भारतीय राष्ट्रीय राजमार्ग प्राधिकरण
(सड़क परिवहन और राजमार्ग मंत्रालय,भारत सरकार))
National Highways Authority of India
(Ministry of Road Transport & Highways, Govt. of India)
क्षेत्रीय कार्यालय, ओड़िशा /Regional Office, Odisha
301 - ए, तीसरी मंजिल, पाल हाईटस, प्लाट नं जे/7, जयदेव विहार, भुवनेश्वर - 751013, ओड़िशा
301-A, 3rd Floor, Pal Heights, Plot No : J/7, Jayadev Vihar, Bhubaneswar- 751013, Odisha
दूरभाष /Ph.: 0674 - 2361470/ 570/670 (का/O),फैक्स /Fax : +91-674-2361770
ई-मेल/e-mail : roodisha@nhai.org, ronhaiodisha@gmail.com, वेबसाइट/Web : www.nhai.gov.in

सत्यमेव जयते

NHAI/13011/54/RO/OD/ 277 /2023 23.01.2023

To

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

Sub: Rehabilitation and up gradation of existing two lane to four lane standards from Duburi to Chandikhol section (Km.388.376 to Km.428.074) of NH-200 (New NH-53) in the state of Odisha under NHDP-III & Rehabilitation& up gradation of existing two lane to four lane standards from End of Kamakhyanagar Bypass to Duburi section of (Km.335+946 to Km.388+382) of NH-53 in the State of Odisha under NHDP-III – **Road crossings modifications of 100mm to 200mm dia MS pipeline through 300mm/400mm NP4 Hume pipe at Km.379.030, 380.598, 386.040, 387.700, 388.830, 389.000, 391.403, 393.693 (as per NH-53) & laying along NH acquired land (from Km.379.030 to 393.693) at extreme right side and left side for DI K9 (100mm dia to 200mm dia) and HDPE Pipeline (90mm to 160mm dia) by open cut method for execution of Mega RPWS to Sukinda-Reg**

Sir,

Please find enclosed herewith a proposal of Superintending Engineer, RWS&S Division, Jajpur for Road crossings modifications of 100mm to 200mm dia MS pipeline through 300mm/400mm NP4 Hume pipe at Km.379.030, 380.598, 386.040, 387.700, 388.830, 389.000, 391.403, 393.693 (as per NH-53) & laying along NH acquired land (from Km.379.030 to 393.693) at extreme right side and left side for DI K9 (100mm dia to 200mm dia) and HDPE Pipeline (90mm to 160mm dia) by open cut method for execution of Mega RPWS to Sukinda. The details are as under:

Sl. No.	Chainage		Side	Length (m)	Width of Utility Corridor available as per MoRTH Guideline No.RW/NH-37011/52/2020-BP&SP dt.15.01.2021 (in mm)	Remarks
	From	To				
i	379+030	379+160	LHS	130	2000	160mm dia
ii	379+030	379+160	RHS	130	2000	160mm dia
iii	379+160	380+598	LHS	1438	2000	160mm,140mm ,125mm
iv	380+598	381+298	LHS	700	2000	90mm dia
v	384+598	386+040	LHS	1442	2000	200mm dia
vi	386+040	387+700	RHS	1660	2000	150mm dia
vii	386+220	387+700	LHS	1480	2000	160mm,140 mm, 90 mm
viii	387+700	388+000	LHS	300	2000	90mm dia
ix	387+700	388+800	RHS	1100	2000	150mm dia
x	Existing Road		BHS	1600	-	
xi	391+150	392+668	LHS	3036	4100	90mm dia
xii	391+150	392+668	RHS	3036	3200	
xiii	393+600	393+693	LHS	200	4100	110mm dia
xiv	393+600	393+693	RHS	200	3200	
xv	379+030		Across	60	-	90mm dia

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दूरभाष / Phone : 011-25074100/25074200, वेबसाइट /website : nhai.gov.in

xvi	380+598		90	-	
xvii	386+040		60	-	200mm dia
xviii	387+700		90	-	110mm dia
xix	388+800		60	-	150mm dia
xx	389+000		60	-	150mm dia
xxi	391+403		90	-	90mm dia
xxii	393+663		90	-	110mm dia

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, Bhubaneswar.**

Yours faithfully,

Abinash
23.01.2023

(Abinash Behera)
Dy. Manager (Tech)

सत्यमेव जयते

भारतीय राष्ट्रीय राजमार्ग प्राधिकरण
(सड़क परिवहन और राजमार्ग मंत्रालय,भारत सरकार))
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NHAI/13011/54/RO/OD/ 276 /2023 23.01.2023

INVITATION OF PUBLIC COMMENTS

Sub: Rehabilitation and up gradation of existing two lane to four lane standards from Duburi to Chandikhol section (Km.388.376 to Km.428.074) of NH-200 (New NH-53) in the state of Odisha under NHDP-III & Rehabilitation& up gradation of existing two lane to four lane standards from End of Kamakhyanagar Bypass to Duburi section of (Km.335+946 to Km.388+382) of NH-53 in the State of Odisha under NHDP-III **– Road crossings modifications of 100mm to 200mm dia MS pipeline through 300mm/400mm NP4 Hume pipe at Km.379.030, 380.598, 386.040, 387.700, 388.830, 389.000, 391.403, 393.693 (as per NH-53) & laying along NH acquired land (from Km.379.030 to 393.693) at extreme right side and left side for DI K9 (100mm dia to 200mm dia) and HDPE Pipeline (90mm to 160mm dia) by open cut method for execution of Mega RPWS to Sukinda-Reg**

Superintending Engineer, RWS&S Division, Jajpur has submitted a proposal for Road crossings modifications of 100mm to 200mm dia MS pipeline through 300mm/400mm NP4 Hume pipe at Km.379.030, 380.598, 386.040, 387.700, 388.830, 389.000, 391.403, 393.693 (as per NH-53) & laying along NH acquired land (from Km.379.030 to 393.693) at extreme right side and left side for DI K9 (100mm dia to 200mm dia) and HDPE Pipeline (90mm to 160mm dia) by open cut method for execution of Mega RPWS to Sukinda. The details are as under:

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xiv	393+600	393+693	RHS	200	3200	
xv	379+030		Across	60	-	90mm dia
xvi	380+598			90	-	
xvii	386+040			60	-	200mm dia
xviii	387+700			90	-	110mm dia

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xix	388+800		60	-	150mm dia
xx	389+000		60	-	150mm dia
xxi	391+403		90	-	90mm dia
xxii	393+663		90	-	110mm dia

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".**

23.01.2023

Dy. Manager (Tech)
National Highways Authority of India,
Regional Office, Odisha
301-A, 3rd Floor, Pal Heights,
J/7, Jayadev Vihar, Bhubaneswar 751013

Check list for getting approval for laying of Water Supply Pipe Line on NH land.

Sl. S	Item	Information/Status	Remarks
1	General Information	i) Permission for crossing of 300mm Hume pipe for water line at Ch: 379.030 on NH-53 (new proposed NH),At Kendudipi & Laying parallel from Ch: 379.030 to Ch: 380.598 NH53 upto Hanuman chowk Sukinda .	
		ii)Permission for crossing of 300mm Hume pipe for water pipeline at ch: 380.598 Near Hanuman Chowk . iii)Permission for crossing of 400mm Hume pipe at Ch 386.040 and parallel to Road NH53 laying from 384.598 to 386.040,and Ch:386.04 to 387.7 Both side Parellel to NH53. iv)Permission for Road Crossing at Ch: 387.700 and parallel to Road NH53 laying from 387.700 to 388.115 both sides,ch 388.115 to Duburi chowk Right side of parallel to Existing Road iv) Permission for R/C at Ch 388.800 and 388.115 to Duburi Chowk v) Permission for Road Crossing of Existing Road ch 389.000 at Duburi chowk to 150 Rmt both side of Chandikole Road vi) Permission for Road Crossing at Ch: 391.150 and parallel to Road NH53 laying from 391.150 to 391.403. extreme left side of NH acquired land.vi) Permission for crossing of 300mm Hume pipe at Ch 394.017.	परियोजना निदेशक PROJECT DIRECTOR भारतीय राष्ट्रीय राजमार्ग प्राधिकरण National Highways Authority of India प.का.इ.,ढेंकानाल/P.I.U.,Dhenkanal
1.1	Name and address of the applicant/agency	Superintendent Engineer, R.W.S & S, Dist. Jajpur, Odisha-755018.	
1.2	National Highway Number	NH-53	
1.3	State	Odisha	
1.4	Location	From Kendudipi – Duburi-Mirkichera (Chandikhol Road .)	
1.5	(Chainage in Km.)	CH: 379.030 to Ch. 380.598, Ch: 384.598 to Ch: 386.04 and Ch: 386.04 to Ch: 387.7,Ch:386.22 to387.7, 387.7 to 388.115,Ch 388.115 to Duburi Chowk , Duburi chowk to 150 Rmt towards Chandikole Road (Both side) Ch 389.000 Ch:391.15 to 392.668.Ch:393.610 to 393.660.	
1.6	Length in Meters.	13636 Rmt	

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1.7	Width of available Row	60 TO 90 Rmt Total width 60m from ch.388.00 to ch 389.455 and 90m from ch 389.455 onwards.	
	(a) Left side from centre line towards increasing chainage/km. direction	30.0m to 45m average	
	(b) Right side from centre line towards increasing chainage/km. direction	30.0m to 45m average	

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PROJECT DIRECTOR
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1.8	Proposal to lay underground electrical cable		
	(a) Left side from center line towards increasing chainage/km direction. (b) Right side from center line towards increasing chainage/km direction.	30mtr from centre line for 60m width of ROW and 45m for 90m width of ROW.	
1.9	Proposal to acquire land	-----	
	(a) Left side from centre line.	NIL	
	(b) Right side from centre line.	NIL	
1.10	Whether proposal is in the same side where land is not to be acquired	YES	
	If not then where to lay the cable	N.A	
1.11	Details of already laid services, if any, along the proposed route	N.A	
1.12	Number of lanes (2/4/6/8 lanes)existing	2	
1.13	Proposed number of lanes(2 lane with paved shoulders/4/6/8 lanes)	4	
1.14	Service road existing or not	NOT	
	If yes then which side		
	(a) Left side from center line		
	(b) Right side from center line		
1.15	Proposed service road		
	(a) Left side from centerline	Ch 388.700 to 392.500	
	(b) Right side from center line	Ch 388.700 to 392.500	
1.16	Whether proposal to lay Water supply pipe line is after the service road or between the service road and main carriageway	After the service Road	
1.17	The permission for laying of water supply pipe line shall be considered for approval/rejection based on the Ministry Circulars mentioned as above	Agreed.	
(a)	Carrying of sewage/gas pipelines on highway bridges shall not be permitted as fumes /gases pipes can accelerate the process of corrosion or may cause explosions, thus, being much more injurious than leakage of water.	Agreed	
(b)	Carrying of water pipe lines on bridges shall also be discouraged. However, if the water 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 pipe line on independent superstructure, supported on extended portions 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	
(c)	Cost of required extension of the substructure as well as that of the supporting superstructure shall be borne by the agency-in-charge of the utilities.	No structure on the route	

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(d)	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 of the road involved. If yes, it shall be either encased in pipes or through structure of conduits specially built for that purpose at the expenses of the agency owning the line.	Agreed	
(a)	Existing drainage structures shall not be allowed to carry the lines.	Agreed	
(b)	Is it on a line normal to NH	Yes	
(c)	Crossing shall not be too near the existing structures on the National Highway, the minimum distance being 15 meter. What is the distance from the existing structures?	30-40Rmt	
(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 carrier pipe/cable.	100mm to 200mm dia MS Carrier pipeline 300mm / 400mm dia NP4 Hume pipeline in case of cable crossing	
(e)	Ends of the casing/conduit pipe shall be sealed from the outside, so that it does not act as a drainage path.	Yes agreed	
(f)	The casing/conduit pipe should, as minimum extend from drain to drain in cuts and toe of slope in the fills.	Yes 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 mtr below the drain inverts.	Yes agreed	
(h)	Crossing shall be by boring method (HDD) specially where the existing road pavement is of cement concrete or dense bituminous concrete type.	Pipeline will be crossed by boring method (HDD)	
(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 a waterway along it.	Yes agreed	
2	Document / Drawings enclosed with proposal	Sketch attached	
2.1	Cross section showing the size of trench for open trenching method.(Is it normal size of 1.2m deep X0.3m wide).	N.A	
(i)	Should not be greater than 60cm. Wider than the outer diameter of the pipe.	Yes Agreed	
(ii)	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 Agreed	

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(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.	Yes Agreed	
(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.	Yes Agreed	
2.2	Cross section showing the size of the pit and location of cable for HDD method	N.A	
2.3	Strip plan / Route plan showing water supply pipe line, chainage, width of ROW, distance of proposed pipe line form the edge of ROW, important mile stone, intersections, cross drainage works etc.	Yes attached in Annexure	
2.4	Methodology for laying of proposed water supply pipe line.	By Horizontal Directional Drilling method.	
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.	Methodology Attached	
(a)	The trench width should be at least 30 cm, but not more that 60 cm wider than the outer diameter of the pipe.	Yes	
(b)	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 valve. Unsultable soil and rock edged should be excavated and replaced by selected material.	Yes	
(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 the road crust.	Yes	
(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.	Yes	
(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.	N.A	
(f)	The excavation shall be protected by flagman, signs and barricades and red lights during night hours.	Yes	
(g)	If required, a diversion shall be constructed at the expenses of agency owning the utility line.	Yes	
2.4.2	Horizontal Directional Drilling(HDD) Method	Yes	
2.4.3	Laying of water supply pipe line through CD works and method of laying		
(a)	On approaches, the water supply 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 30 m from the bridge and subject to all other stipulations contained in this Ministry's guidelines issued with letter No. NH-HI/P/66/76 dated 19.11.1976.	N.A	

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3	Draft License Agreement signed by two witness	Enclosed	
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 cables/ducts by proper filling and compaction, cleaning debris / loose earth produced due to execution of trenching at least 50m 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.	BGG shall be deposited by the R.W.S&S after confirmation from NHAI	
4.1	Performance BG as per above is to be obtained.		
4.2	Confirmation of BG has been obtained as per NHAI guidelines	Will be obtained after getting permission of Crossing is issued	
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 if required	
5.2	Renewal of Bank Guarantee.	Yes if required	
5.3	Confirming all standard condition of NHAI's guidelines.	Yet to obtained	
5.4	Shifting of Water supply pipe line as and when required by NHAI at their own cost.	Yes if required	
5.5	Shifting due to 6 laning/widening of NH.	N.A	
5.6	Indemnity against all damages and claims clause(xxiv).	Yes If required	
5.7	Traffic movement during laying of water supply pipeline 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 if required	
5.9	Prior approval of the NHAI shall be obtained before undertaking any work of installation, shifting or repairs, or alterations to the showing water supply pipe line located in the National Highway right of ways.	Yes if required	
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 water supply pipe line will be borne by the agency owning the line.	Yes if required	
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 shall be carried out as desired by the NHAI at the cost of the agency owning the utility line within a reasonable time(not exceeding 60days) of the intimation given.	Yes if required	
5.12	Certificate from the applicant in the following format (i) Laying of water supply pile line will not have any deleterious effects on any of the bridge components and roadway safety for traffic.	Yes if required	

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National Highways Authority of India
P.I.U.,Dhenkanal

Site Engineer
National Highways Authority of India
Project Implementation Unit-Dhenkanal

Team Leader cum
Sr. Highway Engineer

8/8/22

Superintending Engineer
R.W.S. & S. Division, Jajpur

	(ii) For 6-laning" We do undertake that we will relocate service roads/approach road/utilities at our own cost notwithstanding the permission granted within such time as will be stipulated by NHAI for future six-laning or any other development".		
6	Who will sign the agreement on behalf of water supply pipe line agency	Superintending Engineer, RWS&S, Jajpur	
7	Certificate from the Project Director		
7.1	Certificate for confirming of all standard condition issued vide Ministry Circular No. 1. Ministry Circular No. NH-41(58)/68 dated 31.1.1969 2. Ministry Circular No. NH-III/P/66/76 dated 18/19.11.1976 3. Ministry Circular No. RW/NH-III/P/66/76 dated 11.05.1982 4. Ministry Circular No. RW/NH-11037/1/86-DOI(ii) 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//2003 S&R(B) dated 17.09.2003		Yes
7.2	Certificate from PD in the following format (i) " It is certified that any other location of the Water Supply Pipe line would be extremely difficult and unreasonable costly and the installation of Water Supply pipe line within ROW will not adversely affect the design, stability and traffic safety of the highway nor the likely future improvement such as widening of the carriageway, easing of curve etc." (ii) For 6- laning (a) Where feasible is available" I do certify that there will be no hindrance to proposed six-laning 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-laning."	Yes will be attached after obtaining	Yes परियोजना निदेशक PROJECT DIRECTOR भारतीय राष्ट्रीय राजमार्ग प्राधिकरण National Highways Authority of India Site Engineer National Highways Authority of India Project Implementation Unit-Dhenkanal
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 Licensee has been granted the right to lay cable/duct has also been granted as a right of way to the concessionaire under the concession agreement for up-gradation of **[---------- section from Km ---------- to Km ----------of NH NO.----------on Build, Operate and Transfer Basis]** and therefore, the licensee shall honour the same."	Clause is inserted in the agreement Superintending Engineer R.W.S. & S. Division, Jajpur At - Chandikhole	Yes Team Leader cum Sr. Highway Engineer

9	Who will supervise the work of laying of water Supply pipe line	Applicant	
10	Who will ensure that the defects in road portion after laying of water supply pipe line are corrected and if not corrected then what action will be taken.	Applicant	
11	Who will pay the claims for damages done/disruption in working of concessionaire if asked by the concessionaire.	Applicant	
12	A certificate from PD that he will enter the proposed permission in the register of records of the permissions in the prescribed proforma (copy enclosed).	Yes will be attached after getting permission	
13	If any previous approval is accorded for laying of underground water supply pipe line that photocopy of register of records of permissions accorded as maintained by PD then copy be enclosed	N.A	

8/8/22

Superintending Engineer
R.W.S. & S. Division, Jajpur
At - Chandikhole

Team Leadrer cum
Sr. Highway Engineer

परियोजना निदेशक
PROJECT DIRECTOR
भारतीय राष्ट्रीय राजमार्ग प्राधिकरण
National Highways Authority of India
ढ.का.इ.,ढेंकानाल/P.I.U.,Dhenkanal

Site Engineer
National Highways Authority of India
Project Implementation Unit-Dhenkanal