

SECTION – 10

IMPLEMENTATION PROGRAMME AND CONTRACT PACKAGING

10.1 GENERAL

The proposed widening to 2-lane, re-alignment and geometric improvement of NH 717 A under this report is from Km 0+00 to Km 16+539 of existing chainage in Sikkim . This road will serve as connectivity between Capital City Gangtok to Paykong Airport & Sub-Division Head Quarters of the East District. The area is mountainous and steep. It is single lane road with formation width about 6.5 m without conforming any standard / specification.

It will serve one of the major routes for East District of Sikkim. Up-gradation of the existing road, having formation width of about 6.50m, to a formation width of 12.0m, construction of pavement work for the entire length, culverts and permanent works at essential places, widening and improvement of blind curve portion, realignments at the portions where steep gradients have to be avoided, construction of pucca side drains, and installation of traffic/informatory sign and Kilometre.

The alignment passes through steep mountainous terrain and crosses deep gorges, streams and rivers at many locations all throughout the entire length. The entire project area experiences very heavy rainfall averaging about 3200.00 mm per year. The monsoon period also lasted about 5 to 6 months starting from May to October in a year. The available working season is very limited and is at most not more than 7 months in a year. The remaining 5 months period of the year is not suitable for working due to monsoon rain.

10.2 CONTRACT PACKAGING AND PROCUREMENT STRATEGIES

The entire length of the proposed widening to 2-lane, re-alignment and geometric improvement, pavement, permanent work, road safety measures, road furniture etc is proposed to be in single packages.

Procurement of various construction materials will be within the state as well as from other state too. Cement, steel for permanent work and bitumen will be from Siliguri respectively. The remaining construction material is available locally.

The whole project is divided into single packages as given below.

Package No	Package description		Length (km)	Cost (Rs in cr.)	Remarks
	From	To			
Package-1	0.00	16.539	16.539	207.30	Including 1.4 Km length of Ranipool Bye Pass & Bridge over Ranikhola

The implementation of the project is proposed to be taken up through capable contractors through national competitive bidding adopting Ministry's Standard Bidding Document prescribed and approved for MORT&H works which will facilitate selection of experience and capable contractors.

10.3 IMPLEMENTATION STRATEGIES

The total cost of the project is Rs 207.30 Cr. which covers costs for formation work, Slope protection and cross drainage works, construction of bridges and pavement works. Construction period of 42 months has been proposed, considering the quantum of activities to be performed including mobilization period needed and four intervening rainy seasons in between.

The project is proposed for commencement during the financial year 2016-2017 with target completion by the year end of 2020-2021. Since the project will be executed through a period of four years there will be cost escalation during the period of construction. Considering the rate of price escalation at an average rate of 5% per annum compounded annually after the initial year, the cost of construction and physical and financial phasing of the project is given in the table below:

Sr.No	Year	Cumulative Physical Target (%)	Cumulative Cost (Rs in crores)
1	2017 -18	15	31.10
2	2018 -19	45	93.28
3	2019 - 20	80	165.84
4	2020 - 21	100	207.30

Depending on the time usually taken for according necessary sanction by the Ministry, it may be possible to commence the Construction of the project by beginning of 2017 i.e. by June /2017. The projected implementation schedule is given in the form of Bar Chart in the next page.