



भारतीय राष्ट्रीय राजमार्ग प्राधिकरण
(सड़क परिवहन और राजमार्ग मंत्रालय, भारत सरकार)
National Highways Authority of India
(Ministry of Road Transport & Highways, Government of India)



प.का.ई. अलीगढ़, ग्राम-भीकपुर, एन.एच-34 के कि०मी० 132.400 (आर०एच०एस०)
अलीगढ़ बाईपास, अलीगढ़-202001 (उ०प्र०)

PIU Aligarh, Village-Bhikampur, At KM 132.400 (RHS) on NH-34,
Aligarh Bypass, Aligarh - 202001 (U.P.)

ई-मेल/Email : aligarh@nhai.org | nhaipiubsr001@gmail.com

NHAI/PIU-ALG/44016/GAP/2024/D- 23264

17.12.2024

Invitation of Public Comments

Sub: Proposal for permission of U/G road crossing of 33KV XLPE Cable with HDPE pipe (through HDD method) to M/s Goodluck India Limited at Km. 51+630 on NH-34 (Ghaziabad - Aligarh Section) in the state of Uttar Pradesh.

Executive Engineer, EDD-Sikandrabad, PVVNL-Bulandshahar submitted the proposal for crossing of 33KV underground electric line at Km. 51+630 on NH-34 (Ghaziabad - Aligarh Section) in the State of Uttar Pradesh.

2. From the submitted proposal, it is seen that the underground crossing length is proposed for 45m. As per the guidelines, issued by the Ministry vide OM No.RW/NH-33044/29/ 2015/ S&R(R) dated 22.11.2016, the application shall be put out 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, comments of the public on the above application is invited to the below mentioned address, which should reach by this office within 30 days from the date of publication beyond which no comments shall be entertained.

**The Project Director,
National Highways Authority of India**
Project Implementation Unit- Aligarh
Village- Bhikampur, At Km. 132.400 (RHS) on NH-34,
Aligarh Bypass, Aligarh -202001 (U.P.)

Encl: As above.


(Indresh Kumar)
Project Director

Copy to:

1. Technical Director, NIC, Transport Bhawan, New Delhi- with request for uploading on the Ministry's website. (Email: mansoor@nic.in)
2. Regional Officer (W-UP), NHAI-Lucknow for kind information.
3. Executive Engineer, EDD-Sikandrabad, PVVNL-Bulandshahar for information. (Email: xen1.bsr@pvvnl.org)



पत्रांक-4642/वि०वि०ख०सि०बाद/बुलन्दशहर/

दिनांक- 03/12/24

विषय: मै० गुडलक इण्डिया लिमिटेड द्वारा 33 के०वी पृथक लाइन को रा०रा०-34 के किमी० 51.630 पर मार्ग को भूमिगत क्रॉस करने हेतु अनुमति प्रदान करने के सम्बन्ध में।

परियोजना निदेशक,
भारतीय राष्ट्रीय राजमार्ग प्राधिकरण,
ग्राम-भीकमपुर, किमी० 132.400, रा०रा०-34,
अलीगढ़ बाईपास, अलीगढ़-202001

महोदय,

कृपया अवगत कराना है कि मै० गुडलक इण्डिया लिमिटेड, ए-42 व 45, औद्योगिक क्षेत्र, सिकन्दाबाद द्वारा 33 के०वी० पृथक लाइन निर्माण की स्वीकृति विभागीय पर्ववेक्षण के अनुसार प्रदान की गयी है।

उक्त 33 के०वी० पृथक लाइन कार्य हेतु रा०रा०-34 के किमी० 51.630 पर 33 के०वी० एक्स०एल०पी०ई० केबिल द्वारा भूमिगत क्रॉस किया जाना है। जिसके लिए सड़क परिवहन एवं राजमार्ग मंत्रालय की दिशा-निर्देशानुसार प्रस्ताव तैयार कर प्रस्तुत किया जा रहा है। अतः उपरोक्तानुसार प्रस्तुत प्रस्ताव के अनुसार 33 के०वी० भूमिगत क्रॉसिंग हेतु अनुमति प्रदान करने का कष्ट करें, जिससे कि मै० गुडलक इण्डिया लि०, 42 व 45, सिकन्दाबाद द्वारा कार्य शीघ्र पूर्णकरते हुए लाइन को प्रारम्भ किया जा सके।

A. Singh
(एश्वर्य सिंह)
अधिशाली अभियन्ता



GOODLUCK

Goodluck India Limited

Corp Office: "GOODLUCK HOUSE" Nehru Nagar
Ambedkar Road, Ghaziabad-201001 U.P. (INDIA)
Ph. +91 120 4196600, 4196700

Ref. No. GLI-II/2024/05

Dated: 30-11-2024

To,

The Project Director,
National Highway Authority of India,
Project Implementation Unit-Aligarh,

Sub.: Permission for U/G Road Crossing of 33KV XLPE Cable alongwith 160mm Dia HDPE Pipe at Km. 51+630 on NH-91 (New NH34) for erection of electric line towards Goodluck India Limited, A-42 & 45, Industrial Area, Sikandrabad, Bulandshahr in the State of Uttar Pradesh.

Sir,

This is for your kind information that, we Goodluck India Limited, A-42 & 45, Sikandrabad Industrial Area has erected a separate 33KV HT single line. The approval of erection of 33KV XLPE / HT line has been accorded by concern Electrical Utility Division based on 8% Supervision Charges. In this regard, the permission of underground road crossing of subject HT line on NH-34 is to be accorded by National Highways Authority of India.

In view of above, we are herewith submitting the proposal given all the details required as per NHA/ MoRTH Guidelines & requested to grant the permission for U/G road crossing of 33KV XLPE single cable at Km. 51+630 on NH-34.

Thanking you.

Yours Sincerely
For GOODLUCK INDIA LIMITED
(Formerly known as Good Luck Steel Tubes Ltd.)


Authorised Signatory

**General Manager (Electrical),
For GOODLUCK INDIA LIMITED,
A-42 & 45, Sikandrabad Industrial Area,
Sikandrabad, Bulandshahr**

CHECK – LIST

Permission for U/G Road Crossing of 33KV XLPE along with 160mm Dia HDPE Pipe at Ch. 51+630 on NH-91 (New NH34) for erection of electric line Goodluck India Limited, A-42 & 45, Industrial Area, Sikandrabad, Bulandshahr in the State of Uttar Pradesh.

Relevant circulars

- Ministry Circular No. RW/NH/33044/27/2005/S&R(R)(Pt.) dated 07.08.2013.
- Ministry Circular No. RW/NH-33044/29/2015/S&R/(R) dated 22.11.2016.
- Ministry Circular No. 36094/01/2022-S&R(P&B) dated 17.04.2023.

S. No.	Item	Information / Status	Remarks
1	General Information		
1.1	Name and Address of the Applicant	General Manager (Electrical), M/s Goodluck India Limited, A-42 & 45, Industrial Area, Sikandrabad, Bulandshahr (Uttar Pradesh).	
1.2	National Highway Number	NH-91 (New NH-34)	
1.3	State	Uttar Pradesh	
1.4	Location	Near Village- Sikandrabad Industrial Area	
1.5	(Chainage in Km.)	Road Crossing at Km. 51+630	
1.6	Length in Meter	45m	
1.7	Width of available ROW	45 Meter	
1.8	Side of NH (left or right side of NH towards increasing Chainage /KM/ Direction)	Road Crossing	
1.9	Highway Administration Address	Regional Officer, National Highways Authority of India, 3/248, Vishal Khand, Gomti Nagar, Lucknow	
1.10	Proposal to acquire land	N/A	
	(a) Left side from center line		
	(b) Right side from Centre line		

For GOODLUCK INDIA LIMITED
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1.11	Whether proposal is in the same side where land is not to be acquired	N/A	
	If not then where to lay the cable	N/A	
1.12	Details of already laid services, if any, along the proposed route	N/A	
1.13	Number of lanes (2/4/6/8) existing	6 lane	
1.14	Proposed Number of lanes (2 lane with paved shoulder/4/6/8 lanes)	-	
1.15	Service Road existing or not	Yes	
	If yes then which side	Both side	
	(a) Left side from center line	Yes	
	(b) Right side from Centre line	Yes	
1.16	Proposed Service road	N/A	
	(a) Left side from center line	-	
	(b) Right side from Centre line	-	
1.17	Whether proposal to lay 33KV electric line is service road and main carriageway.	U/G Road Crossing	
1.18	The permission of laying of 33KV XLPE Cable shall be considered for approval/rejection based on the Ministry Circular mentioned as above	Yes	
	(a) Carrying of Sewage/ electric line on highway bridges shall not be permission as Fumes/ electric line can accelerate the process of corrosion or may cause explosion, thus, being much more injurious than fault of electric line.,	N/A	
	(b) Carrying of electric line on bridge shall not be discouraged. However, if the electric Authorities seem to have no other viable alternative and approach the highway authority will in time before the design of the bridge if finalized, they may be permitted to carry the electric on independent superstructure, supported on extended portions of piers and abutment in such a manner that in the final arrangement enough free spade around the superstructure of the bridge remains available for inspection and repair etc.	N/A	
	(c) Cost of required extension of the sub-structure as well as that of the supporting superstructure shall be borne by the agency-in-charge of the utilities.	N/A	

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	Services are not being allowed indiscriminately on the parapet/ any part of bridges. Safety of the bridges has to be kept in view while permitting various service along bridge. Approvals are to be accorded in this regard with the concurrence of the Ministry's Project Chief Engineer only.	N/A	
1.19	If crossing of the road involved. If yes, it shall be done by HDD method or through structure or conduits specially built for that purpose of the expenses of the agency owning the line.	Yes	
	(a) Existing drainage structure shall not be allowed to carry the lines.	Agree	
	(b) The utility services shall cross the National Highway preferably on a line normal to it or as nearly show as practicable. M/s Goodluck Industries\ shall be permitted to cross the National Highway either through structure or conduits specially built for that purpose. The conduit pipe should, as minimum, extend from drain to drain in cuts and toe of slope to tope of slope in the fills and shall be designed in accordance with the provision of IRC and executed following the Specifications of the Ministry.	Yes	
	(c) The casing pipe may be installed under the route embankment either by boring or digging a trench. Installation by boring method shall prefer.	N/A (HDD method used without casing pipe.)	
	(d) The casing pipe (or conduit pipe in the 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 carriage pipe/cable.	N/A (HDD method used without casing pipe.)	
	(e) End of the casing/ conduit pipe shall be sealed from the outside, so that if does not act as a drainage path.	N/A (HDD method used without casing pipe.)	
	(f) The carrier pipe should, as minimum extend from drain to drain in cuts and toe of slope toe of slope in the fills.	Agreed	

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	(g) The top of the carrier pipe/line should be at least 1.2 meter below the surface of the road subject to being at least 0.3 meter below the drain inverts.	Agreed	
	(h) Crossing shall be done by HDD method specially where	Crossing by HDD Method	
	(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 waterway along it.	Agreed	
2	Documents / Drawing enclosed with the proposal	Yes, 04 sets of proposal	
2.1	Cross section of trench for open trenching method (is it normal size of 1.2m dept/0.3m wide)	N/A	
	i) Should not be greater than 60cm wider than the outer diameter of the pipe.	N/A	
	ii) Location as closer to the extreme edge of the right-of-way as possible but not less than 15 meter from the center line of the nearest carriageway.	N/A	
	iii) 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.	N/A	
2.2	Cross section showing the size of pit and location of cable for HDD method	Shown in the enclosed drawing.	
2.3	Strip plan/ Route plan showing Water Supply pipe line/ Electrical cable Chainage, width of ROW, distance of proposed cable from the edge of ROW, important mile stone, intersecting cross drainage work etc.	Strip plan/ Drawing enclosed.	
2.4	Methodology for laying of showing water supply pipe etc.	N/A	
2.4.1	Open Trenching method (May be allowed in utility corridor only where perimeter is neither cement concrete type. If yet, Methodology of refilling of trench.	N/A	
	a) The trench width should be at least 30cm, but not more than 60cm wider than the outer diameter of the pipe	Agreed	

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	b) For filling of the trench, Beading shall be to depth of not less than 30cm it shall consist granular material unsuitable soil and rock edge should be excavated and replaced by selected material.	Agreed	
	c) The back shall be completed two stages (i) side fill to the level of the top of the pipe and (ii) overfill to the bottom of the road crust.	Agreed	
	d) The side fill shall consist of granular material laid in 15cm layers each consolidated by mechanical tampering and controlled addition of moisture to 95% 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 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.	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 expenses of agency owning the utility line	Agreed	
2.4.2	Horizontal Directional Drilling (HDD) Method	Yes	
2.4.3	Laying of Electric line through CD work and method of laying		
	(a) The utility services shall cross the National Highway preferably on a line normal to it of as nearly so as practicable and subject to all other stipulation contained in this Ministry's guidelines issued on dated 22.11.2016	Yes	
3	Draft License Agreement signed by to witnesses	Enclosed	
4	Performance Bank Guarantee in four of NHAI has to be obtain @ Rs..... per running meter, for period 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 by proper	Shall be submitted, as demanded by NHAI	

For GOOD LUCK INDIA LIMITED
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	filling and compaction, clearing debris/ loose earth produced due to execution for trenching at least 50 meters 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.		
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 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	
5.2	Renewal of Bank Guarantee	Yes	
5.3	Confirming all standard condition of NHAI guidelines	Yes	
5.4	Shifting of Electric line as and when required by NHAI at their own cost.	Yes, it will be carried out if required	
5.5	Shifting due to widening of NH	Yes	
5.6	Indemnity against all damages and claims Clause (xxiv)	Yes	
5.7	Traffic movement during laying/ erection of electric line to be managed by the applicant.	Yes, the same will be managed at the time of work execution.	
5.8	If any claim 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 installation, shifting or repairs or alteration to the showing electric line located in the National Highway right-of-way	Yes, Necessary permission to be taken before starting the work.	
5.10	Expenditure, if any, incurred by NHAI for repairing and damage caused to the National Highway by the laying, maintenance or shifting of the electric 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 repair to the road, it will be	Yes	

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	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.		
5.12	Certificate from the applicant in the following format	-	
	(i) Laying of electric line will not have any deleterious effects on any of the bridge components and roadway safety for traffic.	Yes	
	(ii) for widening – "We do undertake that I will relocate, service road/ approach road/ utilities at my own cost notwithstanding the permission granted with such time as will be stipulated by NHAI" for future widening or any other development.	Yes, it will be certified	
6	Who will sign the agreement	General Manager (Electrical), M/s Goodluck India Limited, Sikandrabad, Bulandshahr	
7	Certificate from the Project Director	N/A	
7.1	Certificate for confirming of all standard condition issued vide ministry various circulars	Enclosed	
7.2	Certificate from PD in the following format:	Yes	
	(i) It is certified that any other location of the Electrical line would be extremely difficult and unreasonable costly and the installation of Electric line within Row will not adversely affect the design, stability & traffic safety of the highway nor the likely future improvement such as widening of the carriageway, easing of curve etc.		
	(ii) For 6 – lanning (a) Where feasibility is available "I do certify that there will be no hindrance to 6 laning based on the feasibility report considering proposed structures at the side location". (b) In case feasibility report is not available "I do certify that sufficient ROW is available at site for accommodating proposed six laning".		
8	If NH section proposed to be taken up by NHAI on BOT basis – a Clause is to be inserted in the alignment. "The permitted Highway on which Licensee has been granted the right of lay		

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	cable/ duct has also been granted as a right of way to the Concessionaire under the Concession Agreement for up-gradation of Ghaziabad – Aligarh Section from Km. 23.600 to Km. 149.900 of NH-34 on BOT basis and therefore, the licensee shall honour the same".		
9	Who will supervise the work of Erection/UG crossing of 33KV XLPE Cable ?		
	Who will ensure that the defects in road portion after Erection of 33 KV XLPE cable U/G with HDPE pipe are correct and if not correct then what action shall be taken.	General Manager (Electrical), M/s Goodluck Industries-II, A-42 & 45, Industrial Area, Sikandrabad, Distt.- Bulandshahr (Uttar Pradesh.)	
	Who will pay the claims for damages done/disruption in working of Erection of 33 KV XLPE cable U/G road crossing, if asked by the Concessionaire.		
	A certificate from PD that he will enter the proposed permission in the register of records of the permission in the prescribed Performa (copy enclosed) issued vide Ministry Circular No. RW/NH-33044/27/2005/S&R (R)(Pt.) dated 07.08.2013.	N/A	
	If any previous approval is accorded for laying of cable then Photocopy of register of records of permissions accorded as maintained by PD (as per Ministry Circular No. RW/NH-33044/27/2005/S&R (R)(Pt.) dated 07.08.2013) as referred in para 13 above in enclosed or not.	N/A	

The ROW of the National Highway available at the proposed location from the centre line of divided carriageway is 45m from centre of ROW edge of ROW towards proposed electric utility.

The above particular along with the drawing and document has been verified and certified as cored as per prevailing site condition.

For GOODLUCK INDIA LIMITED
(Formerly known as Good Luck Steel Tubes Limited)

[Signature]
Authorised Signatory


General Manager (Electrical), Goodluck India Limited A-42 & 45, Industrial Area, Sikandrabad, Bulandshahr (Uttar Pradesh).	Project Director, National Highway Authority of India, PIU-Aligarh
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ANNEXURE-'A'

**Details of Underground road crossing by 33KV XLPE Cable along with
160mm dia HDPE Pipe on NH-34**

1.	(i)	Name of Company asking for Permission	:	M/s Goodluck India Limited, A-42 & 45, Industrial Area, Sikandrabad, Bulandshahr (Uttar Pradesh).
	(ii)	Contract Permission: Name & Designation	:	Sunil Malik, General Manager-Electrical
	(iii)	Full Address:	:	M/s Goodluck India Limited, A-42 & 45, Industrial Area, Sikandrabad, Bulandshahr (Uttar Pradesh).
	(iv)	Telephone No.	:	-
	(v)	Details & purpose for laying the 33KV XLPE electric line / crossing through NHAI land	:	For erection for 33KV HT line towards Goodluck India Limited, Sikandrabad
	(vi)	Any other details regarding laying:		
		(a) Distance of proposed site from the Center line of the road	:	Within ROW of NH-34
		(b) Whether it is possible to lay the proposed lines or not (reasons)	:	Yes
		(c) Whether it is possible to cross the proposed line through existing lines or not	:	Yes
2.		Details regarding road alignment whether U/G cable/ pipe is to be laid a long the road	:	
	(i)	Name of Road	:	NH-34 Ghaziabad-Aligarh Section
	(ii)	Category of road (to be ascertained from Km. stone on road side)	:	Along the road: NIL
				Across the road: Crossing NH-34 at Km. 51+630 (Length = 45m)
	(iii)	Width of the road		
		(a) Formation width measure from earthen bank	:	21.0m Each side
		(b) Black Topped Carriageway width	:	12.5+7.5 = 20m Each Side
		(c) Road Boundary	:	45m
		(d) (extent of Highway land)		
		(e) Location of 33KV XLPE cable laying / crossing	:	Along the road: NIL
				Across the road: Crossing NH-34 at Km. 51+630 (Length = 45m)

For GOODLUCK INDIA LIMITED
(Formerly known as Good Luck Steel Tubes Limited)

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3.	Details to be supplied on layout drawing (4 sets)	: Drawing enclosed
4.	Geographics of the 33KV XLPE cable along with 160mm dia HDPE pipe	
	(a) Dimension of the 33KV XLPE along with HDPE pipe trench	: 1.5m width and 1.8m dept for along the road
	(b) Dimension of projection of pipe	: N/A
	(c) Diameter of the pipe line/ cable	: 3x300 Sq.mm. XLPE Cable 160mm Dia HDPE Pipe
	(d) Right of user	: 0.160M
5.	(i) This is to certify that no Govt. Land shall be occupied by Goodluck India Limited except for the purpose of laying of U/G 33KV HT line with HDPE Pipe	: Agreed
	(ii) This is to certify that the work shall be in accordance with the Govt. Rules and regulations in force from time to time and binding to Applicant.	: Agreed
	(iii) This is to certify that all required cost and fees as per rules and regulation of the Govt. will be adopted timely.	: Agreed

Date:

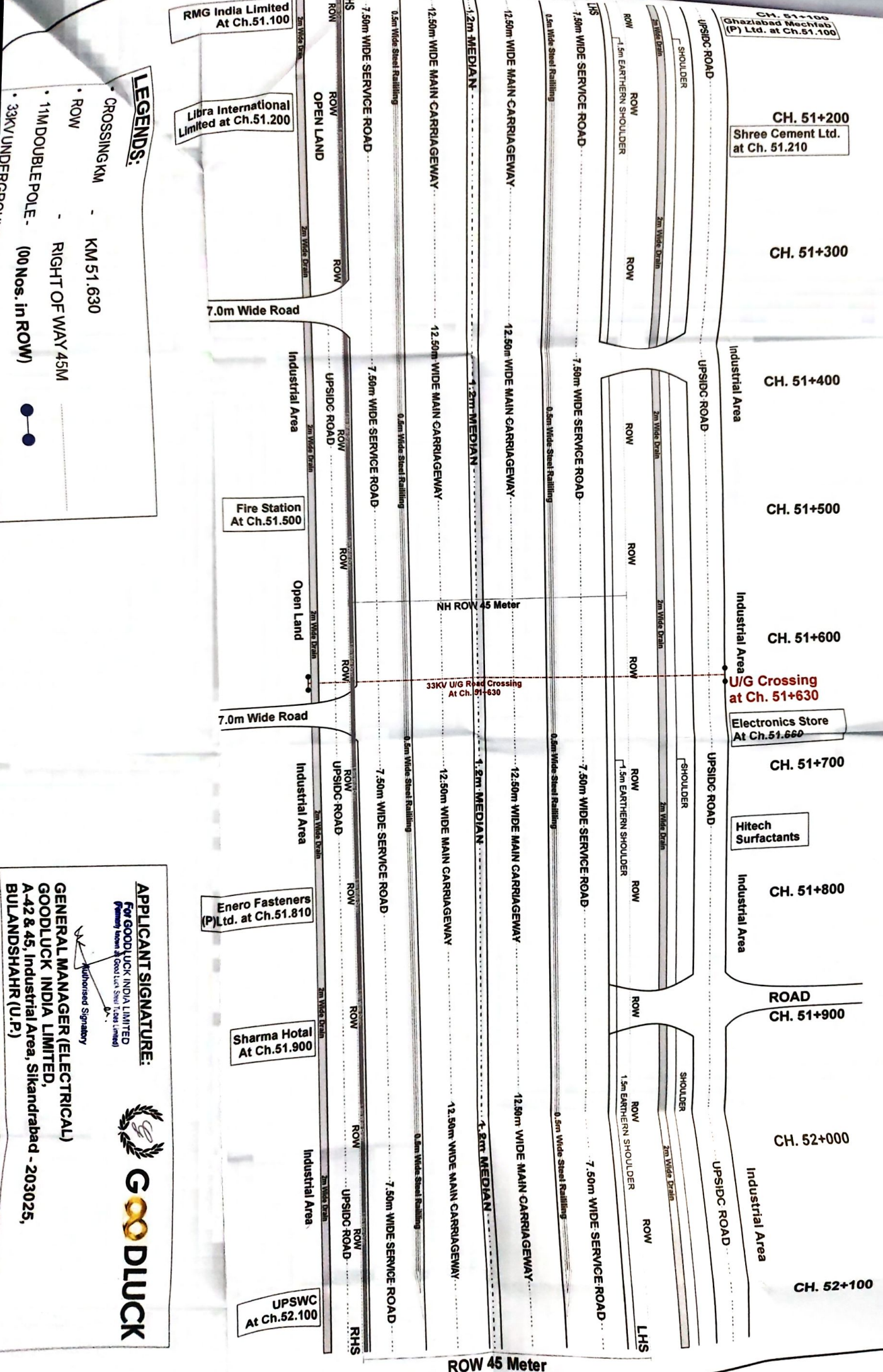
Place: Sikandrabad

For GOODLUCK INDIA LIMITED
(Formerly known as Good Luck Steel Tubes Limited)

 **Authorised Signatory**

General Manager (Electrical)
GOODLUCK INDIA LIMITED,
A-42 & 45, Sikandrabad Industrial Area,
Sikandrabad, Bulandshahr

Key Plan/Drawing of 33KV XLPE U/G Road Crossing at Ch. 51+630 on NH-91 (New NH-34) Ghaziabad-Aligarh Section



LEGENDS:

- CROSSING KM
- ROW
- 11M DOUBLE POLE
- 33KV UNDERGROUND

KM 51.630

RIGHT OF WAY 45M

(00 Nos. in ROW)

APPLICANT SIGNATURE:

For GOODLUCK INDIA LIMITED
(Formerly known as Good Luck Steel Tubes Limited)

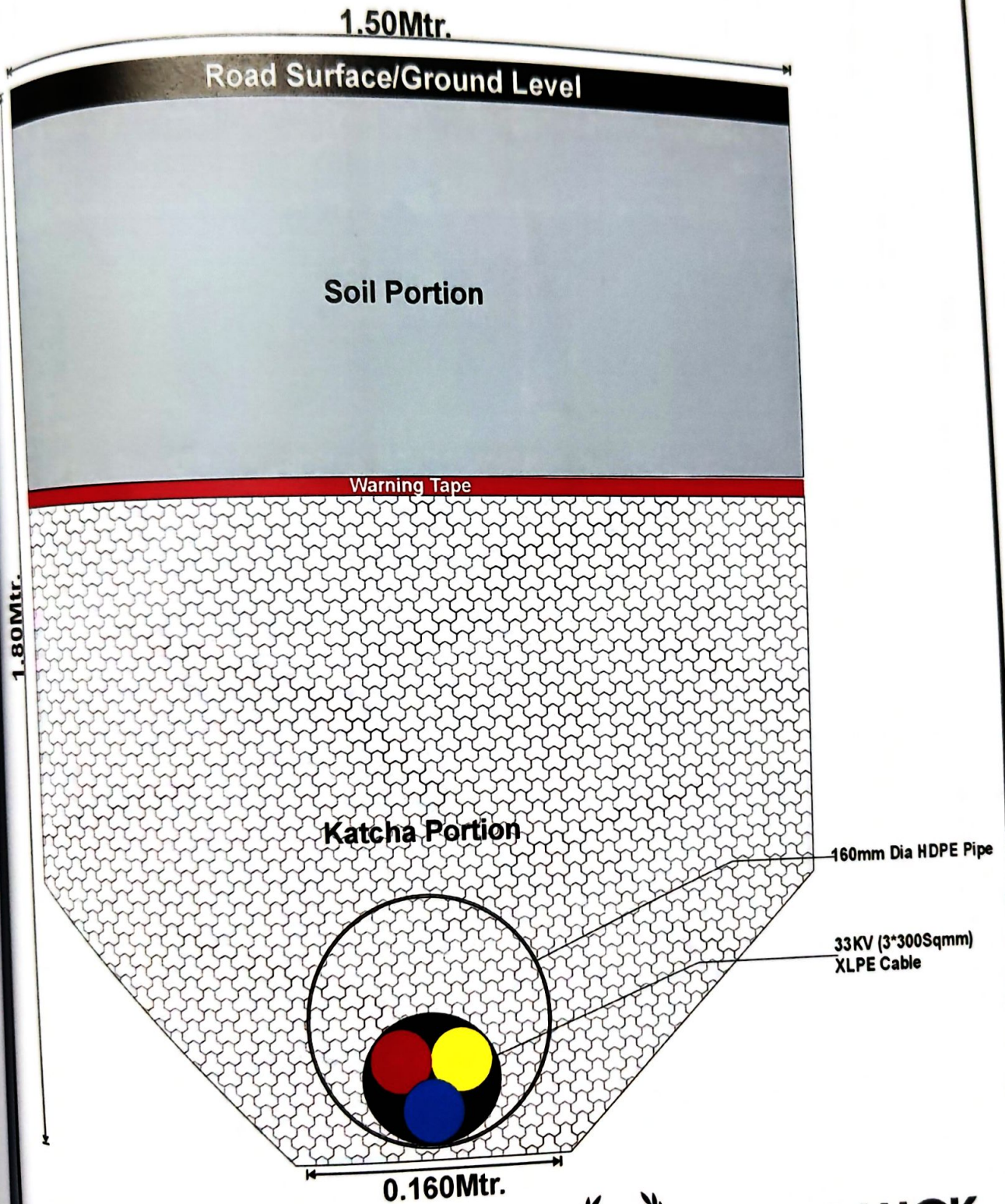
Authorised Signatory



GOODLUCK

GENERAL MANAGER (ELECTRICAL)
GOODLUCK INDIA LIMITED,
A-42 & 45, Industrial Area, Sikandrabad - 203025,
BULANDSHAHR (U.P.)

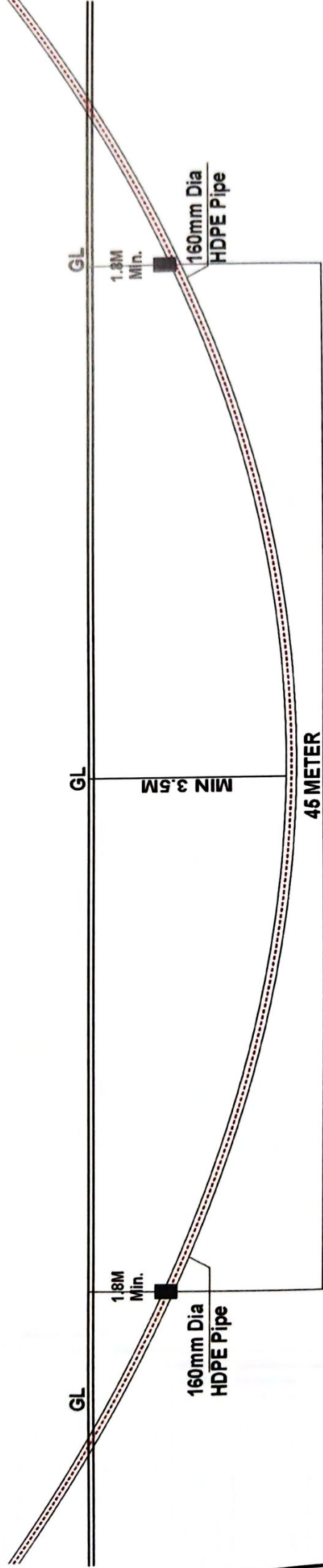
CROSS SECTION OF HDD PIT FOR 33KV UNDERGROUND CABLE LAYING



GOODLUCK

For **GOODLUCK INDIA LIMITED**
(Formerly known as Good Luck Steel Tubes Limited)

U/G ROAD CROSSING OF 33KV XLPE CABLE ALONG WITH 160MM DIA HDPE PIPE ON NH-34 AT CH. 51+630



APPLICANT SIGNATURE:

For GOODLUCK INDIA LIMITED
(Formerly known as Good Luck Steel Tubes Limited)

Authorised Signatory

GENERAL MANAGER (ELECTRICAL)
GOODLUCK INDIA LIMITED,
203025, Sikandrabad - 203025,
BULANDSHAHR (U.P.)

