

Construction of Kotdwar Bypass of NH-119 Connecting Najibabad–Kotdwar to Kotdwar-Pauri Road in the state of Uttar Pradesh and Uttarakhand under Bharatmala Pariyojana Lot-4/PKG-2 (Length-5.90 Km)

(Forest Area Proposed for Diversion-1.1 Hectare)

Name of Block/Compartment-Giwai under Kotdwar Forest Range of Lansdowne Forest Division, Kotdwar in the state of Uttarakhand

Wildlife Management and Conservation Plan



User Agency:

National Highways Authority of India

Project Implementation Unit, Najibabad, District-Bijnor (Uttar Pradesh)



DPR Consultant:

SA Infrastructure Consultants Pvt. Ltd.

1101 A, Tower A-II, Corporate Park, Sec. 142, Noida (Uttar Pradesh)

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Length of the project – 5.90 Km

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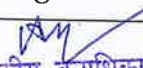






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Length of the project – 5.90 Km

List of concerned officials

S. No.	Name	Designation	Signature
1.	Naveen Chandra Pant	Divisional Forest Officer, Lansdowne Forest Division, Kotdwar (Uttarakhand)	 प्रभागीय वनाधिकारी लैन्सडौन वन प्रभाग कोटद्वार (गढ़वाल)
2.	Pooja Payal	Sub-Divisional Forest Officer, Lansdowne Forest Division (Uttarakhand)	 सु-प्रभागीय वनाधिकारी (कोटद्वार)
3.	Devendra Kala	Range Forest Officer, Kotdwar Forest Range (Uttarakhand)	 लेन्सडौन वन प्रभाग कोटद्वार (गढ़वाल)
4.	Raj Kumar Nagarwal	Project Director, NHAI, PIU, Najibabad (Uttar Pradesh)	 परियोजना निदेशक, राष्ट्रीय राजमार्ग प्राधिकरण भारतीय राष्ट्रीय राजमार्ग प्राधिकरण National Highways Authority of India पी०आई०यू० नजीबाबाद, जिला-बिजनौर (यू.पी.) PIU- Najibabad, Distt.-Bijnor (U.P.)
5.			
6.			
7.			




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Brief of the Project

1. General

The Ministry of Road Transport and Highways (MORTH), Government of India has proposed “Bharatmala Pariyojana” an Umbrella scheme of road development project through National Highways Authority of India (NHAI), National Highway, Industrial Development Corporation Ltd (NHIDCL) and State Public Works Departments (PWD) at an estimated cost of INR 5,35,000 crores. This is the second largest highways construction project in the country after NHDP, where in almost 83,677 km of roads are targeted across the country. This project aims to improve connectivity particularly on economic corridors, border areas and to remote areas with an aim of rapid and safe movement of cargo to boost exports. International trade considered as a key aspect in this scheme and North-eastern states have been given special focus.

The project was cleared by the Union Cabinet on October 25, 2017. The ambitious project expected to create nearly 100 million man days of jobs during the construction and subsequently to about 22million jobs of the increased economic activity across the country. The construction will be carried out through many means including debt funds, budgetary allocation, private investment, toll operator transfer etc. The total length of around 48,877 km considered in phase 2 including

- Economic corridors of around 15,000 km,
- Inter-corridor and feeder route of around 9,500 km,
- Border and international connectivity roads of around 3,300 km,
- Expressways of around 800 km
- NHDP roads of 10,000 km.

SA Infrastructure Consultant Pvt. Ltd. 1101A, 11th floor, Tower A-II, Corporate park, Plot no. 7A/1, Sector-142, Noida, UP has been appointed as consultant to carry out Consultancy Services for Preparation of DPR for development of Economic Corridor, Inter Corridors and Feeder Routes to improve the efficiency of freight movement in India under Bharatmala Pariyojana (Lot-4/Package-2) section in the state of Uttar Pradesh and Uttarakhand, Construction of 4 – laning of Kotdwar Bypass of NH – 119 connecting Najibabad-kotdwar to Kotdwar - Pauri road in the State of Uttar Pradesh and Uttarakhand.

2. Introduction:

Construction of 4 – laning of Kotdwar Bypass of NH – 119 connecting Najibabad-kotdwar to Kotdwar-Pauri road passing through Greenfield and Built-up area in the state of Uttar Pradesh and Uttarakhand. Alignment passing through Villages Kouriya, Telipara, Kashi Rampur-Sukhro, Nathupur, Vishanpur-Saneh, Jeetpur-Saneh Ratanpur, Grashtin Ganj-Saneh, Kotdwar Gaon- Saneh. Latitude and longitude of the project corridor lies between 28°47'39.02"N to 78°58'4.36"E and 28°49'20.57"N to 79° 4'21.63"E.



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Length of the project – 5.90 Km

Latitude and longitude of the project corridor lies between 28°47'39.02"N to 78°58'4.36"E and 28°49'20.57"N to 79° 4'21.63"E.

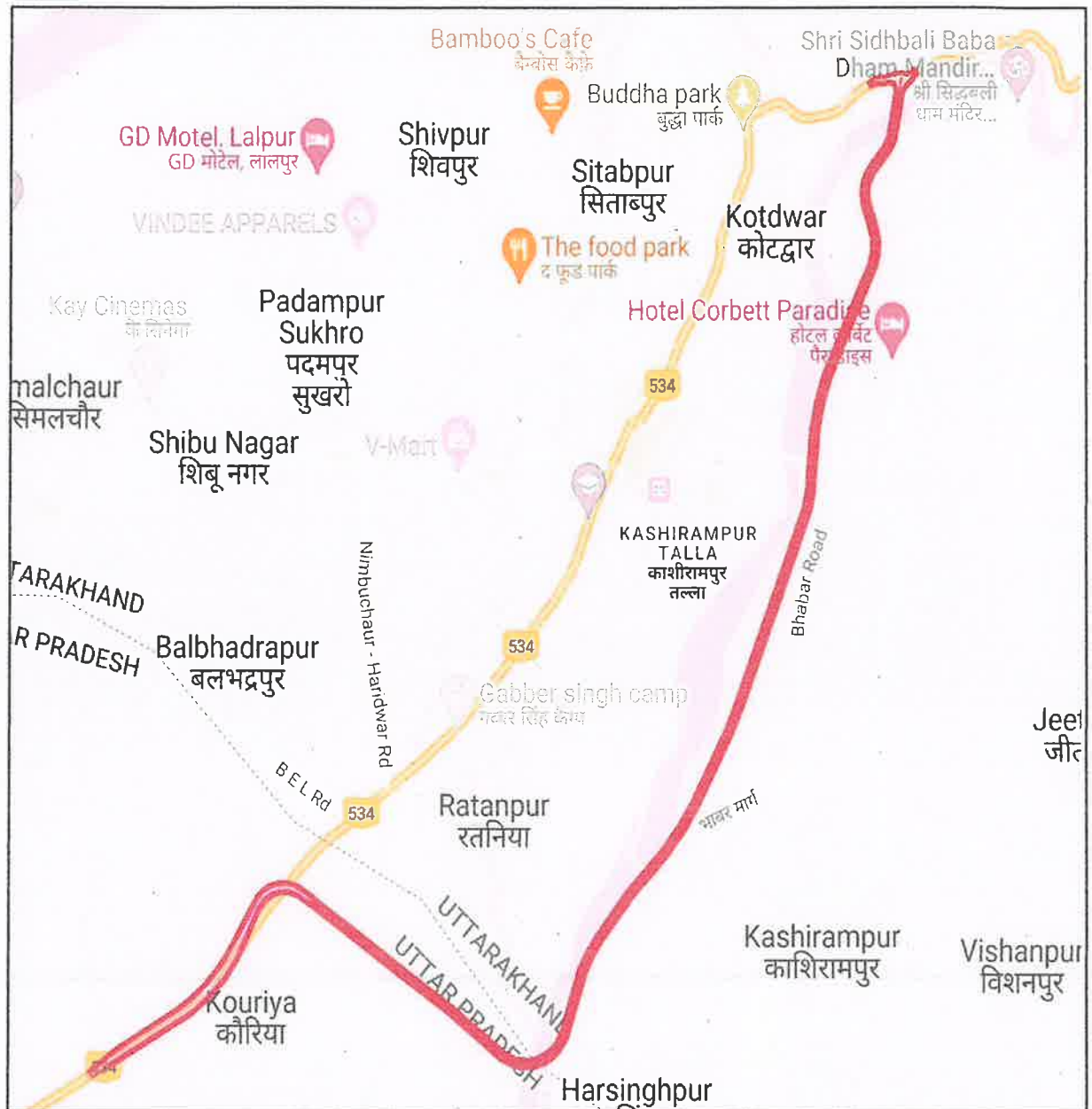


Fig-01 Key Map

3. Criteria for Finalization of proposed Alignment

Following major factors were taken into account while deciding the final route of the project as per provisions of the acts and rules –



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- ✓ Major habitation and major settlement area avoided
- ✓ Minimum route length
- ✓ No wildlife sanctuary / Biosphere/ Protected Areas, etc. avoided
- ✓ Least forest involvement
- ✓ Higher density tree patches avoided
- ✓ Minimum Vegetation / tree cutting in the route of the proposed bypass
- ✓ Archeological Structures, defense sites, airport area etc. are avoided
- ✓ Rich gardens, plantations, notified industrial area, etc. to be avoided
- ✓ No involvement of temples/ Cultural Habitats/ Schools & colleges.
- ✓ Road connectivity to project sites to avoid construction of temp roads
- ✓ No involvement of Industrial corridor
- ✓ Minimum no. of River Crossings, Railway Crossings, Highway Crossings, PowerLine Crossings are considered
- ✓ Economic viability of the route

4. Existing Carriageway and Pavement Details

The Proposed alignment is Greenfield Bypass alignment providing connectivity of Najibabad-Kotdwar to Kotdwar-Pauri road so, there is no Existing Carriageway.

5. Settlements

The details of settlements along with the project road are given below in Table 1.1.

Table 1.1 Details of Settlements

S. No.	Name of Settlements
1.	Kouriya
2.	Ratanpur
3.	Harsinghpur
4.	Kashirampur
5.	Ganesh Vihar colony
6.	Vikas Nagar

6. Structure Details

There are several structures along the project road. The details are given below in table below:



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Length of the project – 5.90 Km

7. Major Bridges

Details of Major Bridges

S. No.	Design Chainage (km)	Span Arrangement c/c Expansion (m)	Type of Structure	Deck Configuration (m)
1	0+973 to 1+393	14x30	Major Bridge cum Viaduct	2x11
2	3+910 to 5+880	46x30+1x40+16x30+2x20+1x30	Elevated Section cum MJB	2x11

8. Minor Bridges

Minor Bridge

S. No.	Design Ch.	Structure Type	Existing Span	Proposed Span	Reconstruction/ Proposed
NIL					

9. Minor Bridge cum Underpass

Minor Bridge cum Underpass

S. No.	Design Ch.	Structure Type	Existing Span	Proposed Span	Reconstruction/ Proposed
NIL					

9. VUP (Vehicular Under Pass)

Vehicular Under Pass at MCW

S. No.	Design Chainage (km)	Structure Type	Proposal	Span Arrangement (Clear opening) (m)	Vertical Clearance (m)	Deck Configuration (m)	Approx. Skew Angle
NIL							



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Length of the project – 5.90 Km

10. LVUP (Light Vehicular Under Pass)

Details of Light Vehicular Under Pass

S. No.	Design Chainage (km)	Structure Type	Proposal	Span Arrangement (Clear opening) (m)	Vertical Clearance (m)	Deck Configuration (m)	Approx. Skew Angle
NIL							

11. SVUP (Small Vehicular Under Pass)

Details of Small Vehicular Under Pass

S. No.	Design Chainage (km)	Structure Type	Proposal	Span Arrangement (Clear opening) (m)	Vertical Clearance (m)	Deck Configuration (m)	Approx. Skew Angle
NIL							

12. Fly-Over

Details of Fly-Over

S. No.	Design Chainage (km)	Proposal	Span Arrangement c/c Expansion (m)	Vertical Clearance (m)	Deck Configuration (m)
1	0+715	New construction	2x35	5.5	2X11

13. Details of Elevated Structure/Viaduct

Details of Elevated Structure

S. No.	Design Chainage (Km) of Main Carriageway /loop/ramp	STRUCTURE	Span Arrangement (Clear opening) (m)	Deck Configuration (m)	Vertical Clearance (m)
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1.	LHS Loop (0+989 to 1+404.80) Interchange at 0+000	Elevated section	12x30+1x27+1x28.80	1x11 (Viaduct)	As per GAD
2.	RHS Loop (0+818 to 1+285) Interchange at 0+000	Elevated section	13x30+1x18+1x27+1x32	1x11 (Viaduct)	As per GAD
3.	MCW (0+037.20 to 0+191.70)	Elevated section	3X30+1x33+1x36.3	2x11	As per GAD
4.	LHS Loop(0+390 to 0+510) Interchange at 0+700	Elevated section	4x30	As per GAD	As per GAD
5.	RHS Loop(0+320 to 0+440) Interchange at 0+700	Elevated section	4x30	As per GAD	As per GAD
6.	0+973 to 1+393	Major Bridge Cum Viaduct	14x30	2x11	As per GAD
7.	1+910 to 2+480	Elevated Section	19x30	2x11	As per GAD
8.	3+910 to 5+880	Elevated Section Cum MJB	46x30+1x40+16x30+2x20+1x30	2x11	As per GAD

14. Road Over Bridge

Details of R.O.B

S. No.	Design Chainage	STRUCTURE	Span Arrangement	Vertical Clearance	Deck Configurat	Skew
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	(km)		(Clear opening) (m)	(m)	ion (m)	Angle
1.	0+000 to 0+037.20(M CW)	Composite I Girder	1x37.2	5.5	2x12.3	19

15. Culverts

Details of the Culverts

S. No.	Design Chainage (Km)	Type of Culvert	Size No x Width (m) x Height (m)	Remark
1.	0+950	Box Culvert	1x6x4	New Proposed
2.	1+477	Box Culvert	1x3x3	New Proposed
3.	1+510	Box Culvert	1x4x4	New Proposed
4.	1+530	Box Culvert	1x3x3	New Proposed
5.	1+570	Box Culvert	1x3x3	New Proposed
6.	1+630	Box Culvert	1x4x4	New Proposed
7.	1+700	Box Culvert	1x6x4	New Proposed
8.	1+780	Box Culvert	1x4x3	New Proposed
9.	1+803	Box Culvert	1x3x3	New Proposed
10.	2+557	Pipe Culvert	1.2 m Dia	New Proposed
11.	2+677	Box Culvert	1x3x3	New Proposed
12.	2+942	Pipe Culvert	1.2 m Dia	New Proposed
13.	3+190	Pipe Culvert	1.2 m Dia	New Proposed
14.	3+325	Pipe Culvert	1.2 m Dia	New Proposed
15.	3+560	Pipe Culvert	1.2 m Dia	New Proposed



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16.	3+690	Box Culvert	1x3x3	New Proposed
17.	3+880	Box Culvert	1x3x3	New Proposed

Note:

- Locations of the above culverts are indicative. Exact location of these culverts shall be decided in consultation with Independent Engineer.
- The minimum width of the above culverts shall be equal to Roadway width (including median) In case of connecting road culvert also to be provided in the gap between main carriageways & connecting road. In cases of the culverts with fill culvert to be provided though out Roadway width and median width. Any additional length required as per site conditions shall not constitute a Change of Scope.
- Ventway/Span arrangements are minimum specified. The actual vent way/span arrangements of culverts shall be determined on the basis of detailed investigations by the Concessionaire in accordance with the Specifications and Standards. Any variations in vent way/span arrangements specified above shall not constitute a Change of Scope.
- Only Precast Box Culvert shall be provided. If unavoidable, the approval of the Authority shall be obtained for specific construction of in-situ Box culvert. However such number shall not exceed 20%.
- Invert level of box culverts (without defined channel or flow) shall not be lower than the existing Ground level. So that these culverts can be used in dry season for pedestrian, light vehicle and cattle crossing by providing necessary flooring.



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Details of Forest Land and Details of Trees:

A total of 1.1 ha of forest land proposed for division for construction of Kotdwar Bypass of NH-119 Connecting Najibabad -Kotdwar to Kotdwar-Pauri Road in the state of Uttar Pradesh and Uttarakhand under Bharatmala Pariyojana Lot-4/PKG-2. The proposed forest land is located in **Giwai Block/Compartment** which is a part of Kotdwar Range of Lansdowne Forest Division. The total area of **Giwai Block/Compartment** is **692.80 ha** and notified as **Buffer Area of Rajaji Tiger Reserve** vide notification no. 130/X-2-2015-19(1)2013 Dated 18 April, 2015. A total of 98 trees are impacted and proposed for felling. Details of forest land and trees are given below:

Details of Forest Land Proposed for Diversion

S. No.	Name of State	Name of District	Name of Forest Division	Name of Forest Range	Name of Village	Chainage		Forest Area Proposed for Diversion	Legal Status of Forest
						From	To		
1.	Uttarakhand	Pauri Garhwal	Lansdowne Forest Division	Kotdwar	Kashirampur-Sukhro	1+350	1+650	-	
2.					Nathupr-Saneh	1+650	1+720	-	
3.					Vishnupr- Saneh	1+720	2+820	-	
4.					Jeetpur- Saneh	2+820	2+930	-	
5.					Ratanpur- Saneh	2+930	4+450	-	
6.					Grastin Ganj- Saneh	4+450	5+320	-	
7.					Kotdwar Gaon-Saneh	5+320	5+820	-	
8.					Reserve Forest	5+820	5.950	1.1	Reserve Forest
9.					Total Forest Land			1.1	Reserve Forest



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Summary of Impacted Trees under Kotdwar Range of Lansdowne Forest Division in the State of Uttarakhand (Block/Comapartment – Giwai)												
S. No.	Name of Tree	Botanical Name of Trees	Diameter								Total	
			0-2	2-3	3-4	4-5	5-6	6-7	7-8	8-9	9-10	No. of Tree
			0-60	60-90	90-120	120-150	150-180	180-210	210-240	240-270	270-300	
1	Aam	<i>Mangifera Indica</i>	4	6	1	3	2	-	-	-	-	16
2	Amaltas	<i>Cassia Fistula</i>	1	2	1							4
3	Bakain	<i>Melia Azedarrach</i>			2		1					3
4	Bel	<i>Aegle marmelos</i>	-	1	1	-	-	-	-	-	-	2
5	Eucalyptus	<i>Eucalyptus</i>	-	-	-	-	1	-	1	-	-	2
6	Haldu	<i>Haldina cordifolia</i>	1	-	-	-	-	2	1	2	4	10
7	Kanju	<i>Holoptelea integrifolia</i>	1	8	3	5	4	3	3	1	6	34
8	Kathal	<i>Artocarpus heterophyllus</i>	1	2	-							3
9	Kikar	<i>Vachellia nilotica</i>	-	1	-	-	-	-	-	-	-	1
10	Bel	<i>Aegle marmelos</i>	-	1	1	-	-	-	-	-	-	2
11	Kusum	<i>Schleichera oleosa</i>	-	-	-	-	1	-	-	-	-	1
12	Myroxylon Peruiferum	<i>Myroxylon Peruiferum</i>	2	-	-	1	-	-	-	-	-	3
13	Nimboo	<i>Citrus limon</i>	1	-	-	-	-	-	-	-	-	1
14	Peepal	<i>Ficus religiosa</i>	-	-	-	1	-	-	-	-	-	1
15	Rith	<i>Sapindus mukorossi</i>	-	1	1	-	-	-	-	-	-	2
16	Rohini	<i>Mallotus philippensis</i>	1	-	-	-	-	-	-	-	-	1
17	Sagaun	<i>Tectona Grandis</i>	-	-	1	-	-	-	-	-	-	1
18	Saptarn	<i>Alstonia scholaris</i>	1	-	-	-	-	-	-	-	-	1
19	Silver Oak	<i>Grevillea robusta</i>	-	1	3	-	-	-	-	-	-	4
20	Siras	<i>Albizia Lebbeck</i>	-	-	-	-	-	-	1	-	-	1
21	Taru	<i>Simarouba glauca</i>	-	1	2	2	-	-	-	-	-	5
Total												98

(Signature)

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Wildlife Management and Conservation Plan for Construction of Kotdwar Bypass of NH-119 Connecting Najibabad –Kotdwar to Kotdwar-Pauri Road in the state of Uttar Pradesh and Uttarakhand under Bharatmala Pariyojana Lot-4/PKG-2

Length of the project – 5.90 Km

Cost Estimate

Total Project Cost			
S. No.	Description of Item	Amount	Cost
		(Rs. in Crore)	(%)
1	Site Clearance	0.02	0.00%
2	Earth Work	8.44	2.30%
4	Non-Bituminous Courses	8.08	2.20%
5	Bituminous Courses	8.56	2.33%
6	Elevated Sections	40.44	11.02%
7	Elevated Sections Cum MJB	148.38	40.42%
7	Flyover/Interchnage/Loop	5.08	1.38%
8	Elevated Sections Cum ROB-1	49.23	13.41%
9	MJB cum Viaduct	37.17	10.13%
10	RE Wall	33.99	9.26%
11	Drainage and Protective Works	19.22	5.23%
12	Junctions	6.66	1.81%
13	Traffic Signs, Marking and Road Appurtenances	1.66	0.45%
14	Miscellaneous works	0.10	0.03%
15	Highway Lighting	0.08	0.02%
A	Civil Construction Cost	367.10	100.00%
B	Utility Shifting Cost	7.37	
C	Total Civil cost incl. Utility Shifting Cost	374.47	
D	GST Charge 18% on (A)	66.08	
E	Contingency @1% on (A)	3.67	
F	Supervision Consultancy charges @3% on (A)	11.01	
G	Escalation @5% per year, i.e., 7.5% for 1.5 years on (A)	27.53	
H	Maintenance charges @2.5% for 5 Years on A	9.18	
I	Total Civil Cost incl. GST & Centages	491.94	
J	Forest Clearance/Tree Cutting	6.80	
K	Land Acquisition Cost (Tentative)	189.70	
L	Total (C+D)	196.50	
M	Total Project Cost (Including LA and FC)	688.437	
Civil Cost per Km. (A/5.950 Km)		61.70	
Total Project Cost per Km. (M/5.950 Km)		115.70	

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Length of the project – 5.90 Km

Impacts of the Proposed Project

1. Positive Impacts :

- The project with new alignment has been envisaged through an area which shall have the advantage of simultaneous development as well as shall result in a shorter distance to travel.
- The junctions with existing road will be planned in the form of interchanges and flyover to ensure uninterrupted flow of traffic.
- The proposed road would act as the prime artery for the economic flow to this region. It will enhance economic development, provide employment opportunities to locals, strengthen tourist development, ensure road safety, and provide better transportation facilities and other facilities such as way side amenities.
- Vehicle operating cost will also be reduced due to improved road quality.

2. Negative Impacts :

- Impacts on natural habitats of wild animals
- Enhancement of human wildlife conflicts..
- Proposed project highway might be the hurdle for wild animals
- Fragmentation of Natural Habitats of wild animals
- Adverse Impact of Biodiversity



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Length of the project – 5.90 Km

Details of Proposed Works under the Scheme:

1. Repair of Forest Paths:

Forests guards residing within the reserved forest area for the protection of wild animals, it becomes necessary to conduct intensive patrolling in the area. Since the entire proposed area is hilly, the forest roads get damaged during the rainy season. The repair of which is very important for the conservation and promotion of forests and wild animals. For this, two foot/horse routes are located within the proposed area which is very useful for forest personnel for regular patrolling, fire protection and inspection.

It is necessary to cut the bushes on both sides of the said forest roads and make them suitable for inspection/patrolling by filling the soil near the roads and leveling it.

2. Construction of Pucca Water Holes:

The proposed forest area is mainly an elephant dominated area. During summer, the natural water reservoirs available in forest areas dry up and elephants and other wild animals move out of the forest areas in search of water. Due to which there remains a threat to life and property from wild animals and incidents of conflict between humans and animals keep happening. For this, provision is being made for construction of pucca water hole in the proposed area; so that water can be supplied to wild animals and conflict between humans and Wildlife can be reduced.

3. Construction of Kuccha Water Holes:

Due to the high cost of pucca water holes for providing water to wild animals, it has been taken into consideration that along with pucca water holes, kutchha water holes/small ponds should be constructed in forest areas. . For this, provision is being made for construction of small kutchha water holes of 10 to 12 m length, 10 m width and 1 to 1.25 m depth.

4. Arrangement of Water for Pucca Water Holes:


During summer, water storage places naturally dry up and wild animals wander in the rural areas in search of water. To solve this, provision is being made that pucca water holes will be provided. Every eighth day, two tankers of water per water tank should be filled so that water is available to the wild animals.

5. Expenditure on vehicles and their Maintenance.

For the protection of the proposed reserved forest area, it becomes necessary that intensive patrolling be done in the area. Vehicle availability and maintenance is necessary for the protection of wild animals. Vehicles are required for patrolling the forest areas adjacent to the proposed route and for the arrival of staff to chase away/drive away wild animals from the forest and for the rescue of injured/injured wild animals. Also, funds are required for maintenance, repair and purchase of fuel for the vehicle.



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प्रभागीय कार्यालय
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Length of the project – 5.90 Km

6. Repair of government firearms and purchase of cartridges:

In the proposed reserved forest area, forests of valuable species of Sal, Jamun, Rohini, Bahera, Amaltas etc. are present. The entire forest area of the division is situated between Rajaji and Haridwar forest divisions in the west and Corbett Tiger Reserve in the south-west. It falls in the sensitive forest areas of the division. Therefore, there is a need to pay utmost attention towards the protection of forests and wild animals in the division. For the protection of forests and wild animals, it is necessary to repair the firearms available in the division and purchase cartridges.

7. Construction of Solar Fencing:

The proposed area is highly vulnerable to human-elephant conflict. To prevent damage caused by human-elephant conflict in the above proposed route, it is necessary to construct solar wire fencing on both sides of the route.

8. Purchasing of DB Tranquilizer Gun and related medicine for wild life Rescue:

DB Tranquilizer Gun will be purchase and related medicine will also be purchase for rescue of wild animals.

9. Expenditure on veterinary care and other services:

Essential medicines and medical Treatment related apterous will be purchase for taken care of wild animals.

10. Other official and Emergency consistency Expenditure:

Other expenditure will be utilized as well as required bases. In emergency cases. To product the wild animals.

11. Eradication of Lantana:

Eradication of Lantana needs to be carried out for enhancement of natural habitats for wild animals.

12. Soil and water conservation structures:

There is Giwai Sot under the proposed reserved forest area, in which there is a strong possibility of erosion in the proposed route due to excessive amount of water coming during the rainy season. Due to which there is huge loss of forests and forest resources. For the protection of forest land and forest wealth, it is very important to establish water conservation structures for the treatment of the said source.



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Wildlife Management and Conservation Plan for construction of kotdwar bypass of NH-119 Connecting Najibabad-Kotdwar to Kotdwar-Pauri Road in the State of Uttar Pradesh and Uttarakhand under Bharatmala Pariyojana Lot-4/PKG-2

Length of the project-5.90 Km

Budget and Type of work Proposed under the Scheme


Sr.No.	Proposed work	Physical Target	Financial Target (Lakh)
1. Habitat Improvement			
1.1	Repair of forest roads/paths	14 km	17.00
1.2	Construction of pucca water hole	03 No.	20.00
1.3	Construction of kaccha water hole	02 No.	9.00
1.4	Arrangement of water for water holes	Lump Sum	2.00
1.5	Expenditure on Vehicles and their Maintenance	Lump Sum	2.00
1.6	Repair of Government firearms and purchase of amination.	Lump Sum	1.00
1.7	Construction of solar fencing	2.25 km	35.00
1.8	Purchasing of DB Tranquilizer Gun and related medicine for wild life Rescue.	Lump Sum	7.50
1.9	Expenditure on veterinary care and other services	Lump Sum	1.00
2.00	Other official and Emergency Consistency Expenditure	Lump Sum	2.00
2.1	Eradication of Lantana	10 Ha.	8.50
Total			105.00 (One Crore Five Lakh)

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Sr.No.	Proposed work	Physical Target	Financial Target (Lakh)
2.Soil and water Conservation structure.			
2.1	R.R Dry Check dam	15 No.	4.55
2.2	Gulli Plugging	18 No.	1.8
2.3	Wire Crate CD	10 No.	5.00
2.4	Percolation tank	20 No.	4.00
2.5	Spur CrateWire	12 No.	9.60
2.6	Brush Wood CD	Lump Sum	0.05
Total			25.00 (Twenty Five Lakh)
Grand Total			130.00 (One Crore Thirty Lakh)


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