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ਮਿਤੀ: 21 -12-2018

Email id: celgpb@gmail.com

To,

- 1) Engineer-in Chief,
Department of Local Government,
Punjab, Chandigarh.
- 2) Chief Engineer (O&M),
Department of Local Government,
Punjab, Chandigarh.
- 3) Superintending Engineer,
Improvement Trust, Amritsar

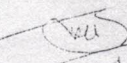
Subject:

Minutes of the meeting of Estimate Scrutiny Committee for vetting of Estimate for Construction ROB's (a) in lieu of L-xing No. S-28 on Amritsar Sahenwal Section at Vallah, (b) in lieu of L-xing No.B-22 on Amritsar-Atari line & (c) Extension of Existing Bhandari Bridge at Amritsar by Improvement Trust Amritsar-Corrigendum

Kindly refer to this office letter no: CE-2018/69191-92 dated 07.12.18 & Endst No: CE-2018/69193 dated 07.12.18 vide which the MOM of Estimate Scrutiny Committee on the above subject was sent.

The word S-22 where ever mentioned in MOM may be read as B-

22.

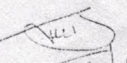

Chief Engineer (IT) 21/12/18

Endst No: 72890-92

Dated 21-12-18

A copy of the above is forwarded to following:

- 1) PS/ LGM for kind information of Hon'ble LGM please.
- 2) PS/ PSLG for kind information of PSLG please.
- 3) PA to DLG for kind information of PSLG please.


Chief Engineer (IT) 21/12/18

NORTHERN RAILWAY

Lc 750-W/935/PB/Dt (S&D)

Chief Administrative Officer/Const.,
Northern Railway,
Kashmere Gate,
Delhi-6.Headquarters Office,
Baroda House,
New Delhi

Dated- 24.09.2018

- Sub: (1) Construction of ROB in lieu of LC no. S-28 at km 506/2-1 on Amritsar-Sanawal section at Vallah near Amritsar sanctioned on Cost Sharing basis and entrusted to CAO/C for execution in the year 2013-14
- (2) Extension of Bhandari Bridge by constructing parallel additional bridge on Amritsar -Delhi section in the City of Amritsar
- (3) Construction of Road Under Bridge (RUB) in lieu of Lc no. S-1/E-2 on Amritsar - Delhi section and LC no. B-27 on Amritsar-Pathankot section (Joda Phatak).
- (4) Construction of ROB in lieu of LC no. B-22 at km 513/9-10 on Amritsar-Attari section at Khajana Gate near Amritsar entrusted to CAO/C for execution in the year 2012 on Deposit term basis.

Ref: - Superintending Engineer, Amritsar Improvement Trust (AIT) letter no.5356 dated 13-09-2018

The competent authority have accorded approval for executing the works at item no. 1,2, and 4 fully by AIT and supervision by Construction organization and item no.3 fully by construction organization. Item no.1 is already sanctioned on cost sharing basis and item no.2,3 and 4 will be on deposit terms basis with funds to be provided by AIT.

Please include progress of the work in the monthly progress report

[Signature]
Dy. Chief Engineer/ROB
For GM/Engg. N.Rly

Copy to: - (i) Superintending Engineer, AIT in respect to his letter under referred. further correspondence in this regard may please be made with Chief Administrative Officer/construction Organization, Northern Railway, Kashmere Gate, Delhi.

(ii) Sr.DEN/C/FZR, for information & necessary action.

Northern Railway has continued to keep this ROB on "Cost Sharing Basis" all these years and ever in pink book 2018-19 an outlay of Rs.50,00,000.00 has been made for this ROB.

- Hon'ble Minister, Local Govt, Punjab had series of meetings with Senior Railway Authorities including one with General Manager, Northern Railway on 13.09.2018 where it was agreed by GM, NR that the complete ROB including Railway portion in lieu of L-Xing No.S-28 (Vallah) will be constructed by AIT but Railway portion will be constructed under supervision of NR. It was further confirmed that cost sharing arrangement will continue. (Northern Railway vide Chief Bridge Engineer/NR New Delhi letter No. 250-W/935/PB/BR(S&D) dated 24.09.2018 has sent communication to this effect to Amritsar Improvement Trust.)
- Configuration of the Bridge:-
9.50m carriageways - 1No.
0.50m crash barrier - 2 No.
0.30m kerb stone - 2 No.
5.50m service Road - 2No.
1.0m Footpath/ Drain - 2 No.
Total width = 24.10m

- **Basis of Cost Estimates: -**

The following are basis on which the cost estimates has been worked out.

The skeleton for the analysis of rates indicating the component of materials, labour, machineries, over-heads(20%) and contractors profit (10%) etc.as per MORT&H (Ministry of Roads, Transport and Highways, GOI) Norms

The rates of basic materials at quarry (in this case Damtal) and considering total lead of 121Km have been taken as per Punjab PWD circular no 9983-10010dated 14.06.2017(copy enclosed). However, provision of 18% GST (while deleting VAT component) has been made on basic quarry rates.

The labour rates have been adopted as per notification no.ST/99903 dated 12.04.2018 issued by labour commissioner, Punjab for the city of Amritsar (copy enclosed).

The rates of Machineries have been adopted as per Punjab PWD circular dated 11.12.2013allowing 13% enhancement on CSR-2010(copy enclosed).

(b) ROB in lieu of L-xing No.S-22 on Amritsar-Atari line

- The construction of this ROB had already been agreed by NR in 2013-14 as Deposit Work (meaning thereby that the earlier cost of the ROB shall be born by AIT. AIT has already agreed for the same, copy of SE/AIT letter no.AIT/SE 5358 Amritsar dt.13/9/18 is enclosed).The case was earlier being dealt with PIDB.
- In year 2018, the work of construction of four ROB/RUBs and Flyover at 4-S Chowk in Amritsar has been entrusted to Amritsar Improvement Trust by Govt of Punjab. This work of ROB is replacement of L-Xing B-22 in one of these projects.
- Due to constraint of width, it is possible to construct only, 7.5M carriageway ROB with 0.5M crash barrier on either side(total width

Subject: Minutes of the meeting of Estimate Scrutiny Committee for vetting of Estimate for Construction ROBs (a) in lieu of L-xing No. S-28 on Amritsar Sahenwal Section at Vallah, (b) in lieu of L-xing No. S-22 on Amritsar-Atari line & (c) Extension of Existing Bhandari Bridge at Amritsar by Improvement Trust Amritsar held on 03.12.2018 at 12.00 Noon in the Committee Room of PMIDC.

The meeting was attended by the participants list of which is attached.

A detailed power-point presentation depicting the proposed GADs of the three ROBs along with salient features of these ROBs was given by Sh. Rajiv Sekhri, Superintending Engineer, Amritsar Improvement Trust. A copy of the presentation is attached.

Sh. Rajiv Sekhri further informed that a consolidated estimate based on the above amounting to Rs.80.29 Crores as prepared by M/S RITES Ltd, Gurugram has been sent for Technical vetting before the Committee. The above estimate has been prepared on the basis of Basic Approach & General Conditions in Standard Data Book. The estimates have been checked & have been placed before the Committee after his satisfaction.

He further intimated that, in the estimate provision for 6.5% charges to be paid to M/S RITES Ltd on account of PMC services to be provided by it has been made; besides the above a provision of 0.5% toward proof checking of the design has been made. M/S RITES LTD will be appointed after approval from the Government. The salient features as explained by Sh. Rajiv Sekhri are as under:

a) ROB in lieu of L-xing No. S-28 on Amritsar Sahenwal Section at Vallah

- The ROB on this level crossing having train vehicle units of more than 1 lac TVU was decided to be constructed on "Cost Sharing Basis" and to this effect NR had included this work in the pink book under the head Road Safety works -Road Over /Under Bridges since 2013-14. The work could have started much earlier but was kept in abeyance on the request of Govt. Of Punjab (PIDB was earlier dealing this case).
- However in 2018 Punjab Govt decided to entrust this work as also four other ROBs/RUB/Flyover at Amritsar to Amritsar Improvement Trust. AIT sent the proposal for this ROB at Vallah to Northern Railway.
- Northern Railway has continued to keep this ROB on "Cost Sharing Basis" all these years and even in pink book 2018-19 an outlay of Rs.50,00,000.00 has been made for this ROB at SI.393(Copy enclosed in the body of estimate). The share of Railways for this ROB as indicated in the pink book of 2018-2019 is

of scheme. In order to avoid conflict of traffic the width of ROB at top (near the junction of straight ROB & downward ramp ranges from 7.5M to nearly 13.0M.

- After discussion with Railway authorities at Delhi & Amritsar, as desired by them, the length of Railway portion has been kept as 52M which will have composite steel girder as per RDSO Drg No. RDSO/B-17181/R and related specifications.
- The approval of GAD is under process in the Office of DRM, NR, Ferozepur. Final approval of CBE/NR may become available by 10.12.2018
- The following are basis on which the cost estimates has been worked out.

The skeleton for the analysis of rates indicating the component of materials, labour, machineries, over-heads(20%) and contractors profit (10%) etc.as per MORT&H (Ministry of Roads, Transport and Highways, GOI) Norms(Copy enclosed).

The rates of basic materials at quarry (in this case Damtal) and considering total lead of 121Km have been taken as per Punjab PWD circular no 9983-10010dated 14.06.2017(copy enclosed). However, provision of 18% GST (while deleting VAT component) has been made on basic quarry rates.

The labour rates have been adopted as per notification no.ST/99903 dated 12.04.2018 issued by labour commissioner, Punjab for the city of Amritsar (copy enclosed).

The rates of Machineries have been adopted as per Punjab PWD circular dated 11.12.2013allowing 13% enhancement on CSR-2010(copy enclosed).

c) Extension of Existing Bhandari Bridge

- The existing Bhandari Bridge said to be 125 Year old , made of structural steel provides link between important areas of Amritsar and practically acts as life line for movement of traffic, both ways, in this part of city. This bridge has vertical clearance of 5.70M against the present Railway norm of minimum 6.525 M.
- This bridge has following configuration:-
 - 7.50 m carriageways – 2 no.
 - 1.5m footpaths – 2 no.
 - 1.20m Median – 1no.
 - TOTAL WIDTH – 19.20M
- The existing Bridge , as such cannot be widened as its structure cannot be disturbed (being too old) and the vertical clearance being as per old Rly norms (5.7M against present railway norms of 6.525M)
- The Traffic at this small bridge is too high and presents chaotic conditions at most of the time.
- The state govt. has been pleading with Railways for extension of this Bridge for long. Of late with intense effort of the present administration NR have now agreed to allow Amritsar Improvement Trust to construct an additional parallel 4 lane Bridge with footpaths, 15M away from existing Bridge but with a

- The total cost of the Bridge shall be borne by AIT and even its construction shall be done by AIT under supervision of NR. This has been agreed to by AIT.
- Following will be the configuration of this additional Bridge:-
9.50m carriageways - 2No.
1.50m footpaths - 2 No.
1.00m gap between two Bow String Bridges
Remaining is 2 X 1.10 m structural members
Total width = 25.20m
- The following are basis on which the cost estimates has been worked out.

The skeleton for the analysis of rates indicating the component of materials, labour, machineries, over-heads(20%) and contractors profit (10%) etc.as per MORT&H (Ministry of Roads, Transport and Highways, GOI) Norms.

The rates of basic materials at quarry (in this case Damtal) and considering total lead of 121Km have been taken as per Punjab PWD circular no 9983-10010dated 14.06.2017(copy enclosed). However, provision of 18% GST (while deleting VAT component) has been made on basic quarry rates.

The labour rates have been adopted as per notification no. ST/99903 dated 12.04.2018 issued by labour commissioner, Punjab for the city of Amritsar (copy enclosed).

The rates of Machineries have been adopted as per PPWD circular dated 11.12.2013allowing 13% enhancement on CSR-2010(copy enclosed).

The details of the estimate are as under:

Sub Head		S-22 ROB	Vallah ROB	Extension of Bhandari Bridge	Grand Total
		Amount (Rs)	Amount (Rs)	Amount (Rs)	Amount (Rs)
		4,50,000	5,00,000	1,00,000	6,50,000
Sub Head 1.	Site Clearance			0	26,02,23,748
Sub Head 2.	Stilted Portion	13,70,75,173	13,21,48,575		27,57,87,446
Sub Head 3.	Railway Portion	4,98,58,350	9,66,89,729	12,92,39,367	8,59,51,662
Sub Head 4.	Solid Fill Reinforcement Earth Ramp using Galvanized Metal Strips/ Pheripheral Roads	2,82,08,869	4,03,56,452	1,73,86,341	3,76,61,385
Sub Head 5.	Service Road	1,62,69,580	2,13,91,805	0	87,00,150
Sub Head 6.	Miscellaneous Works	30,91,050	35,04,050	20,05,050	68,53,021
Sub Head 7.	Electrical Works	29,40,027	33,38,269	6,04,725	58,53,677
Sub Head 8.	Add 1% for Structural designing on subhead 2 & 3	15,69,335	26,91,948	12,92,394	69,09,11,089
Sub Head 9.	Sub Total for Construction Agency's scope of work on Design and Construct Basis	23,95,62,385	30,07,20,828	15,06,27,876	69,09,11,089
Sub Head 10.	Road diversion works during Execution	50,00,000	1,00,00,000	0	1,50,00,000
Sub Head 11.	Utilities Diversion Works (L.S)	1,30,00,000	1,00,00,000	1,00,00,000	3,30,00,000
Sub Head 12.	Sub Total of Item No: 9 to 11	25,75,62,385	32,07,20,828	16,06,27,876	73,89,11,089
	Contingency	25,75,624	32,07,208	16,06,279	73,89,11,089

of scheme. In order to avoid conflict of traffic the width of ROB at top (near the junction of straight ROB & downward ramp ranges from 7.5M to nearly 13.0M.

- After discussion with Railway authorities at Delhi & Amritsar, as desired by them, the length of Railway portion has been kept as 52M which will have composite steel girder as per RDSO Drg No. RDSO/B-17181/R and related specifications.
- The approval of GAD is under process in the Office of DRM, NR, Ferozepur. Final approval of CBE/NR may become available by 10.12.2018
- The following are basis on which the cost estimates has been worked out.

The skeleton for the analysis of rates indicating the component of materials, labour, machineries, over-heads(20%) and contractors profit (10%) etc.as per MORT&H (Ministry of Roads, Transport and Highways, GOI) Norms(Copy enclosed).

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The labour rates have been adopted as per notification no.ST/99903 dated 12.04.2018 issued by labour commissioner, Punjab for the city of Amritsar (copy enclosed).

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- The Traffic at this small bridge is too high and presents chaotic conditions at most of the time.
- The state govt. has been pleading with Railways for extension of this Bridge for long. Of late with intense effort of the present administration NR have now agreed to allow Amritsar Improvement Trust to construct an additional parallel 4 lane Bridge with footpaths 15M away from existing Bridge but with a

Sub Head 15.	Sub Total	26,01,38,009	32,39,28,036	16,22,34,155	74,63,00,200
	Add 6.5% plus 18% GST on Subhead 1 to 6 for Project Management Consultancy Services proposed to be obtained from RITES Ltd & 0.5% towards proof checking	1,96,33,446	2,46,17,185	1,23,35,111	5,65,85,742
Sub Head 16.	Gross Total	27,97,71,455	34,85,45,222	17,45,69,266	80,28,85,942
	Say	27.98 Cr	34.85 Cr	17.46 Cr	80.29 Cr

After the presentation, CE (IT) informed that the estimates have been checked by this office & the broad deficiencies are as under.

- In the estimate the premium for carriage of material has been taken twice which is not correct, hence the AORs have been corrected.
- In the estimate, provision has been made in Sub Head 8 (Add 1% for Structural designing on subhead 2 & 3) which is not required to be made because the ROB's are to be constructed on Design & Build basis, hence deleted.
- In the estimate pertaining to Attari Railway line ROB & Extension of Bhandari bridge, provision to the tune of Rs. 130 lakhs & Rs. 100 lakhs has been made for Utilities Diversion Works which seems on higher side, therefore the provision in this sub head is required to be reduced. Accordingly, the provision under this sub head is reduced to Rs. 1 Crore & Rs. 50 lakhs respectively.
- Various other rates for items have been corrected & the rates for items under Service Road, Miscellaneous works, Electrical works etc have been corrected on basis of PWD CSR & rates for items for Bridge portion (Stilted portion, Railway portion, Solid fill portion) have been kept on basis of Standard Data Book & rates of Materials have been corrected.

Accordingly, the corrected estimated cost works out to be **Rs. 75.63 Crores**, the details of which are as under:

Sr. No	Sub Head		S-22 ROB	Vallah ROB	Extension of Bhandari Bridge	Grand Total
			Amount (Rs)	Amount (Rs)	Amount (Rs)	Amount (Rs)
	Sub Head 1.	Site Clearance	2,50,000	2,50,000	1,00,000	6,00,000
	Sub Head 2.	Stilted Portion	12,49,50,976	11,84,36,185	0	24,33,87,161
	Sub Head 3.	Railway Portion	5,41,01,492	11,06,35,393	12,79,62,679	29,26,99,564
	Sub Head 4.	Solid Fill Reinforcement Earth Ramp using Galvanized Metal Strips/ Pheripheral Roads	2,73,78,099	3,89,32,173	1,62,55,282	8,25,65,554
	Sub Head 5.	Service Road	1,35,05,016	1,80,09,287	0	3,15,14,303