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**F.No.DNER/NLP/AP/83/2006**  
**Government of India**  
**Ministry of Development of North Eastern Region**  
**Vigyan Bhawan Annexe, Maulana Azad Road, New Delhi – 110 011**  
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Dated: 28.06.2007

To

**Shri Prashant Lokhande,**  
Secretary (Planning),  
Government of Arunachal Pradesh,  
Itanagar – 791111.  
Fax: 0360-2215719, 2212161

**Subject: Administrative and financial approval for Central Financial assistance under Non-lapsable Central Pool of Resources (NLCPR) towards the project, namely, “Construction of Road from Nyorak to Rime Moku village in West Siang District (20 Km, Ph-I – 9.20 Km)” in Arunachal Pradesh.**

Sir,

I am directed to convey the administrative and financial approval of Government of India to the amount of Rs. 890.78 lac (90%) for the above project estimated at a cost of Rs. 989.75 lac as per detailed break up given below.

Sl. No.	Components of work	Approved Cost	90% Admissible Grant
		(Rs. in lac)	
1.	Formation cutting (9.20 Km)	282.60	254.34
2.	Sub Base Course	99.24	89.32
3.	Base Course (Grade – II)	56.02	50.42
4.	Base Course (Grade – III)	57.05	51.34
5.	Surface Course	66.43	59.79
6.	Slab Culvert 1 mtr. Span (20 nos.)	49.70	44.73
7.	Slab Culvert 2 mtr. Span (20 nos.)	62.05	55.85
8.	Slab Culvert 4 mtr. Span (5 nos.)	24.16	21.74
9.	Retaining Wall (600 mtr.)	89.52	80.57
10.	Breast Wall (350 mtr.)	31.03	27.93
11.	C.C. Drain (1800 mtr.)	12.97	11.67
12.	Unlined Surface Drain (6280 mtr.)	1.89	1.70
13.	Road Signs	2.15	1.93
14.	R.C.C. Bridge 10 m. Span	37.15	33.44
15.	R.C.C. Bridge 30 m. Span	117.79	106.01
	<b>Total</b>	<b>989.75</b>	<b>890.78</b>

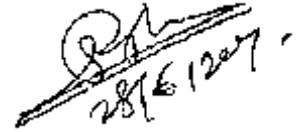
- 1. The approval of Ministry of Development of North Eastern Regions (M/o DoNER) is subject to the following conditions:**

- a. The Government of Arunachal Pradesh should follow all codal formalities while executing the project.
- b. A wide publicity in print media, newspapers, trade journals as well as in website should be given for inviting tender for the project.
- c. Transparency should be maintained in offering tender for the project.
- d. The State Government should comply with all the observations of DoRTH given at Annex – I.
- e. M/o MoNER will release only 90% of the project cost as Grant in installments to the State Government for implementation/ execution of the project. Balance 10% being load component, would be authorized by the Ministry of Finance (Plan Finance Division I) to be raised by the State in consultation with Reserve Bank of India. In the case of the State Being fiscally weak and not able to raise load component from the market, Ministry of Finance would make appropriate arrangement to raise the same and lend to the State.
- f. **The time frame for completion of the project is 36 months.** The date of this sanction letter would be reckoned as the date of start of the project. **Target date of completion of the project would be June 2010.** Time frame is to be followed strictly.
- g. Immediately on receipt of this sanction letter, the State Government, keeping in view the target date, would firm up the quarterly physical and financial targets and convey them within one month to this Ministry. Thereafter, quarterly report on the physical and financial progress of the project shall be furnished to the M/o DoNER within two weeks of close of the quarter.
- h. The project shall be implemented strictly in time and with the help of PERT and CPM.
- i. The funds shall be utilized within specified time and strictly for the purpose for which they are being sanctioned. No diversion of fund is allowed.
- j. Any escalation towards cost of the project has to be borne by the State Government from their own resources.
- k. If the project is unduly delayed without sufficient valid reasons, it would remain open to M/o DoNER to adjust the entire amount so released against some other sanctioned project under NLCPR and close this project under NLCPR scheme.
- l. The State Finance Department/Planning Department shall ensure transmission of the released amount to the Department / Implementing Agency concerned within 30 days from the date of release by the Government of India and submit certificate in this behalf within the prescribed time limit to Ministry of Development of North Eastern Region.
- m. The State Government shall properly utilize funds and submit utilization certificate on prescribed proforma to Joint Secretary, Ministry of Development of North Eastern Region, Vigyan Bhawan Annexe, Maulana Azad Road, New Delhi – 110011 within a period of nine months from the

date of release. In case the funds are not utilized within the stipulated time, the Planning Department of the State Government should approach the Ministry of Development of North Eastern Region with sound reasoning for revalidation.

- n. The State Government shall nominate a nodal officer for the project who would be responsible for timely implementation of the sanctioned works, within the approved costs. The name and designation of the Nodal Officer with full address along with his contact telephone number would be communicated to this Ministry.
  - o. The State Government shall get the project inspected on ground at least once in a quarter and submit physical progress report in prescribed proforma within two weeks after the close of the quarter of the year to Joint Secretary, Ministry of Development of North Eastern Region, Vigyan Bhawan Annexe, Maulana Azad Road, New Delhi – 110011.
3. It is requested that the State Government may send us the requirement of funds along with work plan during the financial year 2007-2008 to enable this Ministry to consider release of first installment for the project. The release of next and subsequent installments for the project would be governed by the specific clause mentioned in the NLCPR Guidelines dated 07.07.2004.
  4. This sanction issues with the concurrence of the integrated Finance Division vide their D.No. 1407/Fin.V/07 dated 26.06.2007.

Yours faithfully,



**(P.R. Meshram)**

**Joint Director**

**Tel: 011-23015184**

**Fax: 011-23015360, 23022024**

Copy to:

1. Chief Secretary, Government of Arunachal Pradesh, Itanagar.
2. Finance Secretary, government of Arunachal Pradesh, Itanagar.
3. Secretary, PWD, government of Arunachal Pradesh, Itanagar.
4. AFA, Integrated Finance Division (Fin.V), Ministry of Home Affairs, New Delhi.



**(P.R. Meshram)**

**Joint Director**

**Annex-I**

(Enclosure to O.M. No. NH-12013/117/2006/Ar. P/DONER/NH-10 dated 6<sup>th</sup> March, 2007)

Detailed Project Report (DPR) for Construction of Road from Nyorak to Rime Moku village in West Siang District (20 Km) Phase:I – 9.20 km in Arunachal Pradesh under Non-lapsable Central Pool of Resources (NLCPR).

**COMMENTS****1. Proposal:**

Construction of single lane road from Nyorak to Rime Moku village (20 km) Phase:I – 9.20km with 5.95m formation width in mountainous terrain, has been proposed. Construction of pavement, 2 RCC bridges of 10 and 30 m span, 45 slab culverts, 20 slab culverts of 1.0m span each, 20 slab culverts of 2 m span each and 5 slab culverts of 4 m span each, construction of retaining wall in aggregate length of 600m, construction of breast wall in aggregate length of 350m, 1800m Pucca road side drain, 7280m unlined drain, road signs are also included in the scope of the work.

**2. Alignment:**

2.1 The curves have reported to be designed for a design speed of 25 km/hr which is in between the ruling/minimum design speed for MDR in steep terrain. In some sections, the road has been designed for 20km/hr, which is minimum design speed in steep terrain. This could be agreed to, however it is suggested that the efforts should be made by PWD to further improve the curves to ruling design speed.

2.2 PWD may satisfy itself that the level of road is sufficiently above the HFL throughout the stretch and there is no submergence/overtopping of the road.

2.3 Camber/cross fall of 2.5% on bituminous surface and 3.5% on earthen surface may be provided as per clause 6.7 of IRC:73-1980 considering the high rainfall area.

2.4 Super elevation on horizontal curves may be provided as per IRC guidelines.

**3. Formation cutting:**

It has been mentioned in the compliance report that while executing the formation works, the final hill slope of the formation shall be provided considering the actual soil and rocks encountered when the full width of formation is excavated. In the reaches where hard rocks are encountered, the 50% of the quantity shall be salvaged for reuse in the works of retaining walls, culverts and pavements. It has been further mentioned that as the quantity in initial excavation are directly thrown into valley, it is impossible to salvage the 100% of the excavated. Necessary credit for the salvageable quantity of rocks are reported to be incorporated in the updated DPR. It is, however, suggested to PWD that the hill cutting may be done in restricted manner keeping in view of overall safety and stability of the hill.

**4. Pavement:**

The PWD has proposed one layer of 75mm WBM Gr.II in between one layer of 100mm WBM Gr.I and 75mm WBM Gr.III. The wearing course is 20mm PC with seal coat. The above crust composition may be agreed to. However, as the annexure-II regarding sub base course is not enclosed, it is suggested that the quantity/rate of WBM Gr.I may be ascertained by Chief Engineer, PWD, before execution.

**5. Bridges:**

In the modified DPR 2 RCC bridges having 7.5m carriageway of 10m and 30m span at km 0.405 and km 2.40 respectively have been proposed. The Ministry had

suggested to PWD to take the width of the bridge corresponding to the standard of road. Regarding provision of double lane bridge it has been mentioned in the DPR that this road is an important road connecting not only villages but two Administrative Headquarters such as ADC HQ at Basar and SDO at Yomcha and therefore it has been taken whereas the road has been designed for MDR standard due to limitation of fund. The location of bridges have been verified and reconciled by PWD. It has been further mentioned in the compliance report that detailed structural drawing shall be prepared before execution of the works when the formation work of the road is completed making the bridge site accessible. Keeping in view the above the bridges as proposed by PWD may be agreed to. The State Chief Engineer may, however, satisfy himself about adequacy of waterway, structural safety and stability of various component of bridge i.e. foundation, substructure, superstructure etc. The design and working drawings for each component of bridge may be approved by the State PWD Chief Engineer at his end.

#### **6. Cross Drainage Works:**

State PWD has re-verified the number of culverts and has now proposed 45 slab culverts, details as mentioned below, instead of 85 slab culverts as proposed earlier.

- |      |   |         |
|------|---|---------|
| i)   | 1.00 m span with abutment height 1.50 m | 20 nos. |
| ii)  | 2.00 m span with abutment height 1.50 m | 20 nos. |
| iii) | 4.00 m span with abutment height 3.00 m | 5 nos.  |

Ministry had suggested to provide pipe culverts in place of 1/2m slab culverts. However, PWD has reported that the Hume Pipe culverts in the hill regions are unsuccessful because of presence of floating debris that come along with run off water from the hills thereby choking the opening of pipe. The small span culverts having higher vertical clearance have therefore been proposed. Keeping above in view, the culverts as proposed by PWD may be agreed to.

#### **7. Protection works:**

State PWD has now proposed 600 m (650 m earlier) retaining wall of 3.00m height and 350m (450m earlier) breast wall of 2.00 m height in the DPR. The total length of retaining structure has now reduced, however, the cost of these has gone up in the estimate. It may therefore be suggested that Chief Engineer, PWD may ascertain the type of retaining structure to be provided in conformity to IRC:SP 48-1998 (Hill road Manual) as well as the cost. Further, it has been mentioned in the compliance report that the stability analysis of retaining and breast walls shall be carried out before execution of work as per height and soil condition in the locations of retaining walls. It has been further ensured that other methods of slope protection shall be adopted as per the suggestions of expert after obtaining sanction of the estimate. Keeping above in view, the protection work as proposed by PWD may be agreed to for estimate purposes.

#### **8. Roadside drains:**

The Ministry had suggested to provide unlined drain instead of CC drain. However, State PWD, after reassessing the requirement, has now proposed Cement Concrete drain in 800 m length and unlined drain in 7280m length. The provision of drain may be agreed to as proposed by PWD.

#### **9. Road Sign Boards, Km stones etc.:**

The provision of road sign boards and km stones has now been made in the DPR. It may be suggested to provide km stones as per IRC 8 – 1980.