

## कार्यालय कार्यपालन अभियन्ता,लोक निर्माण विभाग

राष्ट्रीय राजमार्ग संभाग क्रमांक 01,पेंशन बाड़ा रायपुर (छ.ग.)


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चेक लिस्ट क्र. 08

### परियोजना के संबंध में संक्षिप्त विवरण

राष्ट्रीय राजमार्ग क्रमांक-930 झलमला - बालोद - कुसुमकसा - मानपुर मार्ग (छ.ग./महाराष्ट्र सीमा) में 2/4 लेन मय पेव्ड शोल्डर मार्ग का चौड़ीकरण/उन्नयनीकरण कार्य प्रस्तावित है। इस हेतु बालोद वनमण्डल अंतर्गत परिक्षेत्र बालोद के आर. एफ. कक्ष क्रमांक 99,98,97,92, पी.एफ. 257 रकबा 17.772 हे. , परिक्षेत्र दल्ली के वनक्षेत्र आर.एफ. कक्ष क्रं. 148,170 रकबा 5.935 हे. , परिक्षेत्र डौंडी के वनक्षेत्र आर. एफ. कक्ष क्रं. 163,164 रकबा 1.714 हे. एवं राजस्व वन क्षेत्र दानीटोला खसरा नं. 307 रकबा 1.050 हे. कुल रकबा 26.471 हे. क्षेत्र में वन भूमि/राजस्व वन क्षेत्र में वन संरक्षण अधिनियम 1980 अंतर्गत व्यपवर्तन हेतु मांग प्रस्तावित है। उपरोक्त मार्ग से लोगों को आवागमन में सुविधा होगी तथा बालोद जिला विकास की ओर अग्रसर होगा।

परियोजना का संक्षिप्त टीप संलग्न है।

  
( बी. श्रीनिवास राव )  
कार्यपालन अभियन्ता लोक निर्माण विभाग  
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( एस. पी. पैकरा )  
वन संरक्षक  
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बालोद वनमंडल,बालोद

**SFC Note for Up-gradation of Jhalmala – Sherpar - Kohka section of NH-930 in the State of Maharashtra to two/four lane with paved shoulders configuration.**

**Package I -Detailed Project Report for rehabilitation and upgrading to 2 lane / 4 lane of NH 930, Jhalmala-Balod-Kusumkasa-Murumgaon-Dhanora-Gadchiroli-Mul-Chandrapur.**

**1. PROJECT IDENTIFICATION**

**1.1. Title of Project/ Scheme:**

Up-gradation of Jhalmala – Sherpa section of NH-930 in the State of Maharashtra to two/four lane with paved shoulders configuration.

Name of sponsoring agency (Ministry /Department/ Autonomous Body/Central PSE):

Ministry of road transport and highways, Government of India. Executing agency is Public Works Department, (National Highway, Chhattisgarh)

**1.2. Proposed duration of the project**

The construction is expected to be completed in 2.0 Years (24 Months)

**1.3. Total cost of the project over the proposed duration**

Total capital cost of the project is Rs 267.07 Crore

**1.4. Nature of scheme: central sector/centrally sponsored/Additional central Assistance.**

Centrally Sponsored

**2. PROJECT STATUS**

**2.1 Please indicate which category the project belongs to:**

- a) Continuing scheme from past plan periods and included in current plan period.
- b) New plan scheme included in current plan period
- c) New plan scheme not included in current plan period
- d) RCE Proposal

New plan scheme included in annual plan 2017-2018



- 2.2 If Project pertains to category 2.1 (a), please summarize the benefits already accrued and expenditure already incurred along with an independent evaluation of past performance of the project scheme.

Not Applicable

- 2.3 If the project pertains to category 2.1 (c), please indicate steps initiated for obtaining approval of Full Planning Commission.

Not Applicable

### 3. JUSTIFICATION FOR THE PROJECT

- 3.1 The justification for taking up/ continuing the project or scheme may be provided.

Govt. of India has declared Jhalmala – Sherpar Road as National Highway No. 930 vide Ministry's Notification No. 2232 (E) dated 5th September, 2014.

It is anticipated that after the development of the project stretch from Jhalmala (in Chhattisgarh) to Chandrapur movement of goods and associated vehicular traffic from Durg, will be greatly facilitated. As such the vehicular traffic along this highway now declared as national highway is likely to increase appreciably. Currently the existing highway is a SH specification and the proposal is to upgrade this to NH specifications. The existing road till recently was an SH. A number of major bridges exist on the highway which were constructed in late eighties. There is substantial scope for Up gradation in the status of bridges as also the alignment for an all-weather road.

It is also appreciated that this road will serve a critical purpose of linking Durg and other parts of Chhattisgarh which are mineral rich, thus contributing substantially towards development of the local economy. Further a number of remote villages are also being provided connectivity under the PMGSY and the take-off points emanate from this highway

- 3.2 The alternatives that have been considered before firming up the design of the project may be stated. (This should also include alternate modes of project delivery, e.g. outsourcing PPP etc. that have been considered).

Since the traffic is very low on this road, the alternative modes of implementation like PPP is not viable, the same is ascertained in the study. Hence, implementation through central scheme and EPC mode is suggested



3.3 Please state whether the project proposal has objectives and coverage which overlap with projects/schemes being implemented by the same or another agency (Ministry department/State Government). In cases of overlap, please state why the project scheme needs to be considered as a separate stand effort.

Not Applicable.

#### 4. PROJECT OBJECTIVES AND TARGETS

4.1 The objectives of the project may be mentioned. These objectives should flow from the project justification.

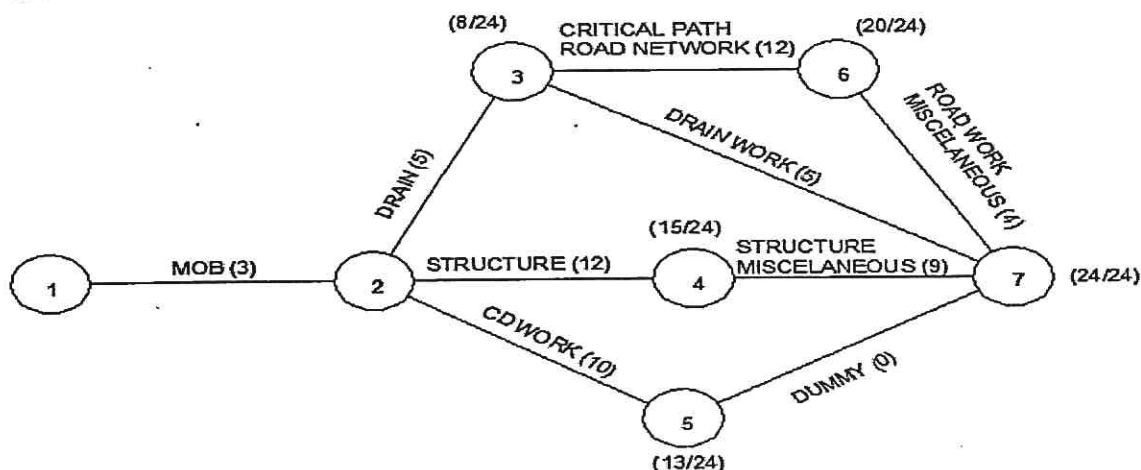
Upgrading to 2 lane / 4 lane of NH 930, Jhalmala-Balod-Kusumkasa-Murumgaon-Dhanora-Gadchiroli-Mul-Chandrapur is essential to enhance connectivity to the hinterlands, increase speed, improve riding quality, remove edge friction from the section of NH-930 in the state of Maharashtra on EPC Mode.

4.2 The expected date of project/scheme completion may be stated. This should be realistic and supported with a chart indicating timelines for the important activities, with a critical path analysis, identifying the main constraints.

Package-I: from Design Chainage km 30.000 to km 68.300. Expected scheme completion will be 24 months from award, considering 6 months as pre project period, the expected completion date will be December 2018

The construction is expected to be completed in 2.0 years i.e. 24 months.

1. Culvert works (10 months)
2. Road works (12 months)
3. Bridge & structure work (15 months)
4. Drainage protection works (5 months)
5. Misc. Items on bridge works (9 months)
6. Misc. Items on road works (4 months)



- Structures - 0.358 Km
- 2 Lane Highway in open Country - 33.354 Km
- 4 Lane Divided Carriageway in built-up Sections - 3.488 Km
- Total - 37.280 Km

4.4 Slip Road on Side of Grade Separated Structures Crust - Nil

#### 4.5 Junction improvements

##### Major Junctions - 3 No

- Design Ch. Km 30.600
- Design Ch. Km 51.868
- Design Ch. Km 55.910

##### Minor Junctions - 35 No

#### 4.6 Culverts:-

- Pipe culverts - Widening - 11No
  - New Construction - 41 No.
- Box culverts - Reconstruction - 19 No (Construction from Pipe)
  - Reconstruction - 18 No (Construction from Slab)
  - New Construction - 6 No

#### 4.6 Bridges

- Major Bridges - Re- Construction - Nil
- Minor Bridges - Re-construction 8No
  - Design Ch. Km 35.327
  - Design Ch. Km 37.696
  - Design Ch. Km 50.797
  - Design Ch. Km 53.318
  - Design Ch. Km 63.504
  - Design Ch. Km 63.636
  - Design Ch. Km 65.518
  - Design Ch. Km 66.033

Retain 1 No

- Design Ch. Km 62.653



#### 4.7 Grade Separators structure

Vehicular under pass: Nil

#### 4.8 ROB: 1 No.

#### 4.9 Toll Plaza: Nil

#### 4.10 Traffic control devices, road safety work and road furniture as per position of manual have also been taken.

#### 4.11 Miscellaneous work-

Slope and shoulder protection, high embankment protection, utility ducts, RCC cover Drains with footpath in built up section have also been taken.

#### 4.12 Project facilities:

The provision of project Facilities in accordance to requirement of manual such as

- i. Road boundary, Km and 200 m stones
- ii. Street lightening in habitation and structure approaches
- iii. Truck lay Bye (1 No @ Km 51.225 Left Side)
- iv. Bus bay and shelter ( 5 Left Side + 5 Right Side = 10 Location)
- v. Highway patrol unit and Traffic Aid Post.
- vi. Medical Services and Medical Aid Post.
- vii. Crane Services.
- viii. Advance Traffic Management
- ix. Landscaping and Tree Plantation.

#### 4.13 Safety and traffic management During Construction

The provision of traffic management is as per clause 112 of ministry specification.

#### 4.14 Utility shifting

As there are electricity poles, transformers, telephone poles, manholes and bore wells at some places and water supply line at few point found in between ROW, a provision of Rs 6.00 Crore is considered in estimate for shifting of these utilities.

#### 4.15 The specific targets proposed to be achieved of the project/ scheme may be mentioned. These targets should be necessary measurable. These should also be monitor-able, against baseline data. The baseline may be indicated.

Project implementation schedule / plan is as under:

Sl. No	Item	Schedule
1.	Approval of EFC	(A) December, 2017
2.	Approval of CCI	(B) A+30 days
3.	Invitation of RFP	(C) February, 2018
4.	Finalization of RFP	(D) C+30 days
5.	Levitation of Bid	(E) D
6.	Award of work	(F) D+25 days
7.	Date of Contract Agreement	(G) D+15 days
8.	Completion of work	(H) I+720 days

The targets should be in tabular forms is shown below:

Components	Year						Physical Total	Financial Total
	Year 2017-18		Year 2017-18		Year 2018-19			
	Physical	Financial (lacs)	Physical	Financial (lacs)	Physical	Financial (lacs)		
Components 1,2,3, so on	Preliminary	26.707	50%	133.535	100%	106.828	100	267.07

The physical and financial targets fix completion of project is as under:

Year	Cumulative progress	
	Physical	Financial (in Cr)
		Total
2017-18	Preliminary	26.707
2018-19	60%	160.24
2019-20	100%	267.07

## 5 Project Design

5.1 Briefly explain the project Design. This should include all components of the project.

The project is Up-gradation of NH 930, Jhalmala-Balod-Kusumkasa-Murumgaon-Dhanora-Gadchiroli-Mul- Chandrapur.

The section under implementation is Package I --Jhalmala to Sherpar(From Design Ch. Km 30.600 to km 67.880.

The project involves construction of two lane with paved shoulders for a length of 33.354 Kmand 4 Lane Divided Carriageway in built-up Sections for a length of -- 3.488 Km making & structure 0:358 Km. total of 37.280 Km.

The pavement proposed is Rigid pavement

5.2 The above project section is having Typical Sections in length of –

- 2 lane highway in open country - 33.354 Km
- 4 lane divided carriageway in built up sections - 3.488 Km
- Structure - 0.358 Km.
- Total - 37.280 Km

5.3 Slip Road on Side of Grade Separated Structures Crust – Nil

5.4 Junction Improvements

Major Junctions - 3 No

- Major Junction @ Design Ch. Km 30.600
- Design Ch. Km 51.868
- Design Ch. Km 55.910

Minor Junctions - 35 No

5.5 Culverts:-

- Pipe culverts - Widening - 11No
  - New Construction – 41 No.
- Box culverts - Reconstruction - 19 No (Construction from Pipe)
  - Reconstruction - 18 No (Construction from Slab)

5.6 - New Construction - 6 No

5.7 Bridges

- Major Bridges - Re- Construction - Nil
- Minor Bridges - Re-construction 8 No
  - Design Ch. Km 35.327
  - Design Ch. Km 37.696
  - Design Ch. Km 50.797
  - Design Ch. Km 53.318
  - Design Ch. Km 63.504
  - Design Ch. Km 63.636
  - Design Ch. Km 65.518
  - Design Ch. Km 66.033

Retain 1 No

- Design Ch. Km 62.653



## 5.8 Grade Separated Structures

Vehicular Underpass: Nil

## 5.9 ROB: 1 No Design Ch 50+007

## 5.10 Toll Plaza – Nil

5.11 Traffic Control Devices, Road Safety Work and Road Furniture as per position of manual have also been taken.

## 5.12 Miscellaneous Work –

Slope and shoulder protection, high embankment protection, utility ducts, RCC cover drains with footpath in built up section have also been taken.

## 5.13 Project Facilities –

The provision of project facilities in accordance to requirement of manual such as

- (i). Road Boundary, Km and 200 m stones
- (ii). Street lightning in habitation and structure approaches.
- (iii). Truck Lay Bye ( Km51.225 Left Side).
- (iv). Bus Bay and Shelter ( 5 Left Side + 5 Right Side = 10 Location).
- (v). Highway Patrol unit and Traffic Aid Post.
- (vi). Medical Services and Medical Post. Aid
- (vii). Crane Services
- (viii). Advance Traffic Management
- (ix). Land Scaping and Tree Plantation

## 5.14 Safety and Traffic Management During Construction –

The provision of traffic management is as per Clause 112 of Ministry specification.

## 5.15 Utility Shifting:

As there is Electricity poles, transformers, telephone poles, manholes and bore wells are at some places and water supply line at few point found in between ROW, a provision of Rs. 6 Crore is considered in estimate for shifting of these utilities.

5.16 In case the project or scheme is location specific, please state the basis for selection of such location.

The project is being upgraded along existing alignment of NH-930.

5.17 The project involves creation/modification of structural and engineering assets or change in land use plans, disaster management concerns as brought out in OM No. 37(4)/PFII/2003 dated 19-06-2009 should be assessed. A self-certification in this regard may be enclosed with the EFC memo.

Adequate design provision has been made as per codal provisions.

5.18 In case of beneficiary oriented project/scheme, the mechanism for identification of the beneficiary and the linkage of beneficiary/identification with UID numbers may be indicated as advised in O.M. No. 1(3)/PF-11/2001 dated 09-08-2010.

Not Applicable.

5.19 Wherever possible, the mode of delivery should involve the Panchayat Raj Institutions and Urban Local Bodies. Where this is intended, the preparedness and the ability of the Panchayats for executing the project may be indicated. If exceptions are to be made, the reasons may be explained.

The execution of any highway project is of highly specialized nature and as such Panchayat Raj Institutions and Urban Local Bodies may not be involved in implementation of such type of projects.

5.20 In case the project involves land acquisition or environmental clearances, the specific requirements and the status in this regard may be indicated.

I. Land Acquisition: The present status of above mentioned issue, Land Acquisition for the project is under process, the details of which are as under:

Description	Status
Total area of Land Required	75.332 Ha
Area of available Land as per existing ROW	70.332 Ha
Additional Land Required (Private)	
Additional Land Required (Govt.)	
Total Land Required for the Improvement of the Project	5.00 Ha
3(A) Published	Yes
Status of 3(D) & 3(G)	3(D) Submitted by client at Ministry

- i. Environment Clearance: Not Required
- ii. Forest Clearance: Form A for forest clearance for the package has been uploaded in September 2017 (Forest Land 26.47131 Ha).
- iii. CRZ Clearance: Not Applicable.



Lump sum provision for LA, utility shifting, tree cutting have been proposed. However, it shall be ensured that Land will be made available as per schedule A.

- 5.21 The legacy arrangements after the scheduled project duration may be mentioned. In case the project creates assets, arrangements for their maintained by the State Government/ PRIs; ULBs).

After completion of the project, the contractor would maintain the Project for 4 years during the Defect Liability Period. Further maintenance will be done as per policy of Ministry.

- 5.22 Whether the guidelines of Bureau of Energy Efficiency and other related guidelines for energy efficient buildings etc. have been considered complied with.

Not Applicable

- 5.23 Whether the project is secured against natural man-made disasters like Floods, Cyclones, Earthquakes, Tsunamis etc.

Yes, the Project is secured

## 6 PROJECT/SCHEME COST

- 6.1 Please provide the project cost estimate for the scheduled duration along with a break-up of year-wise, component-wise expenses segregated into non-recurring and recurring expenses. It may also be indicated whether land is needed, if so which agency is providing for it, and in case the cost of land is to be booked to the project, whether it has been included in these estimates. *In Rs Cr.*

Total Project Cost.		
	<b>Total Civil Cost for FY 2015-16 (A)</b>	<b>199.90</b>
a	Contingencies at 2.8%	5.59
b	<b>Total Civil Construction Cost (B)</b>	<b>205.49</b>
c	Agency Charges @ 3% of Civil Construction Cost (B)	6.16
d	Quality Control Charges @ 0.25% (B)	0.51
e	Road Safety Audit Charges at 0.25% (B)	0.51
f	Supervision Charges @ 3% of Civil Construction Cost (B)	6.16
g	Highway Plantation & Maintenance (Green Highway) 1% (A)	0.00
h	Maintenance Charges @ 5% of Civil Construction Cost (A)	10.27

i	Escalation @ 10% Per annum for two years (A)	19.99
	<b>Total Construction Cost</b>	<b>248.07</b>
1	Utility relocation & Tree Cutting	6.00
2	Land Acquisition	5.00
3	Environmental Impact Mitigation Measure 0.5% of A	8.00
	<b>Total Capital Cost of Project</b>	<b>267.07</b>

Phasing of expenditure (non-recurring and recurring) (Civil cost of Rs267.07Cr)

Civil Construction Cost		
Financial Year	Cumulative Physical Progress in %	Cumulative Financial Progress Rs. In Crores
2017-18	Preliminary	26.707
2018-19	60%	160.24
2019-20	100%	267.07

(Cost of Pre-construction activities Rs.19Crore)

Utility Relocation & LA		
Financial Year	Cumulative Physical Progress in %	Cumulative Financial Progress Rs. In Crores
2017-18	80	15.20
2018-19	100	19.00

6.2 Estimated expenditure on project administration (including expenses on consultants, etc.) may be separately indicated.

As indicted above in Para 6.1

6.3 The basis of these cost estimates along with the reference dates for normative costing may be provided. The firmness of the estimate may be indicated along with the cost components that can vary the factors that could cause the variation and the extent of expected variation.

Cost estimated is based on schedule of Rates/Public Works Department Raipur Chhattisgarh /2017-18 and Ministry's Standard Data Book of Rate Analysis. Quantities of items in cost estimates are based on the detailed survey, investigations and design.

6.4 In case the project/scheme involve pay out of subsidy, the year wise expected outgo, up to the last year of pay out, may be indicated.



Not applicable.

- 6.5 In case the project/scheme intends to create capital assets, employ specialized manpower or involves other activities that necessitate a Recurring Cost of Capital Expenditure (RCCE) (e.g., maintenance and upkeep costs of assets, salary costs of manpower, etc.) over the lifetime of the asset, such expenditures, on an annual basis, may be indicated in the project proposal.

After completion of the project, the contractor would maintain the Project for 4 years during defect & liability period. After that the maintenance will be done by the department on an annual basis

- 6.6 It may also be stated whether the agency which would be assigned this legacy responsibility has been consulted and has agreed to bear the continuing recurring expenditure. (e.g., the state government may need to incur the maintenance and upkeep costs of assets created under plan schemes).

PWD will maintain the road from 5<sup>th</sup> year onward on an annual basis

- 6.7 The cost towards salary/fees/emoluments of the project human resources as being proposed should be indicated (procedure for seeking approval of the human resource requirements is however detailed at para-7 below).

Not Applicable.

- 6.8 The component of the costs mentioned at 6.1 – 6.7, that will be shared by the state Governments may be indicated.

Not Applicable.

- 6.9 In the event of fund transfer being made to State Govts/Local bodies or other organizations, "grants for creation of capital assets" may be indicated separately.

Not Applicable.

## 7 PROJECT HUMAN RESOURCES

- 7.1 Please indicate whether the nodal officer directly in charge of the project has been identified. Details about his status, past experience in executing similar projects and balance tenure left for steering the project may also be mentioned.

Existing staff will be utilized for implementation of Project.

- 7.2 In case posts (permanent or temporary) are intended to be created, such proposal may be sent on file to Personnel Division of Department of Expenditure separately.



Such proposals may be sent only after the overall project proposal is recommended by the appropriate appraisal body (SFC, EFC, etc.).

Existing staff will be utilized for implementation of Project.

- 7.3 In case outsourcing of services or hiring of consultants is intended, brief details of the same may be indicated. It may also be certified that the relevant GFR provisions will be followed which engaging the agency/consultant.

Authority's Engineer/Supervision Consultant (SC) during implementation to supervise and ensure quality shall be engaged. The Supervision Consultant will also be selected through transparent international competitive bidding.

- 7.4 In case of additional manpower requirement, please indicate the phased requirement over the project timeline (i.e. year wise break-up of the manpower requirement)

Not Applicable.

## 8 PROJECT FINANCING

- 8.1 The source of financing for the project may be indicated. In case of project already include in the FYP, the specific embarking may be mentioned. In case of any deviations from the quantum, the sponsoring agency may indicate how the gap will be addressed.

The Project is to be financed through Annual Plan of NH (O)

- 8.2 The availability of funds in the budget of the present year and their requirements project may be mentioned. In case of any deviations, please indicate how that gap will be addressed.

Adequate funds will be made available for timely completion of the project.

- 8.3 If external sources are intended, the sponsoring agency may indicate whether such funds have been tied up. In case firm commitment is not available alternate plans for arranging funds may be indicated.

Not applicable

- 8.4 Whether the funding requirements have been fully tied up with financing commission may be indicated.

Adequate funds will be made available for timely completion of the project.

## 9 PROJECT VIABILITY



- 9.1 In case of projects which have identified stream of financial returns the financial internal rate of return may be calculated. The hurdle rate is considered at 12%.

Not Applicable.

- 9.2 In case of projects where financial returns are not readily quantifiable (typically social development projects), the economic rate of return may be estimated.

Not Applicable.

## 10 PROJECT IMPLEMENTATION AND MONITORING

- 10.1 Implementing agency (s) may be indicated

The project will be implemented by the Ministry of Road Transport & Highways (MoRT&H) through PWD, Govt. of Maharashtra.

- 10.2 The administrative structure for implementing the project may be stated. Usually new structures/entities etc. are by and large to be avoided. In case new structures are intended to be created for administering the scheme, the details of such structures and specific justification for the same may be provided. Such new structure should be proposed only if it has been established after due analysis, that existing structures cannot be levered for the proposed/additional work.

The project will be implemented by the Ministry of Road Transport & Highways (MoRT&H) through PERT/Bar chart along with critical milestones.

- 10.3 The completion schedule of the proposal indicating timelines of activities should be provided in PERT/Bar chart along with electrical milestones.

The construction is expected to be completed in 2 years i.e. 24 months.

- 10.4 Mode of implementation: Departmental/Contract/Turnkey contract/EPC/PPP, etc. with justification may be given.

Work will be implemented by the Ministry of Road Transport & Highways (MoRT&H) through PWD, Government of Chhattisgarh. Work is proposed for implementation on EPC basis with funding under Annual Plan 2017-18 through budgetary allocation under NH (O).

- 10.5 Nodal officer identified /appointed for being directly in charge and overseeing progress of the proposal may be indicated. Details about his status, past experience in executing similar proposals and balance tenure left for steering the proposal may also be mentioned. He/She should normally be appointed for entire duration of the proposal.



CE (Z-4) of ministry of road transport & highways will be nodal officer for implementation of the project.

10.6 The monitoring framework preferable on MIS for the proposal may be indicated. The arrangements for audit/social audit of project may also be started.

Ministry level: project will be monitored on quarterly basis by project Zone-4 of the ministry headed by CE (Z-4 as per ministry's policies

State level: Chief engineer (National Highway) Chhattisgarh Pension Bada, Raipur along with concerned SE(NH), Raipur & EE (NH), Raipur shall Monitor the project.

## 11 PROJECT SCHEME SENSITIVITIES

11.1 Any foreseeable constraints/uncertainties which can affect the technical designs costing and implementation of the project may be indicated.

Not applicable

11.2 The likely impact of these constraints/uncertainties on the project parameters may be stated. In particular, the sensitivity of the project cost, project schedule and project viability towards the possible constraints/uncertainties may be mentioned.

Not Applicable

## 12 PROPOSAL SENSITIVITIES/UNCERTAINTIES

12.1 Any foreseeable constraints/uncertainties which can affect the technical design costing and Implementation of the proposal may be indicated.

Not Applicable

12.2 The likely impact of these constraints/uncertainties on the proposal parameters may be stated. In particular, the sensitivity of the project cost, project schedule and project viability towards the possible constraints/uncertainties may be mentioned.

Not Applicable

## 13 PROJECT PERIOD

13.1 The Expected Date of Project Completion May Be Stated. This Should Be Realistic and Supported with Pert Chart of the Important Activities, with a critical path identifying the main constraints.

The construction is expected to be completed in 2.0 years i.e. 24 months



13.2 The Project closure date should be also indicated beyond which further government support /disbursal of funds will not be required.

The expenditure of the project during construction and defect liability period (four years for the project) will be part of project expenditure. Further maintenance will be done as per policy of ministry

13.3 A time line for the project deliverables (i.e. measurable deliverables phased year wise may be included

The Construction period is 730 days (24 Months). Phasing of Investment is as under:

1. Date Falling on 180<sup>th</sup> day from appointment date: 10% of total capital cost
2. Date Falling on 360<sup>th</sup> day from appointment date: 30% of total capital cost
3. Date Falling on 540<sup>th</sup> day from appointment date: 60%% of total capital cost
4. Date Falling on 730<sup>th</sup> day from appointment date: 100%%of total capital cost

#### 14 RCE PROPOSALS

14.1 Details of physical progress achieved and expenditure incurred and commitment made so far may be given

Not Applicable

14.2 Date of last approved, revised and proposed completion schedule of the project along with time overrun and reasons thereof may be elaborated

Not Applicable

14.3 Item-wise cost variation between approved (latest) cost and revised cost as proposed may be given

Not Applicable

14.4 Reason of increase in cost may be given in the following manner

- a) Price escalation
- b) Foreign exchange variation
- c) Statutory levels
- d) Change in scope
- e) Additional/ deceleration
- f) Under- estimate
- g) Others (to be specified)

Not Applicable



- 14.5 The underlying justification for increase in cost due to variation factors may be explained

Not Applicable

- 14.6 Effect of revision capital cost estimates on cost of production and profitability / viability with reference to earlier approved capital cost of the project

Not Applicable

- 14.7 Report of standing committee to fix the responsibility for costing and time overrun along with action taken report on its recommendation may be appended with the EFC / PIB Memo

Not Applicable

## 15 MANDATORY APPROVALS / CLEARANCES

The details regarding the requirement of mandatory approvals / clearances of various local, state and national bodies and their availability may be indicated in a table form

Sl. No.	Approvals / Clearances	Agency Concerned	Availability(Y/N)
1	Forest Clearance	MORTH	N
2	Wild life board	NBWL	N

- 16 Consultation with the Public, State Governments External Research Agencies, Think Tanks, etc.

- 16.1 To the extent possible and practice, such consultations may be done by administrative ministries, the draft proposals may be placed on the web site of the sponsoring ministries and comments invited from the general public. The draft proposal may be formulated / finalized taking into account such comments. Details in this regard may be indicated in the EFC/PIB Memo.

Not Applicable

- 17 Concurrence of Financial Advisor

- 17.1 Comments/Concurrence of financial advice may be indicated along with reply of the administrative ministry

The estimate amounting to Rs.267.07 crore has been submitted to IFD headed by special secretary advisor (SS& FA) for the concurrence

- 18 Approvals: Approval of sought of proposal amounting to Rs267.07 crore.



Please indicate the specific points on which approval of EFC/PIB is sought

Approval of the SFC is solicited for the instant proposal for Up-gradation of NH 930, Jhalmala-Balod-Kusumkasa-Murumgaon-Dhanora-Gadchiroli-Mul-Chandrapur to 2 lane / 4 lane Existing Chainage 30+600 to 68+300 (Design Chainage 30+600 to 67+880) cost of Rs 267.07 Cr.

Further as recommended by standing cost committee the agency (state PWD or NHAI) to implement the project may also be decided.

  
परमवर्षादन अभियन्ता  
राष्ट्रीय राजमार्ग संख्या १  
महाराष्ट्र विकास विभाग, रायगड (अ.प्र.)


## कार्यालय कार्यपालन अभियन्ता, लोक निर्माण विभाग

राष्ट्रीय राजमार्ग संभाग क्रमांक 01, पेंशन बाड़ा रायपुर (छ.ग.)

फोन नं. 07771-4051036 ई.मेल. [eenhdn\\_1@rediffmail.com](mailto:eenhdn_1@rediffmail.com)

### वचन पत्र

प्रमाणित किया जाता है कि, राष्ट्रीय राजमार्ग क्रमांक - 930 झलमला-बालोद-कुसुमकसा - मानपुर मार्ग (छत्तीसगढ़/महाराष्ट्र सीमा) में 2/4 लेन मय पेव्ड शोल्डर मार्ग का चौड़ीकरण/उन्नयनीकरण कार्य प्रस्तावित है। इस हेतु बालोद वनमण्डल अंतर्गत परिक्षेत्र बालोद के आर.एफ.कक्ष क्रमांक 99,98,97,92, पी.एफ. 257 रकबा 17.772 हे. , परिक्षेत्र दल्ली के वनक्षेत्र आर. एफ. कक्ष क्रं. 148,170 रकबा 5.935 हे. , परिक्षेत्र डौंडी के वनक्षेत्र आर.एफ. कक्ष क्रं. 163,164 रकबा 1.714 हे. एवं राजस्व वन क्षेत्र दानीटोला खसरा नं. 307 रकबा 1.050 हे. कुल रकबा 26.471 हे. क्षेत्र में वन भूमि/राजस्व वन क्षेत्र में वन संरक्षण अधिनियम 1980 अंतर्गत व्यपवर्तन हेतु भारत सरकार/राज्य सरकार द्वारा जो भी शर्तें लागू की जावेंगी वह मान्य होगी। वैकल्पिक वृक्षारोपण हेतु आवश्यक राशि (वह दर जो अंतिम रूप से भूमि प्रत्यावर्तन के समय लागू होगी) उपलब्ध कराने हेतु विभाग वचनबद्ध है।

  
( बी. श्रीनिवास राव )  
कार्यपालन अभियन्ता लोक निर्माण विभाग  
राष्ट्रीय राजमार्ग क्र.1 रायपुर (छ.ग.)