

**BEFORE THE HON'BLE NATIONAL GREEN TRIBUNAL
PRINCIPAL BENCH, NEW DELHI**

ORIGINAL APPLICATION NO 238 OF 2024

IN THE MATTER OF:-

**NEWS ITEM TITLED "UP GIVES PERMISSION TO FELL
112000 TREES FOR ROAD ALONG UPPER GANGA
CANAL", APPEARING IN 'HINDUSTAN TIMES' DATED
01.02.2024**

**ADDITIONAL AFFIDAVIT OF SPECIAL SECRETARY, PUBLIC
WORK DEPARTMENT STATE OF UTTAR PRADESH, IN
COMPLIANCE OF ORDER DATED 24.05.2024 PASSED BY
THIS HON'BLE TRIBUNAL**

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FILED BY:



Dr Vijendra Singh Mahndiyan (AOR)

STANDING COUNSEL FOR STATE OF U.P.

C-40, Lajpat Nagar, Part-III,

New Delhi - 110024

Date: 30.05.2024

Place: New Delhi

MOB: - 09310112323

BEFORE THE HON'BLE NATIONAL GREEN TRIBUNAL
PRINCIPAL BENCH, NEW DELHI

ORIGINAL APPLICATION NO 238 OF 2024



IN THE MATTER OF :-

NEWS ITEM TITLED "UP GIVES PERMISSION TO FELL 112000 TREES FOR ROAD ALONG UPPER GANGA CANAL", APPEARING IN 'HINDUSTAN TIMES' DATED 01.02.2024

ADDITIONAL AFFIDAVIT OF SPECIAL SECRETARY, PUBLIC WORK DEPARTMENT STATE OF UTTAR PRADESH, IN COMPLIANCE OF ORDER DATED 25.05.2024 PASSED BY THIS HON'BLE TRIBUNAL

I, Prabhu Nath, aged about 56 years, S/o Lak Chandrika Prasad, presently posted as Special Secretary, Public Work Department State Of Uttar Pradesh the deponent, do hereby solemnly state and affirm as under:

1. That the deponent herein is posted as the Special Secretary, Public Work Department State Of Uttar Pradesh since and is swearing this affidavit in his official capacity as the Special Secretary.

2. That the instant is the petition arising out of *Suo Moto* registration taken up by this Hon'ble Tribunal on the basis of news item titled as "UP GIVES PERMISSION TO FELL 112000 TREES FOR ROAD ALONG UPPER GANGA



Prabhu

by the Chief Engineer, PWD, Meerut for the purpose of exploring the possibility of either widening of the existing road or constructing a new road at the other side of the canal. Accordingly, A Preliminary Survey was carried out at the spot for exploring the suitability of any one of the above two options and the brief of the study in terms of the relevant provisions was laid down. A copy of report dated 05.11.2019 is annexed herewith as **ANNEXURE R-2.**

6. That the aforesaid report submitted by the Chief Engineer to Engineer-in-Chief (HOD) and the same has been examined at the State level by considering all the facts and attending circumstances relating to both the options, it was decided and communicated *vide* letter dated 26.11.2019 that a new road is to be constructed on the Right side of the Canal running into three district of Muzaffarnagar, Meerut and Ghaziabad meaning there by to say that the option number 2 was found more suitable than the option number 1. A copy of letter dated 26/11/2019 is attached herewith as **ANNEXURE R-3.**

7. That thereafter a preliminary estimate for construction of a new road at the other side of the canal was taken up and also traffic census in this behalf was carried out in substantiation to design the pavement of the road. A copy of Traffic Census for estimate is annexed herewith as **ANNEXURE R-4.**

8. That it is most respectfully submitted that the State Government of Uttar Pradesh vide Government Order No. 372/2020/182(A)/23-11-2020-1/2(203)/2019 dated 23.12.2020 granted approval for construction of Chaudhary



Handwritten signature

1. National Highways
2. State Highways
3. Major District Roads
4. Other District Roads
5. Village Roads.

National Highways are main highways running through the length and breadth of the country connecting major ports, foreign highways, State capitals, large industrial and tourist centers etc.

State Highways are arterial routes of a State linking district headquarters and important cities within the State and connecting them with National Highways or highways of the neighboring States.

Major District Roads are important roads within a district serving areas of production and markets, and connecting these with each other or with the main highways.

Other District Roads are roads serving rural areas of production and providing them with outlet to market centers, taluka/ tehsil headquarters, block development headquarters, or other main roads.

Village Roads are roads connecting villages or groups of villages with each other and to the nearest road of a higher category."

It is of relevance that the desirable road land width (also termed as the Right of Way) for different classes of road is provisioned under point 6.1.1 of the Indian Road Congress, wherein the required range of land width for Other District Road has been mentioned between 15-25 meters and for State Highways is between 30-60 meters.



Atulya

12. From the downloads of the Official Website of Ministry of Roads, Transport and Highways, it is revealed that the Indian Roads Congress (IRC) was set up by the Government of India in consultation with the State Government in December, 1934 on the recommendations of the Indian Road development committee best Known as Jayakar Committee setup by the Govt. Of India with the objective of Road Development in India. It is the premier body of Highways Engineers in India. The principal objective of the Indian Roads Congress is to provide a national forum for regular pooling of experience and ideas on all matters concerned with the construction and maintenance of highways, to recommend standard specifications and to provide a platform for the expression of professional opinion on matters relating to roads and road transport including those of organizations and administration. It is also publishing journals, monthly magazines and research bulletins. The IRC is a Registered society under the registration of society Act and is financed by contribution from Central Government, Various state Governments and also contributions from its Members and Sale of Publication.
13. It is stated that the state of Uttar Pradesh PWD Vide its letter dated 09.02.2018 has issued a Directive to the effect that the Provisions of IRC should be used for Designing the construction of New Roads. A copy of said letter dated 09.02.2018 is herewith Annexed and marked as **Annexure R-7.**
14. That the Public Works Department considered the road land width(also termed as right of way) as 20 meters



Praty

which comes under the prescribed range of 15-25 meter as per IRC Norms of ODR. A Minimum ROW to be available for development of Highways is given in table 4.1 of IRC 73-2023 and in terms thereof, the minimum ROW for two lane highways is 30 meters whereas the ROW for ODR is minimum 15 meter. It is apparent that the proposed classification for the road in question is ODR and the same is for the reason of minimizing the ROW and consequent cutting of Trees/Plants/Shrubs.

15. That the National Highway notification is notified by Ministry of Road Transport and Highways (MORTH) Government of India, whereas, the State Highways and Major District Road are notified by the Government of respective states. It is also relevant to state that the Upgradation of village Road to Other District Road shall be notified by the Zonal Chief Engineer of Public Works Department of Uttar Pradesh and accordingly Competent Authority Zonal Chief Engineer has allowed the designing of the road as ODR.
16. That it is further submitted that the actual felling of trees will be less than 33,776 as the felling of trees will be done only in width of 15 meters where height of embankment is less. The calculation of affected trees (33,776) was initially done on the basis of 20-meter width.
17. It is submitted that the work for the construction of new road is in progress and out of 111.49 kilometers road construction work is under progress in 34 Kilometers. In the remaining length the tree cutting shall be minimized to the most. The civil contractor started the work with duly cautioned with all



Atulya

cares that unnecessary natural things could not be disturbed. The scheduled completion of new road is 08.08.2025 with commencement on 09.02.2024. It is relevant to mention that Road under construction is being constructed for the larger interest of the public purpose and the executive decision for building the said road as 'ODR' is taken by the Zonal Chief Engineers by considering all the facts, circumstances, prevailing conditions and required surveys reports.

18. Keeping in view the nature of the road as an ODR, the minimum dimensions of the road is undertaken with an additional consideration that only those trees/plants/shrubs shall be cut which are too necessary for constructing the said road. It is reiterated that the physical survey of each and every tree/plant/shrub is carried out before felling it down.

19. That it is also submitted that the Public Work Department will carry out compensatory afforestation on both sides of proposed road in all the three affected Districts which will be approximately 48,500 plants.

20. That it is further submitted that the requisite permission/consent for the aforesaid project has been duly granted by the Regional Empowered Committee (REC), MOEF&CC vide letter no. 8B/UP/06/2021/FC/930 on dated 28.02.2023. A copy of said permission Dated 28.02.2023 is attached herewith as **ANNEXURE R-8**.

21. That the Public Work Department has deposited Rupees Fifty-Eight Crores Twenty-Three Lakhs Six Thousand Six Hundred Sixty-Seven (Rs 58,23,06,667/-) in CAMPA Fund



Falu

of the Central Government, pursuant to which the permission for tree cutting and working permission was given by the concerned SocialForestry Division.

22. It is submitted that the state has incurred the huge expenditure on the new road including civil work, tree cutting, Bridge Construction, compensatory afforestation etc. The Public exchequer disbursed on account of building the road in question amounts to Approx. Rs. 303.89 crores and same is nothing but an investment by the State for common good of the public at large.

23. That the deponent further undertakes before this Hon'ble Tribunal that the orders passed by this Hon'ble Tribunal will be complied in letter and spirit and will further undertake all such preventive measures to preserve the Environment in the course of construction of the aforesaid project.



I-IDENTIFY THE DEPONENT
WHO HAS SIGNED BEFORE ME

Raman
एडिचर-स कुमर
सर्वीस अधिकारी

Ram

DEPONENT

VERIFICATION:-

I, the above named deponent to hereby verify that the contents of this affidavit are true and correct to my knowledge, no para of it is false and nothing material has been concealed there from.

Verified by me on this the³⁰..... day of May, 2024. At
.....Lucknow.....

कूपन सं०..... 0170563
द्वारा शपथ की गई श्री प्रभु नाथ, प्रिंसिपल सचिव
जिनका परिचय श्री.....
दिनांक 30/5/24 समय 01.00 PM
वाद संख्या..... 238/2024
पक्षकार.....
न्यायालय मा० हरित न्यायालय जाह्नपुर, मुख्य शाखा, नई दिल्ली
की फीस वसूली गई है.....

Ram

DEPONENT

Ram
राम प्रताप यादव
शपथ-आयुक्त एवं अनुभूत अधिकारी
न्याय अनुभाग-९
उ० प्र० सचिवालय

Annexure-R -1

अनमोल सिंह,
अनु सचिव,
उ०प्र० शासन।

सेवा में,
प्रमुख अभियंता (विकार) एवं विभागाध्यक्ष,
नौरु निर्माण विभाग,
उत्तर प्रदेश, लखनऊ।

महत्वपूर्ण / Important
संख्या 66/सा(1)/23-1-17-17
पृ० सं० 112/सा(1)/23-1-17-17
दिनांक 14/07/2017
① प्रतिलिपि मुख्य अभियंता, पश्चिमी क्षेत्र, लोक निर्माण विभाग, मेरठ को सूचनार्थ एवं आवश्यक कार्यवाही हेतु प्रेषित।
② अतिरिक्त प्रमुख अभियंता, पश्चिमी क्षेत्र, लोक निर्माण विभाग, मेरठ को सूचनार्थ एवं आवश्यक कार्यवाही हेतु प्रेषित।

लोक निर्माण अनुभाग-1

लखनऊ:: दिनांक 7 जुलाई, 2017

विषय- कांवड़ यात्रा के संबंध में मा० मुख्यमंत्री जी की अध्यक्षता में दिनांक 29.06.17 को सम्पन्न बैठक के संबंध में।

महोदय,

उपरोक्त विषयक अपर मुख्य सचिव, लोक निर्माण विभाग, उ०प्र० शासन के पत्र सं० 50-258/अ०मु०स०लो०नि०वि०/2017, दिनांक 30.06.17 (छायाप्रति संलग्न) जो आपको भी सम्बोधित है, का कृपया संदर्भ ग्रहण करें जिसके द्वारा कांवड़ यात्रा के संबंध में मा० मुख्यमंत्री जी द्वारा बैठक में दिये गये निर्देशानुसार निम्न 03 बिन्दुओं पर कार्यवाही किये जाने की अपेक्षा की गई है:-

(1) लोक निर्माण विभाग द्वारा कांवड़ यात्रा से संबंधित सड़कों की मरम्मत तथा उसका रखरखाव सुनिश्चित कराया जायेगा। जहां पर दुर्घटनाओं की संभावना रहती है, वहां पर विशेष सड़क सुरक्षा व्यवस्था और साइनेज आदि लगवाये जाय। हरिद्वार स्थित बैराज से प्रारम्भ होकर उत्तर प्रदेश के जनपद मु०नगर, मेरठ और गाजियाबाद को जाने वाली अपर गंगा नहर की पटरी मार्ग के चौड़ाकरण और सुदृढीकरण के कार्य में तेजी लायी जाय। यह सड़क पूर्व में स्वीकृत है किन्तु इसको भौतिक प्रगति संतोषजनक नहीं है। यह स्वीकृत कार्य प्रत्येक दशा में मार्च, 2018 तक अवश्य पूर्ण करा लिया जाय।

(2) मा० मुख्यमंत्री जी ने यह भी निर्देश दिये है कि अपर गंगा नहर की दायीं पटरी को भी 2 लेन पक्की सड़क के रूप में बनाया जाय। आवश्यकतानुसार उचित स्थानों पर जन सुविधाएं यथा-पार्क आदि की व्यवस्था भी बनायी जाय। नहर के दोनों तरफ जो सड़क बनायी जायेगी वह विशेष रूप से कांवड़ यात्रा के प्रयोजन और उसके उद्देश्यों के दृष्टिगत ही बनायी जाय। दायीं पटरी पर बनने वाले सड़क का डी०पी०आर० व आगणन आदि शीघ्र बना लिया जाय और इसी वर्ष उसकी स्वीकृति प्राप्त कर ली जाय।

(3) इसी प्रकार प्रदेश में अन्य स्थानों पर जहां कांवड़ यात्राएं चलती है, वहां की फील्ड स्तरीय अधिकारियों को भी तदनुसार निर्देशित कर दिया जाय।

इस संबंध में मुझे यह कहने का निदेश हुआ है कि कृपया अपर मुख्य सचिव, लोक निर्माण विभाग, उ०प्र० शासन के उक्त पत्र दिनांक 30.06.17 में उल्लिखित उक्त 03 बिन्दुओं पर शीघ्र प्राथमिकता पर कार्यवाही कराते हुए कृत कार्यवाही से शासन को अवगत कराने का कष्ट करें।

संलग्नक: यथोक्त।

भवदीय,

(अनमोल सिंह)
अनु सचिव।

संख्या-66/सा(1)/23-1-17-तददिनांक

प्रतिलिपि मुख्य अभियंता, पश्चिमी क्षेत्र, लोक निर्माण विभाग, मेरठ को सूचनार्थ एवं आवश्यक कार्यवाही हेतु प्रेषित।

आज्ञा से,
(अनमोल सिंह)
अनु सचिव।

Annexure-R -1

Important/Urgent
No.- 66/xxx

From,
Anmol Singh,
Assistant Secretary,
Govt. of U.P.

To,
Office of Engineer-in-Chief & Head of Department,
Public Works Department,
U.P., Lucknow

Public Works Section-1 Lucknow: Dated 7th July, 2017

Subject: In relation the meeting held on 29.06.17 under the chairmanship of Honorable Chief Minister regarding Kanwar Yatra.

Sir,

Kindly take reference of the letter no. No.- 258/A.M.U.S.LO.N.V./2017, dated 30.06.17(photocopy attached) of the Additional Chief Secretary, Public Works Department, Uttar Pradesh Government on the above mentioned subject, which is also addressed to you, through which action is expected be taken on the following 03 points as per the instructions given by the Honorable Chief Minister in the meeting regarding Kanwar Yatra:-

- 1) The Public Works Department will ensure the repair and maintenance of roads related to Kanwar Yatra. Where there is a possibility of accidents, special road safety arrangements and signage etc. shall be installed. The work of widening and strengthening the track of Upper Ganga Canal starting from the barrage in Haridwar and going to districts of Uttar Pradesh which are Muzaffarnagar, Meerut and

Ghaziabad shall be expedited. This road has been approved in the past, but its physical progress is not satisfactory. This approved work must be completed by March 2018 in any condition,

- 2) Hon'ble Chief Minister has also given the instructions that the right track of Upper Ganga Canal should also be made as a 2 lane paved road. As per requirement, arrangements for public facilities like parks etc. shall also be made at appropriate places. The road that will be built on both sides of the canal shall be built specifically keeping in mind the purpose and objectives of the Kanwar Yatra. The DPR and estimation of the road on the right track shall be prepared soon and its approval shall also be obtained by this year.
- 3) Similarly, field level officers shall also be directed accordingly at other places in the state where Kanwar Yatras are held.

In this regard, I have been directed to say that as per the above mentioned 03 points in the letter mentioned above dated 30.06.17 by the Additional Chief Secretary, Public Works Departments, UP Government and kindly make efforts to take action on priority basis and accordingly, inform the government about the action taken for the same. **Attachments: As mentioned.**

Yours sincerely,
(Anmol Singh)
Assistant Secretary.

No.-661xxx(1)dated-23-1-17

Copy sent to Chief Engineer, Western Region, Public Works Department, Meerut for information and necessary action.

With due permission,
Sd/-xxx
(Anmol Singh)
Assistant Secretary.

|| TRUE TYPED COPY ||



अधिक ऊँचाई के स्थानों पर कैश बैरियर का प्राविधान किया गया है। जनपद मुजफ्फरनगर में राष्ट्रीय मार्ग-58 एवं रेलवे लाईन को पार करने हेतु दो स्थानों पर फोर लेन उपरिगामी सेतुओं का प्राविधान किया गया है।

विकल्प-2 गंग नहर की दांयी पटरी पर दो लेन मार्ग का निर्माण :- सिचाई विभाग की शर्त के अनुसार नहर के किनारे से दो मी० डोला (बम) के पश्चात् सिचाई विभाग के उपयोगार्थ 07 मी० चौड़ाई में जगह छोड़ते हुए मार्ग के निर्माण का प्रस्ताव किया गया है। इस निर्माण में एक स्थान पर भूमि अध्याप्ति किया जाना प्रस्तावित है। रोड सेपटी के मद में तटबन्ध के 03 मी० से अधिक ऊँचाई के स्थानों पर एवं बांयी पटरी पर पूर्व से निर्मित दो लेन मार्ग पर नहर साईड में अवशेष लम्बाई में कैश बैरियर का प्राविधान किया गया है। गंग नहर के बांयी तरफ दो लेन मार्ग बनाने हेतु जनपद मुजफ्फरनगर में राष्ट्रीय मार्ग-58 एवं रेलवे लाईन की क्रासिंग पर अलग-अलग दो स्थानों पर दो लेन उपरिगामी सेतुओं का प्राविधान किया गया है एवं कतिपय स्थानों पर जनपद मेरठ में सिचाई विभाग की नहरों को कास करने के लिए पुलों का प्राविधान किया गया है।

उपरोक्त दोनों विकल्पों में नहर की बांयी पटरी पर चार लेन चौड़ीकरण की लागत 862.00 करोड़ आकलित की गयी है जबकि नहर की दांयी पटरी पर दो लेन मार्ग निर्माण की लागत 589.00 करोड़ आकलित की गयी है। गंग नहर के दांयी पटरी तथा बांयी पटरी पर होने वाले सड़क निर्माण में आने वाली लागत में अत्यधिक अन्तर के निम्नलिखित कारण हैं:-

- बांयी पटरी पर मार्ग को चार लेन करने के लिए विशिष्टियों के अनुसार मीडियन के दोनों तरफ 09-09 मी० चौड़ाई में मार्ग बनाना आवश्यक है जिसके लिए पूर्व निर्मित मार्ग 07 मी० को 02 मी० और चौड़ा करना होगा एवं मीडियन के दूसरी तरफ 09 मी० चौड़ा मार्ग बनाना होगा। जबकि नहर की दांयी पटरी पर दो लेन मार्ग बनाने के लिए 07 मी० चौड़े मार्ग का निर्माण किया जाना होगा। इसके कारण निर्माण की लागत में लगभग 188.00 करोड़ का अन्तर आयेगा।
- नहर की बांयी पटरी पर चार लेन मार्ग बनाने के लिए राष्ट्रीय मार्ग सं०-58 एवं रेलवे लाईन के ऊपर चार लेन चौड़े उपरिगामी सेतु का निर्माण करना होगा। जबकि दांयी पटरी पर राष्ट्रीय मार्ग सं०-58 एवं रेलवे लाईन के ऊपर दो लेन चौड़े उपरिगामी सेतु का निर्माण करना होगा, इसमें लगभग 60.00 करोड़ का अन्तर आयेगा।
- नहर की बांयी पटरी पर चार लेन मार्ग के निर्माण में भूमि अधिग्रहण की लागत लगभग 45.00 करोड़ आती है। जबकि दांयी पटरी पर भूमि अधिग्रहण की लागत 4.50 करोड़ आकलित की गयी है। इसमें लगभग 40.00 करोड़ का अन्तर आयेगा।

अतः उपरोक्त विवरण उच्च स्तर पर दोनों विकल्पों में से एक के चयन हेतु निर्णय लिये जाने के अनुरोध सहित प्रेषित है।

संलग्न-तुलनात्मक चार्ट।

(राजपाल सिंह)
मुख्य अभियन्ता
मेरठ क्षेत्र, लो०नि०वि०, मेरठ

प्रतिलिपि निम्नलिखित को सूचनाार्थ एवं आवश्यक कार्यवाही हेतु प्रेषित।

1. उप सचिव, लो०नि० अनुभाग-11, उ०प्र० शासन, लखनऊ।
2. मुख्य अभियन्ता, सहारनपुर क्षेत्र, लो०नि०वि०, सहारनपुर।
3. अधीक्षण अभियन्ता, सहारनपुर/मेरठ/बुलन्दशहर वृत्त, लो०नि०वि०, सहारनपुर/मेरठ/बुलन्दशहर को उनके द्वारा की गई आख्या के क्रम में।

मुख्य अभियन्ता
मेरठ क्षेत्र, लो०नि०वि०, मेरठ



Feasibility Report of Construction of left and Right Kanwad Nahar Patri

153.58 to 165.93 = 12.35 Km. MRT Ch. 111.28 to 153.58 = 42.30 Km. MZN Ch. 51.91 to 111.28 = 59.37 Km. (For Right Nahar Patri) and Ch. 57.69 to 111.28 = 53.59 Left

Total Length - 114.02 Km.

| No. | Points | Left Nahar Patri (A) | | | Right Nahar Patri (B) | | |
|-----|--|---|--|-----------------------|---|---|-------------------------|
| | | GZB CD-2 | MRT CD (B) | MZN CD-1 | GZB CD-2 | MRT CD (B) | MZN CD-1 |
| 1 | Construction Cost (in Lacs) Civil Work | 4174.70 | 12539.19 | 15991.32 | 2879.05 | 11631.00 | 18247.7 |
| 2 | Land Acquisition | Not Required (As per Irrigation Dept.) | Not Required (As per Irrigation Dept.) | 29755.73 | Not Required (As per Irrigation Dept.) | Not Required (As per Irrigation Dept.) | 449.55 |
| 3 | Protected Forest/Deforestation (Tree cutting) | Approx. 415.00 | Approx. 997.67 x 1.5 = 1496.51 Lacs | 3196.11 | Approx. 415.00 | Approx. 997.67 x 1.5 = 1496.51 Lacs | 1328.34 |
| 4 | Utility Staffing | Approx. 68.00 Lacs | Approx. 150 Lacs (including one electric sub station) | 700.00 | Approx. 56.67 Lacs | 55.44 + 10% = 60.98 Lacs (according to electric dept.) | 185.59 |
| 5 | Road Safety | 733.37 Lacs | 1853.90 Lacs | 681.31 | 867.83 Lacs | 3023.83 Lacs | 3896.54 |
| 6 | Irrigation structure | Cost = 500.00 Lacs (given by irrigation dept.) | Cost = 4261.67 Lacs (given by irrigation dept.) | 1792.00 | Approx. cost = 850.00 Lacs (given by irrigation dept.) | Approx. cost = 526.47 Lacs (given by irrigation dept.) | 862.00 |
| 7 | Construction of Minor Bridge / Fly Over | - | - | 20000 (2 Fly Over) | - | 3288.40 Lacs (Given by Bridge corporation) | 6000.00 (1 Fly Over) |
| 8 | Total Cost | 5891.07 | 20301.27 | 72116.47 | 5264.59 | 20127.19 | 31069.72 |
| 9 | Cost Per Km | 477.01 | 479.94 | 1345.71 | 426.28 | 475.82 | 523.32 |
| | Total Cost Per Km | 98308.81 / 108.24 = 908.25 | | | 56461.5 / 114.02 = 495.19 | | |
| 10 | Difference (in Lacs) Per Km. | 413.06 Lacs Per Km. | | | | | |

अधिराशी अभियन्ता (नोडल)
निर्माण खाण्ड(परवन), लो वि. वि. भेरा

अधीक्षण अभियन्ता (नोडल)
भेरा वृत्त, लो वि. वि. भेरा

मुख्य अभियन्ता (नोडल)
लोक निर्माण विभाग



ANNEXURE R-2

Office of the Chief Engineer,
Meerut Region, Public Works Department, Meerut.

Letter No. 257 Camp-2 (Kanwar Track) xxx-xxx/2014-19 Dt.- 05.11.2019

To,

Office of Engineer-in-Chief & Head of Department
Public Works Department, Lucknow.

Subject:- In relation to the work of new construction/widening/strengthening of Chaudhary Charan Singh Kanwar Marg (right sided track of Ganga Canal) in the districts of Muzaffarnagar, Meerut and Ghaziabad covered under the announcement of the Honorable Chief Minister.

Reference:- Government's letter number 1532 E/23-11-2019 PWD Section-11 Lucknow dated 04.10.19, letter no. 1532 E/23-11-2019 PWD Section-11 Lucknow dated 11.10.19 and letter number 1574/2 11- 2019 PWD Section-11 Lucknow dated 04.11.19

Sir,

As per the announcement of Honorable Chief Minister of Uttar Pradesh, Computer Number GH11Y000154 Announcement No. Y.A.N-17/20 dated 28.05.18 the work of renovation/widening/ strengthening of Chaudhary Charan Singh Kanwar Marg (right sided track of Ganga) is to be done in the districts Muzaffarnagar, Meerut and Ghaziabad. For this, the estimated cost of construction of Rs 37609.25 lakh for the right sided track of Ganga Canal has been sent to the Principal Secretary, PWD Section-11, Uttar Pradesh Government, Lucknow through letter number 1518 No./116-01 No./2019-20 dated 08.07.19 of the Chief Engineer's Office. In relation to the project in question, due to certain problems, at the meeting held between the Principal Secretary, Public Works Department, Chief Engineer, Public Works Department and Chief Engineer (Ganga), Irrigation and Water Resources Department, Government of Uttar Pradesh on dated 19.07.19,

it was suggested by the Irrigation Department that instead of constructing a road on the right sided of the upper Ganga Canal track, it would be more appropriate to widen the two-lane road already constructed and make it a four-lane road on the left sided of the said canal. Following the suggestion of the Irrigation Department, the Government has directed to study the option of four-lane widening of the left sided track of the Ganga Canal and provide the report. Again, a meeting was called by the Principal Secretary, Public Works Department on 09.10.19 in which the option was also added that in case of construction of the road on the right side track of the canal, by leaving 07 meter space (for use by the Irrigation Department), a new road can be constructed. The government has again directed to present comparative details on the options of constructing a new road by leaving 07 meters on the right side of the canal or for widening the already constructed two lane road to four lane road on the left track.

A brief description of the Provisions made after preliminary survey of the workplace on both the above options as follows:-

Option-1 Conversion of the earlier two lane on the left sided track of Ganga river to four lane road:- According to the specifications for the construction of a four-lane road, provision has been made for widening of 09 meter width on both sides of the carriageway and 05 meter width of divider in between both of them. Due to non-availability of land for four lane at places like Muzaffarnagar district, a proposal has been made to acquire additional land. For road safety, provision for cash barriers has to be made in the remaining length on the left side of the canal and at places with a height of more than 3 feet on the embankment of the other side of the road. In Muzaffarnagar district, provision for four-lane overhead bridges

has been made at two places to cross National Highway-58 and the railway line.

Option-2 Construction of a two-lane road on the right side track of the Ganga Canal:- As per the condition of the Irrigation Department, it was proposed to construct a road after two meters from the bank of the canal, leaving a space of 07 meters wide for the use of the Irrigation Department. Acquiring of land at one place for this construction has been proposed. Under the head of road safety, provision for cash barrier has been made in the remaining length on the canal side at places of height of more than 03 meters on the embankment and on the already constructed two-lane road on the left sided track. To make a two-lane road on the right side of the Ganga Canal, provision has been made for two-lane over bridges at two different places on the crossing of National Highway-58 and the railway line in Muzaffarnagar district and at some places, the canals of the Irrigation Department in Meerut district.

In both the above options, the cost of four-lane widening on the left track of the canal has been estimated at Rs 852.00 crore, while the cost of construction of a two-lane road on the right track of the canal has been estimated at Rs 589.00 crore. The following are the reasons for the huge difference in the cost of road construction on the right track and left track of the Ganga Canal:

- According to the specifications, to make the road on the desired four-lanetrack, it is necessary to make a road of 09-09 m width on both sides of the median, for which the pre-built road of 07 m will have to be widened by 02 m and on the other side of the median, 09 m wide path will have to be made. Whereas to make a two lane road on the right side of the canal, a 7 meter wide road will have to be

constructed. Due to this, there will be a difference of approximately Rs 188.00 crore in the cost of construction.

- To make a four-lane road on the left side of the canal, a four-lane overpass will have to be constructed over National Highway No. 58 and the railway line. Whereas on the right track, a two-lane wide overhead bridge will have to be constructed over National Highway No. 58 and the railway line, which will incur a cost of about Rs 60.00 crore.
- The cost of land acquisition for the construction of a four-lane road on the left track of the canal is approximately Rs 45.00 crore. Whereas the cost of land acquisition on the right track has been estimated at Rs 4.50 crore. There will be a difference of approximately Rs 40.00 crore.

Therefore, the above details have been sent with the request to take a decision on the selection of one of the two options at a higher level.

Attached: Comparative chart.

Sd/-xxx
(Rajpal Singh)
Chief Engineer
Meerut Region, PWD, Meerut

Copy sent to the following for information and necessary action.

1. Deputy Secretary, PWD Section-11, Uttar Pradesh Government, Lucknow.
2. Chief Engineer, Saharanpur Region, PWD, Saharanpur.
3. In relation to information given by the Superintending Engineer, Saharanpur/Meerut/BulandshahrCircle, PWD, Saharanpur/Mail/Bulandshahr.

Sd/-xxx
Chief Engineer
Meerut Region, PWD, Meerut

ANNEXURE -R-3

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प्रेषक,

अमय कुमार
उप सचिव
उत्तर प्रदेश शासन।

सेवा में,

1. प्रमुख अभियन्ता (विकास) एवं विभागाध्यक्ष,
लोक निर्माण विभाग,
उ०प्र० लखनऊ।
2. मुख्य अभियन्ता (मु०१)
लोक निर्माण विभाग,
उ०प्र० लखनऊ।

संख्या-1664/23-11-2019
महत्वपूर्ण/सत्काल

लोक निर्माण अनुभाग-11

लखनऊ: दिनांक : 26 नवम्बर, 2019

विषय:- मा० मुख्यमंत्री जी की घोषणा से आच्छादित जनपद मुजफ्फरनगर, मेरठ एवं गाजियाबाद में चौधरी चरण सिंह कांवड़ पथ (गंग नहर की दायी पटरी) के नवनिर्माण/चौड़ीकरण/सुदृढीकरण कार्य के सम्बन्ध में।

महोदय,

उपर्युक्त विषयक मुख्य अभियन्ता (मु०१) के पत्र संख्या-2637नि०/116-01नि०/2019-20 दिनांक 07.11.2019 का कृपया सन्दर्भ ग्रहण करने का कष्ट करें, जिसके द्वारा मा० मुख्यमंत्री जी की घोषणा (कम्प्यूटर क्रमांक-GH11Y000154, घोषणा सं०- Y.A.N.-17/2018, दिनांक 28-05-2018) से आच्छादित जनपद मुजफ्फरनगर, मेरठ एवं गाजियाबाद में चौधरी चरण सिंह कांवड़ पथ (गंग नहर की दायी पटरी) के नवनिर्माण/चौड़ीकरण/सुदृढीकरण कार्य के सम्बन्ध में मुख्य अभियन्ता, मेरठ, क्षेत्र, लोक निर्माण विभाग, मेरठ के पत्र संख्या-257 कैम्प-2(कांवड़ पटरी) मु०अ०-मे०शे०/2014-19, दिनांक 05.11.2019 के माध्यम से प्राप्त आख्या उपलब्ध करायी गयी है।

2- इस सम्बन्ध में मुझे यह कहने का निर्देश हुआ है कि मा० मुख्यमंत्री जी घोषणा से आच्छादित जनपद मुजफ्फरनगर, मेरठ एवं गाजियाबाद में चौधरी चरण सिंह कांवड़ पथ हेतु गंग नहर की दायी पटरी पर दो लेन मार्ग, जिसकी लागत मुख्य अभियन्ता, मेरठ क्षेत्र, लोक निर्माण विभाग, मेरठ के उक्त पत्र दिनांक 05.11.2019 में रु० 589.00 करोड़ (यथा विकल्प संख्या-2 के रूप में) आंकलित की गयी है, के अनुसार कराये जाने का निर्णय लिया गया है।

अतः कृपया उपरोक्त के परिपेक्ष्य में अपेक्षित कार्यवाही करते हुए प्रश्नगत परियोजना के सम्बन्ध में प्रस्ताव शासन को तत्काल उपलब्ध कराने का कष्ट करें।

भवदीय

(अमय कुमार)
उप सचिव।उ. प्र. लोक निर्माण विभाग
7 NOV 2019

संख्या व दिनांक तदेव।

प्रतिलिपि मुख्य अभियन्ता, मेरठ क्षेत्र, लोक निर्माण विभाग, मेरठ को इस निर्देश के साथ प्रेषित कि कृपया प्रश्नगत परियोजना के सम्बन्ध में उपरोक्तानुसार कार्यवाही करते हुए प्रस्ताव शासन को तत्काल उपलब्ध कराने का कष्ट करें।

उत्तर प्रदेश शासन

कार्यालय मुख्य अभियन्ता, मेरठ क्षेत्र, लोक निर्माण विभाग, मेरठ

दिनांक 27.11.2019

- पत्र सं०-192/विभाग/48 मे०शे०(आवगण-दायी खोर्)/19
- उपरोक्त पत्र की प्रतिलिपि को पत्र में दिव्य गयी निर्देशानुसार तत्काल कार्यालय कार्यवाही हेतु प्रेषित-
1. अधीक्षण अभियन्ता मेरठ/मुजफ्फरनगर/गाजियाबाद, लोक निर्माण विभाग, मेरठ/मुजफ्फरनगर/गाजियाबाद।
 2. अधीक्षण अभियन्ता (मु०१)/निर्माण खण्ड-2 (गंग नहर) लोक निर्माण विभाग, मेरठ/मुजफ्फरनगर/गाजियाबाद।
 3. मुख्य अभियन्ता (मु०१)/श्री ई.न. प्रस्ताव (अन्य अभियन्ता)।

ना पूर्व के ही प्रेषित

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मुख्य अभियन्ता (मु०१),
लोक निर्माण विभाग, मेरठ।आज्ञा से
26.11.19
(अमय कुमार)
उप सचिव।

Handwritten signature in blue ink.

ANNEXURE -R-3

Important/Urgent
No.-16645/23-11-2019

From,
Abhay Kumar
Deputy Secretary,
Government of Uttar Pradesh.

To,
1) Office of Engineer-in-Chief & Head of Department,
Public Works Department,
Uttar Pradesh Lucknow.

2) Chief Engineer (Chief 01)
Public Works Department,
Uttar Pradesh Lucknow

Public Works Section-11 Lucknow: Date: November 2019

Subject: - In relation to the new construction / widening / strengthening work of Chaudhary Charan Singh Kanwar Path (right side track of Ganga Canal) in the districts of Muzaffarnagar, Meerut and Ghaziabad covered under the announcement of the Honorable Chief Minister.

Sir,

Kindly take reference of the above mentioned letter no. 2637/116-01/2019-20 dated 07.11.2019 of the Chief Engineer (1), through which information related to the reconstruction/widening/improvement work of Chaudhary Charan Singh Kanwar track (Grandmother Track of Gum Canal) in the districts Muzaffarnagar, Meerut and Ghaziabad covered under the announcement (computer number - GH11Y000154, announcement number - Y.A.N. -17/2018, dated 28-05-2018) of the Honorable Chief Minister have been provided through the letter no. 257 Camp-2 (Kanwar Track) MOU-MEO/2014-19, dated 05.11.2019 of Chief Engineer, Meerut, Region, Public Works Department, Meerut.

2- In this regard, I have been directed to say that for a two-lane road on the right track of Ganga Canal for Chaudhary Charan Singh Kanwar Path, in the districts covered under the announcement of Honorable Chief Minister such as Muzaffarnagar, Meerut and Ghaziabad, is estimated by the Chief Engineer, Meerut Region as of Rs. 589.00 crore (as per option no. 2).

Therefore, kindly take necessary action in the context of the above and make efforts to immediately provide the proposal regarding the project in question to the government.

Yours truly
(Abhay Kumar)
Deputy Secretary.

Number and date.

Copy sent to the Chief Engineer, Meerut Region, Public Works Department, Meerut with the instruction to kindly take action as above regarding the project in question.

With due permission,
Sd/-xxx
(Abhay Kumar)
Deputy Secretary

|| TRUE TYPED COPY ||



EXECUTIVE ENGINEER, CD-1, MUZAFFARNAGAR

Classified Traffic Volume Count Survey for Left Side of Upper Ganga Canal

PCU's 0.5 1 1.5 3 4.5 6 9 12 15
 Location: Left Side of Upper Ganga Road
 Direction: Ch. 103.720

| Date | 3-Wheeler (Truck & Goods) | 4-Wheeler (Truck & Goods) | Cvt/Supplies | Bus | | Truck | | | Tractor | | Cycle Rickshaw | Other | Total Veh. (vehicles) | Total Veh. (PCU) | CYTD |
|------------|---------------------------|---------------------------|--------------|----------|--------------|--------|--------|-----|--------------------|---------|----------------|-------|-----------------------|------------------|------|
| | | | | Mini Bus | Standard Bus | 3-Axle | 4-Axle | MAY | Artic./Semi Artic. | Tractor | | | | | |
| 11.11.2018 | 9020 | 4 | 2194 | 14 | 13 | 108 | 97 | 90 | 4 | 15 | 27 | 12 | 5951 | 6152 | 848 |
| 11.12.2018 | 9070 | 3 | 3023 | 12 | 17 | 83 | 94 | 88 | 9 | 90 | 11 | 19 | 5670 | 5879 | 807 |
| 04.12.2018 | 1078 | 4 | 3874 | 6 | 28 | 77 | 118 | 119 | 0 | 49 | 11 | 21 | 5114 | 7024 | 1051 |
| 05.12.2018 | 1090 | 7 | 2812 | 16 | 7 | 74 | 100 | 74 | 0 | 67 | 24 | 18 | 3778 | 4492 | 1028 |
| 11.12.2018 | 1880 | 8 | 3484 | 32 | 7 | 81 | 81 | 80 | 0 | 5 | 17 | 6 | 5744 | 6339 | 1267 |
| 15.12.2018 | 913 | 2 | 2319 | 13 | 23 | 111 | 82 | 83 | 20 | 24 | 31 | 7 | 5283 | 7181 | 1199 |
| AOT | 1000 | 6 | 3889 | 19 | 18 | 82 | 88 | 86 | 2 | 89 | 98 | 20 | 5251 | 6030 | 868 |
| | | | | | | 82 | 88 | 86 | 2 | 89 | 98 | 20 | 5251 | 6030 | 868 |
| | | | | | | 82 | 88 | 86 | 2 | 89 | 98 | 20 | 5251 | 6030 | 868 |

Location: Left Side of Upper Ganga Road
 Direction: Ch. 103.720

| Date | 3-Wheeler (Truck & Goods) | 4-Wheeler (Truck & Goods) | Cvt/Supplies | Bus | | Truck | | | Tractor | | Cycle Rickshaw | Other | Total Veh. (vehicles) | Total Veh. (PCU) | CYTD |
|------------|---------------------------|---------------------------|--------------|----------|--------------|--------|--------|-----|--------------------|---------|----------------|-------|-----------------------|------------------|------|
| | | | | Mini Bus | Standard Bus | 3-Axle | 4-Axle | MAY | Artic./Semi Artic. | Tractor | | | | | |
| 06.12.2018 | 902 | 7 | 2717 | 11 | 4 | 88 | 70 | 68 | 3 | 5 | 28 | 14 | 4878 | 5322 | 808 |
| 07.12.2018 | 1028 | 7 | 3623 | 13 | 10 | 60 | 88 | 83 | 0 | 7 | 23 | 30 | 5890 | 5274 | 914 |
| 08.12.2018 | 1190 | 14 | 3208 | 23 | 35 | 123 | 87 | 94 | 3 | 2 | 28 | 28 | 6238 | 5774 | 1120 |
| 12.12.2018 | 1223 | 19 | 3225 | 23 | 14 | 102 | 88 | 83 | 3 | 2 | 10 | 4 | 5404 | 6187 | 1125 |
| 18.12.2018 | 1204 | 10 | 3454 | 9 | 18 | 87 | 84 | 73 | 6 | 14 | 24 | 3 | 5777 | 6508 | 1048 |
| 11.12.2018 | 1084 | 18 | 3851 | 23 | 32 | 95 | 84 | 88 | 4 | 8 | 18 | 3 | 6851 | 8411 | 1093 |
| 12.12.2018 | 978 | 2 | 2987 | 13 | 23 | 82 | 26 | 87 | 0 | 6 | 14 | 3 | 5823 | 6424 | 941 |
| AOT | 983 | 11 | 3727 | 15 | 19 | 88 | 78 | 75 | 2 | 7 | 20 | 15 | 6488 | 6768 | 913 |

Location: Ch. 103.720
 Direction: Right

| Date | 3-Wheeler (Truck & Goods) | 4-Wheeler (Truck & Goods) | Cvt/Supplies | Bus | | Truck | | | Tractor | | Cycle Rickshaw | Other | Total Veh. (vehicles) | Total Veh. (PCU) | CYTD |
|------------|---------------------------|---------------------------|--------------|----------|--------------|--------|--------|-----|--------------------|---------|----------------|-------|-----------------------|------------------|------|
| | | | | Mini Bus | Standard Bus | 3-Axle | 4-Axle | MAY | Artic./Semi Artic. | Tractor | | | | | |
| 12.12.2018 | 1202 | 19 | 3901 | 21 | 16 | 163 | 182 | 188 | 7 | 0 | 15 | 28 | 8171 | 11472 | 1817 |
| 07.12.2018 | 1078 | 9 | 2840 | 23 | 23 | 123 | 182 | 152 | 0 | 1 | 34 | 48 | 11880 | 12852 | 1771 |
| 08.12.2018 | 2277 | 18 | 7899 | 22 | 83 | 200 | 203 | 214 | 3 | 12 | 37 | 86 | 12214 | 13008 | 2181 |
| 09.12.2018 | 2213 | 28 | 3837 | 31 | 31 | 178 | 188 | 187 | 3 | 10 | 34 | 23 | 11182 | 12680 | 2130 |
| 10.12.2018 | 2374 | 18 | 6258 | 41 | 23 | 188 | 185 | 140 | 0 | 18 | 41 | 7 | 11821 | 12847 | 2168 |
| 15.12.2018 | 2228 | 28 | 7143 | 61 | 61 | 208 | 146 | 161 | 14 | 11 | 49 | 10 | 11924 | 13582 | 2258 |
| AOT | 1702 | 6 | 6248 | 28 | 49 | 162 | 188 | 139 | 1 | 18 | 31 | 43 | 10248 | 11824 | 1927 |
| | | | | 27 | 37 | 170 | 164 | 160 | 4 | 13 | 39 | 30 | 11247 | 12782 | 2033 |



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ANNEXURE -R-5

संख्या-372/ 2020/ 182(आ)/ 23-11-2020-V 2(203)/ 2019

प्रेषक,

गिरिजेश कुमार त्यागी,
विशेष सचिव,
उत्तर प्रदेश शासन।

सेवा में,

प्रमुख अभियन्ता (विकास) एवं विभागाध्यक्ष,
लोक निर्माण विभाग,
30प्र0 लखनऊ।

लोक निर्माण अनुभाग-11

लखनऊ : दिनांक 23 दिसम्बर, 2020

विषय:- मा0 मुख्यमंत्री जी की घोषणा से आच्छादित जनपद मुजफ्फरनगर, मेरठ एवं गाजियाबाद में चौधरी चरण सिंह कांवड़ मार्ग (गंग नहर की दांयी पटरी) के नव निर्माण कार्य की प्रशासकीय एवं वित्तीय स्वीकृति।

महोदय,

उपर्युक्त विषयक मुख्य अभियन्ता (मु0-1), लोक निर्माण विभाग, लखनऊ के पत्रांक-4168नि/ 116-01नि/ 19-2020, दिनांक 18-03-2020 एवं पत्र संख्या-750नि0/ 116-01नि0/ 19-20, दिनांक 09-09-2020 के संदर्भ में मुझे यह कहने का निदेश हुआ है कि मा0 मुख्यमंत्री जी की घोषणा (कम्प्यूटर संख्या-जीएच11 वाई00154, घोषणा संख्या-वाई0ए0एन0-17/ 2018, घोषणा दिनांक 28-05-2018) से आच्छादित जनपद मुजफ्फरनगर, मेरठ एवं गाजियाबाद में चौधरी चरण सिंह कांवड़ मार्ग (गंग नहर की दांयी पटरी) के नव निर्माण कार्य की आंकलित लागत रु0 62874.26 लाख (रूपयें छः अरब अट्ठाईस करोड़ चौहत्तर लाख छब्बीस हजार मात्र) की प्रशासकीय एवं वित्तीय स्वीकृति प्रदान करते हुये चालू वित्तीय वर्ष 2020-21 में लागत के सापेक्ष कुल रु0 10000.00 लाख (रूपया एक अरब मात्र) व्यय हेतु निम्नलिखित विवरणानुसार तथा शर्तों/ प्रतिबन्धों सहित अचमुक्त किये जाने की श्री राज्यपाल सहर्ष स्वीकृति प्रदान करते हैं:-

(धनराशि रूपये लाख में)

| क्र0 स0 | जनपद | कार्य का विवरण | स्वीकृत लागत | अचमुक्त धनराशि |
|------------|------------------------------------|---|-----------------|-------------------|
| 1 | 2 | 3 | 4 | 5 |
| 1 | मुजफ्फर नगर, मेरठ, गाजियाबाद | जनपद मुजफ्फरनगर, मेरठ एवं गाजियाबाद में चौधरी चरण सिंह कांवड़ मार्ग (गंग नहर की दांयी पटरी) के नव निर्माण का कार्य। | 62874.26 | 10000.00 |

- (1) प्रथमतः कार्य प्रारम्भ करने से पूर्व वित्तीय हस्तपुस्तिका, खण्ड-6 के अध्याय-12 के प्रस्तर-318 में वर्णित व्यवस्था के अनुसार प्रायोजना पर सक्षम स्तर से तकनीकी स्वीकृति अवश्य प्राप्त कर ली जाय तथा सक्षम स्तर से तकनीकी स्वीकृति प्राप्त होने के पश्चात् ही कार्य प्रारम्भ किया जाय।
- (2) कार्य की विशिष्टियां, मानक व गुणवत्ता की जिम्मेदारी विभाग की होगी। प्रायोजना का निर्माण कार्य ससमय पूर्ण कराया जाना सुनिश्चित किया जाये।
- (3) स्वीकृत धनराशि का व्यय वित्तीय हस्त-पुस्तिका के सुसंगत प्राविधानों, समय-समय पर शासन द्वारा निर्गत शासनादेशों के अनुरूप किया जायेगा।

1- यह शासनादेश इलेक्ट्रॉनिकली जारी किया गया है, अतः इस पर हस्ताक्षर की आवश्यकता नहीं है।

2- इस शासनादेश की प्रमाणिकता वेब साइट <http://shasanadesh.up.gov.in> से सत्यापित की जा सकती है।



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- (4) स्वीकृत धनराशि कार्य की आवश्यकतानुसार आहरित कर व्यय की जायेगी तथा आहरित धनराशि बैंक/ डाकघर में नहीं रखी जायेगी। प्रश्नगत स्वीकृति जिस कार्य/ मद के लिये है, उसी कार्य/ मद पर व्यय प्रत्येक दशा में किया जायेगा।
- (5) अधिष्ठान व्यय की धनराशि समय-समय पर स्वीकृत/ आवंटित की जा रही धनराशि के सापेक्ष जमा की जायेगी। निर्माण कार्य की अवशेष लागत पर अधिष्ठान व्यय की धनराशि वित्त (लेखा) अनुभाग-2 के शासनादेश सं0-ए-2-23/ दस-2011-17(4)/ 75 दिनांक 25-01-2011 के साथ पठित शासनादेश सं0-ए-2-1606/ दस-2014-17(4)/ 75 दिनांक 11 नवम्बर 2014 द्वारा जारी विस्तृत दिशा निर्देशों के अनुसार कार्यवाही सुनिश्चित की जायेगी तथा उक्त शासनादेश दिनांक 25-01-2011 के सलग्नक में प्रदर्शित सम्बन्धित विभाग के प्राप्ति लेखाशीर्षक में ट्रान्सफर इन्ट्री द्वारा क्रेडिट किया जायेगा। लेखा शीर्षक 1054-सड़क तथा सेतु-800-अन्य प्राप्ति-01 प्रतिशतता प्रमारों की वसूली में जमा की जायेगी।
- (6) लेबर सेस की धनराशि इस शर्त के अधीन होगी कि श्रम विभाग को उक्त धनराशि का नियमानुसार भुगतान किया जायेगा।
- (7) मूल्य ह्रास निधि की धनराशि सुसंगत लेखाशीर्षक में नियमानुसार जमा करायी जायेगी।
- (8) व्यय वित्त समिति द्वारा लगायी गयी शर्तों का पूर्णतयः अनुपालन सुनिश्चित किया जायेगा।
- (9) प्रश्नगत परियोजना कार्य हेतु नियमानुसार समस्त आवश्यक वैधानिक अनापतियों एवं पर्यावरणीय क्लियरन्स सक्षम स्तर से प्राप्त करने का उत्तरदायित्व विभाग/ कार्यदायी संस्था का होगा।
- (10) प्रायोजना में यूटिलिटी शिफ्टिंग के अन्तर्गत विद्युत विभाग के विद्युत लाईन, बिजली के खम्भे की शिफ्टिंग का कार्य की लागत वास्तविकता के आधार पर सक्षम स्तर से अनुमोदन के उपरान्त देय होगी।
- (11) वन विभाग सम्बन्धी कार्य हेतु विभाग द्वारा उपलब्ध कराये गये विस्तृत आगणन के अनुसार प्रस्तावित लागत के यथावत सम्मिलित कर लिया गया है परन्तु निर्माण के समय वास्तविकता के आधार पर सक्षम स्तर का अनुमोदन प्राप्त करते हुए कार्यवाही करेंगे।
- (12) प्रायोजना में जनपद मुजफ्फरनगर में 1.05 हे0 भूमि का क्रय किया जाना प्रस्तावित है, इस हेतु जिलाधिकारी मुजफ्फरनगर द्वारा अनुमन्य सर्किल दरों को प्रयुक्त किया गया है। भूमि अध्याप्ति न्यूनतम आवश्यकतानुसार सुसंगत वित्तीय नियमों के अधीन किया जाय।
- (13) जनपद मेरठ में जल विद्युत निगम के भवन (170.35 व0मी0) हस्तान्तरण हेतु लागत ₹0 28.67 लाख प्रस्तावित की गयी है। इस धनराशि का व्यय न्यूनतम आवश्यकतानुसार सुसंगत वित्तीय नियमों के अधीन किया जाय।
- (14) प्रायोजनान्तर्गत 12 प्रतिशत जी0एस0टी0 की धनराशि अनुमन्य कर दी गयी है। विभाग द्वारा अपने स्तर से सुनिश्चित किया जाय कि प्रायोजनान्तर्गत विभिन्न कार्यमदों में जी0एस0टी0 सम्मिलित न हो।
- (15) प्रस्तावित कार्यों की द्विरावृत्ति (डुप्लीकेसी) को रोकने की दृष्टि से यह सुनिश्चित किया जायेगा कि यह कार्य पूर्व में किसी अन्य योजना/ कार्यक्रम के अन्तर्गत न तो स्वीकृत है और न वर्तमान में किसी अन्य योजना/ कार्यक्रम में प्रस्तावित है और इस कार्य हेतु पूर्व में राज्य सरकार अथवा किसी अन्य स्रोत से धनराशि स्वीकृत नहीं की गयी है।

1- यह शासनादेश इलेक्ट्रॉनिकनी जारी किया गया है, अतः इस पर हस्ताक्षर की आवश्यकता नहीं है।

2- इस शासनादेश की प्रमाणिकता वेब साइट <http://shasanaदेश.up.gov.in> से सत्यापित की जा सकती है।



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- (16) वित्त विभाग के कार्यालय जाप संख्या-V 2020/ बी-1-149/ दस-2020-23V 2020, दिनांक 24 मार्च, 2020 में निहित प्राविधानों का अनुपालन सुनिश्चित किया जायेगा।
- 2- प्रश्नगत कार्य पर होने वाला व्यय वित्तीय वर्ष 2020-21 के आय-व्ययक में अनुदान सं0-58 के लेखाशीर्षक-5054-सड़को तथा सेतुओं पर पूंजीगत परिव्यय-04-जिला तथा अन्य सड़कें-337-सड़क निर्माण कार्य-16-गंग नहर की दांयी पटरी का निर्माण/ चौड़ीकरण/ सुदृढीकरण-24-ग्रहण निर्माण कार्य के नामे डाला जायेगा।
- 3- यह आदेश वित्त विभाग के अशासकीय पत्र संख्या-ई-8-2539/ दस-2020, दिनांक 23 दिसम्बर, 2020 में प्राप्त उनकी सहमति से जारी किया जा रहा है।

भवदीय,

(गिरिजेश कुमार त्यागी)
विशेष सचिव।

संख्या-372/ 2020/ 182(आ)(1)/ 23-11-2020-तद दिनांक।

प्रतिलिपि निम्नलिखित को सूचनार्थ एवं आवश्यक कार्यवाही हेतु प्रेषित:-

- 1- निजी सचिव, मा0 उप मुख्यमंत्री, लोक निर्माण विभाग, उ0प्र0 शासन।
- 2- महालेखाकार (लेखा एवं हकदारी) प्रथम/ द्वितीय, उ0प्र0 प्रयागराज।
- 3- महालेखाकार (लेखा-परीक्षा) प्रथम/ द्वितीय, उ0प्र0 प्रयागराज।
- 4- सम्बन्धित मण्डलायुक्त/ जिलाधिकारी।
- 5- वित्त नियंत्रक लोक निर्माण विभाग लखनऊ।
- 6- मुख्य अभियन्ता (मु0-1) लोक निर्माण विभाग लखनऊ।
- 7- सम्बन्धित मुख्य अभियन्ता, लोक निर्माण विभाग।
- 8- वित्त व्यय (नियंत्रण) अनु0-8/ वित्त आय-व्ययक अनु0-1, उ0प्र0 शासन।
- 9- राज्य योजना आयोग-1/ 2, उ0प्र0 शासन।
- 10- अधीक्षण अभियन्ता नियोजन/ परियोजना, लोक निर्माण विभाग, लखनऊ।
- 11- लोक निर्माण अनुभाग-1/ 9/ 10/ 12 एवं 14, उ0प्र0 शासन।
- 12- डेटा सेल, लोक निर्माण विभाग, उ0प्र0 शासन।
- 13- गाई फाइल।

आज्ञा से,

(गिरिजेश कुमार त्यागी)
विशेष सचिव।

- 1- यह शासनादेश इलेक्ट्रॉनिकी जारी किया गया है, अतः इस पर हस्ताक्षर की आवश्यकता नहीं है।
- 2 इस शासनादेश की प्रमाणिकता वेब साइट <http://shasnadesh.up.gov.in> से सत्यापित की जा सकती है।



ANNEXURE -R-5**No.-372/2020/182(A)/23-11-2020-1/2(203)/2019**

From,

Girijesh Kumar Tyagi,
Special Secretary,
Uttar Pradesh Government.

To,

Office of Engineer-in-Chief & Head of Department
Public Works Department,
U.P. Lucknow.

Public Works Section-11 Lucknow: Date 23 December, 2020

Subject: In relation to the administrative and financial approval of the new construction work of Chaudhary Charan Singh Kanwar Marg (right sided track of Ganga Canal) in the districts Muzaffarnagar, Meerut and Ghaziabad covered under the announcement of the Honorable Chief Minister.

Sir,

In relation to the letter no. 4168 NI/ 116-NI/ 19-2020, dated 18-03-2020 of the Chief Engineer (M-1), Public Works Department, Lucknow and letter no. 750 NI/ 116-0 NI/ 19-20dated 09-09-2020, I am directed to say that the administrative and financial approval of the estimated cost of Rs. 62874.26 lakh (Rupees six billion twenty eight crore seventy four lakh twenty eight thousand only) for the construction work of Chaudhary Charan Singh Kanwar Marg (right sided track of Ganga Canal) in Muzaffarnagar, Meerut and Ghaziabad districts, covered by the announcement of

Honorable Chief Minister (Computer Number- GH11BY00154,Announcement Number-YAN-17/2018, Announcement Date 28-05-2018) has been accepted and the Governor has gladly approved the release of total expenditure of Rs 10000.00 lakh (Rupees one billion only) against the cost in the financial year 2020-21 with the following conditions and restrictions:-

(Amount in lakhruppes)

| S. No. | District | Details of work | sanctioned cost | Release amount |
|--------|----------------------------------|--|-----------------|----------------|
| 1 | 2 | 3 | 4 | 5 |
| 1 | Muzaffarnagar, Meerut, Ghaziabad | New construction work of Chaudhary Charan Singh Kanwar Marg (right sided track of Ganga Canal) inMuzaffarnagar, Meerut and Ghaziabad district. | 62874.26 | 10000.00 |

- 1) Before starting the work in question, as per the arrangement mentioned in Paragraph 318 of Chapter 12 of Volume 6 of the Financial Handbook, technical approval must be obtained from the competent level on the project.
- 2) The work shall be started only after getting technical approval from the competent level. The department will be responsible for the specifications, standards and quality of the work. It should be ensured that the construction work of the projects is completed on time.
- 3) The sanctioned amount will be spent as per the relevant provisions of the financial handbook and government orders issued by the government from time to time.
- 4) The sanctioned amount will be withdrawn and spent as per the requirement of the work and the withdrawn amount will not be kept in the bank/post office. In every case, the expenditure will be incurred on the same work/item for which the approval in question is given.
- 5) The amount of development expenditure will be deposited in relation to the amount being sanctioned/allocated from time to time. In relation to the amount of development expenditure on the remaining cost of construction work, action will be taken as per Government Order No. -A-2-23/10-2011-17 (4)/ 75 dated 25-01-2011 of Finance (Accounts) Section-2 read with Government Order No. -A-2-1606/Das-2014-17(4)/75 dated 11 November 2014 and

transfer will be done in the receipt account head of the concerned department shown in the annexure to the said government order dated 25-01-2011. Other Receipts of account head of 1054-Roads and 800 Bridges will be deposited in recovery of percentage charges.

- 6) The amount of labor cess will be subject to the condition that the said amount will be paid to the Labor Department as per rules.
- 7) The amount of depreciation fund will be deposited in the relevant account head as per rules.
- 8) Complete compliance with the conditions imposed by the Expenditure Finance Committee shall be ensured.
- 9) It will be the responsibility of the department/executive organization to obtain all the necessary statutory clearances and environmental clearance from the competent level as per the rules for the project work in question.
- 10) Under utility shifting in the project, the cost of the work of shifting of power lines and electric poles of the electricity department will be paid on the basis of tangibility after approval from the competent level.
- 11) As per the detailed estimation provided by the Department for Forest Department related work, the proposed cost has been included as per the requirement, but action will be taken after obtaining the approval of the

competent level on the basis of reality at the time of construction.

- 12) In the project, it is proposed to purchase 1.05 hectares of land in Muzaffarnagar district, for this the circle rates allowed by District Magistrate Muzaffarnagar have been used. Land acquisition shall be done as per the minimum requirement and subject to the relevant financial rules.
- 13) A cost of Rs 28.67 lakh has been proposed for the transfer of the building (170.35 m) of Jal Vidyut Nigam in Meerut district. This amount shall be spent as per minimum requirement and financial rules.
- 14) Under the project, the amount of 12 percent GST has been allowed. The department shall ensure that GST is not included in the various work items under the project at its own level.
- 15) In order to prevent duplication of the proposed works, it will be ensured that this work has neither been approved under any other scheme/program in the past nor is currently proposed in any other scheme/program. For this purpose, no funds have been sanctioned from the state government or any other source in the past.
- 16) Compliance with the provisions contained in the Letter No. 17 2020/ B-1-149/ DAS-2020-231/ 2020, dated March 24, 2020 of the Finance Department's Office will be ensured.

2. Expenditure on the work in question, in the income-expenditure of the financial year 2020-21, under the account heading of Grant No. 58 - 5054 - Capital outlay on roads and bridges - 04 - District and other roads - 337 - Road construction work - 16- Ganga. Construction / widening / strengthening of the right track of the canal - 24 - will be included in the name of major construction work.
3. This order is being issued with the consent of the Finance Department received in its unofficial letter No. E-8-2539/10-2020, dated December 23, 2020.

Yours sincerely,
(Girijesh Kumar Tyagi)
Special Secretary.

No. 372/2020/182(A) (1)/23-11-2020

Copy sent to the following for information and necessary action:

1. Private Secretary, Hon'ble Deputy Chief Minister, Public Works Department, Government of U.P.
2. Accountant (Accounts & Entitlement) I/II, U.P. Prayagraj.
3. Accountant (Audit) I/II, U.P. Prayagraj.
4. Concerned Divisional Commissioner/District Magistrate.
5. Finance Controller, Public Works Department, Lucknow.
6. Chief Engineer (M-1) Public Works Department, Lucknow.
7. Concerned Chief Engineer, Public Works Department.
8. Finance Expenditure (Control) Article 0-8/ Finance Income-Expenditure Article 0-1, Government of U.P.
9. State Planning Commission-1/2, Government of U.P.
10. Superintending Engineer Planning/Project, Public Works Department, Lucknow.

11. Public Works Section-1/9/ 10/ 12 and 14, Government of U.P.
12. Data Cell, Public Works Department, Government of U.P.
13. Guard file.

With due permission
(Girijesh Kumar Tyagi)
Special Secretary.

|| TRUE TYPED COPY ||

Wnsj

लोक निर्माण विभाग



मा० मुख्यमंत्री जी की घोषणा के कम्प्यूटर क्रमांक—GH11Y000154,
घोषणा सं०—Y.A.N.-17/2018 घोषणा दिनांक 28.05.2018

विस्तृत आगणन वर्ष 2020-21 Volume -2 of 3 (Detailed Estimate)

कार्य का नाम :- जनपद मुजफ्फरनगर, मेरठ एवं गाजियाबाद में चौधरी चरण सिंह कावड मार्ग (गंग नहर की दायी पटरी) के नव निर्माण का कार्य।

| जिला | मार्ग की लम्बाई (कि०मी० में) | कार्य की लागत (रु० लाख में) |
|---|---------------------------------|--------------------------------|
| मुजफ्फरनगर (चै० 51.910 से चै० 108.750) | 56.840 | 31096.91 |
| मेरठ (चै० 108.750 से चै० 151.050) | 42.300 | 23615.37 |
| गाजियाबाद (चै० 151.050 से चै० 183.400) | 12.350 | 8161.98 |
| योग | 111.490 | 62874.26 |



ANNEXURE-R-6**Public Works Department**

Honorable Chief Minister's announcement computer number -
GH11Y000154, announcement number - Y.A.N.-17/2018 announcement
date 28.05.2018

DETAILED ASSESSMENT**YEAR 2020-21**

Volume -2 of 3
(Detailed Estimate)

Name of work:- New construction work of Chaudhary Charan
Singh Kawar Marg (right track of Ganga
Canal) in Muzaffarnagar, Meerut and
Ghaziabad districts.

| District | Length of route (in km) | Cost of work (in Rs lakh) |
|--|------------------------------------|--------------------------------------|
| Muzaffarnagar (Ch 51.910 to Ch 108.750) | 56.840 | 31096.91 |
| Meerut (Ch 108.750 to Ch 151.050) | 42.300 | 23615.37 |
| Ghaziabad (Ch 151.050 to Ch 163.400) | 12.350 | 8161.98 |
| sum | 111.490 | 62874.26 |

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236 Design Parameters

22 (17) 38

- 1 CBR (In %) = 4.75%, 4.91%, 4.91%, 5.62%, 5.73%, & 6.10%
- 90th percentage CBR (In %) for SH = -
- 80th percentage CBR (In %) for MDR/ODR = 4.91%
- 2 Source = क्षेत्रीय प्रयोगशाला, पब्लिक वर्कस, मेरठ
- Traffic Data

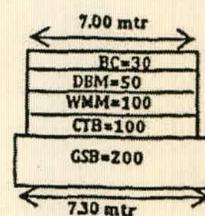
| Location/Category | Fast Vehicles | | | | | Slow Vehicles | | Other Specify Trails (More than 3.00 M.T.) |
|-----------------------------|---------------------------------------|-------|------|-------|--------------------------|-------------------------|--------|---|
| | Cars, Jeep, Vans, Three Wheeler | Buses | LCV | Truck | Motor Cycle & Scooter | Animal Drawn Vehicle | Cycles | |
| 103.700 (Muzaffar Nagar) | 6862 | 37 | 1489 | 498 | 2108 | 7 | 39 | 30 |
| 124.800 (Meerut) | 8600 | 104 | 778 | 1509 | 2290 | 5 | 47 | 0 |

- Average PCU of Muzaffarnagar and Meerut = $(12702+16323)/2= 14512$
50% of Average PCU = 7256
- Average CVPD of Muzaffarnagar and Meerut = $(2023+2391)/2=2207$
50% of Average CVPD = 1103
- Source of traffic census = Conducted by PWD Officers on Left Side of Canal
- Name of AE (Muzaffar Nagar) = Vijay kumar
- Name of AE (Meerut) = Shakir Rao
- Name of AE (Ghaziabad) = J K Sharma
- Name of JE (Muzaffar Nagar) = R.K.Notiyal/Manoj kumar
- Name of JE (Meerut) = Md. Asif/ Ehtesham Anwar/K G Sharma/Sandeep Sharma/Devendra kumar
- Name of AE (Ghaziabad) = Vishal Hatwal/Satendra kumar
- Duration of traffic census = 06-12-2019 to 12-12-2019
- 3 IRC code = IRC:37-2018
- 4 Design parameters
- Category of roads = ODR Proposed
- Design life = 15 Years
- Lane distribution Factor = 0.50
- Time of construction = Two Years
- VDF = 3.90
- MSA = 18.68
- 5 Existing width = Nil
- 6 Proposed width = 7.00 Mtr.
- 7 Existing and proposed crust composition =

Existing

.....Nil.....

Proposed Crust



(Signature)
(Ajay Bhaskar)

Executive Engineer
CD-1, PWD, Muzaffarnagar

(Signature)
(C P Singh)

Executive Engineer
CD-(B), PWD, Meerut

(Signature)
(Maneesh Verma)

Executive Engineer
CD-2, PWD, Ghaziabad

(Signature)
(Sandeep Kumar)

Supritending Engineer
Saharanpur Circle, PWD, Saharanpur

(Signature)
(Sanjeev Bhardwaj)

Supritending Engineer
Meerut Circle, PWD, Meerut

(Signature)
(Ajay Shankar Singh)

Supritending Engineer
Bulandshar Circle, PWD, Bulandsh.

(Signature)
(Rajpal Singh)

Chief Engineer
Saharanpur

(Signature)
(Rajpal Singh)

Chief Engineer
Meerut Zone, PWD, Meerut

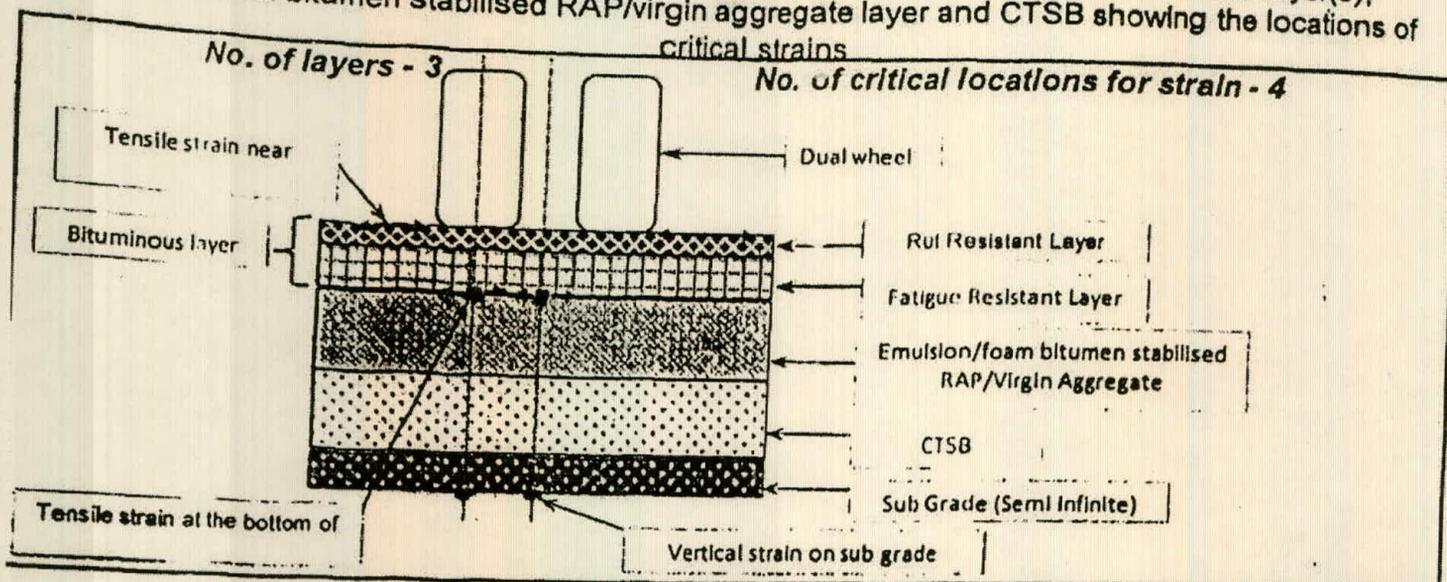


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PAVEMENT DESIGN

Ref : IRC:37-2018 GUIDELINES FOR THE DESIGN OF FLEXIBLE PAVEMENTS

Fig 3.4 : Pavement Composition Type - 1. A pavement section with bituminous layer(s), emulsion/foam bitumen stabilised RAP/virgin aggregate layer and CTSB showing the locations of critical strains



COMPUTATION OF DESIGN TRAFFIC

| Sl. No. | Item | Nomenclature | Figure/No. | Unit |
|---------|---|------------------------------------|--------------------------|-------|
| 1 | Category of road (EW / NH / SH / UR / MDR / ODR) | | ODR | |
| 2 | Type of carriageway proposed (SINGLE / DUAL) | | SINGLE | |
| 3 | No. of proposed lanes/carriageway (1 / 1.5 / 2 / 3 / 4) | | 2 | No. |
| 4 | Type of terrain (PLAIN / ROLLING / HILLY) | | PLAIN | |
| 5 | Traffic census (Total of both direction) | | | |
| | CVPD | | 1103 | No. |
| | PCU | | 7256 | No. |
| 6 | No. of years between the last count and the year of completion of construction | x | 2 | Years |
| 7 | Lane distribution factor (As per Clause 4.5.1 of IRC :37-2018) | D | 0.50 | No. |
| | Type of carriageway proposed | No. of proposed lanes/ carriageway | Lane distribution factor | |
| | Single | 1 | 1.00 | |
| | Single | 1.5 | 0.75 | |
| | Single | 2 | 0.50 | |
| | Single | 4 | 0.40 | |
| | Dual | 2 | 0.75 | |
| | Dual | 3 | 0.60 | |
| | Dual | 4 | 0.45 | |
| 8 | Annual growth rate of commercial traffic (As per Clause 4.2.2 of IRC:37-2018) | r | 5 | % |
| 9 | Design period in years (As per Clause 4.3.1 of IRC:37-2018) | n | 15 | Years |
| 10 | Vehicle damage factor (Number of standard axles per commercial vehicle - As per Clause 4.4.6 of IRC:37-2018) | F | 3.9 | No. |
| | Initial Traffic Volume In CVPD | No. of proposed | | |
| | | Plain/Rolling | Hilly | |
| | 0-150 | 1.7 | 0.6 | |
| | 150-1500 | 3.9 | 1.7 | |
| | >1500 | 5.0 | 2.8 | |
| 11 | Number of commercial vehicles per day per carriageway at last count (CVPD/carriageway) | P | 1103 | No. |

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DESIGN TRAFFIC

The design traffic in terms of cumulative number of standard axes to be carried during the design period of the

$$N_{Des} = \frac{365 \left[\left(1 + r \right)^n - 1 \right] \times A \times F \times D}{r}$$

Where

- N_{Des} = cumulative number of standard axes to be catered for during the design period of 'n' years
- A = initial traffic (commercial vehicles per day) in the year of completion of construction
- D = lane distribution factor
- F = vehicle damage factor (number of standard axes per commercial vehicle)
- n = design period in years
- r = annual growth rate of commercial traffic

The traffic in the year of completion is estimated using the following formula.

Where

- $A = P (1 + r)^x$
- P = Number of commercial vehicles per day as per last count
- x = Number of years between the last count and the year of completion of construction

$$A = 1103 (1 + .05)^2$$

And

$$A = 1216 \text{ CVPD}$$

$$N_{Des} = \frac{365 \left[\left(1 + 0.05 \right)^{15} - 1 \right] \times 1216 \times 0.50 \times 3.9}{0.05}$$

Thus

$$N_{Des} = 18675988 \text{ or } 18.68 \text{ msa}$$

COMPUTATION OF DESIGN CBR

| Sl. No. | Km | Average CBR |
|-------------------------|----|-------------|
| 1 | | 5.00 |
| 2 | | |
| 3 | | 4.91 |
| 4 | | |
| 5 | | 4.91 |
| 6 | | |
| 7 | | 5.62 |
| 8 | | |
| 9 | | |
| 10 | | |
| 11 | | 5.73 |
| 12 | | |
| 13 | | 6.10 |
| 14 | | |
| 15 | | |
| The 80th Percentile CBR | | 4.91 |

RESILIENT MODULUS OF VARIOUS LAYERS
SUBGRADE SOIL

$$M_{RS} = 10.0 \times \text{CBR} \quad \text{For CBR} \leq 5\% \quad \text{(Equation 6.1)}$$

$$M_{RS} = 17.6 \times \text{CBR}^{0.84} \quad \text{For CBR} > 5\% \quad \text{(Equation 6.2)}$$

Where,

M_{RS} = Resilient modulus of sub grade soil in Mpa and



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CBR = California bearing ratio in %

DESIGN CBR = 4.01

$M_{RSubgrade} = 49.1 \text{ MPa}$

Resilient Modulus of Existing LAYERS

Thus,

Where,

$$M_{RGRAN} = 0.2 \times (h)^{0.45} \times M_{RSUPPORT} \quad (\text{Equation 7.1})$$

h = Thickness of granular layer in mm

M_{RGRAN} = Resilient modulus of the granular layer (MPa)

$M_{RSUPPORT}$ = (effective) Resilient modulus of the supporting layer (MPa)

$$M_{RExisting} = 0.2 \times (0)^{0.45} \times 49 = 0 \text{ MPa}$$

ALLOWABLE LONGITUDINAL STRAIN IN BITUMINOUS LAYER FATIGUE ANALYSIS

COMPUTATION OF ALLOWABLE HORIZONTAL TENSILE STRAIN AT THE BOTTOM OF BITUMINOUS LAYER

| Sl. No. | 8 | Nomenclature | Figure/No. | Unit |
|---------|-------------------|--------------|------------|------|
| 1 | Thickness of DBM | | 100 | mm |
| 2 | No. of layers | | 2 | |
| 3 | Grade of BC | VG-30 | | |
| 4 | Volume of air | V_a | 4.5% | % |
| 5 | Volume of bitumen | V_b | 10.5% | % |

From Equation 3.4

(for 80% reliability)

$$N_f = 1.6064 \times C \times 10^{-4} \times \left[\frac{1}{\epsilon_t} \right]^{3.89} \times \left[\frac{1}{M_{Rm}} \right]^{0.854}$$

$$C = 10^M$$

$$M = 4.84 \times \left(\frac{V_{be}}{V_a + V_{be}} - 0.69 \right)$$

Where

V_a = per cent volume of air void in the mix used in the bottom bituminous layer

V_{be} = per cent volume of effective bitumen in the mix used in bottom bituminous layer

N_f = fatigue life of bituminous layer (cumulative equivalent number of 80kN standard

ϵ_t = maximum horizontal tensile strain at the bottom of bottom bituminous layer (DBM) calculated using linear elastic layered theory by applying standard axle load at the surface of the selected pavement system

M_{Rm} = resilient modulus (Mpa) of bituminous mix used in the bottom bituminous layer

Therefore

$$M = 4.84 \times \left(\frac{0.105}{0.045 + 0.105} - 0.69 \right)$$

$$M = 0.05$$

$$C = 10^{0.05}$$

$$C = 1.12$$

Or

From Equation 3.4

$$N_f = 1.6064 \times C \times 10^{-4} \times \left[\frac{1}{\epsilon_t} \right]^{3.89} \times \left[\frac{1}{M_R} \right]^{0.854}$$

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प्रशाहर वत. लो०नि०वि०

0.854



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$$\begin{aligned} \epsilon_t &= 1.6064 \times \frac{1.12 \times 10^{-4} \times \left[\frac{1}{M_R} \right]}{N_f} \\ &= \left[\frac{1.6064 \times 1.12 \times 10^{-4} \times \left[\frac{1}{2000} \right]}{18680000} \right]^{1/3.89} \\ &= 0.00027755 \quad \text{Or} \quad 278 \times 10^{-6} \end{aligned}$$

ALLOWABLE VERTICAL STRAIN AT SUBGRADE RUTTING ANALYSIS

COMPUTATION OF ALLOWABLE COMPRESSIVE VERTICAL STRAIN ON SUBGRADE

From Equation 3.1

(for 80% reliability)

$$N_R = 4.1656 \times 10^{-8} \times \left[\frac{1}{\epsilon_v} \right]^{4.5337}$$

Where

N_R = No. of cumulative standard axles and

ϵ_v = Vertical strain in the subgrade

$$\epsilon_v = \left[\frac{4.1656 \times 10^{-8}}{N} \right]^{4.5337}$$

$$= \left[\frac{4.1656 \times 10^{-8}}{18680000} \right]^{4.5337}$$

$$= 0.000586501 \quad \text{Or} \quad 587 \times 10^{-6}$$

| ALLOWABLE LONGITUDINAL AND VERTICAL STRAIN IN VARIOUS LAYERS | | | | |
|--|------------------|------------------|-------------------------|------------------|
| Sl. No. | Type of material | Type of analysis | Allowable strain (E-06) | Reference |
| 1 | Bituminous Layer | Fatigue | 278 | Equation 3.3/3.4 |
| 2 | Sub Grade | Rutting | 587 | Equation 3.1/3.2 |

Table 11.1 Recommended material properties for structural layers

| Material Type | Elastic/Resilient modulus | |
|---|---------------------------|-----------------|
| | (Mpa) | Poisson's ratio |
| Bituminous layer with VG-40 or Modified bitumen | 3000 | 0.35 |
| Bituminous layer with VG-30 | 2000 | 0.35 |
| Cement treated base | 5000 | 0.25 |
| Cold recycled base | 800 | 0.35 |
| Granular interlayer | 450 | 0.35 |
| Cement treated sub base | 600 | 0.25 |
| Unbound granular layers | 700 | 0.35 |
| Unbound granular base over CTSB sub base | | |
| a) For natural gravel | 300 | 0.35 |
| b) For crushed aggregated | 350 | 0.35 |
| Subgrade | Use eq. 6.1 or 6.2 | 0.35 |

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R.E.

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अधीक्षक अधीयन्ता
मुंशाहर वृत्त, लोअनिंवि०
धलन्दाशर

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OPEN FILE IN EDITOR

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No. of layers 5

E values (MPa) 2000.00 250.00 5000.00 125.00 49.10

E_m values 0.350.350.250.350.35

thicknesses (mm) 30.00 100.00 100.00 200.00

single wheel load (N) 20000.00

tyre pressure (MPa) 0.56

Dual Wheel

| Z | R | SigmaZ | SigmaT | SigmaR | TaoRZ | DispZ | epZ | epT | epR |
|---------|--------|-------------|-------------|-------------|-------------|------------|-------------|------------|-------------|
| 80.00 | 0.00 | -0.3006E+00 | 0.5367E+00 | 0.4449E+00 | -0.2034E-01 | 0.5420E+00 | -0.3221E-03 | 0.2431E-03 | 0.1811E-03 |
| 80.00L | 0.00 | -0.3006E+00 | -0.7452E-01 | -0.8600E-01 | -0.2034E-01 | 0.5420E+00 | -0.9775E-03 | 0.2431E-03 | 0.1811E-03 |
| 80.00 | 155.00 | -0.1774E+00 | 0.1998E+00 | -0.3762E+00 | -0.9480E-01 | 0.5280E+00 | -0.5784E-04 | 0.1968E-03 | -0.1920E-03 |
| 80.00L | 155.00 | -0.1774E+00 | -0.5861E-01 | -0.1306E+00 | -0.9480E-01 | 0.5280E+00 | -0.4448E-03 | 0.1968E-03 | 0.1920E-03 |
| 480.00 | 0.00 | -0.2095E-01 | 0.1752E-01 | 0.1411E-01 | -0.3201E-02 | 0.4140E+00 | -0.2561E-03 | 0.1593E-03 | 0.1225E-03 |
| 480.00L | 0.00 | -0.2095E-01 | 0.3439E-04 | -0.1304E-02 | -0.3201E-02 | 0.4140E+00 | -0.4176E-03 | 0.1593E-03 | 0.1225E-03 |
| 480.00 | 155.00 | -0.2253E-01 | 0.1895E-01 | 0.1643E-01 | -0.4643E-02 | 0.4252E+00 | -0.2794E-03 | 0.1687E-03 | 0.1415E-03 |
| 480.00L | 155.00 | -0.2253E-01 | 0.7824E-04 | -0.9118E-03 | -0.4643E-02 | 0.4252E+00 | -0.4530E-03 | 0.1687E-03 | 0.1415E-03 |

सि

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E.E.

अधीक्षण अभियन्ता
बुधशहर वृत्त, लोनिदि
जुलदशहर



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No. of Layers 5
 E value (MPa) 2000.00 250.00 5000.00 600.00 49.10
 nu value 0.350,350.250.350.35
 thickness (mm) 80.00 100.00 100.00 200.00
 single wheel load (N) 20000.00
 tyre pressure (MPa) 0.56
 Deal Wheel

| Z | R | SigmaZ | SigmaT | SigmaR | TaorZ | DispZ | epZ | epT | epR |
|---------|--|----------------------------------|-----------------------|-----------------------|-----------------------|------------|------------|------------|------------|
| 80.00 | 0.00-0.3074E+00 | 0.5299E+00 | 0.4405E+00-0.1299E-01 | 0.4672E+00-0.3235E-03 | 0.4672E+00-0.3235E-03 | 0.2417E-03 | 0.1813E-03 | 0.2417E-03 | 0.1813E-03 |
| 80.00L | 0.00-0.3074E+00-0.7860E-01-0.8978E-01-0.1299E-01 | 0.8978E-01-0.1299E-01 | 0.4672E+00-0.9940E-03 | 0.4672E+00-0.9940E-03 | 0.4672E+00-0.9940E-03 | 0.2417E-03 | 0.1813E-03 | 0.2417E-03 | 0.1813E-03 |
| 80.00 | 155.00-0.1854E+00 | 0.1911E+00-0.3830E+00-0.8218E-01 | 0.4481E+00-0.5915E-04 | 0.4481E+00-0.5915E-04 | 0.4481E+00-0.5915E-04 | 0.1950E-03 | 0.1925E-03 | 0.1950E-03 | 0.1925E-03 |
| 80.00L | 155.00-0.1854E+00-0.6348E-01-0.1352E+00-0.8218E-01 | 0.1352E+00-0.8218E-01 | 0.4481E+00-0.4636E-03 | 0.4481E+00-0.4636E-03 | 0.4481E+00-0.4636E-03 | 0.1950E-03 | 0.1925E-03 | 0.1950E-03 | 0.1925E-03 |
| 480.00 | 0.00-0.1682E-01 | 0.1075E+00 | 0.9362E-01-0.2577E-02 | 0.3650E+00-0.1454E-03 | 0.3650E+00-0.1454E-03 | 0.1344E-03 | 0.1091E-03 | 0.1344E-03 | 0.1091E-03 |
| 480.00L | 0.00-0.1682E-01 | 0.4816E-03-0.6547E-03-0.2578E-02 | 0.3650E+00-0.3414E-03 | 0.3650E+00-0.3414E-03 | 0.3650E+00-0.3414E-03 | 0.1344E-03 | 0.1031E-03 | 0.1344E-03 | 0.1031E-03 |
| 480.00 | 155.00-0.1802E-01 | 0.1159E+00 | 0.1054E+00-0.3824E-02 | 0.3734E+00-0.1591E-03 | 0.3734E+00-0.1591E-03 | 0.1422E-03 | 0.1186E-03 | 0.1422E-03 | 0.1186E-03 |
| 480.00L | 155.00-0.1802E-01 | 0.5775E-03-0.2807E-03-0.3823E-02 | 0.3734E+00-0.3691E-03 | 0.3734E+00-0.3691E-03 | 0.3734E+00-0.3691E-03 | 0.1422E-03 | 0.1186E-03 | 0.1422E-03 | 0.1186E-03 |


 E.E.

अयोग्य अभियन्ता
 बुधशर वृत्त, लोनिठिन
 बुलन्दशर

7/9/4

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ANNEXURE - R-7

(76) उत्तर प्रदेश सरकार (79)
लोक निर्माण विभाग

कार्यालय प्रमुख अभियन्ता (विकास)
पुंज विभाग
Office of Engineer-in-Chief (Dev.) &
Head of Department
3650 लोनिवि, लखनऊ - 226001
UP PWD, Lucknow - 226001

96, Mahatma Gandhi Marg, Lucknow
Office: 0522-2237818, 2231
Fax No.: 0522-2231
e-mail: pwdinfo@pnw.gov.in

पत्रांक 13480/2018 (सामान्य) 60 एनपी/2018

दिनांक 09/2/2018

परिपत्र

इस कार्यालय के परिपत्र संख्या 8521 एमटी0/60 एमटी0/2012-13 दिनांक 27.07.2012 एवं पूर्व में राज्य मार्ग, प्रमुख जिला मार्ग, अन्य जिला मार्ग एवं शहरी मार्ग जिनमें 2 एमएस0ए0 से अधिक यातायात है, कि परिकल्पना हेतु निर्गत परिपत्रों की परिकल्पना के लिए अतिरिक्त करते हुए निम्नानुसार संशोधन निर्गत किये जाते हैं -

राज्य मार्ग/प्रमुख जिला मार्ग/अन्य जिला मार्ग/शहरी मार्गों की परिकल्पना

1 : नव निर्माण-

मार्गों के नव निर्माण में परिकल्पना हेतु IRC : 37 - 2012 का प्रयोग किया जाय।

2 : सुदृढीकरण-

मार्गों के सुदृढीकरण में Over-lay की डिजाइन के लिए Falling Weight Deflectometer का प्रयोग किया जाय, जहाँ यह सम्भव न हो, वहाँ वर्तमान ग्रेनुलर एवं बिटुमिनस क्रस्ट के मॉडलस का आकलन कर परिकल्पना IRC : 37 - 2012 III Pave से डिजाइन किया जाय।

3 : मार्गों का सुदृढीकरण-

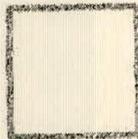
सुदृढीकरण वाले भाग में मार्ग की वर्तमान क्रस्ट की मोटाई एवं मॉडलस के समतुल्य लेयर का प्राविधान करते हुए Over-lay की डिजाइन क्रमांक-2 के अनुसार किया जाय।

(पी० के० सिंह)

प्रमुख अभियन्ता (विकास)
विभागाध्यक्ष

प्रतिलिपि निम्नलिखित को सूचनाार्थ एवं आवश्यक कार्यवाही हेतु प्रेषित-

1. अपर मुख्य सचिव, लोनिवि/नियोजन/ग्राम्य विकास विभाग, उ०प्र० शासन, लखनऊ।
2. सचिव, लोनिवि, उ०प्र० शासन, लखनऊ।
3. प्रमुख अभियन्ता (परिकल्पना एवं नियोजन)/(ग्रामीण सड़क), लोनिवि, लखनऊ।
4. मुख्य प्राविधिक परीक्षक, लोनिवि/सिंचाई विभाग, उ०प्र० शासन, लखनऊ।
5. महालेखाकार, वरुण, उ०प्र० इलाहाबाद।



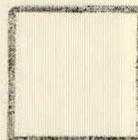
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6. मुख्य अभियन्ता (गु-1)/(गु-2)/(परिषद्)/(वि०/याँ०)/(भवन)/(उपप्र०)/वाह्य सहायित परिचोजना/इण्डो-नेपाल बार्डर/पी०एस०जी०एस०वाई लखनऊ।
7. समस्त क्षेत्रीय मुख्य अभियन्ता, लो०नि०वि०, उ०प्र०।
8. निदेशक, प्रायोजना रचना एवं मूल्यांकन प्रभाग, योजना भवन, उ०प्र०, लखनऊ।
9. प्रबन्ध निदेशक, उ०प्र० राज्य सेतु निगम लि०/राजकीय निर्माण निगम लि०, लखनऊ।
10. समस्त अधीक्षण अभियन्ता, लो०नि०वि०, उ०प्र०।
11. मुख्यालय पर तैनात समस्त वरिष्ठ स्टाफ ऑफिसर/अधीक्षण अभियन्ता/अधिरासी अभियन्ता/निदेशक, अन्वेषणालय, लो०नि०वि०, उ०प्र०।
12. समस्त अधिरासी अभियन्ता, लो०नि०वि०, उ०प्र०।

प्रमुख अभियन्ता (विकास)
विभागाध्यक्ष



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ANNEXURE - R-7
Government of Uttar Pradesh
Public Works Department

Office of Engineer-in-Chief 96, Mahatma GandhiMarg, Lucknow-22
& Head of Department96, Mahatma GandhiMarg, Luck

Office 0822-2737218-225

Fax No.: 0522-2236

e-mail: pwdeinc@gmail.in

Letter No.- 1268xxxxxxx/2018Dated 09/2/2018

CIRCULAR

This office's circular number 6521 MT/60 MT/2012-13 dated 27.07.2012 and earlier circulars issued for the hypothesis that state roads, major district roads, other district roads and urban roads with traffic more than 2 MSA, In supersession of the following amendments are issued:

Concept of State Roads/Major District Roads/Other District Roads/Urban Parts

1. New Construction-

IRC : 37 2012 shall be used for planning in new construction of roads.

2. Strengthening-

Falling Weight Deflectometer shall be used for the design of over-lay in strengthening demands; where this is not possible, the hypothesis shall be designed be based on assessing the models of existing granular and bituminous clusters. IRC 37 2012 from IIT Pave.

3. Widening of roads-

In the part to be widened, the over-lay shall be designed as per serial no. 2 by making provision for a layer equivalent to the thickness and model of the existing crust of the road.

Sd/-xxx
(V.K. Singh)
Engineer-in-Chief (Development)
Head of the Department

Copy sent to the following for information and necessary action:

1. Additional Chief Secretary, PWD/Planning/Rural Development Department, Government of Uttar Pradesh, Lucknow.
2. Secretary, PWD, Uttar Pradesh Government, Lucknow.
3. Head: Engineer (Design & Planning) (Rural Roads); PWD Lucknow...
4. Chief Probationary Examiner, PWD/Irrigation Department, Uttar Pradesh Government, Lucknow.
5. Accountant, Workers, Uttar Pradesh, Allahabad.
6. Chief Engineer (1)/(2)/ (Complaint)/ (V/O) / (Building) / (R.M.)/ Air Aided Project/Indo-Nepal Border/PMGSY Lucknow.
7. All Regional Chief Engineers, PWD, Uttar Pradesh.
8. Director, Project Self-Assessment and Evaluation Division, Yojana Bhawan, Uttar Pradesh, Lucknow.
9. Managing Director, U.P. State Bridge Corporation Ltd./State Construction Corporation, Ltd. Lucknow.
10. All Superintending Engineers, PWD, Uttar Pradesh.
11. All Senior Staff Officers/Superintendent Engineers/Executive Engineers/Directors, Investigations, PWD, posted at Headquarters.
12. All Executive Engineers, PWD, Uttar Pradesh.

Sd/-xxx
Engineer-in-Chief (Development)
Head of Department

|| TRUE TYPED COPY ||

Wnsj



भारत सरकार
पर्यावरण, वन एवं जलवायु परिवर्तन मंत्रालय
एकीकृत क्षेत्रीय कार्यालय, लखनऊ
Ministry of Environment, Forest & Climate Change
Integrated Regional Office, Lucknow



49

Kendriya Bhawan, 5th Floor, Sector-II, Aliganj, Lucknow-226024, Telefax-2326696
Email: roc.lko-mef@gov.in, goimofrolko@gmail.com

पत्र सं० 8बी/गूपी०/०६/२२१/२०२१/एफ०सी०/१३०

दिनांक: 28.02.2023

सेवा में,

अति मुख्य सचिव,
पर्यावरण, वन एवं जलवायु परिवर्तन विभाग,
उत्तर प्रदेश शासन, बापू भवन, लखनऊ।

Online Proposal No. FP/UP/Road/121197/2021

विषय: चौधरी चरण सिंह, कांवड़ सड़क मार्ग के निर्माण हेतु अपर गंगा कैनल की दांयी पटरी किमी० चैनेज 51.910 से 163.40 तक जनपद मुजफ्फरनगर वन प्रभाग में 113.68 हे० संरक्षित वनभूमि, जनपद मेरठ वन प्रभाग में 84.6 हे० संरक्षित वनभूमि एवं गाजियाबाद वन प्रभाग में 24.7 हे० संरक्षित वनभूमि अर्थात् कुल 222.98 हे० संरक्षित वनभूमि के गैरवानिकी प्रयोग एवं मुजफ्फरनगर वन प्रभाग में 16873 वृक्ष, मेरठ वन प्रभाग में 66685 वृक्ष/पौध एवं गाजियाबाद वन प्रभाग में 4164 वृक्ष एवं 25,000 पौधे अर्थात् कुल 1,12,722 वृक्षों/पौधों के पातन की अनुमति के संबंध में।

सन्दर्भ: मुख्य वन संरक्षक एवं नोडल अधिकारी, उ०प्र० का पत्रांक 2478/11-सी-FP/UP/Road/ 121197/2021
दिनांक 01.02.2023

महोदय,

कृपया उपरोक्त विषयक सचिव (वन), उ०प्र० शासन के पत्रांक 1278/81-2-2021-800(123)/2021 दिनांक 17.08.2021 का आशय ग्रहण करने का कष्ट करें, जिसके द्वारा प्रकरण में वन (संरक्षण) अधिनियम, 1980 की धारा-2 के अंतर्गत भारत सरकार की स्वीकृति मांगी गई थी।

प्रकरण को दिनांक 20.02.2023 को आहत क्षेत्रीय सशक्त समिति (REC) की द्वितीय बैठक के समक्ष (Agenda Item 2.3 U.P.) स्वीकृति हेतु प्रस्तुत किया गया था, क्षेत्रीय सशक्त समिति (REC) द्वारा प्रकरण में स्वीकृति प्रदान की गई है। अतः प्रकरण में विचारोपरान्त मुझे आपको यह सूचित करने का निर्देश हुआ है कि केन्द्र सरकार चौधरी चरण सिंह, कांवड़ सड़क मार्ग के निर्माण हेतु अपर गंगा कैनल की दांयी पटरी किमी० चैनेज 51.910 से 163.40 तक जनपद मुजफ्फरनगर वन प्रभाग में 113.68 हे० संरक्षित वनभूमि, जनपद मेरठ वन प्रभाग में 84.6 हे० संरक्षित वनभूमि एवं गाजियाबाद वन प्रभाग में 24.7 हे० संरक्षित वनभूमि अर्थात् कुल 222.98 हे० संरक्षित वनभूमि के गैरवानिकी प्रयोग एवं मुजफ्फरनगर वन प्रभाग में 16873 वृक्ष, मेरठ वन प्रभाग में 66685 वृक्ष/पौध एवं गाजियाबाद वन प्रभाग में 4164 वृक्ष एवं 25,000 पौधे अर्थात् कुल 1,12,722 वृक्षों/पौधों के पातन की सैद्धांतिक स्वीकृति निम्नलिखित शर्तों पर प्रदान करती है।:-

1. Legal status of the forest land shall remain unchanged.
2. Compensatory afforestation shall be taken up by the Forest Department over an area of 408.06 ha (41.22 ha non-forest land (16.00 ha of Gata No.251/4, Village Kapasi, Range & District Lalitpur, 13.30 ha of Gata No.15, 16 & 17, Village Baghaura, Range Baar, District Lalitpur, 6.71 ha of Gata No.228, Village Baghaura, Range Baar, District Lalitpur & 5.21 ha of Gata No. 739 & 740, Range Baar, District Lalitpur) and 366.84 ha degraded forest land (66.50 ha of Daati Compartment No.1 (Suryavar), Range Vindhampal, District Mirzapur, 40.00 ha of Babura Compartment No.1 (Mahugarhi), Range Dramandganj, District Mirzapur, 84.00 ha of Ghori Compartment No.2 (Jahdar), Range Patehara, District Mirzapur, 40.00 ha of Balabehat Forest Block, Range Gauna, District Lalitpur, 20.00 ha of Shahpur Forest Block, Range Talbehat, District Lalitpur, 26.84 ha of Pawa Forest Block, Range Talbehat, District Lalitpur, 18.00 ha of Compartment No.6, Patna Forest Block, Range Patna, District Sonbhadra, 20.00 ha of Compartment No.2, Roup Forest Block, Range Churk, District Sonbhadra, 20.00 ha of Compartment No.3, Roup Forest Block, Range Churk, District Sonbhadra, 20.00 ha of

~~Atuly~~



Compartment No.8, Machi Forest Block, Range Machi, District Sonbhadra & 20.00 ha of Compartment No.3, Devri Forest Block, Range Machi, District Sonbhadra) at the cost of the user agency. As far as possible, a mixture of local indigenous species shall be planted and monoculture of any species may be avoided.

3. The non-forest land which is unsuitable for plantation should be taken up for protection and assisted afforestation in the available space using necessary cultural operation technique.
4. Road side plantation/block plantation should be taken up in any of the three affected districts in the proposal to compensate for loss of tree cover.
5. The non-forest land of 223.00 ha in district Lalitpur proposed for CA shall be transferred and mutated in the name of Forest Department and notified as RF/PF prior to Stage-II approval.
3. The cost of compensatory afforestation at the prevailing wage rates as per compensatory afforestation scheme and the cost of survey, demarcation and erection of permanent pillars if required on the CA land shall be deposited in advance with the Forest Department by the project authority. The CA plantation will be maintained for 10 years. The scheme may include appropriate provision for anticipated cost increase for works scheduled for subsequent years.
4. The State Government shall charge the Net Present Value (NPV) for the 222.98 ha forest area to be diverted under this proposal from the User Agency as per the orders of the Hon'ble Supreme Court of India dated 30/10/2002, 01/08/2003, 28/03/2008, 24/04/2008 and 09/05/2008 in IA No. 566 in WP (C) No. 202/1995 and as per the guidelines issued by the Ministry vide letters No. 5-1/1998-FC (Pl.II) dated 18/09/2003, as well as letter No. 5-2/2006-FC dated 03/10/2006 and 5-3/2007-FC dated 05/02/2009. Revised amount of NPV as applicable as per orders dated 06-01-2022 and 19-01-2022 shall be deposited by User Agency in this regard.
5. Additional amount of the NPV of the diverted forest land, if any, becoming due after finalization of the same by the Hon'ble Supreme Court of India on receipt of the report from the Expert Committee, shall be charged by the State Government from the User Agency. The User Agency shall furnish an undertaking to this effect.
6. User agency shall restrict the felling of trees to 112722 trees/minimum numbers in the diverted forest land and the trees shall be felled under the strict supervision of the State Forest Department and the cost of felling of trees shall be deposited by the User Agency with the State Forest Department.
7. The complete compliance of the FRA, 2006 shall be ensured by way of prescribed certificate from the concerned District Collector.
8. Certificate of 'No violation' of FCA from concerned DFOs shall be provided.
9. Plantation shall be raised on both sides of the road and median by the State Forest Department at the cost of User Agency according to IRC guidelines and order passed by NGT in OA no. 27/2015 in the matter of Babulal Jaju v/s State of Rajasthan and others dated 16.11.2015. Scheme for roadside plantation shall be submitted.
10. Speed regulating signage will be erected along the road at regular intervals in the Protected Areas/ Forest Areas.
11. The user agency shall provide suitable under / over pass in Protected Area / Forest Area as per recommendations of CWLW/NBWL/FAC/REC.
12. User Agency shall obtain Environmental Clearance as per the provisions of the Environmental (Protection) Act, 1986, if applicable.
13. The layout plan of the proposal shall not be changed without prior approval of Central Government.
14. No labour camp shall be established on the forest land.
15. Sufficient firewood, preferably the alternate fuel, shall be provided by the User Agency to the labourer after purchasing the same from the State Forest Department or the Forest Development Corporation or any other legal source of alternate fuel.

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16. The boundary of the diverted forest land shall be suitably demarcated on ground at the project cost, as per the directions of the concerned Divisional Forest Officer.
17. No additional or new path will be constructed inside the forest area for transportation of construction materials for execution of the project work.
18. The period of diversion under this approval shall be co-terminus with the period of lease to be granted in favour of the user agency or the project life, whichever is less.
19. The forest land shall not be used for any purpose other than that specified in the project proposal.
20. The forest land proposed to be diverted shall under no circumstances be transferred to any other agencies, department or person without prior approval of Govt. of India.
21. The KML file of the area to be diverted, the CA areas, the proposed SMC work, the proposed Catchment Area Treatment area and the WLMP area shall be uploaded on the e-Green watch portal with all requisite details before commencement of works.
22. Any order of Temporary Work Permission in case of linear projects for tree cutting and commencement of work as per clause 11.2 of FCA Guidelines shall be passed under intimation to Nodal office and this office. Order of Temporary Work Permission have to be uploaded on PARIVESH Portal as well. Nodal Officer will strictly monitor and ensure that no further activity is carried out under such permission after the expiry of one year from the date of issue of such permission.
23. Violation of any of these conditions will amount to violation of Forest (Conservation) Act, 1980 and action would be taken as per the MoEF&CC Guideline F. No. 11-42/2017-FC dt 29/01/2018.
24. Any other condition that the Ministry of Environment, Forests & Climate Change may stipulate from time to time in the interest of conservation, protection and development of forests & wildlife.
25. All the funds received from the user agency under the project shall be transferred/ deposited to CAMPA fund only through (<https://parivesh.nic.in/>).
26. The compliance report shall be uploaded on e-portal (<https://parivesh.nic.in/>)

After receipt of compliance report on fulfillment of all of the above conditions from the State Government, proposal will be considered for final approval under Section-2 of the Forest (Conservation) Act, 1980, by this office.

The order for transfer of forest land to user agency shall not be issued by the State Government till final approval order for diversion of forest land is issued by Government of India.

भवदीया,

(डा० प्राची गंगवार)
उप वन महानिरीक्षक {केन्द्रीय}

प्रतिलिपि (ईमेल द्वारा):

1. प्रमुख मुख्य वन संरक्षक (विभागाध्यक्ष), उ०प्र० वन विभाग, 17, राणाप्रताप मार्ग, लखनऊ।
2. मुख्य वन संरक्षक(वन संरक्षण) एवं नोडल अधिकारी, 17, राणा प्रताप मार्ग, लखनऊ, उ०प्र०।
3. वन संरक्षक, अहायनपुर एवं मेरठ।
4. प्रभागीय वनाधिकारी/निदेशक, मुजफ्फरनगर, मेरठ एवं गाजियाबाद।
5. अधिशारी अभियन्ता, निर्माण खण्ड (बिल्डिंग), लोक निर्माण विभाग, मेरठ।
6. पर्यावरण, वन एवं जलवायु परिवर्तन मंत्रालय, लखनऊ को वेबसाइट पर अपलोडिंग हेतु/आदेश पत्रावली।

(डा० प्राची गंगवार)
उप वन महानिरीक्षक {केन्द्रीय}



ANNEXURE-R-8**Government of India**

Ministry of Environment, Forest & Climate Change Integrated Regional
Office, Lucknow
Kendriya Bhawan, 5th Floor, Sector-H. Aliganj, Lucknow-226024,
Telefax-2326696 Email: roc.lko-mef@gov.in, golmoefrollo@gmail.com

Letter No. 8B/UP/06/221/2021/FC/930

Dt.28.02.2023

To,

Additional Chief Secretary,
Environment, Forest and Climate Change Department,
Government of Uttar Pradesh,
Bapu Bhawan, Lucknow.

Online Proposal No. FP/UP/Road/121197/2021

Subject: In relation tonon-forest use of forest land i.e., total 222.98 hectares of protected forest land and permission for felling of 16873 trees in Muzaffarnagar forest division, 66685 trees/saplings in Meerut forest division and 4164 trees and 25,000 plants in Ghaziabad forest division i.e., a total of 1,12,722 trees/plants for the construction of Chaudhary Charan Singh, Kanwar road, right sided track of Upper Ganga Canal in 113.68 hectares of protected forest land in Muzaffarnagar forest division of district from 51.910kilometre chainto 163.40, 84.6 hectares of protected forest land in Meerut district and 24.7 hectares of protected forest land in Ghaziabad forest division.

Reference: letter no. 2478/11-C-FP/UP/Road/121197/2021 dated 01.02.2023 of Chief Forest Conservator and Nodal Officer, Uttar Pradesh.
Sir,

Kindly take note of the letter no. 1278/81-2-2021-800(123)/2021 dated 17.08.2021 of the Secretary (Forest), Uttar Pradesh Government on the above mentioned subject, by which the Forest (Conservation) Act,

1900 has been amended in the matter. The approval of the Government of India was sought under Section 2.

The case was presented for approval (Agenda Item 2.3 U.P.) before the second meeting of the Regional Empowered Committee (REC) convened on 20.02.2023. The case has been approved by the Regional Empowered Committee (REC). Therefore, after considering the matter, I have been directed to inform you that the Central Government has allotted 113.68 hectares of protected forest land in the Muzaffarnagar Forest Division of the district from 51. 910 Km chainage to 163.40 for the construction of Chaudhary Charan Singh, Kanwar Road. District Meerut Forest Division has 84.6 hectares of protected forest land and Ghaziabad Forest Division has 24.7 hectares of protected forest land i.e., a total of 222.98 hectares of non-forestry use of protected forest land and 16873 trees in Muzaffarnagar Forest Division, 66685 trees/saplings in Meerut Forest Division and Ghaziabad Forest Division. Provides in-principle approval for felling of 4164 trees and 25,000 plants i.e., a total of 1,12,722 trees/plants on the following conditions.

1. Legal status of the forest land shall remain unchanged.
2. Compensatory afforestation shall be taken up by the Forest Department over an area of 408.06 ha (**41.22 ha of non-forest land** (16.00 ha of Gata No.251/4, Village Kapasi, Range & District Lalitpur, 13.30 ha of Gata No. 15, 16 & 17. Village Baghaura, Range Baar, District Lalitpur, 6.71 ha of Gata No. 739 & 740, District Lalitpur) and **366.84 ha degraded forest land** (66.50 ha of Daati Compartment No.1 (Suryavar), Range Vindhampal, District Mirzapur, 40.00 ha of Babura Compartment No.1 (Mahugarhi), Range Dramandganj, District Mirzapur, 84.00 ha of Ghori Compartment No.2 (Jahdar), Range

Patchara, 40.00 ha of Balabehat Forest Block, Range Gauna. District Lalitpur, 26.84 ha of Pawa Forest Block, Range Talbehata, District Lalitpur, 18.00 ha of Compartment No.6, Patna Forest Block, Range Patna. District Sonbhadra, 20.00 ha of Compartment No.2, Roup Forest Block, Range Churk, District Sonbhadra, 20.00 ha of Roup Forest Block, Range Churk, District Sonbhadra, 20.00 ha of Compartment No.8, Machi Forest Block, Range Machi, District Sonbhadra & 20.00 ha of Compartment No.3, Devri Forest Block, Range Machi, District Sonbhadra)) at the cost of the user agency. As far as possible, a mixture of local indigenous species shall be planted, and monoculture of any species may be avoided.

- 3. The non-forest land which is unsuitable for plantation should be taken up for protection and assisted afforestation in the available space using necessary cultural operation technique.**
 - 4. Road side plantation/block plantation should be taken up in any of the three affected districts in the proposal to compensate for loss of tree cover.**
 - 5. The non-forest land of 223.00 ha in district Lalitpur proposed for CA shall be transferred and mutated in the name of Forest Department and notified as RF/PF prior to Stage-II approval.**
3. The cost of compensatory afforestation at the prevailing wage rates as per compensatory afforestation scheme and the cost of survey, demarcation and erection of permanent pillars if required on the CA land shall be deposited in advance with the Forest Department by the project authority. The CA plantation will be maintained for 10 years. The scheme may include appropriate provision for anticipated cost increase for works scheduled for subsequent years

4. The State Government shall charge the Net Present Value (NPV) for the 222.98 ha forest area to be diverted under this proposal from the User Agency as per the orders of the Hon'ble Supreme Court of India dated 30/10/2002, 01/08/2003, 28/03/2008, 24/04/2008 and 09/05/2008 in IA No. 566 in WP (C) No. 202/1995 and as per the guidelines issued by the Ministry vide letters No. 5-1/1998-FC (Pt.II) dated 18/09/2003, as well as letter No. 5-2/2006-FC dated 03/10/2006 and 5-3/2007-FC dated 05/02/2009.

Revised amount of NPV as applicable as per orders dated 06-01-2022 and 19-01-2022 shall be deposited by User Agency in this regard.

5. Additional amount of the NPV of the diverted forest land, if any, becoming due after finalization of the same by the Hon'ble Supreme Court of India on receipt of the report from the Expert Committee, shall be charged by the State Government from the User Agency. The User Agency shall furnish an undertaking to this effect.
6. User agency shall restrict the felling of trees to 112722 trees/minimum numbers in the diverted forest land and the trees shall be felled under the strict supervision of the State Forest Department and the cost of felling of trees shall be deposited by the User Agency with the State Forest Department.
7. The complete compliance of the FRA, 2006 shall be ensured by way of prescribed certificate from the concerned District Collector.
8. Certificate of 'No violation of FCA from concerned DFOs shall be provided.
9. Plantation shall be raised on both sides of the road and median by the State Forest Department at the cost of User Agency according to IRC

guidelines and order passed by NGT in OA no. 27/2015 in the matter of Babulal Jaju v/s State of Rajasthan and others dated 16.11.2015. Scheme for roadside plantation shall be submitted.

10. Speed regulating signage will be erected along the road at regular intervals in the Protected Areas/ Forest Areas.
11. The user agency shall provide suitable under over pass in Protected Area / Forest Area as per recommendations of CWLW/NBWL/FAC/REC.
12. User Agency shall obtain Environmental Clearance as per the provisions of the Environmental (Protection) Act, 1986, if applicable.
13. The layout plan of the proposal shall not be changed without prior approval of Central Government.
14. No labour camp shall be established on the forest land.
15. Sufficient firewood, preferably the alternate fuel, shall be provided by the User Agency to the labourer after purchasing the same from the State Forest Department or the Forest Development Corporation or any other legal source of alternate fuel.
16. The boundary of the diverted forest land shall be suitably demarcated on ground at the project cost, as per the directions of the concerned Divisional Forest Officer.
17. No additional or new path will be constructed inside the forest area for transportation of construction materials for execution of the project work.
18. The period of diversion under this approval shall be co-terminus with the period of lease to be granted in favour of the user agency or the project life, whichever is less.
19. The forest land shall not be used for any purpose other than that specified in the project proposal.

20. The forest land proposed to be diverted shall under no circumstances be transferred to any other agencies, department or person without prior approval of Govt. of India.
21. The KML file of the area to be diverted, the CA areas, the proposed SMC work, the proposed Catchment Area Treatment area and the WLMP area shall be uploaded on the e-Green watch portal with all requisite details before commencement of works.
22. Any order of Temporary Work Permission in case of linear projects for tree cutting and commencement of work as per clause 11.2 of FCA Guidelines shall be passed under intimation to Nodal office and this office. Order of Temporary Work Permission have to be uploaded on PARIVESH Portal as well. Nodal Officer will strictly monitor and ensure that no further activity is carried out under such permission after the expiry of one year from the date of issue of such permission.
23. Violation of any of these conditions will amount to violation of Forest (Conservation) Act, 1980 and action would be taken as per the MoEF&CC Guideline F. No. 11-42/2017-FC dt 29/01/2018.
24. Any other condition that the Ministry of Environment, Forests & Climate Change may stipulate from time to time in the interest of conservation, protection and development of forests & wildlife.
25. All the funds received from the user agency under the project shall be transferred/ deposited to CAMPA fund only through (<https://parivesh.nic.in/>).
26. The compliance report shall be uploaded on e-portal (<https://parivesh.nic.in/>)

After receipt of compliance report on fulfillment of all of the above conditions from the State Government, proposal will be considered for final approval under Section-2 of the Forest (Conservation) Act, 1980, by this office.

The order for transfer of forest land to user agency shall not be issued by the State Government till final approval order for diversion of forest land is issued by Government of India.

Sincerely,
(Dr. Prachi Gangwar)
Deputy Inspector General of Forests (Central)

Phtocopy (through email):

1. Principal Chief Conservator of Forests (Head of Department), Uttar Pradesh Forest Department, 17, Rana Pratap Marg, Lucknow.
2. Chief Conservator of Forest (Forest Conservation) and Nodal Officer, 17, Rana Pratap Marg, Lucknow, Uttar Pradesh.
3. Forest Guard, Saharanpur and Meerut.
4. Divisional Forest Officer/Director, Muzaffarnagar, Meerut and Ghaziabad.
5. Executive Engineer, Construction Division (Building), Public Works Department, Meerut.
6. Website of Ministry of Environment, Forest and Climate Change, Lucknow for uploading/order file on.

Sd/-xxx
(Dr. Prachi Gangwar)
Deputy Inspector General of Forests (Central)

|| TRUE TYPED COPY ||

