

F. No. CE-RO/LKO/NH(O)/14/NH-135A/2020-21

भारत सरकार

सड़क परिवहन एवं राजमार्ग मंत्रालय

नं. 1, संसद मार्ग, परिवहन भवन, नई दिल्ली-110001

दिनांक 31.03.2021

सेवा में

प्रमुख सचिव

लोक निर्माण विभाग

जनपद सचिवालय बिल्डिंग

लखनऊ, उत्तर प्रदेश

**विषय: Widening & Upgradation to four lane configuration from Km. 34.900 (Bhadohi) to km. 73.134 (Jaunpur) of NH-135A in the state of Uttar Pradesh on EPC mode**

**संदर्भ:** Letter no. EE, NH, UP PWD, Varanasi letter no. 156/29C dated 05.03.2021 and CE (NH) UP PWD letter no. 2680NH/164N/2020 dated 10.12.2020.

(Job No.NH-135A-UP-2020-21-591)

महोदय,

मुझे तकनीकी नोट दिनांक 31.03.2021 (प्रति संलग्न) में दी गई शर्तों के अध्यधीन, निम्न व्यौरे के अनुसार विषक शीर्षक में उल्लिखित निर्माण कार्य के लिए प्राक्कलन हेतु राष्ट्रपति की प्रशासनिक, तकनीकी अनुमोदन एवं वित्तीय संस्वीकृति सूचित करने का निर्देश हुआ है:-

(रूपये Cr. में)

(i) राज्य द्वारा भेजे गए उक्त कार्य के लिए प्राक्कलन में उल्लिखित राशि

रु. 495.62

(ii) तकनीकी अनुमोदन की राशि (सभी प्रभार सहित)	रु. 495.62
(iii) वित्तीय एवं प्रशासनिक स्वीकृति की राशि	रु. 395.62

2. यह स्वीकृति निम्नलिखित शर्तों पर आधारित हैं:

- (i) यह कार्य सक्षम अधिकारी द्वारा अनुमोदित Model EPC Contract document के तहत पूर्ण किया जाएगा
- (ii) इस मंत्रालय के जापन संख्या आर डब्ल्यू/एनएच-33044/10/2002-एस एंड 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।
- (iii) मंत्रालय के दिनांक 5/10.7/2001 के परिपत्र संख्या एन 0 एच 0-15015/29/2001-पी0 एल 0 के अनुसार यदि स्वीकृति की तारीख से 6 माह के अन्दर कार्य नहीं सौंपा जाता है तो कार्य अस्वीकृत हो सकता है जब तक कि समय सीमा में वृद्धि के लिए मंत्रालय का पूर्वानुमोदन प्राप्त न किया जाए।
- (iv) कार्य के लिए निविदाएं इस मंत्रालय के परिपत्र पत्र संख्या आर. डब्ल्यू./एनएच/33044/2/2010.एस.एंड आर.(आर) दिनांक 17/06/2011 और पत्र संख्या आर. डब्ल्यू./एन.एच/33044/2/2010/एस. एंड आर.(आर) दिनांक 17/11/2011 के तहत जारी किए गए अनुदेशों के अनुसार ई.निविदा प्रणाली के माध्यम से आमंत्रित की जानी चाहिए। इस आशय का विज्ञापन, इस मंत्रालय के परिपत्र पत्र संख्या आर. डब्ल्यू./एन.एच.34066/14/2018-एस.एंड आर.(पी.&बी.) दिनांक 25.06.2018 द्वारा जारी किए गए दिशा निर्देशों के अनुसार दिया जाएगा। चूंकि, वर्तमान कार्य की संस्वीकृति लागत 5.00 करोड़ रु. से अधिक है, इसलिए, निविदा मंत्रालय के परिपत्र पत्र संख्या आर. डब्ल्यू./एन.एच./37010/4/2010-ई.ए.पी.(प्रिटिंग) दिनांक 05/03/2019 के आधार पर इ.पी.सी. विपित्र के अनुसार की जाएगी।

3. यह व्यय मुख्यशीर्ष '5054' सङ्कों और पुलों पर पूँजी परिव्यय, 01-राष्ट्रीय राजमार्ग (उप मुख्य शीर्ष), 01.337 सङ्क कार्य (लघु शीर्ष) 03-राष्ट्रीय राजमार्ग मूल कार्य 03.01, राष्ट्रीय राजमार्ग

मूल कार्य - सामान्य -केन्द्रीय सङ्क अवसंरचना निधि से वित्त पोषित 03.01.53 - मुख्य कार्य के नाम डाला जाएगा जिसके लिए चालू वित्त वर्ष 2020-21 के लिए संगत मांग संख्या '84'-सङ्क परिवहन एवं राजमार्ग मंत्रालय है।

4. अनुमोदन प्राक्कलन की एक प्रति अलग से मुख्य अभियन्ता (रा0 रा0), उत्तर प्रदेश को भेजी जा रही है।
5. 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 जाए।
6. निम्नलिखित वस्तुगत और वित्तीय लक्ष्य (Cumulative) निधियों की उपलब्धता के आधार पर पूरा किया जाये।

Year	Cumulative progress				
	Physical	(Rs. Financial in Crores)			
		Construction	Pre-construction activities	Maintenance	Total
2020-21	Preliminary	0.00	1.00	0.00	1.00
2021-22	70%	216.48	79.51	0.00	295.99
2022-23	100%	309.26	79.51	0.00	388.77
2023-24	100%	309.26	79.51	0.00	388.77
2024-25	100%	309.26	79.51	1.37	390.14
2025-26	100%	309.26	79.51	2.74	391.51
2026-27	100%	309.26	79.51	4.11	392.88
2027-28	100%	309.26	79.51	6.85	395.62

7. यह संस्वीकृति वित्त पक्ष की सहमति से उनके नोट #67 दिनांक 09.03.2021 के द्वारा जारी की जाती है।

भवदीय

(कमल प्रकाश)  
अवर सचिव, भारत सरकार

तकनीकी नोट की एकप्रति के साथ प्रतिलिपि प्रेषित:

1. महालेखाकार, AG (A&E)-I, उत्तर प्रदेश, 20 सरोजनी नायडू मार्ग, इलाहाबाद- 211001
2. प्रधान लेखा परीक्षा निदेशक, आर्थिक एवं सेवा मंत्रालय, एजीसीआर बिल्डिंग, आई पी एस्टेट, नई दिल्ली।
3. क्षेत्रीय भुगतान एवं लेखा अधिकारी, सड़क परिवहन एवं राजमार्ग मंत्रालय, हॉल सं. 1, सप्तम तल, केन्द्रीय भवन, सेक्टर-एच, अलीगंज, लखनऊ - 226 019.
4. भुगतान एवं लेखा अधिकारी, सड़क परिवहन एवं राजमार्ग मंत्रालय, आई.डी.ए. बिल्डिंग, जामनगर हाऊस, नई दिल्ली।
5. मुख्य अभियन्ता-क्षेत्रीय अधिकारी, सड़क परिवहन एवं राजमार्ग मंत्रालय, बायो-टेक चौक, रिंग रोड, विकास नगर, लखनऊ - 226 022.
6. मुख्य अभियन्ता (राष्ट्रीय राजमार्ग), लोक निर्माण विभाग, उत्तर प्रदेश, 96, महात्मा गांधी मार्ग, लखनऊ - 226 001.

(कमल प्रकाश)

अवर सचिव, भारत सरकार

मुख्य अभियन्ता (ज़ोन-1)/ एसई(ज़ोन-1)/ ईई(ज़ोन-1)/ एसई(मानिटरिंग)/ मानिटरिंग प्रकोष्ठ/ डब्ल्यू एंड ए अनुभाग/ वित्त पक्ष(टी एफ-2 अनुभाग)/ परियोजना अनुभाग/ गार्ड फार्झल

Dated 31.03.2021

TECHNICAL NOTE  
[Job No.NH-135A-UP-2020-21-591]

(i)	Name of work	:	(i) Widening & Upgradation to four lane configuration from Km. 34.900 (Bhadohi) to Km 54.150 and Km. 58.800 to km 70.400 (Jaunpur Bypass section) and to two lane with paved shoulder from km 54.150 to km 58.800 & Km 70.400 (Jaunpur Bypass section) to Km 73.134 (Jaunpur) of NH-135A in the state of Uttar Pradesh on EPC mode.  (ii) In-principle approval for 4- lane Mariahu By-pass on NH- 135A in the State of Uttar Pradesh on EPC Mode**
(ii)	State	:	Uttar Pradesh
(iii)	NH No.	:	135A
(iv)	Estimated Cost	:	As proposed by DPR Consultant and Recommended by CE(NH), UPPWD, Lucknow Rs.495.62 Crore As modified in the Ministry (i) Rs. 395.62 Crore (ii) Rs. 192.25 Crore**
(v)	Design Length	:	37.534 km 37.534 km
(vi)	Cost per Km. for Design Length	:	Rs. 10.54 Crore (i) Rs.10.54 Crore
(vii)	Reference	:	EE, NH, UP PWD, Varanasi letter no. 156/29C dated 05.03.2021 and CE (NH) UP PWD letter no. 2680NH/164N/2020 dated 10.12.2020

\*\* In-principle approval of project for Mariahu By-pass (Construction Period 18 months) has been conveyed by the Ministry and the final approval of the project shall be taken before publication of 3(D) notification under NH Act.

COMMENTS

1. Scope of the project: The scope of the project is envisaged as under-
  - 1.1 The upgradation of existing two lane to 4- lane standards from Km 34.900 to Km 54.150 & km 58.800 to Km 70.400 and upgradation of existing 2-lane road to 2-lane with paved shoulder from km 54.150 to km 58.800 and Km 70.400 (Jaunpur Bypass section) to Km 73.134 (Jaunpur).
  - 1.2 Rigid pavement has been proposed in three major built-up locations (km 40+885 to km 42+685, Km 61+185 to Km 61+685 &Km 66+935 to Km 67+325. Further, from Km 40+885 to

km 42+685, existing soil upto sub-grade bottom level shall be removed and the same shall be reconstructed with stabilized soil with a CBR of 8%.

- 1.3 Upgradation to four lane configuration of existing two-lane Major bridge and 03 nos. of existing minor bridges; reconstruction of 03 nos. of minor bridges to four lane standards. Up-gradation of 55 culverts (35 for four lane, 20 for two lane +PS). 17 nos. of additional pipe culverts four lane configuration.
- 1.4 Construction of one Toll plaza between km 36.500 to km 37.200, RCC 1.00 m wide lined drain in a length of 6.26 kms, 19 no. Rain Water Harvesting Systems & W-Beam crash barrier in 1.600 km length.
- 1.5 Provision of road signages, markings, road safety works and other road marking, traffic sign boards, other roadside furniture/appurtenances.

## 2. Technical proposal:

### 2.1 Alignment, Shifting of Utilities, R&R and Forest Clearance:

- 2.1.1 The Project road starts from NatwaTiraha, Mirzapur (Junction with NH-35) passes through Shastrisetu, Madhubani, Aurai, Ugapur, Sarroi Bazar, Pachwal, Shidwan, Rampur, Mariahu, Sahajipur, UnchaniKalan, Jagatganj, Phoolpur, Saidanpur, Arazibhoopatpatti and ends at Polytechnic chowk (4 arm junction of NH-56, near Aashirwad hospital), Jaunpur.
- 2.1.2 It has been reported that existing ROW is 24 m for most of the stretches. A lump sum provision of Rs. 42.01crore has been kept in the estimate for LA& RR cost for toll plaza, bridge realignments for about 10 Ha land(Bridge realignment -5 Ha, Toll Plaza- 5Ha).
- 2.1.3 Also, provision of Rs. 21 crore has been made towards utility shifting based on the estimates obtained from the concerned utility owning departments. State PWD, shall take necessary action to ensure shifting of the utilities well in advance so that the progress of the work is not affected. Besides, State PWD shall get approved the estimate received from concerned department for utility shifting from the Chief Engineer-Regional Office, Lucknow as per extant Ministry's guidelines. . Further, the work of utility shifting shall be suitably incorporated in schedule B and schedule-H by the Chief Engineer (NH), UP PWD in accordance with Ministry's circular no RW/NH33044/29/2015-S&R (R) pt. dated 11.02.2021.
- 2.1.4 The stretch passes through protected forest area. Accordingly, lump sum cost towards Forest clearances has been estimated to be Rs. 15 Cr. Further, there is a provision of 1.5 Cr. kept for Environment Mitigation.

### 2.2 Geometric Design and proposed carriageway: Geometric improvement has been incorporated at deficient sections meeting IRC:SP:73-2018 and IRC:SP:84:2019.

### 2.3 Pavement Design:

- 2.3.1 Existing pavement crust is flexible comprising of average crust thickness of about 500 mm (25mm SDBC/BC, 50 mm Base Course and 425 mm Sub base course). Now it has been proposed to widen this stretch to 4-lane configurations as per the relevant Ministry guidelines and specification with paved shoulder configuration based on 100 msa by the consultant.



2.3.2 The EPC contractor shall be allowed to use any of the available technology including conventional method for constructing the road. The Schedule B shall be designed to allow for use of any technology by the bidders. This shall be incorporated in Schedule 'B' of the Draft Contract Agreement to be issued along with the RFP. The draft RFP document along with schedules shall be checked by CE (NH), UP PWD, viz.-a-viz. provisions specified in this technical note before inviting tender.

a) For widening / Realignment portion

Conventional Method with soil stabilized upto 8% CBR (Option-I)	With CT Sub base & base & Sami Layer (Option-II)
BC-40mm	BC-50mm
DBM-130mm	DBM-50mm
WMM-250mm	Sami Layer
GSB-200mm	CT Base-160mm
	CT Sub Base-250mm
Total-620mm	Total-510mm

Note: Contractor shall be allowed to use any of the technology.

b) For Rigid Road in built up section

Sr. No.	Description	Crust Composition of Flexible Pavement
1	PQC	300 mm
2	DLC	150 mm
3	GSB	150 mm
	Total	600 mm

2.4 Road Work:

2.4.1 Upgradation to four lane with paved shoulder in rural areas having carriageway width of 14 m along with 1.5 m paved shoulder and 1.0 m earthen shoulder on each side of carriageway separated by New-Jersey concrete crash barrier at the center in total length of 27.215 km (TCS-III).

2.4.2 Upgradation to four lane divided carriageway in urban areas having carriageway width of 14 m along with 1.5 m paved shoulder, paver block within available land between paved shoulder and lined drain and 1.0 m wide RCC covered drain on each side in length of 2.680 km (TCS- IV).

2.4.3 Widening and strengthening to two lane with paved shoulder having carriageway width of 7 m with along with 2.5 m paved shoulder and 1.5 m earthen shoulder on both sides of the carriageway in total length of 1.584km. (TCS-II).

*Ans -*

2.4.4 Widening and strengthening to two lane with paved shoulder having carriageway width of 7 m with along with 2.5 m paved shoulder and 1.0 m RCC covered drain along with 1 m footpath on both sides in a length of 450 m in built up portion (TCS-I).

2.4.5 Widening and strengthening to two lane with paved shoulder having carriageway width of 7 m with along with 1.5 m paved shoulder and 1.0 m earthen shoulder on both sides of the carriageway in total length of 4.650 km. (TCS-V).

## 2.5 Bridges and Culverts:

2.5.1 **Major bridges:** One existing two lane major bridge shall be upgraded to four lane in the realignment section by constructing a parallel 2- Lane bridge on LHS of the existing bridge :

Sl. No.	Chainage	Proposal Size (No. of span X span size)(m)	Proposal
1	66.565	4*30 m	New construction on LHS (Sai River) of the existing bridge

2.5.2 **Minor Bridges:** Total 07 existing minor bridges are reported in the project stretch. Out of these, two lane 03 nos. of minor bridges shall be upgraded to four lane in the realignment section by constructing parallel 2- Lane bridge on LHS of the existing minor bridge. Further 03 nos. of new minor bridges are proposed to be reconstructed to four lane configuration. Details are as under:

Sl.NO	Chainage (Km)	Type of Structures	Proposed span	Structure type	PROPOSAL
1	34.950	Minor Bridge	1*25 m	PSC GIRDER	Re-construction to 4- Lane
2	42.515	Minor Bridge	1*10 m	RCC Box Girder	Re-construction to 4- Lane
3	45.675	Minor Bridge	1*25 m	PSC GIRDER	Construction of 2- lane bridge on LHS of the existing bridge
4	51.280	Minor Bridge	2*25 m	PSC GIRDER	Construction of 2- lane bridge on LHS of the existing bridge
5	59.620	Minor Bridge	1*10 m	RCC Box Girder	Construction of 2- lane bridge on LHS of the existing bridge
6	67.600	Minor Bridge	2*7.5 m	RCC Box Girder	Reconstruction to 4- Lane

2.5.3 **Culverts:** There are total 57 nos. of culverts on Project Alignment out of which 2 are being retained. 55 are proposed for reconstruction as 26 Pipe culverts (11 nos. to 4-lane and 15 nos. to 2-lane PS configuration) and 31 Box culverts (26 nos. to 4-lane and 5 nos. to 2-lane PS configuration). Further, 17 nos. of additional pipe culverts are proposed to be widened to 4-Lane configuration in the existing alignment.

2.6.1 **Major/Minor Junctions:** 143 (127 for T and Y type & 16 nos for + type) locations of Major/ Minor junctions are proposed for improvement.

*QJ*

**2.7 Other miscellaneous provisions:**

- 2.7.1 Provision of covered RCC 1m wide lined drain of length of 6.26 km (both sides) in built up locations, 19 no. Rain Water Harvesting Systems & W-Beam crash barrier in 1.600km length.
- 2.7.2 New Jersey crash barrier as a separator (length = 29297m) with light barriers @ 2m c/c.
- 2.7.3 One toll plaza between Km 36.500 to km 37.200 has been proposed in the stretch under consideration.
- 2.7.4 Road marking, traffic sign boards, roadside furniture, road safety works, delineators etc. have also been considered while working out the estimated cost.

**3. Cost estimates:**

- 3.1 The estimate is based on the Ministry's Standard Data Book and latest State Schedule of Rates. The leads for the collection of various materials as adopted in the estimate have been allowed for estimate purpose only. However, while calling tenders, the source may not be indicated. The contractor shall be responsible to procure the material conforming to the specifications of the work. No provision of extra lead during execution of the work shall be allowed.

- 3.2 The details of the cost estimate are as given below:-

Sr No.	Description	Amount (in Rs. Crores)
(a)	Civil Cost	244.67
(b)	GST @ 12% of (a)	29.36
	Civil Cost (i/c GST)	274.03
(c)	Contingencies @ 2.8% of (a)	6.85
(d)	Supervision Charges@ 3% of (a)	7.34
(e)	Agency Charges @ 3% of (a)	7.34
(f)	Maintenance @ 2.5% of (a+b)	6.85
(g)	Price escalation @5% of (a+b)	13.70
	Sub Total	316.12
(h)	Forest Clearance	15.00
(i)	Cost of Utility Shifting	21.00
(j)	Land Acquisition and R&R Cost	42.01
(k)	Environment Mitigation	1.50
	Total Cost of Preconstruction Activities	79.51
(l)	Total Project Cost	395.62

*Ques /*

3.3 The above mentioned estimate has been framed as per the approval of the EFC as under:

Name of the work	Length (in km)	Civil cost including GST @ 12% ( Cr, Rs.)	centages Rs. In Crores)		Land Acquisition & other preconstruction Cost (Cr. Rs.)	Total Cost (Cr. Rs.)
			(1)	(2)		
Widening & Upgradation to four lane configuration from Km. 34.900 ( Bhadohi) to km. 73.134 (Jaunpur) of NH-135A in the state of Uttar Pradesh on EPC mode.	37.534	274.03	42.08	79.51	395.62	
In Principal Approval for 4-lane Mariahu Bypass on NH-135A in the state of Uttar Pradesh on EPC Mode <sup>^^</sup> (Construction Period 18 months)	5.5 <sup>^^</sup>	80.00 <sup>^^</sup>	12.25 <sup>^^</sup>	100.00 <sup>^^</sup>	192.25 <sup>^^</sup>	

<sup>^^</sup> In-principle approval of project for Marihau By-pass (Construction Period 18 months) has been conveyed by the Ministry and the final approval of the project shall be taken before publication of 3(D) notification under NH Act

3.4 Following cumulative physical targets and financial phasing of expenditure shall be adhered to subject to overall availability of funds:

Year	Cumulative progress				
	Physical	(Rs. Financial in Crores)			
		Construction	Pre-construction activities	Maintenance	Total
2020-21	Preliminary	0.00	1.00	0.00	1.00
2021-22	70%	216.48	79.51	0.00	295.99
2022-23	100%	309.26	79.51	0.00	388.77
2023-24	100%	309.26	79.51	0.00	388.77

*fact* 

2024-25	100%	309.26	79.51	1.37	390.14
2025-26	100%	309.26	79.51	2.74	391.51
2026-27	100%	309.26	79.51	4.11	392.88
2027-28	100%	309.26	79.51	6.85	395.62

4. **Design specifications:** All the items of work included in the scope of work will be executed as per Ministry's specifications for Road and Bridge Works (5<sup>th</sup> Revision, 2013) and those mentioned in the EPC document. Circulars/ Guidelines issued by the Ministry from time to time shall be referred to. Deviation in specifications for any work should be got approved from the Ministry before adopting the same.

5. **Contract Documents:**

5.1 RFP is proposed to be invited from fresh bidders in single stage two cover systems by prescribing necessary eligibility (qualifying) criteria of the bidders as per Ministry's standard RFP document. The work will be executed by State PWD, Uttar Pradesh.

5.2 The work shall be executed as per provisions in Model Engineering Procurement and Construction (EPC) document for Construction of Two lane National Highway works, communicated by Ministry vide letter No. RW/NH-37010/4/2010-EAP (Printing) vol.IV dated 05.03.2019.

5.3 Construction period for this work shall not be more than 24 months including the rainy period. Defects liability period and maintenance period shall be 5 years as specified in the Model EPC agreement issued by Ministry vide circular no. RW/NH-37010/4/2010-EAP(Printing)vol.IV dated 05.03.2019.

5.4 The work of utility shifting shall be suitably incorporated in schedule B and schedule - H by the Chief Engineer (NH), UP PWD in accordance with Ministry's circular no RW/NH33044/29/2015-S&R (R) pt. dated 11.02.2021.

6. **Invitation of tenders and award of works:**

6.1 E-Procurement must be adhered to while inviting the tender and Ministry's CPPP portal only shall be used for procurement of Highway contract in accordance with Ministry's guidelines issued vide letter RW/NH-35014/34/2017-H (Part-II) dated 19.06.2018.

6.2 The tender notice for invitation of tenders shall be done as per modified guidelines circulated to State PWDs vide Ministry's letter No.RW-NH-34066/14/2018-S&R (P&B) dated 25.06.2018. Further, as regards authority for invitation of tender and evaluation of tenders, Ministry's circular no.RW/NH-24035/4/2008-P&M/PIC Vol-II dated 23.02.2018 shall be followed.

6.3 It would be ensured that the tenders are to be accepted up to 5% of the sanctioned amount. In this regard, it is clarified that the sanctioned amount for this purpose will be considered as the sanctioned amount of the component of work put to tender. Further, the overall cost including contingencies, and agency charges should not exceed by more than 5% of the sanctioned cost. In case, the cost of the work exceeds 5% of the sanctioned cost, revised sanction of the Ministry should be obtained. In this connection,

*[Signature]*

Ministry's letter No.NH-11026/2/99-US(D.I) dated 29th October, 2001 and Ministry's circular no.H-39011/30/2015-P&P (Pt.) dated 12.05.2017 may be referred.

- 6.4 Ministry's EPC document and related guidelines/documents issued from time to time must be followed for the instant work.
- 6.5 All the relevant Circulars and amendments regarding tender procedures issued from time to time by Ministry shall be followed. While finalizing the tender Central Vigilance Commission (CVC) guidelines circulated vide Circular No. Circular No. 4/3/07 dated 03.03.2007 should be strictly followed.
- 6.6 The RFP and Agreement should provide for modern/advanced survey and monitoring techniques for road maintenance for biannual monitoring before and after monsoons.

**7. Award of work:**

- 7.1 The work is to be awarded within six months from the date of issue of sanction. In this connection, the Ministry's Circular No.NH-15015/29/2001-PL dated 05.07.2001 is to be referred. In the case of award of works beyond the stipulated period of 6 months and upto 12 months from the date of sanction, the matter shall be dealt as per Ministry's circular No.RW/NH-24035/4/2008-P&M/PIC Vol-II dated 23.02.2018. Further, in case the work is not awarded within stipulated time, it may lead to de-sanction of work unless Ministry's prior approval for extension of time limit is obtained.
- 7.2 State PWD will intimate Ministry and CE-RO Lucknow about award of contract/commencement of work immediately as per instructions contained in the Ministry's letter No. RW/NH-11028/1/93-(DO-I) dated 01.12.1993.
- 7.3 The appointed date shall be given only after 100% land has been acquired and ready for handing over to contractor.

**8.0 General Observations:**

- 8.1 The instructions issued during the SFC Meeting shall be strictly adhered. The Minutes of the Meeting of SFC is circulated vide Ministry's letter No. CE-RO/LKO/NH(O)/18/NH135A /2020-21 dated 30.03.2021.
- 8.2 The provisions of the contingencies should be utilized as per Ministry's letter no.RWG-2011/8/98-WA(R) dated 16.08.2002 with the approval of the Ministry. The estimates for carrying out activities under the provision of contingencies including change in scope work will be approved by the Ministry on assurance /certification by Authority's Engineer/Chief Engineer (NH), UP PWD that the amount provided against the contingencies is available and the same has not been indirectly utilized by accepting higher tender rates. Authority's Engineer / Chief Engineer (NH), UP PWD, Lucknow shall also certify that the approval of estimates to be charged to contingencies will not cause revision of the sanctioned estimate.
- 8.3 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.

A handwritten signature in blue ink, appearing to read "Rajesh", is placed at the bottom of the page.

- 8.4 No work beyond the scope of the sanctioned estimate leading either to increase in the scope of work or change in specifications should be undertaken without obtaining prior written approval of the Ministry. In this connection, this Ministry's letter No. RW/NHIII/Coord/32/84 dated 19.5.84 and RW/NH-33044/10/2002/S&R (R) dated 09.09.2002 may be referred.
- 8.5 In order to ensure that there is no slippage in achieving the targets, the progress may be closely monitored by the State PWD and quarterly progress report may be furnished to the Ministry in the prescribed format.
- 8.6 During the course of execution, the traffic should be managed as per section 112 of Ministry's Specifications for Road and Bridge works, 5th Revision, 2013.
- 8.7 Contractor shall provide road signage, bollards, boards, gunny bags, sheets etc. for safety of traffic during construction period, which will be incidental to work.
- 8.8 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.
- 8.9 Strict monitoring and latest construction practices should be utilized to ensure that construction of the project is completed in the specified timeframe.
- 8.10 All compensatory - reforestation and resettlement and rehabilitation activities should be completed before end of project.
- 8.11 A baseline assessment of existing environment and social parameters should be undertaken and an Environment and Social Governance/Policy Framework should be established for biennial monitoring of the proposed benefits accrued over the next 20 years. This should be used to streamline decision making for investments in future development due to implementation of such project programs.

  
(Ruchir Agarwal)  
Assistant Executive Engineer  
For Chief Engineer-Regional Officer