

Standard format of undertaking to be submitted by the Applicant in the form of Affidavit in ₹ 50.00 Non Judicial stamp paper, to be affirmed before any Ld. Judicial Magistrate in connection with construction of bridge / culvert over rivers / drainage channels / irrigation canals, for abiding by during construction as well as in the post construction period

I, (mention name of the Applicant and full particulars regarding father's name, address and profession, etc.), having been duly authorised by (name of the Entity), do hereby agree to abide by the terms and conditions mentioned hereunder in connection with construction of a bridge / culvert over _____ (name of river / channel / canal) at _____ (name of village / locality), Gram Panchayat _____ / Ward No. ____ of _____ Municipality / Municipal Corporation, Police Station _____, District _____.

1. Construction of the bridge / culvert will strictly be as per General Arrangement Drawing (GAD) prepared by a licensed structural engineer and submitted by the Applicant, subsequently vetted by the Central Design Office (CDO), Irrigation & Waterways Department (I&WD). Modification, if any, suggested by the CDO, I&WD in the GAD shall be incorporated in the said GAD and shall be followed during construction.
2. An implementation plan will be submitted to the concerned Executive Engineer of the I&WD, containing, inter-alia, specification of construction materials, broad items of works, a brief write up on construction methodology and time schedule of construction, including target commencement and completion dates / months.
3. Concerned Executive Engineer of the I&WD, holding jurisdiction in the area of construction of the bridge / culvert or his authorised representative will reserve the right to inspect the bridge / culvert during construction and to stop the construction in case there is deviation from the vetted drawing or implementation plan, affecting waterway or other hydrological parameters of the river / channel / canal or safety of the structure.
4. Qualified technical personnel will be engaged for implementation of the project and responsibility for structural safety of the bridge / culvert during and after construction, will solely remain vested on the undersigned.
5. In addition to construction of the bridge / culvert for protection of both banks for a distance of 10m in the upstream and downstream from the centre line of the bridge axhs, by brick block pitching or boulder pitching or cement concrete block pitching will be made as per GAD.
6. Restoration of the channel section at the zone of construction by removing debris, bundhs, etc. will be done once the construction is over.

7. There will not be any unwarranted drainage congestion in the upstream or downstream of the bridge, nor will be any impediment to the utility of the river / channel / canal, in regard to irrigation or drainage during construction period. Necessary alternative arrangement for flow diversion will be made by the undersigned. Work will generally be kept suspended during monsoon season and temporary obstructions from the river / channel / canal shall be totally removed, before monsoon.
8. Land for the purpose of making the alternative approach road, from the bridge /culvert point upto the premises, for which construction of the bridge / culvert is proposed, will be arranged by the undersigned.
9. The bridge will not be opened to traffic till final inspection by the concerned Executive Engineer of the I&WD or his authorised representative.
10. There will not generally be any restriction on using the bridge by the common pedestrian and vehicular traffic and I&WD officials, subject to the following conditions:
 - a. Vehicles heavier than the designed capacity may not be allowed to cross over;
 - b. Vehicular or pedestrian traffic, other than those residing at / related to the premises, for which the bridge / culvert is constructed, may not be allowed to use any blind private approach road built by the undersigned for accessing the premises.

However, such road may be accessed by the I&WD officials / personnel for the purpose of inspection.

11. Responsibility of future maintenance of the bridge will remain solely on the undersigned.
12. There will be no transfer of government land on which the bridge / culvert would be constructed.

I agree to submit one time license fee for the amount prescribed below in the Box for the Right of Way (RoW) and further a security deposit for a sum amounting to 10% of the estimated cost of the bridge, to the concerned Executive Engineer of the I&WD, on receipt of intimation towards in-principle permission from that Executive Engineer. Such security deposit will be refunded after final inspection of the I&WD, after completion of construction in all respect and restoration of river / channel / canal section to the original section, as stated in Clause-3, 6 & 7 above. Any deviation or non compliance to the instruction of the I&WD officials will lead to forfeiture of the entire security deposit.

Amount of license fee (in ₹, rounded upto nearest thousand) for RoW	=	$\left(\begin{array}{l} \text{Plan area of the approach} \\ \text{or bridge proper on I\&WD} \\ \text{or Govt. land (i.e. total} \\ \text{length constructed on} \\ \text{such land multiplied by} \\ \text{the maximum projected} \\ \text{width) in m}^2 \end{array} \times \begin{array}{l} \text{Average market rate of} \\ \text{plots on which the} \\ \text{structure is constructed} \\ \text{as available from ADSR} \\ \text{records in ₹ / m}^2 \end{array} \right) \times 0.04$
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Signature of the Applicant & Seal