

## **Item No. 1**

### **Proving flood gauge marks on sub structure as per design including painting complete**

1. The width of the flood gauge shall be 60 cm. and will have cannerly yellow background colour. The flood gauge marking will be in 10 cm. thick strips of alternative black and white colour. The width of the strip shall be asunder:-

- (a) At every 10 cm. 15 cm. width
- (b) At every 1/2 cm. 25 cm. width in black
- (c) At every metre... 35 cm. width in white

The lettering shall be in black colour and of 10 cm. height. The lettering shall show every metre and 1/2 m. level. The lettering shall show based on either GST B.M. or Arbitrary B.M. as furnished by Engineering-in-charge.

2. All the painting work shall be done in 3 coats. The paint shall be of approve make.
3. **The measurement for payment shall be on Rmt basis measured vertical.**
4. The unit rate includes the cost of materials, labour, painting, equipment if any to complete the work.

## **Item No. 2**

### **Providing masonry steps with cement pointing on approaches as directed**

1. Stones subject to mark deterioration will not be accepted. The stone shall be sound, hard, durable and fairly regular in shape and its thickness in any one directions shall nor b,) less than 15 cm.
2. Before laying the stones, the slope of embankment shall be trimmed to the required profile put up by the means of line and page§ to receive the steps and kerb on it. Depression shall be filled and thoroughly compacted. The width of the tread shall be 30 cm. (clear) and shall extend further 15 cm. below next tread, thickness of the stone work of the shall depend upon the slop of the embankment as under:-

Slope 1 to 2...	15 cm.
Slope 1 to 3...	10cm.

The thickness of the stones work shall be uniform throughout and shall not be less than the height of the riser depending upon the slope of the embankment as stated above. There shall not be more than 3 stones in the total 45 cms. width of the tread..
3. Kerb of 15 cm. width & 25 cm. depth, flush with the embankment slope line shall be provided to prevent spilling of earth on the steps. Width of the steps between the kerbs shall be 90 cms. Unevenness and voids shall be filled with quarry spalls and exposed faces of the tread riser and kerb of the stones work shall be cement pointed in proportion as specified so that they are stable and remain in line and level. For cement pointing relevant specifications of that item shall apply.
4. The unit rate includes the cost of materials, labour and tools including cement pointing to complete the work.

#### **Cement Pointing**

1. For a surface which is to be subsequently jointed, the joints shall be squarely raked out to a depth of 15 mm. while the mortar is still green. The raked joints shall be well brushed to removed dust and loose particles and the surface shall be thoroughly washed with water, cleaned and wetted.
2. Cement and sand shall be mixed in proportions as specified in the item. Cement and sand shall be proportioned by volume after making due allowance for bulking. The required quantity of water shall then be added and the mortar mixed to produce workable consistency.
3. The mixing shall be done intimately by hand-mixing. The operation shall be carried out on a clean watertight platform and cement and sand shall be first mixed dry in the required proportion to obtain a uniform colour and then the mortar shall be mixed for at least two minutes after addition of water. In case of cement mortar, that has stiffened because of evaporation of water, the same shall be re-tempered by adding water as frequently as needed to restore the requisite consistency but this re-tempering shall be permitted only with thirty mintues from the time of addition of water at the time of initial mixing.
4. For pointing, the mortar shall be filled and pressed into the raked out joints before giving the required finish. The pointing shall then be finished to proper type given on the drawings. If type of pointing after the mortar has been filled and pressed into the joints and finished off level with the edge of the bricks, it shall while still green be ruled along the centre with a half round tool of such width as may be specified by the Engineer-incharge. The superfluous mortar shall then be cut off from the edges of the lines and the surface of masonry shall also be cleaned of all mortar.

5. Curing shall be started as soon as the mortar used for finishing has hardened sufficiently not to be damaged when watered. It shall be kept wet for a period of at least 7 days. During this period it shall be suitably protected from all damage.
6. stage scaffolding shall be approved for the work. This shall be independent of the structure.
7. The work of pointing shall be measured in square metres of the surface treated.
8. The rate for pointing shall include erecting the removal of scaffolding all labour, materials and equipment incidental to complete the pointing, raking out joints, wetting filling with mortar, troweling, point and watering.

**9. Mode of measurement will be in Each (Steps).**

### **Item No. 3**

**Providing and laying filter media 600 mm. thick as directed at the back of abutments returns and wing walls as per detailed specifications**

1. Well graded pebbled or metal of 40 mm to 63 mm. size shall be used. The grading and tolerances of metal of pebbles shall be as under:-

<b>Sr. No.</b>	<b>No. of SizeRange</b>	<b>Sieve designation</b>	<b>Percentageby weight passing through the Sieve</b>
1	63 mm. to 40 mm	90 mm.	100-00
		63 mm.	85-100
		50 mm.	35-70
		40 mm.	00-15
		20 mm.	00-05

The size shall be 40 mm. to 63 mm. where in tolerance limitfor oversize shall be up to 15% and that for lower size should be up to 15% and below 20 mm. it shall be allowable up to 5% the filter Materials shall be tightly placed to a thickness of not less than 600 mm. and provided over the entire surface behind abutments, wings or return walls to the full height.

2. Materials shall be first stacked in boxed of 2 m. 1. 1/2 m. X 0.5 m. size on fairly level ground and measured.
3. **The measurement for payment shall be made on Sq.m. basis of Specified Thickness.**
4. The unitrate includes the cost of materials, scaffolding labour and tools to complete the work.

#### **2504.2.2Filter Medium**

The material for the filter shall consist of coarse sand, gravel or stone. One or more layers of graded materials, to act as a filter medium, shall be provided underneath the pitching, to prevent loss of the embankment material and build up of uplift head on the pitching.

The gradation of the filter material shall satisfy the following requirements:

$$\frac{D 15 (Filter)}{D 85 (Base)} < 5$$
$$4 < \frac{D 15 (Filter)}{D 15 (Base)} < 20$$
$$\frac{D 50 (Filter)}{D 50 (Base)} < 25$$

Notes:

1. Filter design may not be required if embankment consists of CH or CL soils with liquid limit greater than 30, resistant to surface erosion. In this case, if a layer of material is used as bedding for pitching, it shall be well graded and its D 85 size shall be at least twice the maximum void size in pitching
2. In the foregoing, D 15 means the size of that sieve which allows 15 percent by weight of the filter material to pass through it and similar is the meaning of D 50 and D 85 (15 being replaced with 50 and 85 respectively).
3. If more than one filter layer is required, the same requirement as above shall be followed for each layer. The finer filter shall be considered as base material for selection of coarser filter.
4. The filter shall be compacted to a firm condition. The thickness of filter is generally of the order of 200 mm to 300 mm. Where filter is provided in two layers, thickness of each layer shall be 150 mm.

#### **Item No. 4**

**Providing and filling sand behind abutments and between returns in layers as directed**

#### **MATERIAL:**

The material shall be selected Coarse Sand fill having high frictional resistance, low compressibility and free draining. Coarse grain sand with limited fines adequately satisfies this requirement. Thus, select granular fill may be contain finds content (Passing 75 micro sieve) not exceeding 10%. The internal friction angle is not smaller than 30° and C value = 0.

The fill shall also be free from organic or otherwise deleterious materials so as not to cause corrosion of the sand reinforcement and fascia panels. It shall conform to the following physicochemical requirements.

Fill material shall have a resistivity of 5000 ohm-cm or more determine based on standard lest as directed by the engineer and materials with resistivity less than 1000 ohm-cm are in adequate and shall not be used.

Material with resistivity between 5000 & 1000 ohm-cm are acceptable provided there in water extracted from sand – water mix, the content of chlorides does not exceed 200 PPM, the content of Sulphate does not exceed 1000 PPM, and the pH value is in the range of >5<10.

Good drainage characteristic of the select fill shall be maintained all through the design life of the RE wall including guarding the fill against the effect or “Chance” water logging of the facility.

The select fill shall be compacted to insure achieving peak angle friction not lower than 30° as established from the direct shear test (IS2720 Pt. 13) For design, effective cohesion of fill shall be taken as zero.

Water used for compaction of the select fill should have minimum resistivity exceeding 700 ohm-cm.

The fill material for reinforced Coarse Sand structure shall have and angle of interface friction between the compacted fill and the reinforcing elements of not less than 25° C measured in accordance with IS : 13326 (Part-1) The sand should be predominantly course grained; not more than 10% of the particles shall pass 75 micron sieve. The sand should have properties such that die salts in the sand should not react chemically or electrically with die reinforcing elements in an adverse manner.

#### **Grading for Coarse Sand fill**

**Table No. 400.10 of MOST SPECIFICATION**

#### **FOR ROAD AND BRIDGE WORK (Fifth REVISION).GRADING FOR SCREENINGS**

<b>Grading Classification</b>	<b>Size of Screening</b>	<b>IS Sieve Designation</b>	<b>Per cent by weight Passing the IS Sieve</b>
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<b>B</b>	<b>11.2 mm</b>	<b>11.2 mm</b>	<b>100</b>
		<b>9.5 mm</b>	<b>80 - 100</b>
		<b>5.6 mm</b>	<b>50 - 70</b>
		<b>180 micron</b>	<b>5-25</b>

### **PHYSICAL REQUIREMENTS:**

The material shall be coarse sand confirming to

- I Grain size is as per table above.
- II Soaked CBR >10%

### **QUALITY CONTROL:**

For every 250 Cum. Of fill material or whenever the approved source is change, 1 sieve analysis, one measurement of resistivity, angle of internal friction and modified Proctor / relative density shall be carried out. Any further tests on sand to confirm to its suitability as “Reinforced Coarse Sand Back Fill” can be decided based on the result of these tests. However, organics and deleterious contain, pH, sulphate and chloride content shall be carried out as decided by engineer.

### **TESTING OF MATERIALS:**

Testing of sand for evaluating their index and engineering properties. Sand reports may be consulted with regard to this requirement.

Testing of friction angle between the reinforcement and sand using direct shear test.

### **LAYING AND COMPACTING:**

During construction of reinforced fill, the retain, material beyond the reinforcement of the rare or structure shall be maintained at the same level as reinforced fill.

The compacted layer shall not be more than 250mm to achieve compaction of 97% of maximum laboratory density where measured per IS: 2720 (Part-8) Temporary formwork shall be used to support the construction as per specified details given in the drawing. The forms scaffolding and props shall be sufficient in number to allowed taking up of sectoral construction schedule specified in the design.

### **DRAINAGE:**

Drainage shall be very strictly followed as per drawing and specifications in detail. The reinforce Coarse Sand back fill is considered a self-draining media having sufficient permeability to relive hydrostatic pressures. However, water logging in the reinforced fill increase the pore pressures coefficient thereby resulting in tensile forces in reinforced sand structure, reducing the stability of the structure.

Wherever, there is probability of such occurrence drainage outlets at the bottom level joints of panels with provision of non-woven geotextile backing shall be provided along the facia for drainage redundancy. The geotextile used as filter shall meet the requirements of MOSRT&H Specification of road and bridges work clause 702.2.3.

The retained fill shall have drainage bay, minimum 600mm wide, with 19.5mm to 9.1 mm well graded crushed aggregate with fine contents <5% to allow free draining of the reinforced fill along with the retained fill. The panel joint above 300mm of existing ground level shall be filled with the joint fillers as per It. 7.0 and as approved by the Engineer.

### **MEASUREMENT FOR PAYMENTS:**

**The measurement for payment of Coarse Sand fill shall be in cubic meters for compacted sand and shall be made against relevant items of fill behind reinforced sand structures.**

**Mode of measurement shall be in cubic meters.**

### **RATE:**

The rate for sand fill shall include selection, supply, placing, compaction, and quality control tests etc. for approved Coarse Sand fill. The rate shall also include the cost of labour, plant/machinery, transportation for all lead and lifts etc. as required for completing the work. Rate shall be for unit of one Cubic Metre.



## **Item No. 5**

**Excavation for foundation in hard murrum and boulders and very stiff or sticky clays and other similar strata including sorting and strutting and dewatering as necessary and depositing of excavated stuff as directed.**

### **304.1 Scope**

Excavation for structures shall consist of the removal of material for the construction of other similar structures, in accordance with the requirements of these Specifications and the lines and dimensions shown on the drawings or as indicated by the Engineer. The work shall include construction of the necessary cofferdams and cribs and their subsequent removal; all necessary sheeting, shoring, bracing, draining and pumping; the removal of all logs, stumps, grubs and other deleterious matter and obstruction, necessary for placing the foundations; trimming bottoms of excavations; backfilling and clearing up the site and the disposal of all surplus material.

### **304.2 Classification of Excavation**

All materials involved in excavation shall be classified in accordance with Clause 301.2.

### **304.3 Construction Operations**

#### **304.3.1 Setting Out**

After the site has been cleared according to Clause 201, the limits of excavation shall be set out true to lines, curves and slopes to Clause 301.3.1.

#### **304.3.2 Excavation**

Excavation shall be taken to the width of the lowest step of the footing including additional width as required for construction operation. The sides shall be left plumb where the nature of soil allows it. Where the nature of soil or the depth of the trench and season of the year do not permit vertical sides, the Contractor at his own cost shall put up necessary shoring; strutting and planking or cut slopes to a safer angle or both with due regard to the safety of personnel and works and to the satisfaction of the Engineer.

The depth to which the excavation is to be carried out shall be as shown on the drawings, unless the type of material encountered is such as to require changes, in which case the depth shall be as ordered by the Engineer. Propping shall be undertaken when any foundation or stressed zone from an adjoining structure is within a line of 1 vertical to 2 horizontal from the bottom of the excavation.

Where blasting is to be resorted-to, the same shall be carried out in accordance with Clause 302 and all precautions indicated therein observed. Where blasting is likely to endanger adjoining foundations or other structures, necessary precautions such as controlled blasting, providing rubber mat cover to prevent flying of debris etc. shall be taken to prevent any damage.

#### **304.3.3 Dewatering and Protection**

Normally, open foundations shall be laid dry. Where water is met with in excavation due to stream flow, seepage, springs, rain or other reasons, the Contractor shall take adequate measures such as bailing, pumping, constructing diversion channels,

drainage channels, bunds, depression of water level by well-point system, cofferdams and other necessary works to keep the foundation trenches dry when so required and to protect the green concrete/ masonry against damage by erosion or sudden rising of water level.

The methods to be adopted in this regard and other details thereof shall be left to the choice of the Contractor but subject to the approval of the Engineer. Approval of the Engineer shall, however, not relieve the Contractor of the responsibility for the adequacy of dewatering and protection arrangements for the quality and safety of the works.

Where cofferdams are required, these shall be carried to adequate depths and heights, be safely designed and constructed and be made as watertight as is necessary for facilitating construction to be carried out inside them. The interior dimensions of the cofferdams shall be such as to give sufficient clearance for the construction and inspection and to permit installation of pumping equipment's, etc., inside the enclosed area.

If it is determined beforehand that the foundations cannot be laid dry or the situation is found that the percolation is too heavy for keeping the foundation dry, the foundation concrete shall be laid under water by tremie pipe only. In case of flowing water or artesian springs, the flow shall be stopped or reduced as far as possible at the time of placing the concrete.

Pumping from the interior of any foundation enclosure shall be done in such a manner as to preclude the possibility of the movement of water through any fresh concrete. No pumping shall be permitted during the placing of concrete and for a period of at least 24 hours thereafter, unless it is done from a suitable sump separated from the concrete work by a watertight wall or other similar means.

At the discretion of the Contractor, cement grouting or other approved methods may be used to prevent or reduce seepage and to protect the excavation area.

The Contractor shall take all precautions in diverting channels and in discharging the drained water as not to cause damage to the works, crops or any other property.

#### **304.3.4 Preparation of Foundation**

The bottom of the foundation shall be levelled both longitudinally and transversely or stepped as directed by the Engineer. Before footing is laid, the surface shall be slightly watered and rammed. In the event of excavation having been made deeper than that shown on the drawings or as otherwise ordered by the Engineer, the extra depth shall be made up with concrete as per Clause 2104.1 at the cost of the Contractor. Ordinary filling shall not be permitted to bring the foundation to the design level as shown in the drawing.

When rock or other hard strata is encountered, it shall be freed of all soft and loose material, cleaned and cut to a firm surface either level or stepped as directed by the Engineer. All seams shall be cleaned out and filled with cement mortar or grout to the satisfaction of the Engineer. In the case of excavation in rock, annular space around footing shall be filled with lean concrete M 15 up to the top level of rock.

If the depth of fill required is more than 1.5 m in soft rock or 0.6 m in hard rock above the foundation level, the filling up to this level shall be done with M-15 concrete and portion above shall be filled by concrete or by boulders grouted with cement.

When foundation piles are used, the excavation for pile cap shall be done after driving/casting of all piles forming the group. After pile driving operations in a given pit are completed, all loose and displaced materials therein shall be removed to the level of the bottom of the pile cap.

#### **304.3.5 Slips and Slip-Outs**

If there are any slips or slip-outs in the excavation, these shall be removed by the Contractor at his own cost.

#### **304.3.6 Public Safety**

Near towns, villages and all frequented places, trenches and foundation pits shall be securely fenced, provided with proper caution signs and marked with red lights at night to avoid accidents. The Contractor shall take adequate protective measures to see that the excavation operations do not affect or damage adjoining structures. For safety precautions, guidance may be taken from IS:3764.

#### **304.3.7 Backfilling**

Backfilling shall be done with approved material after concrete or masonry is fully set and carried out in such a way as not to cause undue thrust on any part of the structure. All space between foundation masonry or concrete and the sides of excavation shall be refilled to the original surface in layers not exceeding 150 mm compacted thickness. The compaction shall be done with the help of suitable equipment such as trench compactor, mechanical tamper, rammer, plate vibrator etc., after necessary watering, so as to achieve the maximum dry density.

#### **304.3.8 Disposal of Surplus Excavated Materials**

Clause 301.3.11 shall apply.

#### **304.4 Measurements for Payment**

Excavation for structures shall be measured in cu.m for each class of material encountered, limited to the dimensions shown on the drawings or as directed by the Engineer. Excavation over increased width, cutting of slopes, production/support to the existing structures shoring, shuttering and planking shall be deemed as incidental to the main work and shall not be measured and paid separately.

**Mode of measurement shall be in cubic meters.**

## **304.5 Rates**

**304.5.1** The Contract unit rate for the items of excavation for structures shall be payment in full for carrying out the required operations including full compensation for:

- i. setting out;
- ii. transporting the excavated materials for use or disposal with all leads and lifts;
- iii. construction of necessary cofferdams, cribs/sheeting, shoring and bracing and their subsequent removal;
- iv. removal of all logs, stumps, grubs and other deleterious matter and obstructions, for placing the foundations including trimming of bottoms of excavations;
- v. foundation sealing, dewatering including pumping when no separate provision for it is made in the Contract;
- vi. backfilling, clearing up the site and disposal of all surplus material with all leads and lifts or as otherwise specified; and
- vii. all labour, materials, tools, equipment, safety measures, diversion of traffic and incidentals necessary to complete the work to Specifications.

**304.5.2** The Contract unit rate for preparation of rock foundation shall be full compensation for cutting, trimming and cleaning the foundation surface and filling/sealing of all seams with cement grout or mortar including all materials, labour and incidentals required for completing the work

### **Item No. 6**

**Excavation in large boulders and soft rock by welding including sorting strutting and dewatering as necessary and disposing off the excavated stuff as directed.**

The work shall be executed as per specification of **Item No. 5** except that the **Excavation in large boulders and soft rock by welding including sorting strutting and dewatering as necessary and disposing off the excavated stuff as directed** instead of **Excavation for foundation in hard murrum and boulders and very stiff or sticky clays and other similar strata** shall be considered.

**The Payment shall be made on C.U.M Basis of the finished work.**

### **Item No. 7**

**Excavation in hard rock by dry wet blasting and chiselling including dewatering preparing foundation base by proper benching and stepping and disposing of the excavated stuff as directed. (B) Blasting prohibited**

The work shall be executed as per specification of **Item No. 5** except that the **Excavation in hard rock by dry wet blasting and chiselling including dewatering preparing foundation base by proper benching and stepping and disposing of the excavated stuff as directed. (B) Blasting prohibited** instead of **Excavation for foundation in hard murrum and boulders and very stiff or sticky clays and other similar strata including sorting and strutting and dewatering as necessary and disposing of excavated stuff as directed.**

**The Payment shall be made on C.U.M Basis of the finished work.**

## **Item No. 8**

**Providing & filling in foundation with ordinary cement concrete M 15 mix and providing necessary vertical pin headers including formwork vibrating ramming & curing complete.**

1. In case of ordinary concrete, mix is not required to be designed by preliminary tests and proportions of cement, fine aggregate and coarse aggregates are specified by volume as given in table below for different four grades designated as ordinary M-100, M-150, M-200 and M-250.
2. In the designation of a concrete mix letter M refers to the mix and the number to the specified 28 days works cube compressive strength of that mix on 150 mm cubes expressed in kg/cm.
3. The ordinary concrete mix shall generally be specified by volume for cement which normally comes in bags and is used by weight, volume shall be worked out taking 50 kg. of cement as 0.035 cubic meter in volume. While measuring aggregate by volume, shaking ramming or hammering shall not be done. Proportioning of sand be as per its dry volume. In case it is dam, allowance for bulking shall be made as per IS: 2386 (Part-III).
4. In gradients required for ordinary/concrete containing one 50 kg bag of cement for different proportions of mix shall be as given in Table below.

**TABLE**

Grade of concrete	Mix by volume	Total quantity of dry aggregates by volume per 50 kg. cement to be taken as sum aggregate of the individual volumes of fine & coarse aggregates, maximum	Proportion of fine aggregate to coarse aggregate	Quantity of water per 50 kg. of cement max.
(1 cubic meter: 1000 Liters)				
1	2	3	4	5
Ordinary	Liters			Liters
M-100	1:3:6	300	General 1:2 for fine aggregate to Coarse aggregate by volume but subject to a upper limit of 1:1.1/2 & a lower limit of 1:3.	34
M-150	1:2:4	220		32
M-200	1:1.1/2:3	160		30
M-250	1:1:2	100		27

**Note:-**The proportion of the aggregates shall be adjusted from upper limit to lower limit progress grading of the final aggregate becomes finer and the maximum size of coarse aggregate becomes larger.

**Example:-**For an average grading of fine aggregate (that is zone II of IS : 383 - 1963) the proportions 1:1 1/2, 1:2 and 1:3 for maximum size of aggregates 10mm, 20 mm and 40mm respectively (after carrying out sieve analysis).

**Note:-** A mix leaner than M-100 (1:3:6) may be used for non structural part, if provided in the contract. In such cases grading of aggregates shall be by volume. Other requirements for mixing, placing and curing shall be the same.

5. Following shall be the maximum nominal size of coarse aggregate for the different items of work.

Sr No.	Item of construction	Maximum Nominal size of coarse aggregate
1	R.C.C. well curb, R.C.C. well steining and R.C.C Piles	40 mm
2	R.C.C. well steining	63 mm
3	Well cap or pile cap, solid type piers, abutments and wing walls and their pier caps	40 mm
4	R.C.C. works in cross girders, deck slab, wearing coat, kerb, light post, blast walls, approach slab etc. and hollow type piers, abutments, wing walls and their pier caps	20 mm
5	R.C.C Bearing	20 mm
6	For any other item of construction not covered As specified on the drawing by items (1) to (5) or as desired by the Engineer in charge in case it is not specified on drawing.	

For heavily reinforced concrete members as in the case of ribs of main beams, nominal maximum size of aggregate shall usually be restricted to 5 mm. less than the minimum lateral clear distance between the main bars or 5 mm. less than the minimum cover to the reinforcement whichever is the smaller.

Fine aggregate shall be clean, hard, coarse sand. It shall be free from dust and such other substances. The sand shall be got approved by the Engineer-in-charge.

All materials shall be stored as to prevent their deterioration or intrusion of their quality and fitness for the work. Any material which has deteriorated or has been damaged or is otherwise considered defective by the Engineer-in-charge shall not be used in the work

6. Cement shall be stored above the ground level in perfectly dry and watertight sheds and shall be stocked not more than eight bags high. Wherever bulk storage containers are used, their capacity should be sufficient to cater to the requirements at site and should be cleaned at least once every 3 to 4 months. Cement more than 3 to 4 months old shall invariably be tested to ascertain that it satisfies the requirements. The aggregates shall be stored in such a way as to prevent admixture of foreign materials. Different sizes of the fine or coarse aggregate shall be stored in separate stock piles sufficiently removed from each other to prevent intermixing the materials.
7. The water for mixing shall be portable water to the satisfaction of the Engineer-in-charge. The quantity of water shall be just sufficient to produce a dense concrete of required workability for the job.

8. For all work concrete shall be mixed in a mechanical mixer which along with other accessories shall be kept in first class working condition and so maintained throughout the construction. Mixing shall be continued till materials are uniformly distributed and uniform colour of the entire mass is obtained and each individual particle of the coarse aggregate shows complete coating of mortar containing its proportionate amount of cement. In no case shall the mixing be done for less than 2 minutes after all ingredients have been put into the mixer.
9. When hand mixing is permitted by the Engineer-in-charge for small jobs or for certain other reasons, it shall be done on a smooth watertight platform large enough to allow efficient. Turning over of the ingredients of concrete before and after adding water. Mixing platform shall be so arranged that no foreign material shall get mixed with concrete nor does the mixing water flow out. Cement in required number of bags shall be placed in a uniform layer on top of the measured quantity of fine and coarse aggregate. Which shall also be spread in a layer of uniform thickness on the mixing platform ? Dry coarse and fine aggregate and cement then shall be mixed thoroughly by turning over to get a mixture of uniform color. Enough water shall then be added gradually through a nose and the mass turned over till a mix of required consistency is obtained. In hand mixing quantity of cement shall be increased by 10 percent above that specified.
10. Mixers which have been out of use for more than 30 minutes shall be thoroughly cleaned before putting in a new batch. Unless otherwise agreed to by the Engineer-in-charge the first batch of concrete from the mixer shall contain only two third of normal quantity of coarse aggregate. Mixing plants shall be thoroughly cleaned before changing from one type of cement to another.
11. The method of transporting and placing concrete shall be approved by the Engineer-in-charge. Concrete shall be so transported and placed that no contamination, segregation or loss of its constituent material takes place. All form work and reinforcement contained in it shall be cleaned and made free from standing water, dust, snow or ice immediately before placing of concrete. No concrete shall be placed in any part of the structure until the approval of the Engineer-in-charge has been obtained.
12. If concreting is not started with 24 hours of the approval being given, it shall have to be obtained again from the Engineer-in-charge. Concreting then shall proceed continuously over the area between construction joints. Fresh concrete shall not be placed against concrete which has been in position for more than 30 minutes unless a proper construction joint is formed. Concrete shall be compacted in its final position within 30 minutes of its discharge from the mixer unless carried in properly designed agitators, operating continuously, when this time shall be within 2 hours of the addition of cement to the mix and within 30 minutes of its discharge from the agitator. Except where otherwise agreed to by the Engineer-in-charge, concrete shall be disposed in horizontal layer to a compacted depth of not more than 0.45 metre when internal vibrators are used and not exceeding 0.30 metre in all other cases.



- 13.** Unless otherwise agreed to by the Engineer-in-charge concrete shall not be dropped into place from a height exceeding 2 metres. When trucking or chutes are used they shall be kept clean and used in such way as to avoid segregation. When concreting has to be resumed on a surface which has hardened, it shall be roughened swept clean, thoroughly wetted, and cleaned with a 13 mm. thick -layer of mortar composed of cement and sand in the same ratio as in the concrete mix itself. This 13 mm. layer of mortar shall be freshly mixed and placed immediately before placing of new concrete. Where concrete has not fully hardened, all laitance shall be removed by scrubbing the wet surface with wire or bristle brushed, care being taken to avoid dislodgement of particulars of coarse aggregate. The surface shall then be thoroughly wetted. All free water removed and then coated with neat cement grout. The first layer of concrete to be placed on this, surface shall not exceed 150 mm. in thickness and shall be well rammed against old work particular attention being given to corner and close spots.
- 14.** All concrete shall be compacted to produce a dense homogenous mass with the assistance of Vibrators, unless otherwise permitted by the Engineer-in-charge for exceptional cases, such as concreting Under water, where vibrators cannot be used Sufficient vibrators in serviceable condition shall be kept at site so that spare equipment is always available in the event, of break downs.
- 15.** Immediately after compaction concrete shall be protected against harmful effects of weather including rain, running water shocks, vibrations due to traffic, rapid temperature changes. Fast drying put process, it shall be covered with wet sacking Hessian or other similar absorbent material approved by the Engineer-in-charge soon after the initial set. It shall be kept continuously wet for a period of not less than 14 days from the date of placement. Masonry work over the foundation concrete may be started after 48 hours of it's laying but the curing of concrete shall be continued for a minimum period of 14 days.
- 16.** Formwork shall include all temporary or permanent forms required for forming the concrete, together with all temporary construction required for their support. Formwork shall however be delivered into following two district categories :-

  - I     Shuttering i.e. from work required for forming the concrete
  - II    Scaffolding i.e. formwork required for supporting shuttering.
- 17.** Forms for shuttering shall be constructed only, in metal suitably lined. Forms for scaffolding shall be constructed of metal or timber. Both shuttering and scaffolding shall be of substantial rigid construction and shuttering shall be true to shape and dimensions show on the drawings. All bolts and reverts shall be counter-sunk and well ground to provide a smooth, plane surface.

18. Forms shall be mortar tight and shall be made sufficiently rigid by the use of ties and bracings to prevent any displacement or sagging between supports. They shall be strong enough to withstand all pressure, ramming and vibration, without deflection from the prescribed lines occurring during and after placing the concrete. Screw jacks or hardwood wedges where required shall be provided to make up any settlement in the form work either before or during the placing of concrete. Suitable camber shall be provided in horizontal members of structure specially in long spans to counteract the effects of any deflection. The framework shall be so fixed as to provide for such camber. Forms shall be as constructed as too removable in sections in the desired sequence, without damaging the surface of concrete or disturbing other sections. Unless otherwise specified or directed. Chamfers or fillets of size 25 mm x 25 mm shall be provided at all angles of framework to avoid sharp corners.
19. The inside surface of forms shall except in the case of permanent form work or where otherwise agreed to by the engineer-in-charge be coated with an approved material to prevent adhesion of concrete to the form work. Release agents shall be applied strictly in accordance with the manufacturer's instruction and shall not be allowed to come into contact with any reinforcement of prestressing tendons and anchorage shall be applied strictly in accordance with the manufacturer's instruction and shall not be allowed to come into contact with any reinforcement of prestressing tendons and anchorage. Different release agents shall not be used in form work of concrete which will be visible in the finished works.
20. Special measures shall be taken to ensure that the framework does not hinder the shrinkage of concrete because without these cracking could occur before the form work is removed. Wherever applicable arrangement must be made to ensure that the form does not restrain the shortening and hogging of the beams or slabs during tensioning of the tendons. The formwork should take due account of the calculated amount of positive or negative camber so as to ensure the correct final shape of the structures having regard to the deformation of false work, scaffolding or propping and the instantaneous deformation due to various causes affecting prestressed structures.
21. Where there are re-entrant angles in the concrete section, the formwork should be removed at these sections as soon as possible after the concrete has set in order to avoid cracking due to shrinking of concrete. Formwork shall be tight enough to prevent any appreciable loss of cement during vibrations. Suitable tolerances should be provided in the formwork, immediately before concreting all forms shall be thoroughly cleaned. Contractor shall give the Engineer-in-charge due notice before placing any concrete in the forms to permit him to inspect and accept the false work and forms as to their strength alignment and general fitness, but such inspection shall not relieve the contractor of his responsibility for safety of machinery materials and for results obtained.
22. The Engineer-in-charge shall be informed in advance by the contractor of his intention to strike any form work. While fixing the time for removal of formworks. Due consideration shall be given to local condition, Character of the structure, the weather and other condition that influence the setting of concrete the removal of The load supporting of soffit forms any commence when concrete has attained strength and of the materials used in the mix.

Where field operations are controlled by the strength test of concrete, the removal of the load supporting of soffit forms may commence when concrete has attained strength equal to at least twice the stress to which the concrete will be subject at the time of striking props including the effect of any further addition of loads. When field operations are not controlled by strength test of concrete the vertical forms of beams, columns and walls may be removed after 2 days. The props of slabs and beams may be removed after 14 and 21 days respectively. All form work shall be removed without causing any damage to the concrete. Centering shall be gradually and uniformly lowered in such a manner as to avoid any shock or vibrations. Supports shall be removed in such a manner as to permit the concrete to take stresses due to its own weight uniformly and gradually. Where internal metal ties are permitted they or their removable parts shall be extracted without causing any damage to the concrete and remaining holes filled with mortars. No permanently embedded metal part shall have less than 25 mm cover to the finished concrete surface. Where it is intended to reuse the framework, it shall be cleaned and made good to the satisfaction of the Engineer-in-charge.

23. Immediately after the removal of forms, all exposed bars or bolts passing through the Concrete member and used for shuttering or any other purpose shall be cut inside the Concrete member to a depth of at least 25 mm. below the surface of the concrete and the resulting holes filled by cement mortar. All fins caused by form joints, all cavities produced by the removal of form ties and all other holes and depressions, honeycomb spots, broken edges or corner and other defects shall be thoroughly cleaned, saturated with water and carefully pointed and rendered true with mortar of cement and fine aggregate mixed in the proportions used in the grade of concrete with mortar or cement and fine aggregate mixed in the proportions used in the grade of concrete that is being finished and of as dry a consistency as is possible to use. Considerable pressure shall be applied in filling and pointing to ensure thorough filling in all voids. Surface which has been pointed shall be kept moist for a period of 24 hours. If rock, pockets/honeycombs, in the opinion of the Engineer-in-charge are of such extent and character as to affect materially or to endanger the life of the strength or the steel reinforcement he may declare the concrete defective and require the removal and replacement of the portions of the structure affected.
24. In the case of reinforced concrete work, workability shall be such that the concrete surrounds and properly grips all reinforcement. The degree of consistency, which shall depend upon the nature of work and methods of vibration of concrete, shall be determined regular slump test. Following slump shall be adopted for different types of works.

Sr No.	Type of Work	Slump where vibrator is used	Slump where vibrator is not used
1	Mass conc. In RCC, foundation footing and retaining walls	10 to 25 mm	80 mm
2	Beam slab and column with simply reinforced	25 to 40 mm	100 to 120 mm
3	Thin RCC section or congested steel	40 to 50 mm	125 to 150 mm

25. Works strength tests shall be made in accordance with IS : 516. Each test shall be conducted on ten specimens five of which shall be tested at seven days and the remaining five at 28 days. The samples of concrete shall be taken on each day of concreting and, cubes shall be made at the rate of one for every 5 cubic meter of concrete or a part thereof. However if concreting done in a day is than 15 cubic meter, the minimum number of cubes can be reduced to 6 with the specific permission of the Engineer-in-charge. Similar works tests shall be carried out when ever the quality and grading of materials is changed irrespective of the quantity of concrete poured, The number of specimens may be suitable increased as deemed necessary by the Engineer-in-charge when procedure to tests given above reveals a poor quality of concrete and in other special cases.
26. The average strength of the group of cubes cast for each day shall not be less than the specified works cube strength. 20 per cent of the cubes cast each day may have values less than the specified strength, provided the lowest value is not less than 85 percent of the specified strength.
27. R.C.C. work shall have exposed concrete surface. Centering design and its erection shall be approved by the Engineer-in- charge. One carpenter with helper will invariably be kept throughout the period of concreting. Movement of labour and other persons shall be totally prohibited over reinforcement laid in position. For access to different parts, suitable mobile platforms shall be provided so that steel reinforcement in position as not disturbed. For ensuring proper cover, mortar blocks of suitable size shall be cast and tied to the reinforcement. Timber, kapachi or metal pieces shall not be used for this purpose. Concreting of important structural members shall always be done in the presence and under the supervision of departmental person not below the rank of Asstt. Engineer / Addl. Asstt. Engineer / Overseer or as instructed by the Engineer-in-charge. After removal of 'form work and suturing, the executive Engineer shall inspect the work and satisfy by random checks that concrete produced is of good quality. Plastering shall not be allowed to the exposed faces of concrete.
28. In reinforced concrete the volume occupied by reinforcement shall not be deducted. The slab shall be measured as running continuously through and the beam as the portion below the slab.
29. All necessary labour, materials, equipment etc. for sampling, preparing test cubes, curing etc. shall be provided by the Contractor. Testing of the materials and concrete may be arranged by the Engineer-in-charge in an approved laboratory at the cost of the contractor
30. **The payment will be made on cu.m basis of the finished work.**
31. The unit rate for concrete shall include the cost of all materials, labour, tools and plant required for mixing, placing in position, vibrating and compacting finishing as per directions of the Engineer-in-charge, curing and all other incidental expenses for producing concrete of specified strength to complete the structure or its components as shown on the drawings and according to these specifications. The rate shall also include the cost of making fixing and removing of all centres and forms required for the work.

## **Item No. 9**

### **Diversion of water course/providing cofferdam and bund or island as may be necessary for foundation the same for the period as may be necessary (B) Diversion by cofferdam/island**

1. The item provides for the diversion of water course by suitable means such as by constructing ring bunds, coffer-dams, channeling, islanding or any other suitable means as may be necessary and approved by Engineer-in-charge. This item will not dewatering of foundations, trenches, which will be covered in the item of open excavation. The contractor shall take all necessary protective measures against possible erosion due to tide variations if any and maintain the coffer dams, bund or island in proper manner during construction. He shall not be entitled for any payment or compensation in the event of washing of the coffer dam, bund or island at any time, either due to tidal waters if any or floods, or any other reasons whatsoever, and the contractor shall reconstruct the same. If required at his risk and cost. The size of the coffer dam, bund or island shall be such as would allow without obstruction and inconvenience, enough working free space all around the foundation works.
2. The contractor shall plan, construct and maintain satisfactorily necessary diversion channels and protective works so as to safely pass the stream flow and also satisfactorily meet with any sudden rise of flow due to tides, flood or any other sufficient working space for construction, inspection and installations of pumping machinery inside the enclosed area. The offer dam or bund shall be of adequate section and properly designed, constructed to prevent ingress of water as practically as possible in the foundation pits and to protect green concrete or masonry work.
3. Adequate pumping arrangement shall be made for dewatering the inside of coffer dam, bunds etc. Pumps of adequate capacity and in required number shall be provided to ensure adequate pumping.
4. The coffer dam, bund or island shall be completely removed and their materials shall be disposed of in the manner as directed by the Engineer-in-charge when no longer required.
5. **The measurement for paving will be per number of pier or abutment for which diversion of** water course etc. is required to be made. Unit of abutment will be inclusive of returns or wing walls attached to it.
6. The unit cost includes all materials labour and equipment to complete the job, diversion of channels etc. will have to be construed and maintained till all operations to complete the entire bridge structure are completed as may be necessary.

### **Item No. 10**

**Providing and fixing steel dowel bar of Fe 550D grade 32 mm dia. for anchoring by drilling holes in foundation strata including, necessary bending hooking of dowel bars and grouting the holes complete as per detailed drawing and as directed**

1. This item provides for necessary Fe 550D steel bars of 32m. dia. for anchoring in foundations strata as per detailed drawings and as directed by Engineer-in-charge, for this purpose, 100mm, holes shall be kept in steining itself at regular intervals as shown in drawing or as directed by Engineer-in-charge. mild steel bars shall be supplied by the department at the rate and place shown in scheduled A of the tender. the item includes transporting the bars to the site of work, handling, cutting, bending, hooking, and placing the same in position as required as per drawing. The grout holes shall be not less than 100mm dia. the anchorage length of bars shall not be less than 60 times dia. of bar. Grounding of grout hole shall be of 1:2 proportion (1 part of cement, 2 parts old sand) and shall be done under pressure as directed. These dowels bars shall be inserted through holes kept in the well steining to the bottom of the grout holes, Grout holes shall not be less than 1 Mt. in depth, in case, no dowel bars are ultimately decided to be provided in the holes of the steining kept for the purpose, the same shall filled with the concrete of the same proportion as of well steining at the cost of the contractor.
2. Mode of **measurement will be in Rmt** of dowel bar considered from bottom of grout hole to the top of steining.
3. Unit rate includes cost of material, labour, tools and plant and grouting the steining holes to complete the work.

## **Item No. 11**

**Providing & casting in situ Design mix concrete M 30 for R.C.C. footing for Pier, Abutment and Footing Pad for Return Wall including necessary shuttering laying vibrating ramming and curing complete.**

### **1701 DESCRIPTION**

The work shall consist of producing, transporting, placing and compacting of structural concrete including fixing formwork and temporary works etc. and incidental construction in accordance with these Specifications and in conformity with the lines, grades and dimensions, as shown on the drawings or as directed by the Engineer.

### **1702 MATERIALS**

All materials shall conform to Section 1000 of MORTH SPECIFICATION 5<sup>th</sup> Revision.

### **1703 GRADES OF CONCRETE**

1703.1 The grades of concrete shall be designated by the characteristic strength as given in Table 1700-1, where the characteristic strength is defined as the strength of concrete below which not more than 5 percent of the test results are expected to fall.

**Table 1700-1: Grades of Concrete**

Type of Concrete / Grade Designation			Characteristic Strength in MPa
Nominal Mix Concrete	Standard Concrete	High Performance Concrete	
M15	M15		15
M20	M20		20
	M25		25
	M30	M30	30
	M40	M35	35
	M45	M40	40
	M50	M45	45
		M50	50
		M55	55
		M60	60
		M65	65
		M70	70
		M75	75
		M80	80
		M85	85
		M90	90

1. Normal Mix Concrete is made on the basis of nominal mix proportioned by weight of its main ingredients - cement, coarse and fine aggregates and water.
2. Standard concrete is made on the basis of design mix proportioned by weight of its ingredients, which in addition to cement, aggregates and water, may contain chemical admixtures to achieve certain target values of various properties in fresh condition, achievement of which is monitored and controlled during production by suitable tests. Generally concrete of grades up to M50 are included in this type.
3. High Performance Concrete is similar to standard concrete but contains additional one or more mineral admixtures providing binding characteristics and partly acting as inert filler material which increases its strength, reduces its porosity and modifies its other properties in fresh as well as hardened condition. Concrete of grades upto M90 are included in this type.
4. For concrete of grades higher than M90, the design parameters may be obtained from specialized literature and experimental results.

**1703.2** The minimum grades of concrete and corresponding minimum cement content and maximum water/cement ratios for different exposure conditions shall be as indicated in Table 1700-2.

**1703.3** For concrete subjected to sulphate attack the minimum grades of concrete, minimum cement content and maximum water/cement ratios and types of cement for different concentration of sulphate content shall be as indicated in Table 1700-3.

**Table 1700-2: Requirement of Concrete for Different Exposure Condition using 20 mm Aggregate**

<b>Exposure Condition</b>	<b>Maximum Water Cement Ratio</b>	<b>Minimum Cement Content, kg/m<sup>3</sup></b>	<b>Minimum Grade of Concrete</b>
Moderate	0.45	340	M25
Severe	0.45	360	M30
Very Severe	0.40	380	M40



Note:

- i) All three provisions given in the above table for a particular exposure condition, shall be satisfied.
- ii) The term cement for maximum w/c ratio and minimum cement content shown in Table includes all cementitious materials mentioned in Clause 1715.2. The maximum limit of flyash and ground granulated blast furnace slag in the blended cement shall be as specified in 18:1489 (Part 1) and 18:455 respectively.
- iii) For plain cement concrete, with or without surface reinforcement, the minimum grade of concrete can be lowered by 5 MPa and maximum water/cement ratio exceeded by 0.05.

Cement content shown in the above table shall be increased by 40 kg/m<sup>3</sup> for use of 12.50 mm nominal size aggregates and decreased by 30 kg/m<sup>3</sup> for use of 40 mm nominal size aggregates.

**Table 1700-3: Requirement of Concrete Exposed to Sulphate Attack**

Class	Concentration of Sulphates as SO <sub>3</sub>			Type of Cement (Note ii)	Minimum Cement Contact kg/m <sup>3</sup>	Maximum Water/ Cement Ratio	Minimum Grade of Concrete
	In Soil		In Ground Water, g/l				
	Total SO <sub>3</sub> %	SO <sub>3</sub> in 2:1 Water: Soil Extract, g/l					
1	Traces	<1.0	<0.3	-OPC, PPC, PSC	280	0.5	M25
2	2.0 to 0.5	1.0 to 1.9	0.3 to 1.2	-OPC, PPC, PSC – SRPC	330	0.5	M25
3	0.5 to 1.0	1.9 to 3.1	1.2 to 2.5	-SRPC, - PPC or PSC	330	0.5	M25
					350	0.45	M30
4	1.0 to 2.0	3.1 to 5.0	2.5 to 5.0	-SRPC	370	0.45	M35
5	>2.0	>5.0	>5.0	-SRPC with protective coating	400	0.4	M40

**Note:** If the requirements of maximum water/cement ratio, minimum grade of concrete and minimum cement content from other durability considerations as given in Table 1700-2 are more stringent than those given in this table, then the former will govern.

OPC: Ordinary Portland Cement, PPC: Portland Pozzolona Cement. PSC: Portland Slag Cement, SRPC: Sulphate Resisting Portland cement.

The minimum cement content shall be as low as possible but not less than the quantities specified in Table 1700-2 and 1700-3.

The maximum cement content excluding any mineral admixtures (Portland cement component alone) shall not exceed 450 kg/cu.m.

**1703.4** Concrete used in any component or structure shall be specified by designation along with prescribed method of design of mix i.e. 'DesignMix' or 'NominalMix'. For all items of concrete, only design mix shall be used, except where nominal mix concrete is permitted as per drawing or by the Engineer. Nominal mix may be permitted only for minor bridges and culverts or other incidental construction, where strength requirements are up to M 20 only. Nominal mix may also be permitted for non-structural concrete or for screed below open foundations.

**1703.5** If the Contractor so proposes, the Engineer may permit the use of concrete of higher grade than that specified on the drawing, provided the higher grade concrete meets the specifications applicable. The additional cost of such higher grade concrete shall be borne by the Contractor.

## **1704 PROPORTIONING OF CONCRETE**

Prior to the start of construction, the Contractor shall design the mix in case of design mix concrete or propose nominal mix in case of nominal mix concrete, and submit to the Engineer for approval, the proportions of materials, including admixtures to be used. Water-reducing admixtures (including plasticisers or super-plasticisers) may be used at the Contractor's option, subject to the approval of the Engineer.

### **1704.1 Requirements of Consistency**

The mix shall have the consistency which will allow proper placement and compaction in the required position. Every attempt shall be made to obtain uniform consistency. Slump test shall be used to measure consistency of the concrete.

The optimum consistency for various types of structures shall be as indicated in Table 1700-4, or as directed by the Engineer. The slump of concrete shall be checked as per IS:516.

**Table 1700-4: Requirements of Consistency**

Type		Slump (mm) (at the Time of Placing of Concrete)
1	a) Structure with exposed inclined surface requiring low slump concrete to allow proper compaction	25
	b) Plain Cement concrete	25
3	RCC structure with widely spaced reinforcements; e.g. solid columns, piers, abutment, footing, well steining	40-50
3	RCC structure with fair degree of congestion of reinforcement; e.g. pier and abutment caps, box	50-75

	culverts, well curb, well cap, walls with thickness greater than 300 mm	
4	RCC and PSC structure with highly congested reinforcements e.g. deck slab girders, box girder, walls with thickness less than 300 mm	75-125
5	Under water concreting through tremie e.g. bottom plug, cast in-situ piling	150-200

Notwithstanding the optimum consistency indicated against SI. No. 1 to 3, the situation should be properly assessed to arrive at the desired workability with the adjustment of admixture in each case, where the concrete is to be transported through transit mixer and placed using concrete pump. Under these circumstances, the optimum consistency during placement for the items of work of SI. No. 1 to 3, can be considered ranging from 75 mm to 150 mm. This is, however, subject to satisfying the other essential criteria of strength, durability etc. and approval of the Engineer.

## **1704.2 Requirements for Design Mixes**

### **1704.2.1 Target Mean Strength**

The target mean strength of specimen shall exceed the specified characteristic compressive strength by at least the current margin.

- i) The current margin for a concrete mix shall be determined by the Contractor and shall be taken as 1.64 times the standard deviation of sample test results taken from at least 40 separate batches of concrete of nominally similar proportions produced at site by the same plant under similar supervision, over a period exceeding 5 days, but not exceeding 6 months.
- ii) Where there is insufficient data to satisfy the above, the current margin for the initial design mix shall be taken as given in Table 1700-5 :

**Table 1700-5: Current Margin for Initial Design Mix**

Concrete Grade	Current Margin (MPa)	Target Mean Strength (MPa)
M15	10	25
M20	10	30
M25	11	36
M30	12	42
M35	12	47
M40	12	52
M45	13	58
M50	13	63
M55	14	69
M60	14	74
M65	15	80
M70	15	85
M75	15	90
M80	15	95
M85	16	101
M90	16	106

The initial current margin given in Table 1700-5 shall be used till sufficient data is available to determine the current margin as per Sub-Clause 1704.2.1 (i).

### **1704.2.2 Trial Mixes**

The Contractor shall give notice to the Engineer to enable him to be present at the time of carrying out trial mixes and preliminary testing of the cubes. Prior to commencement of trial mix design, all materials forming constituents of proposed design mix should have been tested and approval obtained in writing from the Engineer. Based on test results of material draft mix design calculation for all grades of concrete to be used in the works, shall be prepared after taking into account the provisions in the Contract Technical Specifications Guidelines of IS:10262, IS:SP:23 and IRC:112 and submitted to the Engineer for approval. Prior to commencement of concreting, trial mix design shall be performed for all grades of concrete and trial mix which has been found successful, shall be submitted by the Contractor and approval obtained. During concreting with the approved trial mix design, if source of any constituents is changed, the mix design shall be revised and tested for satisfying the strength requirements. -

The initial trial mixes shall be carried out in a laboratory approved by the Engineer. However, Engineer may permit the initial trial mixes to be prepared at the site laboratory of the Contractor, if a full fledged concrete laboratory has been established well before the start of construction, to his entire satisfaction. Sampling and testing procedures shall be in accordance with these Specifications.

When the site laboratory is utilized for preparing initial mix design, the concrete production plant and means of transport employed to make the trial mixes shall be similar to those proposed to be used in the works.

For each trial mix, a set of six cubes shall be made from each of three consecutive batches for purposes of testing. Three cubes from each set of six shall be tested at an age of 28 days and three at an earlier age approved by the Engineer. The cubes shall be made, cured, stored, transported and tested in accordance with these Specifications. The mean strength of the nine cubes at 28 days shall exceed the specified characteristic strength by the current margin minus 3.5 MPa.

### **1704.2.3 Control of Strength of Design Mixes**

#### **a) Adjustment to Mix Proportions**

Adjustment to mix proportions arrived at in the trial mixes, shall be made subject to the Engineer's approval, in order to minimize the variability of strength and to maintain the target mean strength. Such adjustments shall not be taken to imply any change in the current margin.

#### **b) Change of Current Margin**

When required by the Engineer, the Contractor shall recalculate the current margin in accordance with clause 1704.2.1. The recalculated value shall be adopted as directed by the Engineer, and it shall become the current margin for concrete produced thereafter.

#### **c) Additional Trial Mixes**

In case any changes are observed in the properties of fresh concrete and/or strength of hardened concrete on the basis of early age tests, additional mixes and tests shall be carried out during production, so as to control and bring the quality of concrete within acceptable limits. In case of any change in the source or properties of materials, the design of mix shall be established afresh.

### **1704.3 Requirements of Nominal Mix Concrete**

Requirements for nominal mix concrete unless otherwise specified shall be as given in Table 1700-6.

**Table 1700-6: Requirements for Nominal Mix Concrete**

Concrete Grade	Total Quantity of dry Aggregate by mass per 50 kg of cement to be taken as the Sum of individual masses of fine and coarse Aggregate	Proportion of Fine to Coarse Aggregate (by Mass)	Maximum Quantity of water for 50 kg of Cement (Litres)	
			PCC	RCC
M15	350	Generally 1:2, subject to upper limit 1:1.5 and lower limit of 1:2.5	25	
M20	250		2	22

#### **1704.4 Additional Requirements**

Concrete shall meet any other requirements as specified on the drawing or as directed by the Engineer. The overall limits of deleterious substances in concrete shall be as follows:

- a) Total acid soluble chloride content in the concrete mix expressed as chloride ions shall not exceed the following values by mass of cement.

Prestressed concrete	0.10 percent
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Reinforced concrete (in severe, very severe or extreme exposure condition)	0.20 percent
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Reinforced concrete in moderate exposure condition	0.30 percent
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- b) The total water soluble sulphate content of the concrete mix expressed as SO<sub>3</sub>, shall not exceed 4 percent by mass of cement in the mix.

For concrete made with Portland pozzolona cement, Portland blast furnace slag cement or mineral admixtures, the setting time and rate of gain of strength are different from those for concrete made with OPC alone. Such modified properties shall be taken into account while deciding the de-shuttering time, curing period, early age loading and time of prestressing. Additional cube samples may be required to be taken for verifying the concrete properties.

#### **1704.5 Suitability of Proposed Mix Proportions**

The Contractor shall submit the following information for the Engineer's approval :

- a) Nature and source of each material
- b) Quantities of each material per cubic metre of fully compacted concrete
- c) Either of the following :
  - i) Appropriate existing data as evidence of satisfactory previous performance for the target mean strength, current margin, consistency and water/cement ratio and any other additional requirement (s) as specified.
  - ii) full details of tests on trial mixes.
- d) Statement giving the proposed mix proportions for nominal mix concrete

Any change in the source of material or in the mix proportions shall be subject to the Engineer's prior approval.

#### **1704.6 Checking of Mix Proportions and Water/Cement Ratio**

In proportioning concrete, the quantity of both cement and aggregate shall be determined by weight. Where the weight of cement per bag as given by the manufacturer is accepted, a reasonable number of bags shall be weighed separately to check the net weight. Where cement is weighed from bulk stock at site and not by bag, it shall be weighed separately from the aggregates. Water shall either be measured by volume in calibrated tanks or weighed. All measuring equipment shall be maintained in a clean and serviceable condition. Their accuracy shall be periodically checked.

The specified water/cement ratio shall always be kept constant and at its correct value. To this end, moisture content in both fine and coarse aggregates shall be determined as frequently as possible, the frequency for a given job being determined by the Engineer according to the weather conditions. The amount of water to be added shall then be adjusted to compensate for variations in the moisture content. For the determination of moisture content in the aggregates 18:2386 (Part III) shall be referred. Suitable adjustments shall also be made in the weight of aggregates to allow for their variation in weight due to variation in their moisture content.

#### **1704.7                      Grading of Aggregates for Pumped Concrete**

Materials for pumped concrete shall be batched consistently and uniformly. Maximum size of aggregate shall not exceed one-third of the internal diameter of the pipe.

The grading of aggregates shall be continuous and shall have sufficient ultra fine materials (material finer than 0.25 mm). Proportion of fine aggregates passing through 0.25 mm shall be between 15 and 30 percent and that passing through 0.125 mm sieve shall not be less than 5 percent of the total volume of aggregate. Admixtures to increase workability can be added. When pumping long distances and in hot weather, set-retarding admixtures can be used. Fluid mixes can be pumped satisfactorily after adding plasticisers and super plasticisers. Suitability of concrete shall be verified by trial mixes and by performing pumping test.

### **1705                      ADMIXTURES**

#### **1705.1                      Chemical Admixtures**

Chemical admixtures such as superplasticisers, or air entraining, water reducing, accelerating and retarding agents for concrete, may be used with the approval of the Engineer.

As the selection of an appropriate concrete admixture is an integral part of the mix design, the manufacturers shall recommend the use of any one of their products only after obtaining complete information of all the actual constituents of concrete as well as methodologies of manufacture, transportation and compaction of concrete proposed to be used in the work. Admixtures/additives conforming to IS:9103 may be used subject to approval of the Engineer. However, admixtures/additives generating hydrogen or nitrogen and containing chlorides, nitrates, sulphides, sulphates or any other material likely to adversely affect the steel or concrete, shall not be permitted.

The general requirements for admixtures are given in Clause 1007 of these Specifications. Compatibility of the admixtures with the cement and any other pozzolona or hydraulic addition shall be ensured by for avoiding the following problems

- i) Requirement of large dosage of super plasticiser for achieving the desired workability,
- ii) Excessive retardation of setting,
- iii) Excessive entrainment of large air bubbles,
- iv) Unusually rapid stiffening of concrete,
- v) Rapid loss of slump
- vi) Excessive segregation and bleeding.

## 1705.2 Mineral Admixtures

For use of mineral admixtures, refer Clauses 1714.1 and 1715.2.

## 1706 SIZE OF COARSE AGGREGATES

The size (maximum nominal) of coarse aggregates for concrete to be used in various components shall be as given in Table 1700-7.

**Table 1700-7: Maximum Nominal Size of Coarse Aggregates**

Components		Maximum Nominal Size of Coarse Aggregate (mm)
i)	RCC well curb	20
ii)	RCC/PCC well steining	40
iii)	Well cap or Pile Cap Solid type pier and abutment	40
iv)	RCC work in girder, slabs wearing coat, kerb, approacheslab, hollow piers and abutments, pier/abutment caps,piles	20
V)	PSC Work	20
vi)	Any other work	As specified by the Engineer

Maximum nominal size of aggregates shall also be restricted to the smaller of the following values:

- a) 10 mm less than the minimum lateral clear distance between individual reinforcements
- b) 10 mm less than the minimum clear cover to the reinforcement
- c) One quarter of minimum thickness of member

The proportions of the various individual sizes of aggregates shall be so adjusted that the grading produces the densest mix and the grading curve corresponds to the maximum nominal



Unless specified otherwise, equipment for production, transportation and compaction of -concrete shall be as under:

a) Production of Concrete :

- i) For overall bridge length of less than 200 m - batch type concrete mixer, diesel or electric operated, with a minimum size of 200 litres automatic water measuring system and integral weigher (hydraulic/pneumatic type).
- ii) For overall bridge length of 200 m or more - concrete batching and mixing plant fully automatic, with minimum capacity of 15 cum per hour.

All measuring devices of the equipment shall be maintained in a clean and serviceable condition. Their accuracy shall be checked over the range in use, when set up at each site and thereafter, periodically as directed by the Engineer. Size adopted for the concrete mix.

The accuracy of the measuring devices shall fall within the following limits :

Measurement of Cement	± 3 percent of the quantity of cement in each batch
Measurement of Water	± 3 percent of the quantity of water in each batch
Measurement of Aggregate	± 3 percent of the quantity of aggregate in each batch
Measurement of Admixture	± 3 percent of the quantity of admixture in eqch batch

b) Transportation of Concrete:

- i) Concrete dumpers      minimum 2 tonnes capacity
- ii) Powered hoists      minimum 0.5 tonne capacity
- iii) Chutes
- iv) Buckets handled by cranes
- v) Transit truck mixer
- vi) Concrete pump
- vii) Concrete distributor booms
- viii) Belt conveyor
- ix) Cranes with skips
- x) Tremies

c) For Compaction of Concrete:

- i) Internal vibrators      size 25 mm to 70 mm
- ii) Form vibrators      minimum 500 watts
- iii) Screed vibrators      full width of carriageway (upto two lanes)

## **1708 BATCHING, MIXING, TRANSPORTING, PLACING AND COMPACTION**

### **1708.1 General**

Prior to start of concreting, the Contractor shall submit for approval of the Engineer, his programme along with list of equipment proposed to be used by him for batching, mixing, transporting and placing concrete.

### **1708.2 Batching of Concrete**

In batching concrete:

- The quantity of cement, aggregate and mineral admixtures, if used, shall be determined by mass.
- Chemical admixtures, if solid, shall be determined by mass.
- Liquid admixtures may be measured in volume or mass, and Water shall be weighed or measured by volume in a calibrated tank

The concrete shall be sourced from on-site or off-site batching and mixing plants, or from approved Ready Mixed Concrete plants, preferably having quality certification.

Except where supply of properly graded aggregate of uniform quality can be maintained over a period of work, the grading of aggregate should be controlled by obtaining the coarse aggregate in different sizes and blending them in the right proportions when required, the different sizes being stocked in separate stock piles. The materials should be stock piled several hours, preferably a day before use. The grading of coarse and fine aggregate should be checked as frequently as possible to ensure that the specified grading is maintained.

The water/cement ratio shall always be maintained constant at its correct value. To this end, determination of moisture content in both fine and coarse aggregates shall be made as frequently as possible, depending on weather conditions. The amount of added water shall be adjusted to compensate for any observed variations in the moisture content. To allow for the variation in mass of aggregate due to variation in moisture content, suitable adjustment in the mass of aggregate, shall also be made. Accurate control shall be kept on the quantity of mixing water, which when specified, shall not be changed without approval.

### **1708.3 Mixing Concrete**

#### **1708.3.1 Mixing at Site**

All concrete shall be machine mixed. In order to ensure uniformity and good quality of concrete the ingredients shall be mixed in a power driven batch mixer with hopper and suitable weigh batching arrangement or in a central mix plant. Hand mixing shall not be permitted. The mixer or the plant shall be at an approved location considering the properties of the mixes and the transportation arrangements available with the Contractor. The mixer or the plant shall be approved by the Engineer.

Mixing shall be continued till materials are uniformly distributed, a uniform colour of the entire mass is obtained and each individual particle of the coarse aggregate shows complete coating of mortar containing its proportionate amount of cement. In no case shall mixing be done for less than 2 minutes. It shall be ensured that the mixers are not loaded above their rated capacities and are operated at a speed recommended by the manufacturer. When mineral admixtures are added at the mixing stage,

their thorough and uniform blending with cement shall be ensured, if necessary by longer mixing time. The addition of water after the completion of the initial mixing operation, shall not be permitted.

Mixers which have been out of use for more than 30 minutes shall be thoroughly cleaned before putting in a new batch and also before changing from one type of cement to another.

### **1708.3.2 Ready Mix Concrete**

Use of ready mix concrete proportioned and mixed off the project site and delivered to site in a freshly mixed and unhardened state conforming to 18:4926, shall be allowed with the approval of the Engineer.

## **1708.4 Transporting Concrete**

Mixed concrete shall be transported from the place of mixing to the place of final deposit as rapidly as possible by methods which will prevent the segregation or loss of the ingredients. The method of transporting or placing of concrete shall be approved by the Engineer. Concrete shall be transported and placed as near as practicable to its final position so that no contamination, segregation or loss of its constituents materials take place.

Concrete may be transported by transit mixers or properly designed buckets or by pumping. Transit mixers or other hauling equipment when used should be equipped with the means of discharge of concrete without segregation. During hot or cold weather, concrete shall be transported in deep containers. Other suitable methods to be reduce the loss of water by evaporation in hot weather and heat loss in cold weather may also be adopted.

When concrete is conveyed by chute, the plant shall be of such size and design as to ensure practically continuous flow. Slope of the chute shall be so adjusted that the concrete flows without excessive quantity of water and without any segregation of its ingredients. The delivery end of the chute shall be as close as possible to the point of deposit. The chute shall be thoroughly flushed with water before and after each working period and the water used for this purpose shall be discharged outside the formwork.

In case concrete is to be transported by pumping, the fresh concrete should have adequate fluidity and cohesiveness to be pumpable. Proper concrete mix proportioning and initial trials should ensure this. The conduit shall be primed by pumping a batch of mortar through the line to lubricate it. Once the pumping is started, it shall not be interrupted, as concrete standing idle in the line is liable to cause plug. The operator shall ensure that some concrete is always there in the pump'sreceiving hopper during operation. The lines shall always be maintained clean and free of dents.

Pipelines from the pump to the placing area shall be laid with minimum bends. For large quantity placements, standby pumps shall be available. Suitable air release valves, shutoff valves etc. shall be provided as per site requirements. The pumping of priming mix i.e. rich mix of creamy consistency, to lubricate the concrete pump and pipelines, shall precede the pumping of concrete. Continuous pumping shall be done to the extent possible. After concreting, the pipelines and accessories shall be cleaned immediately. The pipes for pumping shall not be made of material which has adverse effect on concrete. Aluminium alloy pipelines shall not be used.

## **1708.5                      Placing of Concrete**

All formwork and reinforcement contained in it shall be cleaned and made free from standing water, dust, snow or ice immediately before placing of concrete.

No concrete shall be placed in any part of the structure until the approval of the Engineer has been obtained. If concreting is not started within 24 hours of the approval being given, the approval shall have to be obtained again from the Engineer. Concreting shall proceed continuously over the area between the construction joints. Fresh concrete shall not be placed against concrete which has been in position for more than 30 minutes, unless a proper construction joint is formed.

The concrete shall be deposited as nearly as practicable in its original position to avoid re-handling. Methods of placing should be such as to preclude segregation. Care should be taken to avoid displacement of reinforcement or movement of formwork. To achieve this, concrete should be lowered vertically in the form and horizontal movement of concrete inside the forms should, as far as practicable, be minimised.

The concrete shall be placed and compacted before its initial setting so that it is amenable to compaction by vibration. The workability of concrete at the time of placement shall be adequate for the compaction equipment to be used. If there is considerable time gap between mixing and placing of concrete, as in the case of ready mixed concrete plants or off-site batching and mixing plants, concrete mix shall be designed to have appropriately higher workability at the time of discharge from the mixer, in order to compensate the loss of workability during transit. This is generally achieved by suitable chemical admixtures. Keeping these considerations in view, the general requirement for ready mixed concrete plants or off-site batching and mixing plants, is that concrete shall be discharged from the truck mixer within two hours of the time of loading. A longer period may be permitted if suitable retarding admixtures are used.

In wall forms, drop chutes attached to hoppers at the top should preferably be used to lower concrete to the bottom of the form. As a general guidance, the permissible free fall of concrete may not exceed 1.5 metres and under no circumstances shall it be more than 2 metres. When free fall of larger height is involved, self compacting concrete having adequate fluidity, cohesiveness and viscosity and which uniformly and completely fills every corner of the formwork by its own weight without segregation, shall be used.

Except where otherwise agreed to by the Engineer, concrete shall be deposited in horizontal layers to a compacted depth of not more than 450 mm when internal vibrators are used and not more than 300 mm in all other cases.

Concrete when deposited shall have temperature of not less than 5°C and preferably not more than 30°C and in no case more than 40°C. In case of site mixing, fresh concrete shall be placed and compacted in its final position within 30 minutes of its discharge from the mixer. When the concrete is carried in properly designed agitator operating continuously, the concrete shall be placed and compacted within 1 hour of the addition of cement to the mix and within 30 minutes of its discharge from the agitator. It may be necessary to add retarding admixtures to concrete, if trials show that the periods indicated above are unacceptable. In all such matters, the Engineer's decision shall be final.

## **1708.6                      Compaction of Concrete**

Concrete shall be thoroughly compacted by vibration or other means during placing and worked around the reinforcement, tendons or duct formers, embedded fixtures and into corners of the formwork to produce a dense homogeneous void-free mass having the required surface finish. When vibrators are used, vibration shall be done continuously during the placing of each batch of concrete until the expulsion of air has practically ceased and in a manner that does not promote segregation. Over-vibration shall be avoided to minimize the risk of forming a weak surface layer. When external vibrators are used, the design of formwork and disposition of vibrator shall be such as to ensure efficient compaction and to avoid surface blemishes. Vibrations shall not be applied through reinforcement and where vibrators of immersion type are used, contact with reinforcement and all inserts like ducts etc., shall be avoided.

When internal vibrators are used, they shall be inserted vertically to the full depth of the layer being placed and ordinarily shall penetrate the layer below for a few centimetres. The vibrator should be kept in place until air bubbles cease escaping from the surface and then withdrawn slowly to ensure that no hole is left in the concrete, care being taken to see that it remains in continued operation while being withdrawn. The internal vibrators shall be inserted in an orderly manner and the distance between insertions should be about one and half times the radius of the area visibly affected by vibration. Additional vibrators in serviceable condition shall be kept at site so that they can be used in the event of breakdown.

Mechanical vibrators used shall comply with 18:2502, 18:2506, 18:2514 and 18:4656.

## **1709 CONSTRUCTION JOINTS**

Construction joints shall be avoided as far as possible. In no case shall the locations of such joints be changed or increased from those shown on the drawings except with the express approval of the Engineer.

Joints should be positioned where they are readily accessible for preparation and concreting. Construction joints should be positioned to minimize the effects of the discontinuity of the durability, structural integrity and appearance of the structure. As far as possible, joints should be provided in non-aggressive zones, but if joints in aggressive zones cannot be avoided, they should be sealed. Joints should be located away from the regions of maximum stress caused by loading; particularly where shear and bond stresses are high.

In beams and slabs joints should not be near the supports. Construction joints between slabs and ribs in composite beams, shall be avoided. For box girders, there shall be no construction joint between the soffit and webs.

Joints should be either vertical or horizontal. For a vertical construction joint, the lifts of concrete shall finish level or at right angles to the axis of the member. Concreting shall be continued right up to the joint.

Before resuming work at a construction joint when concrete has not yet fully hardened, all laitance shall be removed thoroughly. The surface shall be roughened, taking care to avoid dislodgement of coarse aggregates. Concrete shall be brushed with a stiff brush soon after casting, while the concrete has only slightly stiffened. If the concrete has partially hardened, it may be treated by wire brushing or with a high pressure water jet, followed by drying with an air jet, immediately before the new concrete is placed.

Fully hardened concrete shall be treated with mechanical hand tools or grit blasting, taking care not to split or crack aggregate particles. The practice of first placing a layer of mortar or grout when concreting joints, shall be avoided. The old surface shall be soaked with water, without leaving puddles, immediately before starting concreting. The new concrete shall be thoroughly compacted against it.

Where there is likely to be a delay before placing the next concrete lift, protruding reinforcement shall be protected. In all cases, where construction joints are made, the joint surface shall not be contaminated with release agents, dust, or sprayed curing membrane and reinforcement shall be firmly fixed in position at the correct cover.

The sequence of concreting, striking of forms and positioning of construction joints for every individual structure, shall be decided well in advance of the commencement of work.

## **1710 CONCRETING UNDER WATER**

When it is necessary to deposit concrete under water, the methods, equipment, materials and proportions of mix to be used, shall be got approved from the Engineer before any work is started.

Concrete shall not be placed in water having a temperature below 5°C. The temperature of the concrete, when deposited, shall not be less than 16°C, nor more than 30°C.

Coffer dams or forms shall be sufficiently tight to ensure still water conditions, if practicable, and in any case to reduce the flow of water to less than 3 m per minute through the space into which concrete is to be deposited. Coffer dams or forms in still water shall be sufficiently tight to prevent loss of mortar through the joints in the walls. Pumping shall not be done while concrete is being placed, or until 24 hours thereafter. To minimise the formation of laitance, care shall be exercised not to disturb the concrete as far as possible while it is being deposited.

All under water concreting shall be carried out by tremie method only. The number and spacing of the tremies should be worked out to ensure proper concreting. However, it is necessary to have a minimum number of 2 tremies for any concreting operation, so that even if one of the tremies goes out of commission during concreting, the other one can be used to complete the work. The tremie concreting when started should continue without interruption for the full height of the member being concreted. The capacity of the concrete production and placement equipment should be sufficient to enable the underwater concreting to be completed uninterrupted within the stipulated time. The top section of the tremie shall have a hopper large enough to hold one full batch of the mix or the entire contents of the transporting bucket, as the case may be. The tremie pipe shall not be less than 200 mm in diameter and shall be large enough to allow a free flow of concrete and strong enough to withstand the external pressure of the water in which it is suspended, even if a partial vacuum develops inside the pipe.-

Preferably, flanged steel Pipe of adequate strength shall be used. A separate lifting device shall be provided for each tremie pipe with its hopper at the upper end. Unless the lower end of the pipe is equipped with an approved automatic check valve, the upper end of the pipe shall be plugged with a wadding of gunny sacking or other approved material before delivering the concrete to the tremie pipe through the hopper, so that when the concrete is forced down from the hopper to the pipe, it will force the plug (and along with it any water in the pipe) down the pipe and out of the bottom end, thus establishing a continuous stream of concrete. It will be necessary to raise the tremie slowly in order to allow a uniform flow of concrete. At all times after placing of concrete is started and until all the required quantity has been placed, the lower end of the tremie pipe shall be kept below the surface

of the plastic concrete and shall not be taken out of concrete. This will cause the concrete to build up from below instead of flowing out over the surface and thus avoid formation of layers of laitance. It is advisable to use retarders or suitable super plasticizers to retard the setting time of concrete, which shall be established before the commencement of work.

## **1711 CONCRETING IN EXTREME WEATHER**

### **1711.1 Concreting in Cold Weather**

Where concrete is to be deposited at or near freezing temperature, precautions shall be taken to ensure that at the time of placing, it has a temperature of not less than 5°C and that the temperature shall be maintained above 4°C until the concrete has hardened. When necessary, concrete ingredients shall be heated before mixing but cement shall not be heated artificially other than by the heat transmitted to it from other ingredients of the concrete. Stock-Co piled aggregate may be heated by the use of dry heat or steam. Aggregates shall not be heated directly by gas or on sheet metal over fire. In general, the temperature of aggregate or water shall not exceed 65°C. Salt or other chemicals shall not be used for the prevention of freezing. No frozen material or materials containing ice shall be used. All concrete damaged by frost shall be removed. Concrete exposed to freezing weather shall have entrained air and the water content of the mix shall not exceed 30 litres per 50 kg of cement. To counter slower 17 setting of concrete, accelerators can be used with the approval of the Engineer. However, accelerators containing chloride shall not be used.

### **1711.2 Concreting in Hot Weather**

When depositing concrete in hot weather, precautions shall be taken so that the temperature of wet concrete does not exceed 30°C while placing. This shall be achieved by using chilled mixing water, using crushed ice as a part of mixing water, shading stock piles of aggregates from direct rays of the sun, sprinkling the stock piles of coarse aggregate with water to keep them moist, limiting temperature of cement below 30°C at the time of use, starting curing before concrete dries out and restricting time of concreting as far as possible to early mornings and late evenings. When ice is used to cool mixing water, it will be considered as part of the water in design mix. Under no circumstances shall the mixing operation be considered complete until all ice in the mixing drum has melted. The Contractor will be required to state his methodology for the Engineer's approval when temperatures of concrete are likely to exceed 30°C during the work.

## **1712 PROTECTION AND CURING**

### **1712.1 General**

Concreting operations shall not commence until adequate arrangements for concrete curing have been made by the Contractor. Curing and protection of concrete shall start immediately, after compaction of the concrete.

The concrete shall be protected from:

- a) Premature drying out particularly by solar radiation and wind
- b) High internal thermal gradients
- c) Leaching out by rain and flowing water
- d) Rapid cooling during the first few days after placing
- e) Low temperature or frost
- f) Vibration and impact which may disrupt the concrete and interfere with its bond to the reinforcement.
- g) Vibration caused by traffic including construction traffic.

Concrete shall be protected, without allowing ingress of external water, by means of wet (not dripping) gunny bags, hessian etc. Once the concrete has attained some degree of hardening (approximate 12 hrs after mixing), moist curing shall commence and be continued through the requisite period. Where members are of considerable size and length, with high cement content, accelerated curing methods may be applied, as approved by the Engineer.

### **1712.2 Water Curing**

Water for curing shall be as specified in Section 1000 of these specifications.

Sea water shall not be used for curing. Sea water shall not come into contact with concrete members before they have attained adequate strength.

The concrete should be kept constantly wet by ponding or covering or use of sprinklers/ perforated pipes for a minimum period of 14 days after concreting, except in the case of concrete with rapid hardening cement, where it can be reduced to 5 days. Water should be applied on surfaces after the final set. Curing through watering shall not be done on green concrete. On formed surfaces, curing shall start immediately after the forms are stripped. The concrete shall be kept constantly wet with a layer of sacking, canvas, hessian or similar absorbent material.

### **1712.3 Steam Curing**

Where steam curing is adopted, it shall be ensured that it is done in suitable enclosure to contain the live steam in order to minimize moisture and heat losses. The initial application of the steam shall be after about four hours of placement of concrete to allow the initial set of the concrete to take place.

Where retarders are used, the waiting period before application of the steam shall be increased to about six hours.

The steam shall be at 100 percent relative humidity to prevent loss of moisture and to provide excess moisture for proper hydration of the cement. The application of steam shall not be directly on the concrete. Steam curing is applied in enclosures or tunnels through which concrete members are transported on a conveying system. Alternatively, portable enclosures or plastic covers are placed over precast members and steam is supplied to the enclosures. The rate of increase or decrease of temperature should not be more than 10°C to 20°C per hour and the maximum temperature shall be about 70°C. The maximum temperature shall be maintained until the concrete has attained the desired strength required at the end of steam curing period and shall be decided by prior trials. When steam curing is discontinued, the air temperature shall not drop at a rate exceeding 10°C per hour, until a temperature of about 10°C above the ambient temperature outside has been reached. Steam curing of concrete shall be followed by water curing for at least 7 days. The concrete shall not be exposed to temperatures below freezing for at least six days after curing.

### **1712.4 Curing Compound**

Membrane forming curing compounds consisting of waxes, resins, chlorinated rubbers etc. may be permitted by the Engineer in special circumstances. Curing compounds shall not be used on any surface which requires further finishing to be applied. All construction joints shall be moist cured and no curing compound shall be permitted in locations where concrete surfaces are required to be bonded together.



Liquid membrane forming compounds shall conform to ASTM C 309 and the curing efficiency shall be as per ASTM C 156.

Curing compounds shall be continuously agitated during use. All concrete cured by this method shall receive two applications of the curing compound. The first coat shall be applied immediately after acceptance of concrete finish. If the surface is dry, the concrete shall be saturated with water and curing compound applied as soon as the surface film of water disappears. The second application shall be made after the first application has set. Placement in more than two coats may be required to prevent streaking.

The membrane formed shall be stripped off after 14 days, when curing is complete. Impermeable membranes, such as sheet materials for curing concrete conforming to ASTM C 171 or polyethylene sheeting covering closely the concrete surface, may also be used to provide effective barrier against Evaporation.

## **1713 FINISHING**

Immediately after the removal of forms, exposed bars or bolts, if any, shall be cut inside the concrete member to a depth of at least 50 mm below the surface of the concrete and the resulting holes filled with cement mortar. All fins caused by form joints, all cavities produced by the removal of form ties and all other holes and depressions, honeycomb spots, broken edges or corners, and other defects, shall be thoroughly cleaned, saturated with water and carefully pointed and rendered true with mortar.

The mortar shall be of cement and fine aggregate mixed in the proportions used in the grade of concrete that is being finished and of as dry a consistency as possible. Considerable pressure shall be applied in filling and pointing to ensure thorough filling in all voids. Surfaces which have been pointed shall be kept moist for a period of twenty four hours. Special pre-packaged proprietary mortars shall be used where appropriate or where specified in the drawing.

All construction and expansion joints in the completed work shall be left carefully tooled and free from any mortar and concrete. Expansion joint filler shall be left exposed for its full length with clean and true edges.

Immediately on removal of forms, the concrete work shall be examined by the Engineer before any defects are made good. The work that has sagged or contains honeycombing to an extent detrimental to structural safety or architectural appearance of the member, shall be rejected. Surface defects of a minor nature may be accepted. On acceptance of such work, the same shall be rectified as directed by the Engineer.

## **1714 CONCRETE WITH BLENDED CEMENTS OR MINERAL ADMIXTURES**

### **1714.1 Production of Concrete**

In order to improve the durability of the concrete, use of blended cement or blending of mineral admixtures, is permitted. The maximum limit of flyash and ground granulated blast furnace slag in concrete, shall be as specified in Clause 1715.2. Blending at site shall be permitted only through a specific facility with complete automated process control to achieve the specified design quality or through RMC plants with similar facility.

### **1714.2 Modified Properties**

For concrete made with Portland Pozzolona Cement, Portland Blast furnace slag cement or mineral admixtures, the setting time and rate of gain of strength are different from those of concrete made with OPC alone. Cognizance of such modified properties shall be taken in deciding de-shuttering time, initial time of prestressing, curing period and for early age loading.

### **1714.3 Compatibility of Chemical Admixtures**

Compatibility of chemical admixtures and super plasticizers with Portland Pozzolona cement Portland blast furnace slag cement and mineral admixtures shall be ensured by trials outlined in Clause 1705.

### **1714.4 Additional Tests**

In addition to the strength tests prescribed in other Sections of these Specifications, the following additional tests are required to be carried out from considerations of durability.

i) **Rapid Chloride Ion Permissibility Test**

Rapid Chloride Ion permeability test on as per ASTM C 1202 at 56 days for extreme, very severe and severe conditions of exposure. The permissible value of Chloride-Ion permeability for extreme condition 800 Coulombs very severe condition 1200 coulombs and severe exposure condition 1500 coulombs.

ii) **Water Permeability Test**

Water permeability test as per DIN: 1048 Part 5-1991 shall be carried out as described in Clause 1717.2.5.5.

## **1715 HIGH PERFORMANCE CONCRETE**

### **1715.1 General**

High Performance Concrete shall be used where special performance requirements of high strength, high early strength, high workability, low permeability and high durability for severe service environments, are required. Production and use of such concrete in the field shall be carried out with high degree of uniformity between batches and very stringent quality control.

### **1715.2 Materials**

Cement, mineral admixtures, chemical admixtures, aggregates and water shall conform to Section 1000 of these Specifications and this Section.

Flyash when used, shall neither be less than 20 percent nor shall be greater than 35 percent of the total by mass of ordinary Portland cement and flyash and shall conform to grade-1 of IS:3812.

Ground granulated blast furnace (GGBS) slag when used, shall neither be less than 50 percent nor greater than 70 percent of the total mass of ordinary Portland cement and GGBS and shall conform to 18:12089.

Silica fume conforming to 18:15388 shall be used.

The cement content of concrete inclusive of any mineral admixtures shall not be less than 380 kg/m<sup>3</sup>. The cement content excluding any mineral admixtures (Portland cement content alone) shall not exceed 450 kg/m<sup>3</sup> • The water/cement (cement plus all cementitious materials) ratio should generally not exceed 0.33 but in no case shall be more than 0.40.

### **1715.3 Compatibility of Admixtures**

Compatibility of the superplasticiser and admixtures with the cement and any other Pozzolanic or hydraulic dilutes shall be ensured by trials as outlined under Clause 1705.

## 1715.4 Characteristic Strength and Target Mean Strength

Characteristic strength and the initial target mean strength of concrete, shall be as given in Table 1700-8.

The target mean strength shall be calculated as per Clause 1704.2 after obtaining data on standard deviation from sufficient samples.

**Table 1700-8: Characteristic Compressive Strength and Target Mean Strength**

Grade Designation	Specified Characteristic Compressive Strength at 28 days (MPa)	Target Mean Strength (MPa)
M40	40	52
M45	45	58
M50	50	63
M55	55	69
M60	60	74
M65	65	80
M70	70	85
M75	75	90
M80	80	95
M85	85	101
M90	90	106

## **1715.5 Workability and Other Requirements**

Workability, concrete mix design, field trial mixes, chloride and sulphate contents shall be laid down in other Sections of these Specifications. s

## **1715.6 Mixing of Concrete**

The concreting plant and means of transportation employed to make trial mixes and to transport them to representative distances shall be similar to the corresponding plant and transport to be used in the works. The optimum sequence of mixing of ingredients shall be established by trials. Mixing time may be longer than in normal grade concrete mixes.

The temperature of concrete at the time of placement shall not exceed 25°C. The temperature of concrete at the mixing stage should be lower, to allow for rise in temperature during transport. When considerable distance of transport is involved, particular attention should be paid to ensure retention of slump as targeted for placement.

## **1715.7 Prototype Testing**

Mock-up trials or prototype testing may be carried out to ensure that the concrete can be satisfactorily placed and compacted, taking into account the location of placement and provision of reinforcement, and required adjustments made in concrete mix design and/or detailing of reinforcement.

## **1715.8 Curing of Concrete**

High performance concrete containing silica fume is more cohesive than normal mixes hence, there is a little or no bleeding and no bleed water to rise to the surface to offset water loss due to evaporation. Plastic shrinkage cracking is possible, if curing is not proper. Initial curing should commence soon after initial setting of concrete. Concrete should be covered with moist covers, opaque colour plastic sheets or suitable curing compound. Final moist curing should commence after final setting of concrete and continue for at least 14 days.

## **1715.9 Additional Tests for Concrete**

Apart from the strength tests prescribed in other Sections of these Specifications, the additional tests as specified under Clause 1714.3 shall also be carried out.

## **1716 TOLERANCES**

Tolerances for dimensions/shape of various components shall be as indicated in these Specifications or shown on the drawings or as directed by the Engineer.

## **1717 TESTS AND STANDARDS OF ACCEPTANCE**

**1717.1** Concrete shall conform to the surface finish and tolerance as prescribed in these Specifications for respective components.

**1717.2** Random sampling and lot by lot acceptance inspection shall be made for the 28 days cube strength of concrete.

**1717.3** Concrete under acceptance, shall be notionally divided into lots for the purpose of sampling before commencement of work. The basis of delimitation of lots shall be as follows:

- No individual lot shall be more than 30 cu.m in volume
- Different grades of mixes of concrete shall be divided into separate lots.
- Concrete of a lot shall be used in the same identifiable component of the bridge.

#### **1717.4 Sampling and Testing**

Concrete for preparing 3 test cubes shall be taken from a batch of concrete at point of delivery for construction, according to procedure laid down in 18:1199.

A random sampling procedure shall be adopted which ensures that each of the concrete batches forming the lot under acceptance inspection has equal chance of being chosen for taking cubes.

150 mm cubes shall be made, cured and tested at the age of 28 days for compressive strength in accordance with 18:516. The 28 day test strength result for each cube shall form an item of the sample. Tests at other age shall also be performed, if specified.

Where automated batching plant/Ready Mixed Concrete Plant is located away from the place of use and the time gap between production and placement is more than the initial setting time or where any ingredients are added subsequent to mixing, separate sets of samples shall be collected and tested at batching plant and at location of placement. The results shall be compared and used to make suitable adjustment at batching plants so that properties of concrete at placement are as per the requirements.

#### **1717.5 Test Specimen and Sample Strength**

Three test specimens shall be made from each sample for testing at 28 days. Additional cubes may be required for various purposes such as to determine the strength of concrete at 7 days or for any other purpose.

The test strength of the sample shall be the average of the strength of 3 cubes. The individual variation should not be more than  $\pm 15$  percent of the average. If variation is more, the test results of the sample are invalid.

#### **1717.6 Frequency**

The minimum frequency of sampling of concrete of each grade shall be in accordance with Table 1700-9.

**Table 1700-9: Minimum Frequency of Sampling**

Quantity of Concrete in Work, m <sup>3</sup>	No. of Samples
1 – 5	1
6 – 15	2
16 – 30	3
31 – 50	4
50 and above	4 plus one additional sample for each additional 50 m <sup>3</sup> or part thereof

At least one sample shall be taken from each shift of work.

## **1717.7 Acceptance criteria**

### **1717.7.1 Compressive Strength**

#### **1) Cubes**

The concrete shall be taken as having the specified compressive strength when both the following conditions are met:

- a) The mean strength determined from any group of four consecutive non-overlapping samples exceeds the specified characteristic compressive strength by 3 MPa.
- b) Strength of any sample is not less than the specified characteristic compressive strength minus 3 MPa.

The quantity of concrete represented by the test results include the batches from which the first and last samples were taken, together with all intervening batches.

#### **2) Cores**

When the concrete does not satisfy both the conditions given in (1) above, representative cores shall be extracted from the hardened concrete for compression test in accordance with the method described in IS: 1199 and tested to establish whether the concrete satisfies the requirement of compressive strength.

Evaluation of compressive strength by taking cores may also be done in case of doubt regarding the grade of concrete used either due to poor workmanship or based on results of cube strength tests.

The locations from which core samples are to be taken and their number shall be decided so as to be representative of the whole of the concrete under consideration. However, in no case shall fewer than three cores be tested. Cores shall be prepared and tested as described in IS:516. Concrete in the member represented by a core test shall be considered acceptable if the average equivalent cube strength of the cores is equal to at least 85 percent of the cube strength of the grade of concrete specified for the corresponding age and no individual core has strength less than 75 percent of the specified strength.

### **1717.7.2 Chloride and Sulphate Content**

The total chloride and sulphuric anhydride (SO<sub>3</sub>) content of all the constituents of concrete as a percentage of mass of cement in the mix, shall not exceed the values given in this Section.

### **1717.7.3 Density of Fresh Concrete**

Where minimum density of fresh concrete is specified, the mean of any four consecutive non-overlapping samples shall not be less than the specified value and any individual sample result shall not be less than 97.5 percent of the specified value.

### **1717.7.4 Density of Hardened Concrete**

Where minimum density of hardened concrete is specified, the mean of any four consecutive non-overlapping samples shall not be less than the specified value and any individual sample result shall not be less than 97.5 percent of the specified value.

### **1717.7.5 Permeability Test**

Water permeability test as per DIN:1048 Part 5-1991 shall be carried out as described below:

- i) A cylindrical test specimen 150 mm dia'and 160 mm high shall be prepared.
- ii) After 28 days of curing, the test will be conducted between 28 and 35 days. The test specimen shall be fitted ,in a machine such that specimen can be subjected to a water pressure of up to 7 bars. A typical machine is shown in Appendix-1700/1.
- iii) The concrete specimen shall be subjected to a water pressure of 0.5 N/mm<sup>2</sup> from the top for a period of 3 days. The pressure shall be maintained constant throughout the test period. If the water penetrates through to the underside of the specimen, the test may be terminated and the specimen rejected as failed.
- iv) After 3 days, the pressure shall be released and the sample shall be taken out. The specimen shall be split in the middle by compression applied on two round bars on opposite sides above and below.
- v) When the split faces show signs of drying (after 5 to 10 minutes) the maximum depth of penetration in the direction of height shall b~ measured with the scale and extent of water penetration established.
- vi) The mean of maximum depth of penetration obtained from three specimens thus tested, shall be taken as the test result and it shall not exceed 25 mm.

**1717.7.6** If the concrete is not able to meet any of the standards of acceptance asprescribed, the effect of such deficiency on the structure shall be investigated by the Contractor as directed by the Engineer. The Engineer may accept the concrete as sub-standard work. Any additional work required by the Engineer for such acceptance, shall be carried out by the Contractor at his cost. In case the concrete is not found to be acceptable even after investigation, the Contractor shall remove the rejected concrete forthwith.

**1717.7.7** When durability of concrete is desired the rapid chloride ion permeability testas stated under Clause 1714.3.1 shall also be performed in addition to above tests.

## **1718 MEASUREMENTS FOR PAYMENT**

**Structural concrete shall be measured in cubic metres.** In reinforced or prestressed concrete, the volume occupied by reinforcement or prestressing cables and sheathing shall not be deducted. The slab shall be measured as running continuously through and the beam as the portion below the slab.

## **1719 RATE**

The contract unit rate for structural concrete shall cover costs of all materials, labour, tools, plant and equipment required for mixing, transporting and placing in position, vibrating and compacting, finishing and curing as per this Section or as directed by the Engineer, including all incidental expenses, sampling and testing, quality assurance and supervision. Unless mentioned separately as an item in the contract, the contract unit rate for concrete shall also include the cost of providing, fixing and removing formwork required for concrete work as per **Section 1500** of these Specifications.

If the concrete is found to be acceptable by the Engineer as sub-standard work, the Contractor· shall be subjected to reduction in his contact unit rate. For deficiency in compressive strength of concrete when accepted by the Engineer, the reduction in rate shall be applied as under:

$$\text{Percentage reduction in rate} = \frac{\text{Design Strength} - \text{Observed Strength}}{\text{Design Strength}} \times 100$$

## **Item No. 12**

### **Providing & filling trenches of excavation in rocky strata with NMC M15 .**

- 1.1 The earth to be used for filling shall be free from salts, organic or other foreign matter. All clods of earth shall be broken
- 1.2 As soon as the work in foundation has been completed and measured, the site of foundation shall be cleared of all debris, brick bats, mortar dropping etc and filled with earth in layers not exceeding 20 Cms. Each layer shall be adequately. Watered, rammed and consolidated before the succeeding layer is laid. The earth shall be rammed with iron rammers where feasible and with the butt ends of crow-bars, where rammer cannot be used.
- 1.3 The plinth shall be similarly filled with earth in layers not exceeding 20 cms. Adequately watered and consolidated by ramming with iron or wooden rammer. When filling reaches finished level, the surface shall be flooded with water for at least 24 hours all allowed to dry and then rammed and consolidated
- 1.4 The finished level of filling shall be kept to shape intended to be given to floor.
- 1.5 In case of large heavy duty flooring like factory flooring the consolidation may be done by power rollers, where so specified. The extent of consolidation required shall also be as specified.
- 1.6 The excavated stuff of the selected type shall be allowed to be used in filling the trenches and plinth. Under no circumstance's black cotton soil be used for filling the plinth.

#### **2.0. Mode of measurement and payment.**

- 2.1. The payment shall be made for filling in plinth and trenches. No deduction shall be made for shrinkage or voids, if consolidated as instructed above,

#### **2.2. The rate shall be for a unit of cubic metre.**



### **Item No. 13**

**Providing and placing in position Reinforcement Grade Fe-550D for (A) R. C.C. footing for Pier, Abutment and Footing Pad for Return Wall, (B) Abutment cap and dirt wall (C) Pier cap ,R.C.C Pier, Abutment, Return Wall (D) Side Wall (E) solid slab type of superstructure, (F) R.C.C. Approach slab, (G) R.C.C Cras barrier, Wearing coat including curing bending hooking and tying compete as per detailed drawing.**

#### **1601 DESCRIPTION**

This work shall consist of furnishing and placing coated or uncoated mild steel or high strength deformed reinforcement bars of the shape and dimensions shown on the drawings and conforming to these Specifications or as approved by the Engineer.

#### **1602 GENERAL**

Steel for reinforcement shall meet the requirements of Section 1000 of MORTH Specifications 5<sup>th</sup> Revision. Reinforcements may be either mild steel or high strength deformed bars. They may be uncoated or coated with epoxy.

#### **1603 PROTECTION OF REINFORCEMENT**

Uncoated reinforcing steel shall be protected from rusting or chloride contamination. Reinforcements shall be free from rust, mortar, loose mill scale, grease, oil or paints. This may be ensured either by using reinforcement fresh from the factory or by thoroughly cleaning it using any suitable method such as sand blasting, mechanical wire brushing etc., as directed by the Engineer. Reinforcements shall be stored above the ground in a clean and dry condition, on blocks, racks or platforms and shall be suitably marked to facilitate inspection and identification.

Portions of uncoated reinforcing steel and dowels projecting from concrete, shall be protected within one week after initial placing of concrete, with a brush coat of neat cement mixed with water to a consistency of thick paint. This coating shall be removed by lightly tapping with a hammer or other tool not more than one week before placing of the adjacent pour of concrete. Coated reinforcing steel shall be protected against damage to the coating. If the coating on the bars is damaged during transportation or handling and cannot be repaired, the same shall be rejected.

In case of fusion bonded epoxy coated reinforcement or hot dipped galvanized bars used, reference shall be made Clause 1010.3.2 of Section 1000 of these specifications.

#### **1604 BENDING OF REINFORCEMENT**

Bar bending schedule shall be furnished by the Contractor and got approved by the Engineer before start of work.

Reinforcing steel shall conform to the dimensions and shapes given in the approved Bar Bending Schedules.

Bars shall be bent cold to the specified shape and dimensions or as directed by the Engineer using a proper bar bender, operated by hand or power to obtain the correct shape and radii of bends.

Bars shall not be bent or straightened in a manner that will damage the parent material or the coating.

Bars bent during transport or handling shall be straightened before being used on work. They shall not be heated to facilitate straightening.

## **1605 PLACING OF REINFORCEMENT**

- a) The reinforcement cage should generally be fabricated in the yard at ground level and then shifted and placed in position. The reinforcement shall be placed strictly in accordance with the drawings and shall be assembled in position only when the structure is otherwise ready for placing of concrete. Prolonged time gap between assembling of reinforcement and casting of concrete, which may result in rust formation on the surface of the bars, shall not be permitted.
- b) Reinforcement bars shall be placed accurately in position as shown on the drawings. The bars, crossing one another shall be tied together at every intersection with binding wire (annealed), conforming to IS:280 to make the skeleton of the reinforcement rigid such that the reinforcement does not get displaced during placing of concrete, or any other operation. The diameter of binding wire shall not be less than 1 mm.
- c) Bars shall be kept in position usually by the following methods: Engineer.
  - i) In case of beam and slab construction, industrially produced polymer cover blocks of thickness equal to the specified cover, shall be placed between the bars and formwork, subject to satisfactory evidence that the polymer composition is not harmful to concrete and reinforcement. Cover blocks made of concrete may be permitted by the Engineer, provided they have the same strength and specification as those of the member.
  - ii) In case of dowels for columns and walls, the vertical reinforcement shall be kept in position by means of timber templates with slots cut in them accurately, or with cover blocks tied to the reinforcement. Timber templates shall be removed after the concreting has progressed up to a level just below their location.
  - iii) Layers of reinforcements shall be separated by spacer bars 06.2.2 approximately one metre intervals. The minimum diameter of spacer bars shall be 12 mm or equal to maximum size of main reinforcement or maximum size of coarse aggregate, whichever is greater. Horizontal reinforcement shall not be allowed to sag between supports.
  - iv) Necessary stays, blocks, metal chairs, spacers, metal hangers, supporting wires etc. or other subsidiary reinforcement shall be provided to fix the reinforcement firmly in its correct position.
  - v) Use of pebbles, broken stone, metal pipe, brick, mortar or wooden blocks etc., as devices for positioning reinforcement shall not be permitted.
- d) Bars coated with epoxy shall be placed on supports that do not damage the coating. Supports shall be installed in a manner such that planes of weakness are not created in hardened concrete. The coated reinforcing steel shall be held in place by use of plastic or plastic coated binding wires especially manufactured for the purpose. Refer Section 1000 of these Specifications for other requirements.

- e) Placing and fixing of reinforcement shall be inspected and approved by the Engineer before concreting is commenced.

## **1606 BAR SPLICES**

### **1606.1 Lapping**

All reinforcement shall be furnished in full lengths as indicated on the drawing. No splicing of bars, except where shown on the drawing, shall be permitted without approval of the Engineer. The lengths of the splice shall be as indicated on drawing or as approved by the Engineer. Where practicable, overlapping bars shall not touch each other, and shall be kept apart by 25 mm or 1.25 times the maximum size of coarse aggregate, whichever is greater.

If this is not feasible, overlapping bars shall be bound with annealed steel binding wire not less than 1 mm diameter and twisted tight in such a manner as to maintain minimum clear cover to the reinforcement from the concrete surface. Lapped splices shall be staggered or located at points along the span where stresses are low.

### **1606.2 Welding**

**1606.2.1** splicing by welding of reinforcement will be permitted only if detailed on the drawing or approved by the Engineer. Weld shall develop an ultimate strength equal to or greater than that of the bars connected.

**1606.2.2** While welding may be permitted for mild steel reinforcing bars conforming to IS: 432, welding of deformed bars conforming to IS: 1786 shall in general be prohibited. Welding may be permitted in case of bars of other than Fe 240 grade including special Welding grade of Fe 415 grade bars conforming to IS: 1786, for which necessary chemical analysis has been secured and the carbon equivalent (CE) calculated from the chemical composition using the formula:

$$CE = C + Mn + Cr + Mg + V + Ni + Cu \text{ 6 5 15}$$

**is 0.4 or less.**

**1606.2.3** The method of welding shall conform to IS:2751 and IS:9417, any supplemental specifications and Clause 1904.8 of these Specifications to the satisfaction of the Engineer.

Welding may be carried out by metal arc welding process. Oxy-acetelene welding shall not be permissible. Any other process may be used subject to the approval of the Engineer and necessary additional requirements to ensure satisfactory joint performance. Precautions on overheating, choice of electrode, selection of correct current in arc welding etc., should be strictly observed.

All bars shall be butt welded except for smaller diameter bars (diameter of less than 20 mm) which may be lap welded. Single-V or Double-V butt joints may generally be used. For vertical bars single bevel or double bevel joints may be used.

Welded joints shall be located well away from bends and shall be not less than twice the bar diameter away from a bend.

Generally, shop welding in controlled conditions is to be preferred, where feasible. Site welding where necessary shall, however, be permitted when the facilities, equipment, process, consumables, operators and welding procedure, are adequate to produce and maintain uniform quality at par with that attainable in shop welding, to the satisfaction of the Engineer.

Joint welding procedures which are to be employed shall invariably be established by a procedure specification. All welders and welding operators to be employed shall be qualified by tests prescribed in IS:2751. Inspection of welds shall conform to IS:822 and destructive or non-destructive testing may be undertaken when deemed necessary. Joints with weld defects detected by visual inspection or dimensional check inspection, shall not be accepted.

Suitable means shall be provided for holding the bars securely in position during welding. It must be ensured that no voids are left in welding. When welding is done in two or three stages, the surface shall be cleaned properly after each stage. Bars shall be cleaned of all loose scale, rust, grease, paint and other foreign matter before carrying out welding. Only competent and experienced welders shall be employed on the work with the approval of the Engineer. No welding shall be done on coated bars.

M.S. electrodes used for welding shall conform to IS:814.

**1606.2.4** Welded joints shall preferably be located at points where steel will not be subject to more than 75 percent of the maximum permissible stresses and welds so staggered that at any one section, not more than 20 percent of the bars are welded.

**1606.2.5** Specimens of welded pieces of reinforcement taken from the site, shall be tested. The number and frequency of tests shall be as directed by the Engineer.

**1606.3** Mechanical Couplers and Anchorages

**1606.3.1** Mechanical Couplers

Bars may be joined with approved patented mechanical devices as indicated on the drawing or as approved by the Engineer e.g. by special grade steel sleeves swaged on to bars in end to end contact or by screwed couplers. In case such devices are permitted by the Engineer, they shall develop at least 125 percent of the characteristic strength of the reinforcement bar.

**1606.3.2 Anchorages**

Bars may be anchored with approved patented mechanical anchorages as indicated on the drawing or as approved by the Engineer. The anchorages shall be connected to the reinforcing bar by the use of taper thread system. The anchorage shall be capable of developing the characteristic strength of reinforcement without damage to concrete and shall have sufficient diameter and width to develop adequate shear cone strength. The connection shall develop 125% of the characteristic strength of reinforcement bar.

## **1607 TESTING AND ACCEPTANCE**

The material shall be tested in accordance with relevant IS specifications and necessary test certificates shall be furnished. Additional tests, if required, will be got carried out by the Contractor at his own cost.

The supply, fabrication and placing of reinforcement shall be in accordance with these Specifications and shall be as checked and accepted by the Engineer.

Manufacturer's test certificate regarding compliance with Indian Standards for each lot of steel, shall be obtained and submitted to the Engineer. If required by the Engineer, the Contractor shall carry out confirmatory tests in the presence of a person authorized by the Engineer. Cost of these tests shall be borne by the Contractor. The sampling and testing procedure shall be as laid down in IS: 1786. If any test piece selected from a lot fails, no re-testing shall be done and the lot shall be rejected.

## **1608 MEASUREMENT FOR PAYMENT**

Reinforcement shall be measured in length including hooks, if any, separately for different diameters as actually used in work, excluding overlaps. From the length so measured, the weight of reinforcement shall be calculated in tonnes on the basis of IS: 1732. Wastage overlaps, couplings, welded joints, spacer bars, chairs, stays, hangers and annealed steel wire or other methods for binding and placing, shall not be measured and cost of these items shall be deemed to be included in the rates for reinforcement.

## **1609 RATE**

The contract unit rate for coated/uncoated reinforcement shall cover the cost of material royalty, fabricating, transporting, storing, bending, placing, binding and fixing in position as shown on the drawings and as per these Specifications and as directed by the Engineer including all labour, equipment, supplies, incidentals, sampling, testing and supervision. '

The unit rate for coated reinforcement shall be deemed to also include cost of all material labour, tools and plant, royalty, transportation and expertise required to carry out the coating work as well as sampling, testing and supervision required for the work.

**The Payment shall be made on M.TONNE Basis of the finished work.**

#### **Item No. 14**

**Providing and laying weep hole in abutment and return by using A.C. pipes of 100 mm. Diameter including laying in proper grade and joining etc. comp. As per detailed specifications.**

#### **2706 WEEP HOLE**

Weep holes shall be provided on all plain concrete, reinforced concrete, brick masonry and stone masonry structures such as, abutment, wing wall and return walls as shown on the drawings or as directed by the Engineer to permit water to flow out without building up pressure in the back fill.

Weep holes shall be provided with 100 mm diameter AC/PVC/HD PE pipe for structures in plain/reinforced concrete or brick masonry. In case of stone masonry, weep holes shall be of rectangular shape 80 mm wide, 150 mm high or circular with 150 mm diameter.

Weep holes shall extend through the full width of concrete/masonry with slope of about 1 vertical: 20 horizontal towards the draining face.

The spacing of weep holes shall be 1 m in either direction or as shown in the drawings with the lowest at 150 mm above the low water level or ground level whichever is higher or as directed by the Engineer.

#### **2708 MEASUREMENTS FOR PAYMENT**

**Weep holes in concrete/brick masonry structure shall be measured in numbers.** For structures in stone masonry, weep holes shall be deemed to be included in the item of stone masonry work and shall not be measured separately.

**Mode of measurement shall be in numbers.**

#### **Item No. 15**

**Providing and casting in situ controlled cement M-30 for R.C.C. work in Abutment, Piers & Return wall as per drawing including centering shuttering scaffolding where necessary laying vibrating curing and finishing complete.**

**(A) Height from 0.0 M to 5.0 M**

**(B) Height from 5.0 M to 10.0 M**

The work shall be executed as per specification of **Item No. 11** except that the grade and size of casting in situ controlled cement concrete **M-30 for Pier, Abutment and Return Wall as per drawing including centering, shuttering scaffolding where necessary laying vibrating curing and finishing complete.** Instead of the grade and size of controlled cement concrete **M 30 for R.C.C. footing for Pier, Abutment and Return wall including necessary shuttering laying vibrating ramming and curing complete** shall be considered.

**The Payment shall be made on Cu.m. Basis of the finished work.**

**Item No. 16**

**Providing and casting in situ controlled cement concrete M 30 Mix for R.C.C. works in pier cap abutment cap and dirt wall including controlled cement concrete M 35 bed rock or pedestals of required drawings, centering shuttering, scaffolding wherever necessary laying vibrating curing and finishing complete.**

The work shall be executed as per specification of **Item No. 11** except that the grade and size of casting in situ controlled cement concrete **M 30 Mix for R.C.C. works in pier cap abutment cap and dirt wall as per drawing including centering, shuttering scaffolding where necessary laying vibrating curing and finishing complete.** Instead of the grade and size of controlled cement concrete **M 30 for R.C.C. footing for Pier, Abutment and Return wall including necessary shuttering laying vibrating ramming and curing complete** shall be considered.

**The Payment shall be made on Cu.m. Basis of the finished work.**

## **Item No. 17**

### **Providing & Fixing in position tar paper bearing as per detailed design and drawings and specification etc. complete**

#### **2001. DESCRIPTION**

This work shall consist of furnishing and fixing tar paper bearings in position in accordance with the details shown on the drawings, to the requirements of these specifications or as directed by the Engineer.

#### **2002. GENERAL**

1. Tar paper Bearing plates, bars, rockers, assemblies and other expansion or fixed devices shall be constructed in accordance with the details shown on the drawings.
2. The tar paper bearings may either be supplied directly to the engineer by the manufacturer to be installed by the Contractor or the contractor is to supply and install the bearings as part of the contract. In the former cases, the manufacturer shall be associated with the installation of the bearings to the full satisfaction of the engineer, whereas in the latter case, the contractor shall be solely responsible for the satisfactory supply and installation of the bearing. In the detailed description of the specification, a general reference shall be made to the Contractor or manufacturer and the interpretation shall be as per terms of contract.
3. The contractor shall exercise the utmost care in setting and fixing all tar paper bearings in their correct positions and ensuring that uniformity is obtained on all bearing surfaces.
4. Tar paper Bearings shall be handled with care and stored under cover.
5. When tar paper bearing assemblies or plates are shown on the drawings to be placed (not embedded) directly on concrete, the concrete tar paper bearing area shall be constructed slightly above grade (not exceeding 12 mm) and shall be finished by grinding.
6. It shall be ensured that the tar paper bearings are set truly level and in exact position as indicated on the drawings so as to have full and even bearing on the seats. This mortar pads (not exceeding 12 mm) may even be made to meet with this requirement.
7. It shall be ensured that the bottoms of girders to be received on the tar paper bearings are plane at the locations of these tar paper bearings and care shall be taken that the tar paper bearings are not displaced while placing the girders.
8. M. S. bearings sliding on M. S. Plates shall not be permitted. For sliding plate tar paper bearings stainless, steel surface sliding on stainless steel plate with mild steel matrix shall be used. The other option shall be to provide PTFE surface sliding on stainless steel.
9. Some types of tar paper bearings which have been successfully used in various bridges in India have been covered by these specifications. For innovative types of structures or in special cases, special types of tar paper bearings to suit the requirements may have to be provided for which special specifications may be laid down by the Engineer.

The item shall be measured and paid in **Job** basis of work done.



### **Item No. 18**

**Providing and fixing in position FE 550D steel dowel bars in pier caps or abutments caps for anchorage in fixed end as per detailed drawing including cutting bending and welding complete.**

The work shall be executed as per specification of **Item No. 13** except that the grade **FE 550D steel dowel bars in pier caps or abutments caps for anchorage in fixed end** as per detailed drawing including cutting, bending and welding complete instead of **FE-550D TMT** for (A) **R. C.C. footing for Pier, Abutment and Footing Pad for Return Wall**, (B) **Abutment cap and dirt wall**, (C) **Pier Cap, R.C.C Pier, Abutment, Return Wall**, (D) **Side Wall**, (E) **Solid slab type of superstructure**, (F) **R.C.C. Approach slab**, (G) **Wearing coat** as per detailed drawing including cutting hooking, tying, welding and including forming the cage and lowering it in position. Complete shall be considered.

1. The M.S. dowel bars shall be provided and anchored in pier caps. Abutment caps and superstructure as per detailed drawings for free ends and fixed ends. G.I. Pipes and other, materials such as mastic asphalt as directed by Engineer-in-charge or as per drawing shall be provided G.I. pipes shall be as approved by Engineer-in-charge.
2. **The payment shall be made per Each (number of dowel bars) in anchored condition.**
3. Unit rate shall include cost of all materials, labour, and equipment to complete the job

### **Item No. 19**

**Providing and fixing in position FE 550D steel dowel bars in pier caps or abutments caps for anchorage in free end as per detailed drawing including cutting bending and welding complete.**

The work shall be executed as per specification of **Item No. 13** except that the grade **FE 550D steel dowel bars in pier caps or abutments caps for anchorage in fixed end** as per detailed drawing including cutting, bending and welding complete instead of **FE-550D TMT** for (A) **R. C.C. footing for Pier, Abutment and Footing Pad for Return Wall**, (B) **Abutment cap and dirt wall**, (C) **Pier Cap, R.C.C Pier, Abutment, Return Wall**, (D) **Side Wall**, (E) **Solid slab type of superstructure**, (F) **R.C.C. Approach slab**, (G) **Wearing coat** as per detailed drawing including cutting hooking, tying, welding and including forming the cage and lowering it in position. Complete shall be considered.

4. The M.S. dowel bars shall be provided and anchored in pier caps. Abutment caps and superstructure as per detailed drawings for free ends and fixed ends. G.I. Pipes and other, materials such as mastic asphalt as directed by Engineer-in-charge or as per drawing shall be provided G.I. pipes shall be as approved by Engineer-in-charge.
5. **The payment shall be made per Each (number of dowel bars) in anchored condition.**
6. Unit rate shall include cost of all materials, labour, and equipment to complete the job

**Item No. 20**

**Providing and casting in situ controlled cement concrete M-30 for R.C.C. work in superstructure including centering, ramming vibrating curing and finishing complete.(A) Solid slab type of superstructure**

The work shall be executed as per specification of **Item No. 11** except that the grade and size of casting in situ controlled cement **M-30 for R.C.C. work in superstructure including centering, ramming vibrating curing and finishing complete.(A) Solid slab type of superstructure** Instead of the grade and size of controlled cement concrete **M 30 for R.C.C. footing for Pier, Abutment and Return wall including necessary shuttering laying vibrating ramming and curing complete** shall be considered.

**The Payment shall be made on Cu.m. Basis of the finished work.**

**Item No. 21**

**Providing and casting in situ controlled cement concrete M 40 for average 100 mm. thick wearing coat laid as directed including tamping vibrating finishing curing and filling in joints with bitumen complete.**

The work shall be executed as per specification of **Item No. 11** except that the grade and size of casting in situ controlled **M 40 for average 100 mm. thick wearing coat** Instead of the grade and size of controlled cement concrete **M 40 for R.C.C. footing for Pier, Abutment and Return wall including necessary shuttering laying vibrating ramming and curing complete** shall be considered.

**The Payment shall be made on Cu.m. Basis of the finished work.**

## **Item No. 22**

**(Provision of an Reinforced cement concrete crash barrier at the edges of the road, approaches to bridge structures and medians, constructed with M-40 grade concrete with FE550D (HYSD) reinforcement conforming to IRC:21 and dowel bars 25 mm dia, 450 mm long at expansion joints filled with pre-moulded asphalt filler board, keyed to the structure on which it is built and installed as per design given in the enclosure to MOST circular No. RW/NH - 33022/1/94-DO III dated 4 June 1994 as per dimensions in the approved drawing and at locations directed by the Engineer, all as specified)**

### **811 CRASH BARRIERS**

#### **811.1 Scope**

The work shall consist of construction, provision and installation of crash barriers at locations as shown in the drawing or as directed by the Engineer. The type of the crash barrier shall be as specified in the Contract.

#### **811.2 Concrete Crash Barrier**

##### **811.2.1 Materials**

**811.2.1.1** All materials shall conform to Section 1000 Materials for Structures as applicable, and relevant Clauses in Section 1600 shall govern the steel reinforcement as per MORTH Specification 5<sup>th</sup> Revision.

**811.2.1.2** The grade of concrete shall be M40.

##### **811.2.2 Construction Operations**

**811.2.2.1** The concrete barriers shall be either (i) precast or (ii) constructed by the "cast-in-place with fixed forms" method or the "extrusion or slip form" method or a combination thereof at the Contractor's option with the approval of the Engineer. Where "extrusion or slip form" method is adopted full details of the method and literature shall be furnished.

**811.2.2.2** The concrete barrier may be precast in lengths upto 6 m depending upon the feasibility of transport and lifting arrangements. Longitudinal roadside concrete barrier shall be placed on adequate bedding as detailed in the drawing. The top and exposed faces of the barriers shall conform to the specified tolerances, as defined in Clause 810.2.2.3, when tested with 3 m straight edge, laid on the surface.

An expansion joint with pre-moulded asphalt filler board shall be provided at the junctions of crash barrier on structure and crash barrier on the fill. The crash barrier on the fill shall be constructed in pieces of length not exceeding 20 m, with pre-moulded asphalt filler board units.

Backfilling to the concrete barriers shall be compacted in layers to the compaction of the surrounding earthwork.

**Steel for reinforcement shall be as per drawing and as instructed by Engineer-In-Charge.**

##### **811.2.2.3 Materials**

The overall horizontal alignment of rails shall not depart from the road alignment by more than  $\pm 30$  mm, nor deviate in any two successive lengths from straight by more than 6 mm and the faces shall not vary more than 12 mm from the edge of a 3 m straight edge. Barriers shall be at the specified height as shown in the plans above the edge of the nearest adjacent carriageway or shoulder, within a tolerance of  $\pm 30$  mm.

#### **811.2.3 End Treatment**

The road side concrete barrier shall be provided with an end treatment by tapering the height of terminating end within a length of 8 m to 9 m. Median crash barrier shall be terminated sufficiently away from the median opening. It shall be provided with an end treatment, which shall be obtained by tapering the height of terminating end of the median barrier within a length of 8 m to 9 m.

#### **811.2.4 Measurement for Payment**

**All barriers shall be measured by linear metres of completed and accepted length in place, corresponding end to end along the face of concrete barriers including approach and departure ends.**

#### **811.2.5 Rate**

The Contract unit rate shall include full compensation for furnishing all labour, materials including steel for reinforcement tools, equipment and incidental costs necessary for doing all the work involved in constructing the concrete barrier complete in place in all respects as per these Specifications.

## **Item No. 23**

**Providing PVC. 100 mm. diameter water spouts including necessary iron gratings as per drawings.**

### **2705 DRAINAGE SPOUTS**

Drainage along longitudinal direction shall be ensured by sufficient number of drainage fixtures embedded in the deck slab. The spouts shall be of not less than 100 mm in diameter and shall be of corrosive resistant material such as galvanised steel with suitable cleanout fixtures. The spacing of drainage spouts shall not exceed 10 m. The discharge from drainage spout shall be kept away from the deck structure by means of suitable down pipes upto 500 mm above High Flood Level. In case of viaducts in urban areas, the drainage spouts should be connected with suitably located runners and down pipes to discharge the surface run-off into drains provided at ground level.

#### **2705.1 Fabrication**

The drainage assembly shall be fabricated to the dimensions shown on the drawings. All materials shall be corrosion resistant;. Steel components shall be of mild steel conforming to IS:226. The drainage assembly shall be seam welded for water tightness and then hot-dip galvanised.

#### **2705.2 Placement**

The galvanised assembly shall be given two coats of bituminous paint before placement. The whole assembly shall be placed in true position, lines and levels as shown on the drawings with necessary cutouts in the shuttering for deck slab and held in place firmly. Where the reinforcements of the deck are required to be cut, equivalent reinforcements shall be placed at the corners of the cut out.

#### **2705.3 Finishing**

After setting of the deck slab concrete, the shrinkage cracks around the assembly shall be sealed with polysulphide sealant or bituminous sealant as per 18:1834 and the excess sealant trimmed to receive the wearing coat. After the wearing coat is completed, similar sealant shall be provided to cover at least 50 mm on the wearing coat surface all round the drainage assembly.

### **2708 MEASUREMENTS FOR PAYMENT**

**Drainage / water spouts shall be measured in numbers.**

#### **2709 RATE**

The contract unit rate for drainage spout shall include the cost of all labour, material, tools and plant required for completing the work as per these Specifications. It shall also include the cost of providing runners and down pipes with all fixtures upto 500 mm above high flood level or up to the drains at ground, as applicable or as shown on the drawings.

### **Item No. 24**

**Providing and fixing marble slab including engraving and painting complete. (A) size 75 cm x 60 cm x 4 cm**

1. Marble plate shall be white and of approved quality and shall be of size as mentioned in the item. Lettering shall be done by V-shape engraving and shall be filled with black paint of approved quality, letting shall be done as directed by the Engineer-in-charge. The Marble plate shall be fixed in neat cement at a place as directed by the Engineer-in-charge. Cement shall conform to relevant IS Specification.
2. **Measurement shall be per number of marble plate fixed.**
3. Unit rates includes cost of all material labour and tools to complete the work

### **Item No. 25**

**Providing and casting in situ controlled cement concrete M 30 for approach slab including form work curing and finishing complete.**

The work shall be executed as per specification of **Item No. 11** except that the grade and size of casting in situ controlled **M 30 for approach slab** Instead of the grade and size of controlled cement concrete **M 30 for R.C.C. footing for Pier, Abutment and Return wall including necessary shuttering laying vibrating ramming and curing complete** shall be considered.

**The Payment shall be made on Cu.m. Basis of the finished work.**

### **Item No. 26**

**Providing pre-moulded asphalt filler joint as per drawings. (A) 12mm thick.**

1. Open joints shall be constructed at the location as directed by the Engineer-in-charge using a wood strip metal (plate or other suitable material which is subsequently removed).

When removing the material, care shall be exercised to avoid chipping or breaking the corners of the concrete. The edge of the concrete, at the joints, shall be well finished.

Reinforcement shall not extend across an open joint.

2. When preformed filler is to be provided, the filler shall be placed in correct position before concrete is placed against the filler. The filler material shall form part of the joint and while concreting the slab, care shall be taken to prevent the former being displaced. After the

work is completed, the exposed face of the joint shall be cleaned of all loose material sticking to it.

3. The material used for filling expansion joint shall be bitumen impregnated felt. Impregnate felt shall conform to the requirement of IS; 1838, and shall be got approved from the Engineer-in-charge. The joint shall consist of large pieces and assembly of small places to make up the required size shall be avoided.

4. The expansion joint shall be measured in **Square metres**. Thickness of the expansion joint will be 12 mm. Width of expansion joint shall be equal to full depth of the slab.

5. The rate shall include the cost of all materials, labour, equipments & incidental charges for fixing the joints complete in all respects as per these specifications and as shown on the drawing.

## **Item No. 27**

**Finishing wall with weather proof exterior emulsion paint on wall surface (two coats) to give an required shape even shade after thoroughly brushing the surface to remove all dirt, and remains of loose powdered materials.etc complete**

### **General**

This work shall consist of painting the walls with [weather proof exterior emulsion paint on wall surfaces](#) of the shape and dimensions shown on the drawings and conforming to these specifications or as approved by the Engineer in charge.

### **MATERIALS**

#### **1.0 Exterior Emulsion Paint**

Exterior emulsion paint shall be of specified colour as approved by Engineer in charge the ready mixed exterior emulsion paint shall not be allowed, If however ready mix emulsion paint of specified shade or tint is not available white ready mixed paint with approved Steiner will be allowed in such case the contractor shall ensure that the shade of the paint so allowed shall be uniform exterior emulsion paint shall meet with the following general requirements

1. Exterior emulsion paint shall not show excessive setting in freshly opened full can and shall easily be redepressed with a paddle to a smooth homogeneous state. The exterior emulsion paint shall show no curding, livering cracking or colour separation and shall be free from lumps and skins.
2. The exterior emulsion paint as received shall brush easily possess good leveling properties and show no running or sagging tendencies.
3. The exterior emulsion paint shall not skin within 48 hours in a three quarters filled closed container
4. The exterior emulsion paint shall dry to a smooth uniform finish free from roughness grit unevenness and other imperfections
5. Ready mix exterior emulsion paint if allowed for specified shade, shall be used exactly as received from the manufacturers and generally according to their instruction and without any admixtures whatsoever.

#### **2.0 WORKMAN SHIP**

##### **2.1 Scaffolding :**

Where scaffolding is required, it shall be erected in such a way that as far as possible no part of scaffolding shall rest against the surface to be distempered. A properly secured strong and well tied suspended platform (joola) may be used for distempering. Where ladders are used, pieces of old gunny bags.



### **3.0 Application coat :**

The weather proof [exterior emulsion paint on wall surfaces](#) shall be diluted with water or any other prescribed thinner in a manner recommended by the manufacturer only. Sufficient quantity of distemper required for a day's work shall be prepared.

- 3.1 For undecorated surfaces, after the primer coat is dried for at least 48 hours, the surface shall be lightly sand papered to make it smooth for receiving the exterior emulsion paint, taking care not to rub out the priming coat. All loose particles shall be dusted off after rubbing. Minimum two coats of the exterior emulsion paint shall be applied with brushes in horizontal strokes followed immediately by vertical strokes which together shall constitute one coat. The subsequent coats shall be applied after a time interval of at least 24 hours between consecutive coats to permit proper drying of the preceding coat. The finished surface shall be even and uniform without patches, brush marks, distemper drops etc.
- 3.2 Sufficient quantity of the weather proof [exterior emulsion paint](#) shall be mixed to finish one room at a time.

### **3.0 MODE OF MEASUREMENT & PAYMENT :**

- 3.1. The unit rate wall painting with weather proof [exterior emulsion paint](#) shall include the cost of all materials, tools and plant required for mixing, cleaning brushing sand papering & painting with all required specials and Lapi compound, finishing as per direction of the Engineer-in-charge, and all other incidental expenses for producing pipe line work of specified diameter to complete the structure or its components as shown on the drawings and according to these specifications. They shall also include the cost of making, fixing and removing of all scaffolding and forms required for the work.
- 3.2 The rate of wall painting with weather proof [exterior emulsion paint](#) shall include the cost of all labour, materials tools and plant scaffolding and all incidental expenses as described herein above.
- 3.3. The wall painting with weather proof [exterior emulsion paint](#) shall be measured for its length and height limiting dimensions to those specified on plan or as directed. The rate shall be for a unit of one square meter.
- 3.4. The payment will be made on **square meter** basis of the finished work.

## **Item No. 28**

**Dismantling the existing structure including removing and stacking the dismantled materials as and where directed. (A) R.C.C. work**

### **A) R.C.C Work**

#### **202.1 Scope**

This work shall consist of dismantling and removing existing culverts, bridges, pavements, kerbs and other structures like guard-rails, fences, utility services, manholes, catch basins, inlets, etc., from the right of way which in the opinion of the Engineer interfere with the construction of road or are not suitable to remain in place, disposing of the surplus/unsuitable materials and backfilling to after the required compaction as directed by the Engineer.

Existing culverts, bridges, pavements and other structures which are within the highway and which are designated for removal, shall be removed upto the limit and extent specified in the drawings or as indicated by the Engineer.

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

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

#### **202.2 Dismantling Culverts and Bridges**

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

Unless otherwise specified, the superstructure portion of culverts/bridges shall be entirely removed and other parts removed up to at least 600 mm below the sub-grade, slope face or original ground level whichever is the lowest or as necessary depending upon the interference they cause to the new construction. Removal of overlying or adjacent material, if required in connection with the dismantling of the structures, shall be incidental to this item.

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

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

Steel structures shall, unless otherwise provided, be carefully dismantled in such a manner as to avoid damage to members thereof. If specified in the drawings or directed by the Engineer that the structure is to be removed in a condition suitable for re-erection, all members shall be match-marked by the Contractor with white lead paint before dismantling; end pins, nuts, loose plates, etc. shall be similarly marked to indicate their proper location; all pins, pin holes site clearance and machined surface shall be painted with a mixture of white lead and tallow and all loose part shall be securely wired to adjacent member or packed in boxes.

Timber structures shall be removed in such a manner as to avoid damage to such timber or lumber having salvage value as is designated by the Engineer.

### **202.3 Dismantling Pavements and Other Structures**

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

All concrete pavements, base course in carriageway and shoulders etc. designated for removal shall be broken to pieces whose volume shall be not exceed 0.02 cu.m and used with the approval of the engineer or disposed of.

### **202.4 Back – Filling**

Holes and depressions caused by dismantling operations shall be backfilled with excavated or other approved materials and compacted to required density as directed by the Engineer.

### **202.5 Disposal of Material**

All Surplus material shall be taken over by the Contactor which may either be re-used with the approval of the engineer or disposed of with all leads and lifts.

### **202.6 Measurement for Payment**

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

**Dismantling brick/stone masonry/ concrete (plain and reinforced) : cu.m**

### **202.7 Rates**

The Contract unit rates for the various items of dismantling shall be paid in full for carrying out the required operations including full compensation for all labour, materials, tools, equipment, safeguards and incidentals necessary to complete the work. The rates will include excavation and backfilling to the required compaction and for handling, giving credit towards salvage value disposing of dismantled materials with all lifts and leads.

## **Item No. 29**

**Providing fusion bonded Epoxy coating not less than 175 micron thickness and up to 300 micron to reinforcement bars as per IS-13620-1993/ASTM-775 M including testing of coating at plant and all taxes (A) 10mm to 16mm dia bar**

### **1 SCOPE**

This standard covers deformed steel reinforcing bars with protective epoxy coating applied by electrostatic spray method.

### **2 REFERENCES**

The Indian Standards mentioned below are a necessary adjunct to this standard:

IS No. Title 1786 : 1985 High strength deformed steel bars and wires for concrete reinforcement (third revision ) IS:6885 : 1973 Method for knoop hardness testing of metals

### **3 COATING MATERIALS**

3.1 The coating material shall meet the requirements specified in Annex A.

3.2 The patching or repairing material or both, shall be compatible with the coating, inert in concrete and feasible for repairs at the coating plant or in the field. This material shall be approved by the purchaser prior to use. The patching or repair shall be performed in accordance with the recommendation of the material manufacturer.

### **4 REINFORCING STEEL**

4.1 Steel reinforcing bars to be coated shall conform to IS 1786 : 1985.

### **5 SURFACE PREPARATION**

5.1 The surface of the steel reinforcing bars to be coated shall be cleaned by abrasive blast cleaning to near white metal. The surface profile shall be free from mill scale, rust and foreign matter when viewed under well-lit conditions.

5.2 The coating shall be applied to the cleaned surface as soon as possible after cleaning. Any formation of rust blooms on the cleaned bars are to be removed by blast cleaning before application of the coating. However, in no case shall the coating be delayed more than eight hours after cleaning unless otherwise permitted by the purchaser.

### **6 APPLICATION OF COATING**

The coating shall be applied as an electrostatically charged dry powder sprayed onto the grounded steel bar using an electrostatic spray gun. The powder may be applied to either a hot or cold bar. The coated bar shall be given a thermal treatment specified by the

manufacturer of the epoxy resin which will provide a fully cured finish coating. Temperature shall be controlled as recommended by the manufacturer of the coating to ensure a workman like job without blistering or other defects.

## 7 REQUIREMENTS OF COATED BARS

### 7.1 Coating Thickness

7.1.1 For acceptance purposes at least 90 percent of all coating thickness measurements shall be 0.1 mm to 0.3 mm after curing. The coating thickness limits do not apply to patched areas. A minimum of 15 measurements shall be taken approximately evenly spaced along each side of the test bar. At least 90 percent of these measurements shall be within the specified limits.

NOTE — By mutual agreement between the purchaser and the manufacturer, thicker coating may be accepted where the bars are not to be bent or worked after the coating has been applied.

### 7.2 Continuity of Coating

The coating shall be visually inspected after curing for continuity of the coating and shall be free from holes, voids, contamination, cracks and damaged areas discernible to the unaided eye. In addition, there shall be not more than an average of two holidays per 300 mm when | tested in accordance with 8.2.

NOTE — Holiday means a pinhole not discernible to the unaided eye.

### 7.3 Adhesion

The adhesion of coating shall be evaluated on a representative number of bars selected in accordance with 9.4 from each production lot. No visible cracks or disbonding in the coating on the outside radius shall be allowed when tested in accordance with 8.3.

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## 8 TEST METHODS

8.1 The thickness of the coating shall be measured on the body of reinforcing bar between deformations and ribs or both, on a straight length. Non-destructive coating thickness measurements using magnetic gauges shall be used.

8.1.1 'Pencil' type pull-off gauges which require the operator to observe the reading at the instant the magnet is pulled from the surface and do not hold shims tightly against the steel plate during calibration are not recommended for use.

8.1.2 Gauge calibration with shims shall be performed on a smooth, clean, low-carbon steel plate (at least 75 x 75 x 13 mm), rather than on a clean reinforcing bar.

8.1.3 A correction factor defining the effect of the bar preparation process shall be obtained as the difference between ( a ) the average of the 10 gauge readings on a cleaned but uncoated reinforcing bar of the size and lot being coated and ( b ) the average of 5 gauge readings on a smooth mild steel plate. This correction factor shall then be subtracted from all subsequent gauge readings on coated bars.

8.1.4 Fixed probe gauges shall be checked to ensure that the force generated by the spring loaded probe housing is sufficient to ensure intimate contact between the probe tip and the coating on the curved bar surface. If intimate contact does not result, it will be necessary to remove the probe housing and utilize hand- pressure to obtain valid indicated thicknesses.

## 8.2 Holidays

A 67.5 volts holiday detector shall be used in accordance with the detector manufacturer's instructions. The detector may be an in line DC detector or a hand held DC detector.

## 8.3 Adhesion of Coating

The adhesion of the coating shall be evaluated by bending production coated bars 120 degrees (after rebound) around a mandrel of size as prescribed in Table 1. The bend test shall be made at a uniform rate and shall take up to 90 seconds to complete. The two longitudinal deformations shall be placed in a plane perpendicular to the mandrel radius and the test specimen shall be at thermal equilibrium between 25°C and 35°C.

NOTE — The fracture of partial failure of steel reinforcing bar in the bend test for adhesion of coating shall not be considered as an adhesion failure of the coating.

Table 1 Mandrel Diameter for Bend Test Requirements

( Clause 8.3 )

Bar Diameter,	Madrel Diameter,
mm	mm
(1)	(2)
6	60
8	80
10	100
12	100
16	125
18	150

20	150
22	200
25	200
28	225
32	280
36	280
40	400
45	450
50	500

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## 9 FREQUENCY OF TEST

9.1 Coating thickness shall be tested at a frequency of not less than one full length bar every twenty bars for each size.

9.2 Continuity of coating shall be determined by testing one full length bar in every twenty bars for each size.

9.3 Coating thickness over the whole of the coated bar section shall be determined by sectioning and examining one bar in every twenty tonnes for each size.

9.4 For testing adhesion of coating, samples shall be selected from each size according to the frequency given below:

Nominal Size of Bar, mm No. of Samples Up to 16 1 for every 1 tonnes

Above 16 and up to 25 1 for every 2 tonnes Above 25 1 for every 4 tonnes

## 10 RETEST

10.1 If the specimen for coating thickness or for adhesion of coating fails to meet the specified requirements, twice the number of samples originally selected shall be tested for each failure test. If the results of these retests meet the specified requirements, the coated bar represented by the samples shall be accepted.

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## 11 HANDLING AND IDENTIFICATION

11.1 All systems for handling coated bars shall have padded contact areas. All bundling bands shall be padded or suitable banding shall be used to prevent damage to the coating. All bundles of coated bars shall be lifted with a strong back, spreader bar, multiple

supports, or a platform bridge to prevent bar-to-bar abrasion from sags in the bundles of coated bars. The bars or bundles shall not be dropped or dragged.

11.2 The identification of all reinforcing bars shall be maintained throughout the fabrication and coating processes to the point of shipment.

## 12 INSPECTION

All tests and inspection shall be made at the place of manufacture prior to shipment, unless otherwise specified.

## 13. PERMISSIBLE COATING DAMAGE AND REPAIR AFTER COATING APPLICATION

13.1 Coating damage due to fabrication and handling need not be repaired in case where the damaged area is 40 mm<sup>2</sup> or smaller.

13.2 All damaged areas larger than 40 mm<sup>2</sup> shall be repaired with patching material.

13.3 Maximum amount of damage shall not exceed 2 percent of the surface area of each bar (total of damage in 13.1 and 13.2).

13.4 Patching shall be done in accordance with the patching material manufacturer's recommendations.

## 14 REJECTION

Coated bars represented by the samples that do not meet the requirements of this specification shall be rejected. By mutual agreement between the purchaser and the manufacturer, such bar may be stripped of coating, recleaned, re-coated, and resubmitted for acceptance test in accordance with the requirements of the specification.

## 15 MANUFACTURER'S CERTIFICATE

If requested by the purchaser, the manufacturer shall furnish, at the time of shipment, a written certificate that the coated reinforcing bars meet the requirements of this specification.

## 16 IDENTIFICATION AND MARKING

16.1 The manufacturer or supplier shall mark the bars in such a way that all finished bars can be traced to the cast from which they are made or the original identification mark of the bars.

16.2 Each bundle containing the bars may also be suitably marked with the Standard Mark in which case the concerned test certificate shall also bear the Standard Mark.

16.2.1 For each bundle of bars a tag shall be attached indicating the Cast No./Lot No., grade and size of the bars.



## ANNEX A

### ( Clause 3.1) REQUIREMENTS FOR ORGANIC COATINGS

#### A-1 COATING MATERIAL

The coating material shall comply with the requirements given in A-2 to A-8 the pigment, if used may be inorganic compound.

#### A-2 CHEMICAL RESISTANCE

A-2.1 The chemical resistance of coating shall be evaluated by immersing coated reinforcing bars in each of the following:

- a) Distilled water,
- b) A 3 M aqueous solution of  $\text{CaCl}_2$ .
- c) A 3 M aqueous solution of  $\text{NaOH}$ , and
- d) A solution saturated with  $\text{Ca}(\text{OH})_2$ .

A-2.2 Specimens without holidays and specimens with 6 mm diameter intentional holes drilled through the coating shall be tested. The temperature of the test solution shall be  $30 \pm 5^\circ\text{C}$ . Minimum test time shall be 45 days. The coating shall not blister, soften, lose bond, nor develop holidays during this period. The intentionally made holes shall exhibit no undercutting during the 45-day period.

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#### A-3 RESISTANCE TO APPLIED VOLTAGE (TYPE OF ACCELERATED CORROSION TEST)

A-3.1 The effects of electrical and electrochemical stresses on the bond of coating to steel and on the film integrity of the coating shall be assessed.

##### A-3.2 Apparatus and Electrolyte

##### A-3.2.1 Test Vessel

A non-conductive plastic material shall be used for the vessel or as a lining in a metallic vessel. Dimensions of the vessel shall permit the following requirements:

- a) Test specimens shall be suspended vertically in the vessel with at least 25 mm clearance from the bottom.
- b) Test specimens shall be separated by not less than 40 mm.
- c) Test specimens shall be separated from any wall of the vessel by not less than 40 mm.

d) Depth of the electrolyte shall permit the test length of the specimen to be immersed, but the immersed area shall not be less than 23, 200 mm<sup>2</sup>.

#### A-3.2.2 Electrodes

The cathode and anode shall be reinforcing bars coated with the proposed material.

#### A-3.2.3 Electrolyte

The electrolyte shall be an aqueous solution of 7 percent NaCL.

#### A-3.2.4 Electrical Connection

A potential of 2 V shall be applied.

A-3.3 No film failures as evidenced by evolution of hydrogen gas at the cathode or appearance of corrosion products of iron at the anode, shall take place during first hour of testing.

A-3.4 The test shall be continued for 30 days and the elapsed time for development of the first holiday shall be recorded. No undercutting of the coating shall occur at any holiday that develops during the test. If no holiday has developed during the 30 days, single intentional hole 6 mm in diameter shall be made in both the cathode and the anode. Then the test shall be continued for an additional 24 h in which time no undercutting shall occur.

### A-4 ADHESION OF COATING

A-4.1 The adhesion of the coating shall be evaluated by bending three coated reinforcing bars 120 degrees (after rebound) around a 150 mm diameter wooden mandrel. The bend test shall be made at a uniform rate and shall take up to 1 min to complete. The two longitudinal deformations may be placed in a plane perpendicular to the mandrel radius and the specimen shall be at the thermal equilibrium of  $30 \pm 5^{\circ}\text{C}$ .

A-4.2 No cracking of the coating shall be visible to the unaided/naked eye on the outside radius of any of the three bent bars.

### A-5 BOND STRENGTH TO CONCRETE

A-5.1 The bond strength of the reinforcing bars in concrete shall be determined with pull-out specimens (two coated bar specimens and two uncoated uncleaned bar specimens) by method outlined in IS 1786 : 1985 as modified in A-5.2 to A-5.8. The test specimens shall be coated and uncoated bars of 20 mm nominal diameter. Bond strength shall be calculated from the load at a measured slip of 0.025 mm and 0.25 mm.

A-5.2 The age of the concrete shall be 28 days.

A-5.3 The test shall be carried out applying axial force on the bar and by measuring the slip at free end of the bar. The test shall be continued up to the failure of the bond

between bar and the surrounding concrete. The failure shall be deemed to have occurred when the free end slip of the bar exceeds 0.2 mm.

A-5.4 The load and slip measurements are recorded at a slip of 0.01 mm, 0.1 mm and at failure.

A-5.5 The mean bond strength at the measured slip of 0.025 mm and 0.25 mm for coated bars shall not be less than 80 percent of the corresponding mean bond strength for uncoated bars.

## A-6 ABRASION RESISTANCE

A-6.1 The resistance of the coating on each of the steel panels to abrasion by a Taber abrasor or its equivalent using CS-10 wheels and 1 kg load, shall be such that the weight loss shall not exceed 100 mg/1 000 cycles.

## A-7 IMPACT TEST

A-7.1 The resistance of the reinforcing bar coating to mechanical damage shall be determined by the falling weight test.

### A-7.2 Apparatus A-7.2.1 Tup

The tup shall have 1.8 kg mass, and should be used over a drop range of 0.60 to 1.25 m. The head of the tup shall terminate in a hemispherical 15.875 mm diameter nose.

### A-7.2.2 Drop Tube

A tube approximately 1.50 m long shall be used to contain the tup and guide it during free fall. A scale shall be attached for measuring the height of the drop to the nearest 2.0 mm.

### A-7.2.3 Specimen Holder

The base plate of the apparatus shall include a device for positioning and holding the test specimen on line with the axis of the vertical drop line.

A-7.3 Impact shall occur on the low laying areas on the coated bars, that is, between deformations and ridges. The test shall be performed at room temperature. With an impact of 9 Nm, no shuttering, cracking, or bond loss of the coating shall occur except at the impact area, that is, area permanently deformed by the tup.

## A-8 HARDNESS TEST

A-8.1 The hardness of the reinforcing bar coating shall be determined by knoop hardness tester according to the method given in IS 6885 : 1973 using a 10 g mass. The average of four individual hardness measurements made in the area between deformations or ribs on at least two coated reinforcing bars shall be equal to, or shall exceed the Knoop Hardness number of 16.

## MEASUREMENT FOR PAYMENT

Reinforcement shall be measured in length including hooks, if any, separately for different diameters as actually used in work, excluding overlaps. From the length so measured, the weight of reinforcement shall be calculated in **tonnes** on the basis of IS: 1732. Wastage overlaps, couplings, welded joints, spacer bars, chairs, stays, hangers and annealed steel wire or other methods for binding and placing, shall not be measured and cost of these items shall be deemed to be included in the rates for reinforcement.

## RATE

The contract unit rate for coated/uncoated reinforcement shall cover the cost of material royalty, fabricating, transporting, storing, bending, placing, binding and fixing in position as shown on the drawings and as per these Specifications and as directed by the Engineer including all labour, equipment, supplies, incidentals, sampling, testing and supervision. '

The unit rate for coated reinforcement shall be deemed to also include cost of all material labour, tools and plant, royalty, transportation and expertise required to carry out the coating work as well as sampling, testing and supervision required for the work.

**The Payment shall be made on M.TONNE Basis of the finished work.**

### **Item No. 30**

**Providing fusion bonded Epoxy coating not less than 175 micron thickness and up to 300 micron to reinforcement bars as per IS-13620-1993/ASTM-775 M including testing of coating at plant and all taxes (B) 20mm to 32 mm dia bar**

The work shall be executed as per specification of **Item No.28.**

**Payment shall be measured and paid for a unit of MT.**

### **Item No. 31**

**Earth work for embankment including breaking clods dressing With all lead and lift and including watering, rolling, and consolidation of subgrade in layers at O.MC. To required dry density including filling the depressing which occur during the proces using vibrating roller 8.T. to 10 T (A) From borrow area within any km.**

#### **EMBANKMENT CONSTRUCTION**

##### **General:**

**Description:** These Specifications shall apply to the construction of embankments including sub grades, earthen shoulders and miscellaneous backfills with approved materials obtained from roadway and drain excavation, borrow pits or other sources. All embankments, sub grades, earthen shoulders and miscellaneous backfills shall be constructed in accordance with the requirements of these specifications and in conformity with the lines, grades, and cross-sections shown on the drawings or as directed by the Engineer.

##### **Materials and General Requirements.**

##### **Physical requirements :**

The materials used in embankments, sub grades, earthen shoulders and miscellaneous backfills shall be soil, murrum, gravel, a mixture of these or any other material approved by the Engineer. Such materials shall be free of logs, stumps, roots, rubbish or any other ingredient likely to deteriorate or affect the stability of the embankment sub grade.

The following types of material shall be considered unsuitable for embankment:

- (a) Materials from swamps, marshes and bogs;
- (b) Peat, log, stump and perishable material; and soil that classifies as OL,OI,OH or Pt in accordance with IS:1498;
- (c) Materials susceptible to spontaneous combustion;
- (d) Materials in a frozen condition;
- (e) Clay having liquid limit exceeding 50 and plasticity index exceeding 25; and
- (f) Materials with salts resulting in leaching in the embankment.

Expansive clay exhibiting marked swell and shrinkage, properties ("free swelling index" exceeding 50 percent when tested as per IS:2720-Part 40) shall not be used as a fill material. Where an expansive clay with acceptable "free swelling index" value is used as a fill material, sub grade and top 500mm portion of the embankment just below sub grade shall be non-expansive in nature.

Any fill material with a soluble sulphate content exceeding 1.9 grams of sulphate (expressed as SO<sub>3</sub>) per liter when tested in accordance with BS:1377 Part-3, but using a 2:1 water-soil ratio shall not be deposited within 500 mm or other distance described in the Contract), permanent works constructed out of concrete, cement bound materials or other cementations materials.

Materials with a total sulphate content (expressed as SO<sub>3</sub>) exceeding 0.5 per cent by mass, when tested in accordance with BS: 1377, Part 3 shall not be deposited within 500 mm or other distances described in the contract, of metallic items forming part of the Permanent Works.

The size of the coarse material in the mixture of earth shall ordinarily not exceed 75mm when being placed in the embankment and 50 mm when placed in the sub grade. However, the Engineer may at his discretion permit the use of material coarser than this also if he is satisfied that the same will not present any difficulty as regards the placement of fill material and its compaction to the requirements of these specifications. The maximum particle size shall not be more than two-thirds of the compacted layer thickness.

Ordinarily, only the materials satisfying the density requirements given in Table 300-1 shall be employed for the construction of the embankment and the sub grade.

**TABLE 300-1. DENSITY REQUIREMENTS OF EMBANKMENT AND SUBGRADE MATERIALS**

S.No.	Type of work	Maximum laboratory dry unit weight when tested as per IS:2720(Part 8)
1.	Embankments upto 3 metres height, not subjected to extensive flooding.	Not less than 15.2 kN/cu.m.
2.	Embankments exceeding 3 metres height or embankments of any height subject to long periods of inundation.	Not less than 16.0 kN/cu.m.
3.	Subgrade and earthen shoulders/ Verges/backfill	Not less than 17.5 kN/cu.m.

Notes: (1) This Table is not applicable for lightweight fill materials e.g. cinder, fly ash etc.

(2) The materials to be used in sub grade shall be non-expensive and shall satisfy design CBR at the specified dry density and moisture content. In case the available materials fail to meet the requirement of CBR, use of stabilization methods in accordance with Clause 403 and 404 or by any stabilization method approved by the Engineer shall be followed.

The materials to be used in sub grade shall conform to the design CBR value at the specified dry density and moisture content of the test specimen. In case the available materials fails to meet the requirement of CBR, use of stabilization methods in accordance with Clause 403 and 404 or by any stabilization method approved by the Engineer or by the IRC Association Committee shall be followed.

The materials to be used in high embankment construction shall satisfy the specified requirements of strength parameters.

**General Requirements:**

The materials for embankment shall be obtained from approved sources with preference given to materials becoming available from nearby roadway excavation or any other excavation under the same Contract.

The work shall be so planned and executed that the best available materials are saved for the sub grade and the embankment portion just below the sub grade.

**Borrow materials:**

The arrangement for the source of supply of the materials for embankment and sub grade and compliance with the guidelines, and environmental requirements, in respect of excavation and borrow areas as stipulated, from time to time by the Ministry of Environment and Forests, Government of India and the local bodies, as applicable, shall be the sole responsibility of the Contractor.

Borrow pits along the road shall be discouraged. If permitted by the Engineer, these shall not be dug continuously. Ridges of not less than 8 m width should be left at intervals not exceeding 300m. Small drains shall be cut through the ridges to facilitate drainage. The depth of the pits shall be so regulated that their bottom does not cut an imaginary line having a slope of 1 vertical to 4 horizontal projected from the edge of the final section of the bank, the maximum depth in any case being limited to 1.5 m. Also, no pit shall be dug within the offset width of a minimum of 10 m.

Haulage of material to embankments or other areas of fill shall proceed only when sufficient spreading and compaction plant is operating at the place of deposition.

Where the excavation reveals a combination of acceptable and unacceptable materials, the Contractor shall, unless otherwise agreed by the Engineer, carry out the excavation in such a manner that the acceptable materials are excavated separately for use in the permanent works without contamination by the unacceptable materials. The acceptable materials shall be stockpiled separately.

The Contractor shall ensure that he does not adversely affect the stability of excavation or fills by the methods of stockpiling materials, use of plants or sitting of temporary buildings or structures.

The Contractor shall obtain representative samples from each of the identified borrow areas and have these tested at the site laboratory following a testing programme approved by the Engineer. It shall be ensured that the sub grade material when compacted to the density requirements as in Table 300-2 shall yield the design CBR value of the sub grade.

**TABLE 300-2. COMPACTION REQUIREMENTS FOR EMBANKMENT AND SUBGRADE.**

Type of work/material	Relative compaction as percentage of max. laboratory dry density as per IS:2720 (Part 8)
1. Sub grade and earthen shoulders	Not less than 97%
2. Embankment	Not less than 95%
3. Expansive Clays	

a) Sub grade and 500mm.portion                      Not allowed.

Just below the sub grade.

b) Remaining portion of embankment                      Not less than 90-95%

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The Contractor shall at least 7 working days before commencement of compaction submit the following to the Engineer for approval :

- (i) The values of maximum dry density and optimum content obtained in accordance with IS:2720 (Part 8), appropriate for each of the fill materials he intends to use.
- (ii) A graph of density plotted against moisture content from which each of the values in (i) above of maximum dry density and optimum moisture content were determined.

The maximum dry density and optimum moisture content approved by the Engineer, it shall form the basis for compaction.

#### Construction Operations :

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**Setting Out :** After the site has been cleared to Clause 201, the work shall be set out to Clause 301.3.1. The limits of embankment/sub grade shall be marked by fixing batter pegs on both sides at regular intervals as guides before commencing the earthwork. The embankment/sub grade shall be built sufficiently wider than the design dimension so that surplus material may be trimmed, ensuring that the remaining material is to be desired density and the position specified and conforms to the specified side slopes.

**Dewatering:** If the foundation of the embankment is in an area with stagnant water, and in the opinion of the Engineer it is feasible to remove it, the same shall be removed by bailing out or pumping, as directed by the Engineer and the area of the embankment foundation shall be kept dry. Care shall be taken to discharge the drained water so as not to cause damage to the works, crops or any other property. Due to any negligence on the part of the Contractor, if any such damage is caused, it shall be the sole responsibility of the Contractor to repair./restore it to original condition or compensate the damage at his own cost.

If the embankment is to be constructed under water, Clause 305.4.6 shall apply.

**Stripping and Storing topsoil :** In localities where most of the available embankment materials are not conducive to plant growth, or when so directed by the Engineer, the topsoil from all areas of cutting and from all areas to be covered by embankment foundation shall be stripped to specified depths not exceeding 150 mm and stored in stockpiles of height not exceeding 2 m for covering embankment slopes, cut slopes and other disturbed areas where re-vegetation is desired. Topsoil shall not be unnecessarily trafficked either before stripping or when in a stockpile. Stockpiles shall not be surcharged or otherwise loaded and multiple handling shall be kept to a minimum.

#### Compacting ground supporting embankment/Sub grade:

Where necessary, the original ground shall be leveled to facilitate placement of first layer of embankment, scarified, mixed with water and then compacted by rolling in accordance with Clause 305.3.5 and 305.3.6 so as to achieve minimum dry density as given in Table 300-2.

In case where the difference between the sub grade level (top of the sub grade on which pavement rests) and ground level is less than 0.5 m and the ground does not have 97 per cent relative compaction with respect to the dry density as given in Table 300-2, the ground shall be loosened up to a level 0.5m below



the sub grade level, watered and compacted in layers in accordance with Clauses 305.3.5 and 305.3.6 to achieve dry density not less than 97 percent relative compaction as given in Table 300-2.

Where so directed by the Engineer, any unsuitable material occurring in the embankment foundation (500mm portion just below the sub-grade) shall be removed and replaced by approved materials laid in layers to the required degree of compaction.

Any foundation treatment specified for embankments especially high embankments, resting on suspect foundations as revealed by borehole logs shall be carried out in a manner and to the depth as desired by the Engineer. Where the ground on which an embankment is to be built has any of the material types (a) to (f) in Clause 305.2.1, at least 500 mm of such material must be removed and replaced by acceptable fill material before embankment construction commences.

### **Spreading material in layers and bringing to appropriate moisture content :**

The embankment and sub grade material shall be spread in layers of uniform thickness in the entire width with a motor grader. The compacted thickness of each layer shall not be more than 250mm when vibratory roller / vibratory soil compactor is used and not more than 200 mm when 80-100 kN static roller is used. The motor grader blade shall have hydraulic control suitable for initial adjustment and maintain the same so as to achieve the specific slope and grade. Successive layers shall not be placed until the layer under construction has been thoroughly compacted to the specified requirements as in Table 300-2 and got approved by the Engineer. Each compacted layer shall be finished parallel to the final cross-section of the embankment.

Moisture content of the material shall be checked at the site of placement prior to commencement of compaction; if found to be out of agreed limits, the same shall be made good. Where water is required to be added in such constructions, water shall be sprinkled from a water tanker fitted with sprinkler capable of applying water uniformly with a controllable rate of flow to variable widths of surface but without any flooding. The water shall be added uniformly and thoroughly mixed in soil by balding, dicing or barrowing until a uniform moisture content is obtained throughout the depth of the layer.

If the material delivered to the roadbed is too wet, it shall be dried, by aeration and exposure to the sun, till the moisture content is acceptable for compaction. Should circumstances arise, where owing to wet weather, the moisture content can not be reduced to the required amount by the above procedure, compaction work shall be suspended.

Moisture content of each layer of soil shall be checked in accordance with IS:2720 (Part 2), and unless otherwise mentioned, shall be so adjusted, making due allowance for evaporation losses, that at the time of compaction it is in the range of 1 per cent above to 2 per cent below the optimum moisture content determined in accordance with IS:2720 (Part 8) as the case may be. Expansive clays shall, however, be compacted at moisture content corresponding to the specified dry density, but on the wet side of the optimum moisture content obtained from the laboratory compaction curve.

After adding the required amount of water, the soil shall be processed by means of graders, harrows, rotary mixers or as otherwise approved by the Engineer until the layer is uniformly wet.

Clods or hard lumps of earth shall be broken to have a maximum size of 75 mm when being placed in the embankment and a maximum size of 50 mm when being placed in the sub grade.

Embankment and other areas of fill shall, unless otherwise required in the Contract or permitted by the Engineer, be constructed evenly over their full width and their fullest possible extent and the Contractor shall control and direct construction plant and other vehicular traffic uniformly over them. Damage by

construction plant and other vehicular traffic shall be made good by the Contractor with material having the same characteristics and strength as the material had before it was damaged.

Embankments and other areas of unsupported fills shall not be constructed with steeper side slopes, or to greater widths than those shown in the Contract, except to permit adequate compaction at the edges before trimming back, or to obtain the final profile following any settlement of the fill and the underlying material.

Whenever fill is to be deposited against the face of a natural slope, or sloping earthworks face including embankments, cutting, another fills and excavations steeper than 1 vertical on 4 horizontal, such faces shall be benched as per Clause 305.4.1 immediately before placing the subsequent fill.

All permanent faces of side slopes of embankments and other areas of fill formed shall, subsequent to any trimming operations, be reworked and sealed to the satisfaction of the Engineer by tracking a tracked vehicle, considered suitable by the Engineer, on the slope or any other method approved by the Engineer.

**Compaction:** Only the compaction equipment approved by the Engineer shall be employed to compact the different material types encountered during construction. Static three wheeled roller, self propelled single drum vibratory roller, tandem vibratory roller, pneumatic type roller, pad foot roller etc. of suitable size and capacity as approved by the Engineer shall be used for the different types and grades of materials required to be compacted either individually or in suitable combinations.

The compaction shall be done with the help of self propelled single drum vibratory roller or pad foot vibratory roller of 80 to 100 kN static weight or heavy pneumatic type roller of adequate capacity capable of achieving the required compaction. The contractor shall demonstrate the efficacy of the equipment he intends to use by carrying out compaction trials. The procedure to be adopted for these site trials shall be submitted to the Engineer for approval.

Earthmoving plant shall not be accepted as compaction equipment nor shall the use of a lighter category of plant to provide any preliminary compaction to assist the use of heavier plant be taken into account.

Each layer of the material shall be thoroughly compacted to the densities specified in Table 300-2. Subsequent layers shall be placed only after the finished layer has been tested according to Clause 903.2.2 and accepted by the Engineer. The Engineer may permit measurement of field dry density by a nuclear moisture/density gauge used in accordance with agreed procedure and the gauge is calibrated to provide results identical to that obtained from tests in accordance with IS: 2720 (Part 28). A record of the same shall be maintained by the Contractor.

When density measurements reveal any soft areas in the embankments / subgrade / earthen shoulders, further compaction shall be carried out as directed by the Engineer. If inspite of that the specified compaction is not achieved, the material in the soft areas shall be removed and replaced by approved material, compacted using appropriate mechanical means such as light weight vibratory roller, double drum walk behind roller, vibratory plate compactor, trench compactor or vibratory tamper to the density requirements and satisfaction of the Engineer.

**Drainage :** The surface of the embankment/subgrade at all times during construction shall be maintained at such a cross fall (not flatter than that required for effective drainage of an earthen surface) as will shed water and prevent ponding.

**Repairing of damages caused by rain/spillage of water :**

The soil in the affected portion shall be removed in such areas as directed by the Engineer before next layer is laid and refilled in layers and compacted using appropriate mechanical means such as small vibratory roller, plate compactor or power rammer to achieve the required density in accordance with Clause 305.3.6 If the cut is not sufficiently wide for use of required mechanical means for compaction, the same shall be widened suitably to permit their use for proper compaction. Tests shall be carried out as directed by the Engineer to ascertain the density requirements of the repaired area. The work of repairing the damages including widening of the cut, if any, shall be carried out by the Contractor at his own cost, including the arranging of machinery/equipment for the purpose.

#### Finishing operations:

Finishing operations shall include the work of shaping and dressing the shoulders/verge/ roadbed and side slopes to conform to the alignment, levels, cross sections and dimensions shown on the drawings or as directed by the Engineer subject to the surface tolerance described in Clause 902. Both the upper and lower ends of the side slopes shall be rounded off to improve appearance and to merge the embankment with the adjacent terrain.

The topsoil, removed and conserved earlier (Clause 301.3.2 and 305.3.3) shall be spread over the fill slopes as per directions of the Engineer to facilitate the growth of vegetation. Slopes shall be roughened and moisture slightly prior to the application of the topsoil in order to provide satisfactory bond. The depth of the top soil shall be sufficient to sustain plant growth, the usual thickness being from 75 mm to 150 mm.

Where directed, the slopes shall be turfed with sods in accordance with Clause 307. If seeding and mulching of slopes is prescribed, this shall be done to the requirement of Clause 308.

When earthwork operations have been substantially completed, the road area shall be cleared of all debris, and ugly scars in the construction area responsible for objectionable appearance eliminated.

#### **Construction of Embankment and subgrade under special conditions.**

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##### Earthwork for widening existing road embankment :

When an existing embankment and/or subgrade is to be widened and its slopes are steeper than 1 vertical on 4 horizontal, continuous horizontal benches, each at least 300 mm wide, shall be cut into the old slope for ensuring adequate bond with the fresh embankment/subgrade material to be added. The material obtained from cutting of benches could be utilized in the widening of the embankment/subgrade. However when the existing slope against which the fresh material is to be placed is flatter than 1 vertical on 4 horizontal, the slope surface may only be ploughed or scarified instead of resorting to benching.

Where the width of the widened portions is insufficient to permit the use of conventional rollers, compaction shall be carried out with the help of small vibratory rollers/plate compactors/power rammers or any other appropriate equipment approved by the Engineer. End dumping of material from trucks for widening operations shall be avoided except in difficult circumstances when the extra width is too narrow to permit the movement of any other types of hauling equipment.

##### Earthwork for embankment and subgrade to be placed against sloping ground:-

Where an embankment /subgrade is to be placed against sloping ground, the latter shall be appropriately benched or ploughed/scarified as required in Clause 305.4.1 before placing the embankment/subgrade

material. Extra earthwork involved in benching or due to ploughing/scarifying etc. shall be considered incidental to the work.

For wet conditions, benches with slightly inward fall and subsoil drains at the lowest point shall be provided as per the drawings, before the fill is placed against sloping ground.

Where the contract requires construction of transverse subsurface drain at the cut-fill interface, work on the same shall be carried out to Clause 309 in proper sequence with the embankment and subgrade work as approved by the Engineer.

**Earthwork over existing road surface:-**

Where the embankment is to be placed over an existing road surface, the work shall be carried out as indicated below:-

- (i) If the existing road surface is of granular or bituminous type and lies within 1 m of the new formation levels, it shall be scarified to a depth of 50mm or as directed so as to provide ample bond between the old and new material ensuring that at least 500 mm portion below the top of new subgrade level is compacted to the desired density.
- (ii) If the existing road surface is of bituminous type or cement concrete type and lies within 1 m of the new formation level, the bituminous or cement concrete layer shall be removed completely.
- (iii) If the level difference between the existing road surface and the new formation level is more than 1 m. the existing surface shall be roughened after ensuring that the minimum thickness of 500mm of subgrade is available.

**Embankment and subgrade around structures :-**

To avoid interference with the construction of abutments, wing walls or return walls of culvert/bridge structures, the Contractor shall, at points to be determined by the Engineer suspend work on embankment forming approaches to such structures, until such time as the construction of the latter is sufficiently advanced to permit the completion of approaches without the risk of damage to the structure.

Unless directed otherwise, the filling around culverts, bridges and other structures upto a distance of twice the height of the road from the back of the abutment shall be carried out independent of the work on the main embankment. The fill material shall not be placed against any abutment or wing wall, unless permission has been given by the Engineer but in any case not until the concrete or masonry has been in position for 14 days. The embankment and subgrade shall be brought up simultaneously in equal layers on each side of the structure to avoid displacement and unequal pressure. The sequence of work in this regard shall be got approved from the Engineer.

The material used for backfill shall not be an organic soil or highly plastic clay having plasticity index and liquid limit more than 20 and 40 respectively when tested according to IS: 2720 (Part 5) .Filling behind abutments and wing walls for all structures shall conform to the general guidelines given in IRC: 78. The fill material shall be deposited in horizontal layers in loose thickness and compacted thoroughly to the requirements of Table 300-2.

Where the provision of any filter medium is specified behind the abutment, the same shall be laid in layers simultaneously with the laying of fill material. The material used for filter shall conform to the requirements for filter medium spelt out in Clause 2504 unless otherwise specified in the Contract.

Where it may be impracticable to use conventional rollers, the compaction shall be carried out by appropriate mechanical means such as small vibratory roller, plate compactor or power rammer. Care

shall be taken to see that the compaction equipment does not hit or come too close to any structural member so as to cause any damage to them or excessive pressure against the structure.

#### Construction of embankment over ground incapable of supporting construction equipment.

Where embankment is to be constructed across ground which will not support the weight of repeated heavy loads of construction equipment, the first layer of the fill may be constructed by placing successive loads of material in a uniformly distributed layer of a minimum thickness required to support the construction equipment as permitted by the Engineer. The Contractor, if so desired by him, may also use suitable geosynthetic material to increase the bearing capacity of the foundation. This exception to normal procedure will not be permitted where, in the opinion of the Engineer, the embankments could be constructed in the approved manner over such ground by the use of lighter or modified equipment after proper ditching and drainage have been provided. Where this exception is permitted, the selection of the material and the construction procedure to obtain an acceptable layer shall be the responsibility of the Contractor. The cost of providing suitable traffic conditions for construction equipment over any area of the Contract, will be the responsibility of the Contractor and no extra payment will be made to him. The remainder of the embankment shall be constructed as specified in Clause 305.3.

#### Embankment construction under water :

Where filling or backfilling is to be placed under water, only acceptable granular material or rock shall be used unless otherwise approved by the Engineer. Acceptable granular material shall be of GW, SW, GP, SP as per IS:1498 and consist of graded, hard durable particles with maximum particle size not exceeding 75mm. The material should be non-plastic having uniformity coefficient of not less than 10. The material placed in open water shall be deposited by end tipping without compaction.

#### Embankment construction in waterlogged and Marshy Areas :

The work shall be done as per IRC:34.

#### **Earthwork for high embankment :-**

The material for high embankment construction shall conform to Clause 302.2.1.7. In the case of high embankments (more than 6 m), the Contractor shall normally use fly ash in conformity with Clause 305.2.1.1 or the material from the approved borrow area.

Where provided, stage construction of embankment and controlled rates of filling shall be carried out in accordance with the Contract including installation of instruments and its monitoring.

Where required, the contractor shall surcharge embankments or other areas of fill with approved material for the periods specified in the Contract. If settlement of surcharged fill results in any surcharging fill results the Contractor shall bring the resultant level upto formation level with acceptable materials for use in fill.

**Settlement period :-** Where settlement period is specified in the Contract, the embankment shall remain in place for the required settlement period before excavating for abutment, wing wall, retaining wall, footings, etc. or driving foundation piles. The duration of the required settlement period at each location shall be as provided for in the contract or as directed by the Engineer.

#### Plying of Traffic :

Construction and other vehicular traffic shall not use the prepared surface of the embankment and/or subgrade without the prior permission of the Engineer. Any damage arising out of such use shall, however be made good by the Contractor at his own expense as directed by the Engineer.

## **Surface Finish and Quality Control of Work :-**

The surface finish of construction of subgrade shall conform to the requirements of Clause 902. Control on the quality of materials and works shall be exercised in accordance with Clause 903.

## **Subgrade Strength :-**

It shall be ensured prior to actual execution that the borrow area material to be used in the subgrade satisfies the requirements of design CBR.

Subgrade shall be compacted and finished to the design strength consistent with other physical requirements. The actual laboratory CBR values of constructed subgrade shall be determined on remoulded samples, compacted to the field density at the field moisture content and tested for soaked / unsoaked condition as specified in the contract.

## **Measurements for Payment :-**

Earth embankment/subgrade construction shall be measured separately by taking cross sections at intervals given in Sub-section 113.3 after completion of clearing and grubbing and after completion of embankment / sub-grade. The volume of earthwork in cubic metres by the method of average end areas.

The measurement of fill material from borrow areas shall be the difference between the net quantities of compacted fill and the net quantities of suitable material brought from roadway and drainage excavation. For this purpose, it shall be assumed that one cum. of suitable material brought to site from road and drainage excavation forms one cu.m. of compacted fill and all bulking or shrinkage shall be ignored.

Construction of embankment under water shall be measured in cu.m.

Construction of high embankment with specified material and in specified manner shall be measured in cu.m.

Stripping including storing and reapplication of topsoil shall be measured in cu.m.

Work involving loosening and recompacting of ground supporting embankment/subgrade shall be measured in cu.m.

Removal of unsuitable material at embankment/subgrade foundation and replacement with suitable material shall be measured in Cu.m.

Scarifying existing granular/bituminous road surface shall be measured in Square metres.

Dismantling and removal of existing cement concrete pavement shall be measured vide Clause 202.6.

Filter medium and backfill material behind abutments, wing walls and other retaining structures shall be measured as finished work in position in cu.m.

## **RATES:**

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The Contract unit rates for the items of embankment and subgrade construction shall be payment in full for carrying out the required operations including full compensation for :

- (i) Cost of arrangement of land as a source of supply of material of required quantity for construction unless provided other wise in the contract.
- (ii) Setting out;
- (iii) Compacting ground supporting embankment/subgrade except where removal and replacement of unsuitable material or loosening and recompactng is involved;
- (iv) Scarifying or cutting continuous horizontal benches 300mm wide on side slopes of existing embankment and subgrade as applicable;
- (v) Cost of watering or drying of material in borrow areas and/or embankment and subgrade during construction as required;
- (vi) Spreading in layers, bringing to appropriate moisture content and compacting to specification requirements;
- (vii) Shaping and dressing top and slopes of the embankment and subgrade including rounding of corners;
- (viii) Restricted working at sites of structures;
- (ix) Working on narrow width of embankment and subgrade,
- (x) Excavation in all soils from borrow pits/designated borrow areas including clearing and grubbing and transporting the material to embankment and subgrade site with all lifts and leads unless otherwise provided for in the contractor.
- (xi) All labour, material, tools, equipment and incidentals necessary to complete the work to the Specifications;
- (xii) Dewatering, and
- (xiii) Keeping the embankment/completed formation free of water as per Clause 311.
- (xiv) Transporting unsuitable excavated material for disposal with all leads and lifts.

In case the Contract unit rate specified is not inclusive of all leads, the unit rate for transporting material beyond the initial lead, as specified in the contract for construction of embankment and subgrade shall be inclusive of full compensation for all labour, equipment, tools and incidentals necessary on account of the additional haul or transportation involved beyond the specified initial lead.

**Measurement shall be taken and paid in Cu.m.**

## **Item No. 32**

**Clearing and grubbing road land including uprooting trunk vegetation, grass bushes, shrubs, saplings and tree girth up to 300 mm, removal of stumps of trees cut earlier and disposal of unserviceable materials and stacking of serviceable materials to be used or auctioned up to a lead of 1000 meters including removal and disposal of top organic soil not exceeding 150 mm in thickness. (C) by mechanical means in area of light jungle**

### **201 CLEARING AND GRUBBING**

#### **201.1 Scope**

This work shall consist of cutting, removing and disposing of all materials such as trees, bushes, shrubs, stumps, roots, grass, weeds, rubbish, top organic soil, etc. to an average depth of 150 mm in thickness, which in the opinion of the Engineer are unsuitable for incorporation in the works, from the area of road land containing road embankment, drains, cross-drainage structures and such other areas as may be specified on the drawings or by the Engineer. It shall include necessary excavation, backfilling of pits resulting from uprooting of trees and stumps to required compaction, handling, salvaging, and disposal of cleared materials with all leads and lifts. Clearing and grubbing shall be performed in advance of earthwork operations and in accordance with the requirements of these Specifications.

#### **201.2 Preservation of Property/Amenities**

Roadside trees, shrubs, any other plants, pole lines, fences, signs, monuments, buildings, pipelines, sewers and all highway facilities within or adjacent to the highway which are not to be disturbed shall be protected from injury or damage. The Contractor shall provide and install at his own cost, suitable safeguards approved by the Engineer for this purpose.

During clearing and grubbing, the Contractor shall take all adequate precautions against soil erosion, water pollution, etc., and where required, undertake additional works to that effect vide Clause 306. Before start of operations, the Contractor shall submit to the Engineer for approval, his work plan including the procedure to be followed for disposal of waste materials, etc., schedules for carrying out temporary and permanent erosion control works as stipulated in clause 306.3

#### **201.3 Methods, Tools and Equipment**

Only such methods, tools and equipment as are approved by the Engineer and which will not affect any property to be preserved shall be adopted for the Work. If the area has thick vegetation/roots/trees, a crawler or pneumatic tyred dozer of adequate capacity may be used for clearance purposes. The dozer shall have ripper attachments for removal of tree stumps. All trees, stumps, etc., falling within excavation and fill lines shall be cut to such depth belowground level that in no case these fall within 500 mm of the bottom of the subgrade. Also, all vegetation such as roots, under-growth, grass and other deleterious matter unsuitable for incorporation in the embankment/subgrade shall be removed between fill lines to the satisfaction of the Engineer. All branches of trees extending above the roadway shall be trimmed as directed by the Engineer.



All excavations below the general ground level arising out of the removal of trees, stumps, etc., shall be filled with suitable material and compacted thoroughly so as to make the surface at these points conform to the surrounding area.

Ant-hills both above and below the ground, as are liable to collapse and obstruct free subsoil water flow shall be removed and their workings, which may extend to several metres, shall be suitably treated.

#### **201.4 Disposal of Materials**

All materials arising from clearing and grubbing operations shall be taken over and shall be disposed of by the Contractor at suitable disposal sites with all loads and lifts. The disposal shall be in accordance with local, State and Central regulations

#### **201.5 Measurements for Payment**

**Clearing and grubbing for road embankment, drains and cross-drainage structures shall be measured on area basis in terms of hectares.** Cutting of trees upto 300 mm in girth and removal of their stumps, including removal of stumps upto 300 mm in girth left over after trees have been cut by any other agency, and trimming of branches of trees extending above the roadway and backfilling to the required compaction shall be considered incidental to the clearing and grubbing operations. Clearing and grubbing of borrow areas shall be deemed to be a part of works preparatory to embankment construction and shall be deemed to have been included in the rates quoted for the embankment construction item and no separate payment shall be made for the same.

Ground levels shall be taken prior to and after clearing and grubbing. Levels taken prior to clearing and grubbing shall be the base level and will be accordingly used for assessing the depth of clearing and grubbing and computation of quantity of any unsuitable material which is required to be removed. The levels taken subsequent to clearing and grubbing shall be the base level for computation of earthwork for embankment.

Cutting of trees, excluding removal of stumps and roots of trees of girth above 300 mm shall be measured in terms of number according to the girth sizes given below:-

- i. Above 300 mm to 600 mm
- ii. Above 600 mm to 900 mm
- iii. Above 900 mm to 1800 mm
- iv. Above 1800 mm

Removal of stumps and roots including backfilling with suitable material to required compaction shall be a separate item and shall be measured in terms of number according to the sizes given below:-

- i. Above 300 mm to 600 mm
- ii. Above 600 mm to 900 mm
- iii. Above 900 mm to 1800 mm
- iv. Above 1800 mm

For the purpose of cutting of trees and removal of roots and stumps, the girth shall be measured at a height of 1 m above ground or at the top of the stump if the height of the stump is less than one metre from the ground.

## **201.6 Rates**

201.6.1 The Contract unit rates for the various items of clearing and grubbing shall be payment in full for carrying out the required operations including full compensation for all labour, materials, tools, equipment and incidentals necessary to complete the work. These will also include removal of stumps of trees less than 300 mm girth excavation and back-filling to required density, where necessary, and handling, giving credit towards salvage value disposing of the cleared materials with all lifts and leads. Clearing and grubbing done in excess of 150 mm by the Contractor shall be made good by the Contractor at his own cost as per Clause 301.3.3 to the satisfaction of the Engineer prior to taking up earthwork. Where clearing and grubbing is to be done to a level beyond 150 mm, due to site considerations, as directed by the Engineer, the extra quantity shall be measured and paid separately.

201.6.2 The Contract unit rate for cutting trees of girth above 300 mm shall include handling, giving credit towards salvage value disposing of the cleared materials with all lifts and leads.

201.6.3 The Contract unit rate for removal of stumps and roots of trees girth above 300 mm shall include excavation and backfilling with suitable material to required compaction, handling, giving credit towards salvage value disposing of the cleared materials with all lifts and leads.

201.6.4 The Contract unit rate is deemed to include credit towards value of usable materials, salvage value of unusable material and off-set price of cut trees and stumps belonging to the forest Department. The off-set price of cut trees and stumps belonging to the Forest Department shall be deducted from the amount due to the Contractor and deposited with the State Forest Department. In case the cut trees and stumps are required to be deposited with the Forest Department the Contractor shall do so and no deduction towards the off-set price shall be effected. The offset price shall be as per guidelines I estimates of the. State Forest Department.

201.6.5 Where a Contract does not include •separate items of clearing and grubbing, the same shall be considered incidental to the earthwork items and the Contract unit prices for the same shall be considered as including clearing and grubbing operations.

### **Item No. 33**

**Supplying Stacking & Spreading Hard Murrum 100 mm below sub base and 100 mm for Side Shoulder of work as per specification and Borrow material with Min CBR of 18% laid and compacted over. Compacted of native soil of min. CBR of 1.8%, ( including spreading, watering and consolidation) With Vibratory roller exceeding 80KN and not exceeding 120KN etc. complete.**

1. The materials for the purpose shall be of approved quality. Any materials which is found inferior shall be rejected and the contractor shall remove such rejected materials from the site at his own cost. The material shall be approved by the Executive Engineer or his authorised agent.
2. River or nala or sea sand required for the work shall be clear, sound, properly, graded, free from organic materials silt clay etc. and shall be got approved by the Engineer-in-charge. The sand shall be obtained and brought from the source approved by the Engineer-in-charge. The sand shall be well graded. The payment shall be made on Cubic Metre basis.
3. Stacking shall be done by filling in the standard steel boxes of 2 m x 1.5 m x 0.5 m size which shall be supplied by the Department if available on rent. Otherwise contractor shall make his own arrangement. No deduction for voids shall be made from the grade measurements. Where any doubt exists as to whether the quantity of stacks of murrum in an hectometer is not confirming with the cubic content of the standard pharas (2 x 1.5 x 0.5 M) the same shall be got corrected by the contractor if so ordered by the Engineer-in-charge for which no extra payment shall be claimed by the contractor. If the quantity of murrum in any stack in a particular hectometer is found to be less than the standard measurements viz., 1.5 cmt. the entire collection in the hectometer shall be paid on the basis of the quantity so found. Regular stacks shall be done by the Contractor on a fairly level ground. Stacking of the murrum shall be done in a manner as directed by the Engineer-in-charge.
4. For road work completed stacking of murrum as per requirement shall be carried out in 2 K.M. length before spreading. The collection shall always, be commenced at one end of the K.M. and be carried continuously toward the other end unless the Engineer-in-charge shall direct otherwise.
5. The payment shall be made on cubic metre basis without deduction for voids. The contractor shall maintain all stacks in regular and proper size till the whole materials are collected, measured and finally accepted by the Department. The spreading of materials shall not be allowed till the materials are fully stacked and completed kilometre wise.
6. The rate includes cost of collection, conveyance to the site with all lead and lift and filling the boxes including all labour, tools, equipment and other incidental expenses.
7. The rate quoted are inclusive of all such tools, duties, fees, royalties, taxes etc. The sand used as crust shall be as per C.B.R. Report. **The measurements shall be taken on cubic metre basis.**

**Item No. 34**

**Construction of granular sub-base (GSB-V) 150 mm thick layer by providing machine crushed B.T. material satisfying MORT&H specification (Fifth revision) of Grading V including spreading in uniform layer with motor grader on prepared surface, mixing by mix in place method with rotavator at OMC and compacting with vibratory roller to achieve the desired density etc. complete.**

**401 GRANULAR SUB-BASE****401.1 Scope**

This work shall consist of laying and compacting well-graded material on prepared subgrade in accordance with the requirements of these Specifications. The material shall be laid in one or more layers as sub-base or lower sub-base and upper sub-base (termed as sub-base hereinafter) as necessary according to lines, grades and cross-sections shown on the drawings or as directed by the Engineer.

**401.2 Materials**

**401.2.1** The material to be used for the work shall be natural sand, crushed gravel, crushed stone, crushed slag, or combination thereof depending upon the grading required. Use of materials like brick metal, Kankar and crushed concrete shall be permitted in the lower sub-base. The material shall be free from organic or other deleterious constituents and shall conform to the gradings given in Table 400-1 and physical requirements given in Table 400-2. Gradings III and IV shall preferably be used in lower sub-base. Gradings V and VI shall be used as a sub-base-cum-drainage layer. The grading to be adopted for a project shall be as specified in the Contract. Where the sub-base is laid in two layers as upper sub-base and lower sub-base, the thickness of each layer shall not be less than 150 mm.

**401.2.2** If the water absorption of the aggregates determined as per IS:2386 (Part 3) is greater than 2 percent, the aggregates shall be tested for Wet Aggregate Impact Value (AIV) (IS:5640). Soft aggregates like Kankar, brick ballast and laterite shall also be tested for Wet AIV (IS:5640).

**Table 400-1: Grading for Granular Sub-Base Materials**

IS Sieve	Percent by Weight Passing the IS Sieve					
Designation	Grading I	Grading II	Grading III	Grading IV	Grading V	Grading VI
75.0 mm	100	-	-	-	100	-
53.0 mm	80-100	100	100	100	80-100	100
26.5 mm	55-90	70-100	55-75	50-80	55-90	75-100
9.50 mm	35-65	50-80	-	-	35-65	55-75
4.75 mm	25-55	40-65	10-30	15-35	25-50	30-55

2.36 mm	20-40	30-50	-	-	10-20	10-25
0.85 mm	-	-	-	-	2-10	-
0.425 mm	10-15	10-15	-	-	0-5	0-8
0.075 mm	<5	<5	<5	<5	-	0-3

**Table 400-2: Physical Requirements for Materials for Granular Sub-base**

Aggregate Impact Value (AIV)	IS:2386 (Part 4) or IS:5640	40 maximum
Liquid Limit	IS:2720 (Part 5)	Maximum 25
Plasticity Index	IS:2720 (Part 5)	Maximum 6
CBR at 98% dry density (at IS:2720-Part 8)	IS:2720 (Part 5)	Minimum 30 unless otherwise specified in the Contract

## **401.2 Construction Operations**

### **401.2.1 Preparation of Sub-grade**

Immediately prior to the laying of sub-base, the subgrade already finished to Clause 301 or 305 as applicable shall be prepared by removing all vegetation and other extraneous matter, lightly sprinkled with water, if necessary and rolled with two passes of 80-100 kN smooth wheeled roller.

### **401.3.2 Spreading and Compacting**

The sub-base material of the grading specified in the Contract and water shall be mixed mechanically by a suitable mixer equipped with provision for controlled addition of water and mechanical mixing. So as to ensure homogenous and uniform mix. The required water content shall be determined in accordance with IS:2720 (Part 8). The mix shall be spread on the prepared subgrade with the help of a motor grader of adequate capacity, its blade having hydraulic controls suitable for initial adjustment and for maintaining the required slope and grade during the operation, or other means as approved by the Engineer.

Moisture content of the mix shall be checked in accordance with IS:2720 (Part 2) and suitably adjusted so that, at the time of compaction, it is from 1 to 2 percent below the optimum moisture content.

Immediately after spreading the mix, rolling shall be done by an approved roller. If the thickness of the compacted layer does not exceed 100 mm, a smooth wheeled roller of 80 to 100 kN weight may be used. For a compacted single layer, up to 200 mm the compaction shall be done with the help of a vibratory roller of minimum 80 to 100 kN static weight capable of achieving the required compaction. Rolling shall commence at the lower edge and proceed towards the upper edge longitudinally for portions having unidirectional cross fall or on super-elevation. For carriageway having cross fall on both sides, rolling shall commence at the edges and progress towards the crown.

Each pass of the roller shall uniformly overlap not less than one-third of the track made in the preceding pass. During rolling, the grade and cross fall (camber) shall be checked and any high spots or depressions which become apparent, corrected by removing or adding fresh material. The speed of the roller shall not exceed 5 km per hour.

Rolling shall be continued till the density achieved is at least 98 percent of the maximum dry density for the material determined as per IS:2720 (Part 8). The surface of any layer of material on completion of compaction shall be well closed, free from movement under compaction equipment and from compaction planes, ridges, cracks, or loose material. All loose, segregated or otherwise defective areas shall be made good to the full thickness of layer and re-compacted.

#### **401.4 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.

#### **401.5 Arrangements for Traffic**

During the period of construction, arrangements for the traffic shall be provided and maintained in accordance with Clause 112.

#### **401.6 Measurements for Payment**

**Granular sub-base shall be measured as finished work in position in cubic metres.**

The protection of edges of granular sub-base extended over the full formation as shown in the drawing shall be considered incidental to the work of providing granular sub-base and as such no extra payment shall be made for the same.

#### **401.7 Rate**

The Contract unit rate for granular sub-base 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 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 incidentals to complete the work to the Specifications;
- iv. carrying out the work in part widths of road where directed; and
- v. carrying out the required tests for quality control.

## **Item No. 35**

**Providing and laying wet mix macadam (WMM) base course 250 mm thick in two layers as per MORTH specification using machine crushed B.T. chips as per required gradation, mixing with required optimum quantity of water, conveying the mix to site of work, spreading in to grade and camber with paver/mechanical means and consolidation each layer with vibratory roller to achieve the desired density including cost of material labour plant and equipment etc. complete.**

### **406 WET MIX MACADAM SUB-BASE/BASE**

#### **406.1 Scope**

This work shall consist of laying and compacting clean, crushed, graded aggregate and granular material, premixed with water, to a dense mass on a prepared sub-grade/sub- base/ base or existing pavement as the case may be in accordance with the requirements of these Specifications. The material shall be laid in one or more layers as necessary to lines, grades and cross-sections shown on the approved drawings or as directed by the Engineer.

The thickness of a single compacted Wet Mix Macadam layer shall not be less than 75 mm. When vibrating or other approved types of compacting equipment are used, the compacted depth of a single layer of the sub-base course may be up to 200 mm with the approval of the Engineer.

#### **406.2 Materials**

##### **406.2.1 Aggregates**

##### **406.2.1.1 Physical Requirements**

Coarse aggregates shall be crushed stone. If crushed gravel/shingle 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 conform to the physical requirements set forth in Table 400-12.

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 400-12: Physical Requirements of Coarse Aggregates for**

#### **Wet Mix Macadam for Sub-base/Base Courses**

<b>S. No.</b>	<b>Test</b>	<b>Test Method</b>	<b>Requirements</b>
1)	Los Angeles Abrasion value	IS:2386 (Part-4) or	40 percent (Max.)
	or		
	Aggregate Impact value	IS:5640	30 percent (Max.)
2)	Combined Flakiness and Elongation indices (Total)	IS:2386 (Part-1)	35 percent (Max.) *

- ii. \* 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.

#### **406.2.1.2 Grading Requirements**

The aggregates shall conform to the grading given in Table 400-13.

**Table 400-13: Grading Requirements of Aggregates for Wet Mix Macadam**

<b>IS Sieve Designation</b>	<b>Percent by weight passing the IS Sieve</b>
53.00 mm	100
45.00 mm	95~100
26.50 mm	-
22.40 mm	60-80
11.20 mm	40-60
4.75 mm	25-40
2.36 mm	15-30
600.00 micron	8-22
75.00 micron	0-5

Material finer than 425 microns shall have Plasticity Index (PI) not exceeding 6.

The final gradation approved within these limits shall be graded from coarse to fine and shall not vary from the low limit on one sieve to the high limit on the adjacent sieve or vice versa.

#### **406.3 Construction Operations**

##### **406.3.1 Preparation of Base**

Clause 404.3.1 shall apply.

##### **406.3.2 Provision of Lateral Confinement of Aggregates**

While constructing wet mix macadam, arrangement shall be made for the lateral confinement of wet mix. This shall be done by laying materials in adjoining shoulders along with that of wet mix macadam layer and following the sequence of operations described in Clause 404.3.3.

##### **406.3.3 Preparation of Mix**

Wet Mix Macadam shall be prepared in an approved mixing plant of suitable capacity having provision for controlled addition of water and forced/ positive mixing arrangement like pugmill or pan type mixer of concrete batching plant. The plant shall have following features:



- i. For feeding aggregates- three/ four bin feeders with variable speed motor
- ii. Vibrating screen for removal of oversize aggregates
- iii. Conveyor Belt
- iv. Controlled system for addition of water
- v. Forced/positive mixing arrangement like pug-mill or pan type mixer
- vi. Centralized control panel for sequential operation of various devices and precise process control
- vii. Safety devices

Optimum moisture for mixing shall be determined in accordance with IS:2720 (Part-8) after replacing the aggregate fraction retained on 22.4 mm sieve with material of 4.75 mm to 22.4 mm size. While adding water, due allowance should be made for evaporation losses. However, at the time of compaction, water in the wet mix should not vary from the optimum value by more than agreed limits. The mixed material should be uniformly wet and no segregation should be permitted.

#### **406.3.4.1 Spreading of Mix**

Immediately after mixing, the aggregates shall be spread uniformly and evenly upon the prepared sub-grade/sub-base/base in required quantities. In no case shall these be dumped in heaps directly on the area where these are to be laid nor shall their hauling over a partly completed stretch be permitted.

The mix may be spread by a paver finisher. The paver finisher shall be self-propelled of adequate capacity with following features:

- i. Loading hoppers and suitable distribution system, to provide a smooth uninterrupted material flow for different layer thicknesses from the tipper to the screed.
- ii. Hydraulically operated telescopic screed for paving width up to 8.5 m and fixed screed beyond this. The screed shall have tamping and vibrating arrangement for initial compaction of the layer.
- iii. Automatic levelling control system with electronic sensing device to maintain mat thickness and cross slope of mat during laying procedure.

In exceptional cases where it is not possible for the paver to be utilized, mechanical means like motor grader may be used with the prior approval of the Engineer. The motor grader shall be capable of spreading the material uniformly all over the surface.

The surface of the aggregate shall be carefully checked with templates and all high or low spots remedied by removing or adding aggregate as may be required. The layer may be tested by depth blocks during construction. No segregation of larger and fine particles should be allowed. The aggregates as spread should be of uniform gradation with no pockets of fine materials.

The Engineer may permit manual mixing and /or laying of wet mix macadam where small quantity of wet mix macadam is to be executed. Manual mixing/laying in inaccessible/ remote locations and in situations where use of machinery is not feasible can also be permitted. Where manual mixing/laying is intended to be used, the same shall be done with the approval of the Engineer.

#### **406.3.4.2 Compaction**

After the mix has been laid to the required thickness, grade and cross fall/camber the same shall be uniformly compacted to the full depth with suitable roller. If the thickness of single compacted layer does not exceed 100 mm, a smooth wheel roller of 80 to 100kN weight may be used. For a

compacted single layer upto 200 mm, the compaction shall be done with the help of vibratory roller of minimum static weight of 80 to 100 kN with an arrangement for adjusting the frequency and amplitude. An appropriate frequency and amplitude may be selected. The speed of the roller shall not exceed 5 km/h.

In portions having unidirectional cross fall/super elevation, rolling shall commence from the lower edge and progress gradually towards the upper edge. Thereafter, roller should progress parallel to the center line of the road, uniformly over-lapping each preceding track by at least one-third width until the entire surface has been rolled. Alternate trips of the roller shall be terminated in stops at least 1 m away from any preceding stop.

In portions in camber, rolling should begin at the edge with the roller running forward and backward until the edges have been firmly compacted. The roller shall then progress gradually towards the center parallel to the center line of the road uniformly overlapping each of the preceding track by at least one-third width until the entire surface has been rolled.

Any displacement occurring as a result of reversing of the direction of a roller or from any other cause shall be corrected at once as specified and/or removed and made good.

Along forms, kerbs, walls or other places not accessible to the roller, the mixture shall be thoroughly compacted with mechanical tampers or a plate compactor. Skin patching of an area without scarifying the surface to permit proper bonding of the added material shall not be permitted.

Rolling should not be done when the sub-grade is soft or yielding or when it causes a wave-like motion in the sub-base/base course or sub-grade. If irregularities develop during rolling which exceed 12 mm when tested with a 3-m straight edge, the surface should be loosened and premixed material added or removed as required before rolling again so as to achieve a uniform surface conforming to the desired grade and cross fall. In no case shall the use of unmixed material be permitted to make up the depressions.

Rolling shall be continued till the density achieved is at least 98 percent of the maximum dry density for the material as determined by the method outlined in IS:2720 (Part-8).

After completion, the surface of any finished layer shall be well-closed, free from movement under compaction equipment or any compaction planes, ridges, cracks, and loose material. All loose, segregated or otherwise defective areas shall be made good to the full thickness of the layer and recompacted.

#### **406.3.5            Setting and Drying**

After final compaction of wet mix macadam course, the road shall be allowed to dry for 24 hours.

#### **406.4                Opening to Traffic**

No vehicular traffic shall be allowed on the finished wet mix macadam surface. Construction equipment may be allowed with the approval of the Engineer.

#### **406.5                Surface Finish and Quality Control of Work**

##### **406.5.1            Surface Evenness**

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

**406.5.2 Quality Control**

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

**406.6 Rectification of Surface Irregularity**

Where the surface irregularity of the wet mix macadam course exceeds the permissible tolerances or where the course is otherwise defective due to sub-grade soil getting mixed with the aggregates, the full thickness of the layer shall be scarified over the affected area, re-shaped with added premixed material or removed and replaced with fresh premixed material as applicable and recompactd in accordance with Clause 406.3. The area treated in the aforesaid manner shall not be less than 5 m long and 2 m wide. In no case shall depressions be filled up with unmixed and ungraded material or fines.

**406.7 Arrangement for Traffic**

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

**406.8 Measurements for Payment**

**Wet mix macadam shall be measured as finished work in position in cubic metres.**

**406.9 Rate**

The Contract unit rate for wet mix macadam shall be payment in full for carrying out the required operations including full compensation for all components listed in Clause 401.7.

### **Item No. 36**

**Providing and Laying priming coat with emulsion SS-1 grade and spraying emulsion with spray set fitted on mechanical bouzer using emulsion at the rate of 7.50 kg/10 smt on WMM surface including cleaning the surface etc. cost of emulsion and preparing the surface and applying 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. The work shall be carried out on a previously prepared granular/ stabilized surface to Clause 501.8.

### **502.2 Materials**

502.2.1 The primer shall be cationic bitumen emulsion SS 1 grade conforming to IS:8887 or medium curing cutback bitumen conforming to IS:217 or as specified in the Contract.

502.2.2 Quantity of SS 1 grade bitumen emulsion for various types of granular surface shall be as given in Table 500-3.

**Table 500-3: Quantity of Bitumen Emulsion for Various Types of Granular Surfaces**

Type of Surface	Rate of Spray (kg/sq.m)
WMM/WBM	0.7-1.0
Stabilized soil bases/Crusher Run Macadam	0.9-1.2

502.2.3 Cutback for primer shall not be prepared at the site. Type and quantity of cutback bitumen for various types of granular surface shall be as given in Table 500-4.

**Table 500-4 : Type and Quantity of Cutback Bitumen for Various Types of Granular Surface**

Type of Surface	Type of Cutback	Rate of Spray (kg/sq.m)
WMM/WBM	MC 30	0.6-0.9
Stabilized soil bases/Crusher Run Macadam	MC 70	0.9-1.2

502.2.4 The correct quantity of primer shall be decided by the Engineer and shall be such that it can be absorbed by the surface without causing run-off of excessive primer and to achieve desired penetration of about 8-10 mm.

### **502.3 Weather and Seasonal Limitations**

Primer shall not be applied 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. Cutback bitumen as primer shall not be applied to a wet surface. Surfaces which are to receive emulsion primer should be damp, but no free or standing water shall be present. Surface can be just wet by very light sprinkling of water.

### **502.4 Construction**

#### **502.4.1 Equipment**

The primer shall be applied by a self-propelled or towed bitumen pressure sprayer equipped for spraying the material uniformly at specified rates and temperatures. Hand spraying shall not be allowed except in small areas, inaccessible to the distributor, or in narrow strips where primer shall be sprayed with a pressure hand sprayer, or as directed by the Engineer.

#### **502.4.2 Preparation of Road Surface**

The granular surface to be primed shall be swept clean by power brooms or mechanical sweepers and made free from dust. All loose material and other foreign material shall be removed completely. If soil/ moorum binder has been used in the WBM surface, part of this should be brushed and removed to a depth of about 2 mm so as to achieve good penetration.

#### **502.4.3 Application of Bituminous Primer**

After preparation of the road surface as per Clause 502.4.2, the primer shall be sprayed uniformly at the specified rate. 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.

No heating or dilution of SS1 bitumen emulsion and shall be permitted at site. Temperature of cutback bitumen shall be high enough to permit the primer to be sprayed effectively through the jets of the spray and to cover the surface uniformly.

#### **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 higher period as is found to be necessary to allow all the moisture/volatiles to evaporate before any subsequent surface treatment or mix is laid. Any unabsorbed primer shall first be blotted with a light 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.

### **502.5 Quality Control of Work**

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

## **502.6 Arrangements for Traffic**

During construction operations, arrangements for traffic shall be made in accordance with the provisions of Clause 112 as per MORTH SPECIFICATION 5<sup>th</sup> Revision.

## **502.7 Measurement for Payment**

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

## **502.8 Rate**

The contract unit rate for prime coat shall be payment in full for carrying out the required operations including full compensation for all components listed in Clause 401.7 (i) to (v) as per MORTH SPECIFICATION 5<sup>th</sup> Revision 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 quantity at 0.6 kg per square metre or at the rate specified in the Contract, with adjustment, plus or minus, for the variation between this quantity and the actual quantity approved by the Engineer after the preliminary trials referred to in Clause 502.4.3 as per MORTH SPECIFICATION 5<sup>th</sup> Rev

### **Item No. 37**

**Providing and laying bituminous base course 37.5 mm thick compacted with tack coat of Emulsion grade RS1 at the rate of 2.5 Kg./10Sqmt. and using B.T. stone aggregates of required gradation and asphalt (VG-30) grade for mixing @ 1.99 % by weight of total mix including heating the aggregate and asphalt by drum mix plant and spreading the same by paver finisher and consolidation with vibratory roller including providing all materials, equipments, tools and plants, oil, kerosene, fire wood, labour charges etc. complete**

#### **SCOPE :-**

The work shall consist of construction in one **LAYER having 37.5mm compacted thickness each** with 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. Bituminous macadam is more open graded than the dense graded bituminous materials described in Clause 507, 508 & 509 of MORT&H.

#### **1.0 Materials :-**

**1.1 Bitumen :** The bitumen shall be paving bitumen of Penetration Grade (VG 30) complying with Indian Standard Specifications for "Paving Bitumen" IS : 73. The actual grade of bitumen to be used shall be decided by the Engineer appropriate to the region, traffic, rainfall and other environment conditions. Guidelines on selection of bitumen shall be as per Appendix -4 of MORT&H.

**1.2 Coarse Aggregate :** The aggregate shall consist of crushed rock, crushed gravel or other hard material retained on 2.36mm sieve. They shall be clean, hard, durable, of cubical shape and free from dust and soft friable matter, organic or other deleterious matter and adherent coating. Where the Contractor's selected sources of aggregates have poor affinity for bitumen, as a condition for the approval of that source, bitumen shall be treated with an approved anti-stripping agents, as per the manufacturer's recommendations, without additional payment. Before approval of the source, aggregates shall be tested for stripping.

The aggregate shall satisfy the physical requirement set forth in table 500-3. Where crushed gravel is proposed for use as aggregate, not less than 90 percent by weight of the crushed material retained on 4.75mm sieve shall have at least two fractured faces.

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

**TABLE 500 – 3 PHYSICAL REQUIREMENT FOR COARSE AGGREGATES FOR BITUMINOUS MACADAM**

<b>Sr. No.</b>	<b>Test</b>	<b>Test Method</b>	<b>Requirement</b>
1	Strength* : Los Angles Abrasion Value	IS : 2386 (Part-4)	40% Maximum
2	Strength* : Aggregate Impact Value	IS 2386 (Part-4)	30% Maximum
3	Particle shape : Flakiness and Elongation Index (Combined)	IS : 2386 (Part-1)	30% Maximum
4	Cleanliness : Grain size analysis	IS : 2386 (Part-1)	Maximum 5% passing 0.075mm sieve
5	Coating and stripping of bitumen Aggregate Mixtures	IS : 6241	Minimum retained coating 95%
6	Soundness: (i) Loss with Sodium Sulphate 5 cycle (ii) Loss with Magnesium Sulphate 5 cycle	IS : 2386 (Part-5)	12% Maximum 18% Maximum
7	Water Absorption	IS : 2386 (Part-3)	02% Maximum
8	Water Sensitivity ** : Retained Tensile Strength		Minimum 80%

\*

Aggregates may satisfy requirements of either of the two tests.

The water sensitivity test is only to be carried out if the minimum retained coating in the stripping test is less than 95%.

**2.4 Aggregate grading and binder content:** When tested in accordance with IS : 2386 Part-I (wet sieving method), the combined aggregate grading for the particular mixture shall fall within the limits shown in Table 500-4 for

the grading specified in the contract. The type and quality of bitumen, and appropriate thickness, are also indicated for each mixture type.

**Proportioning of Materials :-** The aggregate shall be proportioned to produce a uniform mixture complying with the requirements of Table 500-4 of MORT&H. The binder content shall be within a tolerance of + 0.3 percent by weight of total mixture when individual specimens are taken for quality control tests in accordance with the provisions of Section 900 of MORT&H. The bitumen content for premixing shall 3.4 percent by weight of the total mix except when otherwise directed by the Executive Engineer.

**TABLE NO. 500-4 AGGREGATE GRADING FOR BITUMINOUS MACADAM**

<b>Mix Designation Nominal</b>	<b>Cumulative % by weight of total</b>
<b>Aggregate size Layer</b>	<b>aggregate passing</b>



<b>Thickness</b>	<b>37.50 mm</b>
<b>IS Sieve (mm)</b>	
45.0	—
37.5	—
26.5	100
19.0	90-100
13.2	56-88
4.75	16-36
2.36	4-19
0.30	2-10
0.075	0-8
Bitumen content, % by weight of total mixture	3.4%
Bitumen Grade	VG 30

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

## 2.0 Construction Operation :-

**2.1 Weather and seasonal limitations :** The laying shall be suspended while freestanding 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 40Km/h at 2m height unless specifically approved by the Engineer-in-Charge.

**2.2 Preparation of the base :** The base on which bituminous macadam is to be laid shall be prepared shaped and conditioned to the required profile in accordance with Clause 501.8 & 902.3 of MORT&H as appropriate, and prime coat, shall be applied in accordance with Clause 502 of MORT&H where specified, or as directed by Engineer.

**2.3 Tack coat:** This work shall consist of application of a single coat of bituminous material to an exist g road surface preparatory to another bituminous construction. The temperature of bitumen at the time of application shall be in range of 160. 0 deg. centigrade to 175.0 deg. centigrade.

**2.3.1 Binder :** Binder shall be heated to the appropriate temperature grade Of bitumen **used** and approved by the Engineer-in-charge at the rate of specified below. The rate of spread in terms of straight run bitumen shall be 2.50 kgs, per 10 sq. mt. area. The binder shall be applied uniformly, Wastage of bitumen will not be permitted beyond 2.5%

### 2.3.2 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.

### 2.3.3 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.

### 2.3.4 Preparation of base :- The surface on which the tack coat is

to be applied shall be cleaned and free from dust, dirt, and any extraneous material, and be otherwise prepared in accordance with the requirements of Clauses 501.8 and 902 of MORT&H 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.

**2.3.5 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.

	Type of Surface	Quantity of liquid bituminous material in Kg. per Sq.m.area
(i)	Nominal 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)	Not bituminous surfaces (a)	0.35 to 0.40
	Granular base (not primed) (b)	0.30 to 0.35
	Cement concrete pavement	

## 3.4 Preparation and transport of mix :-

**3.4.1 Mixing :-** Pre-mixed bituminous materials, including bituminous macadam, dense bituminous macadam, semi-dense bituminous concrete and bituminous concrete 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. Appropriate mixing temperature can be found in Table 500-5 of these Specifications ; the difference in temperature between the binder and aggregate should at no time exceed 14°C. In order to ensure uniform quality of the mix and better coating of aggregates, the **Drum Mix Plant** shall be calibrated from time to time.

If a continuous mixing plant is to be used for mixing the bituminous bound macadam, the Contractor must demonstrate by laboratory analysis that the cold feed combined grading is within the grading limits specified for that bituminous bound material. In case of a designed job mix, the bitumen and the filler content shall be derived using this combined grading. Further details are available in the Manual for Construction and Supervision of Bituminous Works.

**3.4.2 Transporting :** Bituminous materials shall be transported in clean insulated vehicles, and unless otherwise agreed by the Engineer, shall be covered while in transit or awaiting tipping. Subject to the approval of the Engineer, a thin coating of diesel or lubricating oil may be applied to the interior of the vehicle to prevent sticking and to facilitate discharge of the material.

**3.5 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 Censor paver shall be regulated to enable the paver to operate continuously. The travel rate of the paver, and its method 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 mechanical paver cannot be used, the material shall be spread, raked and leveled with suitable hand tools by experienced staff, and compacted to the satisfaction of the Engineer.

The minimum thickness of material laid in each Censor paver pass shall be in accordance with the minimum values gives 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, the joint or joint cavity shall be kept clear of surface material.

Bituminous material, with a temperature greater than 145°C. shall not be laid or deposited on bridge deck water proofing system, 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 course 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 of MORT&H.
- (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.

<b>Bitumen Penetration</b>	<b>Bitumen Mixing (°C)</b>	<b>Aggregate Mixing (°C)</b>	<b>Mixed Mixing (°C)</b>	<b>Rolling Mixing (°C)</b>	<b>Laying Mixing (°C)</b>
<b>35</b>	160-170	160-175	170 Maximum	<b>100</b> Minimum	<b>130</b> Minimum
<b>65</b>	150-165	150-170	165 Maximum	<b>90</b> Minimum	<b>125</b> Minimum
<b>90</b>	140-160	140-165	155 Maximum	<b>80</b> Minimum	<b>115</b> Minimum

**3.6 Compaction :** Bituminous materials shall be laid and compacted in layers which enable the specified thickness, surface level, regularity requirements and compaction to be achieved.

Compaction of bituminous materials shall be commenced as soon as possible after laying. Compaction shall be substantially completed before the temperature falls below the minimum rolling temperatures stated in the relevant part of these Specifications. 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 unidirectional camber portions, it shall progress from the lower to the upper edge parallel to the centerline of the pavement. Rolling shall continue until all roller marks have been removed from the surface. All deficiencies in the surface after laying shall be made good by the attendants behind the paver, before initial rolling is commenced.

The initial breakdown rolling shall be done with 8-10 tonnes dead weight smooth wheeled rollers. The intermediate rolling shall be done with 8-10 tonnes dead weight or vibratory roller or with pneumatic tyred roller of 12 to 15 tonnes weight having nine wheels, with tyre pressure of at least 5.60 Kg / Sqcm. The finish rolling shall be done with 6 to 8 tonnes smooth wheeled tandem rollers.

Where compaction is to be determined by density of cores the requirements to prove the performance of rollers shall apply in order to demonstrate that the specified density can be achieved. In such cases the Contractor shall nominate the plant, and the method by which he intends to achieve the specified level of compaction and finish at temperatures above minimum specified rolling temperature. Laying trails shall then demonstrate the acceptability of the plant and method used.

Bituminous materials shall be rolled in a longitudinal direction, with the driven rolls nearest the paver. The roller shall first compact material adjacent to joints and then work from the lower to the upper side

of the layer, overlapping on successive passes by at least one-third of the width of the rear roll or, in the case of a pneumatic-tyred roller, at least the nominal width of 300mm.

In portions with super-elevated and uni-directional camber, after the edge has been rolled, the roller shall progress from the lower to the upper edge.

Rolling should move at a speed of not more than 5 km per hour. The roller shall not be permitted to stand on pavement, which has not been fully compacted, and necessary precautions shall be taken to prevent dropping of oil, grease, petrol or other foreign matter on the pavement either when the rollers are operating or standing. The wheels of rollers shall be kept moist with, and the spray system provided with the machine shall be in good working order, to prevent the mixture from adhering to the wheels. Only sufficient moisture should be used. Surplus water shall not be allowed to stand on the partially compacted pavement.

**3.7 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 specified 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 equipment available, for use in the event of a heater breakdown, to form joints by method(iii). (ii) by using two or more pavers operating in echelon, where this is practicable and in sufficient proximity for adjacent width 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 loosened material and coating the vertical face completely with VG 30 penetration 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 lane edge or the lane marking, whichever is appropriate. Longitudinal joints shall not be situated in wheel track zones. Rolling shall be continued until the specified density is achieved, or where no density is specified, until there is no further movement under the roller. The required frequency of testing is defined in Clause 903 of MoRT&H.

#### **4.0 Surface Finish and Quality Control of Work:**

The surface finish of the completed construction shall conform to the requirements of Clause 902 of MoRT&H. For control of quality of materials supplied and works carried out, the relevant provision of section 900 of MoRT&H shall apply.

## **6.0 Protection of the layer :-**

The bituminous macadam shall be covered with either the next pavement course or wearing course, as the case may be, 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 of MoRT&H before opening to any traffic. The seal coat in such cases shall be considered incidental to the work and shall not be paid for separately.

## **7.0 Arrangement for Traffic:-**

During the period of construction, arrangement of traffic shall be made in accordance with the provisions of Clause 112 of MoRT&H.

## **8.0 Measurements for Payment:-**

Bituminous macadam shall be measured as finished work by weight in **metric tones**, where used as regulating course.

**9.0 Rate:** The contract unit rate for the bituminous material shall in full for carrying out the required operations including full compensation for, but not necessarily limited to :-

- (a) Making arrangements for traffic to Clause 112 of MoRT&H except for initial treatment to verge, shoulders and construction of diversions;
- (b) Preparation of the surfaces to receive the material.
- (c) 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;
- (d) Mixing, transporting, laying and compacting the mix as specified.
- (e) All labour, tools, equipment, plant including installations, incidental of Drum Mix Plant, power supply units and all machineries, incidental to complete the work to these Specifications;
- (f) Carrying out the work in part width of the road where firected;
- (g) Carrying out the tests for control of quality; and
- (h) 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.
- (i) The rates for premixed material are to include for all wastage in cutting of joints etc.
- (j) 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.

The cost of all plant and laying trials as specified to prove the mixing and laying methods deemed to be included in the Contractor's rates for the material.

### **Item No. 38**

**Providing and laying 50.00 mm thick compacted B.M. in Single Layer with B.T. aggregate as per MORT&H specification using Emulsion grade RS1 for tack coat at 2.5 Kg./10Sq.mt. with mechanical sprayer and bitumen grade VG-30 for mixing at the rate 34.0 Kg/M.T. i.e. 3.4% of total mix including heating the aggregate and asphalt by Drum mix plant and spreading the same by paver finisher and consolidation with vibratory roller including providing all materials, equipments, tools and plants, oil, kerosene, fire wood, labour charges etc. complete**

### **504 BITUMINOUS MACADAM (MORTH Specification 5<sup>th</sup> Revision)**

#### **504.1 Scope**

This work shall consist of construction in a single course having 50 mm to 100 mm thickness or in multiple courses of compacted crushed aggregates premixed with a bituminous binder on a previously prepared base to the requirements of these Specifications. Since the bituminous macadam is an open-graded mix, there is a potential that it may trap water or moisture vapour within the pavement system. Therefore, adjacent layer (shoulders) should have proper drainage quality to prevent moisture-induced damage to the BM.

#### **504.2 Materials**

##### **504.2.1 Bitumen**

The bitumen shall be viscosity graded paving bitumen complying with Indian Standard Specification for paving bitumen, IS:73 or as specified in the Contract. The type and grade of bitumen to be used would depend upon the climatic conditions and the traffic. Guidelines for selection of bitumen are given in Table 500-1.

##### **504.2.2 Coarse Aggregates**

The coarse aggregates shall consist of crushed rock, crushed gravel or other hard material retained on 2.36 mm sieve. It shall be clean, hard, durable and cubical shape, free from dust and soft organic and other deleterious substances. The aggregate shall satisfy the physical requirements specified in Table 500-6. Where crushed gravel is proposed for use as aggregate, not less than 90 percent by weight of the crushed material retained on .4. 75 mm sieve shall have at least two fractured faces resulting from crushing operation. Before approval of the source, the aggregates shall be tested for stripping. Where the Contractor's selected source of aggregates have poor affinity for bitumen, as a condition for the approval of that source, the bitumen shall be treated with approved anti-stripping agents, as per the manufacturer's recommendations, without additional payment.

### 504.2.3 Fine Aggregates

Fine aggregates shall consist of crushed or naturally occurring mineral material, or a combination of two, passing 2.36 mm sieve and retained on 75 micron sieve. It shall be clean, hard, durable, free from dust and soft organic and other deleterious substances. Natural sand shall not be used in the binder course.

Table 500-6: Physical Properties of Coarse Aggregate

Property	Test	Requirement	Test Method
Cleanliness	Grain size Analysis	Max 5 % Passing 0.075 micron	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. 40%	IS:2386 Part IV
		Max. 30%	IS:2386 Part IV
Durability	Soundness (Sodium or Magnesium) Sodium Sulphate Magnesium Sulphate	5 cycles	
		Max. 12%	IS:2386 Part V
		Max 18%	IS:2386 Part V
Water Absorption	Water Absorption	Max. 2%	IS:2386 Part III
Stripping	Coating and Stripping of Bitumen Aggregate	Min. Retained Coating 95%	IS:6241
Water Sensitivity	Retained Tensile Strength*	Min. 80%	AASHTO 283

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

### 504.2.4 Aggregate Grading and Binder Content



The combined grading of the coarse aggregates and fine aggregates, when tested in accordance with IS:2386 Part 1, wet sieving method, shall conform to limits given in Table 500-8. The type and quantity of bitumen and appropriate thickness is also given in Table 500-7.

#### 504.2.5 Proportioning of Material

The combined aggregate grading shall not vary from the lower limit on one sieve to the higher limit on the adjacent sieve to avoid gap grading. The aggregate may be proportioned and blended to produce a uniform mix complying with the requirements in Table 500-7. The binder content shall be within a tolerance of  $\pm 0.3$  percent by weight of total mix when individual specimens are taken for quality control tests in accordance with the provisions of Section 900.

#### 504.3 Construction Operation

##### 504.3.1 Weather and Seasonal Limitations

The provisions of Clause 501.5.1 shall apply.

Table 500-7: Aggregate Grading and Bitumen Content

Grading	1	2
Nominal maximum aggregate size*	40mm	19 mm
Layer thickness	80 -100 mm	50 -75 mm
IS Sieve size (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	16-38
2.36	4-19	4-19
0.3	2-10	2-10
0.075	0-8	0-8

Bitumen content ** Percent by mass of total mix	3.3**	3.4**
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\* Nominal maximum aggregate size is the largest specified sieve size upon which any of the aggregate material is retained.

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

#### 504.3.2 Preparation of the Base

The base on which bituminous macadam is to be laid shall be prepared, shaped and compacted to the required profile in accordance with Clauses 501.8 and 902.3 as appropriate, and a prime coat, shall be applied in accordance with Clause 502 where specified, or as directed by the Engineer. The surface shall be thoroughly swept clean by a mechanical broom, and the dust removed by compressed air. In locations where mechanical broom cannot get access, other approved methods shall be used as directed by the Engineer.

#### 504.3.3 Tack Coat

A tack coat in accordance with Clause 503 shall be applied as required under the Contract or as directed by the Engineer.

#### 504.3.4 Preparation and Transportation of the Mix

The provisions of Clauses 501.3 and 501.4 shall apply.

#### 504.3.5 Spreading

The provisions of Clause 501.5.3 shall apply.

#### 504.3.6 Rolling

Compaction shall be carried out in accordance with the provisions of Clauses 501.6 and 501.7.

Rolling shall be continued until the specified density is achieved, or where no density is specified, until there is no further movement under the roller. The required frequency of testing is defined in Clause 903.

#### 504.4 Surface Finish and Quality Control of Work

The surface finish of the completed construction shall conform to the requirements of Clause 902. For control of the quality of materials and the works carried out, the relevant provisions of Section 900 shall apply.

#### 504.5 Protection of the Layer

The bituminous macadam shall be covered with either the next pavement course or wearing course, as the case may be, within a maximum of forty-eight hours. If there is to be any delay, by the Contractor the course shall be covered by a seal coat to the requirement of Clause 512 before opening to any traffic. The seal coat in such cases shall be considered incidental to the work and shall not be paid for separately.

#### 504.6 Arrangements for Traffic

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

#### 504.7 Measurement for Payment

Bituminous macadam shall be **measured as finished work in MT**, or by weight in metric tonnes, where used as regulating course, or square metres at the specified thickness as indicated in the Contract or shown on the drawings, or as otherwise directed by the Engineer.

#### 504.8 Rate

The contract unit rate for bituminous macadam shall be payment in full for carrying out the required operations as specified. The rate shall include cost for all components listed in Clause 501.8.8.2.

### **Item No. 39**

**Providing and laying 25 mm thick compacted Semi Dense Bituminuous Concrete using stone chips as per MORT&H gradation & 60/70(VG-30) grade asphalt for mixing @ 5.0% by weight of total mix for binder including heating the aggregate and asphalt by Drum Mix Plant**

#### **1. Description**

The work shall consist of construction in a single course of 20/25 mm. thick semi-dense carpet as wearing course, on a previously prepared base, to the requirements of these specifications.

#### **2. Materials**

**2.1 Binder :** The binder shall be straight run bitumen of 60/70 or 80/100 grade satisfying the requirement of IS : 73. The actual grade of the binder to be used shall be decided by the Engineer-in-charge.

**2.2 Coarse aggregates :** The coarse aggregate shall consist of crushed stone or crushed gravel. These shall be clean, durable, of cubical shape, free from disintegrated pieces, organic or other deleterious matter and adherent coatings. The aggregates shall preferably be hydrophobic and of low porosity and shall satisfy the physical requirements set forth in Table given in Item No. 18 Para 2.

**2.3 Fine aggregates :** The fine aggregates shall consist of crusher run screenings, natural sand or a mixture of both. These shall be clean, hard, durable, uncoated, dry and free from injurious, soft or flaky pieces and organic or deleterious substances.

**2.4 Filler :** The filler, where required, shall be an inert material the whole of which passes 600 micron sieve at least 90 percent passing 150 micron sieve and not less than 70 percent passing 75 micron sieve. The filler shall be cement, stone dust, hydrated lime, fly ash and other non-plastic mineral matter approved by the Engineer-in-charge.

**2.5 Aggregate gradation :** The mineral aggregates, including mineral filler, shall be so graded or combined as to conform to gradings set forth in tables below :

**Table : Aggregate gradation For Semi-Dense Carpet**

Sieve Designation	% by weight passing the Sieve		Sieve Designation	% by weight passing the Sieve	
	For 25 mm thickness	For 20 mm thickness		For 25 mm thickness	For 20 mm thickness
20 mm	100	-	600 micron	10-22	10-22
12.5 mm	75-100	100	300 micron	6-16	6-16
10 mm	60-85	75-100	150 micron	4-12	4-12
4.75 mm	35-55	35-55	75 micron	2-8	2-8
2.36 mm	20-35	20-35			

**2.6 Proportioning of materials :** The binder content for premixing shall be 4.28 percent by weight of the total mix.

The quantities of aggregates shall be sufficient to yield the specified thickness after compaction. The contractor shall get the job-mix formula for the mix approved by the Engineer-in-charge before starting the work.

**2.7 Variation in Proportioning of material :** The Contractor shall have the responsibility of ensuring proper proportioning of material? in accordance with the approved job mix formula and producing a uniform mix. variation in binder content of  $\pm 0.3$  percent by weight of total mix shall, however, be permissible in individual specimen taken for quality control tests vide MOST Specification Section 900.

### **3. CONSTRUCTION OPERATIONS**

**3.1 Weather and seasonal limitation :** Semi dense carpet shall not be laid during rainy weather or when the base course is damp or wet.

**3.2 Preparation of base :** The base on which semi-dense carpet is to be laid shall be prepared shaped and conditioned to the specified, lines grade and cross section in accordance with MOST Specification Clause 601 as directed by the Engineer-in-charge. The surface shall be thoroughly swept and scraped clean and free of dust and foreign matter.

**3.3 Tack coat :** Application of binder : Binder shall be heated to the temperature appropriate to the grade of bitumen used and approved by the Engineer-in-charge and sprayed on the base at the rate specified hereafter. The rate of spread in terms of straight run bitumen shall be 5 kg per 10 square metre area for an existing bitumen treated surface and 10 kg per 10 per square metre area for an untreated water bound macadam surface. The binder shall be applied uniformly with the aid of sprayers. The tack coat shall be applied just ahead of the oncoming bituminous construction.

**3.4 Preparation of the mix :** Hot mix plant of adequate capacity and capable of producing a proper and uniform quality shall be used for preparing the mix. The plant should be continuous type having a co-ordinated set of essential units such as dryer for heating the aggregates, device for feeding by weight or volume the required quantities of aggregates, a binder heating and control unit for metering out the correct quantity of heated binder together with a paddle heating and control unit for metering out the correct quantity of heated binder together with a paddle mixer for intimately mixing of the binder and aggregates. For details regarding Hot mix plant the Annexure 'A' may be referred.

The temperature of binder at the time of mixing shall be in the range of 150° C - 177° C and aggregates in the range of 150° C - 163° C provided also that at no time shall the difference in temperature of the aggregates and the binder exceed 14° C.

Mixing shall be through to ensure that a homogeneous mixture is obtained in which all the particles of the mineral aggregates are coated uniformly.

The mix shall be transported from the mixing plant to the point of use in suitable vehicles. The vehicles employed for transport shall be clean and be covered over in the transit if so directed by the Engineer-in-charge.

**3.5 Spreading :** The mix, transported from the hot mix plant to the site, shall be spread by means of self propelled mechanical paver with suitable screens capable of spreading, tamping and finishing the mix, true to specified grade, line and cross sections. The temperature of mix at the time of laying shall be in the range of 121° C-163° C.

Longitudinal joints and edges shall be constructed true to the delineating lines parallel to the centre line of the road, Longitudinal joints shall be offset by at least 150 mm from those in the binder course. 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.

**3.6 Rolling :** Immediately after the spreading of mix, it shall be thoroughly compacted by rolling with a set of rollers moving at a speed not exceeding 5 km per hour. The initial or break-down rolling shall be with 8-12 tonne three wheeled rollers and the surface finished by final rolling with 8-10 tonne tandem rollers, or suitable pneumatic rollers.

The roller wheels shall be kept damp to prevent the mix adhering to them but in no case shall fuel lubricating oil be used for this purpose. Rolling shall commence longitudinally from the edge and progress towards the centre except that at super elevated portions, it shall progress from the lower to upper edges parallel to the centre line of the payment. The roller should proceed on the fresh material with rear or fixed wheel leading so as to minimise the pushing of the mix and each pass of the roller shall uniformly overlap not less than one third of the track made in the preceding pass Rolling shall continue until the entire surface has been rolled to compaction and all the roller marks eliminated.

#### **4. OPENING TO TRAFFIC**

Traffic may be allowed immediately after completion of the final rolling when the mix has cooled down to the surrounding temperature.

#### **5. SURFACE FINISH AND QUALITY CONTROL OF WORK**

The surface finish of construction shall conform to the requirements of most specification Clause 901 Control on the quality of material and works shall be exercised by the Engineer-in-charge in accordance with MOST Specification Clause 902.

#### **6. ARRANGEMENT FOR TRAFFIC**

The provision of MOST Specification Clause 112 shall apply as regards the flow to traffic during construction.



## **7. MEASUREMENT 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 weigh bridge of suitable capacity for the purpose of weighing of dumpers at suitable place at his cost as directed. Weight of empty dumper and weight of loaded dumper will be recorded in bound and numbered register on plant side.

Department will be free to get some loaded dumpers test checked at other weigh bridge. Weigh bridge will be periodically got calibrated and verified, from weight and measure authorities.

For the purpose of application of tack coat if the theoretical area as per sanctioned estimate for basis of tonne differs with the actual area of work done in the field, then the reduction in or addition to payment shall have to be effected to the contractor on proportionate basis depending upon the area reduced or exceeded respectively.

Weight of mix materials will be done in presence of responsible person, not less than the rank of supervisor of Department, Deputy Executive Engineer or Assistant Engineer or Addl. Assistant Engineer if so authorised. Record of each dumper will be maintained separately in bound and numbered register which will be maintained by the departmental representatives and signed by the contractor. Proper gate pass system shall be established for the vehicles coming to the plant site and out going from the plant site. The location of the kilometer, hectometer in which individual dumper are unloaded will be recorded carefully.

## **8. RATE**

The Contract unit rate for semi-dense carpet shall be payment in full for carrying out the required operations including full compensation for all components listed in MOST Specification Clause 503.8.

**The measurement shall be (M.T)**

## **Item No. 40**

**Road marking with hot applied thermoplastic paints with reflectorising glass beads on bitumin surface providing and laying a hot applied thermoplastic compound 2.5 mm thick including reflectorising glass beads @250 gm per sqm area, thickness of 2.5 mm including of surface applied glass beads as per IRC:35-2015. The finished surface to be level, uniform and free from streaks and holes zebra patta/bump pattaline/center line/cut patta. The white colour marking should provide luminance coefficient on cement road shall be min 130 mcd/m<sup>2</sup>/lux and Asphalt road shall be min 100 mcd/m<sup>2</sup>/lux during the service life during the day time. The marking should meet the performance criteria for night time reflectivity and skid resistance as mentioned in section -15 of IRC 35-2015, warranty for retro reflectivity shall be two years.**

### **803.4 Hot Applied Thermoplastic Road Marking**

#### **803.4.1 Thermoplastic Material**

##### **803.4.1.1 General**

The thermoplastic material shall be homogeneously composed of aggregate, pigment, resins and glass reflectorizing beads. The colour of the compound shall be white or yellow (IS colour No. 356) as specified in the drawings or as directed by the Engineer.

##### **803.4.1.2 Requirements :**

- I. Composition: The pigment, beads, and aggregate shall be uniformly dispersed in the resin. The material shall be free from all skins, dirt and foreign objects and shall comply with requirements indicated in Table 800-9.

**Table 800-9 : Proportions of Constituents of Marking Material (Percentage by Weight)**

<b>Component</b>	<b>White</b>	<b>Yellow</b>
Binder	18.0 min.	18.0 min.
Glass Beads	30 - 40	30 - 40
Titanium dioxide	10.0 min.	—
Calcium Carbonate and Inert Fillers	42.0max.	See Note Below
Yellow pigments	—	See Note Below

**Note:** Amount of yellow pigment, calcium carbonate and inert fillers shall be at the option of the manufacturer, provided all other requirements of this Specification are met.

- II. Properties: The properties of thermoplastic material, when tested in accordance with ASTM 036/BS-3262-(Part I), shall be as below:

- a. Luminance:

White: Daylight luminance at 45°-65 percent min. as per AASHTO M249

Yellow: Daylight luminance at 45°-45 percent min. as per AASHTO M249

- b. Drying time: When applied at a temperature specified by the manufacturer and to the required thickness, the material shall set to bear traffic in not more than 15 minutes.
- c. Skid resistance: not less than 45 as per BS:6044.
- d. Cracking resistance at low temperature: The material shall show no cracks on application to concrete blocks.
- e. Softening point:  $102.5^{\circ}\text{C} \pm 9.5^{\circ}\text{C}$  as per ASTM D 36.
- f. Yellowness index (for white thermoplastic paint): not more than 0.12 as per AASHTO M 249

III. Storage life : The material shall meet the requirements of these Specifications for a period of one year. The thermoplastic material must also melt uniformly with no evidence of skins or unmelted particles for the one year storage period. Any material not meeting the above requirements shall be replaced by the manufacturer/supplier/ Contractor.

IV. Reflectorisation: Shall be achieved by incorporation of beads, the grading and other properties of the beads shall be as specified in Clause 803.4.2.

V. Marking: Each container of the thermoplastic material shall be clearly and indelibly marked with the following information:

- 1) The name, trade mark or other means of identification of manufacturer
- 2) Batch number
- 3) Date of manufacture
- 4) Colour (white or yellow)
- 5) Maximum application temperature and maximum safe heating temperature.

VI. Sampling and Testing : The thermoplastic material shall be sampled and tested in accordance with the appropriate ASTM/BS method. The Contractor shall furnish to the Engineer a copy of certified test reports from the manufacturers of the thermoplastic material showing results of all tests specified herein and shall certify that the material meets all requirements of this Specification.

## **803.4.2 Reflectorizing Glass Beads**

### **803.4.2.1 General**

This Specification covers two types of glass beads to be used for the production of reflectorised pavement markings.

Type 1 beads are those which are a constituent of the basic thermoplastic compound vide Table 800-9 and Type 2 beads are those which are to be sprayed on the surface vide Clause 803.6.4.

**803.4.2.2** The glass beads shall be transparent, colourless and free from milkiness, dark particles and excessive air inclusions.



These shall conform to the requirements spelt out in Clause 803.4.2.3.

#### 803.4.2.3 Specific Requirements

- a) **Gradation:** The glass beads shall meet the gradation requirements for the two types as given in Table 800-10.

**TABLE 800-10: GRADATION REQUIREMENTFOR GLASS BEADS**

Sieve size	Percent Retained	
	Type 1	Type 2
1.18 mm	0 to 3	-
850 micron	5 to 20	0 to 5
600 micron	-	5 to 20
425 micron	65 to 95	-
300 micron	-	30 to 75
180 micron	0 to 10	10 to 30
Below 180 Micron		00 to 15

- b) **Roundness:** The glass beads shall have a minimum of 70 percent true spires.
- c) **Refractive index:** The glass beads shall have a minimum refractive index of 1.50.
- d) **Free flowing properties:** The glass beads shall be free of hard lumps and clusters and shall dispense readily under any conditions suitable for paints striping. They shall pass the free flow test.

#### 803.4.2.4 Test Methods

The specific requirements shall be tested with the following methods:

- Free-flow test: Spread 100 grams of beads evenly in a 100 mm diameter glass dish. Place the dish in a 250 mm inside diameter dessicator which is filled within 25 mm of the top of a dessicator plate with sulphuric acid water solution (specific gravity 1.10). Cover the dessicator and let it stand for 4 hours at 20°C to 29°C. Remove sample from dessicator, transfer beads to a pan and inspect for lumps or clusters. Then pour beads into a clean, dry glass funnel having a 100 mm stem and 6 mm orifice. If necessary, initiate flow by lightly tapping the funnel. The glass spheres shall be free of lumps and clusters and shall flow freely through the funnel.
- The requirements of gradation, roundness and refractive index of glass beads and the amount of glass beads in the compound shall be tested as per BS:6088 and BS:3262 (Part I).
- The Contractor shall furnish to the Engineer a copy of certified test reports from the manufacturer of glass beads obtained from a reputed laboratory showing results of all tests specified herein and shall certify that the material meets all requirements of these Specifications However, if so required, these tests may be carried out as directed by the Engineer.

### **803.4.3 Application Properties of Thermoplastic Material**

**803.4.3.1** The thermoplastic material shall readily get screeded/extruded at temperatures specified by the manufacturers for respective method of application to produce a line of specified thickness which shall be continuous and uniform in shape having clear and sharp edges.

**803.4.3.2** The material upon heating to application temperatures shall not exude fumes which are toxic, obnoxious or injurious to persons or property.

### **803.4.4 Preparation**

- i. The material shall be melted in accordance with the manufacturer's instructions in a heater with a mechanical stirrer to give a smooth consistency to the thermoplastic material to avoid local overheating. The temperature of the mass shall be within the range specified by the manufacturer, and shall on no account be allowed to exceed the maximum temperature stated by the manufacturer. The molten material should be used as expeditiously as possible and for thermoplastic material which has natural binders or is otherwise sensitive to prolonged heating, the material shall not be maintained in a molten condition for more than 4 hours.
- ii. After transfer to the laying equipment, the material shall be maintained within the temperature range specified by the manufacturer for achieving the desired consistency for laying.

### **803.5 Reflectorised Paint**

Reflectorised paint, if used, shall conform to the Specification by the manufacturers and approved by the Engineer. Reflectorising glass beads for reflectorising paints where used shall conform to the requirements of Clause 803.4.2.

### **803.6 Application**

**803.6.1** Marking shall be done by machine. For locations where painting cannot be done by machine, approved manual methods shall be used with prior approval of the Engineer. The Contractor shall maintain control over traffic while painting operations are in progress so as to cause minimum inconvenience to traffic compatible with protecting the workmen.

**803.6.2** Where the compound is to be applied to cement concrete pavement, a sealing primer as recommended by the manufacturer, shall be applied to the pavement in advance of placing of the stripes to ensure proper bonding of the compound. On new concrete surface any laitance and/or curing compound shall be removed before the markings are applied.

**803.6.3** The thermoplastic material shall be applied hot either by screeding or extrusion process. After transfer to the laying apparatus, the material shall be laid at a temperature within the range specified by the manufacturer for the particular method of laying being used. The paint shall be applied using a screed or extrusion machine.

**803.6.4** The pavement temperature shall not be less than 10°C during application. All surfaces to be marked shall be thoroughly cleaned of all dust, dirt, grease, oil and all other foreign matter before application of the paint.

The material, when formed into traffic stripes, must be readily renewable by placing an overlay of new material directly over an old line. Such new material shall so bond itself to the old line that no splitting or separation takes place.

Thermoplastic paint shall be applied in intermittent or continuous lines of uniform thickness of at least 2.5 mm unless specified otherwise. Where arrows or letters are to be provided, thermoplastic compound may be hand-sprayed. In addition to the beads included in the material, a further quantity of glass beads of Type 2, conforming to the above noted Specification shall be sprayed uniformly into a mono-layer on to the hot paint line in quick succession of the paint spraying operation. The glass beads shall be applied at the rate of 250 grams per square metre area.

**803.6.5** The minimum thickness specified is exclusive of surface applied glass beads. The method of thickness measurement shall be in accordance with Appendices B and C of BS:3262 (Part 3).

**803.6.6** The markings shall be done to accuracy within the tolerances given below:

- i. Width of lines and other markings shall not deviate from the specified width by more than 5 percent.
- ii. The position of lines, letters, figures, arrows and other markings shall not deviate from the position specified by more than 20 mm
- iii. The alignment of any edge of a longitudinal line shall not deviate from the specified alignment by more than 10 mm in 15 m.
- iv. The length of segment of broken longitudinal lines shall not deviate from the specified length by more than 150 mm.

In broken lines, the length of segment and the gap between segments shall be as indicated on the drawings; if these lengths are altered by the Engineer, the ratio of the lengths of the Painted sections shall remain the same.

#### **803.6.7 Properties of Finished Road Markings**

The finished lines shall be free from ruggedness on sides and ends and be parallel to the general alignment of the carriageway. The upper surface of the lines shall be level, uniform and free from streaks.

- a. The stripe shall not be slippery when wet.
- b. The marking shall not lift from the pavement in freezing weather.
- c. After application and proper drying, the stripe shall show no appreciable deformation or discoloration under traffic and under road temperatures up to 60°C.
- d. The marking shall not deteriorate by contact with sodium chloride calcium chloride or oil dripping from traffic.
- e. The stripe or marking shall maintain its original dimensions and position. Cold ductility of the material shall be such as to permit normal movement with the road surface without chopping or cracking.
- f. The colour of yellow marking shall conform to IS Colour No. 356 as given in IS:164

#### **803.6.8 Measurements for Payment**

**803.6.8.1** The painted markings shall be measured in sq. metres of actual area marked (excluding the gaps, if any).

**803.6.8.2** In respect of markings like directional arrows and lettering, etc., the measurement shall be by numbers.

#### **803.6.9 Rate**

The Contract unit rate for road markings shall be payment in full compensation for furnishing all labour, materials, tools, equipment, including all incidental costs necessary for carrying out the work at the site conforming to these Specifications complete as per the approved drawing(s) or as directed by the Engineer and all other incidental costs necessary to complete the work.

**Special Requirement for Hot Applied Thermoplastic Marking and Audible Vibratory Profile Marking Application on Road**

1. The application of Hot Applied Thermoplastic and Audible Vibratory marking must be done with Either Fully Automatic or Semi-Automatic Application Machine only. No Manual Machine is allowed to use for the application of the Thermoplastic marking.
2. The Applicator must have their own machines for Thermoplastic profile Marking, and the proof of ownership to be submitted to the Authority for source approval.
3. The Applicator should be either Manufacturer or authorized by the original manufacturer of the Material. The applicator should submit such authorization certificate to the Authority for the approval before commencing the work.
4. The manufacture should be ISO certified organization and the copy of the certificate should be submitted to the Authority.
5. Performance Criteria: Material should be confirming to MaRTH specification and test Certificate should be submitted as per the IRC 35-2015 for the reflectivity and luminance test time to time.
6. The Applicator should organize onsite testing for the reflectivity performance with reflectometer initially at 7 days and afterwards at interval of every 6 months up to 2Years. And performance should meet IRC35-2015 criteria.
7. The Applicator should submit in original warranty for satisfactory in field performance as laid down in IRC 35-2015 for the period of 2 years. The warranty should be in original and jointly signed by the original manufacture and Authorized applicator.

## **Item No. 41**

**Cat Eye / Road Stud / RPM: Supplying Raised Pavement Markers made of polycarbonate and ABS moulded body and reflective panels with Micro prismatic lens (No Glass bead lens) capable of providing total internal reflection of the light entering the lens face and shall support a load of 13635 kgs. tested in accordance to ASTM D 4280 Type H and complying to Specifications of Category A of MORTH Circular No RW/NH/33023/10-97 & DO III Dt 11.06. 1997. The height, width and length shall not exceed 20 mm, 130 mm and 130 mm and with minimum reflective area of 13 Sqcm on each side and the slope to the base shall be 35 +/- 5 degree. The body of the marker should have finger grip for easy and accurate placement and application with epoxy / bituminous Adhesive as recommended by the manufacturer of the marker. The color of the marker should be as per the IRC 35-2015 and as directed by Engineer-in-charge.**

### **804 REFLECTIVE PAVEMENT MARKERS (ROAD STUDS)**

#### **804.1 Scope**

The work shall cover the providing and fixing of reflective pavement marker (RPM) or road stud, a device which is bonded to or anchored within the road surface, for lane marking and delineation for night-time visibility, as specified in the Contract.

#### **804.2 Material**

**804.2.1** Plastic body of RPM/road stud shall be moulded from ASA (Acrylic Styrene Acrylonitrile) or HIPS (Hi-impact Polystyrene) or Acrylonitrile Butadiene Styrene (ABS) or any other suitable material approved by the Engineer. The markers shall support a load of 13,635 kg tested in accordance with ASTM D 4280.

**804.2.2** Reflective panels shall consist of number of lenses containing single or dual prismatic cubes capable of providing total internal reflection of the light entering the lens face. Lenses shall be moulded of methyl methacrylate conforming to ASTM D 788 or equivalent.

#### **804.3 Design**

The slope or retro-reflecting surface shall preferably be  $35 \pm 5^\circ$  to base and the area of each retro .. reflecting surface shall not be less than 13.0 sq.cm.

#### **804.4 Optical Performance**

##### **804.4.1 Unidirectional and Bi-directional Studs**

Each reflector or combination of reflectors on each face of the stud shall have a Coefficient of Luminous Intensity (C.I.L.). not less than that given in Tables 800-13 or 800-14 as appropriate.

#### **804.4.2 Omni-directional Studs**

**Each Omni-directional stud shall have a C.I.L. of not less than 2 med/lx.**

**Table 800-13: Minimum C.I.L. Values for Category 'A'Studs**

Entrance Angle	Observation Angle	C.I.L. in med/lx		
		White	Amber	Red
0° U 5° L &R	0.3°	220	110	44
0° U 10° L&R	0.5°	120	60	24

**Table 800-14: Minimum C.I.L. Values for Category 'B'Studs**

Entrance Angle	Observation Angle	C.I.L. in med/lx		
		White	Amber	Red
0° U 6° L &R	0.3°	20	10	4
0° U 10° L&R	0.5°	15	7.5	3

**Note:**

- 1) The entrance angle of  $0^\circ$  U corresponds to the normal aspect of the reflectors when the reflecting road stud is installed in horizontal road surface.
- 2) The stud incorporating one or more corner cube reflectors shall be included in Category 'A'. The stud incorporating one or more bi-convex reflectors shall be included in Category 'B'.

**804.5 Tests**

804.5.1 Co-efficient of luminance intensity can be measured by procedure described in ASTM E 809 "Practice for Measuring Photometric Characteristics" or as recommended in BS:873-Part 4: 1973.

804.5.2 Under test conditions, a stud shall not be considered to fail the photometric requirements if the measured C.I.L. at any one position of measurement is less than the values specified in Tables 800-13 or 800-14 provided that

- i. the value is not less than 80 percent of the specified minimum, and
- ii. the average of the left and right measurements for the specific angle is greater than the specified minimum.

**804.6 Solar Powered Road Markers (Solar Studs)**

The solar studs shall be made of Aluminium alloy and poly carbonate material which shall be absolutely weather resistant and strong enough to support a load of 13,635 kg tested in accordance with ASTM 04280. Its colour may be white, red, yellow, green or blue or combination as directed by the Engineer. Its water resistance shall meet the requirements of IP 65 in accordance with IS:12063:1987 Category 2 for protection against water ingress. The dimensions of solar studs shall not be less than 100 mm x 100 mm x 10 mm. It shall have super bright LEDs so as to provide long visibility from a distance of more than 800 m. Its flashing rate shall not be less than 1 Hz. Its should be able to give the prescribed performance in the temperature range of  $-40^\circ\text{C}$  to  $+55^\circ\text{C}$ . Its life shall be not less than 3 years.

**804.7 Fixing of Reflective Markers****804.7.1 Requirements**

The enveloping profile of the head of the stud shall be smooth and the studs shall not present any sharp edges to traffic. The reflecting portions of the studs shall be free from crevices or ledges where dirt might accumulate. Marker height shall not be less than 10 mm and all not exceed 20 mm. and its width shall not exceed 130 mm. The base of the marker all be flat within 1.3 mm. If the bottom of the marker is configured, the outermost faces of the configurations shall not deviate more than 1.3 mm from a flat surface. All road studs shall be legibly marked with the name, trade mark or other means of identification of the manufacturer.

**804.7.2 Placement**

The reflective marker shall be fixed to the road surface using the adhesives and the procedure recommended by the manufacturer. No nails shall be used to affix the marker so that they do not pose safety hazard on the roads. Regardless of the type of adhesive used, the markers shall not be fixed if the pavement is not surface dry and on new asphalt concrete surfacing until the surfacing has been

opened to traffic for a period of not less than 14 hours. The portions of the highway surface, to which the marker is to be bonded by the adhesive, shall ; be free of dirt, curing compound, grease, oil, moisture, loose or unsound layers, paint and any other material which would adversely affect the bond of the adhesive.

The adhesive shall be placed uniformly on the cleaned pavement surface or on the bottom of the of the marker in a quantity sufficient to result in complete coverage of the area of contract •of the marker with no voids present and with a slight excess after the marker has been lightly pressed in place. For epoxy installations, excess adhesive around the edge of the marker, excess adhesive on the pavement and adhesive on the exposed surfaces of the markers shall be immediately removed.

### **804.7.3      Warranty and Durability**

The contractor shall submit a two year warranty for satisfactory field performance including stipulated retro-reflectance of the reflecting panel, to the Engineer. In addition, a two year warranty for satisfactory infield performance of the finished road marker shall also be given by the contractor who carries out the work of fixing of reflective road markers. In case the markers are displaced, damaged, get worn out or lose their reflectivity compared to stipulated standards, the contractor would be required to replace all such markers within 15 days of the intimation from the Engineer, at his own cost.

### **804.8            Measurement for Payment**

**The measurement of reflective road markers/solar powered road studs shall be in numbers of different types of markers supplied and fixed.**

### **804.9            Rate**

The contract unit rate for reflective road markers/solar powered road studs shall be payment in full compensation for furnishing all labour, material, tools, equipment including incidental

#### **Special Requirements for the cat Eye/ Road Stud / RPM Application**

1. The applicator of the Cat Eye should be authorized Applicator/ Converter of the original manufacturer of the Cat Eye / road studs and copy of the certificate has to be submitted to authority for source approval.
2. For Cat eye with twin molded Shanks application the anchorage should be provided by drilling with the Drilling machine only and not manually.
3. The applicator use the epoxy adhesive or fixing of the Cat eye / RPM as recommended by the original manufacturer only. No other adhesive should be allowed to use on the road.
4. Performance Criteria: Material should be confirming to MORTH specification and test Certificate should be submitted as per the IRC 35-2015 for the reflectivity and luminance test time to time. The Applicator should submit a letter in original issued by the original manufacturer of the RPM / Cat Eye for the same before commencing the work.
5. The applicator should submit warranty for satisfactory in field performance as laid down in IRC 35-2015 for the period of 2 years. The warranty should be in original and jointly signed by the original manufacture and Authorized applicator.



## **Item No. 42**

**Direction sign (Junction board):-Providing and fixing sing boards made out of 2mm aluminium sheet; size 244 x 122cms. rectangle as as per the design of IRC-67-1977 pre treated with phospheting process & acid etching; coated with one coat of epoxy primer and two coats of best quality epoxy paint; reflectorised with retro reflective sheeting as per latest M.O.S.T. Specifications; Letters and numerals should be as per IRC-30-1968, 3.1m long (2 nos) stand post and frame fabricated from suitable size ironangle of 50 x 50 x 5mm 75x75x6mm as required; painted with best quality epoxy coatings in black and white bends. the details of symbol or inscription / numerals for each board shall be as per the instruction of engineer in charge. The fixing at site shall be in 1:2:4 CC block of size 45 x 45 x 60cms. for each leg, including excavation curing etc. complete under the supervision of engineer in charge.(A) Engineer Grade(VR)...**

### **801 TRAFFIC SIGNS**

#### **801.1 Scope**

The work shall consist of the fabrication, supply and installation of ground mounted traffic signs on roads. The details of the signs shall be as shown in the drawings and in conformity with the Code of Practice for Road Signs, IRC:67-2010.

#### **801.2 Materials**

The various materials and fabrication of the traffic signs shall conform to the following requirements:

##### **801.2.1 Concrete**

Concrete for foundation shall be of M 15 Grade as per Section 1700 or the grade shown on the drawings or otherwise as directed by the Engineer.

##### **801.2.2 Reinforcing Steel**

Reinforcing steel shall conform to the requirement of IS: 1786 unless otherwise shown on the drawing.

##### **801.2.3 Bolts, Nuts, Washers**

High strength bolts shall conform to IS:1367 whereas precision bolts, nuts, etc., shall conform to IS:1364.

##### **801.2.4 Plates and Supports**

Plates and support sections for the sign posts shall conform to 18:226 and 18:2062 or any other relevant IS Specifications.

### 801.2.5 Substrate

Sign panels shall be fabricated on aluminium sheet, aluminium composite panel, fibre glass sheeting, or sheet moulding compound. Aluminum sheets used for sign boards shall be of smooth, hard and corrosion resistant aluminium alloy conforming to 18:736-Material Designation 24345or1900. Aluminium Composite Material (ACM) sheets shall be sandwiched construction with a thermoplastic core of Low Density Polyethylene (LOPE) between two thick skins/sheets of aluminium with overall thickness and 3 mm or 4 mm (as specified in the Contract), and aluminium skin of thickness 0.5 mm and 0.3 mm respectively on both sides.

The mechanical proportion of ACM and that of aluminium skin shall conform to the requirements given in Table 800-1, when tested in accordance with the test methods mentioned against each of them.

**Table 800-1 : Specifications for Aluminium Composite Material (ACM)**

S.NO	Description	Specification	
		Standard Test	Acceptable Value
<b>A</b>	<b>Mechanical Properties Of ACM</b>		
1)	Peel off strength with retro reflective sheeting (Drum Test)	ASTM D903	Min. 4 N/mm
2)	Tensile strength	ASTM E8	Min. 40 N/mm <sup>2</sup>
3)	0.2% Proof strength	ASTM E8	Min. 34 N/mm <sup>2</sup>
4)	Elongation	ASTM E8	Min. 6%
5)	Flexural strength	ASTM 393	Min. 130 N/mm <sup>2</sup>
6)	Flexural modulus	ASTM 393	Min. 44.00 N/mm <sup>2</sup>
7)	Shear strength with Punch shear test	ASTM 732	Min. 30 N/mm <sup>2</sup>
<b>B</b>	<b>Properties Of Aluminium Skin</b>		
1)	Tensile strength (Rm)	ASTM E8	Min. 65 N/mm <sup>2</sup>
2)	Modulus Of elasticity	ASTM E8	Min. 70,000 N/mm <sup>2</sup>
3)	Elongation	ASTM E8	A50 Min. 2%
4)	0.2% Proof Stress	ASTM E8	Min 10 N/mm <sup>2</sup>

### 801.2.6 Plate Thickness

Shoulder mounted ground signs with a maximum side dimension not exceeding 600 mm shall not be less than 1.5 mm thick with Aluminium and 3 mm thick with Aluminium Composite Material. All other signs be at least 2 mm thick with Aluminium and 4 mm thick with Aluminium Composite Material. The thickness of the sheet shall be related to the size of the sign and its support and shall be such that it does not bend or deform under prevailing wind and other loads.

**801.2.7** In respect of sign sizes not covered by IRC:67, the structural details (thickness, etc.) shall be as per the approved drawings or as directed by the Engineer.

## 801.3 Traffic Signs having Retro-Reflective Sheeting

### 801.3.1 General Requirements

The retro-reflective sheeting used on the sign shall consist of the white or coloured sheeting having a smooth outer surface which has the property of retro-reflection over its entire surface. It shall be weather-resistant and show colour fastness. It shall be new and unused and shall show no evidence of cracking, scaling, pitting, blistering, edge lifting or curling and shall have negligible shrinkage or expansion. A certificate of having tested the sheeting for co-efficient of retro-reflection, day/night time colour luminous, shrinkage, flexibility, linear removal, adhesion, impact resistance, specular gloss and fungus resistance and its having passed these tests shall be obtained from a Government Laboratory/Institute, by the manufacturer of the sheeting. The retro-reflective sheeting shall be either of Engineering Grade material with enclosed lens, High Intensity Grade with encapsulated lens or Micro-prismatic Grade retro-reflective element material as given in Clauses 8a1.3.2 to 8a1.3.7. Guidance on the recommended application of each class of sheeting may be taken from IRC:67.

### 801.3.2 High Intensity Grade Sheeting

#### 801.3.2 High Intensity Grade (Type III)

This high intensity retro reflective sheeting shall be of encapsulated lens type consisting of spherical glass lens, elements adhered to a synthetic resin and encapsulated by a flexible, transparent waterproof plastic having a smooth surface or as an unmetallised micro prismatic reflective material element. The retro-reflective surface after cleaning with soap and water and in dry condition shall have the minimum co-efficient of retro-reflection (determined in accordance with ASTM D:49S6-a9) as indicated in Table 800-2.

**Table 800-2 : Acceptable Minimum Co-efficient of Retro-Reflection for High Intensity Grade Sheeting (Type III) (Encapsulated Lens Type)**

**(Candelas Per Lux Per Square Metre)**

Observation Angles in Degrees	Entrance Angles in Degrees	White	Yellow	Orange	Green	Red	Blue	Brown
0.1° <sup>B</sup>	- 4°	300	200	120	54	54	24	14
0.1° <sup>B</sup>	+30°	180	120	72	32	32	14	10
0.2°	-4°	250	170	100	45	45	20	12
0.2°	+30°	150	100	60	25	25	11	8.5
0.5°	-4°	95	62	30	15	15	7.5	5
0.5°	+30°	65	45	25	10	10	5	3.5

A minimum of Coefficient of Retro-reflection (RA) cd/fc/ft<sup>2</sup> (cd-lx-1 m<sup>2</sup>).

B Values for 0.1° observation angles are supplementary requirements that shall apply only when specified by the purchaser in the Contract or order. When totally wet, the sheeting shall show not less than 90 percent, of the values of retro reflectance indicated in above Table. At the end of 7 years, the sheeting shall retain at least 80 percent of its original retro-reflectance.

### 801.3.4.3 High Intensity Micro-Prismatic Grade Sheeting (HIP) (Type IV)

This sheeting shall be of high intensity retro-reflective sheeting made of micro-prismatic retro-reflective element material coated with pressure sensitive adhesive. The retro-reflective surface after cleaning with soap and water and in dry condition shall have the minimum co. efficient of retro-reflection (determined in accordance with ASTM D:49S6-a9) as indicated in

**Table 800-3 : Acceptable Minimum Co-efficient of Retro-Reflection for High Intensity Micro-Prismatic Grade Sheeting (Type IV)**

**(Candelas Per Lux Per Square Metre)**

Observation	Entrance	White	Yellow	Orange	Green	Red	Blue	Brown
0.1 <sup>°B</sup>	- 4°	500	380	200	70	90	42	25
0.1 <sup>°B</sup>	+30°	240	175	94	32	42	20	12
0.2°	-4°	360	270	145	50	65	30	18
0.2°	+30°	170	135	68	25	30	14	805
0.5°	-4°	150	110	60	21	27	13	705
0.5°	+30°	72	54	28	10	13	6	3.5

A Minimum Coefficient of Retro reflection (RA) cd/fc/ft<sup>2</sup> (cd-lx-1 rn<sup>2</sup>).

B Values for 0.1° observation angles are supplementary requirements that shall apply only when specified by the purchaser in the contract or order. When totally wet, the sheeting shall show not less than 90 percent of the values of retro reflection indicated in above Table . At the end of 7 years, the sheeting shall retain at least 80 percent of its original retro-reflectance.

### 801.3.4 Prismatic Grade Sheeting

#### 801.3.4.1 Prismatic Grade Sheeting (Type VIII)

The reflective sheeting shall be retro reflective sheeting made of micro prismatic retro reflective material. The retro reflective surface, after cleaning with soap and water and in dry condition shall have the minimum co-efficient of retro reflection (determined in accordance with ASTM E 81a) as indicated in Table 8aa-4.

#### 801.3.4.2 Prismatic Grade Sheeting (Type IX)

The reflective sheeting shall be retro-reflective sheeting made of micro prismatic retro-reflective material. The retro-reflective surface, after cleaning with soap and water and in dry condition shall have the minimum co-efficient of retro-reflection (determined in accordance with ASTM E 810) as indicated in Table 800-5.

**Table 800-3 : Acceptable Minimum Co-efficient of Retro-Reflection for Prismatic Grade Sheeting (Type VII) (Candelas Per Lux per square Metre)**

Observation Angle	Entrance Angle	White	Yellow	Orange	Green	Red	Blue	Brown	Fluorescent Yellow w/ Green	Fluorescent Yellow	Fluorescent Orange
0.1° <sup>B</sup>	- 4°	1000	750	375	100	150	45	30	800	600	300
0.1° <sup>B</sup>	+30°	460	345	175	69	69	21	14	370	280	135
0.2°	-4°	700	525	265	70	105	32	21	560	420	210
0.2°	+30°	325	245	120	33	49	15	10	260	200	95
0.5°	-4°	250	190	94	25	38	11	7.5	200	150	75
0.5°	+30°	115	86	43	12	17	5	3.5	92	69	35

A Minimum Coefficient of Retro reflection (RA) cd/fc/ft<sup>2</sup> (cd-lx-1 m<sup>2</sup>).

B Values for 0.1° observation angles are supplementary requirements that shall apply only when specified by the purchaser in the contract or order. When totally wet, the sheeting shall show not less than 90 percent of the values of retro reflection indicated in aboveTable. At the end of 10 years, the sheeting shall retain at least 80 percent of its original retro-reflectance.

**Table 800-5 : Acceptable Minimum Co-efficient of Retro-Reflection for Prismatic Grade Sheeting (Type IX) (Candelas Per Lux per Square Metre)**

Observation	Entrance	White	Yellow	Orange	Green	Red	Blue	Fluorescent Yellow/ Green	Fluorescent Yellow	Fluorescent Orange
0.1° <sup>B</sup>	- 4°	600	500	250	66	130	130	530	400	200
0.1° <sup>B</sup>	+30°	370	280	140	37	74	17	300	220	110
0.2°	-4°	380	285	145	38	76	17	300	230	115
0.2°	+30°	215	162	82	22	43	10	170	130	65
0.5°	-4°	240	180	90	24	48	11	190	145	72
0.5°	+30°	135	100	50	14	27	6	110	81	41
0.1°	-4°	80	60	30	8	16	3.6	64	48	24
0.1°	+30°	45	40	17	4.5	9	2	36	27	14

A Minimum Coefficient of Retro reflection (RA) cd/fc/ft<sup>2</sup> ( cd-lx-1 m<sup>2</sup> ).

B Values for 0.1° observation angles are supplementary requirements that shall apply only when specified by the purchaser in the contract or order. When totally wet, the sheeting shall show not less than 90 percent of the values of retro reflection indicated in above Table. At the end of 10 years, the sheeting shall retain at least 80 percent of its original retro-reflectance.

### 801.3.4.3 Prismatic Grade Sheeting (Type XI)

A Retro-reflective sheeting typically manufactured as a cube corner. The reflective sheeting shall be retro-reflective sheeting made of micro prismatic retro-reflective material. The retro reflective surface, after cleaning with soap and water and in dry condition shall have the minimum co-efficient of retro-reflection (determined in accordance with ASTM E 810) as indicated in Table 800-6.

**Table 800-6 : Acceptable Minimum Co-efficient of Retro-Reflection for Prismatic Grade Sheeting Type A (Type XI) (Candelas Per Lux per Square Metre)**

Observation	Entrance	White	Yellow	Orange	Green	Red	Blue	Brown	Flurescent Yellow/ Green	Fluorescent Yellow	Fluor- escent Orange
0.1 <sup>oB</sup>	- 4°	830	620	290	83	125	37	25	660	500	250
0.1 <sup>oB</sup>	+30°	325	245	115	33	50	15	10	260	200	100
0.2°	-4°	580	435	200	58	87	26	17	460	350	175
0.2°	+30°	220	165	77	22	33	10	7	180	130	66
0.5°	-4°	420	315	150	42	63	19	13	340	250	125
0.5°	+30°	150	110	53	15	23	7	5	120	90	45
0.1°	-4°	120	90	42	12	18	5	4	96	72	36
0.1°	+30°	45	34	16	5	7	2	1	36	27	14

B Values for 0.1° observation angles are supplementary requirements that shall apply only when specified by the purchaser in the contract or order. When totally wet, the sheeting shall show not less than 90 percent of the values of retro reflection indicated in above Table. At the end of 10 years, the sheeting shall retain at least 80 percent of its original retro-reflectance.

### 801.3.5 Adhesives

The sheeting shall have a pressure-sensitive adhesive of the aggressive-tack type requiring no heat, solvent other preparation for adhesion to a smooth clean surface, in a manner recommended by the sheeting manufacturer. The adhesive shall be protected by an easily removable liner (removable by peeling without soaking in water or other solvent) and shall be suitable for the type of material of the base plate used for the sign. The adhesive shall form a durable bond to smooth, corrosion and weather resistant surface of the base plate such that it shall not be possible to remove the sheeting from the sign base in one piece by use of sharp instrument. The sheeting shall be applied in accordance with the manufacturer's specifications.

### **801.3.6 Fabrication**

Surface to be reflectorised shall be effectively prepared to receive the retro-reflective sheeting. The aluminium sheeting shall be de-greased either by acid or hot alkaline etching and all scale/dust removed to obtain a smooth plain surface before the application of retro-reflective sheeting. If the surface is rough, approved surface primer may be used. After cleaning, metal shall not be handled, except by suitable device or clean canvas gloves, between all cleaning and preparation operation and application of reflective sheeting/primer. There shall be no opportunity for metal to come in contact with grease, oil or other contaminants prior to the application of retro-reflective sheeting. Complete sheets of the material shall be used on the signs except where it is unavoidable. At splices, sheeting

with pressure-sensitive adhesives shall be overlapped not less than 5 mm. Where screen printing with transparent colours is proposed, only butt joint shall be used. The material shall cover the sign surface evenly and shall be free from twists, cracks and folds. Cut-outs to produce legends and borders shall be bonded with the sheeting in the manner specified by the manufacturer.

### **801.3.7 Messages / Borders**

The messages (legends, letters, numerals etc.) and borders shall either be screen-printed or of cut out from durable transparent overlay or cut out from the same type of reflective sheeting for the cautionary/mandatory sign boards. Screen printing shall be processed and finished with materials and in a manner specified by the sheeting manufacturer. For the informatory and other sign boards, the messages (legends, letters, numerals etc.) and borders shall be cut out from durable transparent overlay film or cut-out from the same reflective sheeting only. Cut-outs shall be from durable transparent overlay materials as specified by the sheeting manufacturer and shall be bonded with the sheeting in the manner specified by the manufacturer. For screen-printed transparent coloured areas on white sheeting, the coefficient of retro-reflection shall not be less than 50 percent of the values of corresponding colour in Tables 800-2 to 800-8 as applicable. Cut-out messages and borders, wherever used, shall be either made out of retro-reflective sheeting or made out of durable transparent overlay except those in black which shall be of non-reflective sheeting or opaque in case of durable transparent overlay.

#### **801.3.8 Colour for Signs**

801.3.8.1 Signs shall be provided with retro-reflective sheeting and/or overlay film/ screening ink. The reverse side of all signs shall be painted grey.

801.3.8.2 Except in the case of railway level crossing signs the sign posts shall be painted in 250 mm side bands, alternately black and white. The lowest band next to the ground shall be in black.

801.3.8.2 The colour of the material shall be located within the area defined by the chromaticity coordinates in Table 800-7 and comply with the luminance factor when measured as per ASTM D-4956.

**Table 800-7 : Colour Specified Limits (Daytime)**

Colour	1		2		3		4		Daytime Luminance Factor (Y%)	
	X	Y	X	Y	X	Y	X	Y	Min.	Max.
White	0.303	0.300	0.368	0.366	0.340	0.393	0.274	0.329	15	-
Yellow	0.498	0.412	0.557	0.442	0.479	0.520	0.438	0.472	24	45
Green	0.026	0.399	0.166	0.364	0.286	0.446	0.207	0.771	2.5	11
Red	0.648	0.351	0.735	0.265	0.629	0.281	0.565	0.346	2.5	11
Blue	0.140	0.035	0.244	0.210	0.190	0.255	0.065	0.216	1	10
Orange	0.558	0.352	0.636	0.364	0.570	0.429	0.506	0.404	12	30
Brown	0.430	0.340	0.610	0.390	0.550	0.450	0.430	0.390	1	6
Fluorescent Yellow-Green	0.387	0.610	0.369	0.546	0.428	0.496	0.460	0.540	60	-
Fluorescent Yellow	0.479	0.520	0.446	0.483	0.512	0.421	0.557	0.442	45	-
Fluorescent Orange	0.583	0.416	0.535	0.400	0.595	0.351	0.645	0.355	25	-

The colours shall be durable and uniform in acceptable hue when viewed in day light or under normal headlights at night.

**801.3.8.4** The Regulatory/Prohibitory and warning signs shall be provided with white background and red border. The legend/ symbol for these signs shall be in black colour. The Mandatory sign shall be provided with Blue background and white Symbol/letter.

**801.3.8.5** The colours chosen for informatory or guide signs shall be distinct for different classes of roads. For National Highways and State Highways, these signs shall be of green background and for Expressways these signs shall be of blue background with white border, legends and word messages.

### **801.3.9 Refurbishment**

Where existing signs are specified for refurbishment, the sheeting shall have a semi-rigid aluminium backing or materials as per Clause 801.2.5, pre-coated with aggressive-tack type pressure sensitive adhesive. The adhesive shall be suitable for the type of material used for the sign and should thoroughly bond with that material.

### **801.3.10 Sizes of Letters**

**801.3.10.1** Letter size should be chosen with due regard to the speed, classification and location of the road, so that the sign is of adequate size for legibility but without being too large or obtrusive. The size of the letter, in terms of x-height, to be chosen as per the design speed is given in Table 800-8.



### 801.3.10 Sizes of Letters

**801.3.10.1** Letter size should be chosen with due regard to the speed, classification and location of the road, so that the sign is of adequate size for legibility but without being too large or obtrusive. The size of the letter, in terms of x-height, to be chosen as per the design speed is given in Table 800-8.

**Table 800-8 : Acceptable Limits for Sizes of Letters**

Design Speed (Km./hr.)	Minimum 'x' Height of the Letters (mm)	Minimum Sight Distance / Clear Visibility Distance (m)	Maximum Distance from Centre Line (m)
40	100	45	12
50	125	50	14
65	150	60	16
80	250	80	21
100	300	90	24
120	400	115	32

The thickness of the letters and their relation to the x-height, the width, the heights are indicated in Table IV (a) of the Annexure-4 of IRC:67 to facilitate the design of the informatory. signs and definition plates.

**801.3.10.2** For advance direction signs on non-urban roads, the letter size ('x'height) should be minimum of 150 mm for Expressway, National and State Highways and 100 mm for other roads. In case of overhead signs, the size ('X'height) of letters may be minimum 300 mm. Thickness of the letter could be varied from 1/6 to 1/5 of the letter 'x'size. The size of the initial uppercase letter shall be 1-1/3 times x-height. In urban areas, letter size shall be 100 mm on all directional signs. For easy and better comprehension, the word messages shall be written in upper case letters only.

**801.3.10.3** Letter size on definition plates attached with normal sized signs should be 100 mm or 150 mm. In the case of small signs, it should be 100 mm. Where the message is long, as for instance in "NO PARKING" and "NO STOPPING" signs, the message may be broken into two lines and size of letters may be varied in the lines so that the definition plate is not too large. The lettering on definition plates will be all in upper case letters.

### 801.3.11 Warranty and Durability

**The Contractor shall obtain from the manufacturer a ten year warranty for satisfactory field performance including stipulated retro-reflectance of the retro-reflective sheeting of microprismatic sheeting and a seven-year warranty for high intensity grade and submit the same to the Engineer. The warranty shall be inclusive of the screen printed or cut out letters/legends and their bonding to the retro-reflective sheeting. The Contractor/supplier shall also furnish the LOT numbers and certification that the signs and materials supplied against the assigned work meets all the stipulated requirements and carry the stipulated warranty and that the contractor/supplier is the authorized converter of the particular sheeting.**

All signs shall be dated during fabrication with indelible markings to indicate the start of warranty. The warranty shall also cover the replacement obligation by the sheeting manufacturer as well as contractor for replacement/repair/restoration of the retro-reflective efficiency.

A certificate in original shall be given by the sheeting manufacturer that its offered retro. reflective sheeting has been tested for various parameters such as co-efficient of retro. reflection, day/night time colour and luminance, shrinkage, flexibility, linear removal, adhesion, impact resistance, specular gloss and fungus resistance; the tests shall be carried out by a Government Laboratory in accordance with various ASTM procedures and the results must show that the sheeting has passed the requirements for all the above mentioned parameters. **A copy of the test reports shall be attached with the certificate. (a certified copy of 3 year outdoor exposure test report from third party test lab for the product offered shall be submitted by contractor.)**

## **801.4 Installation**

801.4.1 The traffic signs shall be mounted on support posts, which may be of GI pipes conforming to IS:1239, Rectangular Hollow Section conforming to IS:4923 or Square Hollow Section conforming to IS:3589. Sign posts, their foundations and sign mountings shall be so constructed as to hold these in a proper and permanent position against the normal storm wind loads or displacement by vandalism. Normally, signs with an area up to 0.9 sq.m shall be mounted on a single post, and for greater area two or more supports shall be provided. Post-end(s) shall be firmly fixed to the ground by means of properly designed foundation. The work of foundation shall conform to relevant Specifications as specified.

All components of signs (including its back side) and supports, other than the reflective portion and G.I. posts shall be thoroughly de-scaled, cleaned, primed and painted with two coats of epoxy/ fibre glass/ powder coated paint. Any part of support post below ground shall be painted with protective paint.

The signs shall be fixed to the posts by welding in the case of steel posts and by bolts and washers of suitable size. After the nuts have been tightened, the tails of the bolts shall be furred over with a hammer to prevent removal.

## **801.5 Measurement for Payment**

The measurement of standard cautionary, mandatory and information signs shall be **in numbers** of different types of signs supplied and fixed, while for direction and place identification signs, these shall be measured by area in square metres.

## **801.6 Rate**

The contract unit rate shall be payment in full for the cost of making the road sign, including all materials, installing it at the site furnishing of necessary test certificates, warranty and incidentals to complete the work in accordance with these Specifications.

#### **Item No. 43**

**Cautionary Warning Sign :-**Providing and fixing sing boards made out of 2mm aluminium sheet; size 90 x 90 x 90 cms. equilateral triangle as per design of IRC-67-1977. Pre treated with phospheting process & acid etching; coated with one coat of epoxy primer and two coats of best quality epoxy paint reflectorised with retro reflectivesheeting as per latest .O.S.T.Specifications; 3.1m long stand postand frame fabricated from suitable sizeiron angle of 35 x 35 x 3mm, 75 x 75 x 6mm as required; painted with estquality epoxy coatings in black andwhite bends. The details of symbol foreach board shall be as per theinstruction of engineer in charge. The fixing at site shall be in 1:2:4 CC blockof size 45 x 45 x 60 Cms. for each leg.including excavation, curing etc.complete under the supervision of engineer in charge.(A) Engineer Grade(VR)

Specification of **Item No. 40** shall be followed for the execution of this item.

The payment shall be made on Numbers basis.

#### **Item No. 44**

**Informatory Signs :-**Providing and fixing sing boards made out of 2mm aluminium sheet; size 80 x 60cms. rectangle as per the design of IRC-67-1977 pre treated with phospheting process & acid teching; coated with one coat of epoxyprimer and two coats of best qualityepoxy paint; reflectorised with retro reflective sheeting as per latest M.O.S.T. Specifications; 3.1m long stand postand frame fabricated from suitable sizeiron angle of 35 x 35 x 3mm75x75x6mm as required; painted with best qualityepoxy coatings in black and whitebends. the details of symbol for eachboard shall details of symbol for eachboard shall be as per the instruction ofengineer in charge. The fixing at site shall be in 1:2:4 CC block of size 45 x45 x 60cms. for each leg. including excavation curing tec. complete under the supervision of engineer in charge.(A) Engineer Grade(VR)....

Specification of **Item No. 40** shall be followed for the execution of this item.

The payment shall be made on Numbers basis.

#### **Item No. 45**

**Hazard Marker Sign :-Providing and fixing sing boards made out of 2mm aluminium sheet; size 90 x 30cms. rectangle as as per the design/drawing attached (IRC) pretreated with phospheting process & acid etching; coated with one coat of epoxy primer and two coats of best quality epoxy paint; reflectorised with retro reflective sheeting as per latest M.O.S.T. Specifications; 3.1m long stand post and frame fabricated from suitable size iron angle of 35 x 35 x 3mm & 50 x 50 x 5mm painted with best quality epoxy coatings The fixing at site shall be in 1:2:4 CC block of size 45x45x 60cms. for each leg. including excavation curing etc. complete under the supervision of engineer in charge.(A) Engineer Grade(VR)...**

Specification of **Item No. 40** shall be followed for the execution of this item.

The payment shall be made on Numbers basis.

#### **Item No. 46**

**Providing and fixing hectometer as per I.R.C. type design including painting lettering etc. complete fixing in C.C. 1:5:10.**

The dimensions of the stones and the size, colour, arrangement of letters and scripts shall be as per I.R.C. - 26 type designs. The Hectometer stone shall be pre cast cement concrete 1:5:10 for which relevant specification shall be followed. The stone shall be bedded into the ground with adequate foundation in C.C. 1:5:10 as indicated in the drawings or in the relevant I.R.C. Specifications or as directed by the Engineer-in-charge. The orientation and location of the stones shall be as indicated in the drawings or in the relevant I.R.C. Specifications or as directed by the Engineer-in-charge.

##### **(1) Fixing in Earth :**

The work shall be carried out as per the item of ordinary kilometer stone except that the size of Hectometer stone shall be smaller than that of ordinary kilometer stone as per I.R.C. 26 (Type design for 200 metre stones) and fixing shall be in earth. The measurement for payment as well as the operations included in the unit rate shall be as per ordinary kilometers stone.

##### **(2) Fixing in C. C. 1:5:10**

Specification same as (1) above except that the indicator stone shall be fixed in C.C. 1:5:10 which will consist of one part of cement, five part of good sand and ten parts of good brick bats. Rate includes all labour and curing etc. necessary for concrete.

## MEASUREMENT OF PAYMENT

**The measurement will be taken in Numbers of Hectometer stone fixed at site.**

### RATE

The contract unit rate for Hectometer stones shall be payment in full compensation for furnishing, all labour, materials including providing necessary reinforcement, tools, equipment and making the stones, painting and lettering and fixing at site and all other incidental costs necessary to complete the work to the specifications.

### **Item No. 47**

**Providing and fixing guard stone as per I.R.C. type design including white washing etc. complete fixing in C.C. 1:5:10**

#### (1) Fixing in Earth /Wearing Coat :

1. The guard stone shall be of approved quality and of 20 cm x 15 cm. size and its length shall not be less than 75 cms. The top portion shall be rounded. The top 38 cm. shall be chisel dressed on all sides. The size, shape and dimensions of the guard stones shall be exact and shall be neatly dressed and finished.
2. The guard stone shall be fixed in position as directed by the Engineer-in-charge in earth/wearing coat. If the guard stone shall be fixed in wearing coat, the equivalent volume covered by the guard stones shall be deducted from the gross measured quantity of wearing coat. The exposed part of the guard stones shall be given three coats of white wash. Any excavation necessary for fixing of the guard stones shall be done by the contractor at his own cost. The measurement for payment shall be per number of guard stone fixed in position.
3. Unit rate of guard stone includes the cost of all materials, labours, tools, fixing & white washing as directed by the Engineer-in-charge.
4. In case of Deep/Causeway the guard stone shall be fixed in masonry of head wall as directed by Engineer-in-charge.

#### (2) Fixing in C.C. 1:5:10

Specification same as (1) above except that the indicator stone shall be fixed in C.C. 1:5:10 which will consist of one part of cement, five part of good sand and ten parts of good brick bats. Rate includes all labour and curing etc. necessary for concrete.

The guard stone shall be fixed in earth. Rate includes all labour & curing etc. necessary for work. The exposed part of the guard stone shall be given three coats of white wash. Any excavation necessary for fixing to guard stones shall be done by the contractor at his own cost. **The measurement for payment shall be per Number of guard stone fixed in position.**

### RATE

The contract unit rate for Guard Stones shall be payment in full compensation for furnishing all labour, materials including providing necessary reinforcement, tools, equipment and making the stones white washing and fixing at site and all other incidental, taxes, costs, necessary to complete the work to these specifications.

### **Item No. 48**

**Excavation for foundation up to 1.50 mt depth including sorting out and stacking of useful material and disposing of the excavated stuff up to 50 mt. lead (B) Dense or Hard soil**

The work shall be executed as per specification of **Item No. 5** except that the **Excavation for foundation in hard murrum and boulders and very stiff or sticky clays and other similar strata including sorting and strutting and dewatering as necessary and disposing of excavated stuff as directed** instead of **Excavation for foundation in hard murrum and boulders and very stiff or sticky clays and other similar strata** including sorting and strutting and dewatering as necessary and disposing of excavated stuff as directed shall be considered.

**The Payment shall be made on CU.M Basis of the finished work.**

### **Item No. 49**

**Providing & laying rubble for Gabbion (each stone weight not less than 40 Kg.) including packing & filling in the interstices with quarry spalls.**

#### **For Rubble**

1. The work shall consist of laying boulders directly on Box for Gabion for protection.
2. The stones used in Gabion Wall shall be sound, hard, durable & fairly regularly in shape. Stone subject to marked deterioration by water or weather shall not be used. The thickness and shape of apron shall be as indicated on the drawings or as directed by the Engineer-in-charge. The surface on which the Gabion is to be laid shall be levelled and prepared for the length and width as shown on the drawings. The size of stone shall be as large as possible & weight shall be as specified in the item but in no case any fragment shall weight less than 40 Kg. The specific gravity of stone shall be as high as possible and it shall not be less than 2.50. To ensure regular and orderly disposition of the full intended quantity of stone in the Gabion.
3. Payment shall be made on Cu.m. basis. The materials shall have to be stacked at site before laying. Preparation of base for laying bedding shall be deemed incidental to the work nothing shall deducted for voids.
4. The rate shall include cost of materials, labour & tools to complete the job.
5. Payment shall be made on **Cu.m.** basis.

#### **For Quarry Spall**

1. The quarry spauls shall be approved quarry as approved by the Ex. Engineer prior to collection. Filling of boxes, shall not be allowed till the metal is broken to the specified site.
2. The quarry spaul shall be as uniform in size as possible. The quarry spaul shall be hard, tough, solid durable of black trap quarry of close texture, free from decay and weathering. The stone shall be angular and roughly cubical in shape and round elongated or flaky materials shall be rejected. No sound or long rubble or angular chips smaller than specified size shall be allowed.

Grading for quarry spauls

IS:Sieve	Grading - I	<del>Grading - II</del>	<del>Grading - III</del>
75mm	100	-	-
53mm	-	<del>100</del>	-
26.5mm	55-75	<del>50-80</del>	<del>100</del>
9.50 mm	-	-	-
4.75mm	10-30	<del>15-35</del>	<del>25-45</del>
2.36mm	-	-	-
0.425mm	-	-	-
0.075mm	< 10	<del>&lt;10</del>	<del>&lt;10</del>
CBR Value	greater than 20	<del>25</del>	<del>20</del>

Material passing through 425 micro sieve for all the three gradings when tested according to I.S. 2720 (Part-5) shall have liquid limit and plastic index not more than 25 and 6 respectively.

- All unsound, weathered or disintegrated stone obtained from the under surface layer of the quarry or other layers of boulders shall be rejected.
- Wherever any doubt as to whether above requirement are satisfied in whole or part of the collection it shall be got screened by the Contractor if so ordered by the Executive Engineer, and for which no extra payment shall be claimed by the contractor
- Any collection which does not fully satisfy the above requirements is liable to be rejected all together.
- Regular stacks shall be made by the contractor on a fairly level ground. All the stack shall be marked by white wash immediately on being measured and recorded by the Engineer-in-charge.
- The rate includes blasting the rock, if any, breaking the quarry spauls, stacking measuring in pharas etc. complete.
- Stacks shall as per actual requirements and any materials in excess shall have to be transported by the contractor at the places directed by the Executive Engineer at the risk and cost of the contractor.
- While stacking materials the depositing should commence at one end of the K.M. and carried continuously towards the other end unless the Executive Engineer shall direct otherwise and as a rule measurements shall be taken after metal for kilometer or Km. has been fully collected. Any fraction of these distance shall not be measured up.
- The measurements shall be recorded in on Cum.** basis on level computing method after rolling and consolidation and shall be paid accordingly.

Spreading quarry spauls in grade & camber complete.

The quarry spauls shall be only be allowed to be spread after the written permission of the Executive Engineer is obtained.

- The permission for spreading the metal shall *be* given by the Executive Engineer if
  - The full quantity of a particular mile(kilometer)is completely collected.

(ii) The collection of metal-is also completed in the adjoining two miles (Kilometers)

(iii) The measurements are recorded in the Measurement book.

- 12.Q. S, shall if required, be screened, if containing rubbish dust, grass etc. it shall than be filled in basket & conveyed where required and spread evenly on the prepared surface be given twisting motion to the basket at the time of spreading. The surface shall then (15 m) by means of templates and strings as well as with camber boards and spirit level.
- 13.Between the straight length and curves and at the meeting points of the convex and concave portions of the reverse curves, the change in camber of the road, due to super elevations shall be made as well as with camber boards and spirit level.
- 14.At the time of spreading Q. S. a small quantity (about 4 to 5 percent) of metal as directed, shall be retained at the first instance. It shall be spread later 0:1 after partial consolidated as required to rectify the camber and to fill up the hollows if any. No extra amount shall be paid for this.
- 15.The rate includes the cost of screening the Q .S. if any spreading, sectioning, with template and adding reserved quota of metal, while/oiling is in progress for making good hollows and camber.
- 16.The surface shall be brought to the required camber which shall be checked at every 50 ft. (15 M) by means off templates of while the necessary of the in between shall tested by strings and corrected as required.
- 17.The centre line shall first be marked in the subgrade which is properly consolidated and has uniform camber and grade as required
- 18.The Q. S. shall be laid for a small length on 25 ft. (8 M.) and then the edge stones shall be laid.
- 19.Pegs shall be driven on either side of the road and joined with strings true and parallel with a distance between they equal to the width be laid with over metal Similarly.
- 20.The Q. S. shall be laid as close as possible so as too leave minimum possible interstices and voids.
- 21.Before roiling is allowed on soling the side berms shall be filled upto the top of the soling and at least 3'-0" (1 m.) on either side so as to prevent metal layer getting disturbed at times during rolling. The rate is inclusive of all the operations as stated above.
- 22.Immediately following the spreading of the coarse aggregates rolling shall be started with three wheeled power roller of 8 - to - 10 tone capacity or tendum roller or equivalent vibratory roller. The weight of the roller shall depend upon the type of the aggregate and be indicated by Engineer-in-charge.



- 23.** Except on super elevated portions where the roiling shall proceed from inner edge to outer, rolling shall 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 centre line of the road, in successive passes uniformly lapping preceding tracks by at least one half the width.
- 24.** Roiling shall continue until the aggregate is thoroughly keyed and the creeping of the aggregate a head of the roller is no longer visible. During rolling, slight sprinkling of water may be done, if necessary. Rolling shall no 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.
- 25.** The rolled surface shall be checked transversely and longitudinally with templates and any irregularities corrected by loosening the surface, adding or removing necessary amounts of aggregate and re - rolling until the entire surface conform to desired camber and grade. In no case shall the base of screening be permitted to make up depression.

## **Item No. 50**

**Providing & Suppling of Mechanically Woven, Double Twisted, Hexagonal wire mesh Zinc+ PVC Coated Gabion boxes; Mesh opening Type : 10 x 12; Wire dia: 2.7/3.7 mm; Selvedge wire dia: 3.4mm.**

### **2503.3.1 Mechanically Woven Crates (Gabions and Mattresses)**

#### **2503.3.1.1 Description**

Mechanically woven wire crates shall be made of hot dipped galvanized mild steel wire of diameter not less than 2.2 mm having minimum tensile strength 350 MPa conforming to IS:280. The galvanisation shall be heavy coating for soft condition conforming to IS:4826. For corrosive environment, an additional PVC coating of 0.5 mm thickness shall be provided over the galvanisation, or zinc alloy coating as per EN 10244-2 shall be provided in place of galvanisation. The mesh of the crate shall be of type 10 x 12, 8 x 10, and 6 x 8 as per EN 10223. Mesh shall be given double twist at each intersection and shall be mechanically selvedged all along the edges of the boxes. Wire crates standard sizes shall be as per ASTM A975. The wire crates shall be divided into compartments by diaphragms placed at 1 m centre to centre.

#### **2503.3.1.2 Mesh and Box Characteristics**

Mesh types and shapes shall be as given in Table 2500-1. The mesh and box characteristics of gabions and mattresses shall be as per Tables 2500-2 and 2500- 3 respectively.

**Table 2500-1 : Mesh Types and Sizes**

<b>Mesh Type</b>	<b>'D' Nominal Size, mm</b>	<b>Tolerances</b>
10 x 12	100	+ 16% to – 4%
8 x 10	80	
6 x 8	60	

**Table 2500-2 : Mesh & Box Characteristics for Gabions**

Mesh Type	10 x 12			8 x 10		
'D', mm	100			80		
Wire Type	Only Zinc Coated		Zinc + PVC Coated	Only Zinc Coated		Zinc + PVC Coated
Mesh Wire Dia, mm	2.70	3.00	2.70/3.70*	2.70	3.00	2.70/3.70*
Edge/Selvedge wire Dia, mm	3.40	3.90	3.40/4.40*	3.40	3.90	3.40/4.40*
Lacing wire dia, mm	2.20	2.20	2.20/3.20*	2.20	2.20	2.20/3.20*
PVC coating thickness, mm	N. A		Nominal – 0.50 Minimum – 0.38	N. A		Nominal – 0.50 Minimum – 0.38
Typical Sizes Length x Width x Height (m)/ Number of diaphragms	4 x 1 x 1 / 3 Nos, 3 x 1 x 1 / 2 Nos, 2 x 1 x 1 / 1 No, 1.5 x 1 x 1 / 0 No, 2 x 1 x 0.5 / 1 No , 3 x 1 x 0.5 / 2 Nos, 4 x 1 x 0.5 / 3 Nos, 2 x 1 x 0.3 / 1 No, 3 x 1 x 0.3 / 2 Nos, 4 x 1 x 0.3 / 3 Nos					
Tolerances in Size of Gabion Boxes	Length & Width... +/- 5%: Height > 0.3m... +/- 5% and Height <= 0.3m... +/- 10%					

\* Internal Diameter/External diameter of PVC Coated Wire

Only standard sizes of Gabion boxes are indicated in the table above. Special sizes can also be ordered as agreed between the purchaser and manufacturer.

**Table 2500-3 : Mesh & Box Characteristics for Revet Mattresses**

Mesh Type	6 x 8	
'D', mm	60	
Wire Type	Only Zinc Coated	Zinc + PVC Coated
Mesh Wire Dia, mm	2.20	2.20/3.20*
Edge/Selvedge wire Dia, mm	2.70	2.70/3.70*
Lacing wire dia, mm	2.20	2.20/3.20*
PVC coating thickness, mm	N. A	Nominal – 0.50 Minimum – 0.38
Typical Sizes Length x Width x Height (m)/Number of diaphragms	4 x 2 x 0.17 / 3 Nos, 3 x 2 x 0.17 / 2 Nos, 2 x 2 x 0.17 / 1 No 4 x 2 x 0.23 / 3 Nos, 3 x 2 x 0.23 / 2 Nos, 2 x 2 x 0.23 / 1 No 4 x 2 x 0.30 / 3 Nos, 3 x 2 x 0.30 / 2 Nos, 2 x 2 x 0.30 / 1 No	
Tolerances in Size of Revet Mattresses	Length & Width ... +/- 5%; Height <= 0.3m ... +/- 10%	

\* Internal Diameter/External diameter of PVC coated wire

### 2503.3.1.3 Dimensions and Tolerances

The diameter of galvanized steel wire shall conform to the values as per Table 2500-2 for Gabions and Table 2500-3 for Revet mattresses. The diameter of the wires shall also conform to the tolerance limits plus and minus the values as shown in Table 2500-4.

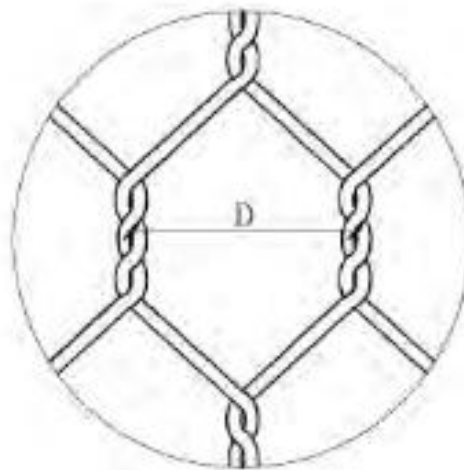
**Table 2500-4 : Permitted Tolerances on Galvanized Steel Wire Diameters**

Nominal Diameter of Galvanized Wire, mm	Permitted Tolerances (+/-) on Wire Diameters, mm
2.00	0.05
2.20	0.06
2.40	0.06
2.70	0.07
3.00	0.08
3.40	0.09
3.90	0.10

**Note :**

- 1) The minimum and nominal thickness of PVC coating uniformly applied in a quality workmanlike manner shall be as shown in Tables 2500-2 and 2500-3.

- 2) Gabions shall be manufactured with a 10 x 12 or 8 x 10 mesh type (Fig. 2500-1) having a nominal mesh opening size as per Table 2500-2. Dimensions are measured at right angles to the center axis of the opening and parallel to the twist along the same axis.
- 3) Revet mattresses shall be manufactured with a 6 x 8 mesh type (Fig. 2500-1) having a nominal mesh opening size as per Table 2500-2. Dimensions are measured at right angles to the center axis of the opening and parallel to the twist along the same axis.
- 4) The width and length of the gabions and revet mattresses as manufactured shall not differ more than  $\pm 5\%$  from the ordered size prior to filling. Typical gabion and revet mattress sizes are shown in Tables 2500-2 and 2500-3 respectively.
- 5) The height of the gabions and revet mattresses as manufactured shall not differ more than  $\pm 10\%$  if the height is less than or equal to 0.3 m and shall not differ more than  $\pm 5\%$  if the height is more than 0.3 m from the ordered size prior to filling.
- 6) Mesh Opening Tolerances – Tolerances on the hexagonal, double-twisted wire mesh opening shall not exceed  $+16\%$  to  $-4\%$  on the nominal dimension D values mentioned in Table 2500-1.



**Fig. 2500-1 : Mesh Type & Nominal Size 'D'**

**2503.3.1.4** Terminology, mechanical properties, physical properties, number of tests and test methods related to mechanically woven wire crates shall be as per Appendix-2500/I.

#### **2503.3.2 Hand Woven Wire Crates**

Wire crates shall be made from hot dipped galvanized mild steel wire of diameter not less than 4 mm in annealed condition having tensile strength of 300 MPa-450 MPa conforming to IS:280. The galvanizing shall be heavy coating for soft condition conforming to IS:4826.

The mesh size of the crate shall not be more than 150 mm.



Wire crates for shallow or accessible situations shall be 3 m x 1.5 m x 1.25 m in size. Where these have to be deposited and there is a possibility of overturning, the crate shall be divided into 1.5 m compartments by cross netting.

For deep or inaccessible situations, wire crates can be made smaller subject to the approval of the Engineer.

Wire crates built in-situ, shall not be larger than 7.5 m x 3 m x 0.6 m, nor smaller than 2 m x 1 m x 0.3 m. Sides of large crates shall be securely stayed at intervals of not more than 1.50 m to prevent bulging.

The netting shall be made by fixing a row of spikes on a beam at a spacing equal to the mesh. The beam must be a little longer than the width of netting required. The wire is to be cut to lengths about three times the length of the net required. Each piece shall be bent at the middle around one of the spikes and the weaving commenced from the corner.

A double twist shall be given at each intersection. The twisting shall be carefully done by means of a strong iron bar, five and half turns being given to the bar at each splice.

The bottom and two ends of the crate or mattress shall be made at one time. The other two sides shall be made separately and shall be secured to the bottom and the ends by twisting adjacent wires together. The top shall be made separately and shall be fixed in the same manner as the sides after the crates or mattress have been filled.

### **2503.3.3 Laying of Wire Crates**

Wherever possible, crates shall be placed in position before filling with boulders. Undulations in the bed shall be levelled prior to placement of wire crate units. The crates shall be filled by carefully hand-packing the boulders as tightly as possible and not by merely throwing in the stones or boulders.

Where the crates are to be laid on the sides and bed of the stream in underwater conditions, they shall be prefilled on dry area, lifted by cranes using suitable size frames with lifting slings at every 0.5 m to 1 m maximum spacing and placed at designated locations. Sacrificial steel rods of diameter 20 mm to 25 mm may also be used, in place of frame, by tying them to the edges and lifting directly with closely spaced slings. Once placed, divers shall lace the crates together at all contact surfaces. For sides of the banks a tilting platform, pantoon or barge can be used where mattresses are filled with stones on the level platform, resting at one end on the bank and has the other edge hinged to the pantoon/barge. One end of the filled wire crate is anchored to the dry edge of the slope and then the pantoon/barge is moved away

from the bank, thus lowering and sliding out the tilted platform under the crate, gradually placing the crate on the slopes while the tilted platform rotates around its hinges.

**The measurements shall be recorded in on Cum**

## **Item No. 51**

**Providing, Supply and Installation of 200 GSM Non Woven Geotextile Needle Punched. Polypropylene Material Having Minimum Roll Size of 5 mtr x 100 mtr Including all Labours & etc. Complete.**

### **701 GEOSYNTHETICS FOR ROAD AND BRIDGE WORKS**

#### **701.1 Application and General Requirements**

The specification covers the various applications of geosynthetic materials for use in road and bridge works including supplying and laying as per contract specifications.

Geosynthetic is a general classification for all synthetic materials used in geotechnical engineering application. It includes geotextiles, geogrids, geostrips, geomembranes, geonets, geocomposites, geocells, geosynthetic mats, paving fabric and glass grid etc. Geo fabrics made from natural fibres such as jute, and coir referred to herein under natural geotextiles may also be used in different geotechnical engineering applications.

i) Geotextiles : Any permeable synthetic textile used with foundation, soil, rock, earth, or any other geotechnical engineering-related material as an integral part of a human-made project, structure, or system.

The geotextile fabric shall be a non-woven fabric consisting of long-chain polymeric filaments or yarns such as polypropylene, polyethylene or polyester or any combination thereof, formed into a stable network such that the filaments or yarns retain their relative position to each other.

There are several application areas for geotextiles requiring specific functions namely separation, filtration, drainage, reinforcement or a combination thereof.

#### **701.2 Testing, Certification and Acceptance**

##### **701.2.1 Geosynthetic Materials shall be Tested and Certified in the Following Manner.**

- a) The manufacturer shall have ISO or CE certification for manufacturing process and quality control.
- b) The manufacturer shall provide manufacturer's test certificate for every lot supplied from the factory.
- c) The supplier shall provide third party test reports from an independent laboratory with valid accreditation for all the test values in Manufacturer's test certificate.

**701.2.2** Geosynthetics shall be tested in accordance with tests prescribed by BIS. In absence of IS codes, tests prescribed either by ASTM, EN, BS or ISO shall be conducted.

**701.2.3** The material shall meet the requirements as specified in the contract.

#### **701.3 Marking**

Geosynthetic rolls shall be marked with the following information:

- a) Manufacturer's name
- b) Roll number

- c) Grade
- d) Length
- e) Date of manufacture; and
- f) Product identification details

#### **701.4 Packing, Storage and Handling**

**701.4.1** Each geosynthetic roll shall be wrapped with a material that will protect the geosynthetic from damage due to shipment, water, sunlight and contaminants. The protective wrapping with a tarpaulin or opaque plastic sheet shall be maintained during periods of shipment and storage. During storage, geosynthetic rolls shall be elevated off the ground and adequately covered to protect from site construction damage, precipitation, prolonged ultra-violet radiation including sunlight, chemicals that are strong acids or strong bases, flames including welding sparks, temperatures in excess of 71 °C, and any other environmental condition that may damage the physical properties of the geosynthetics.

**701.4.2** If the outer layer of the geosynthetic is damaged, or exposed to sunlight for a period beyond that is permitted the outermost wrap of the rolls shall be discarded, and only the remaining undamaged/unexposed material shall be used. If the geosynthetic rolls become wet, the water proof cover shall be removed, the rolls shall be elevated off the ground and exposed to wind in order to dry the fabric. The paving fabric used with bitumen overlays shall be completely dry prior to installation.

#### **702.1 Scope**

The work covers the use of geotextile materials for drainage, separation/filtration and erosion control works including supplying and laying as per design, drawing and these specifications.

For drainage/filtration function, geotextile shall be able to convey water across the plane of the fabric throughout its design life.

For separation function the geotextile shall prevent intermixing of two layers of dissimilar materials, throughout the design life of the structure shall be as specified in Table 700- 1.

Installation Condition	Type	Strength Property Requirement (MARV)							
		Grab Strength in Newton (N) as per ASTM D 4632/ IS:13162 Part 5		Tear Strength in Newton (N) as per ASTM D 4533/ IS:14293		Puncture Strength in Newton (N) as per IS:13162 Part 4		Burst Strength in Newton (N) as per ASTM D 3786/ IS:1966	
		Elongation at Failure							
		<50%	>50%	<50%	>50%	<50%	>50%	<50%	>50%

Harsh Installation Condition	Type I	1400	900	500	350	500	350	3500	1700
Moderate Installation Condition	Type II	1100	700	400	250	400	250	2700	1300
Less severe Installation Condition	Type III	800	500	300	180	300	180	2100	950

Note :

- 1) All numeric values in the above table represent Minimum Average Roll Value (MARV) in weaker principal direction. The MARV is derived statistically as the average value minus two standard deviations.
- 2) When the geotextiles are joined together by field sewing, the seam strength shall be at least 60 percent of the material's tensile strength. All field seams shall be sewn with thread as strong as the material in the fabric.
- 3) The puncture strength if determined in accordance with ASTM D 6241, the minimum requirement in terms of "Newton (N)" shall be as follows:

Installation Condition	Strength Property requirement (MARV)	
	Puncture Strength in Newton (N) as per ASTM D 6241	
	Elongation at Failure	
	<50 %	>50 %
Harsh Installation Condition	2800	2000
Moderate Installation Condition	2250	1400
Less severe Installation Condition	1700	1000

### 702.2.2 Ultraviolet Stability Requirements

The material shall satisfy the ultraviolet stability requirements specified in Table: 700-2.

Table 700-2 : Requirements for Ultra Violet Stability

S.No.	Properties of Fabric	Requirements (Retained Strength)
1)	Grab Strength	Not less than 70 % after 500 hours of exposure
2)	Tear Strength	
3)	Puncture Strength	
4)	Burst Strength	



### **Construction:-**

After preparation of foundation for gabion structure as per the specifications along the road alignment geotextile shall be rolled out as indicated in the drawings. The entire roll shall be placed on surface of Gabion structure which comes in contact with earth. Wrinkles and folds in the fabric shall be removed by stretching as required.

Adjacent rolls of geotextiles shall be overlapped, sewn, or joined as required. For curves, the geotextile shall be folded or cut and overlapped in the direction of construction. Folds in the geotextile shall be stapled or pinned approximately 0.6 m centre-to-centre. Before covering, the condition of the geotextile shall be checked for damage (i.e., holes, nips, tears, etc) by the Engineer.

The geotextile shall be placed in intimate contact of soil ensuring slight tension, to avoid wrinkles or folds and shall be anchored on a properly shaped surface as indicated in drawings and approved by the Engineer. It shall be ensured that the placement of the overlying material be placed in such a manner that it does not tear/puncture the geotextile. Anchoring of the terminal ends of the geotextile shall be accomplished as per drawings through the use of key trenches or aprons at the crest and toe of slope

#### **702.2.3 Measurement for Payment :-**

The geotextile for separation and for filter layer shall be measured in **square metres** as per planned dimensions with no allowance for overlapping at transverse and longitudinal joints. Excavation, back fill, bedding and cover material shall be measured separately as per relevant items of the contract.

## **Item No. 52**

Providing and laying rubble pitching of 22.50 cm. thick with filling the sand in the interstices & C.C. 1:3:6 panelling at 3.0 mt. C/C and 30 cms. x 30 cms. panel wall as per the detailed drawing with necessary excavation and providing water chute of C.C. 1:3:6 at 24.00 mt. C/C providing pointing on rubble pitching in CM 1 : 3 etc. complete.

### **2504                      PITCHING/REVETMENT ON SLOPES**

#### **2504.1                      Description**

The work shall consist of covering the river side slopes of guide bunds, training works and road embankments with stone, boulders, cement concrete blocks or stones in wire crates over a layer of granular material which will act as a filter. The rear slopes, not subjected to direct attack of the river, may be protected by 300 mm - 600 mm thick cover of clayey or silty earth and turfing.

#### **2504.2                      Pitching and Filter Medium**

##### **2504.2.1                      Pitching**

The pitching shall be provided with stones of thickness and shape as indicated on the drawings.

The stones shall be obtained from quarries and shall be sound, hard, durable and fairly regular in shape. Round boulders shall not be allowed. Stones showing marked deterioration by water or weather shall not be accepted.

The size and weight of stone shall conform to Clause 5.3.5.1 of IRC: 89. No stone, shall weigh less than 40 kg. The size of spalls shall be a minimum of 25 mm and shall be suitable to fill the voids in the pitching.

Where the stones of required size are not economically available, cement concrete blocks in minimum M15 grade concrete conforming to Section 1700 of these Specifications or stones in wire crates, shall be used.

Geosynthetics, if used in pitching, shall conform to Section 700 of these Specifications.

##### **2504.2.2                      Filter Medium**

The material for the filter shall consist of coarse sand, gravel or stone. One or more layers of graded materials, to act as a filter medium, shall be provided underneath the pitching, to prevent loss of the embankment material and build up of uplift head on the pitching.

The gradation of the filter material shall satisfy the following requirements:

$$\frac{D_{15} \text{ (Filter)}}{D_{85} \text{ (Base)}} < 5$$

$$4 < \frac{D_{15} \text{ (Filter)}}{D_{15} \text{ (Base)}} < 20$$

$$\frac{D_{50} \text{ (Filter)}}{D_{50} \text{ (Base)}} < 25$$

**Notes :**

- 1) Filter design may not be required if embankment consists of CH or CL soils with liquid limit greater than 30, resistant to surface erosion. In this case, if a layer of material is used as bedding for pitching, it shall be well graded and its D 85 size shall be at least twice the maximum void size in pitching
- 2) In the foregoing, D 15 means the size of that sieve which allows 15 percent by weight of the filter material to pass through it and similar is the meaning of D 50 and D 85 (15 being replaced with 50 and 85 respectively).
- 3) If more than one filter layer is required, the same requirement as above shall be followed for each layer. The finer filter shall be considered as base material for selection of coarser filter.
- 4) The filter shall be compacted to a firm condition. The thickness of filter is generally of the order of 200 mm to 300 mm. Where filter is provided in two layers, thickness of each layer shall be 150 mm.

### **2504.3 Construction Operations**

Before laying the pitching, the side of banks shall be trimmed to the required slope and profiles by means of lines and pegs at intervals of 3 m. Depressions shall be filled and thoroughly compacted.

The filter granular material shall be laid over the prepared base and compacted to the thickness specified on the drawings by means of suitable equipment.

The lowest course of pitching shall be started from the toe wall and built up in courses upwards. The toe wall shall be in dry rubble masonry (uncoursed) conforming to Clause 1405.3, of these Specifications in case of dry rubble pitching. It shall be in nominal mix cement concrete (M 15) conforming to Clause 1704.3, of these Specifications in case of cement concrete block pitching.

The stone pitching shall commence in a trench below the toe of the slope. Stone shall be placed by derrick or by hand to the required length, thickness and depth conforming to the drawings. Stones shall be set normal to the slope, and placed so that the largest dimension is perpendicular to the face of the slope, unless such dimension is greater than the specified thickness of pitching.

The largest stones shall be placed in the bottom courses and for use as headers for subsequent courses.

In hand placed pitching, the stone of flat stratified nature should be placed with the principal bedding plane normal to the slope. The pattern of laying shall be such that the joints are broken and voids are minimum by packing with spalls, wherever necessary, and the top surface is as smooth as possible.

When full depth of pitching can be formed with a single stone, the stones shall be laid breaking joints and all interstices between adjacent stones shall be filled in with spalls of the proper size wedged in with hammers to ensure tight packing.

When two or more layers of stones must be laid to obtain the design thickness of pitching, dry masonry shall be used and stones shall be well bonded. To ensure regular and orderly disposition of the full intended quantity of stone as shown, template cross walls in dry masonry shall be built about a metre wide and to the full height of the specified thickness at suitable intervals all along the length and width of the pitching. Within these walls the stones shall be hand packed as specified.

#### **2504.4            Toe Protection**

A toe wall shall be provided at the junction of slope pitching and launching apron of a guide bund so as to prevent the slope pitching from sliding down. The toe wall shall be in dry rubble masonry (uncoursed) conforming to Section 1400 of these Specifications or in cement concrete of M15 grade. The pitching/revetment shall be of stones in wire crates or cement concrete blocks in M15 grade. For protection of ties of bank slopes terminating either in short aprons at bed levels or anchored in flooring/rocky bed, the provision of Clause 8.2.2 of IRC:89 may be complied with.

## **1. Stone Pitching**

- 1.1** The work shall consist of covering the slopes of high banks, training works and road embankment with stone, over a layer of murrum bedding. With panel wall in U.C.R. masonry and cement pointing in cement mortar.
- 1.2** Stone subject to marked deterioration by water or weather will not be accepted. The stone shall be sound hard, durable and fairly regular in shape and its thickness in any one direction shall not be less than the thickness of pitching as specified in the item and thickness of the stone at any place shall not be less by 15% of the thickness specified. The largest stones procurable shall be supplied on site. The sizes of spalls shall be minimum 25 mm and shall be suitable to fill the voids in the pitching. Thickness of the pitching shall be as specified in the pitching item. (G.C. No. SSR/ 2080 IB 547/28/C Dated 6th March 1982)
- 1.3** Before laying the pitching the sides of banks shall be trimmed to the required slopes and profiles put up by means of line and pegs at intervals of 3 meters to ensure regular straight work and uniform slope throughout. Depressions shall be filled and thoroughly compacted.
- 1.4** Murrum for bedding shall be laid over the prepared base and suitably compacted to a thickness 150 mm. Quality of murrum will be as per its relevant specifications.
- 1.5** The stone pitching shall commence in a trench below the toe of the slope. Stone shall be placed by derrick or by hand to the required length, thickness and depth conforming to the drawings. Stones shall be set normal to the slope and placed so that the largest dimension is perpendicular to the face of the slope, unless such dimensions are greater than the specified thickness of pitching. The largest stones shall be placed in the bottom courses and use as headers for subsequent courses. When full depth of pitching can be formed with a single stone, the stone shall be laid breaking joints and all interstices between adjacent stones shall be filled in with spalls of the proper size and wedged in with hammers to ensure tight packing. Pitching shall be done in panels of 3.0 M x 3.0 M with a 45 cm. wide and 22.5 cm. deeper band all around.

## **2.00 U.C.R. Masonry**

- 2.1.** Panel wall for pitching shall be made from UCR masonry in C.M. 1:3 of size 0.45 x 22.5 m in size at 3.0 m. centre to centre or as per guidelines of Engineer in charge in case of irregular dimensions.
- 2.2.** UCR masonry shall be carried out as per relevant specification except grade and dimension specified in description.
- 2.3.** Necessary curing shall be carried out.

## **3.00 Cement pointing**

- 3.1** For a surface which is to be subsequently jointed, the joints shall be squarely raked out to a depth of 15 mm. while the mortar is still green. The raked joints shall be well brushed to remove dust and loose particles and the surface shall be thoroughly washed with water, cleaned and wetted.
- 3.2** Cement and sand shall be mixed in proportions as specified in the item. Cement and sand shall be proportioned by volume after making due allowance for bulking. The required quantity of water shall then be added and the mortar mixed to produce workable consistency.

- 3.3 The mixing shall be done intimately by hand-mixing. The operation shall be carried out on a clean watertight platform and cement and sand shall be first mixed dry in the required proportion to obtain a uniform colour and then the mortar shall be mixed for at least two minutes after addition of water. In case of cement mortar, that has stiffened because of evaporation of water, the same shall be re-tempered by adding water as frequently as needed to restore the requisite consistency but this re-tempering shall be permitted only with thirty minutes from the time of addition of water at the time of initial mixing.
- 3.4 For pointing, the mortar shall be filled and pressed into the raked out joints before giving the required finish. The pointing shall then be finished to proper type given on the drawings. If type of pointing after the mortar has been filled and pressed into the joints and finished off level with the edge of the bricks, it shall while still green ruled along the centre with a half round tool of such width as may be specified by the Engineer-in-charge. The superfluous mortar shall then be cut off from the edges of the lines and the surface of masonry shall also be cleaned of all mortar.
- 3.5 Curing shall be started as soon as the mortar used for finishing has hardened sufficiently not to be damaged when watered. It shall be kept wet for a period of at least 7 days. During this period R shall be suitably protected from all damages.
- 3.6 Stage scaffolding shall be approved for the work. This shall be independent of the structure.
- 3.7 **Payment shall be made on Square Meter basis** of the finished work. If directed by the Engineer-in-charge for measurement the materials may have to be stacked at site before laying and nothing extra will be paid to the Contractor for this stacking. Preparation of base for laying bedding shall be deemed incidental to the work.
- 3.8 The rate shall include the cost preparing the base, putting to the profiles, providing, laying and compacting the murrum bedding and stone pitching of dry rubble, panel wall of UCR masonry, cement pointing as per embankment slopes to specified thickness, lines curves, slopes and levels and all labour and material as well as tools and plant required of the work.

## **Item No. 53**

**Providing and erecting a 'W' type metal beam crash barrier comprising of 3 mm thick corrugated sheet metal beam rail. 70 cm above road/ground level. fixed on ismc series channel verticle ost 150x75x5 mm spced 2 mt centre to centre, 1.8 mt height , 1.1 mt below ground /road level,all steel parts and fitments to be galvanised by hot dip process , all fittings to confirm to I.S 1367 and I.S 1364 , metal beam rail to be fixed on the verticle post with a spacer of channel section 150 x75x5 mm ,330 mm long complete as per clause 810.**

### **811.3.1 Materials**

**811.3.1.1** Metal beam rail shall be corrugated sheet steel beams of the class, type, section and thickness indicated on the drawings. Railing posts shall be made of steel of the section, weight and length as shown on the drawings. All complete steel rail elements, terminal sections, posts, bolts, nuts, hardware and other steel fittings shall be galvanized. All elements of the railing shall be free from abrasions, rough or sharp edges and shall not be kinked, twisted or bent.

**811.3.1.2** The "W" beam type safety barrier shall consist of a steel post and a 3 mm thick "W" beam rail element. The steel post and the blocking out spacer shall both be channel section of 75 mm x150 mm & size 5 mm thick. The rail shall be 70 cm above the ground level and posts shall be spaced 2 m center-to-center. Double "W" beam barrier shall be as indicated in IRC:5-1998.

The thrie beam safety barrier shall have posts and spacers similar to the ones mentioned above for "W" beam type. The rail shall be placed at 85 cm above the ground level.

The "W" beam, the thrie beam, the posts, spacers and fasteners for steel barriers shall be galvanized by hot dip process (zinc coated, 0.55 kg per square metre; minimum single spot) unless otherwise specified. The galvanizing on all other steel parts shall conform to the relevant IS Specifications. All fittings (bolts, nuts, washers) shall conform to the IS:1367 and IS: 1364. All galvanizing shall be done after fabrication.

**811.3.1.3** Concrete for bedding and anchor assembly shall conform to Section 1700 of these Specifications.

### **811.3.2 Construction Operations**

**811.3.2.1** The line and grade of railing shall be true to that shown on the plans. The railing shall be carefully adjusted prior to fixing in place, to ensure proper matching at abutting joints and correct alignment and camber throughout their length. Holes for field connections shall be drilled with the railing in place in the structure at proper grade and alignment.

**811.3.2.2** Unless otherwise specified on the drawing, railing steel posts shall be given one shop coat of paint (primer) and three coats of paint on structural steel after erection, if the sections are not galvanized. Any part of assembly below ground shall be painted with three coats of red lead paint.

**811.3.2.3** Splices and end connections shall be of the type and designs specified or shown on the plans and shall be of such strength as to develop full design strength of the rail elements.

### **811.3.3 Installation of Posts**

**811.3.3.1** Holes shall be dug or drilled to the depth indicated on the plans or posts may be driven by approved methods and equipment, provided these are erected in proper position and are free from distortion and burring or any other damage.

**811.3.3.2** All post holes that are dug or drilled shall of such size as will permit proper setting of the posts and allow sufficient room for backfilling and tapping.

**811.3.3.3** Holes shall be backfilled with selected earth or stable materials in layers not exceeding 100 mm thickness and each layer shall be thoroughly tamped and rammed. When backfilling and tamping are completed, the posts or anchors shall be held securely in place.

**811.3.3.4** Post holes that are drilled in rock and holes for anchor posts shall be backfilled with concrete.

**811.3.3.5** Posts for metal beam guardrail on bridges shall be bolted to the structure as detailed on the plans. The anchor bolts shall be set to proper location and elevation with templates and carefully checked.

#### **811.3.4 Erection**

**811.3.4.1** All guard rail anchors shall be set and attachments made and placed as indicated on the plans or as directed by the Engineer.

**811.3.4.2** All bolts or clips used for fastening the guardrail or fittings to the posts shall be drawn up tightly. Each bolt shall have sufficient length to extend at least 6 mm through and beyond the full nut, except where such extensions might interfere with or endanger traffic in which case the bolts shall be cut off flush with the nut.

**811.3.4.3** All railings shall be erected, drawn and adjusted so that the longitudinal tension will be uniform throughout the entire length of the rail.

#### **811.3.5 End Treatment for Steel Barrier**

**811.3.5.1** End treatments shall form an integral part of safety barriers which should not spear, vault or roll a vehicle for head-on or angled impacts. The two end treatments recommended for steel barriers are "Turned-down-guardrail" and "Anchored in back slope", as shown on the drawings or as directed by the Engineer.

#### **811.3.6 Tolerance**

The posts shall be vertical with a tolerance not exceeding 6 mm in a length of 3 m. The railing barrier shall be erected true to line and grade.

#### **811.3.7 Measurements for Payment**

**811.3.7.1** **Metal beam railing barriers will be measured by linear metre of completed length as per plans and accepted in place. Terminals/anchors of various types shall be paid for by numbers.**

**811.3.7.2** Furnishing and placing anchor bolts and/or devices for guard rail posts on bridges shall be considered incidental to the construction and the costs thereof shall be included in the price for other items of construction.

**811.3.7.3** No measurement for payment will be made for excavation or backfilling performed in connection with this construction.

#### **811.3.8 Rate**

The Contract unit rate shall include full compensation for furnishing of labour, materials, tools equipment's and incidental costs necessary for doing all the work involved in constructing the 'metal beam railing barrier complete in place in all respects as per these Specifications.



## **Item No. 54**

### **Providing Designing Supplying and Installation of Extruded Bi-Axial Polypropylene 30 kn Geo Grid Including all Labours & etc. Complete.**

#### **703 GEO GRID**

##### **703.1 Scope**

The work covers the use of geogrids in sub-base of pavement, erosion control of slopes, reinforced soil slopes and reinforced soil walls including supplying and laying as per design, drawing and these specifications.

The use of geogrids as a component for reinforced soil slopes and walls shall be as per Section 3100 (MORTH 5<sup>th</sup> revision).

##### **703.2 Materials**

###### **703.2.1 General**

Geogrids shall be either made from high tenacity polyester yarn jointed at cross points by weaving, knitting or bonding process with appropriate coating or from polypropylene or polyethylene or any other suitable polymeric material by an appropriate process. Geogrids manufactured by extrusion process are integrally jointed, mono or bi-directionally oriented or stretched meshes, in square, rectangular, hexagonal or oval mesh form. The geogrids manufactured by weaving/knitting/bonding process shall be formed into a stable network such that ribs, filaments or yarns retain their dimensional stability relative to each other including selvages.

###### **703.2.2 Sub-base Reinforcement**

Geogrid for use as reinforcement of sub-base layers of flexible pavements shall meet the requirement as per the design subject to the minimum requirements as given in Table 700-7.

###### **703.2.3 Erosion Control**

The geogrid for erosion control application shall have the minimum tensile strength of 4 kN/m, When tested as per ASTM 05035 (Minimum Average Roll Value in Machine Direction). The aperture opening size shall be minimum 20 mm x 20 mm and average grid thickness shall be minimum 1.0 mm. Geogrid for erosion control application shall be UV stabilized. The geogrid shall have ultraviolet stability of 70 percent after 500 hrs exposure as per ASTM D 4355.

Table 700-7 : Minimum Requirements for Geogrid for Sub-Base of Flexible Pavement			
Property	Test Method	Unit	Requirement
Stiffness at 0.5% strain	ISO-10319	kN/m	$\geq 350$ ; both in machine and cross machine direction
Tensile strength @2% strain	ASTM D6637	kN/m	$\geq 15\%$ of Tult; both in machine and cross machine direction
Tensile strength @5% strain	ASTM D6637	kN/m	$\geq 20\%$ of Tult; both in machine and cross machine direction
Junction Efficiency for extruded geogrids	GRI-GG2-87 or ASTM-WK 14256	-	90% of rib ultimate tensile strength
Ultraviolet stability	ASTM D4355	-	70% after 500 hrs exposure

#### **Note:**

- 1) All numerical values in the Table represent MARV in the specified direction.
- 2) All geogrids shall be placed along machine direction parallel to the centre line of roadway alignment.

##### **703.2.4 Reinforced Soil Slopes and Walls**

The strength and other requirements shall be as per Section 3100.

#### **703.3 Installation and Construction Operations**

##### **703.3.1 Sub-base Reinforcement**

Prior to laying of geogrid, the surface shall be properly prepared, cleaned and dressed to the specified lines and levels as shown on the drawings.

The geogrid shall be laid within the pavement structure as shown on the drawings.

Geogrid reinforcement shall be placed flat, pulled tight and held in position by pins or suitable means until the subsequent pavement layer is placed.

No vehicle shall be allowed on geogrid unless it is covered by at least 150 mm thick sub-base material.

#### **703.3.2 Erosion Control**

The geogrid for erosion control applications shall be installed in accordance with the manufacturer's recommendation and as per Clause 706.3.

#### **703.3.3 Reinforced Slopes and Walls**

The geogrid for reinforced slopes and walls shall be installed in accordance with the manufacturer's recommendation and as per Section 3100.

#### **703.4 Measurement for Payment**

**the geogrid shall be measured in square metres** as per planned dimensions with no allowance for overlapping at joints, anchoring at toe and crest of the slope. Excavation, backfill, bedding and cover material shall be measured separately as per relevant clauses of the Specifications. Reinforced soil slopes and walls shall be measured as per Section 3100.

#### **703.5 Rate**

The contract unit rate for the accepted quantities of geogrid in place shall be in full compensation for furnishing, preparing, hauling, and placing geogrid including all labour, freight, tools, equipment, and incidentals to complete the work as per specifications.

For reinforced soil slopes and walls, Section 3100 shall govern.

**The Payment shall be made on Sq.m. Basis of the finished work.**

### **Item No.55**

#### **Providing Designing Supplying and Installation of Extruded Bi-Axial Polypropylene 40 kn GeoGrid Including all Labours & etc. Complete.**

The work shall be executed as per specification of **Item No. 52** except that Providing Designing Supplying and Installation of Extruded **Bi-Axial Polypropylene 40 kN GeoGrid** Including all Labours & etc. Complete. Instead of Providing Designing Supplying and Installation of Extruded **Bi-Axial Polypropylene 30 kN GeoGrid** Including all Labours & etc. Complete shall be considered.

**The Payment shall be made on Sq.m. Basis of the finished work.**

### **Item No. 56**

#### **Supplying and fixing reinforced concrete heavy duty non-pressure pipes with collars for culvert carrying heavy traffic as per IS: 458-1991 specifications including setting the pipes in C:M 1:2 watering and laying (to level or slopes) of class NP3 of following internal Diameters 1200 mm Dia.**

1. This shall consist of furnishing and installing reinforced cement concrete pipe of the type diameter and length required at the location shown on the drawings or as ordered by the Engineer-in-charge.
2. Reinforced concrete pipe shall be of NP3 type conforming to the requirements of IS : 458 and shall be of dia. as specified in the item. Pipes shall be durable & its durability shall be achieved as a result of low water cement ratio & high compaction with the use of latest "Vertical Casting Technology" with precisely controlled socket & spigot joints & quality of pipes and its inner surface shall be smooth and strictly as per I.S. 458/1971. Each consignment of cement concrete pipes shall be inspected, if necessary and approved by

the Engineer-in-charge either at the place of manufacture or at the site before their incorporation in the works. NP4, NP3, NP2 and NP1 pipes are used for R.C.C. Pipes. Where the testing of pipes will not be feasible the contractors will have to produce a certificate from the manufacturer on company's letter head in the given hereinafter from.

Production of such certificate will not however relieve the Contractor from his responsibility of supplying pipes of required standard and will have to bear the loss or damage caused to the work on account of defects found subsequently during execution. It will also be necessary to purchase these pipes from manufacturer having standard equipments for carrying out various tests as per IS : 458 at his factory.

**Form of Certificate for NP4, NP-3, NP-2, NP-1 Pipes**

We \_\_\_\_\_

Manufacturer or R.C.C. Pipes produce R.C.C. pipes as per the requirement of IS : 458 and also carry out the required test at our place, We have acquired equipments for carrying out test and are prepared to carry out tests at our factory sites. We have experience of manufacturing of pipes of years. The pipes supplied by us to M/S. \_\_\_\_\_.

Satisfy the requirement of IS:458.

Date: \_\_\_\_\_

Place: \_\_\_\_\_

Manufacturer's Sign \_\_\_\_\_

**3.** No pipes shall be placed in position until the foundations have been approved by the Engineer-in charge. Where two or more pipes are to be laid adjacent to each other, they shall be separated by a distance equal to at least half the diameter of the pipe subject to minimum of **1200 mm**. The laying of pipes on the prepared foundation shall start from the outlet and proceed towards the inlet and be completed to the specified lines and grades. The pipes shall be fitted and matched so that when laid in works they form a culvert with a smooth uniform invert. Any pipe found defective or damaged during laying shall be removed at the cost of Contractor.

**4** The pipes shall be jointed either by collar joint or by flush joint in the former case the collars

shall be of R.C.C. 150 to 200 mm. wide and having the same strength as the pipes to be jointed. Caulking space shall be between 13 and 20 mm. according to the diameter of the pipes caulking material shall be slightly wet mix of cement and sand in the ratio of 1:2 rammed with caulking irons. Before caulking the collar shall be so placed that its centre coincides with that of pipes and an even annular space is left between the collar and the pipes. Flush joint may be shaped to form a self centering joint with a joining space 13 cm wide. The joining space shall be filled with cement mortar 1:2 (1 cement : 2 sand) mixed sufficiently dry to remain in position when forced with a trowel or rammer. Care shall be taken to fill all voids and excess mortar shall be removed. All joints shall be made with care so that their interior surface is smooth and consistent with the interior surface of the pipes. After finishing, the joint shall be kept covered and damp for at least four days.

5. R. C. C. pipes shall be measured along their centre between their inlet and outlet ends in linear metres.

6. The rate for the pipes shall include the cost of pipe including loading, unloading, handing, storing laying in position and joining complete.

7. The rate shall be for a unit of one **running meter**.

**Dy Executive Engineer,  
Pan. (R&B) Sub Division.  
Mangrol**

**Executive Engineer  
Pan. (R&B) Division  
Surat**