

परियोजना का नाम:- चार धाम परियोजना (ऑलवेदर रोड) के अन्तर्गत राष्ट्रीय राजमार्ग-94(134) कि०मी० 0.00 से 24.300 (धरासू बैड से सिलक्यारा बैड) तक दो लेन चौड़ीकरण हेतु अतिरिक्त डम्पिंग स्थल एवं लैण्ड स्लाईड जोन के उपचार के लिए वन भूमि हस्तान्तरण का प्रस्ताव।

प्रारूप

प्रस्तावित परियोजना की प्रशासनिक एवं वित्तीय स्वीकृति का शासनादेश

प्रमाणित किया जाता है कि वित्तीय वर्ष 2016-2017 के अन्तर्गत सड़क, परिवहन एवं राजमार्ग मंत्रालय की प्रस्तावित परियोजना की प्रशासनिक एवं वित्तीय स्वीकृति प्राप्त हेतु संलग्न है।

अधिकांशी अभियन्ता  
रा०मार्० खण्ड, लो०नि०वि०  
बड़कोट।

अधिकांशी अभियन्ता  
रा०मार्० खण्ड, लो०नि०वि०  
बड़कोट।

(4)

भारत सरकार  
सड़क परिवहन एवं राजमार्ग मंत्रालय  
(अनुभाग एन0एच0-2)

1, संसद मार्ग, परिवहन भवन,  
नई दिल्ली-110 001

फा0सं0: एन0एच0 12014/105/2016/यू0आर0/चारधाम/एन0एच0-2

दिनांक 28 मार्च, 2017

सेवा में,

प्रमुख सचिव,  
लोक निर्माण विभाग, उत्तराखण्ड शासन,  
यमुना कालोनी, देहरादून

विषय: Rehabilitation and up gradation to 2 lane with paved shoulder configuration from Existing Km 122.000 (Dharasu bend) to Km 147.230 (Silkyara bend) (design chainage 0.00 to Km 24.30) of NH-94 in the State of Uttarakhand on EPC Mode under improvement to NH Connectivity to Chardham.

संदर्भ: मुख्य अभियन्ता (रा0मा0), लो0नि0वि0, देहरादून (गढवाल क्षेत्र), पत्रांक 228/84(V)NH-UKD/2016-17 dated 24-01-2017 & DPR Consultant letter No. DPR/CE/MORT&H/MC/2013-14.Pkg-7/61 dated 19.01.2017

(Job No. NH-94-UR-2016-17-496)

महोदय,

मुझे तकनीकी नोट में दी गई शर्तों के अधधीन, निम्न ब्यौरे के अनुसार विषयक शीर्षक में उल्लिखित निर्माण कार्य के लिए प्राक्कलन हेतु राष्ट्रपति की प्रशासनिक, तकनीकी अनुमोदन एवं वित्तीय संस्वीकृति सूचित करने का निर्देश हुआ है:-

(रुपये करोड़ में)

(i) राज्य द्वारा भेजे गए उक्त कार्य के लिए प्राक्कलन में उल्लिखित राशि	रु. 237.79
(ii) तकनीकी अनुमोदन की राशि(सभी प्रभार सहित)	रु. 237.80
(iii) वित्तीय एवं प्रशासनिक की स्वीकृति की राशि	रु. 237.80
<u>(रुपये दो सौ सैंतीस करोड़ और अस्सीलाख केवल)</u>	

2. यह स्वीकृति निम्नलिखित शर्तों पर आधारित हैं:

- (i) सक्षम अधिकारी द्वारा अनुमोदित आर0एफ0यू0 के अनुसार ठेकेदारों का चयन किया जाएगा।
- (ii) यह कार्य सक्षम अधिकारी द्वारा अनुमोदित Modle EPC Contract Document के तहत पूर्ण किया जाएगा।
- (iii) इस स्वीकृत आगणन के Construction Cost में निम्नलिखित Centages सम्मिलित है।
  - (a) Contingency @ 2.8%
  - (b) Escalation during construction @ 5% of the construction cost per annum for 2 years(Total 10%)
  - (c) Construction Supervision charges @ 3%
  - (d) Agency charges @ 3%
  - (e) Quality control @ 0.25%
  - (f) Road safety audit charges @ 0.25%
  - (g) Maintenance cost @ 5% of the construction cost for four years.

P.T.O.

28/03/2017  
1988



फा0सं0: एन0एच0 12014/105/2016/यू0आर0/चारघाम/एन0एच0-2

(iv) कार्य सम्पूर्ण होने के पश्चात् तत्कालीन (Extant) नियमानुसार Toll वसूला जाएगा।

(v) इस मंत्रालय के पत्र संख्या.आर डब्ल्यू/एनएच-33044/10/2002-एस एण्ड आर (आर) दिनांक 26 मई, 2003 एवं 31 दिसम्बर, 2003 द्वारा प्रदर्शन पट प्रदर्शित करने के संबंध में जो अनुदेश जारी किए गए हैं उनका सख्ती से अनुपालन किया जाए।

(vi) कार्य का broad break-up निम्नानुसार है:-

(Amount Rs. in lakhs.)

S. No.	Details	Estimated Cost (Rs. in lakh.)
1	Earthwork incl. Site Clearance, Dismantling, etc.	1693.58
2	Pavement including base & sub-base	5662.07
3	CD works & Protection works	9953.09
4	Misc. including road safety & way side amenities	944.71
5	<b>Total Civil construction works</b>	<b>18252.45</b>
6	Contingencies @ 2.8% of (5)	511.07
7	Escalation @10% of (5)	1825.25
8	Maintenance charges @ 5% of (5)	912.62
9	Supervision charges @ 3% of (5+6)	562.90
10	Agency charges @ 3% of (5+6)	562.90
11	Quality Control @ 0.25% of (5+6)	46.91
12	Road Safety @ 0.25% of (5+6)	46.91
13	<u>Pre-construction activities(L.S.)</u>	
(i)	Utility Shifting	358.27
(ii)	Environment mitigation cost and tree cutting	100
(iii)	Provision for LA, R&R, and other pre-construction activities cost.	600
	<b>Total Project Cost</b>	<b>23780.28</b>

3. यह व्यय मुख्यशीर्ष 5054-सड़क और पुल संबंधी पूजीगत परिव्यय, उप-मुख्य शीर्ष 01-राष्ट्रीय राजमार्ग; लघु शीर्ष 01.337- सड़क कार्य; 03- सड़क पक्ष के द्वारा निर्माण कार्य; 03.01-अन्य योजनाएं, 03.01.53-मुख्य कार्य के नाम डाला जाएगा जिसके लिए चालू वित्त वर्ष 2016-2017 के लिए संगत मांग संख्या 74-सड़क परिवहन एवं राजमार्ग मंत्रालय है।

4. अनुमोदन प्राक्कलन की एक प्रति अलग से मुख्य अभियन्ता (रा0मा0), देहरादून (गढ़वाल क्षेत्र), को भेजी जा रही है।

5. The work is to be awarded within 6 months from the date of issues of the sanction. Further in case the work is not awarded within 12 months from the dated of sanction the work stands de-sanction automatically

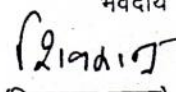
P.T.O.

6. सभी स्वीकृति कार्यों की तरह विहित प्रपत्र में 5 करोड़ से ज्यादा के कार्यों के लिए मासिक प्रगति रिपोर्ट एवं 5 करोड़ से कम कार्यों के लिए तिमाही प्रगति रिपोर्ट इस मंत्रालय को भेजी जाएं।
7. निम्नलिखित वस्तुगत और वित्तीय लक्ष्य (Cumulative) निधियों की उपलब्धता के आधार पर पूरा किया जाये।

Year	Cumulative progress				
	Physical	Financial (Rs. in cr.)			
		Construction	Pre-construction activities	Maintenance	Total
2016-17	10%	21.80	10.58		32.38
2017-18	80%	185.04			185.04
2018-19	100%	228.66			228.66
2019-20				0.912	229.572
2020-21				1.825	231.397
2021-22				2.738	234.135
2022-23				3.650	237.80

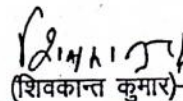
8. यह संस्वीकृति वित्त पक्ष की सहमति से उनके यू0ओ0 संख्या 4543/TF-II दिनांक 22.03.2017 के द्वारा जारी की जाती है।

संलग्नक: यथोपरि

भवदीय  
  
 (शिवकान्त कुमार)  
 अवर सचिव, भारत सरकार

अनुलग्नको के साथ प्रतिलिपि प्रेषित:-

- महालेखाकार, उत्तराखण्ड, देहरादून-248 001।
- प्रधान लेखा परीक्षा निदेशक, आर्थिक एवं सेवा मंत्रालय, एजीसीआर बिल्डिंग, आई पी एस्टेट, नई दिल्ली।
- भुगतान एवं लेखा अधिकारी, सड़क परिवहन एवं राजमार्ग मंत्रालय, आई.डी.ए. बिल्डिंग, जामनगर हाऊस, नई दिल्ली।
- मुख्य अभियन्ता(राष्ट्रीय राजमार्ग), लोक निर्माण विभाग, देहरादून (गढ़वाल क्षेत्र), उत्तराखण्ड।
- क्षेत्रीय अधिकारी, सड़क परिवहन एवं राजमार्ग मंत्रालय, 46/1, कैनाल रोड, जाखन, देहरादून-248 001।

  
 (शिवकान्त कुमार)  
 अवर सचिव, भारत सरकार

अनुलग्नको के साथ प्रतिलिपि प्रेषित:-

- मुख्य अभियन्ता(पी-2)/एसई(चारधाम)/एसई(पी-2)/ईई(पी-2)/एसई(मानिट्रिंग)/मानिट्रिंग प्रकोष्ठ/ डब्ल्यू एंड ए अनुभाग/वित्त पक्ष(टी एफ-2 अनुभाग)/परियोजना अनुभाग/ गार्ड फाईल





GOVERNMENT OF INDIA  
MINISTRY OF ROAD TRANSPORT & HIGHWAYS

No. RW/NH/-12014/105/2016/UR/Chardham/NH-II

Dated: 28<sup>th</sup> March, 2017

**TECHNICAL NOTE**

1.	Name of work	Rehabilitation and upgradation to 2 lane with paved shoulder configuration from Existing Km 122.000 (Dharasu bend) to Km 147.230 (Silkyara bend) (design chainage 0.00 to Km 24.30) of NH-94 in the State of Uttarakhand on EPC Mode under improvement to NH Connectivity to Chardham	
2.	State	Uttarakhand	
3.	NH No.	94	
4.	Estimated cost including 3% agency charges	As proposed by the CE(NH), Uttarakhand, Dehradun (Rs. in Lakh.)	As processed in the Ministry (Rs. in Lakh.)
		23779.28	23780.53
5.	Length (in km)	24.30	24.30
6.	Cost per km (Rs. in cr.)	9.78	9.78
7.	Reference	CE, NH, PWD, Dehradun letter no. 228/84(V)NH-UKD/2016-17 dated 24-01-2017 DPR Consultant letter No. DPR/CE/MORT&H/MC/2013-14.Pkg-7/61 dated 19.01.2017	

**COMMENTS**

1. **Scope of the project:**

Rehabilitation and upgradation to 2 lane with paved shoulder configuration from Existing Km 122.000 (Dharasu bend) to Km 147.230 (Silkyara bend) (design chainage 0.00 to Km 24.30) of NH-94 in the State of Uttarakhand on EPC Mode.

2. **Estimate provisions:**

2.1 **Pavement Design:**

Following crust composition has been adopted while working at the estimate cost of the project as per IRC37-2012..

Design Chainage		Design Traffic (MSA)	New pavement	
From	To		CBR (%)	Composition (Total -500 mm)
0.000	24.300	20	7	250 mm CT Subbase+100mm CT base+ 100 Aggregate Inter layer+50 mm BC
0.000	24.300	GSB layer may be provided in the widened portion to match with the top level of existing non-bituminous layer upto edge of formation width.		

- 2.2 At this stage provisions are allowed for the estimate purpose only. Since the work is being taken up on EPC basis, the broad requirement as recommended by State PWD may be adopted in the Schedule.

2.3 All structures have been designed for a design life of 100 years and design loading as per IRC/BIS codes.

2.4 **Land acquisition:** It has been reported that Land Acquisition Plan has been verified from concerned revenue officials and the existing RoW is 5.95-10 m wide and the proposed RoW is 18 m wide in open areas and 15 m wide in built-up sections. Considering the same, about 24.515 hectare land is required to be acquired out of which 3.846 Hectares is Private Land, 3.698 Hectares is Government Land and 16.971 Hectare is Forest land. As reported, notification under clause 3(a) 3(A) has already been published and at present 3(D) is in progress. In order to avoid any contractual /legal implications, CE, NH, Uttarakhand PWD, Dehradun shall ensure acquisition of requisite land before the award of work in accordance with Ministry's circular no. NH-15017/181/2014-P&M dated 29.12.2014.

2.5 **Forest clearance:** The DPR consultant has reported that total requirement of land in forest area is 16.971 Ha for which diversion of forest land has to be done under the Protection of Forest Act, 1980. It has further been reported that for instant stretch i.e from Km 0 to Km 24.300, the proposal has been completed and is ready to be uploaded by Nodal office for obtaining first stage clearance.

2.6 **Utilities shifting-** CE, NH, Uttarakhand PWD, Dehradun shall take necessary action, to ensure shifting of the utilities well in advance before award of work so that the progress of the work is not affected.

2.7 Since the work shall be executed on EPC mode, all the relevant schedules shall be finalised by CE (NH) Uttarakhand PWD, Dehradun in consultation with the Project Coordination Consultant (PCC) and got approved from RO Dehradun before tendering.

2.8 **Geometric Design:**

All geometric features have been designed for ruling speed of 40 kmph conforming to hilly terrain as per IRC Specifications,

2.9 **New Major Bridges - Nil**

2.10 **New Minor Bridges- Nil**

2.11 **New Viaduct-Nil**

2.12 **Existing Major/Minor Bridges:** Three nos of minor bridges exist along the project length out of which 2 are proposed for reconstruction. However, repairing works are proposed for these bridges. The details of all bridges are as under:

Sr No	Chainage (existing)	Spans	Existing type	Proposed
1	10+810	-	-	Bridge already under construction by PWD
2	18+870	1* 14 m	RCC	Reconstruction with
3	22+110	1* 14 m	RCC	Open Foundation in downstream side

2.13 **Re-Constructions of culverts:** 130 nos (126 Precast & 4 Slab Culverts)

2.14 **Retaining/Widening of existing Culvert:** 13

2.15 **Minor Intersections:** There are 18 minor intersections in this stretch.

2.16 **Major Intersections:** Nil



- 1.17 **Rest Area/Bus Bays/Truck Lay Bye/View Point:** - 14 Bus bays & shelters along the project length
- 2.18 **Horizontal & Vertical Curves:** Total 337 horizontal curves exist/designed along this section out of which 232 curves whose radius is below 70 m comes under deviation. As regards to 146 vertical curves, 4 curves whose gradient is more than 7% fall under deviation.
- 2.19 **Highway Lighting:** Provision for highway lighting considered in the estimate.
- 2.20 **River training works.**  
River training works, if any required as per site condition shall be as per MoRTH specifications (5<sup>th</sup> revision) 2013.
- 2.21 **New Materials:**  
New material used for hill slope protection is as under.
  - i) Soil reinforcement in form of high strength geogrids or straps with LLDP coating
  - ii) Gabion made of mechanically woven double twisted hexagonal wire mesh.
  - iii) Geo-textile / Geo Synthetic filter
3. At this stage provisions are allowed for the estimate purpose only. Since the work is being taken up on EPC basis, the broad requirement as recommended by CE, NH, Uttarakhand PWD, Dehradun based on the report of Consultant are included in the estimate. The Project Coordination Consultant (PCC) has also recommended the proposal to be taken up on EPC contract due to uncertainty of data assumed in the design and non-availability of Geotechnical and Hydrology report.
4. **Design specifications:** CE, NH, Uttarakhand PWD, Dehradun shall ensure that All material, design and construction operations for the project are proposed conforming to the IRC:SP:73:2015, Manual of specifications and standards for two-laning of Highways with paved shoulders.
5. **Specifications**
  - 5.1 **Traffic management during construction:-** Traffic management should be done as per clause 112 of Ministry's specification, during the construction period it may be insured that the traffic is regulated in conformity to Ministry's guidelines stipulated in clause No.8.2.3 'Manual for construction and supervision of bituminous work.'.
  - 5.2 The nomenclature and clause numbers of the items shall be specified as per MORTH specification for Road and Bridge work 2013 (5th revision) and all the works shall be executed strictly as per Ministry's specifications/ Ministry's circular/ guidelines issued from time to time.
6. **Contract Documents:**
  - 6.1 Single stage two-cover bidding on EPC mode is to be adopted as per instructions conveyed vide Ministry's letter no. RW/NH-37010/4/2010/PIC dated 06.09.13. RFP and draft contract documents shall be as per the Model RFP circulated vide Ministry's letter no. RW/NH-37010/4/2010-PIC-EAP (Printing) dated 16.01.2017 and incorporating subsequent amendments and circulars issued by Ministry till date.
  - 6.2 Construction period for this work has been proposed as 24 months including the rainy period. Defects liability period and maintenance period shall be 4 years as specified in the amendments to Model EPC Document issued vide Ministry's letter no. RW/NH-37010/4/2010/ PIC dated 15.01.2014.
  - 6.3 Circular on amendment to Schedule-H of Contract Agreement for NH works on EPC mode issued vide RW/NH-39013/17/2015-NHDP.IVA dated 22<sup>nd</sup> July 2015 may be followed.
7. **Invitation of tenders and award of works:**
  - 7.1 The procedure for tendering shall be as per instructions conveyed vide Ministry's letter no. RW/NH-24035/4/2008/P&M/PIC-EAP dated 31.03.2016 is to be adopted for award of works.
  - 7.2 The time limit for awarding of this work is 6 months from the date of sanction and should be strictly followed as per the instructions communicated to all State PWDs vide this Ministry's letter no.



RW/NH-15015/29/2001-PL dated 05.07.2001 and compliance reported to the Ministry. If the work is not awarded within the stipulated time, it may lead to de-sanction of the work unless Ministry's prior approval to extension of the time limit is obtained.

- 7.3 CE (NH) Uttarakhand PWD, Dehradun will intimate this Ministry about award of contract/commencement of work immediately as per instructions contained in this Ministry's letter no. RW/NH-11060/1/98-(DO-I) dated 05.11.1998.
- 7.4 E procurement must be adhered to while inviting tender for the work. In this connection Ministry's circular RW/NH-37010/4/2010/PIC-EAP(Printing) dt. 08.08.2016 regarding fixing of timelines for e-tendering may be followed.
- 7.5 The tenders for the work shall be invited on EPC mode as per guidelines issued by this Ministry vide circular letter No.RW/NH-24035/4/2008-P & M/PIC dated 21.05.2011. In addition to guidelines issued by this Ministry vide circular letter No. RW/NH-11024/3/99-US (D-1) dated 9.3.2000, No. RW/NH-24035/4/2008-P&M dated 21.05.2010 and No.NH-12037/67/2010/LWE dated 2.8.2010. The work shall be awarded as per guidelines issued by the Ministry vide letter No.NH-15015/29/2001-PL dated 05.07.01.
- 7.6 While accepting tenders that the overall cost of estimate at tender rates including contingencies, work charge establishment and agency charges does not exceed by more than 5% of sanctioned cost.
- 7.7 Excess in tender cost is caused only by routine factors such as increase in cost of labour or material.
- 7.8 Excess due to change of scope or enlargement / reduction of work or specifications as already approved in the sanctioned estimate would require prior approval of Ministry.

#### 8. General

- 8.1 The provision of contingencies should be utilized as per Ministry's circular letter no. RW/G-20011/8/98-WA(R) dated 16.08.2002 with the approval of the Ministry. The estimates for carrying out the activities under the provision of contingencies including change in scope of work will be approved by Ministry on assurance/certification by Authority's Engineer/ CE, NH, Uttarakhand PWD, Haldwani that the amount provided against contingencies is available and the same has not been indirectly utilized by accepting higher tender rates. Authority's Engineer/ENC/ CE, NH, Uttarakhand PWD, Haldwani shall also certify that approval of estimates to be charged to contingencies will not cause revision of the sanctioned estimate.
- 8.2 Collection of material on the roadside should be so planned that it should commensurate with the physical progress of work and the collected material should not cause any hindrance to the traffic. It must be ensured that the contractor arranges for separate land for storage of road construction material and machinery and these shall not be allowed to be stacked on roadside.
- 8.3 No work beyond the scope of the sanctioned estimate leading to increase in the scope of the work or change in specification should be undertaken without obtaining prior written approval of the Ministry. In case, the estimate needs revision due to change in rates/tender rates for any reasons, the revised estimate shall be submitted immediately for Ministry's approval. No expenditure beyond permissible In this connection, this Ministry's letter No. RW/NHIII/Coord/32/84 dated 19.5.84 and NH-11026/2/99-US (DI) dated 29.10.2001 may be referred.
- 8.4 In order to ensure that there is no slippage in achieving the targets, the progress may be closely monitored by ENC/ RO/PD,PIU MORTH Dehradun quarterly status report be furnished to the Ministry in the prescribed proforma.
- 8.5 During the course of execution, the traffic may be regulated in accordance with guidelines laid down vide Ministry's letter no. NHIII-33 (126)/72 dated 20.03.1973 and letter No.RW/NH-11060/1/1998-D.O.1 dated 07.10.1987. Smooth flow of the traffic may be ensured by providing adequate traffic control devices in accordance with stipulation of IRC: SP: 55:2014 "Guidelines on Safety in construction Zone".

2



- 8.6 It is suggested that suitable provisions in the contract shall be incorporated for proper traffic management.
- 8.7 The display boards on development activities of the work shall be made as per guidelines issued vide Ministry's letter no. RW/NH-33044/10/2002-S&R (R) dated 26th May, 2003. The cost of the same will be met out of the provision of contingencies allowed in the estimate.
- 8.8 The provision for centages (contingencies, quality control etc) should be utilized as per Ministry's circular Letter No. RW/G-20011/8/98-WA dated 16th August 2002. For any other item, which is not covered in paras 1.1.1 to 1.1.7 of above circular letter, necessary approval of Ministry (in principle) with the recommendation of RO Dehradun should be taken before execution. However, sub-estimate for the same should be got approved from RO Dehradun before execution.
- 8.9 Provision for quality control @ 0.25% has been allowed. The work is to be carried out in accordance with the "Hand Book of Quality control for construction of Roads and Runways (Second Revision)-IRC SP:11-1988", observing strict quality control instructions contained in the Ministry's letter No. NH-III/P/1/83 dated 19 April 1984 and permanent records maintained thereof.
- 8.10 The independent quality control tests of all items from any of the accredited laboratories as per IRC: SP:94-2011 shall be carried out from the quality control provision in estimate to ensure the quality of work.
- 8.11 Neither the work nor any item of work shall be split into small parts for awarding the work to a number of contractors. In this regard, instructions issued in this Ministry's letter No. NH-III/P/25/84 dated 4/8/1984 may be referred
- 8.12 Guidelines for Road Safety vide Ministry's letter No. RW/NH-33072/04/2004-S&R(R) dated 27.04.2012 shall be followed wherever applicable.
- 8.13 Splitting may be allowed for the item of highway side plantation and its maintenance. The executing agency shall explore best possible agency/firm/govt. institution having adequate knowledge of flora and fauna of the area, for plantation of locally surviving species of plant. The plants helpful in stabilization of hill side slopes may also be explored for plantation along hill slopes.
- 8.14 As regards, expenditure on account of Authority Engineer (AE) for EPC works and delegation of power for selection of AE, Ministry's circular no. RW/NH-11014/7/2013-P&M(Pt) dt. 6.05.2016 may be followed.
9. **Rates** The consultant has reported that the estimate is based on PWD Uttarakhand Schedule of Rates (SOR) 2016-17 for Dunda block and for non-SOR items, rate analysis has been done based on market rates.
10. **Cost:** The estimated cost works out to Rs. 23780.53 lakh in the light of the above observations and comments as per details given below:-

S. No.	Details	Estimated Cost (Rs. in lakh.)
1	Earthwork incl. Site Clearance, Dismantling, etc.	1693.58
2	Pavement including base & sub-base	5662.07
3	CD works & Protection works	9953.09
4	Misc. including road safety & way side amenities	944.71
5	<b>Total Civil construction works</b>	<b>18253.45</b>
6	Contingencies @ 2.8% of (5)	511.09
7	Escalation @10% of (5)	1825.35

11

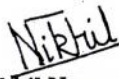


12

S. No.	Details	Estimated Cost (Rs. in lakh.)
8	Maintenance charges @ 5% of (5)	912.67
9	Supervision charges @ 3% of (5+6)	562.94
10	Agency charges @ 3% of (5+6)	562.94
11	Quality Control @ 0.25% of (5+6)	46.91
12	Road Safety @ 0.25% of (5+6)	46.91
13	<u>Pre-construction activities(L.S.)</u>	
(i)	Utility Shifting	358.27
(ii)	Environment mitigation cost and tree cutting	100
(iii)	Provision for LA, R&R, and other pre-construction activities cost.	600
	<b>Total Project Cost</b>	<b>23780.53</b>

11. **Phasing of expenditure:** Phasing of expenditure is as under:

Year	Cumulative progress				
	Physical	Financial (Rs. in cr.)			
		Construction	Pre-construction activities	Maintenance	Total
2016-17	10%	21.80	10.58		32.38
2017-18	80%	185.04			185.04
2018-19	100%	228.66			228.66
2019-20				0.912	229.572
2020-21				1.825	231.397
2021-22				2.738	234.135
2022-23				3.650	237.8053

  
**(Nikhil Narang)**  
 Asst. Executive Engineer  
 For Director General (RD) & Special Secretary





(13)

भारत सरकार  
Government of India  
सड़क परिवहन और राजमार्ग मंत्रालय  
Ministry of Road Transport & Highways  
ट्रांसपोर्ट भवन/Transport Bhawan  
1, संसद मार्ग/1, Parliament Street  
Website : <http://morth.nic.in>

दिनांक, नई दिल्ली-110001

Dated, New Delhi-110001

Dated: 12th April, 2016

**TO WHOMSOEVER IT MAY CONCERN**

Mr. Pankaj Kumar Mourya, Project Director, Project Implementation Unit, Dehradun, Son of S.L. Mourya is hereby authorized to upload the Wildlife and Forest Clearance Proposals regarding Detailed Project Report (DPR) for rehabilitation & upgradation to 2lane/2 lane with paved shoulders configuration & strengthening of NH-94 from Km 144.00(Dharasu) to Km 220.00(Yamunotri) in the state of Uttarakhand on the government of India portal [www.efclearance.nic.in](http://www.efclearance.nic.in) & [www.forestclearance.nic.in](http://www.forestclearance.nic.in) respectively on the behalf of Ministry of Road Transport & Highways(Morth).

  
(A.K. Shrivastava)

Chief Engineer (Project-I Zone)

Tele No.23710358



(19)

परियोजना का नाम:- चार धाम परियोजना (ऑलवेदर रोड) के अन्तर्गत राष्ट्रीय राजमार्ग-94(134) कि०मी० 0.00 से 24.300 (घरासू बैड से सिलक्यारा बैड) तक दो लेन चौड़ीकरण हेतु अतिरिक्त डम्पिंग स्थल एवं लैण्ड स्लाईड जोन के उपचार के लिए वन भूमि हस्तान्तरण का प्रस्ताव।

प्रारूप

प्रस्तावित परियोजना की प्रशासनिक एवं वित्तीय स्वीकृति का शासनादेश

प्रमाणित किया जाता है कि वित्तीय वर्ष 2016-2017 के अन्तर्गत सड़क, परिवहन एवं राजमार्ग मंत्रालय की प्रस्तावित परियोजना की प्रशासनिक एवं वित्तीय स्वीकृति प्राप्त हेतु संलग्न है।

21/11/16  
21.11.16  
22/11/16

अधिरासी अभियन्ता  
रा०मा० खण्ड, लो०नि०वि०  
बड़कोट।