सत्यमेव जयते
On India Government Service
भारत सरकार सेवार्थ

भारतीय राष्ट्रीय राजमार्ग प्राधिकरण
(सड़क परिवहन और राजमार्ग मंत्रालय, भारत सरकार)
परियोजना कार्यान्वयन इकाई, अलीगढ़
National Highways Authority of India
(Ministry of Road Transport & Highways, Govt. of India)
Project Implementation Unit, Aligarh
Village-Bhikampur, At KM 132.400 RHS on NH-34, Aligarh Bypass, Aligarh - 202001 (U.P.)
ग्राम-भीकमपुर, एन.एच-34 के 132.400 कि०मी० आर०एच०एस० पर, अलीगढ़ बाईपास, अलीगढ़-202001 (उ०प्र०)
Email : aligarh@nhai.org | nhaipiubsr001@gmail.com

Building a Nation,
Not Just Roads
सड़क निर्माण ही नहीं,
राष्ट्र निर्माण भी।

NHAI/PIU-ALG/44016/GA/2024/D- 21874 29.05.2024

Invitation of Public Comments

Sub: **Permission for 33KV XLPE Cable U/G road crossing at Ch. 52+850 on NH-34 (Old NH-91) for erection of electric line towards M/s Goodluck Industries=II, Industrial Area, Sikandrabad, Bulandshahr in the state of Uttar Pradesh.**

The Executive Engineer, EDD-I, PVVNL-Bulandshahr has forwarded the proposal which has been submitted by M/s Goodluck Industries for permission 01 nos. underground road crossing of 33KV HT separate line at Ch. 52+850, Industrial Area, Sikandrabad, Distt.- Bulandshahr on NH-34 in the State of Uttar Pradesh.

2. From the submitted proposal, it is seen that the laying length of proposed crossing is 45m. The minimum depth of U/G Crossing below the ROW will be 1.8m. At the centre line of road crossing will be at a depth of 3.5m from the ground level.

3. As per the guidelines, issued by the Ministry vide OM No.RW/NH-33044/29/ 2015/ S&R(R) dated 22.11.2016, the application shall be put out in the public domain for 30 days for seeking claims and objections (on grounds of public inconvenience, safety and general public interest).

4. In view of the above, comments of the public on the above application is invited to the below mentioned address, which should reach by this office within 30 days from the date of publication beyond which no comments shall be entertained.

The Project Director,
National Highways Authority of India
Project Implementation Unit- Aligarh
Village- Bhikampur, At Km. 132.400 (RHS) on NH-34,
Aligarh Bypass, Aligarh -202001 (U.P.)

Encl: As above.

29/5/24
(P.K. Kaushik)
Project Director

Copy to:
1. Web Admin, NHAI-HQ- with request for uploading on the NHAI website
2. The Technical Director, NIC, Transport Bhawan, New Delhi- with request for uploading on the Ministry's website.
3. Regional Officer (W-UP), NHAI-Lucknow for kind information.
4. Executive Engineer, EDD-I, PVVNL-Bulandshahr for information (email: eeedd1@gmail.com).

(P.K. Kaushik)
Project Director

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MoRTH Utility Portal

Ministry of Road Transport & Highways, Government of India

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My Applications

Sno	Application Ref. No	State/District/Highway	Application Category/items (Click on Category Name to Add/Edit Locations)	Stage	Approvals Accorded	Add New (applications.cshtml?nid=1&EncHid=522291427)
1	20240416/2/15/15249/8257 [New]	UTTAR PRADESH BULANDSHAHR NH34 [NH34]	• Industrial Utility [Wires] ◦ Details ◦ Fee	Application Submitted on: 17/04/2024	--	

Application Details [20240416/2/15/15249/8257]	
Highway	NH34 [NH34]
Name of Highway Authority	**NHAI** Dwarka New delhi
Highway Administration Address	**RO-UP West** RO-UP West
Name of Applicant/Oil Company	Goodluck Industries Address: Bulandshahr, ALIGARH (UTTAR PRADESH), PIN: 202001 Phn: 8979000848 Email: rajsharma121296@gmail.com
Application Category	Industrial Utility
Utility	Power Cables
State	UTTAR PRADESH
Type	New
Remarks	Permission for U/G Road Crossing of 33KV XLPE Cable alongwith 160mm Dia HDPE Pipe at Km. 52+795 on NH-91 (New NH34) for erection of electric line towards M/s Goodluck Industries-II
Submitted On	17 Apr 2024 07:41:34

Details		
1. Length in Meters *		45
2. Width of available ROW		
I. Left side from center line towards increasing chainage OR km direction *		22.5
II. Right side from center line towards increasing chainage OR km direction *		22.5
3. Proposal to lay the utility		
I. Left side from center line towards increasing chainage OR km direction *		0
II. Right side from center line towards increasing chainage OR km direction *		0
4. Proposal to acquire the land		
I. Left side from center line *		0
II. Right side from center line *		0
5. Whether proposal is in the same side where land is not to be acquired *		No
If not then where to lay the cable *		U/G Road crossing
6. Details of already laid services if any along the proposed route *		Encl
7. Number of Existing lanes *		6 Lane
8. Proposed number of lanes *		8 Lane

9. Service road Exists *		No
10. Proposed Service road		
Left side from center line		0
Right side from center line		0
11. Whether proposal to lay cable is after the service road or between the service road and main carriageway *		N/A
12. Whether carrying OFC Cable has been proposed on highway /bridges, If yes then mention the methodology proposed for the same *		HDD Method
13. Is crossing of the road involved? If Yes, is shall be either encased in pipes or through structure of conduits specially built for the purpose at the expense of the agency owing the line *		Yes
I. Whether the existing drainage structures are allowed to carry utility pipeline. *		Agreed
II. Is it on a line normal to NH? *		No
III. What is the distance of crossing the utility pipelines from the existing structure? Crossings shall not be too near the existing structures on the National Highway, the minimum distance being 15 mtrs. *		0.00

IV. The casing pipe (or conduit pipe in the case of electric cable) line carrying the utility line shall be of steel, cast iron or reinforced concrete and have adequate strength and be large enough to permit ready withdrawal of carrier pipe/cable Mention type of casting. *		N/A (HDD method used without casing pipe.)
V. Ends of the casing/conduit pipe shall be sealed from outside, so that is does not act as a drainage path *		N/A (HDD method used without casing pipe.)
VI. The casing/conduit pipe should be as minimum extend from drain in cuts toe of slope in fills. *		NA
VII. The installation of Casing pipe shall be as per attachment-1 of Ministry's Guidelines dated 22.11.2016 *		NA
VIII. Mention the methodology proposed for crossing of road for the proposed sewerage / gas pipeline crossing shall be boring method (HDD) (Trenchless Technology) specially where the existing road pavement is of cement concrete of dense bituminous concrete type. *		HDD Method
14. Whether the proposal satisfies the following:		

I. Where the ROW is more than 45 M then the duct cable shall be laid at the edge of right of way within the utility corridor of 2 M width, duly keeping in view the future widening. *		Yes
II. Where land is yet to be acquired for 4 laning and the position of new carriageway has been decided then the cable shall be laid at the edge of right of way within the utility corridor of 2 M width, on that side of existing carriageway where extra land is not proposed to be acquired for 4 laning. *		NA
III. Where the widening plan for 4 laning is not yet decided and available ROW is around 30 M or less, a judicious decision would need to be taken for permitting the laying of cable/duct. This could be within 1.5 M to 2m of utility corridor at the edge of existing ROW, duly keeping in view the possible widening plans. *		Yes

IV. Where ROW is restricted and adequate only to accommodate the carriageway, central verge, shoulders and drains (e.g. Highways in cutting through hilly/rolling terrain), the cable shall be laid clear of the drain. *		Yes
V. Where land strip for utility corridor can't be conveniently earmarked (available ROW restricted to the toe of the embankment) for laying of cable/ducts, the permission may be refused. *		NA
15. Document/Drawings enclosed with the proposal *		Yes
I. Cross section showing the size of trench for open trenching method (is it normal size of 1.2m (min.) deep x 0.3 wide) *		Yes
II. Cross section showing the size of pit and location of cable for HDD method *		Encl
III. Strip plan/ Route plan showing the OFC, Chainage width of ROW, distance of proposed, cable from the edge of ROW, important mile stone, intersections, cross drainage works etc. *		Encl
IV. Methodology of laying of the Utility Pipeline/OFC *		Encl

V. 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
(a) The trench width should be at least 30 cms but not more than 60 cms wider than the outer diameter of the pipe *		NA
(b) For filling of the trench, bedding shall be to a depth of not less than 30 cms. It shall consist of granular material, free of lumps, clods, cobbles and graded to yiled firm surface without sudden change in the bearing value, unsuitable soil and rock edges should be excavated and replaced by selected material *		Agreed
(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 15 cms, layers each consolidated by mechanical tampering and controlled addition of moisture to 95% of the proctor density. Overfill shall be compacted to the same density as the material that has been removed. *		Agreed
(e) The road crust shall be built to the same strength as 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 expense of agency owing the utility line. *		Agreed
VI. Horizontal Directional Drilling (HDD) Method *		Yes
VII. Laying OFC through CD Works and Method of laying (Whether to be hung outside parapet). *		Yes
16. Draft license Agreement signed by two witnesses. *		Encl

l. The license fee estimate as per Ministry's guidelines issued vide circular no. RW/NH/33044/29/2015/S&R dated 22.11.2016. *		Submitted as per demand of NHAI
17. Whether Performance Bank Guarantee is as per Ministry's guidelines issued vide circular no. RW/NH/33044/29/2015/S&R, dated 22.11.2016. *		Yes
l. Confirmation of BG has been obtained as per MoRTH guidelines *		Yes
18. Affidavit/Undertaking from the Applicant for following is to be furnished		
a) Undertaking not to Damage to other utility, if damage then to pay the losses either to NHAI or the concerned agency. *		Yes
b) Undertaking Renewal of Bank Guarantee as and when asked by MoRTH. *		Yes
c) Undertaking Confirming all standard condition of Ministry's guidelines. *		Yes
d) Undertaking for indemnity against all damages and claims *		Yes
e) Undertaking for management of traffic movement during laying of utility line without hampering the traffic *		Yes

f) Undertaking that if any claim is raised by the concessionaire/ contractor then the same has to be paid by the applicant. *		Yes
g) Undertaking that prior approval of the NHAI shall be obtained before undertaking any work of installation, shifting or repairs, or alteration to the utility located in the National Highway Right of Ways. *		Yes
h) Undertaking that expenditure is any incurred by NHAI for repairing any damage cause to the NH by laying, maintenance of shifting of the utility line will be borne by the applicant agency owing the line. *		Yes
i) Undertaking that text of the license deal is as per verbatim of format issued by MoRTH vide circular no. RW/NH/33044/29/2015/S&R dated 22.11.2016 *		Yes
j) Undertaking for shifting of utility as and when asked by MoRTH/ NHAI. *		Yes
k) Certificate from the applicant in the following format		
l) We do undertake that I/we will relocate service road/approach road/utilities at my/our own cost not withstanding the permission granted within such time us will be stipulated by NHAI for future six laning or/any other development		

19. Who will sign the agreement on behalf of Applicant agency? Power of Attorney to sign the agreement is available or not. *		General Manager (Electrical), Goodluck Industries-II
20. The Power of Attorney is in favour of authorized signatory? *		Yes

Locations						
Sno	**State**	**District**	**Highway /Stretch**	**Start Point**	**End Point**	**View**
1	UTTAR PRADESH	BULANDSHAHR	NH34 [NH34] (0.000-150.000) From Km: 52.795 To Km: 52.795	Chainage Point: 52.795 Lat: 282810.2 Lng: 774007.9	Chainage Point: 52.795 Lat: 2828110.2 Lng: 774007.9	View

Documents				
Sno	**Stage**	**Document**	**Mandatory**	**Action**
1	Under Submission	Layout and Drawings	Yes	View
2	Under Submission	Any Other Supporting Document	No	View
3	Under Submission	Any Document to indicate commercial activities are allowed on the land.	No	--
4	Under Submission	Safety Clearance from Directorate of Electricity	No	--
5	Under Submission	Safety Clearance from Chief Controller of Explosives	No	--
6	Under Submission	Safety Clearance from Petroleum and Explosives Safety Organisation	No	--
7	Under Submission	Safety Clearance from Oil Industry Safety Directorate	No	--
8	Under Submission	Safety Clearance from State/Central Pollution Control Board	No	--
9	Under Submission	Any Other Statutory Clearance as applicable	No	--

Applicable Fee Details					
Sno	**Fee Head**	**Stage**	**Fee**	**Amount**	**Status**

CHECK – LIST

Permission for U/G Road Crossing of 33KV XLPE along with 160mm Dia HDPE Pipe at Ch. 52+850 on NH-91 (New NH34) for erection of electric line towards M/s Goodluck Industries-II, (Unit of Goodluck India Limited), A-59, Industrial Area, Sikandrabad, Bulandshahr in the State of Uttar Pradesh.

Relevant circulars

- Ministry Circular No. RW/NH/33044/27/2005/S&R(R)(Pt.) dated 07.08.2013.
- Ministry Circular No. RW/NH-33044/29/2015/S&R/(R) dated 22.11.2016.
- Ministry Circular No. 36094/01/2022-S&R(P&B) dated 17.04.2023.

S. No.	Item	Information / Status	Remarks
1	General Information		
1.1	Name and Address of the Applicant	**General Manager (Electrical),** M/s Goodluck Industries-II, A-59, Industrial Area, Sikandrabad, Bulandshahr (Uttar Pradesh).	
1.2	National Highway Number	NH-91 (New NH-34)	
1.3	State	Uttar Pradesh	
1.4	Location	Near Village-Sikandrabad Industrial Area	
1.5	(Chainage in Km.)	Road Crossing at Km. 52+850	
1.6	Length in Meter	45m	
1.7	Width of available ROW	45 Meter	
1.8	Side of NH (left or right side of NH towards increasing Chainage /KM/ Direction)	Road Crossing	
1.9	Highway Administration Address	Regional Officer, National Highways Authority of India, 3/248, Vishal Khand, Gomti Nagar, Lucknkow	
1.10	Proposal to acquire land	N/A	
	(a) Left side from center line		
	(b) Right side from Centre line		

For Goodluck Industries-II
(Unit of Goodluck India Ltd.)

Authorized Signatory

पी0के0 कौशिक/P.K. KAUSHIK
परियोजना निदेशक/Project Director
भारतीय राष्ट्रीय राजमार्ग प्राधिकरण/National Highways Authority of India
परियोजना कार्यान्वयन इकाई-अलीगढ़/Project Implementation Unit-Aligarh

ओमेंद्र/OMENDRA
प्रबंधक (तक0)/Manager (Tech.)
भारतीय राष्ट्रीय राजमार्ग प्राधिकरण/National Highways Authority of Ind
परियोजना कार्यान्वयन इकाई-अलीगढ़/Project Implementation Unit-Alig

1.11	Whether proposal is in the same side where land is not to be acquired	N/A	
	If not then where to lay the cable	N/A	
1.12	Details of already laid services, if any, along the proposed route	N/A	
1.13	Number of lanes (2/4/6/8) existing	6 lane	
1.14	Proposed Number of lanes (2 lane with paved shoulder/4/6/8 lanes)	-	
1.15	Service Road existing or not	Yes	
	If yes then which side	Both side	
	(a) Left side from center line	Yes	
	(b) Right side from Centre line	Yes	
1.16	Proposed Service road	N/A	
	(a) Left side from center line	-	
	(b) Right side from Centre line	-	
1.17	Whether proposal to lay 33KV electric line is service road and main carriageway.	U/G Road Crossing	
1.18	The permission of laying of 33KV XLPE Cable shall be considered for approval/rejection based on the Ministry Circular mentioned as above	Yes	
	(a) Carrying of Sewage/ electric line on highway bridges shall not be permission as Fumes/ electric line can accelerate the process of corrosion or may cause explosion, thus, being much more injurious than fault of electric line.,	N/A	
	(b) Carrying of electric line on bridge shall not be discouraged. However, if the electric Authorities seem to have no other viable alternative and approach the highway authority will in time before the design of the bridge if finalized, they may be permitted to carry the electric on independent superstructure, supported on extended portions of piers and abutment in such a manner that in the final arrangement enough free spade around the superstructure of the bridge remains available for inspection and repair etc.	N/A	
	(c) Cost of required extension of the sub-structure as well as that of the supporting superstructure shall be borne by the agency-in-charge of the utilities.	N/A	

ओमेंद्र/OMENDRA
प्रबंधक (तक0)/Manager (Tech.)
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For Goodluck Industries-II
(Unit of Goodluck India Ltd.)

Authorised Signatory

	Services are not being allowed indiscriminately on the parapet/ any part of bridges, Safety of the bridges has to be kept in view while permitting various service along bridge. Approvals are to be accorded in this regard with the concurrence of the Ministry's Project Chief Engineer only.	N/A	
1.19	If crossing of the road involved. If yes, it shall be done by HDD method or through structure or conduits specially built for that purpose of the expenses of the agency owning the line.	Yes	
	(a) Existing drainage structure shall not be allowed to carry the lines.	Agree	
	(b) The utility services shall cross the National Highway preferably on a line normal to it or as nearly show as practicable. M/s Goodluck Industries\ shall be permitted to cross the National Highway either through structure or conduits specially built for that purpose. The conduit pipe should, as minimum, extend from drain to drain in cuts and toe of slope to tope of slope in the fills and shall be designed in accordance with the provision of IRC and executed following the Specifications of the Ministry.	Yes	
	(c) The casing pipe may be installed under the route embankment either by boring or digging a trench. Installation by boring method shall prefer.	N/A (HDD method used without casing pipe.)	
	(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 carriage pipe/cable.	N/A (HDD method used without casing pipe.)	
	(e) End of the casing/ conduit pipe shall be sealed from the outside, so that if does not act as a drainage path.	N/A (HDD method used without casing pipe.)	
	(f) The carrier pipe should, as minimum extend from drain to drain in cuts and toe of slope toe of slope in the fills.	Agreed	

ओमेंद्र/OMENDRA
प्रबंधक (राज0)/Manager (Tech.)
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For Goodluck Industries-II
(Unit of Goodluck India Ltd.)
Authorized Signatory

पी0के0 कौशिक/P.K. KAUSHIK
परियोजना निदेशक/Project Direct
भारतीय राष्ट्रीय राजमार्ग प्राधिकरण/National Highways Authority
परियोजना कार्यान्वयन इकाई-अलीगढ़/Project Implementation Unit

	(g) The top of the carrier pipe/line should be at least 1.2 meter below the surface of the road subject to being at least 0.3 meter below the drain inverts.	Agreed	
	(h) Crossing shall be done by HDD method specially where	Crossing by HDD Method	
	(i) The casing/conduit pipe shall be installed with an even bearing throughout is length and in such a manner as to prevents the formation of waterway along it.	Agreed	
2	Documents / Drawing enclosed with the proposal	Yes, 04 sets of proposal	
2.1	Cross section of trench for open trenching method (is it normal size of 1.2m dept/0.3m wide)	N/A	
	i) Should not be greater than 60cm wider than the outer diameter of the pipe.	N/A	
	ii) Location as closer to the extreme edge of the right-of-way as possible but not less than 15 meter from the center line of the nearest carriageway.	N/A	
	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.	N/A	
2.2	Cross section showing the size of pit and location of cable for HDD method	Shown in the enclosed drawing.	
2.3	Strip plan/ Route plan showing Water Supply pipe line/ Electrical cable Chainage, width of ROW, distance of proposed cable from the edge of ROW, important mile stone, intersecting cross drainage work etc.	Strip plan/ Drawing enclosed.	
2.4	Methodology for laying of showing water supply pipe etc.	N/A	
2.4.1	Open Trenching method (May be allowed in utility corridor only where perimeter is neither cement concrete type. If yet, Methodology of refilling of trench.	N/A	
	a) The trench width should be at least 30cm, but not more than 60cm wider than the out diameter of the pipe	Agreed	

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भारतीय राष्ट्रीय राजमार्ग प्राधिकरण/National Highways Authority of India
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	b) For filling of the trench, Beeding shall be to depth of nor less than 30cm it shall consist granular material unsuitable soil and rock edge should be excavated and replaced by selected material.	Agreed	
	c) The back shall be completed two stages (1) 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 boult 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-light 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	Yes	
2.4.3	Laying of Electric line through CD work and method of laying		
	(a) The utility services shall cross the National Highway preferably on a line normal to it of as nearly so as practicable and subject to all other stipulation contained in this Ministry's guidelines issued on dated 22.112016	Yes	
3	Draft License Agreement signed by to witnesses	Enclosed	
4	Performance Bank Guarantee in four of NHAI has to be obtain @ Rs..... per running meter, for period one year initially (extendable if required till satisfactory completion of work) as a security for ensuring/ making god the excavated trench for laying the cable by proper	Shall be submitted, as demanded by NHAI	

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परियोजना निदेशक/Project Directo
भारतीय राष्ट्रीय राजमार्ग प्राधिकरण/National Highways Authority of
परियोजना कार्यान्वयन इकाई-अलीगढ़/Project Implementation Unit-A

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For Goodluck Industries-II
(Unit of Goodluck India Ltd.)
Authorized Signatory

	filling and compaction, clearing debris/ loose earth produced due to execution for trenching at least 50 meters 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.	Yes	
4.2	Confirmation of BG has been obtained as per NHAI guidelines	Yes	
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	
5.2	Renewal of Bank Guarantee	Yes	
5.3	Confirming all standard condition of NHAI guidelines	Yes	
5.4	Shifting of Electric line as and when required by NHAI at their own cost.	Yes, it will be carried out if required	
5.5	Shifting due to widening of NH	Yes	
5.6	Indemnity against all damages and claims Clause (xxiv)	Yes	
5.7	Traffic movement during laying/ erection of electric line to be managed by the applicant.	Yes, the same will be managed at the time of work execution.	
5.8	If any claim 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 installation, shifting or repairs or alteration to the showing electric line located in the National Highway right-of-way	Yes, Necessary permission to be taken before starting the work.	
5.10	Expenditure, if any, incurred by NHAI for repairing and damage caused to the National Highway by the laying, maintenance or shifting of the electric line will be borne by the agency owning the line.	Yes	
5.11	If the NHAI considers it necessary in future to move the utility line for any work of improvement or repair to the road, it will be	Yes	

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परियोजना कार्यान्वयन इकाई-अलीगढ़/Project Implementation Unit-Aliga

ओमेंद्र/OMENDRA
प्रबंधक (तक0)/Manager (Tech.)
भारतीय राष्ट्रीय राजमार्ग प्राधिकरण/National Highways Authority of India
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For Goodluck Industries-II
(Unit of Goodluck India Ltd.)
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	carried out as desired by the NHAI at the cost of the agency owning the utility line whthin a reasonable time (not exceeding 60 days) of the intimation given.		
5.12	Certificate from the applicant in the following format	-	
	(i) Laying of electric line will not have any deleterious effects on any of the bridge components and roadway safety for traffic.	Yes	
	(ii) for widening – "We do undertake that I will relocate, service road/ approach road/ utilities at my own cost notwithstanding the permission granted with such time as will be stipulated by NHAI" for future widening or any other development.	Yes, it will be certified	
6	Who will sign the agreement	**General Manager (Electrical), M/s Goodluck Industries-II,**	
7	Certificate from the Project Director	**N/A**	
7.1	Certificate for confirming of all standard condition issued vide ministry various circulars	Enclosed	
7.2	Certificate from PD in the following format:	Yes	
	(i) It is certified that any other location of the Electrical line would be extremely difficult and unreasonable costly and the installation of Electric line 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.		
	(ii) For 6 – lanning (a) Where feasibility is available "I do certify that there will be no hindrance to 6 laning based on the feasibility report considering proposed structures at the side location". (b) In case feasibility report is not available "I do certify that sufficient ROW is available at site for accommodating proposed six laning".	ओमेंद्र/OMENDRA प्रबंधक (तक0)/Manager (Tech.) भारतीय राष्ट्रीय राजमार्ग प्राधिकरण/National Highways Authority of Ind परियोजना कार्यान्वयन इकाई-अलीगढ़/Project Implementation Unit-Aligar	
8	If NH section proposed to be taken up by NHAI on BOT basis – a Clause is to be inserted in the alignment. "The permitted Highway on which Licensee has been granted the right of lay cable/ duct has also been granted as a right of		

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	way to the Concessionaire under the Concession Agreement for up-gradation of Ghaziabad – Aligarh Section from Km. 23.600 to Km. 149.900 of NH-34 on BOT basis and therefore, the licensee shall honour the same".		
9	Who will supervise the work of Erection/UG crossing of 33KV XLPE Cable ?	**General Manager (Electrical), M/s Goodluck Industries-II,** A-59, Industrial Area, Sikandrabad, Distt.- Bulandshahr (Uttar Pradesh.)	
	Who will ensure that the defects in road portion after Erection of 33 KV XLPE cable U/G with HDPE pipe are correct and if not correct then what action shall be taken.		
	Who will pay the claims for damages done/disruption in working of Erection of 33 KV XLPE cable U/G road crossing, if asked by the Concessionaire.		
	A certificate from PD that he will enter the proposed permission in the register of records of the permission in the prescribed Performa (copy enclosed) issued vide Ministry Circular No. RW/NH-33044/27/2005/S&R (R)(Pt.) dated 07.08.2013.	N/A	
	If any previous approval is accorded for laying of cable then Photocopy of register of records of permissions accorded as maintained by PD (as per Ministry Circular No. RW/NH-33044/27/2005/S&R (R)(Pt.) dated 07.08.2013) as referred in para 13 above in enclosed or not.	N/A	

The ROW of the National Highway available at the proposed location from the centre line of divided carriageway is 45m from centre of ROW edge of ROW towards proposed electric utility.

The above particular along with the drawing and document has been verified and certified as corod as per prevailing site condition.

General Manager (Electrical), **M/s Goodluck Industries-II,** **(Unit of Goodluck India Limited)** A-59, Industrial Area, Sikandrabad, Bulandshahr (Uttar Pradesh).	**Project Director,** National Highway Authority of India, PIU-Aligarh.

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भारतीय राष्ट्रीय राजमार्ग प्राधिकरण/National Highways Authority of India
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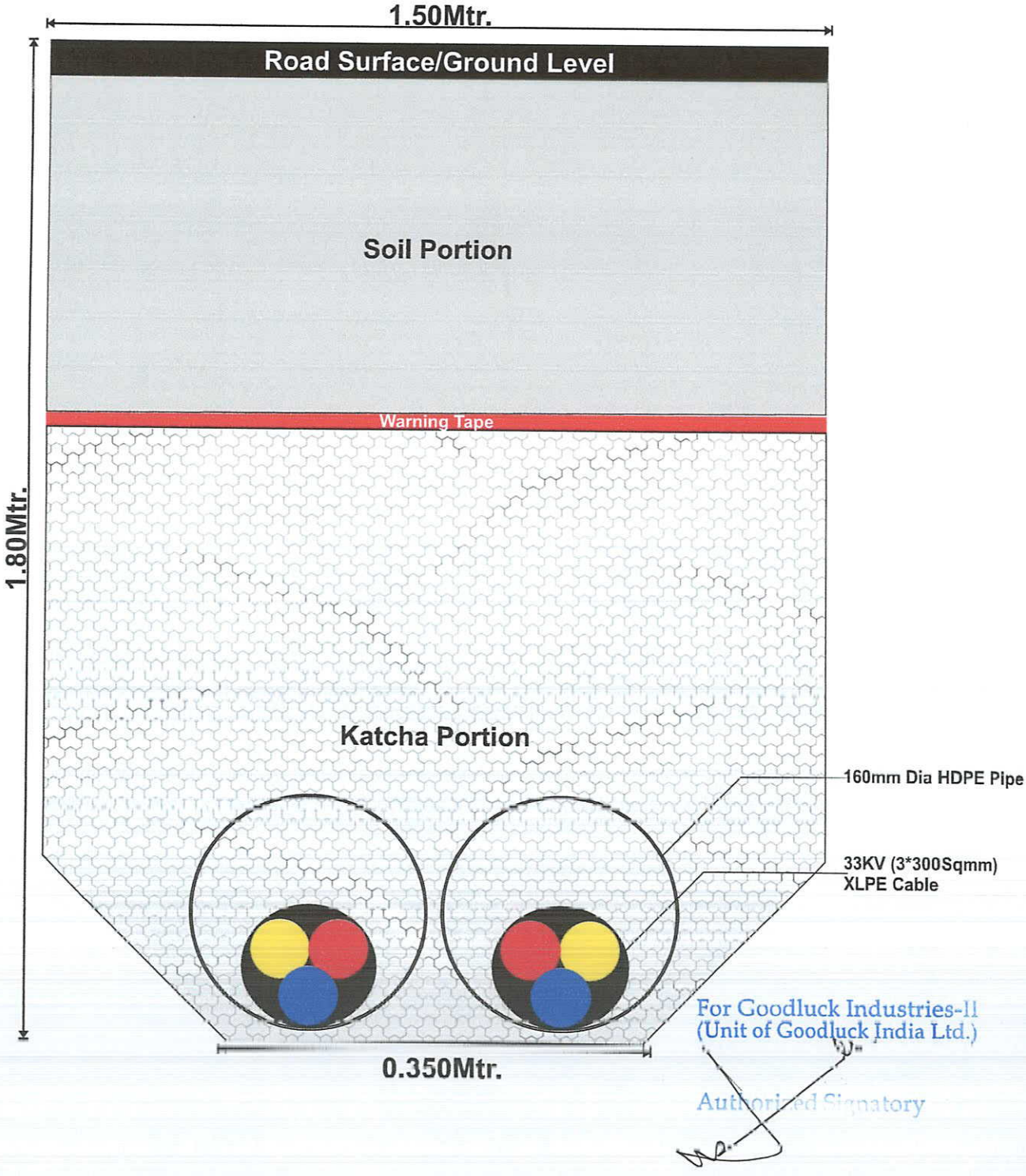
CROSS SECTION OF HDD PIT FOR 33KV UNDERGROUND CABLE LAYING



For Goodluck Industries-II
(Unit of Goodluck India Ltd.)

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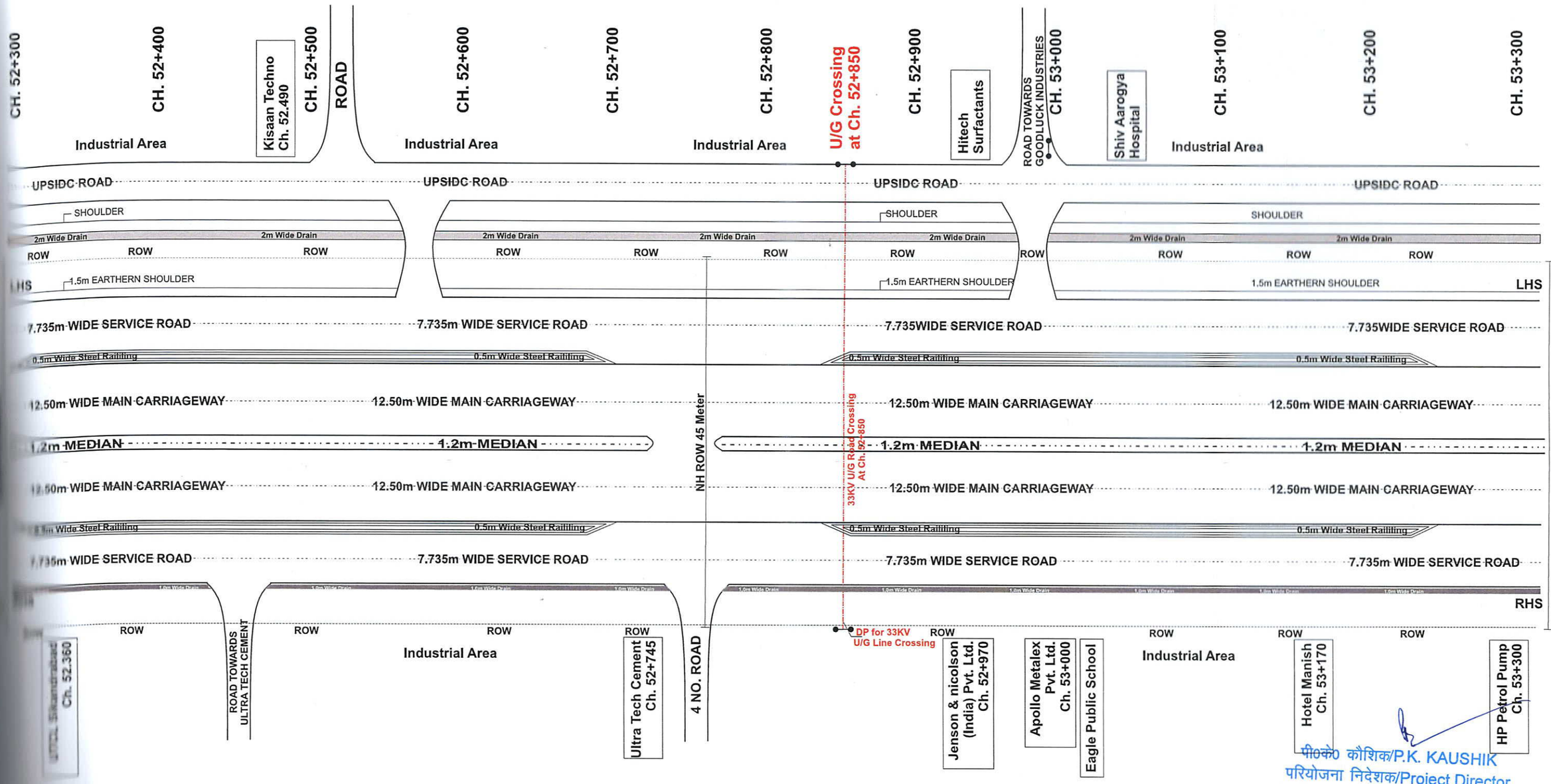
Key Plan/Drawing of 33KV XLPE U/G Road Crossing at Ch. 52+850 on NH-91 (New NH-34) Ghaziabad-Aligarh Section



LEGENDS:

- CROSSING KM - KM 52.850
- ROW - RIGHT OF WAY 45M
- 11M DOUBLE POLE - **(00 Nos. in ROW)**
- 33KV UNDERGROUND LINE -

APPLICANT SIGNATURE:

For Goodluck Industries-II
(Unit of Goodluck India Ltd.)

Authorized Signatory

SUNIL MALIK (GM-ELECTRICAL),
M/s GOODLUCK INDUSTRIES-II,
A-59, Industrial Area, Sikandrabad, Distt.-Bulandshahr (U.P.)

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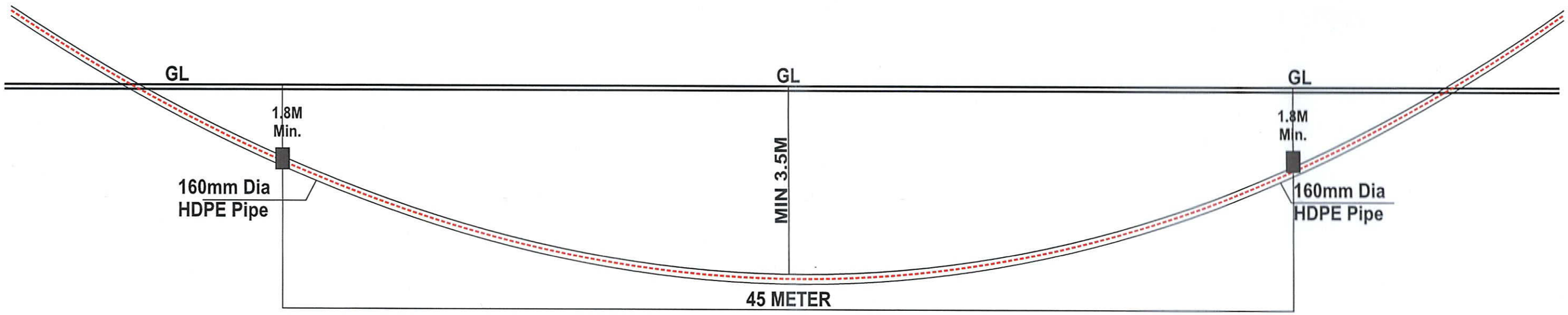
U/G ROAD CROSSING OF 33KV XLPE CABLE ALONG WITH 160MM DIA HDPE PIPE ON NH-34 AT CH. 52+850



APPLICANT SIGNATURE:

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