



जनस्वास्थ्य अभियांत्रिकी विभाग, हरियाणा
PUBLIC HEALTH ENGINEERING DEPARTMENT, HARYANA

Bays No. 13-18, Sector-4, Panchkula- 134112
Ph. 0172-2561672, Website: <https://phedharyana.gov.in>
SIK Toll Free No. 1800-180-5678



From

The Engineer-in-Chief, Haryana
Public Health Engineering Department,
Panchkula.

To

All Superintending Engineers,
Public Health Engineering Department
In Haryana State.

Memo No. 102-94/G/ 49707-49729 -PHED/MM (5)
Dated, Panchkula the, 06/06/2022

Subject: - Use of D.I. Pipes in PHED.

Kindly refer to this office Memo No. 9000-9015 dated 01.08.2011, 127861-932 dated 17.12.2018, 67206-67220-PHE/Prog. dated 05.08.2020 and 77434-448-PHE/Prog. dated 07.09.2020 & various other instructions issued in this regard.

I have been directed to reiterate the instructions issued vide letter under reference, in order to take important steps required for proper laying of DI pipeline, precautionary measures, and safeguard against any pilferage/ misuse, the following checks are to be imposed:-

- i) Para 6.5.19 of the PWD Code stipulates that the Executive Engineers shall check at least 5% of principal items of every major work (as defined in Para 8.3). Check shall be exercised at different crucial stages as the work progresses.
- ii) Further, as per Para 6.6.7, Sub Divisional Engineer shall fully check all the hidden works before they are covered, accordingly, Sub-Divisional Engineer shall make 100% check measurements being a hidden work, in accordance with Para 6.6.7 of the PWD Code. Further, being a line work, length of the line work i.e. pipeline shall be checked/recorded 100% by the Sub-Divisional Engineer himself. Bill of the contractor shall be passed after the fulfilling the codal provision as above.
- iii) Field book shall be maintained and all details of tees, bends etc. from point to point shall be recorded in the field book with location which can be identified later on.
The field book shall indicate laying of pipes from house owner to house owner or other prominent features/ land marks identifiable later on and entry can be verified with information in M.B. The field book shall be explicit, so that at a later stage, if necessary, it could be checked without any difficulty.
- iv) Where pipeline is laid from village to village and there is no existing feature/ land mark, en-route, a plan showing alignment of the pipeline be drawn on the M.B with point to point information. The points mentioned on small plan drawn in M.B. shall match with record entries.
- v) Issue and consumption statement of account of pipeline laid shall be attached with each running bill and also final bill.

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-2-

- vi) All indents and transitions pertaining to DI pipes shall be made with approval of the Executive Engineer and he will maintain a record of all such approval viz-a-viz the pipeline lifted from the store and remaining pipeline. All such record shall be entered in a register to be maintained by the Drawing Branch of the Division. The register should be in safe, custody and this record can be called for by the superior office, at any stage.
- vii) Before payment of final bill to the agency, the entries shall be tallied with the record maintained by the Drawing branch in case of variation between the two, the discrepancies shall be settled before final bill is passed.
- viii) Material be only issued to Junior Engineer against a self indent of Junior Engineer.
- ix) On closing of the estimate, quantity of pipe booked against the work & the quantity utilized shall be checked and un-utilized quantity of DI pipe shall be transferred to other work within the same programme for effective utilization of the inventory.
- x) After the work of pipeline is completed in all respects, the completion plan of the infrastructure created be plotted on departmental GIS module.
- xi) The provisions provided in Code of Practice for use and laying of Ductile Iron Pipe, namely IS 12288:1987 be followed meticulously.
- xii) As provided in the above mentioned IS code, pipelines having unanchored flexible joints require anchorages at changes of direction and at dead ends to resist the static thrusts developed by internal pressure. Anchorages to resist the thrust should be designed taking into account the maximum pressure the main is to carry in service or on test, and the safe bearing pressure of the surrounding soil. Further, the anchors or thrust blocks should be designed in accordance with IS 5330:1984 amended upto date.

These instructions be followed meticulously both in letter and spirit.


For Assistant Executive Engineer (U),
Engineer-in-Chief, Haryana, PHED,
Panchkula. *Rehman 21/6/22*

Edst. No.

Dated:

A copy of the above is forwarded to the following for information and necessary action.

1. PA to Engineer-in-Chief, Haryana, Public Health Engineering Department.
2. All Chief Engineers in Head office.
3. Superintending Engineer (Rural/ Project/Urban), Head Office.
4. Executive Engineer (Works/Urban/ Project/ Monitoring/ Programme/ Mech./Rural), Head Office.


For Assistant Executive Engineer (U),
Engineer-in-Chief, Haryana, PHED,
Panchkula. *Rehman 21/6/22*