

BRR.C.No.B4/1610 /2020

Greater Chennai Corporation  
O/o. of the Chief Engineer (General)  
Dt:10.09.2020

**Circular**

Sub: Greater Chennai Corporation – Bus Route Roads Department – Revised procedures to be followed for giving road cut permission in both interior roads and bus route roads – reg.

- Ref:
1. Circular by the Commissioner vide BRR.C.No.B4/1653/2019, dt:18.10.2019
  2. Minutes of the meeting by the Commissioner, dated: 20.08.2020
  3. Council Resolution No .611, dt.09/09/2020

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Based on the above Council resolution and minutes of the meeting by the Commissioner, the road cut restoration procedure and specifications have been revised. The road cut restoration components are designed as per IRC 37, IRC SP62-2014 and IRC 81-1997 standards. The minimum width of the road cut will be taken as 1.00m or it will be increased as per the request of service department depending on the work. During execution, if the width of the road cut exceeds than the requested width, the additional cost will be claimed by GCC as per actual site condition. The road cut claim charges will be inclusive of GST @12% & Other Charges. Based on the proposed procedures and specification to be adopted, the revised procedures and specifications to be followed is detailed as under:

Sl. No	Description	Category of Roads	Procedure in practice	Revised Procedure
1	For Project Nature of work for new roads laid within 6 months	Bus Route Road	Double charges of restoration of road cut with 3.5 m width BC 40mm thick	Single charge of restoration of road cut with 3.5 m width BC 40mm thick
		Interior Roads	Double charges of restoration of road cut with BC 30mm thick	Single charge of restoration of road cut with 3.5 m width BC 30 mm thick
2	For Project Nature of work for roads laid beyond 6 months and above	Bus Route Road	Single Charge of restoration of Road Cut with BC 40mm thick	Single charge of restoration of road cut with 3.5 m width BC 40mm thick
		Interior Roads	Single Charges of restoration of Road Cut with BC 30mm thick	Single charge of restoration of road cut with 3.5 m width BC 30 mm thick
3		Additional depth charges	Above 1.0m depth for every additional 0.5m depth Rs.1045 per sqm was claimed by GCC for back filling charges.	Additional depth charges are removed. Instead service departments are to fill with excavated earth and to be compacted as per IRC Specification.
4	House Service Connection & Fault Rectification for roads laid within 6 months	Bus Route Road	Single Charges of restoration of Road Cut and Double Charges of BC 40mm thick with Cold milling	Single Charges of restoration of Road Cut and Double Charges of BC 40mm thick with Cold milling
		Interior Roads	Single Charges of restoration of Road Cut and Double Charges of BC 30mm thick with Cold milling	Single Charges of restoration of Road Cut and Double Charges of BC 30mm thick with Cold milling

5	<b>House Service Connection for roads laid &amp; Fault Rectification for roads laid beyond 6 months and above</b>	Bus Route Road	Single Charges of restoration of Road Cut with BC 40mm thick including Cold milling	Single Charges of restoration of Road Cut with BC 40mm thick including Cold milling
		Interior Roads	Single Charges of restoration of Road Cut with BC 30mm thick including Cold milling	Single Charges of restoration of Road Cut with BC 30mm thick including Cold milling.
		Additional depth charges	Above 1.0m depth for every additional 0.5m depth Rs. 1045 per sqm was claimed by GCC for back filling charges.	Additional depth charges are removed. Instead service departments are to fill with excavated earth and to be compacted as per IRC Specification.
6.	<b>For all OFC Companies for new roads laid within 6 months</b>	Bus Route Road	Double Charges of restoration of road cut and double Charges for laying 3.5 meters width top layer BC 40 mm with cold milling.	Double Charges of restoration of road cut and double Charges for laying 3.5 meters width top layer BC 40 mm with cold milling.
		Interior Roads	Double Charges of restoration of road cut and double Charges for laying 3.5 meters width top layer BC 30 mm with cold milling.	Double Charges of restoration of road cut and double Charges for laying 3.5 meters width top layer BC 30 mm with cold milling.
7.	<b>For all OFC Companies for all the roads laid beyond 6 months &amp; above</b>	Bus Route Road	Single Charges of restoration of road cut and single Charges for laying 3.5 meters width top layer BC 40 mm with cold milling.	Single Charges of restoration of road cut and single Charges for laying 3.5 meters width top layer BC 40 mm with cold milling.
		Interior Roads	Single Charges of restoration of road cut and single Charges for laying 3.5 meters width top layer BC 30 mm with cold milling.	Single Charges of restoration of road cut and single Charges for laying 3.5 meters width top layer BC 30 mm with cold milling.

<b>Road cut Restoration Specifications - BRR</b>		
<b>Specification</b>	<b>Existing</b>	<b>Proposed</b>
Quarry Dust	-	150 mm
Granular Sub Base	300 mm	300 mm
Wet Mix Macadam	200 mm	200 mm
Ready Mix Concrete	M40 200mm	M15 150mm
Dense Bituminous Macadam	50 mm	50 mm
Bituminous Concrete	40 mm	40 mm

<b>Road Cut Restoration Specification – IRR</b>					
Sl.No	Specification	BT road		CC Road	
		Existing	Proposed	Existing	Proposed
1	Quarry Dust	---	150mm	--	150mm
2	Granular Sub Base	300mm	250mm	---	250mm
3	Wet Mix Macadam	200mm	200mm	---	200mm
4	Sand Filling	---		150mm	---
5	PCC 1:4:8	---	---	200mm	---
6	RMC M40	150mm	----	200mm	---
7	RMC M15	---	100mm	100mm	100mm
8	RMC M30	---	----	----	100mm
9	Bituminous Macadam	---	50mm	---	---
10	Bituminous Concrete	30mm	30mm	---	---

**Approving authority**

S. No	Category of roads	Type of Connections	Approving Authority	
			Existing Procedure	Revised Procedure
<b>Service Department Project nature of work</b>				
1.	Bus Route Road	For new roads laid within 6 months	D.C.(W)	D.C.(W)
2.	Interior Road		RDC's	RDC's
3.	Bus Route Road	For roads laid beyond 6 months	D.C.(W)	D.C.(W)
4.	Interior Road		RDC's	RDC's
<b>Service Department – House Service Connection</b>				
5.	Bus Route Road	For new roads laid within 6 months	D.C.(W)	C.E.(G)
6.	Interior Road		Zonal Officer's	Zonal Officer's
7.	Bus Route Road	For roads laid beyond 6 months	C.E.(G)	C.E.(G)
8.	Interior Road		Zonal Officer's	Zonal Officer's

The following guidelines shall be followed during execution of the road cuts.

- 1) The road cut restoration works should be executed as per the IRC guidelines, for all the road cuts including Azhaithal Inaippu scheme works.(Details enclosed in fig.1 to 6)
- 2) The service departments have to fill the additional depth above 1.0m by good earth and it has to be compacted as per IRC specification.

- 3) The road cut restoration claim charges for interior BT roads ONLY FOR ONGOING PROJECTS shall be claimed as cement concrete finish.
- 4) As per IRC specification, BT roads should be laid with pavers only and hence the road cut restoration charges shall be claimed for single paver width of 3.50m BC Charges. Hence forth, It is instructed that in all the upcoming / future projects, if the road width is more than 4.0m (carriage way) interior BT road cut restoration shall be finished with 3.50m width BC. Narrower roads and lanes may be finished with Cement concrete finish.
- 5) The excavated earth should be fully removed from the site by the service departments.
- 6) The service departments / OFC companies need to submit a schedule of programme for cutting open the road for laying the cables/ pipes through trenchless technology / trenching through BRR / Zones.
- 7) When road cut work is done, the service departments should take preventive steps to ensure that no accidents take place. The applicant is liable to pay compensation amount to the departments/ local bodies / individuals concerned for any accident that is caused.
- 8) The agency doing the road cut should inform other service department before commencement of the work in advance.
- 9) Traffic police should be informed in advance and necessary permission has to be obtained from the traffic point of view, wherever required.
- 10) The cost of restoration for BRR and IRR will be worked out by BRR department and will be updated online as per schedule of rates at least once in a year.

- 11) Request for road cut has to be given by the service department online through Corporation website.
- 12) Based on the request the road cuts are divided into Bus Route Roads/ Interior Roads category and approval has to be obtained from the competent authority.
- 13) If any road is cut illegally without getting permission from Corporation of Chennai, the concerned Zonal Officers / Zonal Executive Engineers shall deploy their man power,
  - a) To confiscate all the materials used for road cutting
  - b) To remove the utilities that are illegally laid by the service departments
  - c) FIR will be filed to initiate legal proceedings against the contractors or other offenders. (However, officials of the service department may not be included in the FIR, without written consent of the Commissioner).
  - d) To impose fine which will be equivalent to 3 times the cost of restoring the road claim charges for restoration as given in the circular referred in (1).

The instructions given in the circular approved by Chief Engineer (General) shall also be strictly followed.

Sd/-dt.10.09.2020

Chief Engineer (General)

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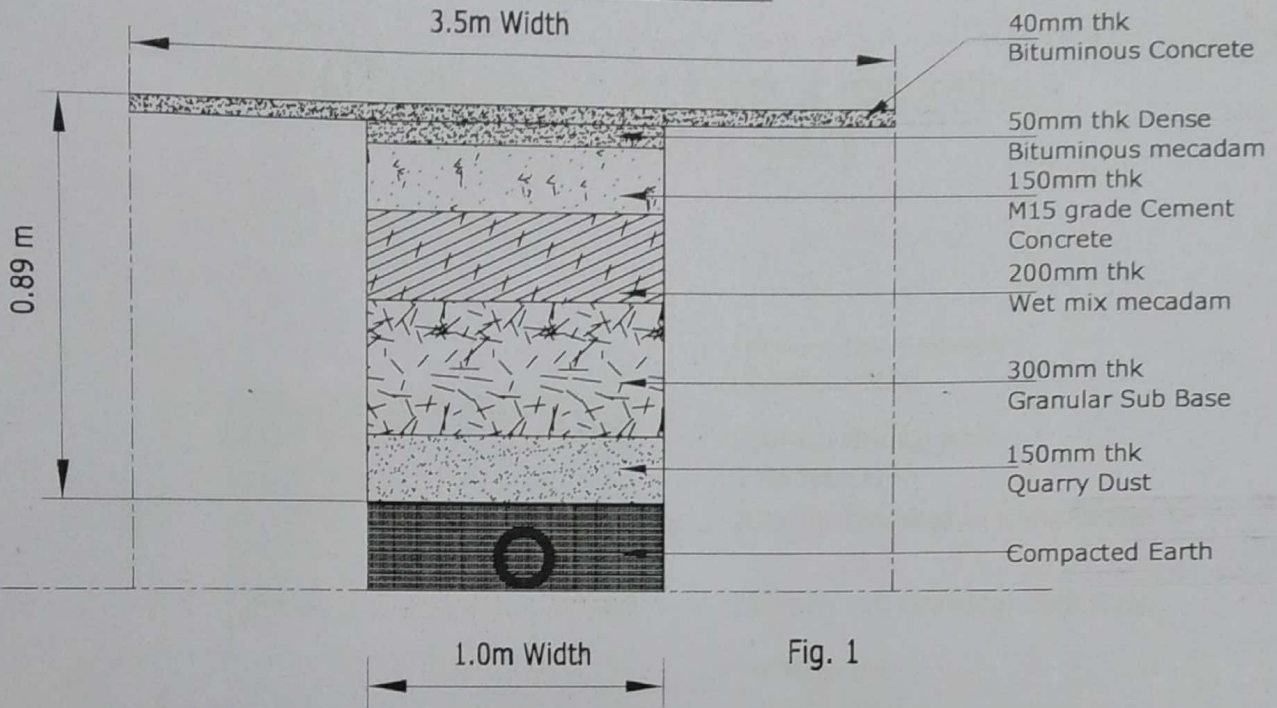
The Managing Director, CMWSSB, Chennai-2  
The Chairman & Managing Director, TANGEDCO, Chennai-2  
The Chief General Manager, BSNL, Chennai.  
The Superintending Engineers (SWD & Electrical)

The Regional Superintending Engineers  
(North, Central & South)  
The Zonal Officers-Zone I to XV  
The Zonal Executive Engineers -Zone I to XV  
All OFC Companies

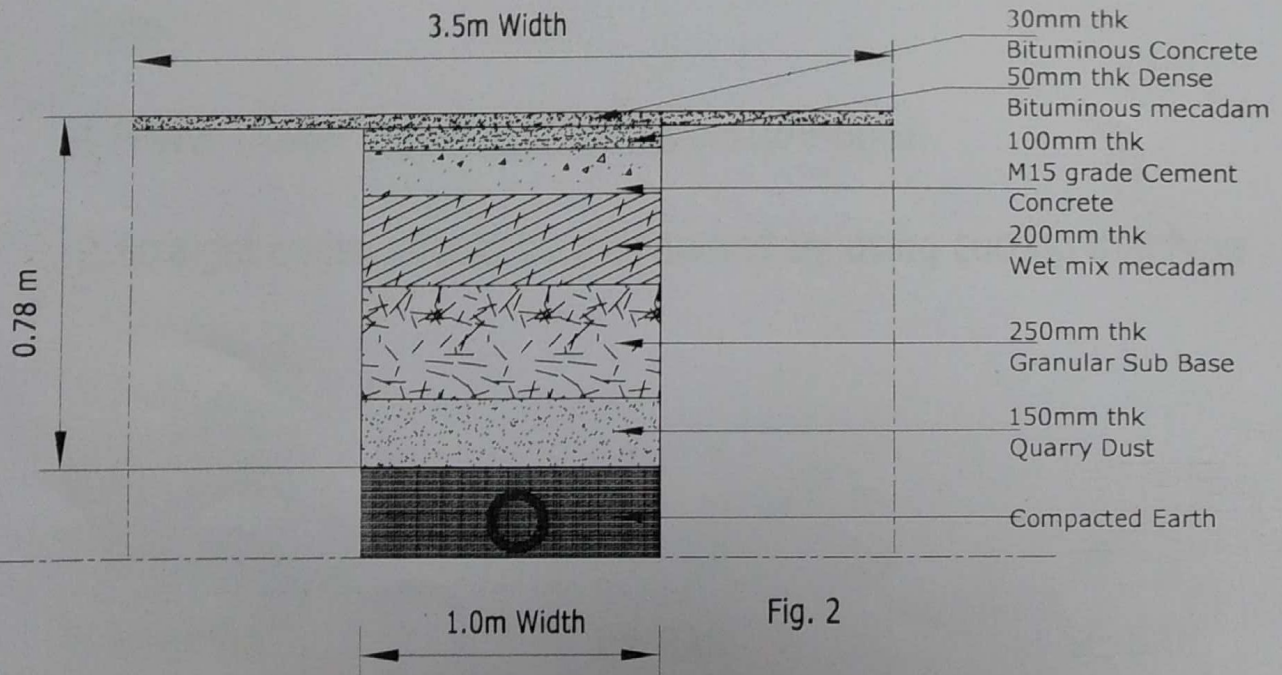
Copy Submitted to: The Commissioner  
The Deputy Commissioner (Works)  
The Regional Deputy Commissioner  
(North, Central & South)



Typical Cross Section for Roadcut restoration -  
Bus Route Roads



Typical Cross Section for Roadcut restoration -  
Interior BT Roads (Carriageway above 4.0M)

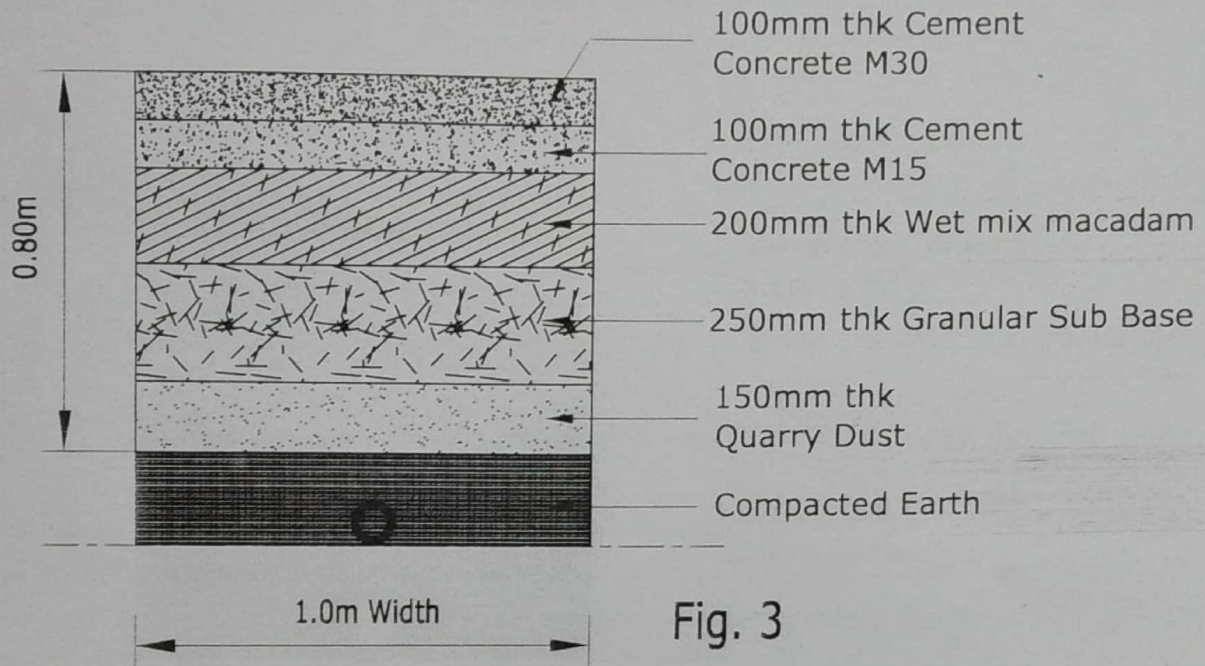


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## Typical Cross Section for Roadcut restoration - Cement Concrete Roads



### Note:

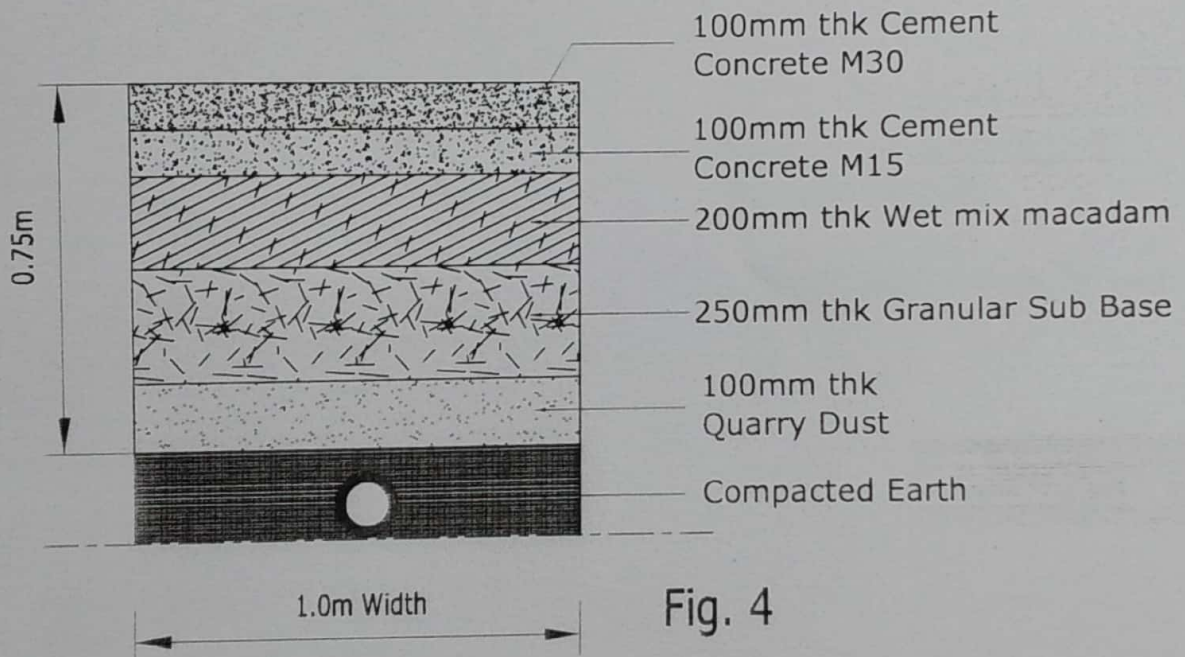
1. Power trowel to be used for top texture finish.
2. Straight edges should be maintained by using cutting machine

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Typical Cross Section for Roadcut restoration -  
Interior BT Roads (Carriageway less than 4.0 m - CC Finish)

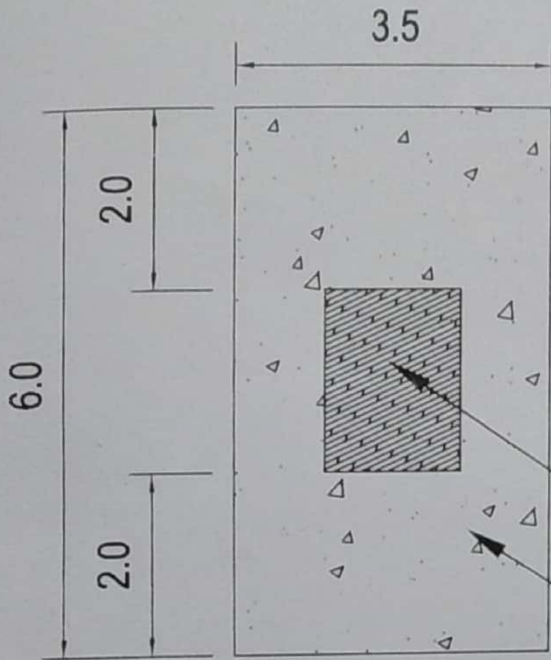


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# TYPICAL PLAN OF OFC PIT (FOR TRENCHLESS) ROADCUT RESTORATION

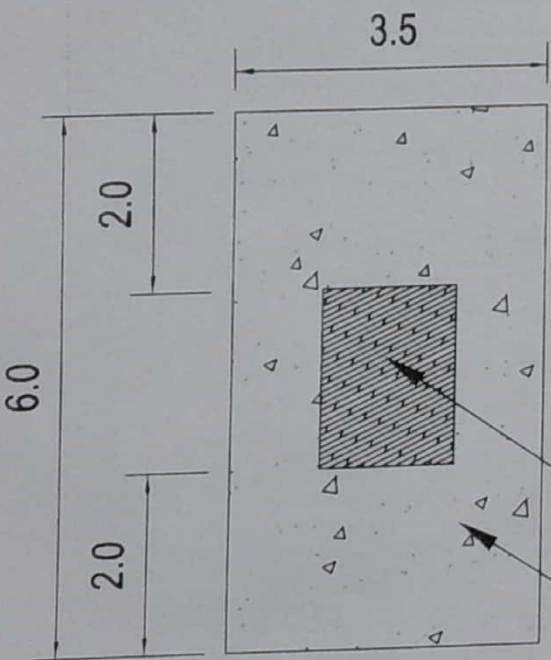


## BUS ROUTE ROADS

2M X 1.5M OF SIZE OFC PIT  
(FOR TRENCHLESS)

6M X 3.5M 40mm thick BC with Milling

Fig. 5



## INTERIOR BT ROADS

2M X 1.5M OF SIZE OFC PIT  
(FOR TRENCHLESS)

6M X 3.5M 30mm thick BC with Milling

Fig. 6

NOTE: FOR CEMENT CONCRETE ROADS AND NARROWER ROADS/LANES CARRIAGE WAY WIDTH LESS THAN 4M THE PIT SIZE SHOULD BE 2M X 2M WITH CEMENT CONCRETE FINISH

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