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 हाईटस, प्लाट 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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NHAI/13011/54//RO/OD/ 1201 /2021

26.04.2021

To

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

Sub: Rehabilitation & Up gradation of existing two lane to four lane standards from Talcher to End of Kamakhyanagar Bypass section from Km.301.474 to Km.336.900 of NH-200 & from Km.8.500 to Km.14.800 of NH-23 in the state of Odisha under NHDP-III– **Proposal to lay 600 mm dia slurry pipeline with OFC Duct in the LHS of NH-53 from chainage 8.500 (Balhara) to chainage 15.190 (Pitiri) & from chainage 301.760 to chainage 306.730 and in the RHS of NH-53 from chainage 306.730 to chainge 309.000 (Parjang) along the ROW of utility corridor of NH149 & NH-53 crossing at chainage 306.730 from LHS to RHS from proposed 34 MTPA iron ore benification plant located at village- Bhanjapalli and Teherei to Dhenkanal Steel Plant of M/s Rungta Mines Ltd.-Reg**

Sir,

Please find enclosed herewith a proposal of M/s Rungta Mines Ltd for laying of iron ore slurry pipeline & OFC Duct in the Utility corridor of NH149 & NH-53 in Talcher to End of Kamakhyanagar Bypass section from proposed 34 MTPA iron ore beneficiation plant located at village- Bhanjapalli and Teherei to Dhenkanal Steel Plant. The Agency M/s Rungta Mines Ltd. has submitted proposal for laying of 600mm dia iron ore slurry pipeline & 40mm OFC duct in the LHS of NH-53 from chainage 8.500 (Balhara) to chainage 15.190 (Pitiri) & from chainage 301.760 to chainage 306.730 and in the RHS of NH-53 from chainage 306.730 to chainge 309.000 (Parjang) with crossing at chainage 306.730 from LHS to RHS. The details are as under:

Sl. No.	Chainage		Side	Length (m)	Width of Corridor (mm)	Remarks
	From	To				
1.	8.500	15.190	LHS	6690	1800	Laying of 600mm dia iron ore slurry pipeline & 40mm OFC duct with 1000mm dia MS casing pipe in crossing
2.	301.760	306.730		4970	2000	
3.	306.730		Crossing			
4.	306.730	309.000	RHS	2270		

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.

Yours faithfully,

26.4.2021

(Dr. Ram Prasad Panda)
CGM (Tech) & RO- Odisha

भारतीय राष्ट्रीय राजमार्ग प्राधिकरण
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NHAI/13011/54//RO/OD/ 1200 /2021

26.04.2021

INVITATION OF PUBLIC COMMENTS

Sub: Rehabilitation & Up gradation of existing two lane to four lane standards from Talcher to End of Kamakhyanagar Bypass section from Km.301.474 to Km.336.900 of NH-200 & from Km.8.500 to Km.14.800 of NH-23 in the state of Odisha under NHDP-III– **Proposal to lay 600 mm dia slurry pipeline with OFC Duct in the LHS of NH-53 from chainage 8.500 (Balhara) to chainage 15.190 (Pitiri) & from chainage 301.760 to chainage 306.730 and in the RHS of NH-53 from chainage 306.730 to chainge 309.000 (Parjang) along the ROW of utility corridor of NH149 & NH-53 crossing at chainage 306.730 from LHS to RHS from proposed 34 MTPA iron ore benification plant located at village- Bhanjapalli and Teherei to Dhenkanal Steel Plant of M/s Rungta Mines Ltd.-Reg**

M/s Rungta Mines Ltd has submitted a proposal for laying of iron ore slurry pipeline & OFC Duct in the Utility corridor of NH149 & NH-53 in Talcher to End of Kamakhyanagar Bypass section from proposed 34 MTPA iron ore beneficiation plant located at village- Bhanjapalli and Teherei to Dhenkanal Steel Plant. The Agency M/s Rungta Mines Ltd. has submitted proposal for laying of 600mm dia iron ore slurry pipeline & 40mm OFC duct in the LHS of NH-53 from chainage 8.500 (Balhara) to chainage 15.190 (Pitiri) & from chainage 301.760 to chainage 306.730 and in the RHS of NH-53 from chainage 306.730 to chainge 309.000 (Parjang) with crossing at chainage 306.730 from LHS to RHS. The details are as under:

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2.	301.760	306.730		4970	2000	
3.	306.730		Crossing			
4.	306.730	309.000	RHS	2270		

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

26.4.2021

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

CHECK – LIST

Guidelines for Project Directors for processing the proposal for laying of 600 mm Ø Iron Ore Slurry Pipeline with 40 mm Ø OFC Duct in the land along LHS of NH - 53 from Ch.- 8.500 Km. (Balahar) to Ch.- 15.190 Km. (Pitiri) & from Ch.- 301.760 Km. (Pitiri) to Ch.- 306.730 Km. and in the land along RHS of NH- 53 from Ch.- 306.730 Km. to Ch.- 309.000 Km. (Parjang) along the ROW of utility corridor of NH – 53 & NH-53 crossing at Ch.- 306.730 Km from LHS to RHS vested with NHAI.

- **Relevant Circulars**

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-11037/1/66-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-34066/7/2003 S&R(B) dated 17.09.2003
8. Ministry Circular No. RW/NH-33044/29/2015/S&R(R) dated 22.11.2016
9. Ministry Circular No. RW/NH-37011/52/2020-BP&SP dated 15.01.2021

Checklist for getting approval for laying of Iron Ore Slurry Pipeline & OFC Duct in RoW of NH land & NH crossing at 1 location on NH.

Sl. S	Item	Information/Status	Remarks
1	General Information	(A) Laying of 600 mm Ø Iron Ore Slurry Pipeline with 40mm Ø OFC Duct from 34 MTPA Iron Ore Beneficiation Plant located at villages- Bhanjapalli & Teherei to Dhenkanal Steel Plant from Km 8.500 to Km 15.190 (LHS) in ROW of utility corridor of NH- 53. (B) Laying of 600 mm Ø Iron Ore Slurry Pipeline with 40mm Ø OFC Duct from 34 MTPA Iron Ore Beneficiation Plant located at villages- Bhanjapalli & Teherei to Dhenkanal Steel Plant from Km 301.760 to Km 306.730 (LHS) in ROW of utility corridor of NH- 53 & crossing of NH- 53 at Km 306.730 from LHS to RHS. (C) Laying of 600 mm Ø Iron Ore Slurry Pipeline with 40mm Ø OFC Duct from 34 MTPA Iron Ore Beneficiation Plant located at villages- Bhanjapalli & Teherei to Dhenkanal Steel Plant from Km 306.730 to Km 309.000 (RHS) in ROW of utility corridor of NH-53.	
1.1	Name and Address of the Applicant / Agency	M/s Rungta Mines Limited (B&T Iron Ore Beneficiation Plant) Main Road, Barbil, Dist.-Keonjhar, Odisha-758035.	
1.2	National Highway Number	NH-53	
1.3	State	Odisha	
1.4	Location	Balahar (Km.8.500) to Parjang (Km.309.000)	
1.5	(Chainage in Km.)	1. 8.500 Km. to 15.190 Km. (LHS) 2. 301.760 Km. to 306.730 Km. (LHS) 3. 306.730 Km. Crossing 4. 306.730 Km. to 309.000 Km. (RHS)	
1.6	Length in Meters.	1. 6,690 M (LHS) 2. 4,970 M (LHS) & 60m X 1 crossing @ Km. 306.730. 3. 2,270 M (RHS)	Total 13,990 M
1.7	Width of available Row	60M	
	(a) Left side from centre line towards increasing chainage/km. direction	30m	
	(b) Right side from centre line towards increasing chainage/km. direction	30m	
1.8	Proposal to lay Slurry Pipeline & OFC Duct		

M/s. RUNGTA MINES LTD.
(B&T Iron Ore Beneficiation Plant)

Authorized Signatory

RESIDENT CUM HIGHWAY ENGINEER

Site Engineer
National Highways Authority of India
Project Implementation Unit Dhenkanal

परियोजना निदेशक
PROJECT DIRECTOR
राष्ट्रीय राजमार्ग प्र.
National Highways Autho
Dhenkanal (P.I.U.)

	(a) Left side from center line towards increasing chainage/km direction.	1. Km. 8.500 to Km. 15.190 2. Km. 301.760 to Km. 306.730 (600 mm Ø Iron Ore Slurry Pipeline + 40mm Ø OFC Duct from B&T Iron Ore Beneficiation Plant to Dhenkanal Steel Plant)	
	(b) Right side from center line towards increasing chainage/km direction.	Km. 306.730 to Km. 309.000 (600 mm Ø Iron Ore Slurry Pipeline + 40mm Ø OFC Duct from B&T Iron Ore Beneficiation Plant to Dhenkanal Steel Plant).	
1.9	Proposal to acquire land	Right to use of NH ROW as per P&MP Act is available for laying the pipelines (industrial corridor) across the NH ROW.	
	(a) Left side from centre line.	NA	
	(b) Right side from centre line.	NA	
1.10	Whether proposal is in the same side where land is not to be acquired	No	
	If not then where to lay the cable.	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 lanes) existing	Existing 2 lanes & work under progress for upgradation of road upto 4 lanes.	
1.13	Proposed number of lanes(2 lane with paved shoulders/4/6/8 lanes)	4 lane with paved shoulder	
1.14	Service road existing or not	No	
	If yes then which side		
	(a) Left side from center line		
	(b) Right side from center line		
1.15	Proposed service road	Attached	Annexure-B
	(a) Left side from centerline		
	(b)Right side from center line		
1.16	Whether proposal to lay Slurry pipeline & OFC Duct is after the service road or between the service road and main carriageway.	After service road, in extreme edge of RoW in Utility Corridor	
1.17	The permission for laying of Slurry Pipeline & OFC Duct 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	Agreed	

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National Highways Authority of In

	process of corrosion or may cause explosions, thus, being much more injurious than leakage of water.		
(b)	Carrying of Slurry pipeline 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.	Agreed	
(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.	Yes crossing involved and it shall be encased in MS pipe with 1000 mm dia at chainage 306.730 Km.	
(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	Agreed	(> 15m)

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	minimum distance being 15 meter. What is the distance from the existing structures.		
(d)	The casing pipe (or conduit pipe in the case of electric power 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 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 mtr below the drain inverts.	Agreed	
(h)	Crossing shall be by boring method (HDD) especially where the existing road pavement is of cement concrete or dense bituminous concrete type.	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 a waterway along it.	Agreed	
2	Document / Drawings enclosed with proposal	Enclosed	
2.1	Cross section showing the size of trench for open trenching method. (Is it normal size of 1.2m deep X 0.3m wide).	Enclosed	
(i)	Should not be greater than 60cm. Wider than the outer diameter of the pipe.	Agreed	
(ii)	Located as close to the extreme edge of the right-of-way as possible but not less than 15	Agreed	

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National Highways Authority of
PIU, Dhenkanal

	meter from the centre-lines of the nearest carriageway.		
(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.	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.	Agreed	
2.2	Cross section showing the size of the pit and location of Pipes for HDD method	Enclosed	
2.3	Strip plan / Route plan showing Slurry Pipeline & OFC Duct chainage, width of ROW, distance of proposed pipe line from the edge of ROW, important mile stone, intersections, cross drainage works etc.	Enclosed	
2.4	Methodology for laying of pipelines.	Open trench method for Laying Along the Highway, Horizontal Directional Drilling method for laying of Pipelines across NH (Methodology Enclosed)	
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.	Agreed	
(a)	The trench width should be at least 30 cm, but not more that 60 cm wider than the outer diameter of the pipe.	Agreed	
(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. Unsuitable soil and rock edged should be excavated and replaced by selected material.	Agreed	

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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 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 lights 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	Methodology Enclosed	
2.4.3	Laying of Slurry Pipeline & OFC Duct through CD works and method of laying	At all CD work locations HDD method will be adopted.	
(a)	On approaches, the Slurry Pipeline & OFC Duct 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.	Agreed	
3	Draft License Agreement signed by two witness	Agreed	
4	Performance Bank Guarantee in favour of NHAI has to be obtained @ Rs.50/- per running	Agreed	

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PROJECT DIRECTOR
भारतीय राष्ट्रीय राजमार्ग प्राधिकरण

	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.		
4.1	Performance BG as per above is to be obtained.	Shall be submitted per extant guidelines	
4.2	Confirmation of BG has been obtained as per NHAI guidelines	Shall be submitted per extant guidelines	
5	Affidavit/Undertaking from the applicant for	Yes	
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's guidelines.	Yes	
5.4	Shifting of Slurry Pipeline & OFC Duct as and when required by NHAI at their own cost.	Agreed	
5.5	Shifting due to 6 laning / widening of NH.	Agreed	
5.6	Indemnity against all damages and claims clause(24).	Yes	
5.7	Traffic movement during laying of Slurry Pipeline & OFC Duct 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 of installation, shifting or repairs, or alterations to the showing	Yes	

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Project Implementation Unit, Dhanbad

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PROJECT DIRECTOR
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National Highways Authority of India

	Slurry Pipeline & OFC Duct located in the National Highway right of ways.		
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 Slurry Pipeline & OFC Duct will be borne by the agency owning the line.	Agreed	
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.	Agreed	
5.12	Certificate from the applicant in the following format (i) Laying of Slurry Pipeline & OFC Duct will not have any deleterious effects on any of the bridge components and roadway safety for traffic. (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".	Enclosed Enclosed	
6	Who will sign the agreement on behalf of Slurry Pipeline & OFC Duct agency	Mr. Pranaya Kumar Deo (Sr. GM Commercial) Rungta Mines Limited, Barbil. (Authorization Letter Enclosed)	
7	Certificate from the Project Director		

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(B&T Iron Ore Beneficiation Plant)

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PROJECT DIRECTOR
National Highways Authority
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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-34066/7/2003 S&R(B) dated 17.09.2003 8. Ministry Circular No. RW/NH-33044/29/2015/S&R (R) dated 22.11.2016 9. Ministry Circular No. RW/NH-37011/52/2020-BP&SP dated 15.01.2021.	Enclosed	
7.2	Certificate from PD in the following format (i) " It is certified that any other location of the Slurry Pipeline, & OFC Duct would be extremely difficult and unreasonable costly and the installation of Slurry Pipeline & OFC Duct within ROW will not adversely affect the design,	Enclosed	

M/s. RUNGTA MINES LTD.
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RESIDENT CUM HIGHWAY ENGINEER

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Project

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PROJECT DIRECTOR
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P.I.U., Dhenka

	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."	Enclosed Enclosed	
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."	NA	

M/s. RUNGTA MINES LTD.
(B&T Iron Ore Beneficiation Plant)

Authorized Signatory

RESIDENT CUM HIGHWAY ENGINEER

Site Engineer
National Highways Authority of India
Project Implementation Unit

परीयोजना निदेशक
PROJECT DIRECTOR
भारतीय राष्ट्रीय राजमार्ग प्राधिकरण
National Highways Authority of India

9	Who will supervise the work of laying of Slurry Pipeline & OFC Duct	Rungta Mines Limited	
10	Who will ensure that the defects in road portion after laying of Slurry Pipeline & OFC Duct are corrected and if not corrected then what action will be taken.	Rungta Mines Limited	
11	Who will pay the claims for damages done/disruption in working of concessionaire if asked by the concessionaire.	Rungta Mines Limited	
12	A certificate from Project Director that he will enter the proposed permission in the register of records of the permissions in the prescribed proforma (copy enclosed).	Yes	
13	If any previous approval is accorded for laying of utilities, that photocopy of register of records of permissions accorded as maintained by PD then copy be enclosed	Enclosed	

M/s. RUNGTA MINES LTD.
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Authorized Signatory

RESIDENT CUM HIGHWAY ENGINEER

परियोजना निदेशक
PROJECT DIRECTOR
भारतीय राष्ट्रीय राजमार्ग प्राधिकरण
National Highways Authority of India
P.I.U., Dhenkanal

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