



भारतीय राष्ट्रीय राजमार्ग प्राधिकरण

(सड़क परिवहन और राजमार्ग मंत्रालय)

National Highways Authority of India
(Ministry of Road Transport & Highways)

क्षेत्रीय कार्यालय, ओडिशा / Regional Office, Odisha

301 - ए, तीसरी मंजिल, पाल हाइट्स, प्लॉट नं जे/7, जयदेव विहार

भुवनेश्वर - 751013, ओडिशा

301-A, 3rd Floor, Pal Heights, Plot No : J/7, Jayadev Vihar

Bhubaneswar - 751013, Odisha

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वेबसाइट/Website : http://www.nhai.org

NHAI/13011/54//RO/OD/ 2178 /2020

22.10.2020

To

The Sr. Technical Director,
NIC Centre at MoRTH,
Transport Bhawan,
New Delhi 110001

Sub: Proposal for laying of 0.355 m dia Iron Ore Slurry pipeline & 0.273m dia Return Water Pipeline in the Utility Corridor of NH-23 from Km 235+000 to Km 287+200 by M/s Shri Mahavir Ferro Alloys Pvt. Ltd.-Reg

Sir,

Please find enclosed herewith a proposal of M/s Shri Mahavir Ferro Alloys Pvt. Ltd proposal for laying of Iron ore Slurry Pipeline & Return water Pipeline in NH-143 Utility corridor from Chainage Km 235+000 (Vedvyas Chowk) to Km 287+200 (LHS) for Iron Ore transportation for a width of 1200mm corridor. The details are as under:

Sl. No.	Chainage		Side	Length (m)	Width of Corridor (mm)	Remarks
	From	To				
1	235+000	237+100	LHS	2100	1000	Iron Ore Slurry Pipeline+ Return water Pipeline
2	0+000	3+200	LHS	3200	1000	Brahmani Bypass Section Iron ore slurry Pipeline+ Return water Pipeline
3	240+250	251+750	LHS	11500	1000	Iron Ore Slurry Pipeline+ Return water Pipeline
4	251+750		Across	60	1500	Crossing with casing pipe of dia 1500mm
5	251+750	260+500	RHS	8750	1000	Iron Ore Slurry Pipeline+ Return water Pipeline
6	260+500		Across	60	1500	Crossing with casing pipe of dia 1500mm
7	260+500	287+200	LHS	26700	1000	Iron Ore Slurry Pipeline+ Return water Pipeline

2. Accordingly, as per guidelines issued by MoRTH vide F. No. RW/NH-33044/29/2015/S&R(R) dt. 22.11.2016, the application along with the recommendations of concerned PD/Consultants are enclosed herewith with request to hoist the same in the Ministry's Website for public comments within 30 days of uploading on the website.

This is issued with the approval of the "Regional Officer, NHAI, Regional Office, Odisha, Bhubaneswa.

Yours faithfully,

(P.K. Singh)

General Manager (Tech)

Corporate Office : G-5 & 6, Sector-10, Dwarka, New Delhi-110 075, Phone : 011-25074100/200
Website : http://www.nhai.org



भारतीय राष्ट्रीय राजमार्ग प्राधिकरण

(सड़क परिवहन और राजमार्ग मंत्रालय)

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NHA/13011/54/RO/OD/ 2177 /2020

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22.10.2020

INVITATION OF PUBLIC COMMENTS

Sub: Proposal for laying of 0.355 m dia Iron Ore Slurry pipeline & 0.273m dia Return Water Pipeline in the Utility Corridor of NH-23 from Km 235+000 to Km 287+200 by M/s Shri Mahavir Ferro Alloys Pvt. Ltd.-Reg

M/s Shri Mahavir Ferro Alloys Pvt. Ltd proposal for laying of Iron ore Slurry Pipeline & Return water Pipeline in NH-143 Utility corridor from Chainage Km 235+000 (Vedvyas Chowk) to Km 287+200 (LHS) for Iron Ore transportation for a width of 1200mm corridor. The details are as under:

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7	260+500	287+200	LHS	26700	1000	Iron Ore Slurry Pipeline+ Return water Pipeline

2. As per guidelines issued by MoRTH vide F. No. RW/NH-33044/29/2015/S&R(R) dated 22.11.2016, the Highway Administration will put out the application in the public domain for 30 days for seeking claims and objections (on grounds of public inconvenience, safety and general public interest).

3. In view of the above, the comments of public, if any, on the above mentioned proposal is invited on below mentioned address:

The Regional Officer,
National Highways Authority of India,
Regional Office, Odisha
301-A, 3rd Floor, Pal Heights,
J/7, Jayadev Vihar, Bhubaneswar 751013, Odisha
e-mail : roodisha@nhai.org

This is issued with the approval of the "Regional Officer, NHAI, Regional Office, Odisha, Bhubaneswar".

General Manager (Tech)
National Highways Authority of India,
Regional Office, Odisha
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SHRI MAHAVIR FERRO ALLOYS PVT LTD

Kalunga Industrial Estate, Kalunga-770031(Rourkela),Dist: Sundargargh,Odisha
Row From Biramitrapur(235.000 km) to Rajamunda (287.200 km) on NH-23 (Revised NH-143)

CHECK-LIST

Guidelines for Project Directors for processing the proposal for laying of 0.355 M dia Iron Ore Slurry Pipeline and 0.273 M dia return water line along NH-23(New NH 143)

Relevant Circulars


- 1) Ministry Circular No. NH-41 (58)/68 dated 31.01.1969
- 2) Ministry Circular No. NH-3/p/66/76 dated 18/19 .11.1976
- 3) Ministry Circular No. RW/NH/-3/P/66/76 dated 11.05.1982
- 4) Ministry Circular No. RW/NH-11037/1/66.DOI (2) dated 28.07.1993
- 5) Ministry Circular No. RW/NH-11037/1/86/DOI dated 19.01.1995
- 6) Ministry Circular No.RW/ NH-34066/2/95/S&R dated 25.10.1999
- 7) Ministry Circular No. RW/NH-34066/7/2003 S&R (B) dated 17.09.2003
- 8) Ministry Circular No. RW/NH-33044/29/2015/S&R* dtd 22.11.16

Check list for approval for crossing of iron ore slurry pipelines on NH Land

SL No.	ITEM	INFORMATION/STATUS	REMARKS
1	General Information	SMFAL have proposed to carry 4MTPA iron ore from Mining area to Plant side(Kalunga) in slurry form thus seeking Permission for laying 0.355M dia Iron ore slurry pipeline & 0.273M dia return water pipe line across national highway NO-23(Revised Name NH - 143) from Biramitrapur (+235+000Km) to Rajamunda (+287.200 Km) by open Trench method in general and Horizontal Directional Drilling (HDD) Method at specific location like River , Canal , Bridge , Road , Railway.... etc & places where locational constraint exist .	
1.1	Name and address of the Applicant / Agency	SHRI MAHAVIR FERRO ALLOYS PVT LTD Kalunga Industrial Estate, Kalunga-770031(Rourkela),Dist: Sundargargh,Odisha	
1.2	National Highway No	NH-23 (Revised NH-143)	-
1.3	State	Odisha	-
1.4	Location	Biramitrapur(+235.00Km) to Rajamunda (+287.200Km)	-
1.5	Chainage in km	Ch +235.000Km to+287.200km	-
1.6	Length in Metres	52250M	-
1.7	Width of available ROW	In general more than 60M , however Row sheets are attached herewith.	ROW Attached

Shri Mahavir Ferro Alloys Pvt. Ltd.


Managing Director


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	(a) Left side from center line towards increasing chainage /km direction	Left Side from Chainage +235.000 km to +251.750km & From Chainage +260.500 to +287.200km.	
	(b) Right Side from centre line towards increasing chainage / km direction	Right Side from Chainage +251.750 km to +260.500km	
1.8	Proposal to lay underground electrical cables	No electricals cables laying involved	
	(a) left side from centre lines towards increasing chainage / km direction	N/A	
	(b) Right side from centre line towards increasing chainage/ km direction	N/A	
1.9	Proposal to acquire land	Right to use of NH- row AS PER p&mp Act is available for Laying the iron ore slurry (Industrial Corridor) pipe line across the NH ROW.	
	(a) Left side from centre line	N/A	
	(b) Right side from centre line	N/A	
1.10	Whether proposal is in the same side where land is not to be acquired	Right to use of NH ROW as per P&MP Act is required for laying the iron ore slurry pipelines across the NHROW	
	If not then where to lay the cables	N/A	
1.11	Details of already laid services , if any along the proposed route	Attached	Annexure-A
1.12	Number of lanes (2/4/6/8) existing	Existing 2 lanes	
1.13	Proposed number of lanes (2 lane with paved shoulders 4/6/8lanes)	4-Lane Paved Shoulders	
1.14	Services road existing or not		
	If yes then which side	No	
	(a) Left side from center line towards increasing chainage / km direction		
	(b) right sides from center lines		
1.15	Proposed services roads	Attached	Annexure -B
	(a) left side from centre lines		
	(b) right side from centre lines		
1.16	Whether proposal to lay iron ore slurry pipelines are after the services roads or between the services road and main carriageway.	Proposal is to lay two rows of iron ore slurry pipeline & Return water line in utility corridor	
1.17	The permission for laying of iron ore slurry pipelines shall be considered for approval / rejection based on the ministry circulars mentioned as above		

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1.17.1	(a) Carrying of Iron Ore Slurry pipeline on bridges shall also be Discouraged. However if the authorities seems to have no other viable alternative and approach the highway authority well in the time before the design of the bridge is finished, they may be permitted to carry the pipeline on independent superstructure, supported in extended portion of piers and abutments in such a manner that in the final arrangement enough free space around the superstructure of the bridge remains available for inspection and repairs etc.	Agreed	
1.17.2	(b) Cost of required extension of the substructure as well as that of the supporting superstructure shall be done by the agency-in-charge of the utilities.	Agreed	
	(c) Services are not being allowed indiscriminately on the parapet/any part of the bridges, safety of the bridges has to be kept in view while permitting various services along bridge. Approvals are to be accorded in this regard with the concurrence of the Ministry's Project Chief Engineers only.	Agreed	
1.18	If crossing on the road involved – if Yes it shall be either encased in pipes or through structure or conduits specially built for the purpose at the expenses of the agency owning the line.	Agreed	HDD Method
	(a) Existing drainage structures shall not be allowed to carry the lines.	Agreed	
	(b) Is it on the line normal to NH.	Yes	

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	(c) Crossing shall not too near the existing structures on the National Highway, the minimum distance being 5 M. What is the distance from the existing structures.	All the crossing shall be done with HDD methods with approval of concerned owner of the facility with adequate safety.	
	(d) The casing pipe (or conduit pipe in case of electric cable)carrying the utility line shall be of steel, cast iron, or reinforced cement concrete and have adequate strength and be large enough to permit ready withdrawal of the carrier pipe/cable.	Agreed	
	(e) Ends of the casing/conduit pipe shall be sealed from the outside, so that it does not act as a drainage path.	Agreed	
	(f) The casing /conduit pipe should as minimum extend from drain to drain in cuts and toe of slope toe of slope in the fills.	Agreed	
	(g) The top of the casing/conduit pipe should be at least 1.2 meter below the surface of the road subject to being at least 0.3 M below the drain inverts.	Agreed	
	(h) Crossing shall be boring method (HDD) especially where the existing road pavement is of cement concrete or dense bituminous concrete types.	Agreed	
	(i) The casing/conduit pipe shall be installed with an even bearing throughout its length and in such a manner as to prevent the formation of water way along it.	Agreed	
2	Documents/drawings enclosed with a proposal	Yes	
2.1	Cross section showing the size of trench for open trenching method (is it normal size of 1.5 m deep x 1.5 m wide)	Yes	
	(a) Should not be greater than 80 cm wider than the outer diameter of the pipe.	Yes	
	(b) Located as close to the extreme edge of the right-of-way as possible but not less than 15 meter from the centre lines of the nearest carriageway.	Yes	

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	(c) Shall not be permitted to run along the National Highways when the road formation is suited in double cutting Nor shall these be laid over the existing culverts and bridges.	Yes	
	(d) These should be so laid that their top is at least 0.6 m below the ground level so as not to obstruct drainage of the road land.	Yes	
2.2	Cross section showing the size of pit and location of cable for HDD method.	Attached	
2.3	Strip plan/route plan showing pipeline chainage, width of ROW, distance of proposed, pipeline from the edge of ROW, Important milestone. Intersections, cross drainage works etc.	Yes	
2.4	Methodology for lying Iron Ore Slurry pipeline	Open trench method in general, however Horizontal Directional Drilling method for lying Iron Ore Slurry pipelines across NH (methodology attached) for Road, Railway, River, Canal (With due permission of concerned agency), specific critical location will be done.	
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.	Open trenching in utility corridor Methodology enclosed	
	(a) The trench width should be at least 90 cm, but not more than 150 cm wider than the outer diameter of pipe.	Yes	
	(b) For filling of the trench, bedding should be a depth of not less than 30cm. it shall consists of granular materials free of lumps clods and cobble sand graded too.	Yes	

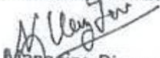
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	(c) The backfill shall be completed in two stages (i) side-fill to the level of the top of the pipe and (ii) overfill to the bottom of road crust.	Yes	
	(d) the side fill shall consist of granular material laid in 15 cm layers each consolidated by mechanical tampering and controlled addition of moisture to 90% of the proctor's density. Overfill shall be compacted to the same density as the material that had been removed. Consolidation by saturation or ponding will not be permitted.	Agreed	
	(e) The road crust shall be build to the same strength as the existing crust on either side on the trench.	Agreed	
	(f) The excavation shall be protected by flagman, signs and barricades, and red light during night hours.	Agreed	
	(g) If required, a diversion shall be constructed at the expense of the agency owning the utility line	Agreed	
2:4:2	Horizontal Directional Drilling (HDD) Method	Methodology attached	
2:4:3	Laying of Iron Ore Slurry pipeline through CD works and method of laying	HDD technique shall be adopted	
	(a) On approaches, the water mains/cables shall be carried along a line as close to the edge of the right-of-way as possible up to a distance of 05 m from the bridge and subject to all other stipulations contained in this ministry's guidelines issued with letter No.H1/p/66/76 dated 19.11.1976	Agreed	
3	Draft License Agreement signed by two witnesses	Attached	

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4	Performance Bank Guarantee in favour of NHAI has to be obtained @Rs.50/- per running meter (parallel to NH) and Rs.1,00,000/- 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 cable/ducts by proper filling and compaction, clearing debris/loose earth produced due to excavation of trench at least 50 m away from the edge of the right of way. No payment shall be payable by the NHAI to the licensee for clearing debris/loose earth.	To be submitted as and when intimated by NHAI	
4.1	Performance BG as per above is to be obtained	Shall be submitted as above	
4.2	Confirmation of BG has been obtained as per NHAI guidelines	N/A	
5	Affidavit/Undertaking from the applicant for		
5.1	Not to damage to Other utility, if damaged then to pay the losses either to NHAI or to the concerned agency	Yes, Undertaking Attached	
5.2	Renewal of Bank Guarantee	Yes, Undertaking Attached	
5.3	Confirming all standard condition of NHAI's guideline	Yes, Undertaking Attached	
5.4	Shifting of Iron Ore Slurry pipeline as and when required by NHAI at our own cost	Agreed and Undertaking Attached	
5.5	Shifting due to 6 lane/widening of NH	Agreed and Undertaking Attached	
5.6	Indemnity against all damages and claim clause (24)	Yes, Undertaking Attached	
5.7	Traffic movement during laying of iron ore slurry pipeline to be managed by the applicant	Yes, Undertaking Attached	
5.8	If any claim is raised by the concessionaire then the same has to be paid by the applicant	Yes, Undertaking Attached	

Shri Mahavir Ferro Alloys Pvt. Ltd.


[Signature]
Managing Director

[Signature]
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	Prior approval of the NHAI shall be obtained before undertaking any work of installation, shifting or repairs, or alterations to the showing iron ore Slurry pipeline located in the National Highway right-of-way	Yes, Undertaking Attached	
5.9			
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 Iron ore slurry pipeline will be done by the agency owning the line	Agreed and Undertaking Attached	
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.	Agreed and Undertaking Attached	
5.12	Certificate from the applicant in the following format (1) laying of Iron Ore slurry pipelines will not have any deleterious effects on any of the bridge components and roadway safety for traffic (2) for 6 lane "we do undertake that I will relocate service road/approach road/utilities at my own cost not withstanding the permission granted within such time as will be stipulated by NHAI for future six lane or any other development"	Agreed and Undertaking Attached	
6	Who will sign the agreement on behalf of iron ore slurry pipeline agency	Mr. Vicky Jain Managing Director, SMFAL	
7	Certificate from the project director	Enclosed	

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7.1	<p>Certificate for confirming of all standard condition issued vide Ministry circular No. NH-41(58)/(68) dated 31.01.1969, Ministry circular NH-3/P/66/76 dated 18/19.11.1976, Ministry circular No. RW/NH-3/P/66/76 dated 11.05.1982. Ministry circular No. RH.NH-11037/1/86-DOI (2) dated 28.07.1993, Ministry circular No. RW/NH-11037/1/86-DOI dated 19.01.1995, Ministry circular No. RW/NH-34066/2/95/S& R dated 25.10.1999 and Ministry circular No. RW/NH-34066/7/2003 S & R (B) dated 17.09.2003.</p>	Enclosed	
7.2	<p>Certificate from PD in the following format (1) "It is certified that any other location of the Iron Ore Slurry pipelines would be extremely difficult and unreasonable costly and the installation of Iron Ore Slurry pipelines within ROW will not adversely affect improvement such as widening of the carriageway, easing of curve etc." (2) for six-lane based on the feasibility report considering proposed structures at the said location" (b) In case feasibility report is not available" I do certify that sufficient ROW is available at site for accommodating proposed six lane.</p>	Enclosed	

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8	If NH section proposed to be taken up by NHAI, on BOT basis a clause is to be inserted in the agreement. "The permitted Highway on which License has been granted the permission to lay Iron Ore Slurry pipeline may likely to be handed over to the concessionaire under the concession agreement for up-gradation of(section from km.....on build, Operate and Transfer basis) and therefore, the license shall honour the same."	N/A		
9	Who will supervise the work of laying Iron Ore Slurry pipeline.	SMFAL		
10	Who will ensure that defects in road portion after laying Iron Ore Slurry pipeline are corrected and if not corrected than what action will be taken.	SMFAL		
11	Who will pay the claims for damaged done/disruption in working of concessionaire if asked by the concessionaire.	SMFAL		
12	A certificate from PD that he will enter the proposed permission in the register of records of the permissions in the prescribed Performa (copy enclosed).	Yes		
13	If any previous approval is accorded or laying of underground Iron Ore Slurry pipeline than photocopy of register of records of permissions accorded as	Nil		

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