

मध्यप्रदेश ग्रामीण सड़क विकास प्राधिकरण

(म.प्र.शासन, पंचायत एवं ग्रामीण विकास विभाग के अधीन)

(म.प्र. सोसाइटी रजिस्ट्रीकरण अधिनियम 1973 के अधीन पंजीकृत संस्था : पंजीयन क्रमांक 8746/2000)

खण्ड-2, पंचम तल, पर्यावास भवन, अरेरा हिल्स भोपाल

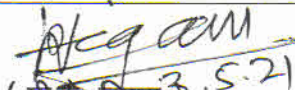
क्र. : 6903 /22/वि-12/ग्रा.स.वि.प्रा./टी-1/414/21 भोपाल दि. : 03/05/2021

Corrigendum-03 (SSR w.e.f. 05.11.2019)

मध्यप्रदेश ग्रामीण सड़क विकास प्राधिकरण भोपाल के आदेश क्र. 6844-6845 दिनांक 27.04.2021 द्वारा जारी **ADDENDUM-01** चैप्टर क्रमांक 4 के आयटम न. 4.17 आयटम का विवरण में आंशिक संशोधन किया गया है अतः आयटम का विवरण निम्नानुसार पडा जावे -

आयटम न.	पूर्व में जारी आयटम का विवरण	संशोधित आयटम का विवरण
1	2	3
4.17	<p>Stabilization of in-situ (existing pavement crust) or soil or otherwise sub base/ base course up to the required depth by cold in-situ recycling using chemical additives / otherwise: Providing pulverizing, spreading, milling and mixing of chemical additives at the appropriate rate as per job mix design in accordance with IRC : SP: 89 : Part II - 2018 ."Cementitious additive@rate of minimum 4- 7% should be spread on the existing pavement using a mobile truck mounted containerized cement/ additive spreader with micro processor controlled weighing and spreading system. The additive spreader shall have variable working width sufficient to cover whole pavement lane. The in-situ stabilization process shall be carried out by a mobile and self propelled stabilizer/ reclaiming of working width of 2-2.4 m width minimum engine horse power of 440 kw with a variable Working depth up to 50 cm. The resultant stabilized mix would be profiled to the required grade, level and thickness using motor grader and the mix would be compacted using 20 tonne pad foot roller in combination with smooth wheel roller to achieve Desired - proctor-Density as per job mix and complete in all respect and curing with water as required including all materials, labour and machinery etc. The entire in-situ process would be carried out in single pass with milling and pulverizing of damaged asphalt pavement / soil/ aggregates / soil-aggregate mixture to the desired depth and with simultaneous addition of additives and water with machine integrated spray bars fitted on the wheeled self-propelled and vibratory pad foot roller to achieve the desired proctor density in all respects. The tandem roller be followed by Pneumatic Tyre Roller. The minimum unconfined compressive strength (UCS) of stabilized sub base should be 3 MPa after 7-28 days for low volume roads (<2msa traffic) as per IRC SP 72-2015 and 4.5 to 7 MPa after 7-28 Days for other roads (>2msa) as per IRC 37:2018 and Curing as per IRC : SP: 89 : Part II - 2018 Also durability aspects (wet-dry cycles) of stabilized sub base should be satisfied as per IRC : SP:89: Part II - 2018. The train of equipments to be used are: Binder Spreader- Water Tanker truck - Additive Truck - Recycler - Pad Foot Roller (20 ton) + Single Drum Comp - Grader - Tandem Roller - Pneumatic Tyre Roller (20 ton).</p>	<p>Stabilization of in-situ (existing pavement crust) or soil or otherwise sub base/ base course up to the required depth by cold in-situ recycling using chemical additives 'StabilRoad stabilizer' Providing pulverizing, spreading, milling and mixing of chemical additives at the appropriate rate as per job mix design in accordance with IRC : SP: 89 : Part II - 2018 ."Cementitious additive@rate of minimum 4- 7% should be spread on the existing pavement using a mobile truck mounted containerized cement/ additive spreader with micro processor controlled weighing and spreading system. The additive spreader shall have variable working width sufficient to cover whole pavement lane. The in-situ stabilization process shall be carried out by a mobile and self propelled stabilizer/ reclaiming of working width of 2-2.4 m width minimum engine horse power of 440 kw with a variable Working depth up to 50 cm. The resultant stabilized mix would be profiled to the required grade, level and thickness using motor grader and the mix would be compacted using 20 tonne pad foot roller in combination with smooth wheel roller to achieve Desired - proctor-Density as per job mix and complete in all respect and curing with water as required including all materials, labour and machinery etc. The entire in-situ process would be carried out in single pass with milling and pulverizing of damaged asphalt pavement / soil/ aggregates / soil-aggregate mixture to the desired depth and with simultaneous addition of additives and water with machine integrated spray bars fitted on the wheeled self-propelled and vibratory pad foot roller to achieve the desired proctor density in all respects. The tandem roller be followed by Pneumatic Tyre Roller. The minimum unconfined compressive strength (UCS) of stabilized sub base should be 3 MPa after 7-28 days for low volume roads (<2msa traffic) as per IRC SP 72-2015 and 4.5 to 7 MPa after 7-28 Days for other roads (>2msa) as per IRC 37:2018 and Curing as per IRC : SP: 89 : Part II - 2018 Also durability aspects (wet-dry cycles) of stabilized sub base should be satisfied as per IRC : SP:89: Part II - 2018. The train of equipments to be used are: Binder Spreader- Water Tanker truck - Additive Truck - Recycler - Pad Foot Roller (20 ton) + Single Drum Comp - Grader - Tandem Roller - Pneumatic Tyre Roller (20 ton).</p>

उपरोक्त संशोधन तत्काल प्रभाव से लागू होंगे।


 (पी.के. निगम)
 प्रमुख अभियंता

म.प्र. ग्रामीण सड़क विकास प्राधिकरण
भोपाल (म.प्र.)

पृ.क्र. 6904 / 22/वि-12/ग्रा.स.वि.प्रा./टी-1/414/21, भोपाल दि. : 03 / 05 / 2021
प्रतिलिपि -

1. निर्देशक (तक), एनआरआरडीए, पंचम तल, एनबीसीसी टॉवर, भकाजी कॉमा प्लेस, नई दिल्ली
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5. STA, MANIT Bhopal, Govt. Engg. College Jabalpur, GSITS Indore & MITS Gwalior को सूचनार्थ ।
6. महाप्रबंधक-तक. (समस्त), म.प्र. ग्रामीण सड़क विकास प्राधिकरण ।
7. महाप्रबंधक (समस्त), म.प्र. ग्रामीण सड़क विकास प्राधिकरण पीआईयू को सूचनार्थ ।
8. प्रबंधक आईटी, म.प्र. ग्रामीण सड़क विकास प्राधिकरण मुख्यालय भोपाल की ओर प्रेषित कर लेख है कि Addendum पत्र को www.mprrda.com वेबसाईट पर अपलोड करें।


प्रमुख अभियंता 8.5.21

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