



# **KRISHNA BHAGAYA JALA NIGAMA LIMITED**

**(A Government of Karnataka undertaking)**

Office of the Executive Engineer, KBJNL, MLI Division No.3, B.Bagewadi

Tq, B Bagewadi District: Vijayapur,

Email id:- **eemli3bb@gmail.com**

No.KBJNL/MLI/D-3/TBC 2.7-17.43/2023-24/15

Date: 13.04.23

## **TO WHOMSOEVER IT MAY CONCERN**

### **WORK DONE CERTIFICATE**

This is to certify that **M/s. Shankaranarayana Constructions (P) Ltd.** having their registered office at "SNC House", 4<sup>th</sup> floor, No 7, Residency road(Old No 9, Raja Ram Mohan Roy Road), Bangalore - 560025, is executing the mentioned work as follows:

1.	Name of Work:	Survey, Investigation, Design, Drawing and Construction Of Tidagundi Branch Canal From Km2.70 To 17.43 Km Under MLI's of UKP Stage -III works on turnkey basis. (Indent No 9976).
2.	Type of Structure	Elevated Aqueduct cum Viaduct.
3.	EPC Contractor:	<b>M/s Shankaranarayana Constructions Pvt. Ltd, Bengaluru, Karnataka.</b>
4.	Work order Ref No:	KBJNL/ MLI/ Div No 4/ PB-2/ Work order/TBC 2.70-17.43 Km/ 2017-18/ 33 dated 12.04.2017
5.	Date of Agreement:	12.04.2017
6.	Agreement Period:	18 Months.
7.	Date of Commencement	12.04.2017
8.	Due date of Completion	11.10.2018
9.	Actual date of Completion in all respects	30.11.2021
10.	Contract / Agreement Value:	Rs. 28,029.05 Lakhs
11.	Price Escallation Amount	Rs. 2,354.02 Lakhs
12.	Total Actual expenditure	Rs. 30,383.07 Lakhs
13.	Percentage of completion of work	100%
14.	Nature of Work	<b>Completed 12.353 km of Elevated PSC-Pre-Stressed concrete Aqueduct cum Viaduct for Road.</b> As per tender specifications Elevated Aqueduct cum Viaduct is designed to carry water and Vehicular traffic as per IRC loading, MoRTH and BIS. The Design has been vetted by IISc, Bangalore and the multi axle road bridge is open for movement.
15.	Sub-Structure	Substructure is open foundation & RCC Piers maximum height of 30m above G.L.

16.	No. of Pier & Pier Cap	408Nos
17.	Number of Pre-stressed Concrete U-Girder (Single Span Launching)	409Nos of Spans of various Length.
18.	Length of Span	36.10 m = 1 No (Railway Crossing) 31.75 m = 1 No (NHAI Crossing - NH-13) 31.25 m = 1 No (NHAI Crossing - NH-13) 30.00 m = 318 No 27.00 m = 28 No 24.00 m = 21 No 21.00 m = 24 No 18.00 m = 15 No <hr/> <b>Total span= 409Nos</b>

The details of work executed by the agency are as follows:

Sl No	Description	Unit	Quantity Executed				Total Quantity
			FY 2017-18	FY 2018-19	FY 2019--20	FY 2020-21	
<b>1</b>	<b>Earthwork in excavation</b>						
i)	All kinds soil	Cum	6,665	2,789	18,771	-	28,225
ii)	Soft rock	Cum	12,924	15797	209	-	28,930
iii)	Soft rock with blasting	Cum	25,112	2,839	655	-	28,606
iv)	Hard rock	Cum	7894.00	244.59	-	-	9,215
<b>2</b>	<b>Earthwork in Embankment&amp; Filling</b>	Cum	-	80,555	2,27,093	-	3,07,648
<b>4</b>	<b>Substructure Concrete</b>						
ii	PCC - M15	Cum	1331	1,015	8837	-	11183
iii	PCC- M25	Cum	-	936	5348	-	6,284
iv	RCC - M35	Cum	13,483	3,055	1584	-	18,122
v	RCC - M40	Cum	3454	3624	314	-	7,392
vi	RCC - M50	Cum	11,100	5,420	1,170	-	17,690
vii	RCC-M15 Lug & Template	Cum	-	78	266.73	-	344.73
viii	20M15 paver lining	Sq.m	-	5,846	20,405	-	26,251



	<b>Reinforced Pre stressed Cement Concrete</b>						
i	RCC - M50 (PSC)	Cum	14,329	18,486	584	-	33,399
5	Reinforcement Steel	MT	6,501	6,295	1,442	-	14,238
6	HT strands-15.2mm Dia.	MT	623	633	233	-	1,489
7	Elastomeric Bearing (size =5cmx 4cmx1.3cm)	Nos	500	1,072	68	-	1,640
8	Expansion Joint (Strip seal)	Rmt	-	510	2975	-	34,85
9	MS Hand Rail	Rmt	-	3,600	21,106	-	24,706
10	RCC Kerb	Rmt	-	3,600	21,106	-	24,706
11	Wearing coat (M50)	Cum	-	828	4854	-	5682

**Scope of work:**

- 1) The Viaduct alignment is passing through Urban area within Vijayapur city as per the Comprehensive Development plan (CDP) of Vijayapur city, Bridge also crosses Railway line with span of 36.10m, National Highway (NH-13) with span of 31.75m and 31.25m for which special type crossings are designed.
- 2) PSC U-Girder erected on Railway crossing in record time of 28 mins.
- 3) Superstructure is Precast Pre-stressed U-Girder of varying length..
- 4) PSC Girder of full span is transported using special trailers/axles from casting yard.
- 5) U-Girder weighing approximately 250 tonne is lifted from the trailer using heavy duty cranes of 600 MT each by tandem lifting and placed in position on top of Pier cap.
- 6) Road is designed for IRC Class-A loading and road slab is precast in the yard and lifted and placed in position using cranes, above which stitch concreting is done. Footing, Piers and Pier caps are cast in situ at site.
- 7) Proof checking the detailed design through **Indian Institute of Science, Bangalore** as suggested by the client, KBJNL.
- 8) The Project has been executed following all the safety and quality standards to our satisfaction.

The Project completed by agency is satisfactory and time extension granted without penalty from Competent Authority.

*Basavan Bagewadi*  
**Executive Engineer**  
**KBJNL. MLI. DIV-03**  
**Basavan Bagewadi**  
 