



# 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./पीआईयू-जबलपुर/तिलवारा/खनन/2024/52601

दिनांक 24.12.2024

### सूचना/NOTICE

विषय:-मध्य प्रदेश राज्य के साराक-7 (नया एनएच-30) के जबलपुर-लखनादौन खंड के किमी. 465.500 से किमी. 546.425 (जबलपुर-लखनादौन)-जोतपुर तिलवारा ब्रिज के पास, जबलपुर में खनिजों के अवैध उत्खनन पर अंकुश लगाने के लिए आई-चेक गेट एआई आधारित प्रणाली की स्थापना हेतु अनुमति के प्रस्ताव का अनुरोध।

संदर्भ:- परियोजना निदेशक जबलपुर का ई-फाईल नं. 268249

1. परियोजना निदेशक, पीआईयू, जबलपुर भाराराप्रा द्वारा ई-ऑफिस क्रमांक 268249 के माध्यम से जोतपुर तिलवारा ब्रिज के पास, जबलपुर में आई-चेकगेट की स्थापना का प्रस्ताव प्रस्तुत किया है।

PD, PIU Jabalpur, NIIAI vide e-office no. 268249 has submitted the proposal for installation of I-checkgate at Barnu-Gosalpur-Sihora.

2. मंत्रालय के कार्यालय ज्ञापन संख्या RW/NH-33044 S&R (R) दिनांक 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).

3. तदनुसार, दावे और आपत्तियां मांगने के लिए उपरोक्त प्रस्ताव (आवेदन की प्रति संलग्न) पर 30 दिनों के भीतर (यानी 23.01.2025 तक) सार्वजनिक पोर्टल (यानी MoRTH 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:-

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 23.01.2025) 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<br>भारतीय राष्ट्रीय राजमार्ग प्राधिकरण,<br>ई-6/47, स्मृति परिसर,<br>साई बोर्ड अरेरा कॉलोनी के पास,<br>भोपाल (म.प्र.)-462016 | The Highway Administrator O/o<br>Regional Officer, National Highways<br>Authority of India E-6/47, Smriti<br>Parisar, Near Sai Board Arera Colony,<br>Bhopal (MP)-462016 |
|--|--|

यह पत्र राजमार्ग प्रशासक सह क्षेत्रीय अधिकारी के अनुमोदन उपरान्त जारी किया जा रहा है।

*(पारस बंसल)*  
प्रबंधक (तक.)

संलग्न:- उपरोक्तानुसार

प्रतिलिपि:-

1. 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।
2. 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।
3. परियोजना निदेशक, पकाई, जबलपुर कर और सूचनार्थ प्रेषित।
4. भूविज्ञान और अनुकरण निदेशालय की ओर सूचनार्थ प्रेषित।



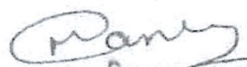
| Check List - Jabalpur - Jotpur - Madhya Pradesh                      |   |  |  |
|--|---|--|--|
| Project - AI Based system to curb illegal transportation of Minerals |   |  |  |
| Sr No  | Description   | As per Site                                  | Remarks  |
| 1  | State Highway No  | NH-34  |  |
| 2  | Crossing Name   | Jotpur near Tilwara Bridge                   |  |
| 3  | System of supply (i.e. Voltage) frequency, no of phases weather   | 2 kilo watts                                 |  |
| 4  | Position of Tower   | Latitude - 23.1046366, Longitude 79.8776178, |  |
| 5  | Normal / Basic Span of gantry   | 17 Mtr                                       |  |
| 6  | Maximum Sag at Normal Span of gantry  | 22 Mtr                                       | 2.5 Mtr both side will be spared from the shoulder of the road. ( As per MORTH Norms ) |
| 7  | Crossing Span of gantry   | Right Side of Road                           |  |
| 8  | Preceding Span with LOC   | Single Side of Road                          |  |
| 9  | Successing Span With LOC  | Single Side of Road                          |  |
| 10   | Height of structure above ground and Below Ground Separately  | Above=7mtr & Below=2.30 mtr                  | both sides of gantry structure   |
| 11   | gantry height & width   | height= 6.5 mtr & width=22 mtr               |  |
| 12   | Clearance Over Road   | 7.0 mtr                                      |  |
| 13   | Height of lower base / foundation of gantry   | 2.65 mtr                                     |  |
| 14   | Height / Difference of Lower foundation from level of NH at LOC   | 2.65 mtr                                     |  |
| 15   | Angle of Road crossing  | 90 degree                                    | with respect to ground   |
| 16   | Distance from NH Boundary from center of tower/ gantry  | 500 mtr                                      | Location comes under NHAI jurisdiction   |
| 17   | Perpendicular distance from center of Tower to Center of Road   | 6.5 mtr                                      |  |
| 18   | Protection of gantry  | GI with 86 micron                            |  |
| 19   | Foundation Type   | square foundation with M-25 grade            |  |
| 20   | No of Stay required   | NA   |  |
| 21   | Minimum factor of Safety  | 2  |  |
| 22   | Two legs of Tower earthend  | Yes as per specification                     |  |
| 23   | Plain paper digram  | profile enclosed                             |  |
| 24   | Earthing  | Pipe Type                                    |  |
| 25   | Proposal to lay underground electrical cable/OFC/Water-Pipeline   | Yes as per specification                     |  |
| 25A  | Left side from central line towards increasing chainage/km direction.   | NA   |  |
| 25B  | Right side from centre line towards increasing chainage/km direction  | NA   |  |
| 26   | Proposal to aquire Land   |  |  |
| 26A  | Left side from centre Line  | 11 Mtr                                       | Includes 2.5 meters from shoulder of road as spare                                     |
| 26B  | Right side from centre line   | 11 Mtr                                       | Includes 2.5 meters from shoulder of road as spare                                     |
| 27   | Whether proposal is in the same side where land is not to be acquired   | Yes as per specification                     |  |
| 27A  | if not then where to lay the cable  | NA   |  |
| 28   | Details of already laid services, if any, along with the proposed route   | NA   |  |
| 29   | Number of Existing Lanes ( 2/4/6/8 Lanes )  | 4 Lane                                       |  |
| 30   | Proposed number of Lanes ( 2 Lanes with paved shoulders/4/6/8 lanes )   | NA   |  |
| 31   | Service road existing or not  | NA   |  |
|  | if yes then which side  | NA   |  |
| 31A  | Left side from centre line  | NA   |  |
| 31B  | Right side of centre line   | NA   |  |
| 32   | Proposed service road   | NA   |  |
| 32A  | Left side from centre line  | NA   |  |
| 32B  | Right side of centre line   | NA   |  |
| 33   | Whether proposal to lay water pipeline is after the service roador between the service road or main carriageway   | NA   |  |
| 34   | Whether carrying of sewage / water pipeline has been proposed on highway bridges, if yes then mention the methodology proposed for same   | NA   |  |
| 35   | Whether carrying of sewage / water pipeline has been proposed on the parapet/any part of the bridges, if yes then mention the methodology proposed for the same                                       | NA   |  |
| 36   | if crossing of the road involved  | Yes  |  |
| 37   | if yes it shall be either encased in pipes or through structure or conduits specially built for that purpose at the expenses of the agency owning the line  | Yes as per specification                     |  |
| 38   | whether existing drainage structure are allowed to carry sewage / water pipeline  | NA   |  |
| 39   | is it on a line Normal to NH  | Yes  |  |
| 40   | What is the distance of crossing the sewage /water pipeline from the existing structures, shall not be too near the existing structure on the national highway, the minimum distance being 15 meters. | NA   |  |

मनीष कुमार शर्मा

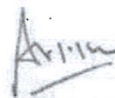
Anil Lal Sahu  
Project Directorसंचालन अधिकारी मोमिका त्रिपाठी  
जोनास (म.प्र.)



|    |   |                             |  |
|----|---|-----------------------------|--|
| 41 | the casing pipe ( or conduit pipe in the case of electric / OFC 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, Mention type of casing  | Yes                         |  |
| 42 | Ends of the casing conduit pipe shall be sealed from the outside so that it does not act as a drainage path   | Yes                         |  |
| 43 | the casing/conduit pipe should be at least 1.2 meter below the surface of the road subject to being atleast 0.3 meter below the drain inverts, Mention the proposed details   | Yes as per specification    |  |
| 44 | Mention the methodology proposed for crossing of road for the proposed water pipeline crossing shall be by boring method ( Trench-less technology ) especially where the existing road Pavement is of cement concrete or dense bituminous concrete type   | NA                          |  |
| 45 | 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 a waterway along it.   | Yes                         |  |
| 46 | Document / Drawing to be enclosed with the proposal   | Yes , Enclosed              |  |
| 47 | gross section showing the size of trench for open trenching method ( is it normal size of 1.2 m deep X 0.3m wide  | Yes                         |  |
| 48 | Should not be greater than 60cm wider than the outer diameter of the pipe   | Yes as per specification    |  |
| 49 | Located as close to the extreme edge of the right of way as possible but not less than 10meters from the centrelines of the nearest carriageway   | Yes as per specification    |  |
| 50 | 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                          |  |
| 51 | These should be so laid that their top is atleast 0.6 meter below the ground level so as not to obstruct drainage of the road land  | Yes as per specification    |  |
| 52 | Cross section showing the size of pit and location of cable for HDD method  | Yes as per specification    |  |
| 53 | Strip plan / route plan showing water pipeline chainage width of ROW, distance of Proposed water pipeline with OFC from the edge of ROW important milestone intersection, cross drainage works etc  | Yes as per enclosed Drawing |  |
| 54 | Methodology for laying of water pipeline  | NA                          |  |
| 55 | open trenching method ( may be allowed in utility corridor only where pavement is neither cement concrete nor dense bituminous concrete type if yes what is the methodology of refilling of trench  | NA                          |  |
| 56 | The trench width should be at least 30cm but not more than 60cm wider than the outer diameter of the pipe   | NA                          |  |
| 57 | for filling of the trench, bedding shall be to a depth of not less than 30cm 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, unsuitable soil and rock edged should be excavated and replaced by selected material               | NA                          |  |
| 58 | the backfill shall be completed in two stages 1) side fill to the level of the top to the pipe and 2) overfill to the bottom of the road crust  | Yes as per enclosed Drawing |  |
| 59 | the side fill shall consist of granular material laid in 15cm layers each consolidated by mechanical tamping and controlled addition of moisture to 95% of the proctors density, over fill shall be compacted to the same density as the material that had been removed, consolidation by saluration of pending will not be permitted | Yes as per enclosed Drawing |  |
| 60 | 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 dip at the trench  | Yes                         |  |
| 61 | The excavation shall be protected by flagman signs and barricades and red light during night hours  | Yes as per specification    |  |



मनीष कुमार शर्मा  
प्रबंधक (तक.)  
भा.रा.रा.प्रा., प.क्रि.ई., जबलपुर (म.प्र.)




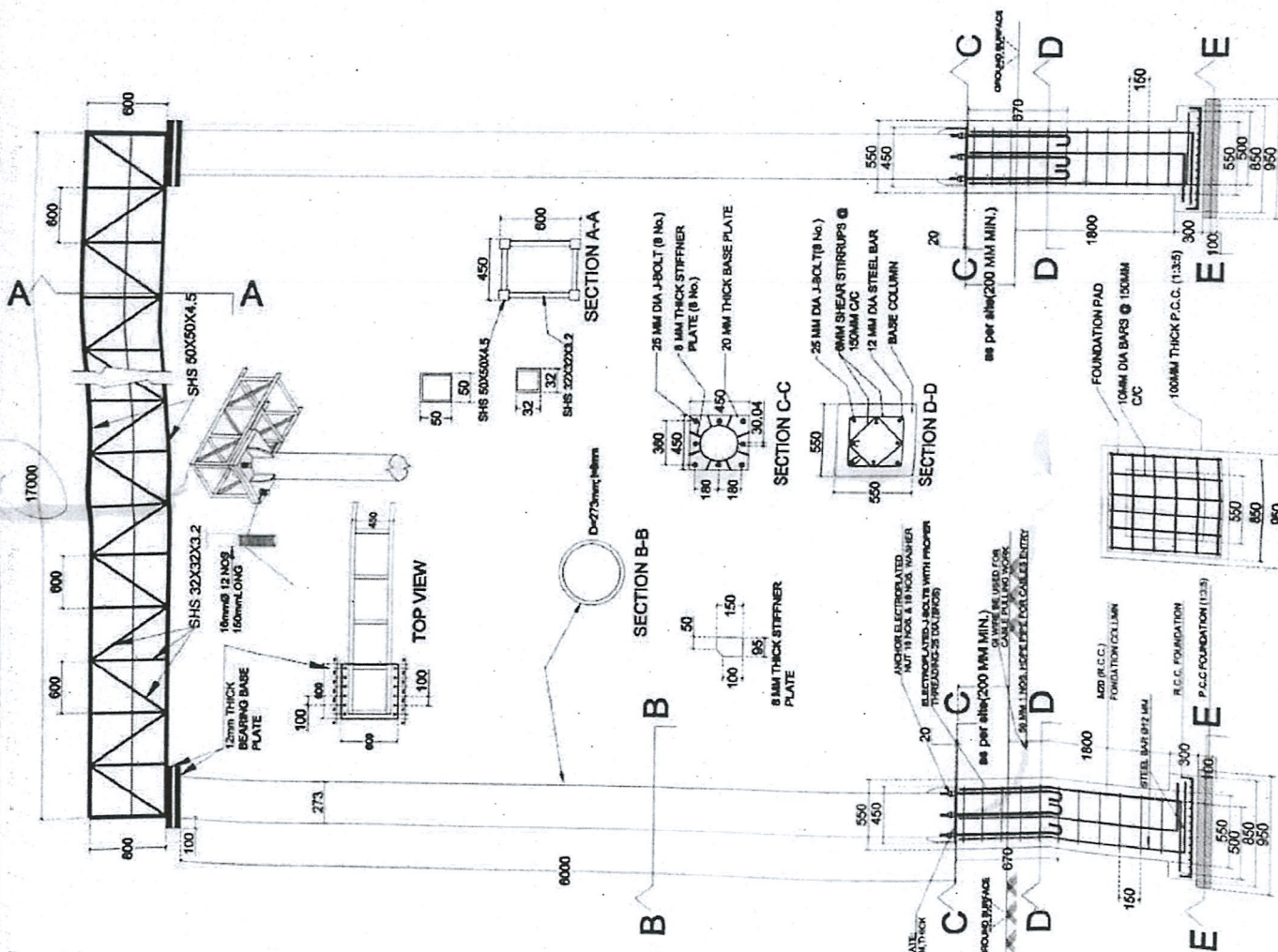
Anril Lal Sahu  
Project Director  
NHAI, PIU-Jabalpur (M.P.)

कार्यालय प्रमुख  
संचालनालय मौनिकी तथा खनिकर्मा  
जोपाल (म.प्र.)



- ALL DIMENSIONS ARE IN MM. WHERE DIMENSION SHOULD ONLY BE FOLLOWED
- ALL WORK SHALL BE CARRIED OUT AS PER S 800-20.1
- FLEET WITH HAVING THROAT THICKNESS 6MM SHALL BE USED
- PIPE IN THE DRAWING FOR SIZE OF PIPES INDICATE INTERNAL NOMINAL BORE ( ) DIAMETER FOR LIGHT, MEDIUM AND HEAVY SECTIONS
- STEEL TUBES FOR STRUCTURAL PURPOSES SHALL BE PER S 800-20.1
- HAVING AXIAL STRESS IN TENSION SHALL BE USED. THROAT THICKNESS OF FLEET WELD SHALL BE 5 MM
- ALL WPS SHALL BE CONNECTED DIRECTLY BY WELDING WITHOUT USING GUSSET PLATE
- J-WELDS SHALL BE FITTED SMOOTHLY LEAST THE COVERING SHALL BEGINS OF DURING STORM
- CLEAR COVER OF FOUNDATION SHOULD BE 50MM AND GRADE SHOULD BE M20 AND F4000 AS PER IS 456
- WIND LOAD IS CALCULATED AS PER IS 875
- PART 3-1967 BASIC WIND SPEED IS TAKEN AS 150 KMPH
- STEEL STRUCTURE IS DESIGNED AS PER IS 800:2007
- THE GRADE OF STEEL FOR ALL THE SECTIONS SHALL BE F51 25K
- SOIL BEARING CAPACITY IS TAKEN AS 100 KN/M2 AS PER SOIL REPORT
- POLES & SADDLES SHOULD BE HOT DIP GALVANIZED WITH MINIMUM SILVER COATING AS PER IS 2820
- POLE IS DESIGNED FOR 6 NOS. TYPICAL CAMERA OF WEIGHT NOT MORE THAN 70 KG AND USED TO HANG SOLAR PANELS

|  |  |             |  |
|--|--|-------------|--|
| CLIENT   | RailTel Corporation India Limited        |             |  |
| MANUFACTURE BY -   | SENSECURE INTEGRATED SOLUTIONS PVT. LTD. |             |  |
| TITLE  | Gantry Design for MP.                    |             |  |
| Drawing Prepared By:-  | ER. LOMESH N TAUNK                       |             |  |
|  <p>ER. LOMESH NARENDRA TAUNK<br/>M. Tech (Structure)<br/>Chartered Engineer, BE (Civil)<br/>Lic No. - SEO/0471/STR-037/2021<br/>THCP ER No. - 1<br/>Mob. - 9467111111</p> |  |             |  |
| Engineer   | Date                                     |             |  |
| ER. LOMESH N TAUNK   | 20/02/2024                               |             |  |
| Drawing Approved By:-  |  |             |  |
| Engineer   | Signature                                | Date        |  |
| MA   |  |             |  |
| DWG. NO.   | GDW/GAT17/REV01                          | Scale:- NTS |  |



ALL DIMENSIONS IN MM.

SECTION E-E