

---

121.222
1100

No. NHIII/P/5/77

*Dated the 13th July, 1978*

To,

The Chief Engineer  
(All State Governments dealing with N. Hs.)

Subject : Coordinated completion of realignments of National Highways dictated by submergence consequent to damming of rivers for irrigation and/or power

**I am directed to say that it has been observed that lack of coordination between the Irrigation (Dam) and State P.W.D. (dealing with National Highways) Authorities and inadequate appreciation of the the problems and requirements have resulted in delay in completion of the realignments dic-**

tated by submergence consequent to damming of rivers for irrigation and/or power. I am therefore to request that the State P.W.D. may adopt the following procedure to ensure that the realignments are completed in time to coincide with the utilisation of Dams :—

1. On receipt of the intimation from the Dam Authorities, the State P.W.D. (the N.H. Authority) should forward an estimate for survey, investigation and project preparation of the realignment to the Dam Authority for acceptance and depositing the funds and get their acceptance to the principle of sharing that the Dam Authority would bear the complete cost of realignment to the dimensions, standards, specifications etc. as obtaining on the existing road. (The cost of the survey, investigation and project preparation including designing should be a realistic estimate but within 2¼% of the likely cost of the whole project of the realignment).
  2. On receipt of the acceptance and the deposit from the Dam Authority, the State P.W.D. should survey and investigate the realignment in consultation with the Regional Superintending Engineer of the Ministry of Shipping & Transport (Roads Wing) taking help of the IRC publications and this Ministry's circulars on the subject, select the alternative alignments, work out the approximate costs of those feasible and recommend along with all the documents to the Ministry of Shipping and Transport (Roads Wing) for approval, the one considered best by the State Government.
  3. On receipt of the approval to the realignment including bridge sites, detailed project should be prepared separately but simultaneously for road including culverts and for bridges and forwarded to the Ministry of Shipping and Transport (Roads Wing) for technical approval and financial sanction to their share of the cost, if so dictated by the conditions. The Ministry of Shipping and Transport (Roads Wing) will have to share in case the realignment is required by them to be to dimensions standards, specifications etc. higher than those obtaining on the existing road. The realignment should at least be to full 2 lane NH standards with bridges designed to one lane of IRC class 70 'R' and 2 lanes of IRC 'A' loading.
  4. On receipt of the technical approval etc. from the Ministry of Shipping and Transport (Roads Wing), the Dam Authority should be asked to deposit the funds and in the meantime, tenders etc. should be called for.
  5. The realignment including bridges should be completed well before commissioning of the dam. For programming the work, recourse may be taken to the IRC Special Publication No. 14 of 1973 : "Manual for the Application of Critical Path Method on Highway Projects in India" and to this Ministry's circulars on the subject.
-