Note No. \#1
No. 23011/23/PIU/DAU/TP/Toll Fee/16165

Sub.: Revision of schedule of User Fee w.e.f. 01 st April, 2023 of ChilaChond, Kondar, Rajorakhurd, Bahala, Titoli and Rabawata Toll Plaza - reg.

Ref. : Your letter no. 3314 dated 03.03.2022.

Kindly refer Officer Order under reference vide which it was directed to submit the proposal of revision of User Fee of Toll Plaza before 25.03.2023.

In this regard, please find enclosed herewith the proposal for revision of User Fee w.e.f. $01{ }^{\text {st }}$ April 2023 for FY 2023-24 for following projects/toll plazas :-

| Sl.no. | Project Name | Toll Plaza name | Remarks |
| :---: | :---: | :---: | :---: |
| 1. | Karauli-Dholpur section of NH-11B | $\begin{aligned} & \text { ChilaChond Toll } \\ & \text { Plaza } \end{aligned}$ | Proposal enclosed. |
| 2. |  | Kondar Toll Plaza |  |
| 3. | Uncha Nagla - Dholpur section of NH-123 | Rajorakhurd Toll Plaza |  |
| 4. |  | Titoli Toll Plaza |  |
| 5. | NH-11A Extn. | Rabawata Toll Plaza |  |
| 6. | Alwar - Nuh section of NH-248A | Bahala Toll Plaza |  |

You are requested to validate the rates of User Fee effective from $1^{\text {st }}$ April 2023 of above Toll Plazas for Financial Year 2023-24, as per Contract Agreement.
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17/03/2023 3:25 PM

Note No. \#2

17/03/2023 7:03 PM

## Note No. \#3

The proposal of revision of user fee rates as submitted by PIU to be effective for F.Y.

2023-24 has been broadly examined and found in order, accordingly rate revision is calculated (rate revision details are enclosed).
[2] The old series of the WPI (on the basis of base year 1993-94 \& 200405) has been dispensed with. Now WPI on the basis of base year 2011-12 is being published.
[3] A multiplying factor is provided in the website of the Office of the Economic Advisor to convert the WPI under new series, to old series. As per the information downloaded from the site of Office of Economic Advisor, the linking factor for all commodities is 1.873 .
[4] The WPI for the month of December 2022 as per information downloaded from the site of Office of Economic Advisor is $150.5 \times 1.641$ (Linking Factor as per HO office order 20.03.2018) X $1.873=462.58$, i.e. WPI-A, which has been used for Rate Revision purpose.
[5] On the basis of above submission, the rates for following public funded projects where fee notifications have already been published on the basis of Fee Rules, 2008 as amended is calculated. The detailed calculation sheets of the revised rates of each toll plazas are placed separately
[6] Rate of monthly pass for a person who owns a mechanical vehicle registered for non-commercial purposes and resides within a distance of twenty kilometers from the toll plaza is Rs. 330.00 (Rupees Three Hundred Thirty only) for the year 2023-24.
[7] As per Delegation of Power- NHAI/Policy Guidelines/Modification in Delegation of Powers/2018 Policy No. 17.6.9, dated the $13^{\text {th }}$ March 2018 regarding "Delegation of Powers relating to various issues under Commercial Operations" All proposals of validation (initial fixation)/revision of user fee rates for Public funded/BOT/OMT/BOT (Annuity)/Hybrid Annuity/ToT Projects shall be approved by Regional Office.
[8] Submitted for approval of Competent Authority for the User Fee Rates proposed above, to be applicable for F.Y. 2023-24
[III Bahla Toll Plaza dt 27 Mar 2023.pdf
(III Titoli Toll Plaza dt 27 Mar 2023.pdf
(10) Rabawata Toll Plaza dt 27 Mar 2023.pdf
(III Chila Chond Toll Plaza dt 27 Mar 2023.pdf
${ }^{\text {II }}$ Rajora Khurd Toll Plaza dt 27 Mar 2023.pdf
(10) Konder Toll Plaza dt 27 Mar 2023.pdf

## Note No. \#4

Approved as proposed.
27/03/2023 1:11 PM

Note No. \#5

27/03/2023 1:13 PM

| Calculation of fee amount to be charged from road users of Karauli-Dholpur section from Km 83.960 to $\mathrm{Km} \mathrm{184.460}$ of NH-11B in the state of Rajasthan (2 lane with Paved Shoulder Section) |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Total Equivalent tolling length $=\mathbf{5 2 . 0 3 5} \mathrm{Km}$ including $\mathbf{4 6 . 5 5 5} \mathrm{km}$ of Road length, 3.27 km of Bypass and 2.21 km of equivalent length of structures. <br> Konder Fee Plaza at Km 91.800 |  |  | For the year 2023-24 |  |  |  |  |  |  |  |
|  |  |  |  | Car | LCV | Truck/ Bus | MAV (3 axles) | $\begin{gathered} \text { MAV ( } 4.6 \\ \text { axles) } \end{gathered}$ | Oversized | Monthly Pass |
| Revised base rates | 1 | Base rates | A | 0.65 | 1.05 | 2.20 | 2.40 | 3.45 | 4.20 | 150 |
|  | 2 | Fixed increase (16.3\%) | $\mathrm{B}=\mathrm{A} \cdot 48 \%$ | 0.312 | 0.504 | 1.056 | 1.152 | 1.656 | 2.016 | 72 |
|  | 3 | Revised base rates | $C=A+B$ | 0.962 | 1.554 | 3.256 | 3.552 | 5.106 | 6.216 | 222 |
| Variable increase | 4 | WPI as on 06.01.07 | D | 2087 | 208.7 | 208.7 | 208.7 | 208.7 | 208.7 | 208.7 |
|  | 5 | WPI for Dec, 22 as per new series (converted WPI 150.5*1.641* 1.873) $=462.58$ (WPI A) | E | 462.58 | 462.58 | 462.58 | 462.58 | 462.58 | 462.58 | 462.58 |
|  | 6 | 40\% of increase in WPI ( As \% of revised base rates) | $\mathrm{F}=(\mathrm{E}-\mathrm{D}) / \mathrm{D}^{*} 0.4^{*}$ | 0.4866 | 0.4866 | 0.4866 | 0.4866 | 0.4866 | 0.4866 | 0.4866 |
|  | 7 | Increase in base rates due to change in WPI | $\mathrm{G}=\mathrm{C}^{+} \mathrm{F}$ | 0.4681 | 0.7562 | 1.5843 | 1.7284 | 2.4845 | 3.0247 | 108.0237 |
|  | 8 | Revised base rates | $\mathrm{H}=\mathrm{C}+\mathrm{G}$ | 1.4301 | 2.3102 | 4.8403 | 5.2804 | 7.5905 | 9.2407 | 330.0237 |
|  | 9 | Revised base rates for the two lane section | $1=H^{*} 60 \%$ | 0.8581 | 1.3861 | 2.9042 | 3.1682 | 4.5543 | 5.5444 |  |
| Road <br> Length (kms) | 10 | Road Length in Kms (excluding length of bypass, if any) | $J$ | 46.7760 | 46.7760 | 46.7760 | 46.7760 | 46.7760 | 46.7760 |  |
|  | 11 | Structure on Road Length in Kms | K | 0.2210 | 0.2210 | 0.2210 | 0.2210 | 0.2210 | 0.2210 |  |
|  | 12 | Net Road Length without structures $>60 \mathrm{~m}$ ( in Kms ) | L=J-K | 46.555 | 46.555 | 46.555 | 46.555 | 46.555 | 46.555 |  |
| Bypass Length (kms) | 13 | Length of the bypass costing more than Rs 10 crores | M | 3.270 | 3.270 | 3.270 | 3.270 | 3.270 | 3.270 |  |
|  | 14 | Structure on Bypass Length in Kms | $N$ | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |  |
|  | 15 | Net Bypass Length without structures $>60 \mathrm{~m}$ ( in Kms ) | $\mathrm{O}=\mathrm{M}-\mathrm{N}$ | 3.270 | 3.270 | 3.270 | 3.270 | 3.270 | 3.270 |  |
| Structure Length (kms) | 16 | Total length of Structure >60m (On Road \& Bypass) | $\mathrm{P}=\mathrm{K}+\mathrm{N}$ | 0.221 | 0.221 | 0.221 | 0.221 | 0.221 | 0.221 |  |
|  | 17 | Converted equivalent road length for Structures $>60 \mathrm{~m}$ ( in Kms) | $\mathrm{Q}=\mathrm{P} \times 10$ | 2.210 | 2.210 | 2.210 | 2.210 | 2.210 | 2.210 |  |
|  | 18 | Total tollable Road Length in Kms | $\mathrm{R}=\mathrm{L}+\mathrm{Q}$ | 48.765 | 48.765 | 48.765 | 48.765 | 48.765 | 48.765 |  |
|  | 19 | Fee for the road stretch | $\mathrm{S}=\mathrm{R}^{*}$ | 41.84 | 67.59 | 141.62 | 154.50 | 222.09 | 270.37 |  |
|  | 20 | Fee for the bypass | $T=0 * 1 * 1.5$ | 4.21 | 6.80 | 14.25 | 15.54 | 22.34 | 27.20 |  |
|  | 21 | Fee for the whole section | $\mathrm{U}=\mathrm{S}+\mathrm{T}$ | 46.05 | 74.39 | 155.87 | 170.04 | 244.43 | 297.57 |  |
|  | 22 | Rounded off fee for single trip | $v$ | 45 | 75 | 155 | 170 | 245 | 300 | 330 |
|  | 23 | Prerounded fee for return trip | $w=u \cdot 1.50$ | 69.08 | 111.59 | 233.80 | 255.06 | 366.65 | 446.35 |  |
|  | 24 | Rounded off fee for return trips | X | 70 | 110 | 235 | 255 | 365 | 445 |  |
|  | 25 | Prerounded fee for monthly pass for 50 trips | $Y=U \cdot 50 * 2 / 3$ | 1535.07 | 2479.73 | 5195.63 | 5667.96 | 8147.69 | 9918.93 |  |
|  | 26 | Rounded off fee for monthly pass valid for 50 single trips | Z | 1535 | 2480 | 5195 | 5670 | 8150 | 9920 |  |
|  | 27 | Discounted Fee for the commercial vehicles registered within the district | $A A=U * 0.5$ | 23.03 | 37.20 | 77.93 | 85.02 | 122.22 | 148.78 |  |
|  | 28 | Rounded off Fee for the commercial vehicles registered within the district | AB | 25 | 35 | 80 | 85 | 120 | 150 |  |
|  |  |  |  |  |  |  |  | 1 |  |  |
| Prepared / Calculated by |  |  | Checked \& Verified By |  |  |  | Counter Signed by: |  |  |  |
|  |  |  | $\left.1 \operatorname{ca}_{6}^{3}\right)^{0 n}$ |  |  |  |  |  |  |  |
|  |  | $\sqrt{\text { Mars }} 831005$ | $\left.\frac{2}{x}\right\|^{07}$ |  |  |  |  |  |  |  |  |  |
| (B.S. Kiniya) |  |  | (Komal Pareek) |  |  |  |  |  |  |  |  |  |
|  |  |  |  | General Manager ( $T$ ) |  |  |  |  |  |  |
|  |  |  |  | Regioant Office, Jaipur |  |  | Regional Office, Jaipur |  |  |  |

Calculation of fee arnount to be charged from road users of Dausa - Lalsot - Kcthoon section from Km. $\mathbf{0 0 . 0 0 0}$ to $\mathbf{K m} .83 .453$ of $\mathrm{NH}-11 \mathrm{~A}$ Extn. In the State of Rajasthan ( $2 / 4$ lane with Paved Shoulder Section)

| Total Equivalent Tolling length $=36.393 \mathrm{Km}$. Including 30.340 Km . of Road length, $\mathbf{3 . 0 9 2} \mathrm{Km}$. of Bypass and 2.961 Km of equivaient length of Structures. Rabawata Fee Plaza at Km. 77.872 |  |  | For the year 2023-24 |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  | Car, Jeep, Van or LMV | LCV, LGV or Mini Bus | Bus or Truck (Two Axles) | Three-Axie Commercial Vehichle | HCV, EME or MAV (4 to 6 Axles) | Oversized Vehicles (Seven or | Monthly |
| Revised base rates | 1 | Base rates | A | 0.65 | 1.05 | 2.20 | 2.40 | 3.45 | Mareaxies 4.20 | 150 |
|  | 2 | Fixed increase (16.3\%) | $\mathrm{B}=\mathrm{A} \cdot 48 \%$ | 0.312 | 0.504 | 1.056 | 1.152 | 1.656 | 2.016 | 72 |
|  | 3 | Revised base rates | $C=A+B$ | 0.962 | 1.554 | 3.256 | 3.552 | 5.106 | 6.216 | 222 |
| Variable increase | 4 | WPI as on 06.01.07 | D | 208.7 | 208.7 | 208.7 | 208.7 | 208.7 | 208.7 | 208.7 |
|  | 5 | WPI for Dec, 22 ( $150.5 \times 1.873 \times 1.641=462.58$ ) | E | 462.58 | 462.58 | 462.58 | 462.58 | 462.58 | 462.58 | 462.58 |
|  | 6 | 40\% of increase in WPI ( As \% of revised base rates) | $F=(E-D) / D^{\circ} 0.4{ }^{\text {a }}$ | 0.4866 | 0.4866 | 0.4868 | 0.4866 | 0.4866 | 0.4866 | 0.4866 |
|  | 7 | increase in base rates due to change in WPI | $\mathrm{G}=\mathrm{C}^{\prime} \cdot \mathrm{F}$ | 0.4681 | 0.7562 | 1.5843 | 1.7284 | 2.4845 | 3.0247 | 108.0237 |
|  | 8 | base rates | $\mathrm{H}=\mathrm{C}+\mathrm{G}$ | 1.4301 | 2.3102 | 4.8403 | 52804 | 7.5905 | 92407 | 330.0237 |
|  | 9 | base rates for the two lane section | $1=\mathrm{H} * 60 \%$ | 0.8581 | 1.3861 | 2.9042 | 3.1682 | 4.5543 | 5.5444 |  |
|  | 10 | base rates for the 6 -lane section | $\mathrm{J}=\mathrm{H}^{+1} 50 \%$ | 2.1452 | 3.4652 | 72805 | 7.9206 | 11.3858 | 138810 |  |
| 2 lane Road Length (kms) | 11 | 2 lane Road Length in Kms (excluding length of bypass, if any) | K | 30.636 | 30.636 | 30.636 | 30.636 | 30.636 | 30.635 |  |
|  | 12 | Structure on Road Length in Kms | L | 0.296 | 0.296 | 0.296 | 0.296 | 0296 | 0.296 |  |
|  | 13 | Net 2 lane Road Length without structures $>60 \mathrm{~m}$ ( in Kms ) | $M=K-L$ | 30.340 | 30.340 | 30.340 | 30.340 | 30.340 | 30.340 |  |
| 4 lane Road Length(kms) | 14 | 4 lane Road Length in Kms (excluding length of bypass, if any) | N | 0.000 | 0.000 | 0.000 | 0.0000 | 0.000 0.000 | 0.000 0.000 |  |
|  | 16 | Net 4 lane Road Length without structures $>60 \mathrm{~m}$ ( in Kms) | $\mathrm{P}=\mathrm{N}-\mathrm{O}$ | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |  |
| 6 lane Road Length(kms) | 17 | 6 lane Road Length in Kms (excluding length of bypass, if any) | Q | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |  |
|  | 18 | Structure on Road Length in Kms | R | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |  |
|  | 19 | Net 6 lane Road Length without structures $>60 \mathrm{~m}$ ( in Kms ) | $\mathrm{S}=\mathrm{Q}-\mathrm{R}$ | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |  |
| Bypass Length (kms) | 20 | Length of the 2 lane bypass costing more than Rs 10 crores | T | 3.092 | 3.092 | 3.092 | 3.092 | 3.092 | 3.092 |  |
|  | 21 | Structure on Bypass Length in Kms | U | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |  |
|  | 22 | Net 2 lane Bypass Length without structures $>60 \mathrm{~m}$ ( in Kms ) | $\mathrm{V}=\mathrm{T}-\mathrm{U}$ | 3.092 | 3.092 | 3.092 | 3.092 | 3.092 | 3.092 |  |
| Bypass Length (kms) | 23 | Length of the 4 lane bypass costing more than Rs 10 crores | w | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |  |
|  | 24 | Structure on Bypass Length in Kms | X | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |  |
|  | 25 | Net 4 lane Bypass Length without structures $>60 \mathrm{~m}$ ( in Kms) | $\mathrm{Y}=\mathrm{W}$ - X | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |  |
| Bypass Length (kms) | 26 | Length of the 6 lane bypass costing more than Rs 10 crores | Z | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |  |
|  | 27 | Stuclure on Bypass Length in Kms | AA | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |  |
|  | 28 | Net 6 lane Bypass Length without structures $>60 \mathrm{~m}$ ( in Kms ) | AB=Z-AA | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |  |
| Structure Length (kms) | 29 | Total length of 2 lane Structure $>60 \mathrm{~m}$ (On Road \& Bypass) | $A C=L+U$ | 0.296 | 0.296 | 0.296 | 0.296 | 0.296 | 0.296 |  |
|  | 30 | Converted equivalent road length for Structures $>60 \mathrm{~m}$ ( in Kms) | $A D=A C+10$ | 2.961 | 2.961 | 2.961 | 2.961 | 2.961 | 2.961 |  |
| Structure Length (kms) | 31 | Total length of 4 lane Structure $>60 \mathrm{~m}$ ( On Road \& Bypass) | $A E=O+X$ | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |  |
|  | 32 | Converted equivalent road length for Structures $>60 \mathrm{~m}$ ( in Kms) | $A F=A E+10$ | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |  |
| Structure Length (kms) | 33 | Total length of 6 lane Structure $>60 \mathrm{~m}$ ( On Road \& Bypass) | $A G-R+A A$ | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |  |
|  | 34 | Converted equivalent road length for Structures $>60 \mathrm{~m}$ ( in Kms ) | $A H=A G^{*} 10$ | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |  |
|  | 35 | Fee for 2 lane road stretch | $\mathrm{Al}=(\mathrm{M}+\mathrm{AD})^{-1}$ | 28.574 | 46.158 | 96.713 | 105.505 | 151.664 | 184.634 |  |
|  | 36 | Fee for the 4 lane road stretch | $\mathrm{AJ}=(\mathrm{P}+\mathrm{AF})^{+} \mathrm{H}$ | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |  |
|  | 37 | Fee for the 6 lane road stretch | $A K=(S+A H) \cdot$ J | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |  |
|  | 38 | Fee for the 2 lane bypass | $\mathrm{AL}=\mathrm{V} \cdot 1 \cdot 1.5$ | 3.980 | 6.429 | 13.470 | 14.694 | 21.123 | 25.715 |  |
|  | 39 | Fee for the 4 lane bypass | $\mathrm{A} M=\gamma^{*} \mathrm{H}^{+1} 1.5$ | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |  |
|  | 40 | Fee for the 6 lane bypass | $A N=A B \cdot J * 1.5$ | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |  |
|  | 41 | Fee for the whole section | $\begin{aligned} & A O= \\ & A l+A J+A K+A L+A M+ \\ & A N \end{aligned}$ | 32.55 | 52.59 | 110.18 | 120.20 | 172.79 | 210.35 |  |
|  | 42 | Rounded off fee for single trip | AP | 35 | 55 | 110 | 120 | 175 | 210 | 330 |
|  | 43 | Prerounded fee for return trip | $A Q=A O \cdot 1.50$ | 48.83 | 78.88 | 165.27 | 180.30 | 259.18 | 315.52 |  |
|  | 44 | Rounded off fee for return trips | AR | 50 | 80 | 165 | 180 | 260 | 315 |  |
|  | 45 | Prerounded fee for monthly pass for 50 trips | $\mathrm{AS}=\mathrm{AO} \cdot 50 \cdot 2 / 3$ | 1085.13 | 1752.91 | 3672.76 | 4006.65 | 5759.55 | 7011.63 |  |
|  | 46 | Rounded off fee for monthly pass valid for 50 single trips | AT | 1085 | 1755 | 3675 | 4005 | 5760 | 7010 |  |
|  | 47 | Discounted Feef for the commercial vehicles registered within the district | $A U=A O \cdot 0.5$ | 16.28 | 26.29 | 55.09 | 60.10 | 36.39 | 105.17 |  |
|  | 48 | Rounded off Fee for the commercial vehicles registered wittin the district | AV | 15 | 25 | 55 | 60 | 85 | 105 |  |
|  |  | Prepared / Calculated by | Checked \& Verified By |  |  |  |  | Counfer Signed by: |  |  |
|  |  | - $1 /$ ? |  |  |  |  |  |  |  |  |
| man |  | $\underset{(B .5 . \text { Kiniya) }}{\arg / 312023}$ | $15^{2}$ <br> (Komal Par |  |  |  |  |  | (2aleep Mudgal) |  |
|  |  | Dy. Manager (F\&A) | Manager (Tech.) |  |  |  |  | General Manager (Tech.) |  |  |





Calculation of fee amount to be charged from road users of 2 lane with paved shoulder along with service road (in part length) from Km. 92/400 to Km. 127/300 on alwar - Nuh section of NH-248A on EPC mode in the State of Rajasthan (JoB

| Total Equivalent tolling length $=\mathbf{3 5 . 4 3 2} \mathbf{K m s}\{\mathbf{2 3 . 3 5 4} \mathrm{Kms}$ tow lane and $\mathbf{1 1 . 5 0} \mathrm{Kms}$ four lane) road length \& 0.096 Km sructure (on two lane section) length. Near Bahla Village at Km .100 .50 (Design Chainage) |  |  | For the year 2023-24 |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  | Car, Jeep, Van or LMV | $\begin{aligned} & \text { LCV, LGV or } \\ & \text { Mini bus } \end{aligned}$ | Truck/ Bus (Two Axles) | Three axle Commercial | HCM, EME or MAV (four to Six | $\begin{gathered} \text { Oversized } \\ \text { Vehicles (Seven } \end{gathered}$ | Monthly Pass |
| Revised base rates | 1 | Base rates | A | 0.65 | 1.05 | 2.20 | 2.40 | 3.45 | 4.20 | 150.00 |
|  | 2 | Fixed increase (16*3\%) | $\mathrm{B}=\mathrm{A} \cdot 48 \%$ | 0.31 | 0.50 | 1.06 | 1.15 | 1.66 | 2.02 | 72.00 |
|  | 3 | Revised base rates | $C=A+B$ | 0.96 | 1.55 | 3.26 | 3.55 | 5.11 | 6.22 | 222.00 |
| Variable increase | 4 | WPI as on 06.01.07 | D | 208.70 | 208.70 | 208.70 | 208.70 | 208.70 | 208.70 | 208.70 |
|  | 5 | WPI for Dec, $22(150.5 \times 1.873 \times 1.641=462.58)$ | E | 462.58 | 462.58 | 462.58 | 462.58 | 462.58 | 462.58 | 462.58 |
|  | 6 | 40\% of increase in WPI ( As \% of revised base rates) | $\mathrm{F}=(\mathrm{E}-\mathrm{D}) / \mathrm{D}^{\circ} 0.4{ }^{-}$ | 0.49 | 0.49 | 0.49 | 0.49 | 0.49 | 0.49 | 0.49 |
|  | 7 | Increase in base rates due to change in WPI | $\mathrm{G}=\mathrm{C} \cdot \mathrm{F}$ | 0.47 | 0.76 | 1.58 | 1.73 | 2.48 | 3.02 | 108.02 |
|  | 8 | Revised base rates | $\mathrm{H}=\mathrm{C}+\mathrm{G}$ | 1.43 | 2.31 | 4.84 | 5.28 | 7.59 | 9.24 | 330.02 |
|  | 9 | Revised base rates for the two lane section | $1=H^{*} 60 \%$ | 0.86 | 1.39 | 2.90 | 3.17 | 4.55 | 5.54 |  |
| 2 lane Road Length (kms) | 10 | 2 lane Road Length in Kms (excluding length of bypass, if any) | , | 23.450 | 23.450 | 23.450 | 23.450 | 23.450 | 23.450 |  |
|  | 11 | Structure on Road Length in Kms | K | 0.096 | 0.096 | 0.096 | 0.096 | 0.096 | 0.096 |  |
|  | 12 | Net 2 lane Road Length without structures $>60 \mathrm{~m}$ ( in Kms) | L=J-K | 23.354 | 23.354 | 23.354 | 23.354 | 23.354 | 23.354 |  |
| 4 lane Road Length (kms) | 13 | 4 lane Road Length in Kms (excluding length of bypass, if any) | M | 11.500 | 11.500 | 11.500 | 11.500 | 11.500 | 11.500 |  |
|  | 14 | Structure on Road Length in Kms | N | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |  |
|  | 15 | Net 4 lane Road Length without structures $>60 \mathrm{~m}$ ( in Kms ) | $\mathrm{O}=\mathrm{M}-\mathrm{N}$ | 11.500 | 11.500 | 11.500 | 11.500 | 11.500 | 11.500 |  |
| Bypass Length (kms) | 16 | Length of the 2 lane bypass costing more than Rs 10 crores | P | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |  |
|  | 17 | Structure on Bypass Length in Kms | Q | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |  |
|  | 18 | Net 2 lane Bypass Length without structures $>60 \mathrm{~m}$ ( in Kms ) | $\mathrm{R}=\mathrm{P}-\mathrm{Q}$ | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |  |
| Structure Length (kms) | 19 | Total length of 2 lane Structure $>60 \mathrm{~m}$ (On Road \& Bypass) | $s=K+Q$ | 0.096 | 0.096 | 0.096 | 0.096 | 0.096 | 0.096 |  |
|  | 20 | Converted equivalent road length for Structures $>60 \mathrm{~m}$ ( in Kms ) | $\mathrm{T}=\mathrm{S}^{+10}$ | 0.960 | 0.960 | 0.960 | 0.560 | 0.960 | 0.960 |  |
| Structure Length (kms) | 21 | Total length of 4 lane Structure $>60 \mathrm{~m}$ (On Road \& Bypass) | $\mathrm{U}=\mathrm{N}$ | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |  |
|  | 22 | Converted equivalent road length for Structures $>60 \mathrm{~m}$ ( in Kms ) | $\mathrm{V}=0.10$ | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |  |
|  | 23 | Fee for 2 lane road stretch | $\mathrm{W}=(\mathrm{L}+\mathrm{T})^{\prime}$ | 20.863 | 33.702 | 70.613 | 77.032 | 110.734 | 134.806 |  |
|  | 24 | Fee for the 4 lane road stretch | $\mathrm{X}=(\mathrm{O}+\mathrm{V})^{*} \mathrm{H}$ | 16.446 | 26.567 | 55.664 | 60.724 | 87.291 | 106.268 |  |
|  | 25 | Fee for the 2 lane bypass | $\mathrm{Y}=\mathrm{R} \cdot 1 \cdot 1.5$ | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |  |
|  | 26 | Fee for the whole section | $Z=W+X+Y$ | 37.31 | 60.27 | 126.28 | 137.76 | 198.03 | 241.07 |  |
|  | 27 | Rounded off fee for single trip | AA | 35.00 | 60.00 | 125.00 | 140.00 | 200.00 | 240.00 | 330.00 |
|  | 28 | Prerounded fee for return trip | $\mathrm{AB}=\mathrm{Z} \cdot 1.50$ | 55.96 | 90.40 | 189.42 | 206.63 | 297.04 | 361.61 |  |
|  | 29 | Rounded off fee for return trips | AC | 55.00 | 90.00 | 190.00 | 205.00 | 295.00 | 360.00 |  |
|  | 30 | Prerounded fee for monthly pass for 50 trips | $A D=Z \cdot 50 * 2 / 3$ | 1243.64 | 2008.95 | 4209.23 | 4591.89 | 6600.84 | 8035.80 |  |
|  | 31 | Rounded off fee for monthly pass valid for 50 single trips | AE | 1245.00 | 2010.00 | 4210.00 | 4590.00 | 6600.00 | 8035.00 |  |
|  | 32 | Discounted Fee for the commerciat vehicles registered within the district | AF $=\mathrm{Z} \cdot 0.5$ | 18.65 | 30.13 | 63.14 | 68.88 | 99.01 | 120.54 |  |
|  | 33 | Rounded off Fee for the commercial vehicles registered within the district | AG | 20.00 | 30.00 | 65.00 | 70.00 | 100.00 | 120.00 |  |
|  |  | Prepared / Calculated by | Checked \& Verified By |  |  |  |  | Counter Signed by: |  |  |
|  |  | $\rightarrow$ |  |  |  |  |  |  |  |  |
| $\square$ |  | $\mathrm{NHM}^{2}$ | 10 |  |  |  |  |  |  |  |
|  |  | 10.301 | - | $1$ |  |  |  |  | $27$ |  |
|  |  | (B.S. Kiniya) | (Komal Pareek) |  |  |  |  | (Pradeep Mudgal) |  |  |
|  |  | Dy. Manager ( $\mathrm{F} \& A$ ) | Manager ( T ) |  |  |  |  |  |  |  |
|  |  | Regional Office, Jaipur | Regional Office, Jaipur |  |  |  |  | General Manager (Tech.) <br> Regional Office Jaipur |  | Regional Office, Jaipur |

