

## SECTION - 11

### 11.1 MAINTENANCE OF EXISTING ROAD:

The proposed widening to 2-lane, re-alignment and geometric improvement of NH 717 (A) under this report is from Km 0+00 to Km 16+539 of existing chainage in Sikkim. This road will serve as connectivity between Capital City Gangtok to Paykong Airport & Sub-Division Head Quarters of the East District. The area is mountainous and steep. It is single lane road with formation width about 6.5 m without conforming any standard / specification.

It will serve one of the major routes for East District of Sikkim. Up-gradation of the existing road, having formation width of about 6.50m, to a formation width of 12.0m, construction of pavement work for the entire length, culverts and permanent works at essential places, widening and improvement of blind curve portion, realignments at the portions where steep gradients have to be avoided, construction of pucca side drains, and installation of traffic/informatory sign and Kilometre.

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It will serve one of the major routes for East District Sikkim. The minimum construction time provided for completion of the project is 4.0 (four) years during which maintenance by the PIU will be no longer convenient as the site possession is resorted to hand over to the contractor till completion of the project. Under this circumstance, it is inevitable to keep provision for yearly maintenance of the existing road during construction and hence a provision of Rs.59.54 lakhs per year is kept to make the road payable for all type of vehicles without serious interruption of the traffic flow throughout the year.

### 11.2 SCOPE OF MAINTENANCE:

- 1) Maintenance of Earthen Shoulder (filling with fresh soil).
- 2) Filling Pot- holes and Patch Repairs with open - graded Premix surfacing, 20mm.
- 3) Hill Side Drain Clearance.
- 4) Land Slide Clearance in soil.
- 5) Clearing Grass and Removal of Rubbish.
- 6) Maintenance/repair of culvert/Retaining wall.

### 11.3 DIVERSION OF EXISTING ROAD DURING CONSTRUCTION

For improvement of existing road some stretches localized, relocation and re-grading are proposed .Due to which traffic movement on existing road will be hampering.

- 1) Formation cutting for diversion of existing road (6.0 m wide).
- 2) Sub-base course level 100 mm thick GSB Gr-1
- 3) Base course level 150 mm thick CTB
- 4) Wear course 20 mm thick MSS
- 5) Earthen shoulder.

#### **11.4 SCOPE OF DIVERSION OF EXISTING ROAD DURING CONSTRUCTION :**

- 1) Maintenance of Earthen Shoulder (filling with fresh soil).
- 2) Filling Pot- holes and Patch Repairs with open - graded Premix surfacing, 20mm.
- 3) Hill Side Drain Clearance.
- 4) Land Slide Clearance in soil.
- 5) Clearing Grass and Removal of Rubbish.
- 6) Maintenance/repair of culvert/Retaining wall.
- 7) Clearance of culvert before monsoon
- 8) Removal of land slide