



सत्यमेव जयते

# भारतीय राष्ट्रीय राजमार्ग प्राधिकरण

(सड़क परिवहन एवं राजमार्ग मंत्रालय, भारत सरकार)

## NATIONAL HIGHWAYS AUTHORITY OF INDIA

(Ministry of Road Transport and Highways, Govt. of India)

### क्षेत्रीय कार्यालय / REGIONAL OFFICE

ई-6/47, स्मृति परिसर, साईबोर्ड के पास, अरेरा कॉलोनी, भोपाल (म.प्र.)-462016

E-6/47, Smriti Parisar, Near Sai Board, Arera Colony, Bhopal (M.P.)-462016

दूरभाष/Phone: 0755-2426638, फैक्स/Fax: 0755-2426698, ई-मेल/E-mail ID: robhopal@nhai.org



भाराराप्रा/क्षे.का.-म.प्र./ग्वा.-झांसी/33 के.वी./2025/54456

दिनांक 12.06.2025

### Invitation of Public Comments/ सार्वजनिक टिप्पणियों का आमंत्रण


**विषय:** मध्य प्रदेश राज्य में एनएच-44, ग्वालियर-झांसी खंड के किमी 1243.440 (परियोजना चैनल 70.440) पर जिला दतिया में "भूमिगत 33 केवी विद्युत केबल क्रॉसिंग बिछाने की अनुमति बावत्।

**संदर्भ:** परियोजना निदेशक-ग्वालियर का ई-फाईल नं. 283551.

1. परियोजना निदेशक, पीआईयू-ग्वालियर, भाराराप्रा द्वारा ई-ऑफिस क्रमांक 283551 के माध्यम से मध्य प्रदेश राज्य में एनएच-44, ग्वालियर-झांसी खंड के किमी 1243.440 (परियोजना चैनल 70.440) पर जिला दतिया में "भूमिगत 33 केवी विद्युत केबल क्रॉसिंग हेतु प्रस्ताव प्रस्तुत किया है।
2. PD, PIU-Gwalior, NHAI vide e-office no. 283551 has submitted the proposal for Crossing of underground 33 KV electrical cable" at District Datia across NH-44, Gwalior-Jhansi section at km 1243.440 (Project Ch. 70.440) in the state of Madhya Pradesh.
3. मंत्रालय के कार्यालय ज्ञापन संख्या OM No. RW/NH-33044 S&R (R) dated 22.11.2016 के अनुसार, दावे और आपत्तियां (सार्वजनिक असुविधा, सुरक्षा और सामान्य सार्वजनिक हित के आधार पर) मांगने के लिए आवेदन को 30 दिनों के लिए सार्वजनिक डोमेन में रखा जाएगा।

As per Ministry vide OM No. RW/NH-33044 S&R (R) dated 22.11.2016, the application shall be put out in public domain for 30 days for seeking claims and objections (on ground of public inconvenience, safety and general public interest).


4. तदनुसार, दावे और आपत्तियां मांगने के लिए उपरोक्त प्रस्ताव (आवेदन की प्रति संलग्न) पर 30 दिनों के भीतर (यानी 12.07.2025 तक) सार्वजनिक पोर्टल (यानी MoRT&H की वेबसाइट (www.morth.nic.in)) पर जनता की टिप्पणियां आमंत्रित की जाती हैं, जिसके बाद किसी भी टिप्पणी पर विचार नहीं किया जाएगा। टिप्पणी आमंत्रित करने वाले प्राधिकारी का पता इस प्रकार है:

  
(Y2)

5. Accordingly, the public comments are hereby invited on the above proposal (copy of application enclosed) for seeking claims and objections within 30 days (i.e. by 12.07.2025) on public portal (i.e. website of MoRTH (www.morth.nic.in)) beyond which no comments will be considered. The address of comments inviting authority is as under:

राजमार्ग प्रशासक, क्षेत्रीय अधिकारी कार्यालय भारतीय राष्ट्रीय राजमार्ग प्राधिकरण, ई-6/47, स्मृति परिसर, साई बोर्ड अरेरा कॉलोनी के पास, भोपाल (मप्र)-462016	The Highway Administrator O/o Regional Officer, National Highways Authority of India E-6/47, Smriti Parisar, Near Sai Board Arera Colony, Bhopal (MP)-462016
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यह पत्र राजमार्ग प्रशासक सह क्षेत्रीय अधिकारी के अनुमोदन उपरान्त जारी किया जा रहा है।

  
(रामविलास पटेल)  
प्रबंधक (तक.)

संलग्न: उपरोक्तानुसार।

प्रतिलिपि:

- वेब एडमिन, भा.रा.रा.प्रा., मुख्यालय, नई दिल्ली की ओर सर्वजनिक टिप्पणियों के लिए भा.रा.रा.प्रा. की वेबसाइट पर अपलोड करने के अनुरोध के साथ।
- वरिष्ठ तकनीकी निदेशक, एनआईसी, परिवहन भवन, नई दिल्ली की ओर सार्वजनिक टिप्पणियों के लिए सड़क परिवहन की वेबसाइट पर अपलोड करने के अनुरोध के साथ।
- परियोजना निदेशक, पकाई-ग्वालियर (म.प्र.) की ओर सूचनार्थ प्रेषित।
- मध्यप्रदेश मध्य क्षेत्र वितरण कंपनी लिमिटेड (संचा / संधा), दतिया-संभाग, की ओर सूचनार्थ प्रेषित।







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	(a) Carrying of Electrical pipeline on Highway bridges shall not be permitted as Electrical pipes can accelerate the process of corrosion thus being much more injurious	NA	
	(b) Carrying of Electrical pipelines on bridges shall also discouraged however if the Electrical supply authorities seem to have no other viable alternative and approach the highway authority well in time before the design of the bridge is finalized they may be permitted to carry the		
	pipeline on independent super structure supported on extended portion of piers and abutments in such a manner that in the final arrangement enough free space around the super structure of the bridge remains available for inspection and repairs.	NA	
	@Cost of required extension of the substructure as well as that of the supporting super structure shall be borne by the agency -in-charge of the utilities	NA	
	(d) Services are not being allowed indiscriminately on the parapet/any of the bridges, safety of the bridge has to be kept in view while permitting various services along bridge. Approvals to be accorded in this regard with the concurrence of the Ministry's Project Chief Engineers only.	NA	
1.18	Whether Crossing of the road involved	YES	
	If yes, it shall be either enclosed in pipes or through structure or conduits specially built for that purpose at the expense of the agency owning the line.	YES .Enclosed in pipes	
	(a) Existing drainage structure Shall not be allowed to carry the lines	YES	
	(b) Is it on a line normal to NH	YES	
	(c) Crossing shall not be too near the existing structure on the national highway the minimum distance being 15 meter.	YES. MORE THAN 15 MTS	
	(d) The casing pipe carrying the utility line shall be of steel, case, iron or reinforced cement concrete and have adequate strength and be large enough to permit ready with drawl of the carrier pipe/cable.	YES	
	e) Ends of the casing/conduit pipes shall be sealed from the outside so that it does not act as a drainage path.	YES	
	f) The casing/conduit pipe should as minimum extend from drain to drain in cuts and toe of slope to toe of slope in the fill:	YES	

Raw  
SITE ENGINEER  
NHA  
(P.)

परियोजना निदेशक  
PROJECT DIRECTOR

प.का.ई. (PIU)-भा.रा.रा.प्रा. (NHA)

प्रबंधक (तक.)  
Manager (Tech.)  
प.का.ई. (PIU)-भा.रा.रा.प्रा. (NHA)

Dy.General Manager (O&M)  
M.P.M.K.V.V.Co.Ltd.  
Datia Division





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	g) The top of the casing/conduit pipe should be at least 1.20 meter below the surface of the road.	YES	
	h) The casing/conduit pipe shall be done by boring (HDD) or digging a trench. Installation by boring method shall be preferred.	YES (HDD Method)	
2	Document/Drawings enclosed with the proposal	YES	
2.1	Cross section showing the size of trench for open trenching method (is it normal size of 1.2 m x 0.3 wide)	NA	
	i) Should be greater than 60 cm wider than outer diameter of the pipe	NA	
	ii) Located as close to the extreme edge of the right of way as possible but not less than 15 meter from the center lines of the nearest carriageway	NA	
	ii) Shall not be permitted to run along the national Highways when the road formation is situated in double cutting. Nor shall these be laid over the existing culverts and bridges.	NA	
	iv) These should be so laid that their top is at least 0.6 meter below the ground level so as not to obstruct drainage of the road land.	NA	
2.2	Cross section showing the size of pit and location of cable for HDD method	Yes	
2.3	Strip plan/ route plan showing Electrical pipeline chainage, width of ROW, distance of proposed cable from the edge of ROW important mile stone, cross section etc.	Incorporated in the drawing	
2.4			
2.4.1	Open trenching method (may be allowed in utility corridor only where pavement is neither cement concrete nor dense bituminous concrete type.. If yes , methodology of refilling of trench	NA	
	a) Trench width should be at least 30 cm but not more than 60 cm wider than the outer diameter of the pipe.	NA	
	b) For filling of the trench bedding shall be to a depth of not less than 30 cm. it shall consist of granular material free of lumps, clods and cobbles and graded to yield a firm surface without sudden change in the bearing value	NA	
	Unsuitable soil and rock edged should be excavated and replaced by selected material	NA	

Ran

SITE ENGINEER  
(PIU) - भा.रा.रा.प्र. (म.प्र.)

प्रबंधक (तक.)  
Manager (Tech.)  
परियोजना निदेशक  
PROJECT DIRECTOR  
प.का.ई. (PIU)-भा.रा.रा.प्र. (NHA)  
गवालियर (म.प्र.)

Dy.General Manager (O&M)  
M.P.M.K.V.V.Co.Ltd.  
Datia Division





	c) The side fill shall consist of granular material laid in 15 cm layers each consolidated by mechanical tampering and controlled addition of moisture to 95% of the Proctor's Density. Over fill shall be compacted to the same density as the material that had been removed. Consolidation by saturation or pending will not be permitted.	NA	
	e) The road crust shall be built to the same strength as the existing crust on either side of the trench care shall be taken to avoid the formation of a dip at the trench	NA	
	0 the excavation shall be protected by flagman signs and barricades and red lights during night hours	NA	
	g) If required a diversion shall be constructed at the expends of agency owing the utility line	NA	
2.4.2	Horizontal directional drilling (HDD) METHOD	YES	
3	Draft License Agreement signed by two witness	YES	
4	Performance bank guarantee in favor of NHAI has to be obtained @Rs 200/- per running meter (parallel to NH) and Rs100000/- per crossing of NH for a period of one year initially (extendable if required till satisfactory completion of work) as a security for ensuring /making good the excavated trench for laying the cables/ducts by proper filling and compaction clearing Debris/loose earth produced due to execution of trenching at least 50 m away from the edge of the right of way. No payment shall be payable by the NHAI to the license for clearing debris/loose earth.		
4.1	Performance BG as per above is to be obtained	YES	
4.2	Confirmation of BG has been obtained as per NHAI guidelines	YES	
5	Affidavit/undertaking from the application	YES	
5.1	Not to damage to other utility If damaged than pay the losses either to NHAI or to the concerned agency	YES	
5.2	Renewal of Bank Guarantee	YES	
5.3	Confirming all standard condition of NHAI'S guideline	YES	
5.4	Shifting of Electrical supply pipe line as and when required by NHAI at their own cost	YES	
5.5	Shifting due to 6 lanning/wedding of NH	YES	

Site Engineer  
NHAI, PIU,  
Gwalior (MP)

प्रबंधक (तक.)  
Manager (Tech.)  
प.का.ई. (PIU)-भा.रा.रा.प्र. (NHAI)

परियोजना निदेशक  
PROJECT DIRECTOR  
प.का.ई. (PIU)-भा.रा.रा.प्र. (NHAI)  
ग्वालियर (म.प्र.)

Dy. General Manager (O&M)  
M.P.M.K.V.V.Co.Ltd.  
Data Division



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5.6	Indemnity against all damages and alarms clause (xxiv)	YES	
5.7	Traffic movement during laying of Electrical supply pipe line to be managed by the applicant	YES	
5.8	If any claim is raised by the concessionaire then the same has to be paid by the applicant	YES	
5.9	Prior approval of the NHAI shall be obtained before undertaking any work if installation shifting or repairs or alteration to the showing Electrical supply pipe line located in the National Highway rights or ways	YES	
5.10	Expenditure if any incurred by NHAI for repairing any damage caused to the National Highway by the laying maintenance or shifting of the Electrical supply pipe line will be borne by the agency owning the line.	YES	
5.11	If the NHAI considers it necessary in future to move the utility line for any work of improvement or repairs to the road it will be carried out as desired by the NHAI at the cost of the agency owning the utility line within a reasonable time not exceeding 60 days) of the intimation given	YES	
5.12	Certified from the application in the following format	YES	
	i) Laying of Electrical supply pipe line will not have any deleterious effects on any of the bridge components and roadway safety for traffic	YES	
	ii) For 6-lanning we do undertake that will relocate service road/ utility at my own cost notwithstanding the permission granted with such time as will be stipulated by NHAI for future six lanning or any other development.	YES	
6	Who will sign the agreement on behalf of Electrical supply pipe line agency?	DGM O&M DATIA MPMKVVCL	
7	Certified from the Project Director		
7.1	Certified for confining of all standard condition issued vide ministry circular no. F.NO. RW/NH-33044/29/2015/S&R@ Dated 22/11/2016	YES	

Ravi

SITE ENGINEER  
NHAI, PIU  
GWALIOR (2)

परियोजना निदेशक  
PROJECT DIRECTOR  
प.का.ई. (PIU)-भा.रा.रा.प्रा. (NHAI)  
ग्वालियर (म.प्र.)

प्रबंधक (तक.)  
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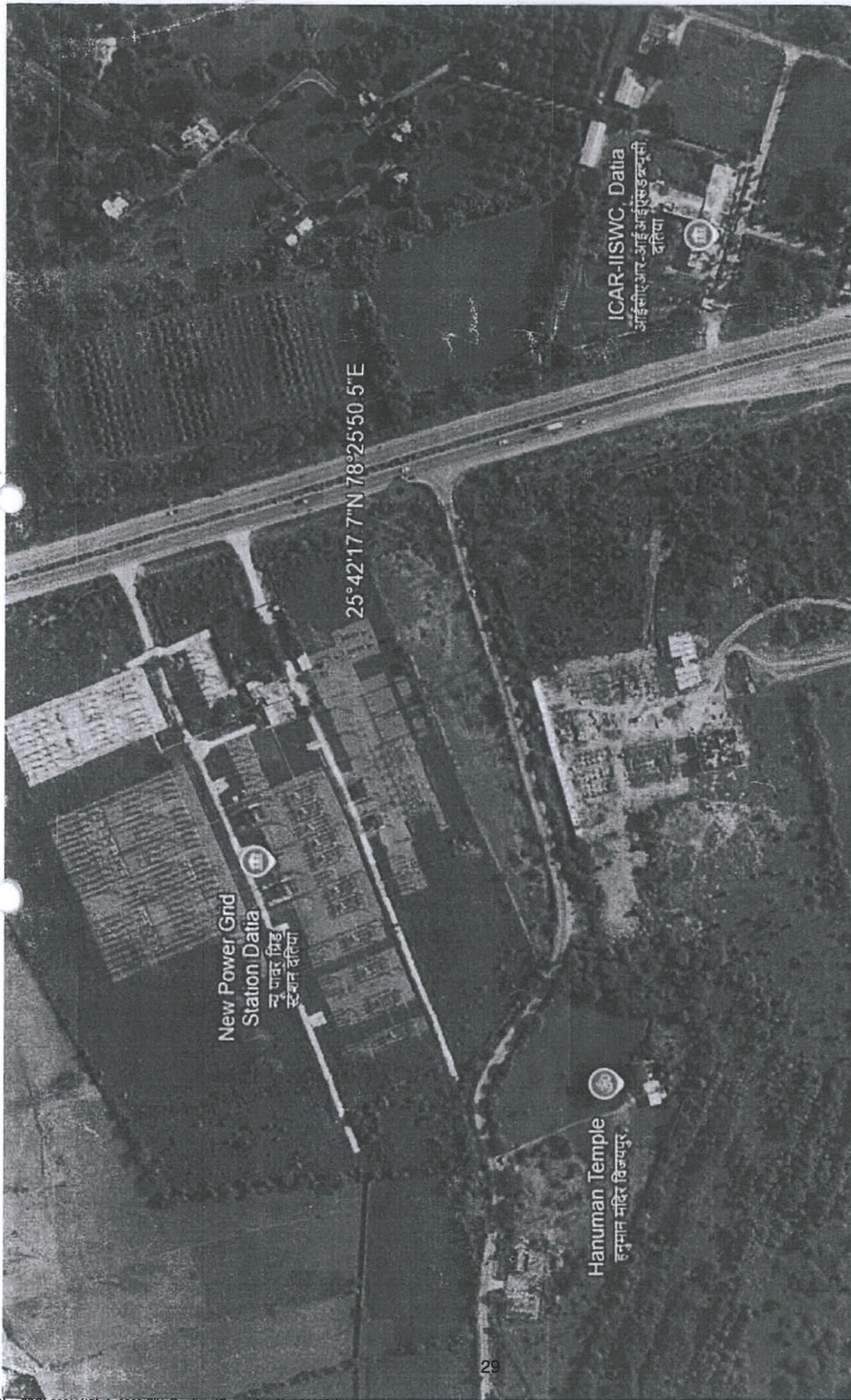
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New Power Gnd  
Station Data  
नए पावर ग्रिड  
स्टेशन डेटा

Hanuman Temple  
हनुमान मंदिर बिजयपुर

ICAR-IISWC, Datia  
आईसीएआर-आईएसडब्ल्यूसी  
दतिया

25°42'17.7"N 78°25'50.5"E



ENGINEER  
NIRAJ PIU  
BHOPL (M.P.)

Dy. General Manager (O&M)  
M.P. KANUNGI & Co. Ltd.

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