

Before
UTTARAKHAND ELECTRICITY REGULATORY COMMISSION

Pet. No. 74 of 2025

In the Matter of:

Petition for seeking prior approval of Capital Investment for Strengthening of Bridges and service road along power channel from Dakpathar Barrage to Kulhal Power house under Section 61 and 86 of the Electricity Act, 2003 read with the relevant regulations and guidelines of the Commission.

And

In the Matter of:

UJVN Limited,
"UJJWAL", Maharani Bagh, GMS Road,
Dehradun.

...Petitioner

Coram

Shri M. L. Prasad	Chairman
Shri Anurag Sharma	Member (Law)
Shri Prabhat Kishor Dimri	Member (Technical)

Date of Order: December 08, 2025

ORDER

This Order relates to the Petition filed by UJVN Ltd. (hereinafter referred as 'the Generator' or 'the Petitioner') seeking approval of the Commission under provisions of Regulation 22 of Uttarakhand Electricity Regulatory Commission (Terms & Conditions for Determination of Multi Year Tariff) Regulations, 2024 (UERC Tariff Regulations, 2024) for seeking prior approval of Capital Investment on Strengthening of Bridges and service road along power channel from Dakpathar Barrage to Kulhal Power house.

Background

2. The Petitioner vide its letter No. 70/UJVN/03/D(P)/D-5 dated 14.07.2025 submitted its Petition under provisions of Regulation 22 of Uttarakhand Electricity Regulatory Commission (Terms & Conditions for Determination of Multi Year Tariff) Regulations, 2024 (UERC Tariff Regulations, 2024) for seeking prior approval

of Capital Investment on Strengthening of Bridges and service road along power channel from Dakpathar Barrage to Kulhal Power house.

3. The Petitioner under the 'Facts of the case' has submitted that:

"...

3.4 *The Dakpathar Barrage was constructed as part of the Yamuna Hydel Scheme-I. The project was commissioned in 1965. It features a main barrage approximately 516 m long and a 14 km power channel from the river's left bank, which feeds water to the Dhakrani Power House and Dhalipur Power House. The Asan Barrage was built as part of the Yamuna Hydel Scheme-IV and was commissioned in 1975. This project includes a main barrage approximately 300 m long and a 4 km power channel from the river's left bank, which feeds water to the Kulhal Power House. The land title for the Naap land acquired for the projects, including the power channel, is vested with UJVN Limited in the revenue records.*

3.5 *There are 02 barrage bridges situated at Dakpathar Barrage and 9 (Nine) bridges situated over 14 km long power channel from Dakpathar Barrage to Dhalipur Power House. There are main Barrage Bridge along with Head regulator Bridge situated at Asan Barrage and 03 (Three) bridges situated over 4 km long power channel from Asan Barrage to Kulhal Power House.*

3.6 *All 15 bridges across the power channel and barrages were constructed to facilitate the transshipment of personnel and materials for daily operations related to the power houses, as well as to provide access for local residents crossing the power channel in the nearby vicinity.*

3.7 *The details of the bridges are tabulated here below:*

Sl. No	General narration of bridge	Type of bridge	Location of Bridge
1	Dakpathar Barrage Bridge	Concrete Motorable Bridge	At Dakpathar Barrage
2	Dakpathar Head Regulator Bridge	Concrete Motorable Bridge	At Dakpathar Barrage
3	Jhula Pul	Suspension Bridge for pedestrians only	Near Degree College, Dakpathar
4	Steel Bridge	Steel Motorable Bridge	Chainage 3.5 km d/s at nawabgarh
5	Shanti Dham Pul	Concrete Motorable Bridge	Chainage 5.0 km at Shanti Dham
6	Bhimawala pedestrians Bridge	Concrete pedestrians Bridge	Chainage 6.0 km at Bhimawala
7	Bhimawala Motorable Bridge	Motorable Bridge	Chainage 6.25 km at Bhimawala

Sl. No	General narration of bridge	Type of bridge	Location of Bridge
8	Court Bridge	Motorable arch Bridge	Chainage 9.25 km at Dhakrani Civil Court
9	Dhakrani Bridge	Concrete Motorable Bridge	Chainage 10.75 km at Dhakrani Village
10	Skew Bridge	Concrete Motorable Bridge	Chainage 12.25 km at Dhalipur
11	Dhalipur Bridge	Concrete pedestrians Bridge	Chainage 13.75 km at Dhalipur
12	Asan Barrage bridges	Concrete Motorable Bridge	At Asan Barrage and head regulator
13	Bridge	Concrete pedestrians Bridge	(Chainage 1.00 Km from Asan Barrage)
14	Bridge	Concrete Motorable Bridge	(Chainage 1.40 Km from Asan Barrage)
15	Bridge	Concrete pedestrians Bridge	(Chainage 2.50 Km from Asan Barrage)

- 3.8 All 15 bridges, except for the Steel Bridge (constructed in 2014), are approximately 50 years old. Over time, the population has increased significantly, as have the commuters using the bridges. Consequently, the number of light and heavy vehicles has also risen. The construction materials carried by heavy vehicles frequently crosses the bridges. Thus, the existing old bridges are bearing more loads.
- 3.9 A service road is located on both banks of the 18 km long power channel from Dakpathar Barrage to Dhalipur Power House and the 4 km long power channel from Asan Barrage to Kulhal Power House.
- 3.10 The villagers, farmers, and residents of the nearby area utilize the service road and the bridges of the power channel for their daily activities, animal husbandry, and agricultural products since the commissioning of Dhakrani, Dhalipur, and Kulhal Power House.
- 3.11 The structures built in the Yamuna Hydel scheme are quite old. The project has been in continuous operation for over 50 years, and no major maintenance work has been carried out.
- 3.12 A structural safety audit and strengthening measures for two bridges (one main barrage bridge and one head Regulator Bridge at Dakpathar Barrage) was conducted by UJVNL, through M/s Central Road & Research Institute (CRRI), New Delhi. CRRI vide its report dated 13-08-2024, proposed several strengthening measures for the aforementioned bridges. Additionally, CRRI provided cost estimate, including bill of quantities and details of measurements for the strengthening work of the bridge along Dakpathar Barrage and the head regulator of Dakpathar Barrage.

- 3.13 CRRI in the Structural Safety Audit Report of Dakpathar Barrage (Appendix -I) mentioned that :-

“Seeing the overall distressed condition of the bridges along Dakpathar barrage and head regulator as suggested during the site inspection no heavy traffic is to be allowed on the bridges. Plying of the heavy loads over the bridges may leads to collapse of the structure at any time in such a distressed stage at an age of about 60 years. Frequent plying of light vehicle is also not allowed. As suggested earlier during site visit both side height barriers to be put to avoid any traffic on the bridge till the proper strengthening/rehabilitation measures adopted.”

- 3.14 Further, UJVNL also conducted structural safety audit and strengthening measures for two bridges (one main barrage bridge and one head regulator bridge at Asan Barrage) and three motorable bridges over power channel at Bheema Wala, Court Bridge and Skew Bridge through M/s Central Road & Research Institute (CRRI), New Delhi. CRRI vide its report dated 17-09-2024, proposed several strengthening measures for the aforementioned bridges. Additionally, CRRI provided cost estimate, including bill of quantities and details of measurements for the strengthening work of the above bridges.

- 3.15 CRRI in the Structural Safety Audit Report of Asan Barrage and three number bridges across power channel (Appendix-II) mentioned that :-

“Seeing the overall distressed condition of both the bridges along Asan Barrage & other three bridges across power channel (Dakpathar silt Ejector to Dhalipur Power House) namely Bhimawala, Skew (NH) and Arch Bridge as suggested during the site inspection no heavy traffic is to be allowed on the bridges. Plying of the heavy loads over the bridges may leads to collapse of the structure at any time in such a distressed stage at an age of about 60 years. Frequent plying of light vehicle is also not allowed. As suggested earlier during site visit both side height barriers to be put to avoid any traffic on the bridge till the proper strengthening/rehabilitation measures adopted.”

- 3.16 Further, in addition to the bridges mentioned above, a safety audit of 3 motorable bridges and 3 pedestrian bridges over the power channel was conducted by PCM Dhalipur, through the NABL-accredited M/s IEI Civil Engineering Laboratory, Engineers Bhawan, Dehradun, to ensure the safety of the bridges, commuters, and the power channel. M/s IEI vide its report dated 04-01-2025 and 11-02-2025, proposed several strengthening measures for the aforementioned bridges. The structural audit report submitted by M/s IEI Civil Engineering Laboratory, Engineers Bhawan, Dehradun, is attached as Appendix-III & IV.

3.17 There were 2 PILs petitions filed before the High Court regarding Restriction on the plying of Heavy Load Vehicles over the Bridges constructed across the Power Channel & Restriction on Heavy transport vehicles carrying mining material on service road of Power Channel. Description of PILs filed before the Hon'ble High Court and subsequent orders are as follows:

a. WRIT PETITION (PIL) No. 204 of 2024 (Restriction on the plying of Heavy Load Vehicles over the Bridges constructed across the Power Channel)

The Hon'ble High Court heard the matter on 27-12-2024, 30-12-2024, 06-01-2025, and 09-01-2025. The Chief Secretary, GoU submitted an affidavit on 08-01-2025 before the Hon'ble High Court. A copy of the affidavit is attached as Annexure-I (Page no. 139-147).

Para 7 of the affidavit regarding the repair of bridges over the power channel is reproduced as:

“ That it may be respectfully submitted that safety and security of the 13 bridges from Dak Pathar Barrage to Kulhal Power House and 02 barrages (Aasan and Dak Pathar) is looked after and undertaken by UJVN Ltd. (Respondent No. 2, 3 and 4 herein), a government company of the State of Uttarakhand, working under the administrative control of Energy Department. However, at present only 12 bridges (except skew bridge Dhalipur) and 02 barrages would be strengthened and rehabilitated by UJVN Ltd., preferably within 18 months after obtaining clearance from the Forest Department, if required under the Forest Conservation Act, 1980.”

Subsequently, an order dated 09-01-2025 against PIL no. 204 of 2024, regarding plying of the vehicle on bridges was issued by Hon'ble High Court (a copy of the order is enclosed as Annexure-II, Page 148-149).

Para 5 of the order is reproduced as:

“ In that view, keeping in view the fact that any eventuality could result in loss of lives, we permit the resumption of plying of Light Motor Vehicles, two-wheelers and three-wheelers only on the bridge. No vehicle, heavier than 7000 kilograms, shall be permitted to ply on the bridge. Our earlier order dated 27.12.2024 stands modified accordingly.”

Para 6 of the order is reproduced as:

“Respondent nos. 4, 5 & 6 shall carry the responsibility of ensuring the plying of only the vehicles mentioned in our order supra, and they shall not permit any Motor Vehicle, or Long Chassis Vehicle, other than those

mentioned supra to ply on the bridge. They shall, more particularly the 6th respondent, deploy sufficient number of persons near the bridge to ensure the implementation of the undertaking given to this Court by the Chief Secretary in the form of an affidavit dated 08.01.2025."

In compliance to the above para 7 of the affidavit, the process of strengthening and rehabilitating the bridges over Barrages and Power Channel has been initiated, and the work will be awarded following the completion of the bidding process. The entire project is expected to be completed preferably within 18 months after the award of the contract.

The service road, which runs alongside the 18 km long power channel, is severely damaged in many areas. Past accidents have caused vehicles to become submerged in the power channel, leading to its lowering or closure. Additionally, delineators, road markings, cat eyes/glow studs, crash barriers, parapets, and other road safety measures need to be installed for the safety of commuters. There is significant agitation among the villagers, and complaints have been submitted regarding the repair of the service road. Therefore, it is essential to refurbish the damaged service road and implement road safety measures on both banks of the power channel from Dakpathar Silt Ejector to Dhalipur Power House, Dhalipur, to ensure commuter safety and prevent accidents.

- b. Writ Petition (PIL) no. 129 of 2024, Firoz Khan vs. State of Uttarakhand, (Restriction on Heavy transport vehicles carrying mining material on service road of Power Channel), an order dated 09-01-2025 against Writ Petition (PIL) no. 129 of 2024 was issued by Hon'ble High Court (a copy of the order is enclosed as Annexure-III, Page no. 150-151).**

Para 3 of the order is reproduced as:

"The submission would, in our prima facie opinion, does not really reflect well upon the Nigam. If the Nigam is of the opinion that the road is a property that belongs to the Nigam, it is for the Nigam to take such steps to prevent unauthorized ingress to the property, or egress from the property. It is needless to state that the Power Generation Station is a critical unit, and if such a free-for-all attitude is adopted, it could endanger the Power Generation Station. That apart, huge volume of dust, that is generated by the vehicular traffic, can also impact the equipment used in the Power Generation Station."

Para 4 of the order is reproduced as:

"Hence, it is open for the Nigam to take such steps, as they deem fit, to protect the integrity of their property, and the safety of the power generation unit."

Para 5 of the order is reproduced as:

"The steps, so taken, shall be reported to this Court by way of an affidavit of the Managing Director of the UJVN Ltd."

Compliance to the order dated 09-01-2025 issued by Hon'ble High Court against Writ Petition (PIL) no. 129 of 2024.

Managing Director, UJVN Ltd. submitted an affidavit on 12-02-2025 before the Hon'ble High Court in compliance to the direction of the Hon'ble High Court, dated 09.01.2025, against Writ Petition (PIL) 129/2024. A copy of the affidavit is attached as Annexure-IV (Page 152-183).

Para 8 of the Affidavit is reproduced as:

"That the continuous movement of heavy vehicles on service road along both banks of Power Channel loaded with crusher material (mining) causes dust, which causes inconvenience to the villagers and people living in the villages and nearby areas along both sides of the service road and affects the capacity of the solar plant also. It is also to be noted that the dust does not affect the equipment of Hydro Power Generation Station, as the Hydro Power Generation Station are installed inside the Power House Building. The equipment located outside Power House Building i.e. Switch Yard and transformers etc. are not affected by dust due to steel body. However, due to the movement of heavy vehicles loaded with mining minerals on the service road of the Power Channel, there is always a threat to the safety of the Power Channel."

Para 10 of the Affidavit is reproduced as:

"That after identifying the 10 locations on the Service Road by which the Heavy Vehicles carrying mine and minerals ingress and egress on the Service Road of the Power Channel, the department has installed the Boom Barriers to stop the movement of the Heavy Vehicles carrying mine and minerals on the service road of the Power Channel. 10 Boom Barriers have been installed at the identified location on the service road on both the sides of the power channel. 03 Boom Barriers have been installed on at Shanti Dham Bridge, Bhimawala Bridge and Court Bridge, for the purposes of stopping the plying of the Heavy Vehicles on the said bridges."

In compliance to the affidavit of Managing Director, UJVN Ltd. submitted before the Hon'ble High Court, 13 nos. Boom Barriers and 03 nos. height barriers have been installed on service road & on bridges, for stopping the plying of the Heavy Vehicles

on the said bridges. Besides this, 28 nos. security guards have also been deployed for operation of barriers.

- 3.18 *As mentioned previously that Writ Petition (PIL) 204 of 2024 was filed on 20-12-2024 before Hon'ble High Court for Restriction on the plying of Heavy Load Vehicles over the Bridges constructed across the Power Channel and the Hon'ble court heard the matter on 27-12-2024 and 30-12-2024. A meeting was held on 03.01.2025 under the chairmanship of Chief Secretary, GoU. MOM of the meeting is enclosed as per Annexure-VIII (Page 219-220), in the MOM at point no. 6 following directives were issued: -*

"GoU may provide financial support for the strengthening/rehabilitation of bridges/barrages to UJVNL."

- 3.19 *In compliance to the order passed by the Hon'ble High Court on 09-01-2025 against Writ Petition (PIL) no. 204 of 2024 (Raghunath Singh Negi vs. State of Uttarakhand and Others), Writ Petition (PIL) no. 129 of 2024 (Firoz Khan vs. State of Uttarakhand and Others), affidavit submitted by the Chief Secretary, GoU, dated 08-01-2025, and affidavit submitted by the MD, UJVNL Ltd., dated 13-02-2025, & minutes of meeting under the chairmanship of the Chief Secretary, GoU, dated 03.01.2025, Managing Director, UJVNL Ltd. vide letter no. 1575/UJVNL/01/MD/W-1 dated 26.03.2025 (Annexure-IX, Page no. 221-223) requested Principal Secretary (Energy), GoU, for the provision of a budget for the "Strengthening of Bridges and Service Road along the Power Channel from Dakpathar Barrage to Kulhal Power House" amounting to Rs. 41,74,63,225.28 only through SASCI (Special Assistance to States for Capital Investment) head or other external sources.*
- 3.20 *Joint Secretary of Energy, GoU, vide letter no. I-1/2025-05/01(Writ)/2025 e-file: 82708 dated 09.04.2025 (Annexure-X, Page no. 224), has asked for the submission of the proposal/ detailed estimates of the works as per the direction of OM no. 699, dated 21-10-2009, of Section-01 of the Finance Department, GoU, and the revised GO no. 56650, dated 18-08-2022, for the provision of budget under the SASCI (Special Assistance to States for Capital Investment) head.*
- 3.21 *In compliance to orders issued by Hon'ble High Court, Uttarakhand against WPIL no. 129 of 2024 & PIL no. 204 of 2024, affidavit submitted by Chief Secretary, GoU dated 08-01-2025, affidavit submitted by Managing Director, UJVNL dated 13-02-2025, Managing Director, UJVNL letter dated 26.03.2025 addressed to Principal Secretary (Energy), GoU & Joint Secretary of Energy, GoU letter dated 09.04.2025 the proposal for approval of DPR for Capital Investment for Strengthening Bridges*

and the service road along power channel from Dakpathar Barrage to Kulhal Power House amounting to ₹ 4174.63 lakh was put up to Board of Director, UJVNL for seeking approval of financial assistance from GoU and also approval from Hon'ble UERC.

- 3.22 The chairman of BOD, UJVNL is Chief Secretary, GoU. BoD, UJVNL in its meeting dated 11.06.2025 passed the following resolutions:-

“RESOLVED THAT UJVNL Limited shall proceed with the repair, maintenance and strengthening of seven number distressed bridges and allied approaches required for operation of power houses with estimated cost of Rs 18.24 crores. For this, suitable proposal be sent to Hon'ble UERC for its approval and also proposal be submitted to GoU for financial assistance”.

“RESOLVED FURTHER THAT other bridges of power channel and the service roads along power channel, largely being used as public utility may be handed over to PWD. The requisite communication may be sent to the Government of Uttarakhand (GoU) regarding the proposed handover of the above works to the PWD.”

- 3.23 In compliance of the directions of Board, UJVNL Ltd. , Managing Director, UJVNL vide letter no. 3219/UJVNL/01/MD/M-3 dated 21.06.2025 (Annexure-VI, Page no. 187-216) has requested Engineer-in-Chief & HoD, PWD, Dehradun for the transfer of 4 motorable & 5 pedestrian bridges across power channel and 22 km long service road on both side of power channel from Dakpathar Barrage to Kulhal Power House apart from the bridges and service road which are being used for operation and maintenance of Barrage and Power Houses.

- 3.24 Also, in lines with the directives of BoD, UJVNL dated 11.06.2025 Capital Investment proposal/DRP for strengthening of 7 no Bridges and Service Road being used for the operation and maintenance of Barrages and Power Houses amounting to Rs. 1824.08 Lakh has been prepared. The detail of works are detailed below-

1- Strengthening of Bridges across Barrage and Power Channel as per CRRI/IEI recommendations.

- a) Dakpathar Barrage and Asan Barrage were commissioned around 1965 and 1975 respectively, and they have been in continuous service for the last 57 years. The barrages comprise one main Barrage Bridge and one Head Regulator Bridge. Twelve bridges have been

constructed across the power channel from Dakpathar Barrage to Kulhal Power House. These bridges have become quite old. M/s CRRI, CSIR New Delhi, and M/s IEI, Dehradun have conducted structural audit of the bridges and recommended repairs for cracks in the deck, piers, and beams, as well as repair or replacement of the bearings of the bridges and other strengthening measures.

- b) The Dakpathar Barrage Bridge, Asan Barrage bridges and its Head regulator bridges are the main structural component of Barrage and are required to strengthen based on the recommendation of M/s CRRI, CSIR New Delhi.
- c) Apart from above the three Bridges across Power channel namely Bhimawala Motorable Bridge, Court Bridge and one motorable bridge at 1.4 km D/s of Asan Barrage are necessarily required for operation maintenance activity of power channel and power houses. These bridges are also required for transshipment machinery and O&M staff residing near power houses. Therefore, the strengthening of above three bridges are also proposed based on the recommendation of M/s CRRI, CSIR New Delhi and M/s IEI for safety of project and to get uninterrupted continuous generation from Dhakrani (3X11.25) MW, Dhalipur (3X17) MW and Kulhal Power house (3X10) MW.

The estimated cost of the proposed work is Rs. 10,47,88,109.14 including GST. The cost-wise work details of the bridges are listed below.

Sl. No.	Description of Bridges to be strengthen	Type of Bridge	Amount including GST	Current Status
1	Strengthening work for bridge along Dakpathar Barrage and its Head Regulator at Dakpathar, Dehradun	Concrete Motorable Bridge	Rs. 5,70,93,678.14	Tenders have been invited.
2	Strengthening of Asan Barrage Bridge and Head Regulator Bridge along Asan Barrage.	Concrete Motorable Bridge	Rs. 3,25,47,388.00	
3	Strengthening of Steel Bridge or Bhimawala Bridge over power channel.	Steel/ Concrete Motorable Bridge	Rs. 35,83,927.00	

Sl. No.	Description of Bridges to be strengthen	Type of Bridge	Amount including GST	Current Status
4	Strengthening of Court Bridge (Arch Bridge) over power channel near Civil Court at Dhakrani	Motorable Arch Bridge	Rs. 57,03,766.00	Bids to be invited.
5	Strengthening of Concrete Motorable Bridge (Chainage 1.40 Km d/s of Asan Barrage)	Concrete Motorable Bridge	Rs. 58,59,350.00	Bids to be invited.
Total			Rs. 10,47,88,109.14	

2- Road safety works at service road along power channel from Dhakrani Power House to Dhalipur Power house.

- a) Total length of service road from Dakpathar Barrage to Kulhal Power House on either side of the 18 km long power channel is 36 km and it is damaged at numerous locations. Large potholes have formed in the service road, which are hazardous as they may cause commuters and vehicles to plunge into the power channel.
- b) The service road in length of 1.5 km from intake of Dhakrani Power House to Court Bridge, 2.8 km long right bank side road from Court Bridge to Skew bridge and 3.5 km long both bank side road from Skew Bridge to Dhalipur Power House is mostly used for the Operation and maintenance activity of the Power houses and associated residential Colonies. Therefore, it is essential to repair and implement road safety measures to the above said portion to ensure commuter safety and prevent accidents.
- c) The estimated cost of the proposed work is Rs. 7,76,19,488.70 including GST.

Sl. No.	Description of road safety works at service road along power channel from Dakpathar Barrage to Kulhal Power House	Amount with GST	Current status
1-	Refurbishment of damage road on right side of power channel from Court Bridge bridge to Skrew bridge Dhalipur, Dehradun	Rs. 3,49,26,375.70	Work has been awarded
2-	Strengthening of Right site Service road from Intake of	Rs.1,76,98,714.00	Tender shall be

Sl. No.	Description of road safety works at service road along power channel from Dakpathar Barrage to Kulhal Power House	Amount with GST	Current status
	Dhakrani Power House to Court Bridge.		invited after
3-	Strengthening of both side Service road from Skew Bridge to Dhalipur Power House.	Rs.2,49,94,399.00	administrative approval
Total		Rs. 7,76,19,488.70	

3.25 Further, it is also pertinent here to mention that as per Regulation 22 (4) of UERC Tariff Regulations, 2024, a generating company is required to get prior approval for the additional capitalization works exceeding ₹ 5 Crore. The Regulation 22 (4) of UERC Tariff Regulations, 2024 states that: -

“Any addition/modification to the existing assets exceeding Rs. 2.50 Crore in case of distribution licensees, Rs. 5 Crore in case of generating companies/ transmission licensees shall be taken up only after prior approval of the Commission. The application for approval of the Commission shall be accompanied with the approval of BoD in accordance with UERC (Conduct of Business), Regulations, 2014.”

3.26 The estimated cost for carrying out the capital investment on Strengthening of Bridges and service road along power channel from Dakpathar Barrage to Kulhal Power house is summarized as under-

S. No.	Description of Works	Cost in Rs. (including GST)
A.	Strengthening of Bridges across Barrage and Power Channel	
1	Strengthening work for bridge along Dakpathar Barrage and its Head Regulator at Dakpathar, Dehradun	Rs. 5,70,93,678.14
2	Strengthening of Asan Barrage Bridge and Head Regulator Bridge along Asan Barrage.	Rs. 3,25,47,388.00
3	Strengthening of Steel Bridge or Bhimawala Bridge over power channel.	Rs. 35,83,927.00
4	Strengthening of Court Bridge (Arch Bridge) over power channel near Civil Court at Dhakrani	Rs. 57,03,766.00
5	Strengthening of Concrete Motorable Bridge (Chainage 1.40 Km d/s of Asan Barrage)	Rs. 58,59,350.00
	Total A	Rs. 10,47,88,109.14
B.	Road safety works at service road along power channel from Dakpathar Barrage to Kulhal Power House	
1	Refurbishment of damage road on right side of power channel from Court Bridge to Skew bridge Dhalipur, Dehradun	Rs. 3,49,26,375.70

S. No.	Description of Works	Cost in Rs. (including GST)
2	Strengthening of Right side Service road from Intake of Dhakrani Power House to Court Bridge.	Rs. 1,76,98,714.00
3	Strengthening of both side Service road from Skew Bridge to Dhalipur Power House.	Rs. 2,49,94,399.00
	Total B	Rs. 7,76,19,488.70
	Total (A+B)	Rs. 18,24,07,597.84
	Say	Rs. 1824.08 Lakh

3.27 The aforesaid DPR for Strengthening of Bridges and service road along power channel from Dakpathar Barrage to Kulhal Power house has been approved by the BoD, UJVN Ltd. in its meeting held on 11.06.2025 (Copy Minutes of Meeting of BoD dated 11.06.2025 enclosed as per **Enclosure-1**). The works proposed in the DPR will be carried out during the financial year 2025-26 & 2026-27 (Copy of the DPR is enclosed at **Enclosure-2**).

3.28 **Financing Plan and Phasing of Expenditure:**

That the Petitioner shall arrange the expenditure through SASCI (equity, debt) is detailed here under :-

i)	Loan	-	70% (Rs. 1276.86 Lakh)
ii)	Equity	-	30% (Rs. 547.22 Lakh)
	Total		Rs. 1824.08 Lakh

The total expenditure of Rs. 18,24.08 Lakh inclusive of taxes will be incurred during the FY 2025-26 (Rs. 1527.67 Lakh) & FY 2026-27 (Rs. 296.41 Lakh) as proposed in the DPR.

3.29 Based on all the above, the Petitioner humbly prays before the Hon'ble Commission to kindly approve the total investment amounting to ₹18.24 Crore (including taxes) for carrying out the Strengthening of Bridges and service road along power channel from Dakpathar Barrage to Kulhal Power house."

4. Further, the Petitioner under the section 'Relief sought' has mentioned that:

"

In view of submissions contained in the Petition, it is respectfully prayed that the Hon'ble Commission may kindly:

...

ii. Approve the total capital investment of ₹ 18.24 Crore (including taxes) for carrying out the capital investment on "Strengthening of Bridges and service road along power channel from Dakpathar Barrage to Kulhal Power house."

iii. The cost of proposed works has been developed on the basis of estimates as detailed in this filing. There may be difference between the present estimates and the cost of actual implementation. The Hon'ble Commission is therefore requested to kindly consider and approve the actual expenditure that may be claimed during the true-up of the expenditure.

..."

5. With regard to Cost Benefit Analysis, the Petitioner submitted that:-

"The bridges across Dakpathar Barrage, Asan Barrage, and the power channel from Dakpathar Barrage to Kulhal Power House, along with their associated service road, are over 50 years old and have reached the end of their service life. These appurtenant structures have also played a crucial role in the smooth operation of Dhakrani (3X11.25 MW), Dhalipur (3X17 MW), and Kulhal Power House (3X10 MW) for electricity generation. The safety of the bridges and service road along the barrages and power channel is of utmost importance for the continuous, uninterrupted generation from the aforementioned power houses.

In this regard, the rehabilitation works of the Barrage Bridges and power channel, along with the service road, are linked to the operation and maintenance activities of the Barrages and the aforementioned Power Houses.

In the event of any unaccounted failure of a Bridge or service road associated with the project, the protection and restoration work will be more costly because a sudden failure will:

- Lead to a complete shutdown of power houses, and the reconstruction of such structures will require more time and resources. Consequently, there will be significant generation loss compared to the costs of planned rehabilitation work*
- Cause a disruption in connectivity between both banks, which will impact the operation and maintenance activities of power houses, barrages, and the power channel.*
- Result in the loss of connectivity for villages located on both banks of the power channel and barrage. This will have social and economic repercussions for the residents on either side.*
- Due to the loss of connectivity on either side, there is a potential risk of loss of life and property in the event of an emergency or disaster.*

Therefore, the execution of the proposed works will:

- Ensure the safety and serviceability of the bridges on Dakpathar and Asan Barrages, as well as the power channel and service road located along both sides of the power channel.
- Minimize damages in relation to protection costs.
- Mitigate the risk of forced or sudden failure of the Barrage and power channel, along with unexpected generation losses from powerhouses.

From the points mentioned above, it is clear that the proposed works offer significant benefits compared to the costs in the long term."

6. The Petitioner in its Petition has also enclosed a letter dated 21.06.2025 addressed to Chief Engineer, PWD, Dehradun in which details of assts which are important from the perspective of O&M of the HEPs were retained by UJVN Ltd. and other assets (roads & bridges) were handover to PWD as detailed below: -

"Details of Roads & Bridges kept under UJVN Ltd.'s control necessary for plant operation

तालिका "ग"

क्रम सं०	संरचनाओं का विवरण	संरचना का प्रकार		स्थिति का विवरण	मानचित्रानुसार स्थिति का विवरण
1.	डाकपत्थर बैराज पुल एवं हैड रेगुलेटर ब्रिज	मोटर योग्य पुल		डाकपत्थर बैराज एवं शक्ति नहर पर स्थित	"हरे" वर्ण से दर्शाये गये पुलों का रख रखाव यूजेवीएन लि० द्वारा किया जाना है।
2.	भीमावाला मोटर पुल	कंक्रीट मोटर योग्य पुल		चैनेज 6.25 किमी भीमावाला में स्थित	
3.	कोर्ट ब्रिज	मोटर योग्य आर्क पुल		चैनेज 9.25 किमी सिविल कोर्ट के पास स्थित	
4.	आसन बैराज पुल	कंक्रीट मोटर योग्य पुल		आसन बैराज	
5.	आसन हैड रेगुलेटर ब्रिज	कंक्रीट मोटर योग्य पुल		आसन बैराज	
6.	मोटर पुल (आसन शक्ति नहर पुल)	कंक्रीट मोटर योग्य पुल		आसन बैराज से शक्ति नहर के धारा प्रवाह चैनेज 1.40 किमी	

क्रम सं०	संरचनाओं का विवरण	संरचना का प्रकार		स्थिति का विवरण	मानचित्रानुसार स्थिति का विवरण
7.	स्क्यू ब्रिज से ढालीपुर विद्युत गृह तक की सर्विस रोड	बांयी ओर लगभग 2 किमी० सर्विस रोड		विद्युत गृह एवं कालोनी के संचालन एवं अनुरक्षण हेतु उपयोग की जाती है	“ग्रे” वर्ण से दर्शायी गयी सर्विस रोड का रख रखाव यूजेवीएन लि० द्वारा किया जाना है।
8.	ढकरानी विद्युत गृह से ढालीपुर विद्युत गृह तक की सर्विस रोड	दांयी ओर लगभग 6 किमी० सर्विस रोड		विद्युत गृह एवं कालोनी के संचालन एवं अनुरक्षण हेतु उपयोग की जाती है	
9.	आसन बैराज से कुल्हाल विद्युत गृह तक की सर्विस रोड	दायी ओर लगभग 4 किमी० सर्विस रोड		आसन बैराज, सिल्ट इजेक्टर नहर, साइफन, विद्युत गृह एवं कालोनी के संचालन एवं अनुरक्षण हेतु उपयोग की जाती है	

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“Details of Roads & Bridges handover to PWD as per UJVN Ltd's letter dated 21.06.2025

तालिका “घ”

क्र० सं०	संरचनाओं का विवरण	संरचना का प्रकार	स्थिति का विवरण	मानचित्रानुसार स्थिति का विवरण
1.	झूला पुल सस्पेंशन ब्रिज	पैदल पुल	डाकपत्थर डिग्री कॉलेज के पास	“पीले” वर्ण से दर्शाये गये पुल जन सामान्य के उपयोगार्थ है जो कि लोक निर्माण विभाग उत्तराखण्ड को स्थानान्तरित किये जाने हैं।
2.	स्टील ब्रिज (नव निर्मित)	मोटर योग्य पुल	डाकपत्थर से शक्ति नहर के धारा प्रवाह चैनल 3.5 किमी नवाबगढ़ में स्थित	
3.	शांति धाम पुल	कंक्रीट मोटर योग्य पुल	चैनल 5 किमी शान्तिधाम के पास स्थित	
4.	भीमावाला पैदल पुल	कंक्रीट पैदल पुल	चैनल 6 किमी भीमावाला स्थित	
5.	ढकरानी गाँव पुल	कंक्रीट मोटर योग्य पुल	चैनल 10.75 किमी ढकरानी गाँव के पास स्थित	
6.	स्क्यू ब्रिज	कंक्रीट मोटर योग्य पुल	चैनल 12.75 किमी ढालीपुर के पास स्थित	
7.	ढालीपुर पुल	कंक्रीट पैदल पुल	चैनल 13.75 किमी ढालीपुर के पास स्थित	

क्र० सं०	संरचनाओं का विवरण	संरचना का प्रकार	स्थिति का विवरण	मानचित्रानुसार स्थिति का विवरण
8.	पैदल पुल-I (आसन शक्ति नहर पुल)	कंक्रीट पैदल पुल	आसन बैराज से शक्ति नहर के धारा प्रवाह चैनेज 1.0 किमी	
9.	पैदल पुल-II (आसन शक्ति नहर पुल)	कंक्रीट पैदल पुल	आसन बैराज से शक्ति नहर के धारा प्रवाह चैनेज 2.50 किमी	
10.	डाकपत्थर बैराज से स्क्यू ब्रिज ढालीपुर तक की सर्विस रोड	बांयी ओर लगभग 12 किमी० सर्विस रोड	ग्रामवासियों, पर्यटकों एवं राहगीरों द्वारा प्रयोग की जाती है।	“पीले” वर्ण से दर्शायी गयी सर्विस रोड ग्रामवासियों, पर्यटकों एवं राहगीरों के उपयोगार्थ है जो कि लोक निर्माण विभाग उत्तराखण्ड को स्थानान्तरित किये जाने हैं।
11.	डाकपत्थर बैराज से ढकरानी विद्युत गृह तक की सर्विस रोड	दांयी ओर लगभग 8 किमी० सर्विस रोड		
12.	आसन बैराज से वाई-जंगशन तक की सर्विस रोड	बांयी ओर लगभग 2 किमी० सर्विस रोड		

7. The Petitioner along with its Petition has enclosed a report of CSIR-Central Road Research Institute, New Delhi vide its Report No. CRRI/QSP/BES/01/SSP-4693/01 regarding ‘Structural Safety Audit and suggestions for Strengthening Measures for the 2-Bridges under Yamuna Hydel Scheme in District Dehradun (bridges along Dakpathar Barrage and head regulator of the barrage) in the Uttarakhand’. The recommendations and suggestions mentioned in the report are detailed below:-

“9.0 RECOMMENDATIONS

Almost all the components of both the bridges have been inspected through Mobile Bridge Inspection Unit and the required site and laboratory investigations carried out. It is worthwhile to mention herewith that the bridges were constructed in the year 1965 and some distresses observed in the various components of bridges. As per the actual condition of the various components of the structures the required remedial measures suggested as detailed in Para-7. The comprehensive study resulted into the following:

- (i) **Sub structure:** Comprehensive repair and strengthening measures to be adopted as suggested in Para-7.1 and 7.2 of the report by polymer mortar/concrete, pressure grouting, jacketing/shotcrete and anticarbonation paints.

(ii) Super structures:

- (a) *The visual inspection data shows that girders and cross diaphragm are having some cracks. Leaching also observed. As suggested strengthening measures have to be adopted as detailed in Para 7.3 and 7.4 by polymer mortar/concrete, shotcrete/guniting, pressure grouting, FRP laminates & wraps and anti-carbonation paints etc.*
- (b) *There are some local damages & leaching/cracks, and spalling/reinforcement exposed particularly on both the cantilever deck slabs. As suggested strengthening measures to be adopted as per Para 7.5 by polymer mortar/concrete and pressure grouting.*
- (iii) *The visual inspection data shows that almost all the bearings corroded and hence all the 250 number of bearings along with bearings pedestal to be replaced by the new one of elastomeric of the size 500X360X100 mm the same size as suggested in para 7.7.*
- (iv) *Other appurtenance such as expansion joint, drainage spout and damaged and corroded crash barriers all have to be replaced by new one as suggested in Para 7.8, 7.9 and 7.10.*
- (v) *40mm B C layer and 25mm mastic asphalt to be provided after proper cleaning of top of superstructure as suggested in Para 7.11. Broken footpath slabs to be replaced by new slabs as suggested in Para 7.12. Grouted Stone pitching to be provided on both sides of the bridge as detailed in the para 7.13.*
- (vi) *Seeing the overall condition of the bridge along barrage and head regulator as suggested during the site visit no heavy traffic is allowed on the bridges. The evaluation of load carrying capacity of such a severe distressed bridge is not possible; it will be done only after execution of the suggested remedial measures. Plying of the heavy loads over the bridge may leads to collapse of the structure at any time in such severe distressed bridges.*
- (vii) *Before start of strengthening/rehabilitation work Traffic should be diverted properly with all safety measures and supporting system to be erected to transfer the loads.*

- (viii) *After execution of strengthening/rehabilitation measures the bridge should be randomly tested through NDT and Load Test to check the overall performance of the bridge.*

The present report deals with brief on Visual Inspection of Structures, NDT, Core Test and other tests, observations & brief findings on study of all component of the structure and Methodology of repair/rehabilitation. For the detailed repair/rehabilitation/strengthening measures of the individual component of structure Para - 7 and Para-6 have to be referred.

Due to severe distressed condition of the various components of both the bridges there is an immediate need to adopt the recommended strengthening/rehabilitation measures. The evaluations of load carrying capacity of such a severe distressed condition bridges are not feasible; it should be done only after execution of the suggested strengthening/remedial measures.

Seeing the overall distressed condition of both the bridges along Dakpathar barrage and head regulator as suggested during the site inspection no heavy traffic is to be allowed on the bridges. Plying of the heavy loads over the bridges may leads to collapse of the structure at any time in such a distressed stage at an age of about 60 years. Frequent plying of light vehicle is also not allowed. As suggested earlier during site visit both side height barriers to be put to avoid any traffic on the bridge till the proper strengthening/rehabilitation measures adopted."

9.1 General Suggestions for Implementation

- (a) *The experienced agency having at least 5 year of experience in the area of strengthening /rehabilitation/repairing of bridges and executed at least one work of 50% value of the requisite capacity should be selected. The proposed technical proposal (methodology and designed strengthening measures) by the executing agency to be vetted by CRRI/a reputed organization before implementation.*
- (b) *It is suggested that during the implementation of strengthening works of structures random visit of CRRI is desirable to ensure the compliance of the proper repair methodology.*

- (c) *General cleaning of both the approaches and below the structure shall be carried out and all the undesired materials shall be removed from pier and abutment heads.*
- (d) *Traffic should be diverted properly with all safety measures during the strengthening works of structures.*
- (e) *Routine inspection at an interval of six months (Before and after Monsoon) and detailed inspection of the structures to be done after every three years. A proper inspection register has to be maintained for the bridge.*
- (f) *After repair/rehabilitation/retrofitting of structure; random checking on some of the representative component of structure to be carried out through NDT and Load Test to check the efficacy of the strengthening measures."*

8. The Petitioner alongwith its Petition has enclosed a report of CSIR-Central Road Research Institute, New Delhi vide its Report No. CRRI/QSP/BES/01/SSP-4697/01 regarding 'Structural Safety Audit and Strengthening Measures for the 3 numbers of Bridges across power channel (Dakpathar Silt Ejector to Dhalipur Power House) and one bridge along Asan barrage in the Uttarakhand'. The recommendations and suggestions mentioned in the report are detailed below:-

"9.0 RECOMMENDATIONS

Almost all the components of both the bridges have been inspected through Mobile Bridge Inspection Unit/Rafter and the required site and laboratory investigations carried out. It is worthwhile to mention herewith that the bridges were constructed in the year 1965 and some distresses observed in the various components of bridges. As per the actual condition of the various components of the structures the required remedial measures suggested as detailed in Para-7. The comprehensive study resulted in to the following:

- (i) **Sub structure:** *Comprehensive repair and strengthening measures to be adopted as suggested in Para-7 of the report by polymer mortar/concrete, pressure grouting, jacketing/shotcrete and anticarbonation paints.*
- (ii) **Super structures:**
 - (a) *The visual inspection data shows that girders and cross diaphragm are having some cracks. Leaching also observed. As suggested*

strengthening measures have to be adopted as detailed in Para 7 by polymer mortar/concrete, shotcrete/guniting, pressure grouting, FRP laminates & wraps and anti-carbonation paints etc.

- (b) There are some local damages & leaching/cracks, and spalling/reinforcement exposed particularly on both the cantilever deck slabs. As suggested strengthening measures to be adopted as per Para 7.5 by polymer mortar/concrete and pressure grouting.*
- (iii) The visual inspection data shows that almost all the bearings enclosure boxes corroded in the bridge along Asan Barrage and hence all the boxes to be replaced by the new on. As suggested in Para 7.1.7.*
- (iv) Other appurtenance such as expansion joint, drainage spout and damaged and corroded crash barriers all have to be repaired/replaced by new one as suggested in Para 7.*
- (v) 40mm B C layer and 25mm mastic asphalt to be provided after proper cleaning of top of superstructure as suggested in Para 7. Grouted Stone pitching to be provided on both sides of the bridge as detailed in the para 7 for the floor protection.*
- (vi) Seeing the overall condition of the bridge along barrage and head regulator at Asan as well as three other bridges across power channel (Dakpather Silt Ejector to Dhalipur Power House); as suggested during the site visit no heavy traffic is allowed on the bridges. The evaluations of load carrying capacity of such a severe distressed bridge is not feasible; it will be done only after execution of the suggested remedial measures. Plying of the heavy loads over the bridge may leads to collapse of the structure at any time in such severe distressed conditions.*
- (vii) Before start of strengthening/rehabilitation work Traffic should be diverted properly with all safety measures and supporting system to be erected to transfer the loads.*
- (viii) After execution of strengthening/rehabilitation measures the bridge should be randomly tested through NDT and Load Test to check the overall performance on the bridge.*

The present report deals with brief on Visual Inspection of Structures, NDT, Core Test and other tests, observations & brief findings on study of all component of the structure and Methodology of repair/rehabilitation. For the detailed repair/rehabilitation/strengthening measures of the individual component of structure Para - 7 and Para-6 have to be referred.

Due to severe distressed condition of the various components of bridges along barrage and head regulator at Asan and three other bridges across power channel channel (Dakpathar Silt Ejector to Dhalipur Power House) there is an immediate need to adopt the recommended strengthening/rehabilitation measures. The evaluations of load carrying capacity of such a severe distressed condition bridges are not feasible; it should be done only after execution of the suggested strengthening/remedial measures.

*Seeing the overall distressed condition of both the bridges along barrage and head regulator at Asan and three other bridges across power channel channel (Dakpathar Silt Ejector to Dhalipur Power House) as suggested during the site inspection no heavy traffic is to be allowed on the bridges. Plying of the heavy loads over the bridges may leads to collapse of the structure at any time in such a distressed stage at an age of about 60 years. **Frequent plying of light vehicle is also not allowed. As suggested earlier during site visit both side height barriers to be put to avoid any traffic on the bridge till the proper strengthening/rehabilitation measures adopted.***

9.1 General Suggestions for Implementation

- (a) *The experienced agency having at least 5year of experience in the area of strengthening /rehabilitation/repairing of bridges and executed at least one work of 50% value of the requisite capacity of similar nature should be selected. The proposed technical proposal (methodology and designed strengthening measures) by the executing agency to be vetted by CRRI/a reputed organization before implementation.*
- (b) *It is suggested that during the implementation of strengthening works of structures random visit of CRRI is desirable to ensure the compliance of the proper repair methodology.*
- (c) *General cleaning of both the approaches and below the structure shall be carried out and all the undesired materials shall be removed from pier and abutment heads.*

- (d) *Traffic should be diverted properly with all safety measures during the strengthening works of structures.*
- (e) *Routine inspection at an interval of six months (Before and after Monsoon) and detailed inspection of the structures to be done after every three years. A proper inspection register has to be maintained for the bridge.*
- (f) *After repair/rehabilitation/retrofitting of structure; random checking on some of the representative component of structure to be carried out through NDT and Load Test to check the efficacy of the strengthening measures."*

9. In context to the instant Petition, UJVN Ltd. vide its letter No. 5483/UJVNL/01/MD/DPR/M-3 dated 25.10.2025 submitted that "... in compliance with the orders of the Hon'ble High Court in W.P. (PIL) Nos. 204/2024 and 129/2024, and the affidavit of the Chief Secretary, GoU dated 08.01.2025, UJVN Ltd. has initiated action for strengthening and rehabilitation of bridges and service roads along the power channel from Dakpathar Barrage to Kulhal Power House.

Pursuant to the directions of the Hon'ble Court and the Board of Directors' meeting held on 11.06.2025, the Board resolved that UJVN Ltd. shall undertake strengthening of seven distressed bridges and allied approaches at an estimated cost of Rs. 18.24 Crore, and submit the proposal to the Hon'ble UERC for approval and to the GoU for financial assistance. Accordingly, the DPR amounting to Rs. 18.24 Cr. was submitted to Hon'ble UERC vide Letter No. 70/UJVNL/03/D(P)/D-5 dated 14 July 2025 for approval.

A communication was issued to PWD, Dehradun vide letter No. 3219/UJVN/01/MD/M-3 dated 21.06.2025, for handover of 4 motorable and 5 pedestrian bridges and 22 km of service road, and the above assets were handed over to PWD, Dehradun on 13.08.2025.

The Public Finance-States Division, Department of Expenditure, Ministry of Finance, GoI, has approved capital expenditure of Rs. 18.50 crore vide letter dated 24.07.2025 under Part-I (United) of the SASCI Scheme 2025-26 for the said work.

A revised DPR amounting to Rs. 18.50 crore was subsequently submitted on 25.07.2025 as per the Finance Department guidelines for budget allocation under the Scheme of Special Assistance to State for Capital Investment (SASCI), in compliance with Joint Secretary (Energy), GoU letter dated 09.04.2025.

It is also submitted that the Utilization Certificate for the amount of Rs. 18.50 crore is to be issued to the Government of India upon completion of the project before 31 March 2026.

*In view of the directives of Hon'ble High Court and affidavit submitted by Chief Secretary, GoU, it is requested that the **Hon'ble Commission may kindly issue in-principle approval for the above DPR, so that the works included therein may be awarded at the earliest and completed before 31 March 2026, enabling timely submission of the utilization certificate to the Government of India.**" [Emphasis Added]*

10. The Commission vide its letter No. 1233 dated 10.11.2025 directed UJVN Ltd. to make a Power Point Presentation (PPT) before the Commission covering the need and justification along with legal, technical and financial aspects associated with the Petition on 18.11.2025.
11. On the scheduled date of Power Point Presentation, the Commission enquired regarding certain aspects pertaining to the instant Petition and handed over following list of observations/deficiencies/requirement of additional information to the Petitioner for submitting their compliance on the same:-

"

1. *UJVN Ltd. is required to confirm that why the works for the strengthening of bridges under Yamuna Hydel Scheme namely Dakpathar barrage bridge, Dakpathar HRT bridge, Asan barrage bridge and Asan HRT bridge are not covered under DRIP scheme works. Further, UJVN Ltd. is required to furnish the documentary evidence of efforts made by it for seeking grant from DRIP/MoP in this regard.*
2. *UJVN Ltd. is required to furnish the justification why the aforesaid works be fully considered as capital expense when the same has been acknowledged as of R&M nature and strengthening works by the Board of Directors in its Minutes of Meeting dated 11.06.2025.*
3. *UJVN Ltd. is required to confirm regarding the requirement for forest clearance for the proposed works in the instant Petition, if any, and furnish status of the same.*

4. UJVN Ltd. is required to furnish general details of the deck of bridges envisaged in its instant Petition viz. length, breadth, height, original load bearing capacity (in Kgs.), degraded load bearing capacity (as of now in Kgs.).
5. UJVN Ltd. is required to furnish general details of the sections of roads envisaged for refurbishment/strengthening in its instant Petition viz. length, breadth, type of road bitumen/concrete etc.
6. UJVN Ltd. at page no. 127 & 128 has shown phasing of expenditure and implementation/execution schedule for the proposed works. On examination of phasing of expenditure, it is observed that Rs. 15.27 Cr. is planned in FY 2025-26 and Rs. 2.96 Cr. is planned in FY 2026-27. Further, it is observed that the proposed works are expected to be completed in a duration of 12 months as mentioned below:-

S. No.	Description	Estimated Cost	Phasing of Expenditure		Duration of Work
			FY 2025-26	FY 2026-27	
A.	Strengthening of Bridges				
1.	Strengthening work for bridge along Dakpathar Barrage and its Head Regulator at Dakpathar, Dehradun.	570.94	400.00	170.94	12 months
2.	Strengthening of Asan Barrage Bridge and Head Regulator Bridge along Asan Barrage.	325.47	200.00	125.47	12 months
3.	Strengthening of Steel Bridge or Bhimawala Bridge over power channel.	35.84	35.84		12 months
4.	Strengthening of Court Bridge (Arch Bridge) over power channel near Civil Court at Dhakrani	57.04	57.04		6 months
5.	Strengthening of Concrete Motorable Bridge (Chainage 1.40 Km d/s of Asan Barrage).	58.59	58.59		6 months
B.	Road safety works at service road along power channel from Dakpathar Barrage to Kulhal Power House				
1.	Refurbishment of damage road on right side of power channel from Court Bridge to Skew bridge Dhalipur, Dehradun	349.26	349.26		6 months
2.	Strengthening of Right site Service road from Intake of Dhakrani Power House to Court Bridge.	176.99	176.99		6 months
3.	Strengthening of both side Service road from Skew Bridge to Dhalipur Power House.	249.94	249.94		6 months

In this regard, UJVN Ltd. is required to confirm how the works proposed under the instant Petition would be executed and put to use latest by 31.03.2026 as per UJVN Ltd. submission vide letter dated 25.10.2025.

7. *UJVN Ltd. is required to confirm regarding the basis for cost estimate for the works proposed in the instant Petition alongwith details of reference year.*
8. *On examination of the reports of CRRI and IEI, it has been observed that the growth of vegetation in the length of the bridge structures and minor cracks are rampant which depicts that general maintenance has not been done effectively. UJVN Ltd. is required to clarify in this regard.*
9. *What are the ill effects of covering the expansion joints on the bridge with bitumen/concrete w.r.t. stability of the bridge structure. What solution has been proposed by UJVN Ltd. in its Petition for the same.*
10. *UJVN Ltd. is required to submit the copy of revised DPR submitted on 25.07.2025 as per finance department guidelines for budget allocation under SASCI. Further, UJVN Ltd. is required to furnish copy of 'all the Terms & Conditions of the SASCI scheme guidelines 2025-26' as issued by Government of India for the State of Uttarakhand and its implementing agency.*
11. *UJVN Ltd. is required to furnish the copy of SASCI approval depicting the Terms & Conditions w.r.t. debt/grant and its interest percentage, if any. Further, UJVN Ltd. is required to confirm the financing ratio for the proposed works.*
12. *UJVN Ltd. in its letter dated 25.10.2025 has requested for in-principle approval of the proposed works so that the works can be awarded and completed before 31.03.2026. In this context, UJVN Ltd. is required to furnish the rationale for awarding the works amounting to Rs. 3.49 Cr. against 'Refurbishment of damage road on right side of power channel from court Bridge to Skew bridge Dhalipur, Dehradun'. Further, UJVN Ltd. is required to furnish the present status of tendering/award of the works proposed in the instant Petition.*
13. *In the Petition, the estimate is enclosed for steel bridge. UJVN Ltd. is required to confirm that in its instant Petition the works would be executed on steel bridge or Bhimawala bridge and confirm how the estimated cost on both the aforesaid bridges has been estimated as same.*

14. *UJVN Ltd. is required to furnish FY-wise O&M and capital expenditure incurred on each proposed bridge and the section of road proposed in the Petition for last 05 Financial Years.*
15. *UJVN Ltd. has not enclosed the third party inspection report of bridge at 1.4 Kms. downstream of Asan barrage. UJVN Ltd. is required to provide a copy of the same. Further, confirm the rationale for choosing the aforesaid bridge for taking in UJVN Ltd.'s control.*
16. *UJVN Ltd. is required to furnish a brief write-up on the route of traffic/plying of heavy vehicles w.r.t. mining across the service road and bridges emanating from Dakpathar barrage 14 Kms. (on each side of power channel) upto Dhalipur power house and Asan barrage to Kulhal HEP 4 Kms. (on each side of power channel).*
17. *UJVN Ltd. is required to pictorially depict the 10 locations on the service road by which heavy vehicles carrying mine and minerals ingress and egress. Further, UJVN Ltd. is required to depict the locations where UJVN Ltd. has installed the boom barriers to stop the movements of heavy vehicles and deputed the security guards for the safety of roads and bridge infrastructure under its control.*
18. *UJVN Ltd. is required to confirm that no generation loss would occur during the execution of the proposed works in the instant Petition.*
19. *UJVN Ltd. is required to confirm that no O&M expenditure against the handed over the assets (bridges and roads) to PWD post 13.08.2025 would be included in the ARR/True-up.*

Reply to the aforesaid deficiencies/infirmities/additional information is required to be furnish latest by 25.11.2025 before the Commission under affidavit."

12. UJVN Ltd. vide its letter No. 141/UJVN/03/D(P)/D-5 dated 24.11.2025 furnished its point-wise compliance as mentioned below:-

"...

1. ...

UJVN Ltd. Reply:

Structural safety audits and strengthening assessments for the four bridges under the Yamuna Hydel Scheme – Dakpathar Barrage (main barrage bridge and head regulator bridge) and Asan Barrage (main barrage bridge and head regulator

bridge) – were carried out by M/s CRRI, New Delhi under the DRIP-II Scheme. CRRI submitted its reports along with the recommended strengthening measures.

Based on the recommendations of CRRI and DSRP, UJVNL proposed these strengthening works for inclusion under the DRIP-III Scheme, and the Detailed Project Report (DPR) was accordingly submitted to the Hon'ble UERC. However, no budgetary allocation for these works was sanctioned to UJVNL under DRIP-III. Hence, the works could not be taken up under the DRIP scheme.

UJVN Ltd. has undertaken the requisite efforts to obtain funding under SASCI for the execution of these works. Documentary evidence in the form of official communications is enclosed as...

2. ...

UJVN Ltd. Reply:

Although the aforesaid works were discussed as strengthening and R&M-related activities in the Board of Directors' meeting dated 11.06.2025, the nature and extent of these works go beyond routine repair and maintenance. The proposed interventions involve major structural rehabilitation, replacement of critical components, and measures aimed at restoring and enhancing the long-term structural soundness and load-carrying capacity of the bridges.

As per applicable accounting standards and regulatory principles, expenditure that results in extension of the useful life of an asset, improvement in performance, or enhancement of structural capacity is to be treated as capital expenditure, even if the activity is described as strengthening or refurbishment.

Since the proposed works involve substantial structural strengthening, replacement of critical components, and restoration measures that improve the long-term utility and safety of the bridges, the expenditure meets the criteria for capitalisation. Accordingly, UJVN Ltd. has considered the works as capital expenses.

3. ...

UJVN Ltd. Reply:

No forest clearance is required for the proposed works covered under the DPR titled 'Strengthening of Bridges and Service Road along the Power Channel from Dakpathar Barrage to Kulhal Power House', as all activities are confined within the existing project land and do not involve any diversion or use of forest land. However, information regarding the execution of the strengthening works of the Asan Barrage will be communicated to the DFO, Chakrata.

4. ...

UJVN Ltd. Reply:

The general details of the deck of bridges are as under:

Sr. No.	Name of The Bridge	Length	Breadth	Height	original load bearing capacity /degraded load bearing capacity (in Kg).
1	Dakpathar Barrage Bridge	516.92 m	7.0m carriageway width along with footpaths 1.5m (d/s) +1.5m(u/s)	19.5 m	Not Available
2	Head Regulator Bridge of Dakpathar Bararge	60.55 m	7.0m carriageway width along with footpaths 1.5m (d/s) +1.5m(u/s)	6.9 m from crest of Intake	Not Available
3	Bhimawala Motorable Bridge	30.48 m	3.7 m carriageway width	6.7 m	Not Available
4	Court Bridge	32 m	4.35 m carriageway width + (0.40+0.45) m drain	15.9 m	Not Available
5	Asan Barrage Bridge	288 m	4.30 m carriageway width	7.05 m	Not Available
6	Asan Head Regulator Bridge	51 m	4.30 m carriageway width	5.50 m	Not Available
7	Concrete Motorable Bridge D/s of Asan Barrage at Chainage 1.4Km	30 m	3.7 m carriageway width	6.7 m	Not Available

5. ...

UJVN Ltd. Reply:

The general details of the sections of roads are as under:

Sr. No.	Description of Roads	Length	Breadth	Type of road bitumen/concrete etc.
1	Refurbishment of damage road on right side of power channel from Court Bridge to Skew bridge Dhalipur, Dehradun.	2.8 m	3.7 m carriageway width	Bitumen road
2	Strengthening of Right side Service Road from Intake of Dhakrani Power House to Court Bridge.	1.5 m	3.7 m carriageway width	Bitumen road

Sr. No.	Description of Roads	Length	Breadth	Type of road bitumen/concrete etc.
3	Strengthening of both sides Service Road from Skew Bridge to Dhalipur Power House.	3.75 m	3.7 m carriageway width	Bitumen road

6. ...

In this regard, UJVN Ltd. is required to confirm how the works proposed under the instant Petition would be executed and put to use latest by 31.03.2026 as per UJVN Ltd. submission vide letter dated 25.10.2025.

UJVN Ltd. Reply:

The status of works are as under:

Sl No	Name of Work/ Project	Total Cost of Work/ Fund Requirement in 2025-26 Rs. In Lakh (Including GST)	Status of work
1	Strengthening work for bridge along Dakpathar Barrage and its Head Regulator at Dakpathar, Dehradun	570.94	The tendering process has been completed, and the Letter of Award (LoA) is scheduled to be issued in the first week of December 2025. The work is planned to be completed by 31.03.2026
2	Strengthening of Asan Barrage Bridge and Head Regulator Bridge along Asan Barrage.	325.47	
3	Strengthening of Bhimawala Motorable Bridge over power channel.	35.84	The work is in progress. LoA issued on 08-09-2025 (DoS: 10-09-2025) (DoC: 09-03-2026)
4	Strengthening of Court Bridge (Arch Bridge) over power channel near Civil Court at Dhakrani	57.04	
5	Strengthening of Concrete Motorable Bridge (Chainage 1.40 Km d/s of Asan Barrage)	58.59	
6	Refurbishment of damage road on right side of power channel from Court Bridge to Skew bridge Dhalipur, Dehradun	349.26	The work is in progress and is scheduled to be completed by December 2025.
7	Strengthening of Right side Service Road from Intake of Dhakrani Power House to Court Bridge.	176.99	The tendering process is currently in progress, and the Letter of Award

Sl No	Name of Work/ Project	Total Cost of Work/ Fund Requirement in 2025-26 Rs. In Lakh (Including GST)	Status of work
8	Strengthening of both sides Service Road from Skew Bridge to Dhalipur Power House.	249.94	(LoA) is planned to be issued in the first week of December 2025. The work is scheduled to be completed by 31.03.2026.
	Total	1824.07	

All the proposed works are scheduled to be completed by March 2026. The Letters of Award (LoAs) pertaining to the works at Sr. No. 1, 2, 7, and 8 are scheduled for issuance in the first week of December 2025. The works at Sr. No. 3, 4, 5, and 6 are already under execution and are expected to be completed within the stipulated timeline, i.e., by March 2026. Therefore, as detailed above, the entire scope of works shall be completed by 31 March 2026.

7. ...

UJVN Ltd. Reply:

The cost estimates for the works included in the DPR have been prepared based on CPWD DSR-2023 and PWD SOR-2022. For items not covered in these schedules, the applicable rates have been taken from the NSI rates approved by the competent authority of UJVNL.

8. ...

UJVN Ltd. Reply:

The underside of the river-facing deck comprises locations that are inherently inaccessible during routine maintenance operations. Any maintenance activity in these areas requires specialized access systems and safety arrangements for working beneath the deck, which are not feasible as part of regular maintenance cycles.

The observations highlighted by CRRI and IEI regarding vegetation growth and minor cracks pertain to surface-level deterioration that naturally occurs over time due to continuous environmental exposure and high moisture conditions, particularly in these inaccessible zones.

These observations do not reflect ineffective maintenance practices. All such issues have been duly acknowledged and are already included in the proposed strengthening and rehabilitation works to ensure the long-term structural safety and durability of the bridge.

9. ...

UJVN Ltd. Reply:

Covering the expansion joints of a bridge with bitumen or concrete adversely affects the structural performance and long-term stability of the bridge. Expansion joints are designed to accommodate thermal expansion, contraction, and other movements of the superstructure. When these joints are obstructed or sealed with rigid materials such as bitumen or concrete, the natural movement of the structure is restricted. This can lead to the following ill effects:

- 1. Induced Stresses in the Bridge Superstructure: Restriction of thermal movement causes additional stresses in girders, bearings, and adjacent structural components.*
- 2. Cracking and Localized Damage: Blocked joints often result in cracking of the deck slab, approach slabs, and adjoining concrete sections.*
- 3. Damage to Bearings and Substructure: Excessive stress transfer may lead to displacement or deterioration of bearings and may affect piers and abutments over time.*
- 4. Water Seepage and Corrosion: Improperly sealed joints allow water ingress, leading to corrosion of reinforcement and further weakening of the structure.*

In the Petition, UJVNL has proposed removal of the bitumen/concrete from all clogged expansion joints, followed by proper cleaning, realignment, and installation of appropriate joint sealing systems as per IRC specifications. This includes providing new elastomeric/strip seal expansion joints to restore the designed flexibility and ensure smooth thermal movement of the bridge deck.

These measures will ensure structural safety, durability, and long-term operational reliability of the bridge.

10. ...

UJVN Ltd. Reply:

*The revised DPR for 'Strengthening of Bridges and Service Road along the Power Channel from Dakpathar Barrage to Kulhal Power House', submitted on 25.07.2025 as per the Finance Department guidelines for budget allocation under SASCI, is enclosed as **Annexure-2**.*

*Further, a copy of all the Terms & Conditions of the SASCI Scheme Guidelines, as issued by the Government of Uttarakhand, is enclosed as **Annexure-3**.*

11. ...

UJVN Ltd. Reply:

A copy of all the Terms & Conditions pertaining to debt/grant and the applicable interest percentage under the SASCI Scheme Guidelines, along with the financing ratio as issued by the Government of Uttarakhand, is enclosed as Annexure-3.

12. ...

UJVN Ltd. Reply:

The work "Refurbishment of damaged road on the right side of the power channel from Court Bridge to Skew Bridge, Dhalipur, Dehradun," amounting to Rs. 3.49 Cr, has been proposed due to the poor and deteriorated condition of the existing road, which is critical for ensuring safe and uninterrupted access for operation and maintenance activities of the Yamuna Hydel System. Timely refurbishment is essential to maintain reliable mobility and to address safety requirements, particularly during monsoon and emergency situations. Accordingly, in-principle approval was sought to enable award and completion of the work before 31.03.2026.

*Regarding the present status of tendering and award of the works proposed in the instant Petition, UJVNL confirms the following (details enclosed as **Annexure-4**):*

- The tendering processes for several proposed works are at an advanced stage, as detailed in Annexure-4.*
- For major works, the technical and financial evaluations have been completed or are nearing completion, as indicated in Annexure-4.*
- The Letters of Award (LoA) are planned to be issued in the first week of December 2025, in accordance with the timelines submitted earlier and as reflected in Annexure-4.*
- All works are scheduled to be executed and completed by **31.03.2026**, ensuring their intended use within the current financial year.*

Other works have also been awarded in compliance with the affidavit submitted by the Chief Secretary and the Managing Director, UJVN Limited, before the Hon'ble High Court, Nainital.

13. ...

UJVN Ltd. Reply:

The steel bridge has already been handed over to PWD and therefore does not fall under the scope of works proposed in the instant Petition. Accordingly, UJVNL will

execute the strengthening works of the Bhimawala Motorable Bridge over the power channel.

*Further, the estimated cost for the Bhimawala Bridge has been prepared based on its actual site conditions, structural configuration, and the strengthening measures recommended by the competent technical agencies. Although an earlier estimate for the steel bridge was enclosed in the Petition record, the cost estimates for both bridges were prepared using the same applicable SOR/DSR rates. Any similarity in estimated cost is incidental and arises from the application of uniform standard rates and similar categories of strengthening items. The execution, however, pertains only to the Bhimawala Motorable Bridge. The estimate for the work “Strengthening of Bhimawala Motorable Bridge over power channel” is enclosed as **Annexure-5**).*

14. ...

UJVN Ltd. Reply:

No O&M or capital expenditure has been incurred on the proposed bridges and the specified road sections during the last five financial years.

15. ...

UJVN Ltd. Reply:

*It is submitted that no third-party inspection has been carried out for the bridge located 1.4 km downstream of Asan Barrage. Only the cost estimate for the proposed strengthening works was vetted by M/s IEI. The estimate for the work “Strengthening of Concrete Motorable Bridge (Chainage 1.40 Km d/s of Asan Barrage)” is enclosed as **Annexure-6***

The rationale for proposing to bring this bridge under UJVNL’s scope is based on its functional importance. The bridge provides essential access for operation, maintenance, and monitoring activities related to the Asan Barrage and the downstream channel. Its structural condition and strategic location make it necessary for UJVNL to ensure its reliability and safety; hence, its inclusion has been proposed in the present Petition.

Dhakrani Powerhouse is situated on the right bank of the power channel, and the main access route to the powerhouse is also through the right bank. Considering the operational importance of maintaining continuous and reliable access to the powerhouse – especially for emergency response and movement of heavy machinery – UJVNL has retained two motorable bridges in this area.

One bridge is located upstream of the Dhakrani Powerhouse and the other downstream. The purpose of retaining both bridges is to ensure redundancy in the access system. In the event that one bridge becomes unavailable due to maintenance, repair, or any unforeseen circumstances, the alternate bridge can immediately be used. This arrangement ensures that the transportation of heavy equipment, emergency vehicles, and operational machinery is never hindered, thereby maintaining smooth and uninterrupted operation of the powerhouse at all times.

16. ...

UJVN Ltd. Reply:

UJVNL has implemented strict measures to restrict the movement of heavy mining vehicles along the service road and bridges from Dakpathar Barrage to Dhalipur Power House (14 km) and from Asan Barrage to Kulhal HEP (4 km) in order to safeguard the structural integrity of the power channel infrastructure.

To regulate and prevent the entry of heavy vehicles related to mining activities, the following control measures have been put in place:

- ***Installation of speed breakers** at strategic intervals to slow down vehicular movement and discourage heavy vehicle access.*
- ***Provision of boom barriers and height-restriction barriers** at key entry points, effectively preventing passage of oversized and overloaded vehicles.*
- ***Deployment of security/monitoring personnel** (where applicable) to ensure compliance with movement restrictions.*
- ***Installation of signboards and warning notices** clearly indicating that vehicles with a gross weight exceeding **7 tonnes** are strictly prohibited on the service road and bridges.*

These measures have significantly reduced the impact of heavy vehicular traffic on the road and bridge infrastructure. UJVNL confirms that these restrictions will continue to be enforced and strengthened as required in the future to ensure the long-term safety and reliability of the service road and hydraulic structures.

17. ...

UJVN Ltd. Reply:

UJVNL has identified 10 locations along the service road where heavy vehicles transporting mined materials attempt ingress and egress. Additionally, UJVNL has installed boom barriers, height barriers, and warning signboards at key access points

to restrict the movement of heavy vehicles. The specific locations where these barriers have been installed, along with the points where security personnel have been deployed, are pictorially presented in **Annexure-7**.

These measures have been implemented to ensure the protection and safety of the service road and bridge infrastructure under UJVNL's control.

18. ...

UJVNL Ltd. Reply:

UJVNL confirms that no generation loss will occur during the execution of the proposed works, as all activities have been planned to ensure uninterrupted operation of the hydel projects.

19. ...

UJVNL Ltd. Reply:

UJVNL confirms that no O&M expenditure related to the assets (bridges and roads) handed over to PWD after 13.08.2025 will be included in the ARR/True-up."

13. UJVNL Ltd. vide its email dated 26.11.2025 furnished certain clarifications on its earlier submission dated 24.11.2025, which is reproduced below:

"1. The summary of the estimates prepared for the DPR of 'Strengthening of Bridges and Service Road along the Power Channel from Dakpathar Barrage to Kuihal Power House' is provided below:

Sr No.	Name of Works	Structure Description	Estimated Amount In Rs.	Remarks
1	Strengthening work for bridge along Dakpathar Barrage and its Head Regulator at Dakpathar, Dehradun	Barrage Bridge and Head Regulator Bridge of Dakpathar Barrage	5,70,93,678.14	The estimates were prepared and submitted by M/s CRRI, CSIR, New Delhi, along with the structural audit report.
2	Strengthening of Asan Barrage Bridge and Head Regulator Bridge along Asan Barrage.	Barrage Bridge and Head Regulator Bridge of Asan Barrage	3,25,47,388.00	
3	Strengthening of Bhimawala Motorable Bridge over power channel.	Bhimawala Concrete Motorable Bridge	35,83,927.00	
4	Strengthening of Court Bridge (Arch Bridge) over power channel near Civil Court at Dhakrani	Arch Bridge near civil Court	57,03,766.00	

Sr No.	Name of Works	Structure Description	Estimated Amount In Rs.	Remarks
5	Strengthening of Concrete Motorable Bridge (Chainage 1.40 Km d/s of Asan Barrage)	Concrete Motorable Bridge	58,59,350.00	The estimate was prepared by UJVNL and vetted by M/s IEI, The Institution of Engineers (India), Dehradun.
6	Refurbishment of damage road on right side of power channel from Court Bridge to Skew bridge Dhalipur, Dehradun	Service Road along right side of power channel from Court Bridge to Skew Bridge	3,49,26,375.70	These estimates were prepared by UJVNL
7	Strengthening of Right side Service Road from Intake of Dhakarani Power House to Court Bridge.	Service Road along right side of power channel from Intake of Dhakarani Power House to Court Bridge	1,76,98,714.00	
8	Strengthening of both sides Service Road from Skew Bridge to Dhalipur Power House.	Service Road along both side of power channel from Skew bridge to Dhallpur Power house	2,49,94,399.00	
Total			18,24,07,597.84	

2. **UJVNL Reply under Point No. 05:**

*It is clarified that in the UJVNL reply at Point No. 05, the road length mentioned may be correctly read as **Kilometres (Km)** in place of **metres (m)**.*

3. *In response to Point No. 11, the letter Issued by the Government of Uttarakhand outlining the Terms and Conditions of the SASCI Scheme Guidelines was enclosed with the reply. The Terms and Conditions specified in this letter shall continue to remain applicable for the year 2025-26."*

14. Further, Petitioner vide its e-mail dated 02.12.2025 submitted the 'Charge Memo' pertaining to the handing over of bridges & service road to PWD. Furthermore, the Petitioner vide its e-mail dated 04.12.2025 confirmed that "... 4 motarble and 5 pedestel Bridges and Service Roads from Dakpathar to Kulhal Power House handed over to PWD is only for repair and maintenance purposes while the ownership of Bridges and Roads will be with UJVNL."

Commission's Observations, Views & Directions:-

15. Based on the examination and analysis of the proposal, submissions made by the Petitioner during the Power Point Presentation dated 18.11.2025 before the Commission and subsequent submissions in the matter, the observations, views & directions of the Commission are as follows:-

- (1) With regard to the proposed works, the Commission has observed that the Petitioner has sought in-principle approval for the works amounting to Rs. 18.24 Crore (including taxes) for which necessary approval was accorded by the BOD in its 126th BOD meeting held on 11.06.2025. However, later the Petitioner revised the amount in its DPR amounting to Rs 18.50 Crore and got approval on the same from SASCI. The details of the DPR and revised DPR are mentioned below:-

S. No.	Description of Works	Cost in Rs. (including GST) as per DPR	Cost in Rs. (including GST) as per Revised DPR
A.	Strengthening of Bridges across Barrage and Power Channel		
1	Strengthening work for bridge along Dakpathar Barrage and its Head Regulator at Dakpathar, Dehradun	Rs. 5,70,93,678.14	Rs. 5,70,93,678.14
2	Strengthening of Asan Barrage Bridge and Head Regulator Bridge along Asan Barrage.	Rs. 3,25,47,388.00	Rs. 3,25,47,388.00
3	Strengthening of Steel Bridge or Bhimawala Bridge over power channel.	Rs. 35,83,927.00 (For Steel Bridge or Bhimawala Bridge)	Rs. 58,78,999.49 (For Bhimawala Bridge)
4	Strengthening of Court Bridge (Arch Bridge) over power channel near Civil Court at Dhakrani	Rs. 57,03,766.00	Rs. 57,03,766.00
5	Strengthening of Concrete Motorable Bridge (Chainage 1.40 Km d/s of Asan Barrage)	Rs. 58,59,350.00	Rs. 58,59,350.00
	Total A	Rs.10,47,88,109.14	Rs. 10,70,83,181.63
B.	Road safety works at service road along power channel from Dakpathar Barrage to Kulhal Power House		
1	Refurbishment of damage road on right side of power channel from Court Bridge to Skew bridge Dhalipur, Dehradun	Rs. 3,49,26,375.70	Rs. 3,49,26,375.70
2	Strengthening of Right site Service road from Intake of Dhakrani Power House to Court Bridge.	Rs. 1,76,98,714.00	Rs.1,78,31,454.47
3	Strengthening of both side Service road from Skew Bridge to Dhalipur Power House.	Rs. 2,49,94,399.00	Rs.2,51,81,857.21

S. No.	Description of Works	Cost in Rs. (including GST) as per DPR	Cost in Rs. (including GST) as per Revised DPR
	Total B	Rs. 7,76,19,488.70	Rs.7,79,39,687.38
	Total (A+B)	Rs. 18,24,07,597.84	Rs.18,50,22,869
	Say	Rs. 1824.08 Lakh	Rs.1850.22 Lakh

In this regard, from the submission of the Petitioner at S. No. 6 of submission dated 24.11.2025, the Commission has observed that the works mentioned at S.No. A3, A4, A5 & B1 have already been awarded, whereas, works mentioned at S.No. A1, A2, B2 & B3 are under process of award stage. Therefore, at first instance, the Commission has observed that the instant Petition filed by the Petitioner does not come under provisions of prior in-principle approval.

It is further observed that the total amount mentioned against the proposed works in the aforesaid submission is Rs 1824.07 Lakh, which is almost equal to the amount for which BoD approval has been accorded. Therefore, the Commission finds it proper to consider the instant proposal for the amount up to Rs 18.24 Crore for the works covered in the revised DPR. Further, the Commission understands that uncertainty in civil works is an inevitable aspect, and some variations or hidden surprises may arise during the course of execution of works. However, since proper study and evaluation of the works proposed in instant Petition has already been done it would not propel large variations from the estimated quantities. Probably because of which no variation has been categorically allowed in the BoD approval dated 11.06.2025, therefore, the Commission also consider it prudent that the Petitioner should restrict its expenditure upto the amount approved by the BoD for the proposed works.

- (2) With regard to the works proposed on Roads and Bridges infrastructure from Dakpathar Barrage and down the line upto Kulhal HEP, the Commission's observations and views are mentioned below :-
 - (a) In all there are 16 bridges and 18 kms road network on each side of the power channel (14 kms from Dakpathar Barrage to Dhalipur HEP and 4 kms from Asan Barrage to Kulhal HEP) i.e. in all approx. 36 kms road network. The aforesaid infrastructure is being used by the

villagers, farmers, and residents of the nearby area for their daily activities, animal husbandry, and agricultural products since the commissioning of Dhakrani, Dhalipur, and Kulhal Power House.

- (b) From the submissions of the Petitioner, the Commission has observed that the aforesaid infrastructure is not only being used by the villagers, farmers, residents of the nearby areas but also the same was being utilized by the heavy load vehicles carrying mining material through service roads across the power channels and bridges mentioned in above table. Further, the Commission has observed that two writ Petitions namely Writ Petition Public Interest Litigation No. 204 of 2024 regarding 'Restriction on the plying of Heavy Load Vehicles over the Bridges constructed across the Power Channel' and Writ Petition Public Interest Litigation No. 129 of 204 regarding 'Restriction on Heavy transport vehicles carrying mining material on service road of Power Channel' have been filed before the Hon'ble High Court of Uttarakhand.
- (c) The Commission has observed that the Petitioner has enclosed in its Petition the Orders of Hon'ble High Court dated 27.12.2024, 30.12.2024 and 09.01.2025 in the matter of WPPIL No. 204 of 2024, wherein, it is mentioned that :

Order dated 27.12.2024

" ...

4. Having heard learned counsel for the petitioner and having perused the report dated 20.08.2024, authored by the Central Road Research Institute, we have requested the learned Advocate General to enter appearance and assist the Court. The penultimate paragraph of the report reads as under:-

"A comprehensive Report is prepared based on the visual inspection of the structures, test results of random NDT, Carbonation Test, Core Test and Laboratory Tests. Suggestions for strengthening/remedial measures for the defects on various components of bridges and BOQ & cost estimates for Asan

Barrage Bridge & other three bridges across power channel (Dakpathar site Ejector to Dhalipur Power House) are also included in the report.

Seeing the overall distressed condition of both the bridges along Asan Barrage & other three bridges across power channel (Dakpathar site Ejector to Dhalipur Power House) namely Bhimawala, Skew (NH) and Arch Bridge as the heavy loads over the bridges may leads to collapse of the structure at any time in suh a distressed stage at an age of about 60 years. Frequent plying of light vehicle is also not allowed. As suggested earlier during site visit both side height barriers to be put to avoid any traffic on the bridge till the proper strengthening/rehabilitation measure adopted."

5. *The contents of the above paragraph paint a very dim picture about the stability of the bridge, and it is noted in the report that heavy vehicles, including the passenger vehicles like buses etc., are traversing over the barrage constantly, and there is a serious likelihood of the structure collapsing, and in view of the report made by the governmental organization, affiliated to the Government of India, we have requested the learned Advocate General to secure a report from the concerned department with regard to the safety and stability of the Asan Barrage bridge, and its capability to handle the traffic traversing over it..."*

Order dated 30.12.2024

"...

6. *The fact remains that the said barrage was being used by a large number of motors and other vehicles, and hence, restoration of the said barrage is of importance. That apart, the Bench queried learned Advocate General as to whether it could be feasible to conduct an audit of all bridges within the State which are more than twenty-five years old in keeping with an adage 'it is better to be forewarned than to regret later'. Learned Advocate General submits that he would secure instructions..."*

Order dated 09.01.2025

“ ...

3. The apprehensions, expressed by the Court, are on the basis of the CRRR Report, and the apprehensions have also found support from the said Report.

4. Though the Deponent has sought for modification of our earlier order, and thereby to permit plying of Light Motor Vehicles and Medium Weight Vehicles, we are of the opinion that the weight of the Medium Weight Vehicles can be a cause of concern. It would not be feasible to check the weight of every Medium Weight Vehicle, and if there are cases of the Medium Weight Vehicles being overloaded, it would only add to the stress to the structure. That apart, we see in paragraph no. 12 of the affidavit, that the Deponent has stated that the retrofitting of the bridge would be completed in one month.

5. In that view, keeping in view **the fact that any eventuality could result in loss of lives, we permit the resumption of plying of Light Motor Vehicles, two wheelers and three-wheelers only on the bridge. No vehicles, heavier than 7000 kilograms, shall be permitted to ply on the bridge. Our earlier order dated 27.12.2024 stands modified accordingly.**

- (d) The Commission has also observed that the Petitioner in its Petition has mentioned that “...the service road, which runs alongside the 18 km long power channel, is severely damaged in many areas. Past accidents have caused vehicles to become submerged in the power channel, leading to its lowering or closure. Additionally, delineators, road markings, cat eyes/glow studs, crash barriers, parapets, and other road safety measures need to be installed for the safety of commuters. There is significant agitation among the villagers, and complaints have been submitted regarding the repair of the service road. Therefore, it is essential to refurbish the damaged service road and implement road safety measures on both banks of the power channel from Dakpathar Silt Ejector to Dhalipur Power House, Dhalipur, to ensure commuter safety and prevent accidents.”

The Commission from record finds that the said roads & bridges infrastructure is not only being used by the villagers, nearby residents but also by the heavy loaded vehicles carrying mining materials. The submissions of the Petitioner in the Petition and reference of incessant use of roads & bridges infrastructure by the heavy loaded vehicles carrying mining materials indicates that plying of heavy loaded vehicles could have contributed to the dilapidated condition of the Roads & bridges in the area of Dakpathar Barrage and down the line up to Kulhal HEP. Further, plying of heavy load vehicles in the service roads across the power channel is not only detrimental to the safety of the power channel but also result in heavy dust affecting the generation of solar power plants installed in the vicinity and consequently results in increased maintenance cost for the Petitioner. Thus, plying of the heavy loaded vehicles carrying mining material needs be restricted on the bridges and service roads across the power channel.

- (e) The Commission has noticed that the Petitioner has acted swiftly in compliance to the Hon'ble High Court's Order and through its letter dated 21.06.2025 (enclosed in its Petition) addressed to Chief Engineer, PWD, Dehradun handed over the assets which they considered were not so vital from O&M perspective for its barrages and HEPs and were mostly used by the general public. In the aforesaid letter, it is categorically mentioned that 9 nos. bridges and 22 kms of roads infrastructure were to be handed over to PWD as the same were being utilized by the general public for commuting purposes and not for O&M purposes of barrages & HEPs. The details of the same are mentioned below:-

Sl. No	Description	Type of infrastructure	Location	Remark
A. Bridges				
1	Dakpathar Barrage Bridge	Concrete Motorable Bridge	At Dakpathar Barrage	Asset under UJVN Ltd.'s control necessary for plant operation (Refer table at S.No. 6 above)

Sl. No	Description	Type of infrastructure	Location	Remark
2	Dakpathar Head Regulator Bridge	Concrete Motorable Bridge	At Dakpathar Barrage	Asset under UJVN Ltd.'s control necessary for plant operation (Refer table at S.No. 6 above)
3	Jhula Pul	Suspension Bridge for Pedestrians only	Near Degree College, Dakpathar	Assets are to be handed over to PWD (Refer table at S.No. 6 above)
4	Steel Bridge	Steel Motorable Bridge	Chainage 3.5 km d/s at nawabgarh	Assets are to be handed over to PWD (Refer table at S.No. 6 above)
5	Shanti Dham Pul	Concrete Motorable Bridge	Chainage 5.0 km at Shanti Dham	Assets are to be handed over to PWD (Refer table at S.No. 6 above)
6	Bhimawala pedestrians Bridge	Concrete pedestrians Bridge	Chainage 6.0 km at Bhimawala	Assets are to be handed over to PWD (Refer table at S.No. 6 above)
7	Bhimawala Motorable Bridge	Motorable Bridge	Chainage 6.25 km at Bhimawala	Asset under UJVN Ltd.'s control necessary for plant operation (Refer table at S.No. 6 above)
8	Court Bridge	Motorable arch Bridge	Chainage 9.25 km at Dhakrani Civil Court	Asset under UJVN Ltd.'s control necessary for plant operation (Refer table at S.No. 6 above)
9	Dhakrani Bridge	Concrete Motorable Bridge	Chainage 10.75 km at Dhakrani Village	Assets are to be handed over to PWD (Refer table at S.No. 6 above)
10	Skew Bridge	Concrete Motorable Bridge	Chainage 12.25 km at Dhalipur	Assets are to be handed over to PWD (Refer table at S.No. 6 above)
11	Dhalipur Bridge	Concrete pedestrians Bridge	Chainage 13.75 km at Dhalipur	Assets are to be handed over to PWD (Refer table at S.No. 6 above)
12	Asan Barrage bridge	Concrete Motorable Bridge	At Asan Barrage	Asset under UJVN Ltd.'s control necessary for plant operation (Refer table at S.No. 6 above)
13	Asan Head Regulator Bridge	Concrete Motorable Bridge	At Asan Barrage	Asset under UJVN Ltd.'s control necessary for plant operation (Refer table at S.No. 6 above)
14	Bridge	Concrete pedestrians Bridge	(Chainage 1.00 Km from Asan Barrage)	Assets are to be handed over to PWD (Refer table at S.No. 6 above)
15	Bridge	Concrete Motorable Bridge	(Chainage 1.40 Km from Asan Barrage)	Asset under UJVN Ltd.'s control necessary for plant operation (Refer table at S.No. 6 above)
16	Bridge	Concrete pedestrians Bridge	(Chainage 2.50 Km from Asan Barrage)	Assets are to be handed over to PWD (Refer table at S.No. 6 above)

Sl. No	Description	Type of infrastructure	Location	Remark
B. Roads				
1	Road on the left bank of power channel Dakapathar Barrage to Skew bridge	Bitumen Road	12 kms Dakapathar Barrage to Skew bridge	Assets are to be handed over to PWD (Refer table at S.No. 6 above)
2	Road on left bank of power channel Skew bridge to Dhalipur HEP	Bitumen Road	02 kms Skew bridge to Dhalipur HEP	Asset under UJVN Ltd.'s control necessary for plant operation (Refer table at S.No. 6 above)
3	Road on left bank of power channel Asan Barrage to Y junction	Bitumen Road	02 kms Asan Barrage to Y junction	Assets are to be handed over to PWD (Refer table at S.No. 6 above)
4	Road on Right bank of power channel Dakapathar Barrage to Dhakrani HEP	Bitumen Road	08 kms Dakapathar Barrage to Dhakrani HEP	Assets are to be handed over to PWD (Refer table at S.No. 6 above)
5	Road on Right bank of power channel Dhakrani HEP to Dhalipur HEP	Bitumen Road	06 kms Dhakrani HEP to Dhalipur HEP	Asset under UJVN Ltd.'s control necessary for plant operation (Refer table at S.No. 6 above)
6	Road on Right bank of power channel Asan barrage to Kulhal HEP	Bitumen Road	04 kms Asan barrage to Kulhal HEP	Asset under UJVN Ltd.'s control necessary for plant operation (Refer table at S.No. 6 above)

- (f) Further, the Commission has observed that in compliance to the Hon'ble High Court directions as discussed at Para 15(2)(c) above, the Petitioner has complied to the directions of restricting the movement of heavy loaded vehicles across the service roads & bridges by installing boom barriers, height barriers and warning sign-boards at key access points. Moreover, the Petitioner has submitted that at certain vital points where it has deployed the security personnel for restricting the movement of heavy loaded vehicles. The Commission is of the view that since the Petitioner is poised to hand over the aforesaid assets to the Public Works Department for its regular repair and maintenance. Therefore, **the Commission feels a need to direct the Petitioner not to include R&M expenses on the said assets post handing over to PWD in its claims in the Tariff.** Further, the Petitioner is cautioned to ensure strict vigilance and restriction on the

heavy loaded vehicles movement through the roads & bridges infrastructure under its control which are vital from the perspective of operations & maintenance of its HEPs.

- (g) With regard to the plying of heavy vehicles resulting in damage & danger to its civil structures/assets i.e. bridges and roads, the Commission is of the view that although the aforesaid civil structures/assets may not directly impact the generation from its HEPs, yet, the same are vital for ensuring the continuity of generation from the plants namely Dhakrani HEP, Dhalipur HEP and Kulhal HEP. Any damage or danger to the aforesaid assets due to plying of heavy vehicles especially w.r.t. illegal mining/minerals needs to be stopped immediately as the same would not only result in damaging its civil structures which may lead to generation loss but also the Petitioner has a responsibility to safeguard the assets which have been created/maintained by the tariff passed on to the consumers of the State. The Petitioner should make all endeavor for stopping the plying of such heavy vehicles which could potentially endanger its civil structures/assets i.e. bridges & roads. Further, Petitioner in its submission before the Hon'ble Court has submitted that it has deployed 28 security personnel for operation of installed barriers. **The Petitioner be directed to optimize its O&M cost with respect to deployment of security personnel for operation of installed barriers.**
- (h) With regard to the nature of the works, the Commission has observed that predominantly the works proposed by the Petitioner in its instant Petition are of Repair & Maintenance (R&M) as acknowledged by the BoD. Whereas, the Petitioner has envisaged the said works as capital works. However, the Petitioner has submitted at S.No. 2 of submission dated 24.11.2025 that the works involve major structural rehabilitation, replacement of critical components, and measures aimed at restoring and enhancing the long-term structural soundness and load-carrying capacity of the bridges. Therefore, considering the nature of work and that it's a one time affair, the Commission has considered the proposed works under capital works.
- (i) While examining the photographs provided in CRRI and IEI reports, a lot of weed/vegetation growth can be seen over the civil structures

specially bridges which is detrimental for the civil structures in long run. The Petitioner should ensure to remove the growth of weeds/vegetations on a periodical basis during the maintenance of the said civil structures.

- (j) With regard to the PILs filed before the Hon'ble High Court of Uttarakhand, the Commission has observed that the Hon'ble Court has raised its concerns over the safety of the bridges and in response the Chief Secretary, GoU under affidavit dated 08.01.2025 before the Hon'ble High Court has submitted that strengthening and rehabilitation of said bridges shall be undertaken and only light and medium weight vehicles would be allowed to ply on the said bridges. The Commission is of the view that the proposed works in instant Petition pertaining to the bridges are important from the perspective of safety and security of personnel and machinery commuting from the said bridges used for basic operations of the Dhakrani HEP, Dhalipur HEP & Kulhal HEP.
- (3) With regard to the financing for the project, the Commission has observed that the Petitioner in its DPR had proposed financing as 70% loan & 30 % equity through Special Assistance to State for Capital Investment (SASCI) Scheme of Govt. of Uttarakhand. Later, the Petitioner revised the Project cost as Rs. 1850.23 Lakh in its revised DPR and received approval on the same from SASCI. The Commission acknowledges that the timely completion of the Project is the essence for receiving the funding from SASCI.
- (4) With regard to Cost Benefit analysis, the Commission has observed that no tangible/quantifiable benefits have been envisaged by the Petitioner in its Petition, however, the Petitioner has envisaged that the proposed works would result in ensuring the safety and serviceability of the bridges and service roads, minimize damages in relation to protection costs and mitigate the risk of forced or sudden failure of the Barrage and power channel along with unexpected generation losses.
- (5) With regard to the implementation/execution schedule, the Commission has observed that the Petitioner in its DPR/revised DPR has considered the implementation period for the Project as 12 months. However, as per

Petitioner's submission dated 25.10.2025, the proposed works are envisaged to be completed by 31.03.2026 so that the Utilization Certificate for the amount of Rs. 18.50 crore can be issued to the Government of India.

In this regard, the Commission has observed that the Petitioner has revised its targets to complete and put to use the proposed works before 31.03.2026, which appears to be a stringent target. The Commission is of the view that the civil works require a certain minimum gestation period for completing the works which are important from the safety point of view and calls for meticulous planning and execution of the project so that the desired quality of work is obtained post completion of the works. The Commission cautions the Petitioner against compromising with work quality or safety due to limitation of time, they must ensure execution of the works based on the best engineering practices so that quality & reliability of the works is maintained. The Commission is of the view that for the purpose **the Petitioner must incorporate adequate defect liability provisions in its contract so that the concerned contractors may be bound to execute their works within time and with quality & efficiency.**

- (6) The Commission has observed that the availability of funds for the works pertaining to safety which do not have direct tangible benefits remains a challenge for the developer/HEPs and the works proposed under the instant Petition are of similar nature. However, considering the exceptional facts and circumstances of the case, including that mentioned in writ petitions and order of Hon'ble High Court and also availability of soft loans from SASCI, GoU, the Commission finds it prudent to give a nod to such works which are important from the safety perspective for bridges and roads. Further, it has come to the notice of the Commission that Govt. of India has launched schemes pertaining to 'Budgetary Support for Flood Moderation/Storage Hydro Electric Projects (HEPs)' and 'Budgetary Support to Cost of Enabling Infrastructure, i.e., roads/bridges' which envisages to make hydro generation tariffs more competitive in the interest of the consumers of the State. The Petitioner is expected to utilize such schemes to the maximum extent for the projects under its jurisdiction.

- (7) With regard to the in-principle approval for the instant Petition, the Commission has observed that Regulation 22(4) of UERC (Terms and Conditions for Determination of MYT) Regulations, 2024 provides that: -

“Any addition/modification to the existing assets exceeding Rs. 2.50 Crore in case of distribution licensees, Rs. 5 Crore in case of generating companies/transmission licensees shall be taken up only after prior approval of the Commission. The application for approval of the Commission shall be accompanied with the approval of the BoD in accordance with UERC (Conduct of Business) Regulations, 2014”

From the above, it is evident that the generating company is required to take prior approval of the Commission for any addition/modification to the existing assets exceeding Rs. 5 Crore. Whereas, in the instant matter, on examination of the Petitioner's submission dated 24.11.2025 at Sl. No. 6, it is observed that majority of the works are either under progress or are under awarding stage. Moreover, the letter of the Petitioner dated 25.10.2025 also requested for in-principle approval for the instant works without specifically stating the fact that majority of the works were under execution or under award stage. Such non-compliance cannot be taken lightly and require strict action against the delinquent, the Petitioner must promptly take actions and not indulge in willful violation of the Regulations. However, considering peculiar circumstances in the present matter, the Commission feels that the Petitioner must be warned before taking any penal action. Therefore, the Commission warns the Petitioner against violating the Regulations in future and such violation would entail consequential penal action. The Commission further directs the Petitioner that all proposals should be submitted for prior approval and those project which involve critical timelines and site-specific constraints, must be submitted before the Commission well in advance for its prior approval.

Therefore, the instant Petition of the Petitioner has failed to comply with the regulatory mandate of seeking prior in-principle approval. However, considering the dilapidated condition of the bridges and roads as submitted by the Petitioner and also acknowledged in the Order of the Hon'ble High

Court of Uttarakhand as discussed above, the Commission finds its prudent to allow *post-facto* approval, with the caution as stated in para above.

16. Based on the above discussions and considering the safety aspects associated with the old deteriorated bridge structures & dilapidated condition of roads, the Commission grants *post-facto* approval for the works proposed in the revised DPR limited to the total Project cost of Rs. 18.24 Crore as approved by the BoD in its meeting dated 11.06.2025 subject to the following:-

- (1) The Petitioner should ensure execution of the works at most economical prices from the bidders.
- (2) The Petitioner should adhere to the guidelines and Terms & Conditions of SASCI and ensure to complete the works within time for eligibility of funding from the same.
- (3) The Petitioner shall ensure that all the works carried out by the contractors shall be duly executed as per the drawings approved by the competent authority and procedures laid down for ensuring the quality & quantity of the work.
- (4) The Petitioner is directed that no Repair & Maintenance expenses on the said assets after handing over to PWD shall be included in its claims in the Tariff.
- (5) The Commission may verify/check the proposed works to be executed by the Petitioner at any point of time during/post execution of the works from the perspective of Quality, Optimum utilization of resources, Benefits accrued from the proposed investments etc.
- (6) The Petitioner must submit the detailed sanctioned letter from the Financial Institution, if any, to the Commission as soon as they get approval for the same. All the loan conditions as may be laid down by the funding agency, if any, in their detailed sanction letter should be strictly complied with. However, the Petitioner is directed to explore the possibility of swapping the loan with grant/cheaper debt option, if any, available from DRIP/MoP/GoU.

- (7) The Petitioner to explore possibility of funding the aforesaid works through various Schemes launched by Govt. of India offering grant viz. 'Budgetary Support for Flood Moderation/Storage Hydro Electric Projects (HEPs)' and 'Budgetary Support to Cost of Enabling Infrastructure, i.e. roads/bridges' so that hydro generation tariffs can be made more competitive in the interest of the consumers of the State.
 - (8) The Petitioner shall, within one month of the Order, submit a letter from the State Government or any such documentary evidence in support of its claim for equity funding agreed by the State Government or any other source in respect of the said works.
 - (9) The Petitioner shall ensure to maintain photographic/ videographic evidence at each stage of the proposed works and submit the same to the Commission alongwith Completion Report of the Project, comprising the completed cost of each of the works with as-built drawings alongwith expenditure incurred and financing of the Project.
 - (10) The Petitioner is directed to optimize its O&M cost with respect to deployment of security personnel for operation of installed barriers.
 - (11) The Petitioner is directed to incorporate adequate defect liability provisions in its contract so that the concerned contractors may be bound to execute their works within time and with quality & efficiency.
 - (12) The Petitioner is directed to make all efforts for complying with the recommendations and suggestions provided in the reports of CRRI, New Delhi and IEL, Dehradun pertaining to the proposed bridges.
 - (13) The cost of the project and servicing on the same shall be allowed in the Annual Fixed Cost of the Petitioner after the assets are capitalized and subject to prudence check of the cost incurred.
17. The approval is given subject to the above conditions and on the basis of submissions and statement of facts made by the Petitioner in the Petition under affidavit. In case of violations of any of the condition mentioned above or in case any information provided, if at any time, later, found to be incorrect, incomplete or

in case relevant information was not disclosed, that materially affects the basis for granting the approvals, in such cases, the Commission may cancel the approval or refuse to allow all, or part of the expenses incurred in the ARR/True-up apart from initiating plenary action.

Ordered accordingly.

(Prabhat Kishor Dimri)
Member (Technical)

(Anurag Sharma)
Member (Law)

(M. L. Prasad)
Chairman