

OFFICE OF THE CHIEF ENGINEER (NH) P.W.D. RAJASTHAN JAIPUR

No. SE/NH/Circular/2007-08/D- 1787

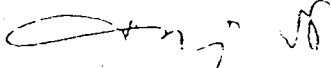
Dated 1-1-08

Circular

Some defects are being observed in CRF road works. It is therefore directed that the following technical aspects shall be considered during preparation of Preliminary Project Reports, issuing technical sanctions and during execution of CRF works :-

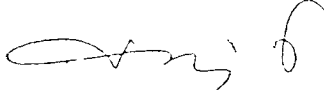
1. The **Crumbed Rubber Modified Bitumen** shall be used as per IRC:SP: 53-2002, so as to ensure longer life of the road surface.
2. The **Cement concrete blocks** as per IRC/MoSRTTH guidelines (IRC:SP:63-2004 etc.) shall be used on urban section of the highways, as cement concrete blocks have got many advantages over cement concrete pavement works e.g. as the blocks are prepared in the factory they are of good quality, thus avoiding difficulties encountered in quality control in the field such as proper compaction and curing etc. Cement concrete blocks are skid-resistant and allow early opening of road for traffic.
3. The work of Widening/ Strengthening can only be considered in CRF proposals, therefore periodical renewal/IRQP works shall not be proposed in CRF. Widening to 2 lane only to be proposed in case PCU is more than 6000 in plain or as per IRC 64-1997 for other terrains. Widening to intermediate lane is not allowed under CRF. The thickness of proposed crust in widening portion should be same as per existing crust at first stage.
4. Further strengthening if needed, shall be proposed for whole width. Bottom layer of Gravel to be taken preferably in full width of formation for ensuring proper drainage in problematic clayey soil. For Strengthening works the proposal shall be supported with proper designs as per IRC-37/ IRC-81 based on traffic census, CBR and the Benkleman Beam test.
5. The work of WBM shall be carried out strictly as per IRC-19.
6. The work of BM shall be carried out strictly as per IRC-27.
7. If the proposal is for less than 10 Km then give specific justification regarding reasons for leaving the adjoining reaches shall be given.

- 8. Charges for Contingency @ 3% & Quality-Control @ 1 %, Work charges should only be added (prorata charges like Agency Charges, TP, Escalation etc. Shifting utilities charges shall not be added in the estimate).
- 9. Extra cost of bitumen as per current market rates should be added. Estimate realistic.
- 10. Specifications taken should be based on IRC/ MoSRTH guidelines.
- 11. Provision of road furniture should be taken as per IRC/ MoSRTH specifications.
- 12. Reconstruction/repair of damaged CD Works in the proposed reaches should be included in proposals.
- 13. Provision for painting of trees along the proposed reaches should be added in proposals.
- 14. Reconstruction/repair of damaged parapets along the proposed reaches should be added in proposals.


 CHIEF ENGINEER (NH)
 01/11/18

Copy to the following for information and compliance:-

- 1. Addl. Chief Engineer PWD, Zone ----- (All)
- 2. Superintending Engineer PWD, Circle ----- (All)
- 3. Executive Engineer PWD, Div. ----- (All)


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