



ABSTRACT

Highways Department - Improvement of I.T. Corridor from Madhya Kailash to Siruseri on old Mahabalipuram Road - Detailed Project Report - Approved - Revised Estimate Cost of Civilworks for the I.T. Corridor - Approval - Orders Issued.

Highways (HW 1) Department

G.O.Ms.No.163

Dated: 22.6.2004

Read again:

1. G.O.Ms.No.81 Highways Department dt.24-4-2003
2. G.O.Ms.No.14, Highways Department dt.23-1-2004
3. Govt.Lr.No.4644/HW 1/2004-2 Highways Department dt.25-3-2004

Read also:

4. From the Chief Executive Officer, T N RDC, letter dt.28-4-2004.

Order:

In the G.O first read above, the Government have ordered to form a special purpose vehicle to improve the I.T. Corridor as a World class 6 lane road. In the G.O. second read above, the Detailed Project Report for the improvement of IT Corridor from Madhya Kailash to Siruseri on Old Mahabalipuram Road was approved. The total cost of the Project of Rs.84.41 crores excluding the Land Acquisition cost was accepted by the Government subject to the condition that the final cost should be certified by an Independent Engineer and an Independent Auditor appointed in consultation with the Government. It was also decided that out of the project cost of Rs.84.41 crores, a sum of Rs.34 crores be sanctioned to the Project, so as to make the project bankable and that the project company (ITEL/T N RDC) may source the balance fund (Rs.50.41 crores) through loans at competitive rates and tenor. After deducting a sum of Rs.12.50 crores sanctioned to I T Corridor Project by Government of India under ASIDE Scheme, the State Government's contribution to the project would be around Rs.21.50 crores only

2. The Chief Executive Officer, Tamil Nadu Road Development Company Ltd., has now stated that in G.O.Ms.No.14, Highways Department, dated 23-1-2004 the Government had conveyed its approval for ITEL to undertake improvement of IT Corridor at an estimated cost of civil works of Rs.84.41 crores and that this cost was based on the proposed configuration/specifications envisaged at the time of the proposal sent earlier. He has further stated that over the last one year, they have carried out extensive traffic analysis and value engineering exercises towards making the IT Corridor into a world-class highway and that consequently, certain modifications in the road configuration/specifications are proposed for consideration. The modification proposals are as follows:

- (A) Service Roads of 5.5 m be provided on both sides for the entire length of the project road, except, at the Toll Plaza. This would not only provide safe access and movement of local traffic, but also enable smooth and uninterrupted flow of through traffic. These service roads will also cater to on street parking requirements and will ensure that the main carriage way is not encroached by un-regulated parking. The Tamil Nadu Road Development Company Ltd., has, therefore, proposed to modify the road configuration to have dual carriage way of 10.75 m each, service roads of 5.5 m each on both sides of the road, apart from the center median and foot-path as proposed earlier. The paved shoulders have been proposed to be shifted away from the main carriage way and merged with the service road to minimise Land Acquisition impact. The provision of these service roads will cost Rs.12.41 crores.
- (B) It is proposed to provide flexible pavement for the first 3 Km stretch after stabilizing /strengthening the existing sub-soil to required specifications. The revised proposal would also reduce the reworking cost during the construction of grade separators/fly-over at the Madhya Kailash junction.
- (C) There are 157 side roads joining into the IT Corridor. In order to provide smooth merging of the side roads into the IT Corridor, it is proposed to re-grade the cross roads for a length of upto 35 m, to match difference in levels, at an extra cost of Rs.1.86 crores.
- (D) It is proposed to provide 48 numbers of double bus bays at an estimated capital cost of Rs.2.53 crores.
- (E) It is proposed to request MTC to share at least 50% of the capital cost of the bus bays.

- (F) It is proposed to provide lead off drains to channel the storm water to the nearest point of disposal, instead of conventional cross drainage works.
- (G) In order to provide higher reflectivity and better information, the specifications for signages have been upgraded from high intensity to diamond grade. Since aesthetics and visual appeal are essential ingredients for making this road into a world class facility, enhanced provisions have been made for signages, road markings and road furniture.
- (H) Consequent to the addition of service lanes to the main carriage way, street light design has also been modified to include longer poles and higher intensity luminaire.
- (I) Provision has also been made for rain water harvesting system, laying of water pipes and fencing of right-of-way at locations, where currently there are no road side developments.
- (J) On the other hand, savings have been effected by value engineering in the construction/widening of bridges and culverts and on ECR link road.

He has, therefore requested the approval on the following proposals:-

- (a) Revised scope of improvement of works now suggested.
- (b) Revised estimated cost of civil works for Rs.100.91 crores (Rupees One hundred crores and ninety one lakhs only).
- (c) TNEB to bear the conversion cost from overhead lines to underground cables along with necessary shifting of transformers within in the CMA limits; and
- (d) Tamil Nadu Road Development Company /ITEL to recover the capital cost of service ducts, cross ducts, pipes, cables and chambers etc. from the respective service providers.

3. The Government have examined, the proposal of the Chief Executive Officer, Tamil Nadu Road Development Company Limited. The TNRDC has addressed the TNEB for bearing the cost of conversion of overhead lines to underground cables. The cost of conversion of over-head lines and shifting of transformers have not been included in the Civil cost. As such, orders of Government are not necessary at this stage. However, if any amount is likely to be paid to the Tamil Nadu Electricity Board which will result in over and above the estimated cost, it will be considered at the time of approval of this project cost duly certified by the Independent Engineer and Independent Auditor appointed in consultation with the government. By approving the revised scope of Civil works and the revised civil

works cost, State Government's contribution will not increase from Rs.21.50 crore as already approved in the G.O second read above. The Government accordingly approve the following proposal of the Chief Executive Officer, Tamil Nadu Road Development Company Ltd:

- (a) Revised Scope of civilworks suggested for the IT Corridor.
- (b) Revised estimate cost of civil works amounting to Rs. 100.91 crores (Rupees One hundred crore and ninety one lakhs only).
- (c) Authorising the Tamil Nadu Road Development Company Ltd./ITEL to recover the capital cost of service ducts, cross ducts, pipes, cables and chambers etc.from the respective service providers.

4. The Chief Executive Officer, Tamil Nadu Road Development Company Limited is requested to take speedy action at every stage to implement the project early.

5. This order issue with the concurrence of Finance Department vide its U.O No.153/SS (LK)/04 dated 22.6.2004.

(By Order of the Governor)

P.RAMA MOHANA RAO
Secretary to Government.

To

The Chief Executive Officer, Tamil Nadu Road Development Company, Chennai-8
The Secretary to Government. Commercial Tax/Industries/Information Technology
Departments, Chennai-9

Chairman and Managing Director, TIDCO, Chennai-8

Chairman and Managing Director, SIPCOT, Chennai-8

The Chief Engineer (General), Highways Dept., Chennai-5

The District Collectors, Chennai and Kancheepuram

The Accountant General (Audit-I) Chennai-35

Copy to:

The Special P.A. to Minister (PW, P&E and Revenue), Chennai-9

/Forwarded/By Order/

Section Officer.