads shall be always maintained in a trafficable condition, particularly during the monsoon season, to prevent disruption to traffic flow and inconvenience to road users. The Contractor shall provide advance information to local communities regarding changes in traffic routes, access restrictions, and pedestrian arrangements, and shall ensure adequate signage and public notices. Temporary access roads and detours shall be kept free from dust through water sprinkling at least three times daily and additionally as required, depending on weather conditions, proximity to settlements, and traffic volume.
13	Public Health and Hygiene	Dust, stagnant water and poor sanitation causing health issues.	All sanitary facilities shall be cleaned regularly at least twice during working hours. All temporary accommodation must be maintained in such a fashion that uncontaminated water is available for drinking, cooking and washing. Garbage bins must be regularly emptied, and garbage should be disposed of in a hygienic manner. Adequate health care is to be provided for the workforce. Unless otherwise arranged for by the local sanitary authority, arrangement for disposal of excreta shall be made by putting a layer of night soils at the bottom of a permanent tank prepared for the purpose and covering it with 15 cm layer of waste or refuse and then covering it with a layer of earth for a fortnight (by then it will turn into manure). On completion of the works, all such temporary structures shall be cleared away, all rubbish burnt, excreta or other disposal pits or trenches filled in and effectively sealed off, and the outline site left clean and tidy, at the Contractor's expense, to the entire satisfaction of the Engineer.
14	Damage to Agricultural Land	Village farmers Fear of crop damage and soil compaction due to movement of machinery.	Restrict vehicle movement within ROW and compensate damages if any occur.
15	Impact on Common Property Resources	Villagers and local panchayath is worried about impact on temples, bus stops, hand pumps and community structures.	The CPRs fall within Impacted zone of 100 m from the road, necessary safety measures such as safety barricading, safe access to the CPRs shall be provided by the contractor. Access to CPRs should not be interrupted, alternate access will be provided by the contractor.

16	Noise Levels from Construction Vehicles and Equipment's	Localites concern about noise levels during construction pahse	All vehicles and equipment used in construction works shall be fitted with exhaust silencers/mufflers. Maintenance and servicing of all construction vehicles and machinery shall be done regularly. Only acoustic enclosures fitted DG sets shall be allowed at the construction site and labour camp. At the construction sites within 150 m of the nearest habitation, noisy construction work and use of high noise generation equipment will be stopped during the nighttime between 10.00 pm to 6.00 am. Working hours of the construction activities shall be restricted around educational institutes/health centers (silence zones) up to a distance of 100 m from the sensitive receptors. Noise monitoring shall be carried out in construction areas through the approved monitoring agency
17	Culverts	Villageres concern about existing culverts	All necessary measures shall be taken especially while working close to cross drainage channels to prevent earthwork, stonework, materials and appendage as well as the method of operation from impeding cross-drainage at streams, water canals, existing irrigation and drainage systems. Demolition waste shall be collected and disposed as per the provision of Construction & Demolition Rule 2016 and new construction is propose where ever required
18	Dust Pollution	Localites asking regarding dust spread over the community	Road construction works, specially earth work and movement of construction vehicles plying during construction phase shall may add to dust and gaseous air pollution along the project road. Frequent dust suppression shall be ensured for this stretch of the road by use of water tankers. The contractor shall procure the construction machinery, which conforms to the pollution control norms specified by the MoEF&CC/CPCB/Karnataka Pollution Control Board. The excavated earth /construction materials shall be stored properly so that it does not

	Column1	Details	
	Name of Consultant, Experts Names	Guru Prasad,Keshva,Veeresh,Sharanappa	
	Location of Consultation (road name and id, village name, block name, district name)	(i)Ittigi-Kanchikere SH 151 To join Jagaluru Taluka Border via Kasavanahalli,(Road ID-3033) (ii)Udayapura to Shingrihalli Dodda Tanda via Shingrihalli Sanna Tanda. To join Shingrihalli Dodda Tanda via Shingrihalli Sanna Tanda (Road ID-3131) (iii) NaV Korcharahatti To join Ragimasalavada Via Animegala tanda Road in Harapanahalli Taluka (Road ID-727) in Davanagere PIU	
	Date of Consultation	From 21/05/2026 to 22/05/2026.	
	Number of Consultation	3 to 5 Times	
	Total Number of Participants	82	
	Number of Male and Female participants	Male-50, Female-32	
	Vulnerable group	No Vvulnerable Group	
SL No	Topic	Issues Raised in Consultation	Consultant's Recommendations/Recommended measures/mitigation mesures in the EIA
1	Road Safety & Speeding	Residents requested measures to control vehicle speeds, especially near village schools, temples, and main junctions.	Traffic calming measures, including speed breakers, rumble strips, and proper warning sign boards at the curves, will be installed wherever it is required.The Contractor shall provide, erect and maintain informatory/safety signs, hoardings written in English and local language, wherever required or as suggested by the Environmental Specialist of PIU.
2	Safety Measures near Water Bodies	Community members highlighted the risk of accidents, expressing fear that vehicles, pedestrians, or livestock might skid and fall into adjacent village ponds or open water tanks, especially during the rainy season or at night.	The DPR estimate includes provisions for installing W-beam crash barriers or Guards stones along the stretches abutting deep water bodies. Additionally, reflective hazard markers, Cat Eyes's and cautionary signages will be deployed in accordance with IRC safety standards to ensure clear nighttime visibility.The Contractor shall construct silt fencing at the base of the embankment construction for the entire perimeter of any water body (including wells) adjacent to the project road and around the stockpiles at the construction sites including ancillary sites close to water bodies. The fencing shall be provided prior to commencement of earthwork. Contractor shall ensure that construction materials containing fine particles are stored in an enclosure such that sediment-laden water does not drain into nearby watercourse. On completion of construction of culverts and bridges, drainage channels shall be cleared by collecting debris and disposed suitably
3	Drainage & Water Logging	Farmers worried that raising the road elevation will cause rainwater to stagnate and flood adjacent low-lying fields and houses.	Adequate cross-drainage structures (pipe/box culverts) and unlined side drains are incorporated into the DPR to ensure the natural flow of rainwater and prevent waterlogging.The Contractor shall ensure that construction materials, debris, and excavated soil do not obstruct natural drainage paths or roadside drains, and do not cause waterlogging at work sites. Appropriate measures shall be taken to promptly remove any accumulated water from construction areas, labour camps, material storage yards, borrow areas, and excavated locations. Construction activities shall be planned in advance of the southwest monsoon season to minimize ponding of water, including provision of temporary cross-drainage arrangements wherever required. The Contractor shall implement adequate erosion and sediment control measures, including proper stacking, covering, and containment of construction and excavated materials to prevent runoff into adjoining areas and surface water bodies.

4	Land Encroachment	Villagers expressed concern about the loss of private agricultural land and boundary walls due to road widening.	For the community we informed that the project strictly involves the upgrading of an already existing road. All design improvements are confined entirely within the available existing Right of Way (RoW), ensuring there is no new land acquisition or loss of private property.
5	Drinking Water Pipelines	The Gram Panchayat pointed out that existing underground drinking water pipelines run parallel to the road.	The alignment survey has mapped the existing utility lines. The structural design accounts for shifting the pipelines where necessary, and the cost for utility relocation is included in the project estimate.
6	Cultural & Religious Structures	The community pointed out small roadside , statues, or sacred groves that fall very close to the proposed road edges.	A detailed Transect and survey confirms that there are no temples or culturally significant structures located within the existing Right of Way (RoW). Therefore, the road improvements will proceed without any impact on religious sites. All necessary and adequate care shall be taken to minimize impact on cultural properties which includes cultural sites and remains, places of worship including mosques, temples, shrines, etc., graveyards, monuments and any other important structures as identified during construction stage. Relocation and enhancement measures shall be taken up as per design and in consultation with local community. Access to such Properties from the road shall be maintained clear and clean.
7	Access to Public Amenities	The community requested that the muddy pathways leading from the main road to the village school and primary health center be improved.	Paved approach links connecting the main carriageway to critical public amenities (schools, hospitals) will be included in the project estimate, provided they fall within the manageable Right of Way (RoW).
8	Construction Disruptions	Local shopkeepers and residents raised issues regarding dust pollution and restricted access during the construction phase.	During the construction we strictly instructed to sprinkle water regularly to suppress dust. Temporary access ramps will be provided to ensure uninterrupted access to homes and businesses.
9	Local Employment	Unemployed youth requested opportunities for daily wage work during the road execution.	A clause will be emphasized recommending the contractor prioritize hiring local unskilled and semi-skilled labor during the construction period. The contractor preferably shall use unskilled/semiskilled labour from local areas to give the maximum benefit to the local community to avoid any additional stress on the existing facilities is inculcated in EMP
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14	Damage to Agricultural Land	Village farmers Fear of crop damage and soil compaction due to movement of machinery.	Restrict vehicle movement within ROW and compensate damages if any occur.
15	Impact on Common Property Resources	Villagers and local panchayath is worried about impact on temples, bus stops, hand pumps and community structures.	The CPRs fall within Impacted zone of 100 m from the road, necessary safety measures such as safety barricading, safe access to the CPRs shall be provided by the contractor. Access to CPRs should not be interrupted, alternate access will be provided by the contractor.

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18	Dust Pollution	Localites asking regarding dust spread over the community	Road construction works, specially earth work and movement of construction vehicles plying during construction phase shall may add to dust and gaseous air pollution along the project road. Frequent dust suppression shall be ensured for this stretch of the road by use of water tankers. The contractor shall procure the construction machinery, which conforms to the pollution control norms specified by the MoEF&CC/CPCB/Karnataka Pollution Control Board. The excavated earth /construction materials shall be stored properly so that it does not

	Column1	
	Name of Consultant, Experts Names	Guru Prasad,Keshva,Veeresh,Sharanappa
	Location of Consultation (road name and id, village name, block name, district name)	(i)Bidarakere to Matadayamavanahalli (Road ID-4801) (ii) H (Road ID-655)(iv)Guthidurga to Somanahalli Via Gokulahatty
	Date of Consultation	From 22/05/2026 to 22/05/2026.
	Number of Consultation	3 to 5 Times
	Total Number of Participants	64
	Number of Male and Female participants	Male-43, Female-21
	Vulnerable group	No Vvulnerable Group
SL No	Topic	Issues Raised in Consultation
1	Road Safety & Speeding	Residents requested measures to control vehicle speeds, especially near village schools, temples, and main junctions.
2	Safety Measures near Water Bodies	Community members highlighted the risk of accidents, expressing fear that vehicles, pedestrians, or livestock might skid and fall into adjacent village ponds or open water tanks, especially during the rainy season or at night.
3	Drainage & Water Logging	Farmers worried that raising the road elevation will cause rainwater to stagnate and flood adjacent low-lying fields and houses.

4	Land Encroachment	Villagers expressed concern about the loss of private agricultural land and boundary walls due to road widening.
5	Drinking Water Pipelines	The Gram Panchayat pointed out that existing underground drinking water pipelines run parallel to the road.
6	Cultural & Religious Structures	The community pointed out small roadside , statues, or sacred groves that fall very close to the proposed road edges.
7	Access to Public Amenities	The community requested that the muddy pathways leading from the main road to the village school and primary health center be improved.
8	Construction Disruptions	Local shopkeepers and residents raised issues regarding dust pollution and restricted access during the construction phase.
9	Local Employment	Unemployed youth requested opportunities for daily wage work during the road execution.
10	Construction Timeline & Commuter Convenience	Residents requested that the road construction be completed as quickly as possible to minimize daily disruptions and ensure safe, unhindered movement for school children, local bus commuters, and auto-rickshaws.
11	Improper Waste Disposal	Villagers concern about Dumping of construction debris near roads and agricultural lands.

12	Access to Houses and Shops	Residents bother regarding difficulty in accessing houses, shops, schools and health centers during construction.
13	Public Health and Hygiene	Dust, stagnant water and poor sanitation causing health issues.
14	Damage to Agricultural Land	Village farmers Fear of crop damage and soil compaction due to movement of machinery.
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16	Noise Levels from Construction Vehicles and Equipment's	Localites concern about noise levels during construction pahse
17	Culverts	Villageres concern about existing culverts
18	Dust Pollution	Localites asking regarding dust spread over the community

For the community we informed that the project strictly involves the upgrading of an already existing road. All design improvements are confined entirely within the available existing Right of Way (RoW), ensuring there is no new land acquisition or loss of private property.
The alignment survey has mapped the existing utility lines. The structural design accounts for shifting the pipelines where necessary, and the cost for utility relocation is included in the project estimate.
A detailed Transect and survey confirms that there are no temples or culturally significant structures located within the existing Right of Way (RoW). Therefore, the road improvements will proceed without any impact on religious sites. All necessary and adequate care shall be taken to minimize impact on cultural properties which includes cultural sites and remains, places of worship including mosques, temples, shrines, etc., graveyards, monuments and any other important structures as identified during construction stage. Relocation and enhancement measures shall be taken up as per design and in consultation with local community. Access to such Properties from the road shall be maintained clear and clean.
Paved approach links connecting the main carriageway to critical public amenities (schools, hospitals) will be included in the project estimate, provided they fall within the manageable Right of Way (RoW).
During the construction we strictly instructed to sprinkle water regularly to suppress dust. Temporary access ramps will be provided to ensure uninterrupted access to homes and businesses.
A clause will be emphasized recommending the contractor prioritize hiring local unskilled and semi-skilled labor during the construction period. The contractor preferably shall use unskilled/semiskilled labour from local areas to give the maximum benefit to the local community to avoid any additional stress on the existing facilities is included in EMP
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Public Consultations by Aditya Engineering Consultants

Column1		Details	
Name of Consultant, Experts Names		Aditya Engineering Consultants, Dr. Purandar Bekal, Surykiran Mirje	
Location of Consultation (road name and id, village name, block name, district name)		SH (Kalkhamb) to Siddheshwar Swami Temple Road(5431, Kalkhamb, Belagavi Uttar), Mugawade Cross To Kabanali Road(1700, Mugawade, Khanapur), Chunchawad to Kakkeri (1782, Chunchawad, Khanapur), Awargol to Kotabagi road(1644, Awargol, Hukkeri), Shippur to Mattiwad Road(1656, Shippur, Hukkeri), Bagarnal Laxmi Nagar to Join SH Road(1832, Laxmi Nagar, Yamakanmaradi), Daddi to Bidrewadi to Aladal(4344, Daddi, Yamakanmaradi), Karikatti To Join shahabandar-hegadal Road(4817, Karikatti, Yamakanmaradi), Honaga to Bailur Via Hosalli, Jumnal, Kenchanatt(4821, Honaga, Yamakanmaradi), Chikatti to SH-31 via Sankonatti(3813, Sankonatti, Athani), MDR to Mekhali Kotre tota(4789, Kotre Tota, Raibag), Bhandarhalli to Bhandarhalli gudda road(5150, Bhandarhalli, Saundatti Yellamma) under Belagavi District.	
Date of Consultation		From 12/12/2025 to 16/12/2025, From-01/01/2026 to 05/01/2026, From-02/02/2026 to 08/02/2026	
Number of Consultation		3 to 5 Times	
Total Number of Participants		340	
Number of Male and Female participants		Male-232, Female-108	
Vulnerable group		No Vvulnerable Group	
SL No	Topic	Issues Raised in Consultation	Consultant's Recommendations/Recommended measures/mitigation mesures in the EIA
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3	Drainage & Water Logging	Farmers worried that raising the road elevation will cause rainwater to stagnate and flood adjacent low-lying fields and houses.	Adequate cross-drainage structures (pipe/box culverts) and unlined side drains are incorporated into the DPR to ensure the natural flow of rainwater and prevent waterlogging.The Contractor shall ensure that construction materials, debris, and excavated soil do not obstruct natural drainage paths or roadside drains, and do not cause waterlogging at work sites. Appropriate measures shall be taken to promptly remove any accumulated water from construction areas, labour camps, material storage yards, borrow areas, and excavated locations. Construction activities shall be planned in advance of the southwest monsoon season to minimize ponding of water, including provision of temporary cross-drainage arrangements wherever required. The Contractor shall implement adequate erosion and sediment control measures, including proper stacking, covering, and containment of construction and excavated materials to prevent runoff into adjoining areas and surface water bodies.
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7	Access to Public Amenities	The community requested that the muddy pathways leading from the main road to the village school and primary health center be improved.	Paved approach links connecting the main carriageway to critical public amenities (schools, hospitals) will be included in the project estimate, provided they fall within the manageable Right of Way (RoW).
8	Construction Disruptions	Local shopkeepers and residents raised issues regarding dust pollution and restricted access during the construction phase.	During the construction we strictly instructed to sprinkle water regularly to suppress dust. Temporary access ramps will be provided to ensure uninterrupted access to homes and businesses.
9	Local Employment	Unemployed youth requested opportunities for daily wage work during the road execution.	A clause will be emphasized recommending the contractor prioritize hiring local unskilled and semi-skilled labor during the construction period. The contractor preferably shall use unskilled/semiskilled labour from local areas to give the maximum benefit to the local community to avoid any additional stress on the existing facilities is included in EMP
10	Construction Timeline & Commuter Convenience	Residents requested that the road construction be completed as quickly as possible to minimize daily disruptions and ensure safe, unhindered movement for school children, local bus commuters, and auto-rickshaws.	The contractor will be bound by a strict project execution schedule mandated in the DPR to ensure timely completion. Furthermore, the work will be executed in a phased manner, prioritizing the rapid completion of stretches near schools and main commuter nodes to minimize public inconvenience.

11	Improper Waste Disposal	Villagers concern about Dumping of construction debris near roads and agricultural lands.	All arrangements for transportation during construction shall be considered incidental to the work and shall be planned and implemented by the Contractor as approved and directed by the Environmental Expert of PIU. The pre-designed disposal locations shall be a part of Solid Waste Management Plan which shall be prepared by the Contractor in consultation and with approval of Environmental Expert of PIU. Debris generated from pile driving or other construction activities shall be disposed in such a way that it does not flow into the agricultural land and surface water bodies or form mud puddles in the area. No dumping yard without forest clearance shall be undertaken or consent from village council.
12	Access to Houses and Shops	Residents bother regarding difficulty in accessing houses, shops, schools and health centers during construction.	The Contractor shall ensure that safe and convenient passage for vehicles, pedestrians, and livestock is maintained at all locations where the new road alignment intersects existing roads, village paths, or property accesses. Temporary connecting roads, diversions, or access provisions shall be provided as required to maintain uninterrupted movement. No existing access shall be blocked or restricted without providing adequate temporary arrangements. Construction of crossroads and junctions shall be executed in a phased manner to minimize disruption to traffic and local movement. Temporary access roads and construction-related diversions shall be planned, designed, and implemented by the Contractor with approval from the Environmental Specialist of the PIU. A detailed Traffic Management and Control Plan (TMCP) shall be prepared by the Contractor and submitted for approval at least seven days prior to commencement of construction activities on any road section. The TMCP shall include details of temporary access routes and diversions, traffic safety arrangements during construction, provisions for safe movement of vehicles and pedestrians, end-of-day traffic arrangements, night-time safety measures (including reflective signage, barricades, and lighting), precautions during transportation of hazardous materials, and deployment of trained flagmen at critical locations. All temporary diversions and access roads shall be always maintained in a trafficable condition, particularly during the monsoon season, to prevent disruption to traffic flow and inconvenience to road users. The Contractor shall provide advance information to local communities regarding changes in traffic routes, access restrictions, and pedestrian arrangements, and shall ensure adequate signage and public notices. Temporary access roads and detours shall be kept free from dust through water sprinkling at least three times daily and additionally as required, depending on weather conditions, proximity to settlements,
13	Public Health and Hygiene	Dust, stagnant water and poor sanitation causing health issues.	All sanitary facilities shall be cleaned regularly at least twice during working hours. All temporary accommodation must be maintained in such a fashion that uncontaminated water is available for drinking, cooking and washing. Garbage bins must be regularly emptied, and garbage should be disposed of in a hygienic manner. Adequate health care is to be provided for the workforce. Unless otherwise arranged for by the local sanitary authority, arrangement for disposal of excreta shall be made by putting a layer of night soils at the bottom of a permanent tank prepared for the purpose and covering it with 15 cm layer of waste or refuse and then covering it with a layer of earth for a fortnight (by then it will turn into manure). On completion of the works, all such temporary structures shall be cleared away, all rubbish burnt, excreta or other disposal pits or trenches filled in and effectively sealed off, and the outline site left clean and tidy, at the Contractor's expense, to the entire satisfaction of the Engineer.
14	Damage to Agricultural Land	Village farmers Fear of crop damage and soil compaction due to movement of machinery.	Restrict vehicle movement within ROW and compensate damages if any occur.
15	Impact on Common Property Resources	Villagers and local panchayath is worried about impact on temples, bus stops, hand pumps and community structures.	The CPRs fall within Impacted zone of 100 m from the road, necessary safety measures such as safety barricading, safe access to the CPRs shall be provided by the contractor. Access to CPRs should not be interrupted, alternate access will be provided by the contractor.
16	Noise Levels from Construction Vehicles and Equipment's	Localites concern about noise levels during construction pahse	All vehicles and equipment used in construction works shall be fitted with exhaust silencers/mufflers. Maintenance and servicing of all construction vehicles and machinery shall be done regularly. Only acoustic enclosures fitted DG sets shall be allowed at the construction site and labour camp. At the construction sites within 150 m of the nearest habitation, noisy construction work and use of high noise generation equipment will be stopped during the nighttime between 10.00 pm to 6.00 am. Working hours of the construction activities shall be restricted around educational institutes/health centers (silence zones) up to a distance of 100 m from the sensitive receptors. Noise monitoring shall be carried out in construction areas through the approved monitoring agency
17	Culverts	Villageres concern about existing culverts	All necessary measures shall be taken especially while working close to cross drainage channels to prevent earthwork, stonework, materials and appendage as well as the method of operation from impeding cross-drainage at streams, water canals, existing irrigation and drainage systems. Demolition waste shall be collected and disposed as per the provision of Construction & Demolition Rule 2016 and new construction is propose where ever required
18	Dust Pollution	Localites asking regarding dust spread over the community	Road construction works, specially earth work and movement of construction vehicles plying during construction phase shall may add to dust and gaseous air pollution along the project road. Frequent dust suppression shall be ensured for this stretch of the road by use of water tankers. The contractor shall procure the construction machinery, which conforms to the pollution control norms specified by the MoEF&CC/CPCB/Karnataka Pollution Control Board. The excavated earth /construction materials shall be stored properly so that it does not generate fugitive emissions.

Public Consultations by Aerotide Infrastructure Engineering Pvt. Ltd.

Item	Details
Name of Consultant, Experts Names	Aerotide Infrastructure Engineering Pvt. Ltd.
Location of Consultation - Ballari, Koppal, Bijapur, Kolar	ID- 4745, 4756, 4757, 4758, 4759, 4842, 4749, 5019, 4925, 4468, 2968, 2765, 4446, 3378, 3381, 212, 220, 215, 240, 550, 798, 576, 1299, 5151, 69, 183, 186, 3235, 71, 72, 75, 3999, 4939, 4941, 4942, 4945, 517, 524, 3299, 3302, 339, 511, 3327, 4772,5156,5152,5153,5154,5155,3494,5276,2921,2923,4224,4998,4999,4918,5004
Date of Consultation	Jan-26
Number of Consultation	11
Total Number of Participants	72
Number of Male and Female Participants	Male – 62, Female – 10
Vulnerable Group	Farmers, women, school children, elderly villagers

Issues Raised in Consultation

SL No	Topic	Issues Raised in Consultation	Consultant's Recommendations
1	Existing Road Condition	Existing BT road is worn out and damaged in many stretches causing uncomfortable travel	Proposed strengthening and widening of road to 3.75 m carriageway
2	Road Width	Existing road width is narrow for current traffic movement	Road widening with earthen shoulders proposed
3	Drainage Problem	Water stagnation during rainy season near habitation areas	Provide roadside drains and proper cross drainage works
4	Road Safety	Sharp curves and village stretches need safety measures	Install cautionary signs, delineators, hazard markers and road markings
5	Connectivity	Villagers requested better connectivity to markets, schools and hospitals	Upgradation under Pragathi Patha to improve all-weather connectivity
6	Culverts	Existing culverts require improvement for smooth water flow	Pipe culverts proposed at required chainages
7	Dust and Riding Quality	Dust generation and uneven riding surface affecting local residents	Bituminous surfacing and pavement improvement proposed
8	Safety Near Village Area	Need for sign boards and traffic calming near habitation	Provision of informatory boards, zebra crossing and road hump
9	Agricultural Transport	Difficulty in transport of agricultural produce during monsoon	Improved all-weather road proposed for uninterrupted movement
10	Environmental Concerns	Villagers requested minimum impact on agricultural land	Existing alignment retained; no additional land acquisition proposed

Recommended Measures

SI No	Recommended Measures	Management / Mitigation Measures in the IEE
1	Improvement of worn-out BT road	Strengthening and resurfacing of pavement
2	Road widening	3.75 m carriageway with shoulders proposed
3	Construction of drainage	Side drains and culverts to avoid waterlogging
4	Road safety signage	Installation of cautionary and mandatory signs
5	Environmental protection	Avoidance of sensitive areas and controlled borrow area usage
6	Dust control during construction	Regular water sprinkling during construction
7	Safe movement in habitation area	Zebra crossings, road humps and informatory boards
8	Protection against erosion	Turfing and proper drainage arrangement
9	Traffic management during construction	Temporary traffic diversion and warning boards
10	Community safety awareness	Awareness to local public during construction activities

Item	Details
Name of Consultant, Experts Names	Aerotide Infrastructure Engineering Pvt. Ltd.
Location of Consultation - Ballari, Koppal, Bijapur, Kolar	ID- 3354, 4009, 4886, 4997, 3212, 3841, 1204, 1663, 3526, 382, 4013
Date of Consultation	Jan-26
Number of Consultation	5
Total Number of Participants	37
Number of Male and Female Participants	Male – 27, Female – 10
Vulnerable Group	Farmers, women, school children, elderly villagers

Issues Raised in Consultation

SL No	Topic	Issues Raised in Consultation	Consultant’s Recommendations
1	Existing Road Condition	Existing BT road is worn out and damaged in many stretches causing uncomfortable travel	Proposed strengthening and widening of road to 3.75 m carriageway
2	Road Width	Existing road width is narrow for current traffic movement	Road widening with earthen shoulders proposed
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Recommended Measures

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9	Traffic management during construction	Temporary traffic diversion and warning boards
10	Community safety awareness	Awareness to local public during construction activities

Public Consultations by Design Consortium

Column1		Details	
Name of Consultant, Experts Names		M/s Design Consortium Bangalore , Raghavendra.s Hiremath Basavaraj Sridhar HS Putta swamy	
Location of Consultation (road name and id, village name, block name, district name)		Road ID : 4006 Improvements to Road From Konalli to Kandhalli in Shahapur Taluk, Yadgir District. Road ID : 4119 Improvements to Road From Tangadgi to Gundalli Tanda in Shahapur Taluk, Yadgir District. Road ID :2468 Improvements to Road From Kadechur to Bomraldoddi Via Mavinhalli in Gurmitkal Constituency in Yadgir Taluk, Yadgir District.Road ID 2432 Improvements to Road From Jaigram to MDR Via Wadwata in Gurmitkal Constituency in Yadgir Taluk, Yadgir District. Road ID.3509 Improvements to Road From Sagar to Ekkiguddi in Shahapur Taluk, Yadgir District. Road ID: 3510 Improvements to Road From Madnal to Ingalagi in Shahapur Taluk, Yadgir District. Road ID:3512 Improvements to Road From Naganoor to Kirdalli in Shorapur Taluk, Yadgir District. Road ID: 4992 Improvements to Road From Shorapur Ammapur Main road to Mangihal Via Nagalapur in Shorapur Taluk, Yadgir District. Road ID:5002 Improvements to Road From Baichbal to Kudalagi in Shorapur Taluk, Yadgir District. Road Code: 4386 Improvements to Road From SH 15 to Parsapur Via Beernur and Sawoor in Shahapur Taluk, Yadgir District.Road ID : 2279 Improvements to Road Anwar to T Wadagera via Hayyal K in Shahapur Taluk, in Yadgir District, Road ID : 5382 Improvements to Road From Naikal to Malahalli in Shahapur Taluk, Yadgir District, Road ID : 5383 Improvements to Road From Koilur to Helgera in Yadgir Taluk, Yadgir District. Road Code :5338 Improvements to Road From MT Palli Cross To Gajarkot in Gurmitkal Constituency in Yadgir Taluk, Yadgir District.Road ID: 2289 Improvements to Road From Chapetla to MT Palli in Yadgir Taluk, Yadgir District. Road ID: 4762 Improvements to Road From Banthihal to Gogi(K) in Shahapur Taluk, Yadgir District. Road Code:4766 Improvements to Road From Maddarki to Taluka Border (Padagadahalli) in Shahapur Taluk, Yadgir District. Road ID: 4767 Improvements to Road From Kembhavi to Yediyapur Via Murknal in Shorapur Taluk, Yadgir District. Road ID : 2486 Improvements to Road From MDR To Sonnapur Sanna Tanda Via Hanumanal in Shorapur Taluk, Yadgir District. Road ID: 2502 Improvements to Road From Rajankollur To Geddalmari Cross via Rajawal, Kadadral , Bommangudda in Hunasagi Taluk, Yadgir Road ID:5000 Improvements to Road From Kakkera Main Road to Yadalbhavi in Shorapur Taluk, Yadgir District. Road ID 311 from Kaimara Cross (SH-47) to Davanada Hosahalli, Road ID 374 from MDR to Belaguli via Hosa Gollarahatti, Hale Gollarahatti and Rangapura, Road ID 1147 from Hucchanahalli Gate (MDR) to Chowlakatte (MDR) via Hucchanahalli and Sooralamavu, and Road ID 361 from SH-47 to Hanumanthapura via Motihalli, all located in Chikkanayakanahalli Taluk. In Tiptur Taluk, the project roads comprise Road ID 2679 from Shivara (High School) to Kodi Koppalu, Road ID 2559 from Anagondanahalli to Rangapura via Hosahalli and Chikka Rangapura, Road ID 2458 from M.S. Palya to Dasarighatta, and Road ID 2544 from Byranayakanahalli to Thimmalapura via Vasudevarahalli and Harachanahalli. In Turvekere Taluk, the proposed roads include Road ID 2956 from Hulikere (Canal) to Hedagehalli MDR via Gonitumkur, Road ID 1679 from Mudigere–Obbenagasandra MDR to Devanayakanahalli (MDR) via Nagalapura, Road ID 5480 from Pura to Lalanakatte via Varahasandra MDR (Pura Gate), and Road ID 3758 from Chandrashekarapura to Hurulugere via C. Kodagihalli.Tumkur District.	
		Road ID 2144 from NH-648 to Boochanahalli via Rampura, Bhaktharahalli and Madeshwara, Road ID 4597 from S. Gollahalli MDR to Chennaveeranahalli MDR via Sankarasanahalli, Thambenahalli, Nagalapura and Kadalappanahalli, and Road ID 2143 from NH-648 to Bhaktrahalli via Kestur, Basappapalya, Shravanuru and Chikkanahalli. In Hosakote Taluk, the project roads comprise Road ID 4579 from Nandagudi–Bylanarasapura MDR to K. Settahalli Cross via Meduru and Siddenahalli, Road ID 4578 from MDR near Arehalli to Govindhapura via Arehalli and Dalasagere, Road ID 5272 from Handenahalli MDR to S. Narayanakere MDR via Banarahalli, Road ID 1717 from SH-35 to Giddappanahalli via Bettahalli, Road ID 3690 from Kammasandra to Yenagunte via M. Sathyavara Junction, Road ID 4575 from ONGC (IOC) to Paramanahalli–Thindlu Road via Giddalapura and Tharaballi, Road ID 1718 from NH-207 to Kamblipura via Vabasandra, Sonnahallipura and Kempapura, Road ID 3909 from SH-96 to Attivatta Road via Haralur and Soluru, and Road ID 4589 from NH-207 at Doddadunnasandra to Muthukuru MDR Bangalore Rural	
Date of Consultation		From 05/1/2026 to 10/02/2026, From-08/05/2026 to 10/06/2026	
Number of Consultation		2 to 4 Times	
Total Number of Participants		676	
Number of Male and Female participants		Male-504, Female-172	
Vulnerable group		No Vvulnerable Group	
SL No	Topic	Issues Raised in Consultation	Consultant's Recommendations/Recommended measures/mitigation mesures in the EIA
1	Road Safety & Speeding	During the Transect walk Villagers residing road side and Shopkeepers requested measures to control vehicle speeds, especially near village schools, temples, and main junctions.	Traffic calming measures like speed breakers, and Cautinory sign boards ,direction and place identification sign boards are made provision in DPR at curves,junctions,village limits and it will be installed during construction The Contractor shall provide, erect and maintain informatory/safety signs, wherever required or as suggested by the Engineer in charge of the work
2	Safety Measures near Water Bodies	During the Transect walk Villagers /Community members discussed the risk of accidents, expressing fear that vehicles, pedestrians, or livestock might skid and fall into adjacent village ponds or open water tanks, especially during the rainy season or at night.	The DPR includes provisions for installing W-beam crash barriers or Guards stones along the stretches abutting deep water bodies. Additionally, reflective hazard markers, Cat Eyes's to ensure clear nighttime visibility and cautionary sign boards are made provision in DPR in accordance with IRC safety standards Contractor shall ensure that construction materials containing fine particles are stored in an enclosure such that sediment-laden water does not drain into nearby watercourse. Construction camps will be located away from waterbodies
3	Drainage & Water Logging	Farmers and villagers worried that raising the road elevation will cause rainwater to stagnate and flood adjacent low-lying fields and in village limits	Adequate cross-drainage structures (pipe/box culverts),CC Drains in viillage limits, and unlined side drains are made provision in the DPR to ensure the natural flow of rainwater and prevent waterlogging.The Contractor shall ensure that construction materials, debris, and excavated soil do not obstruct natural drainage paths or roadside drains, and do not cause waterlogging at work sites. Appropriate measures shall be taken to promptly remove any accumulated water from construction areas, labour camps, material storage yards, borrow areas, and excavated locations. Construction activities shall be planned in advance of the southwest monsoon season to minimize water stagnataion, including provision of temporary cross-drainage arrangements wherever required. The Contractor shall implement adequate erosion and sediment control measures, including proper stacking, covering, and containment of construction and excavated materials to prevent runoff into adjoining areas and surface water bodies.
4	Land Encroachment	Villagers expressed concern about the loss of private agricultural lands during road construction	For the Villagers we informed that the project is only upgradtion of existing road. All design improvements are confined entirely within the available existing Right of Way (ROW), ensuring there is no new land acquisition or loss of private agricultural lands
5	Drinking Water Pipelines	The Gram Panchayath and villagers expressed that the existing underground drinking water pipelines in some stretches and in Village limits	During construction if the water pipelines are damaged repair works will be made by the contarctor and the cost for utility relocation/repairs is included in the project estimate.
6	Cultural & Religious Structures	The community expressed concern about potential structural or physical impacts on local cultural monuments(temples) and sacred groves that fall very close to the proposed road.	A detailed Transect and survey confirms that there are no temples or culturally significant structures located within the existing Right of Way (RoW). Therefore, the road improvements will proceed without any impact on religious sites.
7	Construction Disruptions	Local shopkeepers,School teachers and residents raised issues regarding dust pollution and restricted access during the construction phase.	During the construction contractors will be instructed to sprinkle water regularly to suppress dust. Temporary access ramps will be provided to ensure uninterrupted access to the houses,shops.

8	Local Employment	Villagers discussed about the local employment opportunities for daily wage work during the road execution.	A clause will be emphasized recommending the contractor prioritize hiring local unskilled and semi-skilled labour during the construction period. The contractor preferably shall use unskilled/semiskilled labour from local areas to give the maximum benefit to the local community
9	Construction Timeline & Commuter Convenience	Villagers requested that the road construction should be started and to be completed within the timeline and with good quality as quickly as possible to minimize daily disruptions and ensure safe, unhindered movement for school children,shopkeepers, local bus commuters, and auto-rickshaws and goods veichles transporting agricultural products	The contractor will be bound by a strict project execution schedule as per the agreement to ensure timely completion. Further, the work will be executed in a phased manner, prioritizing the fast completion of stretches near schools,Villages,temples and main commuter nodes to minimize public inconvenience.
10	Improper Waste Disposal	Villagers concern about Dumping of construction debris near roads and agricultural lands.	All arrangements for transportation during construction shall be considered incidental to the work and shall be planned and implemented by the Contractor as approved and directed by the Environmental Expert and PIU Debris generated due to the dismantling of the existing road shall be suitably reused in the proposed construction. Construction wastes shall be appropriately reused in road construction activities with prior permission of the Project Implementation Unit (PIU). Such materials shall be utilized for: Paving of crossroads, access roads, and service roads, temporary traffic diversions and haulage routes, along the roads or in any other manner approved by the PIU cil. Debris generated during excavation,concreting and in asphaltting during construction activities shall be disposed in such a way that it does not flow into the agricultural land and surface water bodies or form mud puddles in the area. No dumping yard without consent from village council.
11	Access to Houses and Shops	Villagers discussed regarding difficulty in accessing houses, shops, schools and health centers during construction.	The Contractor shall ensure that safe and convenient passage for vehicles, pedestrians, and livestock is maintained at all locations where the new road alignment intersects existing roads, village paths, or property accesses. Temporary connecting roads, diversions, or access provisions shall be provided as required to maintain uninterrupted movement.No existing access shall be blocked or restricted without providing adequate temporary arrangements. Construction of crossroads and junctions shall be executed in a phased manner to minimize disruption to traffic and local movement. The Contractor shall provide advance information to local communities regarding changes in traffic routes, access restrictions, and pedestrian arrangements, and shall ensure adequate signage and public notices. Temporary access roads and detours shall be kept free from dust through water sprinkling at least three times daily and additionally as required, depending on weather conditions, proximity to settlements, and traffic volume.
12	Public Health and Hygiene	Villagers expressed about Dust, stagnant water,wastes,and poor sanitation causing health issues and to propoer maintainece in labour camps	The contractor shall provide garbage bins in the camp & construction site and ensure that these are regularly emptied and disposed off in a hygienic manner according to Solid Waste Management Plan as per Solid Waste Management Rule 2016. Burning of wastes at construction site & labour camp and roadside shall not be allowed. Solid waste generated at the construction site & labour camp, shall be collected in covered waste bins and segregated as biodegradable (food waste, paper, etc) and non-biodegradable (plastic, polyethylene bag, etc) wastes. Polyethylene/plastic wastes shall be stored in empty cement bags and to be sent for recycling through scrap dealer. Biodegradable (food waste, paper, etc) solid waste shall be disposed in the compost pit.
13	Damage to Agricultural Land	Farmers discussed about the crop damage and soil compaction due to movement of machinery.	Vehicle movement will be restricted within Right of Way
14	Impact on Common Property Resources	Villagers and local panchayath is worried about impact on temples, bus stops, hand pumps and community structures.	The CPRs located adjacent to the road alignment , necessary safety measures such as safety barricading, safe access to the CPRs shall be provided by the contractor. The CPRs fall within Impacted zone of 100 m from the road, necessary safety measures such as safety barricading, safe access to the CPRs shall be provided by the contractor.
15	Noise Levels from Construction Vehicles and Equipment's	Localites concern about noise levels during construction pahse	All vehicles and equipment used in construction works shall be fitted with exhaust silencers/mufflers. The contractor shall maintain records of Pollution Under Control (PUC) certificates for all vehicles used during the contract period, Maintenance and servicing of all construction vehicles and machinery shall be done regularly. The silent/quiet equipment like DG set as per regulations shall be used at the construction site or labour camp At the construction sites nearest to the habitation, noisy construction work and use of high noise generation equipment will be stopped during the nighttime between 10.00 pm to 6.00 am. Working hours of the construction activities shall be restricted around educational institutes/health centers (silence zones) up to a distance of 100 m from the sensitive receptors,
16	Culverts	Villageres concern about existing culverts	All necessary measures shall be taken especially while working close to cross drainage channels to prevent earthwork, stonework, materials and appendage as well as the method of operation from impeding cross-drainage at streams, water canals, existing irrigation and drainage systems. Demolition waste shall be collected and disposed as per the provision of Construction & Demolition Rule 2016 and new construction is propose where ever required

	Name of Consultant, Experts Names	M/s Design Consortium Bangalore , Raghavendra.s Hiremath Basavaraj Sridhar HS Putta swamy	
	Location of Consultation (road name and id, village name, block name, district name)	Nonavinakere-Vignasante Road to Turuvekere Road Via Picchenahalli , Makanahalli & Ranganahalli-5.510 Km (2533), YT Road to MDR Via Lingadevarahalli Vaddarahatti & Lingadevarahalli-3.86 Km (2544), Rudrapura to Rattenahalli -3.860 Km (4463) Tiptur Block Tumkur District Naduvahalli to Kyamasandra via Hosur -4.80km (2972) in Turvekere Block Tumkur District.	
		Kammasandra to Yenagunte via., M- Sathyavara junction-2.930 Km (3690), ONGC (I.O.C) to Paramanahally- Thindlu road via., Giddalapura, Tharabally-2.180 Km (4575) Hoskote Block in Bangalore Rural District	
	Date of Consultation	From 05/02/2026 to 15/02/2026, From-8/05/2026 to 12/05/2026	
	Number of Consultation	1 to 2 Times	
	Total Number of Participants	85	
	Number of Male and Female participants	Male-62, Female-23	
	Vulnerable group	No Vulnerable Group	
SL No	Topic	Issues Raised in Consultation	Consultant's Recommendations/Recommended measures/mitigation mesures in the EIA
1	Land Encroachment	Villagers expressed concern about the loss of private agricultural land and boundary walls due to road construction.	The community was informed that the proposed works are limited to the modernization and improvement of the existing road within the available Right of Way (RoW). All construction activities have been planned within the existing RoW, thereby avoiding the need for land acquisition, displacement of properties, or impacts on private agricultural land and boundary walls
2	Safety Measures near Water Bodies	Community members expressed concern regarding potential transit hazards, noting that low visibility at night and inclement weather during the monsoon season increase the risk of pedestrians, vehicles, and livestock slipping into unfenced municipal ponds or open reservoirsny season or at night.	The DPR includes provisions for installing guard stones and W-beam crash barriers at locations where water bodies are situated close to the roadway. In addition, reflective hazard markers, cat's eyes, cautionary signboards, and other road safety devices will be provided in accordance with IRC standards to enhance visibility and improve road safety during nighttime and adverse weather conditions. Drainage channels and culverts will be regularly cleared of debris to ensure unobstructed water flow and prevent water accumulation near the roadway. These measures will significantly reduce accident risks and improve safety for all road users.
3	Traffic Safety and Speed Management	Community members requested for traffic-calming solutions near schools, places of worship, and busy junctions	The DPR provides for appropriate traffic-calming measures, including road markings, rumble strips, speed control devices, and mandatory warning signboards at curves, junctions, schools, and other sensitive locations. Informational and safety signboards will be installed in accordance with IRC guidelines and will be displayed in both English and the local language wherever necessary to ensure clear communication and enhanced road safety for all users.
4	Construction Disruptions	Local merchants and community members petitioned against potential economic disruptions stemming from construction-related dust pollution and restricted physical access to their establishments.	To minimize environmental and social impacts during construction, regular water sprinkling will be carried out for effective dust suppression. Temporary access ramps and alternative access arrangements will be systematically provided for all affected properties to ensure uninterrupted movement of residents, customers, and business activities throughout the construction period.

5	Water Logging	Farmers expressed concern that raising the road elevation will cause rainwater to stagnate and flood adjacent low-lying fields and houses.	The DPR includes adequate cross-drainage structures such as pipe culverts, box culverts, and roadside drains to facilitate the natural flow of stormwater and prevent waterlogging. During construction, the contractor shall ensure that excavated soil, construction materials, and debris do not block existing drainage paths or roadside drains. Appropriate erosion and sediment control measures will be implemented, and all construction materials shall be properly stacked, covered, and contained to prevent environmental runoff and maintain effective drainage.
6	Drinking Water Pipelines	The Gram Panchayat highlighted that municipal drinking water mains are currently routed beneath the roadway within residential settlements.	Existing drinking water pipelines affected by the proposed road works shall be protected or relocated wherever necessary .
7	Cultural & Religious Structures	The community expressed concern about potential structural or physical impacts on cultural monuments and sacred groves that fall very close to the proposed road.	During the public consultation and transect walk conducted along the proposed roads corridor, information regarding cultural and religious structures was collected through interactions with local residents, community leaders, and representatives of religious institutions. The participants identified various cultural and religious properties, including temples, mosques, sacred trees, and other places of community importance located within or adjacent to the project influence area. The community emphasized the cultural, social, and religious significance of these structures and requested that all efforts be made to avoid or minimize impacts during project implementation. It was suggested that adequate precautions be taken during construction to ensure the protection of these assets.
8	Local Employment	A request is submitted by local communities by seeking preferential hiring for daily-wage employment opportunities throughout the project's execution.	During the public consultation, community members expressed their interest in obtaining employment opportunities arising from the project. The local residents requested that preference be given to eligible persons from the project villages for daily-wage and other unskilled or semi-skilled work during the construction phase. The participants highlighted that engaging local labour would provide temporary income generation opportunities, enhance community participation, and contribute to the local economy. They requested the contractor and implementing agency to consider local manpower, wherever feasible, for activities such as earthwork, drainage works, material handling, traffic management, and other construction-related tasks.
9	Improper Waste Disposal	There is a significant apprehension by Villagers regarding the indiscriminate disposal of construction debris adjacent to roadways and productive agricultural lands.	The public supported the proposed project and requested strict monitoring of waste disposal activities to ensure that construction debris does not adversely affect agricultural lands, local infrastructure, or the environment. Community members requested that all construction debris and surplus materials be transported and disposed of only at designated locations approved by the concerned authorities. They further emphasized the need to prevent dumping on private properties, agricultural fields, water bodies, and other environmentally sensitive areas. Necessary measures will be taken to ensure the proper collection, transportation, and disposal of construction waste in order to minimize impacts on the surrounding environment and local livelihoods.

10	Access to Houses and Shops	Residents bother regarding difficulty in accessing houses, shops, schools and health centers during construction.	During the public consultation, residents expressed concerns regarding potential difficulties in accessing houses, shops, schools, health centres, and other public facilities during the construction period. The participants highlighted that road excavation, movement of construction equipment, temporary diversions, and material storage may disrupt daily activities and affect access for pedestrians, residents, students, customers, and emergency vehicles. Community members requested that uninterrupted access be maintained to residential properties, commercial establishments, educational institutions, and healthcare facilities throughout the construction phase. They also emphasized the need for proper traffic management, advance notification of construction activities, and the provision of temporary access arrangements wherever necessary. The project team informed the participants that the contractor would be required to implement appropriate traffic and access management measures during construction. Necessary precautions, including temporary pathways, access ramps, signage, and phased construction activities, will be adopted to minimize inconvenience to the public.
11	Noise Levels from Construction Vehicles and Equipment's	Localites concern about noise levels during construction phase	Community members requested that construction activities generating high noise levels be carried out during designated working hours and that appropriate measures be implemented to minimize disturbances to the surrounding population. They also emphasized the need for regular maintenance of construction equipment to reduce unnecessary noise emissions. Limit high-noise activities, such as excavation and drilling, strictly to daytime hours (e.g., 8:00 AM to 6:00 PM), completely banning heavy machinery operation near residential areas at night. Mandate the contractor to utilize modern, well-maintained equipment fitted with manufacturer-approved silencers, mufflers, and acoustic enclosures. Conduct periodic ambient noise testing using handheld sound meters to ensure decibel levels stay within acceptable national environmental standards.
12	Public Health and Hygiene	The community expressed concern abovt dust, stagnant water and poor sanitation causing health issues.	The participants highlighted that dust generation, accumulation of stagnant water, inadequate sanitation facilities, and improper waste management could create unhygienic conditions and increase the risk of health-related problems for nearby residents. Necessary actions, including dust suppression, proper drainage management, provision of sanitation facilities, and regular housekeeping of construction sites, will be undertaken to safeguard public health and hygiene.

13	Construction schedule	To avoid prolonged socioeconomic disruption, residents petitioned for an optimized execution timeline that prioritizes the unhindered and safe passage of school children, local buses, and auto-rickshaws	Community members requested that the project be executed within an optimized timeframe to avoid prolonged disruption to local livelihoods, businesses, educational activities, and public transportation services. The participants requested that construction activities be carefully planned and phased to minimize traffic congestion and access restrictions, especially during school hours and peak traffic periods. Appropriate traffic management measures, temporary diversions, warning signage, and safety arrangements will be implemented to facilitate the safe movement of road users during project execution.
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Public Consultation by Eletus Ventures

Column1		Details	
	Name of Consultant, Experts Names	ELETUS VENTURES. Veeresh S Patil, Shahid Akthar, Basavaraj	
	Location of Consultation (road name and id, village name, block name, district name)	1) Improvements of road from Varaha main road to kadenandihalli road in Shikaripura taluk Shivamogga Dist (ROAD ID -2214) 2) Improvements of road from Soraba main road to guduginakoppa and sirinayakanakoppa road in Soraba taluk shivamogga dist(ROAD ID -1455) 3) Improvements of road from Harishi vidyanagara to nelluru-Kodambi road in Soraba taluk shivamogga dist (ROAD ID -1647) 4) Improvements of road from Hosabale-Nisarani MDR to Hirale-Mudagodu-Ramagondanakoppa Road in Soraba taluk shivamogga dist (Road id 4935) 5) improvements of road from Thandige main road to hulthikoppa road in in Soraba Taluk Shivamogga Dist (ROAD ID 4122) 6) Improvements of road from Tekkuru-Hosuru to Gudavi Main Road in Soraba taluk shivamogga dist (ROAD ID: 4959) 7) Improvements of road from Chennashettikoppa to sulagodu Sagara taluk shivamogga dist (ROAD ID 915) 8) Improvements of road from Hythur to Hebbarige via soppinamalle in Sagara taluk Shivamogga Dist (ROAD ID 1498) 9) Improvements of road from Mulkere to Maisavi Road in Sagara taluk Shivamogga Dist (ROAD ID 1958) 10) Improvements of road from SH 25 To SH 25 Via Mudubba,Bhairapura,Barave in Sagara Constituency Hossanagara taluk Shivamogga Dist (ROAD ID 2438) 11) Improvements of road from Halugudde to Battemallappa in Sagara Constituency Hossanagara taluk Shivamogga Dist (ROAD ID 3173) 12) Improvements of road from Nichadi ti Chikkabilagunji Shree Kamaleshwara temple road in Sagara taluk Shivamogga Dist (ROAD ID 4117) 13) Improvements of road from Beluru to Kyasanuru road in Sagara taluk Shivamogga Dist (ROAD ID 4117) 14) Improvements of road from shimoga-hosangara main road (karinagoli) to Dibbanakallu in Sagara Constituency Hossanagara taluk Shivamogga Dist (ROAD ID 4781)	
	Date of Consultation	From 01-01-2026 to 15.05.2026	
	Number of Consultation	3 to 5 Times	
	Total Number of Participants	52	
	Number of Male and Female participants	Male-40, Female- 12	
	Vulnerable group	No Vulnerable Group	
SL No	Topic	Issues Raised in Consultation	Consultant's Recommendations/Recommended measures/mitigation measures in the EIR
1	Road Safety & Speeding	Residents requested measures to control vehicle speeds, especially near village schools, temples, and main junctions.	Community members requested for traffic-calming solutions near schools, places of worship, and busy junctions. Traffic calming measures including road marking, rumble strips, and required warning sign boards shall be installed at the curves. These informatory/safety signs shall be written in English and as well as local language, wherever required.
2	Safety Measures near Water Bodies	Community members highlighted the risk of accidents, expressing fear that vehicles, pedestrians, or livestock might skid and fall into adjacent village ponds or open water tanks, especially during the rainy season or at night.	The DPR estimate includes provisions for installing W-beam crash barriers or Guards stones along the stretches abutting deep water bodies. Additionally, reflective hazard markers, Cat Eyes's and cautionary signages will be deployed in accordance with IRC safety standards to ensure clear nighttime visibility. The Contractor shall construct silt fencing at the base of the embankment construction for the entire perimeter of any water body (including wells) adjacent to the project road and around the stockpiles at the construction sites including ancillary sites close to water bodies. The fencing shall be provided prior to commencement of earthwork. Contractor shall ensure that construction materials containing fine particles are stored in an enclosure such that sediment-laden water does not drain into nearby watercourse. On completion of construction of culverts and bridges, drainage channels shall be cleared

3	Drainage & Water Logging	Farmers worried that raising the road elevation will cause rainwater to stagnate and flood adjacent low-lying fields and houses.	Adequate cross-drainage structures (pipe/box culverts) and unlined side drains are incorporated into the DPR to ensure the natural flow of rainwater and prevent waterlogging. The Contractor shall ensure that construction materials, debris, and excavated soil do not obstruct natural drainage paths or roadside drains, and do not cause waterlogging at work sites. Appropriate measures shall be taken to promptly remove any accumulated water from construction areas, labour camps, material storage yards, borrow areas, and excavated locations. Construction activities shall be planned in advance of the southwest monsoon season to minimize ponding of water, including provision of temporary cross-drainage arrangements wherever required. The Contractor shall implement adequate erosion and sediment control measures, including proper stacking, covering, and containment of construction and excavated materials to prevent runoff into adjoining areas and surface water bodies.
4	Land Encroachment	Villagers expressed concern about the loss of private agricultural land and boundary walls due to road widening.	For the community we informed that the project strictly involves the upgrading of an already existing road. All design improvements are confined entirely within the available existing Right of Way (RoW), ensuring there is no new land acquisition or loss of private
5	Drinking Water Pipelines	The Gram Panchayat pointed out that existing underground drinking water pipelines run parallel to the road.	The alignment survey has mapped the existing utility lines. The structural design accounts for shifting the pipelines where necessary, and the cost for utility relocation is included in
6	Cultural & Religious Structures	The community pointed out small roadside , statues, or sacred groves that fall very close to the proposed road edges.	A detailed Transect and survey confirms that there are no temples or culturally significant structures located within the existing Right of Way (RoW). Therefore, the road improvements will proceed without any impact on religious sites. All necessary and adequate care shall be taken to minimize impact on cultural properties which includes cultural sites and remains, places of worship including mosques, temples, shrines, etc., graveyards, monuments and any other important structures as identified during construction stage. Relocation and enhancement measures shall be taken up as per design and in consultation
7	Access to Public Amenities	The community requested that the muddy pathways leading from the main road to the village school and primary health center be improved.	Paved approach links connecting the main carriageway to critical public amenities (schools, hospitals) will be included in the project estimate, provided they fall within the manageable Right of Way (RoW).
8	Construction Disruptions	Local shopkeepers and residents raised issues regarding dust pollution and restricted access during the construction phase.	During the construction we strictly instructed to sprinkle water regularly to suppress dust. Temporary access ramps will be provided to ensure uninterrupted access to homes and
9	Local Employment	Unemployed youth requested opportunities for daily wage work during the road execution.	A clause will be emphasized recommending the contractor prioritize hiring local unskilled and semi-skilled labor during the construction period. The contractor preferably shall use unskilled/semiskilled labour from local areas to give the maximum benefit to the local community to avoid any additional stress on the existing facilities is included in EMP
10	Construction Timeline & Commuter Convenience	Residents requested that the road construction be completed as quickly as possible to minimize daily disruptions and ensure safe, unhindered movement for school children, local bus commuters, and auto-rickshaws.	The contractor will be bound by a strict project execution schedule mandated in the DPR to ensure timely completion. Furthermore, the work will be executed in a phased manner, prioritizing the rapid completion of stretches near schools and main commuter nodes to minimize public inconvenience.
11	Improper Waste Disposal	Villagers concern about Dumping of construction debris near roads and agricultural lands.	All arrangements for transportation during construction shall be considered incidental to the work and shall be planned and implemented by the Contractor as approved and directed by the Environmental Expert of PIU. The pre-designed disposal locations shall be a part of Solid Waste Management Plan which shall be prepared by the Contractor in consultation and with approval of Environmental Expert of PIU. Debris generated from pile driving or other construction activities shall be disposed in such a way that it does not flow into the agricultural land and surface water bodies or form mud

12	Access to Houses and Shops	Residents bother regarding difficulty in accessing houses, shops, schools and health centers during construction.	The Contractor shall ensure that safe and convenient passage for vehicles, pedestrians, and livestock is maintained at all locations where the new road alignment intersects existing roads, village paths, or property accesses. Temporary connecting roads, diversions, or access provisions shall be provided as required to maintain uninterrupted movement. No existing access shall be blocked or restricted without providing adequate temporary arrangements. Construction of crossroads and junctions shall be executed in a phased manner to minimize disruption to traffic and local movement. Temporary access roads and construction-related diversions shall be planned, designed, and implemented by the Contractor with approval from the Environmental Specialist of the PIU. A detailed Traffic Management and Control Plan (TMCP) shall be prepared by the Contractor and submitted for approval at least seven days prior to commencement of construction activities on any road section. The TMCP shall include details of temporary access routes and diversions, traffic safety arrangements during construction, provisions for safe movement of vehicles and pedestrians, end-of-day traffic arrangements, night-time safety measures (including reflective signage, barricades, and lighting), precautions during transportation of hazardous materials, and deployment of trained flagmen at critical locations. All temporary diversions and access roads shall be always maintained in a trafficable condition, particularly during the monsoon season, to prevent disruption to traffic flow and inconvenience to road users. The Contractor shall provide advance information to local communities regarding changes in traffic routes, access restrictions, and pedestrian arrangements, and shall ensure adequate signage and public notices. Temporary access roads and detours shall be kept free from dust through water sprinkling at least three times daily and additionally as required, depending on weather conditions, proximity to settlements, and traffic volume.
13	Public Health and Hygiene	Dust, stagnant water and poor sanitation causing health issues.	All sanitary facilities shall be cleaned regularly at least twice during working hours. All temporary accommodation must be maintained in such a fashion that uncontaminated water is available for drinking, cooking and washing. Garbage bins must be regularly emptied, and garbage should be disposed of in a hygienic manner. Adequate health care is to be provided for the workforce. Unless otherwise arranged for by the local sanitary authority, arrangement for disposal of excreta shall be made by putting a layer of night soils at the bottom of a permanent tank prepared for the purpose and covering it with 15 cm layer of waste or refuse and then covering it with a layer of earth for a fortnight (by then it will turn into manure). On completion of the works, all such temporary structures shall be cleared away, all rubbish burnt, excreta or other disposal pits or trenches filled in and effectively sealed off, and the outline site left clean and tidy, at the Contractor's expense, to the entire satisfaction of the Engineer.
14	Damage to Agricultural Land	Village farmers Fear of crop damage and soil compaction due to movement of machinery.	Restrict vehicle movement within ROW and compensate damages if any occur.
15	Impact on Common Property Resources	Villagers and local panchayath is worried about impact on temples, bus stops, hand pumps and community structures.	The CPRs fall within Impacted zone of 100 m from the road, necessary safety measures such as safety barricading, safe access to the CPRs shall be provided by the contractor. Access to CPRs should not be interrupted, alternate access will be provided by

16	Noise Levels from Construction Vehicles and Equipment's	Localites concern about noise levels during construction pahse	All vehicles and equipment used in construction works shall be fitted with exhaust silencers/mufflers. Maintenance and servicing of all construction vehicles and machinery shall be done regularly. Only acoustic enclosures fitted DG sets shall be allowed at the construction site and labour camp. At the construction sites within 150 m of the nearest habitation, noisy construction work and use of high noise generation equipment will be stopped during the nighttime between 10.00 pm to 6.00 am. Working hours of the construction activities shall be restricted
17	Culverts	Villageres concern about existing culverts	All necessary measures shall be taken especially while working close to cross drainage channels to prevent earthwork, stonework, materials and appendage as well as the method of operation from impeding cross-drainage at streams, water canals, existing irrigation and drainage systems. Demolition waste shall be collected and disposed as per the provision of Construction & Demolition Waste Management Guidelines, 2016.
18	Dust Pollution	Localites asking regarding dust spread over the community	Road construction works, specially earth work and movement of construction vehicles plying during construction phase shall may add to dust and gaseous air pollution along the project road. Frequent dust suppression shall be ensured for this stretch of the road by use of water tankers. The contractor shall procure the construction machinery, which conforms to the pollution control norms specified by the MoEF&CC/CPCB/Karnataka Pollution Control Board.

Column 1		Details	
Name of Consultant, Experts Names		ELETUS VENTURES. Veeresh S Patil, Syed Fateh Quadri, Basavaraj	
Location of Consultation (road name and id, village name, block name, district name)		Iggalur (Chandapura Main Road) to Bandapura- Balagaranahalli Main Road (ROAD ID 703), Chandapura-Anekal (MDR) Road to MDR via Karpura colony, Karpura, Thattanahalli, Avadadenahalli (ROAD ID 2735), MDR (Ramasagara) to Singhena Agrahara-Ramasagara Road via Ramasagara Ambedkar Colony Vaddarapalya (ROAD ID 3996), Chandapura-Anekal(MDR) Road to SH-87 via Soppanhalli Kumbaranahalli (ROAD ID 650), SH-35 (Attibele- Anekal Main road) to SH-85 Kelamangalam (TVS)Road via Bhaktipura Dasanapura (ROAD ID 4067), Gowrenahalli to MDR via Siddanapalya (ROAD ID 4145), Sunawara gate to Muthyala Maduvu (ROAD ID 5176), Vaderamanchanahalli to Bengaluru South Taluk Border via Nosenuru Gollahalli (ROAD ID 5295), Maratipalya To Huskur (ROAD ID 704), Narasipura To Alur (ROAD ID 710), Averahalli Main Road To Lakkenahalli Cross (ROAD ID 1686), Bethanagere To Huskur Main Road Via Doddipalya (ROAD ID 4070), Nruthya Grama To Guddadahalli Main Road (ROAD ID 708), Byrapura To Kakolu (ROAD ID 712), Yelachaguppe To Sh-85 (Magadi Main Road) Via Jattipalya (ROAD ID 726), Chunchanaguppe Main Road To Kolur Main Road (ROAD ID 4218), Ganapathihalli Village To Punugamaranahalli Village Junction (ROAD ID 4220), Chandrappa Circle- Unnigere Main Road To Ajjanahalli Via Muddanapalya (ROAD ID 4268), Sh-85 (Magadi Main Road) To Bangalore South Border Via Honnagahatti (ROAD ID 3044), Kudusiddanapalya Main Road To Peddanapalya Main Road Via Puradapalya Village (ROAD ID 4219), Kanakapura Main Road (NH- 948) to Nettigere Main Road via Sommanahalli Road (ROAD ID 4269), Gama to Nandhihalli (ROAD ID 1871), Balligavi to mugalikoppa , Hosomuthagi road (ROAD ID 1430), Mallenahalli circle to Herekeri-Chikkeruru mainroad(Sheetekonda) (ROAD ID 5343), Bandaike to narasapura via Shikaripura (ROAD ID 2611), Ambarkoppa MDR to Gandhinagara (ROAD ID 5345), Chikkamagadi SH to Chikkeruru (Hirekeruru taluq border) (ROAD ID 5434), Shiralakoppa-Hirekeruru SH to Mugalikoppa MDR (ROAD ID 5336), Shikaripura-Honnalli (SH) main road to Nallinakoppa Thanda (ROAD ID 5442), SH to Hanchi tanda road (ROAD ID 1464), Kamanavalli to Herechawti (ROAD ID 5335), Bennuru to T-10 (ROAD ID 5320), Bommanahalli to Kuppagadde Road (ROAD ID 4954), Jade MDR to Hanaji-Hosakoppa Bankasana Road (ROAD ID 4946), Kalguddi to Kamanavalli Cross via Hirechouti) (ROAD ID 1391), Shiralakoppa - Ulavi main road to Pura-Sagadde Road (ROAD ID 5336), Doddabailu to Karehonda road (ROAD ID 3981), NH 206 to Kannuru via Tangalavadi Hosakoppa Road (ROAD ID 5340), Gadikatte to Bilagodi (ROAD ID 5344), NH 366C (Gouthamapura) to Kannuru via Dananduru (ROAD ID 767).	
Date of Consultation		From: 02-Jan-2026 To 10-May-2026	
Number of Consultation		1 to 2 Times	
Total Number of Participants		210	
Number of Male and Female participants		Male- 128, Female- 82	
Vulnerable group		No Vulnerable Group	
SL No	Topic	Issues Raised in Consultation	Consultant's Recommendations/Recommended measures/mitigation mesures in the IEE
1	Land Encroachment	Villagers expressed concern about the loss of private agricultural land and boundary walls due to road construction.	The community is informed that works are strictly limited to modernising the current road. All construction fits inside the existing RoW, completely eliminating the need for land acquisition or property displacement
2	Safety Measures near Water Bodies	Community members expressed concern regarding potential transit hazards, noting that low visibility at night and inclement weather during the monsoon season increase the risk of pedestrians, vehicles, and livestock slipping into unfenced municipal ponds or open reservoirsny season or at night.	The DPR has the provisions for Guards stones /W-beam crash barriers wguich are having water bodies adjacent to roads. Also, reflective hazard markers, Cat Eyes's and cautionary signages will be deployed in accordance with IRC safety standards to ensure clear nighttime visibility. Drainage channels shall be cleared by collecting debris and disposed after completion of construction of culverts/bridges,
3	Traffic Safety and Speed Management	Community members requested for traffic-calming solutions near schools, places of worship, and busy junctions	Traffic calming measures including road marking, rumble strips, and reuired warning sign boards shall be installed at the curves. These informatory/safety signs shall be written in English and as well as local language, wherever required
4	Construction Disruptions	Local merchants and community members petitioned against potential economic disruptions stemming from construction-related dust pollution and restricted physical access to their establishments.	To ensure environmental and social compliance, regular water sprinkling will be deployed for dust control, and temporary access ramps will be systematically installed for all affected properties.
5	Water Logging	Farmers expressed concern that raising the road elevation will cause rainwater to stagnate and flood adjacent low-lying fields and houses.	The DPR has the provisions for adequate cross-drainage structures (pipe / box culverts / unlined side drains) for natural flow of rainwater and prevent waterlogging. The Contractor shall ensure that construction materials, debris, and excavated soil do not obstruct natural drainage paths or roadside drains, and do not cause waterlogging at work sites. To mitigate environmental runoff, the Contractor must deploy robust erosion and sediment controls, ensuring all excavated and construction materials are securely stacked, covered, and contained.
6	Drinking Water Pipelines	The Gram Panchayat highlighted that municipal drinking water mains are currently routed beneath the roadway within residential settlements.	The existing water pipeline pipelines shall be relocated where necessary and the cost for this is included in the project estimate.
7	Cultural & Religious Structures	The community expressed concern abovt potential structural or physical impacts on cultural monuments and sacred groves that fall very close to the proposed road.	The community is informed that proposed road works will not cause any physical or structural damage to nearby cultural monuments and sacred groves.
8	Local Employment	A request is submitted by local communities by seeking preferential hiring for daily-wage employment opportunities throughout the project's execution.	The special provision mandating that the contractor give first preference to local unskilled and semi-skilled laborers throughout the construction phase
9	Improper Waste Disposal	There is a significant apprehension by Villagers regarding the indiscriminate disposal of construction debris adjacent to roadways and productive agricultural lands.	All arrangements for transportation during construction shall be considered incidental to the work and shall be planned and implemented by the Contractor as approved and directed by the Environmental Expert of PIU.

10	Access to Houses and Shops	Residents bother regarding difficulty in accessing houses, shops, schools and health centers during construction.	The Contractor must maintain safe, convenient access for people, vehicles, and livestock wherever the new road crosses existing village paths or property entrances. All temporary bypasses must be kept mud-free and fully drivable during the rainy season, and clear informational signs must be posted at every diversion point to prevent traffic confusion.
11	Noise Levels from Construction Vehicles and Equipment's	Localites concern about noise levels during construction phase	All vehicles and equipment used in construction works shall be fitted with exhaust silencers/mufflers. Limit high-noise activities, such as excavation and drilling, strictly to daytime hours (e.g., 8:00 AM to 6:00 PM), completely banning heavy machinery operation near residential areas at night. Mandate the contractor to utilize modern, well-maintained equipment fitted with manufacturer-approved silencers, mufflers, and acoustic enclosures. Conduct periodic ambient noise testing using handheld sound meters to ensure decibel levels stay within acceptable national environmental standards.
12	Public Health and Hygiene	The community expressed concern abovt dust, stagnant water and poor sanitation causing health issues.	Deployment of water tankers to spray water on unpaved roads and active construction zones on regular basis. Covering all stockpiles of sand, soil, and debris with tarpaulins and ensure transport trucks are securely covered to prevent loose materials from blowing away.
13	Construction schedule	To avoid prolonged socioeconomic disruption, residents petitioned for an optimized execution timeline that prioritizes the unhindered and safe passage of school children, local buses, and auto-rickshaws	The contractor will be bound by a strict project execution schedule mandated in the DPR to ensure timely completion.

Public Consultations by Geonet Consultants

Item	Details
Name of Consultant, Experts Names	Geonet Consultants (OPC) PVT., LTD.
Location of Consultation (road name and id, village name, block name, district name)	(Road Id: 417) Julapalya to T-03 via Balehosahalli, Kanampalli, Chikkaballapura District
Date of Consultation	01-Jan, 03-Jan,05-Jan,06-Jan-2026
Number of Consultation	6
Total Number of Participants	12
Number of Male and Female participants	M-8 , F-4
Vulnerable group	

SL No	Topic	Issues Raised in Consultation	Consultant's Recommendations
a	General Questions		
	1. Pre-construction	Will private land be acquired?	No Private land will be acquired
		Will compensation be provided for affected land, trees, or structures?	No Private land will be acquired and payment for trees or structures dosent arises
		How many trees will be cut?	Trees coming in the ROW will be cleared
		Will new trees be planted after construction?	Yes
		Are enough culverts and cross-drainage structures proposed?	Yes
		Will ponds, lakes, or streams be affected?	No
		What are the long-term benefits of the road project?	All-weather road, like CC Roads in the Vicinity of the villages and Bituminus roads away from the villages will be provided as per design traffic
		What safety measures will be provided near schools?	Pedestrian Crossing, sign boards will be provided in the zones.
		Will speed breakers and warning signs be installed?	Rumble Strips and Village limit boards will be installed in village limits.
		How will damaged community property be restored?	No Damage will be created for the public property, in case if damages are created that will be redone.
	2. During constructions	Will Quality of the work be maintained?	Yes, work will be carried out as per the relevant IS & IRC standards adhering to standards specifications.
		Will local people get employment opportunities during construction?	The Contractors is having chances of appointing local labours.
		Where will labour camps be located?	In Remote area away from the village.
		How will sanitation and waste be managed in labour camps?	Will be maintained by contract agency.
		Will access to houses, farms, temples, and schools remain open during construction?	Yes certainly.
		Will outsiders create social or security problems?	No, if created one can inform in the contracting agency.
		Will construction work continue during nighttime?	Normally Not
		Will drainage water enter agricultural fields or houses?	No
		Who should villagers contact if problems arise during construction?	Rise the issue before village level grievance committee comprising of GP members,village leaders,contractor repretatives,site engineer,and environmental & social safeguard staff

Sl No	Recommended measures	Management/ mitigation mesures in the EIA
	Restricting construction activities within the designated right-of-way and approved work areas.	Regular water sprinkling on exposed surfaces and haul roads to suppress dust.
	Avoiding unnecessary clearing of vegetation and productive land.	Covering vehicles transporting loose materials.
	Reusing excavated materials where feasible and disposing excess materials only at approved locations.	Maintaining construction equipment and vehicles in good condition to reduce emissions.
	Stabilizing disturbed areas immediately after completion of work.	Avoiding excessive idling of construction machinery.
	Restoring temporary construction sites, borrow areas, and camp locations after project completion.	Using pollution-control measures during hot-mix or material handling operations.
		Restricting noisy construction activities to daytime hours.
		Ensuring regular maintenance of machinery and equipment.

		Installing temporary noise barriers where required near sensitive locations.
		Providing workers with hearing protection equipment.
		Informing local communities regarding construction schedules.
		Preventing discharge of untreated wastewater into water bodies.
		Maintaining drainage systems to avoid stagnation and flooding.
		Storing fuels and lubricants in designated locations with spill protection measures.
		Providing adequate sanitation facilities at labor camps.
		Minimizing cutting of trees and vegetation.
		Undertaking compensatory plantation programs where tree removal is unavoidable.
		Protecting existing natural habitats and avoiding disturbance to wildlife.
		Maintaining planted trees through regular watering and care.
		Segregating recyclable and non-recyclable waste.
		Disposing construction debris at approved disposal locations.
		Providing waste collection bins at construction camps.
		Prohibiting open dumping and burning of waste materials.
		Providing personal protective equipment (PPE) such as helmets, safety shoes, gloves, reflective jackets, and masks.
		Conducting safety training and awareness programs.
		Installing safety signs and barricades at construction areas.
		Maintaining first-aid facilities and emergency response arrangements.
		Providing adequate traffic management and warning signs.
		Ensuring safe access to homes, schools, markets, and public facilities.
		Controlling dust and noise near residential areas.
		Addressing public complaints through a grievance redress mechanism.

Item	Details
Name of Consultant, Experts Names	Geonet Consultants (OPC) PVT., LTD.
Location of Consultation (road name and id, village name, block name, district name)	(Road Id:462) Peresandra to PS road via Basavanapathi, Kothandahalli, Hoovinavarahalli, Bovihalli, Chikkaballapura District
Date of Consultation	02-Jan, 03-Jan, 05-Jan & 06-Jan-2026
Number of Consultation	8
Total Number of Participants	14
Number of Male and Female participants	M-10 , F-4
Vulnerable group	

SL No	Topic	Issues Raised in Consultation	Consultant's Recommendations
a	Genearal Questions		
	1. Pre-construction	Will private land be acquired?	No Private land will be acquired
		Will compensation be provided for affected land, trees, or structures?	No Private land will be acquired and payment for trees or structures dosent arises
		How many trees will be cut?	Trees coming in the ROW will be cleared
		Will new trees be planted after construction?	Yes
		Are enough culverts and cross-drainage structures proposed?	Yes
		Will ponds, lakes, or streams be affected?	No
		What are the long-term benefits of the road project?	All-weather road, like CC Roads in the Vicinity of the villages and Bituminus roads away from the villages will be provided as per design traffic
		What safety measures will be provided near schools?	Pedestrian Crossing, sign boards will be provided in the zones.
		Will speed breakers and warning signs be installed?	Rumble Strips and Village limit boards will be installed in village limits.
		How will damaged community property be restored?	No Damage will be created for the public property, in case if damages are created that will be redone.
	2. During constructions	Will Quality of the work be maintained?	Yes, work will be carried out as per the relevant IS & IRC standards adhering to standards specifications.
		Will local people get employment opportunities during construction?	The Contractors is having chances of appointing local labours.
		Where will labour camps be located?	In Remote area away from the village.
		How will sanitation and waste be managed in labour camps?	Will be maintained by contract agency.
		Will access to houses, farms, temples, and schools remain open during construction?	Yes certainly.
		Will outsiders create social or security problems?	No, if created one can inform in the contracting agency.
		Will construction work continue during nighttime?	Normally Not
		Will drainage water enter agricultural fields or houses?	No
		Who should villagers contact if problems arise during construction?	Rise the issue before village level grievance committee comprising of GP members,village leaders,contractor repretatives,site engineer,and environmental & social safeguard staff

Sl No	Recommended measures	Management/ mitigation mesures in the EIA
	Restricting construction activities within the designated right-of-way and approved work areas.	Regular water sprinkling on exposed surfaces and haul roads to suppress dust.
	Avoiding unnecessary clearing of vegetation and productive land.	Covering vehicles transporting loose materials.
	Reusing excavated materials where feasible and disposing excess materials only at approved locations.	Maintaining construction equipment and vehicles in good condition to reduce emissions.
	Stabilizing disturbed areas immediately after completion of work.	Avoiding excessive idling of construction machinery.

	Restoring temporary construction sites, borrow areas, and camp locations after project completion.	Using pollution-control measures during hot-mix or material handling operations.
		Restricting noisy construction activities to daytime hours.
		Ensuring regular maintenance of machinery and equipment.
		Installing temporary noise barriers where required near sensitive locations.
		Providing workers with hearing protection equipment.
		Informing local communities regarding construction schedules.
		Preventing discharge of untreated wastewater into water bodies.
		Maintaining drainage systems to avoid stagnation and flooding.
		Storing fuels and lubricants in designated locations with spill protection measures.
		Providing adequate sanitation facilities at labor camps.
		Minimizing cutting of trees and vegetation.
		Undertaking compensatory plantation programs where tree removal is unavoidable.
		Protecting existing natural habitats and avoiding disturbance to wildlife.
		Maintaining planted trees through regular watering and care.
		Segregating recyclable and non-recyclable waste.
		Disposing construction debris at approved disposal locations.
		Providing waste collection bins at construction camps.
		Prohibiting open dumping and burning of waste materials.
		Providing personal protective equipment (PPE) such as helmets, safety shoes, gloves, reflective jackets, and masks.
		Conducting safety training and awareness programs.
		Installing safety signs and barricades at construction areas.
		Maintaining first-aid facilities and emergency response arrangements.
		Providing adequate traffic management and warning signs.
		Ensuring safe access to homes, schools, markets, and public facilities.
		Controlling dust and noise near residential areas.
		Addressing public complaints through a grievance redress mechanism.

Item	Details
Name of Consultant, Experts Names	Geonet Consultants (OPC) PVT., LTD.
Location of Consultation (road name and id, village name, block name, district name)	(Road Id: 3998) CMY ROAD to Y.Kurupalli Road via I.Kurupalli, Myakapothalahalli, Junjanahalli, Naravamakalahalli, Puligundlahalli, Chikkaballapura District
Date of Consultation	20-Dec, 21-Dec & 23-Dec-2025
Number of Consultation	5
Total Number of Participants	6
Number of Male and Female participants	M-4 , F-2
Vulnerable group	

SL No	Topic	Issues Raised in Consultation	Consultant's Recommendations
a	Genearal Questions		
	1. Pre-construction	Will private land be acquired?	No Private land will be acquired
		Will compensation be provided for affected land, trees, or structures?	No Private land will be acquired and payment for trees or structures dosent arises
		How many trees will be cut?	Trees coming in the ROW will be cleared
		Will new trees be planted after construction?	Yes
		Are enough culverts and cross-drainage structures proposed?	Yes
		Will ponds, lakes, or streams be affected?	No
		What are the long-term benefits of the road project?	All-weather road, like CC Roads in the Vicinity of the villages and Bituminus roads away from the villages will be provided as per design traffic
		What safety measures will be provided near schools?	Pedestrian Crossing, sign boards will be provided in the zones.
		Will speed breakers and warning signs be installed?	Rumble Strips and Village limit boards will be installed in village limits.
		How will damaged community property be restored?	No Damage will be created for the public property, in case if damages are created that will be redone.
	2. During constructions	Will Quality of the work be maintained?	Yes, work will be carried out as per the relevant IS & IRC standards adhering to standards specifications.
		Will local people get employment opportunities during construction?	The Contractors is having chances of appointing local labours.
		Where will labour camps be located?	In Remote area away from the village.
		How will sanitation and waste be managed in labour camps?	Will be maintained by contract agency.
		Will access to houses, farms, temples, and schools remain open during construction?	Yes certainly.
		Will outsiders create social or security problems?	No, if created one can inform in the contracting agency.
		Will construction work continue during nighttime?	Normally Not
		Will drainage water enter agricultural fields or houses?	No
		Who should villagers contact if problems arise during construction?	Rise the issue before village level grievance committee comprising of GP members,village leaders,contractor repretatives,site engineer,and environmental & social safeguard staff

Sl No	Recommended measures	Management/ mitigation mesures in the EIA
	Restricting construction activities within the designated right-of-way and approved work areas.	Regular water sprinkling on exposed surfaces and haul roads to suppress dust.
	Avoiding unnecessary clearing of vegetation and productive land.	Covering vehicles transporting loose materials.
	Reusing excavated materials where feasible and disposing excess materials only at approved locations.	Maintaining construction equipment and vehicles in good condition to reduce emissions.
	Stabilizing disturbed areas immediately after completion of work.	Avoiding excessive idling of construction machinery.

	Restoring temporary construction sites, borrow areas, and camp locations after project completion.	Using pollution-control measures during hot-mix or material handling operations.
		Restricting noisy construction activities to daytime hours.
		Ensuring regular maintenance of machinery and equipment.
		Installing temporary noise barriers where required near sensitive locations.
		Providing workers with hearing protection equipment.
		Informing local communities regarding construction schedules.
		Preventing discharge of untreated wastewater into water bodies.
		Maintaining drainage systems to avoid stagnation and flooding.
		Storing fuels and lubricants in designated locations with spill protection measures.
		Providing adequate sanitation facilities at labor camps.
		Minimizing cutting of trees and vegetation.
		Undertaking compensatory plantation programs where tree removal is unavoidable.
		Protecting existing natural habitats and avoiding disturbance to wildlife.
		Maintaining planted trees through regular watering and care.
		Segregating recyclable and non-recyclable waste.
		Disposing construction debris at approved disposal locations.
		Providing waste collection bins at construction camps.
		Prohibiting open dumping and burning of waste materials.
		Providing personal protective equipment (PPE) such as helmets, safety shoes, gloves, reflective jackets, and masks.
		Conducting safety training and awareness programs.
		Installing safety signs and barricades at construction areas.
		Maintaining first-aid facilities and emergency response arrangements.
		Providing adequate traffic management and warning signs.
		Ensuring safe access to homes, schools, markets, and public facilities.
		Controlling dust and noise near residential areas.
		Addressing public complaints through a grievance redress mechanism.

Item	Details
Name of Consultant, Experts Names	Geonet Consultants (OPC) PVT., LTD.
Location of Consultation (road name and id, village name, block name, district name)	(Road Id: 3186) Dibburalli(MDR) to Chelur-MDR via Papathimanahalli, Gabbinayana voddu, Nandanavana, Mittahalli, Chikkaballapura District
Date of Consultation	24-Dec, 25-Dec & 27-Dec-2025
Number of Consultation	6
Total Number of Participants	8
Number of Male and Female participants	M-5 , F-3
Vulnerable group	

SL No	Topic	Issues Raised in Consultation	Consultant's Recommendations
a	Genaral Questions		
	1. Pre-construction	Will private land be acquired?	No Private land will be acquired
		Will compensation be provided for affected land, trees, or structures?	No Private land will be acquired and payment for trees or structures dosent arises
		How many trees will be cut?	Trees coming in the ROW will be cleared
		Will new trees be planted after construction?	Yes
		Are enough culverts and cross-drainage structures proposed?	Yes
		Will ponds, lakes, or streams be affected?	No
		What are the long-term benefits of the road project?	All-weather road, like CC Roads in the Vicinity of the villages and Bituminus roads away from the villages will be provided as per design traffic
		What safety measures will be provided near schools?	Pedestrian Crossing, sign boards will be provided in the zones.
		Will speed breakers and warning signs be installed?	Rumble Strips and Village limit boards will be installed in village limits.
		How will damaged community property be restored?	No Damage will be created for the public property, in case if damages are created that will be redone.
	2. During constructions	Will Quality of the work be maintained?	Yes, work will be carried out as per the relevant IS & IRC standards adhering to standards specifications.
		Will local people get employment opportunities during construction?	The Contractors is having chances of appointing local labours.
		Where will labour camps be located?	In Remote area away from the village.
		How will sanitation and waste be managed in labour camps?	Will be maintained by contract agency.
		Will access to houses, farms, temples, and schools remain open during construction?	Yes certainly.
		Will outsiders create social or security problems?	No, if created one can inform in the contracting agency.
		Will construction work continue during nighttime?	Normally Not
		Will drainage water enter agricultural fields or houses?	No
		Who should villagers contact if problems arise during construction?	Rise the issue before village level grievance committee comprising of GP members,village leaders,contractor repretatives,site engineer,and environmental & social safeguard staff

Sl No	Recommended measures	Management/ mitigation mesures in the EIA
	Restricting construction activities within the designated right-of-way and approved work areas.	Regular water sprinkling on exposed surfaces and haul roads to suppress dust.
	Avoiding unnecessary clearing of vegetation and productive land.	Covering vehicles transporting loose materials.
	Reusing excavated materials where feasible and disposing excess materials only at approved locations.	Maintaining construction equipment and vehicles in good condition to reduce emissions.
	Stabilizing disturbed areas immediately after completion of work.	Avoiding excessive idling of construction machinery.

	Restoring temporary construction sites, borrow areas, and camp locations after project completion.	Using pollution-control measures during hot-mix or material handling operations.
		Restricting noisy construction activities to daytime hours.
		Ensuring regular maintenance of machinery and equipment.
		Installing temporary noise barriers where required near sensitive locations.
		Providing workers with hearing protection equipment.
		Informing local communities regarding construction schedules.
		Preventing discharge of untreated wastewater into water bodies.
		Maintaining drainage systems to avoid stagnation and flooding.
		Storing fuels and lubricants in designated locations with spill protection measures.
		Providing adequate sanitation facilities at labor camps.
		Minimizing cutting of trees and vegetation.
		Undertaking compensatory plantation programs where tree removal is unavoidable.
		Protecting existing natural habitats and avoiding disturbance to wildlife.
		Maintaining planted trees through regular watering and care.
		Segregating recyclable and non-recyclable waste.
		Disposing construction debris at approved disposal locations.
		Providing waste collection bins at construction camps.
		Prohibiting open dumping and burning of waste materials.
		Providing personal protective equipment (PPE) such as helmets, safety shoes, gloves, reflective jackets, and masks.
		Conducting safety training and awareness programs.
		Installing safety signs and barricades at construction areas.
		Maintaining first-aid facilities and emergency response arrangements.
		Providing adequate traffic management and warning signs.
		Ensuring safe access to homes, schools, markets, and public facilities.
		Controlling dust and noise near residential areas.
		Addressing public complaints through a grievance redress mechanism.

Item	Details
Name of Consultant, Experts Names	Geonet Consultants (OPC) PVT., LTD.
Location of Consultation (road name and id, village name, block name, district name)	(Road Id: -----) Road from NH 234 to Harobande Via Narasimha Devarabetta, Hanumanthapura, Dinneshosahalli, Arkere, Gunthappanahally, in Chikkaballapura Constituency, Chikkaballapura District.
Date of Consultation	04-May , 05-May, 06-May, 07-May, 09-May & 11-May-2026
Number of Consultation	6
Total Number of Participants	15
Number of Male and Female participants	M-10 , F-5
Vulnerable group	

SL No	Topic	Issues Raised in Consultation	Consultant's Recommendations
a	General Questions		
	1. Pre-construction	Will private land be acquired?	No Private land will be acquired
		Will compensation be provided for affected land, trees, or structures?	No Private land will be acquired and payment for trees or structures dosent arises
		How many trees will be cut?	Trees coming in the ROW will be cleared
		Will new trees be planted after construction?	Yes
		Are enough culverts and cross-drainage structures proposed?	Yes
		Will ponds, lakes, or streams be affected?	No
		What are the long-term benefits of the road project?	All-weather road, like CC Roads in the Vicinity of the villages and Bituminus roads away from the villages will be provided as per design traffic
		What safety measures will be provided near schools?	Pedestrian Crossing, sign boards will be provided in the zones.
		Will speed breakers and warning signs be installed?	Rumble Strips and Village limit boards will be installed in village limits.
		How will damaged community property be restored?	No Damage will be created for the public property, in case if damages are created that will be redone.
	2. During constructions	Will Quality of the work be maintained?	Yes, work will be carried out as per the relevant IS & IRC standards adhering to standards specifications.
		Will local people get employment opportunities during construction?	The Contractors is having chances of appointing local labours.
		Where will labour camps be located?	In Remote area away from the village.
		How will sanitation and waste be managed in labour camps?	Will be maintained by contract agency.
		Will access to houses, farms, temples, and schools remain open during construction?	Yes certainly.
		Will outsiders create social or security problems?	No, if created one can inform in the contracting agency.
		Will construction work continue during nighttime?	Normally Not
		Will drainage water enter agricultural fields or houses?	No
		Who should villagers contact if problems arise during construction?	Rise the issue before village level grievance committee comprising of GP members,village leaders,contractor repretatives,site engineer,and environmental & social safeguard staff

Sl No	Recommended measures	Management/ mitigation mesures in the EIA
	Restricting construction activities within the designated right-of-way and approved work areas.	Regular water sprinkling on exposed surfaces and haul roads to suppress dust.
	Avoiding unnecessary clearing of vegetation and productive land.	Covering vehicles transporting loose materials.
	Reusing excavated materials where feasible and disposing excess materials only at approved locations.	Maintaining construction equipment and vehicles in good condition to reduce emissions.
	Stabilizing disturbed areas immediately after completion of work.	Avoiding excessive idling of construction machinery.
	Restoring temporary construction sites, borrow areas, and camp locations after project completion.	Using pollution-control measures during hot-mix or material handling operations.
		Restricting noisy construction activities to daytime hours.
		Ensuring regular maintenance of machinery and equipment.
		Installing temporary noise barriers where required near sensitive locations.
		Providing workers with hearing protection equipment.
		Informing local communities regarding construction schedules.
		Preventing discharge of untreated wastewater into water bodies.

		Maintaining drainage systems to avoid stagnation and flooding.
		Storing fuels and lubricants in designated locations with spill protection measures.
		Providing adequate sanitation facilities at labor camps.
		Minimizing cutting of trees and vegetation.
		Undertaking compensatory plantation programs where tree removal is unavoidable.
		Protecting existing natural habitats and avoiding disturbance to wildlife.
		Maintaining planted trees through regular watering and care.
		Segregating recyclable and non-recyclable waste.
		Disposing construction debris at approved disposal locations.
		Providing waste collection bins at construction camps.
		Prohibiting open dumping and burning of waste materials.
		Providing personal protective equipment (PPE) such as helmets, safety shoes, gloves, reflective jackets, and masks.
		Conducting safety training and awareness programs.
		Installing safety signs and barricades at construction areas.
		Maintaining first-aid facilities and emergency response arrangements.
		Providing adequate traffic management and warning signs.
		Ensuring safe access to homes, schools, markets, and public facilities.
		Controlling dust and noise near residential areas.
		Addressing public complaints through a grievance redress mechanism.

Item	Details
Name of Consultant, Experts Names	Geonet Consultants (OPC) PVT., LTD.
Location of Consultation (road name and id, village name, block name, district name)	(Road Id: 4285) Improvements to road from Antharasanthe main road to machre via Nuralakuppe, Mysuru District.
Date of Consultation	17-Feb & 18-Fed-2026
Number of Consultation	3
Total Number of Participants	6
Number of Male and Female participants	M-4 , F-2
Vulnerable group	

SL No	Topic	Issues Raised in Consultation	Consultant's Recommendations
a	Genaral Questions		
	1. Pre-construction	Will private land be acquired?	No Private land will be acquired
		Will compensation be provided for affected land, trees, or structures?	No Private land will be acquired and payment for trees or structures dosent arises
		How many trees will be cut?	Trees coming in the ROW will be cleared
		Will new trees be planted after construction?	Yes
		Are enough culverts and cross-drainage structures proposed?	Yes
		Will ponds, lakes, or streams be affected?	No
		What are the long-term benefits of the road project?	All-weather road, like CC Roads in the Vicinity of the villages and Bituminus roads away from the villages will be provided as per design traffic
		What safety measures will be provided near schools?	Pedestrian Crossing, sign boards will be provided in the zones.
		Will speed breakers and warning signs be installed?	Rumble Strips and Village limit boards will be installed in village limits.
		How will damaged community property be restored?	No Damage will be created for the public property, in case if damages are created that will be redone.
	2. During constructions	Will Quality of the work be maintained?	Yes, work will be carried out as per the relevant IS & IRC standards adhering to standards specifications.
		Will local people get employment opportunities during construction?	The Contractors is having chances of appointing local labours.
		Where will labour camps be located?	In Remote area away from the village.
		How will sanitation and waste be managed in labour camps?	Will be maintained by contract agency.
		Will access to houses, farms, temples, and schools remain open during construction?	Yes certainly.
		Will outsiders create social or security problems?	No, if created one can inform in the contracting agency.
		Will construction work continue during nighttime?	Normally Not
		Will drainage water enter agricultural fields or houses?	No
		Who should villagers contact if problems arise during construction?	Rise the issue before village level grievance committee comprising of GP members,village leaders,contractor repretatives,site engineer,and environmental & social safeguard staff

Sl.No	Recommended measures	Management/ mitigation mesures in the EIA
	Restricting construction activities within the designated right-of-way and approved work areas.	Regular water sprinkling on exposed surfaces and haul roads to suppress dust.
	Avoiding unnecessary clearing of vegetation and productive land.	Covering vehicles transporting loose materials.
	Reusing excavated materials where feasible and disposing excess materials only at approved locations.	Maintaining construction equipment and vehicles in good condition to reduce emissions.
	Stabilizing disturbed areas immediately after completion of work.	Avoiding excessive idling of construction machinery.
	Restoring temporary construction sites, borrow areas, and camp locations after project completion.	Using pollution-control measures during hot-mix or material handling operations.
		Restricting noisy construction activities to daytime hours.
		Ensuring regular maintenance of machinery and equipment.

		Installing temporary noise barriers where required near sensitive locations.
		Providing workers with hearing protection equipment.
		Informing local communities regarding construction schedules.
		Preventing discharge of untreated wastewater into water bodies.
		Maintaining drainage systems to avoid stagnation and flooding.
		Storing fuels and lubricants in designated locations with spill protection measures.
		Providing adequate sanitation facilities at labor camps.
		Minimizing cutting of trees and vegetation.
		Undertaking compensatory plantation programs where tree removal is unavoidable.
		Protecting existing natural habitats and avoiding disturbance to wildlife.
		Maintaining planted trees through regular watering and care.
		Segregating recyclable and non-recyclable waste.
		Disposing construction debris at approved disposal locations.
		Providing waste collection bins at construction camps.
		Prohibiting open dumping and burning of waste materials.
		Providing personal protective equipment (PPE) such as helmets, safety shoes, gloves, reflective jackets, and masks.
		Conducting safety training and awareness programs.
		Installing safety signs and barricades at construction areas.
		Maintaining first-aid facilities and emergency response arrangements.
		Providing adequate traffic management and warning signs.
		Ensuring safe access to homes, schools, markets, and public facilities.
		Controlling dust and noise near residential areas.
		Addressing public complaints through a grievance redress mechanism.

Item	Details
Name of Consultant, Experts Names	Geonet Consultants (OPC) PVT., LTD.
Location of Consultation (road name and id, village name, block name, district name)	(Road Id: 919) Improvements to road from Bachahalli to MDR Near Ramnathapura Terakanambi road (RT Road) via Chikka Hunsur road Mysuru District.
Date of Consultation	15-May & 16-May-2026
Number of Consultation	3
Total Number of Participants	8
Number of Male and Female participants	M-5 , F-3
Vulnerable group	

SL No	Topic	Issues Raised in Consultation	Consultant's Recommendations
a	Genaral Questions		
	1. Pre-construction	Will private land be acquired?	No Private land will be acquired
		Will compensation be provided for affected land, trees, or structures?	No Private land will be acquired and payment for trees or structures dosent arises
		How many trees will be cut?	Trees coming in the ROW will be cleared
		Will new trees be planted after construction?	Yes
		Are enough culverts and cross-drainage structures proposed?	Yes
		Will ponds, lakes, or streams be affected?	No
		What are the long-term benefits of the road project?	All-weather road, like CC Roads in the Vicinity of the villages and Bituminus roads away from the villages will be provided as per design traffic
		What safety measures will be provided near schools?	Pedestrian Crossing, sign boards will be provided in the zones.
		Will speed breakers and warning signs be installed?	Rumble Strips and Village limit boards will be installed in village limits.
		How will damaged community property be restored?	No Damage will be created for the public property, in case if damages are created that will be redone.
	2. During constructions	Will Quality of the work be maintained?	Yes, work will be carried out as per the relevant IS & IRC standards adhereing to standards specifications.
		Will local people get employment opportunities during construction?	The Contractors is having chances of appointing local labours.
		Where will labour camps be located?	In Remote area away from the village.
		How will sanitation and waste be managed in labour camps?	Will be maintained by contract agency.
		Will access to houses, farms, temples, and schools remain open during construction?	Yes certainly.
		Will outsiders create social or security problems?	No, if created one can inform in the contracting agency.
		Will construction work continue during nighttime?	Normally Not
		Will drainage water enter agricultural fields or houses?	No
		Who should villagers contact if problems arise during construction?	Rise the issue before village level grievance committee comprising of GP members,village leaders,contractor representatives,site engineer,and environmental & social safeguard staff

Sl No	Recommended measures	Management/ mitigation mesures in the EIA
	Restricting construction activities within the designated right-of-way and approved work areas.	Regular water sprinkling on exposed surfaces and haul roads to suppress dust.
	Avoiding unnecessary clearing of vegetation and productive land.	Covering vehicles transporting loose materials.
	Reusing excavated materials where feasible and disposing excess materials only at approved locations.	Maintaining construction equipment and vehicles in good condition to reduce emissions.
	Stabilizing disturbed areas immediately after completion of work.	Avoiding excessive idling of construction machinery.
	Restoring temporary construction sites, borrow areas, and camp locations after project completion.	Using pollution-control measures during hot-mix or material handling operations.

		Restricting noisy construction activities to daytime hours.
		Ensuring regular maintenance of machinery and equipment.
		Installing temporary noise barriers where required near sensitive locations.
		Providing workers with hearing protection equipment.
		Informing local communities regarding construction schedules.
		Preventing discharge of untreated wastewater into water bodies.
		Maintaining drainage systems to avoid stagnation and flooding.
		Storing fuels and lubricants in designated locations with spill protection measures.
		Providing adequate sanitation facilities at labor camps.
		Minimizing cutting of trees and vegetation.
		Undertaking compensatory plantation programs where tree removal is unavoidable.
		Protecting existing natural habitats and avoiding disturbance to wildlife.
		Maintaining planted trees through regular watering and care.
		Segregating recyclable and non-recyclable waste.
		Disposing construction debris at approved disposal locations.
		Providing waste collection bins at construction camps.
		Prohibiting open dumping and burning of waste materials.
		Providing personal protective equipment (PPE) such as helmets, safety shoes, gloves, reflective jackets, and masks.
		Conducting safety training and awareness programs.
		Installing safety signs and barricades at construction areas.
		Maintaining first-aid facilities and emergency response arrangements.
		Providing adequate traffic management and warning signs.
		Ensuring safe access to homes, schools, markets, and public facilities.
		Controlling dust and noise near residential areas.
		Addressing public complaints through a grievance redress mechanism.

Item	Details
Name of Consultant, Experts Names	Geonet Consultants (OPC) PVT., LTD.
Location of Consultation (road name and id, village name, block name, district name)	(Road Id: 4146) Improvements to road from Gowdanakatte to MDR near Ramanathpura-Terakanambi (RT) road via Survey No.25, Mysuru District.
Date of Consultation	15-May & 16-May-2026
Number of Consultation	4
Total Number of Participants	7
Number of Male and Female participants	M-4 , F-3
Vulnerable group	

SL No	Topic	Issues Raised in Consultation	Consultant's Recommendations
a	Genearal Questions		
	1. Pre-construction	Will private land be acquired?	No Private land will be acquired
		Will compensation be provided for affected land, trees, or structures?	No Private land will be acquired and payment for trees or structures dosent arises
		How many trees will be cut?	Trees coming in the ROW will be cleared
		Will new trees be planted after construction?	Yes
		Are enough culverts and cross-drainage structures proposed?	Yes
		Will ponds, lakes, or streams be affected?	No
		What are the long-term benefits of the road project?	All-weather road, like CC Roads in the Vicinity of the villages and Bituminus roads away from the villages will be provided as per design traffic
		What safety measures will be provided near schools?	Pedestrian Crossing, sign boards will be provided in the zones.
		Will speed breakers and warning signs be installed?	Rumble Strips and Village limit boards will be installed in village limits.
		How will damaged community property be restored?	No Damage will be created for the public property, in case if damages are created that will be redone.
	2. During constructions	Will Quality of the work be maintained?	Yes, work will be carried out as per the relevant IS & IRC standards adhering to standards specifications.
		Will local people get employment opportunities during construction?	The Contractors is having chances of appointing local labours.
		Where will labour camps be located?	In Remote area away from the village.
		How will sanitation and waste be managed in labour camps?	Will be maintained by contract agency.
		Will access to houses, farms, temples, and schools remain open during construction?	Yes certainly.
		Will outsiders create social or security problems?	No, if created one can inform in the contracting agency.
		Will construction work continue during nighttime?	Normally Not
		Will drainage water enter agricultural fields or houses?	No
		Who should villagers contact if problems arise during construction?	Rise the issue before village level grievance committee comprising of GP members,village leaders,contractor repretatives,site engineer,and environmental & social safeguard staff

Sl No	Recommended measures	Management/ mitigation mesures in the EIA
	Restricting construction activities within the designated right-of-way and approved work areas.	Regular water sprinkling on exposed surfaces and haul roads to suppress dust.
	Avoiding unnecessary clearing of vegetation and productive land.	Covering vehicles transporting loose materials.
	Reusing excavated materials where feasible and disposing excess materials only at approved locations.	Maintaining construction equipment and vehicles in good condition to reduce emissions.
	Stabilizing disturbed areas immediately after completion of work.	Avoiding excessive idling of construction machinery.

	Restoring temporary construction sites, borrow areas, and camp locations after project completion.	Using pollution-control measures during hot-mix or material handling operations.
		Restricting noisy construction activities to daytime hours.
		Ensuring regular maintenance of machinery and equipment.
		Installing temporary noise barriers where required near sensitive locations.
		Providing workers with hearing protection equipment.
		Informing local communities regarding construction schedules.
		Preventing discharge of untreated wastewater into water bodies.
		Maintaining drainage systems to avoid stagnation and flooding.
		Storing fuels and lubricants in designated locations with spill protection measures.
		Providing adequate sanitation facilities at labor camps.
		Minimizing cutting of trees and vegetation.
		Undertaking compensatory plantation programs where tree removal is unavoidable.
		Protecting existing natural habitats and avoiding disturbance to wildlife.
		Maintaining planted trees through regular watering and care.
		Segregating recyclable and non-recyclable waste.
		Disposing construction debris at approved disposal locations.
		Providing waste collection bins at construction camps.
		Prohibiting open dumping and burning of waste materials.
		Providing personal protective equipment (PPE) such as helmets, safety shoes, gloves, reflective jackets, and masks.
		Conducting safety training and awareness programs.
		Installing safety signs and barricades at construction areas.
		Maintaining first-aid facilities and emergency response arrangements.
		Providing adequate traffic management and warning signs.
		Ensuring safe access to homes, schools, markets, and public facilities.
		Controlling dust and noise near residential areas.
		Addressing public complaints through a grievance redress mechanism.

Item	Details
Name of Consultant, Experts Names	Geonet Consultants (OPC) PVT., LTD.
Location of Consultation (road name and id, village name, block name, district name)	(Road Id: 4476) Improvements to road from Thippur to Mahadevapura, Mysuru District.
Date of Consultation	30-Dec & 31-Dec-2025
Number of Consultation	3
Total Number of Participants	6
Number of Male and Female participants	M-4 , F-2
Vulnerable group	

SL No	Topic	Issues Raised in Consultation	Consultant's Recommendations
a	Genaral Questions		
	1. Pre-construction	Will private land be acquired?	No Private land will be acquired
		Will compensation be provided for affected land, trees, or structures?	No Private land will be acquired and payment for trees or structures dosent arises
		How many trees will be cut?	Trees coming in the ROW will be cleared
		Will new trees be planted after construction?	Yes
		Are enough culverts and cross-drainage structures proposed?	Yes
		Will ponds, lakes, or streams be affected?	No
		What are the long-term benefits of the road project?	All-weather road, like CC Roads in the Vicinity of the villages and Bituminus roads away from the villages will be provided as per design traffic
		What safety measures will be provided near schools?	Pedestrian Crossing, sign boards will be provided in the zones.
		Will speed breakers and warning signs be installed?	Rumble Strips and Village limit boards will be installed in village limits.
		How will damaged community property be restored?	No Damage will be created for the public property, in case if damages are created that will be redone.
	2. During constructions	Will Quality of the work be maintained?	Yes, work will be carried out as per the relevant IS & IRC standards adhereing to standards specifications.
		Will local people get employment opportunities during construction?	The Contractors is having chances of appointing local labours.
		Where will labour camps be located?	In Remote area away from the village.
		How will sanitation and waste be managed in labour camps?	Will be maintained by contract agency.
		Will access to houses, farms, temples, and schools remain open during construction?	Yes certainly.
		Will outsiders create social or security problems?	No, if created one can inform in the contracting agency.
		Will construction work continue during nighttime?	Normally Not
		Will drainage water enter agricultural fields or houses?	No
		Who should villagers contact if problems arise during construction?	Rise the issue before village level grievance committee comprising of GP members,village leaders,contractor repretatives,site engineer,and environmental & social safeguard staff

SI No	Recommended measures	Management/ mitigation mesures in the EIA
	Restricting construction activities within the designated right-of-way and approved work areas.	Regular water sprinkling on exposed surfaces and haul roads to suppress dust.
	Avoiding unnecessary clearing of vegetation and productive land.	Covering vehicles transporting loose materials.
	Reusing excavated materials where feasible and disposing excess materials only at approved locations.	Maintaining construction equipment and vehicles in good condition to reduce emissions.
	Stabilizing disturbed areas immediately after completion of work.	Avoiding excessive idling of construction machinery.
	Restoring temporary construction sites, borrow areas, and camp locations after project completion.	Using pollution-control measures during hot-mix or material handling operations.

		Restricting noisy construction activities to daytime hours.
		Ensuring regular maintenance of machinery and equipment.
		Installing temporary noise barriers where required near sensitive locations.
		Providing workers with hearing protection equipment.
		Informing local communities regarding construction schedules.
		Preventing discharge of untreated wastewater into water bodies.
		Maintaining drainage systems to avoid stagnation and flooding.
		Storing fuels and lubricants in designated locations with spill protection measures.
		Providing adequate sanitation facilities at labor camps.
		Minimizing cutting of trees and vegetation.
		Undertaking compensatory plantation programs where tree removal is unavoidable.
		Protecting existing natural habitats and avoiding disturbance to wildlife.
		Maintaining planted trees through regular watering and care.
		Segregating recyclable and non-recyclable waste.
		Disposing construction debris at approved disposal locations.
		Providing waste collection bins at construction camps.
		Prohibiting open dumping and burning of waste materials.
		Providing personal protective equipment (PPE) such as helmets, safety shoes, gloves, reflective jackets, and masks.
		Conducting safety training and awareness programs.
		Installing safety signs and barricades at construction areas.
		Maintaining first-aid facilities and emergency response arrangements.
		Providing adequate traffic management and warning signs.
		Ensuring safe access to homes, schools, markets, and public facilities.
		Controlling dust and noise near residential areas.
		Addressing public complaints through a grievance redress mechanism.

Item	Details
Name of Consultant, Experts Names	Geonet Consultants (OPC) PVT., LTD.
Location of Consultation (road name and id, village name, block name, district name)	(Road Id: 1143)Thimakapura to Hosuru keremala via Chowthikoppalu in Periyapatna Taluk, Mysuru District.
Date of Consultation	17-Dec, 18-Dec & 20-Dec-2025
Number of Consultation	5
Total Number of Participants	7
Number of Male and Female participants	M-5 , F-2
Vulnerable group	

SL No	Topic	Issues Raised in Consultation	Consultant's Recommendations
a	Genaral Questions		
	1. Pre-construction	Will private land be acquired?	No Private land will be acquired
		Will compensation be provided for affected land, trees, or structures?	No Private land will be acquired and payment for trees or structures dosent arises
		How many trees will be cut?	Trees coming in the ROW will be cleared
		Will new trees be planted after construction?	Yes
		Are enough culverts and cross-drainage structures proposed?	Yes
		Will ponds, lakes, or streams be affected?	No
		What are the long-term benefits of the road project?	All-weather road, like CC Roads in the Vicinity of the villages and Bituminus roads away from the villages will be provided as per design traffic
		What safety measures will be provided near schools?	Pedestrian Crossing, sign boards will be provided in the zones.
		Will speed breakers and warning signs be installed?	Rumble Strips and Village limit boards will be installed in village limits.
		How will damaged community property be restored?	No Damage will be created for the public property, in case if damages are created that will be redone.
	2. During constructions	Will Quality of the work be maintained?	Yes, work will be carried out as per the relevant IS & IRC standards adhering to standards specifications.
		Will local people get employment opportunities during construction?	The Contractors is having chances of appointing local labours.
		Where will labour camps be located?	In Remote area away from the village.
		How will sanitation and waste be managed in labour camps?	Will be maintained by contract agency.
		Will access to houses, farms, temples, and schools remain open during construction?	Yes certainly.
		Will outsiders create social or security problems?	No, if created one can inform in the contracting agency.
		Will construction work continue during nighttime?	Normally Not
		Will drainage water enter agricultural fields or houses?	No
		Who should villagers contact if problems arise during construction?	Rise the issue before village level grievance committee comprising of GP members,village leaders,contractor repretatives,site engineer,and environmental & social safeguard staff

SI No	Recommended measures	Management/ mitigation mesures in the EIA
	Restricting construction activities within the designated right-of-way and approved work areas.	Regular water sprinkling on exposed surfaces and haul roads to suppress dust.
	Avoiding unnecessary clearing of vegetation and productive land.	Covering vehicles transporting loose materials.
	Reusing excavated materials where feasible and disposing excess materials only at approved locations.	Maintaining construction equipment and vehicles in good condition to reduce emissions.
	Stabilizing disturbed areas immediately after completion of work.	Avoiding excessive idling of construction machinery.
	Restoring temporary construction sites, borrow areas, and camp locations after project completion.	Using pollution-control measures during hot-mix or material handling operations.

		Restricting noisy construction activities to daytime hours.
		Ensuring regular maintenance of machinery and equipment.
		Installing temporary noise barriers where required near sensitive locations.
		Providing workers with hearing protection equipment.
		Informing local communities regarding construction schedules.
		Preventing discharge of untreated wastewater into water bodies.
		Maintaining drainage systems to avoid stagnation and flooding.
		Storing fuels and lubricants in designated locations with spill protection measures.
		Providing adequate sanitation facilities at labor camps.
		Minimizing cutting of trees and vegetation.
		Undertaking compensatory plantation programs where tree removal is unavoidable.
		Protecting existing natural habitats and avoiding disturbance to wildlife.
		Maintaining planted trees through regular watering and care.
		Segregating recyclable and non-recyclable waste.
		Disposing construction debris at approved disposal locations.
		Providing waste collection bins at construction camps.
		Prohibiting open dumping and burning of waste materials.
		Providing personal protective equipment (PPE) such as helmets, safety shoes, gloves, reflective jackets, and masks.
		Conducting safety training and awareness programs.
		Installing safety signs and barricades at construction areas.
		Maintaining first-aid facilities and emergency response arrangements.
		Providing adequate traffic management and warning signs.
		Ensuring safe access to homes, schools, markets, and public facilities.
		Controlling dust and noise near residential areas.
		Addressing public complaints through a grievance redress mechanism.

Item	Details
Name of Consultant, Experts Names	Geonet Consultants (OPC) PVT., LTD.
Location of Consultation (road name and id, village name, block name, district name)	(Road Id: 5168) Gonikoppa Main road to Habaturu-Laxmipura Hadi To Booditittu, Mysuru District.
Date of Consultation	20-Jan & 21-Jan-2026
Number of Consultation	3
Total Number of Participants	6
Number of Male and Female participants	M-4 , F-2
Vulnerable group	

SL No	Topic	Issues Raised in Consultation	Consultant's Recommendations
a	Genaral Questions		
	1. Pre-construction	Will private land be acquired?	No Private land will be acquired
		Will compensation be provided for affected land, trees, or structures?	No Private land will be acquired and payment for trees or structures dosent arises
		How many trees will be cut?	Trees coming in the ROW will be cleared
		Will new trees be planted after construction?	Yes
		Are enough culverts and cross-drainage structures proposed?	Yes
		Will ponds, lakes, or streams be affected?	No
		What are the long-term benefits of the road project?	All-weather road, like CC Roads in the Vicinity of the villages and Bituminus roads away from the villages will be provided as per design traffic
		What safety measures will be provided near schools?	Pedestrian Crossing, sign boards will be provided in the zones.
		Will speed breakers and warning signs be installed?	Rumble Strips and Village limit boards will be installed in village limits.
		How will damaged community property be restored?	No Damage will be created for the public property, in case if damages are created that will be redone.
	2. During constructions	Will Quality of the work be maintained?	Yes, work will be carried out as per the relevant IS & IRC standards adhering to standards specifications.
		Will local people get employment opportunities during construction?	The Contractors is having chances of appointing local labours.
		Where will labour camps be located?	In Remote area away from the village.
		How will sanitation and waste be managed in labour camps?	Will be maintained by contract agency.
		Will access to houses, farms, temples, and schools remain open during construction?	Yes certainly.
		Will outsiders create social or security problems?	No, if created one can inform in the contracting agency.
		Will construction work continue during nighttime?	Normally Not
		Will drainage water enter agricultural fields or houses?	No
		Who should villagers contact if problems arise during construction?	Rise the issue before village level grievance committee comprising of GP members,village leaders,contractor repretatives,site engineer,and environmental & social safeguard staff

Sl No	Recommended measures	Management/ mitigation mesures in the EIA
	Restricting construction activities within the designated right-of-way and approved work areas.	Regular water sprinkling on exposed surfaces and haul roads to suppress dust.
	Avoiding unnecessary clearing of vegetation and productive land.	Covering vehicles transporting loose materials.
	Reusing excavated materials where feasible and disposing excess materials only at approved locations.	Maintaining construction equipment and vehicles in good condition to reduce emissions.
	Stabilizing disturbed areas immediately after completion of work.	Avoiding excessive idling of construction machinery.
	Restoring temporary construction sites, borrow areas, and camp locations after project completion.	Using pollution-control measures during hot-mix or material handling operations.

		Restricting noisy construction activities to daytime hours.
		Ensuring regular maintenance of machinery and equipment.
		Installing temporary noise barriers where required near sensitive locations.
		Providing workers with hearing protection equipment.
		Informing local communities regarding construction schedules.
		Preventing discharge of untreated wastewater into water bodies.
		Maintaining drainage systems to avoid stagnation and flooding.
		Storing fuels and lubricants in designated locations with spill protection measures.
		Providing adequate sanitation facilities at labor camps.
		Minimizing cutting of trees and vegetation.
		Undertaking compensatory plantation programs where tree removal is unavoidable.
		Protecting existing natural habitats and avoiding disturbance to wildlife.
		Maintaining planted trees through regular watering and care.
		Segregating recyclable and non-recyclable waste.
		Disposing construction debris at approved disposal locations.
		Providing waste collection bins at construction camps.
		Prohibiting open dumping and burning of waste materials.
		Providing personal protective equipment (PPE) such as helmets, safety shoes, gloves, reflective jackets, and masks.
		Conducting safety training and awareness programs.
		Installing safety signs and barricades at construction areas.
		Maintaining first-aid facilities and emergency response arrangements.
		Providing adequate traffic management and warning signs.
		Ensuring safe access to homes, schools, markets, and public facilities.
		Controlling dust and noise near residential areas.
		Addressing public complaints through a grievance redress mechanism.

Name of Consultant, Experts Names

Geonet Consultants (OPC) PVT., LTD.

Location of Consultation (road name and id, village name, block name, district name)

(Road Id: 1526) Kadavekattehund to Hosahally via Mahadevicolony, Mysuru District.

Date of Consultation

13-Jan & 14-Jan-2026

Number of Consultation

6

Total Number of Participants

12

Number of Male and Female participants

M-8, F-4

Vulnerable group

SL No	Topic	Issues Raised in Consultation	Consultant's Recommendations
a	Genearal Questions		
	1. Pre-construction	Will private land be acquired?	No Private land will be acquired
		Will compensation be provided for affected land, trees, or structures?	No Private land will be acquired and payment for trees or structures dosent arises
		How many trees will be cut?	Trees coming in the ROW will be cleared
		Will new trees be planted after construction?	Yes
		Are enough culverts and cross-drainage structures proposed?	Yes
			No
		Will ponds, lakes, or streams be affected?	All-weather road, like CC Roads in the Vicinity of the villages and Bituminus roads away from the villages will be provided as per design traffic
		What safety measures will be provided near schools?	Pedestrian Crossing, sign boards will be provided in the zones.
		Will speed breakers and warning signs be installed?	Rumble Strips and Village limit boards will be installed in village limits.
		How will damaged community property be restored?	No Damage will be created for the public property, in case if damages are created that will be redone.
	2. During constructions	Will Quality of the work be maintained?	Yes, work will be carried out as per the relevant IS & IRC standards adhereing to standards specifications.
		Will local people get employment opportunities during construction?	The Contractors is having chances of appointing local labours.
		Where will labour camps be located?	In Remote area away from the village.
		How will sanitation and waste be managed in labour camps?	Will be maintained by contract agency.
		Will access to houses, farms, temples, and schools remain open during construction?	Yes certainly.
		Will outsiders create social or security problems?	No, if created one can inform in the contracting agency.
		Will construction work continue during nighttime?	Normally Not
		Will drainage water enter agricultural fields or houses?	No
		Who should villagers contact if problems arise during construction?	Rise the issue before village level grievance committee comprising of GP members,village leaders,contractor repretatives,site engineer,and environmental & social safeguard staff

Sl No	Recommended measures	Management/ mitigation mesures in the EIA
	Restricting construction activities within the designated right-of-way and approved work areas.	Regular water sprinkling on exposed surfaces and haul roads to suppress dust.
	Avoiding unnecessary clearing of vegetation and productive land.	Covering vehicles transporting loose materials.
	Reusing excavated materials where feasible and disposing excess materials only at approved locations.	Maintaining construction equipment and vehicles in good condition to reduce emissions.

	Stabilizing disturbed areas immediately after completion of work.	Avoiding excessive idling of construction machinery.
	Restoring temporary construction sites, borrow areas, and camp locations after project completion.	Using pollution-control measures during hot-mix or material handling operations.
		Restricting noisy construction activities to daytime hours.
		Ensuring regular maintenance of machinery and equipment.
		Installing temporary noise barriers where required near sensitive locations.
		Providing workers with hearing protection equipment.
		Informing local communities regarding construction schedules.
		Preventing discharge of untreated wastewater into water bodies.
		Maintaining drainage systems to avoid stagnation and flooding.
		Storing fuels and lubricants in designated locations with spill protection measures.
		Providing adequate sanitation facilities at labor camps.
		Minimizing cutting of trees and vegetation.
		Undertaking compensatory plantation programs where tree removal is unavoidable.
		Protecting existing natural habitats and avoiding disturbance to wildlife.
		Maintaining planted trees through regular watering and care.
		Segregating recyclable and non-recyclable waste.
		Disposing construction debris at approved disposal locations.
		Providing waste collection bins at construction camps.
		Prohibiting open dumping and burning of waste materials.
		Providing personal protective equipment (PPE) such as helmets, safety shoes, gloves, reflective jackets, and masks.
		Conducting safety training and awareness programs.
		Installing safety signs and barricades at construction areas.
		Maintaining first-aid facilities and emergency response arrangements.
		Providing adequate traffic management and warning signs.
		Ensuring safe access to homes, schools, markets, and public facilities.
		Controlling dust and noise near residential areas.
		Addressing public complaints through a grievance redress mechanism.

Name of Consultant, Experts Names	Geonet Consultants (OPC) PVT., LTD.
Location of Consultation (road name and id, village name, block name, district name)	(Road Id: 3125) SH Near Hosakote to kommegowdanakopplu via yachegowdanahalli, Mysuru District.
Date of Consultation	15-Dec & 16-Dec-2025
Number of Consultation	4
Total Number of Participants	12
Number of Male and Female participants	M-8 , F-4
Vulnerable group	

SL No	Topic	Issues Raised in Consultation	Consultant's Recommendations
a	Genaral Questions		
	1. Pre-construction	Will private land be acquired?	No Private land will be acquired
		Will compensation be provided for affected land, trees, or structures?	No Private land will be acquired and payment for trees or structures dosent arises
		How many trees will be cut?	Trees coming in the ROW will be cleared
		Will new trees be planted after construction?	Yes
		Are enough culverts and cross-drainage structures proposed?	Yes
		Will ponds, lakes, or streams be affected?	No
		What are the long-term benefits of the road project?	All-weather road, like CC Roads in the Vicinity of the villages and Bituminus roads away from the villages will be provided as per design traffic
		What safety measures will be provided near schools?	Pedestrian Crossing, sign boards will be provided in the zones.
		Will speed breakers and warning signs be installed?	Rumble Strips and Village limit boards will be installed in village limits.
		How will damaged community property be restored?	No Damage will be created for the public property, in case if damages are created that will be redone.
	2. During constructions	Will Quality of the work be maintained?	Yes, work will be carried out as per the relevant IS & IRC standards adhereing to standards specifications.
		Will local people get employment opportunities during construction?	The Contractors is having chances of appointing local labours.
		Where will labour camps be located?	In Remote area away from the village.
		How will sanitation and waste be managed in labour camps?	Will be maintained by contract agency.
		Will access to houses, farms, temples, and schools remain open during construction?	Yes certainly.
		Will outsiders create social or security problems?	No, if created one can inform in the contracting agency.
		Will construction work continue during nighttime?	Normally Not
		Will drainage water enter agricultural fields or houses?	No
		Who should villagers contact if problems arise during construction?	Rise the issue before village level grievance committee comprising of GP members,village leaders,contractor reprentatives,site engineer,and environmental & social safeguard staff

Sl No	Recommended measures	Management/ mitigation mesures in the EIA
	Restricting construction activities within the designated right-of-way and approved work areas.	Regular water sprinkling on exposed surfaces and haul roads to suppress dust.
	Avoiding unnecessary clearing of vegetation and productive land.	Covering vehicles transporting loose materials.
	Reusing excavated materials where feasible and disposing excess materials only at approved locations.	Maintaining construction equipment and vehicles in good condition to reduce emissions.

	Stabilizing disturbed areas immediately after completion of work.	Avoiding excessive idling of construction machinery.
	Restoring temporary construction sites, borrow areas, and camp locations after project completion.	Using pollution-control measures during hot-mix or material handling operations.
		Restricting noisy construction activities to daytime hours.
		Ensuring regular maintenance of machinery and equipment.
		Installing temporary noise barriers where required near sensitive locations.
		Providing workers with hearing protection equipment.
		Informing local communities regarding construction schedules.
		Preventing discharge of untreated wastewater into water bodies.
		Maintaining drainage systems to avoid stagnation and flooding.
		Storing fuels and lubricants in designated locations with spill protection measures.
		Providing adequate sanitation facilities at labor camps.
		Minimizing cutting of trees and vegetation.
		Undertaking compensatory plantation programs where tree removal is unavoidable.
		Protecting existing natural habitats and avoiding disturbance to wildlife.
		Maintaining planted trees through regular watering and care.
		Segregating recyclable and non-recyclable waste.
		Disposing construction debris at approved disposal locations.
		Providing waste collection bins at construction camps.
		Prohibiting open dumping and burning of waste materials.
		Providing personal protective equipment (PPE) such as helmets, safety shoes, gloves, reflective jackets, and masks.
		Conducting safety training and awareness programs.
		Installing safety signs and barricades at construction areas.
		Maintaining first-aid facilities and emergency response arrangements.
		Providing adequate traffic management and warning signs.
		Ensuring safe access to homes, schools, markets, and public facilities.
		Controlling dust and noise near residential areas.
		Addressing public complaints through a grievance redress mechanism.

Name of Consultant, Experts Names	Geonet Consultants (OPC) PVT., LTD.
Location of Consultation (road name and id, village name, block name, district name)	(Road Id: 4242) Gohally to Martikyathanahally Road, Mysuru District.
Date of Consultation	24-Dec-25
Number of Consultation	2
Total Number of Participants	6
Number of Male and Female participants	M-4 , F-2
Vulnerable group	

SL No	Topic	Issues Raised in Consultation	Consultant's Recommendations
a	Genaral Questions		
	1. Pre-construction	Will private land be acquired?	No Private land will be acquired
		Will compensation be provided for affected land, trees, or structures?	No Private land will be acquired and payment for trees or structures dosent arises
		How many trees will be cut?	Trees coming in the ROW will be cleared
		Will new trees be planted after construction?	Yes
		Are enough culverts and cross-drainage structures proposed?	Yes
		Will ponds, lakes, or streams be affected?	No
		What are the long-term benefits of the road project?	All-weather road, like CC Roads in the Vicinity of the villages and Bituminus roads away from the villages will be provided as per design traffic
		What safety measures will be provided near schools?	Pedestrian Crossing, sign boards will be provided in the zones.
		Will speed breakers and warning signs be installed?	Rumble Strips and Village limit boards will be installed in village limits.
		How will damaged community property be restored?	No Damage will be created for the public property, in case if damages are created that will be redone.
	2. During constructions	Will Quality of the work be maintained?	Yes, work will be carried out as per the relevant IS & IRC standards adhereing to standards specifications.
		Will local people get employment opportunities during construction?	The Contractors is having chances of appointing local labours.
		Where will labour camps be located?	In Remote area away from the village.
		How will sanitation and waste be managed in labour camps?	Will be maintained by contract agency.
		Will access to houses, farms, temples, and schools remain open during construction?	Yes certainly.
		Will outsiders create social or security problems?	No, if created one can inform in the contracting agency.
		Will construction work continue during nighttime?	Normally Not
		Will drainage water enter agricultural fields or houses?	No
		Who should villagers contact if problems arise during construction?	Rise the issue before village level grievance committee comprising of GP members,village leaders,contractor reprentatives,site engineer,and environmental & social safeguard staff

Sl No	Recommended measures	Management/ mitigation mesures in the EIA
	Restricting construction activities within the designated right-of-way and approved work areas.	Regular water sprinkling on exposed surfaces and haul roads to suppress dust.
	Avoiding unnecessary clearing of vegetation and productive land.	Covering vehicles transporting loose materials.
	Reusing excavated materials where feasible and disposing excess materials only at approved locations.	Maintaining construction equipment and vehicles in good condition to reduce emissions.
	Stabilizing disturbed areas immediately after completion of work.	Avoiding excessive idling of construction machinery.

	Restoring temporary construction sites, borrow areas, and camp locations after project completion.	Using pollution-control measures during hot-mix or material handling operations.
		Restricting noisy construction activities to daytime hours.
		Ensuring regular maintenance of machinery and equipment.
		Installing temporary noise barriers where required near sensitive locations.
		Providing workers with hearing protection equipment.
		Informing local communities regarding construction schedules.
		Preventing discharge of untreated wastewater into water bodies.
		Maintaining drainage systems to avoid stagnation and flooding.
		Storing fuels and lubricants in designated locations with spill protection measures.
		Providing adequate sanitation facilities at labor camps.
		Minimizing cutting of trees and vegetation.
		Undertaking compensatory plantation programs where tree removal is unavoidable.
		Protecting existing natural habitats and avoiding disturbance to wildlife.
		Maintaining planted trees through regular watering and care.
		Segregating recyclable and non-recyclable waste.
		Disposing construction debris at approved disposal locations.
		Providing waste collection bins at construction camps.
		Prohibiting open dumping and burning of waste materials.
		Providing personal protective equipment (PPE) such as helmets, safety shoes, gloves, reflective jackets, and masks.
		Conducting safety training and awareness programs.
		Installing safety signs and barricades at construction areas.
		Maintaining first-aid facilities and emergency response arrangements.
		Providing adequate traffic management and warning signs.
		Ensuring safe access to homes, schools, markets, and public facilities.
		Controlling dust and noise near residential areas.
		Addressing public complaints through a grievance redress mechanism.

Name of Consultant, Experts Names	Geonet Consultants (OPC) PVT., LTD.
Location of Consultation (road name and id, village name, block name, district name)	(Road Id: 1362) Arasinakere to Gujjegowdanapura, Mysuru District.
Date of Consultation	16-Dec & 17-Dec-2025
Number of Consultation	5
Total Number of Participants	9
Number of Male and Female participants	M-6 , F-3
Vulnerable group	

SL No	Topic	Issues Raised in Consultation	Consultant's Recommendations
a	Genearal Questions		
	1. Pre-construction	Will private land be acquired?	No Private land will be acquired
		Will compensation be provided for affected land, trees, or structures?	No Private land will be acquired and payment for trees or structures dosent arises
		How many trees will be cut?	Trees coming in the ROW will be cleared
		Will new trees be planted after construction?	Yes
		Are enough culverts and cross-drainage structures proposed?	Yes
		Will ponds, lakes, or streams be affected?	No
		What are the long-term benefits of the road project?	All-weather road, like CC Roads in the Vicinity of the villages and Bituminus roads away from the villages will be provided as per design traffic
		What safety measures will be provided near schools?	Pedestrian Crossing, sign boards will be provided in the zones.
		Will speed breakers and warning signs be installed?	Rumble Strips and Village limit boards will be installed in village limits.
		How will damaged community property be restored?	No Damage will be created for the public property, in case if damages are created that will be redone.
	2. During constructions	Will Quality of the work be maintained?	Yes, work will be carried out as per the relevant IS & IRC standards adhereing to standards specifications.
		Will local people get employment opportunities during construction?	The Contractors is having chances of appointing local labours.
		Where will labour camps be located?	In Remote area away from the village.
		How will sanitation and waste be managed in labour camps?	Will be maintained by contract agency.
		Will access to houses, farms, temples, and schools remain open during construction?	Yes certainly.
		Will outsiders create social or security problems?	No, if created one can inform in the contracting agency.
		Will construction work continue during nighttime?	Normally Not
		Will drainage water enter agricultural fields or houses?	No
		Who should villagers contact if problems arise during construction?	Rise the issue before village level grievance committee comprising of GP members,village leaders,contractor reprentatives,site engineer,and environmental & social safeguard staff

Sl No	Recommended measures	Management/ mitigation mesures in the EIA
	Restricting construction activities within the designated right-of-way and approved work areas.	Regular water sprinkling on exposed surfaces and haul roads to suppress dust.
	Avoiding unnecessary clearing of vegetation and productive land.	Covering vehicles transporting loose materials.
	Reusing excavated materials where feasible and disposing excess materials only at approved locations.	Maintaining construction equipment and vehicles in good condition to reduce emissions.
	Stabilizing disturbed areas immediately after completion of work.	Avoiding excessive idling of construction machinery.

	Restoring temporary construction sites, borrow areas, and camp locations after project completion.	Using pollution-control measures during hot-mix or material handling operations.
		Restricting noisy construction activities to daytime hours.
		Ensuring regular maintenance of machinery and equipment.
		Installing temporary noise barriers where required near sensitive locations.
		Providing workers with hearing protection equipment.
		Informing local communities regarding construction schedules.
		Preventing discharge of untreated wastewater into water bodies.
		Maintaining drainage systems to avoid stagnation and flooding.
		Storing fuels and lubricants in designated locations with spill protection measures.
		Providing adequate sanitation facilities at labor camps.
		Minimizing cutting of trees and vegetation.
		Undertaking compensatory plantation programs where tree removal is unavoidable.
		Protecting existing natural habitats and avoiding disturbance to wildlife.
		Maintaining planted trees through regular watering and care.
		Segregating recyclable and non-recyclable waste.
		Disposing construction debris at approved disposal locations.
		Providing waste collection bins at construction camps.
		Prohibiting open dumping and burning of waste materials.
		Providing personal protective equipment (PPE) such as helmets, safety shoes, gloves, reflective jackets, and masks.
		Conducting safety training and awareness programs.
		Installing safety signs and barricades at construction areas.
		Maintaining first-aid facilities and emergency response arrangements.
		Providing adequate traffic management and warning signs.
		Ensuring safe access to homes, schools, markets, and public facilities.
		Controlling dust and noise near residential areas.
		Addressing public complaints through a grievance redress mechanism.

Public Consultations by Global Consultants

Public Consultation Records			
	Column1	Details	
	Name of Consultant, Experts Names	Mahadeva, Manoj	
	Location of Consultation (road name and id, village name, block name, district name)	Road From Sira Amarpura road to Rangapura-2114 Road from SH-159 to Chinnenahalli via Javanahally- 4137 Road from- Muganahalli to NH234 - ID 3927 Road from Kaagelinganahalli to Tarur Road via Balabasavanahalli Byataganahalli ID-2161 Improvement road from NH4 to Kallambella banglow via pillemalainapalya Kenchiganahalli, Mallashettihalli-ID- 2062 Road from Hemdore To Veerapura –ID 4133	
	Date of Consultation	From 28.12.2025 to 28.12.2025	
	Number of Consultation	3 to 4 Times	
	Total Number of Participants	83	
	Number of Male and Female participants	Male-58, Female- 25	
	Vulnerable group	No Vulnerable Group	
SL No	Topic	Issues Raised in Consultation	Consultant's Recommendations/Recommended measures/mitigation mesures in the EIA
1	Speed Regulation in Village Habitations	Residents requested strict control of vehicle speeds near schools, temples, and junctions.	Traffic calming measures such as speed breakers, rumble strips, and cautionary signage shall be provided at identified habitation zones, schools, temples, and junctions as per IRC:SP guidelines. All safety signage shall be installed in English and Kannada/local language, as applicable. The Contractor shall provide, erect, and maintain informatory/safety signs and hoardings written in English and the local language, wherever required or as suggested by the Environmental Specialist of PIU.

2	Safety at Water Bodies and Low-Lying Stretches	Community expressed concern about accidents near village tanks, ponds, and embankments.	The Contractor shall ensure that W-beam crash barriers/guard stones are provided along stretches adjoining water bodies, as per the DPR estimate for areas abutting deep water bodies. The Contractor shall ensure that reflective hazard markers, cat eyes, and warning/cautionary signage are installed in accordance with IRC safety standards to provide night-time visibility and prevent accidents. The Contractor shall ensure that silt fencing is constructed at the base of embankments along the entire perimeter of any water body, including wells, adjacent to the project road, and around stockpiles at construction sites and ancillary sites close to water bodies. The fencing shall be provided prior to commencement of earthwork. The Contractor shall ensure that construction materials containing fine particles are stored in an enclosure so that sediment-laden water does not drain into nearby watercourses. The Contractor shall ensure that, on completion of culverts and bridges, all drainage channels are cleared
3	Protection and Shifting of Utilities	The local residents, requests that the project authority clarify how existing utilities such as electric lines, drinking water pipelines, and communication cables will be identified, protected, or shifted during construction	The Consultant shall ensure detailed utility identification through field surveys. Utilities shall be protected in-situ or shifted in coordination with concerned departments. NOCs, drawings, estimates, and relocation planning shall be prepared and included in the DPR. The Consultant shall ensure uninterrupted essential services during execution.
4	Drinking Water Pipelines	The public has requested details on the plan for existing drinking water pipelines along the road, and clarification on how these pipelines will be protected or relocated during construction to ensure uninterrupted water supply.	Existing pipelines shall be mapped during alignment surveys. Where required, pipelines shall be shifted in coordination with line departments. Relocation costs and engineering provisions shall be included in the project estimate.
5	Drainage & Water Logging	Residents requested proper side drains to avoid water stagnation in front of houses during rainy season.	The Consultant provide necessary services for identification of all existing utilities through detailed site survey and physical verification. The Consultant shall ensure that utilities are protected in-situ or shifted in coordination with the concerned line departments, as per their requirements and approvals. The Consultant shall provide assistance in obtaining NOCs/clearances from the respective departments and shall prepare utility shifting drawings, estimates, and timelines. The Consultant shall ensure that all relocation costs, including labor, material, and supervision charges

			payable to line departments, are assessed and included in the DPR estimate. The Consultant shall also ensure that no disruption to essential services occurs during construction, and that restoration of utilities is carried out to the satisfaction of the concerned authorities.
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6	Land Acquisition Concerns	Public requested assurance that no private land will be taken for road widening.	The alignment survey confirms that the entire improvement works fall within existing Right of Way (RoW). The Contractor shall ensure that no private land acquisition or encroachment takes place during execution. Boundary verification shall be carried out jointly with revenue authorities wherever required. Any discrepancy shall be reported immediately to PIU for corrective action.
7	Cultural & Religious Structures	Public requested the Contractor to ensure protection of temples and cultural religious structures near the road.	A detailed cultural property survey was conducted during field inspection to identify temples, and other cultural assets near the alignment. The Contractor shall ensure that no cultural structure is disturbed during construction. Protective barricading, warning signage, and controlled construction zones shall be provided near sensitive locations. In case of any unavoidable impact, consultation with local community leaders, PIU, and district authorities shall be carried out prior to action. Any enhancement or relocation measures shall be implemented only after approval from competent higher authorities.
8	Access to Public Facilities	Public requested provision of safe and improved access to schools, hospitals, and public facilities.	Suitable disposal locations were identified during planning stage. The Contractor shall ensure all construction waste is collected, transported, and disposed only at approved sites. No dumping near agriculture land or water bodies shall be permitted. A Waste Management Plan shall be implemented and monitored by PIU.
9	Access to Houses & Shops	Public requested uninterrupted access during construction.	Access points were mapped during survey. The Contractor shall ensure safe and continuous access through diversions, barricading, signage, and flagmen. A Traffic Management Plan shall be implemented with PIU approval. No access shall be blocked without prior arrangement.
10	Dust Control & Access	Publics, shop vendors are requested dust suppression and uninterrupted access during construction.	Dust-prone zones were identified near settlements during surveys. The Contractor shall ensure regular water sprinkling, dust suppression, and covering of materials. Temporary ramps and diversions shall be provided to maintain access to houses and shops. Construction near habitation shall be carefully scheduled. Monitoring shall be carried out by PIU and Environmental Specialist.
11	Construction Timeline	Public requested faster completion to reduce inconvenience.	Construction planning was based on traffic density and habitation sensitivity. The Contractor shall adhere strictly to DPR-approved timelines. Work shall be phased prioritizing

			schools, junctions, and high-traffic zones. Progress shall be monitored by PIU through regular review meetings.
12	Construction Waste	Public requested proper disposal of debris away from farmland and water bodies.	Suitable disposal locations were identified during planning stage. The Contractor shall ensure all construction waste is collected, transported, and disposed only at approved sites. No dumping near agriculture land or water bodies shall be permitted. A Waste Management Plan shall be implemented and monitored by PIU.
13	Common Property Resources (CPRs)	Public requested protection of hand pumps, bus stops, and community assets.	CPRs were identified and documented during field survey. The Contractor shall ensure barricading, protection, and uninterrupted access to all CPRs. Temporary relocation shall be provided if required. Final arrangements shall be approved by PIU and Gram Panchayat.

14	Noise Pollution	Public requested control of noise during construction.	Sensitive receptors were identified near the corridor. The Contractor shall ensure use of silencers, acoustic enclosures for DG sets, and restriction of night-time high-noise activities near habitation. Noise levels shall be monitored as per CPCB norms.
15	Drainage & Culverts	Public requested proper functioning of culverts and drainage systems.	Existing drainage structures were inspected during survey. The Contractor shall ensure no blockage of natural drainage. Culverts shall be protected and cleaned regularly. Temporary diversions shall be provided where necessary. Coordination with irrigation authorities shall be maintained. .
16	Dust Pollution Control	Public requested control of dust along the entire road corridor.	Dust-sensitive stretches were identified during reconnaissance. The Contractor shall ensure continuous water sprinkling, material covering, and maintenance of haul roads. Machinery shall comply with CPCB/KSPCB norms. Continuous monitoring shall be carried out by PIU and Environmental Specialist.

Public Consultation Records			
	Column1	Details	
	Name of Consultant, Experts Names	Shankara, Manoj	
	Location of Consultation (road name and id, village name, block name, district name)	Bevoor to Kelagere via Harohalli Doddi –Rd-ID 5135 Chakanahalli–Sundagatta Road to Keralalu Sandra via Kaduvekeredoddi- RD Id-1817 Marigowdanadoddi to Arekoppa via Uyyamballi Doddi and Shivanegowdanadoddi-Rd ID-1818 Kebbehalli to Honniganahalli.Rd-Id-1819 Kanakapura–Sangama Road to Kuppododdi via Kadushivanahalli Doddi.Rd-Id -3891 Therubeedi to Channapanadoddi Via kariyana doddi doddur cross Betthalli RD- 5130	
	Date of Consultation	From 02.01.2026 to 02.01.2026	
	Number of Consultation	4 to 5 Times	
	Total Number of Participants	78	
	Number of Male and Female participants	Male-55, Female- 23	
	Vulnerable group	No Vulnerable Group	
SL No	Topic	Issues Raised in Consultation	Consultant's Recommendations/Recommended measures/mitigation measures in the EIA
1	Safety near Water Bodies	Public requested safety measures near village tanks, ponds, and low-lying areas.	Field inspection identified vulnerable stretches adjacent to water bodies and embankments. The Contractor shall ensure provision of W-beam crash barriers, guard stones, reflective markers, cat's eyes, and warning signage at all such locations. Silt fencing shall be installed prior to earthwork to prevent sediment runoff. Drainage pathways shall be protected to avoid erosion and water stagnation. All measures shall conform to IRC standards and EMP provisions, with approval from PIU and Environmental Specialist..

2	Speed Regulation in Habitations	Public requested the Contractor to control vehicle speed near schools, temples, and village junctions.	Detailed field survey identified all habitation zones, schools, temples, and junctions along the corridor. The Contractor shall ensure installation of speed control measures such as speed breakers, rumble strips, pedestrian crossings, and cautionary signage as per IRC:SP guidelines. Signages shall be bilingual (English and Kannada/local language) for effective awareness. Coordination with PIU and Environmental Specialist shall be ensured for final placement approval. Continuous monitoring shall be carried out during construction and operation stages, and additional measures shall be implemented if required with approval of higher authorities.
3	Utility Relocation	Public requested proper shifting/protection of electric lines, water pipelines, and OFC cables.	Utilities were mapped through joint site inspection and verified with line departments. The Contractor shall ensure protection in-situ or shifting of utilities in coordination with BESCO, Gram Panchayat, and other agencies. All drawings, estimates, and NOCs shall be prepared by the Consultant and approved by PIU prior to execution. Works shall be planned to avoid service disruption. Any emergency coordination shall be handled through higher authorities..
4	Land Acquisition Concerns	Public requested assurance that no private land will be taken for road widening.	The alignment survey confirms that the entire improvement works fall within existing Right of Way (RoW). The Contractor shall ensure that no private land acquisition or encroachment takes place during execution. Boundary verification shall be carried out jointly with revenue authorities wherever required. Any discrepancy shall be reported immediately to PIU for corrective action.
5	Drinking Water Pipelines	Public requested protection/shifting of drinking water pipelines along the road.	Field surveys identified water pipelines running parallel to the alignment. The Contractor shall ensure protection or shifting in coordination with Gram Panchayat and water supply authorities. Relocation design, drawings, and estimates shall be prepared and approved by PIU before execution. Temporary bypass arrangements shall be provided to avoid water supply disruption. Continuous coordination with higher authorities shall be ensured.

6	Cultural & Religious Structures	Public requested protection of temples and cultural structures near the road.	Cultural property surveys confirmed sensitive structures near certain stretches. The Contractor shall ensure no damage or disturbance to religious/cultural assets. Protective barricading and caution signage shall be provided near such locations. Any unavoidable impact shall be addressed only after consultation with community representatives and approval from PIU and district authorities.
7	Access to Public Facilities	Public requested improved access to schools, hospitals, and public buildings.	Access routes were identified during field reconnaissance. The Contractor shall ensure provision of paved or improved access wherever feasible within project influence area. Temporary access shall be maintained throughout construction without interruption. Safety signage and pedestrian arrangements shall be provided with coordination of PIU and local bodies.
8	Dust Control & Access	Public requested dust suppression and uninterrupted access during construction.	Dust-prone zones were identified near settlements during surveys. The Contractor shall ensure regular water sprinkling, dust suppression, and covering of materials. Temporary ramps and diversions shall be provided to maintain access to houses and shops. Construction near habitation shall be carefully scheduled. Monitoring shall be carried out by PIU and Environmental Specialist.
9	Local Employment	Public requested employment opportunities for local youth during construction.	Availability of local labour was confirmed during social survey. The Contractor shall ensure preference to local unskilled and semi-skilled workers as per EMP provisions. Coordination with Gram Panchayats shall be done for worker identification. Employment reporting shall be submitted to PIU periodically.
10	Dust Control & Access	Publics, shop vendors are requested dust suppression and uninterrupted access during construction.	Dust-prone zones were identified near settlements during surveys. The Contractor shall ensure regular water sprinkling, dust suppression, and covering of materials. Temporary ramps and diversions shall be provided to maintain access to houses and shops. Construction near habitation shall be carefully scheduled. Monitoring shall be carried out by PIU and Environmental Specialist.
11	Construction Timeline	Public requested faster completion to reduce inconvenience.	Construction planning was based on traffic density and habitation sensitivity. The Contractor shall adhere strictly to DPR-approved timelines. Work shall be phased prioritizing schools, junctions, and high-traffic zones. Progress shall be monitored by PIU through regular review meetings.

12	Construction Waste	Public requested proper disposal of debris away from farmland and water bodies.	Suitable disposal locations were identified during planning stage. The Contractor shall ensure all construction waste is collected, transported, and disposed only at approved sites. No dumping near agriculture land or water bodies shall be permitted. A Waste Management Plan shall be implemented and monitored by PIU.
13	Public Health & Sanitation	Public requested proper sanitation at labour camps and construction sites.	Labour camps were planned considering environmental safety norms. The Contractor shall ensure hygienic sanitation, safe drinking water, waste disposal, and regular cleaning. Health facilities shall be provided to workers. PIU shall monitor compliance regularly.

14	Noise Pollution	Public requested control of noise during construction.	Sensitive receptors were identified near the corridor. The Contractor shall ensure use of silencers, acoustic enclosures for DG sets, and restriction of night-time high-noise activities near habitation. Noise levels shall be monitored as per CPCB norms.
15	Drainage & Culverts	Public requested proper functioning of culverts and drainage systems.	Existing drainage structures were inspected during survey. The Contractor shall ensure no blockage of natural drainage. Culverts shall be protected and cleaned regularly. Temporary diversions shall be provided where necessary. Coordination with irrigation authorities shall be maintained. .
16	Dust Pollution Control	Public requested control of dust along the entire road corridor.	Dust-sensitive stretches were identified during reconnaissance. The Contractor shall ensure continuous water sprinkling, material covering, and maintenance of haul roads. Machinery shall comply with CPCB/KSPCB norms. Continuous monitoring shall be carried out by PIU and Environmental Specialist.

Public Consultation Records- Bangalore Rural

Public Consultation Records- Bangalore Rural			
Column1		Details	
	Name of Consultant, Experts Names	Shankara, Manoj	
	Location of Consultation (road name and id, village name, district name)	Road From Melekote MDR to SH-74 Via Channapura, Seegehalli , Heggadihalli –Rd-ID-3834 Road from CTR road to Taluk border via Alur Duddanahally, Sunnagatta, Bannimangala –Rd-ID 1707 Road from IVC Road to devanahalli –Doddaballapura road via Thimmegowdanahpsahalli, Kempa lingapura, Bommavara, Sundareshwaranagara- Rd-ID-5485 Road From Dandiganahalli MDR to Ranganathapura Palyagara Via Doddamuddenahalli Road, Godlu Muddenahalli Rd-Id 1465 Road From Lakshmidhevapura Road to Tubagere MDR via Timmojanahalli, Naraganahalli Rd-ID-5506 CTR road to Border Via Alur Duddanahally Sunnagatta, Bannimangala- RD ID 1707 Melekote MDR to SH -74 via channapura, Seegehalli , Heggadihalli Rd-ID- 3834	
	Date of Consultation	From 15.02.2026 to 15.02.2026	
	Number of Consultation	4 to 5 Times	
	Total Number of Participants	90	
	Number of Male and Female participants	Male-55, Female- 40	
	Vulnerable group	No Vulnerable Group	
SL No	Topic	Issues Raised in Consultation	Consultant's Recommendations/Recommended measures/mitigation measures in the EIA
1	Speed Regulation near Airport Corridor	Public requested strict speed control due to high traffic density near airport access roads and settlements.	Field reconnaissance identified high-speed airport-bound traffic zones, junctions, and settlement pockets along Devanahalli corridor. The Contractor shall ensure provision of speed calming measures such as rumble strips, speed limit signage, lane markings, and electronic caution boards where required. Coordination with PIU, Airport Authority, and traffic police shall be ensured for final approval of speed zoning measures. Continuous monitoring shall be carried out due to high vehicular intensity in airport influence area.

2	Airport Traffic Safety & Junction Management	Public requested safe junction design due to mixing of local traffic and airport-bound vehicles.	Junctions along the corridor were assessed considering airport traffic movement patterns. The Contractor shall ensure geometric improvement of junctions, provision of channelization, reflective signage, median controls, and pedestrian safety elements. All works shall be executed in coordination with Airport Authority of India/concerned airport management and PIU. Safety audits shall be conducted prior to commissioning of critical junctions.
3	Tree Cutting & Avenue Plantation	Public expressed concern about cutting of avenue trees and loss of green cover along the corridor	Detailed tree inventory and GPS-based enumeration were carried out during DPR survey. The Contractor shall ensure minimum tree cutting and shall prioritize tree preservation wherever feasible. Any unavoidable cutting shall be compensated through compensatory plantation in 1:3 or as per forest/authority norms. Avenue plantation with native species shall be developed along both sides of the corridor. Survival monitoring shall be ensured for a minimum establishment period in coordination with Forest Department and PIU.
4	Industrial Area Pollution Control	Public requested control of dust, emissions, and pollution near industrial clusters along Devanahalli–BIAL corridor.	Industrial influence zones were identified during environmental baseline assessment. The Contractor shall ensure dust suppression through regular water sprinkling, covering of transport materials, and maintenance of haul roads. Construction machinery shall comply with CPCB/KSPCB emission norms. Coordination shall be maintained with nearby industrial units to avoid cumulative pollution impacts. Continuous monitoring shall be undertaken due to proximity to industrial growth zones.
5	Water Drainage & Urban Flooding Risk	Public requested proper drainage to avoid flooding during heavy rainfall in rapidly urbanizing stretches.	Hydrological assessment identified low-lying and rapidly urbanizing sections prone to water stagnation. The Contractor shall ensure design and construction of adequate side drains, cross-drainage structures, and proper outlet connectivity. No obstruction to natural drainage shall be permitted. Storm water management shall be integrated with local urban planning systems under PIU supervision.

6	Tree Protection During Construction	Public requested protection of existing roadside trees during widening and utility works.	Tree locations were marked during detailed field survey and verified with local authorities. The Contractor shall ensure protection of all existing trees through barricading and root-zone protection measures. Construction activity shall be restricted within buffer zones of trees. Any unavoidable tree cutting shall follow statutory approval procedures with compensatory plantation. Monitoring shall be ensured by PIU and Forest Department.
7	Airport Security & Controlled Access Zones	Public requested controlled access near airport boundary and restricted zones.	Sections near airport security influence zone were identified during alignment review. The Contractor shall ensure controlled access, regulated entry points, and strict compliance with airport security guidelines. Coordination with airport authorities shall be mandatory for any work within regulated zones. No unauthorized access or storage shall be permitted.
8	Pedestrian Safety in Semi-Urban Growth Areas	Public requested safe pedestrian movement in rapidly developing Devanahalli town stretches.	Pedestrian movement zones were identified in settlement and market areas. The Contractor shall ensure footpaths, zebra crossings, pedestrian railings, and safety signage. Special attention shall be provided near schools, bus stops, and commercial clusters. Safety audits shall be conducted before opening of traffic.
9	Utility Shifting in Industrial & Urban Zones	Public requested proper relocation of high-density utilities like OFC, power lines, and water pipelines.	Utility corridors were mapped through joint inspection with line departments. The Contractor shall ensure planned shifting of utilities in coordination with BESCO, KIADB, BWSSB, and other agencies. All relocation shall be executed based on approved designs and NOCs. Works shall be sequenced to avoid disruption to industrial and urban supply systems.
10	Dust & Air Quality near Airport	Public requested strict control of dust to avoid impact on airport visibility and surrounding settlements.	Due to proximity to airport operations, stricter dust control measures shall be implemented. The Contractor shall ensure continuous water sprinkling, dust screens at construction sites, and covered transportation of materials. Construction machinery shall comply with emission norms. Monitoring shall be intensified in coordination with airport environmental guidelines and PIU.
11	Noise Control near Airport & Settlements	Public requested control of construction noise affecting nearby villages and airport operations.	Noise-sensitive zones including airport vicinity and settlements were identified. The Contractor shall ensure use of low-noise machinery, silencers, and acoustic enclosures for DG sets. High-noise activities shall be restricted during night

			hours near habitation zones. Noise monitoring shall be carried out as per CPCB standards in coordination with PIU and airport authority.
12	Construction Traffic Management	Public requested smooth traffic flow due to heavy airport and industrial vehicle movement.	Traffic analysis identified high commercial and airport-bound traffic density. The Contractor shall ensure phased construction, proper diversions, signage, and deployment of flagmen. A Traffic Management and Control Plan (TMCP) shall be implemented with approval from PIU and traffic police. Critical stretches shall be executed in priority phases.
13	Protection of Water Bodies	Public requested protection of tanks and lakes in Devanahalli region.	Field survey identified tanks and seasonal water bodies in the influence area. The Contractor shall ensure protection through silt fencing, buffer zones, and controlled construction practices. No construction debris shall be allowed near water bodies. Drainage connectivity shall be maintained at all times.
14	Employment Opportunities in Industrial Zone	Public requested local employment opportunities during construction phase.	Local labour availability was assessed in surrounding villages and peri-urban settlements. The Contractor shall ensure preference for local unskilled and semi-skilled workers as per EMP provisions. Coordination with Gram Panchayats shall be maintained for labour mobilization. Employment reporting shall be submitted to PIU periodically.

Public Consultation Records- Tumkur,Sira,Pavagada			
	Column1	Details	
	Name of Consultant, Experts Names	Manoj, Mahadeva	
	Location of Consultation (road name and id, village name, district name)	Rd-ID-4113 IMPROVEMENTS TO ROAD FROM HEMDORE TO VEERAPURA Rd-ID-4137 IMPROVEMENTS TO ROAD FROM SH-159 TO CHINNENAHALLY VIA JAVANAHALLY Rd-ID-2062 IMPROVEMENTS TO ROAD FROM NH-04 TO KALLAMBELLA BANGLOW VIA MALLASHETTIHALLI, KENCHAGANAHALLY,PILLEMALLAYYANAPALYA Rd-ID-2114 IMPROVEMENTS TO ROAD FROM SIRA AMARAPURA ROAD TO RANGAPURA Rd-ID-2161 IMPROVEMENTS TO ROAD FROM KAGELINGANAHALLI TO TARUR ROAD VIA BALABASAVANAHALLY,BYTAGANAHATTI Rd-ID-3927 IMPROVEMENTS TO ROAD FROM MUGANAHALLI TO NH-234 Rd-ID-5253 IMPROVEMENTS TO ROAD FROM HOSAKERE-RANTAVALA ROAD TO HONNAPURA VIA MAYAGONDANHALLI Rd-ID-4277 IMPROVEMENTS TO ROAD FROM KOTAGARAHALLI TO VIRUPAGONDANAHALLI CROSS VIA BULLASANDRA Rd-ID-2067 IMPROVEMENTS TO ROAD FROM CHANDRAGIRI TO DABBEGHATTARANTAVALA ROAD VIA MALLENHALLI Rd-ID-3011 IMPROVEMENTS TO ROAD FROM HOSAKERE-MUDDENHALLY ROAD TO THANDOTI VIA HOSAITAKALOTI, HALEITAKALOTI Rd-ID-2943 IMPROVEMENTS TO ROAD FROM SULANAYAKANAHALLI TO KOTAGUDDA ROAD VIA YARAMMANAHALLI	
	Date of Consultation	From 03.02.2026 to 03.02.2026	
	Number of Consultation	4 to 5 Times	
	Total Number of Participants	87	
	Number of Male and Female participants	Male-53, Female- 34	
	Vulnerable group	No Vulnerable Group	
SL No	Topic	Issues Raised in Consultation	Consultant's Recommendations/Recommended measures/mitigation measures in the EIA

1	Speed regulation in village stretches	Public requested strict control of vehicle speeds near schools, temples, and village habitation areas.	Detailed field survey identified all habitation clusters, schools, temples, and junctions along the corridors. The Contractor shall ensure implementation of traffic calming measures such as speed breakers, rumble strips, pedestrian crossings, and advance cautionary signage as per IRC standards. Signages shall be provided in English and Kannada/local language for effective communication. Coordination with PIU and Environmental Specialist shall be ensured for final approval of locations. Continuous monitoring shall be carried out during construction and operational phases. Additional measures shall be implemented wherever required with approval of higher authorities.
2	Safety near junctions and curves	Public requested safety improvements at accident-prone curves, junctions, and highway connecting points.	Accident-prone locations identified during field reconnaissance shall be treated with enhanced safety measures. The Contractor shall ensure provision of chevron boards, reflective delineators, guard stones, cat's eyes, and junction channelization. Night visibility enhancement measures shall be provided at critical stretches. All safety works shall conform to IRC guidelines and shall be executed under PIU supervision. Regular safety audits shall be conducted during construction and before opening to traffic.
3	Drainage and waterlogging issues	Public requested proper drainage facilities to prevent water stagnation in villages during monsoon.	Low-lying and water-stagnation prone areas were identified during field survey. The Contractor shall ensure construction of side drains, improvement of natural outfalls, and desilting of existing drainage structures. Hydraulic continuity shall be maintained to avoid flooding near habitations and agricultural fields. No obstruction to natural flow paths shall be permitted. Drainage works shall be executed in coordination with PIU and approved design standards.
4	Protection of agricultural land and access	Farmers requested protection of crop fields and uninterrupted access to agricultural lands.	The corridors pass predominantly through agricultural landscapes with scattered settlements. The Contractor shall ensure movement of machinery strictly within RoW and designated access routes. Temporary access shall be provided wherever field connectivity is affected. Crop damage shall be avoided through controlled construction practices. Any accidental damage shall be jointly assessed and compensated as per norms in coordination with revenue authorities and PIU.

5	Dust pollution control near villages	Public requested dust suppression during construction activities near habitation areas.	Dust-sensitive zones were identified near villages and roadside settlements. The Contractor shall ensure regular water sprinkling using tankers, covering of loose construction materials, and maintenance of haul roads. Construction machinery shall comply with CPCB/KSPCB emission norms. Dust suppression shall be intensified near schools and dense habitation clusters. Continuous monitoring shall be carried out under PIU supervision and Environmental Specialist guidance
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6	Protection of roadside trees and vegetation	Public requested protection of avenue trees and roadside vegetation.	Field surveys identified avenue plantations and scattered trees such as neem, tamarind, banyan, mango, eucalyptus, and acacia. The Contractor shall ensure maximum tree retention and protection through barricading and root-zone safety measures. Any unavoidable tree cutting shall follow statutory approvals and compensatory plantation norms. Avenue plantation with native species shall be developed along both sides of the corridor. Survival monitoring shall be ensured for a defined establishment period.
7	Access to schools, hospitals, and public facilities	Public requested safe and improved access to public facilities along the corridor.	Access routes to schools, health centers, and public buildings were identified during survey. The Contractor shall ensure provision of paved or improved access roads wherever feasible within project influence areas. Temporary access shall be maintained throughout construction without disruption. Pedestrian safety arrangements including crossings and signage shall be provided. Final access arrangements shall be approved by PIU and local authorities.
8	Construction traffic and disruption	Public requested minimization of traffic disruption during construction activities.	Construction sequencing has been planned based on traffic intensity and settlement density. The Contractor shall ensure phased execution of works with proper diversions and traffic management systems. High-density stretches shall be prioritized for early completion. A Traffic Management and Control Plan shall be implemented with PIU approval. Flagmen and safety signage shall be deployed at critical locations to ensure smooth traffic flow.
9	Construction waste disposal	Public requested proper disposal of construction debris away from farmland and water bodies.	Suitable disposal locations were identified during planning stage. The Contractor shall ensure all construction waste is collected, transported, and disposed only at approved sites. Dumping near agricultural land, drains, or water bodies shall be strictly prohibited. A Waste Management Plan shall be implemented and monitored by PIU and Environmental Specialist. Regular inspections shall ensure compliance
10	Access to houses and shops	Public requested uninterrupted access to houses, shops, and community buildings.	Access points were mapped during field survey. The Contractor shall ensure continuous access through temporary diversions, barricading, signage, and deployment of flagmen. No access shall be blocked without prior alternative arrangements. Traffic movement shall be managed in phased construction approach. Coordination with PIU and Gram Panchayats shall be ensured throughout execution.

11	Public health and sanitation at construction sites	Public requested proper sanitation and hygiene measures at labour camps and work sites.	Labour camp locations were selected considering environmental safety and distance from habitation. The Contractor shall ensure provision of safe drinking water, hygienic sanitation facilities, and proper waste disposal systems. Regular cleaning and maintenance of camps shall be ensured. Health and safety provisions shall be provided to workers. PIU shall monitor compliance regularly.
12	Noise pollution control	Public requested control of noise levels during construction activities.	Sensitive receptors such as schools, hospitals, and villages were identified during field survey. The Contractor shall ensure use of low-noise machinery, silencers, and acoustic enclosures for DG sets. Night-time high-noise activities shall be restricted near habitation zones. Noise monitoring shall be carried out as per CPCB standards. Any exceedance shall be immediately corrected under PIU supervision.
13	Protection of culverts and drainage structures	Public requested proper functioning and protection of culverts and drainage systems.	Existing culverts and drainage structures were inspected during survey. The Contractor shall ensure that construction activities do not obstruct natural drainage. All culverts shall be protected, maintained, and cleaned during execution. Temporary diversions shall be provided where necessary. Coordination with irrigation and drainage authorities shall be maintained for technical compliance.
14	Protection of common property resources	Public requested protection of hand pumps, bus stops, and community assets.	Common Property Resources were identified and documented during field survey. The Contractor shall ensure barricading, protection, and uninterrupted access to all CPRs. Temporary relocation or diversion shall be provided wherever required without service disruption. Final arrangements shall be approved by PIU and Gram Panchayat authorities.
15	Employment opportunities for local people	Public requested local employment during construction phase.	Availability of local labour was assessed during social survey. The Contractor shall ensure preference for local unskilled and semi-skilled workers as per EMP provisions. Coordination with Gram Panchayats shall be maintained for labour mobilization. Employment reporting shall be submitted to PIU periodically for monitoring compliance.

Public Consultations By JMS Consultants

Item	Details		
Name of Consultant, Experts Names	Jalavahini Management Services Pvt Ltd Dharwad , J.M.Patil, Prajwala ,Sudarshan ,K, Gajanan.M		
Location of Consultation (road name and id, village name, block name, district name)	1) Amminbhavi to Ayetti (Navalgund tq border) in Dharwad taluk of Dharwad District and Road Id 198 , Ayetti Block Name Dharwad , District Dharwad, 2) Timmapur to Lakhamapur in Dharwad taluk of Dharwad District and Road Id 218 , Timmapur Block Name Dharwad , District Dharwad, 3) Gongadikoppa to Dharwad-Hebsur road (Near Ayyapaswamy temple) in Dharwad taluk of Dharwad District and Road Id 205 , Dharwad Block Name Dharwad , District Dharwad, 4) Maradagi to tq border(Bhairidevarakoppa) in Dharwad taluk of Dharwad District and Road Id 977 , Maradagi Block Name Dharwad , District Dharwad, 5) Kotur to T M Tadmok via Agasinahalli and Dubbanamaradi in Dharwad taluk of Dharwad District and Road Id 979 , Thadakod Block Name Dharwad , District Dharwad, 6) Unkal to sulla in Hubli Taluk of Dharwad District and Road Id 4790 , Unkal Block Name Hubli-Dharwad-Central , District Dharwad, 7) Gopanakoppa to join unkal - sulla in Hubli Taluk of Dharwad District and Road Id 4958 , Sulla Block Name Hubli-Dharwad-Central , District Dharwad, 8) Bengeri near MDR to Kusugal in Hubli Taluk of Dharwad District and Road Id 4795 ,Bengeri, Block Name Hubli-Dharwad-Central , District Dharwad, 9) Ittigatti to Gamanagatti MDR Road in Hubli taluk of Dharwad District and Road Id 4838 ,Ittigatti, Block Name Hubli-Dharwad-West , District Dharwad, 10) Tarihal to unakal via gamanagatti joining road in Dharwad taluk of Dharwad District and Road Id 5069 ,Gamanagatti, Block Name Hubli-Dharwad-West , District Dharwad, 11) Navalur to Somapur Upto Taluk Border via Aminbhavi - Amargol Road in Dharwad taluk of Dharwad District and Road Id 4833 ,Somapur, Block Name Hubli-Dharwad-West , District Dharwad, 12) Sutagati to Ittigatti Upto Taluk Border in Hubli Taluk of Dharwad District and Road Id 4837 ,Sutagatti, Block Name Hubli-Dharwad-West , District Dharwad, 13) Navalur to Amargol MDR Road Via Rayapur Industrial Area in Hubli taluk of Dharwad District and Road Id 4836 ,Navalur, Block Name Hubli-Dharwad-West , District Dharwad, 14) Bogenagarkoppa to Kamadhenu in Kalaghatgi taluk of Dharwad District and Road Id 3092 ,Kamadhenu, Block Name Kalaghatgi , District Dharwad, 15) Malakanakoppa (SH) to Shivanapur via Jinnur in Kalaghatagi taluk of Dharwad District and Road Id 346 ,Jinnur, Block Name Kalaghatgi , District Dharwad, 16) Mukkal to Aralihonda in Kalaghtagi taluk of Dharwad District and Road Id 3097 ,Mukkal, Block Name Kalaghatgi , District Dharwad,		
	1) Hosur to SH-45 and Road Id 1142 , Hosur Block Name Gadag , District Gadag, 2) Kanavi to Mulagund and Road Id 1144 , Kanavi Block Name Gadag , District Gadag, 3) Nagavi to Kalasapura via A Davisomapura and Road Id 3575 , Nagavi Block Name Gadag , District Gadag, 4) Mulgund to yelishirur and Road Id 4213 , Mulagund Block Name Gadag , District Gadag, 5) Huilgol to Hombal and Road Id 1470 , Huilgol Block Name Nargund , District Gadag, 6) SH to Narayanapur via Benakoppa,Neeralgi and Road Id 1474 , Narayanapur Block Name Nargund , District Gadag, 7) Kiratageri to Hirekoppa and Road Id 4377 ,Kiratageri, Block Name Nargund , District Gadag, 8) Kalakaleshwar to Rajur and Road Id 41 ,Kalakaleshwar, Block Name Ron , District Gadag, 9) Hiremannur to Kurahatti via Basalapur, Ron and Road Id 4741 ,Hiremannur, Block Name Ron , District Gadag, 10) Naregal to Tondihal upto Taluk Border via Dyampur and Road Id 4180 ,Naregal, Block Name Ron , District Gadag, 11) Mundaragi to Eklasapur and Road Id 55 ,Mundaragi, Block Name Ron , District Gadag, 12) Laxmeshwar - Hiregunjihal MDR to Basapur and approach to SH 73 and Road Id 4522 ,Laxmeshwar, Block Name Shirahatti , District Gadag, 13) Akkigunda to SH-6 and Road Id 144 ,Akkigunda, Block Name Shirahatti , District Gadag, 14) Haradagatti to F.Badni and Road Id 4287 ,Haradagatti, Block Name Shirahatti , District Gadag, 15) Adavetti to F.Badni MDR to Kuvadalli via Chondolagad Road Id 4503 , Adavetti, Block Name Shirahatti , District Gadag, 1. Hanamasagar to Narasapura via Somanakoppa — Road ID 118, Hanamasagar, Block: Badami, District: Bagalkot 2. Bankaneri to join SH — Road ID 3644, Bankaneri, Block: Badami, District: Bagalkot 3. Neelagund to Join Karadigudda MDR — Road ID 125, Neelagund, Block: Badami, District: Bagalkot 4. Neelagund to Aladakatti — Road ID 5251, Neelagund, Block: Badami, District: Bagalkot 5. Yaragoppa SB to Shivapura MDR — Road ID 131, Yaragoppa, Block: Badami, District: Bagalkot 6. Paruti to join Gullelagudda Pattadakallu MDR — Road ID 141, Paruthi, Block: Badami, District: Bagalkot 7. Bodanayakanadini to Nagaral Upto T-02 — Road ID 44, Bodanayakanadini, Block: Bagalkot, District: Bagalkot 8. Bommanagi (MDR) to join NH — Road ID 1571, Bommanagi, Block: Bagalkot, District: Bagalkot 9. Bhairmatti to Join T-05 — Road ID 49, Bhairmatti, Block: Bagalkot, District: Bagalkot 10. Bevinal to T-04 — Road ID 132, Bevinal, Block: Bagalkot, District: Bagalkot 11. Hiremyageri to join T-02 — Road ID 166, Hiremyageri, Block: Bagalkot, District: Bagalkot 12. Gundnapalli RC to Shirur — Road ID 4063, Gundnapalli, Block: Bagalkot, District: Bagalkot 13. Hosakote to Nandihal upto Taluk Border — Road ID 109, Hosakote, Block: Bilgi, District: Bagalkot 14. Malagi to join Batakurki SH via Narenur LT1, Narenur LT2 — Road ID 4598, Malagi, Block: Bilgi, District: Bagalkot 15. Teggi to Ballur Shed (Inam Hanchinal) Road — Road ID 2106, Teggi, Block: Bilgi, District: Bagalkot 16. Jalageri Tirtha Basaveshwar Temple to Malagi Jalageri LT1 Junction via Jalageri — Road Id 4648, Jalageri, Block: Bilgi, District: Bagalkot 17. Hoolageri to Join SH via Ganganabhudihal — Road ID 117, Hoolageri, Block: Bilgi, District: Bagalkot 18. Kalasakoppa to Join Kaladagi MDR — Road ID 16, Kalasakoppa, Block: Bilgi, District: Bagalkot 19. Sulibhavi Gorjanal Road to Talikeri — Road ID 2263, Sulibhavi, Block: Hungund, District: Bagalkot 20. Ilhal to Gorjanal — Road ID 2267, Ilhal, Block: Hungund, District: Bagalkot 21. Ilkal to Hoolageri upto Taluka Border — Road ID 3247, Ilkal, Block: Hungund, District: Bagalkot 22. Ilkal to Chikkakodagali — Road ID 3407, Ilkal, Block: Hungund, District: Bagalkot 23. Hadagali to Timmapur — Road ID 3393, Hadagali, Block: Hungund, District: Bagalkot 24. NH 51 to join Nidasanur via Amaravati, Binjawadagi, Gattiganur — Road ID 2265, NH 51, Block: Hungund, District: Bagalkot 25. Link Road from Jamkhandi–Savalagi Road to Sanal Santi Road via Nyamagoud Vasthi — Road ID 1324, Savalagi, Block: Jamkhandi, District: Bagalkot 26. Tubachi–Badagi Road to Tungal Interior Road — Road ID 4487, Tubachi, Block: Jamkhandi, District: Bagalkot 27. Hirepadasalgi to Chikkapadasalagi–Adihudi Cross MDR via Kamble Vasti Road — Road ID 1372, Hirepadasalgi, Block: Jamkhandi, District: Bagalkot 28. Aalagundi BK to Vajjaramatti Halagali MDR — Road ID 1579, Aalagundi, Block: Mudhol, District: Bagalkot 29. Nandihal to Nandihal PU — Road ID 5245, Nandihal PU, Block: Basavana Bagevadi, District: Vijayapura 1. Tonsyal Road Approach — Road ID 841, Tonsyal, Block: Babaleshwar, District: Vijayapura 2. Manendoddi to Bisendoddi — Road ID 1082, Manenadaddi, Block: Babaleshwar, District: Vijayapura 3. Takkalaki – Takkalaki LT-01 – Takkalaki LT-02 up to MH Border — Road ID 5005, Takkalaki, Block: Babaleshwar, District: Vijayapura 4. Sangapur H to Katral Road — Road ID 2308, Katral, Block: Babaleshwar, District: Vijayapura 5. Improvements to Road from Mamadapur to Kodabagi — Road ID 4960, Mamadapur, Block: Babaleshwar, District: Vijayapura 6. Improvements to Road from Devapur to Kambagi — Road ID 4995, Kambagi, Block: Babaleshwar, District: Vijayapura 7. Golasangi to Nagawad — Road ID 5239, Golasangi, Block: Basavana Bagevadi, District: Vijayapura 8. NH 52 to Halladagennur — Road ID 5240, Halladagennur, Block: Basavana Bagevadi, District: Vijayapura 9. Ronihal to Mulawad LT — Road ID 5242, Ronhal, Block: Basavana Bagevadi, District: Vijayapura 10. SH to Asangi BK — Road ID 5243, Asangi BK, Block: Basavana Bagevadi, District: Vijayapura 11. SH to Nagaradinni — Road ID 5244, Nagaradinni, Block: Basavana Bagevadi, District: Vijayapura 12. Managuli to Islampur LT-2 — Road ID 5236, Managuli, Block: Basavana Bagevadi, District: Vijayapura 13. Ballawur to Basavana Bagevadi — Road ID 5237, Ballawur, Block: Basavana Bagevadi, District: Vijayapura 14. B. Bagevadi–Ingaleshwara MDR Road to Join Ingaleshwara Majare Ballawur — Road ID 5238, Ingaleshwara, Block: Basavana Bagevadi, District: Vijayapura 15. SH to Nandihal PU — Road ID 5245, Nandihal PU, Block: Basavana Bagevadi, District: Vijayapura 16. Muddebihal–Talkoti SH to Hokrani Approach Road — Road ID 1618, Talkoti, Block: Muddebihal, District: Vijayapura 17. Muddebihal–Talkoti SH to Jakkeral via Jammaladinni — Road ID 1619, Jakkeral, Block: Muddebihal, District: Vijayapura 18. Tangadagi–Nalatawad MDR to Hunakunti via Old Kapanur — Road ID 1622, Tangadagi, Block: Muddebihal, District: Vijayapura 19. Muddebihal to Hadalageri–Yarzeri — Road ID 4907, Hadalageri, Block: Muddebihal, District: Vijayapura 20. Yarzeri–Handaragal Cross–Nagaral — Road ID 4909, Yarzeri, Block: Muddebihal, District: Vijayapura 21. Bidarakundi to Hadalageri — Road ID 4910, Bidarakundi, Block: Muddebihal, District: Vijayapura 22. Nalatawad to Kapanur — Road ID 1620, Kapanur, Block: Muddebihal, District: Vijayapura 23. Amaragol–Hadagali–Bailakur–Madari — Road ID 4906, Amaragol, Block: Muddebihal, District: Vijayapura 24. Baradol to Shignapur — Road ID 4252, Baradol, Block: Nagthan, District: Vijayapura 25. Baradol to Dumakanal — Road ID 4253, Dumakanal, Block: Nagthan, District: Vijayapura 26. Shivanagi to Shivanagi LT — Road ID 5054, Shivanagi, Block: Nagthan, District: Vijayapura 27. Chadchan to MH Border — Road ID 5300, Chadchan, Block: Nagthan, District: Vijayapura 28. Old Sankha to Nivaragi — Road ID 5327, Old Sankha, Block: Nagthan, District: Vijayapura		
	1) Arabi Block Name Kapu , District Udupi,Adamaru to paniyur road and Road Id 4884 , 2) Adamaru Block Name Kapu , District Udupi,Koni proper to Kageri road and Road Id 2552 , Koni Block Name Kundapur , District Udupi, 3) Kunjalu to Matapady via Devarahadi Bolje road and Road Id 1314 , Kunjalu Block Name Udupi , District Udupi, 4) Uppinakatte to Chitteri road and Road Id 1315 , Uppinakatte Block Name Udupi , District Udupi, 5) Beloorjedu, Kumragodu Ganapathi temple road and Road Id 1323 , Beloorjedu Block Name Udupi , District Udupi 6) Koni proper to Kageri road Road Id 2552 , Koni , Kundapur Block District Udupi		
Date of Consultation	From 20/01/2026 to 01/02/2026, From-28/02/2026 to 05/03/2026,From-10/03/2026 to 15/03/2026,From-25/03/2026 to 03/04/2026, From-15/04/2026 to 20/04/2026		
Number of Consultation	4 to 6 Times		
Total Number of Participants	353		
Number of Male and Female participants	Male-201, Female-152		
Vulnerable group	No Vulnerable Group		
SL No	Topic	Issues Raised in Consultation	Consultant's Recommendations

1	Land Acquisition & Right of Way (RoW)	Black cotton soil (montmorillonite-rich) exhibits high swell–shrink with seasonal moisture change, producing differential heave, longitudinal cracking, edge subsidence and premature pavement failure — a recognised problem across North Karnataka (Bagalkote, Vijayapur). Past failures were due to inadequate sub-grade treatment and poor moisture control rather than traffic loading alone.	Confirm the available RoW through a joint demarcation survey with revenue staff and affected owners before work starts, and fix the formation width within it (cross-section per IRC:SP:20 rural-roads manual). Erect RoW boundary stones / markers. Where temporary use of private land is unavoidable, secure it through voluntary negotiated agreement with crop and asset compensation at prevailing market rates as per the project Resettlement Framework and ADB SPS (2009); restore the land to original condition on completion. Record all such cases in the consultation/GRM register. Responsibility: PIU / Revenue Dept (demarcation); Contractor (restoration). Monitoring: pre-construction land record verification, GRM logs.
2	Road Durability — Expansive Black Cotton Soil	Improved geometry and surface raise operating speeds on the main route, increasing the conflict risk where village approach roads, pedestrians and slow local traffic merge. Habitation stretches and unsignalised junctions are the principal accident locations.	Treat the sub-grade per IRC:37 and IRC:SP:20: lime stabilisation (typically 4–6%, fixed by ICL/Atterberg testing), or a Cohesive Non-Swelling (CNS) soil capping layer, with coir geotextile as a separation/reinforcement interlayer over the expansive sub-grade. Provide an adequate Granular Sub-Base (GSB) and effective cross & longitudinal drainage to keep sub-grade moisture stable; control compaction moisture at OMC. Raise the formation above HFL where required. Responsibility: DPR consultant (design) & Contractor (execution, with QA testing). Monitoring: field density / CBR / lime-content tests, drainage inspection.
3	Safety at Village Junctions	Schools, anganwadis, places of worship and health facilities along the corridors are noise-sensitive receptors. Construction machinery, crushers and material movement can exceed CPCB ambient noise limits, disturbing classes and patients — particularly in silence-zone areas where day/night limits are 50/40 dB(A).	Adopt traffic-calming and road-safety provisions per IRC:SP:84 and IRC:99: rumble strips and speed breakers on approaches, retro-reflective cautionary and informatory signage, road markings, raised/marked pedestrian crossings, junction improvement and street lighting at habitations, with defined school-zone treatment. Conduct a Road Safety Audit at the DPR stage and again before opening to traffic. Responsibility: DPR consultant & PIU (design/audit), Contractor (installation). Monitoring: safety-audit close-out, signage inventory.
4	Noise — Sensitive Receptors	Earthwork, haulage and aggregate handling generate fugitive PM10/PM2.5/SPM. Deposition on grape and pomegranate canopies during flowering and fruit-set impairs photosynthesis and surface quality, with direct economic loss to export-grade horticulture — a high-value, sensitive land use along several corridors.	Schedule high-noise activities near sensitive receptors to daytime only and avoid examination / class hours; prohibit night work near such receptors. Use well-maintained equipment fitted with mufflers and acoustic enclosures, and erect temporary noise barriers / hoardings around school and hospital frontages. Issue PPE (ear protection) to workers. Monitor noise at identified receptors against CPCB Noise Rules, 2000. Responsibility: Contractor; PIU/Supervision Consultant for monitoring. Monitoring: periodic dB(A) readings at receptors, complaint log.
5	Dust Deposition on Crops / Horticulture	These are water-stressed districts; communities depend on limited borewells and drinking-water schemes. Construction (compaction, curing, dust suppression) is water-intensive, and abstraction from community sources would directly compromise domestic and drinking supply.	Enforce a dust-suppression regime: water sprinkling on the work front and haul roads up to 3 times/day in dry/summer months, mandatory tarpaulin covering of all material-carrying vehicles, wheel-wash / wetting at exit points, covered stockpiles, and speed limits on unpaved haul roads. Where feasible, schedule earthwork adjacent to vineyards away from the critical flowering/fruit-set and harvest windows. Monitor ambient air quality (PM10, PM2.5, SO2, NOx) against the NAAQS (CPCB, 2009). Responsibility: Contractor; Supervision Consultant for AAQ monitoring. Monitoring: AAQ readings near orchards, visual dust inspection.
6	Water Scarcity / Source of Construction Water	Continuous access is essential for moving perishable produce (fruit, milk, vegetables) to market; full closures during harvest cause spoilage and income loss. The concern is maintaining connectivity throughout the works.	Mandate zero abstraction from community drinking-water sources. The contractor must obtain water from authorised irrigation-canal points or independent sources with permission from the Water Resources / Irrigation Department, prepare a water budget, recycle curing water where possible, and provide rainwater harvesting at construction camps. No obstruction or contamination of village supply. Responsibility: Contractor (sourcing & permits), PIU (verification). Monitoring: copies of source permissions, periodic check of community-source usage.
7	Transport of Agricultural Produce / Access	Livestock rearing is widespread; herds routinely cross between habitation, grazing land and water points. Higher post-improvement speeds raise the risk of animal–vehicle collisions at established crossing locations.	Prepare and implement a Traffic Management Plan (TMP) keeping at least one lane / half-width open at all times, with signed temporary diversions, planked cross-drainage and flagmen as needed. Give advance public notice of any temporary diversion through the GP and local notices, and schedule major earthwork/heavy operations off the harvest season. Maintain access to fields and habitations at all times. Responsibility: Contractor (TMP) under PIU approval. Monitoring: TMP compliance checks, access-complaint log via GRM.
8	Cattle / Livestock Crossing	Existing utilities — water pipelines (KUWSDB / Jal Jeevan Mission), HESCOM electric poles and lines, and telecom cables — lie within or beside the RoW. Damage during earthwork would interrupt essential services to villages.	Map principal livestock movement corridors and provide designated crossings with 'Cattle Crossing' cautionary signage, localised speed restriction, and gentle side slopes / earthen ramps so animals can cross safely; consider a small underpass at major grazing corridors where geometry permits. Coordinate locations with the Gram Panchayat. Responsibility: DPR consultant & PIU (siting), Contractor (construction). Monitoring: signage and crossing inventory.
9	Access to / Damage of Utilities	Communities fear that borrow soil and moorum will be extracted from common grazing land, leaving degraded pits and reducing pasture. Uncontrolled borrow also risks erosion, drainage disruption and loss of topsoil.	Carry out a pre-construction utility survey and prepare a relocation plan and cost estimate jointly with the line agencies (HESCOM for power, KUWSDB / RWS for water, BSNL/telecom). Complete utility shifting ahead of the affected civil works, retain a contingency for accidental damage, and restore any interrupted service promptly. Responsibility: PIU with line agencies (planning), Contractor (coordination/avoidance). Monitoring: utility-shifting completion certificates, service-interruption log.

Item		Details
Name of Consultant, Experts Names		Jalavahini Management Services Pvt Ltd Dharwad, J.M.Patil, Prajwala ,Sudarshan ,K, Gajanan.M
Location of Consultation (road name and id, village name, block name, district name)		1. Sunkeni to Join Hangaragi — Road ID 136, Sunkeni, Block: Badami, District: Bagalkote 2. Yandigeri to Join Kaladagi MDR — Road ID 24, Yandigeri, Block: Bilagi, District: Bagalkote 3. Siddapur to Kulali Road up to Taluka Border — Road ID 2160, Siddapur, Block: Jamkhandi, District: Bagalkote 4. Belagali to Jagadal Navalagi Road up to TQ Border — Road ID 2085, Belagali, Block: Mudhol, District: Bagalkote 5. Umarja to Bandarakoti — Road ID 5052, Umarja, Block: Nagthan, District: Vijayapur 6. Arebasavanakoppa to Guledkoppa (up to TQ Border) via Hesarambi — Road ID 3093, Arebasavanakoppa, Block: Kalaghatgi, District: Dharwad 7. Veerapur to Kambarganvi — Road ID 3094, Veerapur, Block: Kalaghatgi, District: Dharwad 8. Akkigunda to SH-6 — Road ID 144, Akkigunda, Block: Shirahatti, District: Gadag 9. Haradagatti to F. Badni — Road ID 4287, Haradagatti, Block: Shirahatti, District: Gadag 10. Adralli to F. Badni MDR to Kundralli via Sankadal — Road ID 4580, Adralli, Block: Shirahatti, District: Gadag 11. Golibettu to Katgeri via Yederi Road — Road ID 547, Golibettu, Block: Baindur, District: Udupi 12. Nandrolu to Maranakatte Hosur Road — Road ID 1551, Nandrolu, Block: Baindur, District: Udupi 13. Kamblagadhe (Mortu) to Ajri Road — Road ID 556, Kamblagadhe (Mortu), Block: Baindur, District: Udupi 14. Nada Sornakodlu to Badakere Proper Road — Road ID 1741, Nada Sornakodlu, Block: Baindur, District: Udupi 15. Ulloor 11 Proper to Halageri via Upprahalli — Road ID 3578, Ulloor 11 Proper, Block: Baindur, District: Udupi 16. Aloor Proper, Selekodu to Kalikamba Nagara Road — Road ID 3581, Aloor Proper, Block: Baindur, District: Udupi 17. Kollikere to Halligoli via Kambli Road — Road ID 4983, Kollikere, Block: Baindur, District: Udupi 18. Shirva to Thandrapura via Mutlupady Road (Shirva–Ninjoor–T10) — Road ID 519, Thandrapura, Block: Kapu, District: Udupi 19. Thakodibailu to Moodubettu via Moodubelle Road — Road ID 1231, Thakodibailu, Block: Kapu, District: Udupi 20. Pragathi Nagara Alevoor Thanda to Karvalu Road — Road ID 2314, Alevoor Thanda, Block: Kapu, District: Udupi
Date of Consultation		From-15/03/2026 to 20/03/2026,From-18/04/2026 to 28/04/2026, From-8/06/2026 to 11/06/2026
Number of Consultation		4 to 6 Times
Total Number of Participants		353
Number of Male and Female participants		Male-201, Female-152
Vulnerable group		No Vulnerable Group

SL No	Topic	Issues Raised in Consultation	Consultant's Recommendations
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4	Noise — Sensitive Receptors	Earthwork, haulage and aggregate handling generate fugitive PM10/PM2.5/SPM. Deposition on grape and pomegranate canopies during flowering and fruit-set impairs photosynthesis and surface quality, with direct economic loss to export-grade horticulture — a high-value, sensitive land use along several corridors.	Schedule high-noise activities near sensitive receptors to daytime only and avoid examination / class hours; prohibit night work near such receptors. Use well-maintained equipment fitted with mufflers and acoustic enclosures, and erect temporary noise barriers / hoardings around school and hospital frontages. Issue PPE (ear protection) to workers. Monitor noise at identified receptors against CPCB Noise Rules, 2000. Responsibility: Contractor; PIU/Supervision Consultant for monitoring. Monitoring: periodic dB(A) readings at receptors, complaint log.

5	Dust Deposition on Crops / Horticulture	These are water-stressed districts; communities depend on limited borewells and drinking-water schemes. Construction (compaction, curing, dust suppression) is water-intensive, and abstraction from community sources would directly compromise domestic and drinking supply.	Enforce a dust-suppression regime: water sprinkling on the work front and haul roads up to 3 times/day in dry/summer months, mandatory tarpaulin covering of all material-carrying vehicles, wheel-wash / wetting at exit points, covered stockpiles, and speed limits on unpaved haul roads. Where feasible, schedule earthwork adjacent to vineyards away from the critical flowering/fruit-set and harvest windows. Monitor ambient air quality (PM10, PM2.5, SO2, NOx) against the NAAQS (CPCB, 2009). Responsibility: Contractor; Supervision Consultant for AAQ monitoring. Monitoring: AAQ readings near orchards, visual dust inspection.
6	Water Scarcity / Source of Construction Water	Continuous access is essential for moving perishable produce (fruit, milk, vegetables) to market; full closures during harvest cause spoilage and income loss. The concern is maintaining connectivity throughout the works.	Mandate zero abstraction from community drinking-water sources. The contractor must obtain water from authorised irrigation-canal points or independent sources with permission from the Water Resources / Irrigation Department, prepare a water budget, recycle curing water where possible, and provide rainwater harvesting at construction camps. No obstruction or contamination of village supply. Responsibility: Contractor (sourcing & permits), PIU (verification). Monitoring: copies of source permissions, periodic check of community-source usage.
7	Transport of Agricultural Produce / Access	Livestock rearing is widespread; herds routinely cross between habitation, grazing land and water points. Higher post-improvement speeds raise the risk of animal–vehicle collisions at established crossing locations.	Prepare and implement a Traffic Management Plan (TMP) keeping at least one lane / half-width open at all times, with signed temporary diversions, planked cross-drainage and flagmen as needed. Give advance public notice of any temporary diversion through the GP and local notices, and schedule major earthwork/heavy operations off the harvest season. Maintain access to fields and habitations at all times. Responsibility: Contractor (TMP) under PIU approval. Monitoring: TMP compliance checks, access-complaint log via GRM.
8	Cattle / Livestock Crossing	Existing utilities — water pipelines (KUWSDB / Jal Jeevan Mission), HESCOM electric poles and lines, and telecom cables — lie within or beside the RoW. Damage during earthwork would interrupt essential services to villages.	Map principal livestock movement corridors and provide designated crossings with 'Cattle Crossing' cautionary signage, localised speed restriction, and gentle side slopes / earthen ramps so animals can cross safely; consider a small underpass at major grazing corridors where geometry permits. Coordinate locations with the Gram Panchayat. Responsibility: DPR consultant & PIU (siting), Contractor (construction). Monitoring: signage and crossing inventory.
9	Access to / Damage of Utilities	Communities fear that borrow soil and moorum will be extracted from common grazing land, leaving degraded pits and reducing pasture. Uncontrolled borrow also risks erosion, drainage disruption and loss of topsoil.	Carry out a pre-construction utility survey and prepare a relocation plan and cost estimate jointly with the line agencies (HESCOM for power, KUWSDB / RWS for water, BSNL/telecom). Complete utility shifting ahead of the affected civil works, retain a contingency for accidental damage, and restore any interrupted service promptly. Responsibility: PIU with line agencies (planning), Contractor (coordination/avoidance). Monitoring: utility-shifting completion certificates, service-interruption log.
10	Material Sourcing / Borrow & Quarry		Implement a Borrow Area Management Plan: source material only from approved quarries / borrow areas with owner consent and mining-department clearance, strictly avoiding grazing, forest, agricultural prime land and any CRZ stretch in the Udupi coastal blocks. Preserve and reuse stripped topsoil, follow IRC depth/redevelopment norms, and rehabilitate worked-out pits into water-harvesting structures or restore them for cultivation/level ground. No sourcing from riverbeds without specific permission. Responsibility: Contractor (sourcing & rehab), PIU (approval). Monitoring: borrow-area consents, post-rehabilitation inspection.

SI No	Recommended measures	Management/ mitigation mesures in the IEE
1	<i>Consultant clarified that widening will be strictly confined to the existing Right of Way (RoW). Temporary impacts during construction will be compensated.</i>	Embed in the EMP as a pre-construction / clearing-and-grubbing clause: vegetation clearance, site offices, stockpiles and spoil are confined within the demarcated RoW; trees outside the RoW are protected and any avoidable felling minimised (with compensatory planting per Forest/PWD norms). Temporary use of land outside RoW only by negotiated agreement with compensation, and full reinstatement afterward. Responsibility: Contractor under PIU supervision. Monitoring: RoW demarcation check before mobilisation, periodic site inspection against the corridor-of-impact drawing.
2	<i>Recommended advanced sub-grade stabilization techniques, such as the use of Coir Geotextiles or stabilization with lime, to ensure pavement longevity.</i>	A design-stage measure rather than a pollution control: fix coir geotextile interlayer, lime/CNS treatment and GSB thickness in the DPR per IRC:37 / IRC:SP:20, and design longitudinal and cross drainage (side drains, culverts) so the stabilised black-cotton sub-grade is never water-logged. Carry the QA testing regime (CBR, density, lime content) into the EMP / contract specification. Responsibility: DPR consultant (design), Contractor (execution & QA). Monitoring: design review, field QA test records, drainage functionality check post-monsoon.
3	<i>Proposed speed calming measures, clear signage, and rumble strips at all major village intersections.</i>	Capture under the EMP community-safety / road-safety component: bill-of-quantity for rumble strips, speed breakers, cat-eyes (road studs), retro-reflective signage and markings at habitations and junctions per IRC:SP:84 and IRC:99, with school-zone treatment. Tie installation to the road-safety-audit recommendations. Responsibility: Contractor (supply & install) under PIU. Monitoring: safety-feature checklist at handover, audit close-out.

4	<i>Contractor will be mandated to execute continuous water sprinkling. Material transport vehicles will be covered with tarpaulins.</i>	EMP air-quality clause: dust suppression by water sprinkling (up to 3x/day in dry season), mandatory tarpaulin covers, covered stockpiles, wheel-wash and haul-road speed limits. Schedule periodic ambient air-quality monitoring (PM10, PM2.5, SO2, NOx) at sensitive locations (habitations, orchards) against NAAQS, with results reported in the periodic environmental monitoring report. Responsibility: Contractor (suppression), Supervision Consultant (monitoring). Monitoring: AAQ station results, daily sprinkling log.
5	<i>Contractor must source water from authorized irrigation canals or independent sources, not from village drinking water supplies.</i>	EMP water-management clause: prohibit abstraction from community drinking-water sources; source only from permitted irrigation-canal / independent points with Water Resources Dept clearance, maintain a water budget and reuse curing water. Provide for camp water supply and sanitation without burdening village sources. Responsibility: Contractor (permits & sourcing), PIU (verification). Monitoring: source-permission records, spot checks on community sources.
6	<i>Traffic management plan will ensure at least one lane is always open. Heavy work to be scheduled off-harvest season.</i>	Require an approved TMP as a precondition for starting work: half-width / single-lane working with at least one lane open, signed and barricaded diversions, flagmen, night-time delineation, and advance public notice (via GP and local notices) before any diversion. Sequence heavy earthwork off the harvest season to protect produce movement. Responsibility: Contractor (prepare & operate TMP), PIU (approve). Monitoring: TMP audit, diversion-notice records, access-complaint log via GRM.
7	<i>Identified major cattle crossing corridors. Will recommend warning signs and gradual slopes for cattle ramps.</i>	Include in the EMP a list of designated livestock crossings with cautionary signage, localised speed restriction and gentle side slopes / earthen ramps, located in consultation with the Gram Panchayat; provide an underpass where a major grazing corridor and suitable geometry coincide. Responsibility: DPR consultant & PIU (siting), Contractor (build). Monitoring: crossing & signage inventory at handover.
8	<i>Utility shifting will be pre-planned with respective departments (HESCOM, KUWSDB) to minimize disruption.</i>	EMP pre-construction clause: complete a utility survey and a detailed relocation plan with estimates agreed with HESCOM (power), KUWSDB / RWS (water) and telecom, and finish shifting before the affected civil works begin. Hold a contingency for accidental damage and a protocol for rapid service restoration. Responsibility: PIU with line agencies (plan & fund), Contractor (avoidance & coordination). Monitoring: relocation-completion certificates, interruption log.
9	<i>Borrow areas will be identified strictly outside grazing / forest lands and rehabilitated post-construction.</i>	EMP borrow-area component: approved Borrow Area Management Plan listing only consented, cleared sites outside grazing, forest, prime agricultural and CRZ lands; topsoil stripping, storage and reuse; redevelopment per IRC norms; and rehabilitation of worked-out pits into water-harvesting structures or restored cultivable ground. Responsibility: Contractor (plan, work & rehab), PIU (approval). Monitoring: borrow-area consents, depth checks, post-rehabilitation inspection and sign-off.

Public Consultations by Katcon Consultants

Column1		Details	
	Name of Consultant, Experts Names	Sunilkumar Math, Vivek K, Shashi, VIjaya C	
	Location of Consultation (road name and id, village name, block name, district name)	Improvements Road From Galag Main Road to Jalmardi Devdurg Taluka Raichur Dist (ROAD ID -2442) Improvements Road From Kyadigera to AG Colony Devadurg Raichur Dist (ROAD ID -3099) Improvements Road From Maliyabad to Aashapur Raichur Taluka Raichur Dist (ROAD ID -5247) Improvements Road FromBijangera to Bapur tanda Raichur Taluka Raichur Dist (ROAD ID 5248)	
	Date of Consultation	From 23.12.2025 to 25.12.2025	
	Number of Consultation	3 to 5 Times	
	Total Number of Participants	94	
	Number of Male and Female participants	Male-61, Female- 33	
	Vulnerable group	No Vvulnerable Group	
SL No	Topic	Issues Raised in Consultation	Consultant's Recommendations/Recommended measures/mitigation mesures in the EIA
1	Road Safety & Speeding	Residents requested measures to control vehicle speeds, especially near village schools, temples, and main junctions.	Traffic calming measures, including speed breakers, rumble strips, and proper warning sign boards at the curves, will be installed wherever it is required.The Contractor shall provide, erect and maintain informatory/safety signs, hoardings written in English and local language, wherever required or as suggested by the Environmental Specialist of PIU.
2	Safety Measures near Water Bodies	Community members highlighted the risk of accidents, expressing fear that vehicles, pedestrians, or livestock might skid and fall into adjacent village ponds or open water tanks, especially during the rainy season or at night.	The DPR estimate includes provisions for installing W-beam crash barriers or Guards stones along the stretches abutting deep water bodies. Additionally, reflective hazard markers, Cat Eyes's and cautionary signages will be deployed in accordance with IRC safety standards to ensure clear nighttime visibility.The Contractor shall construct silt fencing at the base of the embankment construction for the entire perimeter of any water body (including wells) adjacent to the project road and around the stockpiles at the construction sites including ancillary sites close to water bodies. The fencing shall be provided prior to commencement of earthwork. Contractor shall ensure that construction materials containing fine particles are stored in an enclosure such that sediment-laden water does not drain into nearby watercourse. On completion of construction of culverts and bridges, drainage channels shall be cleared by collecting debris and disposed suitably.
3	Drainage & Water Logging	Farmers worried that raising the road elevation will cause rainwater to stagnate and flood adjacent low-lying fields and houses.	Adequate cross-drainage structures (pipe/box culverts) and unlined side drains are incorporated into the DPR to ensure the natural flow of rainwater and prevent waterlogging.The Contractor shall ensure that construction materials, debris, and excavated soil do not obstruct natural drainage paths or roadside drains, and do not cause waterlogging at work sites. Appropriate measures shall be taken to promptly remove any accumulated water from construction areas, labour camps, material storage yards, borrow areas, and excavated locations. Construction activities shall be planned in advance of the southwest monsoon season to minimize ponding of water, including provision of temporary cross-drainage arrangements wherever required. The Contractor shall implement adequate erosion and sediment control measures, including proper stacking, covering, and containment of construction and excavated materials to prevent runoff into adjoining areas and surface water bodies.

4	Land Encroachment	Villagers expressed concern about the loss of private agricultural land and boundary walls due to road widening.	For the community we informed that the project strictly involves the upgrading of an already existing road. All design improvements are confined entirely within the available existing Right of Way (RoW), ensuring there is no new land acquisition or loss of private
5	Drinking Water Pipelines	The Gram Panchayat pointed out that existing underground drinking water pipelines run parallel to the road.	The alignment survey has mapped the existing utility lines. The structural design accounts for shifting the pipelines where necessary, and the cost for utility relocation is included in
6	Cultural & Religious Structures	The community pointed out small roadside , statues, or sacred groves that fall very close to the proposed road edges.	A detailed Transect and survey confirms that there are no temples or culturally significant structures located within the existing Right of Way (RoW). Therefore, the road improvements will proceed without any impact on religious sites. All necessary and adequate care shall be taken to minimize impact on cultural properties which includes cultural sites and remains, places of worship including mosques, temples, shrines, etc., graveyards, monuments and any other important structures as identified during construction stage. Relocation and enhancement measures shall be taken up as per design and in consultation
7	Access to Public Amenities	The community requested that the muddy pathways leading from the main road to the village school and primary health	Paved approach links connecting the main carriageway to critical public amenities (schools, hospitals) will be included in the project estimate, provided they fall within the manageable
8	Construction Disruptions	Local shopkeepers and residents raised issues regarding dust pollution and restricted access during the construction phase.	During the construction we strictly instructed to sprinkle water regularly to suppress dust. Temporary access ramps will be provided to ensure uninterrupted access to homes and
9	Local Employment	Unemployed youth requested opportunities for daily wage work during the road execution.	A clause will be emphasized recommending the contractor prioritize hiring local unskilled and semi-skilled labor during the construction period. The contractor preferably shall use unskilled/semiskilled labour from local areas to give the maximum benefit to the local community to avoid any additional stress on the existing facilities is inculded in EMP
10	Construction Timeline & Commuter Convenience	Residents requested that the road construction be completed as quickly as possible to minimize daily disruptions and ensure safe, unhindered movement for school children, local bus commuters, and auto-rickshaws.	The contractor will be bound by a strict project execution schedule mandated in the DPR to ensure timely completion. Furthermore, the work will be executed in a phased manner, prioritizing the rapid completion of stretches near schools and main commuter nodes to minimize public inconvenience.
11	Improper Waste Disposal	Villagers concern about Dumping of construction debris near roads and agricultural lands.	All arrangements for transportation during construction shall be considered incidental to the work and shall be planned and implemented by the Contractor as approved and directed by the Environmental Expert of PIU. The pre-designed disposal locations shall be a part of Solid Waste Management Plan which shall be prepared by the Contractor in consultation and with approval of Environmental Expert of PIU. Debris generated from pile driving or other construction activities shall be disposed in such a way that it does not flow into the agricultural land and surface water bodies or form mud

12	Access to Houses and Shops	Residents bother regarding difficulty in accessing houses, shops, schools and health centers during construction.	The Contractor shall ensure that safe and convenient passage for vehicles, pedestrians, and livestock is maintained at all locations where the new road alignment intersects existing roads, village paths, or property accesses. Temporary connecting roads, diversions, or access provisions shall be provided as required to maintain uninterrupted movement. No existing access shall be blocked or restricted without providing adequate temporary arrangements. Construction of crossroads and junctions shall be executed in a phased manner to minimize disruption to traffic and local movement. Temporary access roads and construction-related diversions shall be planned, designed, and implemented by the Contractor with approval from the Environmental Specialist of the PIU. A detailed Traffic Management and Control Plan (TMCP) shall be prepared by the Contractor and submitted for approval at least seven days prior to commencement of construction activities on any road section. The TMCP shall include details of temporary access routes and diversions, traffic safety arrangements during construction, provisions for safe movement of vehicles and pedestrians, end-of-day traffic arrangements, night-time safety measures (including reflective signage, barricades, and lighting), precautions during transportation of hazardous materials, and deployment of trained flagmen at critical locations. All temporary diversions and access roads shall be always maintained in a trafficable condition, particularly during the monsoon season, to prevent disruption to traffic flow and inconvenience to road users. The Contractor shall provide advance information to local communities regarding changes in traffic routes, access restrictions, and pedestrian arrangements, and shall ensure adequate signage and public notices. Temporary access roads and detours shall be kept free from dust through water sprinkling at least three times daily and additionally as required, depending on weather conditions, proximity to settlements, and traffic volume.
13	Public Health and Hygiene	Dust, stagnant water and poor sanitation causing health issues.	All sanitary facilities shall be cleaned regularly at least twice during working hours. All temporary accommodation must be maintained in such a fashion that uncontaminated water is available for drinking, cooking and washing. Garbage bins must be regularly emptied, and garbage should be disposed of in a hygienic manner. Adequate health care is to be provided for the workforce. Unless otherwise arranged for by the local sanitary authority, arrangement for disposal of excreta shall be made by putting a layer of night soils at the bottom of a permanent tank prepared for the purpose and covering it with 15 cm layer of waste or refuse and then covering it with a layer of earth for a fortnight (by then it will turn into manure). On completion of the works, all such temporary structures shall be cleared away, all rubbish burnt, excreta or other disposal pits or trenches filled in and effectively sealed off, and the outline site left clean and tidy, at the Contractor's expense, to the entire satisfaction of the Engineer.
14	Damage to Agricultural Land	Village farmers Fear of crop damage and soil compaction due to movement of machinery.	Restrict vehicle movement within ROW and compensate damages if any occur.
15	Impact on Common Property Resources	Villagers and local panchayath is worried about impact on temples, bus stops, hand pumps and community structures.	The CPRs fall within Impacted zone of 100 m from the road, necessary safety measures such as safety barricading, safe access to the CPRs shall be provided by the contractor. Access to CPRs should not be interrupted, alternate access will be provided by the contractor.

16	Noise Levels from Construction Vehicles and Equipment's	Localites concern about noise levels during construction pahse	All vehicles and equipment used in construction works shall be fitted with exhaust silencers/mufflers. Maintenance and servicing of all construction vehicles and machinery shall be done regularly. Only acoustic enclosures fitted DG sets shall be allowed at the construction site and labour camp. At the construction sites within 150 m of the nearest habitation, noisy construction work and use of high noise generation equipment will be stopped during the nighttime between 10.00 pm to 6.00 am. Working hours of the construction activities shall be restricted around
17	Culverts	Villageres concern about existing culverts	All necessary measures shall be taken especially while working close to cross drainage channels to prevent earthwork, stonework, materials and appendage as well as the method of operation from impeding cross-drainage at streams, water canals, existing irrigation and drainage systems. Demolition waste shall be collected and disposed as per the provision of Construction & Demolition Rule 2016 and same construction is necessary where ever required
18	Dust Pollution	Localites asking regarding dust spread over the community	Road construction works, specially earth work and movement of construction vehicles plying during construction phase shall may add to dust and gaseous air pollution along the project road. Frequent dust suppression shall be ensured for this stretch of the road by use of water tankers. The contractor shall procure the construction machinery, which conforms to the pollution control norms specified by the MoEF&CC/CPCB/Karnataka Pollution Control Board.

Column1	Details
Name of Consultant, Experts Names	Sunilkumar Math, Vivek K, Shashi, VIjaya C
Location of Consultation (road name and id, village name, block name, district name)	(i) (i) SH near Bilahalli cross to Bussenahalli via Bilahalli (Road ID-606 (i) MDR Near Mantraghata To Ittige (Road ID-4736) in 2026/Davanagere Improvements to road from (i) Thaluku to Maraihanahatty via Hosahalli (Road ID-1276) Improvements to road from (i) Putganal to Malagondanahalli (Road ID-2826), ii) Improvements to road from (i) Bethur to Kadajji (Road ID-2827) in iii) Improvements to road from (i) Santhebennur to Medikere via Medikere AK colony (Road ID-4844) , Improvements to road from (i) Bussenahalli to Hosabhanihatti (Road ID-5298) in Davanagere - Improvements to road from (i) SH near Kukkawada to MDR near Yaravanagthi halli camp via Giriyapura, Kalkere, kalkere camp (Road ID-2809) in Davanagere - (i) Thurchgatta To K.Bullapura via ,HosaBullapura (Road ID-2810) in Davanagere I Improvements to road from (i) SH near Hadadi to Durgambikacamp via HosaBisleri,HaleBisleri (Road ID-2823) in Davanagere Improvements to road from (i) MDR near Bhanuvalli to MDR near Ramathirtha (Road ID-751) in Davanagere - Improvements to road from (i) MDR near Devarabelakere to MDR near Salakatte via Kadlegondi,Salakatte camp (Road ID-759) in Davanagere - Improvements to road from (i) Nelahonne Thanda MDR to Nelahonne Andra camp Via Nelahonne (Road ID-800) in Davanagere - ADB financed. Improvements to road from (i) Kotemallur MDR to Chikkagonigere MDR Via Vijayapura (Road ID-4773) in 2026/Davanagere - ADB financed. Improvements to road from (i) Nyamathi MDR to Danahalli Koracharacolony MDR, via Danahalli (Road ID-4778) in Davanagere - ADB financed. Improvements to road from (i) Hanumanahalli to Taluk border(Kanchugharanahalli MDR) via Hosa Hanumanahalli (Road ID-4862) in Davanagere - ADB financed. (i) NH 48 Near Mallashettihalli To Vaderahalli via Karilakkenahalli,Bullapura,Echghatta (Road ID-4914) in 2026/Davanagere - ADB financed, Improvements to road from (ii) Davanagere-Jagalur Road to Kittur-Kurdi MDR via Hemmanabethur (Road ID-5067) in 2026/Davanagere - ADB financed. Improvements to road from (iii) Kodaganur to Echghatta-Vaderahalli Junction (Road ID-5305) in 2026/Davanagere - Improvements to road from (i) Kadajji to Taluk Border(Voddinahalli) (Road ID-2825), ii) Improvements to road from Avaragolla to MDR Near Kakkaragolla Ganganarasi Road (Road ID-2828) ,iii) Improvements to road from Kakkaragoalla to Kadlebalu via Basavanahatti (Road ID-2832) , (iv)) Improvements to road from Halebathi Guddadacamp to Doddabathi (Road ID-2882)
	Improvements to road from (i) Kadajji to Taluk Border(Voddinahalli) (Road ID-2825), ii) Improvements to road from Avaragolla to MDR Near Kakkaragolla Ganganarasi Road (Road ID-2828) ,iii) Improvements to road from Kakkaragoalla to Kadlebalu via Basavanahatti (Road ID-2832) , (iv)) Improvements to road from Halebathi Guddadacamp to Doddabathi (Road ID-2882) Improvements to road from (i) SH near Kukkuwada To Ballur Via Hosakolenahalli,Halekolenahalli,Kanagondanahalli,Ballur Hosabadavane (Road ID-1032) in Davanagere - (ii) Improvements to road from MDR near Kuntapalanahalli to MDR near Hadadi (Road ID-1033) in Davanagere (iii) Improvements to road from NH48 near Davanagere to Chandranahalli via Pamenahalli (Road ID-2812) in Davanagere (iv) Improvements to road fromNagarsanahalli to Jadaganahalli Hosabadavane via Jadaganahalli (Road ID-2824) in Davanagere Improvements to road from SH near Malebennur to Taluk border (Bannikodu) via Nittur (Road ID-755) in Davanagere - Improvements to road from (i)Thimmenahalli to Mukthenahalli (Road ID-802) in Davanagere - ADB financed (ii) Improvements to road from SH Near Masadi to Arakere MDR Via Belimallur (Road ID-804) in Davanagere - (iii)Improvements to road from Chilur Kadadakatte to Vaderahathur Thanda (Road ID-1540) in/Davanagere - (iv)Improvements to road from Sasvehalli-Rampura MDR to Hosa Iyanur (Road ID- 4775) /Davanagere - ADB financed. (v) Improvements to road fromKulambi MDR to Nelahonne Andra camp junction (Road ID- 5304) (i) MDR near Gummanur to Halvarthy Via Hosalli Lambanighatti (Road ID-927) (ii), Improvements to road from (NH near Hebbal to MDR near Kenchammanahalli via Hosalli Lambanighatti (Road ID-932) in Davanagere (iii) Improvements to road from SH 47 (Hindasgatte cross) to Taluk border(Komaranahalli) Via Hindasgatte,Nalkunda (Road D-4940) (iv) Improvements to road from Nalkunda to Taluk Border(Hiryur) via Kyathanahally (Road D-5306)

		Improvements Road From Bailhongal to Amatur road in Bailhongal Taluka Belgaum Dist (ROAD ID - 2043) Improvements Road From Bailhongal to Bailwad road in Bailhongal Taluka Belgaum Dist (ROAD ID - 2044) Improvements Road FromBailhongal to Murkibhavi to Bailwad road. in Bailhongal Taluka Belgaum Dist (ROAD ID - 5229) Improvements Road From Sanikoppa cross to Chivatgundi road. in Bailhongal Taluka Belgaum Dist (ROAD ID - 5230) Improvements Road From Sanikoppa cross to Karikatti to Sangreshkoppa road Taluka Belgaum Dist (ROAD ID - 2045) Improvements Road From Markumbi to Inchal road road Taluka Belgaum Dist (ROAD ID - 5347) Improvements Road From Vadagaon Mahaveer nagar To Rajhamsagad BELgaum Taluka Belgaum Dist (ROAD ID -1793) Improvements Road FromYellur to Dhamane BELgaum Taluka Belgaum Dist (ROAD ID -5313) Improvements to road from Yellur to Jad Shahapur BELgaum Taluka Belgaum Dist (ROAD ID -5314) Improvements to road from Yellur to Majagaon BELgaum Taluka Belgaum Dist (ROAD ID -5315) Improvements Road From Peeranawadi To Hunchanatti Road BELgaum Taluka Belgaum Dist (ROAD ID -1837) Improvements Road From SH-61 to G irabgera Devdurga Taluka Raichur Dist (ROAD ID -3307) Improvements Road From SH-61 to Nagadinni Devdurga Taluka Raichur Dist (ROAD ID -2599) Improvements Road From Hanumandoddi to Ganjalli Taluka Raichur Dist (ROAD ID -3113) Improvements Road From Kalmala to Laxminagar camp Raichur Dist (ROAD ID -3114) Improvements Road From Meerapur to Idapnoor Raichur Dist (ROAD ID -4410) Improvements Road From Mantralaya main road to Bullapur via Ramnagar camp Raichur Dist (ROAD ID -4506) Improvements Road From Seekal to Muranpur Tanda Raichur Dist (ROAD ID -4479) Improvements Road From Construction of road from Ganmoor to Chandarbanda Raichur Dist (ROAD ID -1931) Improvements Road From Bevinbenchi road to Karekal cross via Rangapur Raichur Dist (ROAD ID -3127)	
		Improvements Road From Bevinbenchi road to Karekal cross via Rangapu Raichur Dist (ROAD ID -4480) Improvements Road FromSH link to Maldoddi via kothadoddi J Raichur Dist (ROAD ID -4481) Improvements Road From Mandalgera cross to Wadlamdoddi Raichur Dist (ROAD ID -4507)	
	Date of Consultation	From 11.11.2025 to 25.12.2025	
	Number of Consultation	3 to 5 Times	
	Total Number of Participants	1396	
	Number of Male and Female participants	Male-854, Female-542	
	Vulnerable group	No Vvulnerable Group	
SL No	Topic	Issues Raised in Consultation	Consultant's Recommendations/Recommended measures/mitigation mesures in the EIA
1	Road Safety & Speeding	Residents requested measures to control vehicle speeds, especially near village schools, temples, and main junctions.	Traffic calming measures, including speed breakers, rumble strips, and proper warning sign boards at the curves, will be installed wherever it is required.The Contractor shall provide, erect and maintain informatory/safety signs, hoardings written in English and local language, wherever required or as suggested by the Environmental Specialist of PIU.

2	Safety Measures near Water Bodies	Community members highlighted the risk of accidents, expressing fear that vehicles, pedestrians, or livestock might skid and fall into adjacent village ponds or open water tanks, especially during the rainy season or at night.	The DPR estimate includes provisions for installing W-beam crash barriers or Guards stones along the stretches abutting deep water bodies. Additionally, reflective hazard markers, Cat Eyes's and cautionary signages will be deployed in accordance with IRC safety standards to ensure clear nighttime visibility. The Contractor shall construct silt fencing at the base of the embankment construction for the entire perimeter of any water body (including wells) adjacent to the project road and around the stockpiles at the construction sites including ancillary sites close to water bodies. The fencing shall be provided prior to commencement of earthwork. Contractor shall ensure that construction materials containing fine particles are stored in an enclosure such that sediment-laden water does not drain into nearby watercourse. On completion of construction of culverts and bridges, drainage channels shall be cleared by collecting debris and disposed suitably.
3	Drainage & Water Logging	Farmers worried that raising the road elevation will cause rainwater to stagnate and flood adjacent low-lying fields and houses.	Adequate cross-drainage structures (pipe/box culverts) and unlined side drains are incorporated into the DPR to ensure the natural flow of rainwater and prevent waterlogging. The Contractor shall ensure that construction materials, debris, and excavated soil do not obstruct natural drainage paths or roadside drains, and do not cause waterlogging at work sites. Appropriate measures shall be taken to promptly remove any accumulated water from construction areas, labour camps, material storage yards, borrow areas, and excavated locations. Construction activities shall be planned in advance of the southwest monsoon season to minimize ponding of water, including provision of temporary cross-drainage arrangements wherever required. The Contractor shall implement adequate erosion and sediment control measures, including proper stacking, covering, and containment of construction and excavated materials to prevent runoff into adjoining areas and surface water bodies.
4	Land Encroachment	Villagers expressed concern about the loss of private agricultural land and boundary walls due to road widening.	For the community we informed that the project strictly involves the upgrading of an already existing road. All design improvements are confined entirely within the available existing Right of Way (RoW), ensuring there is no new land acquisition or loss of private
5	Drinking Water Pipelines	The Gram Panchayat pointed out that existing underground drinking water pipelines run parallel to the road.	The alignment survey has mapped the existing utility lines. The structural design accounts for shifting the pipelines where necessary, and the cost for utility relocation is included in
6	Cultural & Religious Structures	The community pointed out small roadside , statues, or sacred groves that fall very close to the proposed road edges.	A detailed Transect and survey confirms that there are no temples or culturally significant structures located within the existing Right of Way (RoW). Therefore, the road improvements will proceed without any impact on religious sites. All necessary and adequate care shall be taken to minimize impact on cultural properties which includes cultural sites and remains, places of worship including mosques, temples, shrines, etc., graveyards, monuments and any other important structures as identified during construction stage. Relocation and enhancement measures shall be taken up as per design and in consultation
7	Access to Public Amenities	The community requested that the muddy pathways leading from the main road to the village school and primary health	Paved approach links connecting the main carriageway to critical public amenities (schools, hospitals) will be included in the project estimate, provided they fall within the manageable
8	Construction Disruptions	Local shopkeepers and residents raised issues regarding dust pollution and restricted access during the construction phase.	During the construction we strictly instructed to sprinkle water regularly to suppress dust. Temporary access ramps will be provided to ensure uninterrupted access to homes and
9	Local Employment	Unemployed youth requested opportunities for daily wage work during the road execution.	A clause will be emphasized recommending the contractor prioritize hiring local unskilled and semi-skilled labor during the construction period. The contractor preferably shall use unskilled/semiskilled labour from local areas to give the maximum benefit to the local community to avoid any additional stress on the existing facilities is included in EMP
10	Construction Timeline & Commuter Convenience	Residents requested that the road construction be completed as quickly as possible to minimize daily disruptions and ensure safe, unhindered movement for school children, local bus commuters, and auto-rickshaws.	The contractor will be bound by a strict project execution schedule mandated in the DPR to ensure timely completion. Furthermore, the work will be executed in a phased manner, prioritizing the rapid completion of stretches near schools and main commuter nodes to minimize public inconvenience.

11	Improper Waste Disposal	Villagers concern about Dumping of construction debris near roads and agricultural lands.	All arrangements for transportation during construction shall be considered incidental to the work and shall be planned and implemented by the Contractor as approved and directed by the Environmental Expert of PIU. The pre-designed disposal locations shall be a part of Solid Waste Management Plan which shall be prepared by the Contractor in consultation and with approval of Environmental Expert of PIU. Debris generated from pile driving or other construction activities shall be disposed in such a way that it does not flow into the agricultural land and surface water bodies or form mud
12	Access to Houses and Shops	Residents bother regarding difficulty in accessing houses, shops, schools and health centers during construction.	The Contractor shall ensure that safe and convenient passage for vehicles, pedestrians, and livestock is maintained at all locations where the new road alignment intersects existing roads, village paths, or property accesses. Temporary connecting roads, diversions, or access provisions shall be provided as required to maintain uninterrupted movement. No existing access shall be blocked or restricted without providing adequate temporary arrangements. Construction of crossroads and junctions shall be executed in a phased manner to minimize disruption to traffic and local movement. Temporary access roads and construction-related diversions shall be planned, designed, and implemented by the Contractor with approval from the Environmental Specialist of the PIU. A detailed Traffic Management and Control Plan (TMCP) shall be prepared by the Contractor and submitted for approval at least seven days prior to commencement of construction activities on any road section. The TMCP shall include details of temporary access routes and diversions, traffic safety arrangements during construction, provisions for safe movement of vehicles and pedestrians, end-of-day traffic arrangements, night-time safety measures (including reflective signage, barricades, and lighting), precautions during transportation of hazardous materials, and deployment of trained flagmen at critical locations. All temporary diversions and access roads shall be always maintained in a trafficable condition, particularly during the monsoon season, to prevent disruption to traffic flow and inconvenience to road users. The Contractor shall provide advance information to local communities regarding changes in traffic routes, access restrictions, and pedestrian arrangements, and shall ensure adequate signage and public notices. Temporary access roads and detours shall be kept free from dust through water sprinkling at least three times daily and additionally as required, depending on weather conditions, proximity to settlements, and traffic volume.
13	Public Health and Hygiene	Dust, stagnant water and poor sanitation causing health issues.	All sanitary facilities shall be cleaned regularly at least twice during working hours. All temporary accommodation must be maintained in such a fashion that uncontaminated water is available for drinking, cooking and washing. Garbage bins must be regularly emptied, and garbage should be disposed of in a hygienic manner. Adequate health care is to be provided for the workforce. Unless otherwise arranged for by the local sanitary authority, arrangement for disposal of excreta shall be made by putting a layer of night soils at the bottom of a permanent tank prepared for the purpose and covering it with 15 cm layer of waste or refuse and then covering it with a layer of earth for a fortnight (by then it will turn into manure). On completion of the works, all such temporary structures shall be cleared away, all rubbish burnt, excreta or other disposal pits or trenches filled in and effectively sealed off, and the outline site left clean and tidy, at the Contractor's expense, to the entire satisfaction of the Engineer.
14	Damage to Agricultural Land	Village farmers Fear of crop damage and soil compaction due to movement of machinery.	Restrict vehicle movement within ROW and compensate damages if any occur.

15	Impact on Common Property Resources	Villagers and local panchayath is worried about impact on temples, bus stops, hand pumps and community structures.	The CPRs fall within Impacted zone of 100 m from the road, necessary safety measures such as safety barricading, safe access to the CPRs shall be provided by the contractor. Access to CPRs should not be interrupted, alternate access will be provided by the contractor.
16	Noise Levels from Construction Vehicles and Equipment's	Localites concern about noise levels during construction pahse	All vehicles and equipment used in construction works shall be fitted with exhaust silencers/mufflers. Maintenance and servicing of all construction vehicles and machinery shall be done regularly. Only acoustic enclosures fitted DG sets shall be allowed at the construction site and labour camp. At the construction sites within 150 m of the nearest habitation, noisy construction work and use of high noise generation equipment will be stopped during the nighttime between 10.00 pm to 6.00 am. Working hours of the construction activities shall be restricted around
17	Culverts	Villageres concern about existing culverts	All necessary measures shall be taken especially while working close to cross drainage channels to prevent earthwork, stonework, materials and appendage as well as the method of operation from impeding cross-drainage at streams, water canals, existing irrigation and drainage systems. Demolition waste shall be collected and disposed as per the provision of Construction & Demolition Rule 2016 and same construction is managed as per the provision of
18	Dust Pollution	Localites asking regarding dust spread over the community	Road construction works, specially earth work and movement of construction vehicles plying during construction phase shall may add to dust and gaseous air pollution along the project road. Frequent dust suppression shall be ensured for this stretch of the road by use of water tankers. The contractor shall procure the construction machinery, which conforms to the pollution control norms specified by the MoEF&CC/CPCB/Karnataka Pollution Control Board.

Public Consultations by Koushik Consultants

Column1	Details
Name of Consultant, Experts Names	M/s Kouhsik Consultants, Mysore, Anil K C, Charana H C, Umesh P, Manju M H and Shivanna M
Location of Consultation (road name and id, village name, block name, district name)	Arodhi to SH02-3.427 Km (196)Siddapura to Jummobanahalli-Hosahalli Road-3.482 Km (197)NH50 to MDR via Boragatti-2.446 Km (198) Kudligi Block Vijayanagar District
	Joduthadame to Narlapadavu Tharemar-4.038 Km (15)Arkana-Mithakodi- Kurnadu temple- Boliyaru Road-5.294 Km (25)Majji-Boliyaru-Renthadka Road-3.811 Km (29)Thoudugoli-Kalminja Road-2.417 Km (31)Gadiyara Perlpu to Kadeshvalya-4.612 Km (259)Balthila To Barimaru-3.741 Km (290)Agaragandi Majalu To Gandhi Kottunja-2.893 Km (295)Mogra-Yaddoni road-3 Km (345)Jalakadakatte to Niddodi Road-4.551 Km (354)Ikala Kambala To Patte Keredabettu Road-4.09 Km (501)Masthikatte Battrakodi to Hosabettu road-3.539 Km (535)Kudkuli-Renjala -Kirlaya road-5.114 Km (581)Sunkadakatte to Kombaru road-3.598 Km (806)Ivarnadu to kochi road-3.496 Km (807)Mavinakatte to Krandrapady road-3.787 Km (822)Jogimule-Vadya-Mithadka Road-4.849 Km (837)Irde -Dumadka- Kunzimoole Road-4.736 Km (827)Mundaje to Kayarthodi Road-4.13 Km (1040)Bandaru Village perla Kurudange Nerolpalke Road-3.296 Km (1041)Bangerakatta Nettaru Nirlaje Road-4.277 Km (1043)Narya Road Dondale Maya Road-6.864 Km (1046)Puttila Bajakala Road-3.754 Km (1052)Aramane Bandi to Pupadikallu Road-5.137 Km (1057)Paduperar korakambala kattalsar Road-5.401 Km (1059)Kowdicharu-Mailakochi-Darbethadka road-2.425 Km (1368)Nellikaru GP Borugudde to Jyothinagara Renjal Road-3.454 Km (1306)Kabaka-kodippadi-Ojala-Berike road-3.854 Km (1612)Sampya-Pelathadi-Olathadka road-3.042 Km (1643)Tenkamijaru GP Kayar Muger to Ashwathpura-4.084 Km (1893)Ujurpade-Kurudakatte-Garadi road-4.133 Km (2202)Vogga to Vamadhapadavu-4.978 Km (2718)Kollaramajalu-Montugoli-Kamblapadavu Road-2.878 Km (3000)Kaje-Bellipady school-Rai estate Bellipady cross road-4.472 Km (3152)Golithadi to Sabaluru road-3.389 Km (3189)Adkapalla Kedambadi Mangalanti-4.146 Km (3885)Kuppepadavu To Boliya Road-2.595 Km (4427)Kinya-Rehmathnagara-Kallarakodi-2.087 Km (4438)Kinnigoli to Thodama road-1.473 Km (4867)
	Gotagodi to Mantagi Via Handihala-4.102 Km (265) (266)Arbagonda - Katenahalli (SH136) to kalladevar Via Kengonda-3.858 Km (269) Hangal Block Haveri District
Date of Consultation	From 28/01/2026 to 02/02/2026, From-5/05/2026 to 11/05/2026
Number of Consultation	1 to 2 Times
Total Number of Participants	694
Number of Male and Female participants	Male-512, Female-182
Vulnerable group	No Vulnerable Group

SL No	Topic	Issues Raised in Consultation	Consultant's Recommendations/Recommended measures/mitigation mesures in the EIA
1	Land Encroachment	Villagers expressed concern about the loss of private agricultural land and boundary walls due to road construction.	The community is informed that works are strictly limited to modernising the current road. All construction fits inside the existing RoW, completely eliminating the need for land acquisition or property displacement
2	Safety Measures near Water Bodies	Community members expressed concern regarding potential transit hazards, noting that low visibility at night and inclement weather during the monsoon season increase the risk of pedestrians, vehicles, and livestock slipping into unfenced municipal ponds or open reservoirsny season or at night.	The DPR has the provisions for Guards stones /W-beam crash barriers wguch are having water bodies adjacent to roads. Also, reflective hazard markers, Cat Eyes's and cautionary signages will be deployed in accordance with IRC safety standards to ensure clear nighttime visibility. Drainage channels shall be cleared by collecting debris and disposed after completion of construction of culverts/bridges,
3	Traffic Safety and Speed Management	Community members requested for traffic-calming solutions near schools, places of worship, and busy junctions	Traffic calming measures including road marking, rumble strips, and reired warning sign boards shall be installed at the curves. These informatory/safety signs shall be written in English and as well as local language, wherever required
4	Construction Disruptions	Local merchants and community members petitioned against potential economic disruptions stemming from construction-related dust pollution and restricted physical access to their establishments.	To ensure environmental and social compliance, regular water sprinkling will be deployed for dust control, and temporary access ramps will be systematically installed for all affected properties.
5	Water Logging	Farmers expressed concern that raising the road elevation will cause rainwater to stagnate and flood adjacent low-lying fields and houses.	The DPR has the provisions for adequate cross-drainage structures (pipe / box culverts / unlined side drains) for natural flow of rainwater and prevent waterlogging. The Contractor shall ensure that construction materials, debris, and excavated soil do not obstruct natural drainage paths or roadside drains, and do not cause waterlogging at work sites. To mitigate environmental runoff, the Contractor must deploy robust erosion and sediment controls, ensuring all excavated and construction materials are securely stacked, covered, and contained.
6	Drinking Water Pipelines	The Gram Panchayat highlighted that municipal drinking water mains are currently routed beneath the roadway within residential settlements.	The existing water pipeline pipelines shall be relocated where necessary and the cost for this is included in the project estimate.
7	Cultural & Religious Structures	The community expressed concern abovt potential structural or physical impacts on cultural monuments and sacred groves that fall very close to the proposed road.	The community is informed that proposed road works will not cause any physical or structural damage to nearby cultural monuments and sacred groves.
8	Local Employment	A request is submitted by local communities by seeking preferential hiring for daily-wage employment opportunities throughout the project's execution.	The special provision mandating that the contractor give first preference to local unskilled and semi-skilled laborers throughout the construction phase
9	Improper Waste Disposal	There is a significant apprehension by Villagers regarding the indiscriminate disposal of construction debris adjacent to roadways and productive agricultural lands.	All arrangements for transportation during construction shall be considered incidental to the work and shall be planned and implemented by the Contractor as approved and directed by the Environmental Expert of PIU.
10	Access to Houses and Shops	Residents bother regarding difficulty in accessing houses, shops, schools and health centers during construction.	The Contractor must maintain safe, convenient access for people, vehicles, and livestock wherever the new road crosses existing village paths or property entrances. All temporary bypasses must be kept mud-free and fully drivable during the rainy season, and clear informational signs must be posted at every diversion point to prevent traffic confusion.
11	Noise Levels from Construction Vehicles and Equipment's	Localites concern about noise levels during construction phase	All vehicles and equipment used in construction works shall be fitted with exhaust silencers/mufflers. Limit high-noise activities, such as excavation and drilling, strictly to daytime hours (e.g., 8:00 AM to 6:00 PM), completely banning heavy machinery operation near residential areas at night. Mandate the contractor to utilize modern, well-maintained equipment fitted with manufacturer-approved silencers, mufflers, and acoustic enclosures. Conduct periodic ambient noise testing using handheld sound meters to ensure decibel levels stay within acceptable national environmental standards.
12	Public Health and Hygiene	The community expressed concern abovt dust, stagnant water and poor sanitation causing health issues.	Deployment of water tankers to spray water on unpaved roads and active construction zones on regular basis. Covering all stockpiles of sand, soil, and debris with tarpaulins and ensure transport trucks are securely covered to prevent loose materials from blowing away.

13	Construction schedule	To avoid prolonged socioeconomic disruption, residents petitioned for an optimized execution timeline that prioritizes the unhindered and safe passage of school children, local buses, and auto-rickshaws	The contractor will be bound by a strict project execution schedule mandated in the DPR to ensure timely completion.
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Column I		Details	
Name of Consultant, Experts Names		M/s Kouhsik Consultants, Mysore, Anil K C, Charana H C, Umesh P, Manju M H and Shivanna M	
Location of Consultation (road name and id, village name, block name, district name)		SH to Manyara Masalawada Via Basarakodu thanda-6.3 Km (3366)Dombarahalli to Kuruvatti Plot-3.33 Km (4799)Sibara to Angoor-2.06 Km (4800)SH to Thumbinakere sanna thanda-3.8 Km (4911)Hampasagara Colony - 1 to Hampasagara colony - 3-1.59 Km (3793)Hanakanahalli to Mudenoor via Devagondenahalli-2.45 Km (4535)SH to Navali-2.93 Km (4912) Hadagali Block Vijayanagar District Varalahalli to Dashamapura road Via Upparaghatta-8.71 Km (831)MDR to Kitnur Cross-3 Km (838)Hosa Anandadevanahalli to Kechinabandi-3.28 Km (2109)Marabbihal Thanda to Narayanadevanakere-3.64 Km (3446)Kottur SH to Sangameshwara Via Kudithinamaggi-4.28 Km (835)Kottur Harapanahalli SH to Jolada Kudligi MDR Via Chapparadahalli - Marur-4.56 Km (3487)Mothikal Thanda to Doopadahalli Thanda Via Doopadahalli-4.74 Km Hagaribommanahalli Block Vijayanagar District (3492)Badeladuku to Kottur-kudligi Road via Doddagollarahatti-3.55 Km (2228)MB Ayyanahalli to Bhisnahalli cross-3.84 Km (3434)Sakalapura Gollarahatti to NH50-2.735 Km (3441)Beeralagudda-Badeladaku road to NH 50 via Morabanahalli-2.44 Km (3451)Sanklapura to chiratagundu -Koracharahatti road-2.245 Km (4870)Bande Basapura thanda to Govindagiri cross-2.54 Km (4868)Yembli vaddarahatti to Kenchammanahall-2.23 Km (4869) Kudligi Block Vijayanagar District	
		Nannivala to Veeradimmanahalli via Gowdarahatti, Doregalahatty, Varavinarahatti, Bangaradevarahatty, Todlarahatty-8.653 Km (5325)K.K.road (Allapura gate) to Junjuragunte via Thimmanahally-2.17 Km (204)Nannivala to Taluk Border (Hosakatappannahatty) Via Nakkalarahatty-4.095 Km (608)Sanikere-Kaparahally Road to Narayanapura via B L Gowda Nagara-2.8 Km (2466)K.K Road - Suranahally gate to Chowluru-3.93 Km (2981)Kadabanakatte Myasarahatty to Doddagatta Gangayanahatti Road via Hirekere Kaval-4 Km (2982)K.K road to Chattekamba-4.6 Km (163) Challakere Block Chitradurga District NH-4 to Hireguntanur - Hosur Road via Laxmisagara, Kodagavalli, Chikkaguntanur-6.76 Km (1401)Musandihall to NH -13-6.4 Km (2209)Bheemasamudra to Thirumalapura (Taluk Border) via Mavinahalli Basaveshwara Temple-4.53 Km (2684)Jodichikkenahally to Jodichikkenahalli G.hatty upto Taluk border (Balenahalli)-3.79 Km (1786)Lakshmisagara to Alaghatta via Kittadahatti, Chikkalagatta-6 Km (3631) NH-13 to Haliyur via Karihatti Thirumalapura, Kurubarahalli-3.99 Km (3632) Chitradurga Block Chitradurga District Mallappannahalli to Hulitotlu Via Guilalu-6.93 Km (1172) Dharmapura-Khanajanahally Road to Hosakere Palya via Bettagondanahally-3.55 Km (4110)Burujnaroppa to HD Pura Road (MDR) Via Salhunse Kallahatti-3 Km (2856)Yaradakatte to Metikurke Bovi Colony-2 Km (2671)Kunikere to Kurubarahalli-6.29 Km (2852)Eshwaragere to Venakallugudda-5.7 Km (2954) Hiriyuru Block Chitradurga District Chikkajajur to Chikkajajur kaval-2.15 Km (3943)Kumaranahally to Kereyagalahalli-2.73 Km (1607)Malasinganahally to T Yemmeganuru via Amte-5.309 Km (1610)Byalahal to Adavigollarahally via Basavashivanakere-4.35 Km (3687)Lingadahalli to kashipura-1.83 Km (3938) HD pura to to Sri Karekal temple via Nandana Hosur Gollarahatti-2.43 Km (897) Apparasanahalli to Arasanaghatta-3.86 Km (1659) Holalkere Block Chitradurga District Arehalli to Sanna Thippenahalli via M Gollarahatti Mathodu & Thippenahalli-5.02 Km (2162)Srirampura to Kadavanagere vajra via Sadarahalli, Arenahalli Chikkaullenahalli-4.56 Km (2163)Srirampura to Goolihalli-2.15 Km (2846)Srirampura- Neralekere Road to Kalanayakanahatty via garimbeelu-2.13 Km (3040)Kantapura-Kodihally Road to Hulukatte via Kamsagara, Mudlabovihatty, Devarahatty, Yellabovihatty Veeravanagathihalli,-1.25 Km (1862)MH-Road to Mengasandra via Kainadu-5.13 Km (1870)Nagenahalli to Chinnapura via Nagenahalli gate-3.45 Km (1877) Tandaga to Taluk border (Panchanahalli) via Hosakere-3.74 Km (2845) Garaga to Yadagatta via Hanumaihnhahatty, Yadagatta Bovihatti-3.70 K (5409) Hosadurga Block Chitradurga District Nayakanahatty-Challakere road to Chikkammanahalli via Bhatayanahatty, kere mundalahatti, varavoo-8.89 Km (1256)Nayakanahatti-jagalur road to jogihatty village via Beemagondanahally Hosajogihatty-3.57 Km (1266)Thaluku to Maraihanahatty via Hosahalli-4.6 Km (1276)Udevu to Bandethimlapura-7.43 Km (1890)Kasavigondanahalli to Basapura via Katamadevarakote-8 Km (1259) Molakalmuru Block Chitradurga District	
		Venkatapura to Devageri via Naganur,Varadahalli-17.3 Km (4038)Angargatti to Ramagundenahalli via Hire nandihalli-7.33 Km (2363)Hanumanahalli to Kalladevar-4.56 Km (4978) Byadagi Block Haveri District Ghajipur to Chikkeiri-Hosalli-4.66 Km (2261)Maranabeeda to Haranagiri-3.47 Km (4196)Malligar to Baichavalli-4.25 Km (4321)Masanakatti to Hotanahalli-Maranabeeda Road-1.78 Km (4943)Pala-Arekoppa Road to Gotagodi via Bidarakoppa-3.3 Km (4950) Mantagi to Harganahalli-1.28 Km(5457)Gadegundiyaapur to Basapur-2.65 Km(5456)Halesammasagi to Laximpura Gollar Bidar via Laxmipura-2.23 Km(5459)Tadas-Gondi road to Dolleshwar-2.03 Km(5460) Hangal Block Haveri District Kittur to Halagi via Maradur-5.64 Km (1141)Maradur to MDR(Negalur-hosaritti) via akkur-4.6 Km (1149)Mevundi to Kerikoppa-6.55 Km (1169)Hosaritti to Yalagach-4.81 Km (1094)Ichangi to Bailmadapur cross-4.55 Km (1201)Hesarur to Doddur road upto TB-3.42 Km (2301) Haveri Block Haveri District Purapundikoppa to Kalaguddi up to TB-3.22 Km (954)SH-76 (From Vaderanahalli) to Guddadahosalli via Yalavadahalli, Babapura, Hirebudihala-10.96 Km (2380)Hirekabbar to Guddadamadapura via Maidur-5.5 Km (997)Magod to NH(Chalageri) via Kamadoda, Devagondanakatti-7.49 Km (1334) Hirekerur Block Haveri District SH-76 to SH-136 (Upto Tadas)via Chikkabudihal, Bhogavi, Yogikoppa, Chinnamulgunda-13.97 Km (4246)Yannihosalli to Nagenahalli via Makanur-7.21 Km (1338)Chikkakuravatti to Chikkaharalahalli-3.8 Km (1328)Billahalli to Nittur via Harogoppa-5.92 Km (1361)Chikkaharalahalli to Maidur via Yattinahalli-5.23 Km (3621) Ranebennuru Block Haveri District Chandapur to Jakkinakatti Murarji School-3.38 Km (2230)Bannikoppa to Mugali-2.58 Km (2237)NH48 to Kundur-3.24 Km (3662)Chillur to Chavadal road-2.7 Km (4545)Mantrodi to Karadagi road-2.82 Km (4550)Baradur to Savanur-Tevaramellihalli SH road-1.97 Km (4549)Hiremanakatti to Chikkabendigeri MDR via Belagali-3.49 Km (2238)Attigeri to Hireharakunii TB-4.54 Km (3663)Kabanur to Hiremanakatti-Mugali road-2.81 Km (4555)Vanahalli to Shiggaon-3 Km (5324) Shiggaon Block Haveri District	
		Sathenahally to Hanumanahally-4.22 Km (3704)Hoovinahalli to Naragonahally Via Mallananjapura-3.41 Km (169)Handenahally colony to S.Mallasandra Via Handenahally B.Shanubhoganahllly-2.77 Km (940)Nagamangala -Devalapura SH to Devalapura Via Hombalekoppalu, Gollarahalli,Muttasandra.-4.87 Km (943)Nagamangala-Jakkanahalli SH to machalaghatta Via Gudehosahally,Chowdagonahalli-3.78 Km (929)Hottegowdanakoppalu to Huchakalegowdana koppalu via Muddinganakoppalu,Buradagunte-4.45 Km (914)Maddur koppa SH road to Doddahosagavi via chikkahosagavi-2.26 Km (5134) Nagamangala Block Mandya District	
		Bhatrakodi Pedamale Paldane saripalla Road-1.59 Km Road Id (1211) Manglorte City Block Haleyangadi Kadike Bandaramane to Hoigegudde Padupanamburu-3.5 Km Road Id (1392) Moodabidri Block Bangerakere Iruvathur To Kavalkatte Road-1.59 Km Road Id (255) Bantwala Block Kaikamba Nadaje Kukkuri Road Road Id (1054) Manglore Block	
Date of Consultation		From 03/01/2026 to 14/02/2026, From-23/04/2026 to 26/05/2026	
Number of Consultation		1 to 2 Times	
Total Number of Participants		1794	
Number of Male and Female participants		Male-1232, Female-560	
Vulnerable group		No Vulnerable Group	
SL No	Topic	Issues Raised in Consultation	Consultant's Recommendations/Recommended measures/mitigation mesures in the EIA
1	Land Encroachment	Villagers expressed concern about the loss of private agricultural land and boundary walls due to road construction.	The community is informed that works are strictly limited to modernising the current road. All construction fits inside the existing RoW, completely eliminating the need for land acquisition or property displacement
2	Safety Measures near Water Bodies	Community members expressed concern regarding potential transit hazards, noting that low visibility at night and inclement weather during the monsoon season increase the risk of pedestrians, vehicles, and livestock slipping into unfenced municipal ponds or open reservoirsnny season or at night.	The DPR has the provisions for Guards stones /W-beam crash barriers wguch are having water bodies adjacent to roads. Also, reflective hazard markers, Cat Eyes's and cautionary signages will be deployed in accordance with IRC safety standards to ensure clear nighttime visibility. Drainage channels shall be cleared by collecting debris and disposed after completion of construction of culverts/bridges,

3	Traffic Safety and Speed Management	Community members requested for traffic-calming solutions near schools, places of worship, and busy junctions	Traffic calming measures including road marking, rumble strips, and reuired warning sign boards shall be installed at the curves. These informatory/safety signs shall be written in English and as well as local language, wherever required
4	Construction Disruptions	Local merchants and community members petitioned against potential economic disruptions stemming from construction-related dust pollution and restricted physical access to their establishments.	To ensure environmental and social compliance, regular water sprinkling will be deployed for dust control, and temporary access ramps will be systematically installed for all affected properties.
5	Water Logging	Farmers expressed concern that raising the road elevation will cause rainwater to stagnate and flood adjacent low-lying fields and houses.	The DPR has the provisions for adequate cross-drainage structures (pipe / box culverts / unlined side drains) for natural flow of rainwater and prevent waterlogging. The Contractor shall ensure that construction materials, debris, and excavated soil do not obstruct natural drainage paths or roadside drains, and do not cause waterlogging at work sites. To mitigate environmental runoff, the Contractor must deploy robust erosion and sediment controls, ensuring all excavated and construction materials are securely stacked, covered, and contained.
6	Drinking Water Pipelines	The Gram Panchayat highlighted that municipal drinking water mains are currently routed beneath the roadway within residential settlements.	The existing water pipeline pipelines shall be relocated where necessary and the cost for this is included in the project estimate.
7	Cultural & Religious Structures	The community expressed concern abovt potential structural or physical impacts on cultural monuments and sacred groves that fall very close to the proposed road.	The community is informed that proposed road works will not cause any physical or structural damage to nearby cultural monuments and sacred groves.
8	Local Employment	A request is submitted by local communities by seeking preferential hiring for daily-wage employment opportunities throughout the project's execution.	The special provision mandating that the contractor give first preference to local unskilled and semi-skilled laborers throughout the construction phase
9	Improper Waste Disposal	There is a significant apprehension by Villagers regarding the indiscriminate disposal of construction debris adjacent to roadways and productive agricultural lands.	All arrangements for transportation during construction shall be considered incidental to the work and shall be planned and implemented by the Contractor as approved and directed by the Environmental Expert of PIU.
10	Access to Houses and Shops	Residents bother regarding difficulty in accessing houses, shops, schools and health centers during construction.	The Contractor must maintain safe, convenient access for people, vehicles, and livestock wherever the new road crosses existing village paths or property entrances. All temporary bypasses must be kept mud-free and fully drivable during the rainy season, and clear informational signs must be posted at every diversion point to prevent traffic confusion.
11	Noise Levels from Construction Vehicles and Equipment's	Localites concern about noise levels during construction phase	All vehicles and equipment used in construction works shall be fitted with exhaust silencers/mufflers. Limit high-noise activities, such as excavation and drilling, strictly to daytime hours (e.g., 8:00 AM to 6:00 PM), completely banning heavy machinery operation near residential areas at night. Mandate the contractor to utilize modern, well-maintained equipment fitted with manufacturer-approved silencers, mufflers, and acoustic enclosures. Conduct periodic ambient noise testing using handheld sound meters to ensure decibel levels stay within acceptable national environmental standards.
12	Public Health and Hygiene	The community expressed concern abovt dust, stagnant water and poor sanitation causing health issues.	Deployment of water tankers to spray water on unpaved roads and active construction zones on regular basis. Covering all stockpiles of sand, soil, and debris with tarpaulins and ensure transport trucks are securely covered to prevent loose materials from blowing away.
13	Construction schedule	To avoid prolonged socioeconomic disruption, residents petitioned for an optimized execution timeline that prioritizes the unhindered and safe passage of school children, local buses, and auto-rickshaws	The contractor will be bound by a strict project execution schedule mandated in the DPR to ensure timely completion.

Public Consultations by Modern Engineering Consultants

Column1		Details		
Name of Consultant, Experts Names		Modren Engineering Consultants, Shashi kumar M , Rajinikanth & Varun		
Location of Consultation (road name and id, village name, block name, district name)		Improvements of Road From Gullaahaali - M. Hosahalli Road To Muthamur Via Chigaraliur of Bangarpet Constituency ,Kolar District. ID-596 ,Improvements of road from NH-75 to Kolar-Malur MDR Via Cheluvanahalli of Kolar Constituency ,Kolar District. Road ID:2958 , Improvements to road from Kolar-Chikkaballapura Road to NH-75 Via Andrahalli, Suluru, Chokkapura,Horakere,Kendatti Gollahalli,Madivala, Kendatti of Kolar Constituency ,Kolar District. Road ID:3469 ,Improvement of Road From Tcb Road To Chandrappana Palya Via Haronahalli Of Tumkur City Constituency ,Tumkur District.. ID :4841		
Date of Consultation		From 13/01/2026 to 24 /02/2026, From-27 /01/2026 to 12/02/2026		
Number of Consultation		2 to 4 Times		
Total Number of Participants		80		
Number of Male and Female participants		Male-30 , Female- 50		
Vulnerable group		No Vvulnerable Group		
SL No	Topic	Issues Raised in Consultation	Consultant's Recommendations/Recommended measures/mitigation mesures in the EIA	Column
1	Road Safety & Speeding	Residents requested measures to control vehicle speeds, especially near village schools, temples, and main junctions.	Speed breakers, rumble strips, and curve warning signs will be put in place wherever they are needed to slow down traffic. The Contractor must install and maintain safety signs and information boards in both English and the local language. This will be done in required areas or as directed by the PIU's Environmental Specialist	
2	Safety Measures near Water Bodies	Community members highlighted the risk of accidents, expressing fear that vehicles, pedestrians, or livestock might skid and fall into adjacent village ponds or open water tanks, especially during the rainy season or at night.	The DPR budget accounts for installing W-beam crash barriers or guard stones along road sections next to deep water bodies. To maximize nighttime visibility, reflective hazard markers, cat's eyes, and warning signs must be set up according to IRC safety guidelines. Before starting any earthwork, the Contractor must install silt fencing around the base of embankments near any adjacent water bodies (including wells) and around construction material stockpiles. Fine-particle construction materials must be kept in enclosed areas to prevent sediment-heavy runoff from entering nearby waterways. Once culverts and bridges are built, all drainage channels must be cleared of debris, which must be disposed of properly.	
3	Drainage & Water Logging	Farmers worried that raising the road elevation will cause rainwater to stagnate and flood adjacent low-lying fields and houses.	To maintain natural rainwater flow and avoid waterlogging, the DPR includes sufficient cross-drainage systems (such as pipe or box culverts) and unlined side drains. The Contractor must keep all natural drainage pathways and roadside drains free from building materials, debris, and dug-up soil. Standing water must be quickly cleared from active work zones, labor camps, storage yards, borrow pits, and excavation sites. Additionally, works must be scheduled ahead of the southwest monsoon to reduce water pooling, utilizing temporary drainage channels where necessary. The Contractor must also deploy erosion and sediment control plans, which include properly stacking, covering, and enclosing construction materials and excavated soil to stop runoff into surrounding lands and water bodies	
4	Land Encroachment	Villagers expressed concern about the loss of private agricultural land and boundary walls due to road widening.	The community has been notified that this project focuses solely on upgrading an already existing road. Every design enhancement will take place entirely within the current Right of Way (RoW). This guarantees that no new land needs to be acquired and ensures that no private property will be lost	
5	Cultural & Religious Structures	The community pointed out small roadside , statues, or sacred groves that fall very close to the proposed road edges.	The project design explicitly accounts for local heritage by incorporating protective buffers and structural reinforcement measures to safeguard all cultural and religious structures along the corridor. The Contractor must ensure that construction activities, heavy machinery operations, and material stockpiling do not restrict community access to temples, shrines, or burial grounds, nor cause structural vibration damage to these sites. To minimize disruptions to local communities, high-noise construction activities near sensitive religious properties must be scheduled outside of prayer times, festivals, and peak congregation hours. Furthermore, the Contractor must implement strict dust control measures, such as regular water sprinkling and barriers, to protect these sacred structures from cosmetic degradation and environmental pollution.	

6	Access to Public Amenities	The community requested that the muddy pathways leading from the main road to the village school and primary health center be improved.	Paved approach links connecting the main carriageway to critical public amenities (schools, hospitals) will be included in the project estimate, provided .	
7	Construction Disruptions	Local shopkeepers and residents raised issues regarding dust pollution and restricted access during the construction phase.	Contractors are strictly required to spray water consistently to control dust throughout the construction phase. Additionally, temporary entry ramps must be installed to maintain continuous access to residential and commercial properties.	
8	Local Employment	Unemployed youth requested opportunities for daily wage work during the road execution.	The EMP includes a specific clause emphasizing that the contractor must prioritize hiring local unskilled and semi-skilled workers during construction. Utilizing labor from the immediate area maximizes benefits for the local community and prevents unnecessary strain on existing public infrastructure and facilities.	
9	Construction Timeline & Commuter Convenience	Residents requested that the road construction be completed as quickly as possible to minimize daily disruptions and ensure safe, unhindered movement for school children, local bus commuters, and auto-rickshaws.	To ensure the project finishes on time, the contractor must follow a strict timeline set by the DPR. Work will be carried out in stages, with a priority on quickly finishing road sections near schools and busy transit hubs to cause as little disruption to the public as possible	
10	Access to Houses and Shops	Residents bother regarding difficulty in accessing houses, shops, schools and health centers during construction.	The Contractor must guarantee safe and easy passage for vehicles, pedestrians, and livestock wherever the new road intersects existing paths, village tracks, or property entrances. Continuous movement must be maintained using temporary connections, diversions, or bypasses. No current access points can be blocked without setting up proper temporary alternatives, and construction at crossroads must be staggered to minimize local traffic disruptions. All temporary routes must be planned and designed by the Contractor and approved by the PIU Environmental Specialist. A comprehensive Traffic Management and Control Plan (TMCP) must be submitted for approval at least seven days before starting work on any section. This plan must cover detours, pedestrian safety, end-of-day setups, night-time lighting, reflective signs, barricades, hazardous material handling, and the placement of trained flagmen. All diversions must remain drivable at all times, especially during the monsoon season. Finally, the Contractor must give local communities advance notice of traffic changes through signs and public announcements, and suppress dust on temporary roads by spraying water at least three times a day.	
11	Public Health and Hygiene	Dust, stagnant water and poor sanitation causing health issues.	All on-site toilets and sanitary facilities must be cleaned regularly, at least twice during working hours. Temporary worker housing must be maintained so that clean, safe water is always available for drinking, cooking, and washing. Trash cans must be emptied routinely, and garbage must be disposed of sanitarly. The contractor must also ensure proper healthcare access for the workforce. Unless the local sanitation authority provides an alternative, human waste must be managed by placing a layer of night soil at the bottom of a dedicated permanent tank, covering it with a 15 cm layer of refuse, and capping it with soil for two weeks to allow it to compost into manure. Once the project is finished, the contractor must dismantle all temporary camps, burn remaining rubbish, fill and seal all waste pits, and leave the entire site clean and orderly at their own expense to the satisfaction of the Engineer.	
12	Impact on Common Property Resources	Villagers and local panchayath is worried about impact on temples, bus stops, hand pumps and community structures.	The CPRs fall within Impacted zone of 100 m from the road, necessary safety measures such as safety barricading, safe access to the CPRs shall be provided by the contractor. Access to CPRs should not be interrupted, alternate access will be provided by the contractor.	
13	Noise Levels from Construction Vehicles and Equipment's	Localites concern about noise levels during construction pahse	All vehicles and equipment used in construction works shall be fitted with exhaust silencers/mufflers. Maintenance and servicing of all construction vehicles and machinery shall be done regularly. Only acoustic enclosures fitted DG sets shall be allowed at the construction site and labour camp. At the construction sites within 150 m of the nearest habitation, noisy construction work and use of high noise generation equipment will be stopped during the nighttime between 10.00 pm to 6.00 am. Working hours of the construction activities shall be restricted around educational institutes/health centers (silence zones) up to a distance of 100 m from the sensitive receptors. Noise monitoring shall be carried out in construction areas through the approved monitoring agency	

14	Culverts	Villageres concern about existing culverts	All necessary measures shall be taken especially while working close to cross drainage channels to prevent earthwork, stonework, materials and appendage as well as the method of operation from impeding cross-drainage at streams, water canals, existing irrigation and drainage systems. Demolition waste shall be collected and disposed as per the provision of Construction & Demolition Rule 2016 and new construction is propose where ever required	
15	Dust Pollution	calites asking regarding dust spread over the commun	The execution of road construction works—specifically earthwork, excavation, and the continuous movement of construction vehicles plying along the project corridor—will significantly elevate ambient dust levels and gaseous air pollution. To mitigate these localized impacts, the contractor shall ensure frequent and systematic dust suppression by deploying water tankers equipped with pressure sprayers, focusing heavily on unpaved haul roads, blasting zones, and settlements. Furthermore, the contractor shall exclusively procure and operate construction machinery, vehicles, and diesel generators that strictly conform to the pollution control norms and emission standards specified by the MoEF&CC, CPCB, and the Karnataka State Pollution Control Board (KSPCB). Finally, all excavated earth, topsoil, and fine construction materials shall be stored properly in designated, sheltered yards and kept under tarpaulin covers or constant moisture to ensure they do not generate fugitive emissions during windy periods.	

Column1		Details		
Name of Consultant, Experts Names		Modren Engineering Consultants, Shashi kumar M , Rajinikanth & Varun		
Location of Consultation (road name and id, village name, block name, district name)		Improvements of road from Bangarpet - V Kota SH to Doddachinnahalli Road via Chinnakote, Devaganahalli, Ajjapalli - 1975, Improvements of road from Bangarpet -Kanumanahalli Road to Balamande via Bhavanahalli(Buvanahalli), suriganahalli, Kadirenahalli, Battegowdanuru, Boyiluru, Balamande-748,"Improvements of road from Bangarpet - Kamasamudra Road (Paravanahalli) to Thangedimitta via Paravanahalli, Hosamane, Thangodimitta - 950","Improvements of road from Dimba to Shillengere via Dimbachamanahalli, Kurubarahalli - 2492" Improvements of road from Raghupathi Agrahara road to Bellahalli via Channasandra-5508 ,Improvements of road from Bethamangala -MBL Road to Ramasagara Road via Bettakur, Gennerahalli, Vaddarahalli.-1108 Improvements of road from Bhattarakuppa to Marasandra via Nayanahalli. - 3609 ,KV Road to Sarvareddyhalli via Pillagundlahalli. - 5282 "Improvements of road from K.V Road to K.V Road via Pooganahalli, Kadariganakuppe. - 1217 ", "Improvements of road from K V Road to gopenahalli Road via N G Hulkur, Seethampalli, Mallapalli. 1126 , Improvements to Road from Holavanahalli-Lingapura Road to Chikkasaggere via Bhaktarahalli - 4366 SH-94 Road to Sunkadahalli cross(Holle Nanjundeshwara Temple) via Lakkaiahnapalya,Chinnahalli - 5477, Improvements to Road from Thimmanayakanahalli to Thimmasandra-Huluvangala Road - 2266 Improvements toRoad from Obanahalli cross to Sira-Koratgere border via Obanahalli - 5462 Sanjeevapura to Purvara-ID Halli Road via Upparapalya,Doddagalihalli - 5458,Improvements to Road from MDR to Tumakuru Border Via Kattepalya Channayyanapalya Kuriberaiahnapalya - 2998 Improvements to Road from K Honnamachanahalii to Sondekoppa Via Balekatte Gajjanapalya Hosapalaya Puttaianapalya - 3083 Improvements to Road fromPavasandra to Hosuru - 3001 Improvements to Road from SH 85 to R Byadrahalli Via Ankanahalli - 5375 Improvements to Road from Yachaghatta to T-01 - 1592,Improvements to Road from Hirehalli to Nelamangala Border Via Haraluru Baichapura Rytharapalya - 3070 ,Improvements to Road from NH 48 to Mariyappanahalli Via Marelenahalli - 4864 Improvements to Road from NH 48 to 48 Via Rangapura and Bhovipalya - 5410 Improvements of road from Dinnahalli-Thoralakki road to Ganiganahalli via Nidamakanalhalli, Ajjapanahalli. ID-5374 Improvements of road from Bangarpete Main road to Makarahalli via Bettahalli ID- 5373 Improvements of road from KMH road to Pura cross via Chudagondanahalli, Kodur ID- 5372 Improvements of road from Koladevi-Kuthandlahalli road to Harapanayakanahalli Road via Duggasandra,Tavarekere. ID-1204 Improvements of road from Addagal-Rayalpad Road to (BC Road) SH via Kandlevaripalli, Chirakorapalli, Mandyal ID -382 Improvements of road from Srinivasapura to SP Road Via Avalakuppa ID- 4013 ,Improvements to road from (i) Satyamangala to Swandenahalli Via Beeranakallu (Road ID-4840) ,Improvements to road from (i) SH 94 to Shettihalli Cross Via Shettihalli Palya (Road ID-4847,Improvements to road from (i) Dibbur to Heggere Via TCB Road Vakkodi (Road ID-4866) ,Tamdihalli Cross to Jolamaranahalli Via Thamadihalli ID -3064 ,Govindanayakanapalya to Bhovipalya Via Hiredoddavadi ID-3769 ,Improvements to road from (i) SH 33 to Vaderpura Via Srikantaianapalya Bestarapalya and Colony (Road ID-688),Improvements to road from (i) Bychenahalli to Gubbi Border Via Bisalahalli, Chikkagollahalli and Kaduvinakunte (Road ID-2929) ,Improvements to road from (i) Shanthapura to Bannikuppe Cross Via Chikkanahatti (Road ID-3028) , Improvements to road from (i) SH 84 to Paduvagere Via Benavara, Valagerepura and Kantanahalli (Road ID-2491) ,Improvements to road from (i) SH 33 to Chikkamavatturu Via Tangachihalli (Road ID-2889),Improvements to road from (i) Byadagere Gate to Kuppe Main Road Via Kodihalli (Road ID-3124)		
Date of Consultation		From 13/01/2026 to 24 /02/2026, From-27 /01/2026 to 12/02/2026		
Number of Consultation		5 to 7 Times		
Total Number of Participants		270		
Number of Male and Female participants		Male-155 , Female- 115		
Vulnerable group		No Vvulnerable Group		
SL No	Topic	Issues Raised in Consultation	Consultant's Recommendations/Recommended measures/mitigation mesures in the EIA	Column1
1	Road Safety & Speeding	Residents requested measures to control vehicle speeds, especially near village schools, temples, and main junctions.	Speed breakers, rumble strips, and curve warning signs will be put in place wherever they are needed to slow down traffic. The Contractor must install and maintain safety signs and information boards in both English and the local language. This will be done in required areas or as directed by the PIU’s Environmental Specialist	
2	Safety Measures near Water Bodies	Community members highlighted the risk of accidents, expressing fear that vehicles, pedestrians, or livestock might skid and fall into adjacent village ponds or open water tanks, especially during the rainy season or at night.	The DPR budget accounts for installing W-beam crash barriers or guard stones along road sections next to deep water bodies. To maximize nighttime visibility, reflective hazard markers, cat's eyes, and warning signs must be set up according to IRC safety guidelines. Before starting any earthwork, the Contractor must install silt fencing around the base of embankments near any adjacent water bodies (including wells) and around construction material stockpiles. Fine-particle construction materials must be kept in enclosed areas to prevent sediment-heavy runoff from entering nearby waterways. Once culverts and bridges are built, all drainage channels must be cleared of debris, which must be disposed of properly.	
3	Drainage & Water Logging	Farmers worried that raising the road elevation will cause rainwater to stagnate and flood adjacent low-lying fields and houses.	To maintain natural rainwater flow and avoid waterlogging, the DPR includes sufficient cross-drainage systems (such as pipe or box culverts) and unlined side drains. The Contractor must keep all natural drainage pathways and roadside drains free from building materials, debris, and dug-up soil. Standing water must be quickly cleared from active work zones, labor camps, storage yards, borrow pits, and excavation sites. Additionally, works must be scheduled ahead of the southwest monsoon to reduce water pooling, utilizing temporary drainage channels where necessary. The Contractor must also deploy erosion and sediment control plans, which include properly stacking, covering, and enclosing construction materials and excavated soil to stop runoff into surrounding lands and water bodies	
4	Land Encroachment	Villagers expressed concern about the loss of private agricultural land and boundary walls due to road widening.	The community has been notified that this project focuses solely on upgrading an already existing road. Every design enhancement will take place entirely within the current Right of Way (RoW). This guarantees that no new land needs to be acquired and ensures that no private property will be lost	
5	Cultural & Religious Structures	The community pointed out small roadside , statues, or sacred groves that fall very close to the proposed road edges.	The project design explicitly accounts for local heritage by incorporating protective buffers and structural reinforcement measures to safeguard all cultural and religious structures along the corridor. The Contractor must ensure that construction activities, heavy machinery operations, and material stockpiling do not restrict community access to temples, shrines, or burial grounds, nor cause structural vibration damage to these sites. To minimize disruptions to local communities, high-noise construction activities near sensitive religious properties must be scheduled outside of prayer times, festivals, and peak congregation hours. Furthermore, the Contractor must implement strict dust control measures, such as regular water sprinkling and barriers, to protect these sacred structures from cosmetic degradation and environmental pollution.	

6	Access to Public Amenities	The community requested that the muddy pathways leading from the main road to the village school and primary health center be improved.	Paved approach links connecting the main carriageway to critical public amenities (schools, hospitals) will be included in the project estimate, provided .	
7	Construction Disruptions	Local shopkeepers and residents raised issues regarding dust pollution and restricted access during the construction phase.	Contractors are strictly required to spray water consistently to control dust throughout the construction phase. Additionally, temporary entry ramps must be installed to maintain continuous access to residential and commercial properties.	
8	Local Employment	Unemployed youth requested opportunities for daily wage work during the road execution.	The EMP includes a specific clause emphasizing that the contractor must prioritize hiring local unskilled and semi-skilled workers during construction. Utilizing labor from the immediate area maximizes benefits for the local community and prevents unnecessary strain on existing public infrastructure and facilities.	
9	Construction Timeline & Commuter Convenience	Residents requested that the road construction be completed as quickly as possible to minimize daily disruptions and ensure safe, unhindered movement for school children, local bus commuters, and auto-rickshaws.	To ensure the project finishes on time, the contractor must follow a strict timeline set by the DPR. Work will be carried out in stages, with a priority on quickly finishing road sections near schools and busy transit hubs to cause as little disruption to the public as possible	
10	Access to Houses and Shops	Residents bother regarding difficulty in accessing houses, shops, schools and health centers during construction.	The Contractor must guarantee safe and easy passage for vehicles, pedestrians, and livestock wherever the new road intersects existing paths, village tracks, or property entrances. Continuous movement must be maintained using temporary connections, diversions, or bypasses. No current access points can be blocked without setting up proper temporary alternatives, and construction at crossroads must be staggered to minimize local traffic disruptions. All temporary routes must be planned and designed by the Contractor and approved by the PIU Environmental Specialist. A comprehensive Traffic Management and Control Plan (TMCP) must be submitted for approval at least seven days before starting work on any section. This plan must cover detours, pedestrian safety, end-of-day setups, night-time lighting, reflective signs, barricades, hazardous material handling, and the placement of trained flagmen. All diversions must remain drivable at all times, especially during the monsoon season. Finally, the Contractor must give local communities advance notice of traffic changes through signs and public announcements, and suppress dust on temporary roads by spraying water at least three times a day.	
11	Public Health and Hygiene	Dust, stagnant water and poor sanitation causing health issues.	All on-site toilets and sanitary facilities must be cleaned regularly, at least twice during working hours. Temporary worker housing must be maintained so that clean, safe water is always available for drinking, cooking, and washing. Trash cans must be emptied routinely, and garbage must be disposed of sanitarily. The contractor must also ensure proper healthcare access for the workforce. Unless the local sanitation authority provides an alternative, human waste must be managed by placing a layer of night soil at the bottom of a dedicated permanent tank, covering it with a 15 cm layer of refuse, and capping it with soil for two weeks to allow it to compost into manure. Once the project is finished, the contractor must dismantle all temporary camps, burn remaining rubbish, fill and seal all waste pits, and leave the entire site clean and orderly at their own expense to the satisfaction of the Engineer.	
12	Impact on Common Property Resources	Villagers and local panchayath is worried about impact on temples, bus stops, hand pumps and community structures.	The CPRs fall within Impacted zone of 100 m from the road, necessary safety measures such as safety barricading, safe access to the CPRs shall be provided by the contractor. Access to CPRs should not be interrupted, alternate access will be provided by the contractor.	
13	Noise Levels from Construction Vehicles and Equipment's	Localites concern about noise levels during construction pahse	All vehicles and equipment used in construction works shall be fitted with exhaust silencers/mufflers. Maintenance and servicing of all construction vehicles and machinery shall be done regularly. Only acoustic enclosures fitted DG sets shall be allowed at the construction site and labour camp. At the construction sites within 150 m of the nearest habitation, noisy construction work and use of high noise generation equipment will be stopped during the nighttime between 10.00 pm to 6.00 am. Working hours of the construction activities shall be restricted around educational institutes/health centers (silence zones) up to a distance of 100 m from the sensitive receptors. Noise monitoring shall be carried out in construction areas through the approved monitoring agency	
14	Culverts	Villageres concern about existing culverts	All necessary measures shall be taken especially while working close to cross drainage channels to prevent earthwork, stonework, materials and appendage as well as the method of operation from impeding cross-drainage at streams, water canals, existing irrigation and drainage systems. Demolition waste shall be collected and disposed as per the provision of Construction & Demolition Rule 2016 and new construction is propose where ever required	
15	Dust Pollution	Localites asking regarding dust spread over the community	The execution of road construction works—specifically earthwork, excavation, and the continuous movement of construction vehicles plying along the project corridor—will significantly elevate ambient dust levels and gaseous air pollution. To mitigate these localized impacts, the contractor shall ensure frequent and systematic dust suppression by deploying water tankers equipped with pressure sprayers, focusing heavily on unpaved haul roads, blasting zones, and settlements. Furthermore, the contractor shall exclusively procure and operate construction machinery, vehicles, and diesel generators that strictly conform to the pollution control norms and emission standards specified by the MoEF&CC, CPCB, and the Karnataka State Pollution Control Board (KSPCB). Finally, all excavated earth, topsoil, and fine construction materials shall be stored properly in designated, sheltered yards and kept under tarpaulin covers or constant moisture to ensure they do not generate fugitive emissions during windy periods.	

Public Consultations by Niketan Consultants

Name of Consultant, Experts Names		Niketan Consultants LLP, Bangalore, Vasanth Kumar, Rahul Kalgani, Punith,Ashwini	
Location of Consultation (road name and id, village name, block name, district name)		Improvements to Road from Shivamogga - Savalanga Main Road (Navle) to BasavanaGangur, Shivamogga Taluk, Shivamogga District. From Ch 0.00 Km to 2.620 Km.	
		Improvements to Road from Suttukote to Yadavala Connecting Road via Rattihalli, Shivamogga Taluk, Shivamogga District. From Ch 0.00 Km to 3.10Km.	
		Improvements to road from Shimoga-Ayanuru Main road (Gadikoppa) to Purdall Road, Shivamogga Taluk, Shivamogga District.From Ch: 0.00 Km to 1.94 Km.	
		i) Improvements to road from Kumshi (NH-69) to Rachikoppa - Ragihosalli road, Shivamogga Taluk, Shivamogga District.From Ch:0.00 Km to Ch:3.74 Km ii) Improvements to Road from Haranahalli (SH-26) to Kesavinakatte, Shivamogga Taluk, Shivamogga District. From Ch 0.00 Km to 1.00 Km.iii)Improvements to Road from NH 69 Near Cancer Hospital to Honnavile via Bidre Shivamogga taluk,shivamogga dist. From Ch:0.00Km to Ch:2.32 Km.iv) Improvements to road from SH115 (K K Road) to Hossa Chandanakere Via D B Halli Shimoga taluk in Shimoga Diastriect	
		Improvements to Road from Ryave to T - 09 (Doddabaine To near Manimane Hosanagara Taluk Shimoga District. From Ch 0.00 Km to 4.00 Km.ii)Road: Improvements to Road from Kesaremane (MDR) To Nulageri Connecting road Via Baise,Hosanagara Taluk Shimoga District. From Ch 0.00 Km to 3.51 Km.iii) Improvements to road from Thirthahalli Nagara Main Road (M H Pura)To Kyathinkoppa Via Balgodu Thirthahalli taluk in Shimoga Diastriect iv)Improvements to Road fromNH-766 Madodi to MDR Mathikai, Hosanagara Taluk, Shivamogga District. From Ch 0.00 Km to 3.31Km.	
		i) Improvements to road from SH57 Near Rambhapuri Colony To SH57 Near Garrage Camp Bhadravathi taluk in Shimoga Diastriect.ii) Improvements to road from C B Road To Lakkappana Camp,Bhadravathi taluk in Shimoga Diastriect.iii) Improvements to road from SH65 Hiriyyuru To Kalankatte MDR Via Halle Hiriyyuru,Chikkagopenahalli,Aralikoppa,Tarikatte Bhadravathi taluk in Shimoga Diastriect iv) Improvements to road from Thavargatta Road(MDR) To Garrage Camp Via Malenahalli,Singanamane Bhadravathi taluk in Shimoga Diastriect	
Date of Consultation		From 14/02/2026 to 17/02/2026, From-7/05/2026 to 12/05/2026	
Number of Consultation		1 to 2 Times	
Total Number of Participants		580	
Number of Male and Female participants		Male-364, Female-216	
Vulnerable group		No Vulnerable Group	
1	Land Encroachment	Villagers expressed concern about the loss of private agricultural land and boundary walls due to road construction.	The community is informed that works are strictly limited to modernising the current road. All construction fits inside the existing RoW, completely eliminating the need for land acquisition or property displacement
2	Safety Measures near Water Bodies	Community members expressed concern regarding potential transit hazards, noting that low visibility at night and inclement weather during the monsoon season increase the risk of pedestrians, vehicles, and livestock slipping into unfenced municipal ponds or open reservoirsny season or at night.	The DPR has the provisions for Guards stones /W-beam crash barriers wguich are having water bodies adjacent to roads. Also, reflective hazard markers, Cat Eyes's and cautionary signages will be deployed in accordance with IRC safety standards to ensure clear night time visibility. Drainage channels shall be cleared by collecting debris and disposed after completion of construction of culverts/bridges,
3	Traffic Safety and Speed Management	Community members requested for traffic-calming solutions near schools, places of worship, and busy junctions	Traffic calming measures including road marking, rumble strips, and required warning sign boards shall be installed at the curves. These informatory/safety signs shall be written in English and as well as local language, wherever required
4	Construction Disruptions	Local merchants and community members petitioned against potential economic disruptions stemming from construction-related dust pollution and restricted physical access to their establishments.	To ensure environmental and social compliance, regular water sprinkling will be deployed for dust control, and temporary access ramps will be systematically installed for all affected properties.
5	Water Logging	Farmers expressed concern that raising the road elevation will cause rainwater to stagnate and flood adjacent low-lying fields and houses.	The DPR has the provisions for adequate cross-drainage structures (pipe / box culverts / unlined side drains) for natural flow of rainwater and prevent waterlogging. The Contractor shall ensure that construction materials, debris, and excavated soil do not obstruct natural drainage paths or roadside drains, and do not cause waterlogging at work sites. To mitigate environmental runoff, the Contractor must deploy robust erosion and sediment controls, ensuring all excavated and construction materials are securely stacked, covered, and contained.
6	Drinking Water Pipelines	The Gram Panchayat highlighted that municipal drinking water mains are currently routed beneath the roadway within residential settlements.	The existing water pipeline pipelines shall be relocated where necessary and the cost for this is included in the project estimate.
7	Cultural & Religious Structures	The community expressed concern abovt potential structural or physical impacts on cultural monuments and sacred groves that fall very close to the proposed road.	The community is informed that proposed road works will not cause any physical or structural damage to nearby cultural monuments and sacred groves.
8	Local Employment	A request is submitted by local communities by seeking preferential hiring for daily-wage employment opportunities throughout the project's execution.	The special provision mandating that the contractor give first preference to local unskilled and semi-skilled laborers throughout the construction phase
9	Improper Waste Disposal	There is a significant apprehension by Villagers regarding the indiscriminate disposal of construction debris adjacent to roadways and productive agricultural lands.	All arrangements for transportation during construction shall be considered incidental to the work and shall be planned and implemented by the Contractor as approved and directed by the Environmental Expert of PIU.
10	Access to Houses and Shops	Residents bother regarding difficulty in accessing houses, shops, schools and health centers during construction.	The Contractor must maintain safe, convenient access for people, vehicles, and livestock wherever the new road crosses existing village paths or property entrances. All temporary bypasses must be kept mud-free and fully drivable during the rainy season, and clear informational signs must be posted at every diversion point to prevent traffic confusion.
11	Noise Levels from Construction Vehicles and Equipment’s	Localites concern about noise levels during construction phase	All vehicles and equipment used in construction works shall be fitted with exhaust silencers/mufflers. Limit high-noise activities, such as excavation and drilling, strictly to daytime hours (e.g., 8:00 AM to 6:00 PM), completely banning heavy machinery operation near residential areas at night. Mandate the contractor to utilize modern, well-maintained equipment fitted with manufacturer-approved silencers, mufflers, and acoustic enclosures. Conduct periodic ambient noise testing using handheld sound meters to ensure decibel levels stay within acceptable national environmental standards.

12	Public Health and Hygiene	The community expressed concern about dust, stagnant water and poor sanitation causing health issues.	Deployment of water tankers to spray water on unpaved roads and active construction zones on regular basis. Covering all stockpiles of sand, soil, and debris with tarpaulins and ensure transport trucks are securely covered to prevent loose materials from blowing away.
13	Construction schedule	To avoid prolonged socioeconomic disruption, residents petitioned for an optimized execution timeline that prioritizes the unhindered and safe passage of school children, local buses, and auto-rickshaws	The contractor will be bound by a strict project execution schedule mandated in the DPR to ensure timely completion.

	Name of Consultant, Experts Names	Niketan Consultants LLP, Bangalore, Vasanth Kumar, Rahul Kalgani, Punith,Ashwini	
	Location of Consultation (road name and id, village name, block name, district name)	i)Improvements to Road from Puttannanagara to L-031 (241) ii)'Improvements to Jayanagara – L031 Road, Bhadravathi Taluk, Shivamogga District (2474) iii) Improvements to road from NH369 to Kabalikatte, Bhadravathi Taluk, Shivamogga District.(5346) iv)Improvements to Road from NH 69 to Kumbargundi, Bhadravathi taluk, Shivamogga district.(2584) v)Improvements to Road from Huliya Ramunkoppa to Siddapura Hossuru (5332) vi)Improvements to Siggebaggi to Hollehonur – Bhadravathi Road, Bhadravathi Taluk, Shivamogga District.(5333)	
		i)Improvements to Road from Shivamogga-Devkyathikoppa Main Road to Bommanakatte Road Shivamogga Taluk Shivamogga District. From Ch:0.00 Km to 1.84 Kms (4988)	
		i)Improvements to Road From Hakki-Pikki Camp to Katikere, Shivamogga Taluk, Shivamogga District. From Ch 0.00 Km to 3.13Km.(2213)ii)Improvements to Road from Harmagatta to Mussenahalu Shivamogga taluk , Shivamogga District. From Ch:0.00 Km to Ch:5.62 Km.(2330) iii)Improvements Road from Targnalli cross to Kudli cross via Bhadrapura,Shivamogga taluk, Shivamogga dist. From Ch 0.00Km to 2.490 Km.(4785)	
		i)Improvements of Road Kondlur to T-10(SH 52 to Hunasekoppa Road)(5329) .ii)Improvements to Road from Salmara Hanneradu Kandaka Road Heggade Mane.(Road ID:5331) Improvements to Road from SH-52 to Hanneradane Kandaka Road.(5330)	
	Date of Consultation	From 28/01/2026 to 16/02/2026, From-26/04/2026 to 14/05/2026	
	Number of Consultation	1 to 2 Times	
	Total Number of Participants	630	
	Number of Male and Female participants	Male-433, Female-197	
	Vulnerable group	No Vulnerable Group	
1	Land Encroachment	Villagers expressed concern about the loss of private agricultural land and boundary walls due to road construction.	The community is informed that works are strictly limited to modernising the current road. All construction fits inside the existing RoW, completely eliminating the need for land acquisition or property displacement
2	Safety Measures near Water Bodies	Community members expressed concern regarding potential transit hazards, noting that low visibility at night and inclement weather during the monsoon season increase the risk of pedestrians, vehicles, and livestock slipping into unfenced municipal ponds or open reservoirs season or at night.	The DPR has the provisions for Guards stones /W-beam crash barriers wguich are having water bodies adjacent to roads. Also, reflective hazard markers, Cat Eyes's and cautionary signages will be deployed in accordance with IRC safety standards to ensure clear nighttime visibility. Drainage channels shall be cleared by collecting debris and disposed after completion of construction of culverts/bridges,
3	Traffic Safety and Speed Management	Community members requested for traffic-calming solutions near schools, places of worship, and busy junctions	Traffic calming measures including road marking, rumble strips, and reuired warning sign boards shall be installed at the curves. These informatory/safety signs shall be written in English and as well as local language, wherever required
4	Construction Disruptions	Local merchants and community members petitioned against potential economic disruptions stemming from construction-related dust pollution and restricted physical access to their establishments.	To ensure environmental and social compliance, regular water sprinkling will be deployed for dust control, and temporary access ramps will be systematically installed for all affected properties.
5	Water Logging	Farmers expressed concern that raising the road elevation will cause rainwater to stagnate and flood adjacent low-lying fields and houses.	The DPR has the provisions for adequate cross-drainage structures (pipe / box culverts / unlined side drains) for natural flow of rainwater and prevent waterlogging. The Contractor shall ensure that construction materials, debris, and excavated soil do not obstruct natural drainage paths or roadside drains, and do not cause waterlogging at work sites. To mitigate environmental runoff, the Contractor must deploy robust erosion and sediment controls, ensuring all excavated and construction materials are securely stacked, covered, and contained.
6	Drinking Water Pipelines	The Gram Panchayat highlighted that municipal drinking water mains are currently routed beneath the roadway within residential settlements.	The existing water pipeline pipelines shall be relocated where necessary and the cost for this is included in the project estimate.
7	Cultural & Religious Structures	The community expressed concern abovt potential structural or physical impacts on cultural monuments and sacred groves that fall very close to the proposed road.	The community is informed that proposed road works will not cause any physical or structural damage to nearby cultural monuments and sacred groves.
8	Local Employment	A request is submitted by local communities by seeking preferential hiring for daily-wage employment opportunities throughout the project's execution.	The special provision mandating that the contractor give first preference to local unskilled and semi-skilled laborers throughout the construction phase
9	Improper Waste Disposal	There is a significant apprehension by Villagers regarding the indiscriminate disposal of construction debris adjacent to roadways and productive agricultural lands.	All arrangements for transportation during construction shall be considered incidental to the work and shall be planned and implemented by the Contractor as approved and directed by the Environmental Expert of PIU.
10	Access to Houses and Shops	Residents bother regarding difficulty in accessing houses, shops, schools and health centers during construction.	The Contractor must maintain safe, convenient access for people, vehicles, and livestock wherever the new road crosses existing village paths or property entrances. All temporary bypasses must be kept mud-free and fully drivable during the rainy season, and clear informational signs must be posted at every diversion point to prevent traffic confusion.
11	Noise Levels from Construction Vehicles and Equipment's	Localites concern about noise levels during construction phase	All vehicles and equipment used in construction works shall be fitted with exhaust silencers/mufflers. Limit high-noise activities, such as excavation and drilling, strictly to daytime hours (e.g., 8:00 AM to 6:00 PM), completely banning heavy machinery operation near residential areas at night. Mandate the contractor to utilize modern, well-maintained equipment fitted with manufacturer-approved silencers, mufflers, and acoustic enclosures. Conduct periodic ambient noise testing using handheld sound meters to ensure decibel levels stay within acceptable national environmental standards.
12	Public Health and Hygiene	The community expressed concern abovt dust, stagnant water and poor sanitation causing health issues.	Deployment of water tankers to spray water on unpaved roads and active construction zones on regular basis. Covering all stockpiles of sand, soil, and debris with tarpaulins and ensure transport trucks are securely covered to prevent loose materials from blowing away.
13	Construction schedule	To avoid prolonged socioeconomic disruption, residents petitioned for an optimized execution timeline that prioritizes the unhindered and safe passage of school children, local buses, and auto-rickshaws	The contractor will be bound by a strict project execution schedule mandated in the DPR to ensure timely completion.

Public Consultations by Nine Tech Infra Solutions Private Limited

Column1		Details	
Name of Consultant, Experts Names		Nine tech infra solutions private limited	
Location of Consultation (road name and id, village name, block name, district name)		1. Improvements to Road from Boochenahalli kaval to Belavadi road in Chickmagalur Taluk (Chickmagalur Constituency), Chickmagalur District. From CH. 0.000 to 4.04 Km -Road ID- 3088 2. Improvements to Road from Rangenehalli to Muslapuradahatti via Galligutti in Kadur Taluk (Kadur Constituency), Chickmagalur District. From CH. 0.000 to 6.680 Km -Road ID- 4889 3. Improvements to Road from Balekhan Estate to Yadur in Kalsa Taluk (Mudigere Constituency), Chickmagalur District. From CH. 0.000 to 2.890 Km -Road ID- 2978 4. Improvements to Road from Mudigere Belur main road to Hantur via Jenubyle in Mudigere Taluk (Mudigere Constituency), Chickmagalur District. From CH. 0.000 to 3.120 Km-Road ID- 5259 5. Improvements to Road from G Hosalli circle to SH 27 via Tata estate padiya colony in Mudigere Taluk (Mudigere Constituency), Chickmagalur District. From CH. 0.000 to 3.530 Km -Road ID- 5273 6. Improvements to Road from Bhadrakali to Bilagur - Balehole road in Kalasa Taluk (Mudigere Constituency), Chickmagalur District. From CH. 0.000 to 6.21 Km-Road ID- 5274 7. Improvements to Road from Toranamaavu to Doddamagaravalli via Hedadlu and Haliur in Chickmagalur Taluk (Chickmagalur Constituency), Chickmagalur District. From CH. 0.000 to 4.910 Km-Road ID- 5275 8. Improvements to Road from Balur to Bommenahalli via Horatti in Mudigere Taluk (Mudigere Constituency), Chickmagalur District. From CH. 0.000 to 4.93 Km-Road ID- 5323 9. Improvements to Road from Kachgal to Andagaru via Totadakoppa road in Koppa Taluk (Sringeri Constituency), Chickmagalur District. From CH. 0.000 to 9.10 Km-Road ID- 168 10. Improvements to Road from Devarkodigge to narve hariharpura joining road ia kallumakki in Koppa Taluk (Sringeri Constituency), Chickmagalur District. From CH. 0.000 to 2.870 Km-Road ID- 973	
		11. Improvements to Road from Susalvani to Gulladamane via Gerubylu road in NR pura Taluk (Sringeri Constituency), Chickmagalur District. From CH. 0.000 to 6.52 Km-Road ID- 1568 12. Improvements to Road from Ganapathi katte to kolale via Aduvalli road in NR Pura Taluk (Sringeri Constituency), Chickmagalur District. From CH. 0.000 to 3.120 Km-Road ID- 1573 13. Improvements to Road from Kogre to Bettadakolalu via Anumane road in Koppa Taluk (Sringeri Constituency), Chickmagalur District. From CH. 0.000 to 3.440 Km-Road ID- 3309 14. Improvements to Road from Madaboorto Shankarapura via Kesakki Kuppuru in NR pura Taluk (Sringeri Constituency), Chickmagalur District. From CH. 0.000 to 3.90 Km-Road ID- 4322 15. Improvements to Road from Gubbur to Melpal via Hunasekoppa in NR pura Taluk (Sringeri Constituency), Chickmagalur District. From CH. 0.000 to 3.720 Km-Road ID- 4415 16. Improvements to Road from Haliyuru to Samathala road in Tarikere Taluk (Tarikere Constituency), Chickmagalur District. From CH. 0.000 to 3.250 Km-Road ID- 2567 17. Improvements to Road fromLakkavalli to Doddakunduru via Uppar Beeranahalli in Tarikere Taluk (Tarikere Constituency), Chickmagalur District. From CH. 0.000 to 6.290 Km-Road ID- 2757	
Date of Consultation		From 28/02/2026 to 10/02/2026, From-16/04/2026 to 22/04/2026	
Number of Consultation		1 to 2 Times	
Total Number of Participants		216	
Number of Male and Female participants		Male-134, Female-82	
Vulnerable group		No Vulnerable Group	
SL No	Topic	Issues Raised in Consultation	Consultant's Recommendations/Recommended measures/mitigation mesures in the EIA
1	Land Encroachment	Villagers raised concerns regarding the acquisition of private agricultural land and the removal of boundary walls as a result of the proposed road construction.	It was explained to the community that the proposed road improvement works are restricted to the existing Right of Way (RoW). As the project does not require any additional land, no acquisition of private land or relocation of properties will be necessary.
2	Safety Measures near Water Bodies	Stakeholders highlighted concerns regarding road safety near unfenced ponds and open reservoirs. Reduced visibility during nighttime and adverse weather conditions during the monsoon season were identified as factors that increase the risk of accidents involving pedestrians, vehicles, and livestock.	The DPR includes provisions for guard stones and W-beam crash barriers at locations where water bodies are situated adjacent to the roadway. In addition, reflective hazard markers, cat's eyes, and cautionary signages will be installed in accordance with relevant IRC road safety standards to enhance visibility and improve safety during nighttime conditions. Drainage channels will be cleaned by removing accumulated debris, which will be appropriately disposed of following the completion of culvert and bridge construction works to ensure unobstructed water flow.
3	Traffic Safety and Speed Management	During stakeholder consultations, community members emphasized the need for traffic-calming interventions near schools, religious institutions, and busy junctions to improve pedestrian and vehicular safety.	Traffic-calming measures, including road markings, rumble strips, and the required warning signboards, shall be provided at curves and other critical locations to enhance road safety. All informatory and safety signages shall be installed in accordance with applicable IRC standards and displayed in both English and the local language, wherever necessary, to ensure effective communication to all road users.
4	Construction Disruptions	Community members and local traders voiced concerns about business disruptions caused by construction-related dust and temporary access constraints.	As part of the environmental and social management measures, routine water sprinkling will be undertaken to control dust generation, and temporary access ramps shall be installed wherever required to maintain convenient and safe access to residential, commercial, and other affected properties throughout the construction period.
5	Water Logging	Farmers were concerned that an increase in road elevation could cause waterlogging and flooding of nearby low-lying fields and residential areas.	The DPR provides for adequate cross-drainage structures, including pipe culverts, box culverts, and unlined side drains, to facilitate the natural flow of stormwater and prevent waterlogging in adjacent areas. During construction, the Contractor shall ensure that construction materials, debris, and excavated soil are properly managed and do not obstruct natural drainage channels or roadside drains. Appropriate measures shall be implemented to prevent water accumulation at work sites. To minimize environmental impacts from runoff, the Contractor shall establish effective erosion and sediment control measures, ensuring that all excavated materials and construction stockpiles are securely stored, covered, and contained to prevent erosion and sediment transport.

6	Drinking Water Pipelines	Representatives of the Gram Panchayat highlighted that the village drinking water supply mains are currently laid underneath the road corridor passing through residential settlements.	Provision has been made in the project estimate for the relocation of existing water supply pipelines at locations where such adjustments are necessary for project implementation.
7	Cultural & Religious Structures	Community members expressed concerns regarding potential physical and structural impacts on cultural heritage structures and sacred groves located in close proximity to the proposed road alignment.	It was explained to the community that the proposed road works will be undertaken without causing any damage or disturbance to cultural monuments and sacred groves located near the project corridor.
8	Local Employment	During stakeholder consultations, local communities expressed a desire for priority in the allocation of daily-wage employment opportunities generated by the project.	The contractor is required to prioritize the engagement of local unskilled and semi-skilled labourers throughout the construction phase.
9	Improper Waste Disposal	Community members highlighted concerns over the potential disposal of construction debris in roadside areas and agricultural lands, emphasizing the need for proper waste management practices during project implementation.	The Contractor shall be responsible for making all necessary transportation arrangements during construction. Such arrangements shall be treated as incidental to the contract and implemented as per the guidance and approval of the Environmental Expert of the PIU.
10	Access to Houses and Shops	Community members raised concerns that construction activities may temporarily restrict access to residential properties, commercial establishments, educational institutions, and health centres.	The Contractor shall maintain safe and convenient access to residences, agricultural lands, and community facilities throughout the construction period. Wherever temporary bypasses or diversions are required, they shall be kept in good condition and fully operational during adverse weather conditions. Adequate warning, informational, and directional signs shall be provided at diversion locations to ensure smooth and safe traffic management.
11	Noise Levels from Construction Vehicles and Equipment's	Local residents expressed concerns regarding elevated noise levels and associated disturbances during the construction phase.	All vehicles, machinery, and equipment deployed for construction activities shall be fitted with appropriate exhaust silencers and mufflers to minimize noise emissions. High-noise operations, including excavation, drilling, and similar activities, shall be restricted to daytime hours (e.g., 8:00 AM to 6:00 PM), and the operation of heavy machinery near residential areas during nighttime shall be prohibited. The Contractor shall ensure the use of modern, properly maintained equipment equipped with manufacturer-approved noise-control devices, such as silencers, mufflers, and acoustic enclosures. Periodic ambient noise monitoring shall be carried out using calibrated sound level meters to verify compliance with applicable national environmental noise standards and to implement corrective measures where necessary.
12	Public Health and Hygiene	During stakeholder consultations, the community raised concerns regarding potential health risks associated with construction-related dust, water stagnation, and poor sanitation conditions.	To minimize dust emissions, water tankers shall be deployed for periodic spraying of construction zones and unpaved road sections. Construction materials, excavated soil, and debris stockpiles shall be securely covered, and transport vehicles carrying loose materials shall be properly enclosed to prevent spillage and windblown dust.
13	Construction schedule	Stakeholders requested the adoption of an optimized construction timeline and traffic management plan to facilitate the continuous and safe passage of school children, public transport vehicles, and intermediate public transport services during construction.	A strict construction schedule has been incorporated into the DPR, and the Contractor will be required to comply with it to achieve timely project completion.

Public Consultations by Samudyatha Consultants

Column1			Details	
Name of Consultant, Experts Names			Samudyatha Consultants , Mysore, Achyuth K C,Omkar A,Madhu.	
Location of Consultation (road name and id, village name, block name, district name)			Karachidoddi to Rasibolithanda Via Karachikatte, Martahlli, Aladamaradadoddi, T.G.Doddi (Road ID 538) Hanur Taluk, Chamarajanagar District,Munisettydoddi to Hosalli Cross (Road ID 4221) Hanur Taluk, Chamarajanagar District,Arabegere to Badrainahally via Hosalli, Chennur (Road ID 2536) Hanur Taluk, Chamarajanagar District,Martalli to Vadaradoddi via Anthony Koil, Yeridoddi and Vattikadu (Road ID 2543) Hanur Taluk, Chamarajanagar District,Marur to Ponnachi (Road ID 2540) Hanur Taluk, Chamarajanagar District,Bellatha to K.Devarahalli Cross via Mantipalya (Road ID 2503) Kollegal Taluk, Chamarajanagar District,Hithalagudda to BRHills Road via Malledevanahalli (Road ID 2216) Chamarajanagar Taluk, Chamarajanagar District,Gopalpura to Hemmane Shanivarsanthe Kodlipete Main Road (Road ID 431) Madikeri Taluk, Kodagu District,Panya to Kanbylu Bychanalli Road (Road ID 5182) Madikeri Taluk, Kodagu District,Basariguppe to Aliluguppe Road (Road ID 4822) Madikeri Taluk, Kodagu District,Balagunda to Karkalli Bane Road (Road ID 5177) Madikeri Taluk, Kodagu District,Chennapura HC to Gowdalli (via Hirikeri, Shivapura, Chikkare) (Road ID 5049) Madikeri Taluk, Kodagu District,Kolakeri to Kokeri Konajageri Road (Road ID 4154) Virajpet Taluk, Kodagu District,Napoklu to Ajjimotte Pallirane Road (Road ID 4162) Virajpet Taluk, Kodagu District,Kannangala Guhya School Road to Siddapura Main Road (Road ID 3148) Virajpet Taluk, Kodagu District,Balyamandur to Thavarekere Agodu Road (Road ID 4042) Virajpet Taluk, Kodagu District,Betoli Ramanagara to Gundigere Maseedi Kottolige Road (Road ID 3884) Virajpet Taluk, Kodagu District,Chikkamandur to Hudikeri Road (Road ID 4003) Virajpet Taluk, Kodagu District.	
Date of Consultation			01.05.2026 to 25.05.2026	
Number of Consultation			1 to 2 Times	
Total Number of Participants			179	
Number of Male and Female participants			Male-157, Female-22	
Vulnerable group			No Vulnerable Group	
SL No	Topic	Districts	Issues Raised in Consultation	Consultant's Recommendations/Recommended measures/mitigation mesures in the EIA
times	Forest land diversion (Reserved / Protected Forest)	Chamarajanagar & Kodagu	The road does not pass through any protected or reserved forest areas, as noted during the public consultation.	Not Applicable
2	Eco-Sensitive Zone / Wildlife Sanctuary compliance	Chamarajanagar & Kodagu	During Consulatation with Forest Department in all roads in Chamarajanagar District comes under ESZ	Strict compliance with the ESZ Notification & Zonal Master Plan; obtain Wildlife/NBWL and ESZ clearance and FCA clearance; no widening beyond existing formation inside ESZ; observe the prohibited/regulated activity list; consult Forest Dept., Chief Wildlife Warden and the ESZ Monitoring Committee.
3	Wildlife movement & road-kills	Chamarajanagar & Kodagu	During Consulatation with Villagers informed that there is no Wild life movement and road kills because Forest department has made suitable arrangements like Solar fencing and Elephant trenches to avoid the wild anaimals to enter into the road and agricultural fields. In Kodagu districts Villagers informed that there is no wild life	Signage, rumble strips & speed calming measures will made provision in DPR , no median/night lighting in sensitive stretches, vegetated cross-drainage as small-fauna passages, road-kill monitoring during operation; corridor study with Forest Dept. per Wildlife (Protection) Act 1972.
4	Tree felling & roadside avenue trees	Chamarajanagar & Kodagu	Villagers discussed about any tree felling is there in the existing alignment	The Exsiting road is proposed only for upgradation and the roads are having sufficient width.There is no wideining of road. So there is no tree feing occurs.
5	Black-cotton (expansive) soil pavement distress	Chamarajanagar & Kodagu	Roads on expansive black-cotton soil crack and become slushy in monsoon, causing early pavement failure; demand for a durable road.	Sub-grade treatment (lime/cement stabilisation or sand-blanket/geotextile), capping layer, adequate camber and cross-drainage designed for expansive soils per IRC:37.
6	Lateritic soil, slope erosion & landslides	Chamarajanagar & Kodagu	Villagers informed that there is no slope erosion and land slides in the eisting alignment	Geotechnical slope-stability investigation; retaining structures, bio-engineering/turfing, controlled cutting, lined drains, silt traps and proper debris/spoil management on slopes.
7	Cross-drainage, flooding & waterlogging	Chamarajanagar & Kodagu	Existing culverts overflow; village approaches and fields get waterlogged; flash-flood gullies cross roads ; canal-command flooding and very high-rainfall flooding	Hydraulic re-design of cross-drainage to design HFL/discharge; additional culverts, causeways and vented CD works; lined side drains discharging to natural nalas; desilting; coordination with Irrigation Dept. in command areas.

8	Coastal Regulation Zone, mangroves & tidal/saline drainage	Chamarajanagar & Kodagu	Not Applicable	Not Applicable
9	Construction dust & air quality	Chamarajanagar & Kodagu	Dust from earthwork and haulage affecting houses, crops and heritage monuments; especially severe in the dry semi-arid districts.	Water sprinkling 2-3 times/day, covered haulage, speed control, PUC-compliant machinery, crusher/mix-plant siting >500 m downwind of habitation, dust screens, ambient air monitoring (PM10, PM2.5) per NAAQS.
10	Construction noise, vibration & blasting	Chamarajanagar & Kodagu	Noise and vibration near houses and monuments; fear of cracking from rollers/blasting, particularly near structures, temples and protected monuments.	Pre-construction building-condition (crack) survey; restrict heavy compaction/blasting hours; controlled or no blasting near structures/monuments; noise & vibration monitoring with action limits.
11	Water scarcity - construction water vs. local use	Chamarajanagar & Kodagu	Acute summer water scarcity in drought-prone taluks; strong objection to the contractor drawing local/drinking water for construction.	Mandatory independent water source (permitted dedicated borewell/tankers); no abstraction from village or drinking-water sources; use of curing compounds and water reuse; groundwater monitoring.
12	Water-source & water-body protection	Chamarajanagar & Kodagu	Risk of contamination or blockage of open wells, tanks, rivers, canals, streams and springs from runoff and construction waste.	Oil/grease interceptors and silt traps at camps; no discharge of waste to water bodies; maintain natural flow of streams/springs; water-quality monitoring (TDS/BOD/COD).
13	Borrow areas, quarrying & spoil/muck disposal	Chamarajanagar & Kodagu	Fear that borrow pits/quarries scar farmland and create stagnant water (mosquito breeding); dumping in fields/water bodies; strong opposition to quarrying near forests, ESZ and monuments.	Use approved borrow areas only with a redevelopment/restoration plan; prohibit extraction in or near RF/ESZ/heritage zones; designated spoil-disposal sites; safety fencing and dust control at all sites; statutory mining/consent permissions.
14	Land acquisition & loss of structures (R&R)	Chamarajanagar & Kodagu	Villagers Discussed about the land acsition and loss of structures during construction of Roads	`The Exsiting road is proposed only for upgradation and the roads are having sufficient width.There is no Land acquisition
15	Loss of standing & garden crops; irrigation channels	Chamarajanagar & Kodagu	Damage to standing crops (Ragi,Paddy,Commercial crops etc) and disruption of irrigation channels.	Crop and tree/garden-crop compensation at replacement value; transplantation of garden trees where feasible; restoration of affected irrigation channels in coordination with Irrigation Dept.
16	Religious & community structures	Chamarajanagar & Kodagu	Roadside shrines (katte), small temples and peepal-tree platforms lie near or on the alignment.	Avoid through micro-realignment; if unavoidable, relocate/reconstruct with community consent following the cultural-property procedure in the EMP.
17	Protected monuments / ASI heritage	Chamarajanagar & Kodagu	Alignments near Nill	Alignments near Nill
18	Loss/disruption of non-farm livelihoods	Chamarajanagar & Kodagu	Disruption to roadside vendors, tourism-dependent vendors/guides , home-based Ilkal handloom weavers, and fisherfolk access to landing points, drying yards and markets (incl. women fish-vendors).	Maintain access; phase works in low/lean season; temporary-livelihood assistance; vendor/weaver/fisherfolk rehabilitation; specific provisions for women fish-vendors and SHGs, per ADB SPS 2009.
19	Tribal / forest-dweller rights & livelihoods	Chamarajanagar & Kodagu	In the proposed roads there are no Tribals depending on forest .	Comply with ADB Indigenous Peoples safeguard and Forest Rights Act 2006; meaningful consultation and consent; protect forest-access and grazing routes; livelihood-restoration support.
20	Submergence / backwater stretches	Chamarajanagar & Kodagu	Discussed with villagers about the submergence of land during rainy season along the alignment	Raise formation above High Flood level; provide causeway/adequate vents; coordinate with Irrigation Dept.
21	Heavy-load & traffic-specific pavement design	Chamarajanagar & Kodagu	Roads carrying heavy sugarcane/agri traffic show early distress.	Pavement design for actual axle loads and projected traffic and informatory boards of tonnage capacity is provided
22	Utility shifting	Chamarajanagar & Kodagu	Water pipelines and electric poles lie on the alignment.	Utility-shifting plan agreed with line departments before works; advance intimation to users; relocation cost provided in the BOQ.
23	Disruption of access during construction	Chamarajanagar & Kodagu	Concern over ambulance, school and market access during works, especially on single-approach village roads.	Phased construction with maintained diversions/half-width working; an emergency-access plan; advance information to the community.
24	Local employment, women's participation & labour welfare	Chamarajanagar & Kodagu	Demand that unskilled/semi-skilled construction jobs (including for women and SHGs) be given to local people, with proper labour-camp welfare.	Local-labour preference with equal wages and a labour register; camp water/sanitation/creche facilities; engagement of women's SHGs for suitable works; recruitment coordinated with the Gram Panchayat.
SI No	Recommended measures	Management/ mitigation mesures in the EIA		
1	Forest Clearance (FCA 1980) & controlled felling	EIA/EMP incorporates forest-clearance conditions, tree-enumeration report, compensatory afforestation (1:2) and NPV provision; felling permitted only after Stage-II approval; forest stretch minimised.		

2	ESZ / Wildlife clearance & no-go demarcation	EIA documents ESZ Notification & Zonal Master Plan compliance, NBWL/Wildlife & ESZ clearance conditions and the prohibited-activity list; no widening beyond formation inside ESZ; EMP monitored with ESZ Committee/Forest Dept.
3	Biodiversity Management Plan (fauna, flora, mangroves)	EIA Biodiversity chapter: animal passages/underpasses, no-lighting zones, speed calming, protection of medicinal flora and mangroves, compensatory mangrove planting, and road-kill monitoring during operation.
4	Compensatory afforestation & avenue plantation (native species)	EMP plantation/landscaping sub-plan with species list, transplantation protocol, dedicated budget and 3-year survival audit; monitored by Forest Dept./PIU.
5	CRZ compliance & coastal/tidal protection	EIA CRZ chapter: CRZ Notification 2019 compliance, KCZMA clearance, CRZ-I no-go demarcation, tidal-flow-preserving structures and salinity monitoring; EMP monitoring.
6	Expansive-soil sub-grade treatment	DPR geotechnical design specifies soil stabilisation, capping layer and robust drainage per IRC:37; construction-phase QA in the EMP.
7	Slope stability & bio-engineering (ghats/lateritic)	EIA geotechnical chapter and EMP: slope-stability design, retaining structures, bio-engineering/turfing, controlled cutting and debris/spoil management.
8	Hydrology & drainage adequacy (flood/HFL/tidal/command)	EIA hydrology & drainage chapter fixes culvert/bridge capacities to design HFL/discharge and tidal exchange; EMP includes desilting, erosion protection and Irrigation Dept. coordination.
9	Dust & air-quality control	EMP construction-phase measures: sprinkling, covered haulage, plant-siting norms, dust screens and ambient AAQ monitoring (PM10/PM2.5) with NAAQS action limits.
10	Noise/vibration control, crack survey & controlled blasting	EMP: pre-construction building-condition survey, vibration & noise limits/monitoring, restricted hours, and a controlled-blasting protocol near structures and monuments.
11	Construction water management (independent source)	EMP water-management measures: permitted dedicated source, explicit ban on village/drinking-source abstraction, curing compounds/reuse and groundwater monitoring.
12	Water-quality protection	EMP water-quality measures: oil/grease interceptors and silt traps, no discharge to water bodies, flow maintenance and periodic monitoring (TDS/BOD/COD).
13	Borrow-area, quarry & spoil management with restoration	EMP borrow-area & spoil-management plan: approved sources only, no extraction near RF/ESZ/heritage, designated disposal sites, restoration, safety fencing and dust control.
14	Resettlement Plan (replacement cost; vulnerable support)	Resettlement Plan (ADB SPS 2009) with entitlement matrix, replacement-cost valuation, vulnerable-group assistance and disclosure in Kannada; payment before displacement.
15	Crop/garden-crop & irrigation-channel compensation	Resettlement Plan crop-compensation provisions (incl. garden-crop/tree valuation and transplantation) and EMP irrigation-channel restoration.
16	Cultural-property & ASI heritage protection	EIA cultural-heritage chapter: ASI/State NOC, distance norms, low-vibration/no-blasting near monuments, relocation-by-consent procedure and a chance-find procedure in the EMP.
17	Livelihood restoration (vendors, tourism, handloom, fisherfolk)	Resettlement Plan livelihood-restoration measures: access maintenance, lean-season phasing, temporary-livelihood support, and vendor/weaver/fisher and women-SHG provisions.
18	Indigenous Peoples Plan & FRA compliance	Indigenous Peoples Plan / livelihood-restoration measures per ADB SPS and Forest Rights Act 2006: consultation/consent and protection of forest-access and grazing routes.
19	Flood-resilient / raised formation (submergence & command areas)	EIA hydrology chapter and EMP: formation level above maximum backwater, causeway/vents, canal-crossing structures and KBJNL/Irrigation Dept. coordination.
20	Traffic-load pavement design	DPR pavement design based on actual axle loads/projected traffic and field-access geometry; construction QA in the EMP.
21	Utility-shifting plan	DPR/EMP utility-relocation plan with cost and schedule agreed with line departments and advance user intimation.
22	Construction phasing, emergency access & traffic management	EMP traffic-management & construction-phasing plan ensuring continuous emergency/school/market access via diversions or half-width working.
23	Local employment & labour-camp welfare	EMP labour-management & local-employment measures: local-labour preference, equal wages, camp water/sanitation/creche and women-SHG engagement.
24	Road-safety engineering package	Road-safety design in the DPR per IRC (footpaths, crossings, speed calming, junction channelisation, barriers/delineators, cattle crossings, bus bays, lighting); supervised under the EMP.
25	Grievance Redress Mechanism & disclosure	GRM described in the Resettlement Plan/EMP with disclosure in Kannada, multi-party representation and time-bound, recorded resolution.

Column I		Details	
Name of Consultant, Experts Names		Samudyataha Consultants,Achyuth K.N ,Madhu,Sandeep.M	
Location of Consultation (road name and id, village name, block name, district name)		Puthanapura to Annur Keri via Bendaravadi-6.60 Km(ID1376) (Puthanapaura,Annurkeri) Gundlupet Block,Chamarajanagar District,NH near Halladamadahalli to Kabbahalli joining road via Haklapura-8.40 Km (ID1356) (Halladamadalli) Gundlupet Block,Chamarajanagar District,Balachavadi to lakkuru-4.10 Km (ID786) (Balacahavadi) Gundlupet Block,Chamarajanagar District,Sagade to Mukkadahalli via Harave-10.50 km (ID3780) (Sagade,Hosalli) Gundlupet Block,Chamarajanagar District,K.Basavanapura to Masagapura via Kadahalli-5.60 Km(ID707) (K Basavapura,Masagapura)Chamarajanagar Block,Chamarajanagar District,Kotamballi to Alur Main Road via Kariyanakatte-2.77 Km (ID713) (Kariyanakatte)Chamarajanagar Block,Chamarajanagar District,Handrakalli Mole to Madapura via Handrakalli-3.40 Km(ID344) (Madapura)Chamarajanagar Block,Chamarajanagar District,Kempanapura to Mangala via Mangala Hosur-2.90 Km(ID677) (Kemapanapaura,Managalahosur,Mangala))Chamarajanagar Block,Chamarajanagar District,Venkatainachatra to Honnahalli-9.00 Km(ID4600) (Venkataianachtra)Chamarajanagar Block,Chamarajanagar District,Chatipura to Yelandur Taluk Border at Dasanahundi via Chatipura,Kallipura,Gangavadi,Yelandur Border-4.70 Km(ID2462) (Chatipura,Gangavadi) Kollegal Block,Chamarajanagar District,Changachalli to Boodambally-2.42 Km(ID4062) (Changacahalli,Boodambally) Kollegal Block,Chamarajanagar District,Taluk Border to Ganaganur via Sottanahundi, Ganganur-2.52 Km (ID4876) (Sottanahundi,Ganaganurpura) Kollegal Block,Chamarajanagar District,Rechamballi to Boodamballi Mole via Boodamballi & H.Mukhahally-5.25 Km (ID2459) (Boodamballimole,Boddamballi) Kollegal Block,Chamarajanagar District, Kuderu Cross to Bagalli via Demalli -6.70 Km(ID2494) (Demalli) Kollegal Block,Chamarajanagar District,Konanahundi to Ummaturu -3.25 Km(ID4156) (Konanahundi,Ummaturu) Kollegal Block,Chamarajanagar District,Kempanapura to MDR Junction near Kannegala-2.00 Km(ID5465) (Kempanapura) Kollegal Block,Chamarajanagar District,Tharadale to Halahalli MDR via Ranganathapura-6.65 Km(ID310) (Tharadale,Ranganathapura) Nanjangud Block,Mysuru District,Karalapura MDR to Volgere - Masage Joining road via Handijogicolony -6.35 Km (ID319) (Handijogicolony,Masage Road) Nanjangud Block,Mysuru District,Haginavalu to Kurihundi-4.90 Km(ID1051) (Haginavalu,Kurihundi) Nanjangud Block,Mysuru District,Haradhanahalli to Basapura- 3.90 Km (ID299) (Haradanahalli) Nanjangud Block,Mysuru District,Hadya to Shettahalli 8.35 Km (ID423) (Hadya) Nanjangud Block,Mysuru District,Mudravalli to Urguthi Road-3.57 Km(ID5222) (Mudravalli) Madikeri Block,Kodagu District,Seegemaruru to Kaisaravalli Road-3.34 Km (ID5328) (seegemaruru) Madikeri Block,Kodagu District,Marur to Hebbale Road-2.00 Km (ID5047) (Marur) Madikeri Block,Kodagu District,6th Hosakote to Andanipura 3.45 Km (ID5058) (6th Hosakote,Andanipura) Madikeri Block,Kodagu District	
Date of Consultation		From 27/12/2025 to 31/01/2026, From-08/05/2026 to 17/05/2026	
Number of Consultation		2 to 4 Times	
Total Number of Participants		421	
Number of Male and Female participants		Male-331, Female-90	
Vulnerable group		No Vvulnerable Group	
SL No	Topic	Issues Raised in Consultation	Consultant's Recommendations/Recommended measures/mitigation mesures in the EIA
1	Road Safety & Speeding	During the Transect walk Villagers residing road side and Shopkeepers requested measures to control vehicle speeds, especially near village schools, temples, and main junctions.	Traffic calming measures like speed breakers, and Cautinory sign boards ,direction and place identification sign boards are made provision in DPR at curves,junctions,village limits and it will be installed during construction The Contractor shall provide, erect and maintain informatory/safety signs, wherever required or as suggested by the Engineer in charge of the work
2	Safety Measures near Water Bodies	During the Transect walk Villagers /Community members discussed the risk of accidents, expressing fear that vehicles, pedestrians, or livestock might skid and fall into adjacent village ponds or open water tanks, especially during the rainy season or at night.	The DPR includes provisions for installing W-beam crash barriers or Guards stones along the stretches abutting deep water bodies. Additionally, reflective hazard markers, Cat Eyes's to ensure clear nighttime visibility and cautionary sign boards are made provision in DPR in accordance with IRC safety standards Contractor shall ensure that construction materials containing fine particles are stored in an enclosure such that sediment-laden water does not drain into nearby watercourse. Construction camps will be located away from waterbodies
3	Drainage & Water Logging	Farmers and villagers worried that raising the road elevation will cause rainwater to stagnate and flood adjacent low-lying fields and in village limits	Adequate cross-drainage structures (pipe/box culverts),CC Drains in viillage limits, and unlined side drains are made provision in the DPR to ensure the natural flow of rainwater and prevent waterlogging.The Contractor shall ensure that construction materials, debris, and excavated soil do not obstruct natural drainage paths or roadside drains, and do not cause waterlogging at work sites. Appropriate measures shall be taken to promptly remove any accumulated water from construction areas, labour camps, material storage yards, borrow areas, and excavated locations. Construction activities shall be planned in advance of the southwest monsoon season to minimize water stagnataion, including provision of temporary cross-drainage arrangements wherever required. The Contractor shall implement adequate erosion and sediment control measures, including proper stacking, covering, and containment of construction and excavated materials to prevent runoff into adjoining areas and surface water bodies.
4	Land Encroachment	Villagers expressed concern about the loss of private agricultural lands during road construction	For the Villagers we informed that the project is only upgradtion of existing road. All design improvements are confined entirely within the available existing Right of Way (ROW), ensuring there is no new land acquisition or loss of private agricultural lands
5	Drinking Water Pipelines	The Gram Panchayath and villagers expressed that the existing underground drinking water pipelines in some stretches and in Village limits	During construction if the water pipelines are damaged repair works will be made by the contarctor and the cost for utility relocation/repairs is included in the project estimate.
6	Cultural & Religious Structures	The community expressed concern about potential structural or physical impacts on local cultural monuments(temples) and sacred groves that fall very close to the proposed road.	A detailed Transect and survey confirms that there are no temples or culturally significant structures located within the existing Right of Way (RoW). Therefore, the road improvements will proceed without any impact on religious sites.
7	Construction Disruptions	Local shopkeepers,School teachers and residents raised issues regarding dust pollution and restricted access during the construction phase.	During the construction contractors will be instructed to sprinkle water regularly to suppress dust. Temporary access ramps will be provided to ensure uninterrupted access to the houses,shops.
8	Local Employment	Villagers discussed about the local employment opportunities for daily wage work during the road execution.	A clause will be emphasized recommending the contractor prioritize hiring local unskilled and semi-skilled labour during the construction period. The contractor preferably shall use unskilled/semiskilled labour from local areas to give the maximum benefit to the local community
9	Construction Timeline & Commuter Convenience	Villagers requested that the road construction should be started and to be completed within the timeline and with good quality as quickly as possible to minimize daily disruptions and ensure safe, unhindered movement for school children,shopkeepers, local bus commuters, and auto-rickshaws and goods veichles transporting agricultural products	The contractor will be bound by a strict project execution schedule as per the agreement to ensure timely completion. Further, the work will be executed in a phased manner, prioritizing the fast completion of stretches near schools,Villages,temples and main commuter nodes to minimize public inconvenience.

10	Improper Waste Disposal	Villagers concern about Dumping of construction debris near roads and agricultural lands.	All arrangements for transportation during construction shall be considered incidental to the work and shall be planned and implemented by the Contractor as approved and directed by the Environmental Expert and PIU Debris generated due to the dismantling of the existing road shall be suitably reused in the proposed construction. Construction wastes shall be appropriately reused in road construction activities with prior permission of the Project Implementation Unit (PIU). Such materials shall be utilized for: Paving of crossroads, access roads, and service roads, temporary traffic diversions and haulage routes, along the roads or in any other manner approved by the PIU cil. Debris generated during excavation,concreting and in asphaltting during construction activities shall be disposed in such a way that it does not flow into the agricultural land and surface water bodies or form mud puddles in the area. No dumping yard without consent from village council.
11	Access to Houses and Shops	Villagers discussed regarding difficulty in accessing houses, shops, schools and health centers during construction.	The Contractor shall ensure that safe and convenient passage for vehicles, pedestrians, and livestock is maintained at all locations where the new road alignment intersects existing roads, village paths, or property accesses. Temporary connecting roads, diversions, or access provisions shall be provided as required to maintain uninterrupted movement.No existing access shall be blocked or restricted without providing adequate temporary arrangements. Construction of crossroads and junctions shall be executed in a phased manner to minimize disruption to traffic and local movement. The Contractor shall provide advance information to local communities regarding changes in traffic routes, access restrictions, and pedestrian arrangements, and shall ensure adequate signage and public notices. Temporary access roads and detours shall be kept free from dust through water sprinkling at least three times daily and additionally as required, depending on weather conditions, proximity to settlements, and traffic volume.
12	Public Health and Hygiene	Villagers expressed about Dust, stagnant water,wastes,and poor sanitation causing health issues and to propoer maintainece in labour camps	The contractor shall provide garbage bins in the camp & construction site and ensure that these are regularly emptied and disposed off in a hygienic manner according to Solid Waste Management Plan as per Solid Waste Management Rule 2016. Burning of wastes at construction site & labour camp and roadside shall not be allowed. Solid waste generated at the construction site & labour camp, shall be collected in covered waste bins and segregated as biodegradable (food waste, paper, etc) and non-biodegradable (plastic, polyethylene bag, etc) wastes. Polyethylene/plastic wastes shall be stored in empty cement bags and to be sent for recycling through scrap dealer. Biodegradable (food waste, paper, etc) solid waste shall be disposed in the compost pit.
13	Damage to Agricultural Land	Farmers discussed about the crop damage and soil compaction due to movement of machinery.	Vehicle movement will be restricted within Right of Way
14	Impact on Common Property Resources	Villagers and local panchayath is worried about impact on temples, bus stops, hand pumps and community structures.	The CPRs located adjacent to the road alignment , necessary safety measures such as safety barricading, safe access to the CPRs shall be provided by the contractor. The CPRs fall within Impacted zone of 100 m from the road, necessary safety measures such as safety barricading, safe access to the CPRs shall be provided by the contractor.
15	Noise Levels from Construction Vehicles and Equipment's	Localites concern about noise levels during construction pahse	All vehicles and equipment used in construction works shall be fitted with exhaust silencers/mufflers. The contractor shall maintain records of Pollution Under Control (PUC) certificates for all vehicles used during the contract period, Maintenance and servicing of all construction vehicles and machinery shall be done regularly. The silent/quiet equipment like DG set as per regulations shall be used at the construction site or labour camp At the construction sites nearest to the habitation, noisy construction work and use of high noise generation equipment will be stopped during the nighttime between 10.00 pm to 6.00 am. Working hours of the construction activities shall be restricted around educational institutes/health centers (silence zones) up to a distance of 100 m from the sensitive receptors,
16	Culverts	Villageres concern about existing culverts	All necessary measures shall be taken especially while working close to cross drainage channels to prevent earthwork, stonework, materials and appendage as well as the method of operation from impeding cross-drainage at streams, water canals, existing irrigation and drainage systems. Demolition waste shall be collected and disposed as per the provision of Construction & Demolition Rule 2016 and new construction is propose where ever required

Public Consultations by Sarvashri Consultants Pvt. Ltd.

Item	Details
Name of Consultant, Experts Names	Sarvashri Cosultants Pvt Ltd
Location of Consultation - Ballari, Koppal, Bijapur, Kolar	ID- 617, 2274, 2271, 2270, 2276, 3342, 567, 3294, 564, 4399, 563, 565, 3751, 3161, 3164, 3162, 3157, 3747, 3163, 1019, 1014, 1017, 1013, 627, 3592, 1016, 3291, 3290, 641, 3285, 1866, 4559, 1294, 1038, 4499, 3444, 4500,
Date of Consultation	December 2025 – January 2026
Number of Consultation	6
Total Number of Participants	96
Number of Male and Female Participants	Male – 68, Female – 28
Vulnerable Group	Farmers, women, SC/ST community members, school children, elderly villagers, daily wage labourers and local shopkeepers

SL No	Topic	Issues Raised in Consultation	Consultant's Recommendations
01	Existing Road Condition	Existing road, damaged, uneven, and difficult for traffic movement during monsoon. Villagers requested better all-weather road connectivity between villages and nearby towns	Proposed upgradation of road with improved pavement and geometric improvements. Proposed development and improvement of rural road under <u>Pragathi Patha</u>
02	Carriageway Width	Existing road width is insufficient for present and future traffic movement	Formation widening and development of standard carriageway with shoulders <u>proposed</u>
03	Drainage Problem	Water stagnation during rainy season near habitation areas	Construction of side drains and cross drainage structures <u>proposed</u>
04	Road Safety	Lack of traffic signs, road markings, and safety measures near habitation areas	Provision of traffic signage, delineators, road markings, and safety barriers <u>proposed</u>
05	Connectivity to Services	Poor access to schools, hospitals, markets, and public facilities	Improved rural connectivity proposed under project road improvement
06	Employment Opportunity	Local residents requested employment during construction activities	Priority to local labour during construction phase recommended
07	Community Participation	Stakeholders requested continued consultation during project implementation	Continued stakeholder consultation and public <u>coordination proposed</u>
08	Dust and Construction Impacts	Concern regarding dust generation and inconvenience during construction	Water sprinkling and controlled construction activities proposed
09	Climate and Erosion Issues	Erosion and waterlogging observed in low-lying areas	Slope protection, turfing, and proper drainage arrangements <u>proposed</u>
10	Connectivity	Villagers requested better connectivity to markets, schools and hospitals	Upgradation under Pragathi Patha to improve all-weather connectivity

11	Culverts	Existing culverts are damaged, inadequate, or absent at some locations	New culverts and reconstruction of damaged CD structures proposed
12	Riding Quality	Poor riding condition due to potholes, damaged stretches, and earthen surface	Improved pavement layers and bituminous surfacing proposed
13	Dust and Riding Quality	Dust generation and uneven riding surface affecting local residents	Bituminous surfacing and pavement improvement proposed
14	Safety Near Village Area	Need for pedestrian safety and traffic calming near schools and habitation areas	Zebra crossings, speed humps, cautionary signs, and informatory boards proposed
15	Agricultural Transport	Difficulty in transport of agricultural produce during monsoon	Improved all-weather road proposed for uninterrupted movement
16	Environmental Concerns	Villagers requested minimum impact on agricultural land	Existing alignment retained; no additional land acquisition proposed

Recommended Measures

SI No	Recommended Measures	Management / Mitigation Measures in the IEE
01	Road upgradation and improvement	Development of improved all-weather rural road
02	Formation widening	Standard carriageway and shoulder development proposed
03	Pavement improvement	Granular sub-base, base course, and bituminous surfacing proposed
04	Construction of culverts	New and reconstructed CD structures for proper water flow
05	Drainage improvement	Side drains and adequate drainage arrangements proposed
06	Road safety provisions	Installation of cautionary signs, markings, and delineators
07	Safety near habitation	Zebra crossings, speed breakers, and warning boards proposed
08	Dust suppression during construction	Regular water sprinkling and controlled material handling
09	Traffic management during construction	Temporary diversions, barricading, and warning signage proposed
10	Environmental protection	Avoidance of sensitive areas and minimization of tree cutting
11	Erosion protection	Turfing, slope stabilization, and protection works proposed
12	Community safety awareness	Public awareness and consultation during construction activities
13	Local employment generation	Engagement of local labour during project implementation
14	Grievance Redress Mechanism	GRM established for addressing public complaints
15	Continued stakeholder engagement	Regular interaction with Panchayat and local communities during implementation

Public Consultations by Starcadd

Column1			Details	
Name of Consultant, Experts Names			STARCADD , Mysore, Naveen Kumar SB,Harsha BC,Nandini MS,Hemanth Kumar DM.	
Location of Consultation (road name and id, village name, block name, district name)			Ankanahalli to Taluk Border Via Devarahalli (4561),SH(Arasikere-Mysuru Road) to Chowdenahalli(4583)	
Date of Consultation			11/5/2026	
Number of Consultation			1 to 2 Times	
Total Number of Participants			23	
Number of Male and Female participants			Male-14, Female-09	
Vulnerable group			No Vulnerable Group	
SL No	Topic	Districts	Issues Raised in Consultation	Consultant's Recommendations/Recommended measures/mitigation mesures in the EIA
1	Forest land diversion (Reserved / Protected Forest)	Mandya	The road does not pass through any protected or reserved forest areas, as noted during the public consultation.	Not Applicable
2	Eco-Sensitive Zone / Wildlife Sanctuary compliance	Mandya	Not Applicable	Not Applicable
3	Wildlife movement & road-kills	Mandya	Not Applicable	Not Applicable
4	Tree felling & roadside avenue trees	Mandya	Loss of mature roadside/avenue trees providing shade to farmers, cattle and travellers, and supporting biodiversity; demand for replanting.	Joint tree enumeration with Forest Dept.; minimise felling by eccentric widening within formation; transplant suitable trees; avenue plantation at 1:3 (non-forest) and compensatory afforestation 1:2 (forest) with native species; 3-year survival audit.
5	Black-cotton (expansive) soil pavement distress	Mandya	Roads on expansive black-cotton soil crack and become slushy in monsoon, causing early pavement failure; demand for a durable road.	Sub-grade treatment (lime/cement stabilisation or sand-blanket/geotextile), capping layer, adequate camber and cross-drainage designed for expansive soils per IRC:37.
6	Lateritic soil, slope erosion & landslides	Mandya	Lateritic cut-slopes erode heavily in the high-rainfall coast; ghat sections (Hebri-Someshwara) are landslide-prone.	Geotechnical slope-stability investigation; retaining structures, bio-engineering/turfing, controlled cutting, lined drains, silt traps and proper debris/spoil management on slopes.
7	Cross-drainage, flooding & waterlogging	Mandya	Existing culverts overflow; village approaches and fields get waterlogged; flash-flood gullies cross roads ; canal-command flooding and very high-rainfall flooding	Hydraulic re-design of cross-drainage to design HFL/discharge; additional culverts, causeways and vented CD works; lined side drains discharging to natural nalas; desilting; coordination with Irrigation Dept. in command areas.
8	Coastal Regulation Zone, mangroves & tidal/saline drainage	Mandya	Not Applicable	Not Applicable
9	Construction dust & air quality	Mandya	Dust from earthwork and haulage affecting houses, crops and heritage monuments; especially severe in the dry semi-arid districts.	Water sprinkling 2-3 times/day, covered haulage, speed control, PUC-compliant machinery, crusher/mix-plant siting >500 m downwind of habitation, dust screens, ambient air monitoring (PM10, PM2.5) per NAAQS.
10	Construction noise, vibration & blasting	Mandya	Noise and vibration near houses and monuments; fear of cracking from rollers/blasting, particularly near structures, temples and protected monuments.	Pre-construction building-condition (crack) survey; restrict heavy compaction/blasting hours; controlled or no blasting near structures/monuments; noise & vibration monitoring with action limits.
11	Water scarcity - construction water vs. local use	Mandya	Acute summer water scarcity in drought-prone taluks; strong objection to the contractor drawing local/drinking water for construction.	Mandatory independent water source (permitted dedicated borewell/tankers); no abstraction from village or drinking-water sources; use of curing compounds and water reuse; groundwater monitoring.
12	Water-source & water-body protection	Mandya	Risk of contamination or blockage of open wells, tanks, rivers, canals, streams and springs from runoff and construction waste.	Oil/grease interceptors and silt traps at camps; no discharge of waste to water bodies; maintain natural flow of streams/springs; water-quality monitoring (TDS/BOD/COD).
13	Borrow areas, quarrying & spoil/muck disposal	Mandya	Fear that borrow pits/quarries scar farmland and create stagnant water (mosquito breeding); dumping in fields/water bodies; strong opposition to quarrying near forests, ESZ and monuments.	Use approved borrow areas only with a redevelopment/restoration plan; prohibit extraction in or near RF/ESZ/heritage zones; designated spoil-disposal sites; safety fencing and dust control at all sites; statutory mining/consent permissions.
14	Land acquisition & loss of structures (R&R)	Mandya	Fields, houses, compound walls, cattle sheds, flour mills and shops fall within the proposed corridor; fear of low or delayed compensation.	Census & socio-economic survey; optimise corridor of impact; replacement-cost valuation; Resettlement Plan per ADB SPS 2009 with entitlement matrix; assistance to vulnerable groups before displacement; disclosure in Kamnada.
15	Loss of standing & garden crops; irrigation channels	Mandya	Damage to standing crops (cotton, chilli, sugarcane in the north; coconut, areca, paddy) and disruption of irrigation channels.	Crop and tree/garden-crop compensation at replacement value; transplantation of garden trees where feasible; restoration of affected irrigation channels in coordination with Irrigation Dept.
16	Religious & community structures	Mandya	Roadside shrines (katte), small temples and peepal-tree platforms lie near or on the alignment.	Avoid through micro-realignment; if unavoidable, relocate/reconstruct with community consent following the cultural-property procedure in the EMP.
17	Protected monuments / ASI heritage	Mandya	Alignments near Nill	Alignments near Nill
18	Loss/disruption of non-farm livelihoods	Mandya	Disruption to roadside vendors, tourism-dependent vendors/guides , home-based Ilkal handloom weavers, and fisherfolk access to landing points, drying yards and markets (incl. women fish-vendors).	Maintain access; phase works in low/lean season; temporary-livelihood assistance; vendor/weaver/fisherfolk rehabilitation; specific provisions for women fish-vendors and SHGs, per ADB SPS 2009.
19	Tribal / forest-dweller rights & livelihoods	Mandya	Forest-dependent and forest-dwelling families (ST/Gond in Alnavar; Kappatagudda fringe; Malekudiya near Someshwara) depend on minor forest produce, grazing and forest access; Forest Rights Act entitlements.	Comply with ADB Indigenous Peoples safeguard and Forest Rights Act 2006; meaningful consultation and consent; protect forest-access and grazing routes; livelihood-restoration support.
20	Submergence / backwater stretches	Mandya	Low-lying stretches near the submergence seasonally; some land is already reservoir-affected, raising double-displacement concerns.	Raise formation above maximum backwater level; provide causeway/adequate vents; coordinate with Irrigation Dept. on reservoir levels; avoid double-displacement in the Resettlement Plan.
21	Heavy-load & traffic-specific pavement design	Mandya	Roads carrying heavy sugarcane/agri traffic show early distress; need for safe field-access turning movements.	Pavement design for actual axle loads and projected traffic; designed field-access geometry and turning radii.
22	Utility shifting	Mandya	Water pipelines and electric poles lie on the alignment.	Utility-shifting plan agreed with line departments before works; advance intimation to users; relocation cost provided in the BOQ.
23	Disruption of access during construction	Mandya	Concern over ambulance, school and market access during works, especially on single-approach village roads.	Phased construction with maintained diversions/half-width working; an emergency-access plan; advance information to the community.
24	Local employment, women's participation & labour welfare	Mandya	Demand that unskilled/semi-skilled construction jobs (including for women and SHGs) be given to local people, with proper labour-camp welfare.	Local-labour preference with equal wages and a labour register; camp water/sanitation/creche facilities; engagement of women's SHGs for suitable works; recruitment coordinated with the Gram Panchayat.
SI No	Recommended measures	Management/ mitigation mesures in the EIA		
1	Forest Clearance (FCA 1980) & controlled felling	EIA/EMP incorporates forest-clearance conditions, tree-enumeration report, compensatory afforestation (1:2) and NPV provision; felling permitted only after Stage-II approval; forest stretch minimised.		
2	ESZ / Wildlife clearance & no-go	EIA documents ESZ Notification & Zonal Master Plan compliance, NBWL/Wildlife & ESZ clearance conditions and the prohibited-activity list; no widening beyond formation inside ESZ; EMP monitored with ESZ Committee/Forest		
3	Biodiversity Management Plan (fauna, flora, mangroves)	EIA Biodiversity chapter: animal passages/underpasses, no-lighting zones, speed calming, protection of medicinal flora and mangroves, compensatory mangrove planting, and road-kill monitoring during operation.		
4	Compensatory afforestation & avenue plantation (native species)	EMP plantation/landscaping sub-plan with species list, transplantation protocol, dedicated budget and 3-year survival audit; monitored by Forest Dept./PIU.		
5	CRZ compliance & coastal/tidal protection	EIA CRZ chapter: CRZ Notification 2019 compliance, KCZMA clearance, CRZ-I no-go demarcation, tidal-flow-preserving structures and salinity monitoring; EMP monitoring.		
6	Expansive-soil sub-grade treatment	DPR geotechnical design specifies soil stabilisation, capping layer and robust drainage per IRC:37; construction-phase QA in the EMP.		
7	Slope stability & bio-engineering (ghats/lateritic)	EIA geotechnical chapter and EMP: slope-stability design, retaining structures, bio-engineering/turfing, controlled cutting and debris/spoil management.		
8	Hydrology & drainage adequacy (flood/HFL/tidal/command)	EIA hydrology & drainage chapter fixes culvert/bridge capacities to design HFL/discharge and tidal exchange; EMP includes desilting, erosion protection and Irrigation Dept. coordination.		
9	Dust & air-quality control	EMP construction-phase measures: sprinkling, covered haulage, plant-siting norms, dust screens and ambient AAQ monitoring (PM10/PM2.5) with NAAQS action limits.		
10	Noise/vibration control, crack survey & controlled blasting	EMP: pre-construction building-condition survey, vibration & noise limits/monitoring, restricted hours, and a controlled-blasting protocol near structures and monuments.		
11	Construction water management (independent source)	EMP water-management measures: permitted dedicated source, explicit ban on village/drinking-source abstraction, curing compounds/reuse and groundwater monitoring.		
12	Water-quality protection	EMP water-quality measures: oil/grease interceptors and silt traps, no discharge to water bodies, flow maintenance and periodic monitoring (TDS/BOD/COD).		
13	Borrow-area, quarry & spoil management with restoration	EMP borrow-area & spoil-management plan: approved sources only, no extraction near RF/ESZ/heritage, designated disposal sites, restoration, safety fencing and dust control.		
14	Resettlement Plan (replacement cost; vulnerable support)	Resettlement Plan (ADB SPS 2009) with entitlement matrix, replacement-cost valuation, vulnerable-group assistance and disclosure in Kannada; payment before displacement.		
15	Crop/garden-crop & irrigation-channel compensation	Resettlement Plan crop-compensation provisions (incl. garden-crop/tree valuation and transplantation) and EMP irrigation-channel restoration.		
16	Cultural-property & ASI heritage protection	EIA cultural-heritage chapter: ASI/State NOC, distance norms, low-vibration/no-blasting near monuments, relocation-by-consent procedure and a chance-find procedure in the EMP.		
17	Livelihood restoration (vendors, tourism, handloom, fisherfolk)	Resettlement Plan livelihood-restoration measures: access maintenance, lean-season phasing, temporary-livelihood support, and vendor/weaver/fisher and women-SHG provisions.		
18	Indigenous Peoples Plan & FRA compliance	Indigenous Peoples Plan / livelihood-restoration measures per ADB SPS and Forest Rights Act 2006: consultation/consent and protection of forest-access and grazing routes.		
19	Flood-resilient / raised formation (submergence & command areas)	EIA hydrology chapter and EMP: formation level above maximum backwater, causeway/vents, canal-crossing structures and KBJNL/Irrigation Dept. coordination.		
20	Traffic-load pavement design	DPR pavement design based on actual axle loads/projected traffic and field-access geometry; construction QA in the EMP.		
21	Utility-shifting plan	DPR/EMP utility-relocation plan with cost and schedule agreed with line departments and advance user intimation.		
22	Construction phasing, emergency access & traffic management	EMP traffic-management & construction-phasing plan ensuring continuous emergency/school/market access via diversions or half-width working.		
23	Local employment & labour-camp welfare	EMP labour-management & local-employment measures: local-labour preference, equal wages, camp water/sanitation/creche and women-SHG engagement.		
24	Road-safety engineering package	Road-safety design in the DPR per IRC (footpaths, crossings, speed calming, junction channelisation, barriers/delineators, cattle crossings, bus bays, lighting); supervised under the EMP.		
25	Grievance Redress Mechanism & disclosure	GRM described in the Resettlement Plan/EMP with disclosure in Kannada, multi-party representation and time-bound, recorded resolution.		

Public Consultations by Yashaswi Consultants

ColumnI		Details	
Name of Consultant, Experts Names		Yashaswi Consultants, Chandan C A and Manoj Gowda A N, Girish and Kumara	
Location of Consultation (road name and id, village name, block name, district name)		1) 2838 Aladahalli to Bagdalu via Matra (Mathra) 4.990 (Aladahalli, Bagdaluand Matra (Mathra)) Arakalgud Hassan District 2) 3723 Kadavinabachanahalli to Beeranahalli via Mahadeshwara Colony, Veeranahalli, Havinamaranahalli 4.060 (Havinamaranahalli, Kadavinabachanahall and bachanahall) Arakalgud Hassan District 3) 1446 Vatehalli (SH) to MDR Via Hosamane, Gujjanahalli, Heggadde 3.950 (Vatehalli and Hosamane) Belur Hassan District 4) 1450 Dolanamane to Malliganuru via Bellavara 3.000 (Dolanamane , Malliganuru and Bellavara) Belur Hassan District 5) 4714 NH-73 to Taluk border via Devarakeshavi, Kanadur, Mallakeshavi 3.350 (Devarakeshavi, Kanadur and Mallakeshavi) Belur Hassan District 6) 5050 Malsavara-Basuru Road to Baladakallu 1.950 (Malsavara and Baladakallu) Belur Hassan District 7) 4190 NH -75 to Belagodu Road via Yadehalli 3.750 (Belagodu and Yadehalli0 Sakaleshpur Hassan District 8) 2036 Halebelagola Gate to Sorehalli via Halebelagola, Parama 2.000 (Halebelagola and Parama) Shravanabelagola Hassan District 9) 2316 Hirisave-Didaga Road (P.Hosahalli) to Taluk Border via Mudibetta Kaval 2.000 (Mudibetta Kaval and P.Hosahalli) Shravanabelagola Hassan District 10) 2368 Uttenahalli to Devaralli gate via jinnenahalli - Devaralli 2.080 (Uttenahalli and Jinnenahalli) Shravanabelagola Hassan District 11) 828 Mallapura road to join Sirigeri Muddatnur road 5.033 (Mallapura road Sirigeri and Muddatnur road) Siraguppa Ballari	
Date of Consultation		From 28/01/2026 to 02/02/2026, From-1/05/2026 to 10/05/2026	
Number of Consultation		3 to 5 Times	
Total Number of Participants		230	
Number of Male and Female participants		Male-135, Female-95	
Vulnerable group		No Vvulnerable Group	
SL No	Topic	Issues Raised in Consultation	Consultant's Recommendations/Recommended measures/mitigation mesures in the EIA
1	Road Safety & Speeding	Residents requested measures to control vehicle speeds, especially near village schools, temples, and main junctions.	Traffic calming measures, including speed breakers, rumble strips, and proper warning sign boards at the curves, will be installed wherever it is required.The Contractor shall provide, erect and maintain informatory/safety signs, hoardings written in English and local language, wherever required or as suggested by the Environmental Specialist of PIU.
2	Safety Measures near Water Bodies	Community members highlighted the risk of accidents, expressing fear that vehicles, pedestrians, or livestock might skid and fall into adjacent village ponds or open water tanks, especially during the rainy season or at night.	The DPR estimate includes provisions for installing W-beam crash barriers or Guards stones along the stretches abutting deep water bodies. Additionally, reflective hazard markers, Cat Eyes's and cautionary signages will be deployed in accordance with IRC safety standards to ensure clear nighttime visibility.The Contractor shall construct silt fencing at the base of the embankment construction for the entire perimeter of any water body (including wells) adjacent to the project road and around the stockpiles at the construction sites including ancillary sites close to water bodies. The fencing shall be provided prior to commencement of earthwork. Contractor shall ensure that construction materials containing fine particles are stored in an enclosure such that sediment-laden water does not drain into nearby watercourse. On completion of construction of culverts and bridges, drainage channels shall be cleared by collecting debris and disposed suitably
3	Drainage & Water Logging	Farmers worried that raising the road elevation will cause rainwater to stagnate and flood adjacent low-lying fields and houses.	Adequate cross-drainage structures (pipe/box culverts) and unlined side drains are incorporated into the DPR to ensure the natural flow of rainwater and prevent waterlogging.The Contractor shall ensure that construction materials, debris, and excavated soil do not obstruct natural drainage paths or roadside drains, and do not cause waterlogging at work sites. Appropriate measures shall be taken to promptly remove any accumulated water from construction areas, labour camps, material storage yards, borrow areas, and excavated locations. Construction activities shall be planned in advance of the southwest monsoon season to minimize ponding of water, including provision of temporary cross-drainage arrangements wherever required. The Contractor shall implement adequate erosion and sediment control measures, including proper stacking, covering, and containment of construction and excavated materials to prevent runoff into adjoining areas and surface water bodies.
4	Land Encroachment	Villagers expressed concern about the loss of private agricultural land and boundary walls due to road widening.	For the community we informed that the project strictly involves the upgrading of an already existing road. All design improvements are confined entirely within the available existing Right of Way (RoW), ensuring there is no new land acquisition or loss of private property.
5	Drinking Water Pipelines	The Gram Panchayat pointed out that existing underground drinking water pipelines run parallel to the road.	The alignment survey has mapped the existing utility lines. The structural design accounts for shifting the pipelines where necessary, and the cost for utility relocation is included in the project estimate.
6	Cultural & Religious Structures	The community pointed out small roadside , statues, or sacred groves that fall very close to the proposed road edges.	A detailed Transect and survey confirms that there are no temples or culturally significant structures located within the existing Right of Way (RoW). Therefore, the road improvements will proceed without any impact on religious sites. All necessary and adequate care shall be taken to minimize impact on cultural properties which includes cultural sites and remains, places of worship including mosques, temples, shrines, etc., graveyards, monuments and any other important structures as identified during construction stage. Relocation and enhancement measures shall be taken up as per design and in consultation with local community. Access to such Properties from the road shall be maintained clear and clean.
7	Access to Public Amenities	The community requested that the muddy pathways leading from the main road to the village school and primary health center be improved.	Paved approach links connecting the main carriageway to critical public amenities (schools, hospitals) will be included in the project estimate, provided they fall within the manageable Right of Way (RoW).
8	Construction Disruptions	Local shopkeepers and residents raised issues regarding dust pollution and restricted access during the construction phase.	During the construction we strictly instructed to sprinkle water regularly to suppress dust. Temporary access ramps will be provided to ensure uninterrupted access to homes and businesses.
9	Local Employment	Unemployed youth requested opportunities for daily wage work during the road execution.	A clause will be emphasized recommending the contractor prioritize hiring local unskilled and semi-skilled labor during the construction period. The contractor preferably shall use unskilled/semiskilled labour from local areas to give the maximum benefit to the local community to avoid any additional stress on the existing facilities is incuded in EMP
10	Construction Timeline & Commuter Convenience	Residents requested that the road construction be completed as quickly as possible to minimize daily disruptions and ensure safe, unhindered movement for school children, local bus commuters, and auto-rickshaws.	The contractor will be bound by a strict project execution schedule mandated in the DPR to ensure timely completion. Furthermore, the work will be executed in a phased manner, prioritizing the rapid completion of stretches near schools and main commuter nodes to minimize public inconvenience.

11	Improper Waste Disposal	Villagers concern about Dumping of construction debris near roads and agricultural lands.	All arrangements for transportation during construction shall be considered incidental to the work and shall be planned and implemented by the Contractor as approved and directed by the Environmental Expert of PIU. The pre-designed disposal locations shall be a part of Solid Waste Management Plan which shall be prepared by the Contractor in consultation and with approval of Environmental Expert of PIU. Debris generated from pile driving or other construction activities shall be disposed in such a way that it does not flow into the agricultural land and surface water bodies or form mud puddles in the area. No dumping yard without forest clearance shall be undertaken or consent from village council.
12	Access to Houses and Shops	Residents bother regarding difficulty in accessing houses, shops, schools and health centers during construction.	The Contractor shall ensure that safe and convenient passage for vehicles, pedestrians, and livestock is maintained at all locations where the new road alignment intersects existing roads, village paths, or property accesses. Temporary connecting roads, diversions, or access provisions shall be provided as required to maintain uninterrupted movement. No existing access shall be blocked or restricted without providing adequate temporary arrangements. Construction of crossroads and junctions shall be executed in a phased manner to minimize disruption to traffic and local movement. Temporary access roads and construction-related diversions shall be planned, designed, and implemented by the Contractor with approval from the Environmental Specialist of the PIU. A detailed Traffic Management and Control Plan (TMCP) shall be prepared by the Contractor and submitted for approval at least seven days prior to commencement of construction activities on any road section. The TMCP shall include details of temporary access routes and diversions, traffic safety arrangements during construction, provisions for safe movement of vehicles and pedestrians, end-of-day traffic arrangements, night-time safety measures (including reflective signage, barricades, and lighting), precautions during transportation of hazardous materials, and deployment of trained flagmen at critical locations. All temporary diversions and access roads shall be always maintained in a trafficable condition, particularly during the monsoon season, to prevent disruption to traffic flow and inconvenience to road users. The Contractor shall provide advance information to local communities regarding changes in traffic routes, access restrictions, and pedestrian arrangements, and shall ensure adequate signage and public notices. Temporary access roads and detours shall be kept free from dust through water sprinkling at least three times daily and additionally as required, depending on weather conditions, proximity to settlements, and traffic volume.
13	Public Health and Hygiene	Dust, stagnant water and poor sanitation causing health issues.	All sanitary facilities shall be cleaned regularly at least twice during working hours. All temporary accommodation must be maintained in such a fashion that uncontaminated water is available for drinking, cooking and washing. Garbage bins must be regularly emptied, and garbage should be disposed of in a hygienic manner. Adequate health care is to be provided for the workforce. Unless otherwise arranged for by the local sanitary authority, arrangement for disposal of excreta shall be made by putting a layer of night soils at the bottom of a permanent tank prepared for the purpose and covering it with 15 cm layer of waste or refuse and then covering it with a layer of earth for a fortnight (by then it will turn into manure). On completion of the works, all such temporary structures shall be cleared away, all rubbish burnt, excreta or other disposal pits or trenches filled in and effectively sealed off, and the outline site left clean and tidy, at the Contractor's expense, to the entire satisfaction of the Engineer.
14	Damage to Agricultural Land	Village farmers Fear of crop damage and soil compaction due to movement of machinery.	Restrict vehicle movement within ROW and compensate damages if any occur.
15	Impact on Common Property Resources	Villagers and local panchayath is worried about impact on temples, bus stops, hand pumps and community structures.	The CPRs fall within Impacted zone of 100 m from the road, necessary safety measures such as safety barricading, safe access to the CPRs shall be provided by the contractor. Access to CPRs should not be interrupted, alternate access will be provided by the contractor.
16	Noise Levels from Construction Vehicles and Equipment's	Localites concern about noise levels during construction pahse	All vehicles and equipment used in construction works shall be fitted with exhaust silencers/mufflers. Maintenance and servicing of all construction vehicles and machinery shall be done regularly. Only acoustic enclosures fitted DG sets shall be allowed at the construction site and labour camp. At the construction sites within 150 m of the nearest habitation, noisy construction work and use of high noise generation equipment will be stopped during the nighttime between 10.00 pm to 6.00 am. Working hours of the construction activities shall be restricted around educational institutes/health centers (silence zones) up to a distance of 100 m from the sensitive receptors. Noise monitoring shall be carried out in construction areas through the approved monitoring agency
17	Culverts	Villageres concern about existing culverts	All necessary measures shall be taken especially while working close to cross drainage channels to prevent earthwork, stonework, materials and appendage as well as the method of operation from impeding cross-drainage at streams, water canals, existing irrigation and drainage systems. Demolition waste shall be collected and disposed as per the provision of Construction & Demolition Rule 2016 and new construction is propose where ever required
18	Dust Pollution	Localites asking regarding dust spread over the community	Road construction works, specially earth work and movement of construction vehicles plying during construction phase shall may add to dust and gaseous air pollution along the project road. Frequent dust suppression shall be ensured for this stretch of the road by use of water tankers. The contractor shall procure the construction machinery, which conforms to the pollution control norms specified by the MoEF&CC/CPCB/Karnataka Pollution Control Board. The excavated earth /construction materials shall be stored properly so that it does not generate fugitive emissions.

Column1	Details
Name of Consultant, Experts Names	Yashaswi Consultants, Chandan C A, Manoj Gowda A N, Sudarshan, Girish and Kumara
Location of Consultation (road name and id, village name, block name, district name)	1) 1653 Chikkabemathi to Kesavathur via Pemmanahalli 3.270 (Kesavattur and Pemmanahalli) Arakalgud Constituency Hassan District 2) 2795 Kortikere to MDR via Agrahara 3.440 (Kortikere and Agrahara) Arakalgud Constituency Hassan District 3) 2837 Hodenur to MDR via Kargal 3.220 (Hodenur and Kargal) Arakalgud Constituency Hassan District 4) 1662 Hangal to Ankanahalli via Dollenahalli 2.660 (Hangal and Ankanahalli) Arakalgud Constituency Hassan District 5) 3771 SH-71 to Bramadevarahalli via Ramenahalli 2.450 (Brahmadevarahalli and Kenkere) Arsikere Hassan District 6) 3772 MDR to SH via Huliyaappana palya, Mavinakere,Hosur, Lakkihalli Kaval 3.310 (Huliyaappana palya, Mavinakere and Kenkere) Arsikere Hassan District 7) 5292 Bageshapura to MDR via Ramjihalli 2.900 (Bageshapura and Ramjihalli) Arsikere Hassan District 8) 5295 TD Road to Channarayapatna Taluk Border via Samathagrama (Bidare Kavalu) 2.660 (Bidare Kaval and Samanthagere) Arsikere Hassan District 9) 5290 MDR (Purlehalli) to Shanthagere 2.050 (Purehalli) Arsikere Hassan District 10) 5246 MDR to MDR (Murundi) via M.Hosahatti, 2.300 (M. Hosahatti and Murundi) Arsikere Hassan District 11) 5293 MDR (Rameshwara Temple) to Morarji Desai Vasathi Shale (NH) 2.450 (Ajjanahalli) Arsikere Hassan District 12) 5288 Chikkalkur to Mallapura via Hirekallu Siddeshwara Betta 3.300 (Chikkalkur) Arsikere Hassan District 13) 5294 Kellengere to Narayanaghattahalli 2.100 (Kellengere and Narayanaghattahalli) Arsikere Hassan District 14) 5287 NH to MDR via Kachiaghatta, Salapura 2.800 (Kachighatta)) Arsikere Hassan District 15) 5297 MDR (Narasipura) to MDR via Kottur Basaveshwara temple, Jannavara, Yadavarahatti, Harijana Colony, G.G.Koppalu 4.000 (Jannavara and Narasipura) Arsikere Hassan District 16) 1005 Gonisommanahalli to MDR via Hulekalleshwarabetta, hulekallhalli 5.200 (Gonisomanahalli) Belur Hassan District 17) 3485 MDR to Lingalapura via Siddarahalli 1.600 (Linglapura and Neelgiri Kaval) Belur Hassan District 18) 3844 MDR to Taluk Border via Halthore, Halthore Koppalu 3.000 (Halthore and Halthore Koppalu) Belur Hassan District 19) 1132 Rangenahalli to Nittur via Singatgere 3.000 (Rangenahalli, Singatgere and Nittur) Hassan Hassan District 20) 2895 Doddagaduvali to Gowdagere 2.150 (Hagare and Doddagadduvali) Hassan Hassan District 21) 4451 Sankalapura to SH-21 2.170 (Hanumanthapura) Hassan Hassan District 22) 4503 Hassan Gorur Road to Agile 1.790 (Gorur and Agile) Hassan Hassan District 23) 1136 Srirampura to Ibdane (NH) via Yelagondanahalli 3.870 (Srirampura and Ibdane) Hassan Hassan District 24) 2886 Shanka to NH 373 via Shankadahosahalli 3.410 (Shanka and Shankadahosahalli) Hassan Hassan District 25) 1182 Beekanahalli to MDR Near Bramadevanahalli 3.710 (Bramadevanahalli, Soppinahalli and Puradamma) Hassan Hassan District 26) 2894 MDR to MDR via Kindipura, Nanjedevrakaval 3.230 (Kindipura and Nanjedevarakaval) Hassan Hassan District 27) 4897 MDR near Maranayakanahalli to Ediganahosur via Kadavinabachalli 2.440 (Ediganahosur and Maranayakanahalli) Holenarasipur Hassan District 28) 830 Heragu Goppanahalli Road to Jakkenahalli 2.930 (Heragu Goppanahalli and Jakkenahalli Holenarasipur Hassan District 29) 1510 Bidardalli (MDR) to MDR via Lingarsanahalli 2.850 (Bidardalli and Lingarsanahalli) Holenarasipur Hassan District 30) 3847 Mallenahalli to Nambihalli 2.490 (Mallenahalli and nambihalli) Holenarasipur Hassan District 31) 833 Thimmalapura to Attavara Hosahalli (SH71) via Attavara and Mudigere. 5.750 (Thimmalapura, Attavara Hosahalli, Attavara and Mudigere) Holenarasipur Hassan District 32) 4794 Malali to MDR Via Parasannahalli 3.230 (Mavanuru and Parasannahalli) Holenarasipur Hassan District 33) 1095 H.Mynahalli to SH 1.970 (H. Mynahalli) Holenarasipur Hassan District 34) 4189 NH -75 to Kenchanahally via Bijjanahalli 2.870 (Kenchanahally and Bijjanahalli) Sakaleshpur Hassan District 35) 3817 MDR to MDR via Kallahalli, Malligavalu 5.830 (Kallahalli and Malligavalu) Sakaleshpur Hassan District 36) 3819 Thippanahally to Kundur Sanenahally via Cheekanahalli, Devarajanahally 3.510 (Sanenahalli, Kundur, Gharighatta and Devarajhalli) Sakaleshpur Hassan District 37) 3805 Bydarallii to SH 21 3.800 (Kattaya Bydarallii) Sakaleshpur Hassan District 38) 4882 Hanchoor to Manchenahalli via Hanchoor colony ,Bommachivalli 3.800 (Hanchoor ,Bommachivalli) Sakaleshpur Hassan District 39) 4782 Ankenahalli to Juttanahalli 1.860 (Ankenahalli and Juttanahalli) Shravanabelagola Hassan District 40) 3595 MDR to Taluk Border via Mellahalli 2.000 (Maellahalli) Shravanabelagola Hassan District 41) 2373 Shravanabelagola road (SH-08) to Bekka via Bastihalli 2.300 (Bekka and Bastihalli) Shravanabelagola Hassan District 42) 2440 Heggadigere kaval to MDR via Bhuvanalli, Vaddarahatti, Siddarahatti, Mavinahalli. 2.190 (Heggadigere kaval, Bhuvanalli and Mavinahalli) Shravanabelagola Hassan District 43) 4915 Kamanahalli to Kakkihalli via Kalamaranahalli 2.000 (Kalamaranahalli, Bagur and M shivara) Shravanabelagola Hassan District 44) 3427 Kodihalli to Taluk Border via Thippalapura 2.000 (Kodihalli) Shravanabelagola Hassan District 45) 5184 Valegerasomanahalli to NH-75 via Mallavvanaghatta 2.000 (Valegerasomanahalli and Mallavvanaghatta) Shravanabelagola Hassan District 46) 5433 Nallur to Dadadahalli 2.000 (Nallur and Dadadahalli) Shravanabelagola Hassan District 47) 671 Meenahalli to joladarasi 5.500 (Meenahalli and joladarasi) Ballari Ballari 48) 679 Y Budihal cross road to Y Budihal - Bobbakunta main road via vijayapura camp 2.620 (Y Budihal and Bobbakunta) Ballari Ballari 49) 695 Vanenur to Gududur camp 6.050 (Vanenur and Gududur) Ballari Ballari 50) 810 Basarakodu to Gududur via allum sumangalamma camp from Ch 4.50Km to 7.62Km 3.230 (Basarakodu and sumangalamma camp) Kampli Ballari 51) 825 Mustagatta to Arjun raj camp via baburao camp 6.680 (Mustagatta and baburao camp) Kampli Ballari 52) 3367 Somalapura cross to H Veerapura via Somalapura chitiginahal 6.350 (Somalapura Chitiginal and Veerapura) Kampli Ballari 53) 630 Akhal to kotalachinta 3.150 (kotalachinta) Siraguppa Ballari 54) 901 Gajjiginahal to join Ibrahimipura Bagewadi road via Basvanna camp 3.270 (Bagwady) Siraguppa Ballari 55) 904 K Sugur to Hirehal 2.430 (K Sugur Hirehal) Siraguppa Ballari 56) 909 B G Dinni to join Ravihal-Hatcholli main road 2.400 (B G Dinni, Hatvhcholi and Ravihal) Siraguppa Ballari 57) 4007 Gundiganuru to sirigeri via gundiganuru camp 3.280 (GundigaNUR) Siraguppa Ballari 58) 351 Old Yerragudi to Ballari-Adoni main road 2.920 (Hosa yeragundi) Ballari Ballari 59) 660 Ballari adoni main road to gonal 2.890 (Gonal) Ballari Ballari 60) 700 Tolamamidi to Rupangudi main road 2.460 (Tolamamidi and Rupangudi) Ballari Ballari 61) 808 Hosa Masidipura to Korlagundi 5.150 (Hosa Masidipura and Korlagundi) Ballari Ballari 62) 5252 Golla Nagenahalli to Byalachinta karekal MDR 3.110 (Golla Nagenahalli) Ballari Ballari 63) 3257 VADHATTI CROSS TO VADHATTI 2.770 (Vadhatti) Kampli Ballari 64) 3261 Jallibenchi to Korlagundi 3.260 (Korlagundi) Kampli Ballari 65) 3270 Yemmiganuru to Guttiganuru Road 7.640 (Yemmiganuru and Guttiganuru) Kampli Ballari 66) 913 Kuriganur to Mattesugur Road 3.750 (Kuriganur and Mattesugur) Siraguppa Ballari 67) 925 Karur to Kuriganur 4.970 Kuriganur Siraguppa Ballari 68) 892 Basavanna camp to Ibrahimipur 4.120 (Bagwady) Siraguppa Ballari 69) 4496 Tawaga to Hutti 6.760 (Tawaga to Hutti) Lingsugur Raichur 70) 2599 Mavinabhavi to Budinni Cross 5.500 (Mavinabhavi and Budinni) Lingsugur Raichur 71) 2699 veerapur to mullur 4.660 Veerapur and Mullur) Maski Raichur 72) 3397 Mattur to Mudagal main road 5.670 (Mattur and Mudgal) Maski Raichur 73) 2662 Sanbal-maski road to Budinni 3.250 (Sanbal and Budinni) Maski Raichur 74) 2669 Pamanakallur to Anandgal 2.780 (Pamanakallur and Anandgal) Maski Raichur 75) 1207 Approach road to Kadadinni 3.530 (Kadadinni) Manvi Raichur 76) 2824 Navallal to Murlionda tonda via Murlionda 4.750 (Kundigera) Manvi Raichur

		70) 3624 Navaikal to Murkigudda tinda via Murkigudda 4.750 (Nyadigeta) Manvi Raichur 77) 3825 RG road to Hokrani 2.010 (Hokrani) Manvi Raichur 78) 3910 RG Road to Rajaldinni 1.990 (Nandihahal) Manvi Raichur 79) 3913 Sangapur to mallinamadu 2.450 (Sangapur and Mallinamadu) Manvi Raichur 80) 3794 C.S.F To Ayyanur road via Vigneshwara camp,Venkateshwara camp,Annapurna camp,Paparao camp. 13.900 (Ayyanur , Vigneshwara camp,Venkateshwara camp and Paparao camp.) Sindhanur Raichur 81) 5265 kunatigi to SH 150A ,Kunatigi camp 2.110 (kunatigi) Sindhanur Raichur 82) 2691 Hireheridihal to Piklihal via Bannigol 9.430 (Chikheridihal and Bannigol) Lingsugur Raichur 83) 88 Dr. Camp to Nugdoni via N.Hosur 3.900 (Nugdoni) Manvi Raichur 84) 2529 Byagwat to Tadkal - Tadkal Camp Road 5.760 (Byagwata and Tadkal) Manvi Raichur 85) 3190 Kallur to Dinni Road 6.210 (Dinni) Manvi Raichur 86) 2431 Benchmardi road to Maski via Sanabal 9.430 (Benchmardi) Maski Raichur 87) 4924 Shankar nagara camp to hirekadabur via S.Ramaladinnimp 3.820 (Hirekadabu) Maski Raichur 88) 3129 jallihal to Ghandinagar 3.110 (Jallihal and Kanal) Sindhanur Raichur 89) 3343 Gonwar to SH-128 Hedignal cross 7.060 (Gonwar) Sindhanur Raichur 90) 4483 Chirthnal to Donne camp 3.330 (Chirthnal and Karkundi) Sindhanur Raichur	
	Date of Consultation	From 21/01/2026 to 02/02/2026, From-27/04/2026 to 15/05/2026	
	Number of Consultation	3 to 5 Times	
	Total Number of Participants	1182	
	Number of Male and Female participants	Male-810, Female-382	
	Vulnerable group	No Vvulnerable Group	
SL No	Topic	Issues Raised in Consultation	Consultant's Recommendations/Recommended measures/mitigation mesures in the EIA
1	Road Safety & Speeding	Residents requested measures to control vehicle speeds, especially near village schools, temples, and main junctions.	Traffic calming measures, including speed breakers, rumble strips, and proper warning sign boards at the curves, will be installed wherever it is required.The Contractor shall provide, erect and maintain informatory/safety signs, hoardings written in English and local language, wherever required or as suggested by the Environmental Specialist of PIU.
2	Safety Measures near Water Bodies	Community members highlighted the risk of accidents, expressing fear that vehicles, pedestrians, or livestock might skid and fall into adjacent village ponds or open water tanks, especially during the rainy season or at night.	The DPR estimate includes provisions for installing W-beam crash barriers or Guards stones along the stretches abutting deep water bodies. Additionally, reflective hazard markers, Cat Eyes's and cautionary signages will be deployed in accordance with IRC safety standards to ensure clear nighttime visibility.The Contractor shall construct silt fencing at the base of the embankment construction for the entire perimeter of any water body (including wells) adjacent to the project road and around the stockpiles at the construction sites including ancillary sites close to water bodies. The fencing shall be provided prior to commencement of earthwork. Contractor shall ensure that construction materials containing fine particles are stored in an enclosure such that sediment-laden water does not drain into nearby watercourse. On completion of construction of culverts and bridges, drainage channels shall be cleared by collecting debris and disposed suitably
3	Drainage & Water Logging	Farmers worried that raising the road elevation will cause rainwater to stagnate and flood adjacent low-lying fields and houses.	Adequate cross-drainage structures (pipe/box culverts) and unlined side drains are incorporated into the DPR to ensure the natural flow of rainwater and prevent waterlogging.The Contractor shall ensure that construction materials, debris, and excavated soil do not obstruct natural drainage paths or roadside drains, and do not cause waterlogging at work sites. Appropriate measures shall be taken to promptly remove any accumulated water from construction areas, labour camps, material storage yards, borrow areas, and excavated locations. Construction activities shall be planned in advance of the southwest monsoon season to minimize ponding of water, including provision of temporary cross-drainage arrangements wherever required. The Contractor shall implement adequate erosion and sediment control measures, including proper stacking, covering, and containment of construction and excavated materials to prevent runoff into adjoining areas and surface water bodies.
4	Land Encroachment	Villagers expressed concern about the loss of private agricultural land and boundary walls due to road widening.	For the community we informed that the project strictly involves the upgrading of an already existing road. All design improvements are confined entirely within the available existing Right of Way (RoW), ensuring there is no new land acquisition or loss of private property.
5	Drinking Water Pipelines	The Gram Panchayat pointed out that existing underground drinking water pipelines run parallel to the road.	The alignment survey has mapped the existing utility lines. The structural design accounts for shifting the pipelines where necessary, and the cost for utility relocation is included in the project estimate.
6	Cultural & Religious Structures	The community pointed out small roadside , statues, or sacred groves that fall very close to the proposed road edges.	A detailed Transect and survey confirms that there are no temples or culturally significant structures located within the existing Right of Way (RoW). Therefore, the road improvements will proceed without any impact on religious sites. All necessary and adequate care shall be taken to minimize impact on cultural properties which includes cultural sites and remains, places of worship including mosques, temples, shrines, etc., graveyards, monuments and any other important structures as identified during construction stage. Relocation and enhancement measures shall be taken up as per design and in consultation with local community. Access to such Properties from the road shall be maintained clear and clean.
7	Access to Public Amenities	The community requested that the muddy pathways leading from the main road to the village school and primary health center be improved.	Paved approach links connecting the main carriageway to critical public amenities (schools, hospitals) will be included in the project estimate, provided they fall within the manageable Right of Way (RoW).
8	Construction Disruptions	Local shopkeepers and residents raised issues regarding dust pollution and restricted access during the construction phase.	During the construction we strictly instructed to sprinkle water regularly to suppress dust. Temporary access ramps will be provided to ensure uninterrupted access to homes and businesses.
9	Local Employment	Unemployed youth requested opportunities for daily wage work during the road execution.	A clause will be emphasized recommending the contractor prioritize hiring local unskilled and semi-skilled labor during the construction period. The contractor preferably shall use unskilled/semiskilled labour from local areas to give the maximum benefit to the local community to avoid any additional stress on the existing facilities is inculded in EMP
10	Construction Timeline & Commuter Convenience	Residents requested that the road construction be completed as quickly as possible to minimize daily disruptions and ensure safe, unhindered movement for school children, local bus commuters, and auto-rickshaws.	The contractor will be bound by a strict project execution schedule mandated in the DPR to ensure timely completion. Furthermore, the work will be executed in a phased manner, prioritizing the rapid completion of stretches near schools and main commuter nodes to minimize public inconvenience.

11	Improper Waste Disposal	Villagers concern about Dumping of construction debris near roads and agricultural lands.	All arrangements for transportation during construction shall be considered incidental to the work and shall be planned and implemented by the Contractor as approved and directed by the Environmental Expert of PIU. The pre-designed disposal locations shall be a part of Solid Waste Management Plan which shall be prepared by the Contractor in consultation and with approval of Environmental Expert of PIU. Debris generated from pile driving or other construction activities shall be disposed in such a way that it does not flow into the agricultural land and surface water bodies or form mud puddles in the area. No dumping yard without forest clearance shall be undertaken or consent from village council.
12	Access to Houses and Shops	Residents bother regarding difficulty in accessing houses, shops, schools and health centers during construction.	The Contractor shall ensure that safe and convenient passage for vehicles, pedestrians, and livestock is maintained at all locations where the new road alignment intersects existing roads, village paths, or property accesses. Temporary connecting roads, diversions, or access provisions shall be provided as required to maintain uninterrupted movement. No existing access shall be blocked or restricted without providing adequate temporary arrangements. Construction of crossroads and junctions shall be executed in a phased manner to minimize disruption to traffic and local movement. Temporary access roads and construction-related diversions shall be planned, designed, and implemented by the Contractor with approval from the Environmental Specialist of the PIU. A detailed Traffic Management and Control Plan (TMCP) shall be prepared by the Contractor and submitted for approval at least seven days prior to commencement of construction activities on any road section. The TMCP shall include details of temporary access routes and diversions, traffic safety arrangements during construction, provisions for safe movement of vehicles and pedestrians, end-of-day traffic arrangements, night-time safety measures (including reflective signage, barricades, and lighting), precautions during transportation of hazardous materials, and deployment of trained flagmen at critical locations. All temporary diversions and access roads shall be always maintained in a trafficable condition, particularly during the monsoon season, to prevent disruption to traffic flow and inconvenience to road users. The Contractor shall provide advance information to local communities regarding changes in traffic routes, access restrictions, and pedestrian arrangements, and shall ensure adequate signage and public notices. Temporary access roads and detours shall be kept free from dust through water sprinkling at least three times daily and additionally as required, depending on weather conditions, proximity to settlements, and traffic volume.
13	Public Health and Hygiene	Dust, stagnant water and poor sanitation causing health issues.	All sanitary facilities shall be cleaned regularly at least twice during working hours. All temporary accommodation must be maintained in such a fashion that uncontaminated water is available for drinking, cooking and washing. Garbage bins must be regularly emptied, and garbage should be disposed of in a hygienic manner. Adequate health care is to be provided for the workforce. Unless otherwise arranged for by the local sanitary authority, arrangement for disposal of excreta shall be made by putting a layer of night soils at the bottom of a permanent tank prepared for the purpose and covering it with 15 cm layer of waste or refuse and then covering it with a layer of earth for a fortnight (by then it will turn into manure). On completion of the works, all such temporary structures shall be cleared away, all rubbish burnt, excreta or other disposal pits or trenches filled in and effectively sealed off, and the outline site left clean and tidy, at the Contractor's expense, to the entire satisfaction of the Engineer.
14	Damage to Agricultural Land	Village farmers Fear of crop damage and soil compaction due to movement of machinery.	Restrict vehicle movement within ROW and compensate damages if any occur.
15	Impact on Common Property Resources	Villagers and local panchayath is worried about impact on temples, bus stops, hand pumps and community structures.	The CPRs fall within Impacted zone of 100 m from the road, necessary safety measures such as safety barricading, safe access to the CPRs shall be provided by the contractor. Access to CPRs should not be interrupted, alternate access will be provided by the contractor.
16	Noise Levels from Construction Vehicles and Equipment's	Localites concern about noise levels during construction pahse	All vehicles and equipment used in construction works shall be fitted with exhaust silencers/mufflers. Maintenance and servicing of all construction vehicles and machinery shall be done regularly. Only acoustic enclosures fitted DG sets shall be allowed at the construction site and labour camp. At the construction sites within 150 m of the nearest habitation, noisy construction work and use of high noise generation equipment will be stopped during the nighttime between 10.00 pm to 6.00 am. Working hours of the construction activities shall be restricted around educational institutes/health centers (silence zones) up to a distance of 100 m from the sensitive receptors. Noise monitoring shall be carried out in construction areas through the approved monitoring agency
17	Culverts	Villageres concern about existing culverts	All necessary measures shall be taken especially while working close to cross drainage channels to prevent earthwork, stonework, materials and appendage as well as the method of operation from impeding cross-drainage at streams, water canals, existing irrigation and drainage systems. Demolition waste shall be collected and disposed as per the provision of Construction & Demolition Rule 2016 and new construction is propose where ever required
18	Dust Pollution	Localites asking regarding dust spread over the community	Road construction works, specially earth work and movement of construction vehicles plying during construction phase shall may add to dust and gaseous air pollution along the project road. Frequent dust suppression shall be ensured for this stretch of the road by use of water tankers. The contractor shall procure the construction machinery, which conforms to the pollution control norms specified by the MoEF&CC/CPCB/Karnataka Pollution Control Board. The excavated earth /construction materials shall be stored properly so that it does not generate fugitive emissions.

**Appendix 23 Minutes of Public Consultation
Meeting - Pragathi Patha Project (KRRDA)**

MINUTES OF THE PUBLIC CONSULTATION MEETING

Pragathi Patha Project (KRRDA)

Public Consultation Programme

Name of Work

Improvement of the road from Areangadi to Salkod Road via Kolpe, Janasale and Anneramanekeri in Uttara Kannada District. (Road ID-1386)

ADB Assisted Pragathi Patha Project (KRRDA)

Organized by

Karnataka Rural Road Development Agency (KRRDA)

Venue

Salkod Gram Panchayat meeting hall.

Date

06-07-2026

Time

10:30 AM

Members Present

Representatives of the ADB Team:

1. Shri Anjay Kumar, Senior Environment & Biodiversity Expert (Team Leader)
2. Smt Suvalaxmi Sen, Senior Safeguards Specialist (Environment), OSFG
3. Shri Nilesh Kumar, Senior Safeguards Officer (Environment), OSFG
4. Shri Dr Vinod B Mathur, Senior Biodiversity Specialist
5. Shri Dinesh Godiyal, Social Safeguard Specialist
6. Shri Gaurang Girish Gowande, Junior Environment & Biodiversity Expert
7. Smt. Dr Parul Gupta, Junior Environment & Biodiversity Expert

Project Implementation Unit (PIU) Officials:

8. Shri Rajeev P Naik, Executive Engineer, Project Division, Karwar
9. Shri Subhash A Naik, Assistant Executive Engineer, Project Sub Division, Karwar
10. Shri Vijaykumar, Assistant Executive Engineer, Project Sub Division, Sirsi
11. Smt. Jayashree Gopal Kamat, Assistant Engineer, Project Sub Division, Karwar
12. Shri Ganesh U Nimbalkar, Account Superintendent, Project Division, Karwar
6. Division & Sub Division Out Source Engineers & Other Staffs

DPR Consultants

1. Jalavahini Consultant Dharwad & Niketan Consultant, Bangalore, Representatives

Department Officials

1. Sri. Alla Bakshi, D.S-1(EST), Zilla Panchayat Uttara Kannada
2. Sri. Kirankumar AD, Taluka Panchayat ,Honnavar,
3. Sri. Baburao, P.D.O, Gram Panchayat, Salkod
4. Sri. Sadik Siddiq, P.D.O, Gram Panchayat, Kodani

Proceedings of the Meeting

The Public Consultation Programme commenced with a warm welcome address by the Executive Engineer, KRRDA. He welcomed the distinguished representatives from the Asian Development Bank (ADB), officers of KRRDA, Forest Department officials, Jalavahini Consultant Dharwad & Niketan Consultant, village representatives, indigenous tribal community members and other stakeholders.

The Executive Engineer explained that the consultation was being conducted as part of the environmental and social safeguard requirements of the ADB Assisted Pragathi Patha Project. He highlighted the importance of community participation in planning and implementing rural infrastructure projects and requested the participants to express their views and suggestions openly.

Presentation by Jalavahini Consultant Dharwad & Niketan Consultant Pvt. Ltd.

Following the inaugural remarks, **The Project Manager**, Jalavahini Consultant Dharwad, delivered a detailed PowerPoint presentation covering the technical, environmental and social aspects of the proposed project.

The presentation included:

- Project objectives and scope of work.
- Existing condition of the road.
- Proposed road alignment and cross-section.
- Pavement improvements and drainage provisions.
- Road safety measures.
- Environmental baseline conditions.
- Anticipated environmental and social impacts.
- Environmental Management Plan (EMP).
- Indigenous Peoples Plan (IPP).
- Occupational Health and Safety measures.
- Construction stage mitigation measures.
- Stakeholder consultation process.
- Environmental monitoring programme.

The consultant explained that the project has been planned to improve connectivity while minimizing impacts on the surrounding environment and nearby communities.

Public Consultation and Discussion

An interactive discussion was held with the residents of Kodani village.

The following key issues were discussed:

- The Right of Way (ROW) of the proposed road was discussed with the ADB team. It was informed that the required ROW of 6.00 m to 7.50 m is available throughout the entire road stretch.
- It was further informed that the Gram Panchayat would issue the necessary certificate confirming the availability of the required Right of Way (ROW).
- The ADB team explained the ADB Safeguard Policy to the public and emphasized that Public Consultation is an important component of the project. The members of the public were invited to ask questions, and appropriate clarifications were provided by the ADB team.
- The ADB team enquired whether there were any Scheduled Tribe (ST) habitations along the 3.64 km road stretch. The public informed the team that there are no Scheduled Tribe (ST) habitations along the road, although Scheduled Caste (SC) families reside in the area.
- The ADB team further enquired whether the 3.64 km road passes through any forest area. The public explained that the road has existed for more than 40 years and does not pass through any dense forest. It was clarified that the road passes only through ordinary forest surroundings and that there are no objections from the Forest Department to widening and improving the existing road. The representatives of the Gram Panchayat and the public also informed the team that no No Objection Certificate (NOC) from the Forest Department is required for improvement of the existing road.
- The ADB team informed the public that, in accordance with the ADB Safeguard Policy, all information relating to the Environmental Impact Assessment (EIA) of the project would be uploaded to the designated website for public access and transparency.
- The public was informed about the CPGRAMS grievance portal. It was explained that if any grievance arises during the execution of the road work, it should first be brought to the notice of the Contractor. If the grievance is not resolved within seven days, it should be escalated to the Project Implementation authorities. If the issue still remains unresolved, it may be taken up with the Karnataka Rural Road Development Agency (KRRDA). If necessary, grievances may also be submitted through the ADB Grievance Redress Mechanism (GRM) portal for appropriate action.
- The ADB team asked whether there were any wild animals or wildlife habitats along the proposed road. The public replied that there are no significant wildlife movements in the project area and that wildlife has not caused any damage or inconvenience to the local residents.
- The ADB team enquired whether the proposed road improvement would affect any public buildings, private properties, religious structures, shops, commercial establishments, or any other assets. The members of the public confirmed that no such structures or properties would be affected by the proposed road improvement.

- The ADB team invited suggestions from the public regarding the proposed road improvement works. The public suggested that roadside drains were required at certain locations. The Consultant informed the gathering that, based on the technical requirements, approximately 140 metres of concrete drain has been included in the project estimate. In addition, earthen drains have been proposed wherever necessary along the road.
- The ADB team enquired about the occurrence of road accidents along the existing road and sought suggestions regarding road safety measures. The public suggested the provision of speed humps at appropriate locations. The Consultant clarified that, instead of speed humps, the project provides for warning signs, road markings, and other traffic safety measures, including the installation of mandatory traffic signs and safety devices, wherever required in accordance with the applicable standards. The public agreed with the proposed safety measures.

Existing Road Condition

The villagers stated that the existing road is narrow, uneven and deteriorated at several locations. During the rainy season, the road becomes difficult to use due to poor drainage and surface damage. They welcomed the proposal for road improvement.

Proposed Road Cross Section

The consultant explained the proposed carriageway width, shoulder improvements, drainage arrangements and road safety provisions. Participants sought clarification regarding access to residential properties, agricultural fields and tribal habitations during construction. The project team clarified that uninterrupted access would be maintained throughout the construction period of 5 years.

Wildlife Movement

Although the project road is classified as a **Category A road**, it is located approximately **3.64 km away from the forest boundary**. During the public consultation, the villagers stated that no incidents of wild animals entering or crossing the existing road have been observed. The Forest Department officials also confirmed that the likelihood of wildlife accessing the existing road is minimal. They explained that effective wildlife protection measures, including a **first line of Elephant-Proof Trench (EPT)** and a **second line of protective fencing**, have already been established along the forest boundary to prevent the movement of elephants and other wild animals into nearby villages and onto the project road. Based on the information provided by the local community and Forest Department officials, the risk of wildlife intrusion onto the project road is considered to be very low.

Environmental Pollution During Construction

The participants discussed likely environmental impacts during construction, including dust generation, noise pollution, traffic inconvenience and waste disposal.

The consultant explained the proposed mitigation measures, including:

- Regular water sprinkling for dust suppression.
- Noise control through well-maintained equipment and regulated working hours.
- Safe disposal of construction debris.
- Prevention of contamination of nearby water bodies.

- Regular environmental monitoring during construction.

Socio-Economic Benefits

The participants appreciated that the proposed road would provide significant socio-economic benefits, including:

- Improved connectivity between villages.
- Better access to schools, hospitals and markets.
- Reduced travel time and transportation costs.
- Improved emergency services.
- Enhanced livelihood opportunities.
- Better access for agricultural transportation.
- Improved connectivity for indigenous tribal communities.
- Overall improvement in quality of life.

Indigenous Peoples Plan (IPP)

The provisions of the Indigenous Peoples Plan (IPP) were explained to the participants. The consultant informed the gathering that the project has been designed to ensure that indigenous tribal communities benefit from the proposed improvements without adversely affecting their livelihoods, cultural identity or traditional access to community resources.

Members of the tribal communities expressed their support for the project and requested that construction activities should not obstruct access to their settlements or forest-based livelihood activities.

Grievance Redress Mechanism (GRM)

The ADB representative explained the **three-layered Grievance Redress Mechanism (GRM)** that will be implemented during the project.

The mechanism will function at:

- Field Level (Contractor and Site Engineers)
- Project Implementation Unit (PIU)
- Project Management Unit (PMU)

Participants were informed that any complaints related to construction activities, environmental impacts, traffic management, safety, access, compensation or other project-related issues could be registered through this mechanism. All grievances will be recorded, reviewed and resolved in a transparent and time-bound manner.

Interaction with ADB Officials

Asian Development Bank (ADB) team interacted directly with the villagers and encouraged them to freely express their views regarding the proposed project.

He invited comments on:

- Existing road conditions.

- Wildlife movement across the project corridor.
- Environmental concerns during construction.
- Socio-economic conditions of the villages.
- Expected benefits of the road improvement project.
- Concerns relating to indigenous tribal communities.
- Measures required for minimizing environmental impacts.

The villagers responded positively and expressed strong support for the project. They stated that the improved road would significantly reduce travel time, improve access to education and healthcare, facilitate transportation of agricultural produce, improve connectivity to nearby towns and enhance overall economic development in the region.

The participants also requested that environmental safeguards, road safety measures and wildlife protection measures should be implemented effectively throughout the construction period.

Conclusions

After detailed discussions, the following conclusions were recorded:

1. The local community unanimously supported the proposed road improvement project.
2. Participants requested that construction activities should be completed within the stipulated time while minimizing inconvenience to the public.
3. Environmental Management Plan (EMP) mitigation measures shall be strictly implemented during construction.
4. The Indigenous Peoples Plan (IPP) shall be implemented effectively to ensure that tribal communities receive project benefits without adverse impacts.
5. The three-layered Grievance Redress Mechanism at the Field, PIU and PMU levels shall be implemented and publicized among the affected communities.
6. Continuous stakeholder consultation shall be maintained throughout the implementation period.

Vote of Thanks

The meeting concluded with a vote of thanks proposed by the Executive Engineer, KRRDA. He expressed sincere gratitude to the representatives of the Asian Development Bank, Forest Department officials, Jalavahini Consultant Pvt. Ltd., local community members, indigenous tribal representatives and all participants for their valuable suggestions, active participation and constructive feedback.

He assured the gathering that all feasible suggestions received during the consultation would be carefully examined and incorporated, wherever appropriate, into the project design, Environmental Management Plan (EMP), Indigenous Peoples Plan (IPP) and project implementation process in accordance with the requirements of the Asian Development Bank Safeguard Policy Statement (2009) and the applicable Government of Karnataka regulations.

Photos























6 July 2026
14.31302757N 74.50416343E
ADB team visit

Areangadi to salkod road in Honnavar taluk uttarakannada district



6 July 2026
14.32392049N 74.49313246E
ADB team visit

Areangadi to salkod road in Honnavar taluk uttarakannada district

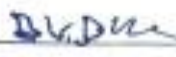
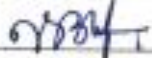
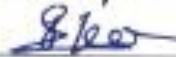
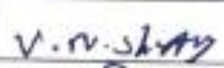
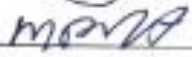
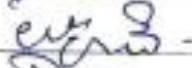
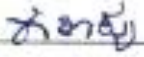
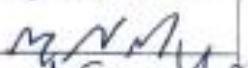
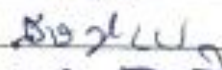
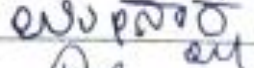


Following ADB Representatives are Present in Public Consultation Programme

Sl No	Name	Designation	Signature
1	Anjay Kumar Senior Environment & Biodiversity Expert (Team Leader)	ADB Representative	Anjay Kumar
2	Suvalaxmi Sen Senior Safeguards Specialist (Environment), OSFG	ADB Representative	Suvalaxmi Sen
3	Maria Laureen Estil. Laurito Senior Safeguards Specialist (Social), OSFG	ADB Representative	
4	Nilesh Kumar Senior Safeguards Officer (Environment), OSFG	ADB Representative	Nilesh Kumar
5	Dr Vinod B Mathur Senior Biodiversity Specialist	ADB Representative	Dr Vinod B Mathur
6	Dinesh Godiyal Social Safeguard Specialist	ADB Representative	Dinesh Godiyal
7	Gaurang Girish Gowande Junior Environment & Biodiversity Expert	ADB Representative	Gaurang Girish Gowande
8	Dr Parul Gupta Junior Environment & Biodiversity Expert	ADB Representative	Dr Parul Gupta

Following Officials and Publics are Present in Public Consultation Programme

Sl No	Name	Designation	Signature
1	Rajeev P. Naik	EE	Rajeev P. Naik
2	N.S. Athabalkar	DS-1	N.S. Athabalkar
3	P. U. G. G. G. G.	EO	P. U. G. G. G. G.
4	S. B. Yalasingamath	JMS P/W	S. B. Yalasingamath
5	Mutappa Gota	AHO	Mutappa Gota
6	J. M. Patel	JMS P/W	J. M. Patel
7	Vijayakumar C	AEE	Vijayakumar C
8	Ganesh V. Nimbalkar	ADA	Ganesh V. Nimbalkar
9	Sayashree Karmat	AE	Sayashree Karmat
10	Subhash A. Naik	AE-2	Subhash A. Naik

Sl No	Name	Designation	Signature
10	ASHA. G. Madhava		
11	Yamuna. J. Sait		
12	Prasanna. P. S.		
13	Parameswar I. Bhat		
14	Rajesh M. Sait		
15	Madhu M. Sait		
16	Vinayaka S. Bhat		
17	Shankar S. Hegde Haverne		
18	Shridhar. V. Bhat. Jankar		
19	Paranathi T. Bhat. Madani		
20	Vishwanath V. Shetty		
21	Vimala V. Shetty		
22	Santosh S. Shetty		
23	Deero. A. Shetty		
24	MAIRVI J. PUTH HONARI		
25	MAIRVI J. PUTH		
26	MAIRVI J. PUTH		
27	MAIRVI J. PUTH		
28	Prasad Bhat		
29	MAIRVI J. PUTH		
30	MAIRVI J. PUTH		
31	MAIRVI J. PUTH		
32	K. S. Hegde Gundali		
33	Shankar. K. Gundali		
34	Rajesh Nair		
35	MAIRVI J. PUTH		
36	MAIRVI J. PUTH		
37	MAIRVI J. PUTH		

MINUTES OF THE PUBLIC CONSULTATION MEETING

Pragathi Patha Project (KRRDA)

Public Consultation Programme

Name of Work

Name of the Work: Improvement of the road from Kondakuli Cross Road to Kodani Road via Beranki Road in Uttara Kannada District. (Road ID-1139)

Project

ADB Assisted Pragathi Patha Project (KRRDA)

Organized by

Karnataka Rural Road Development Agency (KRRDA)

Venue

Kodani Gram Panchayat Meeting Hall

Date

06-07-2026

Time

3.30 PM

Members Present

Representatives of the ADB Team:

1. Shri Anjay Kumar, Senior Environment & Biodiversity Expert (Team Leader)
2. Smt Suvalaxmi Sen, Senior Safeguards Specialist (Environment), OSFG
3. Shri Nilesh Kumar, Senior Safeguards Officer (Environment), OSFG
4. Shri Dr Vinod B Mathur, Senior Biodiversity Specialist
5. Shri Dinesh Godiyal, Social Safeguard Specialist
6. Shri Gaurang Girish Gowande, Junior Environment & Biodiversity Expert
7. Smt. Dr Parul Gupta, Junior Environment & Biodiversity Expert

Project Implementation Unit (PIU) Officials:

8. Shri Rajeev P Naik, Executive Engineer, Project Division, Karwar
9. Shri Subhash A Naik, Assistant Executive Engineer, Project Sub Division, Karwar
10. Shri Vijaykumar, Assistant Executive Engineer, Project Sub Division, Sirsi
11. Smt. Jayashree Gopal Kamat, Assistant Engineer, Project Sub Division, Karwar
12. Shri Ganesh U Nimbalkar, Account Superintendent, Project Division, Karwar

6. Division & Sub Division Out Source Engineers & Other Staffs

DPR Consultants

1. Jalavahini Consultant Dharwad & Niketan Consultant, Bangalore, Representatives

Department Officials

1. Sri. Alla Bakshi, D.S-1(EST), Zilla Panchayat Uttara Kannada
2. Sri. Kirankumar AD, Taluka Panchayat ,Honnavar,
3. Sri. Baburao, P.D.O, Gram Panchayat, Salkod
4. Sri. Sadik Siddiq, P.D.O, Gram Panchayat, Kodani

Proceedings of the Meeting

The Public Consultation Programme commenced with a warm welcome address by the Executive Engineer, KRRDA. He welcomed the distinguished representatives from the Asian Development Bank (ADB), officers of KRRDA, Forest Department officials, Jalavahini Consultant Dharwad & Niketan Consultant, village representatives, indigenous tribal community members and other stakeholders.

The Executive Engineer explained that the consultation was being conducted as part of the environmental and social safeguard requirements of the ADB Assisted Pragathi Patha Project. He highlighted the importance of community participation in planning and implementing rural infrastructure projects and requested the participants to express their views and suggestions openly.

Presentation by Jalavahini Consultant Dharwad & Niketan Consultant Pvt. Ltd.

Following the inaugural remarks, **The Project Manager**, Jalavahini Consultant Dharwad, delivered a detailed PowerPoint presentation covering the technical, environmental and social aspects of the proposed project.

The presentation included:

- Project objectives and scope of work.
- Existing condition of the road.
- Proposed road alignment and cross-section.
- Pavement improvements and drainage provisions.
- Road safety measures.
- Environmental baseline conditions.
- Anticipated environmental and social impacts.
- Environmental Management Plan (EMP).
- Indigenous Peoples Plan (IPP).
- Occupational Health and Safety measures.

- Construction stage mitigation measures.
- Stakeholder consultation process.
- Environmental monitoring programme.

The consultant explained that the project has been planned to improve connectivity while minimizing impacts on the surrounding environment and nearby communities.

Public Consultation and Discussion

An interactive discussion was held with the residents of Kodani village.

The following key issues were discussed:

- During the meeting, members of the public from Kodani Gram Panchayat expressed doubts regarding the approval of the two-road works proposed under the Pragati Path Scheme and sought clarification as to whether only one road had been approved. The Executive Engineer, Planning Division, Karwar, clarified that both road works had been duly approved under the scheme. After this clarification, the meeting proceeded smoothly.
- The ADB Team explained the ADB Safeguard Policy to the public and emphasized that Public Consultation is an integral component of the project. Members of the public were invited to raise questions and were provided with appropriate clarifications.
- The ADB Team enquired whether there were any Scheduled Tribe (ST) habitations along the 3.64 km road stretch. The public informed the Team that there were no Scheduled Tribe (ST) habitations along the road, although Scheduled Caste (SC) families reside in the area.
- The ADB Team further enquired whether the 3.64 km road passes through any forest area. The public explained that the road has existed for more than 40 years and does not pass through any dense forest. It was clarified that the road traverses only ordinary forest surroundings and that no objection has been raised by the Forest Department for widening and improving the existing road. The representatives of the Gram Panchayat and the public further informed the Team that no No Objection Certificate (NOC) from the Forest Department is required for improvement of the existing road.
- The ADB Team informed the public that, in accordance with the ADB Safeguard Policy, all information relating to the Environmental Impact Assessment (EIA) of the project would be uploaded to the designated website for public access and transparency.
- The public was informed about the CPGRAMS grievance portal. It was explained that if any grievance arises during the execution of the road work, it should first be brought to the notice of the Contractor. If the grievance is not resolved within seven days, it should be escalated to the Project Implementation authorities. If the issue still remains unresolved, it may be taken

up with the Karnataka Rural Road Development Agency (KRRDA). If necessary, grievances may also be submitted through the ADB Grievance Redress Mechanism (GRM) portal for appropriate action.

- The ADB Team enquired whether there were any wild animals or wildlife habitats along the proposed road. The members of the public informed the Team that there was no significant movement of wild animals in the project area and that wildlife had not caused any damage or inconvenience to the local residents.
- The ADB Team enquired whether the proposed road improvement would affect any public buildings, private properties, religious structures, commercial establishments, shops, or any other assets. The members of the public confirmed that no such structures or properties would be affected by the proposed road improvement.
- The ADB Team invited suggestions from the public regarding the proposed road improvement works. The public suggested that roadside drains were required at certain locations. The Consultant informed the gathering that, based on the technical requirements, approximately 140 metres of concrete drain has been included in the project estimate. In addition, earthen drains have been proposed wherever necessary along the road.
- The ADB Team enquired about the occurrence of road accidents along the existing road and sought suggestions regarding road safety measures. The public suggested the provision of speed humps at appropriate locations. The Consultant clarified that, instead of speed humps, the project provides for road markings, warning signs, and other traffic safety measures, including the installation of the required traffic signboards and safety devices in accordance with the applicable standards. The members of the public agreed with the proposed safety measures.
- The ADB Team sought the views of the public regarding the necessity of the proposed road improvement. The public stated that the improved road would greatly benefit the local community by providing better access to the Anganwadi Centre, Primary Health Centre, schools, and other essential public services. The ADB Team took note of these views.
- Members of the public enquired about when the road construction works would commence. In response, the ADB Team informed them that the proposed road works are expected to commence during the first quarter of the year 2027.
- The ADB Team informed the gathering that they would visit the project road again during the implementation stage as well as after completion of the work to inspect the quality and progress of the road. They also informed the public that similar public consultation meetings would be conducted in future, wherever required, to review the status of the project and obtain public feedback.

- Finally, the meeting concluded with a vote of thanks delivered by the Executive Engineer, Project Division, Karwar, who expressed gratitude to the ADB Team, officials, public representatives, and all those present for their active participation and cooperation.

Existing Road Condition

The villagers stated that the existing road is narrow, uneven and deteriorated at several locations. During the rainy season, the road becomes difficult to use due to poor drainage and surface damage. They welcomed the proposal for road improvement.

Proposed Road Cross Section

The consultant explained the proposed carriageway width, shoulder improvements, drainage arrangements and road safety provisions. Participants sought clarification regarding access to residential properties, agricultural fields and tribal habitations during construction. The project team clarified that uninterrupted access would be maintained throughout the construction period of 5 years.

Wildlife Movement

Although the project road is classified as a **Category A road**, it is located approximately **3.0 km away from the forest boundary**. During the public consultation, the villagers stated that no incidents of wild animals entering or crossing the existing road have been observed. The Forest Department officials also confirmed that the likelihood of wildlife accessing the existing road is minimal. They explained that effective wildlife protection measures, including a **first line of Elephant-Proof Trench (EPT)** and a **second line of protective fencing**, have already been established along the forest boundary to prevent the movement of elephants and other wild animals into nearby villages and onto the project road. Based on the information provided by the local community and Forest Department officials, the risk of wildlife intrusion onto the project road is considered to be very low.

Environmental Pollution During Construction

The participants discussed likely environmental impacts during construction, including dust generation, noise pollution, traffic inconvenience and waste disposal.

The consultant explained the proposed mitigation measures, including:

- Regular water sprinkling for dust suppression.
- Noise control through well-maintained equipment and regulated working hours.
- Safe disposal of construction debris.
- Prevention of contamination of nearby water bodies.
- Regular environmental monitoring during construction.

Socio-Economic Benefits

The participants appreciated that the proposed road would provide significant socio-economic benefits, including:

- Improved connectivity between villages.
- Better access to schools, hospitals and markets.
- Reduced travel time and transportation costs.
- Improved emergency services.
- Enhanced livelihood opportunities.
- Better access for agricultural transportation.
- Improved connectivity for indigenous tribal communities.
- Overall improvement in quality of life.

Indigenous Peoples Plan (IPP)

The provisions of the Indigenous Peoples Plan (IPP) were explained to the participants. The consultant informed the gathering that the project has been designed to ensure that indigenous tribal communities benefit from the proposed improvements without adversely affecting their livelihoods, cultural identity or traditional access to community resources.

Members of the tribal communities expressed their support for the project and requested that construction activities should not obstruct access to their settlements or forest-based livelihood activities.

Grievance Redress Mechanism (GRM)

The ADB representative explained the **three-layered Grievance Redress Mechanism (GRM)** that will be implemented during the project.

The mechanism will function at:

- Field Level (Contractor and Site Engineers)
- Project Implementation Unit (PIU)
- Project Management Unit (PMU)

Participants were informed that any complaints related to construction activities, environmental impacts, traffic management, safety, access, compensation or other project-related issues could be registered through this mechanism. All grievances will be recorded, reviewed and resolved in a transparent and time-bound manner.

Interaction with ADB Officials

Asian Development Bank (ADB) team interacted directly with the villagers and encouraged them to freely express their views regarding the proposed project.

He invited comments on:

- Existing road conditions.
- Wildlife movement across the project corridor.
- Environmental concerns during construction.
- Socio-economic conditions of the villages.
- Expected benefits of the road improvement project.
- Concerns relating to indigenous tribal communities.
- Measures required for minimizing environmental impacts.

The villagers responded positively and expressed strong support for the project. They stated that the improved road would significantly reduce travel time, improve access to education and healthcare, facilitate transportation of agricultural produce, improve connectivity to nearby towns and enhance overall economic development in the region.

The participants also requested that environmental safeguards, road safety measures and wildlife protection measures should be implemented effectively throughout the construction period.

Conclusions

After detailed discussions, the following conclusions were recorded:

1. The local community unanimously supported the proposed road improvement project.
2. Participants requested that construction activities should be completed within the stipulated time while minimizing inconvenience to the public.
3. Environmental Management Plan (EMP) mitigation measures shall be strictly implemented during construction.
4. The Indigenous Peoples Plan (IPP) shall be implemented effectively to ensure that tribal communities receive project benefits without adverse impacts.
5. The three-layered Grievance Redress Mechanism at the Field, PIU and PMU levels shall be implemented and publicized among the affected communities.
6. Continuous stakeholder consultation shall be maintained throughout the implementation period.

Vote of Thanks

The meeting concluded with a vote of thanks proposed by the Executive Engineer, KRRDA. He expressed sincere gratitude to the representatives of the Asian Development Bank, Forest Department officials, Jalavahini Consultant Pvt. Ltd., local community members, indigenous tribal representatives and all participants for their valuable suggestions, active participation and constructive feedback.

He assured the gathering that all feasible suggestions received during the consultation would be carefully examined and incorporated, wherever appropriate, into the project design, Environmental Management Plan (EMP), Indigenous Peoples Plan (IPP) and project implementation process in accordance with the requirements of the Asian Development Bank Safeguard Policy Statement (2009) and the applicable Government of Karnataka regulations.

Photos











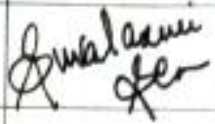
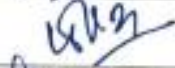
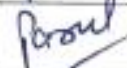




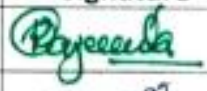
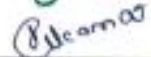
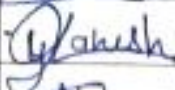




Following ADB Representatives are Present in Public Consultation Programme

Sl No	Name	Designation	Signature
1	Anjay Kumar Senior Environment & Biodiversity Expert (Team Leader)	ADB Representative	
2	Suvalaxmi Sen Senior Safeguards Specialist (Environment), OSFG	ADB Representative	
3	Maria Laureen Estil. Laurito Senior Safeguards Specialist (Social), OSFG	ADB Representative	—
4	Nilesh Kumar Senior Safeguards Officer (Environment), OSFG	ADB Representative	
5	Dr Vinod B Mathur Senior Biodiversity Specialist	ADB Representative	
6	Dinesh Godiyal Social Safeguard Specialist	ADB Representative	
7	Gaurang Girish Gowande Junior Environment & Biodiversity Expert	ADB Representative	
8	Dr Parul Gupta Junior Environment & Biodiversity Expert	ADB Representative	

Following Officials and Publics are Present in Public Consultation Programme

Sl No	Name	Designation	Signature
1	Rajeev P. Naik	EE	
2	Jayashree Kamat	AE	
3	Subhash A. Naik	AE-2	
4	Vijaykumar	ACE	
5	Ganesh V. Nimbalkar	FDA	
6	Nishchit Nayak	FE	
7	Rashan Naik	FE	
8	Abhishek Gunaga	FE	
9			

Sl No	Name	Designation	Signature
10	Telma C. Dias		
11	Nethankalath's Akhari		
12	Urmila G. Nair		
13	Mukata Nair		
14	Venmo C. Nair		
15	Pascal Saver, Dias	Kodani	
16	J.M. Patil	JMS. DAD	
17	Pascal Saver, Dias		
18	M.P. Bhat		
19	Rajendra T. Ali		
20			
21	Shankar S. Nair		
22	Shankar S. Nair		
23	Shankar S. Nair		
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MINUTES OF THE PUBLIC CONSULTATION MEETING

Pragathi Patha Project (KRRDA)

Public Consultation Programme

Name of Work

Improvements to road from Nandroli to Marana katte Hosur Road in Kundapura Taluk Baindur Constituency of Udupi District. (Road ID - 1551)

Project

ADB Assisted Pragathi Patha Project (KRRDA)

Organized by

Karnataka Rural Road Development Agency (KRRDA)

Venue

Nandroli Sabhabavana Bellala Village Udupi District

Date

08-07-2026

Time

10.00am

Members Present

Asian Development Bank (ADB)

1. Ms. Maria Laureen Estil Laurito
2. Mr. Nilesh Kumar
3. Dr. Vinod B. Mathur
4. Mr. Anjay Kumar
5. Dr. Parul Gupta
6. Mr. Dinesh Godiyal
7. Ms. Suvalakshmi Sen
8. Gaurang Girish Gawande

Karnataka Rural Road Development Agency (KRRDA)

8. Executive Engineer
9. Assistant Executive Engineer
10. Assistant Engineer

DPR Consultants

1. Jalavahini Management Services Private Limited, Dharwad

Other Participants

- Forest Department Officials
- Beneficiaries of the road from habitation Nandrolli, Adanagundi Harji Urabailu Habitation
- Members of Indigenous Tribal Communities
- Local residents, farmers, women's self-help groups.

Proceedings of the Meeting

The Public Consultation Programme commenced with a warm welcome address by the Assistant Executive Engineer, KRRDA. He welcomed the distinguished representatives from the Asian Development Bank (ADB), officers of KRRDA, Forest Department officials, Jalavahini Management Services Private Limited, Dharwad, village representatives, indigenous tribal community members and other stakeholders.

The Assistant Executive Engineer explained the Importance of Fact Finding Mission consultation and Environmental and Social Safeguards, for the ADB Assisted Pragathi Patha Project. He also addressed the Importance of the Public participation in the Project, also Draw attention to the ADB Officials the necessity of the road development

Presentation by . Jalavahini Management Services Private Limited, Dharwad

Following the inaugural remarks,. **Jalavahini Management Services Private Limited, Dharwad.**, delivered a detailed PowerPoint presentation covering the Technical, Environmental and social aspects of the proposed project.

The presentation included:

- Project objectives and scope of work.
- Existing condition of the road.
- Proposed road alignment and cross-section.
- Pavement improvements and drainage provisions.
- Road safety measures.
- Environmental baseline conditions.
- Anticipated environmental and social impacts.
- Environmental Management Plan (EMP).
- Indigenous Peoples Plan (IPP).
- Occupational Health and Safety measures.
- Construction stage mitigation measures.
- Stakeholder consultation process.
- Environmental monitoring programme.

The consultant explained that the project has been planned to improve connectivity while minimizing and mitigating impacts on the surrounding environment and nearby communities.

Public Consultation and Discussion

An interactive discussion was held with the residents and Benefeciaries of The proposed road in Nandrolli habitation of Bellala village

The following key issues were discussed:

Existing Road Condition

The villagers stated that the existing road is completely damaged uneven and deteriorated at several locations. During the rainy season, the road becomes difficult to use due to poor drainage and surface damage. They also told that because of the poor condition of the road , Public vehicles school busses are avoiding this route, there fore it will be more helpful for village people if the road condition is improved , They welcomed the proposal for road improvement.

Proposed Road Cross Section

The consultant explained the proposed carriageway width, shoulder improvements, drainage arrangements and road safety provisions. Participants sought clarification regarding access to residential properties, agricultural fields and tribal habitations during construction. The project team clarified that uninterrupted access would be maintained throughout the construction period and maintenance period of 5 years.

Wildlife Movement

Although the project road is classified as a **Category A road**, only 100m of the road is Adjacent to Forest boundary on one side with clear ROW Available. During the public consultation, the villagers stated that no incidents of wild animals entering or crossing the existing road have been observed only Monkeys, Wild Boar are found on rare ocasions. The Forest Department officials also confirmed that the likelihood of wildlife accessing the existing road is minimal. Based on the information provided by the local community and Forest Department officials, the risk of wildlife intrusion onto the project road is considered to be very low.

Environmental Pollution During Construction

There were discussions with participants likely on environmental impacts during construction, including dust generation, noise pollution, traffic inconvenience waste disposal, and safety measures in school and Anganwadi Zones.

The consultant explained the proposed mitigation measures, including:

- Specific safety protocalls for schools and anganwadies (Installation of permanent speed breakers/Rumble Strips, Highly visible school zone signage
- Regular water sprinkling for dust suppression.
- Noise control through well-maintained equipment and regulated working hours.
- Safe disposal of construction debris.
- Prevention of contamination of nearby water bodies.
- Regular environmental monitoring during construction.

Socio-Economic Benefits

The participants appreciated that the proposed road would provide significant socio-economic benefits, including:

- Improved connectivity between villages.
- Better access to schools, hospitals and markets, Panchayath Head Quarters
- Reduced travel time and transportation costs.
- Improved emergency services.
- Enhanced livelihood opportunities.
- Better access for agricultural transportation.
- Improved connectivity for indigenous tribal communities.
- Overall improvement in quality of life.

Indigenous Peoples Plan (IPP)

ADB Officials Conducted separate Consultation with PVTG community , about their present livelihood, and social life, and the facilities they are getting by Tribal Department and local body .The provisions of the Indigenous Peoples Plan (IPP) were explained to the participants. The consultant informed the gathering that the project has been designed to ensure that indigenous tribal communities benefit from the proposed improvements without adversely affecting their livelihoods, cultural identity or traditional access to community resources.

Members of the tribal communities expressed their support for the project and requested that construction activities should not obstruct access to their settlements or forest-based livelihood activities.

Grievance Redress Mechanism (GRM)

The ADB representative explained the **three-layered Grievance Redress Mechanism (GRM)** that will be implemented during the project.

The mechanism will function at:

- Field Level (Contractor and Site Engineers)
- Project Implementation Unit (PIU)
- ADB Portal (PMU)

Participants were informed that any complaints related to construction activities, environmental impacts, traffic management, safety, access, compensation or other project-related issues can be brought directly to the contractor and local community committee for quick on site resolution, unresolved issues escalated to the project Implementation Unit, and even if the issues are not attended could be registered through this mechanism to ADB Portal . All grievances will be recorded, reviewed and resolved in a transparent and time-bound manner.

Interaction with ADB Officials

Asian Development Bank (ADB) team interacted directly with the villagers and encouraged them to freely express their views regarding the proposed project.

- There will be site specific environmental management plan will be reviewed and approved by PIU and ADB Safeguard experts.
- Discussion on Formation of Local Community Committee

- Exact Compliance followed by the specific safety protocols for the school and anganawadi zones is mandatory.
- Scarified Bitumenous , Waste and Debris disposal should be dumped to the dumping sites and should not be pushed into local waterbody and forest area.
- Proper Drainage system to be maintained
- Discussed on Disturbing any road side Houses, Buildings
- Increase in Theft and robbery if road condition improved.
- Cross drainages and existing slab and pipe culverts
- Existing road conditions.
- Wildlife movement on the road
- Socio-economic conditions of the villages.
- Expected benefits of the road improvement project.
- Concerns relating to indigenous tribal communities.
- Measures required for minimizing environmental impacts.

The villagers responded positively and expressed strong support for the project. They stated that the improved road would significantly reduce travel time, improve access to education and healthcare, facilitate transportation of agricultural produce, improve connectivity to nearby towns and enhance overall economic development in the region.

The participants also requested that environmental safeguards, road safety measures and wildlife protection measures should be implemented effectively throughout the construction period.

Conclusions

After detailed discussions, the following conclusions were recorded:

1. The local community unanimously supported the proposed road improvement project.
2. Local community agreed for the formation of Local Community Committee
3. Safety measures for school and Anganawadi zones shall be followed.
4. Diversion of traffic and non disturbance for public movement to be followed during construction.
5. Participants requested that construction activities should be completed as early as possible.
6. Environmental Management Plan (EMP) mitigation measures shall be strictly implemented during construction.
7. The Indigenous Peoples Plan (IPP) shall be implemented effectively to ensure that tribal communities receive project benefits without adverse impacts.
8. The three-layered Grievance Redress Mechanism at the Field, PIU and PMU levels shall be implemented and publicized among the affected communities.
9. Continuous stakeholder consultation shall be maintained throughout the implementation period.

Vote of Thanks

The meeting concluded with a vote of thanks proposed by the Assistant Executive Engineer, KRRDA. He expressed sincere gratitude to the representatives of the Asian Development Bank, Forest Department officials, JMS Consultants., local community members, indigenous tribal representatives and all participants for their valuable suggestions, active participation and constructive feedback.

He assured the gathering that all feasible suggestions received during the consultation would be carefully examined and incorporated, wherever appropriate, into the project design, Environmental Management Plan (EMP), Indigenous Peoples Plan (IPP) and project

implementation process in accordance with the requirements of the Asian Development Bank Safeguard Policy Statement (2009) and the applicable Government of Karnataka regulations.

Field Visit

Prior to the consultation programme, a joint field visit was conducted by the representatives of the Asian Development Bank (ADB), KRRDA officials, Forest Department officials, JMS Consultants., and members of the local community.

During the field inspection, the participants visited important locations along the proposed road corridor to review the existing road condition, drainage requirements, tribal habitations and the reach which is adjacent to forest boundary at one side(from ch 3.6 to 3.71km)

Available Carriage width and ROW were observed and measured found to be 3.75m and above 9.0m respectively.

The School and Anganawady adjacent to the side of the road is also observed

The Tribal Colony Adjacent to the road has been visited. And discussed with community

Existing and good condition CD At Ch 0.005km has been examined

A detailed discussion was conducted by the Asian Development Bank (ADB) representatives with the indigenous tribal community regarding their livelihoods, socio-economic conditions, and dependence on local natural resources. The participants shared information on their primary sources of income, access to basic services, and the challenges they face in their day-to-day lives.

The participants requested continued support from the Government for livelihood enhancement, improved road connectivity, better access to education and healthcare, skill development, employment opportunities during project implementation, and effective implementation of tribal welfare schemes.

Following the field visit, the representatives of the Asian Development Bank (ADB) concluded the programme by expressing their sincere appreciation to the officials of KRRDA, Forest Department representatives, JMS Consultants, village representatives, indigenous tribal community members, and all participants for their active involvement and valuable contributions during the public consultation and site inspection.

The ADB team thanked all stakeholders for their cooperation and constructive suggestions, emphasizing that the feedback received would be duly considered during the detailed design and implementation of the project in accordance with the applicable environmental and social safeguard requirements.

The programme concluded with a group photograph of the ADB representatives, KRRDA officials, Forest Department officials, consultants, and members of the local community to commemorate the successful completion of the public consultation and field visit.

Photos









Fact Finding Mission And

Public Consultation Programme

01 03

Date : 08-07-2026 Place : Nandrolli Sathabhanra

Name of work : Improvement of Road from Nandrolli to Maranaballi Hosur Road in Kundapur taluk Udupi District

Estimated Cost : Rs 160.00 lakhs.

Length : 3.71 km.

Name	Signature
① Sudharshan Shetty	
② Praveen Shetty	
③ Mahesh Shetty	
④ Karunakar Shetty	
⑤ Karunakar Shetty	
⑥	
⑦	
⑧	
⑨ N. Senthil Shetty 9606368789	
⑩ Narayana Shetty - 7022306820.	
⑪ - 8197691682	
12	
13	
14	
15	
16	
17 Jyothi B. Shetty	
18	
19	
20	
21	
22 Shilpa M. Shetty	
23	
24	
25 Ramya	
26 Javan Shetty	
27	

22	Ashwath	Amu
23	ದೇವತೆ	
30	ರಘುನಾಥ	
31	ಸುಬ್ರಹ್ಮಣ್ಯ	
33	ಅನಂತ್ ಶರ್ಮ	Amala Smt
34	ನಿರಾಂಜನ	ಅಂಗಾಂಗ
35	ನೀತಾ	ನೀತಾ
36	ರಾಜೇಶ್ವರಿ ಶರ್ಮ	ರಾಜೇಶ್ವರಿ
37	ಶೇಖರ್	ಶೇಖರ್
38	ಪ್ರದೀಪ	Pruthi
39	ಗಜಲಲಿತ	ಗಜಲಲಿತ
40	ಪಾಲಿ	ಪಾಲಿ
41	ಶಾಂತಿ	ಶಾಂತಿ
42	ತಂತ್ರಾಪತಿ	ನೀತಾ
42	ಸಂಗೀತ	ಸಂಗೀತ
43	ಮಂಜು	ಮಂಜು
44	ನಿರಾಂಜನ	ತಲ್ಲಮತಿ
45	ಶೇಖರ್	ನಂಜು
46	Kadumandi A. K. Smt.	
47	ಶಾಂತಿ	ಶಾಂತಿ
48	ಶೇಖರ್	ಶೇಖರ್
49	ಪ್ರದೀಪ	ಪ್ರದೀಪ
50	Sharath	Sharath
51	ಶೇಖರ್	ಶೇಖರ್
52	ನಂಜು	ನಂಜು
53	ನಂಜು	ನಂಜು
54	Vasanth Smt.	ನಂಜು
55		
56	H. N. Smt. Smt.	H. N. Smt. Smt.
57	H. Shankar Smt. Nandakumar Hagi	
58	ಶೇಖರ್	
59	ಶೇಖರ್	
60	ಶೇಖರ್	
61	ಶೇಖರ್	
62	ಶೇಖರ್	

63	Vijeth Shetty		Vijeth
64	Nachiketh Shetty		Nachiketh
65	Veekshith Shetty		Veekshith
66	Javaneth Shetty		Javaneth
67	Lancester Shetty		Lancester
68	Divish Godigal	9910392307	Divish
69	Milesor Kumar	9562290181	Milesor
70	Pooval Gupta		Pooval
71	Dr. V.B. Mathur	9412054648	Dr. V.B. Mathur
72	Lauren Lamith	+63-9155551225	Lauren
73	Basavaraj Dykto Kundapur	8197775511	Basavaraj
74	Raghuvaran Raghav	9008709412	Raghuvaran

MINUTES OF THE PUBLIC CONSULTATION MEETING

Pragathi Patha Project (KRRDA)

Public Consultation Programme

Name of Work: Improvements to road from Kamblagadhe (Mortu) to Ajri road in Kundapur Taluk, Baindur Constituency of Udupi District. (Road ID - 556)

Project

ADB Assisted Pragathi Patha Project (KRRDA)

Organized by

Karnataka Rural Road Development Agency (KRRDA)

Venue

Mortu Mahaganapathi Temple Sabhabhavana

Date

08-07-2026

Time

2.30 PM

Members Present

Asian Development Bank (ADB)

1. Ms. Maria Laureen Estil Laurito
2. Mr. Nilesh Kumar
3. Dr. Vinod B. Mathur
4. Mr. Anjay Kumar
5. Dr. Parul Gupta
6. Mr. Dinesh Godiyal
7. Ms. Suvalakshmi Sen
8. Shri Gaurang Girish Gowande

Karnataka Rural Road Development Agency (KRRDA)

8. Executive Engineer
9. Assistant Executive Engineer
10. Assistant Engineer

DPR Consultants

1. Jalavahini Management Services Private Limited, Dharwad

Other Participants

- Beneficiaries of the road from habitations Mortu, Haramannu, Kamblagadde, Mudugunda & Karebailu
- Members of Indigenous Tribal Communities
- Local residents, farmers, women's self-help groups.

Proceedings of the Meeting

The Public Consultation Programme commenced with a warm welcome address by the Assistant Executive Engineer, KRRDA. He welcomed the distinguished representatives from the Asian Development Bank (ADB), officers of KRRDA, JMS Consultants, village representatives, indigenous tribal community members and other stakeholders.

The Assistant Executive Engineer explained that the consultation was being conducted as part of the environmental and social safeguard requirements of the ADB Assisted Pragathi Patha Project. He highlighted the importance of community participation in planning and implementing rural infrastructure projects and requested the participants to express their views and suggestions openly.

Presentation by Jalavahini Management Services Pvt. Ltd.

Following the inaugural remarks, **The Project Manager, Jalavahini Management Services Pvt. Ltd.**, delivered a detailed PowerPoint presentation covering the technical, environmental and social aspects of the proposed project.

The presentation included:

- Project objectives and scope of work.
- Existing condition of the road.
- Proposed road alignment and cross-section.
- Pavement improvements and drainage provisions.
- Road safety measures.
- Environmental baseline conditions.
- Anticipated environmental and social impacts.
- Environmental Management Plan (EMP).
- Indigenous Peoples Plan (IPP).
- Occupational Health and Safety measures.
- Construction stage mitigation measures.
- Stakeholder consultation process.
- Environmental monitoring programme.

The consultant explained that the project has been planned to improve connectivity while minimizing impacts on the surrounding environment and nearby communities.

Public Consultation and Discussion

An interactive discussion was held with the residents and beneficiaries of the proposed road in Mortu, Haramannu, Kamblagadde, Mudugunda & Karebailu of bellala Village

The following key issues were discussed:

Existing Road Condition

The villagers stated that the existing road is completely damaged uneven and deteriorated at several locations. During the rainy season, the road becomes difficult to use due to poor drainage and surface damage. They also told that because of the poor condition of the road, Public vehicles school busses are avoiding this route, therefore it will be more helpful for village people if the road condition is improved , They welcomed the proposal for road improvement

Proposed Road Cross Section

The consultant explained the proposed carriageway width, shoulder improvements, drainage arrangements and road safety provisions. Participants sought clarification regarding access to residential properties, agricultural fields and tribal habitations during construction. The project team clarified that uninterrupted access would be maintained throughout the construction period and maintenance period of 5 years.

Wildlife Movement

Although the project road is classified as a **Category A road**, only 100m of the road is Adjacent to Forest boundary on one side with clear ROW Available. During the public consultation, the villagers stated that no incidents of wild animals entering or crossing the existing road have been observed only Monkeys, Wild Boar, Peacocks are found on rare occasions. Based on the information provided by the local community, the risk of wildlife intrusion onto the project road is considered to be very low.

Environmental Pollution During Construction

There were discussions with participants likely on environmental impacts during construction, including dust generation, noise pollution, traffic inconvenience waste disposal, and safety measures in school and Anganwadi Zones.

The consultant explained the proposed mitigation measures, including:

- Specific safety protocalls for schools and anganwadies (Installation of permanent speed breakers/Rumble Strips, Highly visible school zone signage
- Regular water sprinkling for dust suppression.
- Noise control through well-maintained equipment and regulated working hours.
- Safe disposal of construction debris.
- Prevention of contamination of nearby water bodies.
- Regular environmental monitoring during construction.
-

Socio-Economic Benefits

The participants appreciated that the proposed road would provide significant socio-economic benefits, including:

- Improved connectivity between villages.
- Better access to schools, hospitals and markets.
- Reduced travel time and transportation costs.
- Improved emergency services.
- Enhanced livelihood opportunities.
- Better access for agricultural transportation.
- Improved connectivity for indigenous tribal communities.
- Overall improvement in quality of life.

Indigenous Peoples Plan (IPP)

ADB Officials Conducted separate Consultation with PVTG community, about their present livelihood, and social life, and the facilities they are getting by Tribal Department and local body. The provisions of the Indigenous Peoples Plan (IPP) were explained to the participants. The consultant informed the gathering that the project has been designed to ensure that indigenous tribal communities benefit from the proposed improvements without adversely affecting their livelihoods, cultural identity or traditional access to community resources.

Members of the tribal communities expressed their support for the project and requested that construction activities should not obstruct access to their settlements or forest-based livelihood activities.

Grievance Redress Mechanism (GRM)

The ADB representative explained the **three-layered Grievance Redress Mechanism (GRM)** that will be implemented during the project.

The mechanism will function at:

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Interaction with ADB Officials

Asian Development Bank (ADB) team interacted directly with the villagers and encouraged them to freely express their views regarding the proposed project.

- There will be site specific environmental management plan will be reviewed and approved by PIU and ADB Safeguard experts.
- Discussion on Formation of Local Community Committee
- Exact Compliance followed by the specific safety protocols for the school and anganawadi zones is mandatory.
- Scarified Bitumenous , Waste and Debris disposal should be dumped to the dumping sites and should not be pushed into local waterbody and forest area.
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- Discussed on Disturbing any road side Houses, Buildings
- Increase in Theft and robbery if road condition improved.
- Cross drainages and existing slab and pipe culverts
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- Wildlife movement on the road
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The villagers responded positively and expressed strong support for the project. They stated that the improved road would significantly reduce travel time, improve access to education and healthcare, facilitate transportation of agricultural produce, improve connectivity to nearby towns and enhance overall economic development in the region.

The participants also requested that environmental safeguards, road safety measures and wildlife protection measures should be implemented effectively throughout the construction period.

Conclusions

After detailed discussions, the following conclusions were recorded:

1. The local community unanimously supported the proposed road improvement project.
2. Local community agreed for the formation of Local Community Committee
3. Safety measures for school and Anganawadi zones shall be followed.
4. Diversion of traffic and non-disturbance for public movement to be followed during construction.
5. Participants requested that construction activities should be completed as early as possible.
6. Environmental Management Plan (EMP) mitigation measures shall be strictly implemented during construction.
7. The Indigenous Peoples Plan (IPP) shall be implemented effectively to ensure that tribal communities receive project benefits without adverse impacts.
8. The three-layered Grievance Redress Mechanism at the Field, PIU and PMU levels shall be implemented and publicized among the affected communities.
9. Continuous stakeholder consultation shall be maintained throughout the implementation period.

Vote of Thanks

The meeting concluded with a vote of thanks proposed by the Assistant Executive Engineer, KRRDA. He expressed sincere gratitude to the representatives of the Asian Development Bank, Forest Department officials, JMS Consultants, local community members, indigenous tribal representatives and all participants for their valuable suggestions, active participation and constructive feedback.

He assured the gathering that all feasible suggestions received during the consultation would be carefully examined and incorporated, wherever appropriate, into the project design, Environmental Management Plan (EMP), Indigenous Peoples Plan (IPP) and project implementation process in accordance with the requirements of the Asian Development Bank Safeguard Policy Statement (2009) and the applicable Government of Karnataka regulations.

Field Visit

Prior to the consultation programme and after public meeting, a joint field visit was conducted by the representatives of the Asian Development Bank (ADB), KRRDA officials, Forest Department officials, JMS Consultants., and members of the local community.

During the field inspection, the participants visited important locations along the proposed road corridor to review the existing road condition, drainage requirements, tribal habitations and the reach which is adjacent to forest boundary at one side(from ch 3.6 to 3.71km)

Available Carriage width and ROW were observed and measured found to be 3.75m and above 9.0m respectively.

The School and Anganawady adjacent to the side of the road is also observed

The Tribal Colony connecting to the road with a small cross road observed and visited the colony. And discussed with community

A detailed discussion was conducted by the Asian Development Bank (ADB) representatives with the indigenous tribal community regarding their livelihoods, socio-economic conditions, and dependence on local natural resources. The participants shared information on their primary sources of income, access to basic services, and the challenges they face in their day-to-day lives.

The participants requested continued support from the Government for livelihood enhancement, improved road connectivity, better access to education and healthcare, skill development, employment opportunities during project implementation, and effective implementation of tribal welfare schemes.

Following the field visit, the representatives of the Asian Development Bank (ADB) concluded the programme by expressing their sincere appreciation to the officials of KRRDA, Forest Department representatives, JMS., village representatives, indigenous tribal community members, and all participants for their active involvement and valuable contributions during the public consultation and site inspection.

The ADB team thanked all stakeholders for their cooperation and constructive suggestions, emphasizing that the feedback received would be duly considered during the detailed design and implementation of the project in accordance with the applicable environmental and social safeguard requirements.

The programme concluded with a group photograph of the ADB representatives, KRRDA officials, Forest Department officials, consultants, and members of the local community to commemorate the successful completion of the public consultation and field visit.

Photos









Fact Finding Mission And Public Consultation

Road - 2

Name of work:		
Kamblagadhe North to Ajri Road		
Est. Cost: ₹ 200.00 Lakhs.		
Road length: 3.77km.		
Name	Contact No.	Signature
① Sharali Av	8892561169	[Signature]
② Sandur Kumar Shetty	7760168379	[Signature]
③ SUDHARSHAN SHETTY	9945399721	[Signature]
④ Pooresh Nook	8971796483	[Signature]
5) Shanthi Datta Nayak	9902198625	[Signature]
6 C.P. Vigneshwar Bhat	9731435694	[Signature]
7) [Signature]	9008591159	[Signature]
8) M. Senthil Kumar Shetty	9591013464	[Signature]
9. Jayaprakash Shetty	9901050172	[Signature]
10) Prashant Kumar Shetty	9611496330	[Signature]
11) [Signature]	8861038405	[Signature]
12 [Signature]	9972245099	[Signature]
13 [Signature]	9113654481	[Signature]
14 [Signature]	9980240378	[Signature]
15 [Signature]	8971005341	[Signature]
16 [Signature]	9731529166	[Signature]
17 [Signature]	9731956589	[Signature]
18 [Signature]		[Signature]
19 Manesh	7002990728	[Signature]
20 [Signature]	9741134105	[Signature]
21 Sudhakar	7377858678	[Signature]
22 [Signature]	7760007112	[Signature]
23 Prashanth	9535652259	[Signature]
24 [Signature]	8095120547	[Signature]
25 Divakar	9632610113	[Signature]
26 Shivarama Acharya	9971785258	[Signature]
27 [Signature]	9591475401	[Signature]
28 [Signature]		
29 [Signature]		
30 [Signature]		

Sachin	9632903072
Pranav	9019345322
Shrile	9900305506
Seetharam. Shetty	9980537019
Sathwik	8139905759
Rajnarayan Nayak	9380913014
Vignesh Nafale	8971695633
Shraddha	9900402578

20022		
H. Chandrasekhar Rao	9741689330	
230822	9632984571	
230822	9108600467	
230822	7795183598	

SRIDHAR DOOSARY	9945538506	
Manjunath	7619607491	Manjunath
230822	7619471966	230822
230822	7619471966	230822
230822	8277217994	230822
230822	9008179927	230822
230822	9762173962	230822
230822	9008742253	230822
230822	9902675058	230822
Ravi Achar	9481957383	Ravi Achar
230822	9900090573	230822
230822	7535850114	230822
230822	7880531097	230822
230822	7022919083	230822
Raghavendra	9964665235	230822

Minutes of Meeting Proceedings of Public Consultation held in Napoklu to Ajjimotte Pallirane Road, on 10-07-2026 at 11.30 AM in Kodava Samaja,Napoklu Village,Madikeri Taluk,Virajpet Constituency,Kodagu District in the presence of the Asian Development Bank (ADB) Team in connection with the ongoing Fact Finding Mission for the Pragathi Patha Scheme

Members Present

Representatives of the ADB Team:

1. Smt Suvalaxmi Sen, Senior Safeguards Specialist (Environment), OSFG
2. Smt Laureen Laurito, Senior Safeguards Specialist (Environment), OSFG
3. Sri Nilesh Kumar, Senior Safeguards Officer (Environment), OSFG
4. Sri Dr Vinod B Mathur, Senior Biodiversity Specialist
5. Sri Anjay Kumar, Senior Environment & Biodiversity Expert (Team Leader)
6. Sri Dinesh Godiyal, Social Safeguard Specialist
7. Smt. Dr Parul Gupta, Junior Environment & Biodiversity Expert

Project Implementation Unit (PIU) Officials:

1. Sri Shivanand, Executive Engineer, Project Division, Mangalore
2. Sri Rafique.B, Assistant Engineer, Project Sub Division, Kodagu Department Officials

DPR Consultant & Public

1. Sri Omkar.A, M/s Samudyatha Consultants,Mysore
2. Sri Naravanda Umesh, Congress party leader
3. Sri Shashi Kushalappa Zone Congress president
4. Sri Baleda medappa, Congress party leader
5. and Publics

The meeting commenced by extending a warm welcome to the ADB Team, all the officials, staff members, DPR Consultants, and the members of the public who were present at the meeting.

Name of the Work: Improvement of the road from Napoklu to Ajjimotte Pallirane Road in Madikeri Taluk,Kodagu District.

- Road ID :4162
- Estimated Cost : ₹312.70 Lakhs
- Road Length : 3.60 km
- Proposed Length : 3.35 Km
- Location : Kodava Samaja,Napoklu Village

At the outset, Sri Suju Kushalappa Zone Congress president welcomed all the members of the ADB Team and the officials present at the meeting.

The Assistant Engineer explained that the consultation was being conducted as part of the environmental and social safeguard requirements of the ADB Assisted Pragathi Patha Project. He highlighted the importance of community participation in implementing the project and requested the public to express their views and suggestions.

Further he explained that the project is implemented by Karnataka Rural Development Agency (KRRDA), Bangalore and the Government of Karnataka will receive financial assistance from the Asian Development Bank for the proposed 'Pragathi Patha' works

As directed by the Assistant Engineer, the DPR Consultant presented the salient features of the Detailed Project Report (DPR) to the ADB team and the members of the public. A comprehensive explanation of the proposed road project was given, and the public was invited to offer their suggestions, comments, and queries regarding the project

The Right of Way (ROW) of the proposed road was discussed with the ADB Team. It was informed that the required ROW of 7.50 m is available throughout the road stretch.

The ADB Team explained the ADB Safeguard Policy to the public and emphasized that Public Consultation is an integral component of the project. Members of the public were invited to raise questions and were provided with appropriate clarifications.

The ADB Team enquired whether there were any Scheduled Tribe (ST) habitations along the 3.60 km road stretch. The public informed the ADB Team in Napoklu Village there are Scheduled Tribe (ST) population. ADB Team interacted with the 01 Scheduled Tribe (ST) present in the consultation.

The ADB Team further enquired whether the 3.60 km road alignment passes through any forest area. The public explained that the road has existed for more than 20 years and does not pass through any forest.

The ADB Team informed the public that, in accordance with the ADB Safeguard Policy, all information relating to the Environmental Impact Assessment (EIA) of the project would be uploaded in the ADB website for public access and transparency.

The public was informed about the 03 layered Grievance Redress Mechanism (GRM). It was explained that if any grievance arises during the execution of the road work, it should first be brought to the notice of the Contractor. If the grievance is not resolved within seven days, it should be escalated to the Project Implementation authorities. If the issue still remains unresolved, it may be taken up with the Karnataka Rural Road Development Agency (KRRDA). If the Grievance is not resolved in these Grievance Redress Mechanism (GRM) public can complain to ADB through the ADB Website.

The ADB Team enquired whether there were any wild animals or wildlife habitats crosses along the proposed road. The public informed the team that there was no significant movement of wild animals in the project area and that wildlife had not caused any damage or inconvenience to the local residents.

The ADB Team enquired whether the proposed road improvement would affect any public buildings, private properties, religious structures, commercial establishments, shops, or any other assets. The members of the public confirmed that no such structures or properties would be affected by the proposed road improvement.

The ADB Team sought the views of the public regarding the necessity of the proposed road improvement. The public stated that the improved road would greatly benefit the local community by providing better access to the Anganwadi Centre, Primary Health Centre, schools, and other essential public services. The ADB Team took note of these views.

Publics enquired about when the road construction works would commence. In response, the ADB Team informed them that the proposed road works are expected to commence during the first quarter of the year 2027-28

The ADB Team informed the gathering that they would visit the project road during the construction stage and will inspect the quality and progress of the work. They also informed the public that similar public consultation meetings would be conducted in future to review the status and quality of the project and will obtain public feedback.

Finally, the meeting concluded with a vote of thanks delivered by Executive engineer, who expressed gratitude to the ADB Team, officials, public representatives, and all those present for their active participation and cooperation.

Executive Engineer
Project Division, Mangalore

No:EE/PDK/PB/ADB/2026-27

Date:

Copy Submitted To:

1. The Chief Executive Officer, Karnataka Rural Road Development Agency (KRRDA), Bengaluru, for kind information.
2. The Superintending Engineer, Rural Drinking Water and Sanitation Circle, Mangalore, for kind information.
3. The Assistant Executive Engineer, Project Sub Division, K o d a g u ,for information and necessary action.

Minutes of Meeting Proceedings of Public Consultation held in Basariguppe to Aliluguppe Road, on 10-07-2026 at 04.00 PM in Basariguppe Community Hall, Somavarpete Taluk, Kodagu District in the presence of the Asian Development Bank (ADB) Team in connection with the ongoing Fact Finding Mission for the Pragathi Patha Scheme

Members Present

Representatives of the ADB Team:

1. Smt Suvalaxmi Sen, Senior Safeguards Specialist (Environment), OSFG
2. Smt Laureen Laurito, Senior Safeguards Specialist (Environment), OSFG
3. Sri Nilesh Kumar, Senior Safeguards Officer (Environment), OSFG
4. Sri Dr Vinod B Mathur, Senior Biodiversity Specialist
5. Sri Anjay Kumar, Senior Environment & Biodiversity Expert (Team Leader)
6. Sri Dinesh Godiyal, Social Safeguard Specialist
7. Smt. Dr Parul Gupta, Junior Environment & Biodiversity Expert

Project Implementation Unit (PIU) Officials:

1. Sri Shivanand, Executive Engineer, Project Division, Mangalore
2. Sri Rafique.B, Assistant Engineer, Project Sub Division, Kodagu Department Officials

DPR Consultant & Public

1. Sri Omkar.A, M/s Samudyatha Consultants, Mysore
2. Sri V P Shashidhar, Congress party leader
3. Sri N M Muthappa, Congress party leader
4. Smt Yogini beliyappa, Ex President
5. and Publics

The meeting commenced by extending a warm welcome to the ADB Team, all the officials, staff members, DPR Consultants, and the members of the public who were present at the meeting.

Name of the Work: Improvement of the road from Basariguppe to Aliluguppe Road in Somvarpet Taluk, Madikeri Constituency, Kodagu District.

- Road ID : 4162
- Estimated Cost : ₹383.00 Lakhs
- Road Length : 4.50 km
- Proposed Length : 4.50 Km
- Location : Basariguppe Community Hal

At the outset, Sri V P Shashidhar Congress party leader welcomed all the members of the ADB Team and the officials present at the meeting

The Executive Engineer explained that the consultation was being conducted as part of the environmental and social safeguard requirements of the ADB Assisted Pragathi Patha Project. He highlighted the importance of community participation in implementing the project and requested the public to express their views and suggestions.

Further he explained that the project is implemented by Karnataka Rural Development Agency (KRRDA), Bangalore and the Government of Karnataka will receive financial assistance from the Asian Development Bank for the proposed 'Pragathi Patha' works

As directed by the Executive Engineer, the DPR Consultant presented the salient features of the Detailed Project Report (DPR) to the ADB team and the members of the public. A comprehensive explanation of the proposed road project was given, and the public was invited to offer their suggestions, comments, and queries regarding the project

The Right of Way (ROW) of the proposed road was discussed with the ADB Team. It was informed that the required ROW of 7.50 m is available throughout the road stretch.

The ADB Team explained the ADB Safeguard Policy to the public and emphasized that Public Consultation is an integral component of the project. Members of the public were invited to raise questions and were provided with appropriate clarifications.

The ADB Team enquired whether there were any Scheduled Tribe (ST) habitations along the 4.50 km road stretch. The public informed the ADB team in Aliluguppe Village there are Scheduled Tribe (ST) population and also this road will help them. ADB Team interacted with the 01 Scheduled Tribe (ST) present in the consultation.

The ADB Team further enquired whether the 4.50 km road alignment passes through any forest area. The public explained that the road has existed for more than 20 years and does not pass through any forest.

The ADB Team informed the public that, in accordance with the ADB Safeguard Policy, all information relating to the Environmental Impact Assessment (EIA) of the project would be uploaded in the ADB website for public access and transparency.

The public was informed about the 03 layered Grievance Redress Mechanism (GRM). It was explained that if any grievance arises during the execution of the road work, it should first be brought to the notice of the Contractor. If the grievance is not resolved within seven days, it should be escalated to the Project Implementation authorities. If the issue still remains unresolved, it may be taken up with the Karnataka Rural Road Development Agency (KRRDA). If the Grievance is not resolved in these Grievance Redress Mechanism (GRM) public can complain to ADB through the ADB Website.

The ADB Team enquired whether there were any wild animals or wildlife habitats crosses along the proposed road. The public and forest official informed the team that there is no significant movement of wild animals in the project area and the wildlife had not caused any damage or inconvenience to the local residents.

The ADB Team enquired whether the proposed road improvement would affect any public buildings, private properties, religious structures, commercial establishments, shops, or any other assets. The members of the public confirmed that no such structures or properties would be affected by the proposed road improvement.

The ADB Team sought the views of the public regarding the necessity of the proposed road improvement. The public stated that the improved road would greatly benefit the local community by providing better access to the Anganwadi Centre, Primary Health Centre, schools, reduces distance to connect taluk headquarters and other essential public services The ADB Team took note of these views.

Publics enquired about when the road construction works would commence. In response, the ADB Team informed them that the proposed road works are expected to commence during the first quarter of the year 2027-28.

The ADB Team informed the gathering that they would visit the project road during the construction stage and will inspect the quality and progress of the work. They also informed the public that similar public consultation meetings would be conducted in future to review the status and quality of the project and will obtain public feedback.

Finally, the meeting concluded with a vote of thanks delivered by Executive engineer, who expressed gratitude to the ADB Team, officials, public representatives, and all those present for their active participation and cooperation.

Executive Engineer
Project Division, Mangalore

No:EE/PDK/PB/ADB/2026-27

Date:

Copy Submitted To:

4. The Chief Executive Officer, Karnataka Rural Road Development Agency (KRRDA), Bengaluru, for kind information.
5. The Superintending Engineer, Rural Drinking Water and Sanitation Circle, Mangalore, for kind information.
6. The Assistant Executive Engineer, Project Sub Division, K o d a g u ,for information and necessary action.

Public Consultation Photographs



Napoklu to Ajiimotte Pallirane Road



Basariguppe to Aliluguppe Road

PRAGATHI PATHA

Name of Road: Basariguppe to Aliluguppe Road * Road ID - 4822
 Length: 4.50 km
 Block: Madikeri District Kodagu

1 Total No. of People present for the Transect walk :

Male : 46 Female: 13 - Total 59

2 Demographic information where the Walk was conducted :

3 No. of Govt. Employees present : 02

4 No. of Contractors Employees : -

5 No. of participants from Minority community :

SC : 08 - ST: 01 - Women: -

Sl.no	Name	Village	Designation	Signature	Caste
1	Muttappa N.M	Siddaluraguppe	Agriculture	[Signature]	Kodan
2	Kithero Kunir	Arasiraguppe	Agriculture	B.K. Sathya	Nair
3	N.B. Bellappa	Basariguppe	Agriculture	N.B. Bellappa	Browder
4	Vasu Gopala	Aliluguppe	Agriculture	S.R. Gopala	Vokkaliga
5	H.N. Ponappa	Basariguppe	Agriculture	H.N. Ponappa	
6	K.S. Krishnegowda	Thoremur	Ex president	K.S. Krishnegowda	
7	Ramesh	Aliluguppe	Agriculture	[Signature]	Gonda
8	S.D. Udaya	Siddaluraguppe	Agriculture	[Signature]	2A
9	Gurusu	Basariguppe	Kooli	[Signature]	SA
10	Muthu H.C	Aliluguppe	Agriculture	[Signature]	SC
11	Hannarah B.K	Arasiraguppe	Agriculture	B.K. Hannarah	SC
12	Nirajana B.P	Basariguppe	Kooli	Nirajana	SC
13	Banan K.A	Basariguppe	Kooli	[Signature]	
14	Hikil B.T	Basariguppe	Agriculture	[Signature]	
15	M.T. Baby	Arasiraguppe	Agriculture	[Signature]	
16	K.B. Devanaj	Aliluguppe	Aliluguppe	K.B. Devanaj	
17	Prakash H.P	Arasiraguppe	Agriculture	Prakash	
18	Shenmy Gonda	Arasiraguppe	Agriculture	[Signature]	
19	Jagadeesha Ram	Arasiraguppe	Agriculture	[Signature]	SC
20	Santhosh N.B	Basariguppe	Agriculture	Santhosh N.B	
21	Ahara B.A	Basariguppe	Agriculture	[Signature]	
22	Kushan Shetty N.B	Basariguppe	Agriculture	[Signature]	
23	P.L. Harich	Basariguppe	Agriculture	[Signature]	

PRAGATHI PATHA

Name of Road: Basanguppe to Aliluguppe Road - Road ID 4822

Block; Madikeri

District Kodagu

1 Total No. of People present for the Transect walk :

Male : Female: - Total

2 Demographic information where the Walk was conducted :

3 No. of Govt. Employees present :

4 No. of Contractors Employees :

5 No. of participants from Minority community :

SC : - ST: - Women: -

Sl.no	Name	Village	Designation	Signature
24. 1	P.P. Harish	Basanguppe	Driver	P.P. Harish
25. 2	D.S. Devadaj	Basanguppe	Driver	D.S. Devadaj
26. 3	Guruprasad	Basanguppe	Agriculture	Guruprasad
27. 4	Shashi Kumar	Basanguppe	Agriculture	C.S. Shashi
28. 5	Pharmendran K.E.	Basanguppe	Agriculture	Pharmendran
29. 6	MADAN. KP	Basanguppe	Driver	MADAN. KP
30. 7	Prasanna	Basanguppe	Agriculture	Prasanna
31. 8	Chithan	-	Agriculture	Chithan
32. 9	Pujith	-	CP	Pujith
33. 10	Hari	-	CP	Hari
34. 11	Dhananjaya BU	Basanguppe	Agriculture	Dhananjaya
35. 12	Satish Kumar P.	Basanguppe	ADB	Satish Kumar
36. 13	D.V.B. Mallu	ADB	ADB	D.V.B. Mallu
37. 14	L. Lamin	ADB HQ	Social Eng	L. Lamin
38. 15	Nilesalvaran	ADB, Madikeri	Agriculture	Nilesalvaran
39. 16	Prasanna Gupta	ADB	Consultant	Prasanna Gupta
40. 17	ANJAY Kulkarni	ADB	TA Consultant	ANJAY Kulkarni
41. 18	Pravalemani	ADB-HQ	Env. Expert	Pravalemani
42. 19	Chiramon	Ecological		Chiramon
43. 20	Omkar. A	Mysore	Consultant	Omkar. A
44. 21	Manjunath	Mysore	Consultant	Manjunath
45. 22	Madher	Mysore	Consultant	Madher
46. 23	Ramu	Mysore	Consultant	Ramu. C.

PRAGATHI PATHA

Name of Road:

Block;

District

1 Total No. of People present for the Transect walk :

Male :

Female:

- Total

2 Demographic information where the Walk was conducted :

3 No. of Govt. Employees present :

4 No. of Contractors Employees :

5 No. of participants from Minority community :

SC :

- ST:

- Women:

-

	Sl.no	Name	Village	Designation	Signature
47	1	Yogesh	Basariguppe	Farmer	[Signature]
48	2	20000	Basariguppe	-	20000
49	3	Rajeev	Basariguppe	-	Rajeev
50	4	ನೀಲವತಿ	Basariguppe	-	ನೀಲವತಿ
51	5	P. K. ಶಿವಶಂಕರ	Basariguppe	-	[Signature]
52	6	Mamatha	Basariguppe	-	Mamatha
53	7	ಶಿವಶಂಕರ	Basariguppe	-	Shiv
54	8	ಶಿವಶಂಕರ	Basariguppe	-	Basar
55	9	ಶಿವಶಂಕರ	Basariguppe	-	Shiv
56	10	ಶಿವಶಂಕರ	Basariguppe	-	Shiv
57	11	ಶಿವಶಂಕರ	Basariguppe	-	Shiv
58	12	Rafiq	Kushalnagar	Junior Engineer	[Signature]
59	13	Roshan Augustin	Madikeri	Assistant-Office	[Signature]
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Date : 10 ~~07~~ : 2026

PRAGATHI PATHA

Name of Road: Napoklu to Ajjimoto Pallirane Road (Road no 4162).
Block; Virajpet District Kodagu

1 Total No. of People present for the Transect walk :

Male : 35 Female: 15 - Total 50

2 Demographic information where the Walk was conducted :

3 No. of Govt. Employees present : 02

4 No. of Contractors Employees :

5 No. of participants from Minority community :

SC: 04 - ST: 01 - Women:

Sl.no	Name	Village	Designation	Signature
1	T.K. Raghava	Ajjanur	Former	
2	M.A. Subraman	Ajjanur	Former	
3	S. Nivaran	Ajjanur	Student	
4	B.P. Gresh	Ajjanur	Student	
5	S. R.		Student	
6	S. R.		Student	
7	S. R.		Student	
8	S. R.		Student	
9	S. R.		Student	
10	S. R.		Student	
11	S. R.		Student	
12	S. R.		Student	
13	S. R.		Student	
14	S. R.		Student	
15	S. R.		Student	
16	S. R.		Student	
17	S. R.		Student	
18	S. R.		Student	
19	S. R.		Student	
20	S. R.		Student	
21	S. R.		Student	
22	S. R.		Student	
23	S. R.		Student	

PRAGATHI PATHA

Name of Road: Napoklu to Ajjimote Road

Block: Virajpet

District Kodagu

- 1 Total No. of People present for the Transect walk :
Male : Female: - Total
- 2 Demographic information where the Walk was conducted :
- 3 No. of Govt. Employees present :
- 4 No. of Contractors Employees :
- 5 No. of participants from Minority community :
SC : - ST: - Women: -

Sl.no	Name	Village	Designation	Signature
24	1	Saliyal, Nola	Napoklu	Sh. S. N
25	2	B.B. UTHAPPA	Napoklu	B.B. Uthappa
26	3	B.M. EHANAPPA	Napoklu	B.M. Ehanappa
27	4	T. R. Moneeth	Ajjimutta	T.R. Moneeth
28	5	K.M. Zubair	Ajjimutta	K.M. Zubair
29	6	K.S. Kitta	Ajjimutta	K.S. Kitta
30	7	T. A. Harith	Ajjimutta	T.A. Harith
31	8	M.A. Hossain	Ajjimutta	M.A. Hossain
32	9	M.A. Sadaki	Ajjimutta	M.A. Sadaki
33	10	K.R. Luoreth	Ajjimutta	K.R. Luoreth
34	11	B.M. Pravegappa	Ajjimutta	B.M. Pravegappa
35	12	Kolappa. K.P	Napoklu	Kolappa. K.P
36	13	Yogini	Beesbergappa	Yogini
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PRAGATHI PATHA

Name of Road: Napoklu to Ajimote Pellanane Road

Block; Virajpet

District Kodagu

1 Total No. of People present for the Transect walk :

Male : Female: - Total

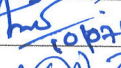
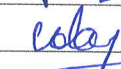
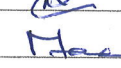
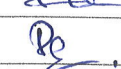
2 Demographic information where the Walk was conducted :

3 No. of Govt. Employees present :

4 No. of Contractors Employees :

5 No. of participants from Minority community :

SC : - ST: - Women: -

Sl.no	Name	Village	Designation	Signature
37 1	Lauren Laurito	Philippines, ADB HQ	social expert	
38 2	Amalamma Ben	ADB, HQ - Philippine	Env. Safe. exp	
39 3	ANISAY KUMAR	ADB TA - Gujara	Team Leader	
40 4	NICOLAICOMAR	ADB Office, Delhi	Sr. Govt. officer	
41 5	Shivanand Engineer	KRRDA Anglure	Executive Engineer	
42 6	Dinenu Godiyal	ADATA	Social expert	
43 7	Rajul Gupta	Adt.	Env. Consultant	
44 8	Udayakumars	Besari gurpe	Kusalpagan	
45 9	ONICAR. A	Mysore	Consultant	
46 10	Mangunath	Mysore	Consultant	
47 11	Madhu	Mysore	Consultant	
48 12	Panu	Mysore	Consultant	
49 13	Roshan Augustin	Madikeri	Department	
50 14	Rafiq	beshelkangi	Junior Engineer	
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MINUTES OF THE PUBLIC CONSULTATION MEETING

ADB Assisted Pragathi Patha Project (KRRDA)

Public Consultation Programme

Name of Work

Road ID 5168 Proposed Improvement to the Road from Gonikoppa Main Road to Hebaturu – Laxmipura Hadi – Booditittu Road (Chainage: 0.00 km to 4.61 km), Piriapatna Taluk, Mysuru District

Project

ADB Assisted Pragathi Patha Project (KRRDA)

Implementing Agency

Karnataka Rural Road Development Agency (KRRDA)

Venue

Samudaya Bhavana, Hebaturu Village, Piriapatna Taluk, Mysuru District

Date

11-07-2026

Time

10.00am

Members Present

Asian Development Bank (ADB)

1. Ms. Maria Laureen Estil Laurito
2. Mr. Nilesh Kumar
3. Dr. Vinod B. Mathur
4. Mr. Anjay Kumar
5. Dr. Parul Gupta
6. Mr. Dinesh Godiyal
7. Ms. Suvalaxmi Sen

Karnataka Rural Road Development Agency (KRRDA)

8. Executive Engineer
9. Assistant Executive Engineer
10. Assistant Engineer

DPR Consultants

1. Project manager, Geonet Consultants (OPC) Pvt. Ltd. Mysore

Other Participants

- Forest Department Officials
- Representatives of Hebaturu, Laxmipura Hadi and Booditittu villages
- Members of Indigenous Tribal Communities
- Local residents, farmers, women's self-help groups.

Proceedings of the Meeting

The Public Consultation Programme commenced with a warm welcome address by the Executive Engineer, KRRDA. He welcomed the distinguished representatives from the Asian Development Bank (ADB), officers of KRRDA, Forest Department officials, Geonet Consultants (OPC) Pvt. Ltd., village representatives, indigenous tribal community members and other stakeholders.

The Executive Engineer explained that the consultation was being conducted as part of the environmental and social safeguard requirements of the ADB Assisted Pragathi Patha Project. He highlighted the importance of community participation in planning and implementing rural infrastructure projects and requested the participants to express their views and suggestions openly.

Presentation by Geonet Consultants (OPC) Pvt. Ltd.

Following the inaugural remarks, **The Project Manager, Geonet Consultants (OPC) Pvt. Ltd.**, delivered a detailed PowerPoint presentation covering the technical, environmental and social aspects of the proposed project.

The presentation included:

- Project objectives and scope of work.
- Existing condition of the road.
- Proposed road alignment and cross-section.
- Pavement improvements and drainage provisions.
- Road safety measures.
- Environmental baseline conditions.
- Anticipated environmental and social impacts.
- Environmental Management Plan (EMP).
- Indigenous Peoples Plan (IPP).
- Occupational Health and Safety measures.
- Construction stage mitigation measures.
- Stakeholder consultation process.
- Environmental monitoring programme.

The consultant explained that the project has been planned to improve connectivity while minimizing impacts on the surrounding environment and nearby communities.

Public Consultation and Discussion

An interactive discussion was held with the residents of Hebaturu, Laxmipura Hadi and Booditittu villages.

The following key issues were discussed:

Existing Road Condition

The villagers stated that the existing road is narrow, uneven and deteriorated at several locations. During the rainy season, the road becomes difficult to use due to poor drainage and surface damage. They welcomed the proposal for road improvement.

Proposed Road Cross Section

The consultant explained the proposed carriageway width, shoulder improvements, drainage arrangements and road safety provisions. Participants sought clarification regarding access to residential properties, agricultural fields and tribal habitations during construction. The project team clarified that uninterrupted access would be maintained throughout the construction period of 5 years.

Wildlife Movement

Although the project road is classified as a **Category A road**, it is located approximately **3.0–4.0 km away from the forest boundary**. During the public consultation, the villagers stated that no incidents of wild animals entering or crossing the existing road have been observed. The Forest Department officials also confirmed that the likelihood of wildlife accessing the existing road is minimal. They explained that effective wildlife protection measures, including a **first line of Elephant-Proof Trench (EPT)** and a **second line of protective fencing**, have already been established along the forest boundary to prevent the movement of elephants and other wild animals into nearby villages and onto the project road. Based on the information provided by the local community and Forest Department officials, the risk of wildlife intrusion onto the project road is considered to be very low.

Environmental Pollution During Construction

The participants discussed likely environmental impacts during construction, including dust generation, noise pollution, traffic inconvenience and waste disposal.

The consultant explained the proposed mitigation measures, including:

- Regular water sprinkling for dust suppression.
- Noise control through well-maintained equipment and regulated working hours.
- Safe disposal of construction debris.
- Prevention of contamination of nearby water bodies.
- Regular environmental monitoring during construction.

Socio-Economic Benefits

The participants appreciated that the proposed road would provide significant socio-economic benefits, including:

- Improved connectivity between villages.
- Better access to schools, hospitals and markets.
- Reduced travel time and transportation costs.
- Improved emergency services.
- Enhanced livelihood opportunities.
- Better access for agricultural transportation.
- Improved connectivity for indigenous tribal communities.
- Overall improvement in quality of life.

Indigenous Peoples Plan (IPP)

The provisions of the Indigenous Peoples Plan (IPP) were explained to the participants. The consultant informed the gathering that the project has been designed to ensure that indigenous tribal communities benefit from the proposed improvements without adversely affecting their livelihoods, cultural identity or traditional access to community resources.

Members of the tribal communities expressed their support for the project and requested that construction activities should not obstruct access to their settlements or forest-based livelihood activities.

Grievance Redress Mechanism (GRM)

The ADB representative explained the **three-layered Grievance Redress Mechanism (GRM)** that will be implemented during the project.

The mechanism will function at:

- Field Level (Contractor and Site Engineers)
- Project Implementation Unit (PIU)
- Project Management Unit (PMU)

Participants were informed that any complaints related to construction activities, environmental impacts, traffic management, safety, access, compensation or other project-related issues could be registered through this mechanism. All grievances will be recorded, reviewed and resolved in a transparent and time-bound manner.

Interaction with ADB Officials

Asian Development Bank (ADB) team interacted directly with the villagers and encouraged them to freely express their views regarding the proposed project.

He invited comments on:

- Existing road conditions.
- Wildlife movement across the project corridor.
- Environmental concerns during construction.
- Socio-economic conditions of the villages.
- Expected benefits of the road improvement project.

- Concerns relating to indigenous tribal communities.
- Measures required for minimizing environmental impacts.

The villagers responded positively and expressed strong support for the project. They stated that the improved road would significantly reduce travel time, improve access to education and healthcare, facilitate transportation of agricultural produce, improve connectivity to nearby towns and enhance overall economic development in the region.

The participants also requested that environmental safeguards, road safety measures and wildlife protection measures should be implemented effectively throughout the construction period.

Conclusions

After detailed discussions, the following conclusions were recorded:

1. The local community unanimously supported the proposed road improvement project.
2. Participants requested that construction activities should be completed within the stipulated time while minimizing inconvenience to the public.
3. Environmental Management Plan (EMP) mitigation measures shall be strictly implemented during construction.
4. The Indigenous Peoples Plan (IPP) shall be implemented effectively to ensure that tribal communities receive project benefits without adverse impacts.
5. The three-layered Grievance Redress Mechanism at the Field, PIU and PMU levels shall be implemented and publicized among the affected communities.
6. Continuous stakeholder consultation shall be maintained throughout the implementation period.

Vote of Thanks

The meeting concluded with a vote of thanks proposed by the Executive Engineer, KRRDA. He expressed sincere gratitude to the representatives of the Asian Development Bank, Forest Department officials, Geonet Consultants (OPC) Pvt. Ltd., local community members, indigenous tribal representatives and all participants for their valuable suggestions, active participation and constructive feedback.

He assured the gathering that all feasible suggestions received during the consultation would be carefully examined and incorporated, wherever appropriate, into the project design, Environmental Management Plan (EMP), Indigenous Peoples Plan (IPP) and project implementation process in accordance with the requirements of the Asian Development Bank Safeguard Policy Statement (2009) and the applicable Government of Karnataka regulations.

Field Visit

Upon completion of the consultation programme, a joint field visit was conducted by the representatives of the Asian Development Bank (ADB), KRRDA officials, Forest Department officials, Geonet Consultants (OPC) Pvt. Ltd., and members of the local community.

During the field inspection, the participants visited important locations along the proposed road corridor to review the existing road condition, drainage requirements, tribal habitations and environmentally sensitive locations.

A detailed discussion was conducted by the Asian Development Bank (ADB) representatives with the indigenous tribal community regarding their livelihoods, socio-economic conditions, and dependence on local natural resources. The participants shared information on their primary sources of income, access to basic services, and the challenges they face in their day-to-day lives.

The ADB team also discussed the welfare measures, development programmes, and government schemes available for the upliftment of Scheduled Tribe communities. The tribal community members were informed that the proposed project would be implemented in accordance with the Indigenous Peoples Plan (IPP) and the Asian Development Bank's Safeguard Policy Statement (2009), ensuring that the project does not adversely affect their rights, culture, livelihoods, or access to community resources.

The participants requested continued support from the Government for livelihood enhancement, improved road connectivity, better access to education and healthcare, skill development, employment opportunities during project implementation, and effective implementation of tribal welfare schemes.

Following the field visit, the representatives of the Asian Development Bank (ADB) concluded the programme by expressing their sincere appreciation to the officials of KRRDA, Forest Department representatives, Geonet Consultants (OPC) Pvt. Ltd., village representatives, indigenous tribal community members, and all participants for their active involvement and valuable contributions during the public consultation and site inspection.

The ADB team thanked all stakeholders for their cooperation and constructive suggestions, emphasizing that the feedback received would be duly considered during the detailed design and implementation of the project in accordance with the applicable environmental and social safeguard requirements.

The programme concluded with a group photograph of the ADB representatives, KRRDA officials, Forest Department officials, consultants, and members of the local community to commemorate the successful completion of the public consultation and field visit.

DISCUSSION

Road ID 5168 Proposed Improvement to the Road from Gonikoppa Main Road to
Hebaturu – Laxmipura Hadi – Booditittu Road (Chainage: 0.00 km to 4.61 km),
Piriyapatna Taluk, Mysuru District

Date 11/07/2026

Sl no	Location/ place of consultation	Environmental & social Key issue discussed	Issue related to design/ DPR	Participants Nos
1	Samudhaya Bhavan, Habaturu, Periyapatna taluk, Mysuru District	1. Existing deteriorated road conditions & poor drainage 2. Regards to wild life movement & confirmed there were no existence of wild animals entry into the village. 3. Environmental pollution during construction	No issues (Villagers have accepted the provisions set out in the DPR)	35

Photos

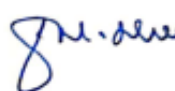
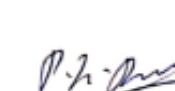
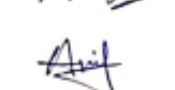
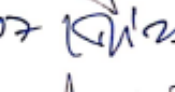
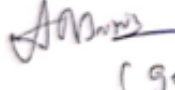




ದಿನಾಂಕ: 11/07/26 ADB ಸಹಭಾಗಿತ್ವದ ಒಂದು ಸಭೆಯು ಅಧ್ಯಕ್ಷತೆಯಲ್ಲಿ ನಡೆಯಿತು

ಕ್ರಮವು ನಡೆಯುತ್ತಿರುವ ಸಂದರ್ಭದಲ್ಲಿ ಕಾರ್ಯಕ್ರಮದಲ್ಲಿ ಕಾಣಿಸಿದ ADB ಕೂಡ

ಸದಸ್ಯರು, ಹಿತರೂಪಿಗಳು ಮತ್ತು ಕ್ರಮವು ಸಹ

- 1) Anurag Kumar | Env. Specialist, ADB, HQ. | 
- 2) Nikesh Kumar | Sr. Govt Officer, ADB | 
- 3) Dr. V. B. Mathur | ADB Expert | 
- 4) ANJAY KUMAR - ADBTA - Tamil Nadu | 
- 5) T.M. Nandeesha. PIV Mysuru Division | 
- 6) Parul Gupta | ADBTA | 
- 7) Lauren Laurito | ADB HQ | 
- 8) P.h. Ramanappa | DRFO | 
- 9) Anil S. A | B.F. | 
- 10) Dinesh Gokhale | TA ADB 9410592807 | 
- 11) Manjunath.R. | ADB F.R. Nagar | 
- 12)  (General Committee member)
- 13) Kaushik K S | SE KR Nagar | 

Bahadur

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ಪ್ರಕಾಶ್
H.S. Nagaraj
H.T. ಶ್ರೀನಿವಾಸ
ಕೆ.ಎಸ್.ಎಸ್.
H.S. Sridhar
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The minutes of the Public Consultation meeting and discussion with Civil Society Organization for the Pragatipatha Project, held on 09-07-2026 at 10.30 AM in the Devachalla Gram Panchayat Meeting Hall in the presence of the ADB team.

Members Present

Representatives of the ADB Team:

1. Smt Suvalaxmi Sen, Senior Safeguards Specialist (Environment), OSFG
2. Laureen Laurito, Senior Safeguards Specialist (Environment), OSFG
3. Shri Nilesh Kumar, Senior Safeguards Officer (Environment), OSFG
4. Shri Dr Vinod B Mathur, Senior Biodiversity Specialist
5. Shri Anjay Kumar, Senior Environment & Biodiversity Expert (Team Leader)
6. Shri Dinesh Godiyal, Social Safeguard Specialist
7. Smt. Dr Parul Gupta, Junior Environment & Biodiversity Expert

Project Implementation Unit (PIU) Officials:

1. Shri Shivanand, Executive Engineer, Project Division, Mangalore D.K
2. Shri Chethan Kumar H N, Assistant Executive Engineer, Project Sub Division, Puttur
3. Shri Rajaram Vailaya, Assistant Executive Engineer, Project Sub Division, Mangalore
4. Shri. Parameshwara Naik, Junior Engineer, Project Sub Division, Puttur
5. Shri. Sandeepa, Junior Engineer, Project Sub Division, Puttur
6. Shri.Sujith, Assistant Engineer, Project Sub Division, Mangalore
7. Outsource Engineers of division, sub division and other staffs

Department Officials

1. Shri. Ajith P.D.O Gram Panchayath, Devachalla,Sullia
2. Administrator officer,Grama Panchayath, Devachalla,Sullia
3. Deputy Range Forest Officier, Sullia

Road Survey & DPR Consultant & Public

1. Dhananjay Reddy, Kowshik Consultant Mysore
2. Sandeep , Hasiru dala (Waste management),Mangalore(NGO)
3. Dharmasthala Rural Development Project, SKDRDP-(NGO)
4. Publics

The meeting commenced by extending a warm welcome to the ADB Team, all the officials, staff members, DPR Consultants, and the members of the public who were present at the meeting.

Name of the Work: Improvement of the road from Mavinakatte to karandrapady road in Sullia taluk Dakshina Kannada District.

- Road ID : 822
- Estimated Cost : ₹208.00 Lakhs
- Road Length : 2.840 km
- Location : Devachalla Gram Panchayat,Sullia

At the outset, the Assistant Executive Engineer, Project Sub Division, Puttur, introduced all the members of the ADB Team and the officials present at the meeting. Thereafter, the Parameshwar, Junior Engineer formally welcomed all the members of the ADB Team by presenting bouquets.

- Dakshina Kannada district, located in the coastal region of Karnataka, is a major commercial, educational, and banking hub. It is situated between the dense forests of the Western Ghats and the Arabian Sea. The Mangaluru port here is one of the major ports of India. Dakshina Kannada district is known as the "Cradle of Indian Banking". Areca nut, coconut, rubber, and cashew are the main crops of the district. Bhoota Kola, Yakshagana, Kambala, and Huli Vesha are the cultural traditions of this place. The Assistant Executive Engineer informed the meeting that tourism is developing very rapidly in this district in recent days, and since there are fisheries and other agro-industries, there is a need for a high-quality road connectivity system.
- The Assistant Executive Engineer provided the public with comprehensive information regarding the proposed road improvement works and explained the objectives and scope of the ADB-assisted project. The public was invited to raise any questions or seek clarifications regarding the project.
- The standards and guidelines of the Pragati Path Scheme were explained to the public. It was informed that the project allows for the adoption of up to 15% innovative construction technologies, wherever technically feasible. It was further stated that the road works would undergo quality inspections at various stages by the Project Implementation Unit (PIU), State Quality Monitors (SQM) and Special State Quality Monitors (SSQM). After completion of the work, the road will be maintained by the contractor for a period of five years.
- As directed by the Assistant Executive Engineer, the Kowshik Consultant presented the salient features of the Detailed Project Report (DPR) to the ADB team and the members of the public. A comprehensive explanation of the proposed road project was given, and the public was invited to offer their suggestions, comments, and queries regarding the project.
- The members of the ADB Team examined the Detailed Project Report (DPR) of the proposed road. The Kowshik Consultant informed the ADB Team that a Transit Walk had been conducted for all 42 roads approved under the project, during which all relevant information and field details were collected

and documented. The findings of the Transit Walk were presented to the ADB Team as well as to the members of the public.

- The Right of Way (ROW) of the proposed road was discussed with the ADB Team. It was informed that the required ROW of 7.50 m is available throughout the road stretch.
- The ADB Team explained the ADB Safeguard Policy to the public and emphasized that Public Consultation is an integral component of the project. Members of the public were invited to raise questions and were provided with appropriate clarifications.
- The ADB Team enquired whether there were any Scheduled Tribe (ST) habitations along the 2.84 km road stretch. The public informed the Team that there were 12 nos of Scheduled Tribe (ST) houses near to the road. ADB Team has made a small interactions with them.
- The ADB Team enquired about NGO groups the activity of road construction is any harmful to the Society, Sandeep, hasirudala (Waste management) NGO informed the ADB team that the work Practices already developed by Project Division is good and they should not throw any wastes or debris all along the road during construction or any nearby water bodies. Proper waste management system to be adopted.
- The ADB Team further enquired whether the 2.84 km road passes through any forest area. The public explained that the road has existed for more than 60 years and does not pass through any forest. And DRFO said already No objection Certificate has given to KRRDA department for improving this existing road.
- The ADB Team informed the public that, in accordance with the ADB Safeguard Policy, all information relating to the Environmental Impact Assessment (EIA) of the project would be uploaded to the designated website for public access and transparency.
- The public was informed about the CPGRAMS grievance portal. It was explained that if any grievance arises during the execution of the road work, it should first be brought to the notice of the Contractor. If the grievance is not resolved within seven days, it should be escalated to the Project Implementation authorities. If the issue still remains unresolved, it may be taken up with the Karnataka Rural Road Development Agency (KRRDA). If necessary, grievances may also be submitted through the ADB Grievance Redress Mechanism (GRM) portal for appropriate action.
- The ADB Team enquired whether there were any wild animals or wildlife habitats along the proposed road. The DRFO informed the Team that there was no significant movement of wild animals in the project area and that wildlife had not caused any damage or inconvenience to the local residents.
- The ADB Team enquired whether the proposed road improvement would affect any public buildings, private properties, religious structures, commercial establishments, shops, or any other assets. The members of the public confirmed that no such structures or properties would be affected by the proposed road improvement.

- The ADB Team sought the views of the public regarding the necessity of the proposed road improvement. The SKDRP womens NGO group stated that the improved road would greatly benefit the local community by providing better access to the Anganwadi Centre, Primary Health Centre, schools, and other essential public services. The ADB Team took note of these views.
- Members of the public enquired about when the road construction works would commence. In response, the ADB Team informed them that the proposed road works are expected to commence during the first quarter of the year 2027-28.
- The ADB Team informed the gathering that they would visit the project road again during the implementation stage as well as after completion of the work to inspect the quality and progress of the road. They also informed the public that similar public consultation meetings would be conducted in future, wherever required, to review the status of the project and obtain public feedback.

Finally, the meeting concluded with a vote of thanks delivered by Executive engineer, who expressed gratitude to the ADB Team, officials, public representatives, and all those present for their active participation and cooperation.

SL NO	LOCATION/PLACE OF CONSULTATION & DATE/DISTRICT INCLUDING ROAD ID	ENVIRONMENTAL & SOCIAL KEY ISSUES DISCUSSED	ISSUES RELATED TO DESIGN/DPR	PARTICIPATIONS (NOS)
1.	- Devachalla Gram Panchayat,Sullia taluk Dakshina kannada District - Date : 09/07/2026 - Road ID : 822	Meeting Proceeding enclosed Seperatly	Meeting Proceeding enclosed Seperatly	85 Nos.

Name of the Work: Improvement of the road from Mavinakatte to karandrapady road in Sullia taluk Dakshina Kannada District.

Road ID : 822

Road Length : 2.840 Km



Name of the Work: Improvement of the road from Mavinakatte to karandrapady road in Sullia taluk Dakshina Kannada District.

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Road Length : 2.840 Km



Name of the Work: Improvement of the road from Mavinakatte to karandrapady road in Sullia taluk Dakshina Kannada District.

Road ID : 822

Road Length : 2.840 Km



Road Name: Malinakatte - Karand Pader in Sullia Ta.
ADB Team visit meeting on 09.07.2006

Sl.No.	Name	Signature
1.	Shenlaja B Administrator officer	
2.	Santhappa. Hasiur dala (NGO) Mangalore	
3.	Dr V B Mathur ADB	
4.	Ajith. GSC PDO Devakulla GN	
5.	Vijesh Hiriyaedha	
6.	Lauren Lamito	
7.	Aravallakuni Gen	
8.	ANSAY KOMAR	
9.	Dinush Godigel	
10.	Parul Gupta	
11.	Sowmya. P. N.	
12.	Bharath Mendodi EX. Z. P. Member.	
13.	Charles Ambekallu	
14.	Nithyananda Munday	
15.	Yashda	
16.	Vijaya Anechoor.	
17.	Salochana - S	
18.	Saraswathi A Asha Worker	
19.	Nirmala B Asha Worker	
20.	Benua KB PHCO	

21. Monisha G.S CTO

22 P.D. Bhargava Bhargava

23. Jayalakshmi BRP-PR
TP. Sullia

24. Pushpavathi Navinakatte

25. Sen Ho. MR (FLCRP)

26. Ramesh

27. Ramesh

28. Lakshmi K.S.

29. Lakshmi K.S.

30. Ramesh MR. Lakshmi K.S. Lakshmi K.S.

31. Lakshmi K.S. MR. Lakshmi K.S. Lakshmi K.S.

32. Lakshmi K.S. MR. Lakshmi K.S. Lakshmi K.S.

33. Lakshmi K.S. MR. Lakshmi K.S. Lakshmi K.S.

34. Lakshmi K.S. MR. Lakshmi K.S. Lakshmi K.S.

35. Lakshmi K.S. MR. Lakshmi K.S. Lakshmi K.S.

36. Lakshmi K.S. MR. Lakshmi K.S. Lakshmi K.S.

37 - P.V. Mahesh

38 - Lakshmi K.S. (NRLM Lakshmi K.S.)

39

Lakshmi K.S. TD

Lakshmi K.S. TD

Lakshmi K.S. TD

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- 39 ಪ್ರೀತ್ಯಾ LCRP.
- 40 B. ವೆಂಕಟರಮಯ್ಯ.
- 41 ಕುಟುಂಬಾಚಾರ್ಯ ಸೇವ
- 42 Puhulene.p
- 43 ಬ.ರ.ಎ.ಎ.ಎ.
- 44 ಭವನಾತ್ರ. ಹಿಟ್.
- 45 ಲಂಕಾಪುರ P.S
- 46 ಸ್ವಾಮಿನಾಥ. ಕೆ. ತಿಂಜಾ ಮನವಕ್ಕ
- 47 ರಮೇಶ್ ವಡ್ಡ.
- 48 ಬಿ. ಮೈಕುಲೇಶ್.
- 49 Chundreshekar A.S.
- 50 Khosapala A.S
- 51 A. S. S. S.
- 52 Phadepa
- 53 ಎ. ವೆಂಕಟರಮಯ್ಯ
- 54 ರಮೇಶ್ ಎ
55. Athole. Keshappa
56. ಶಿವಶಂಕರ
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- 58 Lakshminatha,
59. R. Gopal
60. Babu Gonda Acharya
- 61 - Vasanth Kumar
62. P. S.
63. ಅನಂತರಾಜ್ ಅನಂತರಾಜ್ ಅನಂತರಾಜ್

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Consultations involving ADB TA Team

Road ID: 3996 MDR (Ramasagara) to Singhena Agrahara-Ramasagara Road via Ramasagara Ambedkar Colony Vaddarapalya		
Participants: Shop owners along the road	Date:12-03-2026	Location: Near the road
Topic	Findings	Recommendations
Support and interest	There were strong interest and broad support for the upcoming road improvement project. Participants recognized its potential in improving regional accessibility and fostering economic activity by enhancing transport links, as the road connects with the industrial area.	No recommendation
Challenges During Construction	The potential short-term disruptions to livelihoods due to temporary access impediments were discussed sensitively.	EMP will cover mitigation of any construction related impacts.
Environmental Sensitivities	Environmental considerations were addressed by documenting local knowledge concerning waterlogging.	Environmental management plan will be prepared.

Project Name: 1697 Dinnehosahalli to Belamaranahalli MDR (Chandrashekarapura) via Thoranakambadahalli, Belamaranahalli, Bhuvanahalli, Korati Mallandahalli		
Participants: Villagers of village Belamaranahalli	Date: 13-03-2026	Location: Near the road

Topic	Findings	Recommendations
Reaction to Road improvement Project	Village residents expressed strong interest in the road improvement, noting the deteriorating condition. They emphasized the road connects with the other villages, schools, taluk headquarter.	No recommendation
Challenges During Construction	The potential short-term disruptions to livelihoods, access to school due to temporary access impediments were discussed sensitively.	EMP will cover mitigation of any construction related impacts.
Environmental Sensitivities	Environmental considerations were addressed by documenting local knowledge concerning waterlogging and locations with a history of frequent accidents. Inquiry about the presence of rare, endemic, or exotic species was also conducted to ensure ecological sensitivities are duly accounted for.	No recommendation.

Project Name: 462 Peresandra to PS road via Basavanapathi, Kothandahalli, Hoovinaarahalli, Bovihalli		
Participants: Local villagers	Date:13-03-2026	Location: Near the road
Topic	Findings	Recommendations
Interest and Support	The local Panchayat members expressed strong interest and support for the road improvement project. They recognized the severely eroded condition of the existing road obstructing access	No recommendation
Community Engagement	The stakeholders assured full cooperation and pledged to facilitate coordination across all phases of implementation. They requested a swift project timeline to maximize the benefits of improved connectivity, enhanced economic opportunities, and strengthened social infrastructure.	Continued Consultation in the project construction and operation stage.
Environmental Sensitivities	Environmental considerations were addressed by documenting local knowledge concerning waterlogging.	No recommendation

Project Name: 2929 Bychenahalli to Gubbi Border Via Bisalahalli, Chikkagollahalli and Kaduvinakunte

Participants: Local Villagers	Date:14-03-2026	Location: Near the road
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Topic	Findings	Recommendations
Anticipation and Support	The local community has shown strong anticipation for the road project due to the current deteriorated condition of the existing road, which suffers from deep potholes. The project is expected to enhance road safety, and reliability.	No recommendations
Surface Condition Improvement	The enhanced road, once completed and improved, is expected to address issues tied to the poor surface condition, thereby significantly improving mobility and safety	No recommendation
Reaction to Road improvement Project	Village residents expressed strong interest in the road improvement, noting the deteriorating condition. They emphasized the road connects with the other villages, schools, taluk headquarter.	No recommendation

Project Name: 5130 Therubeedi to Channappanadoddi via Kariyanadoddi Mallugamanadoddi Doddur Cross Betthalli		
Participants: Local Villagers	Date:14-03-2026	Location: Near the road
Topic	Findings	Recommendations
Community Support and Concerns	Local residents overall support the road improvement project.	No recommendation.
Environmental Considerations	Environmental considerations were addressed by documenting local knowledge concerning waterlogging.	No recommendation
Reaction to the Road Project	The community acknowledges the importance of the road project for improving safety and reliability. They emphasized the road connects with the other villages, schools, taluk headquarter and Bengaluru.	No recommendation

Project Name: 4694 Konagahalli to Kayambally via Chittagaiahanakoppalu		
Participants: Villagers	Date:16-03-2026	Location: Near the road

Topic	Findings	Recommendations
Reaction to the Road Project	The local community is supportive of the road project. They are optimistic that the project will result in safer and more reliable road travel.	No recommendation
Anticipated Challenges	The discussions highlighted possible challenges during the construction phase, including temporary disruptions to business owners due to access impediments	Environmental management plan will be prepared that will address the impacts of the construction

Project Name: 5058 6th Hosakote to Andanipura		
Participants: Villagers	Date:17-03-2026	Location: Near the road
Topic	Findings	Recommendations
Current Road Conditions	The community highlighted the poor condition of the existing road, which has deep potholes, and significant surface damage. These issues have caused travel difficulties and safety risks	The improved road will address the travel difficulties.
Anticipated Benefits	Upon completion, the upgraded road is expected to significantly improve safety, reliability, and connectivity.	No recommendations

Project Name: 827 Irde -Dumadka- Kunzimoole Road		
Participants: Villagers	Date:18-03-2026	Location: Near the road
Topic	Findings	Recommendations
General Support for the Project	Residents expressed their overall support for the road project, emphasizing the need for high-quality road construction to ensure a durable and long-lasting infrastructure. The community is eagerly awaiting the commencement of the project due to the deteriorated state of the current road.	Environmental management plan has been prepared to address impacts of construction during the construction stage.
Environmental Considerations	Environmental considerations were addressed by documenting local knowledge concerning waterlogging.	No recommendation

Project Name: 174 Mudalkatte to Kalavara proper road		
Participants: Villagers	Date:19-03-2026	Location: Near the road
Topic	Findings	Recommendations
Interest and Concerns	The local community showed interest in the upcoming road improvement project, mainly due to the deteriorating state of the current stretch. Local panchayat members assured full cooperation and pledged to facilitate coordination across all phases of implementation. Road provides connectivity to the cashew factories.	Environmental management plan will be prepared for the addressing construction related environmental impacts.
Potential Challenges	The rationale and anticipated benefits of the project were explained to the stakeholders, along with possible challenges during the construction phase, including limited disruptions for business owners	Environmental management plan will be prepared for the addressing construction related environmental impacts.
Environmental and Biodiversity Considerations	Environmental considerations were addressed by documenting local knowledge concerning waterlogging. Wild pig, deer and leopards are spotted in the vicinity of the road.	No recommendation

Project Name: 2552 Koni proper to Kageri road		
Participants: Villagers	Date:19-03-2026	Location: Near the road
Topic	Findings	Recommendations
Interest and Concerns	The local community showed interest in the upcoming road project, mainly due to the deteriorating state of the current stretch. Road connects the fire station and taluka headquarter. Local panchayat members assured full cooperation and pledged to facilitate coordination across all phases of implementation.	No recommendation
Environmental Considerations	Environmental considerations were addressed by documenting local knowledge concerning waterlogging.	No recommendation

Project Name: 1206 Harwada to Belekeri Road In Ankola Taluk Uttara kannada District		
Participants: Villagers	Date:20-03-2026	Location: Near the road
Topic	Findings	Recommendations
Interest and Concerns	The local community showed interest in the upcoming road improvement project, mainly due to the deteriorating state of the current stretch.	No recommendation
Environmental Considerations	Environmental considerations were addressed by documenting local knowledge concerning waterlogging. A seasonal canal crosses the road.	Environment management plan will be developed to mitigate construction phase impacts.
Potential Benefits	The road provides connectivity to fishing community, panchayat office and school.	No recommendation

Major Consultation outcomes	Suggestions and inputs
The community has expressed satisfaction regarding the project as it will improve the existing deteriorating condition of the roads. During consultation it was highlighted that construction work during improvement of roads will lead to short-term disruptions to livelihoods due to temporary access impediments.	Environmental management plan will be prepared for the addressing construction related environmental impacts.

Appendix 24

Compiled Noise Modelling Results

Noise Modelling

1. Scope of Study

The traffic scenario taken for the investigation is:

- Scenario 1 – Existing condition of the road (baseline scenario)
- Scenario 2 – Operational road after Project implementation.

2. Method

All calculations have been carried out according to the European Union calculation model for road traffic in the software SoundPLAN version 5.1 Essential.

3. Benchmark and Assessment Criteria

The Noise Pollution (Regulation and Control) Rules, 2000 developed by the Central Pollution Control Board (CPCB) specifies permissible limit of decibel in different planning areas. The following table represents each category, and their permissible limits prescribed according to CPCB. The project road falls under silence zone.

Table 1: Permissible limits as per CPCB

Area Code	Category	Limits in dB (A) Leq	
		Day Time	Nighttime
A	Industrial Area	75	70
B	Commercial area	65	55
C	Residential area	55	45
D	Silence Zone	50	40

Day time shall mean from 6.00 a.m. to 10.00 p.m.

Nighttime shall mean from 10.00 p.m. to 6.00 a.m.

Mixed categories of areas may be declared as one of the four above mentioned categories by the competent authority.

dB(A) Leq denotes the time weighted average of the level of sound in decibels on scale A which is relatable to human hearing.

A “decibel” is a unit in which noise is measured.

“A”, in dB(A) Leq, denotes the frequency weighting in the measurement of noise and corresponds to frequency response characteristics of the human ear.

Leq: It is an energy mean of the noise level over a specific period.

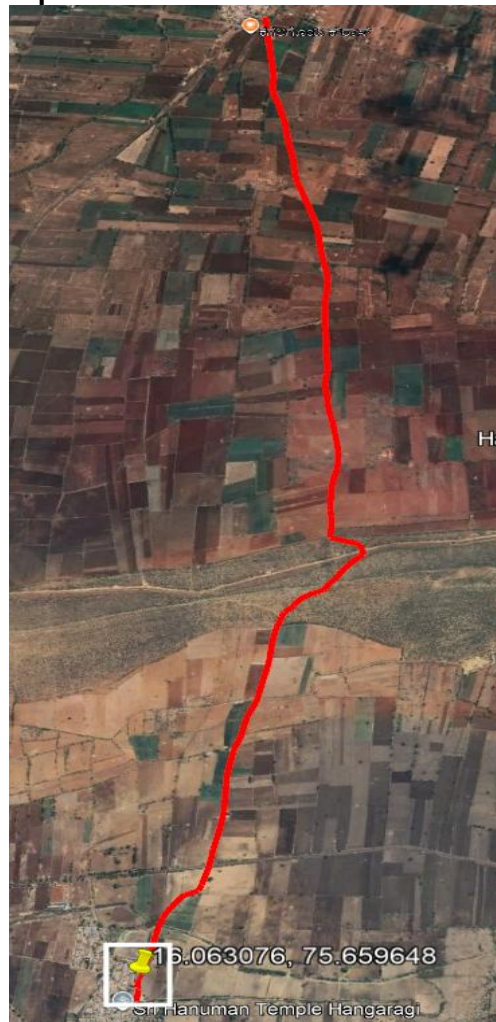
4. Road ID: 136 - Improvements to road from Sulikeri to Join Katageri Kelawadi cross in Badami Taluk , Badami constituency of Bagalkot district.

4.1 Stretch taken for study and area of influence

Road ID 136 has a total stretch of 5.74 km which stretch from Sulikeri to join Katageri Kelawadi cross in Badami Taluk , Badami constituency of Bagalkot district. The 200m stretch considered for noise modelling includes a sensitive receptor. The sensitive receptor identified is Govt Primary School.

The figure below represents the extent of stretch considered for the study (represented in white rectangle) from the entire road extent (represented in red line). The area of influence taken to analyse noise is approximately 100m from the road stretch. The geographic demarcation consists of farmland and residential land use.

Figure 1: The red line represents the entire road stretch and the road stretches inside the white rectangle represents the road considered for noise modelling



Source: Google Earth

Figure 2: Existing Condition of the road

Source: Google Earth

4.2 Traffic Data

The annual average daily traffic (AADT) of the project road is presented in the succeeding table for the existing and projected scenario. Since the project road is categorised as village road and since it does not connect to major industrial places and no major activities are planned in the near future, induced or diverted traffic is not expected. Total (motorized traffic) traffic projection has been done assuming 6% growth rate.

Table 2: Present and Projected Traffic (Annual Average Daily Traffic) for Total Motorized Traffic

Roads	Existing Data	Projected Data
	No. of Vehicles	No. of Vehicles
Road ID: 136 - Improvements to road from Sulikeri to Join Katageri Kelawadi cross in Badami Taluk, Badami constituency of Bagalkot district.	233	261

4.3 Project Scenario of Traffic Projections

4.3.1 Scenario 1: Existing condition of the road

The composition of traffic data into various categories have been assumed as shown in the table below. The split has been assumed as 4:1 ratio wherein out of the 233 vehicles according to annual average daily traffic, 186 vehicles is assumed to traverse during the daytime leaving 47 vehicles to move during the nighttime.

The day and night split are taken from 7am – 11pm (16 hours) as daytime and 11pm – 7am as nighttime (8 hours). The vehicle split on the basis of light motor vehicles (LMV), medium heavy vehicles, heavy vehicles, powered two wheelers and motorcycles are explained in the table below.

Table 3: Composition of traffic data

Types of Vehicles	Daytime Composition (186)		Nighttime Composition (47)	
	Vehicle/h (number)	Percentage (%)	Vehicle/h (number)	Percentage (%)
Light Motor Vehicles	7	3.86	2	3.86
Medium heavy vehicles	54	29.18	14	29.18
Heavy vehicles	17	9.01	4	9.01
Powered two wheelers (Mopeds)	32	17.16	8	17.16
Motor, tri and Quadricycles	76	40.77	19	40.77

4.3.2 Scenario 2: Projection for the first year of Project implementation

The composition of traffic data into various categories have been assumed as shown in the table below. The split has been assumed as 4:1 ratio wherein out of the 261 vehicles according to annual average daily traffic, 209 vehicles is assumed to traverse during the daytime leaving 52 vehicles to move during the nighttime.

The day and night split are taken from 7am – 11pm (17 hours) as daytime and 11pm – 7am as nighttime (7 hours). The vehicle split on the basis of light motor vehicles (LMV), medium heavy vehicles, heavy vehicles, powered two wheelers and motorcycles are explained in the table below.

Table 4: Composition of traffic data

Types of Vehicles	Daytime Composition (209)		Nighttime Composition (52)	
	Vehicle/h (number)	Percentage (%)	Vehicle/h (number)	Percentage (%)
Light Motor Vehicles	8	3.83	2	3.83
Medium heavy vehicles	61	29.11	15	29.11
Heavy vehicles	19	9.19	5	9.19
Powered two wheelers (Mopeds)	36	17.24	9	17.24
Motor, tri and Quadricycles	85	40.61	21	40.61

4.4 Road width

The existing width of the carriageway is 3.75 m according to DPR consultants. The details of the existing and proposed ROW are explained in the table below.

Table 5: Existing and proposed ROW from DPR

Existing ROW (m)			ROW proposed (m)		
Carriageway width	Shoulder (both side)	Existing available width	Carriageway width	Shoulder	Formation width

Existing ROW (m)			ROW proposed (m)		
NIL	NIL	10	3.75	NIL	7.50

4.5 Speed limits

The exiting speed limit is 20-30kmph for light motor vehicles (LMV), medium heavy vehicles, powered two wheelers, motorcycles and heavy vehicles. The proposed speed limit is 40-50kmph for light motor vehicles (LMV), medium heavy vehicles, powered two wheelers and motorcycles and 30-40kmph for heavy vehicles.

4.6 Result

The results from the noise modelling are provided in this section. The modelling results are according to the assumptions and conditions mentioned in the previous sections.

4.6.1 Scenario 1: Existing condition of road

The daytime and nighttime noise modelling heatmaps are provided below. It can be noted that daytime and nighttime Leq levels are exceeding the national permissible limits.

Figure 3: Scenario 1: Heat map for daytime noise modelling for existing condition with no project scenario

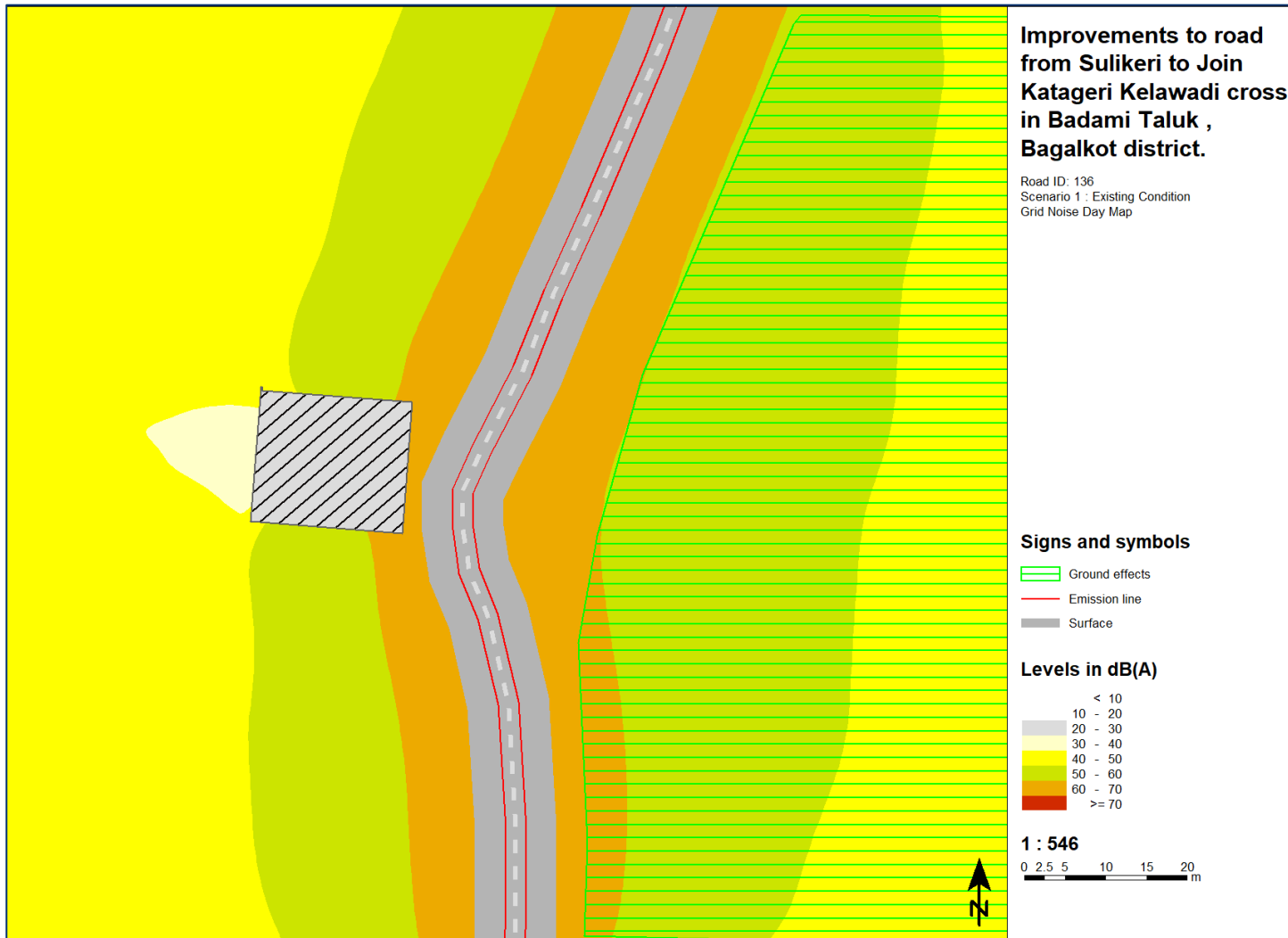


Figure 4: Scenario 1: Heat map for nighttime noise modelling for existing condition with no project scenario

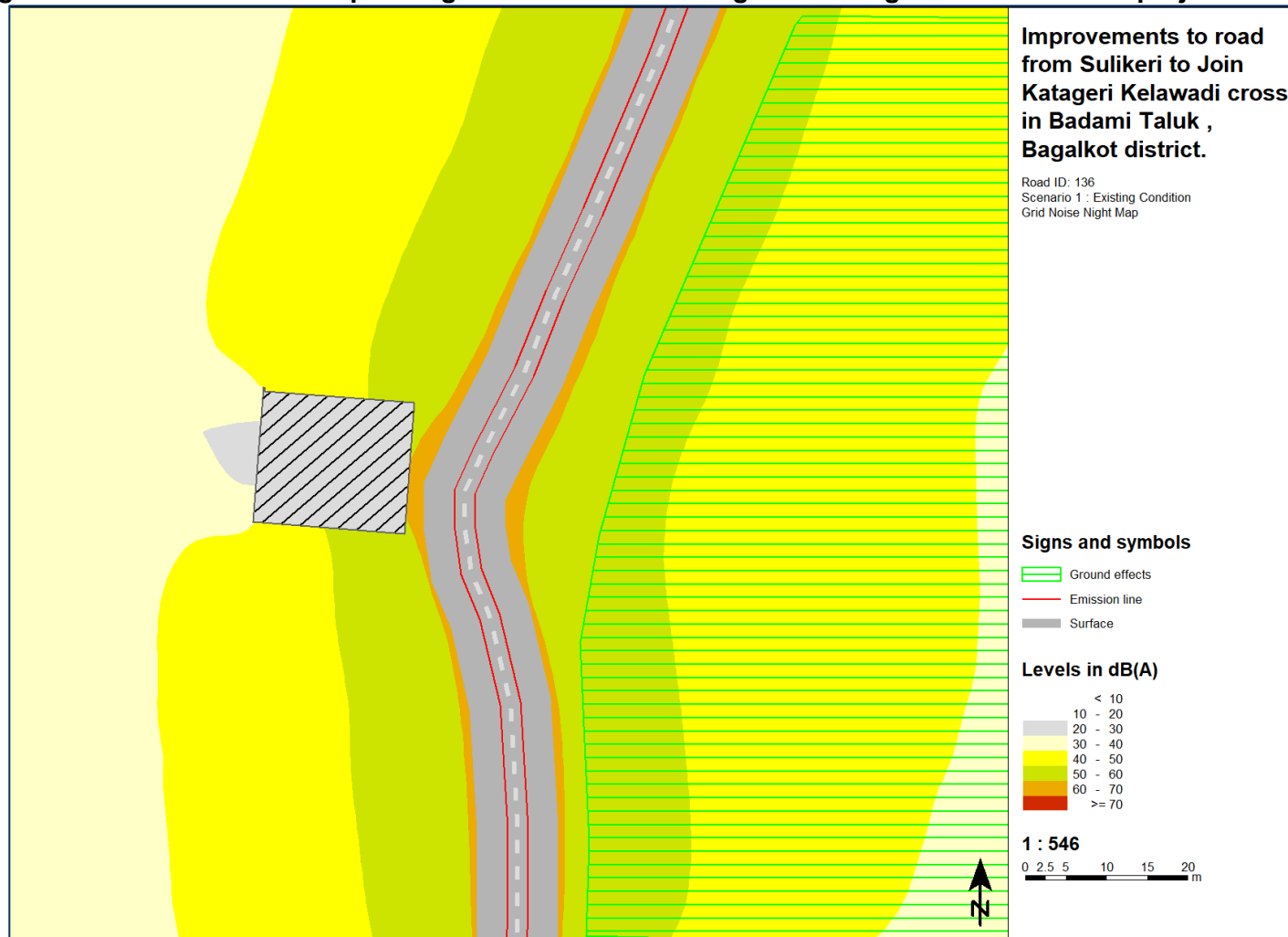
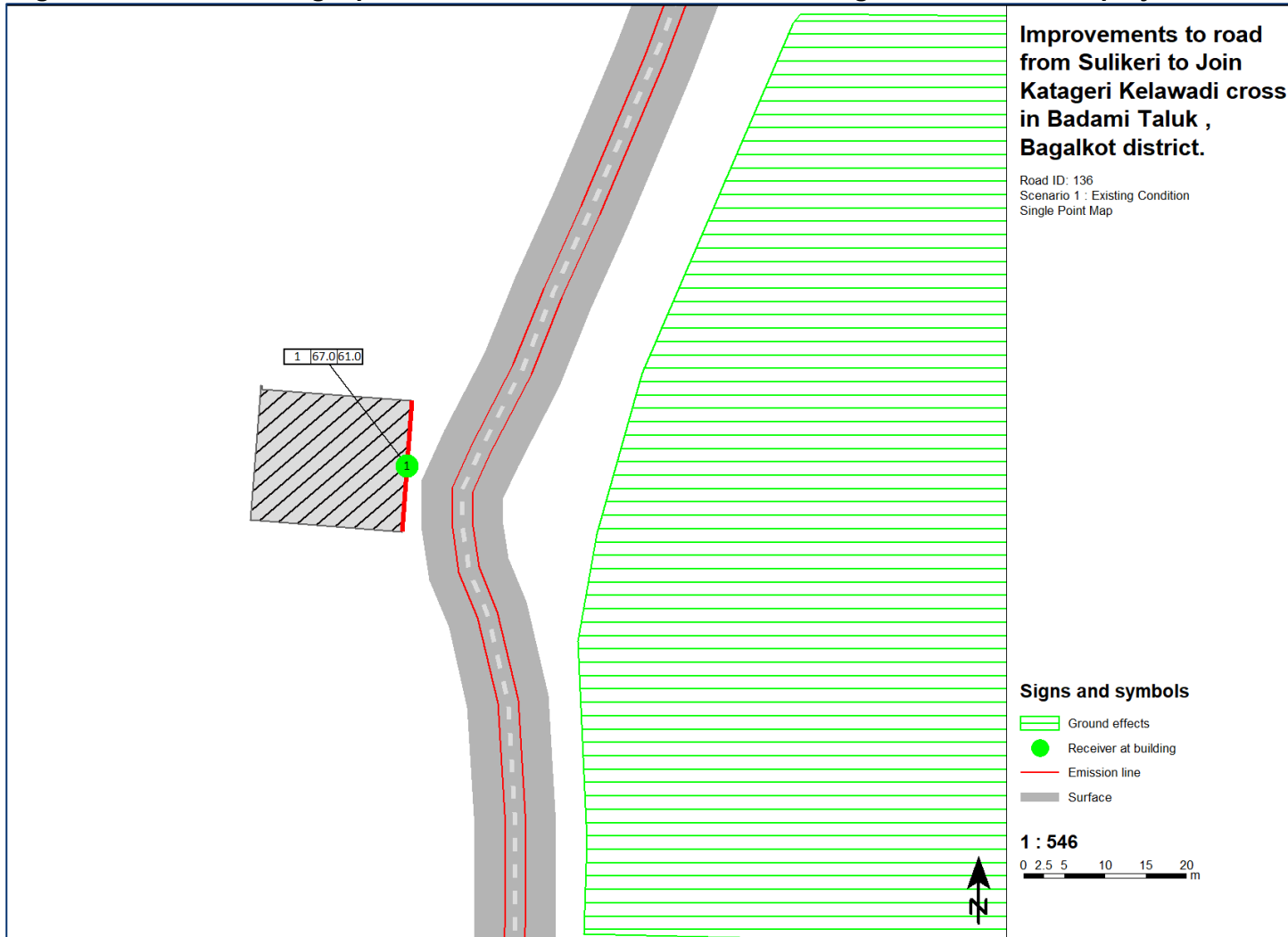


Figure 5: Scenario 1: Single point decibel level at receiver for existing condition with no project scenario



4.6.2 Scenario 2: Projection for the first year of Project implementation

In this scenario, the RoW is proposed to be 7.5 m with a 3.75 m carriageway. The traffic data projection is higher than the existing baseline. The composition percentage of the vehicles are kept constant in all three scenarios. The following maps provide heat maps of noise modelling from daytime and nighttime.

Figure 6: Scenario 2: Daytime noise results for project scenario

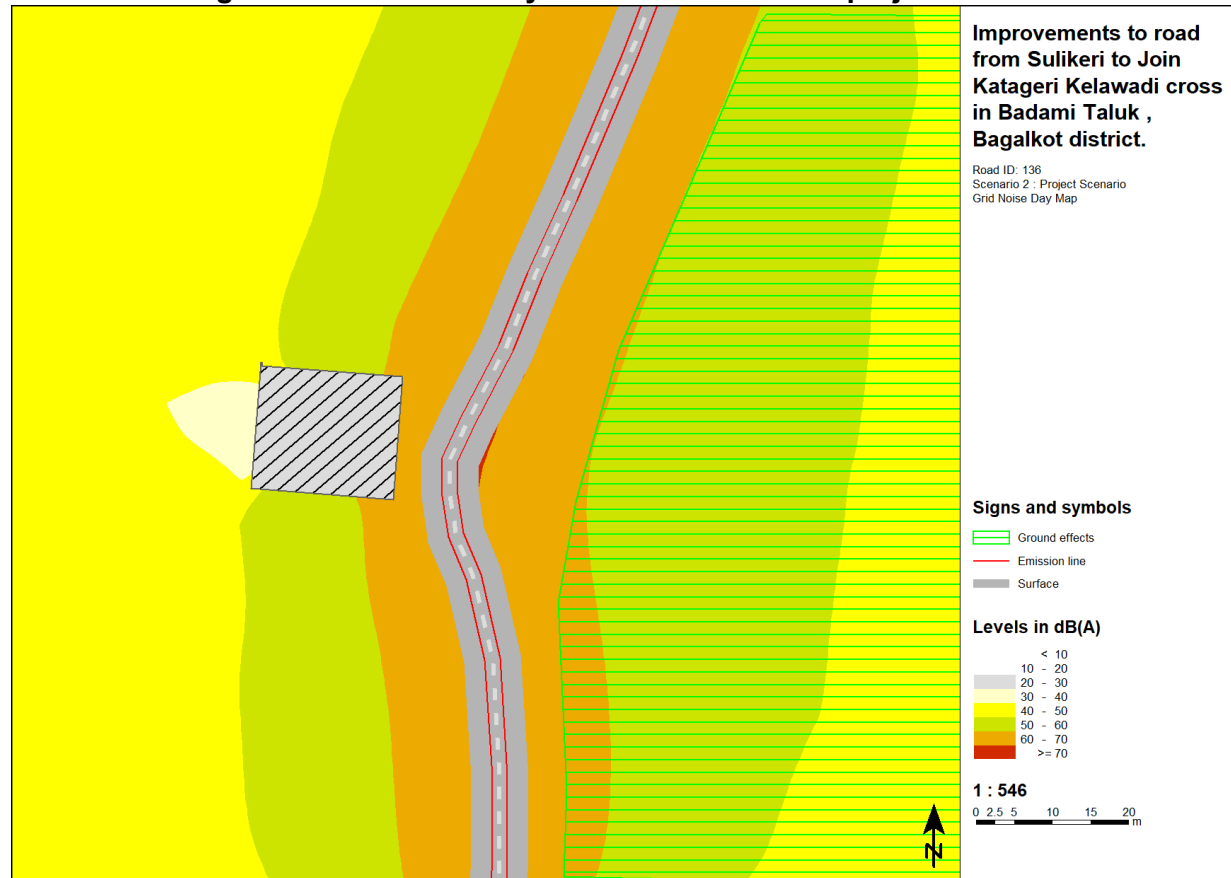


Figure 7: Scenario 2: Nighttime noise results for project scenario

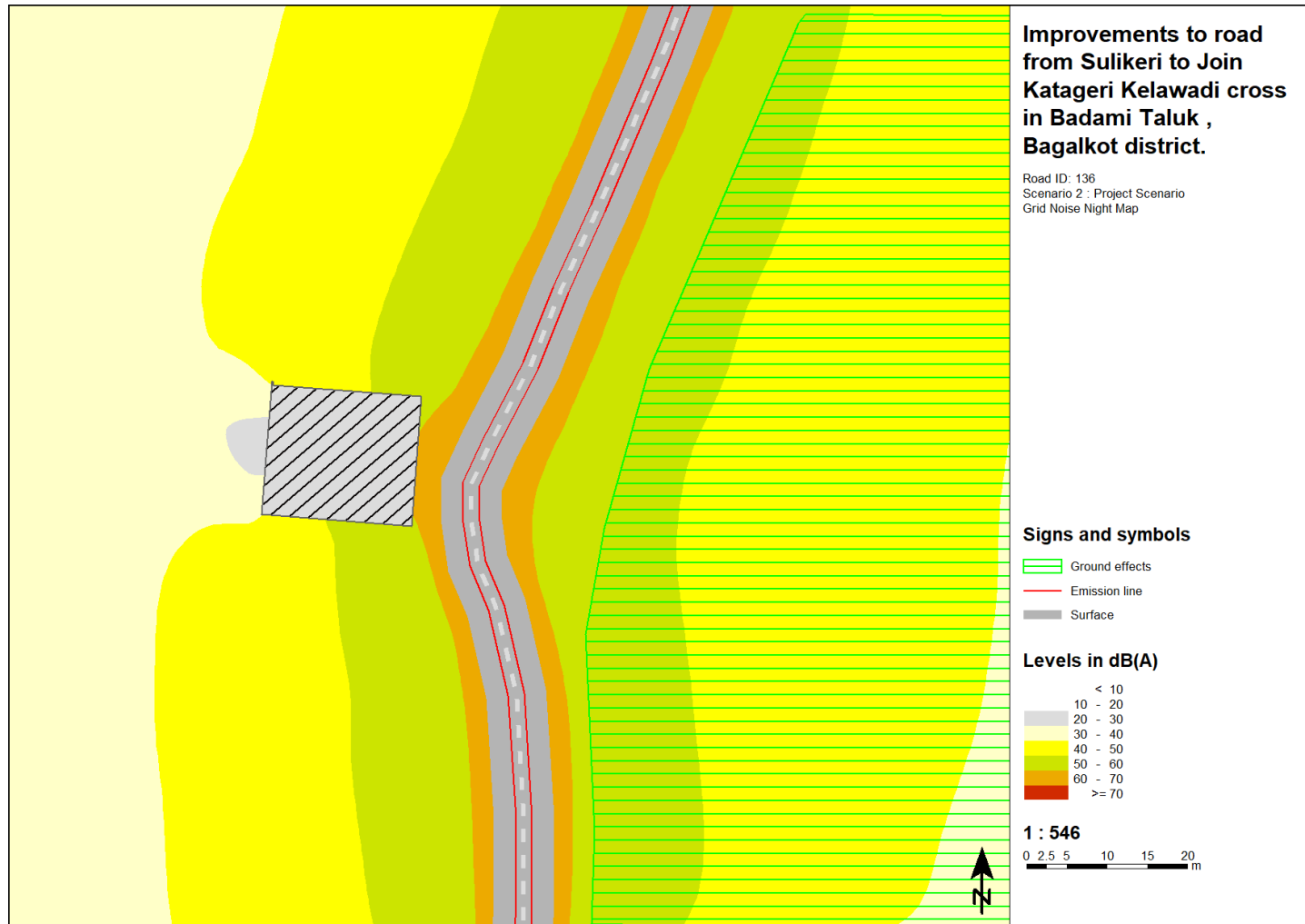
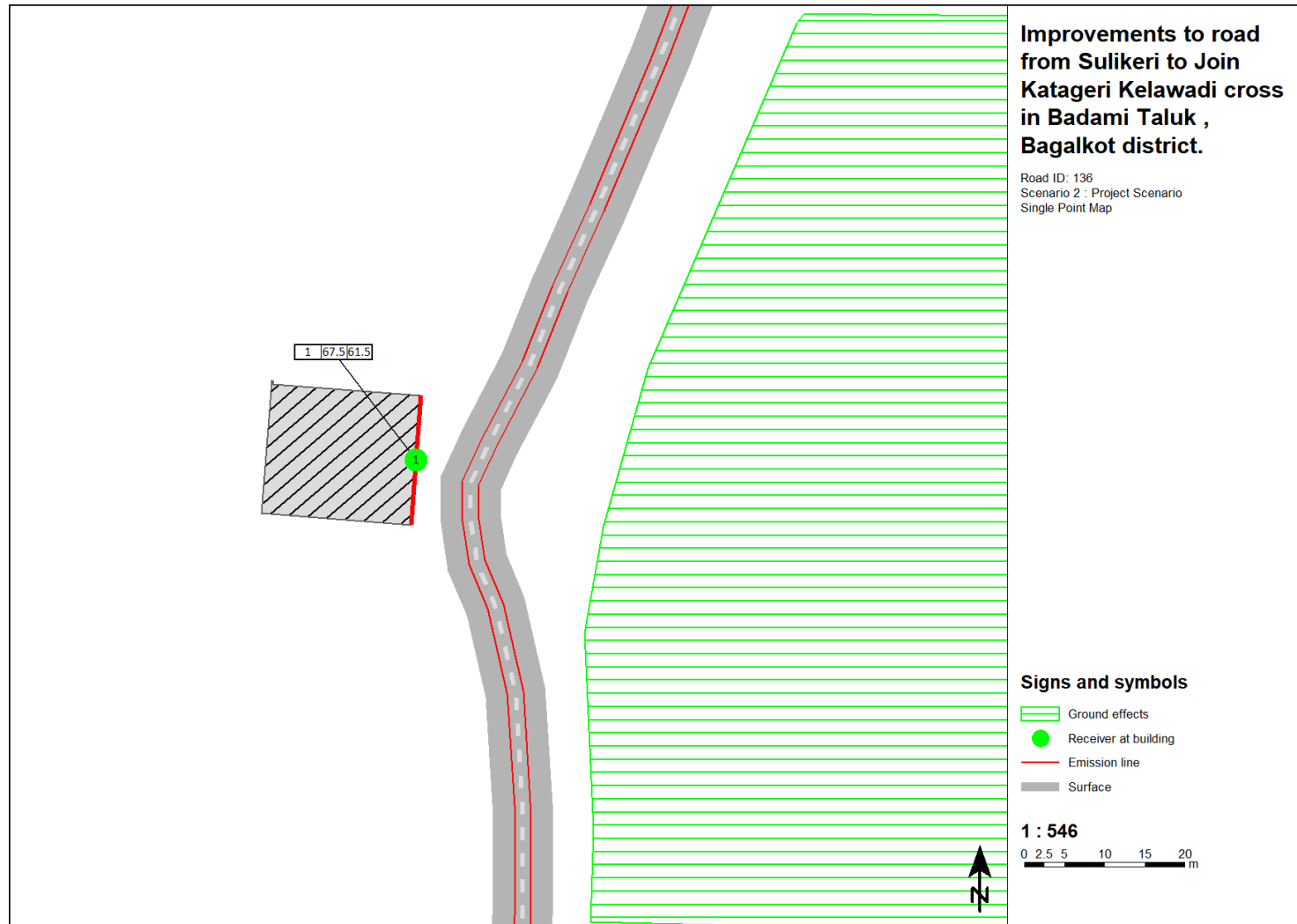


Figure 8: Scenario 2: Single point decibel level at each receiver for project scenario



4.6.3 Comparison of noise levels in both scenarios

The following table provides a comparison of noise levels at the sensitive receptor (School) for both scenarios. The national permissible limit at silent zone is 50db for daytime and 40db for nighttime.

Table 6: Comparison of noise levels

Scenario	Day Time [Leq dB (A)]	Nighttime [Leq dB (A)]
Projected Noise Level of Scenario 1	67.0	61.0
Projected Noise Level of Scenario 2	67.5	61.5

It can be observed that the daytime and nighttime noise levels for both scenarios exceed the national permissible limit.

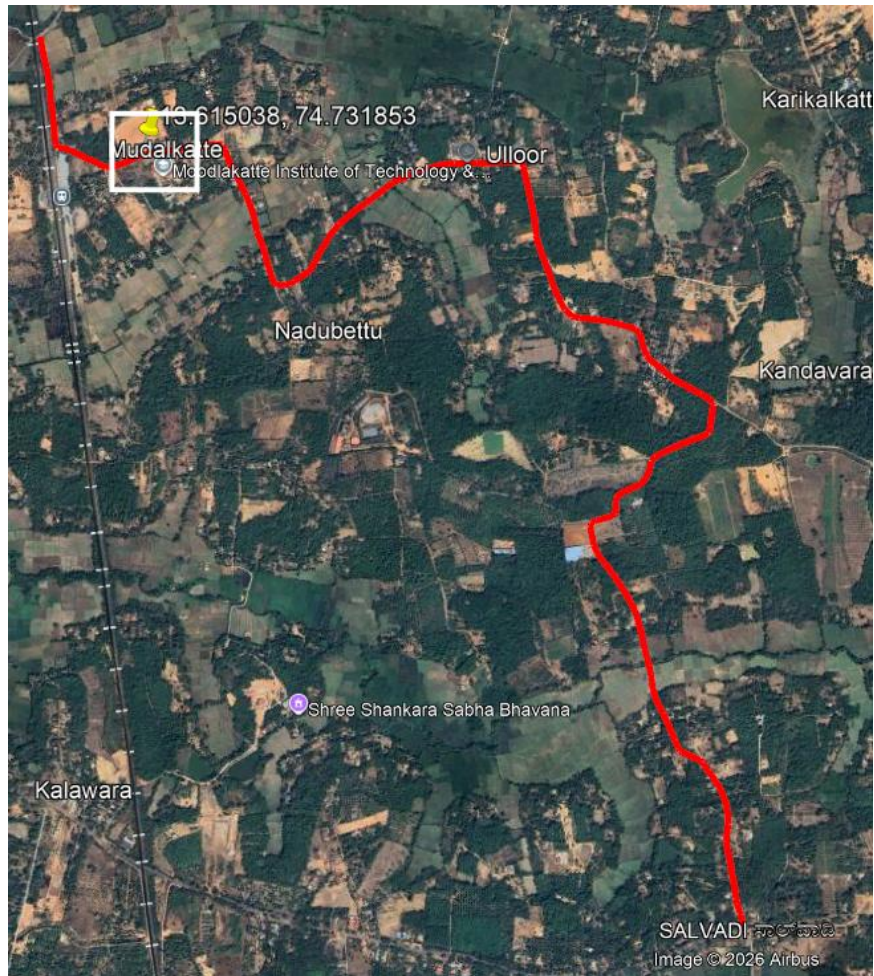
5. Road ID: 174 - Improvements to road from Mudakatte to Kalavar Road in Kundapur Taluk , Kundapur Constituency of Udupi District.

5.1 Stretch taken for study and area of influence

Road ID 174 has a total stretch of 3.84 km which stretched from Mudakatte to Kalavar Road in Kundapur Taluk , Kundapur Constituency of Udupi District. The 200m stretch considered for noise modelling includes a sensitive receptor. The sensitive receptor identified is Moodlakatte Institute of Technology & Management - educational institution.

The figure below represents the extent of stretch considered for the study (represented in white rectangle) from the entire road extent (represented in red line). The area of influence taken to analyse noise is approximately 100m from the road stretch. The geographic demarcation consists of institutional and commercial land use.

Figure 9: The red line represents the entire road stretch and the road stretches inside the white rectangle represents the road considered for noise modelling



Source: Google Earth

Figure 10: Existing Condition of the road



Source: Google Earth

5.2 Traffic Data

The annual average daily traffic (AADT) of the project road is presented in the succeeding table for the existing and projected scenario. Since the project road is categorised as village road and since it does not connect to major industrial places and no major activities are planned in the near future, induced or diverted traffic is not expected. Total (motorized traffic) traffic projection has been done assuming 6% growth rate.

Table 7: Present and Projected Traffic (Annual Average Daily Traffic) for Total Motorized Traffic

Roads	Existing Data	Projected Data
	No. of Vehicles	No. of Vehicles
Road ID: 174 - Improvements to road from Mudakatte to Kalavar Road in Kundapur Taluk , Kundapur Constituency of Udupi District.	364	409

5.3 Project Scenario of Traffic Projections

5.3.1 Scenario 1: Existing condition of the road

The composition of traffic data into various categories have been assumed as shown in the table below. The split has been assumed as 4:1 ratio wherein out of the 364 vehicles according to annual average daily traffic, 291 vehicles is assumed to traverse during the daytime leaving 73 vehicles to move during the nighttime.

The day and night split are taken from 7am – 11pm (16 hours) as daytime and 11pm – 7am as nighttime (8 hours). The vehicle split on the basis of light motor vehicles (LMV), medium heavy vehicles, heavy vehicles, powered two wheelers and motorcycles are explained in the table below.

Table 8: Composition of traffic data

Types of Vehicles	Daytime Composition (291)		Nighttime Composition (73)	
	Vehicle/h (number)	Percentage (%)	Vehicle/h (number)	Percentage (%)
Light Motor Vehicles	4	1.37	1	1.37
Medium heavy vehicles	46	15.93	12	15.93
Heavy vehicles	138	47.25	34	47.25
Powered two wheelers (Mopeds)	37	12.63	9	12.63
Motor, tri and Quadricycles	66	22.80	17	22.80

5.3.2 Scenario 2: Projection for the first year of Project implementation

The composition of traffic data into various categories have been assumed as shown in the table below. The split has been assumed as 4:1 ratio wherein out of the 409 vehicles according to

annual average daily traffic, 327 vehicles is assumed to traverse during the daytime leaving 82 vehicles to move during the nighttime.

The day and night split are taken from 7am – 11pm (17 hours) as daytime and 11pm – 7am as nighttime (7 hours). The vehicle split on the basis of light motor vehicles (LMV), medium heavy vehicles, heavy vehicles, powered two wheelers and motorcycles are explained in the table below.

Table 9: Composition of traffic data

Types of Vehicles	Daytime Composition (133)		Nighttime Composition (33)	
	Vehicle/h (number)	Percentage (%)	Vehicle/h (number)	Percentage (%)
Light Motor Vehicles	5	1.46	1	1.46
Medium heavy vehicles	52	15.89	13	15.89
Heavy vehicles	154	47.18	39	47.18
Powered two wheelers (Mopeds)	42	12.71	10	12.71
Motor, tri and Quadricycles	74	22.73	19	22.73

5.4 Road width

The existing width of the carriageway is 3.75 m according to DPR consultants. The details of the existing and proposed ROW are explained in the table below.

Table 10: Existing and proposed ROW from DPR

Existing ROW (m)			ROW proposed (m)		
Carriageway width	Shoulder (both side)	Existing available width	Carriageway width	Shoulder	Formation width
3.75	NIL	10	3.75	NIL	7.50

5.5 Speed limits

The exiting speed limit is 40-50kmph for light motor vehicles (LMV), medium heavy vehicles, powered two wheelers, motorcycles and heavy vehicles. The proposed speed limit is 30-40kmph for light motor vehicles (LMV), medium heavy vehicles, powered two wheelers and motorcycles and 30-40kmph for heavy vehicles.

5.6 Result

The results from the noise modelling are provided in this section. The modelling results are according to the assumptions and conditions mentioned in the previous sections.

5.6.1 Scenario 1: Existing condition of road

The daytime and nighttime noise modelling heatmaps are provided below. It can be noted that daytime and nighttime Leq levels are exceeding the national permissible limits.

Figure 11: Scenario 1: Heat map for daytime noise modelling for existing condition with no project scenario

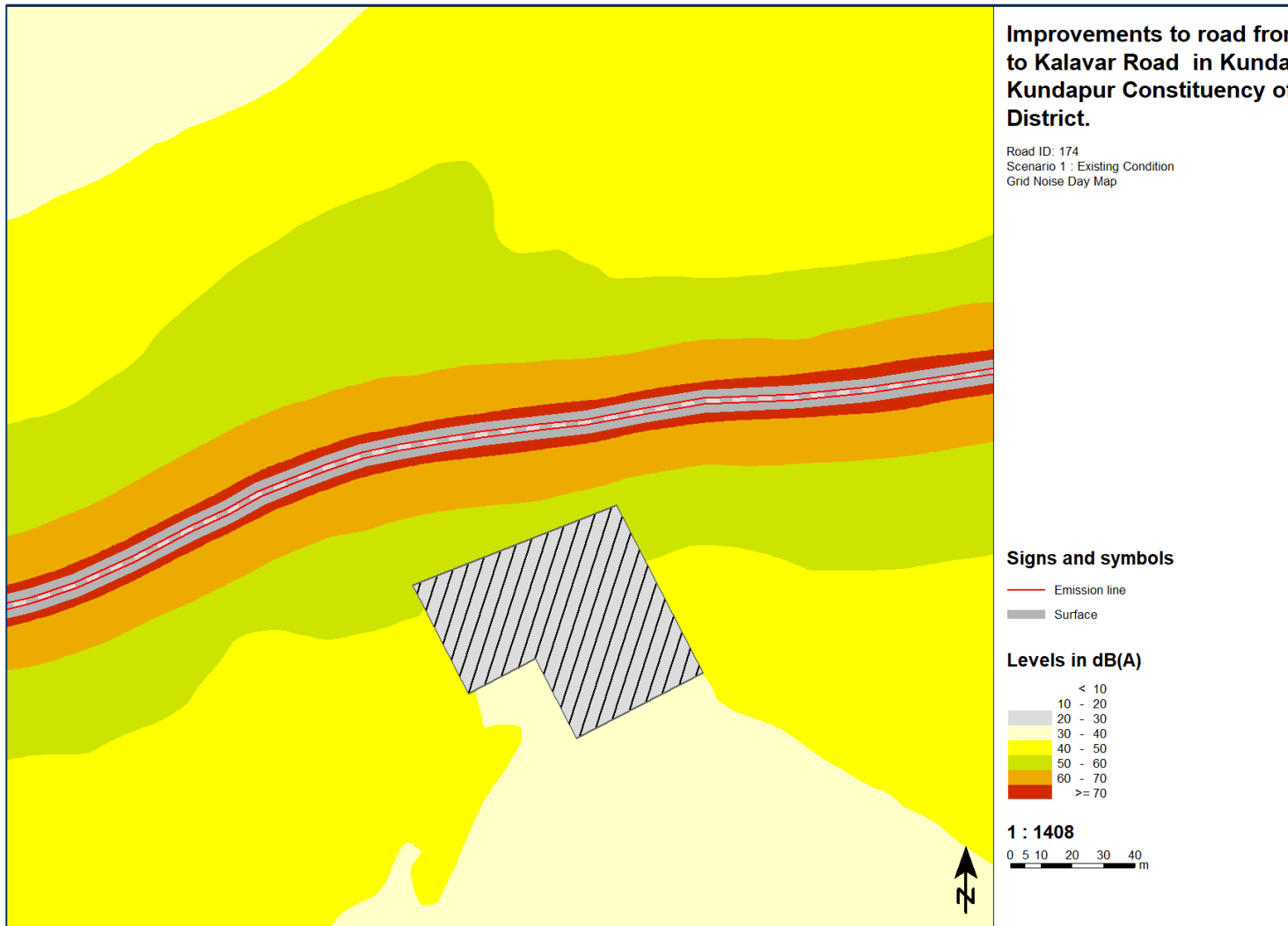


Figure 12: Scenario 1: Heat map for nighttime noise modelling for existing condition with no project scenario

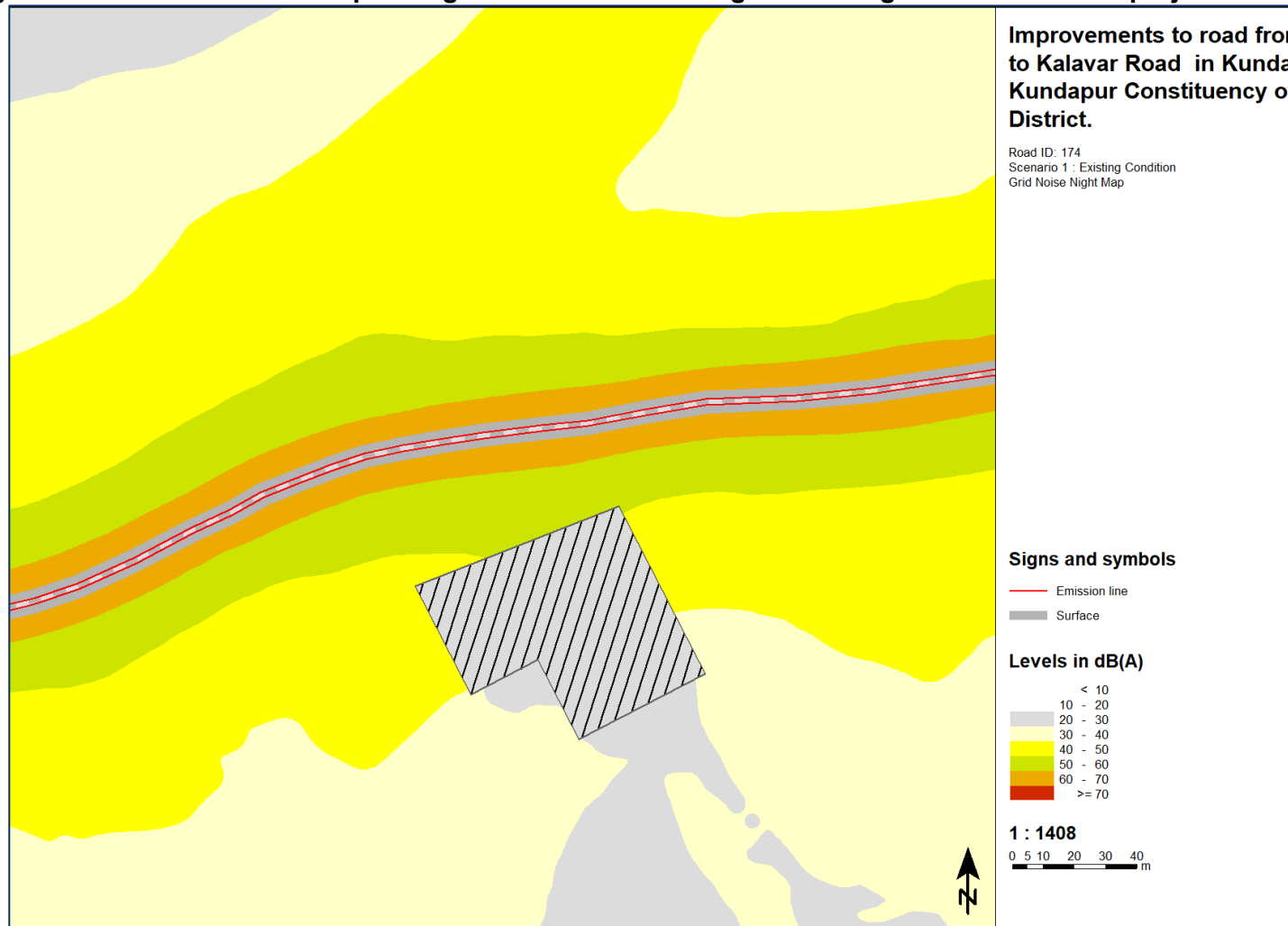
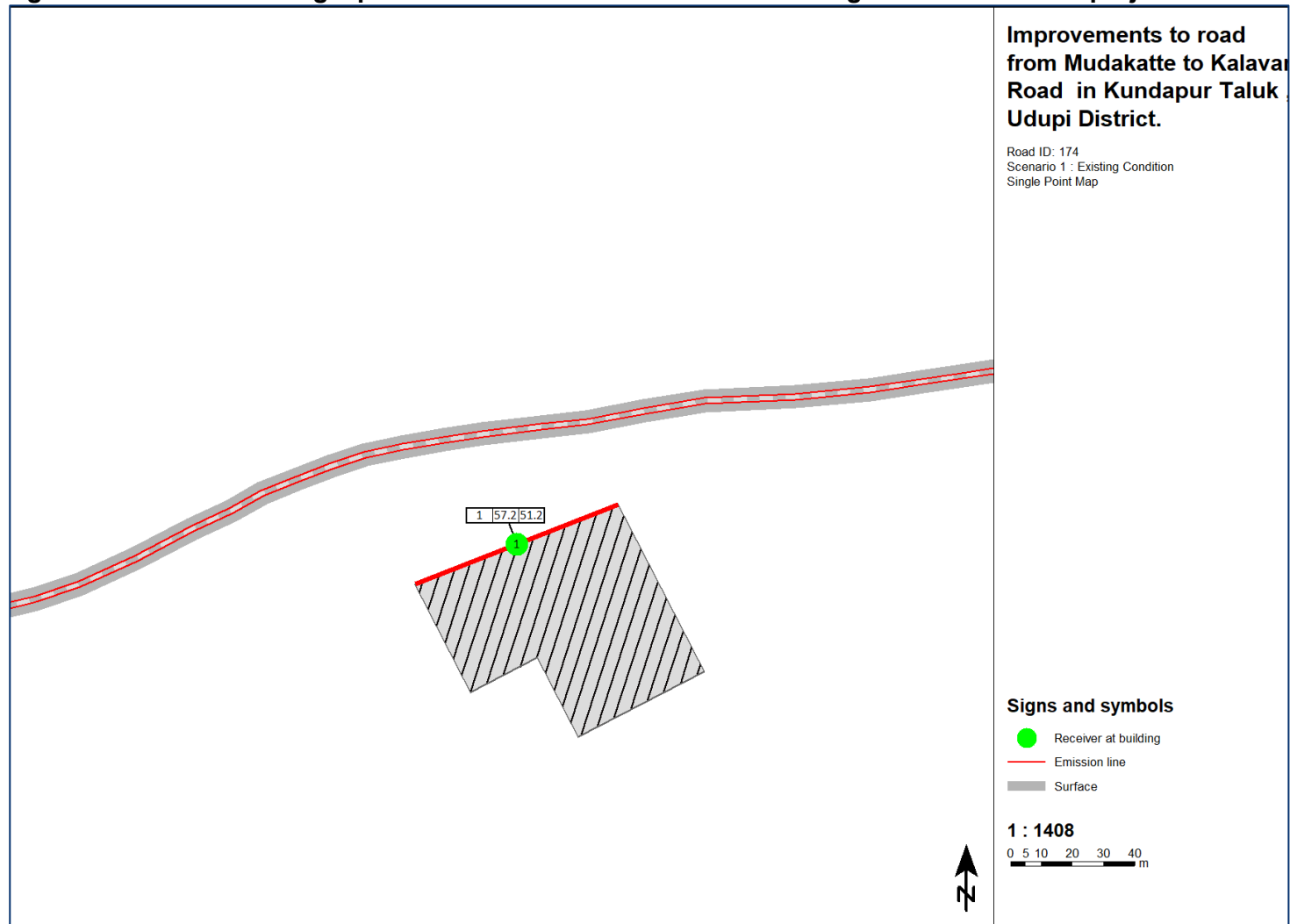


Figure 13: Scenario 1: Single point decibel level at receiver for existing condition with no project scenario.



5.6.2 Scenario 2: Projection for the first year of Project implementation

In this scenario, the RoW is proposed to be 7.5 m with a 3.75 m carriageway. The traffic data projection is higher than the existing baseline. The composition percentage of the vehicles are kept constant in all three scenarios. The following maps provide heat maps of noise modelling from daytime and nighttime.

Figure 14: Scenario 2: Daytime noise results for project scenario

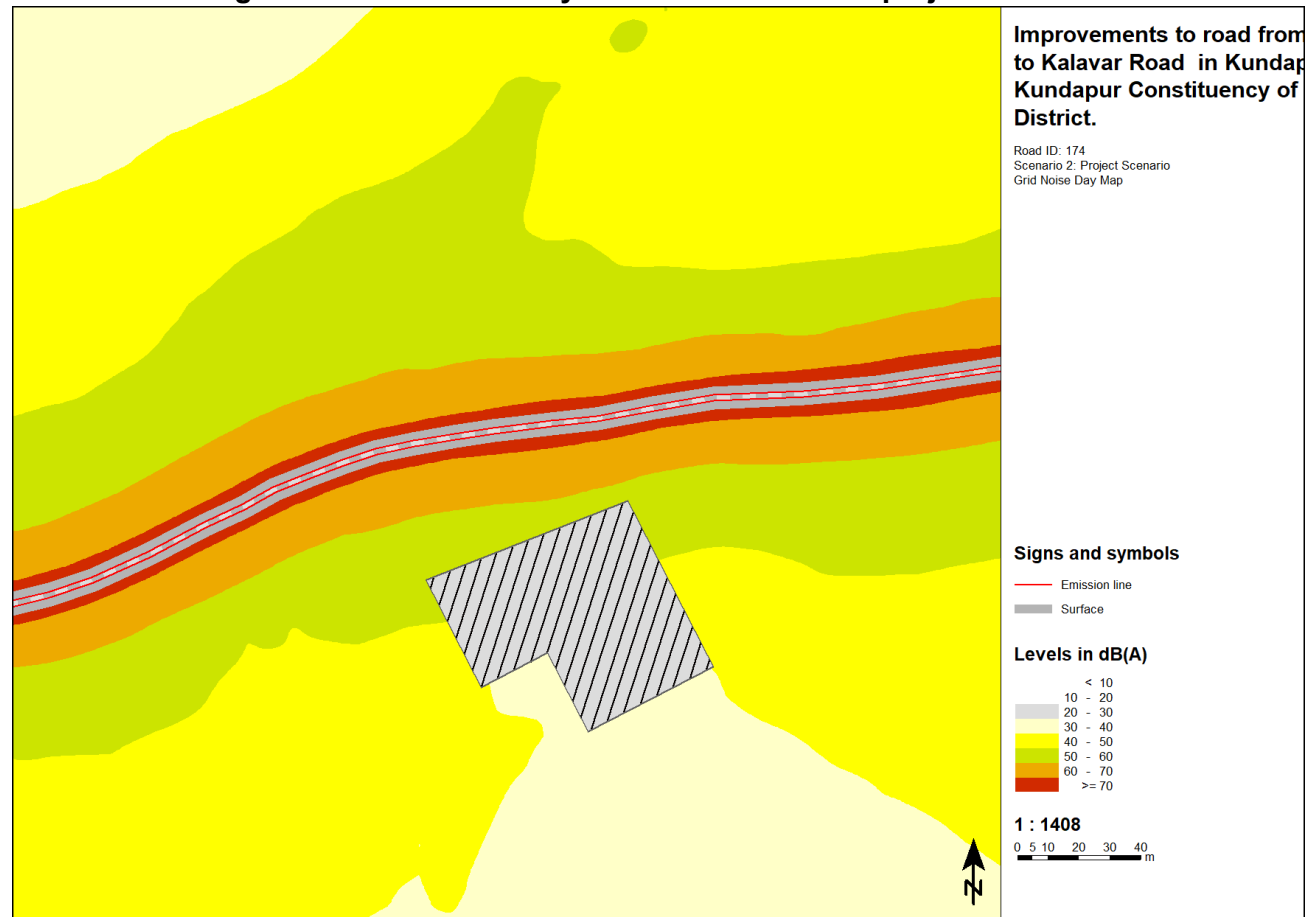


Figure 15: Scenario 2: Nighttime noise results for project scenario

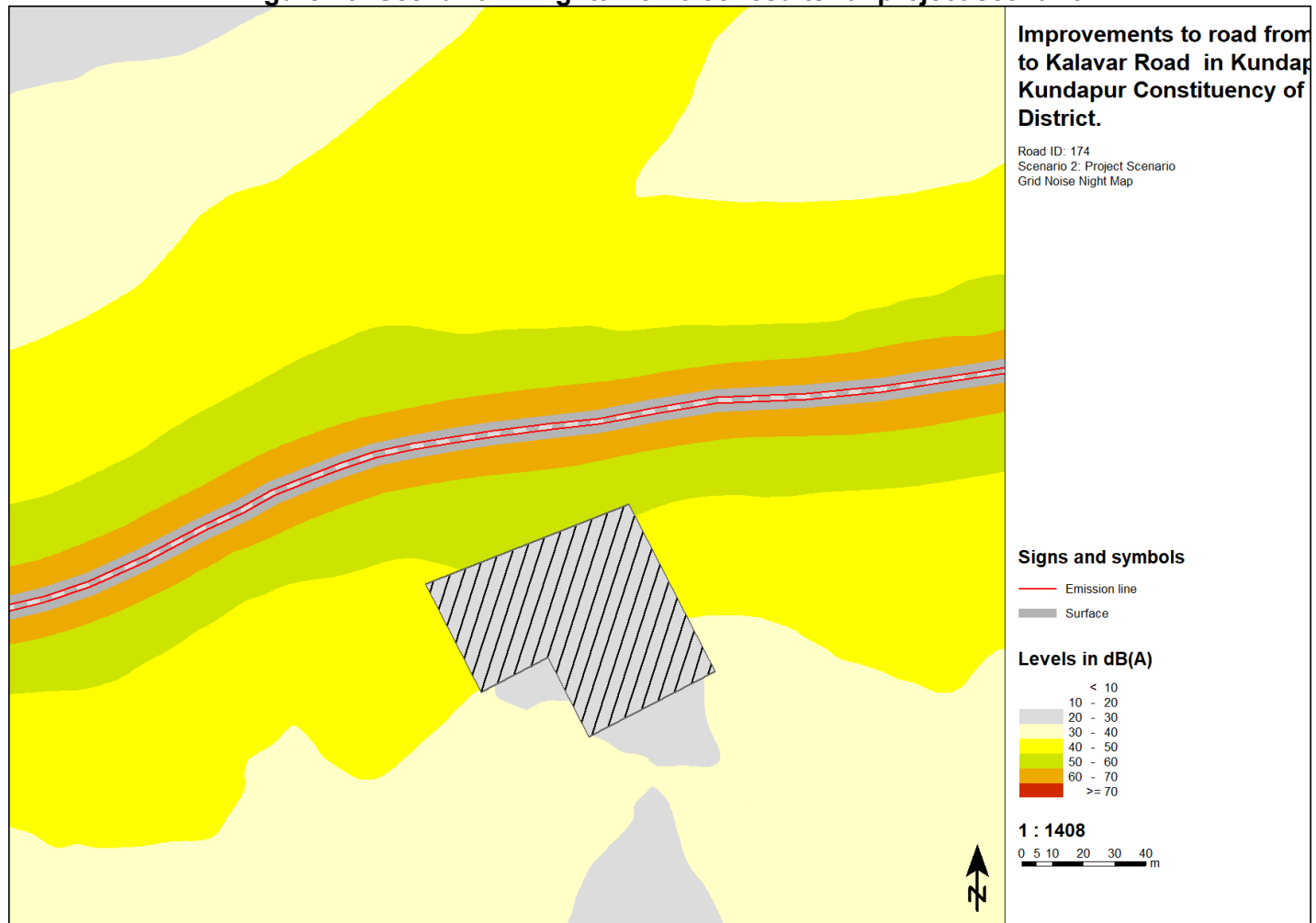
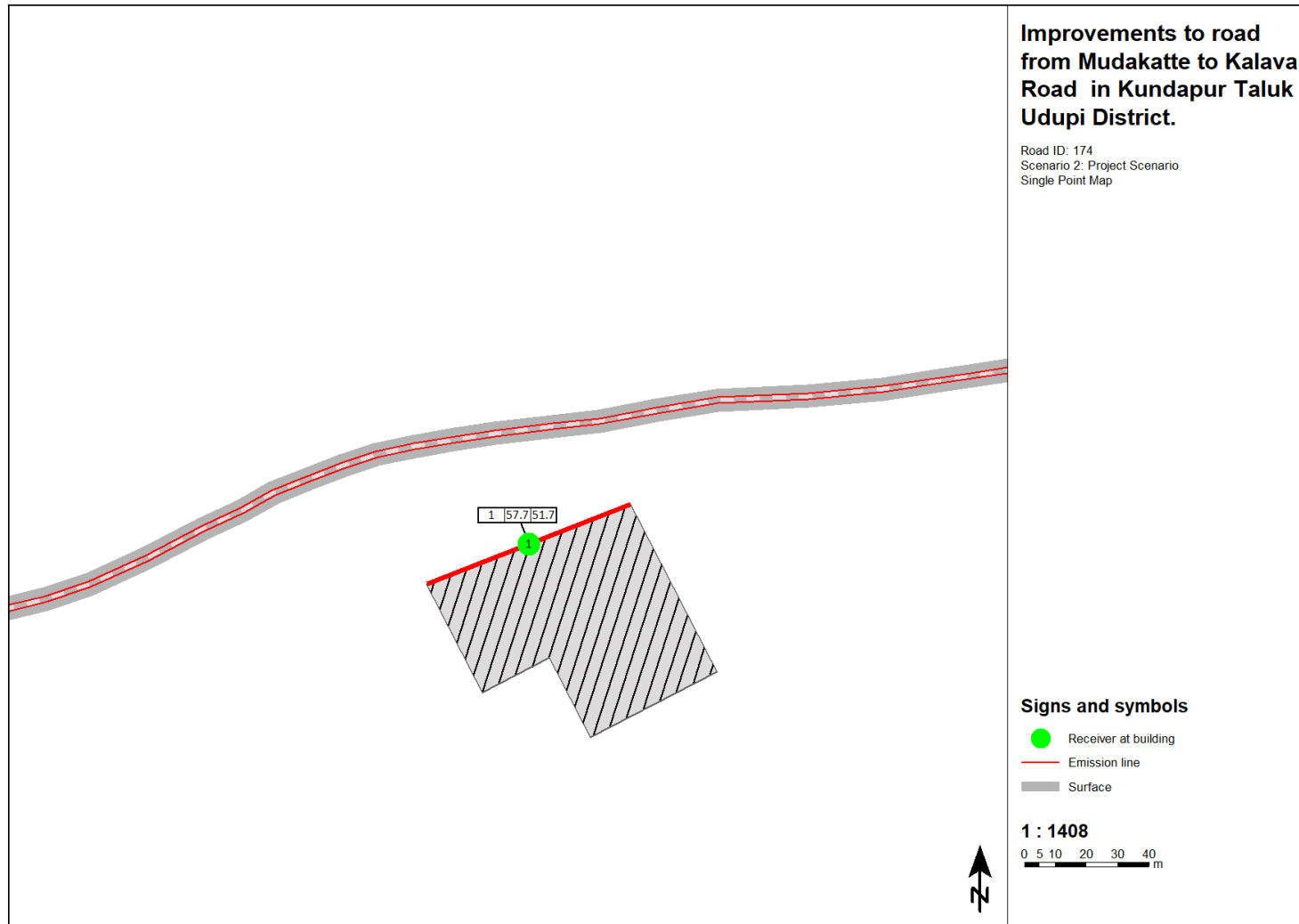


Figure 16: Scenario 2: Single point decibel level at each receiver for project scenario



5.6.3 Comparison of noise levels in both scenarios

The following table provides a comparison of noise levels at the sensitive receptor (Anganwadi) for both scenarios. The national permissible limit at silent zone is 50db for daytime and 40db for nighttime.

Table 11: Comparison of noise levels

Scenario	Day Time [Leq dB (A)]	Nighttime [Leq dB (A)]
Projected Noise Level of Scenario 1	57.2	51.2
Projected Noise Level of Scenario 2	57.7	51.7

It can be observed that the daytime and nighttime noise levels for both scenarios exceed the national permissible limit.

6. Road ID: 462 - Improvement to road from Peresandra to PS road via Basavanapathi, Kothandahalli, Hoovinaaralahalli, Bovihalli in Chikkaballapura Constituency, Chikkaballapura District.

6.1 Stretch taken for study and area of influence

Road ID 462 has a total stretch of 11.37 km which stretched from Peresandra to PS road via Basavanapathi, Kothandahalli, Hoovinaaralahalli, Bovihalli in Chikkaballapura District. The 200m stretch considered for noise modelling includes a sensitive receptor. The sensitive receptor identified is an Anganwadi.

The figure below represents the extent of stretch considered for the study (represented in black rectangle) from the entire road extent (represented in red line). The area of influence taken to analyse noise is approximately 100m from the road stretch. The geographic demarcation consists of a mix of farmlands and residential land use.

Figure 17: The red line represents the entire road stretch and the road stretches inside the black rectangle represents the road considered for noise modelling



Source: Google Earth

Figure 18: Existing Condition of the road



Source: Google Earth

6.2 Traffic Data

The annual average daily traffic (AADT) of the project road is presented in the succeeding table for the existing and projected scenario. Since the project road is categorised as village road and since it does not connect to major industrial places and no major activities are planned in the near future, induced or diverted traffic is not expected. Total (motorized traffic) traffic projection has been done assuming 6% growth rate.

Table 12: Present and Projected Traffic (Annual Average Daily Traffic) for Total Motorized Traffic

Roads	Existing Data	Projected Data
	No. of Vehicles	No. of Vehicles
Road ID: 462 - Improvement to road from Peresandra to PS road via Basavanapathi, Kothandahalli, Hoovinavaralahalli, Bovihalli in Chikkaballapura Constituency, Chikkaballapura District.	422	475

6.3 Project Scenario of Traffic Projections

6.3.1 Scenario 1: Existing condition of the road

The composition of traffic data into various categories have been assumed as shown in the table below. The split has been assumed as 4:1 ratio wherein out of the 422 vehicles according to annual average daily traffic, 337 vehicles is assumed to traverse during the daytime leaving 85 vehicles to move during the nighttime.

The day and night split are taken from 7am – 11pm (16 hours) as daytime and 11pm – 7am as nighttime (8 hours). The vehicle split on the basis of light motor vehicles (LMV), medium heavy vehicles, heavy vehicles, powered two wheelers and motorcycles are explained in the table below.

Table 13: Composition of traffic data

Types of Vehicles	Daytime Composition (337)		Nighttime Composition (85)	
	Vehicle/h (number)	Percentage (%)	Vehicle/h (number)	Percentage (%)
Light Motor Vehicles	7	2.07	2	2.35
Medium heavy vehicles	73	21.66	18	21.17
Heavy vehicles	82	24.33	21	24.70
Powered two wheelers (Mopeds)	32	9.49	8	9.411
Motor, tri and Quadricycles	143	42.43	36	42.35

6.3.2 Scenario 2: Projection for the first year of Project implementation

The composition of traffic data into various categories have been assumed as shown in the table below. The split has been assumed as 4:1 ratio wherein out of the 475 vehicles according to annual average daily traffic, 380 vehicles is assumed to traverse during the daytime leaving 95 vehicles to move during the nighttime.

The day and night split are taken from 7am – 11pm (17 hours) as daytime and 11pm – 7am as nighttime (7 hours). The vehicle split on the basis of light motor vehicles (LMV), medium heavy vehicles, heavy vehicles, powered two wheelers and motorcycles are explained in the table below.

Table 14: Composition of traffic data

Types of Vehicles	Daytime Composition (380)		Nighttime Composition (95)	
	Vehicle/h (number)	Percentage (%)	Vehicle/h (number)	Percentage (%)
Light Motor Vehicles	8	2.10	2	2.10
Medium heavy vehicles	82	21.57	21	22.10
Heavy vehicles	93	24.47	23	24.21
Powered two wheelers (Mopeds)	36	9.47	9	9.47
Motor, tri and Quadricycles	161	42.36	40	42.10

6.4 Road width

The existing width of the carriageway is 3.75 m according to DPR consultants. The details of the existing and proposed ROW are explained in the table below.

Table 15: Existing and proposed ROW from DPR

Existing ROW (m)			ROW proposed (m)		
Carriageway width	Shoulder (both side)	Existing available width	Carriageway width	Shoulder	Formation width
4	NIL	4	3.75	NIL	7.5

6.5 Speed limits

The exiting speed limit is 15-20kmph for light motor vehicles (LMV), medium heavy vehicles, powered two wheelers, motorcycles and heavy vehicles. The proposed speed limit is 40-50 kmph for light motor vehicles (LMV), medium heavy vehicles, powered two wheelers and motorcycles and 30-40kmph for heavy vehicles.

6.6 Result

The results from the noise modelling are provided in this section. The modelling results are according to the assumptions and conditions mentioned in the previous sections.

6.6.1 Scenario 1: Existing condition of road

The daytime and nighttime noise modelling heatmaps are provided below. It can be noted that daytime and nighttime Leq levels are exceeding the national permissible limits.

Figure 19: Scenario 1: Heat map for daytime noise modelling for existing condition with no project scenario

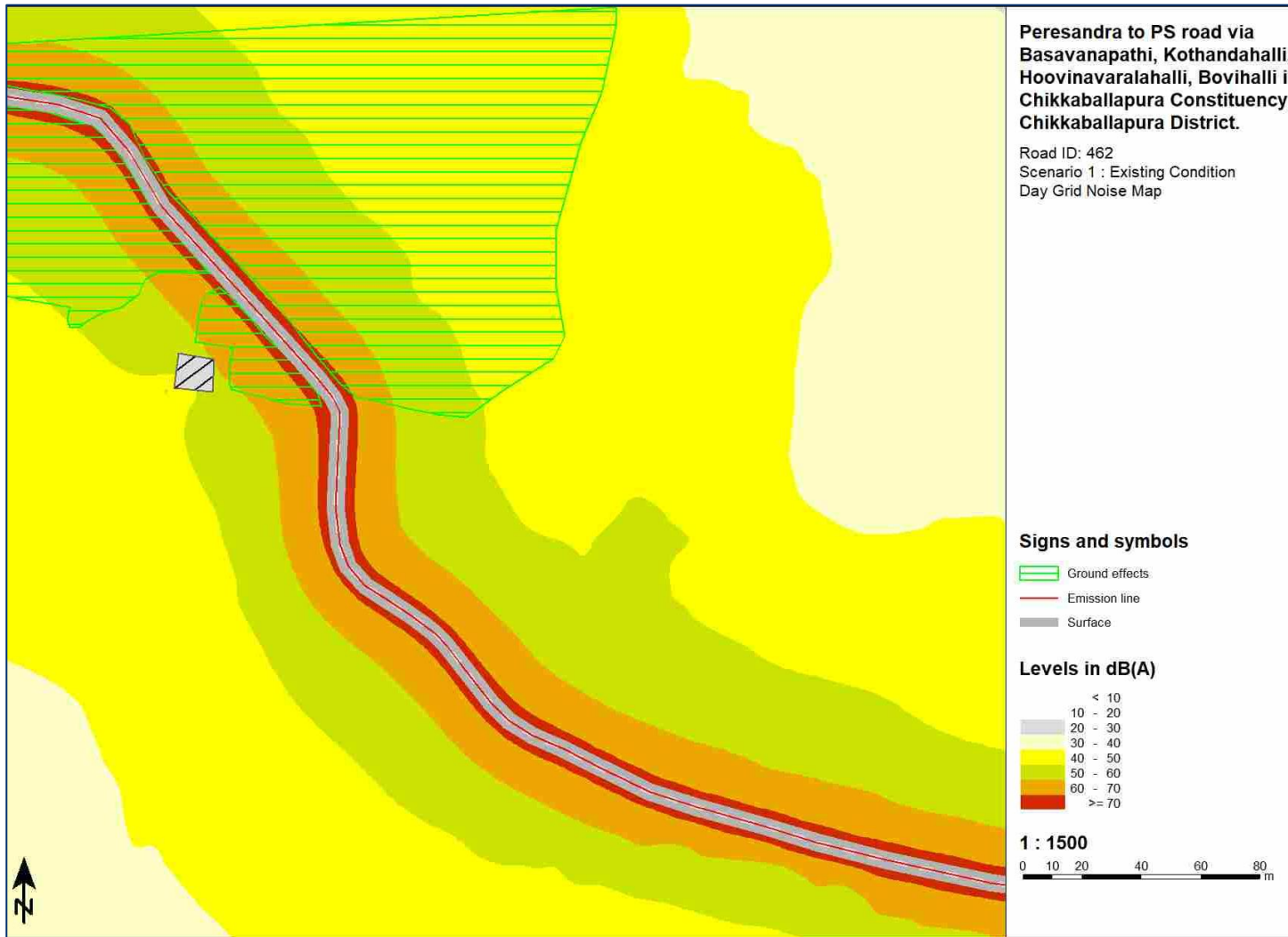


Figure 20: Scenario 1: Heat map for nighttime noise modelling for existing condition with no project scenario

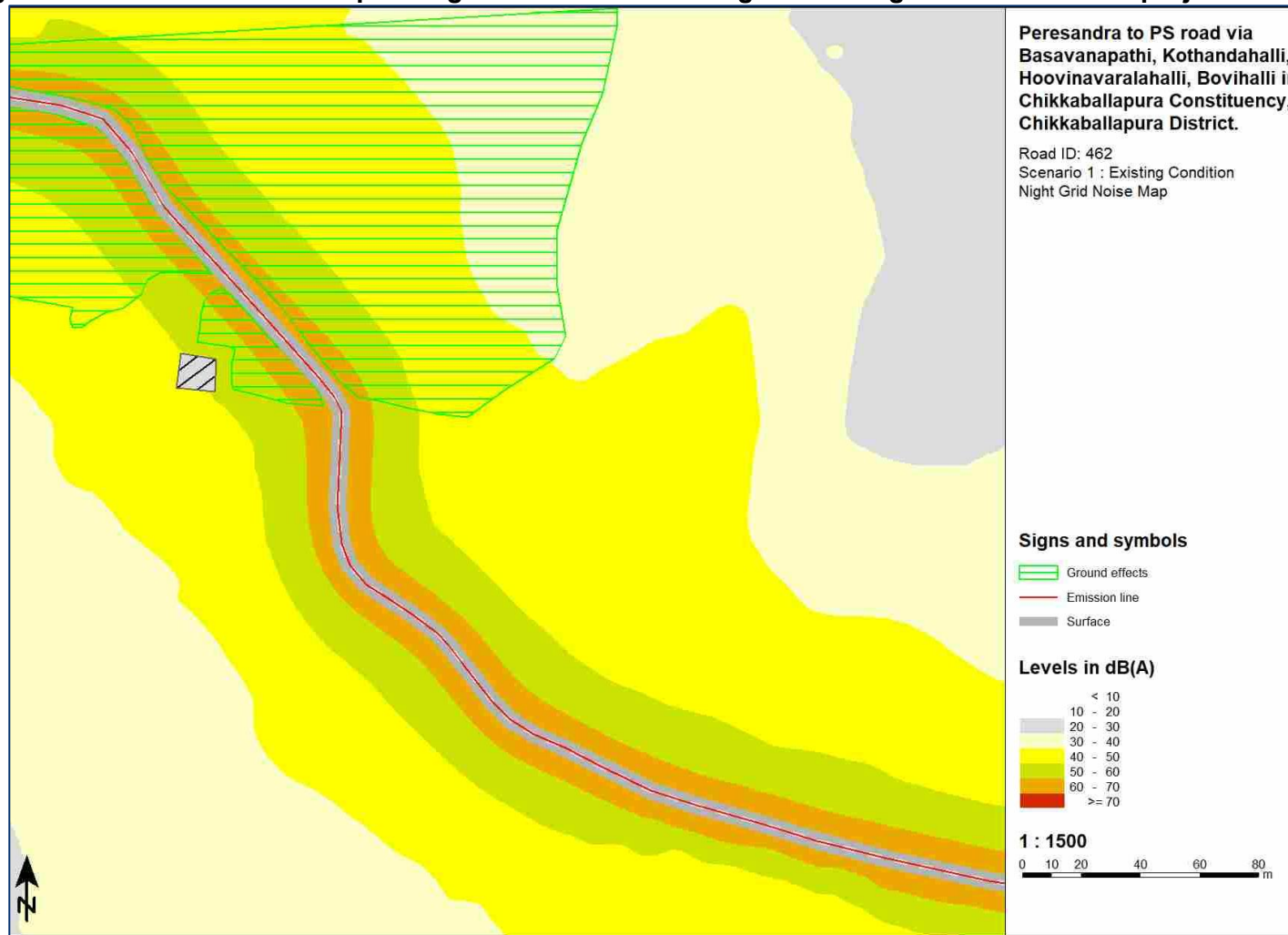
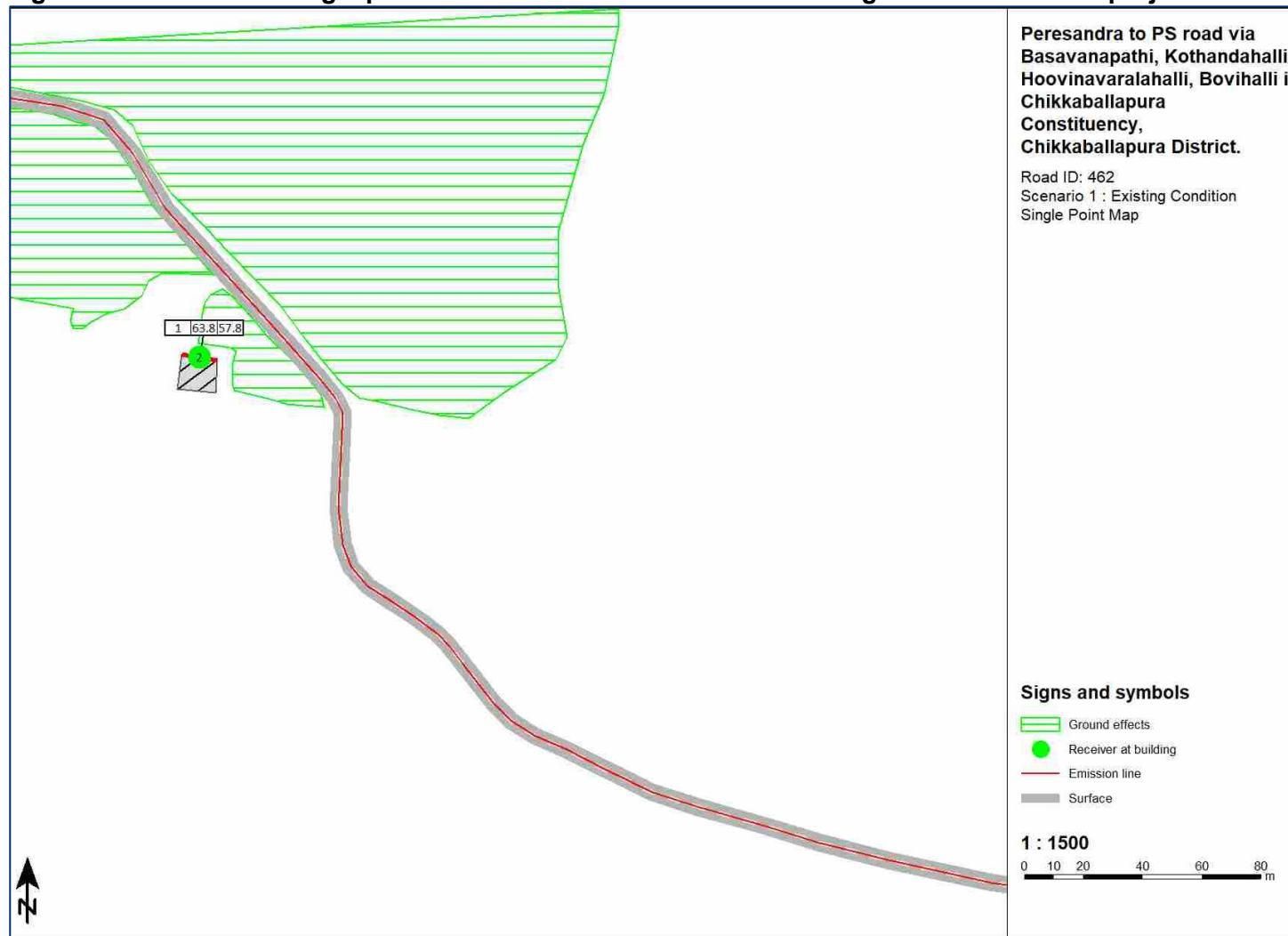


Figure 21: Scenario 1: Single point decibel level at receiver for existing condition with no project scenario



6.6.2 Scenario 2: Projection for the first year of Project implementation

In this scenario, the RoW is proposed to be 7.5 m with a 3.75 m carriageway. The traffic data projection is higher than the existing baseline. The composition percentage of the vehicles are kept constant in all three scenarios. The following maps provide heat maps of noise modelling from daytime and nighttime.

Figure 22: Scenario 2: Daytime noise results for project scenario

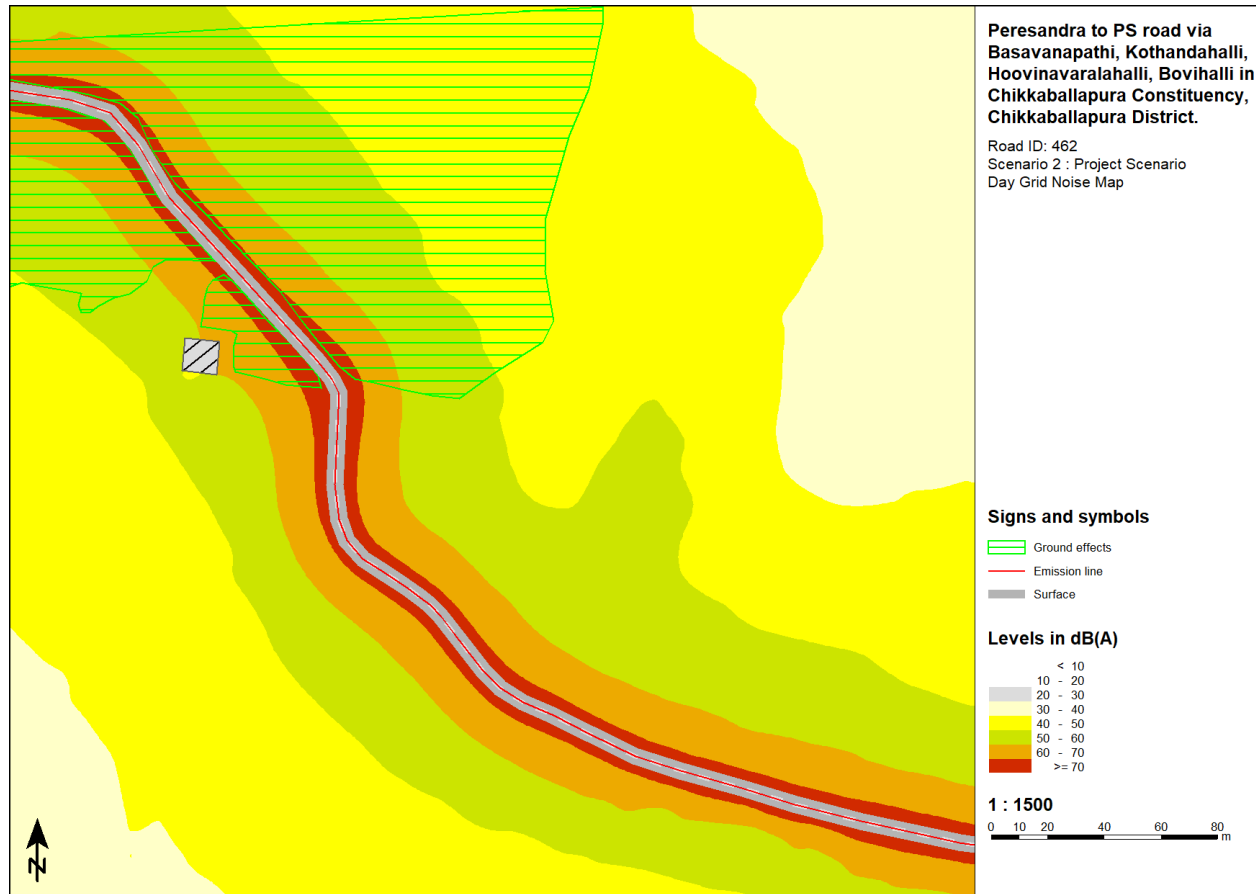


Figure 23: Scenario 2: Nighttime noise results for project scenario

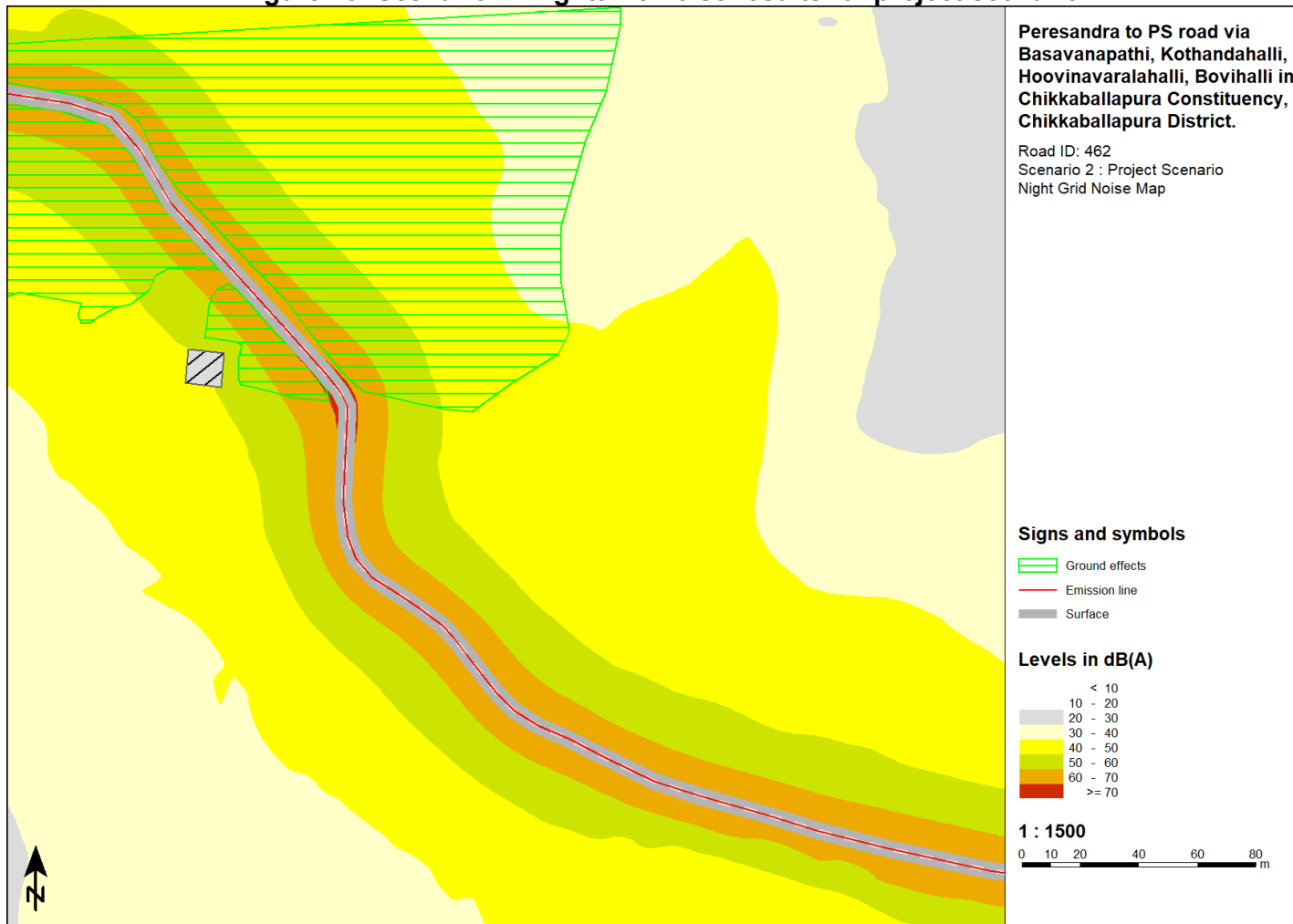
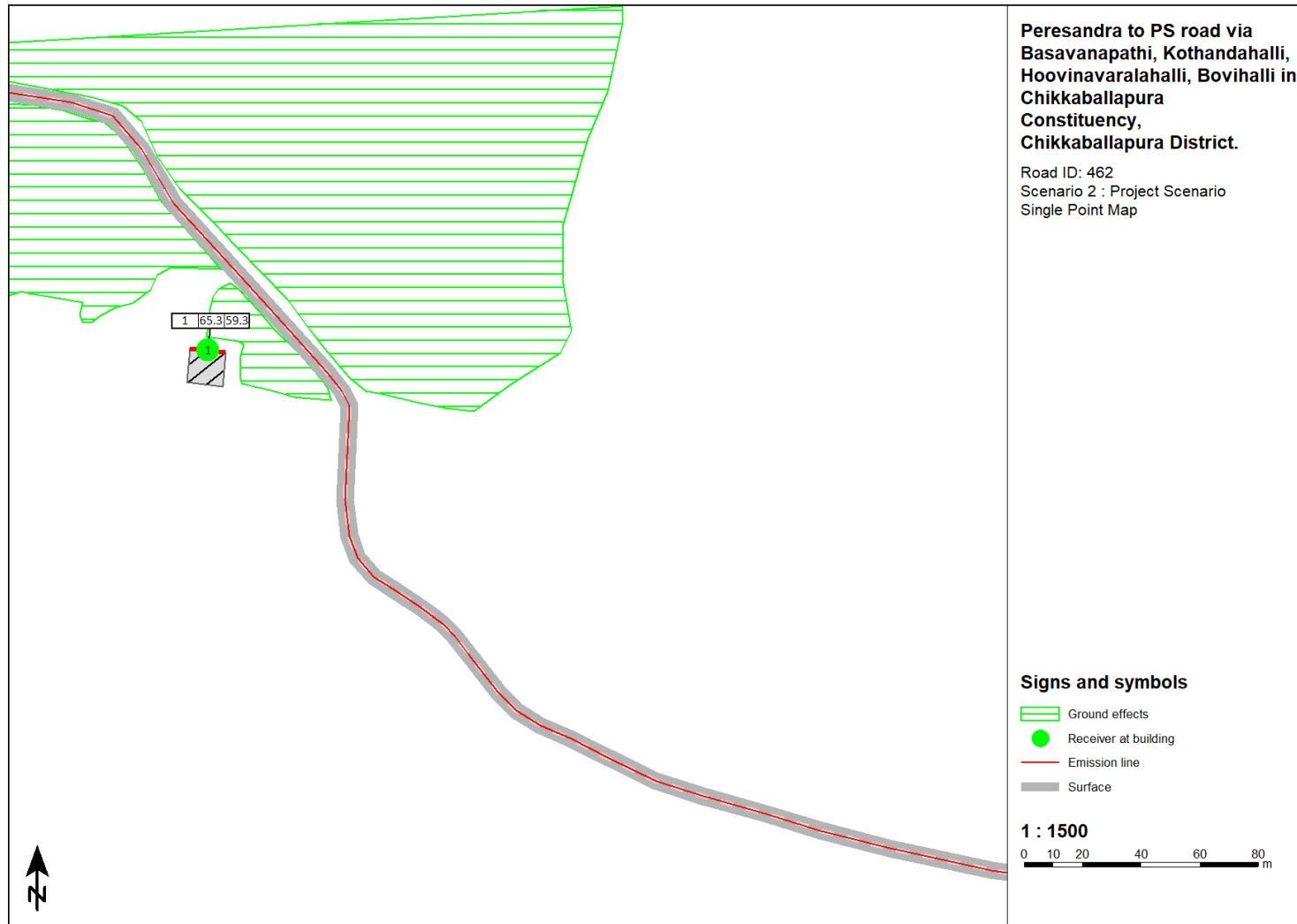


Figure 24: Scenario 2: Single point decibel level at each receiver for project scenario



6.6.3 Comparison of noise levels in both scenarios

The following table provides a comparison of noise levels at the sensitive receptor (Anganwadi) both scenarios. The national permissible limit at silent zone is 50db for daytime and 40db for nighttime.

Table 16: Comparison of noise levels

Scenario	Day Time [Leq dB (A)]	Nighttime [Leq dB (A)]
Projected Noise Level of Scenario 1	63.8	57.8
Projected Noise Level of Scenario 2	65.3	59.3

It can be observed that the daytime and nighttime noise levels for both scenarios exceed the national permissible limit.

7. Road ID: 827 - Improvements to Irde Dumadka- kunzimoole Road in Puttur Taluk (Puttur Constituency), Dakshina Kannada District. From CH. 0.000 to 4.530 Km

7.1 Stretch taken for study and area of influence

Road ID 827 has a total stretch of 4.53 km which stretched to Irde Dumadka- kunzimoole Road in Puttur Taluk (Puttur Constituency), Dakshina Kannada District. The 200m stretch considered for noise modelling includes a sensitive receptor. The sensitive receptor identified is a primary school.

The figure below represents the extent of stretch considered for the study (represented in white rectangle) from the entire road extent (represented in red line). The area of influence taken to analyse noise is approximately 100m from the road stretch. The geographic demarcation consists of a mix of farmlands and residential land use.

Figure 25: The red line represents the entire road stretch and the road stretches inside the black rectangle represents the road considered for noise modelling



Source: Google Earth

Figure 26: Existing Condition of the road

Source: Google Earth

7.2 Traffic Data

The annual average daily traffic (AADT) of the project road is presented in the succeeding table for the existing and projected scenario. Since the project road is categorised as village road and since it does not connect to major industrial places and no major activities are planned in the near future, induced or diverted traffic is not expected. Total (motorized traffic) traffic projection has been done assuming 6% growth rate.

Table 17: Present and Projected Traffic (Annual Average Daily Traffic) for Total Motorized Traffic

Roads	Existing Data	Projected Data
	No. of Vehicles	No. of Vehicles
Road ID: 827 - Improvements to Irde Dumadka- kunzimoole Road in Puttur Taluk (Puttur Constituency), Dakshina Kannada District. From CH. 0.000 to 4.530 Km	149	166

7.3 Project Scenario of Traffic Projections

7.3.1 Scenario 1: Existing condition of the road

The composition of traffic data into various categories have been assumed as shown in the table below. The split has been assumed as 4:1 ratio wherein out of the 149 vehicles according to annual average daily traffic, 119 vehicles is assumed to traverse during the daytime leaving 30 vehicles to move during the nighttime.

The day and night split are taken from 7am – 11pm (16 hours) as daytime and 11pm – 7am as nighttime (8 hours). The vehicle split on the basis of light motor vehicles (LMV), medium heavy vehicles, heavy vehicles, powered two wheelers and motorcycles are explained in the table below.

Table 18: Composition of traffic data

Types of Vehicles	Daytime Composition (119)		Nighttime Composition (30)	
	Vehicle/h (number)	Percentage (%)	Vehicle/h (number)	Percentage (%)
Light Motor Vehicles	10	8.05	2	8.05
Medium heavy vehicles	47	39.59	12	39.59
Heavy vehicles	8	6.71	2	6.71
Powered two wheelers (Mopeds)	27	22.81	7	22.81
Motor, tri and Quadricycles	27	22.81	7	22.81

7.3.2 Scenario 2: Projection for the first year of Project implementation

The composition of traffic data into various categories have been assumed as shown in the table below. The split has been assumed as 4:1 ratio wherein out of the 166 vehicles according to annual average daily traffic, 133 vehicles is assumed to traverse during the daytime leaving 33 vehicles to move during the nighttime.

The day and night split are taken from 7am – 11pm (17 hours) as daytime and 11pm – 7am as nighttime (7 hours). The vehicle split on the basis of light motor vehicles (LMV), medium heavy vehicles, heavy vehicles, powered two wheelers and motorcycles are explained in the table below.

Table 19: Composition of traffic data

Types of Vehicles	Daytime Composition (133)		Nighttime Composition (33)	
	Vehicle/h (number)	Percentage (%)	Vehicle/h (number)	Percentage (%)
Light Motor Vehicles	10	7.83	3	7.83
Medium heavy vehicles	53	39.75	13	39.75
Heavy vehicles	9	6.62	2	6.62
Powered two wheelers (Mopeds)	30	22.89	8	22.89
Motor, tri and Quadricycles	30	22.89	8	22.89

7.4 Road width

The existing width of the carriageway is 3.50 m according to DPR consultants. The details of the existing and proposed ROW are explained in the table below.

Table 20: Existing and proposed ROW from DPR

Existing ROW (m)			ROW proposed (m)		
Carriageway width	Shoulder (both side)	Existing available width	Carriageway width	Shoulder	Formation width

Existing ROW (m)			ROW proposed (m)		
3.50	NIL	10	3.75	NIL	7.50

7.5 Speed limits

The exiting speed limit is 15-20kmph for light motor vehicles (LMV), medium heavy vehicles, powered two wheelers, motorcycles and heavy vehicles. The proposed speed limit is 15-20kmph for light motor vehicles (LMV), medium heavy vehicles, powered two wheelers and motorcycles and 15-20kmph for heavy vehicles.

7.6 Result

The results from the noise modelling are provided in this section. The modelling results are according to the assumptions and conditions mentioned in the previous sections.

7.6.1 Scenario 1: Existing condition of road

The daytime and nighttime noise modelling heatmaps are provided below. It can be noted that daytime and nighttime Leq levels are exceeding the national permissible limits.

Figure 27: Scenario 1: Heat map for daytime noise modelling for existing condition with no project scenario

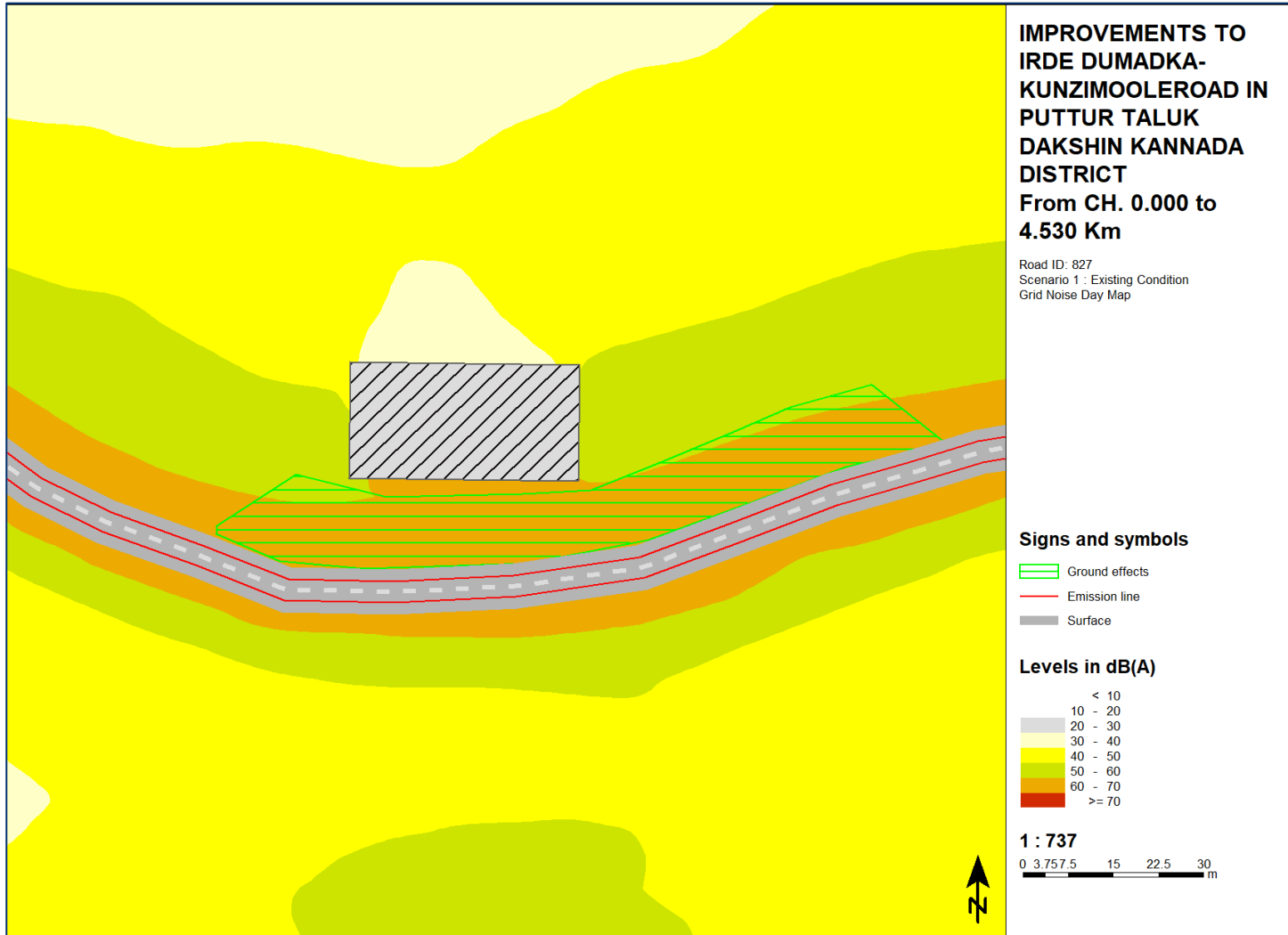


Figure 28: Scenario 1: Heat map for nighttime noise modelling for existing condition with no project scenario

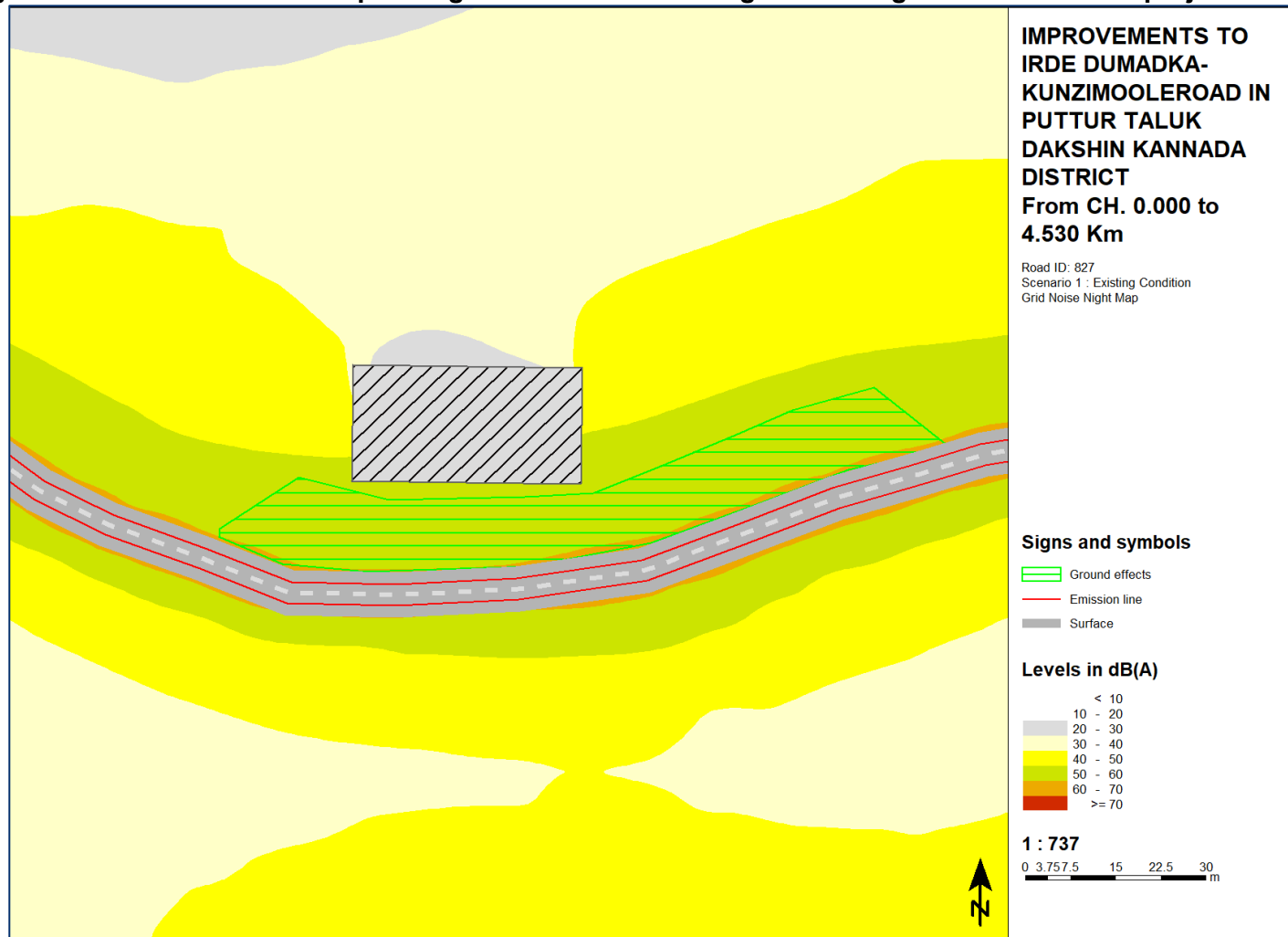
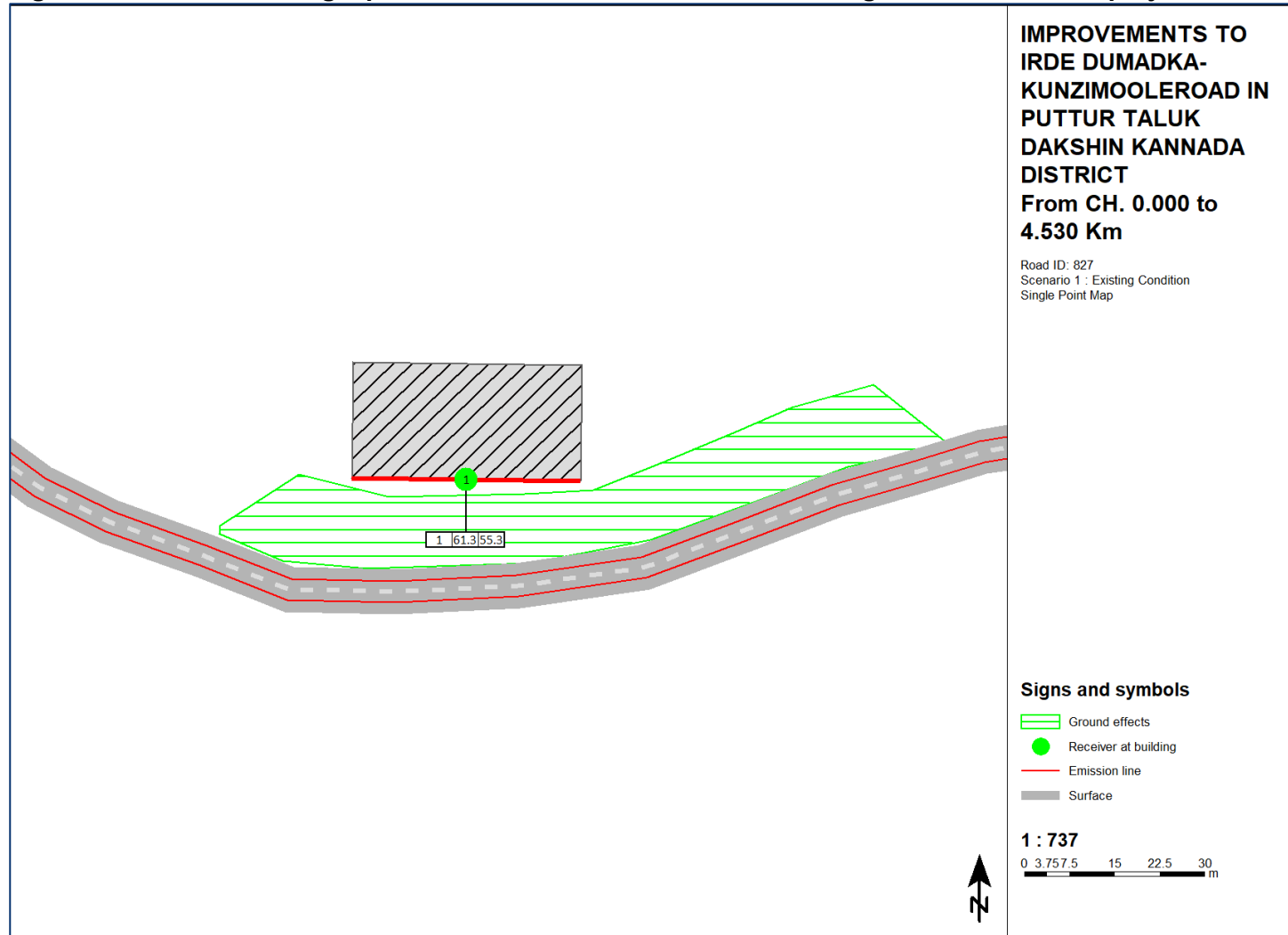


Figure 29: Scenario 1: Single point decibel level at receiver for existing condition with no project scenario



7.6.2 Scenario 2: Projection for the first year of Project implementation

In this scenario, the RoW is proposed to be 7.5 m with a 3.75 m carriageway. The traffic data projection is higher than the existing baseline. The composition percentage of the vehicles are kept constant in all three scenarios. The following maps provide heat maps of noise modelling from daytime and nighttime.

Figure 30: Scenario 2: Daytime noise results for project scenario

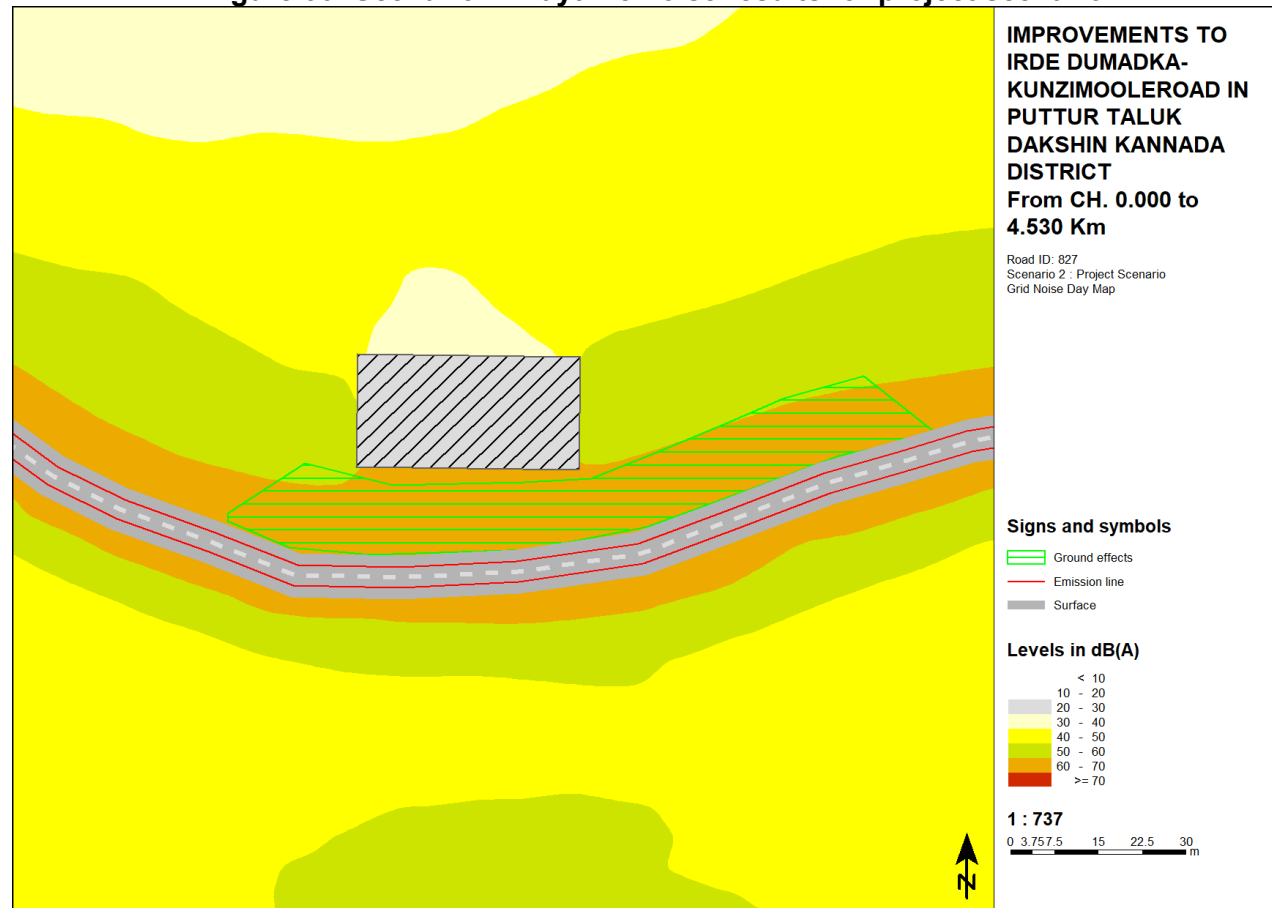


Figure 31: Scenario 2: Nighttime noise results for project scenario

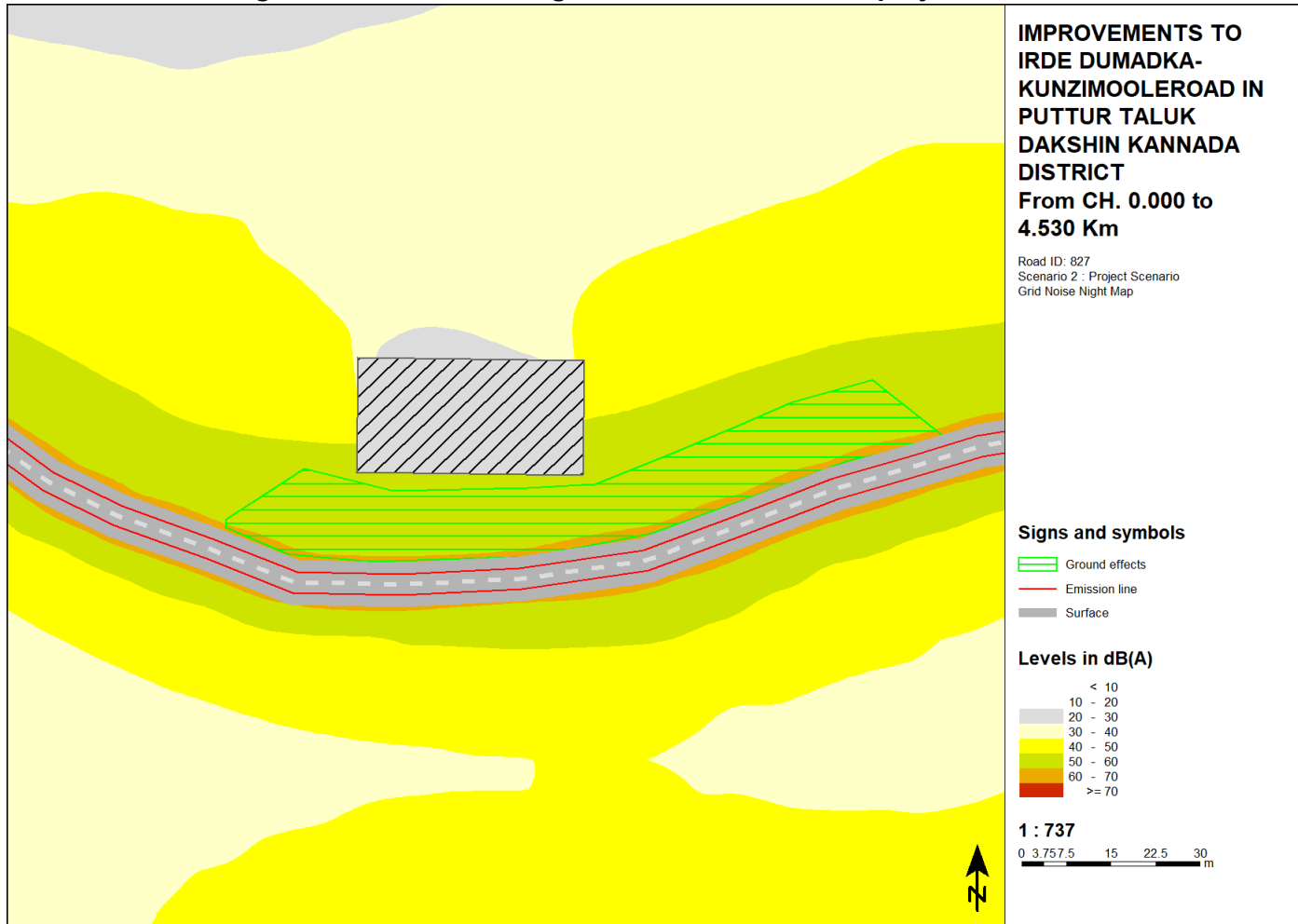
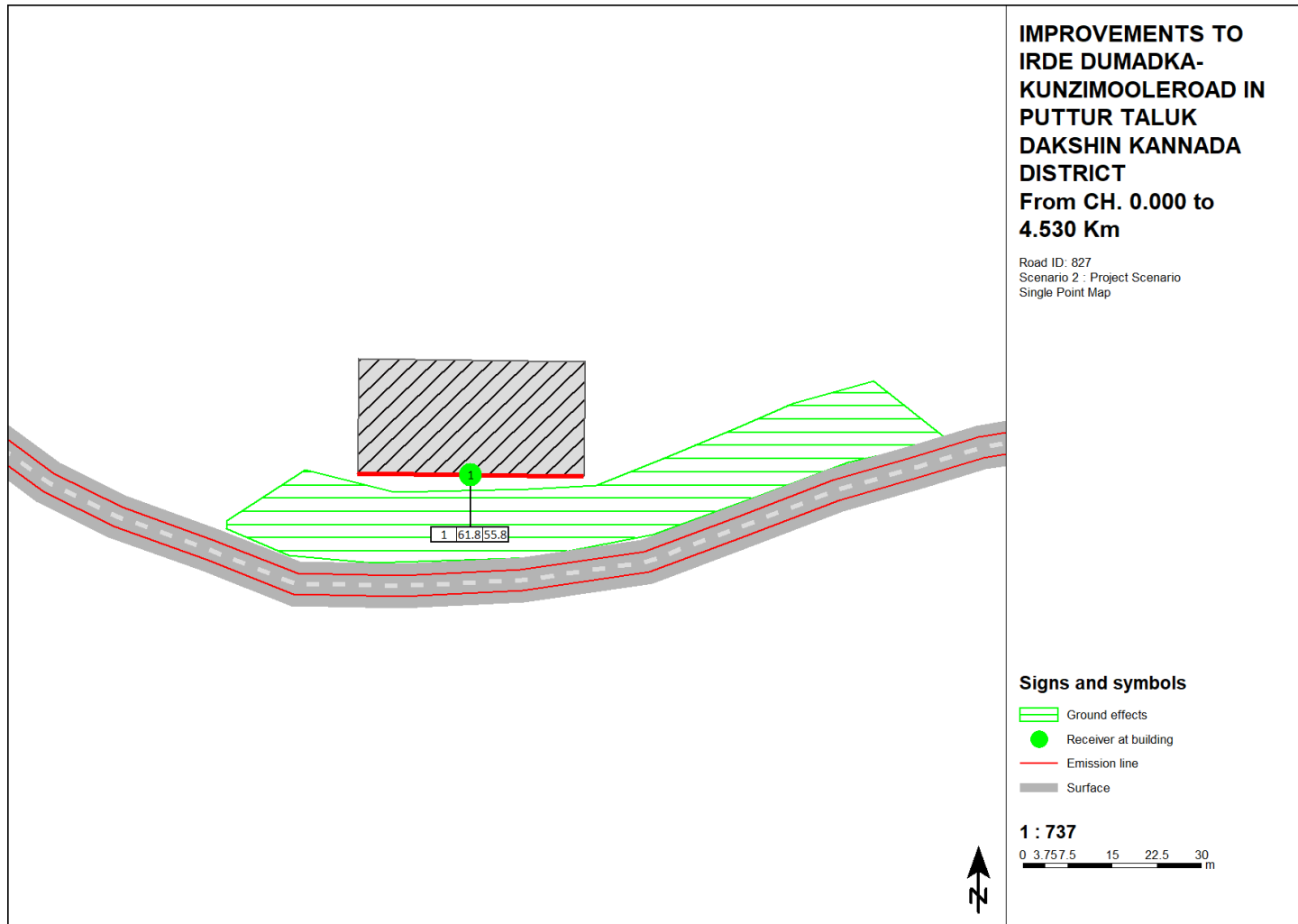


Figure 32: Scenario 2: Single point decibel level at each receiver for project scenario



7.6.3 Comparison of noise levels in both scenarios

The following table provides a comparison of noise levels at the sensitive receptor (School) for both scenarios. The national permissible limit at silent zone is 50db for daytime and 40db for nighttime.

Table 21: Comparison of noise levels

Scenario	Day Time [Leq dB (A)]	Nighttime [Leq dB (A)]
Projected Noise Level of Scenario 1	61.3	55.3
Projected Noise Level of Scenario 2	61.8	55.8

It can be observed that the daytime and nighttime noise levels for both scenarios exceed the national permissible limit.

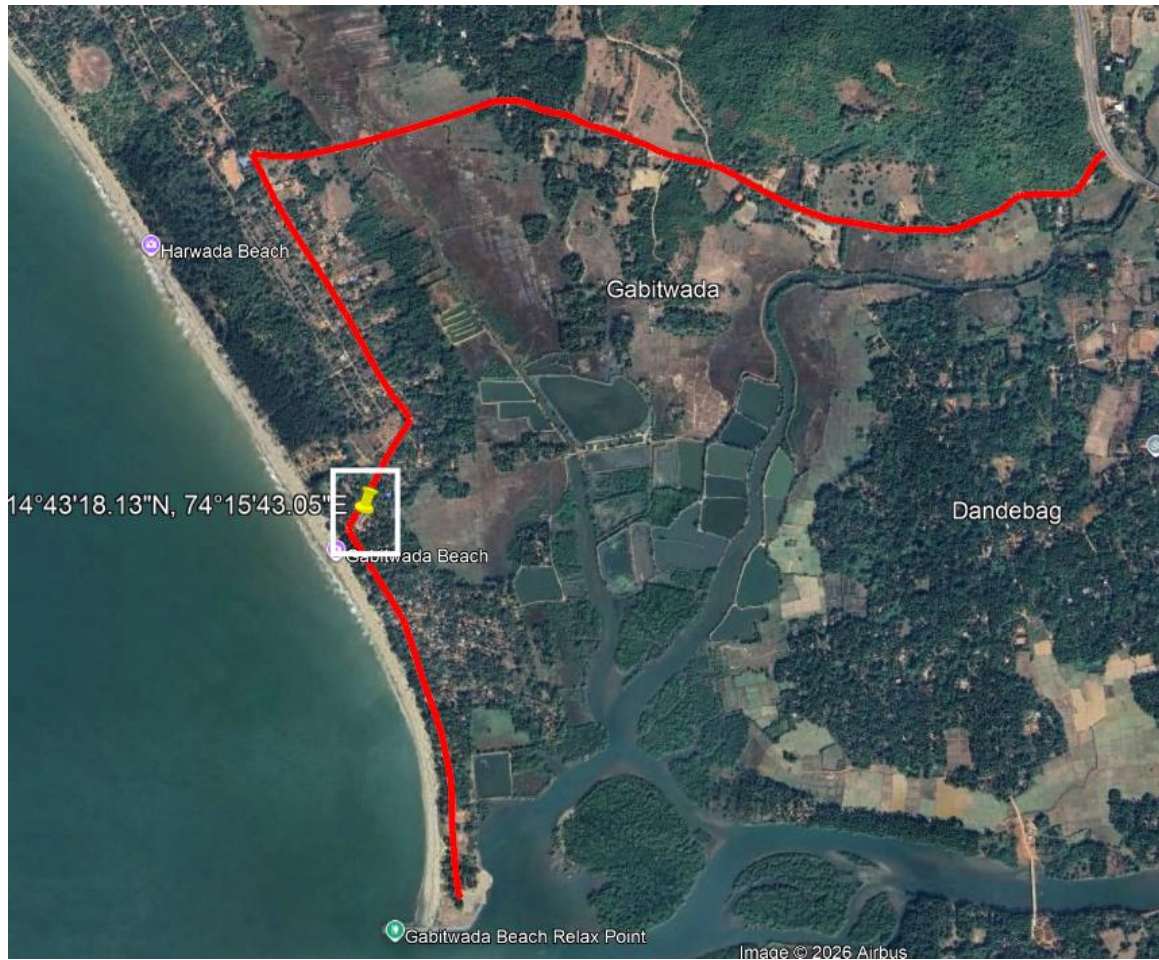
8. Road ID: 1206 - Improvements to road from Harwada to Belekeri Road Ankola Taluk , Karwar Constituency of Uttara Kannada District.

8.1 Stretch taken for study and area of influence

Road ID 1206 has a total stretch of 4.2 km which stretched from Harwada to Belekeri Road Ankola Taluk, Karwar Constituency of Uttara Kannada District. The 200m stretch considered for noise modelling includes a sensitive receptor. The sensitive receptor identified is Govt Primary School Gabitwada, Harwada.

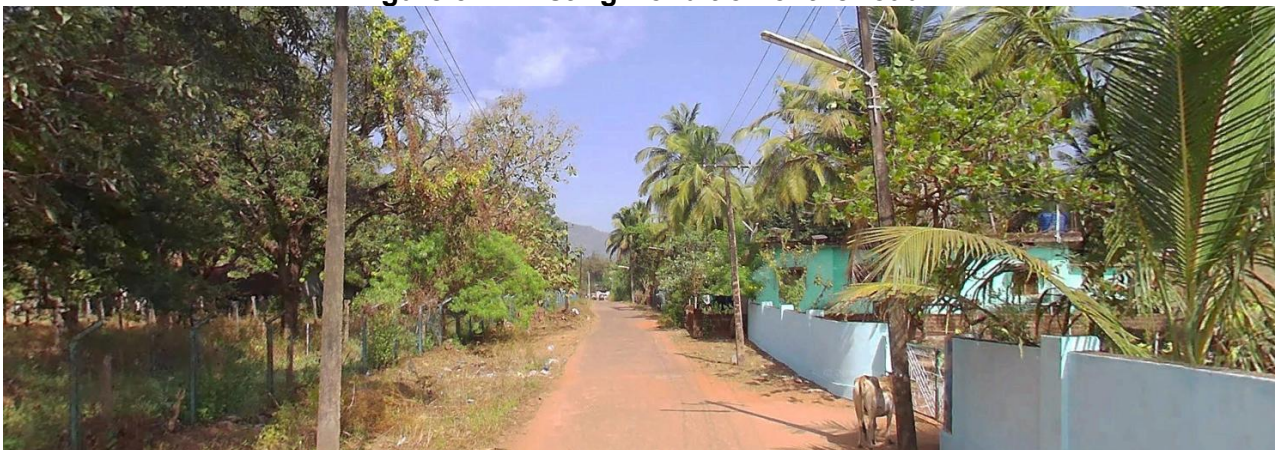
The figure below represents the extent of stretch considered for the study (represented in white rectangle) from the entire road extent (represented in red line). The area of influence taken to analyse noise is approximately 100m from the road stretch. The geographic demarcation consists of farmland and residential land use.

Figure 33: The red line represents the entire road stretch and the road stretches inside the white rectangle represents the road considered for noise modelling



Source: Google Earth

Figure 34: Existing Condition of the road



Source: Google Earth

8.2 Traffic Data

The annual average daily traffic (AADT) of the project road is presented in the succeeding table for the existing and projected scenario. Since the project road is categorised as village road and since it does not connect to major industrial places and no major activities are planned in the near future, induced or diverted traffic is not expected. Total (motorized traffic) traffic projection has been done assuming 6% growth rate.

Table 22: Present and Projected Traffic (Annual Average Daily Traffic) for Total Motorized Traffic

Roads	Existing Data	Projected Data
	No. of Vehicles	No. of Vehicles
Road ID: 174 - Improvements to road from Mudakatte to Kalavar Road in Kundapur Taluk, Kundapur Constituency of Udupi District.	208	234

8.3 Project Scenario of Traffic Projections

8.3.1 Scenario 1: Existing condition of the road

The composition of traffic data into various categories have been assumed as shown in the table below. The split has been assumed as 4:1 ratio wherein out of the 208 vehicles according to annual average daily traffic, 166 vehicles is assumed to traverse during the daytime leaving 42 vehicles to move during the nighttime.

The day and night split are taken from 7am – 11pm (16 hours) as daytime and 11pm – 7am as nighttime (8 hours). The vehicle split on the basis of light motor vehicles (LMV), medium heavy vehicles, heavy vehicles, powered two wheelers and motorcycles are explained in the table below.

Table 23: Composition of traffic data

Types of Vehicles	Daytime Composition (291)		Nighttime Composition (73)	
	Vehicle/h (number)	Percentage (%)	Vehicle/h (number)	Percentage (%)
Light Motor Vehicles	5	2.88	1	2.88
Medium heavy vehicles	43	25.96	11	25.96
Heavy vehicles	18	10.57	4	10.57
Powered two wheelers (Mopeds)	34	20.19	8	20.19
Motor, tri and Quadricycles	67	40.38	17	40.38

8.3.2 Scenario 2: Projection for the first year of Project implementation

The composition of traffic data into various categories have been assumed as shown in the table below. The split has been assumed as 4:1 ratio wherein out of the 234 vehicles according to annual average daily traffic, 187 vehicles is assumed to traverse during the daytime leaving 47 vehicles to move during the nighttime.

The day and night split are taken from 7am – 11pm (17 hours) as daytime and 11pm – 7am as nighttime (7 hours). The vehicle split on the basis of light motor vehicles (LMV), medium heavy vehicles, heavy vehicles, powered two wheelers and motorcycles are explained in the table below.

Table 24: Composition of traffic data

Types of Vehicles	Daytime Composition (133)		Nighttime Composition (33)	
	Vehicle/h (number)	Percentage (%)	Vehicle/h (number)	Percentage (%)
Light Motor Vehicles	6	2.99	1	2.99
Medium heavy vehicles	49	26.06	12	26.06
Heavy vehicles	20	10.68	5	10.68
Powered two wheelers (Mopeds)	38	20.08	9	20.08
Motor, tri and Quadricycles	75	40.17	19	40.17

8.4 Road width

The existing width of the carriageway is 3.75 m according to DPR consultants. The details of the existing and proposed ROW are explained in the table below.

Table 25: Existing and proposed ROW from DPR

Existing ROW (m)			ROW proposed (m)		
Carriageway width	Shoulder (both side)	Existing available width	Carriageway width	Shoulder	Formation width
3.75	NIL	5	3.75	NIL	7.50

8.5 Speed limits

The exiting speed limit is 20-30kmph for light motor vehicles (LMV), medium heavy vehicles, powered two wheelers, motorcycles and heavy vehicles. The proposed speed limit is 40-50kmph for light motor vehicles (LMV), medium heavy vehicles, powered two wheelers and motorcycles and 30-40kmph for heavy vehicles.

8.6 Result

The results from the noise modelling are provided in this section. The modelling results are according to the assumptions and conditions mentioned in the previous sections.

8.6.1 Scenario 1: Existing condition of road

The daytime and nighttime noise modelling heatmaps are provided below. It can be noted that daytime and nighttime Leq levels are exceeding the national permissible limits.

Figure 35: Scenario 1: Heat map for daytime noise modelling for existing condition with no project scenario

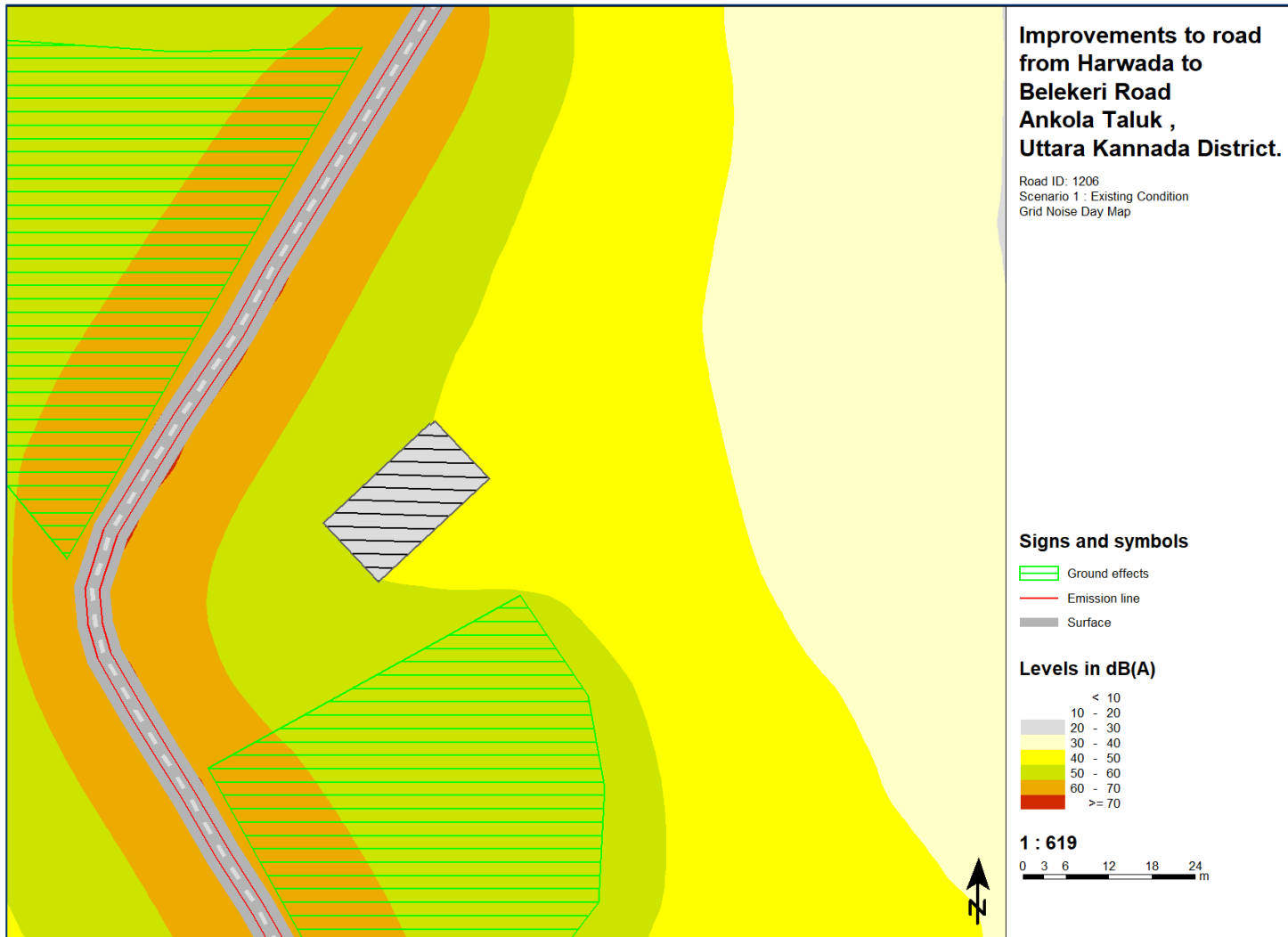
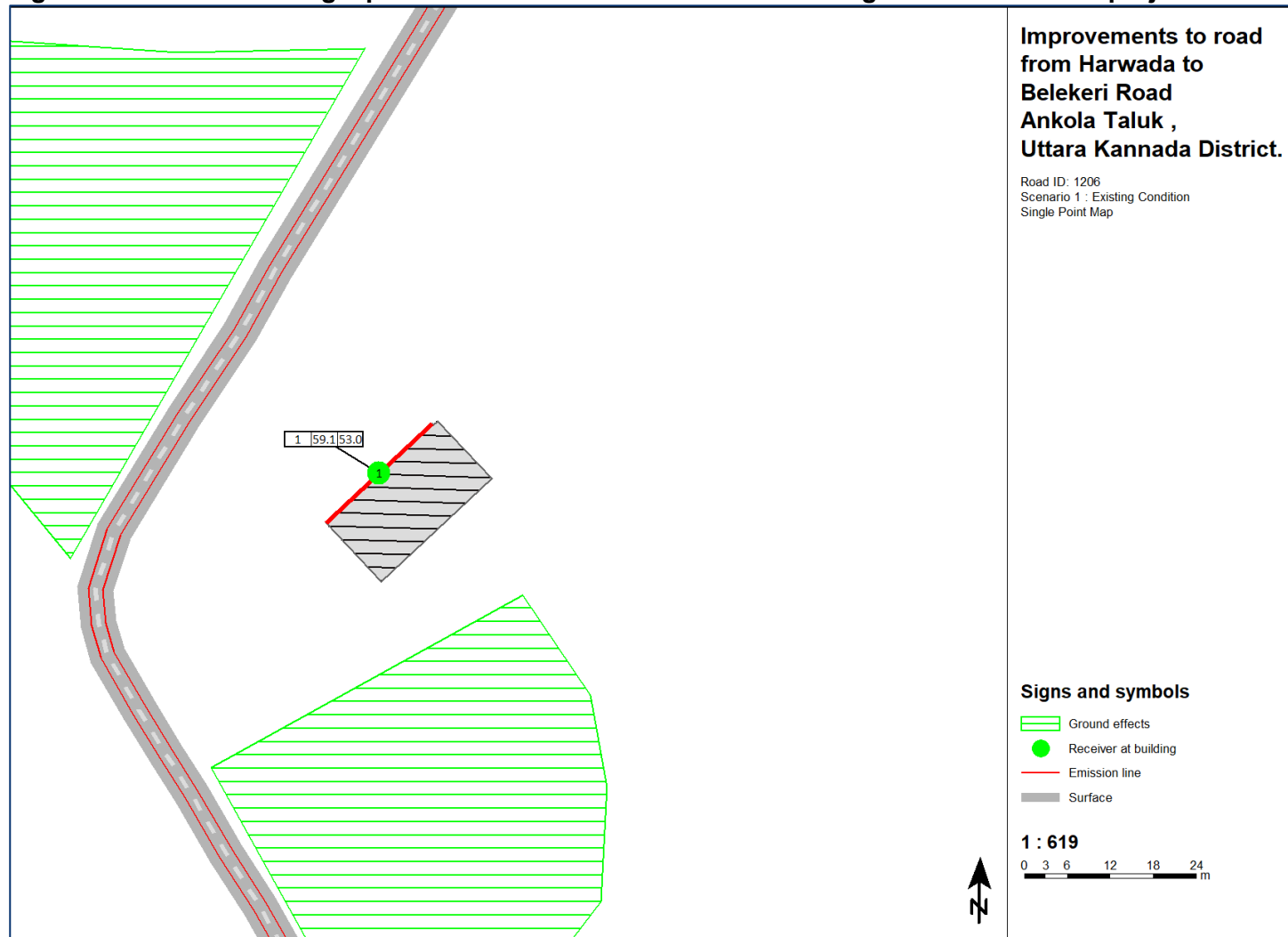


Figure 36: Scenario 1: Heat map for nighttime noise modelling for existing condition with no project scenario



Figure 37: Scenario 1: Single point decibel level at receiver for existing condition with no project scenario



8.6.2 Scenario 2: Projection for the first year of Project implementation

In this scenario, the RoW is proposed to be 7.5 m with a 3.75 m carriageway. The traffic data projection is higher than the existing baseline. The composition percentage of the vehicles are kept constant in all three scenarios. The following maps provide heat maps of noise modelling from daytime and nighttime.

Figure 38: Scenario 2: Daytime noise results for project scenario



Figure 39: Scenario 2: Nighttime noise results for project scenario

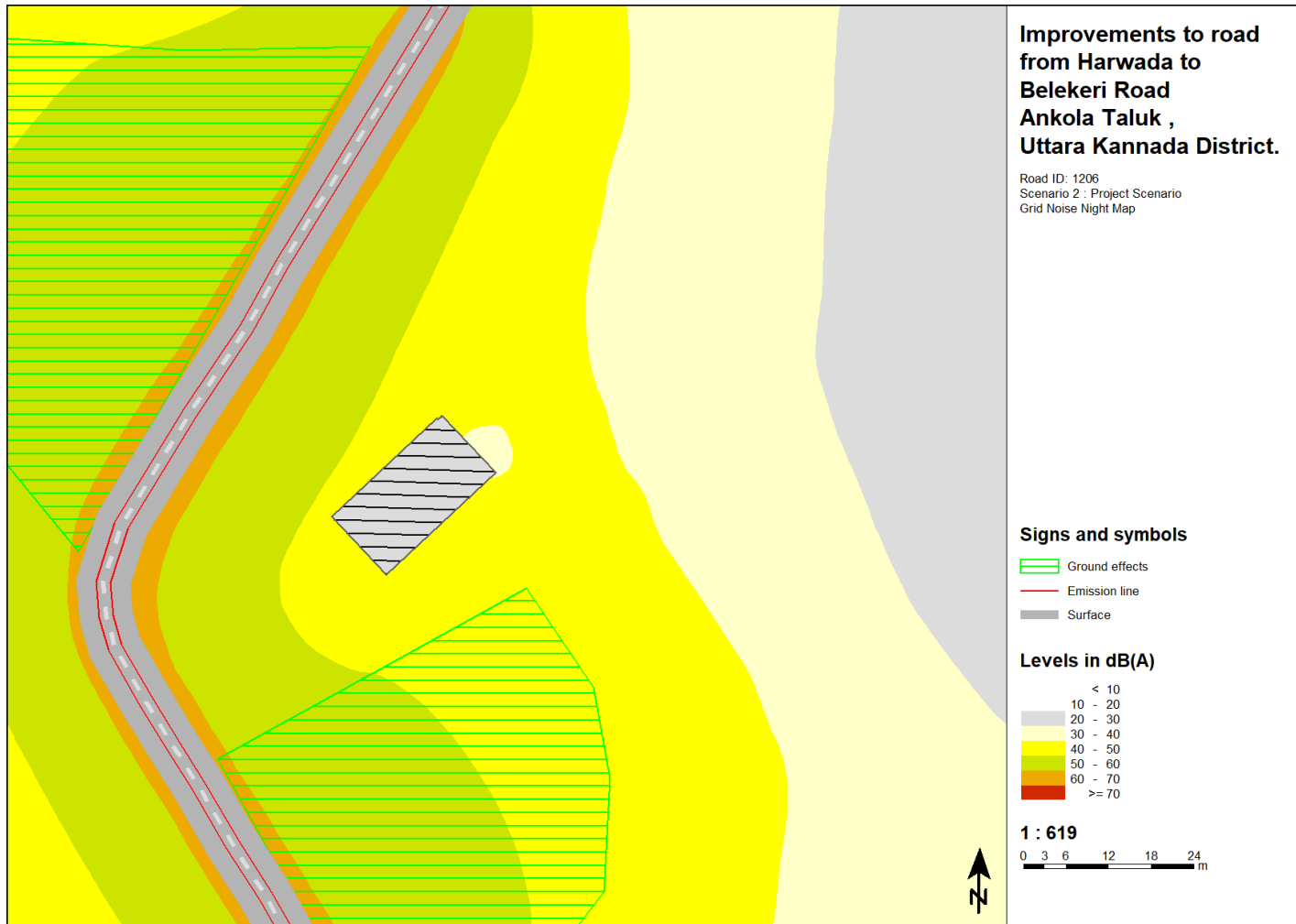
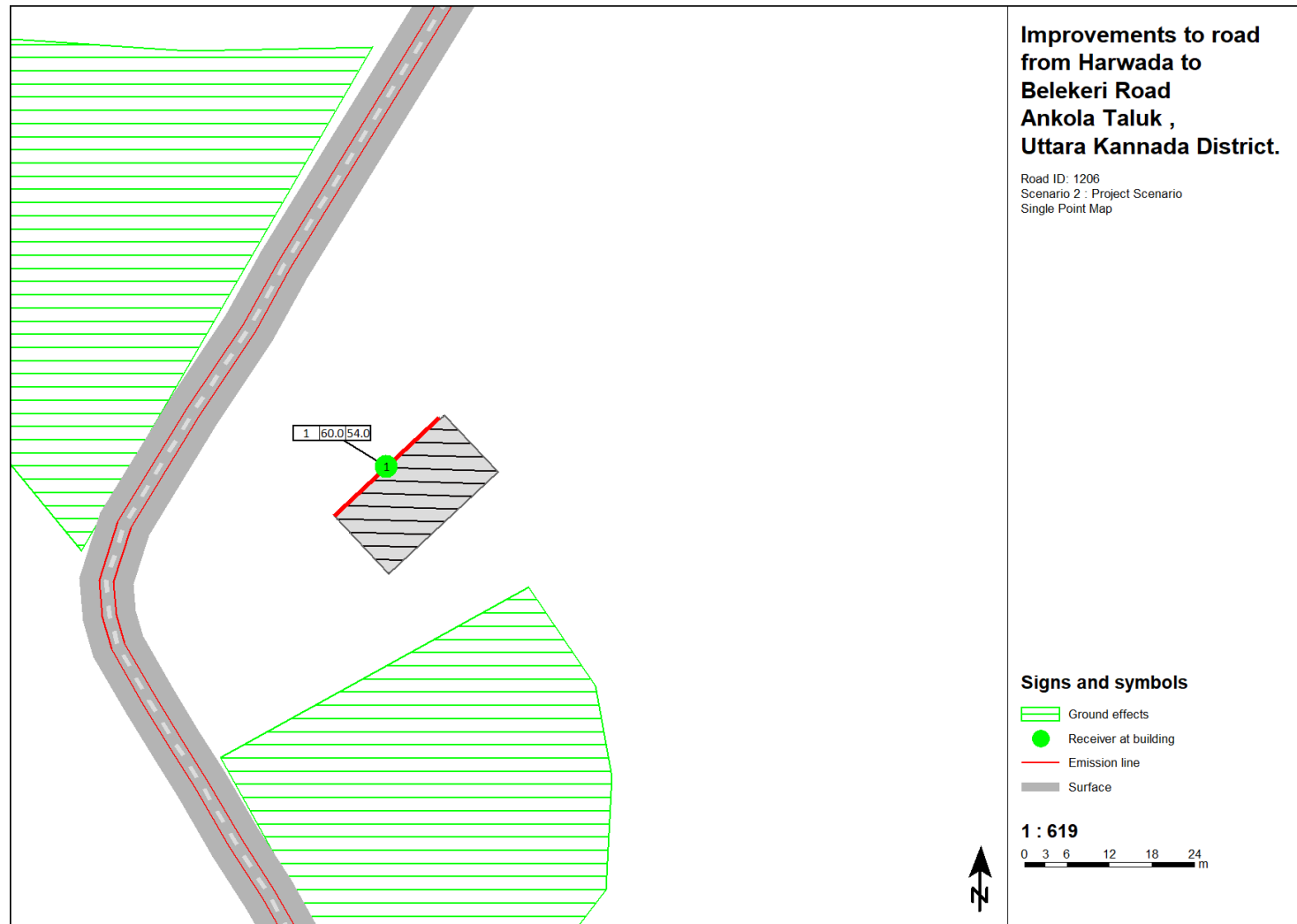


Figure 40: Scenario 2: Single point decibel level at each receiver for project scenario



8.6.3 Comparison of noise levels in both scenarios

The following table provides a comparison of noise levels at the sensitive receptor (School) for both scenarios. The national permissible limit at silent zone is 50db for daytime and 40db for nighttime.

Table 26: Comparison of noise levels

Scenario	Day Time [Leq dB (A)]	Nighttime [Leq dB (A)]
Projected Noise Level of Scenario 1	59.1	53
Projected Noise Level of Scenario 2	60.0	54.0

It can be observed that the daytime and nighttime noise levels for both scenarios exceed the national permissible limit.

9. Road ID: 2085 - Improvements to road from Belagali to Jagadal Navalagi Road Upto TQ Border in Mudhol Taluk, Bilgi constituency of Bagalkot district.

9.1 Stretch taken for study and area of influence

Road ID 2085 has a total stretch of 4.5 km which stretch from Belagali to Jagadal Navalagi Road Upto TQ Border in Mudhol Taluk, Bilgi constituency of Bagalkot district. The 200m stretch considered for noise modelling includes a sensitive receptor. The sensitive receptor identified is an Anganwadi.

The figure below represents the extent of stretch considered for the study (represented in white rectangle) from the entire road extent (represented in red line). The area of influence taken to analyse noise is approximately 100m from the road stretch. The geographic demarcation consists of farmland and residential land use.

Figure 41: The red line represents the entire road stretch and the road stretches inside the white rectangle represents the road considered for noise modelling



Source: Google Earth

9.2 Traffic Data

The annual average daily traffic (AADT) of the project road is presented in the succeeding table for the existing and projected scenario. Since the project road is categorised as village road and since it does not connect to major industrial places and no major activities are planned in the near future, induced or diverted traffic is not expected. Total (motorized traffic) traffic projection has been done assuming 6% growth rate.

Table 27: Present and Projected Traffic (Annual Average Daily Traffic) for Total Motorized Traffic

Roads	Existing Data	Projected Data
	No. of Vehicles	No. of Vehicles
Road ID: 2085 - Improvements to road from Belagali to Jagadal Navalagi Road Upto TQ Border in Mudhol Taluk, Bilgi constituency of Bagalkot district	231	259

9.3 Project Scenario of Traffic Projections

9.3.1 Scenario 1: Existing condition of the road

The composition of traffic data into various categories have been assumed as shown in the table below. The split has been assumed as 4:1 ratio wherein out of the 231 vehicles according to annual average daily traffic, 185 vehicles is assumed to traverse during the daytime leaving 46 vehicles to move during the nighttime.

The day and night split are taken from 7am – 11pm (16 hours) as daytime and 11pm – 7am as nighttime (8 hours). The vehicle split on the basis of light motor vehicles (LMV), medium heavy vehicles, heavy vehicles, powered two wheelers and motorcycles are explained in the table below.

Table 28: Composition of traffic data

Types of Vehicles	Daytime Composition (185)		Nighttime Composition (46)	
	Vehicle/h (number)	Percentage (%)	Vehicle/h (number)	Percentage (%)
Light Motor Vehicles	12	6.49	3	6.49
Medium heavy vehicles	55	29.87	14	29.87
Heavy vehicles	20	10.82	5	10.82
Powered two wheelers (Mopeds)	31	16.88	8	16.88
Motor, tri and Quadricycles	66	35.93	17	35.93

9.3.2 Scenario 2: Projection for the first year of Project implementation

The composition of traffic data into various categories have been assumed as shown in the table below. The split has been assumed as 4:1 ratio wherein out of the 259 vehicles according to annual average daily traffic, 207 vehicles is assumed to traverse during the daytime leaving 52 vehicles to move during the nighttime.

The day and night split are taken from 7am – 11pm (17 hours) as daytime and 11pm – 7am as nighttime (7 hours). The vehicle split on the basis of light motor vehicles (LMV), medium heavy vehicles, heavy vehicles, powered two wheelers and motorcycles are explained in the table below.

Table 29: Composition of traffic data

Types of Vehicles	Daytime Composition (207)		Nighttime Composition (52)	
	Vehicle/h (number)	Percentage (%)	Vehicle/h (number)	Percentage (%)
Light Motor Vehicles	14	6.56	3	6.56
Medium heavy vehicles	62	29.72	15	29.72
Heavy vehicles	22	10.81	6	10.81
Powered two wheelers (Mopeds)	35	16.98	9	16.98
Motor, tri and Quadricycles	74	35.90	19	35.90

9.4 Road width

The existing width of the carriageway is 3.75 m according to DPR consultants. The details of the existing and proposed ROW are explained in the table below.

Table 30: Existing and proposed ROW from DPR

Existing ROW (m)			ROW proposed (m)		
Carriageway width	Shoulder (both side)	Existing available width	Carriageway width	Shoulder	Formation width
3.75	NIL	10	3.75	NIL	7.50

9.5 Speed limits

The existing speed limit is 20-30kmph for light motor vehicles (LMV), medium heavy vehicles, powered two wheelers, motorcycles and heavy vehicles. The proposed speed limit is 40-50kmph for light motor vehicles (LMV), medium heavy vehicles, powered two wheelers and motorcycles and 30-40kmph for heavy vehicles.

9.6 Result

The results from the noise modelling are provided in this section. The modelling results are according to the assumptions and conditions mentioned in the previous sections.

9.6.1 Scenario 1: Existing condition of road

The daytime and nighttime noise modelling heatmaps are provided below. It can be noted that daytime and nighttime Leq levels are exceeding the national permissible limits.

Figure 42: Scenario 1: Heat map for daytime noise modelling for existing condition with no project scenario

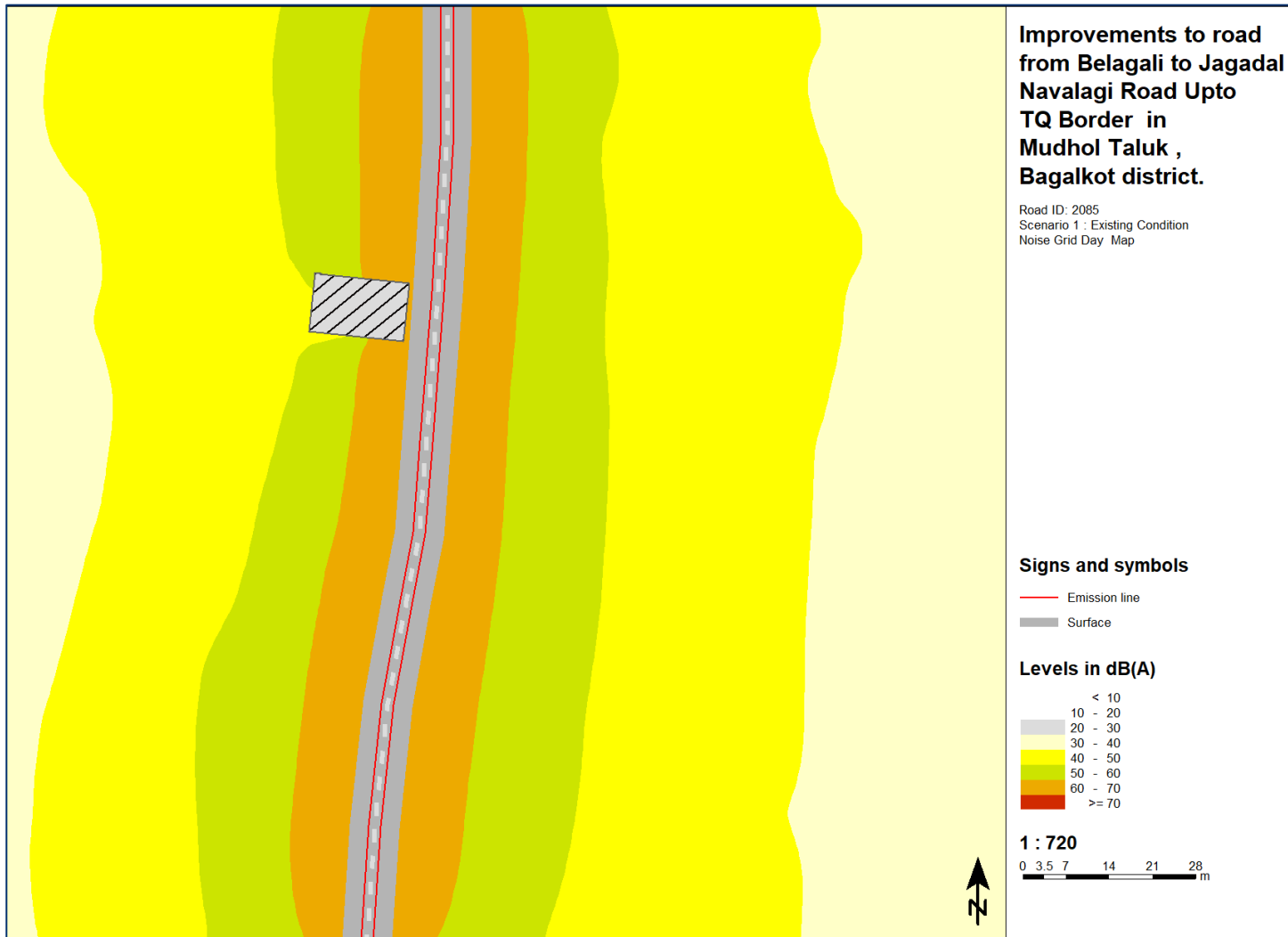
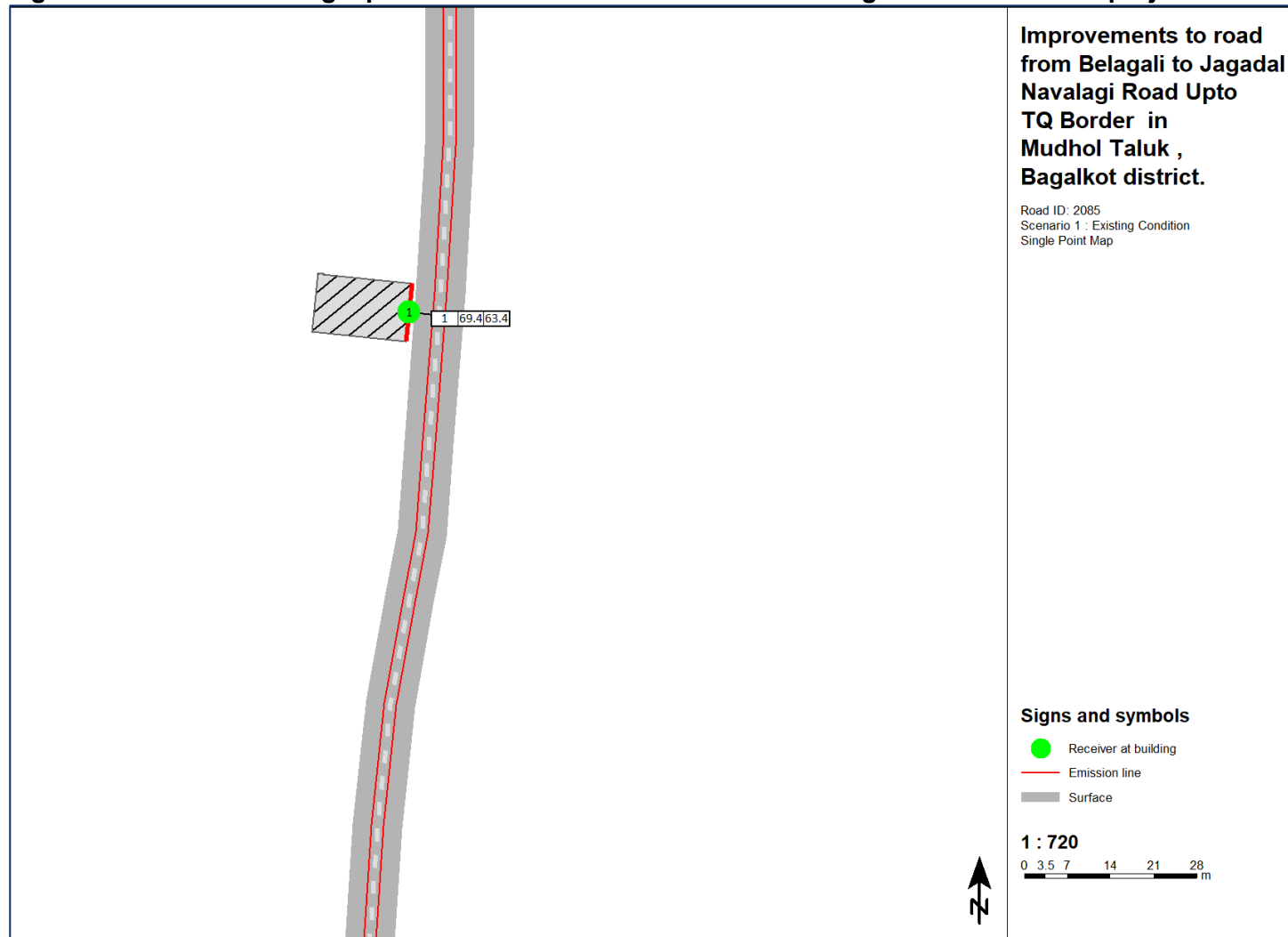


Figure 43: Scenario 1: Heat map for nighttime noise modelling for existing condition with no project scenario



Figure 44: Scenario 1: Single point decibel level at receiver for existing condition with no project scenario



9.6.2 Scenario 2: Projection for the first year of Project implementation

In this scenario, the RoW is proposed to be 7.5 m with a 3.75 m carriageway. The traffic data projection is higher than the existing baseline. The composition percentage of the vehicles are kept constant in all three scenarios. The following maps provide heat maps of noise modelling from daytime and nighttime.

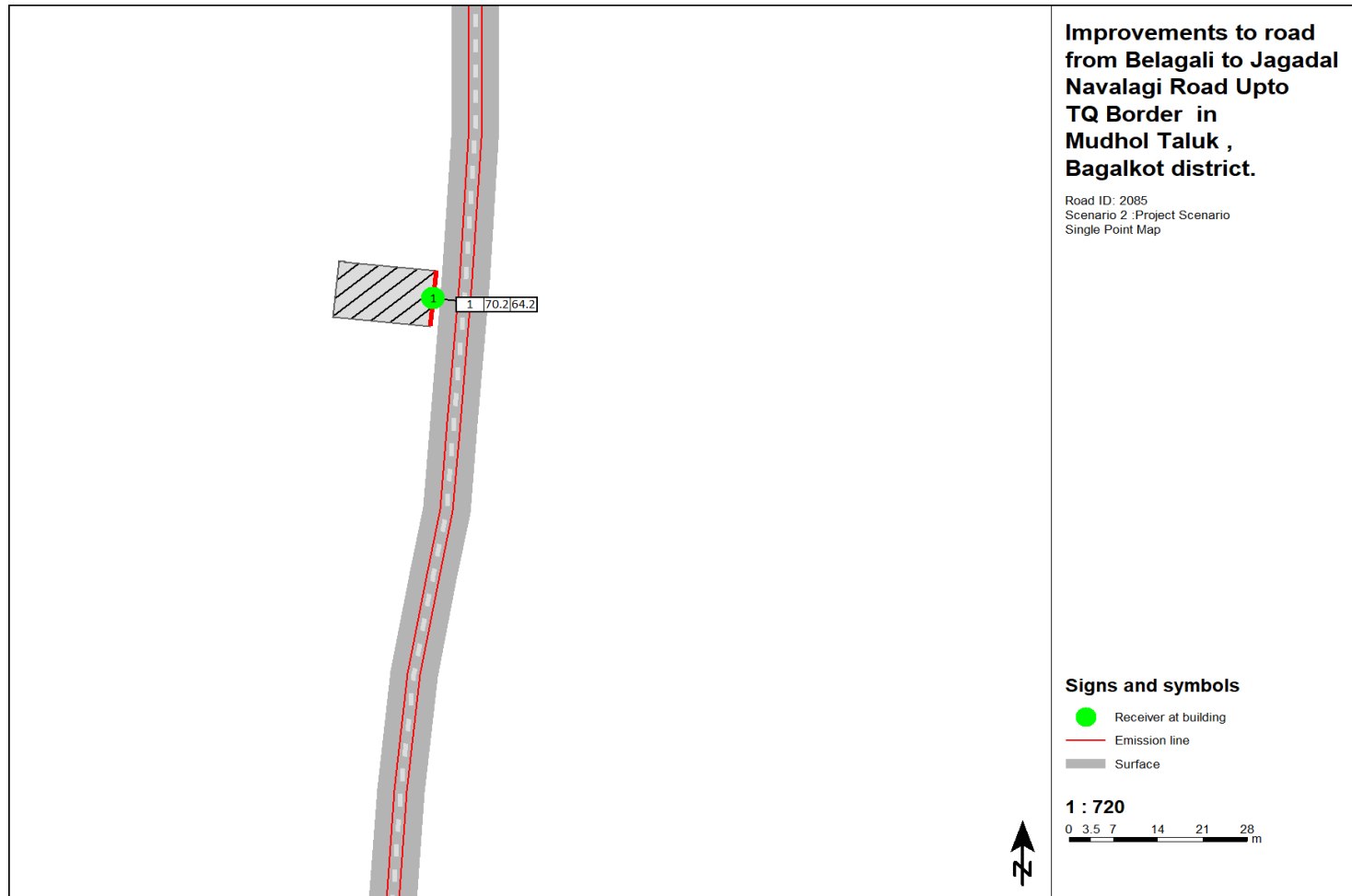
Figure 45: Scenario 2: Daytime noise results for project scenario



Figure 46: Scenario 2: Nighttime noise results for project scenario



Figure 47: Scenario 2: Single point decibel level at each receiver for project scenario



9.6.3 Comparison of noise levels in both scenarios

The following table provides a comparison of noise levels at the sensitive receptor (School) for both scenarios. The national permissible limit at silent zone is 50db for daytime and 40db for nighttime.

Table 31: Comparison of noise levels

Scenario	Day Time [Leq dB (A)]	Nighttime [Leq dB (A)]
Projected Noise Level of Scenario 1	69.4	63.4
Projected Noise Level of Scenario 2	70.2	64.2
Projected Noise Level of Scenario 3 –mitigation measures	55.2	49.2

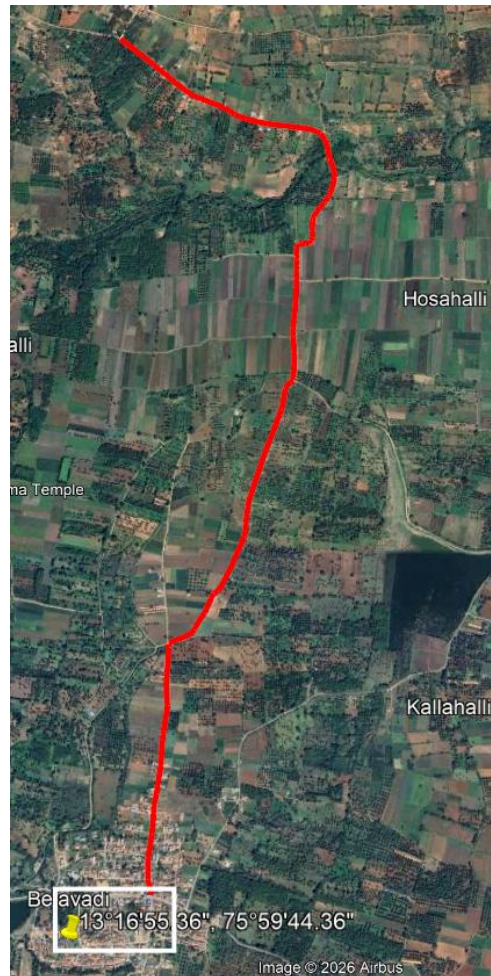
It can be observed that the daytime and nighttime noise levels for all three scenarios exceed the national permissible limit.

10. Road ID: 3088 - Improvements to Road from Boochenahalli Kaval to Belavadi road in Chickmagalur Taluk, Chickmagalur District.

10.1 Stretch taken for study and area of influence

Road ID 3088 has a total stretch of 4.1 km which stretch from from Boochenahalli Kaval to Belavadi road in Chickmagalur Taluk, Chickmagalur District. The 200m stretch considered for noise modelling includes a sensitive receptor. The sensitive receptor identified is Shri Veerananarayana Swamy Temple. This protected monument is 200 m away from the Project road. The figure below represents the extent of stretch considered for the study (represented in white rectangle) from the entire road extent (represented in red line). The area of influence taken to analyse noise is approximately 100m from the road stretch. The geographic demarcation consists of farmland and residential land use.

Figure 48: The red line represents the entire road stretch and the road stretches inside the white rectangle represents the road considered for noise modelling



Source: Google Earth

Figure 49: Existing condition of road



Source: Google Earth

10.2 Traffic Data

The annual average daily traffic (AADT) of the project road is presented in the succeeding table for the existing and projected scenario. Since the project road is categorised as village road and since it does not connect to major industrial places and no major activities are planned in the near future, induced or diverted traffic is not expected. Total (motorized traffic) traffic projection has been done assuming 6% growth rate.

Table 32: Present and Projected Traffic (Annual Average Daily Traffic) for Total Motorized Traffic

Roads	Existing Data	Projected Data
	No. of Vehicles	No. of Vehicles
Road ID: 3088 - Improvements to Road from Boochenahalli Kaval to Belavadi road in Chickmagalur Taluk, Chickmagalur District.	345	386

10.3 Project Scenario of Traffic Projections

10.3.1 Scenario 1: Existing condition of the road

The composition of traffic data into various categories have been assumed as shown in the table below. The split has been assumed as 4:1 ratio wherein out of the 345 vehicles according to annual average daily traffic, 275 vehicles is assumed to traverse during the daytime leaving 69 vehicles to move during the nighttime.

The day and night split are taken from 7am – 11pm (16 hours) as daytime and 11pm – 7am as nighttime (8 hours). The vehicle split on the basis of light motor vehicles (LMV), medium heavy vehicles, heavy vehicles, powered two wheelers and motorcycles are explained in the table below.

Table 33: Composition of traffic data

Types of Vehicles	Daytime Composition (275)		Nighttime Composition (69)	
	Vehicle/h (number)	Percentage (%)	Vehicle/h (number)	Percentage (%)
Light Motor Vehicles	33	11.88	8	11.88
Medium heavy vehicles	99	35.94	25	35.94
Heavy vehicles	9	3.18	2	3.18
Powered two wheelers (Mopeds)	132	47.82	33	47.82
Motor, tri and Quadricycles	3	1.15	1	1.15

10.3.2 Scenario 2: Projection for the first year of Project implementation

The composition of traffic data into various categories have been assumed as shown in the table below. The split has been assumed as 4:1 ratio wherein out of the 386 vehicles according to

annual average daily traffic, 309 vehicles is assumed to traverse during the daytime leaving 77 vehicles to move during the nighttime.

The day and night split are taken from 7am – 11pm (17 hours) as daytime and 11pm – 7am as nighttime (7 hours). The vehicle split on the basis of light motor vehicles (LMV), medium heavy vehicles, heavy vehicles, powered two wheelers and motorcycles are explained in the table below.

Table 34: Composition of traffic data

Types of Vehicles	Daytime Composition (207)		Nighttime Composition (52)	
	Vehicle/h (number)	Percentage (%)	Vehicle/h (number)	Percentage (%)
Light Motor Vehicles	37	11.91	9	11.91
Medium heavy vehicles	111	36.01	28	36.01
Heavy vehicles	10	3.10	2	3.10
Powered two wheelers (Mopeds)	148	47.92	37	47.92
Motor, tri and Quadricycles	3	1.03	1	1.03

10.4 Road width

The existing width of the carriageway is 3.75 m according to DPR consultants. The details of the existing and proposed ROW are explained in the table below.

Table 35: Existing and proposed ROW from DPR

Existing ROW (m)			ROW proposed (m)		
Carriageway width	Shoulder (both side)	Existing available width	Carriageway width	Shoulder	Formation width
3.50	NIL	09	3.75	NIL	7.50

10.5 Speed limits

The existing speed limit is 20-30kmph for light motor vehicles (LMV), medium heavy vehicles, powered two wheelers, motorcycles and heavy vehicles. The proposed speed limit is 40-50kmph for light motor vehicles (LMV), medium heavy vehicles, powered two wheelers and motorcycles and 30-40kmph for heavy vehicles.

10.6 Result

The results from the noise modelling are provided in this section. The modelling results are according to the assumptions and conditions mentioned in the previous sections.

10.6.1 Scenario 1: Existing condition of road

The daytime and nighttime noise modelling heatmaps are provided below. It can be noted that daytime and nighttime Leq levels are exceeding the national permissible limits.

Figure 50: Scenario 1: Heat map for daytime noise modelling for existing condition with no project scenario

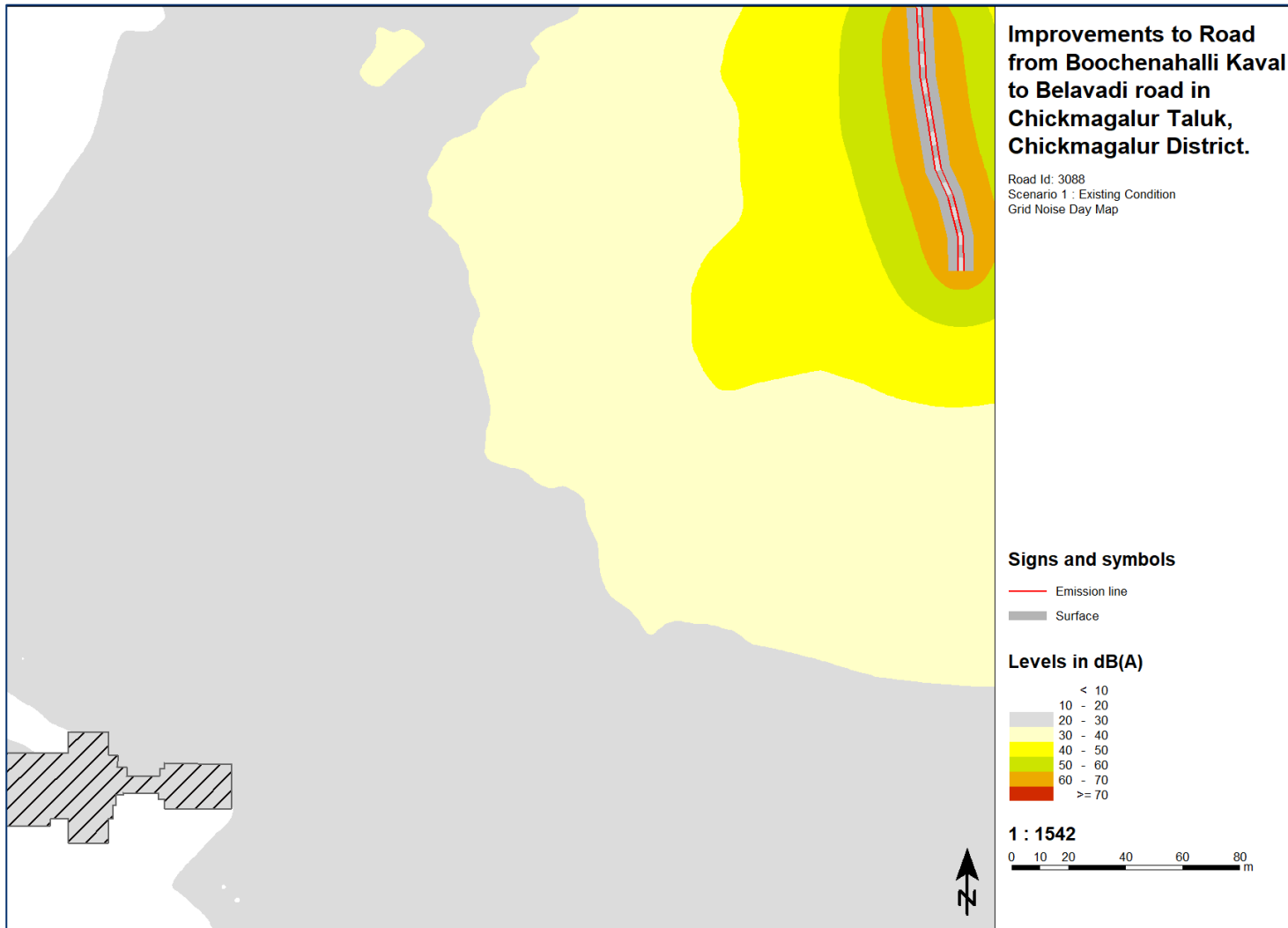


Figure 51: Scenario 1: Heat map for nighttime noise modelling for existing condition with no project scenario

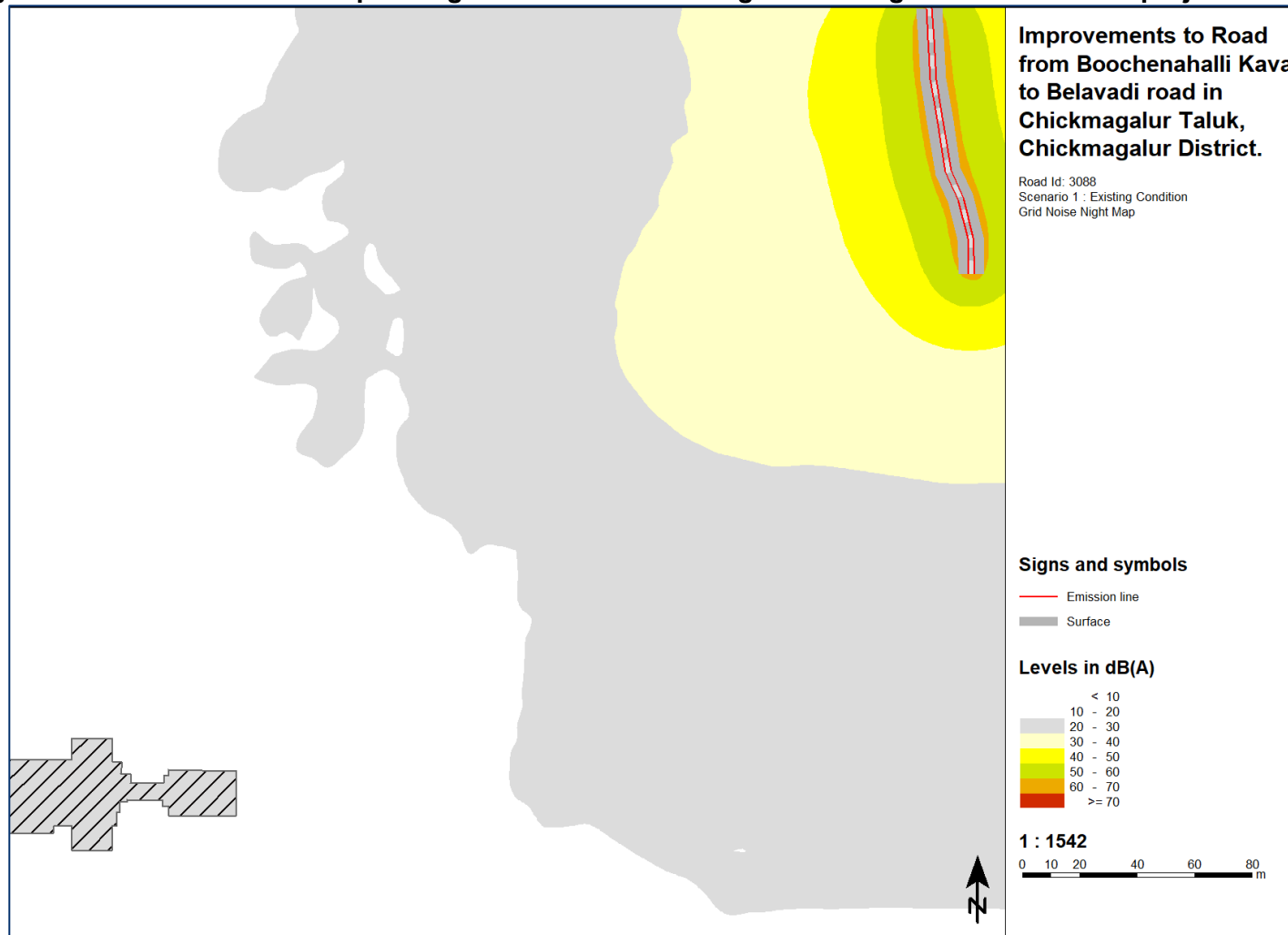
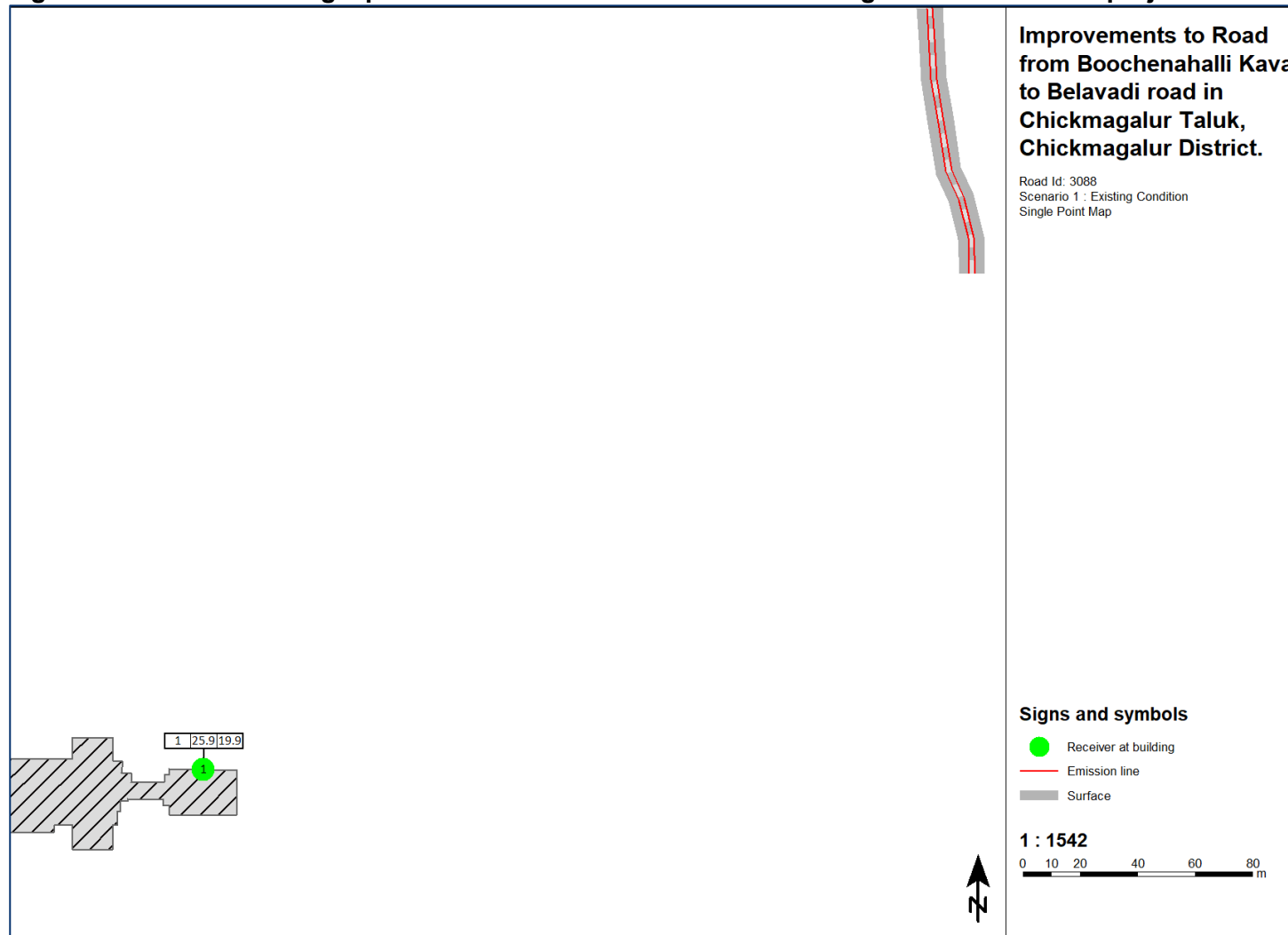


Figure 52: Scenario 1: Single point decibel level at receiver for existing condition with no project scenario



10.6.2 Scenario 2: Projection for the first year of Project implementation

In this scenario, the RoW is proposed to be 7.5 m with a 3.75 m carriageway. The traffic data projection is higher than the existing baseline. The composition percentage of the vehicles are kept constant in all three scenarios. The following maps provide heat maps of noise modelling from daytime and nighttime.

Figure 53: Scenario 2: Daytime noise results for project scenario

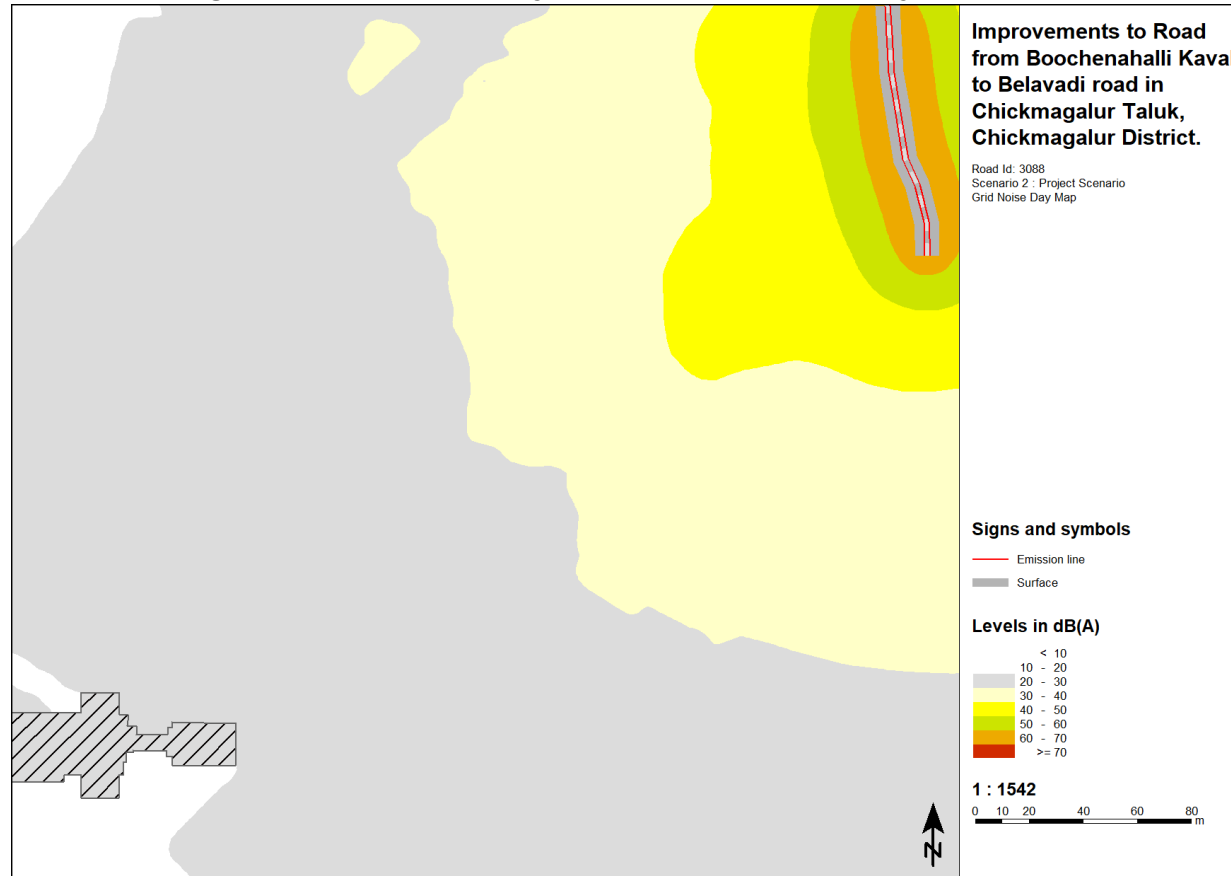


Figure 54: Scenario 2: Nighttime noise results for project scenario

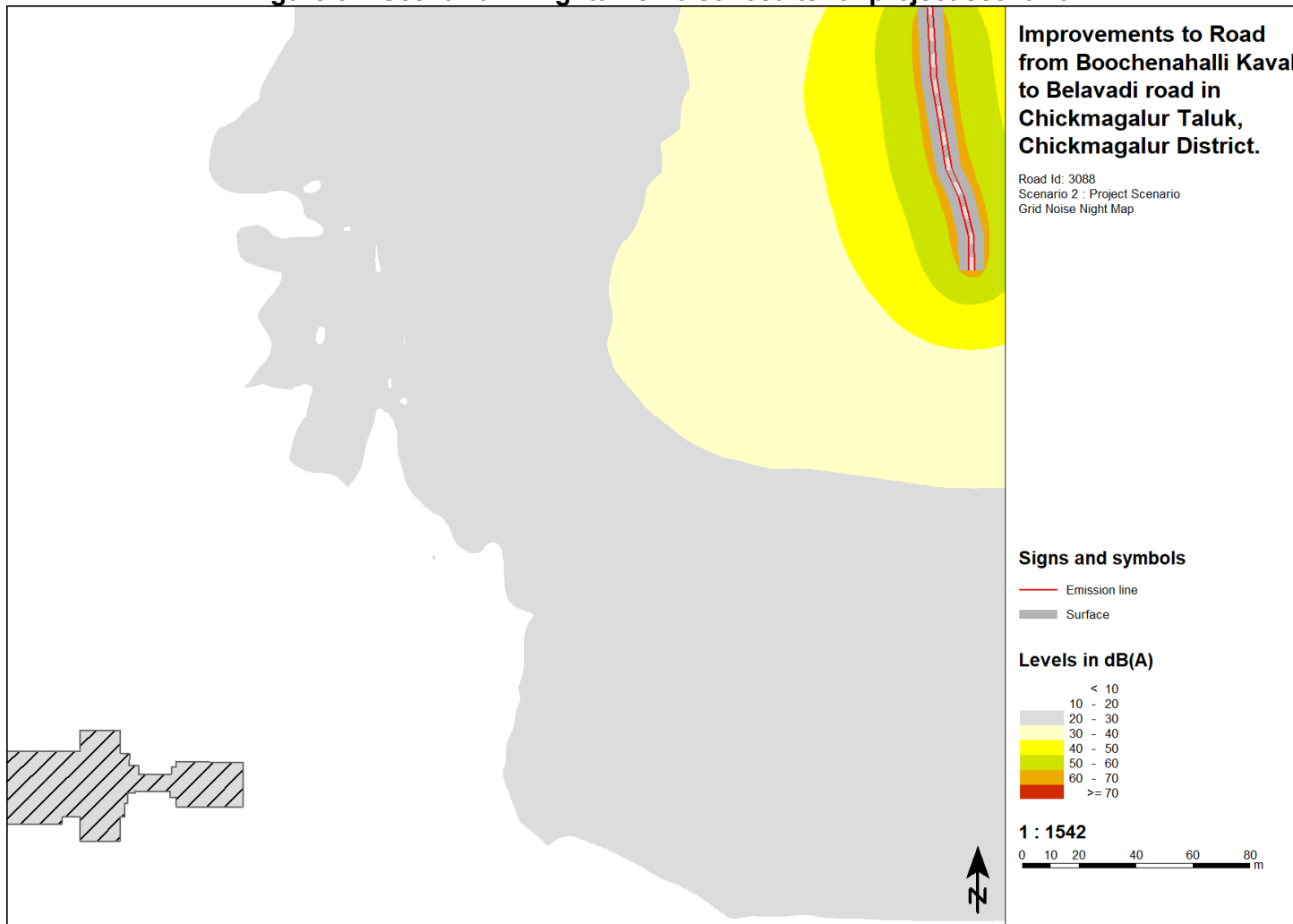
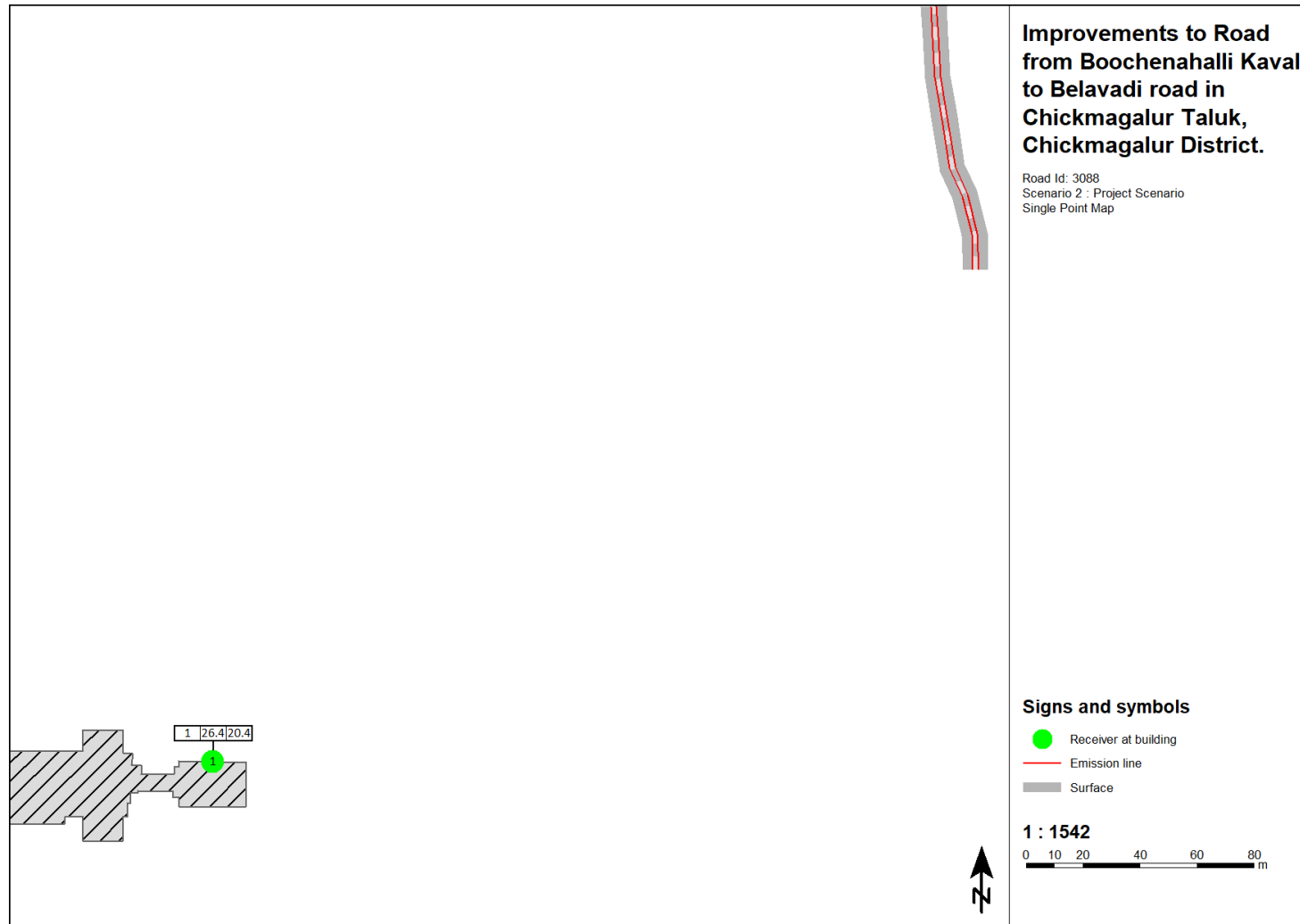


Figure 55: Scenario 2: Single point decibel level at each receiver for project scenario



10.6.3 Comparison of noise levels in both scenarios

The following table provides a comparison of noise levels at the sensitive receptor (Temple) for all two scenarios. The national permissible limit at silent zone is 50db for daytime and 40db for nighttime.

Table 36: Comparison of noise levels

Scenario	Day Time [Leq dB (A)]	Nighttime [Leq dB (A)]
Projected Noise Level of Scenario 1	25.9	19.9
Projected Noise Level of Scenario 2	26.4	20.4

It can be observed that the daytime and nighttime noise levels for all scenarios are within the national permissible limit. This is because the receptor is 200m away from Project Road. It is to be noted that the noise emitted from neighbouring roads is not captured in this model.

11. Road ID: 3254 - Malenalli to T-08 (Belale to Sirsi yallapur road via malenalli) in Sirsi Taluka, Uttara Kannada District.

11.1 Stretch taken for study and area of influence

Road ID 3254 has a total stretch of 5.04 km which stretch from Malenalli to T-08 (Belale to Sirsi yallapur road via malenalli) in Sirsi Taluka, Uttara Kannada District. The 200m stretch considered for noise modelling includes a sensitive receptor. The sensitive receptor identified is the King's Seat in Sonda Fort. This protected monument is 700 m away from the Project road.

The figure below represents the extent of stretch considered for the study (represented in white rectangle) from the entire road extent (represented in red line). The area of influence taken to analyse noise is approximately 100m from the road stretch. The geographic demarcation consists of forest and scattered settlements.

Figure 56: The red line represents the entire road stretch and the road stretches inside the white rectangle represents the road considered for noise modelling



Source: Google Earth

Figure 57: Existing condition of road



Source: Google Earth

11.2 Traffic Data

The annual average daily traffic (AADT) of the project road is presented in the succeeding table for the existing and projected scenario. Since the project road is categorised as village road and since it does not connect to major industrial places and no major activities are planned in the near future, induced or diverted traffic is not expected. Total (motorized traffic) traffic projection has been done assuming 6% growth rate.

Table 37: Present and Projected Traffic (Annual Average Daily Traffic) for Total Motorized Traffic

Roads	Existing Data	Projected Data
	No. of Vehicles	No. of Vehicles
Road ID: 3254 - Malenalli to T-08 (Belale to Sirsi yallapur road via malenalli) in Sirsi Taluka, Uttara Kannada District	177	200

11.3 Project Scenario of Traffic Projections

11.3.1 Scenario 1: Existing condition of the road

The composition of traffic data into various categories have been assumed as shown in the table below. The split has been assumed as 4:1 ratio wherein out of the 177 vehicles according to annual average daily traffic, 142 vehicles is assumed to traverse during the daytime leaving 35 vehicles to move during the nighttime.

The day and night split are taken from 7am – 11pm (16 hours) as daytime and 11pm – 7am as nighttime (8 hours). The vehicle split on the basis of light motor vehicles (LMV), medium heavy vehicles, heavy vehicles, powered two wheelers and motorcycles are explained in the table below.

Table 38: Composition of traffic data

Types of Vehicles	Daytime Composition (275)		Nighttime Composition (69)	
	Vehicle/h (number)	Percentage (%)	Vehicle/h (number)	Percentage (%)
Light Motor Vehicles	4	2.82	1	2.82
Medium heavy vehicles	39	27.68	10	27.68
Heavy vehicles	19	13.55	5	13.55
Powered two wheelers (Mopeds)	24	16.94	6	16.94
Motor, tri and Quadricycles	55	38.98	14	38.98

11.3.2 Scenario 2: Projection for the first year of Project implementation

The composition of traffic data into various categories have been assumed as shown in the table below. The split has been assumed as 4:1 ratio wherein out of the 200 vehicles according to

annual average daily traffic, 160 vehicles is assumed to traverse during the daytime leaving 40 vehicles to move during the nighttime.

The day and night split are taken from 7am – 11pm (17 hours) as daytime and 11pm – 7am as nighttime (7 hours). The vehicle split on the basis of light motor vehicles (LMV), medium heavy vehicles, heavy vehicles, powered two wheelers and motorcycles are explained in the table below.

Table 39: Composition of traffic data

Types of Vehicles	Daytime Composition (207)		Nighttime Composition (52)	
	Vehicle/h (number)	Percentage (%)	Vehicle/h (number)	Percentage (%)
Light Motor Vehicles	5	3	1	3
Medium heavy vehicles	44	27.5	11	27.5
Heavy vehicles	22	13.5	5	13.5
Powered two wheelers (Mopeds)	27	17	7	17
Motor, tri and Quadricycles	62	39	16	39

11.4 Road width

The existing width of the carriageway is 3.75 m according to DPR consultants. The details of the existing and proposed ROW are explained in the table below.

Table 40: Existing and proposed ROW from DPR

Existing ROW (m)			ROW proposed (m)		
Carriageway width	Shoulder (both side)	Existing available width	Carriageway width	Shoulder	Formation width
16	NIL	16	3.75	NIL	7.50

11.5 Speed limits

The exiting speed limit is 20-30kmph for light motor vehicles (LMV), medium heavy vehicles, powered two wheelers, motorcycles and heavy vehicles. The proposed speed limit is 40-50kmph for light motor vehicles (LMV), medium heavy vehicles, powered two wheelers and motorcycles and 30-40kmph for heavy vehicles.

11.6 Result

The results from the noise modelling are provided in this section. The modelling results are according to the assumptions and conditions mentioned in the previous sections.

11.6.1 Scenario 1: Existing condition of road

The daytime and nighttime noise modelling heatmaps are provided below. It can be noted that daytime and nighttime Leq levels are exceeding the national permissible limits.

Figure 58: Scenario 1: Heat map for daytime noise modelling for existing condition with no project scenario

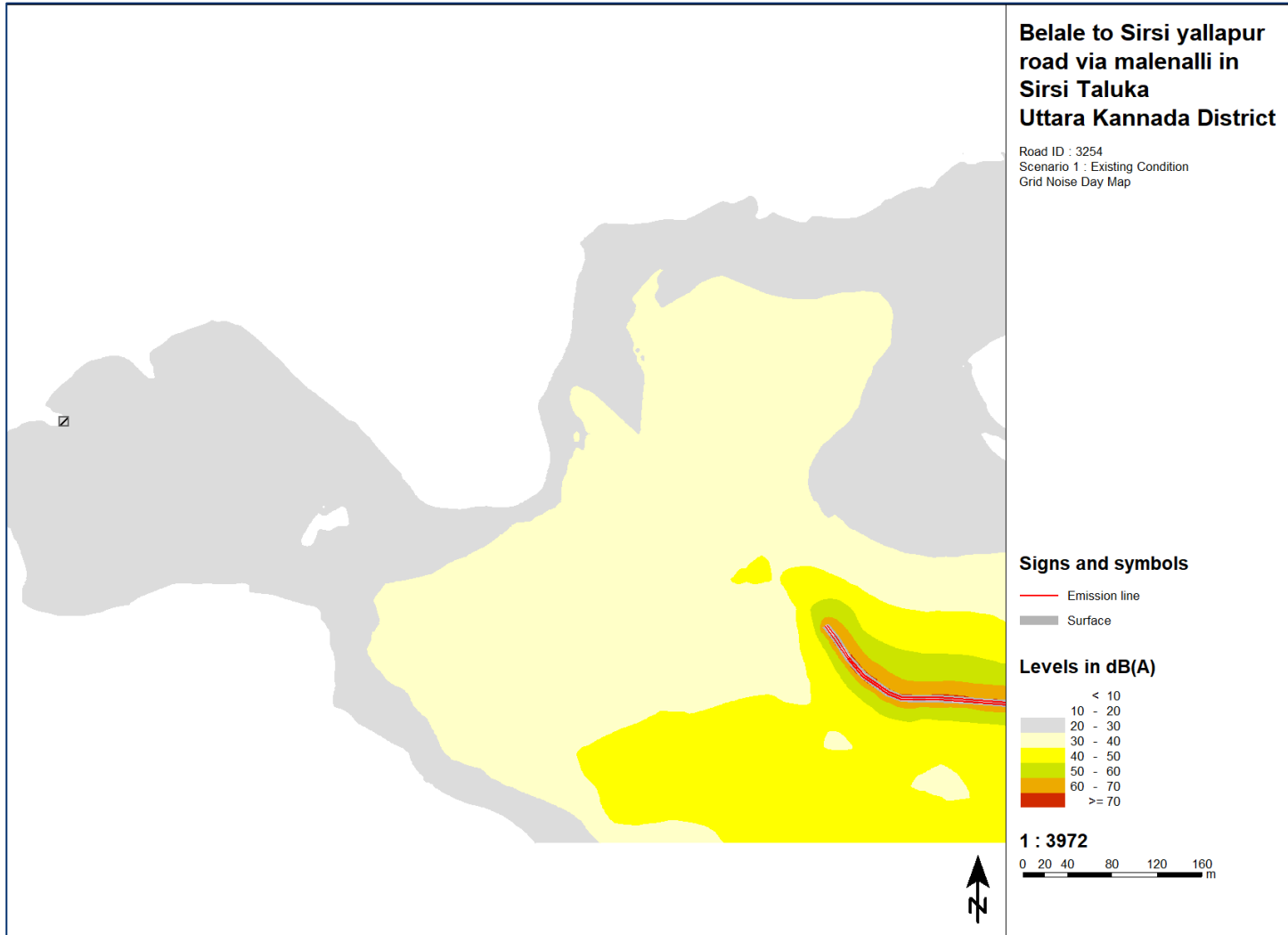


Figure 59: Scenario 1: Heat map for nighttime noise modelling for existing condition with no project scenario

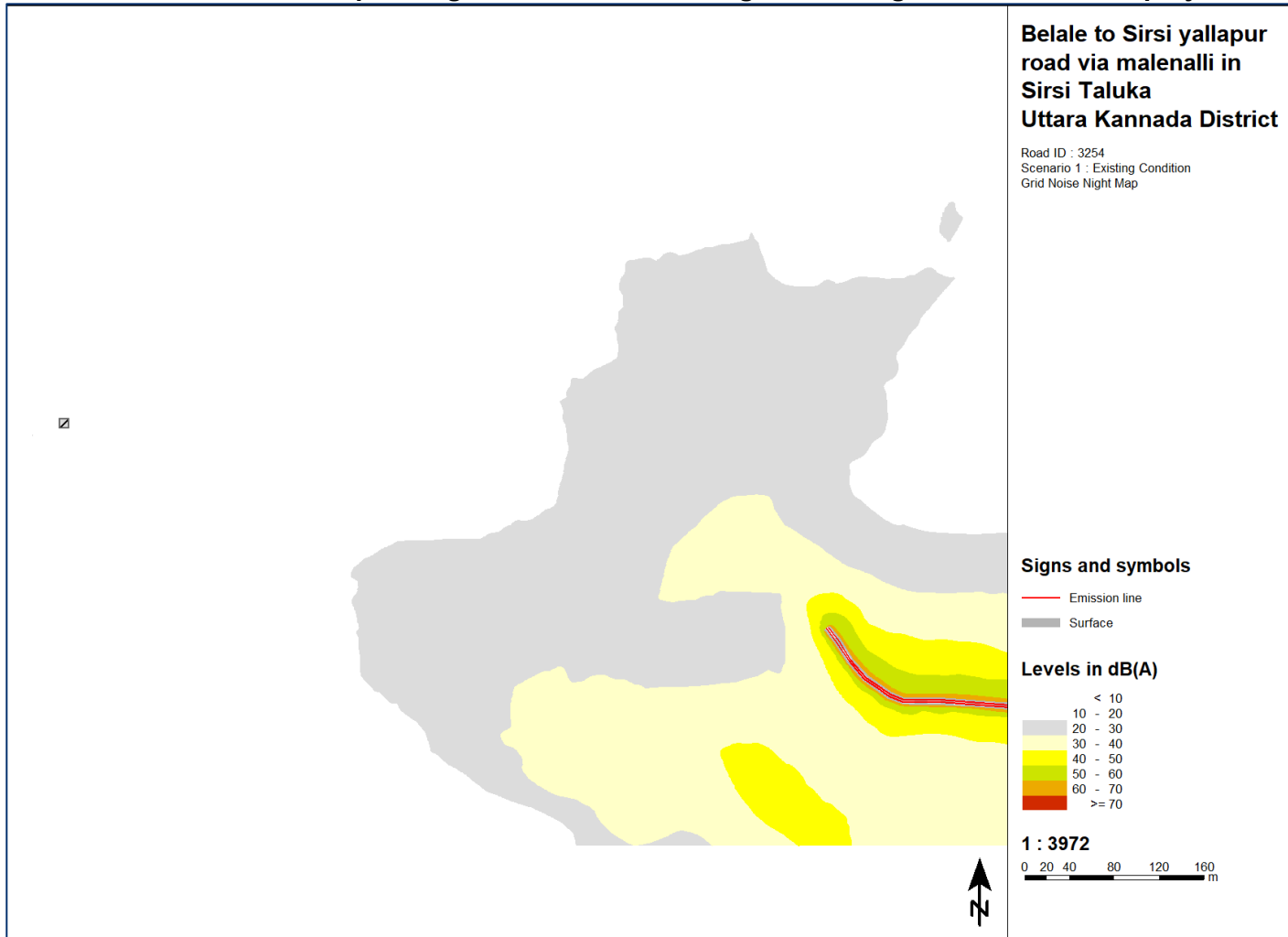
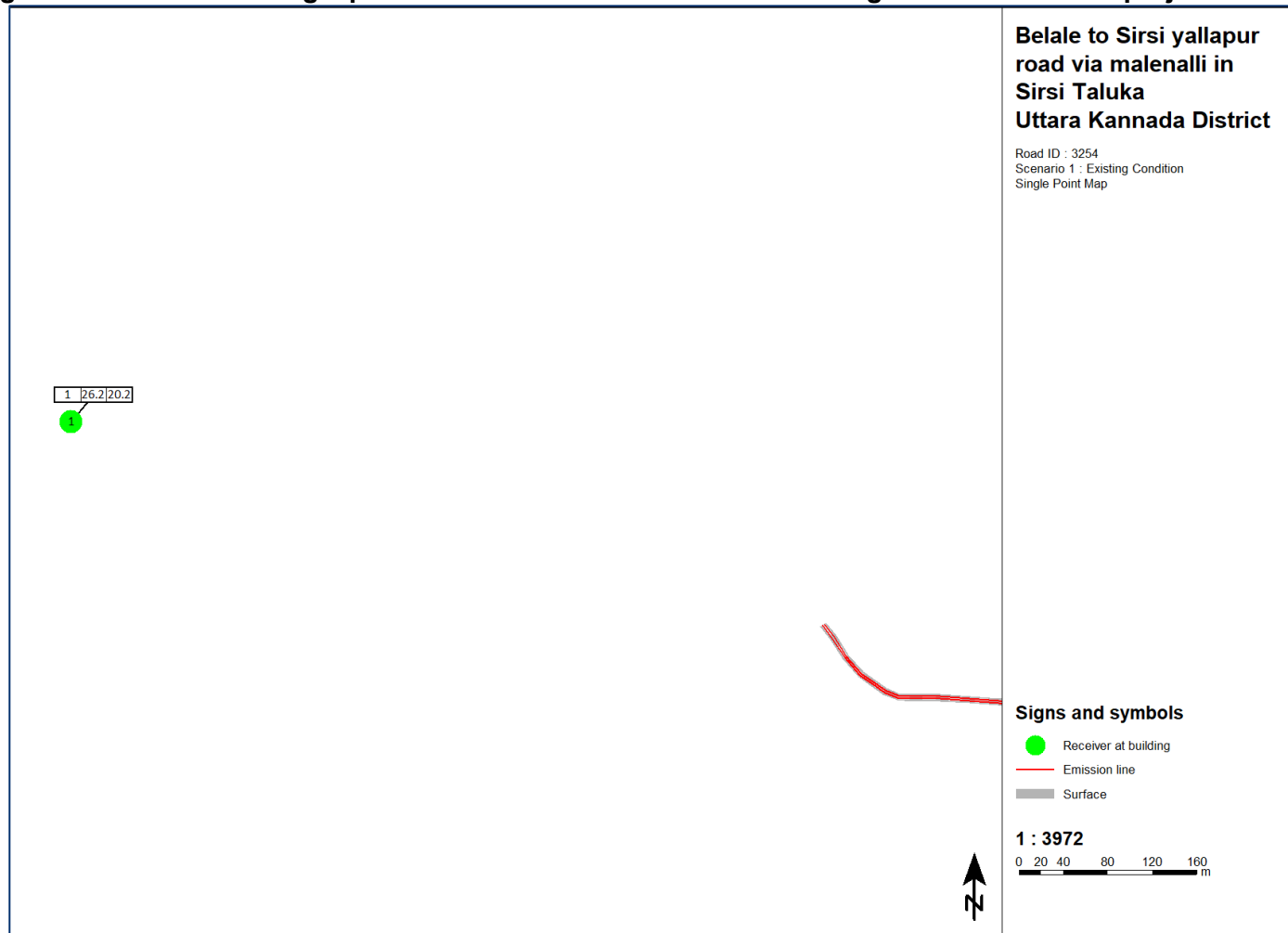


Figure 60: Scenario 1: Single point decibel level at receiver for existing condition with no project scenario



11.6.2 Scenario 2: Projection for the first year of Project implementation

In this scenario, the RoW is proposed to be 7.5 m with a 3.75 m carriageway. The traffic data projection is higher than the existing baseline. The composition percentage of the vehicles are kept constant in all three scenarios. The following maps provide heat maps of noise modelling from daytime and nighttime.

Figure 61: Scenario 2: Daytime noise results for project scenario

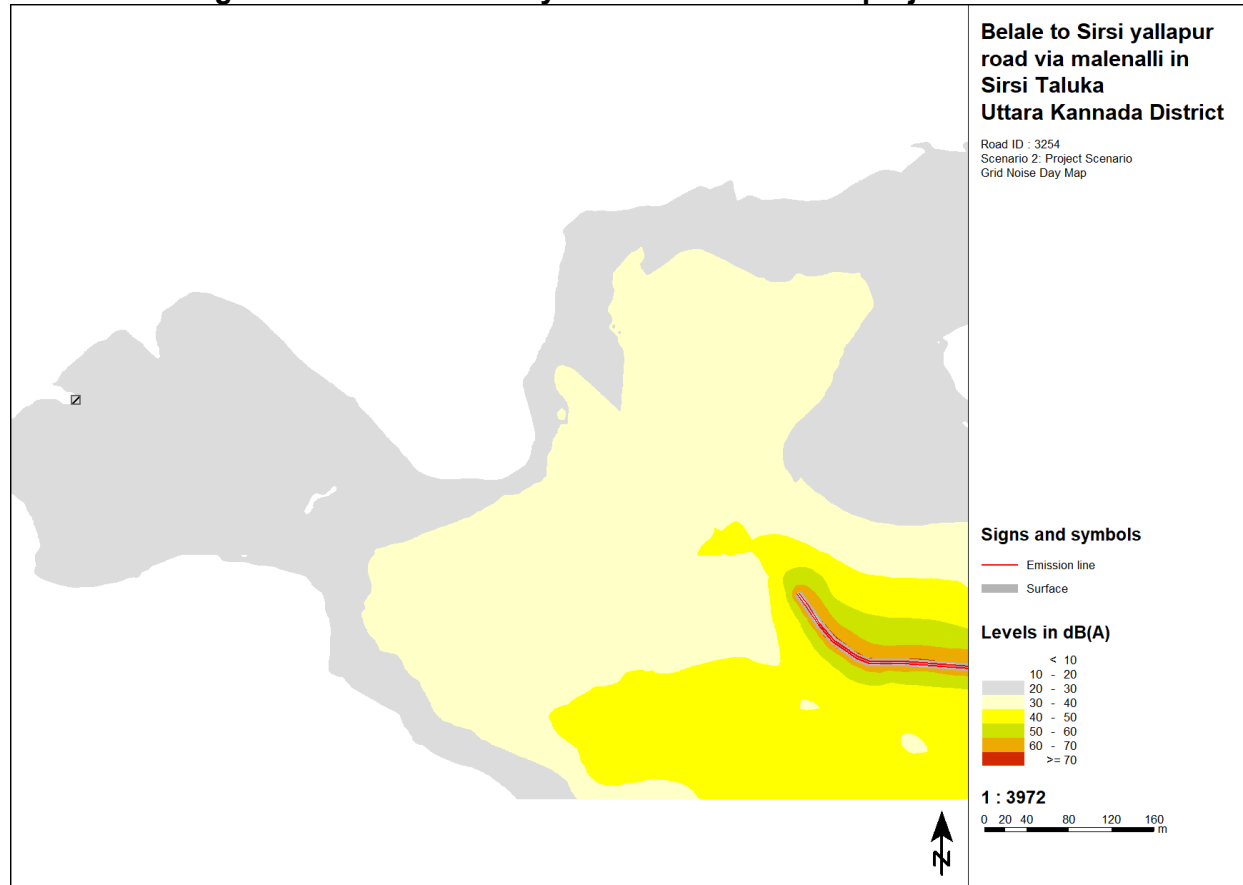


Figure 62: Scenario 2: Nighttime noise results for project scenario

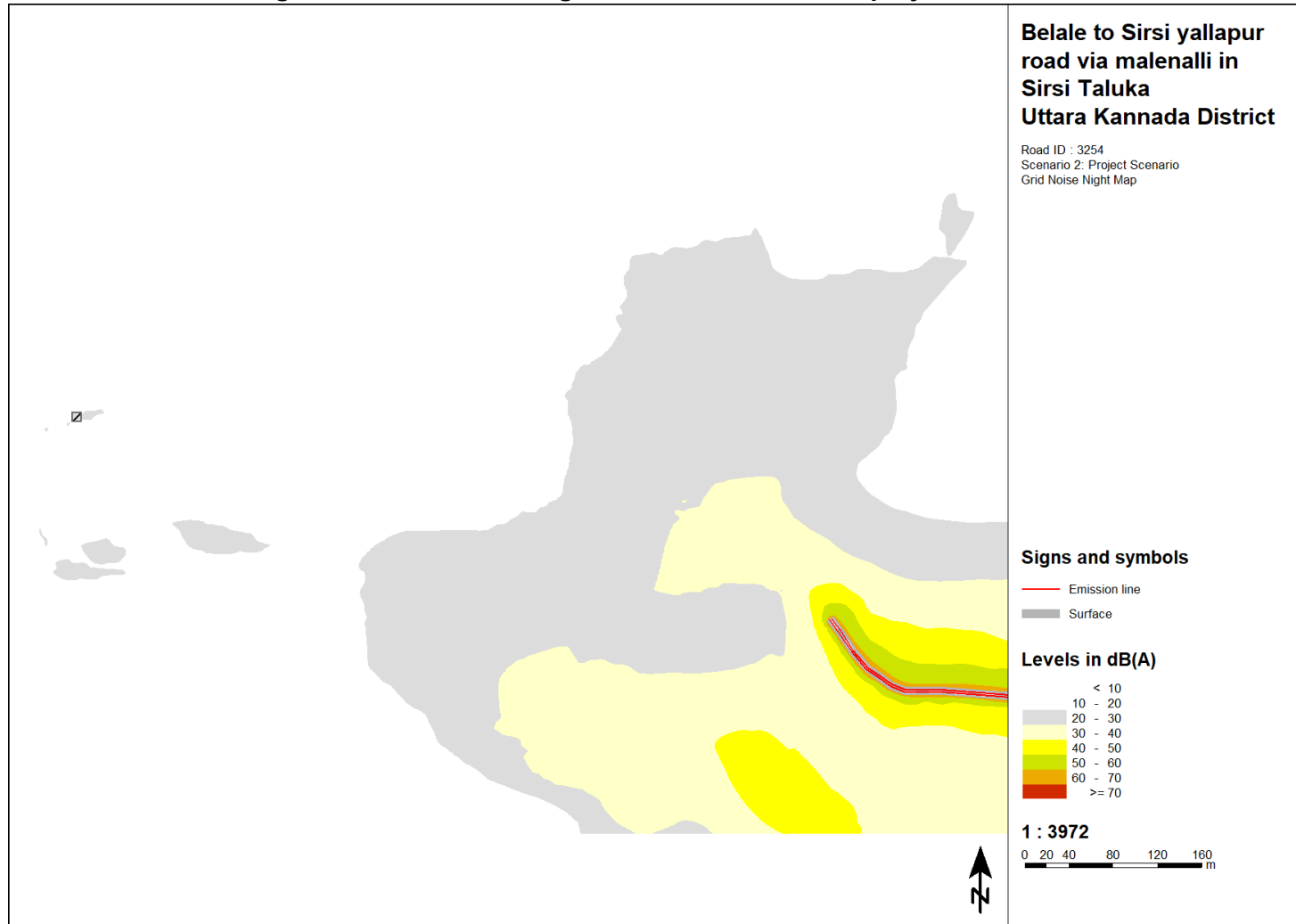
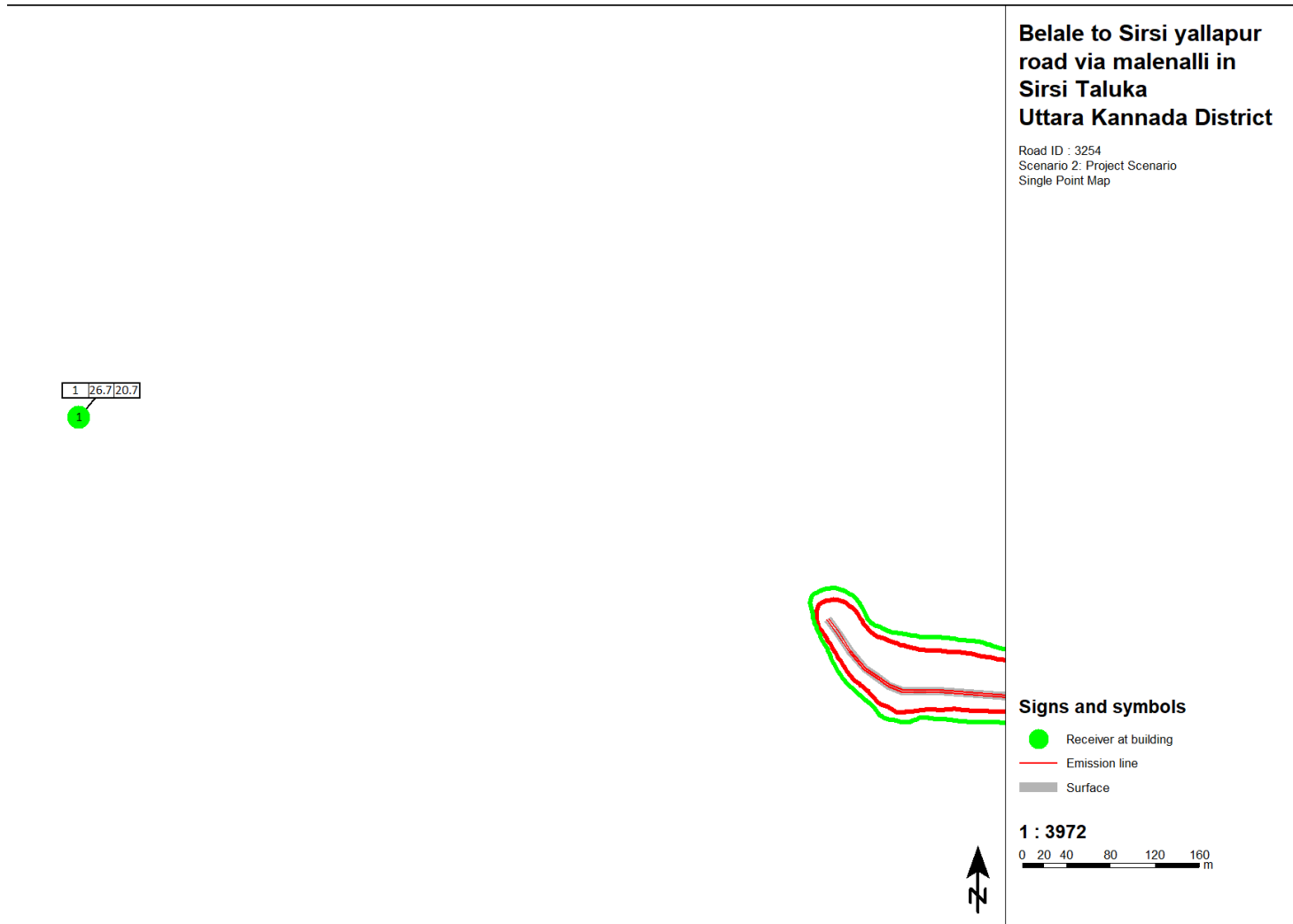


Figure 63: Scenario 2: Single point decibel level at each receiver for project scenario



11.6.3 Comparison of noise levels in all two scenarios

The following table provides a comparison of noise levels at the sensitive receptor (Fort) for all two scenarios. The national permissible limit at silent zone is 50db for daytime and 40db for nighttime.

Table 41: Comparison of noise levels

Scenario	Day Time [Leq dB (A)]	Nighttime [Leq dB (A)]
Projected Noise Level of Scenario 1	26.2	20.2
Projected Noise Level of Scenario 2	26.7	20.7

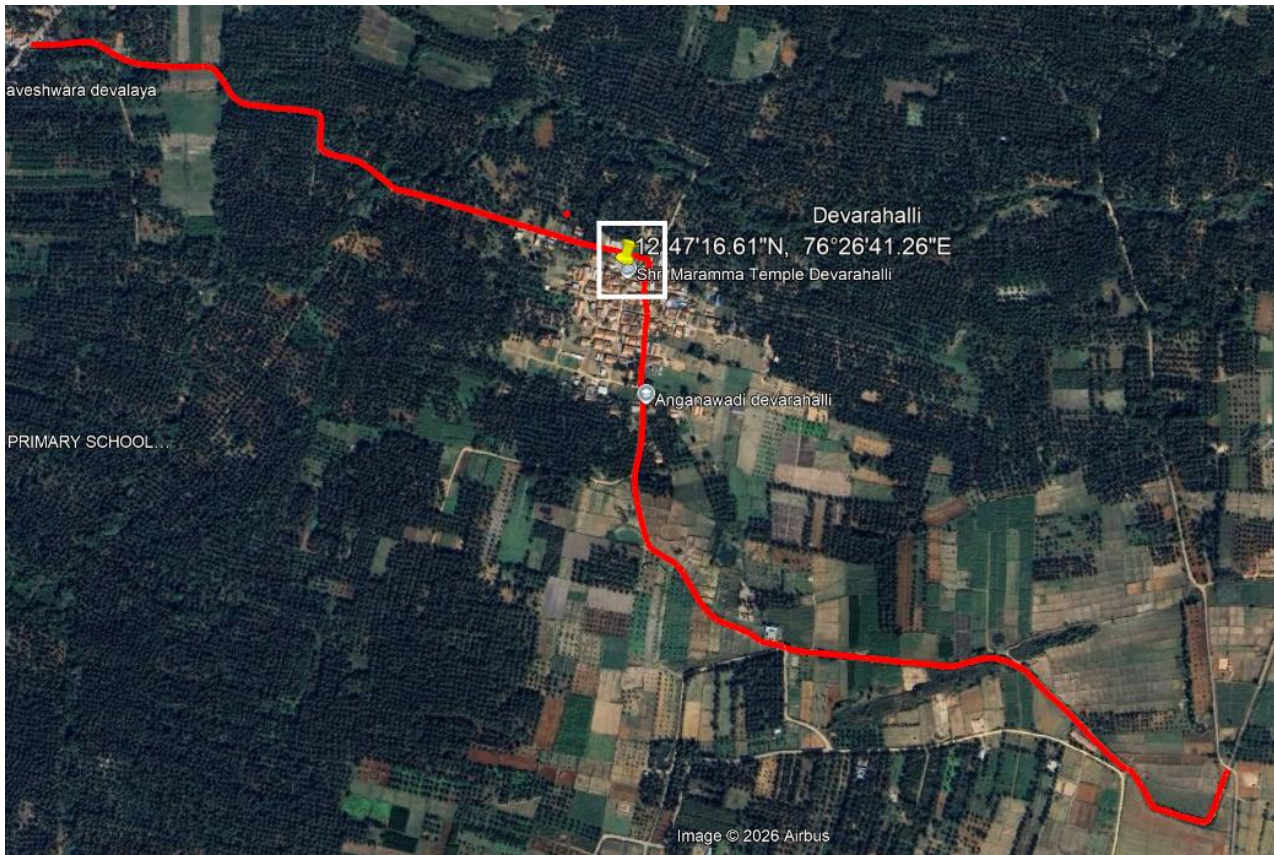
It can be observed that the daytime and nighttime noise levels for all scenarios are within the national permissible limit. This is because the receptor is 200m away from Project Road. It is to be noted that the noise emitted from neighbouring roads is not captured in this model.

12. Road ID: 4561 - Improvements to Road From Ankanahalli to Taluk Border Via Devarahalli in Krishnarajpete Taluk, Mandya District.

12.1 Stretch taken for study and area of influence

Road ID 4561 has a total stretch of 2.05 km which stretch from Ankanahalli to Taluk Border Via Devarahalli in Krishnarajpete Taluk, Mandya District. The 200m stretch considered for noise modelling includes a sensitive receptor. The sensitive receptor identified is Sri Maramma temple. The figure below represents the extent of stretch considered for the study (represented in white rectangle) from the entire road extent (represented in red line). The area of influence taken to analyse noise is approximately 100m from the road stretch. The geographic demarcation consists of farmland and residential land use.

Figure 64: The red line represents the entire road stretch and the road stretches inside the white rectangle represents the road considered for noise modelling



Source: Google Earth

12.2 Traffic Data

The annual average daily traffic (AADT) of the project road is presented in the succeeding table for the existing and projected scenario. Since the project road is categorised as village road and since it does not connect to major industrial places and no major activities are planned in the near future, induced or diverted traffic is not expected. Total (motorized traffic) traffic projection has been done assuming 6% growth rate.

Table 42: Present and Projected Traffic (Annual Average Daily Traffic) for Total Motorized Traffic

Roads	Existing Data	Projected Data
	No. of Vehicles	No. of Vehicles
Road ID: 4561 - Improvements to Road from Ankanahalli to Taluk Border Via Devarahalli in Krishnarajpete Taluk, Mandya District	165	186

12.3 Project Scenario of Traffic Projections

12.3.1 Scenario 1: Existing condition of the road

The composition of traffic data into various categories have been assumed as shown in the table below. The split has been assumed as 4:1 ratio wherein out of the 165 vehicles according to annual average daily traffic, 132 vehicles is assumed to traverse during the daytime leaving 33 vehicles to move during the nighttime.

The day and night split are taken from 7am – 11pm (16 hours) as daytime and 11pm – 7am as nighttime (8 hours). The vehicle split on the basis of light motor vehicles (LMV), medium heavy vehicles, heavy vehicles, powered two wheelers and motorcycles are explained in the table below.

Table 43: Composition of traffic data

Types of Vehicles	Daytime Composition (132)		Nighttime Composition (33)	
	Vehicle/h (number)	Percentage (%)	Vehicle/h (number)	Percentage (%)
Light Motor Vehicles	32	24.24	8	24.24
Medium heavy vehicles	49	36.96	12	36.96
Heavy vehicles	0	0	0	0
Powered two wheelers (Mopeds)	20	15.15	5	15.15
Motor, tri and Quadricycles	31	23.63	8	23.63

12.3.2 Scenario 2: Projection for the first year of Project implementation

The composition of traffic data into various categories have been assumed as shown in the table below. The split has been assumed as 4:1 ratio wherein out of the 186 vehicles according to annual average daily traffic, 149 vehicles is assumed to traverse during the daytime leaving 37 vehicles to move during the nighttime.

The day and night split are taken from 7am – 11pm (17 hours) as daytime and 11pm – 7am as nighttime (7 hours). The vehicle split on the basis of light motor vehicles (LMV), medium heavy vehicles, heavy vehicles, powered two wheelers and motorcycles are explained in the table below.

Table 44: Composition of traffic data

Types of Vehicles	Daytime Composition (149)		Nighttime Composition (37)	
	Vehicle/h (number)	Percentage (%)	Vehicle/h (number)	Percentage (%)
Light Motor Vehicles	36	24.19	9	24.19
Medium heavy vehicles	55	37.09	14	37.09
Heavy vehicles	0	0	0	0
Powered two wheelers (Mopeds)	22	15.05	6	15.05

Types of Vehicles	Daytime Composition (149)		Nighttime Composition (37)	
	Vehicle/h (number)	Percentage (%)	Vehicle/h (number)	Percentage (%)
Motor, tri and Quadricycles	35	23.65	9	23.65

12.4 Road width

The existing width of the carriageway is 3.75 m according to DPR consultants. The details of the existing and proposed ROW are explained in the table below.

Table 45: Existing and proposed ROW from DPR

Existing ROW (m)			ROW proposed (m)		
Carriageway width	Shoulder (both side)	Existing available width	Carriageway width	Shoulder	Formation width
3.75	NIL	4.55	3.75	NIL	7.50

12.5 Speed limits

The exiting speed limit is 20-30kmph for light motor vehicles (LMV), medium heavy vehicles, powered two wheelers, motorcycles and heavy vehicles. The proposed speed limit is 40-50kmph for light motor vehicles (LMV), medium heavy vehicles, powered two wheelers and motorcycles and 30-40kmph for heavy vehicles.

12.6 Result

The results from the noise modelling are provided in this section. The modelling results are according to the assumptions and conditions mentioned in the previous sections.

12.6.1 Scenario 1: Existing condition of road

The daytime and nighttime noise modelling heatmaps are provided below. It can be noted that daytime and nighttime Leq levels are exceeding the national permissible limits.

Figure 65: Scenario 1: Heat map for daytime noise modelling for existing condition with no project scenario

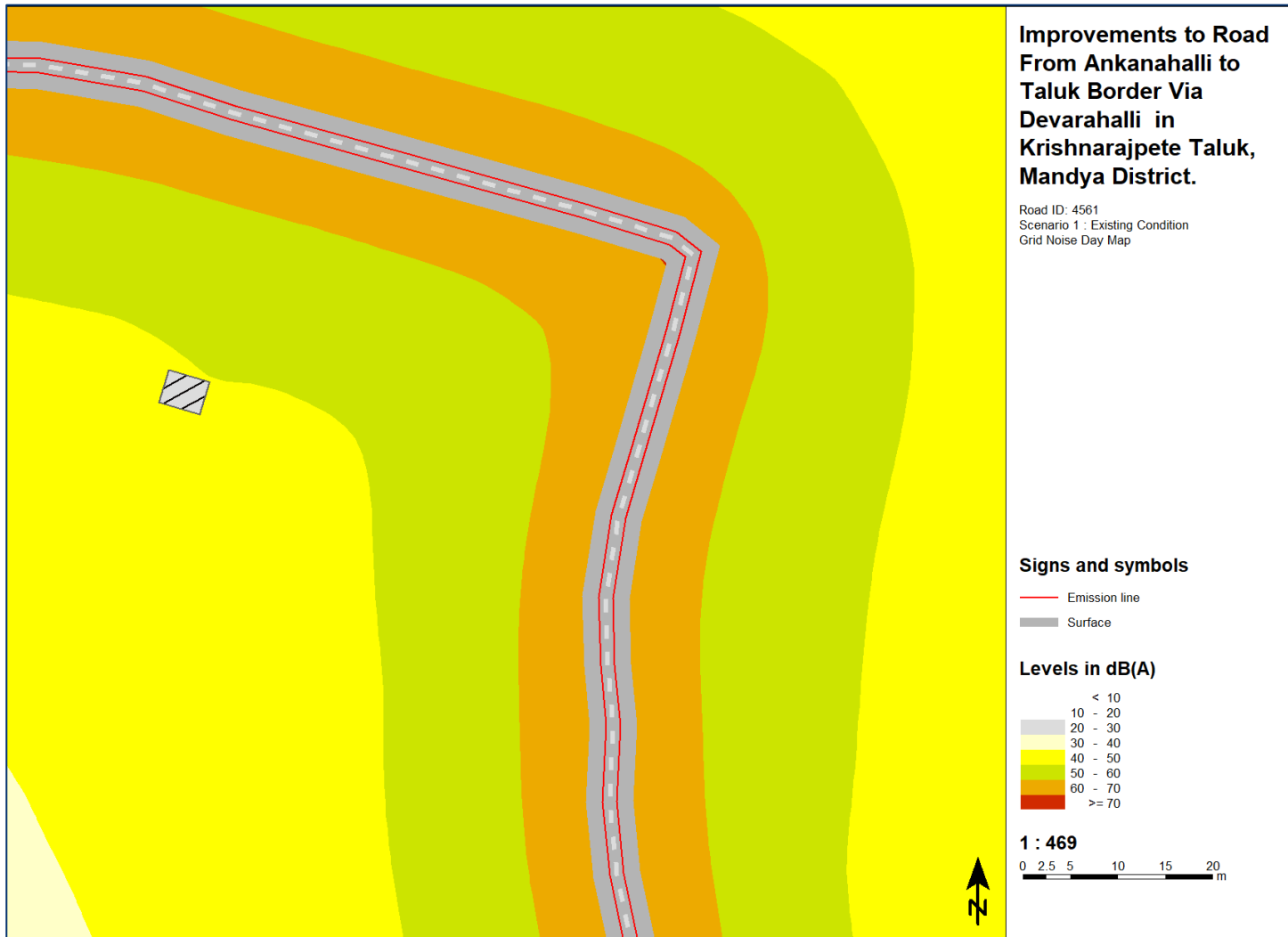


Figure 66: Scenario 1: Heat map for nighttime noise modelling for existing condition with no project scenario

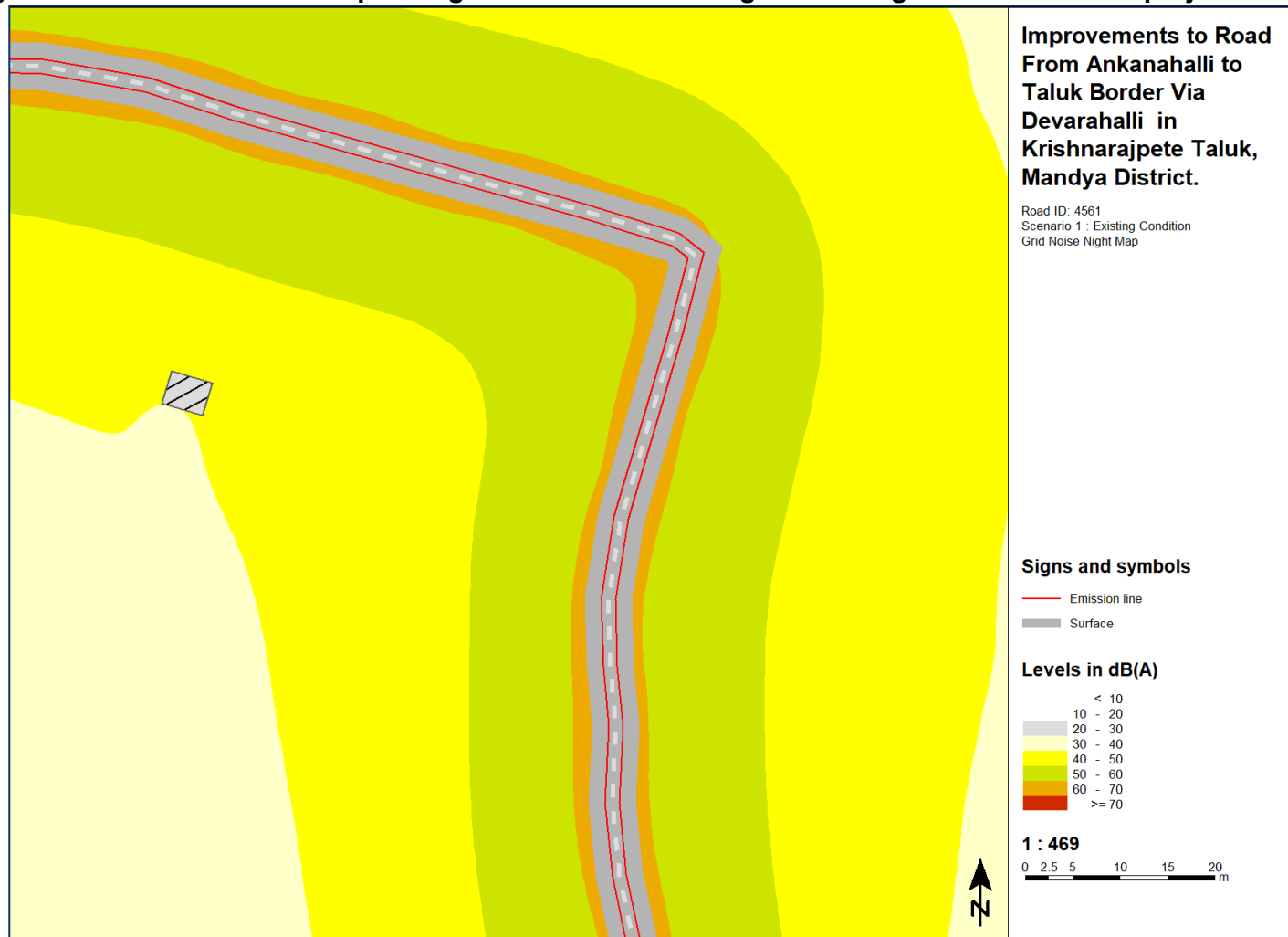
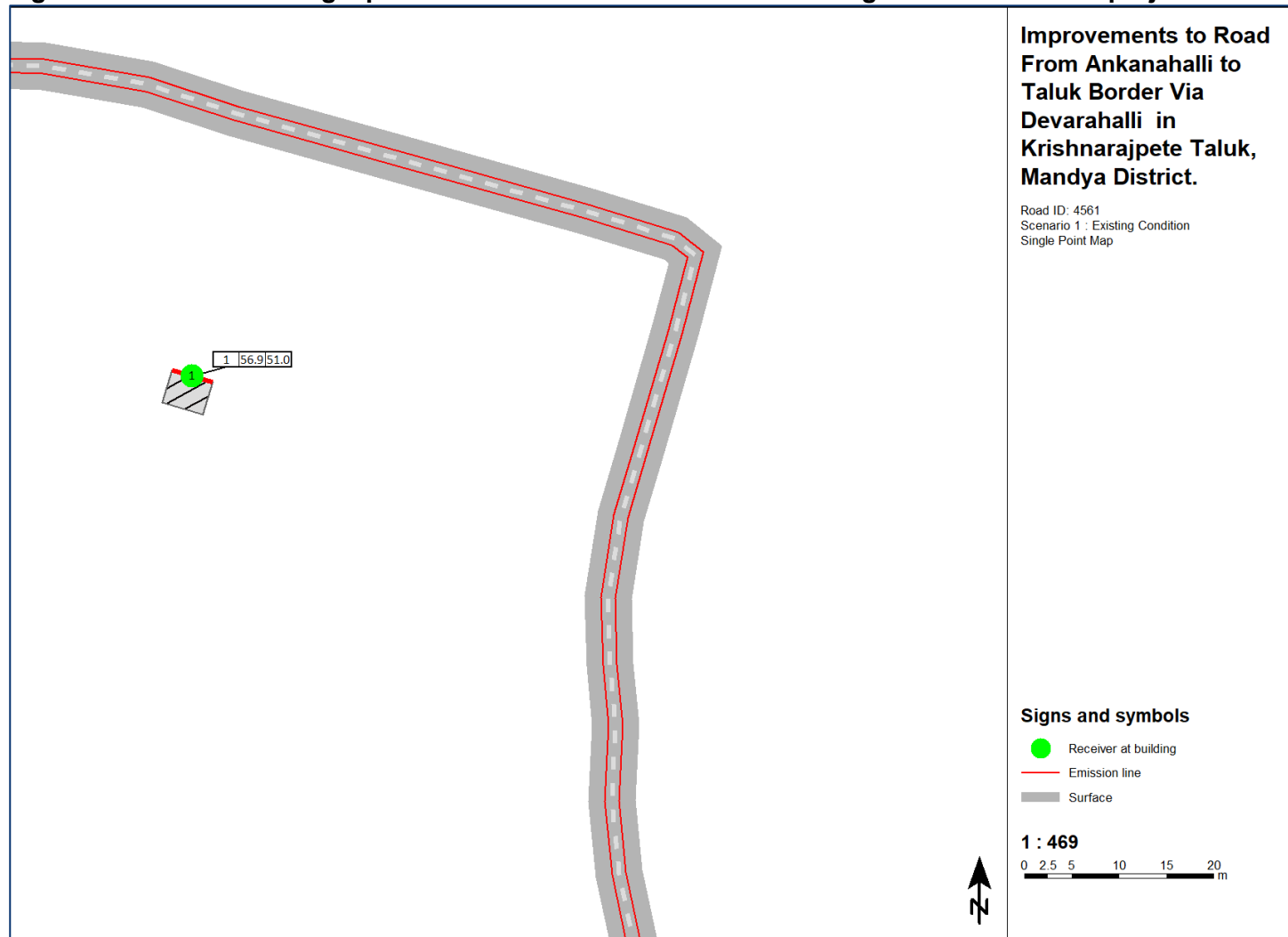


Figure 67: Scenario 1: Single point decibel level at receiver for existing condition with no project scenario



12.6.2 Scenario 2: Projection for the first year of Project implementation

In this scenario, the RoW is proposed to be 7.5 m with a 3.75 m carriageway. The traffic data projection is higher than the existing baseline. The composition percentage of the vehicles are kept constant in all three scenarios. The following maps provide heat maps of noise modelling from daytime and nighttime.

Figure 68: Scenario 2: Daytime noise results for project scenario

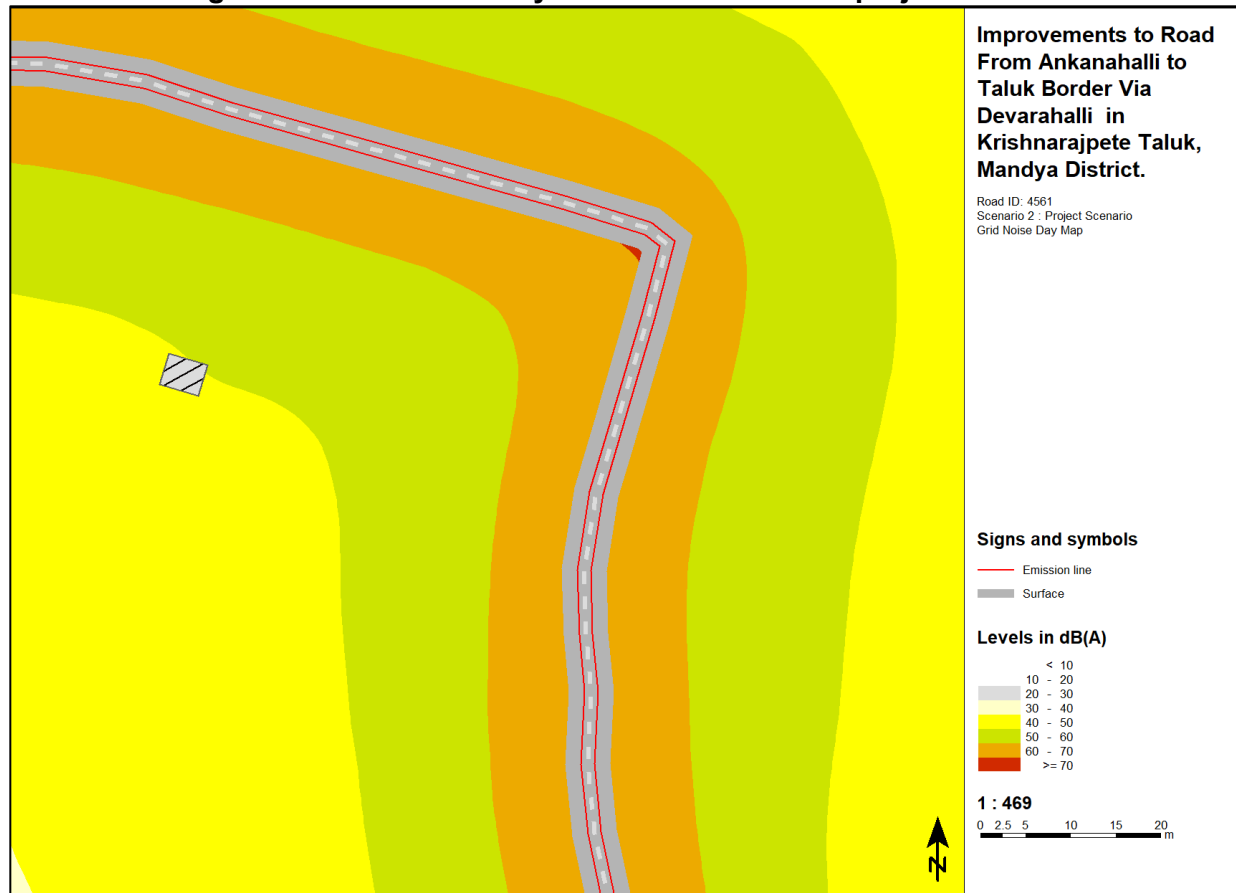


Figure 69: Scenario 2: Nighttime noise results for project scenario

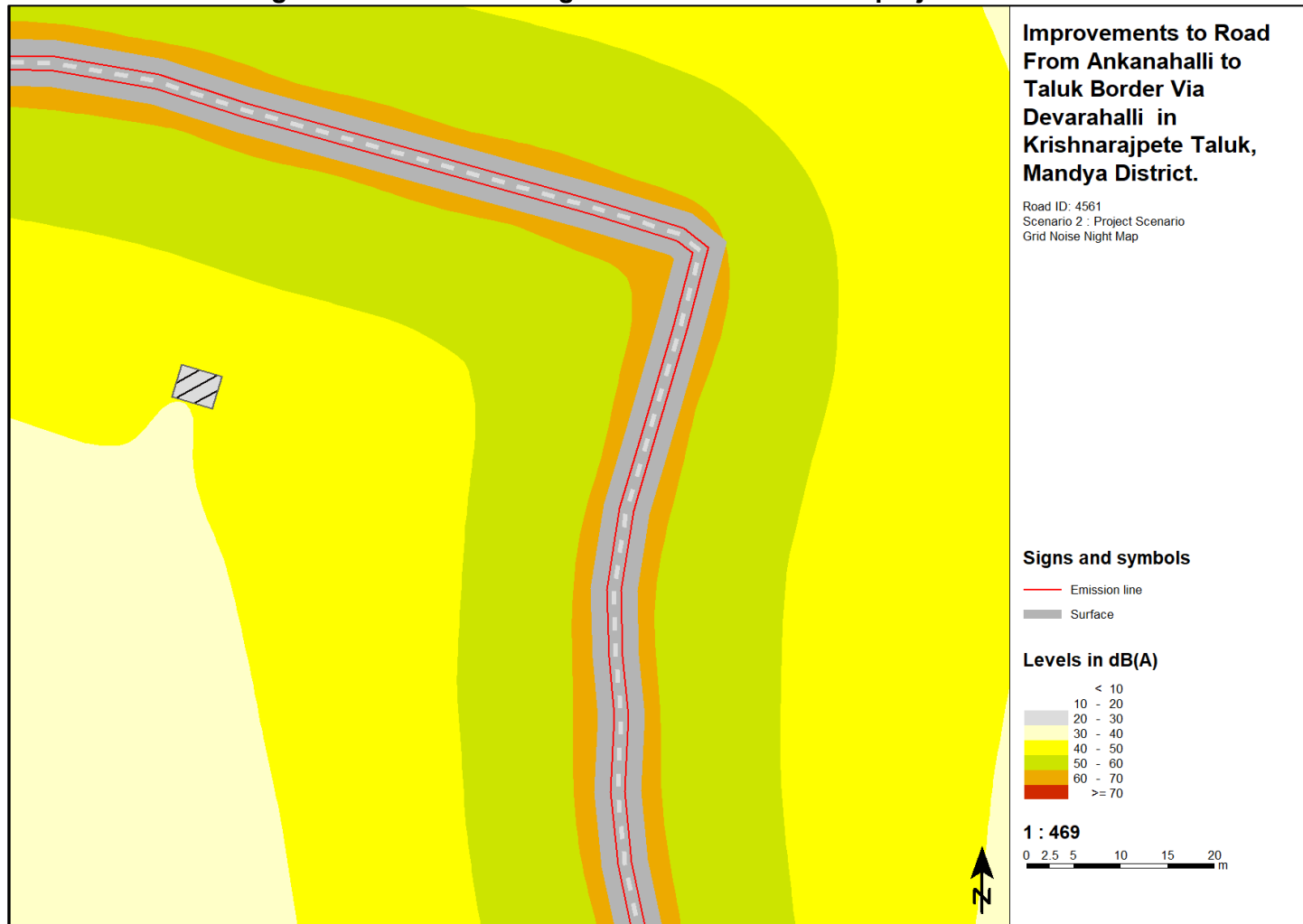
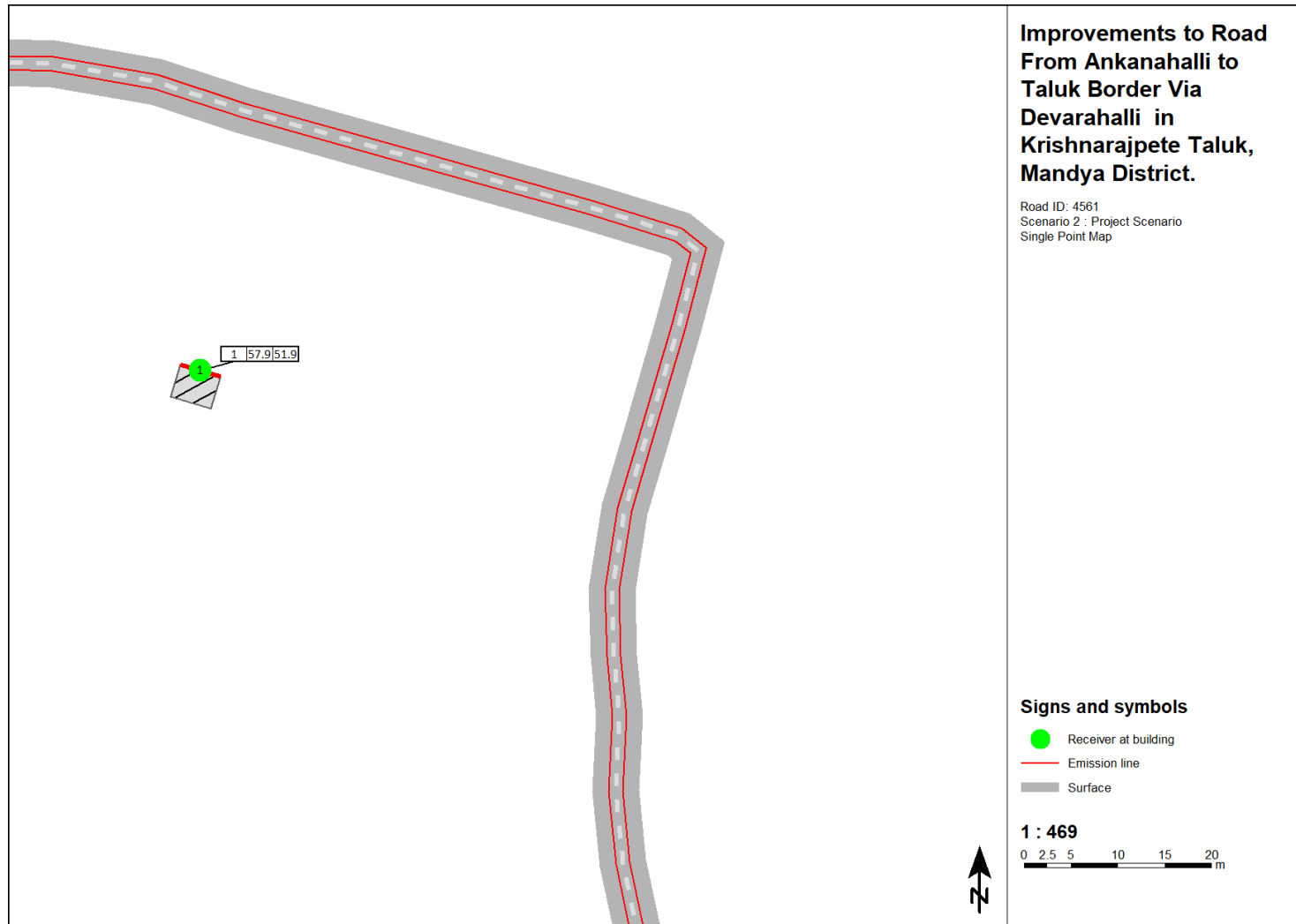


Figure 70: Scenario 2: Single point decibel level at each receiver for project scenario



12.6.3 Comparison of noise levels in both scenarios

The following table provides a comparison of noise levels at the sensitive receptor (temple) for both scenarios. The national permissible limit at silent zone is 50db for daytime and 40db for nighttime.

Table 46: Comparison of noise levels

Scenario	Day Time [Leq dB (A)]	Nighttime [Leq dB (A)]
Projected Noise Level of Scenario 1	56.9	51.0
Projected Noise Level of Scenario 2	57.9	51.9

It can be observed that the daytime and nighttime noise levels for both scenarios exceed the national permissible limit.

13. Road ID: 5130 - Improvements To Road From Therubeedi To Channappanadoddi Via Kariyanadoddi Mallugamanadoddi Doddur Cross Betthalli In Ramanagara Constituency, Harohalli Taluk, Bengaluru South District.

13.1 Stretch taken for study and area of influence

Road ID 5130 has a total stretch of 2.9 km which stretched from Therubeedi To Channappanadoddi via Kariyanadoddi Mallugamanadoddi Doddur cross Betthalli in Harohalli Taluk, Bengaluru South District. The 200m stretch considered for noise modelling includes a sensitive receptor. The sensitive receptor identified is an Anganwadi.

The figure below represents the extent of stretch considered for the study (represented in white rectangle) from the entire road extent (represented in red line). The area of influence taken to analyse noise is approximately 100m from the road stretch. The geographic demarcation consists of a mix of farmlands and residential land use.

Figure 71: The red line represents the entire road stretch and the road stretches inside the white rectangle represents the road considered for noise modelling



Source: Google Earth

Figure 72: Existing Condition of the road



Source: Google Earth

13.2 Traffic Data

The annual average daily traffic (AADT) of the project road is presented in the succeeding table for the existing and projected scenario. Since the project road is categorised as village road and since it does not connect to major industrial places and no major activities are planned in the near future, induced or diverted traffic is not expected. Total (motorized traffic) traffic projection has been done assuming 6% growth rate.

Table 47: Present and Projected Traffic (Annual Average Daily Traffic) for Total Motorized Traffic

Roads	Existing Data	Projected Data
	No. of Vehicles	No. of Vehicles
Road ID: 5130 - Improvements To Road From Therubeedi To Channappanadoddi Via Kariyanadoddi Mallugamanadoddi Doddur Cross Betthalli In Ramanagara Constituency, Harohalli Taluk, Bengaluru South District.	274	309

13.3 Project Scenario of Traffic Projections

13.3.1 Scenario 1: Existing condition of the road

The composition of traffic data into various categories have been assumed as shown in the table below. The split has been assumed as 4:1 ratio wherein out of the 274 vehicles according to annual average daily traffic, 219 vehicles is assumed to traverse during the daytime leaving 55 vehicles to move during the nighttime.

The day and night split are taken from 7am – 11pm (16 hours) as daytime and 11pm – 7am as nighttime (8 hours). The vehicle split on the basis of light motor vehicles (LMV), medium heavy vehicles, heavy vehicles, powered two wheelers and motorcycles are explained in the table below.

Table 48: Composition of traffic data

Types of Vehicles	Daytime Composition (219)		Nighttime Composition (55)	
	Vehicle/h (number)	Percentage (%)	Vehicle/h (number)	Percentage (%)
Light Motor Vehicles	11	5.02	3	5.45
Medium heavy vehicles	86	39.26	21	38.18
Heavy vehicles	26	11.87	7	12.72
Powered two wheelers (Mopeds)	52	23.74	13	23.63
Motor, tri and Quadricycles	44	20.09	11	20

13.3.2 Scenario 2: Projection for the first year of Project implementation

The composition of traffic data into various categories have been assumed as shown in the table below. The split has been assumed as 4:1 ratio wherein out of the 309 vehicles according to annual average daily traffic, 248 vehicles is assumed to traverse during the daytime leaving 61 vehicles to move during the nighttime.

The day and night split are taken from 7am – 11pm (17 hours) as daytime and 11pm – 7am as nighttime (7 hours). The vehicle split on the basis of light motor vehicles (LMV), medium heavy vehicles, heavy vehicles, powered two wheelers and motorcycles are explained in the table below.

Table 49: Composition of traffic data

Types of Vehicles	Daytime Composition (380)		Nighttime Composition (95)	
	Vehicle/h (number)	Percentage (%)	Vehicle/h (number)	Percentage (%)
Light Motor Vehicles	13	5.24	3	4.91
Medium heavy vehicles	97	39.11	24	39.34
Heavy vehicles	30	12.09	7	11.47
Powered two wheelers (Mopeds)	58	23.38	15	24.59
Motor, tri and Quadricycles	50	20.16	12	19.67

13.4 Road width

The existing width of the carriageway is 7 m according to DPR consultants. The details of the existing and proposed ROW are explained in the table below.

Table 50: Existing and proposed ROW from DPR

Existing ROW (m)			ROW proposed (m)		
Carriageway width	Shoulder (both side)	Existing available width	Carriageway width	Shoulder	Formation width
7	NIL	7	7	NIL	7

13.5 Speed limits

The exiting speed limit is 15-20kmph for light motor vehicles (LMV), medium heavy vehicles, powered two wheelers, motorcycles and heavy vehicles. The proposed speed limit is 30-40 kmph for light motor vehicles (LMV), medium heavy vehicles, powered two wheelers and motorcycles and 20-30kmph for heavy vehicles.

13.6 Result

The results from the noise modelling are provided in this section. The modelling results are according to the assumptions and conditions mentioned in the previous sections.

13.6.1 Scenario 1: Existing condition of road

The daytime and nighttime noise modelling heatmaps are provided below. It can be noted that daytime and nighttime Leq levels are exceeding the national permissible limits.

Figure 73: Scenario 1: Heat map for daytime noise modelling for existing condition with no project scenario

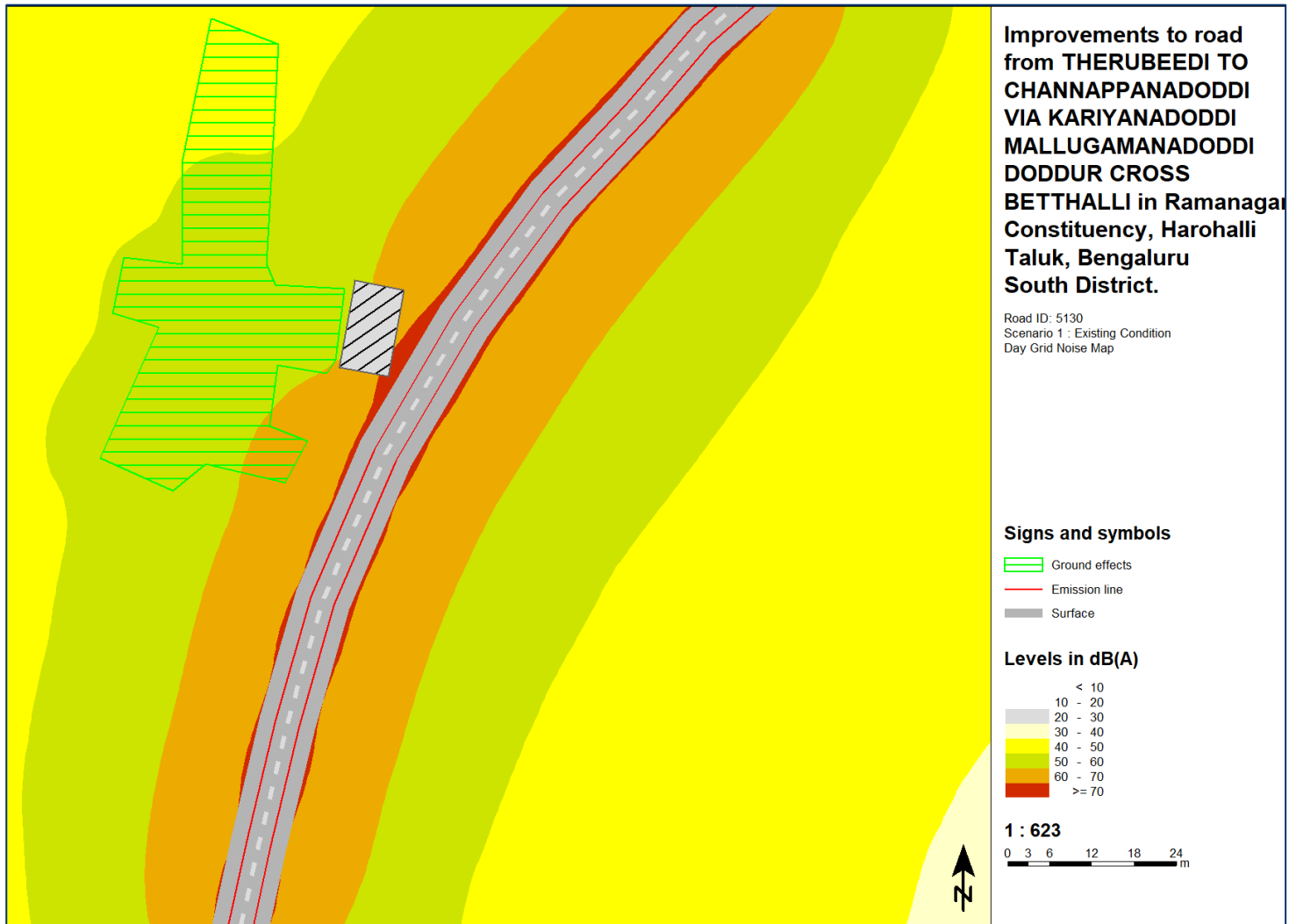


Figure 74: Scenario 1: Heat map for nighttime noise modelling for existing condition with no project scenario

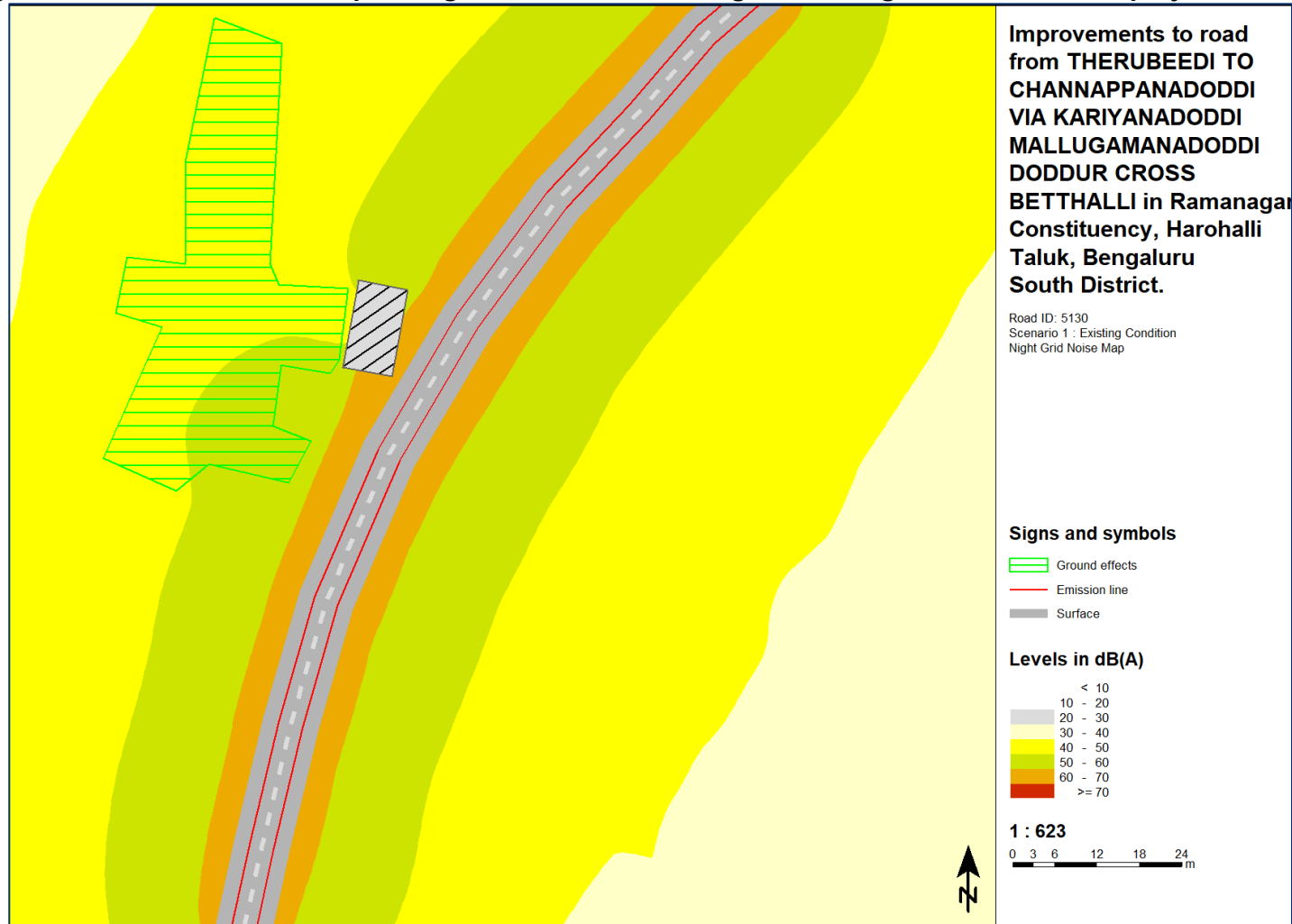
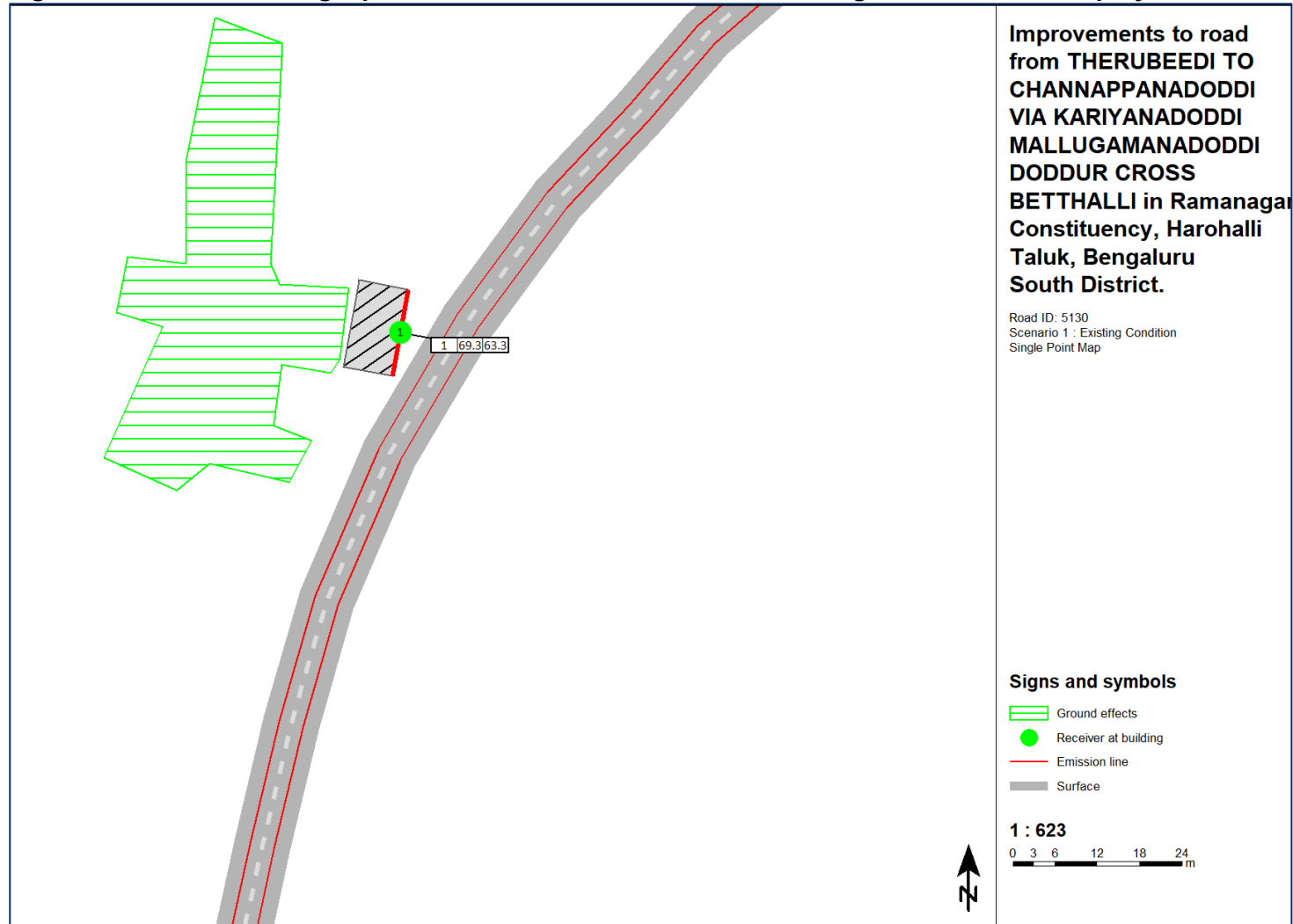


Figure 75: Scenario 1: Single point decibel level at receiver for existing condition with no project scenario



13.6.2 Scenario 2: Projection for the first year of Project implementation

In this scenario, the RoW is proposed to be 7 m, which is same as the existing condition. The traffic data projection is higher than the existing baseline. The composition percentage of the vehicles are kept constant in all three scenarios. The following maps provide heat maps of noise modelling from daytime and nighttime.

Figure 76: Scenario 2: Daytime noise results for project scenario

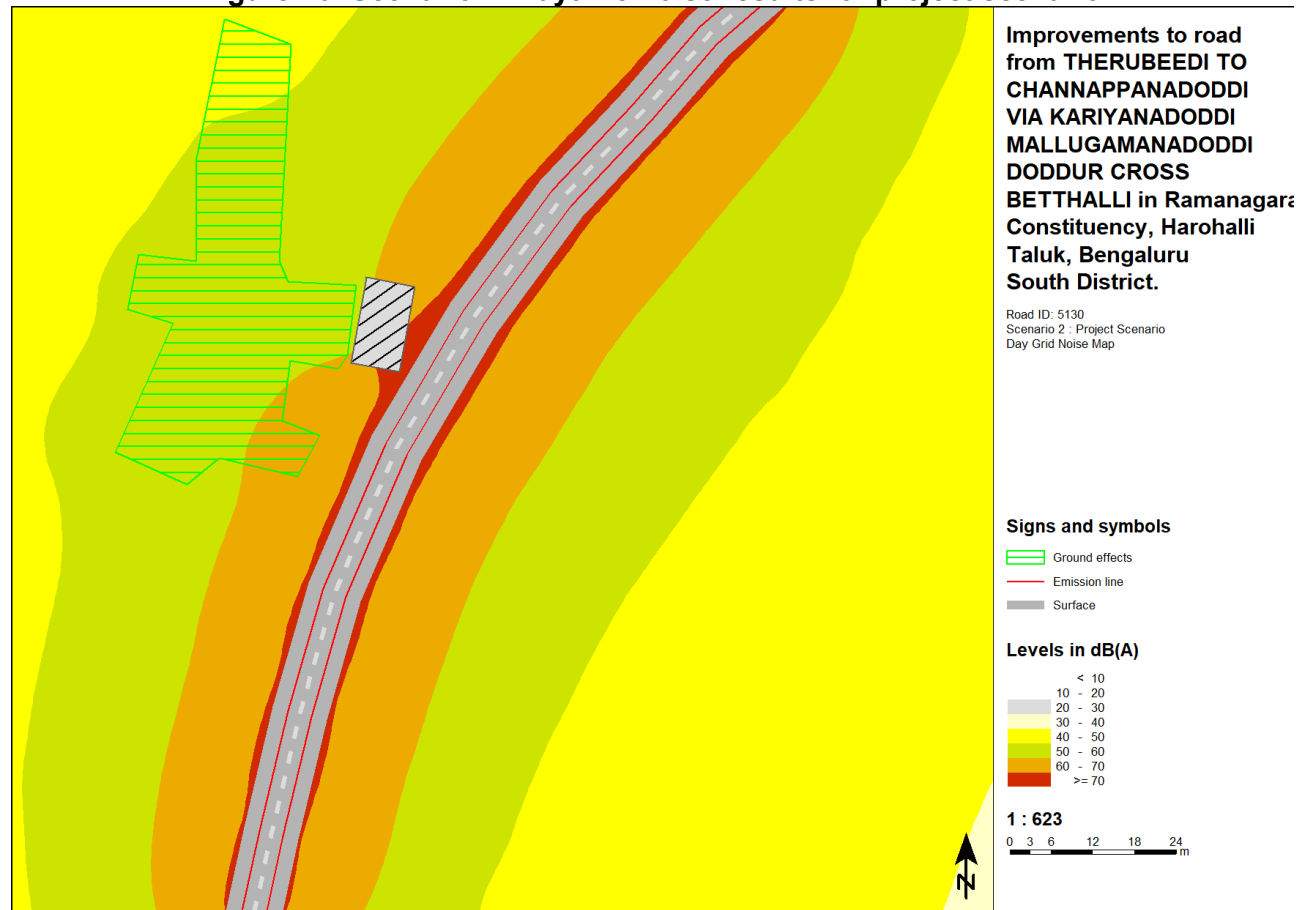


Figure 77: Scenario 2: Nighttime noise results for project scenario

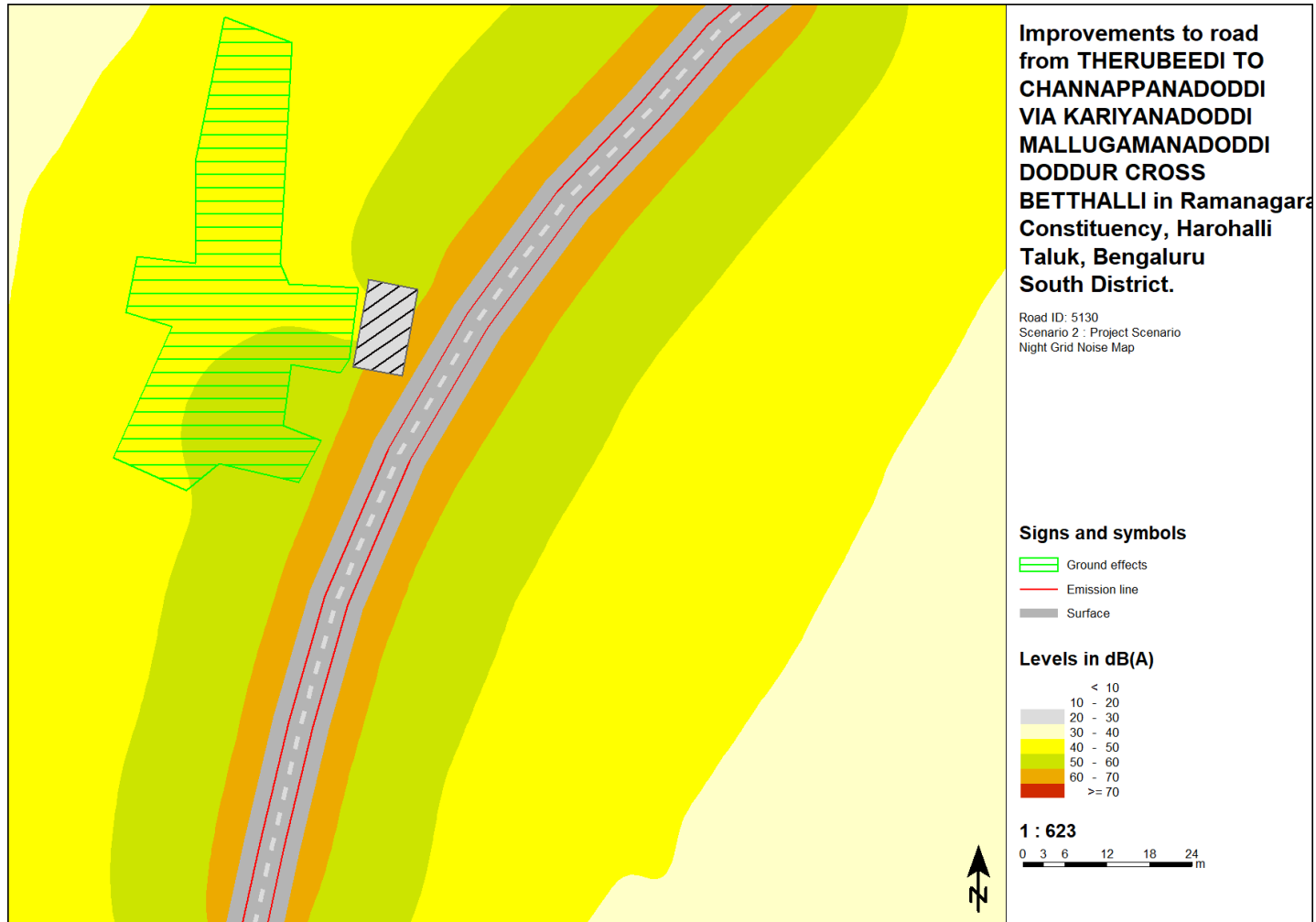
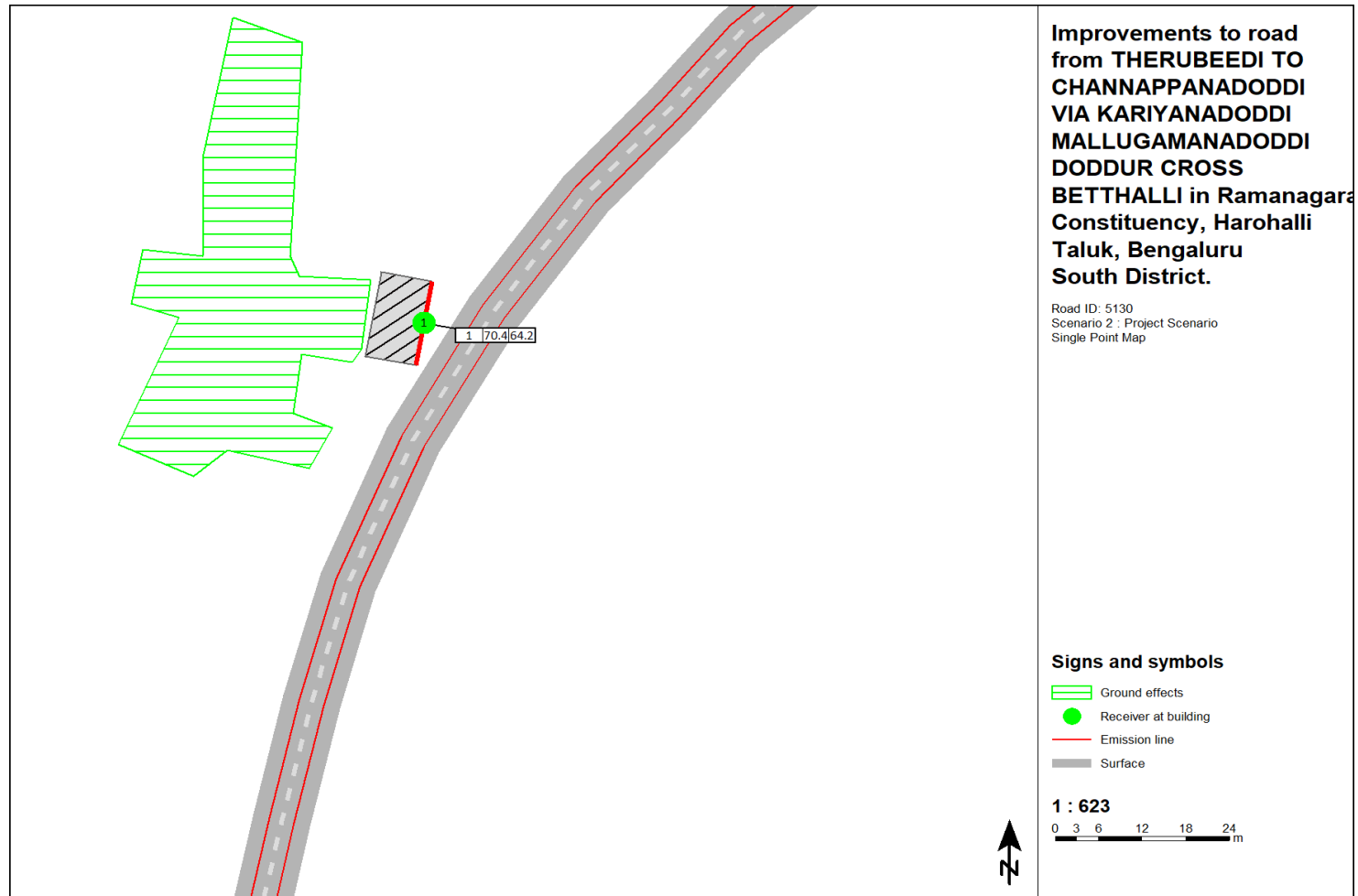


Figure 78: Scenario 2: Single point decibel level at each receiver for project scenario



13.6.3 Comparison of noise levels in both scenarios

The following table provides a comparison of noise levels at the sensitive receptor (Anganwadi) for both scenarios. The national permissible limit at silent zone is 50db for daytime and 40db for nighttime.

Table 51: Comparison of noise levels

Scenario	Day Time [Leq dB (A)]	Nighttime [Leq dB (A)]
Projected Noise Level of Scenario 1	69.3	63.3
Projected Noise Level of Scenario 2	70.4	64.2

It can be observed that the daytime and nighttime noise levels for both scenarios exceed the national permissible limit.

Appendix 25

Terms of References of PMC, PISC, NGO-biodiversity and External Monitor

1. PMC - Terms of Reference for environmental specialist
2. PISC - Terms of reference for environment specialist and bio-diversity specialist
3. Terms of Reference of NGO / consulting entity for biodiversity and ecology support services (to be engaged by the krrda)
4. Terms of reference of environmental, social and biodiversity external monitoring for Karnataka rural roads improvement project

1. Term of Reference (ToR) of Environmental Specialist, PMC

Environmental Specialist:

The Environmental Specialist will support the KRRDA in implementation of Environmental Management Plan (EMP) and Bio-diversity Action Plan (BAP) prepared under the Project. Also, ensure that all environmental safeguards are integrated into planning, design, construction, and monitoring, so the project complies with ADB's Safeguard Policy Statement (SPS) and national regulations of the country. Their role is both advisory and supervisory, guiding the government, project implementation supervision consultants (PISC) and contractors in environmental safeguards related requirements under the project.

Requirements:

Full-time in PMU (KRRDA head office, Bengaluru) since loan effectiveness to loan closure and during operation and maintenance period.

Assist KRRDA to implement the measures identified in the EMPs, and Bio-diversity action plan (BAP) prepared under the Project. Liaisons with concerned agencies to secure necessary clearances and permits [e.g., Forest clearance/ No Objection Certificate from the forest department (as applicable), tree cutting, utility shifting, working near irrigation canals, etc.);

Assisting the Circle Officers and PIUs in preparing requisite applications (such as tree cutting, and forest /CRZ/ASI clearance, as applicable) required under the Project. Further, submission and follow-up with concerned department in obtaining the requisite clearances /permissions under the Project.

Review and update the EIA report including comprehensive EMP (including health and safety management plan) and BAP prepared as per ADB's SPS 2009, Government of India. Also provide the necessary inputs for the implementation of the comprehensive EMP and BAP using the compliance monitoring checklist included in the EIA.

Investigate the current status of the climate change, vulnerability and impacts over the study area and analyze in detail future climate change projection and scenario.

Develop monitoring and guidance tools (e.g., self-monitoring reports) for climate resilient improvement and upgrading of the rural roads including climate resilient checklist.

Provide inputs to KRRDA for establishment of environmental baseline, and to supervise the pre-commissioning baseline monitoring following the mitigation and monitoring guidelines provided in the EIA; and ensure outcomes for the project and key performance indicators get included in the DPR to ensure effective and efficient service delivery;

Monitoring and review of PISC/ Contractors pertaining to EMP implementation during execution of the works.

Ensure review and implementation of Bio-diversity action plan (BAP) prepared under the Project.

Monitoring and review of firm/NGO pertaining to BAP implementation during execution and O&M periods of the Project.

Undertake at least quarterly field monitoring visits to oversee the EMP/BAP implementation by the contractors/NGO (Firm) and PISC and suggest corrective measures (as required).

Assist Circle SEs and PIUs in review of the Construction Contractor's Environmental Management Plans (CEMP) prepared by the contractor in accordance with the EMP, relevant plans and ADB Environmental Guidelines, and to make recommendations to KRRDA regarding any necessary amendments for its approval.

Prepare training materials and provide training to the Circle SEs and PIU engineers, PISC, and contractors and stakeholders on environment and climate change, impacts and adaptation especially for climate resilient road maintenance.

monitor and report on effectiveness of management of any waste/ debris generated from existing infrastructure/ utilities being removed/ rehabilitated, paying attention to the handling of removed debris until disposal or recycling, and landscaping;

propose/ elaborate reporting formats to be further used by KRRDA to make sure that results of monitoring are reported in quarterly, semi-annual, and annual reports, and later in the project completion report to represent the performance of completed project, for submission to KRRDA and ADB, as required, while duly ensuring that these follow ADB accepted formats/ templates;

provide inputs to KRRDA in dealing with Contractors for the implementation of the comprehensive EMP/ supervise the compliance of the Contractor in implementing the environmental mitigation measures;

provide guidance in the implementation and monitoring of the comprehensive EMP, including ensuring any mitigation measures as recommended are implemented during the pre-construction period. This also includes to conduct the EIA, where required, and approval from relevant authorities, and monitoring reports;

assist KRRDA in dealing with the concerned department for the preparation of traffic emergency plans and temporary diversion of traffic during construction, with minimal inconvenience to public and environmental impacts;

prepare a methodology and a checklist review for supervision of the comprehensive EMP implementation completion and relevant report to be prepared by contractors and assist KRRDA and other concerned authorities to timely obtain such reports;

provide inputs and methodology to KRRDA and other concerned authorities: (i) prepare and maintain a grievance redressal mechanism, (ii) establish a grievance redressal committee (GRC), and (iii) carry out monitoring on effectiveness, and make sure that GRC will have strong female representation, and the grievance redressal process is implemented effectively, according to the plan and schedule in the IEE/ EIA;

undertake/ assist in additional studies including topographical surveys, geo-technical investigations, and socio-economic/ inventory of loss/ demand surveys and environmental safeguards surveys, etc., as the needs arise, duly incorporating considerations for gender equality and social inclusiveness/ gender-responsive elements;

consolidate/ prepare for assistance to KRRDA in Monthly, Quarterly progress and semi-annual/ annual environmental monitoring (with monitoring reports, covering any updates on site-specific health and safety management plan);

facilitate KRRDA in the ensuing loan/ project processing stage of work by undertaking environmental assessment, as per ADB Safeguard Policy Statement (June 2009), following ADB accepted formats and meeting ADB approval requirements; and

any other related task (pertaining to environmental safeguards) assigned by KRRDA under the project.

Submit the semi-annual environmental monitoring report (EMR) since commencement to closure of the Project and annual EMR during the O&M period till issuance of ADB's project complementation report (PCR) under the Project.

Report to the COO/SQC, KRRDA on Environmental safeguards related compliance/non-compliance noticed during implementation of the Project.

Provide support in preparation and submission of KRRDA's PCR under the Project.

Qualification and Experience Requirements

Qualification	Preferably a Master's degree in Environmental Science/ Environmental Planning/ Environmental Engineering/ Civil Engineering or equivalent; over a basic degree of Bachelor's from a recognized University in Natural or Environmental Science/ Environmental Engineering/ Physical Planning/ Architecture/ Architectural Engineering/ Civil Engineering or equivalent.
Total Professional Experience	Preferably 12 years of general experience; and 10 years of specific experience in planning, designing, implementation, and monitoring of comprehensive environmental management plan (EMP including health and safety management plan) and bio-diversity action plan (BAP), environmental impact assessment (EIA), and EMP including BAP implementation related experience for road projects. Knowledge of ADB Safeguard Policy Statement 2009/ environmental policy and frameworks, and experience with the application of ADB environmental guidelines is an added advantage. Excellent verbal and written communication skills in English are desirable.
Project-related Experience	Work experience in planning and design, and implementation of safeguard elements in external-aided/ MDB projects in the road sector is desirable.
Experience in working with international organizations/ agencies	Preferred

2. ToR for Environment Specialist and Bio-diversity Specialist within PISC

Detailed Scope of Services

1. The PISC team shall work under the PIU's and PMU's guidance to ensure completion of tasks assigned in a professional and time-bound manner.
2. The PISC team's scope of services shall include, but not be limited to the following:
 - a. Assisting in reviewing the Detailed Project Report (DPR) before the commencement of civil works to ensure the quality so that the works can be carried out smoothly.
 - b. Providing engineering support if required in designing various components (including road safety) required for execution of the project,
 - c. Assisting the Circle Officers and PIUs in preparing and implementing project activities.
 - d. Assisting the PIU in planning, monitoring reporting and managing finances, including project framework techniques for planning, training and financial monitoring during project implementation.
 - e. Assisting and advising the PMU and PIU in administration of contracts.
 - f. Providing advice to the Project Manager on contractual matters.
 - g. Assisting the PIU in planning and implementing voluntary land donation scheme, where applicable and reporting and documenting; implementation of environmental management plan (EMPs) including biodiversity action plans (BAP) and updating of environmental impact assessment (EIA) including EMPs, if required and initial gender assessment for the project; poverty and social assessment for the project; modifying designs and practices to avoid land acquisition and mitigate the impacts, gender action plans (GAPs), social development plans (SDPs) and social mitigating plan; preparing monthly, quarterly and final reports including the draft project completion report that include a section on gender results, safeguards monitoring; preparing separate semi-annual safeguards (environmental and social) monitoring reports since loan effectiveness to closure of the Project; and annual EMR during operation stage till issuance of Project completion report by ADB under the Project.
 - h. Integrate safety across design, construction and O&M: carryout stage-wise road safety audit (design, during construction and pre-opening) and temporary traffic management plan approvals as per IRC standards;
 - i. Assisting the PIU in preparation of overall project management plan, annual work plan including budget disbursement plan, and in preparing withdrawal applications to ADB.
 - j. Assisting the PIU in reviewing existing monitoring system and suggesting improvements on the monitoring system.
 - k. Assisting the PIU in organizing semi-annual review meetings of the project.
 - l. Preparing a Draft Completion Report at the end of the five-year maintenance activities of the project. This report shall include, among other requirements, the traffic related survey on the newly constructed roads, pavement condition report. The data shall form the basis of future maintenance requirements after completion of the civil work contracts.
 - m. Supervise habitat restoration works at the offset sites determined with the help of Karnataka Forest Department and supported by KRRDA.
 - n. Monitor the offset sites semi-annually to evaluate the progress of the sites against the Key Performance Indicators and the set targets for Biodiversity No-Net Loss of Biodiversity.
 - o. Prepare a Final Biodiversity Monitoring and Evaluation Report at the end of the 5-year maintenance period to evaluate Biodiversity No-Net Loss, and potentially, Net Gains.

- p. Recommend additional or course-correction actions in case the actions at the offset site do not follow the planned trajectory towards Biodiversity No-Net Loss or Net Gains.
- q. Preparing a Final Evaluation Report on the construction and 5-year maintenance activities.
- r. Assisting the PIU in implementing the GAP and SDP including compliance monitoring; and preparing all social and gender related reports and other technical reports as necessary.
- s. For smooth implementation of the project, the PISC is expected to perform any additional tasks/duties identified and assigned by the Chief Operating Officer (C.O.O)

STAFFING INPUTS

Key Experts:

SN	Position	Unit	As proposed by KRRDA now		
			No	Months	Total Months
7	Environmental Specialist	PM	2	24	48
7a	Biodiversity Specialist	PM	1	24	24

Environmental Specialist -Qualification

a) Qualification	Graduate in Civil Engineering/Environmental Science and Post Graduate degree in Environmental Engineering or Environmental Science or other relevant fields.
b) Total Professional Experience	10 years with 5 years extensive experience in EMP and BAP implementation of road projects.
c) Project-related Experience	5 years of experience concerning environmental issues for externally Funded projects.
d) Experience in working with international organizations/ agencies	Preferred

Biodiversity Specialist- Qualification

a) Qualification	Masters degree in Biodiversity, Ecology, Wildlife Management, Conservation Biology, Restoration Ecology or other relevant fields.
b) Total Professional Experience	6 years with 4 years extensive experience in ecological studies/ Critical habitat assessment/ Biodiversity Action Plan implementation of road projects.
c) Project-related Experience	2 years of experience concerning for externally-Funded projects.
d) Experience in working with international organizations/ agencies	Preferred

Position Based Tasks/Responsibility

SN	Position	Tasks/Responsibilities
1.	Environment Specialist	- Review and update the EIA report prepared as per ADB's SPS 2009, Government of India and Karnataka applicable environmental laws and regulations, including all environment checklists included in the DPRs with emphasis on the individual roads/packages' likely positive and negative environmental impacts and risks under the Project; - Provide the training on EMP and bio-diversity action plans (BAP) implementation to the Project Staff (PMU, PIUs, and Environment

		Health and Safety Officers, Contractors) working under the Project. Assess environment gaps, if any, prepare safeguard related action program to address the identified weaknesses under the Project; • Identify measures for monitoring environmental safeguard systems performance; • Undertake at least quarterly field monitoring visits to oversee the actions taken by the contractors in regard to the implementation of EMP and BAPs and suggest corrective measures if necessary; • Provide support during preparation of bidding documents, and ensure EMP including BAP is provided in the bid/contract agreement; • Assist Circle SEs and PIUs to review the Construction Contractor's Environmental Management Plans (CEMP) to be prepared by the contractor in accordance with the EMP, relevant plans and ADB Environmental Guidelines, and to make recommendations to KRRDA regarding any necessary amendments for its approval; • Assist KRRDA to implement the measures identified in the EMPs, and BAPs to include liaisons with concerned agencies to secure necessary clearances and permits [e.g., Forest clearance/ No Objection Certificate from the forest department (as applicable), tree cutting, utility shifting, working near irrigation canals, etc.)]; • Monitor the effectiveness of EMPs including BAPs and negative impacts on environment caused by the construction works, and provide technical advice, including a feasible solution, so the KRRDA can improve the situation when necessary; • Review bidding documents which include the clauses to have the Contract comply with the requirements of the EMP including BAP; • Assist KRRDA and TL for accumulating climate vulnerability data and information from various national and if possible, from international sources; • Investigate the current status of the climate change, vulnerability and impacts over the study area and analyze in detail future climate change projection and scenario; • Make detailed investigation of the climate change impacts on the rural road subprojects and prepare the climate-resilient criteria to be incorporated in the designs by considering future climate change; • Review periodically and report on the impact of project activities on the environment and determine the nature and extent of environment impact, if caused by the Project; • Assist in facilitating participatory planning and the implementation of the EIA report recommendations; their proposed construction technology, and project implementation plan to identify any potential adverse impact; • Identify budget needs to strengthen LGED capacity for adequate environmental monitoring and management of the project; • Assist TL in reviewing all infrastructure design (climate resilient structure), their proposed construction technology, and project implementation plan to identify any potential adverse environmental impacts and climate risks; • Conduct compliance inspections to monitor EMP including BAP and prepare compliance progress toward the expected outcomes, verify monitoring information to identify adverse environmental impacts, document results, identify the necessary corrective actions, and reflect them in a corrective action plan; • Keep liaison with institutions responsible for climate change issues in Karnataka to keep abreast on all information necessary to assist
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		KRRDA and TL in planning and designing climate resilient infrastructure for the project; • Develop monitoring and guidance tools (e.g., self-monitoring reports) for climate resilient improvement and upgrading of the rural roads including climate resilient check list; • Prepare training materials and provide training to the Circle SEs and PIU engineers and stakeholders on environment and climate change, impacts and adaptation especially for climate resilient road maintenance; • Contribute to the training of Circle SEs and PIU engineers and contractors on implementation procedures and technical matters related to environment and climate change; • Provide inputs to developing a training course for the project as required; • Prepare environmental field monitoring report, quarterly report, annual report, midterm report and project completion reports; • Support the TL in preparing the monthly, quarterly, semi-annual environmental monitoring report (EMR) since loan effectiveness to closure of the Project, annual EMR during operation stage till issuance of Project completion report and; and Perform other duties as may be identified by the Project Director and TL.
2.	Biodiversity Specialist	• Review and update the EIA report prepared as per ADB's SPS 2009, Government of India and Karnataka applicable environmental laws and regulations, including all environment checklists included in the DPRs with emphasis on the individual roads/packages' likely positive and negative environmental impacts and risks under the Project; • Prepare an Inception Report (including methodology, sampling strategy, site selection, risk-based prioritization of roads/sites, data collection templates, health & safety procedures for site teams, and proposed schedule). • Review of BAP, BMP EMP, contractor's CEMP, • Review of critical habitat assessment report and Biodiversity Action Plan prepared for the project; • Provide implementation support to the PMU, PIU, Contractors in implementation of BAP; • Ensure integration of biodiversity conservation measures into project planning, construction supervision, and maintenance activities. • Review the site-specific biodiversity management measures for environmentally sensitive road sections prepared by the contractor's ecologist. • Review biodiversity monitoring protocols, indicators, baseline records, and performance targets. • Conduct semi-annual biodiversity monitoring surveys to assess implementation effectiveness of BAP measures. • Undertake regular field inspections and ecological audits of project sites. • Verify contractor compliance with biodiversity-related contractual obligations. • Identify non-compliances and recommend corrective and preventive actions. • Monitor project impacts on natural habitats, critical habitats (if any), protected areas, reserved forests, eco-sensitive zones, wildlife movement areas, riparian habitats, and other ecologically important locations. • Assess effectiveness of mitigation measures implemented in sensitive biodiversity areas.

		• Provide recommendations to avoid, minimize, restore, and offset impacts where required. • Support implementation of biodiversity safeguards in roads traversing Western Ghats and other environmentally sensitive landscapes. • Supervise implementation of compensatory plantation, avenue plantation, habitat enhancement, slope stabilization bioengineering, and ecological restoration at the offset sites. • Monitor survival rates of planted species and recommend adaptive management measures. • Promote use of native species and biodiversity-friendly landscaping approaches. • Assess restoration success and prepare improvement plans where necessary. • Develop biodiversity training modules and awareness materials for project staff, contractors, supervision teams, and local communities. • Conduct periodic training on biodiversity conservation, invasive species management, wildlife protection, ecological restoration, and BAP implementation. • Build institutional capacity within KRRDA for long-term biodiversity management and monitoring. • Liaise with Karnataka Forest Department, Karnataka State Biodiversity Board, academic institutions, NGOs, and local communities on biodiversity-related matters. • Facilitate consultations regarding biodiversity conservation and habitat management activities. • Support compliance with conditions stipulated by forest and wildlife clearances. • Prepare biodiversity monitoring reports on a quarterly and semi-annual basis. • Review and provide biodiversity inputs for environmental monitoring reports submitted to KRRDA and ADB. • Maintain biodiversity monitoring databases, GIS records, photographic records, and compliance tracking systems. • Semi-annual monitoring of the offset sites restored by KFD with KRRDA's support to assess the progress, performance against completion/target indicators, and challenges. • Recommendation of corrective actions to ensure that the offset sites achieve the desired targets for No-Net Loss and Net Gains in the subsequent years. • Document lessons learned and good practices for integration into future road development projects.
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3. TOR of NGO / Consulting Entity for Biodiversity and Ecology Support Services (to be engaged by the KRRDA)

Karnataka Rural Road Improvement Project / Pragati Patha Program

1. Background and Project Context

The Karnataka Rural Road Improvement Project (KRRIP) aims to improve rural road connectivity across all districts of Karnataka. These road improvement works may interact with sensitive environmental receptors such as natural and critical habitats, forest areas, roadside vegetation, waterbodies, riparian habitats, wildlife movement areas, and other biodiversity values.

The approved safeguard documents require effective implementation of biodiversity mitigations measures at the site. This ToR describe responsibilities covering pre-construction ecology surveys, sensitive receptor mapping, biodiversity method statements, no-go area demarcation, wildlife encounter and rescue procedures, aquatic ecology protection, invasive alien species management, ecological restoration, monitoring, training, and evidence-based periodic reporting.

Karnataka Rural Roads Development Agency (KRRDA) intends to engage a suitably qualified NGO / consulting entity with field capacity and biodiversity expertise to support implementation, verification, awareness, documentation, monitoring, and adaptive management of arrangement of mitigation measures. This entity will work in coordination with KRRDA, Project Management Unit (PMU), Project Implementation Unit (PIUs), Project Implementation Support Consultant (PISC), Engineering, Procurement, ADB representative Construction (EPC) contractors, Environment, Health, and Safety (EHS) officers, site engineers, subcontractors, local communities, and relevant Forest Department officials, as required.,

2. Objectives of the Assignment

- Assist KRRDA, PIUs, PISC, and EPC contractors in the practical implementation of biodiversity, habitat, wildlife, aquatic ecology, vegetation, and restoration requirements under approved safeguard documents.
- Provide field-level ecology expertise to avoid impacts to natural and critical habitats, forests, waterbodies, riparian zones, wildlife movement areas, important roadside trees, and other sensitive ecological receptors.
- Support preparation and implementation of Biodiversity Action Plan (BAP) and ecology controls before and during construction.
- Support implementation of BAP associated with habitat fragmentation, ecological connectivity loss, wildlife corridors, and cumulative impacts arising from interactions between project roads at relevant ecological scales.
- Conduct monitoring, training, awareness, documentation, and reporting to demonstrate compliance with ADB SPS 2009, approved Biodiversity Action Plan (BAP)/Environment Management Plan (EMP)/CEMP, statutory clearance conditions, and contractual obligations.
- Assist in the implementation of actions dealing with biodiversity-related risks, non-compliances, incidents, and suggest corrective actions in a timely and evidence-based manner.

3. Scope of Services

3.1 Mobilisation, Inception and Desk Review

- Review approved Environmental Impact Assessment (EIA), EMP, BAP, CEMP, tree-cutting/ vegetation clearance permissions, forest/wildlife clearance conditions, contractual clauses, environmental monitoring formats, and previous monitoring reports.
- Prepare an Inception Report including methodology, team deployment plan, communication protocol, ecological inspection formats, training plan, data management approach, risk-based prioritization of sensitive road sections, and work schedule.
- Develop standard templates for ecology survey reports, sensitive receptor mapping, biodiversity method statements, wildlife incident reporting, monitoring, and monthly biodiversity reporting.

3.2 Pre-Construction Support

- Conduct ecology surveys for each work section before site clearance or mobilisation.

- Support implementation of BAP including forest areas, eco-sensitive zones, legally protected areas, wetlands, streams, ponds, tanks, canals, riparian habitats, important trees, wildlife movement locations, nesting/breeding areas, bat roosting sites, microhabitats for herpetofauna and areas supporting important flora or fauna.
- Demarcate ecological no-go areas, tree protection zones, buffer zones, access restrictions, and locations as per BAP where storage, parking, disposal, or camp activity shall be prohibited.
- Demarcate areas for vegetation/habitat clearance within the Right of Way (RoW). Determine the habitat types, extent (in hectares), and habitat condition (good/moderate/poor) using suitable biodiversity metrics (habitats metric/habitat-hectares metric) provided in BAP.
- Conduct pre-construction surveys along the road to determine the hotspots for on-road mortalities on fauna. Recommend mitigation measures such as wildlife crossing structures, speed reducing measures, sound/light barriers, wildlife diversionary fencing. Additionally, mitigation measures aimed at aquatic species including those providing for aquatic connectivity at high and low water flows. Mitigation measures should be linked to impacts established by the scientific community and validated for effectiveness in: reducing human-wildlife conflict, reducing mortality, or reducing the barrier effects of linear infrastructure.
- Pre-construction ecology surveys should also determine the presence of nesting birds or roosting bats in the vegetation belt/habitat patch demarcated for construction and recommend suitable avoidance or minimization actions during the construction.
- Prepare site-specific Biodiversity Management Method Statements wherever applicable for sensitive sections and submit them through agreed project channels for review.
- Support integration of biodiversity controls into construction scheduling, site access, traffic management, borrow area management, camp management, spoil disposal, and material storage arrangements.

3.3 Construction Phase Biodiversity and Habitat Protection

- Verify that construction activities remain confined to approved right-of-way, work areas, access routes, and designated construction zones.
- Monitor vegetation clearance, pruning, transplantation, tree protection, and felling activities to ensure compliance with permits and approved procedures.
- Ensure that no alternative roads/routes are created through natural and/or critical habitats if the road is shut for traffic during the construction. This can be ensured by keeping some width of the road free for vehicular movement.
- Monitor implementation of habitat protection measures, barricading, signage, worker briefings, and subcontractor method statements at active work sites.
- Identify unauthorised habitat disturbance, soil compaction, damage to retained trees, encroachment into no-go areas, improper waste disposal, and other non-compliances; recommend corrective actions and closure timelines.

3.4 Wildlife Protection and Incident Management

- Prepare and help implement a Wildlife Encounter and Rescue Procedure covering sightings, injured animals, snake encounters, nests, burrows, mortality events, and emergency reporting.
- Coordinate with Forest Department or authorised rescue personnel in wildlife emergency situations, as required.
- Monitor wildlife movement areas and verify implementation of speed controls, signage, night-work restrictions, lighting controls, and other agreed mitigation measures.
- Monitor and train the contractor to maintain the wildlife incident register including location, date, species if identifiable, response action, agency coordination, corrective action, closure evidence, and lessons learned.
- Conduct worker awareness on prohibition of hunting, trapping, fishing, collection of forest produce, wildlife harassment, and keeping of animals at project sites/camps.

3.5 Aquatic Ecology and Waterbody Protection

- Monitor works near streams, rivers, drainage channels, culverts, canals, tanks, ponds, wetlands, and riparian habitats.
- Verify installation and maintenance of erosion control, sediment control, silt fencing, spoil containment, wastewater management, and pollution prevention measures near aquatic habitats.
- Prevent discharge of construction waste, wastewater, oil, fuel, chemicals, cement slurry, or spoil into water bodies and drainage channels.

- Maintain a record of the habitat type, extent (in hectares), and condition (good/moderate/poor) as assessed by using suitable biodiversity metrics at the time of construction.
- Advise on timing and method of works at cross-drainage structures to minimize disturbance to aquatic ecology and natural flow regimes.

3.6 Invasive Alien Species Management

- Recommend and monitor measures to prevent spread of invasive alien plant species within construction, borrow, disposal, restoration and plantation areas. through soil movement, equipment, borrow material, and landscaping activities.
- Promote locally suitable native species for restoration, bioengineering, slope stabilisation, and plantations.

3.7 Ecological Restoration, Plantation and Enhancement

- Support the contractor and PIUs for implementation of BAP such as ecological restoration, bioengineering, slope stabilisation planting, avenue plantation, and native vegetation restoration activities.
- Verify that plantation species are native, locally suitable, climate-resilient, and consistent with approved plans and biodiversity objectives.
- Monitor survival rate, growth condition, replacement planting, watering, protection, and maintenance of plantation and restoration sites.
- Identify opportunities for biodiversity enhancement such as native shrub planting, pollinator-friendly species, habitat patches and riparian restoration where feasible and approved.

3.8 Monitoring, Training, Awareness and Reporting

- Conduct routine ecological inspections and periodic biodiversity monitoring surveys during construction and agreed maintenance stages.
- Maintain a geotagged ecological monitoring database with photographic evidence, GIS coordinates, inspection records, non-compliance logs, corrective action status, and training records.
- Conduct induction and refresher training for site staff, workers, supervisors, drivers and subcontractors, including toolbox talks on vegetation protection, wildlife encounter response, forest protocols, waterbody protection, invasive species management, and waste/spoil control.
- Prepare simple awareness material, posters, do-and-dont lists, and field guidance notes in English and Kannada/local language, as required.
- Support community awareness activities on biodiversity protection in sensitive locations where required by the project.
- Ensure communications, presentations, and trainings are linked back to KRRDA to build internal and state-wide capacity to identify and address biodiversity risks via sharing data, tools, and techniques for documenting wildlife movement locations, mortality hotspots, habitat fragmentation risks, developing mitigation measures, and evaluating cumulative impacts associated with rural transportation networks.

4. Deliverables and Reporting Schedule

No.	Deliverable	Timing / Frequency	Minimum Content
1	Inception Report	Within [15] days of contract signing	Methodology, staffing, schedule, receptors screening approach, templates, training plan, coordination protocol, risk-based road/site prioritization
2	Pre-construction Ecology Survey Reports	Before mobilisation/site clearance for each section	Sensitive receptors, baseline observations, no-go zones, tree protection areas, waterbody controls, GPS/photos, section-specific risks and required controls

No.	Deliverable	Timing / Frequency	Minimum Content
3	Site-specific Biodiversity Management Method Statements	Before works in sensitive sections	Controls for habitat, vegetation, wildlife, aquatic ecology, invasive species, restoration, emergency response, roles and inspection checklist
4	Monthly Biodiversity Monitoring Report	Monthly during construction	Inspections conducted, compliance status, incidents, photographs, monitoring data, training, action tracker, unresolved issues and recommendations
5	Wildlife/Ecology Incident Reports	Within 24 hours of incident; final close-out after corrective action	Incident description, location, species if identifiable, response, agency coordination, corrective actions, closure evidence and prevention measures
6	Plantation and Restoration Monitoring Reports	Quarterly or as agreed	Survival rate, maintenance needs, replacement planting, native species performance, restoration progress, corrective measures
7	Training and Awareness Completion Notes	After each training / awareness event	Agenda, participants, topics covered, language/materials used, photos, feedback and follow-up actions
8	Inputs to Environmental Monitoring Reports	As required for monthly/quarterly/semi-annual reporting	BAP/EMP implementation status, biodiversity compliance evidence, CAP tracker, incident summary and field verification findings
9	Final Biodiversity Compliance and Completion Report	At completion of construction / contract stage	Implementation outcomes, unresolved issues, lessons learned, recommendations for maintenance stage and biodiversity enhancement

5. Team Composition and Minimum Qualifications

Position	Minimum Requirement	Indicative Input
Team Leader / Senior Ecologist	Master's degree in ecology, wildlife biology, biodiversity conservation, conservation biology, biodiversity, forestry, environmental science, botany, zoology, natural resource management, restoration ecology or related discipline; minimum 10 years of relevant professional experience; at least 5 years in biodiversity safeguards, BAP/EMP implementation, ecological monitoring or habitat restoration for infrastructure projects; familiarity with ADB SPS 2009 and Indian forest/wildlife regulations preferred.	Intermittent with regular field leadership
Field Ecologist / Biodiversity Officer	Master's/bachelor's degree in ecology, wildlife biology, biodiversity conservation, conservation biology, biodiversity, forestry, environmental science, botany, zoology, natural resource management, restoration ecology or related discipline or related discipline; minimum 5 years relevant field experience; experience in road/linear infrastructure, plantation/restoration monitoring, wildlife encounter documentation, GPS/GIS and reporting.	Full-time / package-based field deployment
GIS/GPS and Data Documentation Specialist	Degree/diploma in environmental science, geography, GIS, ecology or related discipline; experience with geotagged photos, GPS mapping, spatial data, ecological databases and reporting maps.	Intermittent / as required

Training and Community Awareness Coordinator	Experience in worker training, community awareness, Information Education and Communication (IEC) material preparation, local-language communication, stakeholder coordination and documentation.	Intermittent / as required
Wildlife Rescue / Veterinary Linkage Specialist	Experience in wildlife rescue coordination, first response protocols, snake handling linkage or veterinary/ecological incident management; may be provided through empanelled external experts or formal linkage with authorized agencies.	On-call / as required

6. Eligibility and Qualification Requirements

- The entity shall be legally registered and authorised to operate in India, with registration documents, tax registration, statutory compliance records and proof of legal status.
- The entity shall demonstrate experience in working with government agencies, infrastructure projects, externally aided projects, Asian Development Bank/World Bank Group/International Finance Corporation or similar safeguard frameworks, or road/linear infrastructure projects.
- The entity shall have adequate technical staff, field presence, logistical capacity, financial capacity, and quality assurance systems to perform the assignment.
- The entity shall not be under temporary suspension, debarment or ineligibility under ADB rules or applicable Government of India/Karnataka requirements.
- The entity shall disclose ongoing assignments and relationships with contractors, consultants, design agencies, supervision consultants or government agencies that may create an actual or perceived conflict of interest.

7. Contents of Technical Proposal

- Understanding of the assignment, project context, safeguard requirements and biodiversity risks.
- Proposed methodology for pre-construction survey, receptor mapping, biodiversity method statements, construction monitoring, incident reporting, restoration monitoring, training, and reporting.
- Work plan, mobilization schedule, field deployment plan and coordination mechanism with KRRDA, PMU, PIUs, PISC and contractors.
- Team composition, CVs, roles, responsibilities and level of effort.
- Approach to quality assurance, data management, GIS/GPS documentation, photographic evidence and corrective action tracking.
- Relevant organization experience, assignment references and completion certificates/work orders where available.
- Financial and administrative capacity, statutory compliance and declarations.

8. Evaluation Criteria

Criteria	Maximum Marks	Sub-criteria
A. Organization Experience	20	Relevant biodiversity/ecology projects 8; road/linear infrastructure and safeguards experience 6; experience with government/externally aided projects 4; Karnataka/local experience 2
B. Technical Approach and Methodology	30	Understanding of BAP/EMP/CEMP and ADB SPS context 6; receptor mapping and walkover methodology 5; construction monitoring and CAP tracking 5; wildlife/aquatic/invasive species/restoration approach 6; training/community awareness approach 4; quality assurance and reporting systems 4
C. Team Composition and Key Experts	30	Team Leader/Senior Ecologist 10; Field Ecologists/Biodiversity Officers 8; GIS/data documentation capacity 4; training/awareness capacity 3; wildlife rescue/emergency linkage 2; adequacy of deployment and level of effort 3

D. Work Plan and Logistics	10	Mobilization and field coverage 4; coordination protocol 2; risk-based prioritization 2; practicality of schedule/logistics 2
E. Presentation / Interview, if applicable	10	Clarity, responsiveness, technical depth and field implementation readiness
Total Technical Score	100	Minimum qualifying technical score: 75

Proposed Position/Manpower:

Position	Indicative Input	Parson days
Team Leader / Senior Ecologist	Intermittent with regular field leadership	18 months in construction period 10 months in 5 years in operation stage Total = 28 months
Field Ecologist / Biodiversity Officer	Full-time / package-based field deployment	10 persons X 18 months = 180 months in construction stage 5 persons X 0.5 month/ quarter X 4 quarter X 5 years = 50 months in operation stage Total = 230 months
GIS/GPS and Data Documentation Specialist	Intermittent / as required	1 person X 5 months = 5 months 1 person X 10 months in operation stage = 10 months Total = 15 months
Training and Community Awareness Coordinator	Intermittent / as required	5 person X 2 months in a year = 20 months Total = 20 months
Wildlife Rescue / Veterinary Linkage Specialist	On-call / as required	5 persons X 1 month per year X 5 = 5 months Total = 5 months

Note: Construction period has been considered to be 18 months. The team leader and field ecologist will have continuous input in construction period. The team leader and field staff will have intermittent input in operation stage.

4. Terms of Reference of Environmental, Social and Biodiversity External Monitoring for Karnataka Rural Roads Improvement Project

Background

1. **Project Description.** The Karnataka Rural Road Development Agency (KRRDA) is undertaking the improvement of rural roads across Karnataka State and is seeking financial assistance from the Asian Development Bank (ADB) for the implementation of the project. The loan agreement for the project will be executed between KRRDA and ADB. KRRDA is required to engage an external third party, with the approval of Asian Development Bank, to conduct environmental monitoring semiannually during construction and annually during the operation stage. The primary purpose of external third-party monitoring is to provide an objective assessment of compliance with ADB's Safeguard Policy Statement (SPS) 2009 and the effectiveness of the Environmental Management Plans (EMP) under EIAs Biodiversity Action Plan (BAP), Voluntary Donation Guidelines (VLDGG), and Indigenous People Plan (IPP).
2. **Project Category.** Rural roads under the project are 1335 roads. The project is assigned Category A that requires engaging an external monitor to conduct third-party monitoring and verify the monitoring information submitted by the Project Implementation Units (PIUs).

Objective(s) of the Assignment

The objectives of the assignment are as follows.

1. Ensure compliance with Safeguard Requirement (SR1) of Safeguards Policy Statement, 2009 through the safeguards documents such as EIAs, EMPs and the Biodiversity Action Plan (BAP); monitoring reports; loan covenants; and contractual clauses relevant to environmental safeguards.
2. Independently verify that the Environmental Management Plan (EMP), Environmental Monitoring Plan, Biodiversity Action Plan (BAP), loan covenants, and approved safeguard documents are being implemented on the ground, and that reported compliance accurately reflects site conditions.
3. Independently assess the compliance of project activities with ADB SPS 2009 social safeguard requirements and evaluate the VLDG, Indigenous Peoples Plans (IPP) (if applicable), and the Social Management Measures and also identify gaps, non-compliances, and risks, and recommend corrective actions.
4. Review the activities of PISC for the implementation of EMP and BAP
5. Assess the effectiveness of mitigation measures (including pollution control, waste management, borrow areas, protection of waterbodies and vegetation, and health and safety measures), and recommend time-bound corrective actions where measures are inadequate.
6. Review and validate environmental monitoring and reporting (semi-annual EMRs, incident/non-compliance reports, Corrective Action Plans), including the quality, accuracy, and completeness of monitoring data and methods.
7. Verify stakeholder engagement, disclosure, and grievance handling (including environment-related GRM performance); ensure inclusion of vulnerable groups and culturally appropriate approaches; and sample-check consultation and disclosure records.
8. Conduct independent site-based inspections (including unannounced checks and worker interviews) and prepare semi-annual external monitoring reports during construction and annual reports during operation, including a time-bound CAP tracker to strengthen KRRDA's capacity.

Scope of Services, Tasks and Expected Deliverables

Scope of Services. The External Third-Party Environmental Consultant will provide independent review, monitoring, technical guidance, and feedback to KRRDA and ADB to verify and strengthen implementation of all applicable requirements of ADB's Safeguard Policy Statement (2009), including

Safeguard Requirement 1 (Environment). The consultant will focus on verifying on-site implementation and the effectiveness of the Environmental Management Plan (EMP), Environmental Monitoring Plan, Biodiversity Action Plan (BAP), relevant contractual clauses in contractor agreements, and environmental loan covenants pertaining to safeguards.

9. The Tasks include, but are not limited to the following,

1) Inception and desk review

- a. **Review project documents:** EIAs, EMPs, BAP, Environmental Monitoring Plans, semi-annual EMRs, previous monitoring/inspection reports, incident and CAP records, loan covenants, contract documents with environmental clauses, PIU monitoring records, and stakeholder engagement/GRM records.
- b. **Review social safeguard project documents:** VLDG and IPP which provide the mitigation measures to address assessed risks to (i) households that will donate strips of land; and (ii) to scheduled tribe communities present along subproject alignments as well as within the subproject areas of influence (i.e., within 5 kms of the road on either side of a road).
- c. **Prepare an Inception Report** (including methodology, sampling strategy, site selection, risk-based prioritization of roads/sites, data collection templates, health & safety procedures for site teams, and proposed schedule).
- d. **Hold an inception meeting** with KRRDA, PIUs, Consultants, Contractor representatives (where relevant) and ADB to agree on the scope, schedule, access arrangements and communication protocols.
- e. **Review and Supervise the Works of PISC** for implementation of EMP and BAP.

2) Site inspections and field verification

The site inspections and field verification will be conducted by the environmental and biodiversity specialists and demonstrate their independence in observations and reporting.

- a. Assess EMP implementation performance, qualitatively or by conducting additional quantitative environmental monitoring as required;
- b. Conduct independent site-based inspections during construction (semi-annually) and operation (annually) as agreed. Inspections should include unannounced visits to a sample of sites.
- c. Sample selection: adopt a risk-based approach prioritizing Category A/ higher-risk roads, sites with previous non-compliances, sites with sensitive receptors (waterbodies, protected habitats, cultural sites), and representative geographic distribution. Document sampling rationale.
- d. Inspection activities: visual compliance checks, verification of mitigation measure implementation (e.g., sediment/silt control, drainage, E&S signage, waste management, borrow area management, tree/vegetation protection, restoration works), photographic documentation, geotagging of key observations, spot measurements (air, noise, water turbidity, where required and feasible), and interviews with project staff, contractors and workers.
- e. Field inspections shall be conducted to assess that land has been donated to the project following the VLDG, including the ensuring that the criteria for land donation are met, and third-party has validated the donation process involved meaningful consultation and was free of coercion. Interview of the affected person shall be conducted on sample basis and where it deems necessary for the risk perspective.
- f. Field inspection shall be conducted to assess the IPP implementation, including the effectiveness of meaningful and culturally-appropriate consultation, grievance management, and the adequacy of institutional arrangements for the same.

- g. Worker interviews and welfare checks: confirm use of PPE, worker safety briefings, labour camp conditions (if applicable), and any child/forced labour risks.
 - h. Biodiversity checks: verify BAP measures (habitat protection buffers, species-specific measures, timing restrictions, avoidance/mitigation measures for sensitive species), and check compliance with any approved biodiversity offsets or restoration plans.
 - i. Verify: (i) consultation planning and records; (ii) inclusion of vulnerable groups; (iii) culturally appropriate approaches; (iv) disclosure of safeguard documents and monitoring reports in a form and language understandable to affected people; and (v) evidence that feedback was incorporated. Require the monitor to sample-check consultation minutes and disclosure locations (web/notice boards/GP offices, etc.)
 - j. Verify grievance redressal mechanism for confidentiality, time-bound resolution, appeal/escalation, documentation, communication back to complainants, and closure verification. Include monitoring for retaliation/reprisals risks and mitigation measures.
 - k. verify existence and implementation of chance find procedures, training of workers, reporting lines, and coordination with competent authorities when discoveries occur.
- 3) Monitoring data review and validation
- a. Assess quality, accuracy and completeness of internal monitoring reports and monitoring data provided by PIUs and PMUs and contractors, including field monitoring methods, QA/QC procedures, and calibration of instruments.
 - b. Review of the PISC activities and provide adequate support in terms of safeguard requirements as required;
 - c. Where required, replicate selected measurements to validate reported data.
 - d. Review incident and non-compliance reports and corrective action plans (CAPs) prepared by PIUs/contractors for adequacy and timeliness.
- 4) Assessment of mitigation effectiveness and CAP recommendations
- a. Evaluate effectiveness of implemented mitigation measures and identify gaps.
 - b. Prepare time-bound, prioritized corrective action recommendations with clear responsibilities, deadlines and verification steps.
 - c. Identify any systemic issues requiring institutional response (e.g., capacity gaps in PIUs, need for contractor training, procurement/contract clause clarifications).
- 5) Reporting, tracking and follow-up
- a. Prepare semi-annual external environmental monitoring reports for the construction stage and operation stage. Reports should summarize inspection findings, data validation results pertaining to EMP and BAP implementation, CAPs, GRM performance, and follow-up actions. The report should also include social monitoring report for the construction and operation stages, it should also summaries the inspiring findings, findings of stakeholder consultations, data validation results pertaining to VLDG and IPP.
 - b. As part of semiannual external monitoring report maintain and update a time-bound CAP tracker showing status of corrective actions, responsible parties, deadlines, evidence of completion and verification dates.

KRRDA's responsibilities

KRRDA will provide (i) unrestricted access to sites, camps, facilities, PIUs/contractors/supervision consultants, and relevant records; (ii) confidential worker/community interviews; (iii) ability to undertake unannounced spot checks; (iv) conflict-of-interest declaration and prohibition on providing

implementation consultancy that compromises independence; and (v) direct reporting line to KRRDA and ADB for safeguard matters.

Deliverables. The following are the key outputs expected from the consultants:

10. **Inception Report:** within 3 weeks of contract mobilization. Includes methodology, sampling plan, health & safety plan, and inspection schedule.
11. **Semi-annual Environmental and Social External Monitoring Reports (EMR)** during construction and Annual Report during operation stage: within 4 weeks after the end of each semi-annual reporting period. Each External Monitoring ESMR includes findings of EMP, BAP, RP, IPP implementation, photographs, data validation results, CAPs, GRM review, and updated CAP tracker.
12. **Final Project Completion Report:** within 8 weeks after completion of assignment or final monitoring period. Summarize overall compliance, lessons learned, outstanding issues and recommendations for future projects.

Team Composition & Qualification Requirements

The team composition of each third-party monitor and its qualification criteria are provided below.

External Monitoring Agency for KRRIP
Environment Specialist – Education: Bachelor's degree in environmental engineering, environmental science, environmental management, civil engineering with environmental specialization, or a closely related discipline. Master's degree preferred for senior/international roles. Experience: Minimum 10 years of relevant professional experience for a senior/international specialist or 5 years for a national/junior specialist in environmental management for infrastructure or large civil works projects. Project experience: Demonstrated experience on road, linear infrastructure, or similarly sized construction projects, including implementation and monitoring of Environmental Management Plans (EMPs) and Environmental Monitoring Plans (EMoPs). Safeguards familiarity: Practical knowledge of ADB Safeguard Policy Statement (2009) SR1 (Environment) and familiarity with other multilateral bank safeguards (e.g., World Bank), and national environmental regulations and permitting processes.
Social Specialist – Education: Master's degree in Social or Anthropology or a closely related discipline. PhD degree preferred for senior/international roles. Experience: Minimum 10 years of relevant professional experience for a senior/international specialist or 5 years for a national/junior specialist in social safeguards for infrastructure or large civil works projects. Project experience: Demonstrated experience on road, linear infrastructure, or similarly sized construction projects, including implementation and monitoring of Social Safeguards. Safeguards familiarity: Practical knowledge of ADB Safeguard Policy Statement (2009) SR3 (Indigenous Peoples) and familiarity with PMGSY operations manual provisions on voluntary donation, and with other multilateral bank safeguards (e.g., World Bank), and national regulations pertaining to social safeguards.
Biodiversity Specialist– Minimum qualifications and experience Education: Master's degree or higher in ecology, conservation biology, biodiversity management, environmental science, wildlife biology, or equivalent field.

External Monitoring Agency for KRRIP

Experience: Minimum 10 years of professional experience in biodiversity assessment, management and monitoring on road, linear infrastructure, mining, hydropower or similar projects with significant terrestrial and freshwater biodiversity considerations.

Field skills: Comfortable conducting fieldwork in remote/rural settings, including leading field teams, ensuring safety protocols, and applying biosecurity measures.

Analytical skills: Strong skills in data analysis, GIS-based habitat mapping and spatial analysis, interpreting ecological data, and preparing clear technical reports.

Duration

6 years including the construction and operation phase of the project and extendable if required.

Estimation of person-days

Position (3 Nos. – 01 Environment Specialist; 01 Social Safeguards Specialist and 01 Biodiversity Specialist)	Person-days in each reporting cycle	Duration	Quantity for 6 years	Total Person-days for 6 years
KRRIP	3 specialists X 20 days per visit in semiannual basis (Construction period) or annual basis (O&M period) = 60 days	18 months in construction period – 3 semiannual reports 5 years in O&M period – 5 annual reports. Total = 8 Reports	8 reporting cycles	480 days
Total Person-days for 6 years				480 days

Payment Terms

The payment terms for each monitoring cycle (Semiannual) will follow below.

- **Upon Mobilisation Team** (Environment; Social; and Biodiversity Specialists) in every six-months – 50%
- **Upon Submission of External Monitoring EMR including BAP implementation** within 4 weeks of every visit– 50%