

No. NHIII/P/30/77

Dated the 19th Oct. 1977

To,

All the State Governments
(Deptt. dealing with roads)

Subject : Need for coordination between the construction of bridges and their approaches for the completion of both the components **simultaneously**

I am directed to invite your attention to this Ministry's letter No. NHIII/Misc/121/75 (i) dated 20th March 1976 and also to (U) D.O. letter No. NHIII/Misc/120/75 dated 20th March 1976 addressed by Director General (Road Development) & Addl. Secretary to all the State Chief Engineers, with copies endorsed to the State Govts. wherein the need for maintaining closer coordination between the construction of bridges and their approaches, **has been** amply emphasised so that there is no time gap between the construction of the two **components** which quite often attracts avoidable Public criticism, apart from depriving the State from deriving full benefits of the investments made in the construction of the bridge project. Since much still remains to be desired in securing the most needed coordination in the simultaneous construction of the bridges and their approaches, through the implementation of the **instructions** already issued on the subject, it may further help to achieve the desired objective, if the following additional guiding principles are kept in view :

- (a) The **bridge** and its approaches should be treated as one project and these should be processed simultaneously in a well coordinated manner right from the conception stage to the completion stage.
 - (b) Project investigations including working out of suitable designs for both components should be initiated, arranged and accomplished well ahead of time by close mutual consultations as may be necessary, for the purpose of securing the much needed coordination in the simultaneous construction/completion of the Bridge including its approaches;
 - (c) The execution of both the components should be carried out in a duly coordinated **sequence**
2. If the above instructions as well as the instructions contained in the earlier circulars mentioned above are followed, there is really no reason why the construction of the bridges and their approaches simultaneously cannot be achieved to the general advantage of the public as well as to the State.
-