

Item No. 01 : - Providing & laying priming coat with emulsion SS-1 grade and spraying emulsion with spray set fitted on mechanical bouzer using emulsion at the rate of 7.5 Kg./10 Sqm. On WMM surface incl. cleaning the surface etc. complete.

502. PRIME COAT OVER GRANULAR BASE

502.1. Scope

This work shall consist of the application of a single coat of low viscosity liquid bituminous material to a porous granular surface preparatory to the superimposition of bituminous treatment or mix.

502.2. Materials

502.2.1. Primer: The choice of a bituminous primer shall depend upon the porosity characteristics of the surface to be primed as classified in IRC: 16. These are:

- (i) Surfaces of low porosity; such as wet mix macadam and water bound macadam,
- (ii) Surfaces of medium porosity; such as cement stabilized soil base,
- (iii) Surfaces of high porosity; such as a gravel base.
- (iv)

502.2.2. Primer viscosity: The type and viscosity of the primer shall comply with the requirements of IS 8887, as sampled and tested for bituminous primer in accordance with these standards. Guidance on viscosity and rate of spray is given in Table 500-1.

TABLE 500-1 VISCOSITY REQUIREMENT AND QUANTITY OF LIQUID BITUMINOUS PRIMER

Type of surface	Kinematic viscosity of primer at 60°C (Centistokes)	Quantity of Liquid Bituminous Material per 10 sq.m (kg)
Low porosity	30-60	6 to 9
Medium porosity	70-140	9 to 12
High porosity	250-500	12 to 15

502.2.3. Choice of primer: The primer shall be bitumen emulsion, complying with IS 8887 of a type and grade as specified in the Contract or as directed by the Engineer. The use of medium curing cutback as per IS 217 shall be restricted only for sites at sub-zero temperatures or for emergency applications as directed by the Engineer.

502.3. Weather and Seasonal Limitations:

Bituminous primer shall not be applied to a wet surface (see 502.4.2) or during a dust storm or when the weather is foggy, rainy, or windy or when the temperature in the shade is less than 10°C. Surfaces which are to receive emulsion primer should be damp, but no free or standing water shall be present.

502.4. Construction

502.4.1. Equipment: The primer distributor shall be a self-propelled or towed bitumen pressure sprayer equipped for spraying the material uniformly at specified rates and temperatures. Hand spraying of small areas, inaccessible to the distributor, or in narrow strips shall be sprayed with a pressure hand sprayer, or as directed by the Engineer.

502.4.2. Preparation of road surface: The surface to be primed shall be prepared in accordance with Clauses 501.8. and 902 as appropriate. Immediately prior to applying the primer the surface shall be carefully swept clean of dust and loose particles, care being taken not to disturb the interlocked aggregate. This is best achieved when the surface layer is slightly moist (lightly sprayed with water and the surface allowed to dry) and the surface should be kept moist until the primer is applied.

502.4.3. Application of bituminous primer: The viscosity and rate of application of the primer shall be as specified in the Contract, or as determined by site trials carried out as directed by the Engineer. Where a geosynthetic is proposed for use, the requirements of Clauses 703.3.2 and 703.4 shall apply. The bituminous primer shall be sprayed uniformly in accordance with Clause 501 The method for application of the primer will depend on the type of equipment to be used, size of nozzles, pressure at the spray bar and speed of forward movement. The Contractor shall demonstrate at a spraying trial, that the equipment and method to be used is capable of producing a uniform spray, within the tolerances specified.

502.4.4. Curing of primer and opening to traffic: A primed surface shall be allowed to cure for at least 24 hours or such other period as is found to be necessary to allow all the volatiles to evaporate before any subsequent surface treatment or mix is laid. Any unabsorbed primer shall first be blotted with an application of sand, using the minimum quantity possible. A primed surface shall not be opened to traffic other than that necessary to lay the next course. A very thin layer of clean sand may be applied to the surface of the primer, to prevent the primer picking up under the wheels of the paver and the trucks delivering bituminous material to the paver.

502.4.5. Tack coat: Over the primed surface, a tack coat should be applied in accordance with Clause 503.

502.5. Quality Control of work

For control of the quality of materials supplied and the works carried out, the relevant provisions of Section 900 shall apply.

502.6. Arrangement for Traffic

During construction operations, arrangements for traffic shall be made in accordance with the provisions of Clause 112.

502.7. Measurement for Payment

Prime coat shall be measured in terms of surface area of application in square meters.

502.8. Rate: The contract unit rate for prime coat with adjustments as described in Clause 502.7 shall be payment in full for carrying out the required operations including full compensation for all components listed in Clause 401.8 (i) to (v) and as applicable to the work specified in these Specifications. Payment shall be made on the basis of the provision of prime coat at an application rate of 0.5 kg per square meter, with adjustment, plus or minus, for the variation between this amount and the actual amount approved by the Engineer after the preliminary trials referred to in Clause 502.4.3.

Item No. 01 : - Providing and applying Tack coat with bitumen VG-30 on prepared surface of B.T Surface including clearing the road surface and spraying tack coat of the rate of 2.50 Kg. / 10 Sq.Mt.

503.1. Scope

This work shall consist of the application of a single coat of low viscosity liquid bituminous material to an existing bituminous road surface preparatory to the superimposition of a bituminous mix, when specified in the Contract or instructed by the Engineer.

503.2. Materials

503.2.1. Binder: The binder used for tack coat shall be bitumen emulsion complying with IS 8887 of a type and grade as specified in the Base and Surface Courses (Bituminous) Section 500 Contract or as directed by the Engineer. The use of cutback bitumen as per IS 217 shall be restricted only for sites at sub-zero temperatures or for emergency applications as directed by the Engineer.

503.3. Weather and Seasonal Limitations

Bituminous material shall not be applied to a wet surface or during a dust storm or when the weather is foggy, rainy or windy or when the temperature in the shade is less than 10°C. Where the tack coat consists of emulsion, the surface shall be slightly damp, but not wet. Where the tack coat is of cutback bitumen, the surface shall be dry.

503.4. Construction

503.4.1. Equipment: The tack coat distributor shall be a selfpropelled or towed bitumen pressure sprayer, equipped for spraying the material uniformly at a specified rate. Hand spraying of small areas, inaccessible to the distributor, or in narrow strips, shall be sprayed with a pressure hand sprayer, or as directed by the Engineer.

503.4.2. Preparation of base: The surface on which the tack coat is to be Applied shall be clean and free from dust, dirt, and any extraneous material, and be otherwise prepared in accordance with the requirements of Clauses 501.8 and 902 as appropriate. Immediately before the application of the tack coat, the surface shall be swept clean with a mechanical broom, and high pressure air jet, or by other means as directed by the Engineer.

503.43. Application of tack coat: The application of tack coat shall be at the rate specified in the Contract, and shall be applied uniformly. If rate of application of Tack Coat is not specified in the contract then it shall be at the rate specified in Table 500-2. The normal range of spraying

TABLE 500-2. RATE OF APPLICATION OF TACK COAT

Type of Surface	Quantity of liquid bituminous material in Kg per sq. m. area
i) Normal bituminous surfaces	0.20 to 0.25
ii) Dry and hungry bituminous surfaces	0.25 to 0.30
iii) Granular surfaces treated with primer	0.25 to 0.30
iv) Non bituminous surfaces	
a) Granular base.(not primed)	0.35 to 0.40
b) Cement concrete pavement	0.30 to 0.35

Base and Surface Courses (Bituminous) Section 500

temperature for a bituminous emulsion shall be 20°C to 70°C and for a cutback, 50°C to 80°C if RC-70/MC-70 is used. Where a geosynthetic is proposed for use, the provisions of Clauses 704.3.2 and 704.4.4 of the Ministry's Specification for Road and Bridge Works (third revision) 1995 shall apply. The method of application of the tack coat will depend on the type of equipment to be used, size of nozzles, pressure at the spray bar, and speed of forward movement. The Contractor shall demonstrate at a spraying trial, that the equipment and method to be used is capable

of producing a uniform spray, within the tolerances specified.

Where the material to receive an overlay is a freshly laid bituminous layer, that has not been subjected to traffic, or contaminated by dust, a tack coat is not mandatory where the overlay is completed within two days.

503.4.4. Curing of tack coat: The tack coat shall be left to cure until all the volatiles have evaporated before any subsequent construction is started. No plant or vehicles shall be allowed on the tack coat other than those essential for the construction.

503.5. Quality Control of Work

For control of the quality of materials supplied and the works carried out, the relevant provisions of Section 900 shall apply.

503.6. Arrangements for Traffic

During the period of construction, arrangements for traffic shall be made in accordance with the provisions of Clause 112 of the Ministry's Specification for Road and Bridge Works (third revision) 1995.

503.7. Measurement for Payment

Tack coat shall be measured in terms of surface area of application in square metres.

503.8. Rate

The contract unit rate for tack coat shall be payment in full for carrying out the required operations including for all components listed in Clause 401.8 (i) to (v) of the Ministry's Specification for Road and Bridge Works (third revision) 1995 and as applicable to the work specified in these Specifications. The rate shall cover the provision of tack coat at 0.2 kg

23

Base and Surface Courses (Bituminous) Section 500

per square metre, with the provision that the variance in actual quantity of bitumen used will be assessed and the payment adjusted accordingly.

Item 03 : Providing and laying Bituminous Spray grout (B.U.S.G.) base 75 mm thick with RS-1 Emulsion for tack coat at the rate of 2.5kg/10 smt on B.T. surface and B.T. stone aggregate as per required gradation with VG-30 asphalt 60/70 grade for mixing at the rate of 1.99 % i.e. 19.90 Kg/Mt by weight of mix- including heating and mixing the asphalt and aggregate in continuous batch mix plant and transporting the mix to site and laying the same by sensor paver finisher to require camber and grade and rolling with vibratory roller as per MORT&H specification including providing and laying uniform tack coat and using all necessary equipments, tools plants including cost of all materials firewood, oil lubricants labour charges etc. comp

506.1. Scope

This work shall consist of a two-layer composite construction compacted crushed coarse aggregates with application of bituminous binder after each layer, and with key aggregates placed on top of the second layer, in accordance with the requirements of these Specifications, to serve as a base course and in conformity with the lines, grades and cross-sections shown on the drawings or as directed by the Engineer. The thickness of the course shall be 75 mm. Built-up spray grout shall be used in a single course in a pavement structure.

Base and Surface Courses (Bituminous) Section 500

506.2, Materials

506.2.1. Bitumen: Clause 504.2.1. shall apply. Where permitted by the Engineer, an appropriate grade of emulsion complying with IS 8887 may be used.

506.2.2. Aggregates: The coarse aggregate shall conform to Clause 504.2.2. The aggregate shall satisfy the physical requirements set out in Table 500-3. The coarse and key aggregates for built-up spray grout shall conform to the grading given in Table 500-7.

IS Sieve Designation (mm)	Cumulative per cent by weight of total aggregate passing	
	Coarse Aggregate	Key Aggregate
53.0	100	—
26.5	40 -75	—
22.4	—	100
13.2	0-20	40 -75
5.6	—	0-20
2.8	0-5	0-5

506.3. Construction Operations

506.3. Construction Operations

506.3.1. Weather and seasonal limitations: The provisions of Clause 501.5.1 shall apply.

506.3.2. Equipment: The provisions of Clause 505.3.2 shall apply.

506.3.3. Preparation of base: The base on which the built-up spray grout course is to be laid shall be prepared, shaped and compacted to the specified lines, grades and cross-sections in accordance with Clauses 501 and 902 as appropriate. A prime coat shall be applied in accordance with Clause 502 with approved primer as directed by the Engineer.

506.3.4. Tack coat: A tack coat shall be applied in accordance with the procedure described in Clause 503, as directed by the Engineer.

506.3.5. Spreading and rolling coarse aggregates for the first

layer: Immediately after the application of prime or tack coat, the clean, dry and dust free coarse aggregates shall be spread uniformly and evenly,

Base and Surface Courses (Bituminous) Section 500

by mechanical means, at the rate of 0.5 cu. m. per 10 sq. m. area. Immediately after spreading of the aggregates, the entire surface shall be rolled with an 8 - 10 tonnes smooth wheel steel roller. Rolling shall commence at the edges and progress towards the centre except in superelevated and uni-directional cambered portions where it shall proceed from the lower edge to the higher edge. Each pass of the roller shall uniformly overlap not less than one-third of the track made in the preceding pass. The surface of the layer shall be carefully checked, after rolling, with a template and straight edge and shall be within the tolerances specified, and any deficiencies corrected by reworking and recompacting the layer.

Care shall be taken not to over-compact the layer.

506.3.6. Application of binder - first spray: The binder shall be heated to the temperature appropriate to the grade of bitumen approved by the Engineer and sprayed on the aggregate at the rate of 15 kg/10 sq. m. (measured in terms of residual bitumen content) at a uniform rate of spray by mechanical sprayers capable of spraying bitumen uniformly at the specified rates and temperatures. Excessive deposits of binder caused by stopping or starting of the sprayers or through leakage or for any other reason shall be removed and made good.

506.3.7. Spreading and rolling of coarse aggregate for the second

layer: Immediately after the first application of the binder, the second layer of coarse aggregates shall be spread and rolled in accordance with the procedure detailed in Clause 506.3.5.

506.3.8. Application of binder - second spray: The second aggregate layer shall then be sprayed with binder at the rate of 15 kg/10 sq. m. (measured in terms of residual bitumen content) in accordance with Clause

506.3.6.

506.3.9. Application of key aggregate: Immediately after the second application of binder, key aggregates shall be spread uniformly and evenly, preferably by mechanical means, at the rate of 0.13 cu.m./10 sq.m. so as to cover the surface completely. The key aggregate shall be clean, dry and free from dust and deleterious matter. If necessary, the surface shall be swept to ensure uniform application of the key aggregates. The entire

Base and Surface Courses (Bituminous) Section 500

surface shall then be rolled with an 8-10 tonnes smooth wheel steel roller in accordance with Clause 506.3.5. While rolling is in progress, additional key aggregates, where required, shall be spread by hand. Rolling shall continue-until the entire course is thoroughly compacted and the key aggregates are firmly in position.

506.4. Surface Finish and Quality Control

The surface finish of construction shall conform to the requirements of Clause 902. All materials shall comply with the requirements of the relevant provisions in Section 900 of the Specifications.

506.5. Final Surfacing

The built-up-spray-grout shall be provided with final surfacing within a maximum of forty-eight hours. If there is to be any delay, the course shall be covered by a seal coat to the requirement of Clause 513 before it is open to traffic. Where the seal coat is required as a result of the selected method of performing this operation, then it shall be considered incidental to the work and shall not be paid for separately.

506.6. Arrangements for Traffic

During the period of construction, arrangements for traffic shall be made in accordance with the provisions of Clause 112 of the Ministry's Specification for Road and Bridge Works (third revision) 1995.

506.7. Measurement for Payment

Built-up spray grout shall be measured as finished work in square metres.

506.8. Rate

The contract unit rate for built- up spray grout shall be payment in full for carrying out the required operations as specified. The rate shall include for, but not necessarily be limited to the components listed in Clause 50 L8.8.2. (i) to (xi).

Item No 04

Providing and laying 75mm thick bitumen bound macadam in single layer on existing surface with tack coat of rapid setting bitumen emulsion @ 2.50 kg / 10 sqm. & asphalt VG-40 at the rate of 20.00 kg / 10 sqm with the layer of machine crushed black stone aggregate 40mm to 50mm size at the rate of 0.90 cum /10 sqm. with dry rolling and spreading key aggregate 12mm size at the rate of 0.18 cum / 10 sqm. with rolling and spreading the stone dust at the rate of 0.084 cum / 10 sqm including cost of rolling with vibratory roller, asphalt, fuel, kerosene, stone dust etc. complete.

1. General

The work consists of supply of all materials and labour required for providing and laying bituminous bound macadam surface for compacted thickness of 50/75 mm. The item includes preparing the existing road surface to receive the bituminous bound macadam course, spreading of 40 mm size hand broken metal laying in required thickness with compacted with static roller, heating and spraying bitumen with equipment plant etc. spreading key aggregates, 12 mm chips and final compaction with static roller etc. complete. The work shall be finished in accordance with the requirement of this specification and in close conformity with grades, lines, cross sections and thickness as per approved drawings or as directed by the Engineer in charge.

2. Diversions

Temporary diversions shall be constructed and maintained by the contractor at his own cost. Diversions shall be watered if dust is likely to blow on to the road being bituminised.

3. Materials:

(A) **Aggregates:** The aggregates for providing B.B.M. surface shall comply with specification Nos. Rd-41 for 40 mm and 12 mm size metal, and shall normally comply with the following according to size and quality of aggregate and grade and quantities of bitumen:

	Description	Rate of application for 100 Sqmt.			
		75 mm		50 mm	
		On asphalt surface	On W.B.M. Surface	On asphalt surface	On W.B.M. Surface
a)	40 mm size hand broken metal	9.00 Cum	9.00 Cum	6.00 Cum	6.00 Cum
b)	12 mm size chips	1.80 Cum	1.80 Cum	1.20 Cum	1.20 Cum
c)	Bitumen for grouting I.S.grade S35 with VG-40 (30/40) penetration or S 65 with VG-30 (60/70)	200 Kg	200 Kg		
d)	Tack coat for existing bituminous surface.	50 Kg	--	50 Kg	--

Note :- Hand broken metal is preferred. However upto 30 % of total quality of 40 mm size metal, 40 mm crusher broken metal can be used.

(B) **Bitumen** : The bitumen shall be paving bitumen suitable penetration grade within the range S 35 to S 65 or A 35 to 65 (VG-40 to VG-30) (30/40 to 60/70) as per Indian Standard Specification for 'Paving Bitumen' IS : 73-1992.

4. **Preparing the base :**

Any pothole in the existing bituminous road surface and broken edges shall be patched well and the surface shall be brought to correct level and camber with additional metal and bitumen as required which will be paid separately. Before starting the work the bituminous surface shall be swept clean of all the dirt, mud cakes, animal droppings & other loose foreign material.

If so required by the Engineer, the contractor shall keep the side width & nearby diversion watered to prevent dust from blowing over the surface to be bituminised.

Existing water bound macadam surface shall be picked for and surface loosened for a depth of 2.5 cm and the picked surface shall be brought approximately to the correct camber and section Edge line shall be correctly marked by dog belling the surface to form a continuous vee notch.

There shall always be sufficient length of prepared surface ahead of the bituminous surfacing operations as directed by the Engineer to keep these operations continuous.

5. **Tack coat on bitumen surface :**

Applying tack coat for existing B.T.surface only at the rate of 50 Kg/100 m² as per specification No. RD 47.3.3.

6. **Picking of existing W.B.M. Surface :**

Picking of existing W.B.M. surface for receiving bituminous bound macadam as per Rd 33.

7. **Spreading and Compaction :**

7.1 : Spreading of 40 mm metal - 40 mm metal shall be spread only at the specified rate of 9 cubic metric / 6 cubic metre per 100 sqm of area so as to form a layer over the width of road correct camber / super elevation as required. Any foreign matter, organic matter, dust, grass etc. shall be removed immediately. The sections shall be checked with camber board and straight edge batten etc. Any irregularities shall be made good by adding aggregates in case of depressions and removing aggregates from high spots checked with camber board and straight edge batten etc. Any irregularities shall be made good by adding aggregates in case of depressions and removing aggregates from high spots.

7.2 : Compaction of 40 mm size metal - The surface of 40 mm metal layer after bringing it to necessary grades and sections shall be rolled with the sue of 8 to 10 tonnes power roller. Rolling shall commence from the edges and progress towards centre longitudinally except on super elevated portion it shall progress from the lower to upper edge parallel to the centre line of pavement. When the roller has passed over the whole area any high spots or depressions, which become apparent shall be corrected by removing or adding aggregates. The rolling shall then be continued till the entire surface has been rolled to desired compaction such that there is no crashing of aggregates and all roller marks have been eliminated. Each pass of roller shall uniformly overlap not less than one third of the track made in the preceding pass.

8. **Application of Bitumen :**

Bitumen of I.S.grade S.35 or S.35 supplied for the work shall be heated to temperature of 177 Celsius to 191 Celsius (350 F to 375 F) in a bitumen boiler and temperature shall be maintained at the time of actual application. The hot bitumen shall be applied through a pressure sprayer on the road surface uniformly at the rate of 200 Kg / 100 Sqmt. or 175 Kg / 100 Sqmt. The road surface shall be divided into suitable rectangles marked by chalk so as to ensure correct rate of application of the bitumen.

9. **Key Aggregates :**

On completion of bitumen application, 12 mm size key aggregate shall be spread immediately at a uniform rate of 1.8 cubic meter / 1.2 cubic meter per 100 square meter of area when entire surface is in hot condition. Brooms shall be used to ensure even distribution of key aggregate.

10. **Final Compaction :**

Immediately after spraying of bitumen and spreading of key aggregate, the surface shall be rolled with a power roller to obtain full compaction and to force the blindage of key aggregate into the interstices of the coarse aggregate. The rolling shall continue till the asphalt surface hardens and key aggregates stop moving under poser roller.

11. **Surface finish and quality control :**

The surface finish shall conform to requirements of clause 902 of specifications for Road and bridges by Ministry of Surface Transport (copy enclosed) Quality Control Test and their frequencies shall be as per table below :

Sr.No.	Test	Frequency
1	Quality of binder	Two samples per lot to be subjected to all or some test as directed by the Engineer.
2	Aggregate Impact Value	One test per 200 cubic meter of aggregate.
3	Flankiness Index and Elongation Index	One test per 200 cubic meter of aggregate.
4	Stripping value	Initially one set of three representative specimen for each source of supply subsequently when warranted by changes in the quality of aggregate.
5	Water absorption of aggregates	Initially one set of three representative specimen for each source of supply subsequently when warranted by changes in the quality of aggregate.
6	Aggregate grading	One test per 200 cubic meter of aggregate.
7	Temperature of binder at application.	At regular close intervals.
8	Rate of spreading for binder	One test per 500 cubic meter of area.

12. **Items to include :**

- (i) Diversions unless separately provided in the tender.
- (ii) Preparing the road surface.
- (iii) Applying tack coat on existing B.T. or picking the existing W.B.M. surface.
- (iv) Supplying spreading and compaction of 40 mm and 12 mm size aggregate.
- (v) Supplying, heating and spraying bitumen.
- (vi) Supplying, spreading and compaction of 12 mm size chips.
- (vii) All labour, materials, including bitumen and aggregates used of tools, plants and equipment for completing the item satisfactorily.

Rate

The contract rate shall be for 1.00 Sqm. The measurements shall be for the width of the road as executed, limiting it to the width specified or as ordered by the Engineer and the length measured along the center line. The measurement dimensions shall be recorded correct up to two places of decimals of a meter and the area worked out correct up to one place of decimal of a Sqm

Item No. 05 : Providing and laying 50 mm Thick Bituminous Mecadam B.T. Aggregate as per MORT & H specification and RS-1 for tack coat @ 2.50 Kg./10 smt. with Mechanical sprayer & Bitumen Grade VG-30 for mixing @ 34 Kg./Mt. i.e. 3.40 % by weight of total mix including heating and mixing the aggregate & asphalt in Dum mix plant and spreading the same by sensor paver finisher & consolidation with vibratory roller including providing all materials equipments, tools & plant, fire wood, oil, kerosene, labour charges etc. complete using contractor's own machinery drum mix plant & paver finisher etc. complete

504.1. Scope

The work shall consist of construction, in a single course, of compacted crushed aggregates premixed with a bituminous binder, to serve as base/binder course, laid immediately after mixing, on a base prepared previously in accordance with the requirement of these Specifications and in conformity with the lines, grades and cross-sections shown on the drawing or as directed by the Engineer.

504.2. Materials

504.2.1. Bitumen: The bitumen shall be paving bitumen of suitable viscosity grade **VG-30** as per IS: 73. The actual grade of bitumen to be used shall be decided by the Engineer appropriate to the region, traffic, rainfall and other environmental conditions. Guidelines on selection of the grade of bitumen are given in *Appendix - 4*.

Viscosity Grade (VG) Bitumen Specification as per IS 73 : 2013

Characteristics	VG - 10	VG-20	VG-30	VG-40
Absolute Viscosity 60°C, poises, min	800	1600	2400	3200
Kinematic Viscosity 135°C CSI, min	250	300	350	400
Flash point, C, min	220	220	220	220
Solubility in trichloroethylene, % min	99.0	99.0	99.0	99.0
Penetration at 25°C	80-100	60-80	50-70	40-60
Softening point, C min	40	45	47	50
Test on residue from thin film oven test / RTFOT :				
(A) Viscosity ration at 60°C, max	4.0	4.0	4.0	4.0
(B) Ductility at 25°C, cm, min after thin film over test	75	50	40	25

504.2.2. Aggregates

504.2.2.1. The aggregates shall consist of crushed stone, crushed gravel/single or other stones. They shall be clean, strong, durable of fairly cubical shape and free from disintegrated pieces, organic or other deleterious matter and adherent coating. If crushed shingle/gravel is used, not less than 90 percent by weight of the gravel/shingle pieces retained on 4.75 mm sieve shall have at least two fractured faces. The aggregates shall preferably be hydrophobic and of low porosity. If hydrophilic aggregates are to be used, the bitumen shall preferably be treated with anti-stripping agents of approved quality in suitable dose as per Appendix-5. The aggregates shall satisfy the physical requirements set forth in Table 500-3.

TABLE 500-3
PHYSICAL REQUIREMENTS OF AGGREGATES FOR
BITUMINOUS MACADAM

S. No.	Test	Test Method	Requirement
1	Los Angeles Abrasion Value	IS:2386 (Part - 4)	40 percent Maximum
2	Aggregate Impact Value*	-do-	30 percent Maximum
3	Flakiness and Elongation Indices (Total)	IS: 2386 (Part - 1)	30 percent Maximum
4	Coating and Stripping of Bitumen Aggregate Mixtures	AASHTO T 182	Minimum retained coating 95 per cent
5	Soundness:	IS: 2386 (Part - 5)	
	(i) Loss with Sodium Sulphate 5 cycles		12 percent Maximum
	(ii) Loss with Magnesium Sulphate 5 cycles		18 per cent Maximum
6	Water absorption	IS: 2386(Part - 3)	2 per cent Maximum

*Aggregates may satisfy requirements for either of the two tests.

Note : If crushed slag is used, Clause 404.2.3 shall apply.

504.2.2. The aggregate for bituminous macadam shall conform to one of the two grading in Table 500-4, depending on the compacted thickness; the actual grading shall be as specified in the Contract.

504.2.3. Proportioning of materials: The bitumen content for premixing shall be **3.4 percent** by weight of the total mix except when otherwise directed by the Engineer.

TABLE 500 - 4
COMPOSITION OF BITUMINOUS MACADAM

Mix designation Nominal aggregate size layer thickness	Grading 1 40 mm 80-100 mm	Grading 2 19 mm 50-75 mm
IS Sieve (mm)	Cumulative % by weight of total aggregate passing	
45	100	
37.5	90-100	
26.5	75-100	100
19	-	90-100
13.2	35-61	56-88
4.75	13-22	16-36
2.36	4-19	4-19
0.3	2-10	2-10
0.075	0-8	0-8
Bitumen content, % by weight	3.1 – 3.4	3.40%
Bitumen grade	35 to 90	VG-30

Notes: 1. Appropriate bitumen contents for conditions in cooler areas of India may be up to 0.5% higher subject to the approval of the Engineer.

The maximum compacted thickness of a layer shall be **50mm**.

The quantities of aggregates to be used shall be sufficient to yield the specified thickness after compaction.

504.2.4. Variation in proportioning of material: The Contractor shall have the responsibility for ensuring proper proportioning of materials and producing a uniform mix. A variation in binder content ± 0.3 per cent by weight of total mix shall, however, be permissible for individual specimens taken for quality control tests vide Section 900.

504.3. Construction Operations

504.3.1. Weather and seasonal limitations: The work of laying shall not be taken up during rainy or foggy weather or when the base course is damp or wet, or during dust storm or when the atmospheric temperature in shade is 10°C or less.

504.3.2. Preparation and transport of mix: Bituminous macadam mix shall be prepared in a drum mix plant of adequate capacity and capable of yielding a mix of proper and uniform quality with thoroughly coated aggregates.

Drum mix plant shall be of suitable capacity preferably of batch mix type. Total system for crushing of stone aggregates and feeding of aggregate fractions in required proportions to achieve the desired mix, deployed by the Contractor must be capable of meeting the overall Specification requirements under stringent quality control. The plant shall have the following essential features:

A - General

- (a) The plant shall have coordinated set of essential units capable of producing uniform mix as per the job mix formula.
- (b) Cold aggregate feed system with minimum 4 bins having belt conveyor arrangement for initial proportioning of aggregates from each bin in the required quantities.
In order to have free flow of fines from the bin, it is advisable to have vibrator fitted on bin to intermittently shake it.
- (c) Belt conveyers below each bin should have variable speed drive motors. There should be electronic load sensor on the main conveyor for measuring the flow of aggregates.
- (d) Dryer unit with burner capable of heating the aggregate to the required temperature without any visible unburnt fuel or carbon residue on the aggregate and reducing the moisture content of the aggregate to the specified minimum.
- (e) The plant shall be fitted with suitable type of thermometric instruments at appropriate places so as to indicate or record/register the temperature of heated aggregate, bitumen and mix.
- (f) Bitumen supply unit capable of heating, measuring/metering and spraying of bitumen at specified temperature with automatic synchronisation of bitumen and aggregate feed in the required proportion.
- (g) A filler system suitable to receive bagged or bulk supply of filler material and its incorporation to the mix in the correct quantity wherever required.
- (h) A suitable built-in dust control system for the dryer to contain/recycle permissible fines into the mix. It should be capable of preventing the exhaust of fine dust into atmosphere for environmental control wherever so specified by the Engineer.

- (i) The plant should have centralised control panel/cabin capable of presetting, controlling / synchronizing all operations starting from feeding of cold aggregates to the discharge of the drum mix to ensure proper quality of mix. It should have indicators for any malfunctioning in the operation.

Every drum mix plant should be equipped with siren or horn so that the operator may use the same before starting the plant every time in the interest of safety of staff.

B - For Batch Type Plant

- (i) Gradation control unit having minimum four deck vibratory screens for accurate sizing of hot aggregate and storing them in separate bins. This unit should be fully covered to reduce the maintenance cost and for better environmental condition.
- (ii) Proper arrangement for accurate weighing of each size of hot aggregate from the control panel before mixing.
- (iii) Paddle mixer unit shall be capable of producing a homogeneous mix with uniform coating of all particles of the mineral aggregate with binder.

C - For Continuous Type Plant

- (i) Gradation control unit having vibratory screens for accurate sizing of hot aggregate and storing them in separate bins. This unit should be fully covered to reduce the maintenance cost and for better environmental condition.
- (ii) There should be appropriate arrangement for regulating and volumetric control of the flow of hot aggregate, from each bin to achieve the required proportioning.
- (iii) Paddle mixer unit shall be capable of producing a homogeneous mix with uniform coating of all particles of the mineral aggregate with binder.

D - For Drum Mix Plant

- (i) It is a prerequisite that only properly screened and graded materials are fed to the bins. If required, a vibratory screening unit shall be installed at the plant site to ensure the same.
A primary 4-deck vibratory screening unit shall be installed before the multiple bin cold feed system for screening the aggregates and grading the same.
- (ii) Belt conveyers below each bin should have variable speed drive motors. There should be electronic load sensor on the main conveyer for measuring the flow of aggregate.
- (iii) There should be arrangement to measure moisture content of the aggregate(s) so that moisture correction may be applied for working out requirements of binder and filler.

The temperature of binder at the time of mixing shall be in the range of 150⁰C -to 163⁰ C and that of the aggregate in the range of 155⁰C - 163⁰C provided that the difference in temperature between the binder and aggregate at no time exceeds 14⁰C.

Mixing shall be thorough to ensure that a homogeneous mixture is obtained in which all particles of the aggregates are coated uniformly, and the discharge temperature of mix shall be between 130⁰C to 160⁰C.

The mixture shall be transported from the mixing plant to the point of use in suitable tipper vehicles. The vehicles employed for transport shall be clean and be covered in transit if so directed by the Engineer. Any tipper causing excessive segregation of materials by its spring suspension or other contributing factors or that which shows undue delay shall be removed from the work until such conditions are corrected.

➤ **SCOPE :**

This work shall consist of preparing an existing granular or black-topped surface bituminous course. The work shall be performed on such widths and lengths as shown on the drawings or as instructed by the Engineer. The existing surface shall be firm and clean, and treated with prime or Tack coat as shown on the drawings as otherwise stated in the contract.

➤ **MATERIALS :**

For scarifying and re-laying the granular surface : The materials used shall be coarse aggregates salvaged from scarification of the existing granular base course supplemented by fresh coarse aggregates and screenings so that aggregates and screening thus supplemented correspond to Clause 404.

For patching potholes and sealing cracks : Where the existing surface to be overlaid is bituminous, any existing potholes and cracks shall be repaired and sealed in accordance with Clauses 3004.2 and 3004.3 or as directed by the Engineer.

For Profile Corrective Course : A profile corrective course for correcting the existing pavement profile shall be laid to varying thickness as shown on the Drawings, or as indicated in the Contract Documents. The profile corrective course shall be laid to tolerances and densities as specified for wearing course if a single layer, or base course, if it is to be covered with a wearing course layer.

Profile corrective course and its application : The type of material for use as a profile corrective course shall be as shown on the drawing or as directed by the Engineer. Where it is to be laid as part of the overlay/strengthening course, the profile corrective course material shall be of the same specification as that of the overlay/strengthening course. However, if provided as a separate layer, it may be of the same specification and details given in the contract drawings.

Surface Levels :

The levels of the sub grade and different pavement courses as constructed shall not vary from those calculated with reference to the longitudinal and cross-profile of the road shown on the drawings or as directed by the engineer beyond the tolerances mentioned in Table 900-1.

TABLE 900-1
TOLERANCES IN SURFACE LEVELS

1.	Sub grade	+	20 mm
		-	25 mm
2.	Sub-base + 10 mm		
	(a) Flexible pavement	-	20 mm
	(b) Concrete pavement	+	6 mm
	[Dry clean concrete or Rolled concrete]	-	10 mm

3.	Base - course for flexible pavement	+	6 mm
	(a) Bituminous course	-	6 mm
	(b) Other than bituminous	+	10 mm
	(i) Machine laid	-	10 mm
	(ii) Manually laid	+	15 mm
		-	15 mm
4.	Wearing course for flexible pavement		
	(a) Machine laid	+	6 mm
		-	6 mm
	(b) Manually laid	+	10 mm
		-	10 mm
5.	Cement concrete pavement	+	5 mm
		-	6 mm

➤ **TACK COAT :**

Scope :

This work shall consist of the application of a single coat of low velocity liquid bituminous material to an existing bituminous road surface preparatory to the superimposition of a bituminous mix, when specified in the Contract or instructed by the Engineer.

➤ **Materials:**

The binder used for tack coat at the rate of [2.5 kg/10 sq.m.](#) shall be bitumen emulsion complying with IS:8887 of a type and grade as specified in the Section 500.

Contract or as directed by the Engineer. The use of cut back bitumen as per IS:217 shall be restricted only for sites at sub-zero temperatures or for emergency applications as directed by the Engineer.

➤ **Weather and Seasonal Limitations:**

Bituminous material shall not be applied to a wet surface or during a dust storm or when the weather is foggy, rainy or windy or when the temperature in the shade is less than 10°C. Where the tack coat consists of emulsion, the surface shall be slightly damp, but not wet. Where the tack coat is of cut back bitumen, the surface shall be dry.

➤ **CONSTRUCTION:**

Equipment: The tack coat distributor shall be self propelled or towed bitumen pressure sprayer, equipped for spraying the material uniformly at a specified rate, Hand spraying of small areas, inaccessible to the distributor, or in narrow strips, shall be sprayed with a pressure hand sprayer, or as directed by the Engineer.

Preparation of base : The surface on which the tack coat is to be applied shall be clean and free from dust, dirt, and any extraneous material, and be otherwise prepared in accordance with the requirements of Clauses 501 and 902 as appropriate. Immediately before the application of the tack coat, the surface shall be swept clean with a mechanical broom, and high pressure air jet, or by other means as directed by the Engineer.

Application of tack coat : The application of tack coat shall be at the rate of [2.5 kg/10 sq.m.](#) and shall be applied uniformly.

➤ **RATE OF APPLICATION OF TACK COAT:**

The emulsion asphalt IS 8887 at the rate of 2.5 kg per 10 sq.m. shall be used for tack coat temperature for a bituminous emulsion shall be 20°C to 70°C and for a cutback, 50°C to 80°C IF RC-70/MC-70 IS used. Where geosynthetic IS proposed for use, the provisions of Clauses 703.3.2, and 703.4.4 shall apply. The method of application of the tack coat will depend on the type of equipment to be used, size of nozzles, pressure at the spray bar, and speed of forward movement. The Contractor shall demonstrate at a spraying trial, that the equipment and method to be used is capable of producing a uniform spray, within the tolerances specified.

Where the material to receive an overlay is a freshly laid bituminous layer, that has not been subjected to traffic, or contaminated by dust, a tack coat is not mandatory where the overlay is completed within two days.

➤ **Curing of tack coat:** The tack coat shall be left to cure until all the volatiles have evaporated before any subsequent construction is started. No plant or vehicles shall be allowed on the tack coat other than those essential for the construction.

➤ **Quality Control Work:**

For control of the quality of materials supplied and the works carried out the relevant provisions of Section 900 shall apply.

➤ **Specifications:** The rate shall cover the provision of tack coat at 0.25 kg per square meter with the provision that the variation in actual quantity of bitumen used will be assessed and the payment adjusted accordingly.

➤ **Preparation and transport of mix:**

Bituminous macadam shall be prepared in a drum mix plant of adequate capacity and capable of yielding a mix of proper and uniform quality with thoroughly coated aggregates.

The plant shall be drum mix type. The plant shall have coordinated set of essential units capable of producing uniform mix within the job mix formula such as laid down in Appendix 'A'.

- (a) In case of drum mix plant, the cold feed system shall have variable speed conveyors/ or other suitable devices for regulating the accurate proportion of aggregate in to an even flood flow automatically from a control operation/Control Cabin.
- (b) **Bitumen Control Unit:**
Capable of measuring/metering and spraying required quantity of bitumen at specified temperature with automatic synchronization of bitumen and aggregate feed.
- (c) **Filler System:** A fines feeder system suitable to receive bagged or bulk supply of filler materials and its incorporation to the mix in the correct quantity shall be necessary auxiliary.
- (d) **Dust Control:** A suitable built in Dust Control Equipment for the dryer to contain the exhaust of fine dust in the atmosphere for environmental control wherever so specified by the Engineer.

- (e) Suitable auxiliary Bitumen Boiler of Adequate capacity with self heating arrangement and temperature control device. The boiler should be fitted with temperature indicating instruments.

The temperature of binder at the time of mixing shall be in range of 150 Degree C to 163 degree and that of the aggregate in the range of 155 degree C - 163 degree C provided that the difference in temperature between the binder and aggregate at no time exceeds 14 Degree C. Rate of **asphalt of VG-30 grade** in mixing is **3.40%** per 1 MT of total mix i.e. **34 kg per 1 MT** of total mix.

Mixing shall be thorough to ensure that a homogeneous mixture is obtained in which all particles of the aggregates are coated uniformly and the discharge temperature of mix shall be between 130 Degree C to 160-degree C.

The mixture shall be transported from the mixing place to the point of use in suitable tipper vehicles. The vehicles employed for transport shall be clean and be covered in transit if so directed by the Engineer. Any tipper causing excessive segregation of materials by its spring suspension or other contributing factors or that which shows undue delay shall be removed from the work unit such conditions are corrected.

➤ **Spreading:** The mix transferred from the tipper at site to the paver shall be spread immediately by means of self-propelled mechanical paver with suitable screeds capable of spreading, tamping and finishing the mix true to the specified lines, grades and cross sections. The paver finisher shall have the following essential features :

- (a) Loading hoppers and suitable distributing mechanism.
- (b) All drives having hydrostatic drive/control.
- (c) The machine shall have a hydraulically extendable screed the appropriate width requirement.
- (d) The screed shall have tamping and vibrating arrangement for initial compaction to the layer as it is spread without rutting of otherwise marring the surface. It shall have adjustable amplitude and variable frequency.
- (e) The paver shall be equipped with necessary control mechanism so as to ensure that the finished surface is free from surface blemishes.
- (f) The paver shall be fitted with an electronic sensing device for automatic levelling and profile control within the specified tolerances.
- (g) The screed shall have the internal heating arrangement.
- (h) The paver shall be capable of laying either 2.5 to 4.0 m width or 4.0 to 7.0 m width as stipulated in the Contract.
- (i) The paver shall be so designed as to eliminate skidding/slippage of the tyres during operation. However, in restricted locations and in narrow widths where the available plant cannot be operated in the opinion of the Engineer, he may permit manual laying of the mix.

The temperature of the mix at the time of laying shall be in the range of 123 degree C to 160-degree C. In multi-layer construction, the longitudinal joint in one layer shall offset that in the layer

below by about 150 mm. However, the joint in the top-most layer shall be at the lane line of the pavement.

Longitudinal joints and edges shall be constructed true to the delineating line parallel to the centre line of the road. All joints shall be cut vertical to the full thickness of the previously laid mix and the surface painted with hot bitumen before placing fresh material. Longitudinal and transverse joints shall be offset by at least 250 mm from those in the lower courses and the joint on the top-most layer shall not be allowed to fall within the wheel path. All transverse joints shall be cut vertically to the full thickness of the previously laid mix with asphalt cutter/pavement breaker and surface painted with hot bitumen before placing fresh material. Longitudinal joints shall be preferably hot joints. Cold longitudinal joints shall be properly heated with joint heater to attain a suitable temperature of about 80°C before laying of adjacent material.

➤ **Compaction :** After the spreading of mix, rolling shall be done by 80 to 100 kN vibratory roller. Rolling shall start as soon as possible after the material has been spread deploying a set of rollers as the rolling is to be completed in limited time frame. The roller shall move at a speed not more than 5 km/h. Rolling shall be done with care to avoid unduly roughening of the pavement surface.

Rolling of the longitudinal joints shall be done immediately behind the paving operation. After this, the rolling shall commence at the edges and progress towards the centre longitudinally except that on super elevated and uni-directional cambered portions, it shall progress from the lower to the upper edge parallel to the centre line of the pavement.

The initial or break-down rolling shall be done with 80-100 kN static weight smooth wheel roller (3 wheels or tandem) as soon as it is possible to roll the mix without cracking the surface or having the mix pick up on the roller wheels. The second or intermediate rolling shall follow the break-down rolling with vibratory roller of 80 to 100 kN static weight or pneumatic tyred roller of 150 to 250 kN weight, with minimum 7 wheels and minimum tyre pressure of 0.7 MPa as closely as possible to the paver and be done while the paving mix is still at a temperature that will result in maximum density. The final rolling shall be done while material is still workable enough for removal of roller marks with 60 - 80 kN tandem roller. During the final rolling, vibratory system shall be switched off. The joints and edges shall be rolled with a 80 to 100 kN static roller.

When the roller has passed over the whole area once, any high spots or depressions which become apparent shall be corrected by removing or adding mix material. The rolling shall then be continued till the entire surface has been rolled to 95 per cent of the average laboratory density (obtained from Marshall specimens compacted as defined in Table 500-10), there is no crushing of aggregates and all roller marks have been eliminated. Each pass of the roller shall uniformly overlap not less than one-third of the track made in the preceding pass. The roller wheel shall be kept damp if necessary to avoid bituminous material from sticking to the wheels and being picked up. In no case shall fuel, lubricating oil be used for this purpose, nor excessive water poured on the wheels.

Rolling operations shall be completed in every respect before the temperature of the mix falls below 100°C.

Roller(s) shall not stand on newly laid material while there is a risk that surface will be deformed thereby. The edges along and transverse of the bituminous grout laid and compacted earlier shall be cut to their full depth so as to expose fresh surface which shall be painted with a thin surface coat of approximate binder before the new mix is placed against it.

➤ **Joints**

Where longitudinal joints are made in pre-mixed bituminous materials, the materials shall be fully compacted and the joint made flush in one of the following ways; only method (iii) shall be used for transverse joints:

- (i) by heating the joints with an approved joint heater when the adjacent width is being laid, but without cutting back or coating with binder. The heater shall raise the temperature of the full depth of material, to within the specify range of minimum rolling temperature and maximum temperature at any stage for the material, for a width not less than 75 mm. The Contractor shall have equipments available, for in the event of heater break down, to form joints by method.
- (ii) by using two or more pavers operating in echelon, where this is practicable, and in sufficient proximity for adjacent widths to be fully compacted by continuous rolling.
- (iii) by cutting back the exposed joint for a distance equal to the specified layer thickness to a vertical face, discarding all material and coating the vertical face completely with [VG-30 viscosity grade](#) hot bitumen, or cold-applied bitumen or polymer modified adhesive bitumen tape with a minimum thickness of 2 mm, before the adjacent width is laid.

All joints shall, be offset at least 300 mm from parallel joints in the layer beneath or as directed, and in a layout approved by the Engineer. Joints in the wearing course shall coincide with either the lane edge or the lane marking, which ever is appropriate. Longitudinal joints shall not be situated in wheel track zones.

➤ **Surface Finish and Quality Control of Work:**

The surface finish of construction shall conform to the requirements of Clause 902. Control on the quality of materials and works shall be exercised by the Engineer in accordance with Section 900.

The bituminous macadam shall be covered with either the next pavement course or wearing course, as the case may be without any delay. If there is to be any delay, the course shall be covered by a seal coat to the requirement of Clause 513 before allowing any traffic over it. The seal coat in such cases shall be considered incidental to the work and shall not be paid for separately.

➤ **Arrangement for Traffic:**

During the period of construction, arrangement of traffic shall be done to Clause 112.

➤ **Passage of Traffic along a part of the Existing Carriageway under improvement:**

For widening/strengthening existing carriageway where part width of the existing carriageway is proposed to be used for passage of traffic, treated shoulders shall be provided on the side on which work is not in progress. The treatment to the shoulder shall consist of providing at least 150 mm thick granular base course covered with bituminous surface dressing in a width of at least 1.5 m and the surface shall be maintained throughout the period during which traffic uses the same to the satisfaction of the Engineer. The continuous length in which such work shall be carried out, would be limited normally to 500 m at a place. However, where work is allowed by the Engineer in longer stretches passing places at least 20 m long with additional paved width of 2.5 m shall be provided at every 0.5 km interval.

In case of widening existing two-lane to four-lane the additional two lanes would be constructed first and the traffic diverted to it and only thereafter the required treatment to the existing carriageway would be carried out. However, in case where on the request of the Contractor work on existing two lane carriageway is allowed by the Engineer with traffic using part of the existing carriageway, stipulations as in para above shall apply.

After obtaining permission of the Engineer, the treated shoulder shall be dismantled the debris disposed of and the area cleared as per the direction of the Engineer.

➤ **MEASUREMENTS FOR PAYMENT:**

The payment shall be made on the **tonnage basis** of the weight of mix of aggregates and bitumen. For this purpose, the contractor shall have to install a weight bridge of suitable capacity for the purpose of weighing of dumpers at suitable place at his cost as directed. Weight of empty and weight of loaded dumper will be recorded in bound and numbered register on plant site. Department will be free to get some loaded dumpers test checked at other weight bridge. Weigh bridge will be periodically got calibrated and verified from weight and measure authorities.

➤ **RATE**

The contract unit rate for the work shall be payment in full for carrying out the required operations including full compensation for:

- (i) Making arrangements for traffic to Clause 112 except for initial treatment to verge, shoulders and construction of diversions;
- (ii) Preparation of base except for laying of profile corrective course but including filling of potholes;
- (iii) Providing all materials to be incorporated in the work including arrangement for stockyards, all royalties, fees, rents where necessary and all leads and lifts;
- (iv) All labour, tools, equipment, plant including installation of drum mix plant, power supply units and all machineries, incidental to complete the work to the Specifications;
- (v) Carrying out the work in pan widths of the road where directed,
- (vi) Carrying out all tests for control of quality and
- (vii) The rate shall cover the provision of bitumen at **3.40 percent** of weight of total mix, with the provision that the variation of quantity of bitumen will be assessed and the payment adjusted as per the rate of bitumen quoted.

Item No. 06 :- Providing and laying 50 mm D.B.M. with B.T. Aggregate as per MORT&H specification with Emulsion RS-1 for tack coat @ 2.5 Kg./10 smt. With Mechanical Sprayer & Bitumen VG-30 Grade for mixing @ 45.00 Kg./MT. ie. 4.5 % by total weight of mix heating and mixing the aggregate & asphalt in drum mix plant and transporting to site and spreading the same by sensor paver finisher & consolidation with vibratory roller including providing all materials equipments, tools & plant, fire wood, oil, kerosene, labour charges etc. complete using contractor's own machinery batch mix plant & sensor paver finisher etc. complete

505 DENSE BITUMINOUS MACADAM

505.1 Scope

The specification describes the design and construction procedure for Dense Bituminous Macadam, (DBM), for use mainly, but not exclusively, in base/binder and profile corrective courses. The work shall consist of construction in a single or multiple layers of DBM on a previously prepared base or sub-base. The thickness of a single layer shall be **50 mm**.

505.2 Materials

505.2.1 Bitumen

The bitumen shall be viscosity grade paving bitumen complying with the Indian Standard Specification IS:73, modified bitumen complying with Clause 501.2.1 or as otherwise specified in the Contract.

The type and grade of bitumen to be used shall be specified in the Contract.

505.2.2 Coarse Aggregates

The coarse aggregates shall consist of crushed rock, crushed gravel or other hard material retained on 2.36 mm sieve. They shall be clean, hard, durable, of cubical shape, free from dust and soft or friable matter, organic or other deleterious substances. Where the Contractor's selected source of aggregates has poor affinity for bitumen, the Contractor shall produce test results that with the use of anti-stripping agents, the stripping value is improved to satisfy the specification requirements. The Engineer may approve such a source and as a condition for the approval of that source, the bitumen shall be treated with an approved anti-stripping agent, as per the manufacturer's recommendations, at the cost of the Contractor. The aggregates shall satisfy the requirements specified in Table 500-8. Where crushed gravel is proposed for use as aggregate, not less than 90 percent by weight of the crushed material retained on the 4. 75 mm sieve shall have at least two fractured faces.

505.2.3 Fine Aggregates

Fine aggregates shall consist of crushed or naturally occurring mineral material, or a combination of the two, passing the 2.36 mm sieve and retained on the 75-micron sieve. These shall be clean, hard, durable, dry, and free from dust, and soft or friable matter, organic or other deleterious matter. Natural sand shall not be allowed in binder courses. However, natural sand upto 50 percent of the fine aggregate may be allowed in base courses. The fine aggregate shall have a sand equivalent value

of not less than 50 when tested in accordance with the requirement of IS:2720 (Part 37). The plasticity index of the fraction passing the 0.425 mm sieve shall not exceed 4, when tested in accordance with IS:2720 (Part 5).

505.2.4 Filler

Filter shall consist of finely divided mineral matter such as rock dust, hydrated lime or cement approved by the Engineer. The filler shall be graded within the limits indicated in Table 500-9.

The filler shall be free from organic impurities and have a plasticity Index not greater than 4. The Plasticity Index requirement shall not apply if filler is cement or lime. Where the aggregates fail to meet the requirements of the water sensitivity test in Table 500-8, then 2 percent by total weight of aggregate, of hydrated lime shall be used and percentage of fine aggregate reduced accordingly.

505.2.5 Aggregate Grading and Binder Content

When tested in accordance with IS:2386 Part 1 (wet sieving method), the combined grading of the coarse and fine aggregates and filler for the particular mixture shall fall within the limits given in Table 500-10 for grading 1 or 2 as specified in the Contract. To avoid gap grading, the combined aggregate gradation shall not vary from the lower limit on one sieve to higher limit on the adjacent sieve.

Table 500-8: Physical Requirements for Coarse Aggregate for Dense Bituminous Macadam

Property	Test	Specification	Method of Test
Cleanliness (dust)	Grain size analysis	Max 5% passing 0.0075 mm sieve	IS:2386 Part I
Particle shape	Combined Flakiness and Elongation Indices*	Max 35%	IS:2386 Part I
Strength	Los Angeles Abrasion Value or Aggregate Impact Value	Max 35% Max 27%	IS:2386 Part IV
Durability	Soundness either: Sodium Sulphate or Magnesium Sulphate	Max 12% Max 18%	IS:2386 Part V
Water Absorption	Water Absorption	Max 2%	IS:2386 Part III
Stripping	Coating and Stripping of Bitumen Aggregate Mix	Minimum retained coating 95 %	IS:6241
Water Sensitivity	Retained Tensile Strength**	Min. 80%	AASHTO 283

* To determine this combined proportion, the flaky stone from a representative sample should first be separated out. Flakiness index is weight of flaky stone metal divided by weight of stone sample. Only the elongated particles be separated out from the remaining (non-flaky) stone metal. Elongation index is weight of elongated particles divided by total non-flaky particles. The values of flakiness index and elongation index so found are added up.

** If the minimum retained tensile test strength falls below 80 percent, use of anti-stripping agent is recommended to meet the requirement.

Table 500-9: Grading Requirements for Mineral Filler

IS sieve (mm)	Cumulative Percent Passing by Weight of Total Aggregate
0.6	100
0.3	95-100
0.075	85-100

Table 500-10: Composition of Dense Graded Bituminous Macadam

Grading	1	2
Nominal aggregate size*	37.5 mm	26.5 mm
Layer thickness	75-100 mm	50-75 mm
IS Sieve ¹ (mm)	Cumulative % by weight of total aggregate passing	
45	100	
37.5	95-100	100
26.5	63-93	90-100
19	-	71-95
13.2	55-75	56-80
9.5	-	-
4.75	38-54	38-54
2.36	28-42	28-42
1.18	-	-
0.6	-	-
0.3	7-21	7-21
0.15	-	-
0.075	2-8	2-8
Bitumen content % by mass of total mix of total mix	Min. 4.0**	Min. 4.5**

* The nominal maximum particle size is the largest specified sieve size upon which any of the aggregate is retained.

** Corresponds to specific gravity of aggregates being 2.7. In case aggregate have specific gravity more than 2.7, the minimum bitumen content can be reduced proportionately. Further the region where highest daily mean air temperature is 30°C or lower and lowest daily air temperature is -10°C or lower, the bitumen content may be increased by 0.5 percent.

505.2.5.2 Bitumen content indicated in Table 500-10 is the minimum quantity. The quantity shall be determined in accordance with Clause 505.3.

505.3 Mix Design

The bitumen content required shall be determined following the Marshall mix design procedure contained in Asphalt Institute Manual MS-2.

The Fines to Bitumen (F/B) ratio by weight of total mix shall range from 0.6 to 1.2.

505.3.1 Requirements for the Mix

Apart from conformity with the grading and quality requirements for individual ingredients, the mixture shall meet the requirements set out in Table 500-11.

Table 500-11: Requirements for Dense Graded Bituminous Macadam

Properties	Viscosity Grade Paving Bitumen	Modified bitumen		Test Method
		Hot climate	Cold climate	
Compaction level	75 blows on each face of the specimen			
Minimum stability (kN at 600C)	9.0	12.0	10.0	AASHTO T245
Marshall flow (mm)	2-4	2.5-4	3.5-5	AASHTOT245
Marshall Quotient $\left(\frac{\text{Stability}}{\text{Flow}}\right)$	2-5	2.5-5		MS-2 and ASTM 02041
% air voids	3-5			
% Voids Filled with Bitumen (VFB)	65-75			
Coating of aggregate particle	95% minimum			IS:6241
Tensile Strength ratio	80% Minimum			AASHTO T 283
% Voids in Mineral Aggregate (VMA)	Minimum percent voids in mineral aggregate (VMA)			

505.3.2 Binder Content

The binder content shall be optimized to achieve the requirements of the mix set out in Table 500-11. The binder content shall be selected to obtain 4 percent air voids in the mix design. The Marshall method for determining the optimum binder content shall be adopted as described in the Asphalt Institute Manual MS-2.

Where maximum size of the aggregate is more than 26.5 mm, the modified Marshall method using 150 mm diameter specimen described in MS-2 and ASTM D 5581 shall be used. This method requires modified equipment and procedures. When the modified Marshall test is used, the specified minimum stability values in Table 500-12 shall be multiplied by 2.25, and the minimum flow shall be 3 mm.

Table 500-12: Minimum Percent Voids in Mineral Aggregate (VMA)

Nominal Maximum Particle Size ¹ (mm)	Minimum VMA Percent Related to Design Percentage Air Voids		
	3.0	4.0	5.0
26.5	11.0	12.0	13.0
37.5	10.0	11.0	12.0

Note: Interpolate minimum voids in the mineral aggregate (VMA) for designed percentage airvoids values between those listed.

505.3.3 Job Mix Formula

The Contractor shall submit to the Engineer for approval at least 21 days before the start the work, the job mix formula proposed for use in the works, together with the following details:

- i. Source and location of all materials;
- ii. Proportions of all materials expressed as follows:

- a. Binder type, and percentage by weight of total mix;
- b. Coarse aggregate/Fine aggregate/Mineral filler as percentage by weight of total aggregate including mineral filler;
- iii. A single definite percentage passing each sieve for the mixed aggregate;
- iv. The individual gradings of the individual aggregate fraction, and the proportion of each in the combined grading;
- v. The results of mix design such as maximum specific gravity of loose mix (Gmm), compacted specimen densities, Marshall stability, flow, air voids, VMA, VFB and related graphs and test results of AASHTO T 283 Moisture susceptibility test;
- vi. Where the mixer is a batch mixer, the individual weights of each type of aggregate, and binder per batch;
- vii. Test results of physical characteristics of aggregates to be used;
- viii. Mixing temperature and compacting temperature.

While establishing the job mix formula, the Contractor shall ensure that it is based on a correct and truly representative sample of the materials that will actually be used in the work and that the mix and its different ingredients satisfy the physical and strength requirements of these Specifications.

Approval of the job mix formula shall be based on independent testing by the Engineer for which samples of all ingredients of the mix shall be furnished by the Contractor as required by the Engineer.

The approved job mix formula shall remain effective unless and until a revised Job Mix Formula is approved. Should a change in the source of materials be proposed, a new job mix formula shall be forwarded by the Contractor to the Engineer for approval before the placing of the material.

505.3.4 Plant Trials - Permissible Variation in Job Mix Formula

Once the laboratory job mix formula is approved, the Contractor shall carry out plant trials to establish that the plant can produce a uniform mix conforming to the approved job mix formula. The permissible variations of the individual percentages of the various ingredients in the actual mix from the job mix formula to be used shall be within the limits as specified in Table 500-13 and shall remain within the gradation band. These variations are intended to apply to individual specimens taken for quality control tests in accordance with Section 900.

Table 500-13: Permissible Variations in the Actual Mix from the Job Mix Formula

Description	Base/binder Course
Aggregate passing 19 mm sieve or larger	±8%
Aggregate passing 13.2 mm, 9.5 mm	±7%
Aggregate passing 4.75 mm	±6%
Aggregate passing 2.36 mm, 1.18 mm, 0.6 mm	±5%
Aggregate passing 0.3 mm, 0.15 mm	±4%
Aggregate passing 0.075 mm	±2%
Binder content	±0.3%
Mixing temperature	± 10°C

505.3.5 Laying Trials

Once the plant trials have been successfully completed and approved, the Contractor shall carry out laying trials, to demonstrate that the proposed mix can be successfully laid and compacted all in accordance with clause 501. The laying trial shall be carried out on a suitable area which is not to form part of the works. The area of the laying trials shall be a minimum of 100 sq.m of construction similar to that of the project road, and it shall be in all respects, particularly compaction, the same as the project construction, on which the bituminous material is to be laid.

The Contractor shall previously inform the Engineer of the proposed method for laying and compacting the material. The plant trials shall then establish if the proposed laying plant, compaction plant, and methodology is capable of producing satisfactory results. The density of the finished paving layer shall be determined by taking cores, no sooner than 24 hours after laying, or by other approved method. The compacted layers of Dense Graded Bituminous Macadam (DBM) shall have a minimum field density equal to or more than 92% of the density based on theoretical maximum specific gravity (Gmm) obtained on the day of compaction in accordance with ASTM D 2041.

Once the laying trials have been approved, the same plant and methodology shall be applied to the laying of the material on the project, and no variation of either shall be acceptable, unless approved in writing by the Engineer, who may at his discretion require further laying trials.

505.4 Construction Operations

505.4.1 Weather and Seasonal Limitations

The provisions of Clause 501.5.1 shall apply.

505.4.2 Preparation of Base

The base on which Dense Graded Bituminous Material is to be laid shall be prepared in accordance with Clauses 501 and 902 as appropriate, or as directed by the Engineer.

505.4.3 Geosynthetics

Where Geosynthetics are specified in the Contract, this shall be in accordance with the requirements stated in clause 703.

505.4.4 Stress Absorbing Layer

Where a stress absorbing layer is specified in the Contract, this shall be applied in accordance with the requirements of Clause 517.

505.4.5 Prime Coat

Where the material on which the dense bituminous macadam is to be laid is other than bitumen bound layer, a prime coat shall be applied, as specified, in accordance with the provisions of Clause 502, or as directed by the Engineer.

505.4.6 Tack Coat

Where the material on which the dense bituminous macadam is to be laid is either bitumen bound layer or primed granular layer, tack coat shall be applied, as specified, in accordance with the provisions of Clause 503, or as directed by the Engineer.

505.4.7 Mixing and Transportation of the Mix

The provisions as specified in Clauses 501.3 and 501.4 shall apply. Table 500-2 gives the mixing, laying, and rolling temperature for dense mixes using viscosity grade bitumen. In case of modified bitumen, the temperature of mixing and compaction shall be higher than the mix with viscosity grade bitumen. The exact temperature depends upon the type and amount of modifier used and shall be adopted as per the recommendations of the manufacturer. In order to have uniform quality, the plant shall be calibrated from time to time.

505.4.8 Spreading

The provisions of Clauses 501.5.3 and 501.5.4 shall apply.

505.4.9 Rolling

The general provisions of Clauses 501.6 and 501.7 shall apply, as modified by the approved laying trials. The compaction process shall be carried out by the same plant, and using the same method, as approved in the laying trials, which may be varied only with the express approval of the Engineer in writing.

505.5 Opening to Traffic

It shall be ensured that the traffic is not allowed without the approval of the Engineer in writing, on the surface until the dense bituminous layer has cooled to the ambient temperature.

505.6 Surface Finish and Quality Control of Work

The surface finish of the completed construction shall conform to the requirements of Clause 902. All materials and workmanship shall comply with the provisions set out in Section 900 of these Specifications.

505.7 Arrangements for Traffic

During the period of construction, arrangements for traffic shall be made in accordance with the provisions of Clause 112.

505.8 Measurement for Payment

Dense Graded Bituminous Materials shall be measured as finished work in **M.T. basis** at a specified thickness as indicated in the contract, drawings or documents or as otherwise directed by Engineer in charge.

505.9 Rate

The contract unit rate for **Dense Graded Bituminous** shall be payment in full for carrying out the all required operations as specified, and shall include, but not necessarily limited to

- (i) Making arrangements for traffic to Clause 112 except for initial treatment to verge, shoulders and construction of diversion;
- (ii) Preparation of the surface to receive the material.
- (iii) Providing all materials to be incorporated in the work including arrangement for stock yards, all royalties, fees, rents where necessary and all leads and lifts;

- (iv) Mixing, transporting, laying and compacting the mix, as specified.
- (v) All labour, tools, equipment, plant including installation of **batch mix plant**, power supply units and all machinery, incidental to complete the work to these Specifications;
- (vi) Carrying out the work in part width of the road where directed;
- (vii) Carrying out all tests for control of quality; and
- (viii) The rate shall cover the provision of bitumen at the rate specified in the contract, with the provision that the variation in actual percentage of bitumen used will be assessed and the payment adjusted accordingly.
- (ix) The rates for premixed material are to include for all wastage in cutting of joints etc.
- (x) The rates are to include for all necessary testing, mix design, transporting and testing of samples, and cores. If there is not a project specific laboratory, the Contractor must arrange to carry out all necessary testing at an outside Laboratory, approved by the Engineer, and all costs incurred are deemed to be included in the rate quoted for the material.
- (xi) The cost of all plant and laying trials as specified to prove the mixing and laying methods is deemed to be included in the Contractor's rates for the material.

The rate shall include the provision of bitumen at **4.00 percent** by weight of the total mixture.

The variance in actual percentage of bitumen used will be assessed and the payment adjusted up or down accordingly.

Item No. 07 : Providing and laying 25 mm thick (Compacted) Semi -dense Bituminous concrete on exiting bituminous surface RS-1 for tack coat @ 2.50 Kg./10 smt. with Mechanical sprayer and using specified graded black trapped machine crushed aggregate with 5% Bitumen Vg-40 grade bitumen by Wt of total mix as per MORTH specification including heating and mixing of asphalt with B.T. chips in Dum mix plant and transporting same at site and spreading by sensor paver finisher and consolidation the same with pair of 8 tonnes to 10 tonnes vibratory roller to achieve desire density and including flusing the stone dust @0.03 cum/10smt including cost of required tools , plants, all machineries, equipment fire wood , oil, kerosene, charges etc. complete.

For Clause Ref. please refer Morth 5th revision

508.1. Scope

This clause specifies the construction of Semi Dense Bituminous Concrete, for use in wearing/binder and profile corrective courses. This work shall consist of construction in a single or multiple layers of semi dense bituminous concrete on a previously prepared bituminous bound surface. A single layer shall be 25mm to 100mm in thickness.

508.2. Materials

508.2.1. Bitumen: The bitumen shall be paving bitumen of Penetration grade complying with Indian Standard Specification for Paving Bitumen, IS: 73 and of the penetration indicated in Table 500-15, for semi dense bituminous concrete, or this bitumen as modified by one of the methods specified in Clause 521, or as otherwise specified in the Contract. Guidance on the selection of an appropriate grade of bitumen is given in The Manual for Construction and Supervision of Bituminous Works.

508.2.2. Coarse aggregates: The coarse aggregates shall be generally as specified in Clause 507.2.2, except that the aggregates shall satisfy the physical requirements of Table 500-14.

508.2.3. Fine aggregates: The fine aggregates shall be all as specified in Clause 507.2.3.

508.2.4. Filler: Filler shall be generally as specified in Clause 507.2.4. Where the aggregates fail to meet the requirements of the water sensitivity test in Table 500-14 then 2 per cent by total weight of aggregate, of hydrated lime shall be added without additional cost.

508.2.5. Aggregate grading and binder content: When tested in accordance with IS:2386 Part 1 (Wet sieving method), the combined grading of the coarse and fine aggregates and added filler shall fall, within the limits shown in table 500-15 for gradings 1 or 2 as specified in the Contract.

508.3. Mixture Design

508.3.1. Requirements for the mixture: Apart from conformity with the grading and quality requirements for individual ingredients the mixture shall meet the requirements set out in Table 500-16.

TABLE 500-14. PHYSICAL REQUIREMENTS FOR COARSE AGGREGATE FOR SEMI DENSE BITUMINOUS CONCRETE PAVEMENT LAYERS

Property	Test	Specification
Cleanliness (dust)	Grain size analysis ¹	Max 5% passing 0.075mm sieve
Particle shape	Flakiness and Elongation Index (Combined) ²	Max 30%
Strength*	Los Angeles Abrasion Value ³	Max 35%
	Aggregate Impact Value ⁴	Max 27%
Polishing	Polished Stone Value ⁵	Min 55
Durability	Soundness: ⁶	
	Sodium Sulphate	Max 12%
	Magnesium Sulphate	Max 18%
Water Absorption	Water absorption ⁷	Max 2%
Stripping	Coating and Stripping of Bitumen Aggregate Mixtures ⁹	Minimum Retained Coating 95%
Water Sensitivity**	Retained Tensile Strength ⁸	Min 80%

Notes: 1. IS: 2386 Part 1
2. IS: 2386 Part 1
(the elongation test may be done only on non-flaky aggregates in the sample)

3. IS: 2386 Part 4* 6. IS: 2386 Part 5

4. IS: 2386 Part 4* 7. IS: 2386 Part 3

5. BS: 812 Part 114

* Aggregate may satisfy requirements of either of these two tests.

** The water sensitivity test is only required if the minimum retained coating in the stripping test is less than 95%.

The requirements for minimum per cent voids in mineral aggregate (VMA) are set out in Table 500-12.

508.3.2. Binder content: The binder content shall be optimised to achieve the requirements of the mixture set out in Table 500-16 and the traffic volume as specified in the Contract. The Marshall method for determining the optimum binder content shall be adopted as described in the Asphalt Institute Manual MS-2, replacing the aggregates retained on the 26.5mm sieve and retained on the 22.4mm sieve, where approved by the Engineer.

**TABLE 500-45. COMPOSITION OF SEMI DENSE BITUMINOUS CONCRETE
PAVEMENT LAYERS**

Grading	1	2
Nominal aggregate size	13mm	10mm
Layer Thickness	35-40 mm	25-30 mm
IS Sieve ¹ (mm)	Cumulative % by weight of total aggregate passing	
45		
37.5		
26.5		
19	100	
13.2	90-100	100
9.5	70-90	90-100
4.75	35-51	35-51
2.36	24-39	24-39
1.18	15-30	15-30
0.6	--	--
0.3	9-19	9-19
0.15	--	--
0.075	3-8	3-8
Bitumen content % by mass of total mix ³	Min 4.5	Min 5.0
Bitumen grade (pen)	65*	65*

- Notes: 1. The combined aggregate grading shall not vary from the low limit on one sieve to the high limit on the adjacent sieve.
 2. Determined by the Marshall method.
 * Only in exceptional circumstances, 80/100 penetration grade may be used, as approved by the Engineer.

**TABLE 500-16. REQUIREMENTS FOR SEMI DENSE BITUMINOUS
PAVEMENT LAYERS**

Minimum stability (kN at 60°C)	8.2
Minimum flow (mm)	2
Maximum flow (mm)	4
Compaction level (Number of blows)	75 blows on each of the two faces of the specimen
Per cent air voids	3-5
Per cent voids in mineral aggregate (VMA)	See Table 500-12
Per cent voids filled with bitumen (VFB)	65-78

508.3.3. Job mix formula: The procedure for formulating the job mix formula shall be generally as specified in Clause 507.3.3 and the results of tests enumerated in Table 500-16 as obtained by the Contractors.

5083.4. Plant trials - permissible variation in job mix formula:

The requirements for plant trials shall be all as specified in Clause 507.3.4. and permissible limits for variation as shown in Table 500-13.

508.3.5. Laying trials: The requirements for laying trials shall be all as specified in Clause 507.3.5.

508.4. Construction Operations

508.4.1. Weather and seasonal limitations: The provisions of Clause 501.5.1 shall apply.

508.4.2. Preparation of base: The surface on which the Semi Dense Bituminous material is to be laid shall be prepared in accordance with Clauses 501 and 902 as appropriate, or as directed by the Engineer. The surface shall be thoroughly swept clean by mechanical broom and dust removed by compressed air. In locations where a mechanical broom cannot access, other approved methods shall be used as directed by the Engineer.

508.4.3. Geosynthetics: Where Geosynthetics are specified in the Contract this shall be in accordance with the requirements stated in Clause 703.

508.4.4. Stress absorbing layer: Where a stress absorbing layer is specified in the Contract, this shall be applied in accordance with the requirements of Clause 522.

508.4.5. Tack coat: Where specified in the Contract, or otherwise required by the Engineer, a tack coat shall be applied in accordance with the requirements of Clause 503.

508.4.6. Mixing and transportation of the mixture: The provisions as specified in Clauses 501.3 and 501.4 shall apply.

508.4.7. Spreading: The general provisions of Clauses 501.5.3 and 501.5.4 shall apply.

508.4.8. Rolling: The general provisions of Clauses 501.6 and 501.7 shall apply as modified by the approved laying trials. The compaction process shall be carried out by the same plant, and using the same method, as approved in the laying trials, which may be varied only with the express approval of the Engineer in writing.

508.5. Opening to Traffic

The newly laid surface shall not be open to traffic for at least 24 hours after laying and the completion of compaction, without the express approval of the Engineer in writing.

508.6. Surface Finish and Quality Control

The surface finish of the completed construction shall conform to the requirements of Clause 902. All materials and workmanship shall comply with the provisions set out in Section 900 of this Specification.

508.7. Arrangements for Traffic

During the period of construction, arrangements for traffic shall be made in accordance with the provisions of Clause 112.

507.8. Measurement for Payment

Dense Graded Bituminous Materials shall be measured as finished work either in cubic metres, tons or by the square metre at a specified thickness as detailed on the Contract drawings, or documents, or as directed by the Engineer.

507.9. Rate

The contract unit rate for Dense Graded Bituminous Macadam shall be payment in full for carrying out the all required operations as specified, and shall include, but not necessarily limited to all components listed in Clause 501.8.8.2 (i) to (xi). The rate shall include the provision of bitumen, at 4.25 per cent by weight of the total mixture.

The variance in actual percentage of bitumen used will be assessed and the payment adjusted, up or down, accordingly.

Item No. 08

Providing and laying 40 mm thick Bituminous concrete on existing bituminous surface and using specification graded machine crushed with 5.50 % bitumen VG-40 grade by Wt. of total mix as per specification MORTH including mixing of asphalt with B.T. chips in continuous batch mix plant transporting same as by paver finisher and consolidation the same with pair of 8 tonnes to 10 tonnes vibratory roller to achieve desire density and including VG-40 grade bitumen, cost of emulsion, cost of required tools , plants, all machineries, equipment fire wood , oil, kerosene, charges etc. complete.

1.1 Scope

This work shall consist of construction of Bituminous Concrete, for use in wearing and profile corrective courses. This work shall consist of construction in a single layer of bituminous concrete on a previously prepared bituminous bound surface. A single layer shall be **30mm in thickness**.

2.0 Materials

2.1 Bitumen: The bitumen shall be paving bitumen of **viscosity Grade VG-40** complying with Indian Standard Specifications for “Paving Bitumen” IS: 73 and of the viscosity indicated in Table 500-18, for semi dense bituminous concrete, or this bitumen as modified by one of the methods specified in Clause 521, or as otherwise specified in the Contract. Guidance on the selection of an appropriate grade of bitumen is given in the Manual for Construction and Supervision of Bituminous Works.

Viscosity Grade (VG) Bitumen Specification as per IS 73 : 2013

Characteristics	VG - 10	VG-20	VG-30	VG-40
Absolute Viscosity 60°C, poises, min	800	1600	2400	3200
Kinematic Viscosity 135°C CSI, min	250	300	350	400
Flash point, C, min	220	220	220	220
Solubility in trichloroethylene, % min	99.0	99.0	99.0	99.0
Viscosity at 25°C	80-100	60-80	50-70	40-60
Softening point, C min	40	45	47	50
Test on residue from thin film oven test / RTFOT :				
(A) Viscosity ration at 60°C, max	4.0	4.0	4.0	4.0
(B) Ductility at 25°C, cm, min after thin film over test	75	50	40	25

2.2 Coarse aggregates - The coarse aggregates shall consists of crushed rock, crushed gravel or other hard material retained on the 2.36 mm sieve. They shall be clean, hard, durable or cubical shape, free from dust and soft or friable matter, organic or other deleterious substances. Where the Contractor's selected source of aggregates have poor affinity for bitumen, as a condition for the approved anti-stripping agent, as per the manufacture's recommendations, without additional payment. Before approval of the sources, the aggregates shall be tested for stripping. The aggregates shall satisfy the physical requirements specified in Table 500-17, for bituminous concrete.

Where crushed gravel is proposed for use as aggregate, not less than 90% by weight of the crushed material retained on the 4.75 mm sieve shall have at least two fractured faces.

2.3 Fine aggregates - Fine aggregates shall consist of crushed or naturally occurring mineral material or a combination of the two, passing the 2.36 mm sieve and retained on the 75 micron sieve. They shall be clean, hard, durable, dry and free from dust, and soft or friable matter, organic or other deleterious matter.

The fine aggregate shall have a sand equivalent value of not less than 50 when tested in accordance with the requirement of IS: 2720 (Part 37).

The plasticity index of the fraction passing the 0.425 mm sieve shall not exceed 4. When tested in accordance with IS: 2720 (Part 5).

2.4 Filler - Filler shall consist of finely divided mineral matter such as rock dust, hydrated lime or cement approved by the Engineer. Where the aggregates fail to meet the requirements of the water sensitivity test in Table 500-17 then 2 percent by total weight of aggregate, of hydrated lime shall be added without additional cost.

2.5 Aggregate grading and binder content - When tested in accordance with IS: 2386 Part 1 (wet grading method), the combined grading of the coarse and fine aggregates and added filler shall fall within the limits shown in Table 500-18 for grading 1 or 2 as specified in the Contract.

3. Mixture design

3.1 Requirements for the mixture - Apart from conformity with the grading and quality requirements for individual ingredients, the mixture shall meet the requirements set out in Table 500-19.

The requirements for minimum per cent voids in mineral aggregate (VMA) are set out in Table 500-12.

TABLE 500-12. MINIMUM PER CENT VOIDS IN MINERAL AGGREGATE (VMA)

Nominal Maximum Particle Size ¹ (mm)	Minimum VMA, Percent Related to Design Air Voids, Percent ²		
	3.0	4.0	5.0
9.5	14.0	15.0	16.0
12.5	13.0	14.0	15.0
19.0	12.0	13.0	14.0
25.0	11.0	12.0	13.0
37.5	10.0	11.0	12.0

Notes:

1. The nominal maximum particle size is one size larger than the first sieve to retain more than 10 percent.
2. Interpolate minimum voids in the mineral aggregate (VMA) for design air voids values between those listed.

3.2 Binder content - The binder content shall be optimised to achieve the requirements of the mixture set out in Table 500-19 and the traffic volume as specified in the contract. The Marshall method for determining the optimum binder content shall be adopted as described in the Asphalt Institute Manual MS-2, replacing the aggregate retained on the 26.5 mm sieve and retained on the 22.4 mm sieve, where approved by the Engineer.

3.3 Job mix formula - The procedure for formulating the job.

TABLE 500-17. PHYSICAL REQUIREMENTS FOR COARSE AGGREGATE FOR BITUMINOUS CONCRETE PAVEMENT LAYERS

Property	Test	Specification
Cleanliness (dust)	Grain size analysis ¹	Max 5% passing 0.75 mm sieve
Particle shape	Flakiness and elongation Index (combined) ²	Max 30% (combined) ²
Strength*	Los Angeles Abrasion Value ³ Aggregate Impact value ⁴	Max 30% Max 24%
Polishing	Polished Stone Value ⁵	Min 55
Durability	Soundness ⁶ Sodium Sulphate Magnesium Sulphate	Max 12% Max 18%
Water absorption	Water absorption ⁷	Max 2%
Stripping	Coating and Stripping of Bitumen Aggregate Mixtures ⁹	Minimum retained coating 95%
Water Sensitivity**	Retained Tensile Strength ⁸	Min 80%

Notes:

1. IS:2386 Part 1

6. IS: 2386 Part 5

2. IS:2386 Part 1

7. IS: 2386 Part 3

(the elongation test may be done only on non-flaky aggregates in the samples)

3. IS: 2386 Part 4*

8. AASHTO T 283**

4. IS: 2386 Part 4*

9. IS: 6241

5. BS: 812 Part 114

* Aggregate may satisfy requirements of either of these two tests

** The water sensitivity test is only required if the minimum retained coating in the stripping test is less than 95% mix formula shall be generally as specified in clause 500.7.3.3 and the results of tests enumerated in Table 500-19 as obtained by the Contractors.

3.4 Plant trials – permissible variation in job mix formula - The requirements for plant trials shall be all as specified in Clause 507.3.4 and permissible limits for variation as shown in Table 500-13.

3.5 Laying trials :- Once the plant trials have been successfully completed and approved, the Contractor shall carry out laying trials, to demonstrate that the proposed mix can be successfully laid, and compacted all in accordance with Clause 501. The laying trial shall be carried out on a suitable area which is not to form part of the works, unless specifically approved in writing, by the Engineer. The area of the laying trials shall be a minimum of 100 sq.m. of construction similar to that of the project road, and it shall be in all respects, particularly compaction, the same as the project construction, on which the bituminous material is to be laid.

The Contractor shall previously inform the Engineer of the proposed method for laying and compacting the material. The plant trials shall then establish if the proposed laying plant, compaction plant, and methodology is capable of producing satisfactory results. The density of the finished paving layer shall be determined by taking cores, no sooner than 24 hours after laying or by other approved method.

Once the laying trials have been approved, the same plant and methodology shall be applied to the laying of the material on the project, and no variation of either shall be acceptable, unless approved in writing by the Engineer, who may at his discretion require further laying trials.

4. Construction Operation

4.1 Weather and seasonal limitations :- Laying shall be suspended while free-standing water is present on the surface to be covered, or during rain, fog and dust storms. After rain, the bituminous surface, prime or tack coat shall be blown off with a high pressure air jet to remove excess moisture, or the surface left to dry before laying shall start laying of bituminous mixtures shall not be carried out when the air temperature at the surface on which it is to be laid is below 10°C or when the wind speed at any temperature exceeds 40 km/h at 2m height unless specifically approved by the Engineer.

TABLE 500-18
COMPOSITION OF BITUMINOUS CONCRETE PAVEMENT LAYERS

Grading	1	2
Nominal aggregate size	19 mm	13 mm
Layer Thickness	50 – 65 mm	30 – 45 mm
IS Sieve ¹ (mm)	Cumulative % by weight of total aggregate passing	

45		
37.5		
26.5	100	
19	79 - 100	100
13.2	59 - 79	79 - 100
9.5	52 - 72	70 - 88
4.75	35 - 55	53 - 71
2.36	28 - 44	42 - 58
1.18	20 - 34	34 - 48
0.6	15 - 27	26 - 38
0.3	10 - 20	18 - 28
0.15	5 - 13	12 - 20
0.075	2 - 8	4 - 10
Bitumen content % by mass of total mix ²	5.0 – 6.0	5.20 %
Bitumen grade (pen)	65	VG-40

Notes:

1. The combined aggregate grading shall not vary from the low limit on one sieve to the high limit on the adjacent sieve.
2. Determined by the Marshall method.

TABLE 500-19. REQUIREMENTS FOR BITUMINOUS PAVEMENT LAYERS

Minimum stability (kN at 60°C)	9.0
Minimum flow (mm)	2
Maximum flow (mm)	4
Compaction level (Number of blows)	75 blows on each of the two faces of the specimen
Percent air voids	3 - 6
Percent voids in mineral aggregate (VMA)	See Table 500-12
Percent voids filled with bitumen (VFB)	65 - 75
Loss of stability on immersion in water at 60°C (ASTM D 1075)	Min. 75 percent retained strength

4.2 Preparation of base :- The surface on which the bituminous concrete is to be laid shall be prepared in accordance with clauses 501 and 902 as appropriate, or as directed by the Engineer. The surface shall be thoroughly swept clean by mechanical broom and dust removed by compressed air. In locations where a mechanical broom cannot access, other approved methods shall be used as directed by the Engineer.

4.3 Geosynthetics - Where Geosynthetics are specified in the Contract this shall be in accordance with the requirements stated in Clause 703.

4.4 Stress absorbing layer - Where a stress-absorbing layer is specified in the contract, this shall be applied in accordance with the requirements of Clause 500.22.

4.6 Mixing and transportation of the mixture - The provisions as specified in Clauses 500.1.3 and 500.1.4 shall apply.

4.7 Spreading - The general provisions of Clauses 501.5.3 and 501.5.4 shall apply.

4.8 Rolling - The general provisions of Clauses 500.1.6 and 500.1.7 shall apply, as modified by the approved laying trials.

4.9. Opening to Traffic

The newly laid surface shall not be open to traffic for at least 24 hours after laying and completion of compaction, without the express approval of the Engineer in writing.

5.0 Surface Finish and Quality Control

The surface finish of the completed construction shall conform to the requirements of Clause 902. All materials and workmanship shall comply with the provisions set out in Section 900 of this Specification.

6.0 Arrangement for Traffic

During the period of construction, arrangements for traffic shall be made in accordance with the provisions of Clause 112.

7.0 Measurement for Payment

The measurement shall be on **M.T.** basis.

8.0 Rate

The contract unit rate for **Bituminous Concrete** shall be payment in full for carrying out the all required operations as specified, and shall include, but not necessarily limited to

- (i) Making arrangements for traffic to Clause 112 except for initial treatment to verge, shoulders and construction of diversion;
- (ii) Preparation of the surface to receive the material.
- (iii) Providing all materials to be incorporated in the work including arrangement for stock yards, all royalties, fees, rents where necessary and all leads and lifts;
- (iv) Mixing, transporting, laying and compacting the mix, as specified.
- (v) All labour, tools, equipment, plant including installation of **batch mix plant**, power supply units and all machinery, incidental to complete the work to these Specifications;
- (vi) Carrying out the work in part width of the road where directed;
- (vii) Carrying out all tests for control of quality and
- (viii) The rate shall cover the provision of bitumen at the rate specified in the contract, with the provision that the variation in actual percentage of bitumen used will be assessed and the payment adjusted accordingly.
- (ix) The rates for premixed material are to include for all wastage in cutting of joints etc.
- (x) The rates are to include for all necessary testing, mix design, transporting and testing of samples, and cores. If there is not a project specific laboratory, the Contractor must arrange to carry out all necessary testing at an outside Laboratory, approved by the Engineer, and all costs incurred are deemed to be included in the rate quoted for the material.
- (xi) The cost of all plant and laying trials as specified to prove the mixing and laying methods is deemed to be included in the Contractor's rates for the material.

The rate shall include the provision of bitumen at **5.5 percent** by weight of the total mixture.

The variance in actual percentage of bitumen used will be assessed and the payment adjusted up or down accordingly.

Item No. 09 :- Providing and laying 20 mm thick Mixed seal surfacing using stone chipping and aggregates as per M.O.R.&H gradation with bitumen Grade VG-40 @ rate 5.09% of weight mix i.e.50.90 Kg/M.T. including heating the asphalt and aggregate by Drum mix plant, transporting and mixed material and spreading the same by pavers finisher and consolidation by vibratory roller of 80 KN to 100 KN static weight including providing tools, plants, firewood, oil, kerosene, labour charges etc. complete

Scope

512.1.1. This work shall consist of the preparation, laying and compaction of a close graded premix surfacing material of **20 mm thickness** composed of graded aggregates premixed with a bituminous binder on a previously prepared surface in accordance with the requirements of these Specifications, to serve as a wearing course.

512.1.2. Close graded premix surfacing shall be of Type A or Type B as specified in the Contract documents.

512.2. Materials

512.2.1. Binder : The binder shall be bitumen of a suitable viscosity grade **VG-30** as specified in the Contract, or as directed by the Engineer, and satisfying the requirements of IS: 73.

Viscosity Grade (VG) Bitumen Specification as per IS 73 : 2006

Characteristics	VG - 10	VG-20	VG-30	VG-40
Absolute Viscosity 60°C, poises, min	800	1600	2400	3200
Kinematics Viscosity 135°C CSI, min	250	300	350	400
Flash point, C, min	220	220	220	220
Solubility in trichloroethylene, % min	99.0	99.0	99.0	99.0
Penetration at 25°C	80-100	60-80	50-70	40-60
Softening point, C min	40	45	47	50
Test on residue from thin film oven test / RTFOT:				
(A) Viscosity ration at 60°C, max	4.0	4.0	4.0	4.0
(B) Ductility at 25°C, cm, min after thin film over test	75	50	40	25

512.2.2. Coarse aggregates : 504.2.2.1. The aggregates shall consist of crushed stone, crushed gravel/shingle or other stones. They shall be clean, strong, durable, of fairly cubical shape and free from disintegrated pieces, organic or other deleterious matter and adherent coating. If crushed shingle/gravel is used, not less than 90 per cent by weight of the gravel/shingle pieces retained on 4.75 mm sieve shall have at least two fractured faces. The aggregates shall preferably be hydrophobic and of low porosity. If hydrophilic aggregates are to be used, the bitumen shall preferably be treated with anti-stripping agents of approved quality in suitable dose as per *Appendix-5*. The aggregates shall satisfy the physical requirements set forth in Table 500-3.

**TABLE 500-3. PHYSICAL REQUIREMENTS OF AGGREGATES FOR
BITUMINOUS MACADAM**

S. No.	Test	Test Method Requirement			
1	Los Angeles Abrasion Value	IS:2386 (Part - 4)	40	percent	Maximum
2	Aggregate Impact Value*	-do-	30 percent	Maximum	
3	Flakiness and Elongation Indices (Total)	IS: 2386 (Part - 1)	30 percent	Maximum	
4	Coating and Stripping of Bitumen Aggregate	AASHTO T 182	Minimum retained	95 per cent	
5	Soundness:	IS: 2386 (Part - 5)			
(i)	Loss with Sodium Sulphate 5 cycles		12 percent	Maximum	
(ii)	Loss with Magnesium Sulphate 5 cycles		18 per cent	Maximum	

***Aggregates may satisfy requirements for either of the two tests.**

Note : If crushed slag is used, Clause 404.2.3 shall apply.

512.2.3. Fine aggregates : The fine aggregates shall consist of crushed rock quarry sands, natural gravel / sand or a mixture of both. These shall be clean, hard, durable, uncoated, mineral particles, dry and free from injurious, soft or flaky particles and organic or deleterious substances.

512.2.4. Aggregate gradation.: The coarse and fine aggregates shall be so graded or combined as to conform to one or the other grading shown in Table 500-26, as specified in the contract.

TABLE 500-26. AGGREGATE GRADATION

IS Sieve	Cumulative per cent by weight of	
Designation	Total aggregate passing	
(mm) Type A Type B		
13.2 mm	-	100
11.2 mm	100	88- 100
5.6 mm	52 - 88	31 -52
2.8 mm	14 - 38	5 - 27
0.090 mm	0 - 5	0- 5

512.2.5. Proportioning of materials: The total quantity of aggregates used for Type A or B close-graded premix surfacing shall be 0.27 cubic metre per 10 square metre area. The quantity of binder used for premixing in terms of straight-run bitumen shall be 22.0 kg and 19.40 kg per 10 Square metre area for Type A and Type B surfacing respectively.

512.3. Construction Operations

5015.1. Weather and seasonal limitations: Laying shall be suspended while free standing water is present on the surface to be covered or during rain, fog and dust storms. After rain, the bituminous surface, prime or tack coat, be blown off with a high pressure air jet to remove excess moisture or the surface left to dry before laying shall start Laying of bituminous mixtures shall not be carried out when the air temperature at the surface on

which it is to be laid is below 10°C or when the wind speed at any temperature exceeds 40 km/h at 2m height unless specifically approved by the Engineer.

501.52. Cleaning of surface: The surface on which the bituminous work is to be laid shall be cleaned of all loose and extraneous matter by means of a mechanical broom or any other approved equipment / method as specified in the contract. The use of a high pressure air jet from a compressor to remove dust or loose matter shall be available full time on the site, unless otherwise specified in the Contract.

501.53. Spreading: Except in areas where a mechanical paver cannot access, bituminous materials shall be spread, leveled and tamped by an approved self-propelled paving machine. As soon as possible after arrival at site, the materials shall be supplied continuously to the paver and laid without delay.

The rate of delivery of material to the paver shall be regulated to enable the paver to operate continuously. The travel rate of the paver and its of operations, shall be adjusted to ensure an even and uniform flow of bituminous material across the screed, free from dragging, tearing and segregation of the material. In areas with restricted space where a mechanical paver cannot be used, the material shall be spread, raked and levelled with suitable hand tools by experienced staff, and compacted to the satisfaction of the Engineer.

The minimum thickness of material laid in each paver pass shall be in accordance with the minimum values given in the relevant parts of these Specifications. When laying binder course or wearing course approaching an expansion joint of a structure, machine laying shall stop 300mm short of the joint. The remainder of the pavement up to the joint and the corresponding area beyond it shall be laid by hand, and the joint or joint cavity shall be kept clear of surfacing material.

Bituminous material with a temperature greater than 145°C shall not be laid or deposited on bridge deck waterproofing systems, unless precautions against heat damage have been approved by the Engineer.

Hand placing of pre-mixed bituminous materials shall only be permitted in the following circumstances:

- (i) For laying regulating courses of irregular shape and varying thickness.
- (ii) In confined spaces where it is impracticable for a paver to operate.
- (iii) For footways.
- (iv) At the approaches to expansion joints at bridges, viaducts or other structures.
- (v) For laying mastic asphalt in accordance with Clause 515.
- (vi) For filling of potholes.

(vii) Where directed by the Engineer.

Manual spreading of pre-mixed wearing course material or the addition of such material by hand spreading to the paved area, for adjustment of level, shall only be permitted in the following circumstances:

- (i) At the edges of the layers of material and at gullies and manholes.
- (ii) At the approaches to expansion joints at bridges, viaducts or other structures.
- (iii) As directed by the Engineer.

501.5.4. Cleanliness and overlaying: Bituminous material shall be kept clean and uncontaminated. The only traffic permitted to run on bituminous material to be overlaid shall be that engaged in laying and compacting the next course or, where a binder course is to be sealed or surface dressed, that engaged on such surface treatment. Should any bituminous material become contaminated the Contractor shall make it good to the satisfaction of the Engineer, in compliance with Clause 501.8.

Binder course material shall not remain uncovered by either the wearing course or surface treatment, whichever is specified in the Contract, for more than three consecutive days after being laid. The Engineer may extend this period, by the minimum amount of time necessary, because of weather conditions or for any other reason. If the surface of the base course is subjected to traffic, or not covered within three days, a tack coat shall be applied, as directed by the Engineer.

Traffic may be allowed after completion of the final rolling when the mix has cooled down to the surrounding temperature. Excessive traffic speeds should not be permitted.

512.7. Measurements for Payment

Close graded premix surfacing, Type A or B shall be measured as finished work, for the area specified to be covered, in square metres at a specified thickness. The area will be the net area covered, and all allowances for wastage and cutting of joints shall be deemed to be included in the rate.

The measurement shall be all measures for finished work on weight base in **Metric Tonne**.

512.8. Rate

The contract unit rate for close graded premix surfacing, Type A or B shall be payment in full for carrying out the required operations including full compensation for all components listed in Clause 501.8.8.2. (i) to (xi).

501.8.8.2. Rate for premixed bituminous material: The contract unit rate for premixed bituminous material shall be payment in full for carrying out the required operations including full compensation for, but not necessarily limited to:

- (i) Making arrangements for traffic to Clause 112 except for initial ant to verge. shoulders and construction of diversions;
- (ii) Preparation of the surface to receive the material.
- (iii) Providing all materials to be incorporated in the work including arrangement for stock yards, all royalties, fees, rents where necessary and all leads and lift.
- (iv) Mixing, transporting, laying and compacting the mix, as specified.
- (v) All labour, tools, equipment, plant including installation of batch mix plant power supply units and all machinery, incidental to complete the work to these Specifications;
- (vi) Carrying out the work in part widths of the road where directed;
- (vii) Carrying out all tests for control of quality and
- (viii) The rate shall cover the provision of bitumen at the rate specified in the contract, with the provision that the variation in actual percentage of bitumen used will be assessed and payment will be adjusted accordingly.
- (ix) The rates for premixed material are to include for all wastage in cutting of joints etc.
- (x) The rates are to include for all necessary testing, mix design, transporting and testing of samples, and cores. If there is not a project specific laboratory, the Contractor must arrange to carry out all necessary testing at an outside Laboratory, approved by the Engineer, and all costs incurred are deemed to be included in the rate quoted for the material.
- (xi) The cost of all plant and laying trials as specified to prove the mixing and laying methods is deemed to be included in the Contractor's rates for the material.

Item No. 10 : - Providing & Laying compacted various size of machine crushed B.T. metal of size 40 mm to 63mm , 22.4 to 45 mm, 13.2 to 19 mm, with using 20% stone screening as filler and binding material 0.08 Cum/10 Sqm. Including spreading watering & consolidation by vibratory roller etc. complete.

404.1 SCOPE

This work shall consist of clean, machine crushed B.T. stone aggregates mechanically interlocked by rolling and bonding together with screening, binding material where necessary and water laid on a properly prepared sub grade/ sub bases base or existing pavement, as the case may be and finished in accordance with the requirements of these specifications and in close conformity with the lines, grades, cross-sections and thickness as per approved plans or as directed by the Engineer.

404-2. Materials

404.2.1 Coarse aggregates

Coarse aggregates shall be either crushed or broken stone, crushed slag, overburnt (Jhama) brick aggregates or any other naturally occurring aggregates such as kankar and laterite of suitable quality. Materials other than crushed gravel / shingle is used, not less than 90 percent by weight of the gravel / shingle pieces retained on 4.75mm sieve shall have at least two fractured faces. The aggregates shall conform to the physical requirements set forth in Table 400-8. The type and size range of the aggregate shall be specified in the contract or shall be as specified by the Engineer. If the water absorption value of the coarse aggregate is greater than 2 percent, the soundness test shall be carried out on the material delivered to site as per IS:2386 (Part-5).

TABLE 400-8. PHYSICAL REQUIREMENTS OF COARSE AGGREGATES FOR WATER BOUND MACADAM FOR SUB-BASE / BASE COURSES

S.No. Test	Test Method	Requirement
1. *** Los Angeles Abrasion value or Aggregate Impact value	IS:2386 (Part-4) IS: 2386 (Part-4) or IS:5640*	40 percent (Max) 30 percent (Max)
2. Combined Flakiness and Elongation - Indices (Total)**	IS:2386 (Part- 1)	30 percent (Max)

* Aggregate which get softened in presence of water shall be tested for impact value under wet conditions in accordance with IS:5640.

** The requirement of flakiness index and elongation index shall be enforced only in the case of Crushed broken stone and crushed slag.

*** In case water bound macadam is used for sub-base, the requirements in respect of Los Angeles Value and Aggregate impact value shall be relaxed to 50 percent and 40 percent maximum respectively.

404.2.2 Crushed or broken stone

The crushed or broken stone shall be hard, durable and free from excess flat, elongated, soft and disintegrated particles, dirt and other deleterious material.

404.2.3. Crushed slag :

Crushed slag shall be made from air-cooled blast furnace slag. It shall be of angular shape, reasonably uniform in quality and density and generally free from thin, elongated and soft pieces, dirt or other deleterious materials. The weight of crushed slag shall not be less than 11.2 kN per m³ and the percentage of glossy material shall not be more than 20. It should also comply with the following requirements:

- (i) Chemical stability : To comply with requirement of appendix of BS : 1047
- (ii) Sulphur content : Maximum 2 per cent
- (iii) Water absorption : Maximum 10 per cent

404.2.4. Overburnt (Jhama) Brick aggregates :

Jhama brick aggregates shall be made from overburnt bricks or brick bats and be free from dust and other objectionable and deleterious materials. This shall be used only for road stretch when traffic is low.

404.2.5. Grading requirement of Coarse aggregates :

The coarse aggregates shall conform to one of the Gradings given in Table 400-9 as specified.

404.2.6. Screenings:

Screenings to fill voids in the coarse aggregate shall generally consist of the same material as the coarse aggregate. However, where permitted, predominantly non-plastic material such as murrum or gravel (other than rounded river borne material) may be used for this purpose provided liquid limit and plasticity index of such material are below 20 and 6 respectively and fraction passing 75 micron sieve does not exceed 10 per cent.

TABLE 400-9 : GRADING REQUIREMENTS OF COARSE AGGREGATES

Grading No.	Size Range	IS Sieve Designation		Per cent by weight passing
1.	63 mm to 45 mm	75	mm	100
		63	mm	90-100
		53	mm	25-75
		45	mm	0-15
		22.4	mm	0-5
2.	53 mm to 22.4 mm	63	mm	100
		53	mm	95-100
		45	mm	65-90
		22.4	mm	0-10
		11.2	mm	0-5

Note : The compacted thickness for a layer shall be 75mm.

Screenings shall conform to the grading set forth in Table 400–10. The quantity of screenings required for various grades of stone aggregates are given in Table 400–11. The

table also gives the quantities of materials (loose) required for 10 m² for sub-base / base compacted thickness of 75 mm.

The use of screenings shall be omitted in the case of soft aggregates such as brick metal, kankar, laterites etc. as they are likely to get crushed to a certain extent under rollers.

404.2.7 Binding Material :

Binding material to be used for water bound macadam as a filler material meant for preventing ravelling, shall comprise of a suitable material approved by the Engineer having a Plasticity Index (PI) value of less than 6 as determined in accordance with IS:2720 (Part 5).

The quantity of binding material where it is to be used will depend on the type of screening. Generally, the quantity required for 75 mm compacted thickness of water bound macadam will be 0.06 – 0.09 m³ / 10 m².

TABLE 400 – 10. GRADING FOR SCREENINGS

Grading Classification	Size of Screenings	IS Sieve Designation	Per cent by weight passing the IS sieve
A	13.2 mm	13.2 mm	100
		11.2 mm	95-100
		5.6 mm	15-35
		180 micron	0-10
B	11.2 mm	11.2 mm	100
		9.5 mm	80-100
		5.6 mm	50-70
		180 micron	5-25

TABLE 400 – 11. APPROXIMATE QUANTITIES OF COARSE AGGREGATES AND SCREENINGS REQUIRED FOR 75 MM COMPACTED THICKNESS OF WATER BOUND MACADAM (WBM) SUB-BASE / BASE COURSE FOR 10 M² AREA

Classification	Size Range	Compact thickness	Loose Qty.	Screenings			
				Stone screening		Crushable type such as murrum or gravel	
				Grading classification and size	For WBM sub-base / base course (loose Qty)	Grading classification and size	Loose Qty.
Grading 1	63mm to 45 mm	75 mm	0.91 to 1.07m ³	Type A 13.2 mm	0.12 to 0.15 m ³	No uniform	0.22 to 0.24 m ³
- do -	- do -	- do -	- do -	Type B 11.2 mm	0.20 to 0.22 m ³	- do -	- do -
Grading 2	53mm to 22.4 mm	75 mm	- do -	- do -	0.18 to 0.21 m ³	- do -	- do -

The above mentioned quantities should be taken as a guide only, for estimation of quantities for construction etc.

Application of binding materials may not be necessary when the screenings used are of crushable type such as murrum or gravel.

404.3 Construction Operations

404.3.1 Preparation of base :

The surface of the sub grade sub-base/base to receive the water bound macadam course shall be prepared to the specified grade and camber and cleaned of dust, dirt and other extraneous material. Any ruts or soft yielding places shall be corrected in an approved manner and rolled until firm surface is obtained.

Where the WBM is to be laid on an existing metalled road, damaged area including depressions and potholes shall be repaired and made good with the suitable material. The existing surface shall be scarified and re-shaped to the required grade and camber before spreading the coarse aggregate for WBM.

As far as possible, laying water bound macadam course over an existing bituminous layer may be avoided since it will cause problems of internal drainage of the pavement at the interface of two courses. It is desirable to completely pick out the existing thin bituminous wearing course where water bound macadam is proposed to be laid over it.

404.3.2 Inverted Choke / Sub surface Drainage layer

If water bound macadam is to be laid directly over the subgrade, without any other intervening pavement course, a 25 mm course of screenings (Grading B) or coarse sand shall be spread on the prepared subgrade before application of the aggregates is taken up. In case of a fine sand or silty or clayey subgrade, it is advisable to lay 100 mm insulating layer of screening or coarse sand on top of Fine grained soil, the gradation of which will depend upon whether it is intended to act as a drainage layer as well. As a preferred alternative to inverted choke, appropriate geosynthetics performing functions of separation and drainage may be used over the prepared subgrade as directed by the Engineer. Section 700 shall be applicable for use of geosynthetics.

404.3.3 Lateral Confinement of Aggregates

For construction of WBM, arrangement shall be made for the lateral confinement of aggregates. This shall be done by building adjoining shoulders along with WBM layers. The practice of constructing WBM in a trench section excavated in the finished formation must be completely avoided.

Where the WBM course is to be constructed in narrow widths for widening of an existing pavement, the existing shoulders should be excavated to their full depth and width upto the sub grade level except where widening specifications envisages laying of a stabilised sub base using in situ operations in which case the same should be removed only upto the sub base level.

404.3.4 Spreading coarse aggregates:

The coarse aggregates shall be spread uniformly and evenly upon the prepared sub grade/sub-base/ in the required quantities from the stock piles to proper profile by using templates placed across the road about. 6 m apart, in such quantities that the thickness of each compacted layer is not more than 75 mm. In no case shall these be dumped in heaps directly on the area where there are to be laid nor shall their hauling over a partly completed base be permitted. Wherever possible approved mechanical devices such as aggregate spreader shall be used to spread the aggregates uniformly so as to minimize the need for manual rectification afterwards.

No segregation of coarse aggregate shall be allowed and the coarse aggregates, as spread shall be of uniform gradation with no pockets of fine material.

The surface of the aggregate spread shall be carefully checked with templates and all high or low spots remedied by removing or adding aggregates as may be required. The surface shall be checked frequently with a straight edge while spreading and rolling so as to ensure a finished surface as per approved drawings.

The coarse aggregate shall not normally be spread more than 3 days in advance of the subsequent construction operations.

404.3.5 Rolling:

Immediately following the spreading of the coarse aggregate, rolling shall be started with three wheeled power rollers of 80 to 100 kN capacity or tandem or vibratory rollers of 80 to 100 kN static weight. The type of roller to be used shall be approved by the Engineer based on trial run.

Except on super elevated portions and carriageway with unidirectional cross-fall, where the rolling shall proceed from inner edge to the outer, rolling shall begin from the edges gradually progressing towards the centre. First the edge/edges shall be compacted with roller running forward and backward. The roller shall then move inward parallel to the centre line of the road, in successive passes uniformly overlapping preceding tracks by at least one half width.

Rolling shall be carried out on courses where coarse aggregates of crushed / broken stone are used, till the road metal is partially compacted. This will be followed by application of screening and binding material where required in Clauses 404.3.6 and 404.3.7.

However, where screenings are not to be applied as in the case of aggregates like brick metal laterite and kankar for the sub base construction, the compaction shall be continued until the aggregates are thoroughly keyed. Rolling shall be continued and light sprinkling of water shall be done till the surface is well compacted. Rolling shall not be done when the sub grade is soft or yielding or when it causes a wave-like motion in the sub grade or sub base course.

The rolled surface shall be checked transversely with templates and longitudinally with 3 m. straight edge. Any irregularities exceeding 12mm shall be corrected by loosening the surface, adding or removing necessary amount of aggregates and re-rolling until the entire surface conforms to desired camber and grade. In no case shall the use of screenings be permitted to make up depressions.

Material which gets crushed excessively during compaction or becomes segregated shall be removed and replaced with suitable aggregates.

404.3.6 Application of screenings:

After the coarse aggregate have been rolled to Clause 404.3.5, screenings to completely fill the interstices shall be applied gradually over the surface. These shall not be damp or wet at the time of application. Dry rolling shall be done while the screenings are being spread so that vibrations of the roller cause them to settle into the voids of the coarse Aggregate. The screenings shall not be dumped in piles but be spread uniformly in successive thin layers either by the spreading motion & of hand shovels or by mechanical spreaders or directly from tipper with suitable grit spreading arrangement Tipper operating for spreading the screenings shall be equipped with pneumatic tyres and operated so as not to disturb to coarse aggregates.

The screenings shall be applied at a slow and uniform rate (in three or more applications) so as to ensure filling of all voids. This shall be accompanied by dry rolling and brooming with mechanical brooms, hand brooms or both. In no case shall the screenings be applied so fast and thick as to form cakes or ridges on the surface in such a manner as would prevent filling of voids or prevent the direct bearing of the roller on the coarse aggregate. These operations shall continue until no more screenings can be forced into the voids of the coarse aggregate.

The spreading, rolling and booming of screenings shall be carried out in only such lengths of the road which could be completed within one day's operation.

404.3.7 Sprinkling of water and grouting :

After application of screenings, the surface shall be copiously sprinkled with water, swept and rolled. Hand brooms shall be used to sweep the wet screenings into voids and to distribute them evenly. The sprinkling, sweeping and rolling operation shall be continued, with additional screenings applied as necessary until the coarse aggregate have been thoroughly keyed, well-bonded and firmly set in its full depth and a grout has been formed of screenings. Care shall be taken to see that the sub base or sub grade does not get damaged due to the addition of excessive quantities of water during construction.

In case of lime treated soil sub-base, construction of water bound macadam on top of it shall be taken up after curing as per Clause 402.3.9 and as directed by the Engineer.

Application of binding material : After the application of screenings in accordance with Clauses 404.3.6 and 404.3.7, the binding material where it is required to be used (Clause 404.2.7) shall be applied successively in two or more thin layers at a slow and uniform rate. After each application, the surface shall be copiously sprinkled with water, the resulting slurry swept in with hand brooms or mechanical brooms to fill the voids properly and rolled during which water shall be applied to the wheels of the rollers if necessary to wash down the binding material sticking to them. These operations shall continue until the resulting slurry after filling of voids, form a wave ahead of the wheels of the moving roller.

404.3.8 Setting and drying :

After the final compaction of water bound macadam course, the pavement shall be allowed to dry overnight. Next morning hungry spots shall be filled with screenings or binding material as directed, lightly sprinkled with water if necessary and rolled. No Traffic shall be allowed on the road until the macadam has set. The Engineer shall have the discretion to stop hauling traffic from using the completed water bound macadam course, if in his opinion it would cause excessive damage to the surface.

The compacted water bound macadam course should be allowed to completely dry and set before the next pavement course is laid over it.

404.4 Surface Finish and Quality Control of Work

404.4.1 The surface finish of construction shall conform to the requirements of Clause 902.

404.4.2 Control on the quality of materials and works shall be exercised by the Engineer in accordance with Section 900.

404.4.3 The water bound macadam work shall not be carried out when the atmospheric temperature is less than 10° C in the shade.

404.4.4 Reconstruction of defective macadam :

The finished surface of water bound macadam shall conform to the tolerance of surface regularity as prescribed in Clause 902. However, where the surface irregularity of the course exceeds the tolerances or where the course is otherwise defective due to sub grade soil mixing, with the aggregates, the course to its full thickness shall be scarified over the affected area, reshaped with added material or removed and replaced with fresh material as applicable and re-compacted. The area treated shall not be less than 10 sq.m. In no case shall depressions be filled up with screenings or binding material.

404.5 Arrangement for Traffic

During the period of construction, the arrangement for traffic shall be done as per Clause 112.

404.6 Mode of Measurement & payment

Water bound macadam shall be measured as finished work in position in **cubic meters**.

404.7 RATE

The Contract unit rate for water bound macadam sub-base/base course shall be payable in full for carrying out the required operations including full compensation for all components listed below including arrangement of water used in the work as approved by the Engineer.

- (i) Making arrangements for traffic to Clause 112 except for initial treatment to verges, shoulders and construction of diversions;
- (ii) Supplying all materials to be incorporated in the work including all royalties, fees, rents where applicable with all leads and lifts,
- (iii) All labour, tools, equipment and incidental to complete the work to the Specifications
- (iv) Carrying out the work in part widths of the road where required and
- (v) Carrying out the required tests for quality control.