# ROAD CONSTRUCTION AND MAINTENANCE WORK

#### A PROJECT REPORT

submitted in partial fulfillment of the requirements for the Degree

of

## **BACHELOR OF TECHNOLOGY**

IN

#### **CIVIL ENGINEERING**

Under the supervision

of

#### Mr. CHANDRAPAL GAUTAM ASSISTANT PROFESSOR (GRADE-II) By

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### **STUDENT'S DECLARATION**

I hereby declare that the work presented in the Project report entitled "ROAD CONSTRUCTION AND MAINTENANCE WORK" submitted for partial fulfilment of the requirements of the degree of Bachelor of Technology in Civil Engineering at Jaypee University of Information Technology, Waknaghat is an authentic record of my work carried out under the supervision of Mr. Chandrapal Gautam. This work has not been submitted elsewhere for the reward of any other degree/diploma. I am fully responsible for the contents of my project report.

Manish (191618) Department of Civil Engineering Jaypee University of Information Technology, Waknaghat, India

#### CERTIFICATE

This is to certify that the project report titled "ROAD CONSTRUCTION AND MAINTENANCE WORKS" submitted to the Department of Civil Engineering, Jaypee University of Information Technology, Waknaghat, in partial fulfilment of the requirements for the degree of Bachelor of Technology in Civil Engineering, is an authentic record of work conducted by Manish (191618) between February 2023 to April 2023, under the supervision of Mr. Chandrapal Gautam (Assistant Professor, Grade II), Department of Civil Engineering, Jaypee University of Information Technology, Waknaghat.

The above statement made is correct to the best of our knowledge.

Date: .....

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## ACKNOWLEDGEMENT

I am writing this acknowledgement to express my gratitude and appreciation for the opportunity to complete my report under your guidance. I would also like to thank the entire team at Roy Engineers for their support, encouragement, and patience during my work.

I would like to express my sincere gratitude to you for providing me with the opportunity to work with such a talented and knowledgeable team. Your guidance, support, and mentorship have been invaluable throughout my internship, and I am grateful for the insights and knowledge that I have gained under your guidance.

I would also like to thank Prof. (Dr.) Ashish Kumar, Professor and Head and Mr. Chandrapal Gautam, Assistant Professor civil engineering for their guidance, support, and encouragement throughout my internship. Their patience, insights, and expertise have been instrumental in helping me to develop my skills and gain valuable experience.

Lastly, I would like to express my thanks to the entire team at Roy Engineers for making my internship a rewarding and memorable experience. The knowledge and experience that I have gained during my time here will undoubtedly serve me well in my future endeavours.

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# CHAPTER 1 INTRODUCTION

This internship report is a summary of my experience working as an intern at Roy Engineers. The report provides an overview of the tasks, projects, and responsibilities I was involved in during my internship, as well as an analysis of my personal and professional growth during the experience.

The primary objective of my internship was to gain practical work experience to enhance my skills, and learn about the day-to-day operations of an organization in this field.

In my two-and-a-half-month internship (15 Feb 2023 to 30 Apr 2023) in a construction company (Roy Engineers), Patna, Bihar, India, I was involved in various activities like site management, road construction, measurement book filling, etc. My focus was on road construction and its quality. To ensure this goes well my objective was to manage the various work parties involved in the road construction and arrange the materials needed to complete the work.

In this report, I will describe the key activities, tasks, and projects I worked on during my internship, the skills and knowledge I gained.

Overall, this internship provided me with a unique opportunity to gain practical work experience and develop my skills in Road Construction.

# CHAPTER 2 WORK DONE DURING MONTH OF FEBRUARY

After joining the company, Firstly, the work was assigned to learn about the "measurement book" and filling of "measurement book" under company's supervisor. The supervisor Er. Abhishek Patel taught how to read detailed project report (DPR) and to take measurement of different material used in road construction from site and based on that to fill measurement book.

The measurement book includes details of the work carried out, the materials used, and the measurements taken, including length, width, height, area, and volume. It also includes details of any deviations from the original plan, such as changes to the design or materials used.

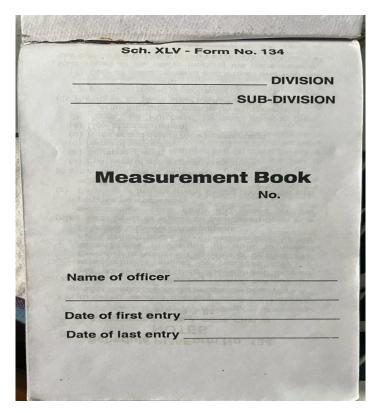


Figure 1.1 Measurement book sample

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Figure 1.2 DPR sample

Upon gaining knowledge of reading detailed project review (DPR) and filling measurement book of maintenance road where road does not start from scratch.

After learning for 15 days, the concepts of DPR as well as Measurement book became clear. The Company handed the DPR and measurement book of another road to fill as well as on-site training was given.

# CHAPTER 3 WORKDONE DURING THE TIME FRAME (01<sup>ST</sup> MARCH, 2023 to 30<sup>TH</sup> MARCH 2023)

By starting of the month, the concept of measurement book or MB was introduced and its various aspects were taught like how to record the values in it and make the entry.

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Figure 3.1 Filled Measurement book

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Figure 3.2 Filled Measurement book

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Figure 3.3 Filled Measurement book

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Figure 3.4 Filled Measurement book

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Figure 3.5 Filled Measurement book

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Figure 3.6 Filled Measurement book

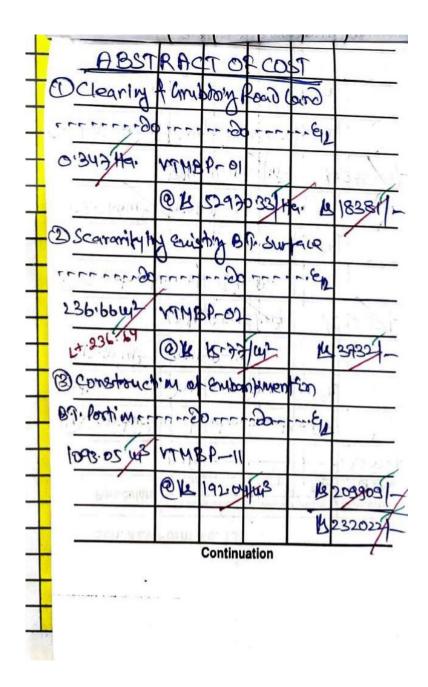


Figure 3.7 Filled Measurement book

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Figure 3.8 Filled Measurement book



Figure 3.9 Filled Measurement book

After completing the work of filling the measurement book, the supervisor allotted the work of site in charge and various aspects of practical on-site work were taught. The work included providing and laying of WBM Grade 3 in road named "Andwasdharhara road dillubigha to bahera". On reaching the site, it was observed that soil work as well as GSB work has already been completed.

According to DPR, next due work is laying of grading 3. In this process It was learnt that width of roads that comes under rural works department (RWD) is 12'4". Thickness of grading-3 is 75 mm which settles at 60 mm after compaction. After laying of grade 3, dust is being scattered on it to fill the remaining void and water is also provided for the settlement of the same. Grade-3 materials is the last before asphalt, after compacting, it takes time (approx. 7 days) to get settled. Due to less compaction, it does not settle.

The base course of the pavement, which is composed of mechanically interlocked aggregate that has been mechanically crushed or broken, and where the spaces are filled with screening and binding material with the aid of water. The size and gradation of the aggregates utilised will determine whether the WBM can be employed as a sub base or base compacted layer of WBM.The coarse aggregates used in WBM generally consists of hard varieties of crushed aggregates or broken stones.

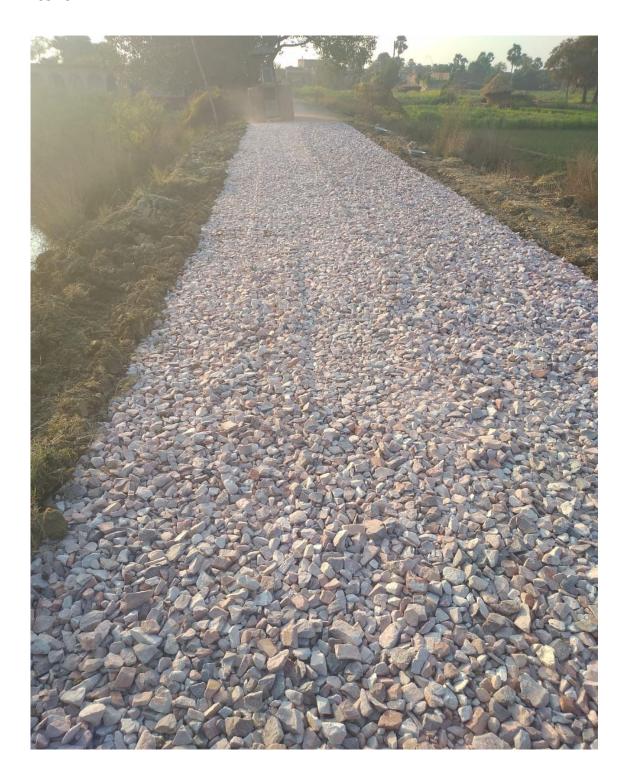


Figure 3.10 Rolling of WBM/ Grade-3

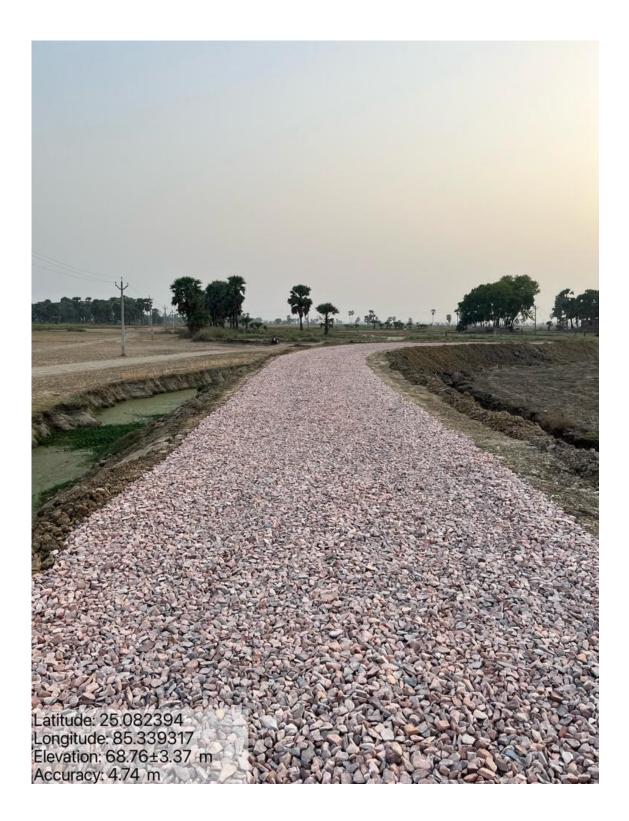


Figure 3.11 WBM/Grade-3 after compaction



Figure 3.12 Thickness of WBM/ Grade-3

Spreading and compacting a foundation course of coarse aggregates, such as broken stones, is the first step in building a WBM surface. The surface course is then created by spreading a second layer of finer materials, such as gravel or sand, on top and compacting it once again. During the compaction process, water is utilised to help bind the components together.

In order to prevent the stones from raveling, binding material with fine grains that pass through a 0.425 mm screen is used in WBM construction, lime stone dust may also be used. In the building of WBM surface courses, binding materials with plasticity ranging from 4 to 8.

The screenings are used to fill up the voids in the compacted layer of coarse aggregates. The screenings consist of the same material as the coarse aggregates, but of smaller size.

Grading classification of screening	Size of screenings, m	Sieve size, m	Passing the sieve by weight, Percentage
A	13.2	13.2	100
		11.2	95 to 100
		5.60	15 to 35
		0.18	0 to 10
В	11.2	11.2	100
		5.60	90 to 100
		0.18	15 to 35

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I able 3.1	Size and	grading	requirements	for sc	reening of WBM
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Figure 3.13 Laying of binding material and providing water assistant

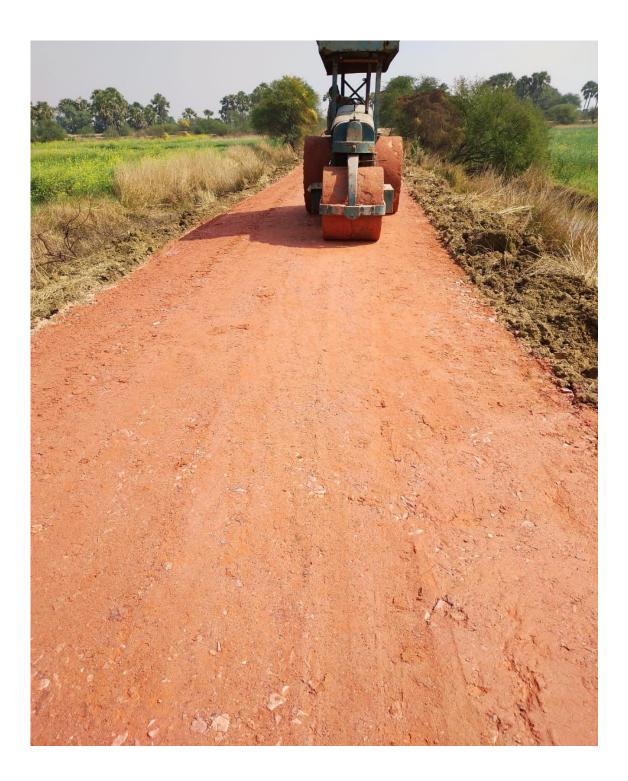


Figure 3.14 Rolling of binding material

At the end of half of the month after completing grading 3 and leaving it for settlement the supervisor took to another site named "Nonhi to basuain" for the planting of trees in both side of the road. The distance between the trees is approximately 15 m crossed and 30 m horizontally. The diameter and depth of hole is approximately 1' and 3' respectively.



Figure 3.15 Plantation of trees along roadside

# CHAPTER 4 WORKDONE DURING THE TIME FRAME (01<sup>ST</sup>APRIL, 2023 to 15<sup>TH</sup> APRIL, 2023)

During this time frame, the company assigned the task of providing and laying of bituminous material (SDBC-25mm) in road Silao Maijra Road to Azadnagar via Nonidih.

Semi Dense Bituminous Concrete (SDBC) is a type of road surfacing material that is commonly used in road construction. It is a mixture of bitumen, aggregates, and filler materials that are compacted to form a smooth and durable surface for roads.

SDBC is typically used as a wearing course, which is the top layer of a road that is in direct contact with vehicle. It is designed to provide a smooth and skid-resistant surface that can withstand the weight and friction of vehicles over an extended period.

SDBC is normally laid using a paver, which distributes the substance uniformly over the road surface. To get the proper density and smoothness, it is then compacted using a vibrator roller.

Depending on the requirements of the particular project, the SDBC layer's thickness can change. It normally ranges in thickness from 25 to 40 mm (1 to 1.5 inches).

#### **Description of road**

According to the DPR length of this road is 2.350 km and the width is 12 feet 4 inch and depth is 45-50 mm. The road is located in Nalanda District of Bihar. It connects Village Azad Nagar to Maijara. The population residing around this area is 2500-3000.



Figure 4.1 Laying and Rolling of SDBC



Figure 4.2 Thickness of pavement after SDBC

After laying of SDBC in SilaoMaijra Road to Azadnagar via Nonidih road, remaining work of road named Satuabandh to Aikairbhagwanpur of providing and laying of bituminous surfacing material, Mixed seal surface (MSS- 20mm) is completed according to the DPR.

Using a sprayer, bitumen emulsion is spread over the road surface. Bitumen emulsion works as an adhesive which bind the bituminous material to the ground or wmm. The next layer is an aggregate layer that is spread uniformly across the surface to generate another layer.



Figure 4.3 Spraying of bitumen emulsion using sprayer

Bitumen emulsion is a mixture of bitumen and water, along with a small amount of emulsifying agent that helps to stabilize the mixture. It serves as an asphalt binder.Various grades and varieties of bitumen emulsion are available, based on the particular application and performance requirements. Emulsions with a quick or long setting time are examples of this. Bitumen emulsion can also be used for sealing and surface treatments, which can help to increase the skid resistance and lifespan of the road surface.

After applying bitumen emulsion, first layer of asphalt (MSS) is layered with the help of paver. MSS are frequently used on low-traffic roads, but they may also be utilised on high-traffic roads with the proper mix design and building process adjustments. A MSS is a common option for maintenance projects since it may be built for less money than other types of road surfaces.



Figure 4.4 Laying of asphalt using paver

# CHAPTER 5 WORKDONE DURING THE TIME FRAME (16<sup>TH</sup> APRIL, 2023 to 30<sup>TH</sup> APRIL, 2023)

**Earthwork:** Digging, filling, grading, and compacting are all part of this job to make stable surfaces that won't need ongoing maintenance. In terms of earthwork, excavation and embankment are the two basic categories. The roadbed is then contoured to produce the appropriate longitudinal slope and cross slope, allowing for effective rainwater drainage. The building of the road surface, which may be built of asphalt, concrete, or gravel, is the last stage of the earthwork process. Overall, earthwork is an essential part of building roads since it offers the support and foundation required for a road to be safe and long-lasting.



Figure 5.1 Levelling of earthwork using tractor grader

**GSB Work**: A common layer used in highway building is called granular sub base, or GSB. It is positioned above the sub grade and below the crust materials. For GSB, the highest grain size up to 65mm may be used, and the material is naturally available in a variety of grades. Thickness of the GSB ranges from 100 mm to 400 mm. By distributing the weight of the underlying structure across a broader area, the GSB layer helps to relieve pressure on the sub grade's natural soil. By doing this, the structure is less likely to settle and deform with time. The GSB layer must be properly compacted in order to obtain the necessary strength and stability.



Figure 5.2 Laying of GSB after earthwork

## CONCLUSION

The project was completed before the time allotted by the government to complete the project.

The construction and maintenance of roads is an important aspect to be considered. Various materials used for constructing and maintaining the roads such as Soil work, GSB,Grade 2, Grade 3, Sand, Murram and its effectiveness were checked.

Various construction equipment's were also used such as JCB, Vibratory Roller, Grader, Paver, Tipper, Tractor, Bitumen emulsion sprayer, Static Roller, Asphalt ready mix plant etc.

Overall, from the date of joining till now I learned to read and understand the DPR of project as well as to register measurement book followed by managing of construction sites and gained knowledge about the asphalt, how it is being used and what different types of layers are present in rural roads.

In rural roads which is constructed by the Rural works department, mostly roads consist of different layers such as Earthwork, Bituminous Layers (GSB, WBM Items), Bituminous Items (Prime coat, Tack coat, Mix seal surface, Semi dense bituminous concrete. In the last Road furniture, KM Stones, Traffic & Direction Sign etc.

## RESULT

After completing the project, it is found after the calculation that:

i) Road name- Satuabandh to aikairbhagwanpur canal
 Total cost of the project (Acc. to agreement) - 116.015 Lacs (2.350 km)
 Time duration given by the government- 9 months

Time taken by the company to complete the project- Approx. 4 months Cost of completing the work - Approx. 80 Lacs Materials used in construction:

> Earthwork- 1136.55 m<sup>3</sup> Sand- 70.51 m<sup>3</sup> Metal- 981.573 m<sup>3</sup> Screening- 221.096 m<sup>3</sup> Prime coat- 7.986 M.T Tack coat- 4.837 M.T Bitumen- 42.979 M.T 10 mm aggregates- 626.312 m<sup>3</sup> Waste plastic- 1.457 M.T

ii) Road name- Silaomaijra road to azadnagar via nonidihTotal cost of the project (Acc. to agreement) - 118.858 Lacs (2.450 km)Time duration given by the government- 9 months

Time taken by the company to complete the project- Approx. 4 months Cost of completing the work - Approx. 80 Lacs Materials used in construction:

> Earthwork- 704.58m<sup>3</sup> Sand- 44.689 m<sup>3</sup> Metal- 930.759 m<sup>3</sup> Screening- 215.444 m<sup>3</sup>

Prime coat- 8.719 M.T Tack coat- 5.191 M.T Bitumen- 44.299 M.T 10 mm aggregates- 699.716 m<sup>3</sup> Waste plastic- 1.537 M.T

ii) Road name- Andwasdharhara road dillubigha to bahera
 Total cost of the project (Acc. to agreement) – 161.288Lacs (1.950 km)
 Time duration given by the government- 12 months

Time taken by the company to complete the project- Approx. 7 months Cost of completing the work - Approx. 110 Lacs Materials used in construction: Earthwork- 16895.918 m<sup>3</sup> Sand- 630.58 m<sup>3</sup>

Metal- 1748.80 m<sup>3</sup> Screening- 151.294 m<sup>3</sup> Prime coat- 4.76 M.T Tack coat- 1.54 M.T Bitumen- 10.64 M.T 10 mm aggregates- 31..808 m<sup>3</sup> Waste plastic- 1.537 M.T

On completing the project before the time given by the government, the cost of construction reduced. Government also provide experience to the company with the remarks on completing the project before the time which is helpful in next or future projects as it is added in the experience.

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