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Sub: Construction Management System: Circular – 62
Ref: Guidelines for Laying Sewer and Water Pipe lines & Road Repair.

Guidelines for execution of sewerage works and pipe line (Water Supply/ Sewer) work has already been issued vide CMS Circular No. 19 and 46 respectively. However it has been observed that there is further need for clarity on the sequence of works to be carried out in the field to ensure that there is minimum public inconvenience. The following instructions are to be complied for the same:

1. Water and Sewer line work before road work:

In case water supply line or sewerage is to be carried out in the same street, the work of water supply line or sewerages should be done first and the road work be done after they are completed to avoid damage to the road once constructed. Similarly if it comes to notice that some other agency is to do road work, the RUSDIP should complete their water supply line or sewerage work there before the road work.

2. New Water and Sewer line in same road:

If both the work of sewerage and water supply pipe line is to be carried out in a street, it should be ensured that both the works are carried out at the same time to ensure that the road is not disturbed two times.

The issue of relative placement of the water line and sewer in relation to possibilities of pollution should also be paid attention. The following provisions of the Manual of Water Supply should broadly be followed in the matter:

a) Horizontal Separation:
   - ✓ Desirable 3 m separation;
   - ✓ In case of local compulsions it may be laid in a separate trench on a shelf closer to the sewer but 0.5 m above the top of the sewer.

b) Vertical Separation:
   - ✓ In case of crossings, the water main should be 0.5 m above the sewer top or drain for 3 m on either sides and should have no joints as far as possible.

3. Replacing an old water pipe line:

If a water pipe line is being laid to replace an existing pipe line on the street, the following sequence of work should be followed to ensure continuous water supply to the consumer:

a) Lay the new pipe line;
b) Make new MDPE pipe connections to replace the old sanctioned connections of the street from the new line to the point of consumer meter with a stop cock at the end;
c) Sectional test of the new line be carried out;

d) Connect this new line to the water supply system at both ends this will charge the new connection system;
e) Sequentially disconnect the old connection line from the meter and connect the new line in place on each connection. Plug the old line;
f) When all connections are replaced, disconnect the old pipe line from the water supply at both ends;
g) Remove the old material as feasible;
h) Repair the road.

4. Road Repair:

The delay in the road repair has been a principle cause of dis-satisfaction with RUSDIP in the cities and attention will have to be paid to ensure that the road cut shall be repaired fully as soon as possible. It is therefore again pointed out that the specifications provide for backfilling the trench with soil in layers duly compacted. Backfill has to be compacted to a density of not less than 90% density at OMC where the laying is being done under a road. The item of backfilling in layers and compaction is part of the laying item specifications and if not carried out accordingly, it means the work done is not to specifications and not acceptable. If excavated area has a road pavement, it should be finished at top with a road pavement of the same standard and specifications as the existing pavement. It is desirable to use mechanical compaction devices for ensuring proper compaction and to avoid sinking of the repaired pavement.

a) The back filling and repair of the pavement is to be done in continuation of the laying work.
b) In case of work done under existing concrete pavements, the barricading of the trench shall be removed after finally completing the repair of pavement including the concrete top. These works can be carried out in continuity.
c) In case of other roads, the barricading of the trench may be removed after full compaction of back fill and completion of the WBM. The bitumen coat of the repaired pavement is to be carried out as soon as the full street work is complete.

All the members of PMU, IPIU, IPMC, DSC and CAPP should abide this circular.

(Vaibhav Galriya)
Project Director

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Copy to following for information and necessary action:

1. Addl. PD / CE (T)/ FA / Dy. PD (Adm.)/ Dy. PD (NLCP)/SE (Co-ord)/ SE (WW)/ (WS) /(Roads)/ (Bridges)/ PO (all)/ Sr. AO / All APOs / AAO/ PA to PD PMU, RUIDP, Jaipur.
2. Zone SE, RUSDIP, Jaipur/Jodhpur/Kota.
3. Executive Engineer, IPIU, RUSDIP, Alwar, Baran, Barmer, Bharatpur, Bundi, Chittorgarh, Churu, Dholpur, Jaisalmer, Jhalawar-Jhalarapatan, Karauli, Nagaur, Rajsamand, Sawai Madhopur, Sikar.
4. Team Leader IPMC, Jaipur/ DSC-I, Jaipur/ DSC-II, Jodhpur/ DSC-III, Kota, RUSDIP.
5. Dy. TL/ACM, DSC-I, Alwar/ Dholpur/ Karauli/ Sawai Madhopur, Dy. TL/ACM, DSC-II, Churu/ Jaisalmer/ Barmer/ Sikar and Dy. TL/ACM, DSC-III, Chittorgarh/ Rajsamand/ Bundi/ Baran, RUSDIP.
6. ACP, RUIDP, Jaipur to send by e-mail.

Chief Engineer (T)