



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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भारतमाला
प्रगति के पथ पर अग्रसर



BHARATMALA
ROAD TO PROSPERITY

NHAI/13011/54/RO/OD/1217/2021

28.04.2021

To

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

Sub: Four laning of Panikoili-Rimuli section of NH-215 from Km.0.000 to Km.163.000 (Design Chainage Km0+000 to Km166+173) in the State of Odisha - NOC proposal for ROW access permission for laying of 1 no. Iron Ore Slurry pipeline of Steel of dia 450mm for iron ore transportation, 1 no. return water pipeline of Steel of dia 450mm & 50mm dia OFC to Tata Steel Ltd, Kalinganagar project from Ch.Km.13+000 at JK Road Fire Station Chhak to Ch.Km.79+000 (RHS), Ch.Km.79+000 to 113+500 (LHS) & Ch.Km.113+500 to Ch.Km.166+173 at Rimuli (RHS) with total as 153.173Km within the Utility Corridor along the road & 3 nos. of Crossing from LHS to RHS at Km.13.000, RHS to LHS at Km. 79+000 & LHS to RHS at Km.113.500 across the road of NH-215 in Jajpur & Keonjhar District of Odisha State as sought by the Authorised Signatory, M/s. TATA Steel Limited, Kalinganagar, Jajpur, Odisha - reg

Sir,

Please find enclosed herewith a proposal of M/s Tata Steel, Kalinganagar, regarding permission for laying of 1 no. Iron Ore Slurry pipeline of Steel of dia 450mm for iron ore transportation, 1 no. return water pipeline of Steel of dia 450mm & 02 nos. of 50mm dia OFC to Tata Steel Ltd, Kalinganagar project from Ch.Km.13+000 at JK Road Fire Station Chhak to Ch.Km.79+000 (RHS), Ch.Km.79+000 to 113+500 (LHS) & Ch.Km.113+500 to Ch.Km.166+173 at Rimuli (RHS) with total as 153.173Km within the Utility Corridor along the road & 3 nos. of Crossing from LHS to RHS at Km.13.000, RHS to LHS at Km. 79+000 & LHS to RHS at Km.113.500 across the road of NH-215 of subject stretch of the project in Jajpur & Keonjhar District. The details are as under:

Sl. No.	Chainage		Side	Length (m)	Remarks
	From	To			
1.	13+000		Crossing	NA	Laying of 450mm dia iron ore slurry pipeline, 450mm dia return water pipeline & 02 nos. of 50mm OFC duct with 700mm dia MS casing pipe in crossing
2.	13+000	79+000	RHS	66000	
3.	79+000		Crossing	NA	
4.	79+000	113+500	LHS	34500	
5.	113+500		Crossing	NA	
6.	113+500	166+173	RHS	52673	

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,

(D.K. Patra)
Manager (Tech)



भारतीय राष्ट्रीय राजमार्ग प्राधिकरण

(सड़क परिवहन और राजमार्ग मंत्रालय)

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NHAI/13011/54/RO/OD/ 1216 /2021

28.04.2021

INVITATION OF PUBLIC COMMENTS

Sub: Four laning of Panikoili-Rimuli section of NH-215 from Km.0.000 to Km.163.000 (Design Chainage Km0+000 to Km166+173) in the State of Odisha - NOC proposal for ROW access permission for laying of 1 no. Iron Ore Slurry pipeline of Steel of dia 450mm for iron ore transportation, 1 no. return water pipeline of Steel of dia 450mm & 50mm dia OFC to Tata Steel Ltd, Kalinganagar project from Ch.Km.13+000 at JK Road Fire Station Chhak to Ch.Km.79+000 (RHS), Ch.Km.79+000 to 113+500 (LHS) & Ch.Km.113+500 to Ch.Km.166+173 at Rimuli (RHS) with total as 153.173Km within the Utility Corridor along the road & 3 nos. of Crossing from LHS to RHS at Km.13.000, RHS to LHS at Km. 79+000 & LHS to RHS at Km.113.500 across the road of NH-215 in Jajpur & Keonjhar District of Odisha State as sought by the Authorised Signatory, M/s. TATA Steel Limited, Kalinganagar, Jajpur, Odisha – reg

M/s Tata Steel, Kalinganagar has submitted a proposal permission for laying of 1 no. Iron Ore Slurry pipeline of Steel of dia 450mm for iron ore transportation, 1 no. return water pipeline of Steel of dia 450mm & 02 nos. of 50mm dia OFC to Tata Steel Ltd, Kalinganagar project from Ch.Km.13+000 at JK Road Fire Station Chhak to Ch.Km.79+000 (RHS), Ch.Km.79+000 to 113+500 (LHS) & Ch.Km.113+500 to Ch.Km.166+173 at Rimuli (RHS) with total as 153.173Km within the Utility Corridor along the road & 3 nos. of Crossing from LHS to RHS at Km.13.000, RHS to LHS at Km. 79+000 & LHS to RHS at Km.113.500 across the road of NH-215 of subject stretch of the project in Jajpur & Keonjhar District. The details are as under:

Sl. No.	Chainage		Side	Length (m)	Remarks
	From	To			
1.	13+000		Crossing	NA	Laying of 450mm dia iron ore slurry pipeline, 450mm dia return water pipeline & 02 nos. of 50mm OFC duct with 700mm dia MS casing pipe in crossing
2.	13+000	79+000	RHS	66000	
3.	79+000		Crossing	NA	
4.	79+000	113+500	LHS	34500	
5.	113+500		Crossing	NA	
6.	113+500	166+173	RHS	52673	

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".

Manager (Tech)

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

Tata Steel Limited

Kalinga Nagar Industrial Complex, Duburi, Jajpur, Odisha 755026 India

Seeking Right of Way (ROW) permission from JJKR Fire Station(13.000 Km) to Rimuli (166.173 Km) on NH-215(New NH20)

CHECK -LIST

Guidelines for Project Directors for processing the proposal for laying of 0.45M dia Iron Ore Slurry Pipeline and 0.45M dia Return Water Pipeline along NH-215(New NH20)

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 laying of Iron Ore Slurry and Return Water Pipelines on NH ROW Land

SL.No.	Item	Information/status	Remarks
1	General Information	TATA Steel Ltd has proposed to carry 9.4 MTPA Iron ore from Joda Mining area to Kalinganagar in Slurry form thus seeking permission for laying 0.45 M dia iron ore slurry pipeline & 0.45 M dia return water pipeline with 02 nos of 50mm OFC ducts along National Highway No-215 from JK Road (Chainage 13+000) to Rimuli (Chainage 166+173) by Open Trench method in general & Horizontal Directional Drilling (HDD) method at specific location like River,Bridge,Canal,Road,Railway...etc & places where locational constraint exist.	
1.1	Name and Address of the Applicant/Agency	TATA Steel Ltd, Kalinga Nagar Industrial Complex, Duburi, Jajpur, Odisha 755026 India	
1.2	National highway No-	NH 215 (New NH20)	
1.3	State	Odisha	
1.4	Location	Jajpur Road (Fire station Chhak) to Rimuli	




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1.5	Chainage in km	CH 13+000 km to CH 166+173 ROW alignment as: a) RHS: 13+000 to 79+000; b) LHS :79+000 to 113+500; c) RHS :113+500 to 166+173 with crossing at d) 13+000 from LHS to RHS e) 79+000 from RHS to LHS f) 113+500 from LHS to RHS	
1.6	Length in Meters	153173	
1.7	Width of available ROW	60 mtr (in general)	
	(a) Left side from center line towards increasing chainage/km direction	30 mtr	
	(b) Right side from centre line towards increasing chainage /km direction	30 mtr	
1.8	Proposal to lay underground pipes/electrical/FOC cables	Iron Ore slurry Pipe 450mm dia and Return Water Pipe 450mm dia with FIBER OPTIC CABLE laying in the same Pipeline trench.	
	(a) Left side from center line towards increasing chainage/km direction	<u>Beyond 25 m from CL as per availability (Left Side from Chainage 79km to 113.5km)</u>	
	(b) Right side from centre line towards increasing chainage /km direction	<u>Beyond 25 m from CL as per availability (Right Side from Chainage 13.00 km to 79 km and 113.5 km to 166+173km)</u>	
1.9	Proposal to acquire land	NA	
	(a) Left side from center line	NO	
	(b) Right side from centre line	NO	
1.10	Whether proposal is in the same side where land is to be acquired	NA	
	if not then where to lay the cable	N/A	
1.11	Details of already laid services, if any ,along the proposed route	Yes, existing laid services considered in the cross sectional drawings & documents attached	
1.12	Number of lanes (2/4/6/8) existing	Existing 4 lanes	
1.13	Proposed number of lanes (2 lane with paved shoulders/4/6/8 lanes)	NA	
1.14	Service road existing or not		
	If yes then which side	Yes	
	(a) Left side from center line towards increasing chainage/Km direction	Existing service road varies from 14m to 30 m from centre line of road	



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	(b) Right side from center line	Existing service road varies from 14m to 30 m from centre line of road	
1.15	Proposed Service road	Yes	
	(a) Left side from center line	Proposed service road varies from 14m to 30 m from centre line of road	
	(b) Right side from center line	Proposed service road varies from 14m to 30 m from centre line of road	
1.16	Whether proposal to lay Iron Ore Slurry pipelines are after the service road or between the service road and main carriageway	Below the Service road using RCC Duct of 3.5meter wide and at 1.2meter minimum depth from FRL of service road	
1.17	The permission for laying of Iron Ore Slurry pipeline shall be considered for approval/rejection based on the ministry circulars mentioned as above.	Yes, agreed	
	a) Carrying of Iron Ore Slurry pipeline on Bridges shall not be permitted as fumes/gases pipe can accelerate the process of corrosion or may be cause explosion, thus being much more injurious than leakage of water	Yes, agreed for not carrying Iron Ore Slurry pipelines on Bridges	
	b) Carrying of <u>water Pipe lines</u> 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 finalised, 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 the inspection and repairs etc.	Yes, agreed for not carrying Iron Ore / Return Water pipelines on Bridges but over independent superstructure if required with permission of Authority	





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	(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	Yes, agreed to comply	
	(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	Yes, agreed to comply	
1.18	If crossings of 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	Yes , crossing involved and it shall be encased with MS 700mm dia pipes at our cost: a) 13+000 from LHS to RHS b) 79+000 from RHS to LHS c) 113+500 from LHS to RHS	
	(a) Existing drainage structures shall not be allowed to carry the lines.	Yes, agreed to comply	
	(b) Is it on the line normal to NH	Yes	
	(c) Crossing shall not be too near the existing structures on the National Highway, the minimum distance being 15 M. What is the distance from the existing structures.	Distance from the nearest existing structures is beyond 50m	
	(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.	Yes, agreed and Casing pipe material to be used is MILD STEEL PIPE of 700mm dia for carrying Iron ore slurry pipe of 450mm dia and Return Water pipe of 450mm dia with CONDUIT PIPE for fiber optic cable	
	(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 to comply	




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	(f) The casing/conduit pipe should ,as minimum extend from drain to drain in cuts and toe of slope to toe of slope in the fills.	Yes, agreed to comply	
	(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.	Yes, agreed to comply	
	(h) Crossing shall be boring method (HDD) specially where the existing road pavement is of cement concrete or dense bituminous concrete type.	Yes, crossing will be done 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 water way along it.	Yes, agreed to comply	
2	Document/drawings enclosed with the proposal	Yes, drawing, documents, 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)	Not normal size but as per drawing attached	
	(i) Should not be greater than 60 Cm wider than the outer diameter of the pipe	Yes, agreed to comply	
	(ii) located as close to the extreme edge of the right- of-way as possible but not less than 15 meter from the center lines of the nearest carriageway	Yes, agreed to comply	
	(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 to comply	
	(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, agreed to comply	



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2.2	Cross section showing the size of pit and location of cable for HDD method	Yes, Submitted as incorporated in the drawing	
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, submitted showing all desired details in the drawings	
2.4	Methodology for laying Iron Ore Slurry pipeline	Yes, Submitted	
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	Yes, open trenching allowed as per submitted methodology at specific locations as per available ROW & further compliance by TATA as per MoRTH/IRC guidelines, such mentioned below	
	(a) The trench width should be at least 30 cm, but not more than 60 cm wider than the outer diameter of pipe	Yes, agreed to comply	
	(b) For filling of the trench ,Bedding should be a depth of not less than 30 cm. It shall consists of granular materials ,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.	Yes, agreed to comply	
	(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, agreed to comply	



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	(d) The side fill shall consist of granular material laid in 15 cm layers each consolidated by mechanical tamping 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, agreed to comply	
	(e) The road crust shall be build 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.	Yes, agreed to comply	
	(f) The excavation shall be protected by flagman , signs and barricades , and red lights during night hours.	Yes, agreed to comply	
	(g) If required , a diversion shall be constructed at the expense of the agency owning the utility line	Yes, agreed to comply	
2.4.2	Horizontal Directional Drilling (HDD) Method	Yes, HDD method allowed as per submitted methodology at specific locations as per available ROW & further compliance by TATA as per MoRTH/IRC guidelines	
2.4.3	Method of Laying of Iron Ore Slurry pipeline and Return water pipeline through CD works	At all CD work locations HDD method will 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 30 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.	Yes, agreed to comply	
3	Draft License Agreement signed by two witnesses	Yes, submitted	



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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 cables/ducts by proper filling and compaction, clearing debris/loose earth produced due to excavation of trenching 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.	Yes, agreed for submission of Performance BG as per latest MoRTH / NHAI guidelines	
4.1	Performance BG as per above is to be obtained	Yes, agreed for submission	
4.2	Confirmation of BG has been obtained as per NHAI guidelines	Yes, will be obtained after submission of BG	
5	Affidavit/Undertaking from the applicant for	yes, agreed & submitted	
5.1	Not to damage to other utility, if damaged then to pay the losses either to NHAI or to the concerned agency	Yes, agreed to comply & submitted undertaking	
5.2	Renewal of Bank Guarantee	Yes, agreed to comply & submitted undertaking	
5.3	Confirming all standard condition of NHAI's guideline	Yes, agreed to comply & submitted undertaking	
5.4	Shifting of Iron Ore Slurry pipeline as and when required by NHAI at our own cost	Yes, agreed to comply & submitted undertaking	
5.5	Shifting due to 6 lanning/widening of NH	Yes, agreed to comply & submitted undertaking	
5.6	Indemnity against all damages and claims clause (24)	Yes, agreed to comply & submitted undertaking	
5.7	Traffic movement during laying of Iron ore slurry pipeline to be managed by the applicant	Yes, agreed to comply & submitted undertaking	
5.8	If any claim is raised by the concessionaire then the same has to be paid by the applicant	Yes, agreed to comply & submitted undertaking	



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5.9	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, agreed to comply & submitted undertaking	
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	Yes, agreed to comply & submitted undertaking	
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.	Yes, agreed to comply & submitted undertaking	
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 lanning "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-lanning or any other development"	Yes, agreed to comply & submitted undertaking	
6	Who will sign the agreement on behalf of Iron Ore Slurry pipelines agency	Authorised Signatory as appointed by TSL and undertaking letter attached	
7	Certificate from the project director	Attached	



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7.1	<p>Certificate for confirming of all standard condition issued vide Ministry Circular No. NH-41(58)/(68) dated 31.1.1969, Ministry Circular No. NH-3/P/66/76 dated 18/19.11.1976 , Ministry Circular No. RW/NH-3/P/66/76 dated 11.5.1982 , Ministry Circular No. RW/NH-11037/1/86-DOI (2) dated 28.7.1993, Ministry Circular No. RW/NH-11037/1/86-DOI dated 19.1.1995, 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 17.9.2003</p>	Yes, Attached	
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 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. " (2) for six-lanning (a) where feasibility is available " I do certify that there will be no hindrance to proposed six lanning 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-lanning.</p>	Attached	



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