

पूर्व तट रेलवे/EAST COAST RAILWAY  
सतर्कता विभाग/VIGILANCE DEPARTMENT

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No- GM/Vig/ECOR/PC/19/21

6873

Dt. 31.10.2023.

To

**The Principal Chief Engineer,  
East Coast Railway, Bhubaneswar.**

**Sub:** Advisory on operation of items of DSR/USSOSR in BT road works.

During scrutiny of various road works executed in divisions in ECOR, it is seen that the BT road works are being executed in remote way side stations (with lean traffic) in Zonal or special works in view of higher officials' inspection. The quality of road is hardly hampered in such remote way side stations even after 3 years. It is observed by vigilance that items of SDBC and DBC are used together or items of DBC/SDBC along with the use of premix carpet with bitumen together in such remote way side stations at the same location of work. As per the USSOR-2010, para 23.11 premix carpet with hot bitumen is normally applied on roads where the motor traffic is of medium intensity, but bullock cart traffic is fairly heavy. The treatment is suitable for way side station approach roads and for internal and service roads in colonies. The consolidated thickness of this type of treatment shall be 2 cm or 2.5 cm as specified.

However, it is seen that in the items of USSOR and DSR on road works, the operation of items of DBC or SDBC along with this item of hot premix carpet does not seem to be economical for adoption in field. Generally, after every three years, road repair works are generally taken up except in some sections, where once in a year it is planned as per requirement. In the purview of inspections, it is seen that in various Zonal/miscellaneous works, isolated road repair works are taken up utilising this item of DBC/SDBC very frequently. The longevity of this item is certainly more than 2-3 years, as per specifications. With the operation of such items in Zonal works or miscellaneous repair works, the maintenance period kept as six months or maximum of one year needs introspection in the aspect of economy.

Thus, it is suggested that:

1. Whenever such type of BT road works is to be undertaken, they should be undertaken in together for whole section preferably with detailed estimate through dedicated contract for Road Repairs works having a clear-cut defined maintenance period detailed in its specifications.
2. In case of urgency, if some minor road repair works are necessary to be taken up in zonal or miscellaneous agreement, the type of work to be adopted (i.e., items of work), the area



in which it is to be worked upon, its life period, etc. should be defined clearly in the special conditions of contract. e.g.,

Type of Road	Item to be operated	Thickness preferably to be maintained	Other associated items	Maximum vehicular Traffic/Range of TVU meant to cater for	Life/maintenance period of the road to be defined in contract.
Colony Road/ Main connecting road to Station/ Busy Road/ Special class LC Gate etc.	WMM/DBC /SDBC/Hot premix carpet/etc.	75-100mm/ 50- 75mm/75mm/e tc.	Scarifying etc. Seal coat Tack coat/ etc.	Approx. TVU applicable	1year/2years/3 years etc.

It is suggested to draft & issue brief guidelines on such works easy to refer to, so as to form part of conditions of such road/ zonal contracts to avoid free will to choose the items of USSOR/DSR together by field officials.

This is issued with the approval of SDGM.

  
(Pritiraj Panigrahi)

Dy. Chief Vigilance Officer (Engg)  
East Coast Railway, Bhubaneswar

Copy to:

1. SrDEN/Co./ WAT, KUR & SBP for information & necessary action please.