



भारतीय राष्ट्रीय राजमार्ग प्राधिकरण

(सड़क परिवहन और राजमार्ग मंत्रालय)

National Highways Authority of India

(Ministry of Road Transport & Highways)

परियोजना कार्यान्वयन इकाई, बीकानेर

Project Implementation Unit, Bikaner

सी-38, सादुलगंज, बीकानेर (राजस्थान) - 334002

C-38, Sadul Ganj, Bikaner (Raj.) - 334002

दूरभाष / Phone : 0151-2224477

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ई-मेल / E-mail bikaner@nhai.org

nhaibikaner@gmail.com



भारतमाला
प्रगति के पथ पर अग्रसर

क्रमांक : 16003 / 1 / 2017 / Forest BM-10 / 7104

दिनांक 12.08.2020

उप वन संरक्षक,
इन्दिरा गाँधी नहर परियोजना,
स्टेज-II, बीकानेर ।

विषय : Diversion of 11.8259 hectare Forest Land for Upgradation to 2 lane with paved shoulder/ 4 lane of Khajuwala - Poogal Section (Design chainage 0+000 to 30+812) and Poogal - Dantour - Jaggasar - Gokul - Goddu- Ranjitpura - Charanwala - Naukh - Bap section of NH-911 (Design chainage 1+430 to 182+725) (Total Length 212.107 Km) under Bharatmala Pariyojna -reg.

Proposal No. : FP/RJ/ROAD/41036/2019

Date of Proposal : 08.07.2019

संदर्भ: भारत सरकार, MoEF, Lucknow का पत्र क्रमांक 8B/Raj/06/29/2020/FC/765 dated 28.07.2020

महोदय,

उपरोक्त विषयान्तर्गत परियोजना के संदर्भित पत्र में क्षेत्रीय कार्यालय, MoEF, Lucknow द्वारा वांछित बिन्दू संख्या 1 से 3 तक की सूचना निम्नप्रकार से प्रेषित है :

S.No.	Observation	Compliance
1	Documentary proof of existence of road prior to 1980 and calculatin of penal NPV has to be submitted.	Proof of existence of road prior to 1980 is enclosed.
2	Scheme for road side plantation as per IRC norms has to be provided. Perusal of cross sections at the most of the places shows that a width of 3m is available on either side of the road for plantation.	The scheme of road side planation shall be carried-out as per the IRC:SP:21. Details of Plantation and Typical Cross section for the same is enclosed.
3	Muck disposal scheme approved by concerned DFO need to be submitted	Muck disposal scheme is hereby submitted for approval of DFO, is enclosed. However the undertaking by the NHA for disposal of remaining waste material outside the forest land, is submitted with the FCA proposal.

कृपया क्षेत्रीय कार्यालय MoEF लखनऊ को प्रत्युत्तर भिजवायें ताकि प्रस्ताव पर अग्रिम कार्यवाही हो सके ।

भवदीय


परियोजना निदेशक / Project Director
भारतमाला प.का.ई. बीकानेर / NHA, PIU, Bikaner

संलग्नक : उपरोक्तानुसार ।

OFFICE OF THE EXECUTIVE ENGINEER PWD DISTT. DN-I,
BIKANER

No. 698

Date. 10/08/2020

The Project Director
NHAI, PIU,
Bikaner

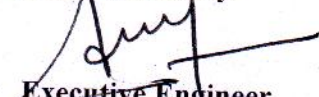
Sub -: Upgradation to 2 lane with paved shoulder / 4 lane of Khajuwala Pugal sectin of NH-911A (Design chainage 0+0000 to 30+812 and Pugal – Dantore – Jaggasar – Gokul-Godu-Ranjeetpura-Charanwala – Naukh-Bap section of NH-911 (Design chainage 1+430 to 182+725) Tota length km 212.107 Km under Bharatmala Pariyojna in the State of Rajasthan on Hybrid Annuity mode (Package BM/10) Year of construction required.

Ref -: Your good office letter no. 16003/1/2017/BM-10/7088 Dt. 06.08.2020

Sir,

With reference to above cited subject that year of construction of Pugal to Dantore and Dantore to 17 KHM road is 1974-1975.

Yours faithfully


Executive Engineer
PWD Distt. Dn-I, Bikaner

Office of the Executive Engineer PWD Dn Nokha

No. 872

date :-- 7-8-2020

Project Director,
NHAI, Bikaner

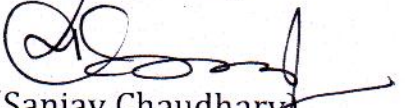
Sub :- Upgradation to 2 lane with paved shoulder /4 lane of
Khajuwala - Poogal Section of NH-911A (Design Chainage 0+00
to 30+812) and Poogal - Dantour - Jaggasar -Gokul- Godu-
Ranjeetpura- Charanwala- Naukh- Bap Section of NH-911 (
Design chainage 1+430 to 182+725) Total length 212.107 Km
Under Bharatmala pariyojana in the state of Rajasthan on
Hybrid Annuity mode (Pkg. BM/10) **Year of Constt. -reg.**

Ref :- Your Letter No. 16003/1/2017/BM-10/7089 dated 06.08.2020

Sir,

The section of Road Under PWD was handedover to NHAI from
Jaggasar to Ranjeetpura vide your letter No. 2086 dated 27.12.2017. As
desired by you the year of construction for road section from Godu to
Ranjeetpura is 1977-78.

Your/Faithfully


(Sanjay Chaudhary)
Executive Engineer
PWD DN NOKHA

HANDING/TAKING OVER OF ROAD
ROAD PUGAL HEAD - KHAJUWALA
FROM KM 36.000 TO KM 83.300 (NET LENGTH OF ROAD 47.300 KMS)

1. We have jointly inspected the road stretch for Handing/Taking over of road sector from Km 36.000 to Km 83.300 (Net Length of road 47.300 kms)

2. **Road History:-**

The road Nursar-Pugal-Khajuwala (83.300 Kms long) was constructed by State PWD in two parts namely Nursar-Pugal (Km 30.00 to Km 80.700) and Pugal-Khajuwala (Km 80.770 to Km 113.300). Subsequently the road sector Pugal-Khajuwala and Nursar-Pugal was taken over by BRO for further maintenance during 1972 and 1977 respectively. Through the road starts from Bikaner, the maintenance task between Km 0.000 to Km 30.000 (i.e. upto Nursar) is being entrusted with state PWD.

3. **OBLIGATORY POINTS:-**

- (a) Km 36.000 - Pugal Head
- (b) Km 51.000 - Pugal
- (c) Km 67.000 - 1 Adm

4. **SPECIFICATIONS:-**

(a) **Formation**

(i) Right of way : 12.00mtr (Being State Highway Right of way may please be considered 25.00 Mtr. However, no land record held with this unit.)

(ii) Formation width : 12.00mtr

(b) **Carriage width**

(i) Carriage way : 7.00mtr

(c) **Pavement works**

(i) Sub base : GSBC 10 cm thick in two layer

(ii) Base Course : WMM 7.50 cm thick in two layer over WMM 10 cm thick

(iii) Wearing Course : AC 4.0 cm thick over DBM 7.5 cm

(d) **Bridges**

(i) km 36.200 : 47.75 mtr Multi span RCC slab Bridge having 70 R load class.

(ii) km 64.400 : 7.40 mtr Single span RCC slab Bridge having 70 R load class.

(iii) Km 67.100 : 9.80 mtr Single span RCC slab Bridge having 70 R load class.

(e) Copies of all Govt sanction/issued : Nil

(f) Land acquisition details : Nil

(g) Year of last re-surfacing done : Nil

(h) Road Register

:- photocopy will be sent later


परियोजना निदेशक/Project Director
भारतप्रा प.का.ई. बीकानेर/NHAI, PIU, Bikaner


Details of Govt. sanctions accorded on this road is as under :-

S/No	Job No	Name of work	Amount Rs.
1	1151/89	Construction/Improvement of road sector Noorsar - Pugal Head from Km 0.000 to Km 36.400 on Road Noorsar - Pugal - Khajuwala (Net length of road 36.400 Kms) to NHDL specification.	638.28 Laacs
2	1151/93	Surfacing works on road sector Noorsar - Pugal Head from Km 0.000 to Km 36.400 on Road Noorsar - Pugal - Khajuwala (Net length of road 36.400 Kms) to NHDL specification.	2351.69 Laacs
3	1151/98	Construction/Improvement of road sector Pugal Head to IADM from Km 36.400 to Km 68.300 on Road Noorsar - Pugal - Khajuwala (Net length of road 31.900 Kms) to NHDL specification.	2320.82 Laacs
4	1151/87	Construction/Improvement of road sector Khajuwala - to IADM from Km 83.300 to Km 68.300 on Road Noorsar - Pugal - Khajuwala (Net length of road 15.000 Kms) to NHDL specification.	568.20 Laacs
5	1151/94	Surfacing works of road sector Khajuwala - to IADM from Km 83.300 to Km 68.300 on Road Noorsar - Pugal - Khajuwala (Net length of road 15.000 Kms) to NHDL specification.	991.83 Laacs


Handed over by


Kailash Chaudhary
AE (Civ)

Taken over by


29/08/2018
(S. ANIL RAM)
DGM (TECH)
NHAI
BIKANER

c/s


(Satya Dev Singh)
Lt Col
Officer Commanding
101 RCC (GREF)


परियोजना निदेशक/Project Director
भारतमार्ग प.का.ई. बीकानेर/NHAI, PIU, Bikaner

ROAD DATA

ROAD BAP-BIKAMPUR

- 1. Name of Road : Bap-Bikampur
- 2. Length : 43.785 Kms
- 3. Villages & Town : Munchitya, Shevera, Nokh & Bikampur
- 4. Bridges : 49.80 Mtr Span Pmt Br at Km 43.46
- 5. Culverts :

S/No	Loc (Km)	Type of Str	Span (Mtr)
1	3.850	RCC Culvert	2.00
2	4.050	RCC Culvert	2.00
3	4.250	RCC Culvert	2.00
4	10.380	RCC Culvert	2.72
5	17.000	RCC Culvert	2.72
6	18.678	RCC Culvert	2.72
7	20.664	RCC Culvert	2.72
8	21.061	RCC Culvert	2.72

6. Causeways :

S/No	Loc (Km)	Type of Str	Span (Mtr)
1	0.848	Cause Way	18.40x7.30
2	4.131	Cause Way	18.40x7.30
3	4.386	Cause Way	16.00x7.10
4	5.000	Cause Way	98.00x7.10
5	6.800	Cause Way	18.30x8.20
6	20.100	Cause Way	18.30x8.20
7	22.440	Cause Way	18.30x8.20
8	34.793	Cause Way	24.60x8.20

- 7. Specification : Formation Width-7.32 Mtr
Carriage Way Width-3.66 Mtr
GSBC-15 Cm Th
WBM-7.50 Cm Th
PC-2.50 Cm Th
Shoulder-1.00 Mtr earthen shoulder on both side

8. General : Maint grant of Class-9 Specification

9. Sand dunes : Between Km 1 & 2, 15 & 16, 24 & 25 and 26 & 27

10. History of Road : This road was taken over from Rajasthan PWD during the year 1972 for improvement and maintenance.

11. ROW : 30.00 Mtr Width

(Handed over by)

[Signature]
 AE/AEE/Capt
 Second-in-Command
 28/8/2018

COUNTERSIGNATURE

[Signature]
 /DK ID SINGHA

(Taken over by)
 परियोजना निदेशक / Project Director
 भारतीय प. को. इ. बीकानेर / NHAI, PIU, Bikaner

[Signature]
 Atay Singh
 Manager (Tech)

95 Road Constr Coy (GREF)
PIN: 930095
C/o 56 APO

2007/Bharatmala/ 13 /E2

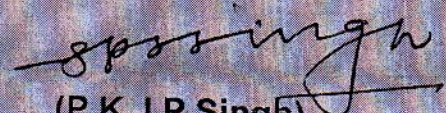
28 Aug 2018

To,

The Project Director
NHAI, PIU-Bikaner
C-38, Sadulgang, Bikaner (Raj)-334002

HANDING/TAKING OVER OF ROAD UNDER BHARATMALA PARIYOJNA

1. Please refer your letter No : 13043/1/2015/1/Bharatmala/4330 dated 23 Aug 2018.
2. Handing/taking over note in respect of road Bap-Bikampur is forwarded herewith for further necessary action please.


(P K J P Singh)
EE (Civil)
Officer Commanding

Encls : Two Sheets

Copy To :-

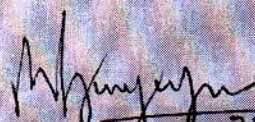
1. HQ 45 BRTF
PIN : 930 045 : For information please.
C/O 56 APO


परियोजना निदेशक/Project Director
भारतमाला परियोजना, बीकानेर/NHAI, PIU, Bikaner


MEMORANDUM OF UNDERSTANDING

1. In compliance to the HQ 45 BRTF letter No 2036/Bharatmala/68/E2 dated 22 Jun 2018 and office of the NHAI, PIU-Bikaner, C-38, Sadulganj, Bikaner (Raj)-334002, letter No 13043/1/2015/1/Bharatmala/4330 dated 23 Aug 2018, I hereby handover the road Bap-Bikampur to NHAI as per enclosed annexure.


(Handed over by)


AE / AEE / Capt 28/8/2018
Second-in-Command
For Officer Commanding
95 RCC (GREF)

(Taken over by)


Ajay Singh
Manager (Recs)
NHAI- PIU Bikaner

Encls : Annexure-I


परियोजना निदेशक/Project Director
भारतमाला प्रकल्प, बिकानेर/NHAI, PIU, Bikaner

ROAD DATA

Annexure-1

ROAD BAP-PIKAMPUR

1. Name of Road : Bap-Bikampur
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3. Villages & Town : Munchitya, Shevera, Nokh & Bikampur
4. Bridges : 49.80 Mtr Span Pmt Br at Km 43.46
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7. Specification :

- Formation Width-7.32 Mtr
- Carriage Way Width-3.66 Mtr
- GSBC-15 Cm Th
- WBM-7.50 Cm Th
- PC-2.50 Cm Th
- Shoulder-1.00 Mtr earthen shoulder on both side

(Signature)

परियोजना निदेशक / Project Director
भारतवाणी प.का.ई. बीकानेर / NHAI, PIU, Bikaner

8. General :

Maint grant of Class-9 Specification

9. Sand dunes :

Between Km 1 & 2, 15 & 16, 24 & 25 and 26 & 27

10. History of Road :

This road was taken over from Rajasthan PWD during the year 1972 for improvement and maintenance.

11. ROW :

30.00 Mtr Width

(Handed over by)

(Signature)
28/8/2018

AE/AEE/Capt
Second-In-Command
For Officer Commanding
95 RCC (GREF)

COUNTERSIGNATURE

(Signature)

(PKJP SINGH)
EE (Ch)
Officer Commanding
95 RCC (GREF)

(Taken over by)

(Signature)
Atay Singh

Manager (Tech)
NHAI-PIU Bikaner

DETAIL OF PLANTATION BOTH SIDE OF ROAD NH-911 A & 911

Upgradation to 2 Lane with Paved Shoulder/ 4 Lane of Khajuwala-Poogal Section (Design Chainage 0+000 to 30+812) and Poogal - Dantour Jaggsar - Gokul - Goddu - Ranjeetpura - Charanwala - Naukh - Bap Section of NH - 911 (Design Chainage 1+430 to 182+725) (Total Length 212.107 Km) under Bharatmala Pariyojna in the State of Rajasthan on Hybrid Annuity Mode

Sl. No.	Sections		Length (M)	Deduction for Structures	Net Available Length for Avenue	Total required Plant as per IRC SP:21 (Nos)	Available Plant with the ROW & Toe (Nos)	Balance yet to be Plant (Nos)	Remarks	
	From	To								
1	Khajuwala 0+000	Poogal 30+812	30812	2600	28212	7053	2300	4753		
2	Poogal 1+430	Bap 182+725	181295	20630	160665	40166.25	8721	31445		
Total									36198	

Note: As per Clause No. 10 of Schedule "B", of Contract Agreement, Compensatory Afforestation shall be done as per section - 11 of the Manual. Total 30000 nos of trees shall be Planted.



[Handwritten Signature]

परियोजना निदेशक / Project Director
भारतमला प्रकल्प, बीकानेर/ NH-911A, PHU, Bikaner

MUCK DISPOSAL SCHEME

Introduction

Large quantity of muck is expected to be generated as a result of construction of roads. Muck generated from excavation of any project component is required to be disposed in a planned manner so that it takes a least possible space and it is not hazardous to the environment. The muck disposal site caused increase of sedimentation in the river and totally spoils the visual esthetics of the area. It is of prime importance that this site will have to be rehabilitated as soon as the disposal site is full. Muck generally lacks nutrients and therefore, is difficult to revegetate. However, if not attempt to vegetate the slopes are made; the muck could slide further lower down during the rain and may eventually wash off other trees and structures. Since top soil is not available in large quantity, it may not be possible to apply a thin layer of soil over the muck. Bio fertilizer technique developed by National Environmental Engineering Research Institute (NEERI) can be adopted in such Project.

Methodology of muck disposal

- To protect and control the soil erosion.
- To create greenery in the muck disposal area.
- To improve and develop the site into recreational site.
- To ensure the maximum utilization of muck for the construction purpose.
- To develop the muck disposal sites / dumping yard to blend with the surrounding landscape and to minimize damages due to spoilage of muck in the project area.
- All dumping site have minimum possible forest cover.
- The settlement area is far away from the identified dumping sites so as to have least impact on human lives.
- The proposed dumping site is located at a distance varying from 30 m to 40 m from HFL of the river.

Dumping process

The generated muck will be carried-out in dumpers / trucks covered with heavy duty tarpaulin properly, tied to the vehicle in accordance with the best international practice. All precautionary measures will be taken followed during the dumping of muck. All dumpers will maintain to avoid any chances of loose soil from being falling during the transportation. All routes will be periodically watered with the help of sprinkler prior to movement of dumpers / trucks. Dumping would be avoided during the high speed wind, so that suspended particulate matters (SPM) level could be maintain. Further, dumping will be avoided during heavy traffic and water will be spread with help of sprinklers and then compacted. Muck brought by dumpers / trucks would be spread in layers.

Rehabilitation of dumping sites

The rehabilitation plan of muck dumping sites includes engineering and biological measures. Most of the unused excavated muck would be placed at angle of repose to avoid any slippage of the muck at the proposed dumping site. These sites can be also developed later as recreational park and tourist spot with sufficient greenery by planting ornamental plants. The re-vegetation of dumping yard through integrated bio-Technological approach would be undertaken. It may be necessary to inoculate the soil dumps for the development of landscape as the soil would be poor in nutrients. This can be developed through culture of microorganism.


परियोजना निदेशक / Project Director
भारतमत्स्य प.का.ई. बीकानेर / NHAI, PIU, Bikaner



MUCK DISPOSAL SCHEME

Engineering measures

Retaining wall for stacking of dumped material shall be provided if required before dumping of any material on the site. In addition leveling would also be done after dumping the material on every cycle and simultaneously improving the drainage of disposal site. All approach roads to the various projects, structures will be constructed by the employing the methodology recommended by the NHAI with minimum environmental damage. The methodology consists in developing the formation with is half cutting and half filling so that the material obtained from cutting are utilized in filling.

Biological measures

Top surface and slope of all tamping area would be left. These areas will be treated for the purpose of plantation, vegetation; cover controls the hydrological and mechanical effect on the soil and slope. Therefore, biological measures to stabilize the loose slope are essential. In order to implement the biological measures in dumping area the following activities would be taken into account.

Soil treatment, plantation, protection with mechanical support, turfing of exposed area and improvement of environment with ornamental species. Social fencing through mass public awareness.

Monitoring & compliance

- Muck shall be dumped in layers of 50-70 cm of depending upon size of boulders.
- Each layer shall be compacted.
- A layer of top soil shall be spread of top to make it suitable for plantation.
- Soil sample shall be regularly collected and tested for checking the level of contamination.
- All norms of forest department, MOEF & CC and their act related to muck disposal shall be compiled.
- Plantation shall be done on the reclaimed land and native variety of plant & trees shall be planted.

Project Name : Upgradation to 2 lane with paved shoulder / 4 lane of Khajuwala-Poogal section of NH-911A (design chainage 0+000 to 30+812) and Poogal – Dantour-Jaggasar-Gokul-Godu-Ranjeetpura-Charanwala - Naukh- Bap section of NH-911 (design chainage 1+430 to 182+725) Total length 212.107 km under Bharatmala Pariyojna in the State of Rajasthan on Hybrid Annuity mode (Pkg. BM/10) :

Proposal No.: FP/RJ/ROAD/41036/2019 **Date of Proposal :** 08.07.2019


परियोजना निदेशक/Project Director
भारतमाला प.का.ई. बीकानेर/NHAI, PIU, Bikaner



Full Title of Project: Diversion of 11,8259 hectare Forest Land for Upgradation to 2 lane with paved shoulder/ 4 lane of Khajuwala - Poogal Section (Design chainage 0+000 to 30+812) and Poogal - Dantour - Jaggasar - Gokul - Goddu- Ranjitpura - Charanwala - Naukh - Bap section of NH-911 (Design chainage 1+430 to 182+725) (Total Length 212.107 Km) under Bharatmala Pariyojna in the state of Rajasthan on Hybrid Annuity Mode.

Proposal No. : FP/RJ/ROAD/41036/2019

Date of Proposal : 08.07.2019

**UNDERTAKING FOR WASTE MANAGEMENT DURING
CONSTRUCTION ACTIVITY**

National Highways Authority of India, Bikaner(Raj.), the user agency, hereby undertakes that we will use the generated waste for “ Upgradation to 2 lane with paved shoulder/ 4 lane of Khajuwala - Poogal Section (Design chainage 0+000 to 30+812) and Poogal - Dantour - Jaggasar - Gokul - Goddu- Ranjitpura - Charanwala - Naukh - Bap section of NH-911 (Design chainage 1+430 to 182+725) (Total Length 212.107 Km) under Bharatmala Pariyojna in the state of Rajasthan on Hybrid Annuity Mode” and dispose the remaining waste material outside the forest land.

Place:-Bikaner

Date:-


परियोजना निदेशक/Project Director
भारतमाला प.का.ई. बीकानेर/NHAJ, PIU, Bikaner

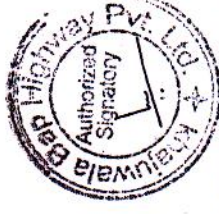

Signature of User Agency

With Office Seal

परियोजना निदेशक/Project Director
भारतमाला प.का.ई. बीकानेर/NHAJ, PIU, Bikaner

मक डिस्पोजल योजना के संबन्ध में प्रमाण पत्र

प्रमाणित किया जाता है कि परियोजना खाजूवाला-पूगल-बाप खण्ड राष्ट्रीय राजमार्ग संख्या 911A (कि.मी. 00+000 से 30+812) व 911 (कि.मी.01+430 से 182+725) में राष्ट्रीय राजमार्ग प्राधिकरण द्वारा निर्माण के दौरान जो भी मक निकलेगा उसका निस्तारण मानकों के अनुसार किया जायेगा । इस मद में आने वाला व्यय परियोजना के रियायतग्राही द्वारा वहन किया जायेगा ।



(मै0 गावर खाजूवाला बाप हाईवे प्रा0लि0)

Rudh

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भारत प्रा. ए. का. ई. बी. को. ए. / NHAI, PUJ, Bikaner

Poogal to Bap		
1	2+000	Poogal
2	31+100	Dantour
3	35+400	Dantour

Over Head Gantry		
Sl. No.	Design Chainage (Km)	Location
Khajuwala to Poogal		
1	00+500	Khajuwala
2	28+000	Poogal

Cantilever Gantry			
Sl. No.	Design Chainage (Km)	Side	Location
Poogal to Bap			
1	18+700	LHS	Toll Plaza-I
2	20+300	RHS	Toll Plaza-I
3	90+400	LHS	Goru (VUP)
4	91+400	RHS	Goru (VUP)
5	92+400	LHS	Goru (VUP)
6	93+900	RHS	Goru (VUP)
7	80+800	LHS	Toll Plaza-II
8	82+500	RHS	Toll Plaza-II
9	105+000	LHS	Ranjeetpura
10	106+000	RHS	Ranjeetpura
11	117+350	LHS	VUP
12	118+450	RHS	VUP
13	139+300	LHS	Bikampur
14	140+300	RHS	Bikampur
15	166+900	LHS	Toll Plaza-III
16	168+500	RHS	Toll Plaza-III

Cantilever Gantry			
Sl. No.	Design Chainage (Km)	Side	Location
Khajuwala to Poogal			
1	29+000	RHS	Poogal Bypass merging

10. COMPULSORY AFFORESTATION

Compensatory afforestation shall be done as per section 11 of the manual. Total 30000 nos of trees shall be planted.

11. HAZARDOUS LOCATIONS

The safety barriers shall also be provided at hazardous location such as Major/Minor Bridges

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