

Project Details & Salient Features of the Project

2.1 GENERAL:

The project highway connecting Madikeri and Mysuru is part of NH-275, located in the southern region of Karnataka. It provides vital intra-state connectivity between the coastal and southern districts of the state and traverses through Kodagu and Mysuru districts.

The highway was previously designated as SH-88 and was developed by Karnataka Road Development Corporation Limited (KRDCL), Bengaluru, in 2012. It was later upgraded and declared as NH-275 through a notification dated 4 March 2014 issued by the Ministry of Road Transport & Highways (MoRTH), Government of India.

Apart from connecting several settlements along the corridor, the highway provides crucial connectivity between major cities such as Karwar, Kundapura, Udupi, Mangaluru, Bantwala, Mani, Puttur, Sulya, Sampaje, Madikeri, Kushalnagara, Periyapatna, Hunsur, Belikere, Mysuru, Mandya, Maddur, Ramanagara, Channapatna, Bengaluru, Nanjangud, and Chamarajanagar. It also connects important pilgrimage destinations such as Dharmasthala and Kukke Subramanya

2.2 PROJECT LOCATION:

Karnataka is located in the southwestern part of India and is bordered by Maharashtra, Goa, Andhra Pradesh, Kerala, and Tamil Nadu. NH-275 begins at Bantwal and terminates at Bengaluru, passing through the districts of Dakshina Kannada, Kodagu, Mysuru, Mandya, Ramanagara, and Bengaluru.

Important towns along NH-275 include Bantwal, Mani, Puttur, Sulya, Sampaje, Madikeri, Suntikoppa, Kushalnagara, Periyapatna, Hunsur, Mysuru, Mandya, Maddur, Channapatna, Ramanagara, and Bengaluru. The total length of NH-275 is 367.460 km.

Package-II involves the construction of access-controlled four-laning with paved shoulders from Design Chainage Km 122+200 (Existing Km 124.488) near Guddehosur to Design Chainage Km 144+900 near Hemming Village / SH-21 Hassan–Periyapatna Road Junction under Bharatmala Pariyojana

The proposed alignment includes:

- **5.880 km** along the existing alignment
- **16.820 km** through Kushalnagara and Periyapatna bypasses (greenfield)
- **Total length: 22.700 km**

2.3 Area Terrains and Geology:

The project road passes through both rolling and hilly terrain.

2.4 Climates and Environment:

The corridor lies in hydrological sub-zone 3i and receives an annual rainfall of **700–810 mm** in the Mysore–Kushalnagara region.

A 100-year, 24-hour maximum rainfall value of **278 mm** has been adopted for design purposes (Ref: *Flood Estimation Report for Kaveri Sub-Basin 3i, CWC*).

2.5 Right of Way:

The proposed Right of Way (ROW) is **45 m and 60 m**, except at junctions and wayside amenities (as per Schedule-B).

2.6 Climates and Environment:

The corridor lies in hydrological sub-zone 3i and receives an annual rainfall of **700–810 mm** in the Mysore–Kushalnagara region.

A 100-year, 24-hour maximum rainfall value of **278 mm** has been adopted for design purposes (Ref: *Flood Estimation Report for Kaveri Sub-Basin 3i, CWC*).

2.7 Structures:

As per Schedule-B of the Agreement, the project includes:

- 4 Major Bridges
- 5 Minor Bridges
- 9 Vehicular Underpasses
- 3 Vehicular Overpasses
- 2 Small Vehicular Underpasses
- 29 Box Culverts
- 13 Pipe Culverts

2.8 Toll Plaza:

The proposed package includes **14 toll booths** at each entry/exit.

Project Data

Project	Construction of access controlled four laning with paved shoulder from Mysore to Kushalnagara section of NH-275 from Design Ch. Km 122+200 (Existing Km 124.488) near Guddehosur at start of Kushalnagara Bypass to Design Ch. Km 144+900 at Near Hemming Village/ SH-21 Hassan -Periyapatna Road Junction on Hybrid Annuity Mode under NH(O) in the state of Karnataka (Package-II)
Mode of Execution	Hybrid Annuity Mode (HAM)
No. of Lanes / Configuration	Four Lanning (04 lane) with paved Shoulder
Length	22.700 Km.
Tender Cost	Rs. 617.14 Cr.
Awarded Cost	Rs. 585.84 Cr.
Authority	National Highways Authority of India
Concessionaire	Mysore Kushalnagara Highways Private Limited
EPC Contractor	D.Y. UPPAR & SONS.
Bid Submission Date	16.02.2023
Date of Award (LOA)	10.03.2023
Contract Agreement Date	19.07.2023
Appointed Date	08.12.2025
Construction Period	24 months from the Appointed Date (07-12-2027)
Concession Period	15 years from COD

Project Milestone (as per Schedule-G)

Milestones	Package - 2
Project Start (Appointment Date)	08.12.2025
Milestone-1 (150th day): Commencement of construction and achievement of 20% physical progress	06-05-2026
Milestone-2 (330th day): Commencement of construction and achievement of 35% physical progress	02-11-2026
Milestone-3 (510th day): Commencement of construction and achievement of 75% physical progress	01-05-2027
Milestone-4 (730th day): Achievement of COD	07-12-2027

Status of Right of Way:

- **Total project length:** 22.700 km
- **Land not available:** 1.125 km (4.95%)
- **Land available:** 21.575 km (95.04%)

PROJECT TECHNICAL DETAILS (SCOPE)

- Description of the Project**

Description	UOM	Details	Remarks
TOTAL PROJECT LENGTH	Km	22.70	
SVUP	No	02	
VUP	No	09	
VOP	No	03	
MAJOR BRIDGE	No	04	
MINOR BRIDGE	No	05	
BOX CULVERTS / ARCH CULVERTS	No	29	
PIPE CULVERTS	No	13	
CROSS ROAD BOX CULVERTS	No	19	
MEDIAN DRAIN OUTLETS	No	30	
PIPE CULVERTS FOR FIELD CHANNEL	No	68	
SLIP ROAD	Km	11.10	
SERVICE ROAD	km	13.126	
TOLL PLAZA	No	14	
JUNCTIONS	No	15	
RCC RETAINING WALL	Km	11.280	
RE BLOCK WALL	Km	11.768	
BREAST WALL	Km	4.640	
TOE WALL	Km	9.272	
SURFACE DRAIN	Km	1.610	
EARTH DRAIN	Km	14.596	
COVERED RCC DRAIN	Km	29.856	
BERM DRAIN	Km	1.610	
CATCH WATER DRAIN	Km	6.030	
GEO COMPOSITE PANEL DRAIN	Km	8.270	

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• Small Vehicular Underpass: New construction

Sl. No.	Village	CA Details			Proposed Details			Remarks
		Chainage	Span Details (No x L x H)	Skew Angle (Deg.)	Chainage	Span Details (No x L x H)	Skew Angle (Deg.)	
1	Doddahosur	124+510	1 x 7 x 4	--	124+506	1 x 7 x 4	40°	Crossing Road access
2	Hammige	144+250	1 x 7 x 4	--	144+300	1 x 7 x 4	--	In approach of MJB

• Vehicular Underpass: New construction

Sl. No.	Village	CA Details			Proposed Details			Remarks
		Chainage	Span Details (No x L x H)	Skew Angle (Deg.)	Chainage	Span Details (No x L x H)	Skew Angle (Deg.)	
1	Basavanahalli	122+600	1 x 25 x 5.50	--	122+600	1 x 25 x 5.50	--	Existing NH-275
2	Aralikumari	129+429	1 x 15 x 5.50	44	129+427	1 x 15 x 5.50	44	Village Road / MDR
3	Kailasapura	130+619	1 x 15 x 5.50	14	130+619	1 x 15 x 5.50	14	Village Road / MDR
4	Gollarahosalli	132+575	1 x 15 x 5.50	8	132+575	1 x 15 x 5.50	8	Village Road / MDR
5	Manchedeavanalli	133+920	1 x 25 x 5.50	--	133+920	1 x 25 x 5.50	--	Existing NH-275
6	Kundanahalli	139+005	1 x 20 x 5.50	36	139+004	1 x 20 x 5.50	39	MDR
7	Mallinathapura	140+965	1 x 16 x 5.50	--	140+965	1 x 16 x 5.50	--	Existing NH-275
8	Mallinathapura	141+035	1 x 16 x 5.50	--	141+035	1 x 16 x 5.50	--	Existing NH-275
9	Kandegala	142+621	1 x 15 x 5.50	11	142+621	1 x 15 x 5.50	11	MDR-7

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• **VOP:New construction**

Sl. No.	Village	CA Details			Proposed Details			Remarks
		Chainage	Span Details (No x L x H)	Skew Angle (Deg.)	Chainage	Span Details (No x L x H)	Skew Angle (Deg.)	
1	Doddahosur	125+021	2 x 18.40 x 5.50	--	125+021	2 x 18.40 x 5.50	--	Proposed for Rest Area
2	Doddahosur	126+991	2 x 18.40 x 5.50	35	126+994	2 x 18.40 x 5.50	43	MDR-21
3	Hammige	143+950	2 x 18.40 x 5.50	48	143+950	2 x 18.40 x 5.50	48	MDR

• **Major Bridge: New construction**

Sl. No.	Village	CA Details			Proposed Details			Remarks
		Chainage	Span Details (No x L)	Skew Angle (Deg.)	Chainage	Span Details (No x L)	Skew Angle (Deg.)	
1	Basavanahalli	124+380	150m	--	124+380	5 x 30	--	SH-91 & Kaveri River
2	Gollarahosalli	132+420	4 x 20	--	132+420	2 x 40	--	Tank
3	Manchedeavanalli	133+747	7 x 20	--	133+725	4 x 35	--	Tank
4	Hammige	144+172	4 x 20	--	144+172	4 x 20	--	Tank

• **Minor Bridge: New construction**

Sl. No.	Village	CA Details			Proposed Details			Remarks
		Chainage	Span Details (No x L)	Skew Angle (Deg.)	Chainage	Span Details (No x L)	Skew Angle (Deg.)	
1	Doddahosur	125+440	2 x 5	12	125+434	2 x 5	13	Crossing Nala
2	Doddahosur	127+758	2 x 5	--	127+785	2 x 5	26	Crossing Nala
3	Kailasapura	130+468	2 x 6	20	130+466	2 x 6	20	Crossing Nala
4	Kailasapura	131+410	1 x 8	--	131+416	1 x 8	--	Crossing Nala
5	Kandegala	143+064	1 x 8	--	143+069	1 x 8	--	Crossing Nala

• **Box Culverts / Arch Culverts: New Construction & Reconstruction**

Sl. No.	Schedule Chainage	Design Chainages	Proposed Type of Structure	Proposed Span (m)	Remark
1	122850	122850	Arch	1 x 5 x 3	New Construction
2	122970	122970	Arch	1 x 5 x 3	New Construction
3	125903	125880	Box	1 x 3 x 3	New Construction
4	126010	126010	Box	1 x 2 x 2	New Construction
5	127560	127560	Box	1 x 2 x 2	New Construction
6	129320	129320	Arch	1 x 5 x 2	New Construction
7	129830	129860	Arch	1 x 4 x 2	New Construction
8	130350	130350	Box	1 x 2 x 2	New Construction
9	131060	131140	Box	1 x 3 x 3	New Construction
10	131300	131300	Box	1 x 2 x 2	New Construction
11	132250	132250	Box	1 x 2 x 2	New Construction
12	133100	133164	Box	1 x 2 x 2	New Construction
13	133280	133280	Box	1 x 2 x 2	New Construction
14	135350	135350	Box	1 x 2 x 2	New Construction
15	135820	135820	Box	1 x 2 x 2	New Construction
16	137841	138130	Box	1 x 3 x 3	New Construction
17	138800	138800	Box	1 x 2 x 2	New Construction
18	139330	139532	Box	1 x 3 x 3	New Construction
19	139420	139420	Box	1 x 3 x 3	New Construction
20	139465	139465	Box	1 x 3 x 3	Re-Construction
21	140760	140760	Box	1 x 2 x 2	Re-Construction
22	141200	141305	Box	1 x 2 x 2	New Construction
23	141360	141420	Box	1 x 4 x 3	New Construction
24	142743	142994	Box	1 x 3 x 3	New Construction
25	142840	142790	Box	1 x 2 x 2	New Construction
26	143480	136756	Box	1 x 3 x 2	New Construction
27	144480	144487	Arch	1 x 5 x 2	New Construction
28	144680	144680	Box	1 x 2 x 2	New Construction
29	144868	144859	Arch	1 x 5 x 2	New Construction

• **Pipe Culverts: New Construction & Reconstruction**

Sl. No.	Schedule Chainage	Design Chainages	Proposed Type of Structure	Proposed Span (m)	Remark
1	122480	122480	Pipe	3 x 1.80	Re-Construction
2	122750	122718	Pipe	1 x 1.80	New Construction
3	123200	123196	Pipe	1 x 1.80	New Construction
4	123840	123070	Pipe	1 x 1.80	New Construction
5	124020	124020	Pipe	1 x 1.80	New Construction
6	124775	124528	Pipe	2 x 1.80	New Construction
7	128280	127652	Pipe	1 x 1.80	New Construction
8	134767	134767	Pipe	2 x 1.80	Re-Construction
9	136675	136675	Pipe	1 x 1.80	Re-Construction
10	137715	137715	Pipe	1 x 1.80	Re-Construction

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11	140078	140078	Pipe	1 x 1.80	Re-Construction
12	140558	140558	Pipe	1 x 1.80	Re-Construction
13	142340	142340	Pipe	3 x 1.80	New Construction

• SUMMARY OF CULVERTS:

Sl. No.	Type of Structure	Widening	Reconstruction	New Construction	Total
1	Pipe Culverts	--	6	7	13
2	Box Culverts	--	2	27	29
3	Cross Road Culverts	--	--	19	19
4	Median Drain Outlets	--	--	30	30
5	Pipe Culverts for Field	--	--	68	68

• Intersections & Grade Separators:

At Grade Intersections : 15nos

• Lined Drain:

- 1) RCC Covered Drain : 29.86Km
- 2) Earthen Drain : 14.60Km

• Project Facilities:

- 1) Rest Area : 01 No
- 2) Truck Lay Bys : 02 Nos

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S.NO	CHAINAGE		LENGTH (m)	PROPOSED TCS TYPE
	From (m)	To (m)		
1	122+200	122+280	80	1G
2	122+280	122+480	200	3A1
3	122+480	122+560	80	3A
4	122+560	122+588	28	3A1
5	122+588	122+613	25	VUP
6	122+613	122+640	28	3A1
7	122+640	122+700	60	3A2
8	122+700	122+900	200	3A6
9	122+900	122+960	60	3A3
10	122+960	123+260	300	3A5
11	123+260	123+350	90	1G3
12	123+350	123+660	310	1G5
13	123+660	123+710	50	1G3
14	123+710	123+830	120	1G7
15	123+830	124+000	170	1G3
16	124+000	124+040	40	3A4
17	124+040	124+305	265	3A1
18	124+305	124+335	30	VUP
19	124+335	124+455	120	MJB
20	124+455	124+503	48	2C
21	124+503	124+510	7	SVUP
22	124+510	124+600	91	2C
23	124+600	124+780	180	2B
24	124+780	124+850	70	1A
25	124+850	125+014	164	3B
26	125+014	125+029	15	VOP
27	125+029	125+340	312	3B
28	125+340	125+380	40	1G3
29	125+380	125+429	49	1G
30	125+429	125+439	10	MNB
31	125+439	125+490	51	1G2
32	125+490	125+520	30	1G
33	125+520	125+560	40	1G6
34	125+560	125+650	90	7E
35	125+650	125+720	70	7R
36	125+720	125+760	40	1A
37	125+760	125+820	60	2I
38	125+820	125+880	60	2N
39	125+880	125+940	60	2B
40	125+940	125+980	40	2J
41	125+980	126+040	60	2E
42	126+040	126+100	60	1A
43	126+100	126+140	40	7S
44	126+140	126+190	50	7P

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S.NO	CHAINAGE		LENGTH (m)	PROPOSED TCS TYPE
	From (m)	To (m)		
45	126+190	126+240	50	7D
46	126+240	126+310	70	7A
47	126+310	126+470	160	7F
48	126+470	126+570	100	8A
49	126+570	126+820	250	7G
50	126+820	126+988	168	8A
51	126+988	127+000	12	VOP
52	127+000	127+180	180	7F
53	127+180	127+270	90	7D
54	127+270	127+330	60	7P
55	127+330	127+400	70	7S
56	127+400	127+660	260	1A
57	127+660	127+690	30	2A
58	127+690	127+760	70	2J
59	127+760	127+780	20	2B
60	127+780	127+790	10	MNB
61	127+790	127+810	20	2B
62	127+810	127+820	10	2A
63	127+820	127+860	40	1A
64	127+860	127+880	20	7R
65	127+880	127+900	20	7P
66	127+900	127+930	30	7E
67	127+930	127+950	20	7A
68	127+950	128+000	50	7G
69	128+000	128+090	90	7A
70	128+090	128+150	60	7E
71	128+150	128+170	20	7P
72	128+170	128+270	100	7R
73	128+270	128+620	350	1A
74	128+620	128+760	140	7P
75	128+760	128+900	140	7A
76	128+900	129+010	110	8A
77	129+010	129+080	70	7A
78	129+080	129+120	40	7P
79	129+120	129+170	50	1A
80	129+170	129+190	20	2I
81	129+190	129+210	20	2A
82	129+210	129+240	30	2N
83	129+240	129+270	30	2B
84	129+270	129+290	20	2S
85	129+290	129+370	80	2C
86	129+370	129+420	50	2S
87	129+420	129+435	15	VUP
88	129+435	129+480	46	2N

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S.NO	CHAINAGE		LENGTH (m)	PROPOSED TCS TYPE
	From (m)	To (m)		
89	129+480	129+530	50	2A
90	129+530	129+610	80	2I
91	129+610	129+680	70	2A
92	129+680	129+730	50	2N
93	129+730	129+830	100	2B
94	129+830	129+880	50	2S
95	129+880	129+910	30	2B
96	129+910	129+960	50	2A
97	129+960	130+000	40	1A
98	130+000	130+020	20	7R
99	130+020	130+050	30	7P
100	130+050	130+210	160	7A
101	130+210	130+250	40	7P
102	130+250	130+270	20	7S
103	130+270	130+320	50	1A
104	130+320	130+380	60	2A
105	130+380	130+410	30	2B
106	130+410	130+440	30	2C
107	130+440	130+460	20	2D
108	130+460	130+472	12	MNB
109	130+472	130+530	58	2D
110	130+530	130+570	40	2C
111	130+570	130+612	42	2S
112	130+612	130+627	15	VUP
113	130+627	130+690	63	2N
114	130+690	130+770	80	2A
115	130+770	130+850	80	2I
116	130+850	130+950	100	2A
117	130+950	130+990	40	2N
118	130+990	131+170	180	2B
119	131+170	131+200	30	2I
120	131+200	131+280	80	2A
121	131+280	131+310	30	2N
122	131+310	131+411	101	2A
123	131+411	131+421	10	MNB
124	131+421	131+440	19	2B
125	131+440	131+530	90	2A
126	131+530	131+600	70	1A
127	131+600	131+670	70	7R
128	131+670	131+740	70	7P
129	131+740	131+900	160	7E
130	131+900	132+000	100	7R
131	132+000	132+130	130	1A
132	132+130	132+210	80	2N

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S.NO	CHAINAGE		LENGTH (m)	PROPOSED TCS TYPE
	From (m)	To (m)		
133	132+210	132+310	100	2S
134	132+310	132+380	70	2C
135	132+380	132+460	80	MJB
136	132+460	132+568	108	2B
137	132+568	132+583	15	VUP
138	132+583	132+630	47	2B
139	132+630	132+720	90	2A
140	132+720	132+820	100	1A
141	132+820	132+850	30	7P
142	132+850	132+890	40	3A4
143	132+890	132+950	60	3A8
144	132+950	133+480	530	3A1
145	133+480	133+530	50	3A4
146	133+530	133+600	70	3A
147	133+600	133+655	55	3A1
148	133+655	133+795	140	MJB
149	133+795	133+850	55	3A8
150	133+850	133+908	58	3A7
151	133+908	133+933	25	VUP
152	133+933	133+960	27	3A10
153	133+960	134+020	60	3A11
154	134+020	134+050	30	3A12
155	134+050	134+090	40	3A7
156	134+090	134+380	290	3A8
157	134+380	134+450	70	3A9
158	134+450	134+720	270	1G6
159	134+720	134+880	160	1G
160	134+880	134+980	100	1G6
161	134+980	135+170	190	1G3
162	135+170	135+260	90	1G6
163	135+260	135+520	260	1G
164	135+520	135+790	270	1G7
165	135+790	135+870	80	1G
166	135+870	137+110	1240	1G6
167	137+110	137+230	120	1G
168	137+230	137+310	80	1G6
169	137+310	137+420	110	1G3
170	137+420	137+450	30	1G7
171	137+450	137+860	410	1G4A
172	137+860	138+110	250	1G7
173	138+110	138+210	100	1G
174	138+210	138+450	240	1G7
175	138+450	138+994	544	3A1
176	138+994	139+014	20	VUP

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S.NO	CHAINAGE		LENGTH (m)	PROPOSED TCS TYPE
	From (m)	To (m)		
177	139+014	139+750	736	3A1
178	139+750	139+820	70	1G
179	139+820	140+070	250	1G7
180	140+070	140+270	200	1G
181	140+270	140+400	130	1G7
182	140+400	140+660	260	3A5
183	140+660	140+740	80	3A9
184	140+740	140+840	100	3A1
185	140+840	140+957	117	3A4
186	140+957	140+973	16	VUP
187	140+973	141+027	54	3A4
188	141+027	141+043	16	VUP
189	141+043	141+090	47	3A4
190	141+090	141+150	60	3A1
191	141+150	141+220	70	3A
192	141+220	141+480	260	3A1
193	141+480	141+550	70	3A4
194	141+550	141+570	20	7A
195	141+570	141+620	50	8A
196	141+620	142+030	410	8B
197	142+030	142+100	70	8A
198	142+100	142+170	70	7A
199	142+170	142+230	60	7P
200	142+230	142+250	20	7R
201	142+250	142+280	30	1A
202	142+280	142+320	40	2I
203	142+320	142+380	60	2A
204	142+380	142+614	234	2B
205	142+614	142+629	15	VUP
206	142+629	142+840	211	2B
207	142+840	143+030	190	2A
208	143+030	143+063	33	1A
209	143+063	143+075	12	MNB
210	143+075	143+170	95	1A
211	143+170	143+250	80	7S
212	143+250	143+470	220	7P
213	143+470	143+550	80	7A
214	143+550	143+620	70	8A
215	143+620	143+943	323	8B
216	143+943	143+958	15	VOP
217	143+958	143+990	33	8A
218	143+990	144+030	40	7A
219	144+030	144+090	60	7P
220	144+090	144+132	42	1A

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S.NO	CHAINAGE		LENGTH (m)	PROPOSED TCS TYPE
	From (m)	To (m)		
221	144+132	144+212	80	MJB
222	144+212	144+297	85	2B
223	144+297	144+304	7	SVUP
224	144+304	144+440	136	2B
225	144+440	144+490	50	2J
226	144+490	144+600	110	2A
227	144+600	144+630	30	2E
228	144+630	144+900	270	1A

Pre-construction Activities

S.No.	Description of Work	Status of Work
1.	Traverse Survey	Completed.
2.	Topographic Survey	Completed.
3.	TBM Checking	Completed
4.	OGI Recording	Completed
5.	Centre Line Marking	Completed
6.	ROW Pillar Fixing	Completed
7.	Soil Investigation for Highway	Completed
	Geotechnical Reports	Completed
	Pavement composition survey	Completed

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Camp Mobilization Status:

Sl. No.	1	2
Camp Chainage	Km 127+000	Km 137+500
In charge office	Operational	Operational
Internal Road	Completed	Completed
Fencing	Completed	Completed
P&M office and Work Shop	-	Operational
QC Lab	-	Operational
Stores	-	Operational
Batching Plant	Operational	Operational
Hot Mix Plant	-	Operational
WMM /CTB Plant	-	Operational
Cement Go down	Operational	Operational
Weigh Bridge	Operational	Operational