

BEFORE THE HON'BLE NATIONAL GREEN TRIBUNAL

PRINCIPAL BENCH, NEW DELHI

Original Application No. 689/2023

(I.A. No. 99/2024)

IN THE MATTER OF:

SANJAY KUMAR

...APPLICANT

VERSUS

UNION OF INDIA & ORS

...RESPONDENT(S)

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Respondent No. 2

Filed by

Through

New Delhi
Dated



GIGI.C. GEORGE

Advocate

Standing Counsel (UII)

NATIONAL GREEN TRIBUNAL

Email: gigicgeorge.adv42@yahoo.in

M-9810625315

BEFORE THE HON'BLE NATIONAL GREEN TRIBUNAL,

PRINCIPAL BENCH, NEW DELHI

ORIGINAL APPLICATION NO. 689 OF 2023

(I.A. NO. 99 OF 2024)

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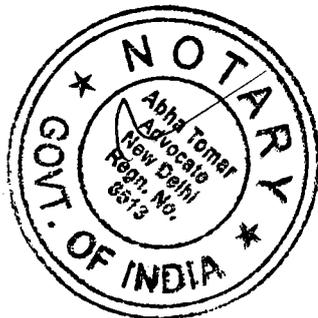
UNION OF INDIA & ORS

....RESPONDENTS

**REPLY ON BEHALF OF RESPONDENT NO. 2 (MINISTRY OF ROAD
TRANSPORT & HIGHWAYS)**

I, Manish Kumar, son of Sh. Jaydeo Prasad, aged about 34 years, working as Executive Engineer in the Ministry of Road Transport & Highways, Government of India, having my office at Transport Bhawan, do hereby solemnly affirm and state as under:

1. That I am an Executive Engineer in the Ministry of Road Transport & Highways (MoRT&H), Government of India, the Respondent No. 2 in the Original Application. I am fully conversant with the facts and circumstances of the present case and am duly authorised and competent to swear and file this Affidavit on behalf of Respondent No. 2.

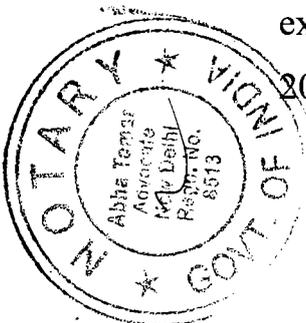


Manish

2. That the present Affidavit is being filed in compliance with the directions passed by this Hon'ble Tribunal vide its order dated 02.12.2025, wherein the Respondent No. 2 was directed to file an affidavit disclosing the status of release of funds to the Border Roads Organisation (BRO), arrayed as Respondent No. 6 herein.

A copy of the order dated 02.12.2025 passed by this Hon'ble Tribunal is annexed as Annexure-R2/1.

3. It is respectfully submitted that the Respondent No. 2 does not allocate or earmark funds on a project-wise or state-wise basis to the Respondent No. 6 for the maintenance of National Highway stretches entrusted to them. The funds for maintenance and repair works are allocated to the Respondent No. 6 on a lump-sum basis for the entire network of National Highways under their jurisdiction, based on the overall demand raised by the Respondent No. 6 and the availability of funds.
4. That in this regard, it is submitted that vide Ministry's letter No. RW/G-23012/01/2025-W&A dated 12.08.2025, the sanction of the President of India was conveyed for the placement of a revised allocation of funds amounting to Rs. 250.00 Crore (Rupees Two Hundred Fifty Crore only) to the Border Road Organisation to incur expenditure for Maintenance & Repairs during the financial year 2025-26.



A handwritten signature in black ink, appearing to be 'Alpha Tomar', written in a cursive style.

A copy of the said sanction letter dated 12.08.2025 is annexed herewith and marked as ANNEXURE R-2/2.

5. That it is further submitted that upon receipt of the lump-sum allocation from the Respondent No. 2, the Respondent No. 6 internally earmarks and allocates these funds to its various field offices and projects based on their internal assessment of priorities and requirements.
6. That the Respondent No. 2, in order to apprise this Hon'ble Tribunal of the specific status of funds for the stretch in question, sought details from the BRO.
7. It is submitted that as per the information provided by the Respondent No. 6 vide their letter dated 18.02.2026, an amount of Rs: 7.57 Crore (Rupees Seven Crore and Fifty-Seven Lakh only) has been internally allocated by them for the maintenance of the Rishikesh-Dharasu-Gangotri road stretch (NH-34), which is the subject matter of the present Original Application.

A copy of the Office Memorandum dated 20.02.2026, which refers to the said communication from BRO, is annexed herewith and marked as ANNEXURE R-2/3.



Abhej Kumar

8. That the Respondent No. 2 has acted with utmost diligence and has proactively facilitated the resolution of the inter-departmental responsibilities between Respondent No. 3, and Respondent No. 6. The joint meeting convened by the Secretary, MoRT&H, on 01.09.2025 was instrumental in decisively fixing the responsibility for the maintenance and protection works upon the BRO, thereby ensuring that the critical works are not delayed due to administrative ambiguity.
9. That, in addition to the funds for routine maintenance, the Respondent No. 2 is actively processing the proposal for long-term and permanent landslide mitigation measures. A comprehensive proposal for landslide treatment works for four vulnerable locations, including the Barethi landslide zone has been sanctioned by MoRT&H for Rs. 113.12 Crore on 30.12.2025. The Tender for sanctioned work at four landslide locations, including Barethi Landslide Zone was invited with last date of bid submission as 23.02.2026 and the same is under technical evaluation.

A copy of the Sanction letter dated ~~26~~ 26.12.2025, is annexed herewith and marked as ANNEXURE R-2/4.

10. That further maintenance of the handed-over stretch along with other stretches aggregating to 26.64 km in Rishikesh to Uttarkashi section of NH-34, a proposal amounting to ₹38.46 crore for deployment of a permanent agency under the Performance Based



A handwritten signature in black ink, appearing to be 'Abha Tomar', written over a horizontal line.

Maintenance Contract (PBMC) is also under consideration for approval.

11. The Ministry will continue to monitor the progress of the works to ensure their timely execution as undertaken by the BRO before this Hon'ble Tribunal, in the interest of public safety and environmental protection.

12. That the contents of this affidavit are true and correct to the best of my knowledge and belief, based on the official records maintained by the Ministry of Road Transport & Highways.

RESPONDENT NO.2

मनीष कुमार/MANISH KUMAR
अधिकाधी अभियन्ता/Executive Engineer
सडक परिवहन एवं राजमार्ग मंत्रालय
Ministry of Road Transport & Highways
भारत सरकार/Govt. of India
नई दिल्ली/New Delhi-110001

25 MAR 2026

Verification

Verified at New Delhi on 23rd day of March 2026 that the contents of

above affidavit are true and correct to the best of my knowledge and belief and as per the official records.

certify the deponent/Exhibitor above affidavit has signed in my presence

RESPONDENT NO.2

मनीष कुमार/MANISH KUMAR
अधिकाधी अभियन्ता/Executive Engineer
सडक परिवहन एवं राजमार्ग मंत्रालय
Ministry of Road Transport & Highways
भारत सरकार/Govt. of India
नई दिल्ली/New Delhi-110001



Certified that the foregoing statement was declared on solemn affirmation before me which has been read over to the deponent who has admitted

as correct

Notary DELHI

25 MAR 2026

Item No. 11

Court No. 1

**BEFORE NATIONAL GREEN TRIBUNAL
PRINCIPAL BENCH, NEW DELHI**Original Application No. 689/2023
(IA No 99/2024)

Sanjay Kumar

Applicant

Versus

Union of India & Ors.

Respondent(s)

Date of hearing: 02.12.2025

**CORAM: HON'BLE MR. JUSTICE PRAKASH SHRIVASTAVA, CHAIRPERSON
HON'BLE DR. A. SENTHIL VEL, EXPERT MEMBER
HON'BLE DR. AFROZ AHMAD, EXPERT MEMBER**

Applicant: Ms. Chandrika Upadhyaya, Adv. for Applicant

Respondents: Mr. Rohan Gupta, Adv. for R-1, MoEF & CC (Through VC)
Mr. Avneesh Garg, Mr. Utkarsh Sharma, Ms. Sneha Sharma & Ms.
Iptisha, Advs. for R-3, NHIDCL
Ms. Snehpreet Kaur, proxy counsel for Mr. Kaushal Gautam, AAG for R -
4 & 5 (Through VC) Mr. Gigi. C. George, Adv. for R - 2 & 6**ORDER**

1. In this original application, the Tribunal is examining the grievance of the Applicant that the Respondent - NHIDCL had failed to take action for construction of Landslide Protection Gallery, Slope Protection work and River Protection work at Gangotri National Highway, District Uttarkashi. So far as the issue of responsible agency to carryout the protection work is concerned, earlier there was a dispute between the Border Road Organization (BRO) and NHIDCL in respect of the responsibility to carry out the protection work. With the intervention of the Tribunal, the joint meeting has been convened by the Secretary; Ministry of Road Transport and the issue has been resolved.

2. The latest additional reply on behalf of the BRO dated 30.11.2025 reveals that the BRO does not dispute its responsibility to take up the

restoration work. The disclosure made by the BRO in its latest additional reply is as under:

“xxxxxx.....xxx
 5. That a decisive joint meeting on 01.09.2025, overseen by the Secretary (Road Transport & Highways), was conducted in strict accordance with the Hon'ble Tribunal's Order dated 07.08.2025. That minutes of this meeting, which were subsequently placed on record before the Hon'ble Tribunal, unequivocally fixed responsibility for the future identified works upon Respondent No. 6. The key directives from this meeting, which form the bedrock of Respondent No. 6's current actions, are as follows:

- a. Respondent No. 6 shall take over three completed stretches of NH-34 (Barethi Road, Bridge & Slope protection; Nalupani Landslide Zone protection; Dharasu-Gangotri valley side slope stabilisation) from NHIDCL immediately, and maintenance of these stretches will be done by Respondent No. 6.
- b. NHIDCL shall resolve contractual issues related to the Landslide Protection Gallery work at Barethi by 30.09.2025, after which Respondent No. 6 shall take over this stretch.
- c. Respondent No. 6's DPR for Protection Work at Barethi, already submitted for approval, shall be examined by ADG(North) for priority decision to commence stabilisation activities earliest.
- d. Respondent No. 6 to prepare an estimate for short-term maintenance of the handed-over stretches and submit it to MoRT&H for sanction.
- e. Respondent No. 6 shall deal with litigation/legal matters if the cause of the dispute arises after the date of handover of the stretches.
- f. Immediate fund requirements for maintenance are to be met from Respondent No. 6's general maintenance fund, with additional requirements to be sent to Planning Zone, MoRT&H.

6. That in furtherance of the directives issued in the court hearing dated 07.08.2025, and in strict compliance with the Hon'ble NGT Order dated 18.09.2025, the Border Road Organisation (BRO) has formally taken over the following projects from NHIDCL on 18.09.2025:

- (i) Construction of Road, Bridge & Slope protection work of landslides at Barethi (Existing Km 100.300 to Km 101.060) in the state of Uttarakhand, covering a Length of 760m. The Defect Liability Period (DLP) for this project was completed on 30.04.2025.
- (ii) Protection works at Nalupani Landslide Zone (Ex. Km 123+080 to Km 123 + 480 Km 123+665 to Km 123+740 and Km 123+770 to Km. 123+970) section of NH-34, covering a Length of 675m. The DLP for this project was completed on 15.01.2024.

(iii) Construction of valley side slope stabilisation treatment, including drainage, cross drainage work and pavement in Dharasu-Gangotri at Nalupani road from Km. 123.080 to Km. 123.970 on NH-34 and stabilisation of dumping zone in the State of Uttarakhand, covering a Length of 890m. The DLP for this project was completed on 09.08.2025.

A copy of the Reply report by Respondent No. 6 (BRO) is annexed as Annexure- B

7. That the formal handover of these stretches for further maintenance work and future responsibility by Respondent No. 6 has been meticulously documented by NHIDCL vide their Site Handover Document dated 09.09.2025, which was in compliance with the MoRT&H letter No. NH-12024/03/2024/UK/North-1 (Com. No. 245593). Furthermore, the NHIDCL letter dated 30.10.2025 explicitly details the termination of the EPC contractor's contract (M/s Sai GR) and directs Respondent No. 6 to take over the stretches immediately for execution of protection work, specifically citing compliance with the Hon'ble NGT Order dated 18.09.2025. This seamless transition, despite the inherent complexities of such large-scale infrastructure projects in challenging terrains, underscores Respondent No. 6's commitment to national service and environmental stewardship.

8. That following the formal take over on 18.09.2025, the responsibility for protection work and maintenance of the aforementioned stretches now lies entirely with Respondent No. 6. Respondent No. 6 acknowledges this responsibility and is fully geared to ensure the safety, stability, and environmental integrity of these critical national assets.

9. That Respondent No 6 has taken full responsibility for the protection work. The work for which BRO is now also responsible for ongoing maintenance are as under:

(i) Construction of Road, Bridge & Slope protection work of landslides at Barethi (Existing Km 100.300 to Km 101.060) in the state of Uttarakhand, Length: 760m (DLP Completed on 30.04.2025).

(ii) Protection works at Nalupani Landslide Zone (Ex. Km 123+080 to Km 123 + 480 Km 123+665 to Km 123+740 and Km 123+770 to Km. 123+970) section of NH-34, Length: 675m (DLP Completed on 15.01.2024).

(iii) Construction of valley side slope stabilization treatment including drainage, cross drainage work and pavement in Dharasu-Gangotri at Nalupani road from Km. 123.080 to Km. 123.970 on NH-34 and stabilization of dumping zone in the State of Uttarakhand, Length: 890m (DLP Completed on 09.08.2025).

10. That as per NHIDCL letter No NHIDCL/RO-DDN/NH-34/Entrustment/2023-24/6879 dated 30.10.2025, NHIDCL terminated the contract with M/s Sai GR. The process of handover of the balance tunnel is currently in progress, and BRO is actively coordinating with NHIDCL to expedite its formal completion.

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Annexure-K/2

No. RW/G-23012/01/2025-W&A

Government of India
Ministry of Road Transport & Highways
(W&A Section)

Transport Bhawan, 1, Parliament Street, New Delhi-110001

Dated 12th August, 2025

To

The Secretary,
Border Road Development Board,
4th Floor, 'B' Wing, Sena Bhawan,
New Delhi-110001.

Sub:- Revised Allocation of funds for Maintenance by Border Road Development Board during the Financial Year 2025-26.

Sir,

In continuation of this Ministry's sanction letter of even number dated 8th April, 2025, I am directed to convey sanction of the President to the placement of fund at your disposal to incur expenditure for Maintenance & Repairs by Border Road Development Board during the financial year 2025-26 as details given below:-

(Amount in ₹ crore)

Sl. No.	Category	Existing Allocation	Addition(+)	Revised allocation
1.	Border Road Development	75.00	175.00	250.00

2. The above expenditure is debitable to the following head under Demand No.86 of the Ministry of Road Transport & Highways for the year 2025-26:-

- 3054- - Roads & Bridges (Major Head)
- 01 - National Highway
- 01.337 - Road Works (Minor Head)
- 01 - Maintenance
- 01.02 - Maintenance by Roads Wing Financed from CRIF
- 01.02.29 - Repair and Maintenance

3. This issues with the concurrence of Finance Wing vide their Note No.#35 dated 4.8.2025.

Yours faithfully,

12/8/25
(Shashi Bhooshan Kumar)

Under Secretary to the Govt. of India

PH:23310092

Copy forwarded for information and necessary action to:-

1. The Pr. Chief Controller of Accounts, M/o Road Transport & Highways, IDA Building, Jamnagar House, New Delhi.
2. Pay and Accounts Officer (NH), Ministry of Road Transport & Highways, IDA Building, Jamnagar House, New Delhi.
3. DG, BRO, Sena Sadak Sadan, Ring Road, Naraina, New Delhi.
4. NIC, MoRTH - with the request to upload in the Ministry's website under heading 'Financial Sanction' under subject 'Allocation of funds to BRDB under M&R Scheme 2025-26 dated August, 2025.

12/8/25
(Shashi Bhooshan Kumar)

Under Secretary to the Govt. of India

PH:23310092

File No. NH-12024/03/2024/UK/North-I (C.N.245593)
Government of India
Ministry of Road Transport & Highways
(North Zone)
Transport Bhawan, 1, Parliament Street, New Delhi-110001

Date: .02.2026

Office Memorandum

Sub: OA. No. 689/2023 (Sanjay Kumar v. Union of India & Ors.) before the Hon'ble National Green Tribunal, Principal Bench, New Delhi - Regarding.

Please refer to your email dated 08.02.2026 vide which Hon'ble NGT order dated 02.12.2026 regarding subject cited OA was provided to Ministry. The matter is listed on 23.02.2026 as per the order. In this regard, following is submitted:

- i. Maintenance fund is earmarked to BRO, not project wise but, on lump-sum basis for entire NH stretches entrusted to them based on the demand raised by BRO. In this regard, this Ministry's letter dated 12.08.2025 (copy enclosed) may be referred vide which Rs. 250.00 crore has been allocated to BRO by this Ministry for the same.
- ii. Funds are allocated project wise by BRO internally. In this regard, BRO letter dated 18.02.2026 (copy enclosed) may be referred vide which it has been mentioned that Rs. 7.57 crore has been allocated for maintenance of the Rishikesh-Dharasu-Gangotri road stretch under subject cited matter.

2. It is requested to take further necessary action in the subject cited matter.

Encl. as above.

Yours faithfully

Digitally signed by
MANISH KUMAR
Date: 20-02-2026
11:46:24
Manish Kumar)
Executive Engineer (N-I)
for DG(RD)&SS

To
Sh. Gigi.C.George
Advocate
Ch.No.457, Lawyers Block-I
Delhi High Court, New Delhi
Email: gigicgeorge.adv42@yahoo.in
M-9810625315

Email ID : bro-dirtpcen@nic.in

मुख्यालय
सीमा सड़क महानिदेशालय
सीमा सड़क भवन
रिंग रोड, दिल्ली छावनी
नई दिल्ली-110010

22504/MORT&H/DGBR/2024-25/ ⁶²TE5B

18 Feb 2026

Shri Manish Kumar
Executive Engineer (N)
Director General (RD) & Spl. Secy
E-mail : morthnorth1@gmail.com

MORT&H, NEW DELHI OM DATED 13 FEB 2026 REGARDING OA NO. 689/2023 (SANJAY KUMAR VS UNION OF INDIA & ORS) BEFORE THE HON'BLE NATIONAL GREEN TRIBUNAL, PRINCIPAL BENCH, NEW DELHI

1. Please refer Govt of India, MoRTH (North Zone) New Delhi File No. NH-12024/03/2024/UK/North-I (C.N 245593) dated 13 Feb 2026.
2. In the reply of the NGT Court dated 02 Dec 2025 and details asked vide Para 3 of referred letter is as under :-
 - (a) **Barethi LST (km 100.300 to Km 101.060 on G-D road):-** The subject work was approved by MoRT&H, New Delhi vide letter No. 85000/THDC/02landslide/EPC Cell (Comp No. 250-601) dated 26 Dec 2025. However, tender action initiated and T-bid opening on 24 Feb 2026.
 - (b) **Nalupani LST :-** Proposal has been forwarded to THDC under priority-I vide HQ CE (P) Shivalik letter No. 85000/THDC Corrs/Vol-IX/85/EPC cell dated 27 Jan 2026 on receipt sanction tendering action will be taken on priority.
 - (c) **Nalupani bet Km 123.080 to Km 123.970 (890 mtr):-** Case being initiated under PBMC to CE-RO, MoRT&H for sanction on priority.
3. However, General maintenance fund allotted for Rs. 757.00 lakh for the financial year 2025-26 for maintenance of Rishikesh-Dharasu-Gangotri road which includes all above ibid road stretch and further allotment will be made available for the Financial year 2026-27 till PBMC is concluded for the balance stretch.
4. This is for your kind perusal please.


(Pankaj Goyal)
SE (Civ)
Dir (Bud)
For DGBR

Annexure-R2/4



F. No. 85000/THDC/02landSlide/EPCCell (Comp. No.: 250601)

Government of India

Ministry of Road, Transport & Highways

Transport Bhawan, 1-Parliament Street, New Delhi-110001

Date- 26.12.2025

To,

The Director General,
Border Road Organization,
Seema Sadak Bhawan,
Naraina, New Delhi.

Sub:- Treatment of 04 nos. of landslide location at km. 100.125 -100.570 (Barethi /Open tunnel) km. 102.960-km.103.100 (Pokhu Devta/Matli), km.109.885 -km. 110.037 (Jaskot village) & km127.560 - km127.760 (Gojmer Village) on NH-34 on Gangotri - Rishikesh section under EPC mode in the state of Uttarakhand.

Ref:- CE (BRO) Project Shivalik letter no. 85000/THDC/CORRER/42/EPC Cell dated 04.07.2025

(Job. No JOB NO. - NH-34/UK/2025-26/750)

Sir,

I am directed to convey the Technical Sanction, Administrative Approval and Financial Sanction of the President of India to the estimate for the work mentioned in the subject above, to be taken up under EPC basis of contract, as per the following details: -

(₹ in Crore)

I. Amount as indicated in the estimate & submitted	₹ 188.29
II. Amount modified in the Regional office	₹ 213.42
III. Amount of Technical Sanction	₹ 213.42
IV. Amount of Administrative Approval	₹ 113.12
V. Amount of Financial Sanction	₹ 113.12

(Rupees One Hundred Thirteen Crore and Twelve Lakhs only)

2. This sanction is further subject to the following conditions: -

- The work should be completed as per enclosed technical note. As such there shall not be any cost over-run due to time over-run. Stipulations made in the

- technical note shall be strictly adhered to.
- ii. On completion of 50% work, if appraisal of the project shows that it will necessitate revision of the estimate based upon the physical completion of the project vis-à-vis financial expenditure, immediate action should be taken to submit the revised estimate so as to ensure that the sanctioned revised estimate is available before necessity for incurring expenditure beyond permissible limits.
 - iii. The tenders for the work shall be invited adopting e-procurement/e-tendering on Ministry's portal as per Ministry's Circular no. RW/NH-24035/4/2008-P&M/PIC dated 21.05.2011, RW/NH-24035/4/2008-P&M/PIC Vol. II dated 23/02/2018. The advertisement for invitation of tenders shall be done as per Ministry's letter no. RW/NH-34066/14/2018-S&R(R&B) dated 25.06.2018 & RW/NH/33044/2/2010-S&RI dated 1/06/2011 and dated 17/11/2011 respectively. Invitation of bids shall be initiated immediately after sanctioning of the project.
 - iv. The guidelines for acceptance of tenders and award of work circulated vide Ministry's letter no. RW/NH-24035/4/2008-P&M/PIC Vol.II dated 23.02.2018 shall be followed strictly.
 - v. The expenditure during the current financial year on this work as also on the other sanctioned work should not exceed the allotment placed at the disposal of the State Government during the year.
 - vi. In accordance with the order contained in this Ministry's letter No. RW/NH-24035/4/2008-P&M/PIC Vol.II dated 23.02.2018, it would be ensured while accepting the tenders that the overall cost at tender rates including contingencies and agency charges does not exceed by more than 5% of the sanctioned cost. Sanction of the Ministry for the revised estimate shall be obtained where the cost exceeds 5% of the sanctioned cost.
3. Regional Officer, Dehradun of the Ministry will act as Drawing and Disbursing Officer (DDO) for this work.
4. The expenditure will be debited under Major Head NH(O) General-5054.01.337.01.02.73 (Finance from GBS) for which the corresponding demand no. "86" for the current financial year 2025-26 of the Ministry of Road Transport & Highways.
5. The Technical approval and Financial Sanction may lapse after Six months from the date of its issue in case the work is not awarded within that period. In this connection, guidelines issued vide Ministry's Circular No. RW/NH-24035/4/2008- P&M/PIC Vol.II dated 23.02.2018 shall be referred to.
6. This approval is issued in accordance with the powers delegated to CE-RO by the Ministry vide Ministry's OM No.RW/NH-24035/4/2008-P&M/PIC Vol. II dated 23/02/2018.
7. The following physical and financial targets may be achieved subject to the availability of funds:

<i>Year</i>	<i>Physical</i>	<i>Construction (Cr)</i>	<i>Pre-construction activities (Cr)</i>	<i>Maintenance (Cr)</i>	<i>Total (Cr)</i>
2025-26	5%	5.43		0	5.43

2026-27	70%	76.08	0.60	0	76.68
2027-28	100%	108.69		0	109.29
2028-29	100%	108.69		0.25	109.54
2029-30	100%	108.69		0.51	109.80
2030-31	100%	108.69		0.76	110.05
2031-32	100%	108.69		1.02	110.31
2032-33	100%	108.69		1.27	110.56
2033-34	100%	108.69		1.78	111.07
2034-35	100%	108.69		2.29	111.58
2035-36	100%	108.69		2.81	112.10
2036-37	100%	108.69		3.32	112.61
2037-38	100%	108.69		3.83	113.12

8. This issues with the concurrence of the Finance Wing vide their Note-52 dated 03.11.2025 and recommendations of SFC in its meeting held on 05.12.2025 & approval of Competent Authority vide Note-94 dated 22.12.2025.

(Shashi Bhooshan Kumar)

Under Secretary to the Government of India

Copy to (with a copy of Technical Note): -

i. The Chief Engineer (North-I), Ministry of Road Transport & Highways, Transport Bhawan, 1-Parliament Street, New Delhi-110001.

ii. The Regional Officer, MoRTH Dehradun - 248 002

iii. The Chief Engineer (Shivalik), BRO, Dehradun, Uttarakhand.

iv. The Principal Director of Audit, Economic & Services Ministries, AGCR Building, IP Estate, New Delhi

v. AFA, IFD, Ministry of Road transport & Highways, Transport Bhawan, 1-Parliament Street, New Delhi-110001

vi. The Pay and Accounts Officer (NH), O/o Principal Chief Controller of Accounts, Ministry of Road Transport & Highways, IDA Building, Jamnagar House, New Delhi-110011

vii. Commander 36 BRTF, Uttarkashi.

(Shashi Bhooshan Kumar)
Under Secretary to the Government of India



F. No. 85000/THDC/02landSlide/EPCCell (Comp. No.: 250601)

Government of India

Ministry of Road, Transport & Highways

Transport Bhawan, 1-Parliament Street, New Delhi-110001

Date- 26.12.2025

To,

The Pay and Accounts Officer (NH)
O/o Principal Chief Controller of Accounts,
Ministry of road Transport & Highways
IDA Building, Jamnagar House,
New Delhi - 110011

Sub:- Treatment of 04 nos. of landslide location at km. 100.125 -100.570 (Barethi /Open tunnel) km. 102.960-km.103.100 (Pokhu Devta/Matli), km.109.885 -km. 110.037 (Jaskot village) & km127.560 - km127.760 (Gojmer Village) on NH-34 on Gangotri - Rishikesh section under EPC mode in the state of Uttarakhand.

Ref:- CE (BRO) Project Shivalik letter no. 85000/THDC/CORRER/42/EPC Cell dated 04.07.2025

(Job. No JOB NO. - NH-34/UK/2025-26/750)

Sir,

I am directed to convey the Financial Sanction of the President of India for the above mentioned work amounting to Rs 113.12 Crore (Rupees One Hundred Thirteen Crore and Twelve Lakhs only) including agency charges and other centages.

2. The expenditure shall be allowed to be incurred as per the year wise phasing details of the total sanction amount as mentioned below in accordance with the terms and conditions of the work sanction letter and technical note.

Year	Physical	Construction (Cr)	Pre-construction activities (Cr)	Maintenance (Cr)	Total (Cr)
2025-26	5%	5.43		0	5.43
2026-27	70%	76.08		0	76.68
2027-28	100%	108.69		0	109.29
2028-29	100%	108.69		0.25	109.54
2029-30	100%	108.69		0.51	109.80
2030-31	100%	108.69		0.76	110.05
2031-32	100%	108.69	0.60	1.02	110.31

2032-33	100%	108.69	1.27	110.56
2033-34	100%	108.69	1.78	111.07
2034-35	100%	108.69	2.29	111.58
2035-36	100%	108.69	2.81	112.10
2036-37	100%	108.69	3.32	112.61
2037-38	100%	108.69	3.83	113.12

3. Regional Officer, Dehradun of the Ministry will act as Drawing and Disbursing Officer (DDO) for this work.

4. The expenditure will be debited under Major Head NH(O) General-5054.01.337.01.02.73 (Finance from GBS) for which the corresponding demand no. "86" for the current financial year 2025-26 of the Ministry of Road Transport & Highways.

5. The accounts of BRO shall be open to inspection by the sanctioning authority and audit, both by the C&AG and internal audit by the Office of Principal Chief Controller of Accounts.

6. This issues with the concurrence of the Finance Wing vide their Note-52 dated 03.11.2025 and recommendations of SFC in its meeting held on 05.12.2025 & approval of Competent Authority vide Note-94 dated 22.12.2025.

Yours faithfully,

(Shashi Bhooshan Kumar)

Under Secretary to the Government of India

Copy to: -

- I. The Chief Engineer (North-I), Ministry of Road Transport & Highways, Transport Bhawan, 1-Parliament Street, New Delhi-110001.
- II. Chief Engineer-Regional Officer, 46/1, Canal Road, Jakhan, Dehradun -248 001, Uttarakhand.
- III. The Principal Director of Audit, Economic & Services Ministries, AGCR Building, IP Estate, New Delhi
- IV. The Chief Engineer (Shivalik) BRO, Dehradun, Uttarakhand.
- V. AFA, IFD, Ministry of Road transport & Highways, Transport Bhawan, 1-Parliament Street, New Delhi-110001.

Copy for information and necessary action to:-

- I. Sr. PPS to Secretary (RT&H)
- II. Sr. PPS to DG(RD)&SS

- III. Sr. PPS to AS&FA, Ministry of Road transport & Highways, Transport Bhawan, 1-Parliament Street, New Delhi-110001
- IV. Sr. PPS to Pr. CCA, M/oRT&H, , IDA Building, Jamnagar House, New Delhi - 110011.

(Shashi Bhooshan Kumar)
Under Secretary to the Government of India



Office of Regional Officer, Dehradun
Ministry of Road Transport & Highways
Government of India

File No.: 85000/THDC/02landSlide/EPCCell (Comp. No.: 250601)

Date: 26.12.2025

TECHNICAL NOTE

1.	Name of work	: Treatment of 04 nos. of landslide location at km. 100.125 -100.570 (Barethi /Open tunnel) km. 102.960-km.103.100 (Pokhu Devta/Matli), km.109.885 -km. 110.037 (Jaskot village) & km127.560 - km127.760 (Gojmer Village) on NH-34 on Gangotri -Rishikesh section under EPC mode in the state of Uttarakhand-	
2.	State	: Uttarakhand	
3.	NH No.	: NH-34	
4.	Estimated Cost (₹ in Cr.)	: As proposed by BRO	: As modified in this Ministry
		Rs. 188.29 Cr.	Rs. 113.12 Cr.
5.	No. of location	: 06	: 04
6.	Reference	: E-office File No.:85000/THDC/02landSlide/EPC Cell (Comp. No.:250601) & Note#2 of E-file Comp. No.:246476 & CE (BRO) Project Shivalik letter no. 85000/THDC/CORRER/42/EPC Cell dated 04.07.2025	
7.	Job No:	: NH-34/UK/2025-26/750	

COMMENTS

Scope of work: "Treatment of 04 nos. of landslide location at km. 100.125 -100.570 (Barethi /Open tunnel) km. 102.960-km.103.100 (Pokhu Devta/Matli), km.109.885 -km. 110.037 (Jaskot village) & km127.560 - km127.760 (Gojmer Village) on NH-34 on Gangotri -Rishikesh section under EPC mode in the state of Uttarakhand-". It shall be noted that the work is being taken up on EPC basis and hence at this stage provisions are for the estimate purpose only. The following provisions have been allowed in the estimate: -

1.1 Scope of work:

a. Ch. 100.125 km - Ch. 100.570 km on NH-34

- Removal of muck in Approx QTY. 500 cum (wherever required as per site condition)
- Provision of hill cutting in approx. (Qty. 600 cum)
- Application of high tensile rolled cable net 8 mm wire dia of minimum longitudinal tensile strength 100 kN/m, DT mesh 2.2/3.2mm (ID/OD) wire dia 60x80mm mesh opening and 38mm/19mm I/O ϕ , 8.0m deep self-driven hollow anchors with yield

[Handwritten Signature]

- strength 400kN @ 2.5m C/C (staggered) with base plates (200x200x10) in average area of (1,200+700=1,900) SQM from Ch 100.210km to 100.250km and elevation ranging from El ±1442m to El ±1184m.
- iv. Provision of repair of patch by provision of high tensile rolled cable net 8 mm wire dia of minimum longitudinal tensile strength 100 kN/m, DT mesh 2.2/3.2mm (ID/OD) wire dia 60x80mm mesh opening and 38mm/19mm I/O ϕ , 8.0m deep self-driven hollow anchors with yield strength 400kN @ 2.5m C/C (staggered) with base plates (200x200x10) in average area of 550 sqm from Ch 100.470km to 100.480km and elevation ranging from El ±1130m to El ±1178m.
 - v. Application of 150mm thick shotcrete in two layers, 75mm each sandwiched with chain link fabric from Ch. 100.520 km to 100.570km and elevation ranging from El. ±1130m to El. ±1160m (Area 400sqm)
 - vi. Provision of 10 m high, 340 long anchored CC cladding (M-25grade), with 8.0m deep, 38/19mm ϕ SDRA @ 2.0m C/C from Ch. 100.230km to 100.570km and elevation ranging El. ±1080m to El. ±1090m.
 - vii. Provision of 30 m high, 60 long anchored CC cladding (M-25grade), with 8.0m deep, 38/19mm ϕ SDRA @ 2.0m C/C from Ch 100.323km to 100.403km and elevation ranging El. ±1086m to El. ±1106m
 - viii. Provision of 16.5 m high, 55 long anchored CC cladding (M-25grade), with 8.0m deep, 38/19mm ϕ SDRA @ 2.0m C/C from Ch 100.155km to 100.210km and elevation ranging El. ±1130m to El. ±1140m.
 - ix. Provision of 6.0m high, 30m long, cantilever wall from Ch. 100.190 km to Ch 100.220 km for toe erosion protection.
 - x. Provision of 4.0m high, 30m long, anchored CC gravity wall from Ch 100.125km to Ch 100.155km.
 - xi. Construction of 6.0m long, 8.0m height, 3 nos. of repelling type gabion spurs @ 20m C/C along river shore line for toe protection.
 - xii. Provision of 3m high gabion wall in 40m length with longitudinal drain from Ch 100.210km to 100.250km at elevation El 1170m.
 - xiii. Provision of 4.0m high, 50m long gabion wall from Ch 100.140km to 100. 190km.

b. Location Ch. 102.960 km - Ch. 103.100 km (Pokhu Devta)

- i. Offloading (average volume=1000 cum)
- ii. Provision of Geo-jute with spraying of seeds of Lemon Grass, Dedonia, Vetiver etc in avg. Area of (78x47x/2=5200 sqm) from Ch. 102.927 km to Ch. 103.005km.
- iii. Provision of geo-jute with spraying of seeds of Lemon Grass, Dedonia, vetiver etc in avg. Area of (36x42x/2=2100 sqm) from Ch. 103.070 km to Ch. 103.106km.
- iv. Application of high tensile rolled cable net of minimum longitudinal tensile strength 100 kN/m with DT mesh 2.2/3.2mm (id/od) wire dia. 60x80mm mesh opening as secondary wire mesh i/c installation of 38/19 mm ϕ , 9.0m deep (elevation ranging from El±1030m to El±1050m) & 11.0m deep (elevation ranging from El±1050m to El±1077m) self-driven hollow anchors (400kN yield load) @ 2.0m c/c (staggered) with base plates (200x200x10) in avg. Area of (78x47x/2=5200 sqm) from Ch. 102.927 km to Ch. 103.005km.
- v. Application of high tensile rolled cable net of minimum longitudinal tensile strength 100 kN/m with DT mesh 2.2/3.2mm (id/od) wire dia. 60x80mm mesh opening as secondary wire mesh i/c installation of 38/19 mm ϕ , 9.0m deep (elevation ranging from El±1028m to El±1048m) & 11.0m deep (elevation ranging from El±1048m to El±1070m) self-driven hollow anchors (400kN yield load) @ 2.0m c/c (staggered) with base plates (200x200x10) in avg. Area of (36x42x/2=2100 sqm) from Ch. 103.070 km to Ch. 103.106km.



- i. Terracing and benching of slope by removal/offloading of the loose overburden/debris mass in (approx. Qty. 7000 cum) from Ch 127.660 km to 127.710m and elevation ranging from El ± 976 m to El ± 1012 m.
 - ii. Application of 3D net with hydroseeding of soil slope and 38mm/19mm I/O \varnothing 9.0m deep self-driven hollow anchors @ 2.50m c/c (staggered) with base plates (200x200x10) in average area of 2000 sqm from Ch 127.660km to 127.710m and elevation ranging from El ± 976 m to El ± 1012 m.
 - iii. Provision of longitudinal drain connected with pipe culvert 5m length (approx) with 1m x 1 m x 1m gabion wall in 40m length along terracing from Ch 127.660km to 127.710m and elevation ranging from El ± 976 m to El ± 1012 m.
- a. Removal of overburden/loose rock mass (of quantity 600 cum approx.) from Ch 127.650km to 127.690km.
 - b. Application of high tensile rolled cable net 10 mm wire dia of minimum longitudinal tensile strength 220 kN/m with secondary wire mesh of 50mmx50mm size and 38mm/19mm I/O \varnothing 9.0m deep self-driven hollow anchors @ 2.50m c/c (staggered) with base plates (200x200x10) in minimum area of 16000 sqm from Ch 127.630km to 127.790km and elevation ranging from El ± 858 m to El ± 976 m.
 - c. Provision of single row of drainage holes 75 mm dia 10m deep @10mc/c above existing RR wall from Ch 127.630km to Ch 127.790 km.

1.2 Slope Protection work such as Breast wall/retaining wall, etc. have been allowed for estimate purpose only. However, the EPC Contractor shall design and adopt innovation slope protection measures such as soil nailing, RCC crib work, gabion wall, RE structure, geotextiles, etc. as per site requirement.

1.3 It may be ensured that the items adopted in Protection Work for land slide areas are non-proprietary items and minimum three independent suppliers are available for each item so as to ensure fair competition.

2. Tender

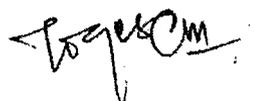
2.1 In accordance with Ministry's Circular Letter No RW/NH-37010/4/2010-EAP(Vol-IV) dated 28.12.2018, it would be ensured that:

(a) While accepting tenders that the overall cost of estimate at tender rates including contingencies, work charge establishment and agency charges does not exceed by more than 5% of sanctioned cost.

(b) Excess in tender cost is caused only by routine factors such as increase in cost of labour or materials.

(c) Excess due to revision of scope or enlargement/reduction of work/rates or specifications as already approved in the sanctioned estimate would require prior approval of Ministry.

2.2 The tenders for the work shall be invited as per guidelines issued by this Ministry vide Circular No. RW/NH-24035/4/2008-P&M/PIC Vol. II dated 25/06/2018 related to e-publishing. The guidelines issued vide letter No. RW/NH-24035/4/2008-P&M/PIC dated 27.11.2009, RW/NH-24035/4/2008-P&M/PIC Vol. II dated 17/09/2018 and RW/NH-



- vi. Provision of 20.0m high, 65.0m long anchored CC cladding on RCC raft placed over 2 rows of cluster of anchors from Ch.103.005km to Ch. 103.070km and elevation ranging from El.±1030m to El.±1050m
- vii. Creation of break-in slope and provision of 20.0m high, 65.0m long anchored CC cladding on RCC raft placed over 2 rows of cluster of anchors from Ch.103.005km to Ch. 103.070km and elevation ranging from El.±1050m to El.±1070m to support the existing wall at the road edge
- viii. Application of 300mm thick articulating grouted concrete mattress on an average area of $(179 \times 15 \times / 2 = 3800 \text{ sqm})$ from Ch. 102.927 km to Ch. 103.106'km in 15.0m wide spread.

c. Location Ch. 109.885 km - Ch. 110.037 km (Jaskot Village)

- i. Scaling of loose rock mass of approx. quantity 1000 cum (wherever required as per site requirement).
- ii. Application of high tensile rolled cable net of minimum longitudinal tensile strength 100 kN/m with DT mesh of 60mmx80mm i/c installation of 38/19 mm dia, 9.00m deep self-driven hollow anchors (400kN yield load) @ 2.00m c/c (staggered) with base plates in avg. Area of (1850 sqm) from Ch. 109.905 to Ch 109.965 km on top crown of 20m from. El ±990m to El ±1010m.
- iii. Application of 150mm thick shotcreting in two layers, 75mm each sandwiched with chain link fabric i/c installation of 25 mm dia, 10.00m deep fully threaded rock anchors @ 2.50m c/c (staggered) with base plates from Ch. 109.885 km to 109.965 km and elevation ranging from El. ±923m to El. ±990m (area 6450 sqm).
- iv. Provision of 10m length, 25m high anchored CC cladding with CC drain from Ch. 110.027 to Ch. 110.037km at elevation El. ±911m to El. ±936m.
- v. Provision of 142m length, 6m high anchored CC cladding with CC drain from Ch. 109.885 to Ch. 110.027km at elevation El. ±916m + Dismantling of existing damaged wall 30m length from Ch. 109.885 to Ch.109.915km.
- vi. Provision of 70m length, 8m high gabion wall from Ch. 109.875 to Ch. 109.945km at elevation El. ±848m.

d. Location Ch. KM 127.560 to KM 127.760 (Gojmer Village)

• Ch 127.580km to 127.630km

- i. Provision of terracing and benching of slope by removal/offloading of the loose overburden/ debris mass in (approx. Qty. 17000 cum) Ch 127.580km to 127.630km and elevation ranging from El ±858m to El ±950m.
- ii. Application of 3D net with hydroseeding of soil slope and 38mm/19mm I/O ø 9.0m deep self-driven hollow anchors @ 2.50m c/c (staggered) with base plates (200x200x10) in average area of 13500sqm from Ch 127.580km to 127.630km and elevation ranging from El ±858m to El ±950m.
- iii. Provision of longitudinal drain connected with pipe culvert 5m length (approx) embedded with 1m x 1 m x 1m gabion wall in 250 m length along terracing from Ch 127.580km to 127.630km and elevation ranging from El ±858m to El ±950m.

• Ch 127.660 km to 127.710m

T. Joshi CM

37010/4/2010-EAP(Printing) Vol. IV dated 07.10.2019, NH-35014/35/2020-H dated 02.11.2020 and G-20016/01/2020-TF-II dated 17.11.2020 regarding procedure to be adopted for invitation of tenders and pre-qualification of contractors be followed.

2.3 The tenders for the work shall be invited adopting e-procurement/e-tendering on Ministry's portal as per Ministry's Circular no. RW/NH-24035/4/2008-P&M/PIC dated 21.05.2011, RW/NH-24035/4/2008-P&M/PIC Vol. II dated 23/02/2018, RW/NH-37010/4/2010-EAP(Printing)Vol.IV dated 05.03.2019 and RW/NH-37010/4/2010-EAP(Printing) Vol. IV dated 07.10.2019, NH-35014/35/2020-H dated 02.11.2020 and G-20016/01/2020-TF-II dated 17.11.2020. The work shall be awarded as per guidelines issued by the Ministry vide letter no. NH-15015/29/2001-PL dated 05.07.2001 and RW/NH-24035/4/2008-P&M/PIC Vol. II dated 17/09/2018.

2.4 Guidelines regarding procedure for invitation of tenders and qualification of contractors shall strictly be as per Ministry's letter No. RW/NH-37010/4/2010-EAP(Printing) Vol. IV dated 05.03.2019 and RW/NH-37010/4/2010-EAP(Printing) Vol. IV dated 07.10.2019, NH-35014/35/2020-H dated 02.11.2020 & F. No. G-20016/01/2020-TF-11 dated 17.11.2020.

2.5 The time limit for awarding of this work is 6 months from the date of sanction and should be strictly followed as per the instructions issued vide this Ministry's letter no. RW/NH-15015/29/2001-PL dated 05.07.2001 and RW/NH-24035/4/2008-P&M/PIC Vol. II dated 17/09/2018. If the work is not awarded within the stipulated time, it may lead to de-sanction of the work unless Ministry's prior approval to extension of the time limit is obtained.

3.0 General

3.1 The work shall be executed as per Ministry's "Specifications for Road and Bridge Works (Fifth Revision -2013)" and instructions issued by this Ministry from time to time. Deviation in specifications for any work should be got approved from the Ministry before adopting the same.

3.2 Neither the work nor any item of work shall be split into small parts for awarding the work to a number of contractors. In case any splitting is essential due to specific prevailing considerations, it shall be done only after prior approval of this Ministry. In this regard instructions issued in this Ministry's letter No. NH-III/P/25/84 dated 04.08.1984 may be referred.

3.3 No work beyond the scope of the sanctioned estimate leading either to increase in the scope of work or change in specifications should be undertaken without obtaining prior written approval of the Ministry. In this connection, Ministry's letter No.RW/NH-24035/4/2008-P&M/PIC Vol. II dated 17.09.2018 may be referred.

3.4 The guidelines regarding Acceptance of Bids and Award of Works as per Ministry's letter No.RW/NH-24035/4/2008-P&M/PIC Vol. II dated 23 February 2018 must be followed. BRO will intimate this Ministry and Ministry's Regional officer at Dehradun about award of contract/commencement of work immediately as per instructions contained in this Ministry letter No RW/NH-11060/1/98-(DO-I) dated 05.11.1998.

3.5 Collection of material on the roadside should be so planned that it should commensurate with the physical progress of work and the collected material should not cause any hindrance to the traffic. It must be ensured that the contractor arranges for



separate land for storage of road construction material and machinery and these shall not be allowed to be stacked on roadside.

3.6 Traffic management during construction of the work shall be done in accordance with stipulations of IRC: SP:55-2014 to ensure proper regulation of traffic and causing least inconvenience to road user. Further, guidelines for Road Safety measures on NHs issued vide Ministry's Circular no. NHIII-33 (126)/72 dated 20.03.1973, RW/NH-11060/1/1998-D.O.1 dated 07.10.1987 & RW/NH-29011/01/2015-P&M(RSCE) dated 20.09.2019¹ shall be strictly followed. Cost of the same shall be considered accidental to the work and no extra cost shall be paid to the contractor.

3.7 For maintenance of proper record of the execution of the work Photography/videography shall be taken before and after execution of work and a copy of the same may be forwarded to Ministry/RO-MoRTH, Dehradun for record in compliance to the Ministry's guidelines issued vide Circular No. NH-22023/16/2005-P&M dated 18.05.2005. The project display boards are to be erected on the either end of the project reach as per the Ministry's letter No.RW/NH-33044/10/2001-S&R (R) dated 17.07.2001. Cost of the same shall be considered accidental to the work and no extra cost shall be paid to the Contractor.

3.8 Guidelines for Road Safety vide Ministry's letter No. RWINH-33072/0412004-S&R(R) dated 27.04.2010 shall be followed wherever applicable.

3.9 Monitoring of the work: In order to ensure that there is no slippage in achieving the targets, the progress may be closely monitored by BRO & quarterly status report furnished to the Ministry in the prescribed pro forma.

3.10 Defect liability period shall be as per Ministry's Circular no- RW/NH-37010/4/2010-EAP (Printing) Vol. IV dated 05.03.2019 which states 10 years for the instant case. The defect liability period is kept for 10 years as per standard RFP of Ministry.

3.11 The provision of contingencies should be utilized as per Ministry's Circular letter no. RW/NH-24035/4/2008-P&M/PIC Vol. II dated 17/09/2018 with the approval of the Ministry. The estimates for carrying out the activities under the provision of contingencies including change in scope of work will be approved by Ministry on assurance/certification by CE(BRO Shivalik), Uttarakhand that the amount provided against contingencies is available and the same has not been indirectly utilized by accepting higher tender rates. CE (Shivalik) BRO shall also certify that approval of estimates to be charged to contingencies will not cause revision of the sanctioned estimate.

3.12 The work is to be carried out in accordance with the "Hand Book of Quality Control for construction of Roads & Runways (Second Revision) -IRC: SP:11- 1988", observing strict quality control instructions contained in Ministry's letter No. NHIII/P/1/83 dated 19.04.1984 and permanent records maintained thereof. The CE (BRO Shivalik), Uttarakhand may get some testing done for quality control of the work from accredited laboratories keeping in view of IRC: SP:94: 2001.

3.13 As the time period of completion is 18 months, price escalation amount @2.5% is proposed.



3.14 Regional Officer, Dehradun of the Ministry will act as Drawing and Disbursing Officer (DDO) for this work.

3.15 Authority Engineer/Supervision: The work is proposed to be supervised by BRO & M/s THDC India Ltd.

3.16 CVC guidelines in tendering shall be strictly adhered to.

3.17 All the items of work included in the scope of work shall be executed as per specifications and standards stipulated in Schedule-D of the Contractor Agreement and as per Circulars/Guidelines issued by the Ministry from time to time. Further, additional specifications as provided in the design report of THDC India Ltd. will be applicable.

4. Schedule of Rates

It is reported by BRO that the rates taken in instant estimate are based on approved rates for the for Block 26 Chamba, Block Dunda & Block 06-A Bhatwari-A effective from 24.08.2024. Rates of Non SOR items are taken from approved SoR rate by Committee formed for finalization of the same. The approved rate was intimated vide O/o CE-RO, 1st floor IEI building ISBT Dehradun dated 01.02.2024. One item namely 10 Gauge weld mesh (to be used as nominal reinforcement in clad wall) rate has been taken from DSR 2023.

5. Cost of work:-

In light of above comments, the estimated cost modified to Rs. 113.12 Crore including centages charges as follow:

Sl. No.	Description	Cost modified by Ministry (Amount in ₹)
(i)	Location Ch. 100.125 km - 100.570km (Barethi/Open Tunnel)	21,53,88,447.00
(ii)	Location Ch. 102.960km - Ch. 103.100km (Pokhu Devta/ Matli)	19,99,14,089.69
(iii)	Location Ch. 109.885 km - Ch. 110.037 km (Jaskot village)	10,30,83,004.73
(iv)	Location KM 127.560 to KM 127.760 (Gojmer Village)	34,14,48,633.56
	Protection work at muck dumping zone for Ch. KM 127.560 to KM 127.760 (Gojmer Village)	61,77,120.00
1	Total Civil Cost	86,60,11,295.00
2	GST @18% on (1)	15,58,82,033.00
3	Contingency @1 % on (1)	86,60,113.00
4	Escalation @2.5% on (1)	2,16,50,282.00
5	Agency Charges @3% on (1)	2,59,80,339.00
6	Supervision Charges @1% on (1)	86,60,113.00
7	Maintenance Charges @3.75% on (1)	3,24,75,424.00
8	18% GST on Maintenance Charges	58,45,576.00
9	LA	59,98,586.00
	Grand Total	113,11,63,761.00
	Say in Cr.	113.12

6. Phasing of expenditure: Phasing of expenditure is as under:

Year	Physical	Construction (Cr)	Pre-construction activities (Cr)	Maintenance (Cr)	Total (Cr)
2025-26	5%	5.43	0.60	0	5.43

2026-27	70%	76.08	0	76.68
2027-28	100%	108.69	0	109.29
2028-29	100%	108.69	0.25	109.54
2029-30	100%	108.69	0.51	109.80
2030-31	100%	108.69	0.76	110.05
2031-32	100%	108.69	1.02	110.31
2032-33	100%	108.69	1.27	110.56
2033-34	100%	108.69	1.78	111.07
2034-35	100%	108.69	2.29	111.58
2035-36	100%	108.69	2.81	112.10
2036-37	100%	108.69	3.32	112.61
2037-38	100%	108.69	3.83	113.12



(Yogesh Kumar)
Executive Engineer
For Regional Officer