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/ 1627 /2021 17.06.2021

To

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

Sub: Rehabilitation and up-gradation of existing 2 lane to 4-lane standards of Rimuli (Km 163.000) to Koida (Km 206.200) Section of NH-215 (New NH-520), i.e. Package-I in the State of Odisha on EPC Mode under NHDP Phase-III on EPC Mode-**Regarding approval for 500mm width of Right of Way (RoW), for laying of Return water Pipeline in NH-520 Utility Corridor from Ch: 163.000 Km to 182.300 Km (Rimuli to Kalapahar Railway bridge), for slurry pipeline project of Tata Steel Ltd, Kalinganagar - Reg**

Sir,

Please find enclosed herewith a proposal of M/s TATA Steel Limited for laying of 450 mm dia return water pipeline along and across the National Highway Utility Corridor, NH-520, Rimuli-Koida section from Ch: Km 163.000 to Km 182.300. The details are as under:

Sl. No.	Chainage		Side	Length (m)	Width of Corridor already approved (mm)	Width of additional corridor Required	Total Corridor Width	Remarks
	From	To						
1	163.000	182.300	RHS	19300	1000	500	1500	450 mm dia Return water pipeline
2	182.300		Across	60	600	1800	2400	600mm for Iron ore slurry Pipeline+ 1200 mm gap+ Casing dia 600mm for Return water pipeline. Total Corridor Width
Total				**19360**				

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,

17.06.2021

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

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NHAI/13011/54/RO/OD/ 1626 /2021 17.06.2021

INVITATION OF PUBLIC COMMENTS

Sub: Rehabilitation and up-gradation of existing 2 lane to 4-lane standards of Rimuli (Km 163.000) to Koida (Km 206.200) Section of NH-215 (New NH-520), i.e. Package-I in the State of Odisha on EPC Mode under NHDP Phase-III on EPC Mode-**Regarding approval for 500mm width of Right of Way (RoW), for laying of Return water Pipeline in NH-520 Utility Corridor from Ch: 163.000 Km to 182.300 Km (Rimuli to Kalapahar Railway bridge), for slurry pipeline project of Tata Steel Ltd, Kalinganagar - Reg**

M/s TATA Steel Limited has submitted a proposal for laying of 450 mm dia return water pipeline along and across the National Highway Utility Corridor, NH-520, Rimuli-Koida section from Ch: Km 163.000 to Km 182.300. The details are as under:

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2	182.300		Across	60	600	1800	2400	600mm for Iron ore slurry Pipeline+ 1200 mm gap+ Casing dia 600mm for Return water pipeline. Total Corridor Width
Total				19360				

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

17.06.2021

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

Tata Steel Limited

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

Seeking Right of Way (ROW) from Rimuli(163.000 Km) to Kalapahar Railway bridge(182.300 Km) on NH-520

CHECK -LIST

Guidelines for Project Directors for processing the proposal for additioanl 0.5 mtr corridor besides existing permitted corridor of 1mtr to lay 0.45M dia Iron Ore Slurry Pipeline and 0.45M dia Return Water Pipeline with 02 nos OFC along NH- 520

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 of Iron Ore Slurry Pipeline and Return Water Pipelines with 02 nos OFC on NH 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 by laying 0.45 M dia iron ore slurry pipeline & 0.45 M dia return water pipeline with 02 nos OFC. In this context and with the available ROW width, seeking permission for additioanl 0.5 mtr corridor besides existing permitted corridor of 1mtr to lay 0.45 M dia iron ore slurry pipeline & 0.45M dia return water pipeline with 02 nos OFC along National Highway No-520 from Rimuli (Chainage 163+000) to Kalapahar Railway bridge (Chainage 182+300) 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 520	
1.3	State	Odisha	
1.4	Location	Rimuli to Kalapahar Railway bridge	
1.5	Chainage in km	CH 163+000 km to CH 182+300 (RHS: 163km to 182.3km with crossing from RHS to LHS at 182.3km)	
1.6	Length in Meters	19300	
1.7	Width of available ROW	60 mtr	

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	(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	

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1.8	Proposal to lay underground electrical/FOC cables	02 nos of OFC	
	(a)Left side from center line towards increasing chainage/km direction	NA	
	(b) Right side from centre line towards increasing chainage /km direction	RHS: 163km to 182.3km with crossing from RHS to LHS at 182.3km	
1.9	Proposal to acquire land	Land available with 60 mtr ROW	
	(a)Left side from center line	NA	
	(b) Right side from centre line	NA	
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	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)	4 lanning work underprogess from Chainage 163.000 km to 183.600km	
1.14	Service road existing or not	As per Row sheet	
	If yes then which side		
	(a) Left side from center line towards increasing chainage/Km direction		
	(b) Right side from center line		
1.15	Proposed Service road	As per Row sheet	
	(a) Left side from center line		
	(b) Right side from center line		
1.16	Whether proposal to lay iron ore slurry pipeline & return water pipeline are after the service road or between the service road and main carriageway	After the Service road in the Utility corridor	
1.17	The permission for laying iron ore slurry pipeline & return water pipeline shall be considered for approval/rejection based on the ministry circulars mentioned as above.		

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	(a) Carrying of iron ore slurry pipeline & return water pipeline on bridges shall also be discouraged. However if the authorities seem to have no other viable alternative and approach the highway authority well in the time before the design of the bridge is finalised , they may be permitted to carry the pipeline 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.	Yes, agreed to comply	
	(b) Cost of required extension of the substructure as well as that of the supporting superstructure shall be done by the agency-in-charge of the utilities	Yes, agreed to comply	
	(c) 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 ,it shall be encased at our cost. (crossing from RHS to LHS at 182.3km)	
	(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.	Yes, agreed all the crossing shall be done as per technical requirements & NHAI guidelines with approval of concerned owner of the facility with adequate safety.	

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	(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.Casing pipe material is STEEL PIPE for carrier pipe and 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	
	(f) The casing/conduit pipe should ,as minimum extend from drain to drain in cuts and toe of slope 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, agreed to comply	
	(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 a proposal	Yes	
2.1	Cross section showing the size of trench for open trenching method	yes, drawing attached	
	(a) Should not be greater than 80 Cm wider than the outer diameter of the pipe	Yes, agreed to comply	

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	(b) 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	
	(c) Shall not be permitted to run along the National Highways when the road formation is suited 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	
2.2	Cross section showing the size of pit and location of cable for HDD method	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	
2.4	Methodology for laying iron ore slurry pipeline & return water pipeline	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, agreed to comply	
2.4.2	(a) The trench width should be atleast 90 cm , but not more than 150 cm wider than the outer diameter of pipe	Yes, agreed to comply	
2.4.3	(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 cobblesand graded too	Yes, agreed to comply	
2.4.4	(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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2.4.5	(d) The side fill shall consist of granular material laid in 15 cm 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, agreed to comply	
2.4.6	(e) The road crust shall be build to the same strength as the existing crust on either side on the trench .	Yes, agreed to comply	
2.4.7	(f) The excavation shall be protected by flagman , signs and barricades , and red lights during night hours.	Yes, agreed to comply	
2.4.8	(g) If required , a diversion shall be constructed at the expense of the agency owning the utility line	Yes, agreed to comply	
2.4.9	Horizontal Directional Drilling (HDD) Method	Methodology attached	
2.4.10	Laying of iron ore slurry pipeline & return water pipeline through CD works and method of laying	CD works is not used for carriageway crossings	
2.4.11	(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	

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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 license for clearing debris/loose earth.	Yes, agreed for submission	

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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, agreed for submission	
5	Affidavit/Undertaking from the applicant for	yes, agreed for submission	
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	
5.2	Renewal of Bank Guarantee	Yes, agreed to comply	
5.3	Confirming all standard condition of NHAI's guideline	Yes, agreed to comply	
5.4	Shifting of iron ore slurry pipeline & return water pipeline as and when required by NHAI at our own cost	Yes, agreed to comply	
5.5	Shifting due to 6 lanning/widening of NH	Yes, agreed to comply	
5.6	Indemnity against all damages and claims clause (24)	Yes, agreed to comply	
5.7	Traffic movement during laying of iron ore slurry pipeline & return water pipeline to be managed by the applicant	Yes, agreed to comply	
5.8	If any claim is raised by the concessionaire then the same has to be paid by the applicant	Yes, agreed to comply	
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 & return water pipeline located in the National Highway right-of-way	Yes, agreed to comply	
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 & return water pipeline will be done by the agency owning the line	Yes, agreed to comply	

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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	
5.12	Certificate from the applicant in the following format (1) laying of iron ore slurry pipeline & return water pipeline 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 & submitted	
6	Who will sign the agreement on behalf of iron ore slurry pipeline & return water pipeline agency	Authorised Signatory as appointed by TSL and Authorization letter attached	
7	Certificate from the project director	Attached	
7.1	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-DOIdated 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	Attached	

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7.2	Certificate from PD in the following format (1) "It is certified that any other location of the iron ore slurry pipeline & return water pipeline would be extremely difficult and unreasonable costly and the installation of return water pipeline within ROW will not adversely affect 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.	Attached	
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 permission to lay iron ore slurry pipeline & return water pipeline may likely to be handed over to the concessionaire under the concession agreement for up-gradation of.....[section from Km.....of NH No.....on build ,Operate and Transfer Basis] and therefore , the licensee shall honour the same. "	Agreed	
9	who will supervise the work of laying iron ore slurry pipeline & return water pipeline	TATA Steel Ltd, Kalinga Nagar Industrial Complex, Duburi, Jajpur, Odisha 755026 India	
10	Who will ensure that the defects in road portion after laying of iron ore slurry pipeline & return water pipeline are corrected and if not corrected then what action will be taken.	TATA Steel Ltd, Kalinga Nagar Industrial Complex, Duburi, Jajpur, Odisha 755026 India	

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11	Who will pay the claims for damages done/disruption in working of concessionaire if asked by the concessionaire.	TATA Steel Ltd, Kalinga Nagar Industrial Complex, Duburi, Jajpur, Odisha 755026 India	
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	
13	If any previous approval is accorded for laying of underground iron ore slurry pipeline & return water pipeline then photocopy of register of records of permissions accorded as maintained by PD then copy be enclosed	Okay	

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