

श्री ६-५

Subject : Improvement and Up-gradation of NH-731 to 2-Lane with Paved Shoulder from Km 40.00 to Km 88.750 under Package 1 in Shahjahanpur District and Forest Division (**Total Length-48.75 Km of Package 1**)

Proposal No. : FP/UP/ROAD/148376/2021

Annexure - 2

Introduction: The proposed project is an Improvement and Up-gradation of Existing Road (NH-731) to 2-Lane with Paved Shoulder from Km 40.00 to Km 88.750 of NH-731, Start of Khutar Bypass to Start of Shahjahanpur Bypass in Shahjahanpur District of NH-731 in the State of Uttar Pradesh under Shahjahanpur Forest Division of Uttar Pradesh State (Total Length – 48.75 Km of Package 1) which is an existing field alignment having PROW from 18.0 m to 45.0 m and embankment height (in general) 1.5 to 2.0 m meter located on plane terrain. Any cutting, tunneling other than construction of cross drainage, bridges are not proposed and to raise the height of embankment additional earth material is required. Keeping in view of road work, small quantity of excavated material (ordinary earth) will be generated from foundation work of, bridges/cross drainages as well as Clearing & Grabbing. Excavated material generated from these construction sites will be utilized in filling/raining of Embankment of project road.

Being an improvement and up-gradation of NH-731 with bypass, in this entire section of project road, NO muck will be generated, and any disposal is not required as excavated ordinary earth material will be re-utilized in filling of embankment. As required details are tabulated below:

S. No.	Particulars	Remarks
1.	Calculation of muck to be generated. Swell factor has to be applied.	Since the project road alignment is entirely located in plane area having no scope of tunneling or hill cutting/deep excavation and accordingly No muck will be generated due to additional widening of project road. Accordingly, no muck calculation is applicable. It is to be noted that to raise Final Road Level (FRL)/Road Embankment/Bypass, significant quantity of earth material will be required instead of generation of muck.
2.	Quantity of muck to be utilized in the project activities	As stated in above column, generation of Muck is very unlikely. However, some construction debris are likely to be generated and which will be utilized (like leveling, making approach road, worker camp etc.) in project work and no disposal is required.
3.	Balance quantity of muck which requires disposal / management plan	No balance quantity is estimated, construction related debris will be utilized in project work.
4.	Carriage of muck from the muck generation site to the dumping site	Not applicable, due to above mentioned reason in column no. 1 & 2.
5.	Ownership of land and the consent of landowners in case muck disposal is proposed on non-forest land.	Not applicable, due to above mentioned reason in column no. 1 & 2.

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6.	Photograph & carrying capacity of proposed dumping site (Muck disposal site)	Not applicable, due to above mentioned reason in column no. 1 & 2.
7.	Development of dumping site- construction of retaining walls and other structure as per requirement of the site. The objective is to completely stop rolling down of the muck.	Not applicable, due to above mentioned reason in column no. 1 & 2.
8.	Rehabilitation of dumping site like leveling planting of grass, shrubs and tree species	Not applicable

Note: Cost to be incurred on the above activities has to be given component wise. Detail of dumping site including length, width, and height of structures to be erected must be mentioned.

Undertaking by the user agency has to be given to the effect that:

1. Muck management plan will be implemented by the user agency and in case of non-implementation of the plan; they will be liable to penalty / action at their cost.
2. The proposed dumping site is located away from river/stream/nala.

National Highways Authority of India (NHAI)

Place: Bareilly

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Project Director, Bareilly

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