

NAME OF WORK: -Radhanpur -Harij - Mehsana Road Km.8/800 to 60/00 (S.H-55) [Dismantling of Bridge Km.33/600 to 33/800]

SPECIFICATION

Item No.1

Demolition of Distressed Major Bridge on Radhanpur -Harij - Mehsana Road Km.8/800 to 60/00 (S.H-55) [Dismantling of Bridge Km.33/600 to 33/800] on Khari River. Slab, Abutment, Abutment cap, Pier, Pier Cap, Girder & Retaining Wall dismantling excluding well & well cap up to ground level and Including Disposal of debris up to 10 Km. lead from site of all component of major bridge with all respect including all labour, machinery, taxes etc. completed as directed by engineer in charge. Credit of dismantled material to be retained by agency. The rates quoted are including all labour and machinery required for the job.

Work carried out Demolition of Distressed Major Bridge on Radhanpur -Harij - Mehsana Road Km.8/800 to 60/00 (S.H-55) [Dismantling of Bridge Km.33/600 to 33/800] on Khari River. Slab, Abutment, Abutment cap, Pier, Pier Cap, Girder & Retaining Wall dismantling excluding well & well cap up to ground level and Including Disposal of debris up to 10 Km. lead from site of all component of major bridge with all respect including all labour, machinery, taxes etc. completed as directed by engineer in charge. Credit of dismantled material to be retained by agency. The rates quoted are including all labour and machinery required for the job.

This work shall consist of removing, as here in after set forth, existing culverts, bridges, pavements, kerbs and other structures like guard- rails, fences utility poles, manholes, catch basins, inlets, etc. Which are in place but interfere with the new construction or are not suitable to remain in place, and of salvaging and disposing of the resulting materials and back filling the resulting trenches and pits.

2. Existing culverts, bridges, pavements and other structures which are within the highway and which are designated to be removed shall be removed upto the limits and extent specified in the drawings or as indicated by the Engineer-in-charge.

3. Dismantling and removal operations shall be carried out with such equipment and in such a manner as to leave undisturbed, adjacent pavement, structures and any other work to be left in place.

4. All operations necessary for the removal of any existing structure which might endanger new construction shall be completed prior to the start of new work.

5. The structures shall be dismantled carefully and the resulting materials so removed as not to cause any damage to the serviceable materials to be salvaged, the part of the structure to be retained and any other properties or structures nearby.

6. Unless otherwise specified, the superstructure portion of culverts/bridges shall be entirely removed and other parts removed to below the ground level or as necessary depending upon the interference they cause to the new construction. Removal of overlying or adjacent material if required in connection with the dismantling of the structures, shall be incidental to this item.

7. Where existing culverts/bridges are to be extended or otherwise incorporated in the new work, only such part of the existing structure shall be removed as are necessary to provide a proper connection to the new work. The connecting edges shall be cut chipped and trimmed to the required lines and grades without weakening or damaging any part of the structure to be retained. Reinforcing bars which are to be left in place so as to project into new work as dowels or ties shall not be injured during removal of concrete.

8. Pipe culverts shall be carefully removed in such a manner to avoid damage to the pipes..

9. Steel structures shall unless otherwise provided be carefully dismantled in such a manner as to avoid "damage to members thereof. If specified in the drawing or directed by the Engineer-in-charge that structure is to be removed in a condition suitable for re-erection, all members shall be match marked by the

contractor with white lead paint before dismantling end pins, nuts, loose plates, etc. shall be similarly marked to indicate their proper location, all pins, pin holes and machined surfaces shall be painted with a mixture of white lead and tallow and all loose parts shall be securely wired to adjacent members or packed in boxes.

10 Timber structures shall be removed in such a manner as to avoid damage to such timber or lumber as is designated to be salvaged by the Engineer-in-charge.

11. In removing pavements, kerbs, gutters and other structures like guard rails, fences, manholes, catch basins, inlets, etc. where portions of the existing construction are to be left in the finished work the same shall be removed to an existing joint or cut and chipped to a true line with a face perpendicular to the surface of the existing strata. Sufficient removal shall be made to provide for proper grades and connections with the new work as directed by the Engineer-in-charge.

12. All concrete pavements, base course in carriage way and shoulders etc. designated for removal shall be broken to pieces whose volume shall not exceed 0.02 cubic metre and stockpiled at designated locations if the material is to be used later or otherwise arranged for disposal as directed.

13. Where directed by the Engineer-in-charge holes and depressions caused by dismantling operations shall be backfilled with excavated or other approved material and thoroughly compacted in line with surrounding area.

14. All materials obtained by dismantling shall be the property of Government. Unless otherwise specified, materials having any salvage value shall be placed in neat stacks of like material within the right-of-way as directed by the Engineer-in-charge, for which Contractor will remain responsible for its safe custody and preservation for 60 days after recording measurements of the salvaged material.

15. Pipe culverts that are removed shall be cleared and neatly piled on the right-of way at points designated by the Engineer-in-charge.

16. Structural steel removed from old structure shall, unless otherwise specified or directed, be stored in a neat and presentable manner. Structures or portions thereof which are specified in the contract for re-erectments shall be stored in separate piles.

17. Timber or lumber from old structure which is designated by the Engineer-in charge as materials to be salvaged shall have all nails and bolts removed there from and shall be stored in neat piles locations suitable for loading.

18. All the products of dismantling operations which in the opinion of the Engineer-in-charge cannot be used or auctioned shall be disposed as directed, within 100 metres.

19. The work of dismantling structures shall be paid for in units indicated below by taking measurements before and after, as applicable :

(i) Dismantling brick/concrete (Plain and Reinforced) masonry	Cubic Metre
(ii) Dismantling flexible and cement concrete pavement.	Cubic Metre
(iii) Dismantling steel structure.	Tonne
(iv) Dismantling timber structure.	Cubic Metre
(v) Dismantling pipes, guard rails, kerbs, gutters and fencing.	Linear Metre
(vi) Utility poles.	Nos.

20. The contract unit rates for the various items of dismantling shall be payment in full for carrying out the required operations including full compensation for all labour, materials, tools, equipment, safeguards and incidentals necessary to complete the work. These will also include excavation and backfilling where necessary and for handling, salvaging, piling and disposing of the dismantled materials within all lifts and upto a lead of 100 metres.

The Payment Shall be made on **Job** Basis.

Signature Of Contractor ...

**Dy. Executive Engineer
R & B Sub Division
Haridwar**