

GENERAL TECHNICAL SPECIFICATIONS

1.0 General :

All measurements shall be made in the metric system. Different items of work shall be measured in accordance with the procedures set forth in the relevant sections read in conjunction with General Conditions of Contract. The same shall not however apply in the case of lump-sum items. All measurements and computations unless otherwise indicated shall be carried nearest to the following limits :

- (i) length and breadth... 10 mm
 - (ii) height, depth or thickness of earthwork, sub-base, bases, surfacing, and structural members5 mm
 - (iii) areas,0.01 Sq. Metre
 - (iv) cubic contents..... 0.01 cubic metre
- in recording dimensions of work the sequence of length, width and height or depth or thickness shall be followed.

2.0 Measurement of lead for Materials :

Where lead is specified in the contract for construction materials, the same shall be measured as described hereunder.

Lead shall be measured over the shortest practicable route and not the one actually taken and the decision of the Engineer-in-charge in this regard shall be taken as final. Distance upto and including 100 meters shall be measured in units of 50 metres, exceeding 100 metres but not exceeding 1 KM. in units of 100 metres and exceeding 1 km. in units of 500 metres. The half and greater than half of the units shall be reckoned as one and less than half of the units ignored. In this regard, the source of the material shall be divided into suitable blocks and for each block the distance from the centre of the block to the centre of placing pertaining to that block shall be taken as the lead distance.

3. Surface Regularity of Sub grade & Pavement Courses :

The surface regularity of completed sub-base courses and wearing surfaces in the longitudinal and transverse directions shall be within the tolerances indicated in Table below. The longitudinal profile shall be checked with a 3 metre long straight edge, at the middle of each traffic lane along a line parallel to the centre line of the road. The transverse profile shall be checked with a set of three camber boards at intervals of 10 metres.

PERMITTED TOLERANCES OF SURFACE REGULARITY FOR PAVEMENT COURSES

Sr. No.	Type of Construction	Longitudinal Profile with 3 metre straight edge					Cross Profile
		Maximum Permissible undulation in mm	Maximum number of undulation permitted in any 300m. length exceeding in mm.				Maximum permissible variation from specified profile camber template—mm
			18	12	10	6	
1	2	3	4	5	6	7	8
1	Earth Sub grade	36	30	-	-	-	15
2	Granular / lime / Cement Stabilised Sub – base.	23	-	30	-	-	12
3	Water Bound Macadam with nominal size metal (20-50) mm	18	-	-	30	-	8
4	Semi – Dense Carpet @	15	-	-	-	20	6

Notes:-

- These are for machine laid surfaces. If laid manually, due to unavoidable reason, tolerance upto 50 percent above these values in this column may be permitted. However, this relaxation does not apply to the values of maximum undulation for longitudinal and cross profiles mentioned in columns 3 and 8 in the table.
- Surface evenness requirements in respect of both the longitudinal and cross profiles should be simultaneously satisfied.

3. **Rectification** : Where the surface irregularity of subgrade and the various pavement courses fall outside the specified tolerances, the contractor shall be liable to rectify these in the manner described below and to the satisfaction of the Engineer-in-charge at his own cost.

(i) **Subgrade** : Where the surface is high, it shall be trimmed and suitably compacted. Where the same is low, the deficiency shall be corrected by adding fresh material. The degree of compaction and the type of material to be used shall conform to the specified requirements.

(ii) **Granular/Sub-base** : Same as at (i) above except that the degree of compaction and the type of material to be used shall conform to the specified requirements.

(iii) **Lime/Cement stabilized soil sub-base** : For Lime/Cement treated materials where the surface is high, the same shall be suitably trimmed while taking care that the material below is not disturbed due to this operation. However, where the surface is low, the same shall be corrected as described herein below.

For cement treated material, when the time elapsed between detection of irregularity and the time of mixing of the material is less than 2 hours, the surface shall be scarified to a depth of 50 mm, supplemented with freshly mixed material as necessary and recomposed to the relevant specification. When this time is more than 2 hours, the full depth of the layer shall be removed from the pavement and replaced with fresh material to specification. In either case, the area treated shall not be less than 5 metres long by 2 metres wide. This shall also apply to lime treated material except that the time criterion shall be 3 hours instead of 2 hours.

(iv) **Water Bound Macadam Base** : Where the surface is high or low, the top 75mm shall be scarified, reshaped with added material as necessary and recompacted. The area treated at a place shall not be less than 5 metres long and 2 metres wide.

(v) **Bituminous Constructions** : For bituminous constructions, other than wearing course, where the surface is low, the deficiency shall be corrected by adding fresh material and recompaction to specifications.

Where this surface is high, the full depth of the layer shall be removed and replaced with fresh material and compacted to specifications. For wearing course, where the surface is high or low; the full depth of the layer shall be removed and replaced with fresh material and compacted to specifications in all cases where the removal and replacement of a bituminous layer is involved, the area treated shall not be less than 5 metre long and not less than 1 lane wide.

4. **Quality Control Tests During Construction :**

The materials supplied and the works carried out by the Contractor shall conform to the enclosed relevant specifications. For ensuring the requisite quality of construction, the materials and works shall be subjected to quality control test as described hereinafter, by the Engineer-in-charge. The testing frequencies set forth are the desirable minimum and the Engineer-in-charge shall have the full authority to carry out test as frequently as he may deem necessary to satisfy that the materials at work comply with the appropriate specifications. Test procedures for the various quality control tests are indicated in the respective sections of the specifications or for certain tests within this section. Where no specific testing procedure is mentioned, the test shall be carried out as per prevalent accepted engineering practice to the directions of the Engineer-in-charge.

5. **Tests on Earthwork for Embankment Construction :**

5.1 **Borrow Material :**

- (a) Sand Content (IS : 2720 Part IV)
Two test per 8000 Cubic Metres of soil.
- (b) Plasticity Test (IS : 2720 Part-V)
Each type to be tested. Two tests per 8000 Cubic Metres of soil.
- (c) Density test (IS : 2720 Part VII)
Each soil type to be tested. Two tests per 8000 Cubic Metres of soil.
- (d) Moisture Content Test (IS : 2720 Part-II)
One test for every 250 Cubic Metres of soil.

5.2 **Compaction Control :**

Control shall be exercised by taking at least one measurement of density for each 1000 square metres of compacted area, or closer as required to yield the minimum number of test results for evaluating day's work on statistical basis. The determination of density shall be in accordance with IS. : 2720 (Part XXVMI). Test locations shall be chosen only through random sampling techniques. Control shall not be based on the result of any one test but on the mean value of a set of 5-10 density determinations. The number of tests in one set of measurements shall be 5 as long as it is felt that sufficient control over borrow material and the method of compactions is being exercised. If considerable variations are observed between individual density results, the minimum number of tests in one set of measurement shall be increase to 10. The acceptance of work shall be subject to the condition that the mean dry density equals or exceeds the specified density and the standard deviation for any set of results is below 0.08 gm/cc. However for earthwork in shoulders and in top 500 mm portion of the embankment below the

sub grade, at least one density measurement shall be taken for every 500 square meters of the compacted area provided further that the number of the tests in each set-of measurement shall be at least 10. In other respects, the control shall be similar to that described earlier.

6. Following materials shall conform to the Indian Standards shown against them :

- (1)Cement.....
- (2)Sand for masonry.
- (3).....Sand for concrete.
- (4).....Coarse aggregate.
- (5).....Mild Steel...
- (6)High yield strength deformed bars
 - (a) Hot Rolled..... IS : 1139
 - (b) Cold Twisted..... IS : 1786

7. Barrel thickness of pipes of different class shall be as under :

Sr. No.	Internal Diameter of pipe in mm	Barrel thickness (in mm).		
		NP1	NP2	NP2
1	80	25	25	-
2	100	25	25	-
3	150	25	25	-
4	250	25	25	-
5	300	30	30	-
6	350	32	32	75
7	400	32	32	75
8	450	35	35	75
9	500	-	35	75
10	600	-	40	80
11	700	-	40	80
12	800	-	45	90
13	900	-	50	100
14	1000	-	55	100
15	1100	-	60	115
16	1200	-	65	115

Item No. 1 : Clearing and grubbing of road land including up rooting wild vegetation, grass, bush shrubs, saplings and trees of girth up to 300 mm removal of stumps, of such trees cut earlier and disposal of unserviceable material and stacking of serviceable material Clause-201.1 (area of light density) by mechanical means in area of light jungle.

201. **CLEARING AND GRUBING**

201.1. **Scope**

This work shall consist of cutting, removing and disposing of all materials such as trees, bushes, shrubs, stumps, roots, grass, weeds, top organic soil not exceeding 300 mm in thickness, rubbish etc., 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. 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 expense, 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. and the schedules for carrying out temporary and permanent erosion control works as stipulated in Clause 306.3.

201.3. **Methods, Tools and Equipments**

Only such methods, tools and equipment as are approved by the Engineer and which will not affect the 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., failing within excavation and fill lines shall be cut to such depth below ground level that in no case these fall within 500 mm 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. On areas beyond these limits, trees and stumps required to be removed as directed by the Engineer shall be cut down to 1 m below ground level so that these do not present an unsightly appearance.

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 the property of Government and shall be disposed of by the Contractor as hereinafter provided or directed by the Engineer.

Trunks, branches and stumps of trees shall be cleaned of limbs and roots and stacked. Also boulders, stones and other materials usable in road construction shall be neatly stacked as directed by the Engineer. Stacking stumps, boulders, stones etc., shall be done at specified spots with all lifts and upto a lead of 1000 m.

All products of clearing and grubbing which, in the opinion of the Engineer, cannot be used or auctioned shall be cleared away from the roadside in a manner as directed by the Engineer. Care shall be taken to see that unsuitable waste materials are disposed of in such a manner that there is no likelihood of these getting mixed up with the materials meant for embankment, subgrade and road construction.

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 **Hectare**. 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. Cutting of trees upto 300 mm in girth including removal of stumps and roots, and trimming of branches of trees extending above the roadway shall be considered incidental to the clearing and grubbing operations. Removal of stumps left over after trees have been cut by any other agency shall also be considered incidental to the clearing and grubbing operations.

Cutting, including removal of stumps and roots of trees of girth above 300 mm and backfilling to required compaction 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 this purpose, the girth shall be measured at a height of 1 metre 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

206.6.1 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 in girth as well as stumps left over after cutting of trees carried out by another agency, excavation and back-filling to required density, where necessary and handling, salvaging, piling and disposing of the cleared materials with all lifts and upto a lead of 1000 m.

201.6.2 The Contract unit rate for cutting (including removal of stumps and roots) of trees of girth above 300 mm shall include excavation and backfilling to required compaction, handling, salvaging piling and disposing of the cleared materials with all lifts and upto a lead of 1000 m.

201.6.3. Where a Contract does not include separate items of clearing and grubbing, the same shall be considered incidental to the earth work items and the Contract unit prices for the same shall be considered including clearing and grubbing operations.

Item No. 2 : Earthwork in cutting including preparing the slope and camber and stacking or utilizing the cutting stuff in spoil bank as directed upto 200 meters from the end of cutting with all lead and lift.

1. The land width required for the roadway, gutter side slopes and catch water gutters shall be cleared of all trees having a girth of 30 cms. and less, loose, stones, vegetation, bushes, stumps and all other objectionable materials. The roots of trees and stumps shall be removed to a depth of 30 cms below the grade formation and slopes and excavation filled up with excavated materials and compacted. All the materials cleared will be the property of Government. Useful materials shall be arranged in convenient stacks along the road boundary or as directed lead, and handed over to the department in convenient sections. Unsuitable materials shall be burnt or otherwise disposed off by the contractor at his own cost without causing any nuisance, inconvenience or damage to the work, property or people in the neighborhood. If the materials are to be disposed off outside the road land, necessary permission from the privet land owners shall be taken, by the contractor and royalty etc. if any paid by him without claiming compensations. In all cases the materials shall be disposed off in a neat manner.
2. After clearing the site, the alignment of the road shall be properly set out true to lines, curves slopes, grades and sections as shown on the plans or directed by the Engineer-in-charge. The contractor shall provide all labour and materials such as lime, strings, pegs, nails, bamboos, stones mortar, concrete etc. required for setting out alignment establishing beech marks and giving profiles. The contractor shall be responsible for maintaining the B. Ms. profiles alignments and other stakes and marks as long as they are required for the work in the opinion of the Engineer. If the contractor defaults in this respect even after the direction by the Engineer within the specified time, they may be restored by the Engineer at the levels etc. If there is any disagreement the contractor shall inform of it in writing to the officer concerned with the specific reference to the section before starting further work. Once the work is started, no cognizance of any complaint shall be taken. Merely not signing of the book shall not be deemed as disagreement.
3. Profiles of the section including the road side gutters to be excavated shall be laid at suitable intervals of 10 m. to 50 m. or other intervals as directed by Engineer to conform to the curved or straight alignment, sections, grades and side slopes. The line out shall be clearly marked and profiles of embankments where excavated Materials are to be used shall set up with the toe line marked on each side. The road way section shall first be excavated in steps. These steps shall be smoothened to the required slop when the excavation reaches the road formation. The contractor shall on no account excavate beyond the slopes or below the specified level or outside the section. it shall not be paid for and the contractor shall be required to fill ups at his own cost such extra excavation in the road portion, with approved materials of the embankment grade in

layers, watered and fully compacted to attain maximum density laid down for the embankment in its relevant item. The Engineer may measurement ridges and dead end to be left at specified intervals or places and kept intact till ordered to be removed for the purposes of check measurements. The cutting shall be finished neatly smooth and evenly to the correct lines, curves, grades if loose, shall be scarified watered and compacted to the same density as the embankment. The section side stops and catch water gutter shall be maintained by the contractor at his own cost in such a way that the formation and gutters will be drained by providing for necessary diversions etc. and not damaged due to obstruction of any drainage. Necessary passages shall be provided for leading away seepage, springs, surface flow or rainwater safely make good to damage at his own cost, If it is necessary in the execution of the work to interrupt existing surface drainage, irrigation channels sewers or under drainage, temporary arrangement shall be provided till Such time as is necessary. The contractor at his own cost shall make good the interrupted drainage and sewer etc. unless separately provided in the tender any damage to the exiting works or work in hand caused as a result of his operations or negligence shall be made good by the contractor at his own cost. Road side gutters shall be excavated to the specified section and shall be measured along with the main cutting in cubic meters.

4. If slides occur in the cutting they shall be removed as ordered by the Engineer. If finished slopes slide into the roadways before the final acceptance of the work, such slides shall be removed by the contractor and shall be paid for at the contract rate for the class of excavation involved provided the slides are not due to any negligence of the contractor. The classification of the material in slides shall conform to its conditions at the time of removal and payment made accordingly regardless of its prior condition. Care shall be taken to see that excavation is arranged in a safe way so that there will be no risk to the workmen by slides, falling materials, boulders and collapsing sides etc.
5. If there is traffic nearby or there are towns and villages in the neighborhood, barricades and or traffic signals shall be provided day and night for the duration of the work in such a way as to prevent accidents. Warning signals shall be displayed at 7mt. from the danger point on both sides giving sufficient warning. If necessary, signalers shall be stationed at each end to regulate traffic where it is heavy. Measures shall be taken to see that the excavation does not affect or damage adjoining structures or property. If there is damage to property, injury to workers, the members of the public, animals etc., due to the negligence of the contractor, he will be responsible and liable to all the consequences including compensation.
6. All the cutting stuff materials shall be property of Government. When the use full excavated material is to be used in embankment with all load and all lift, it shall be directly deposited at the required location in specified layers. No handling or conveyance charges shall be paid if the material is temporarily deposited elsewhere and subsequently conveyed to site of deposition. The sequence of operations at convenient places without interfering with the drainage in any way. If no Government's land is available but the excavated useful stuff is to be stacked temporarily before

use under the same agreement, the contractor shall make his own arrangements for the stacking of this material not required for use on embankment or unsuitable materials may be used on his own to uniformly widen embankment to flatten slopes and to fill-low places in the road land, if so permitted by the Engineer. Material not required for any use whatsoever may be disposed of by the contractor at his own cost in a manner approved by the Engineer. The excavated material shall not be deposited within 3 m. from the top edge of slope or toe of the bank. The land shall be measured from the junction point of cutting and embankment up to 200 mt. on either side. The work shall be read as with lead instead of within 200 meters lead.

7. If the contractor does not wish to utilise the quantity of cutting within the specified lead for any reason, then he may do the embankment work with the earth from other sources (except borrow pits in the length of the road where cutting stuff is to be utilised) but in that case the full or part quantity on acceptable quality stuff for which payment is made or to be made will be deducted from the net quantity of the earth work in the embankment arrived at, within the chainage measured as above.
8. The Contractor rate shall be a unit of one cubic metre for the start mentioned in the wording of the item of excavation acceptably completed, limited to the dimensions shown on the plans or as directed by the Engineer. Excavation shall be measured in its original position by taking cross sections before the work starts and after its is entirely completed. The quality shall be worked by the average end area method. When the classification of the strata changes, the contractor shall bring this to notice of the Engineer, who will then verify and if necessary take levels for the changes strata for purpose of measurement.
9. **Measurement shall be taken and paid in Cu.m.**

Item No. 3 :- Earthwork for embankment including breaking clods, dressing with all lead and lift including watering and consolidation from borrow area within all lead and lift.

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_3) 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_3) 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.

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.

Construction Operations :

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.

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.

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.

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.

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.

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:

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 recompacting 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. 4 :- Rolling and watering of earthwork in layers with power roller including filling in depressions which occur during the process.

1. For spreading materials in layers and bringing the appropriate moisture content, the embankment materials shall be spread uniformly over the entire width of the embankment in layers not exceeding 250mm in loose thickness. Successive layers of embankment shall not be placed until the layer under construction has been thoroughly compacted to the requirements set down here under :-

Moisture content of the materials shall be checked at the source of supply and if found less than that specified for compaction, the same, shall be made good either at the source or after spreading the soil in loose thickness for compaction. In the latter case, water shall be sprinkled directly from a hoseline or from a truck mounted water tank, and flooding shall not be permitted under any circumstances.

If the materials delivered to the road bed is too wet it shall be dried, by evaporation and exposure to the sun. till the moisture content is brought down to acceptable standard for compaction Should circumstances arise. Where owing to wet weather, the moisture content cannot be reduced to the required level by the above procedure, work of compaction shall be suspended.

Moisture content of each layer of soil shall be checked in accordance with IST 2720 (Part-II) and unless otherwise mentioned shall be so adjusted, making due allowance for evaporation losses, that at the time of the compaction it is in the range of 1 percent to 2 percent below the optimum moisture content determined in accordance with ISI (Part-VII). Highly expansive clays shall however be compacted at 2 to 4 percent above the optimum moisture content

After adding the required amount of water, the soil shall be processed by means of harrows, rotary mixers or as otherwise approved until the layer is uniformly wet. Clods or hard lumps of earth shall be broken to have maximum size of 150mm when being placed in the lower layers of the embankment and a maximum size of 60mm when being placed in the top 0.5 meter portion of the embankment below the subgrade.

Hauling equipment shall be dispersed uniformly over entire surface of the previously constructed layer to minimize cutting of uneven compaction Where the embankment is to be constructed on low area ground that will not support the weight of trucks or other hauling equipment, the lower part of the fill should be constructed by dumping successive loads in a uniformly distributed layers of a thickness not greater than that necessary to support the hauling equipment while placing subsequent layers.

2. **COMPACTION :**

Only compacting equipment approved by the Engineer-in-charge shall be employed to compact the materials. The contractor shall demonstrate the efficiency of the plants he intends to use for carrying out compaction trials.

Each layer of the materials shall be thoroughly compacted to the densities specified in Table 1.2 Table.

1.2 Compaction requirements for embankment.

Sr. No.	Type of Work/materials	Field dry density as per centage of maximum laboratory dry density as per IS:2720 (Part-VII)
1 .	Top 0.5 meter portion of embankment below subgrade level and shoulders.	Not less than 100.
2.	Other portion of embankment.	Not less than 95
3.	Highly expensive class	85 to 90

Subsequent layers shall be placed only after finished layer has been tested according to M.O.S.T. specification clause 902 and accepted by the Engineer-in-charge.

When density measurements reveal any soft areas in the embankment further compaction shall be carried out as directed by the Engineer-in-charge. If insite of that the specified compaction is not achieved, the materials in the soft areas shall be removed and replaced by approved materials and compacted to the density requirement to the satisfaction of the Engineer-in-charge.

3. **Measurements for Payment :**

Consolidation of earth embankment construction shall be measured by taking cross section at intervals in the original position before the work starts and after its completion and computing of the volume of earthwork in cubic meters by the method of average and areas. The measurement of fill material from borrow area shall be the difference between the net quantities of suitable materials brought from roadway and drainage excavation. For this purpose it shall be assumed that one cubic meter of suitable materials brought to site from roadway and drainage excavation from one cubic meter of compacted fill and all bulking or shrinkage shall be ignored Stripping including storing and reapplication of top soil shall be measured as volume in **cubic meter**.

4. The contract unit rate includes cost of mechanical roller required for consolidation including ail labour, equipments fuel, hire charges, tolls, and incidentals necessary.

Item No. 5 Scarifying & removing bitumen macadam surface including completely removing out the entire existing bituminous surface, stacking useful materials on road side and disposing off remaining stuff complete as per instruction given by engineer-in-charge.

- 1.0 The layer of the existing layer metalling / bituminous layer shall excavated for all depth as directed by Engineer-in-charge and shall be screened on site of work. Stacking of 75% of metal obtained from screening shall be done by filling in the standard steel boxes of 2m x 1.5 m x 0.5 mt. size which shall be supplied by department if available on rent, otherwise contractor shall make his own arrangements. No deductions for voids shall be made from the gross measurements. Where any doubt exist as to whether the quantity of stacks of metal in any hectometer is not confirming with cubical content of the standard pharas (2m x 15 mt. x 0.5 mt.) 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 metal in -any stack in a particular hectometer is found to be less then the standard measurements viz. 1.5 cmt. the entire collection in the hectometre shall be paid on the basis of the quantity so found. Regular stacks shall be done by the contractor on a tairiy level ground. Stacking of the metal shall be done in a manner as directed by the Engineer-in-charge.
- 2.0 The remaining material except 75% of metal obtained from screening process shall be used in embankment with all lead and lift. It shall be directly deposited at the required location in specified layers. No handling or conveyance charges shall be paid if the materials is temporarily deposited else where and subsequently convey to site of deposition. The sequence of operations should be arranged properly. Material not required for any use whatsoever may be disposed off by the contractor at his own cost in manner approved by the Engineer-in-charge. The material utilised in the embankment will be deducted from the net quantity of earthwork in embankment arrived at within the chainage measured.
- 3.0 The payment shall be made on **Sq.mt.** basis, the contractor shall maintain all stacks in regular and proper size till the whole materials shall not be measured and finally accepted by the department. The spreading of materials shall not be allowed till the materials are fully stacked and completed kilometer wise.
- 4.0 The rate includes the cost of scarifying & removing bitumen macadam surface, screening, depositing. conveyance with all lead and lift, filling the boxes including all labour, tools, equipments and all other incidental expenses.

Item No. 6 :- Providing & laying compacted WBM Grading-II using MCBT metal of size 45mm to 63mm in required layers including using 16% stone screening, 13.2mm size and 8% stone dust as filler including spreading, watering and consolidation by vibratory roller as per MORTH specification etc complete as directed by engineer in charge.

404.1 SCOPE

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

404-2. Materials

404.2.1 Coarse aggregates

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

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

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

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

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

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

404.2.2 Crushed or broken stone

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

404.2.3. Crushed slag :

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

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

404.2.4. Overburnt (Jhama) Brick aggregates :

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

404.2.5. Grading requirement of Coarse aggregates :

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

404.2.6. Screenings:

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

TABLE 400-9 : GRADING REQUIREMENTS OF COARSE AGGREGATES

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

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

Screenings shall conform to the grading set forth in Table 400–10. The quantity of screenings required for various grades of stone aggregates are given in Table 400–11. The table also gives the quantities of materials (loose) required for 10 m² for sub-base / base compacted thickness of 75 mm. The use of screenings shall be omitted in the case of soft aggregates such as brick metal, kankar, laterites etc. as they are likely to get crushed to a certain extent under rollers.

404.2.7 Binding Material :

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

The quantity of binding material where it is to be used will depend on the type of screening. Generally, the quantity required for 75 mm compacted thickness of water bound macadam will be $0.06 - 0.09 \text{ m}^3 / 10 \text{ m}^2$.

TABLE 400 – 10. GRADING FOR SCREENINGS

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

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

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

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

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

404.3 Construction Operations

404.3.1 Preparation of base :

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

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

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

404.3.2 Inverted Choke / Sub surface Drainage layer

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

404.3.3 Lateral Confinement of Aggregates

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

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

404.3.4 Spreading coarse aggregates:

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

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

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

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

404.3.5 Rolling:

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

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

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

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

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

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

404.3.6 Application of screenings:

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

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

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

404.3.7 Sprinkling of water and grouting :

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

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

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

404.3.8 Setting and drying :

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

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

404.4 Surface Finish and Quality Control of Work

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

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

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

404.4.4 Reconstruction of defective macadam :

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

404.5 Arrangement for Traffic

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

404.6 Mode of Measurement & payment

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

404.7 RATE

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

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

Item No. 7 : Providing and laying compacted of specified hard murrum in side shoulders including carriage of material and spreading on prepared base including compacting as per MORTH specification etc. complete.

1. The hard murrum 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 hard murrum shall be as uniform in size as possible. The hard murrum 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.
 3. All unsound, weathered or disintegrated stone obtained from the under surface layer of the quarry or other layers of boulders shall be rejected.
 4. 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
 5. Any collection which does not fully satisfy the above requirements is liable to be rejected all together.
 6. 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.
 7. The rate includes blasting the rock, if any, breaking the hard murrum, stacking measuring in pharas etc. complete.
 8. 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.
 9. 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 measurement shall be taken after metal for kilometer or Km. has been fully collected. Any fraction of these distance shall not be measured up.
 10. The measurements shall be recorded in on Cum. basis on level computing method after rolling and consolidation and shall be paid accordingly.
- **Spreading hard murrum in grade & camber complete.**
1. The hard murrum shall be only be allowed to be spread after the written permission of the Executive Engineer is obtained.
 2. The permission for spreading the metal shall be given by the Executive Engineer if
 - (i) 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.
 3. Hard Murrum 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.
 4. 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.

5. At the time of spreading hard murrum 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.
6. The rate includes the cost of screening the hard murrum if any spreading, sectioning, with template and adding reserved quota of metal, while/oiling is in progress for making good hollows and camber.
7. 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.
8. The centre line shall first be marked in the subgrade which is properly consolidated and has uniform camber and grade as required
9. The hard murrum shall be laid for a small length on 25 ft. (8 M.) and then the edge stones shall be laid.
10. 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.
11. The hard murrum shall be laid as close as possible so as too leave minimum possible interstices and voids.
12. 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.
13. 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.
14. 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.
15. 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.
16. 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.
17. The rate will be made on **Cubic Meter** basis of the finished work.

Item No. 8 :- Providing and laying evenly tack coat using rapid setting emulsion (RS-1) materials at the rate of 4.00 Kg / 10 Sq.M. on Road surface using emulsion pressure sprayer including the cost of all labour, materials, heating, machinery & equipment etc complete.

503 TACK COAT

503.1 Scope

This work shall consist of the application of a single coat of low viscosity liquid bituminous material to an existing bituminous, cement concrete or primed granular surface preparatory to the superimposition of a bituminous mix, when specified in the Contract or instructed by the Engineer. The work shall be carried out on a previously prepared surface in accordance with Clause 501.

503.2 Materials

503.2.1 Binder

The binder used for tack coat shall be Rapid Setting bitumen emulsion Grade RS-1 complying with IS:8887 or suitable low viscosity paving bitumen of VG-30 grade conforming to IS:73. The use of cutback bitumen (Medium Curing grade) as per IS:217 shall be restricted only for sites at sub-zero temperature or for emergency applications as directed by the Engineer. The type and grade of binder for tack coat shall be specified in the contract.

503.3 Weather and Seasonal Limitations

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

503.4 Construction

503.4.1 Equipment

The equipment used for tack coat shall be self-propelled or tractor towed bitumen pressure distributor 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 permitted with a pressure hand sprayer, or as directed by the Engineer.

503.4.2 Preparation of base

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

503.4.3 Application of tack coat

The binder shall be sprayed on the base at the rate specified in Table 500.2. The normal range of spraying temperature for a bituminous emulsion shall be 20°C-70°C. Paving bitumen if used for tack coat shall be heated to an appropriate temperature in bitumen boilers to achieve viscosity less than 2 poise. The normal range of spraying temperature for a cutback shall be 50°C-80°C. It shall be the responsibility of the Contractor to carefully handle the inflammable bituminous cutback material so as to safeguard against any fire mishap. The binder shall be applied uniformly with the aid of either self-propelled tractor towed bitumen pressure distributor capable of spraying bitumen at specified rates and temperature so as to provide a uniformly unbroken spread of bitumen. Work should be planned so that no more than the necessary tack coat for the day's operation is placed on the surface. A spraying trial shall be carried out to demonstrate the efficacy of the equipment for uniformity of spread within specified tolerances.

Table 500.2 Rate of Application of Tack Coat

Type of Surface Emulsion		Rate of Spray of Binder
		(kg/m ²)
i	Normal bituminous surfaces	0.20 to 0.25
ii	Dry and hungry bituminous surfaces	0.25 to 0.30
iii	Granular surfaces treated with primer	0.25 to 0.30
iv	Cement Concrete Pavement	0.30 to 0.35

503.4.4 Curing of tack coat

The tack coat of emulsion shall be left to cure until all the volatiles have evaporated before any subsequent construction is started. No plant or vehicles other than essentially required for construction shall be allowed on the tack coat.

503.5 Quality Control of Work

For control of the quality of materials supplied and the works carried out the relevant provisions of Section 1800 shall apply.

503.6 Arrangements for Traffic

During the period of construction, arrangements for traffic shall be made in accordance with the provisions of Section 100.

503.7 Measurements for Payment

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

503.8 Rate

The contract unit rate for tack coat shall be payment in full for carrying out the required operations including for all components listed in Clause 401.7 and as applicable to the work specified in these specifications.

Item No. 9 :- Providing and laying evenly tack coat using rapid setting emulsion (RS-1) materials at the rate of 2.50 Kg / 10 Sq.M. on Road surface using emulsion pressure sprayer including the cost of all labour, materials, heating, machinery & equipment etc complete

The work shall be executed as per specification of **Item No. 8** except the work is for providing and laying evenly tack coat using rapid setting emulsion (RS-1) materials at the rate of 2.50 Kg / 10 Sq.M. on Road surface using emulsion pressure sprayer including the cost of all labour, materials, heating, machinery & equipment etc complete.

Item No. 10 : Providing & laying Bituminous grout 37.50 mm thick with asphalt of grade of VG-30 at the rate of 1.99% by weight of mix using B.T. chips of required gradation including cleaning and heating asphalt premix materials by hot mix process in proper gradation and laying with paver finisher and consolidation by roller of 8 to 10 tonnes including cost of all materials, asphalt, aggregates, labour charges, royalty charges etc. completed as directed.

Scope

The work shall consist of construction, in a single course, of compacted crushed aggregates premixed with a bituminous binder, to serve as base/binder course, laid immediately after mixing, on a base prepared previously in accordance with the requirement of these Specifications and in conformity with the lines, grades and cross sections shown on the drawing or as directed by the Engineer. Thickness of the course shall be **37.5mm** materials.

Materials

Bitumen: The bitumen shall be paving bitumen of suitable **viscosity grade VG-30** as per IS:73.

The actual grade of bitumen to be used shall be decided by the Engineer appropriate to the region, traffic, rainfall and other environmental conditions. Guidelines on selection of the grade of bitumen are given in *Appendix-4*.

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

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

Aggregates

The aggregates shall consist of crushed stone, crushed gravel/shingle or other stones. They shall be clean, strong, durable, of fairly cubical shape and free from disintegrated pieces, organic or other deleterious matter and adherent coating. The aggregates shall preferably be hydrophobic and of low porosity. If hydrophilic aggregates are to be used, the bitumen shall preferably be treated with anti-stripping agents of approved quality in suitable dose as per *Appendix-5*. The aggregates shall satisfy the physical requirements set forth in Table 500-3.

TABLE 500-3. PHYSICAL REQUIREMENTS OF AGGREGATES FOR BITUMINOUS GROUT

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

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

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

Proportioning of materials:

The bitumen content for premixing shall be **1.99 % (percent)** by weight of the total mix except when otherwise directed by the Engineer.

The maximum compacted thickness of a layer shall be **37.5mm**.

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

AGGREGATE GRADING FOR BITUMINOUS GROUT

<u>IS Sieve</u> <u>Designation</u>	<u>Percent by weight passing the sieve</u>
53.0 mm	100
26.5 mm	75-100

22.4	mm	50-85
13.2	mm	20-40
5.6	mm	5-20
2.8	mm	0 – 5

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

Construction Operations:

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

Preparation of base : This work shall consist of preparing an existing granular or black topped surface bituminous course. The work shall be performed on such widths and lengths as shown in application drawing or as directed by the Engineer. The existing surface shall be firm and clean and treated with prime or tack coat as shown on the drawings as otherwise stated in the contract.

Materials:

For scarifying and re-laying the granular surface: The materials used shall be coarse aggregates salvaged from scarification of the existing granular base course supplemented by fresh coarse aggregates and screenings so that aggregates and screening thus supplemented correspond to Clause 404. Water Bound Macadam or Clause 406. Wet Mix Macadam, as the case may be.

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

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

Profile corrective course and its application: The type of material for use as a profile corrective course shall be as shown on the drawing. If it is to be laid as part of the overlay/strengthening course, the profile corrective course material shall be of the same specification as that of the overlay/strengthening course. However, if provided as a separate layer, it may be of the same specification as the layer over which it is to be laid or intermediate between underlying layers, as shown on the Drawing.

Surface Levels:

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

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 10DC. Where the

tack coat consists of emulsion the surface shall be slightly damp, but not wet. Where the tack coat is of cut back bitumen the surface shall be dry.

Construction Equipment:

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

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 of MORTH specification. The normal range of spraying.

TABLE 500-2 RATE OF APPLICATION OF TACK COAT:

The emulsion asphalt at the rate of 4.00 kg per 10 sq.m. shall be used for tack coat temperature for a bituminous emulsion shall be 20°C to 70°C and for a cut back 50°C to 80°C if RC-70/MC-70 IS used. Where geosynthetic IS proposed for use, the provisions of Clauses 703.3.2, and 703.4.4 of MORTH specification shall apply. The method of application of the tack coat will depend on the type of equipment to be used, size of nozzles, pressure at the spray ban and speed of forward movement. The Contractor shall demonstrate at a spraying trial, that the equipment and method to be used is capable of producing a uniform spray, within the tolerances specified.

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

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

Quality Control of Work :

TOLERANCES IN SURFACE LEVELS

1.	Sub grade	+	20mm 25mm
2.	Sub-base 4 - 10 mm		
	(a) Flexible pavement	-	20mm
	(b) Concrete pavement	+	6mm
	[Dry clean concrete or Rolled concrete]	-	10mm
3.	Base - course for flexible pavement	+	6mm
	(a) Bituminous course	-	6mm
	(b) Other than bituminous	+	10mm
	(i) Machine laid	-	10mm

	(ii)	Manually laid	+	15mm 15 mm
4.		Wearing course for flexible pavement		
	(a)	Machine laid	+	6mm 6mm
	(b)	Manually laid	+	10mm 10mm
5.		Cement concrete pavement	+	5mm
			-	6mm

TACK COAT :

Scope:

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

Materials:

The binder used for tack coat shall be bitumen emulsion complying with IS:8887 of a type and grade as specified in the Section 500 of MORTH specification Contract or as directed by the Engineer. The use of cut back bitumen as per IS:217 shall be restricted only for sites at sub-zero temperatures or for emergency applications as directed by the Engineer.

Weather and Seasonal Limitations:

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

Specification: The rate shall cover the provision of tack coat at 0.40 kg per square meter with provision that the variation in actual quantity of bitumen used will be assessed and the payment adjusted accordingly.

Preparation and transport of mix:

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

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

(a) In case of drum mix plant, the cold feed system shall have variable speed conveyors/ or other suitable devices for regulating the accurate proportion of aggregate in to an even flood flow automatically from a control operation/Control Cabin.

(b) **Bitumen Control Unit:** Capable of measuring/metering and spraying required quantity of bitumen at specified temperature with automatic synchronization of bitumen and aggregate feed.

(c) **Filler System :** A fines feeder system suitable to receive bagged or bulk supply of filler materials and its incorporation to the mix in the correct quantity shall be necessary auxiliary.

(d) **Dust Control :** A suitable built in Dust Control Equipment for the dryer to contain the exhaust of fine dust in the atmosphere for environmental control wherever so specified by the Engineer.

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

The temperature of binder at the time of mixing shall be in range of 150 Degree C to 163 degree and that of the aggregate in the range of 155 degree C - 163 degree C provided that the difference in temperature between the binder and aggregate at no time exceeds 14 Degree C. Mixing shall be thorough to ensure that a homogeneous mixture is obtained in which all particles of the aggregates are coated uniformly and the discharge temperature of mix shall be between 130 Degree C to 160 degree C.

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

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

- (a) Loading hoppers and suitable distributing mechanism.
- (b) All drives having hydrostatic drive/control.
- (c) The machine shall have a hydraulically extendable screed the appropriate width requirement.
- (d) The screed shall have tamping and vibrating arrangement for initial compaction to the layer as it is spread without rutting or otherwise marring the surface. It shall have adjustable amplitude and variable frequency.
- (e) The paver shall be equipment with necessary control mechanism so as to ensure that the finished surface is free from surface blemishes.
- (f) The paver shall be fitted with an electronic sensing device for automatic leveling and profile control within the specified tolerances.
- (g) The screed shall have the internal heating arrangement.
- (h) The paver shall be capable of laying either 2.5 to 4.0 m width or 4.0 to 7.0 m width as stipulated in the Contract.
- (i) The paver shall be so designed as to eliminate skidding/slippage of the tyres during operation.

However, in restricted locations and in narrow widths where the available plant cannot be operated in the opinion of the Engineer, he may permit manual laying of the mix.

The temperature of the mix at the time of laying shall be in the range of 120°C to 160°C. In multi-layer construction, the longitudinal joint in one layer shall offset that in the layer below by about 150 mm. However, the joint in the top-most layer shall be at the lane line of the pavement. Longitudinal joints and edges shall be constructed true to the delineating line parallel to the centre line of the road. All joints shall be cut vertical to the full thickness of the previously laid mix and the surface painted with hot bitumen before placing fresh material. Longitudinal and transverse joints shall be offset by at least 250 mm from those in the lower courses and the joint on the top-most

layer shall not be allowed to fall within the wheel path. All transverse joints shall be cut vertically to the full thickness of the previously laid mix with asphalt cutter/pavement breaker and surface painted with hot bitumen before placing fresh material. Longitudinal joints shall be preferably hot joints. Cold longitudinal joints shall be properly heated with joint heater to attain a suitable temperature of about 80°C before laying of adjacent material.

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

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

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

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

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

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

Surface Finish and Quality Control of Work :

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

The built-up spray grout shall be provided with next surfacing without any delay. If there is to be any delay, the course shall be covered by a seal coat to the requirement of Clause 513 before allowing any traffic over it. The seal coat in such cases shall be considered incidental to the work and shall not be paid for separately.

Arrangement for Traffic:

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

Passage of Traffic along a part of the Existing Carriageway under Improvement:

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

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

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

MEASUREMENTS FOR PAYMENT:

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

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, the reduction in or addition to payment shall have to be exceed respectively.

Weight of mix materials will be done in presence of responsible person, not less than the rank: of supervisor of department and the measurement shall be recorded by the Deputy Engineer or Assistant Engineer or Addl. Asst. Engineer. If so authorized, Record of each dumper will be maintained separately in bound and numbered register, which will be maintained by the departmental representative 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 and meter in which individual dumper are unloaded shall be recorded carefully.

RATE:

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

- (i) Making arrangements for traffic to Clause 112 of MORTH specification except or initial treatment to verge, shoulders and construction of diversion.
- (ii) Preparation of base except for laying of profile corrective course but including filling of potholes.
- (iii) Providing all materials to be incorporated in the work including arrangement for stock yards, all royalties, fees, rents where necessary and all leads and lift.
- (iv) All labour, tools, equipment, plant including installation of drum mix plant, power supply units and all machineries, incidental to complete the work to the specifications.
- (v) Carrying out the work in part widths of the road where directed.
- (vi) Carrying out all tests for control of quality.

Item No. 11 :- Providing, laying and rolling 25 mm thick open graded premixed bituminous carpet with B.T. aggregate as specified and using bitumen grade VG-30 bitumen for mixing with aggregate at the rate of 3.36% i.e. 33.60 kg/M.T. of total mix including heating and mixing in drum mix plant and spreading the same with paver finisher and consolidation with power roller including spreading necessary firewood, oil, lubricants, labour charges etc. using contractor's own drum mix plant and equipment, tool etc. completed in accordance with the requirement of specification.

511.1 Open-graded Premix Surfacing using viscosity bitumen or Cutback.

511.1.1 Scope: This work shall consist of the preparation, laying and compaction of an open graded premix surfacing material of **25 mm thickness** composed of small sized aggregate premixed with a bituminous binder on a previously prepared base, in accordance with the requirements of these specifications, to serve as a wearing course.

511.1.2 Materials

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

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

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

511.1.2.2 Aggregate - The aggregate shall conform to Clause 504.2.2 except that the water absorption shall be limited to a maximum of 1 percent. The Polished Stone Value, as measured by the test in BS 812-(Part 114), shall not be less than 55.

511.1.2.3 Proportioning of materials :- The materials shall be proportioned in accordance with Table 500-23.

511.1.3 Construction operations

511.1.3 Weather and seasonal limitations - Clause 501.5.1 shall apply.

511.1.3.2 Preparation of surface - The under lying surface on which the bituminous surfacing is to be laid shall be prepared, shaped and conditioned to the specified lines, grade and cross-section in accordance with Clause 501. A prime coat where needed shall be applied in accordance with Clause 502 as directed by the Engineer.

TABLE 500-23.

QUANTITIES OF MATERIALS REQUIRED FOR 10 M² OF ROAD SURFACE FOR 20 MM THICK OPEN GRADED PREMIX SURFACING USING VISCOSITY BITUMEN OR CUTBACK

Aggregates		
a.	Nominal Stone size 13.2 mm (passing 22.4 mm sieve and retained on 11.2 mm sieve)	0.18 m ³
b.	Nominal Stone size 11.2 mm (passing 13.2 mm sieve and retained on 5.6 mm sieve)	0.09 m ³
	Total	0.27 m³
Binder (quantities in terms of straight run bitumen)		
a.	For 0.18 m ³ of 13.2 mm nominal size stone at 52 kg bitumen per m ³	9.5 kg
b.	For 0.09 m ³ of 11.2 mm nominal size stone at 56 kg bitumen per m ³	5.1 kg
	Total	14.6 kg

511.1.3.3 Tack coat - A tack coat complying with Clause 503, shall be applied over the base preparatory to laying of the surfacing.

511.1.3.4 Preparation of premix :- Drum mix plant of appropriate capacity and type shall be used for the preparation of the mix material. The drum mix plant shall have separate dryer arrangement for heating aggregate. The temperature of the binder at the time of mixing shall be in the range of 150°C to 163°C and that of the aggregate in the range of 155°C to 163°C provided that the difference in temperature between the binder and aggregate at no time exceeds 14°C. Mixing shall be thorough to ensure that a homogeneous mixture is obtained in which all particles of the aggregates are coated uniformly and the discharge temperature of mix shall be between 130°C and 160°C.

The mix shall be immediately transported from the mixer to the point of use in suitable vehicles or hand barrows. The vehicles employed for transport shall be clean and the mix being transported covered in transit if so directed by the Engineer.

511.1.3.5 Spreading and rolling - The pre mixed material shall be spread by suitable means to the desired thickness, grades and cross-fall (camber) making due allowance for any extra quantity required to fill up depressions, if any. The cross-fall should be checked by means of camber boards and irregularities leveled out. Excessive use of blades or rakes should be avoided. As soon as sufficient length of bituminous material has been laid, rolling shall commence with 8-10 tonne rollers, smooth wheel tandem type, or other approved equipment. Rolling shall begin at the edge and progress towards the centre longitudinally, except that on superelevated and uni-directional cambered portions, it shall progress from the lower to upper edge parallel to the centre line of the pavement.

When the roller has passed over the whole area once, any high spots or depressions, which become apparent, shall be corrected by removing or adding premixed materials. Rolling shall then be continued until the entire surface has been rolled and all the roller marks eliminated. In each pass of the roller the preceding track shall be overlapped uniformly by at least 1/3 width. The roller wheels shall be kept damp to prevent the premix from adhering to the wheels.

In no case shall fuel/lubricating oil be used for this purpose. Excess use of water for this purpose shall also be avoided.

Rollers shall not stand on newly laid material. Rolling operations shall be completed in every respect before the temperature of the mix falls below 100°C. Joints along and transverse to the surfacing laid and compacted earlier shall be cut vertically to their full depth so as to expose fresh surface which shall be painted with a coat of appropriate binder before the new mix is placed against it.

511.1.3.6 Seal coat - A seal coat conforming to Clause 513 of the type specified in the Contract shall be applied to the surface immediately after laying the surfacing.

511.1.4 Opening to traffic - No traffic shall be allowed on the road until the seal coat has been laid. After the seal coat is laid, the road may be opened to traffic according to Clause 513.4.

511.1.5 Surface finish and quality control of work - The surface finish of construction shall conform to the requirements of Clause 902. For control of the quality of materials supplied and the works carried out, the relevant provisions of Section 900 shall apply.

511.1.6 Arrangements for traffic - During the period of construction, arrangement of traffic shall be made in accordance with the provisions of Clause 112.

511.1.7 Measurement for payment - Open graded premix surfacing shall be measured as finished work, for the area instructed to be covered, in **M.T.** The area will be the net area covered, and all allowance for wastage and cutting of joints shall be deemed to be included in the rate.

511.1.8 Rate - The contract unit rate for open graded premix surfacing shall be payment in full for carrying out the required operations including full compensation for all components listed in Clause 501.8.8.2. (i) to (xi).

511.2 Open graded premix surfacing using cationic bitumen emulsion

511.2.1 Scope: This work shall consist of the preparation, laying and compaction of an open graded premix surfacing of 25 mm thickness composed of small sized aggregate premixed with a cationic bitumen emulsion on a previously prepared surface, in accordance with the requirements of these specifications, to serve as a wearing course.

511.2.2 Materials

511.2.2.1 Binder - The binder for premix wearing course shall be cationic bitumen emulsion of Medium Setting (MS) grade complying with I.S.8887 and having a bitumen content 65 percent minimum by weight. For liquid seal coat RS grade of Cationic bitumen emulsion shall be used. Where expressly specified in the Contract MS grade emulsion shall be used or otherwise directed by the Engineer. Slow Setting (SS) grade Cationic bitumen Emulsion shall be used for premix seal coat.

511.2.2.2 Aggregate: The requirements of Clause 511.1.2.2 shall apply.

511.2.3 Proportioning of materials

The materials shall be proportioned as quantities given in Tables 500-24 and 500-25.

TABLE 500-24. QUANTITIES OF AGGREGATE FOR 10 M² AREA

A)	Premix Carpet:	
a.	Coarse aggregate nominal 13.2 mm size; passing IS 22.4 mm sieve and retained on IS 11.2 mm sieve	0.18 m ³
b.	Coarse aggregate nominal 11.2 mm size; passing IS: 13.2 mm sieve and retained on IS 5.6 mm sieve	0.09 m ³
B.	For seal coat: Refer to clause 500.13	

TABLE 500-25. QUANTITIES OF EMULSION BINDER

		For 10 m² area
A)	For Premix Carpet	20 to 23 kg
B)	For Seal Coat:	
a.	For liquid seal coat	12 to 14 kg
b.	For premix seal coat	10 to 12 kg

511.2.4 Construction operations

511.2.4.1 Weather and seasonal limitations - Clause 501.5.1 shall apply except that the minimum air temperature for laying shall be 10°C. Cationic bitumen emulsions shall not normally be stored below 0°C

511.2.4.2 Preparation of surface - The underlying surface on which the premix surfacing is to be laid shall be prepared, in accordance with the requirements of Clause 504.3.2 for a newly primed surface and in accordance with Clause 507.4.2 where an existing bituminous surface is to be overlaid.

511.2.4.3 Preparation of binder - Before opening, the cationic bitumen emulsion drums shall be rolled at slow speed, to and fro, at least 5 times, for a distance of about 10 metres, to distribute any storage sedimentation.

511.2.4.4. Tack coat: A tack coat complying with Clause 503, shall be applied over the surface preparatory to laying of the surfacing where specified in the Contract, or directed by the Engineer.

511.2.4.5. Preparation of premix - Premixing of cationic bitumen emulsion and aggregates can be carried out in a suitable mixer such as cold mixing plant as per IS: 5435 (revised) or concrete mixer or by pay loaders in exceptional cases where approved by the Engineer. Where specified in the contract continuous mixing operation shall be done either in batch or continuous drum mix plant suitable for emulsion mixes.

When using concrete mixer for preparing the premix, 0.135 cu.m (0.09 cu.m of 13.2 mm size and 0.045 cu.m of 11.2 mm. size) of aggregates per batch shall be used which quantity will cover 5 sq.m of road surface with 20 mm average thickness.

The aggregates required for one batch should be prepared adjacent to the mixer.

First the coarse aggregate of 13.2 mm size shall be placed into the mixer followed by 5 to 6.5 kg of cationic bitumen emulsion and then the 11.2 mm size aggregate shall be added, followed by 5 to 6.5 kg of cationic bitumen emulsion. After the materials have been mixed thoroughly, the mix shall be immediately transported to the laying site in suitable vehicles. Too much mixing shall be avoided.

When mixed manually by shovels, with the approval of the Engineer, 0.06 cum. of aggregates can be conveniently mixed in one heap, with appropriate quantity of emulsion. It is preferable to make the aggregates damp before mixing as it reduces the effort required for mixing and also helps to get better coating of aggregates. The 13.2 mm size aggregates and emulsion are mixed first and then the 11.2 mm size aggregates and remaining quantity of emulsion are added and mixed. Too much mixing shall be avoided.

511.2.4.6 Spreading and rolling: The premixed cationic bitumen emulsion and aggregates shall be spread within 10 minutes of applying the tack coat. All levelling, raking, etc. should be completed within 20 minutes of the time of mixing.

The mix should be spread uniformly to the desired thickness, grades and crossfall (camber) making due allowance for any extra quantity required to fill up depressions, if any. The cross fall should be checked by means of camber boards and irregularities leveled out. Too much raking is to be avoided.

The rolling shall start immediately after laying the premix. A smooth wheeled tandem roller of 8-10 tonnes shall be used, unless the Engineer, based on the results of laying trials approves other compaction methods, if necessary. While rolling, wheels of roller should be clean and kept moist to prevent the premix from adhering to the wheels. In no case shall fuel/lubricating oil be used for this purpose. Use of water for this purpose shall be strictly limited to an absolute minimum.

Rolling shall commence at the edges and progress towards the centre longitudinally except in the case of superelevated and uni-directional cambered sections where rolling shall be carried out from the lower edge towards the higher edge parallel to the centre line of the road.

After one pass of roller over the whole area, depressions or uncovered spots should be corrected by adding premix material. Rolling shall be continued until the entire surface has been rolled to maximum compaction and all the roller marks eliminated. In each pass of the roller the preceding track shall be overlapped uniformly by at least 1/3 width. Roller(s) shall not stand on newly laid material. Joints both longitudinal and transverse to the road sections laid and compacted earlier, shall be cut vertically to their full depth so as to expose fresh surface which shall be painted with a thin surface coat of binder before the new mix is placed against it.

511.2.4.7 Seal coat: A seal coat, conforming to Clause 510 or Clause 513, as specified in the Contract, shall be applied 4 to 6 hours after laying the premix carpet.

511.2.5 Opening to traffic: Traffic should not be allowed over the premix surface with or without seal coat, for 6 to 8 hours after rolling. In case of single lane roads, traffic shall be allowed onto the surface once it has reached ambient temperature, but speed must be rigorously restricted to not more than 16 km per hour. If any premix material is picked up by vehicle tyres, the spot shall be filled up by new mix. If traffic conditions permit, the road shall not be opened until a full 24 hours after laying.

511.2.6 Surface finish and quality control: The surface finish of construction shall conform to the requirements of Clause 902.

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

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

511.2.8 Measurement for payment:

Open graded premix carpet shall be measured as finished work, for the area specified to be covered, in square metres at the specified thickness, in cubic metres or in **tonnes** weight as specified in the contract. The area will be the net area covered, and all allowances for wastage and cutting of joints shall be deemed to be included in the rate.

511.2.9 Rate:

The contract unit rate for premix carpet and seal coat shall be payment in full for carrying out the required operations including full compensation for all components listed below :

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

Bitumen quantities are to be as stated in Table 500-23 for premix, 2.50 Kg per 10 sq.m for tack coat, 13 kg per 10 sq.m. for liquid seal coat and 11 kg per 10 sq.m. for premix seal coat. The rate will be adjusted according to actual material used.

Item No. 12 :- Providing and laying seal coat with B.T. aggregate as specified using aggregate at the rate of 0.18 cum/10 Sqmt and bitumen grade (VG-30) for mixing with aggregate at the rate of 4.50% i.e. 45.00 kg/M.T. of total mix including heating and mixing in drum mix plant, spreading the same with paver finisher and consolidation with vibratory roller including necessary firewood, oil, lubricants, labour charges etc. using contractor's own drum mix plant and equipment, tools etc. complete in accordance with the requirement of specification.

1 DESCRIPTION

The work shall consist of construction of premix seal coat as wearing course on a previously prepared base to the requirement of these specification.

2. MATERIALS

2.1 Binder: The binder shall be straight run bitumen of viscosity grade **VG-30** satisfying the requirement of IS:73. The actual grade of the binder to be used shall be decided by the Engineer-in-charge and it shall have to be brought by contractor to the site at his own cost unless otherwise specified in schedule 'A'.

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

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

2.2 Coarse aggregates: The coarse aggregate shall consist of crushed stone or crushed gravel.

These shall be clean, durable, of cubical shape, free 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. Except that the upper limit for water absorption value shall be one percent.

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 Filter: The filler, where required, shall be an insert 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 Pre-Mix Seal Coat

Sieve Designation	Percentage by wt passing through Sieve	
	For type 'A'	For Type 'B'
12.5 mm	-	100
10 mm	100	70-100
4.75 mm	40-85	20-40
2.35	5-20	5-20
75micron	0 - 4	0 - 4

2.6 Proportioning of materials : The binder content for premixing shall be 45.00 kg per M.T. (4.5% by weight) for mixing aggregate.

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 materials in accordance with the approved job mix formula and producing a uniform mix. A variation in binder content of ± 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 : Premix seal coat 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 premix seal coat 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 (if applied) : Application of binder : Binder shall be rapid setting emulsion shall be 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 emulsion shall be 2.5 kg per 10 square metre area for an existing bitumen treated 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 : Drum 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 mixer for intimately mixing of the binder and aggregates. For details regarding Drum 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 throughout 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 drum 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 lot 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 vibratory rollers or suitable pneumatic rollers. Rolling temperature shall not be less than 100°C in any case the rolling shall be completed the temperature of mix falls about 80° C.

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 minimize 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 105 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 dumper 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.

Weigh 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 authorized.

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 seal coat shall be for payment for carrying out the required operations including full compensation for all components listed in MOST Specification Clause 503.7.

Item No. 13 Providing and filling in foundation with ordinary cement concrete M-100 mix and providing necessary vertical pin headers including formwork, vibrating, ramming and 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 100 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 metre 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 metre : 1000 Liters)				
1	2	3	4	5
Ordinary	Litres			Litres
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 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
i	R.C.C. well curb, R.C.C. well steining and R.C.C. Piles	40 mm
ii.	R.C.C. well steining	63 mm
ii	Well cap or pile cap, solid type piers, abutments and wing walls and their pier caps	40 mm
iii	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	20mm
iv	R.C.C. bearings	20 mm
v	For any other item of construction not covered by items (i) to (v)	As specified on the drawing 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.

6. 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.
7. 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
8. Cement shall be store 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 R satisfies the ascertain 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.
9. 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.
10. 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.
11. 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.

12. 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.
13. 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.
14. 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.
15. 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.
16. 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.
17. 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.

- 18.** Form work 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 :-

- (1) Shuttering i.e. from work required for forming the concrete
- (2) Scaffolding i.e. formwork required for supporting shuttering.

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 shown on the drawings. All bolts and reverts shall be counter-sunk and well ground to provide a smooth, plane surface.

- 19.** 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 of 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 especially 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.
- 20.** 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.
- 21.** 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. 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 Cement concrete member and used for shuttering or any other purpose shall be cut inside the Cement 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.

	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 less 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 whenever the quality and grading of materials is changed irrespective of the quantity of concrete poured, The number of specimens may be suitably 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 percent 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 is 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 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 centers and forms required for the work.
31. **The payment will be made on cumt. basis of the finished work.**

Item No. 14 :- Providing and casting in situ controlled cement concrete M-250 for CC Road pavement including formwork curing and finishing complete.

This work shall consist of furnishing and laying **controlled cement concrete M-250 for C.C. road made by trimix system** of the shape and dimensions shown on the drawings and conforming to these Specifications or as approved by the Engineer in charge.

Prior to the start 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 in charge for approval the proportions of materials including admixtures to be used water reducing admixtures (including plasticizers or super plasticizers) may be used at the contractors option subject to the approval of Engineer in charge Other types of admixtures shall be prohibited unless specifically permitted by the Engineer in charge.

➤ **For Cement Concrete grade M-250**

1.0. Materials

- 1.1. Water shall conform to M-1. Cement shall conform to M-3. Sand shall conform to M-6. Grit shall conform to M-8. Coarse aggregate shall conform M-12.
- 1.2. The shuttering to be provided shall be of ordinary timber plank and shall conform to M-26.
- 1.3. The dimensions of scantlings and battens shall conform to the design. The strength of the wood shall not be less than that assumed in the design.

2.0. General

- 2.1. The concrete mix shall be designed from preliminary tests. The proportion of the concrete mix shall be 1:2:4 (1 cement : 2 coarse sand : 4 graded stone aggregate 20 mm. nominal size) by volume concrete work shall have exposed concrete surface or as specified in the item.
- 2.2. The proportioning of cement and aggregates shall be done by weight and necessary precautions shall be taken in the production to ensure that the required work cube strength is attained and maintained. The controlled concrete shall be in grades of M-100, M-150, M-200, M-250, M-300, M-350 & M-400 with prefix controlled added to it. The letter M refers to mix and the numbers specify 28 days works cube compressive strength of 250 mm. cubes of the mix expressed in Kg./cm.
- 2.3. The proportion of cement, sand and coarse aggregate shall be determined of weight. The weigh batch machine shall be used for maintaining proper control over the proportion of aggregates as per mix design. The strength requirements of different grades of concrete shall be as under:

Grade of Concrete	Compressive strength of 15 cms. cubes in kg/cmt. at 28 days, conducted in accordance with I.S. 516-1959.	
	Preliminary test Min.	Work Test Min.
M 150	200	150
M 200	260	200
M 250	320	250
M 300	380	300
M 350	440	350
M 400	500	400

In all cases, the 28 days compressive strength specified in above the criteria for acceptance or rejection of the concrete. Where the strength of a concrete mix as indicated by tests, lies in between the strength of any two grades specified in the above table, such concrete shall be classified in for purpose as concrete belonging to the lower of the grades between which its strength lies.

3.0. Workmanship

- 3.1. The proportions for ingredients chosen shall be such that concrete has adequate workability for conditions prevailing on the work question and can be properly compacted with means available except where it can be shown to the satisfaction of the Engineer-in-charge, that supply of properly graded aggregate of uniform quality can be maintained till the completion of work, grading of aggregate shall be controlled by obtaining the coarse aggregates in different sizes and bending them in the right proportions as required. Aggregates of different sizes shall be stocked in separate stock piles. The required quantity of material shall be stock piled several hours, preferably a day before use. The grading of coarse and fine aggregate shall be checked as frequently as possible, the frequency for a given job being determined by Engineer-in-charge to ensure that the suppliers are maintaining the uniform grading as approved for samples used in the preliminary tests.

- 3.2. In proportioning concrete, the quantity of both cement and aggregate shall be determined by weight. Where the weight of cement is determined by accepting the maker's weight per bag, a reasonable number of bags shall be weighted separately to check the net weight. Where cement is weighted from bulk stocks at site and not by bags, it shall be weighed separately from the aggregate. Water, shall either be measured by volume in calibrated tanks or weighed. All measuring equipment shall be maintained in clean and serviceable condition. Their accuracy shall be periodically checked.
- 3.3. It is most important to keep the specified water cement ratio constant and at its correct value. To this end, moisture content in both fine and coarse aggregates shall be determined by the Engineer-in-charge according to the weather conditions. The amount of mixing water shall then be adjusted to compensate for variations in the moisture content. For the determination of moisture content in the aggregates I.S. 2386 (Part-III) shall be referred to. Suitable adjustments shall also be made in the weights of aggregates due to variation in their moisture content. Minimum quantity of cement to be used in controlled concrete shall not be less than 220 kg./m³ in plain concrete and not less than 250 kg/m³ in reinforced concrete.

- 3.4 The form work shall conform to the shape lines and dimensions as shown on the plans and be constructed as to remain sufficiently rigid during the placing and compacting of the concrete. Adequate arrangements shall be made by the contractor to safe-guard against any settlement of the form-work during the course of concreting and after concreting. The form work of shuttering, centering, scaffolding, bracing etc. shall be as per design.

4.0. Clearing and Treatment of forms:

- 4.1. All rubbish, particularly chipping shaving and saw dust shall be removed from the interior of the form before the concrete work is placed and the form in contact with concrete shall be cleaned and thoroughly wetted or treated. The surface shall be then coated with soap solution applied before concreting is done. Soap solution for the purpose shall be prepared by dissolving yellow soap in water to get consistency of paint. Alternatively a coat of raw linseed oil shall be applied after thoroughly cleaning the surface. Care shall be taken that the coating does not get on construction joint surface and reinforced bars.

5.0 Stripping time:

- 5.1. In normal circumstances and where ordinary cement is used forms may be struck after expiry of following periods.
- (a) Sides of walls columns and vertical faces of beams.....24 to 48 hours.
 - (b) Beam soffits, (props, left under).....7 days.
 - (c) Removal of props slabs:
 - (i) Slabs spanning up to 4.5. m.....7 days.
 - (ii) Spanning over 4.5 mm.....14 days.
 - (d) Removal of props to beams and Arches:
 - (i) Spanning up to 6 mm.....14 days.
 - (ii) Spanning over 6 m.....21 days.

6.0 Procedure when removing the form work :

- 6.1. All form work shall be removed without such shock or vibrations as would damage the reinforced concrete surface. Before the soffits form work and struts are removed, the soffits and the concrete surface shall be exposed where necessary in order to ascertain that the concrete has sufficiently hardened.

7.0 Centering:

- 7.1. The centering to be provided shall be got approved. It shall be sufficiently strong to ensure absolute safety of the form work and concrete work before, during and after pouring concrete. Watch should be kept to see that behavior or centering and form work is satisfactory during concreting. Erection should also be such that it would allow removal of forms in proper sequence without damaging either the concrete or the forms to be removed.
- 7.2. The props of centering shall be provided on firm foundation or base of sufficient strength to carry the loads without any settlement.
- 7.3. The centering and form work shall, be inspected and approved by the Engineer-in-charge before concreting. But this will not relieve the contractor of his responsibility for strength, adequacy and safety of form work and centering. If there is a failure of form work or centering, contractor shall be responsible for the damages to property.

8.0 Scaffolding:

- 8.1. All scaffolding, hoisting arrangements and ladders etc. required for the facilitating of concreting shall be provided and removed on completion of work by contractor at his own expense. The scaffolding, hoisting arrangements and ladders etc. shall be strong enough to withstand all live, dead and impact loads expected to act and shall be subject to the approval of the Engineer-in-charge. However contractor shall be solely responsible for the safety of the scaffolding, hoisting arrangement, ladders, work and workman etc.

- 8.2. The scaffolding, hoisting arrangements and ladder shall allow easy approach to the work spot and afford easy inspection.
- 8.3. The rate is applicable to all condition of working and height up to 4 mts. The rate shall include the cost of materials and labour for various operations involved such as :
- (a) Splayed edges, notching, allowance for overlaps and passing at angles, battens centering, shuttering propping, bolting, wedging easing, striking and removal.
 - (b) Filleting to form stop chamfered edges or splayed external angles not exceeding 20 mm: width to beams, columns and the like.
 - (c) Temporary openings in the forms for pouring concrete, if required removing rubbish etc.
 - (d) Dressing with oil to prevent adhesion of concrete with shuttering and.
 - (e) Raking or circular cutting.

9.0 Re-Use:

- 9.1. Before re-use, all form shall be inspected by Engineer-in-charge and their suitability ascertained. The forms shall be scarred, cleaned and joints are gone over, repaired where required. Inside surface shall be retreated to prevent adhesion of concrete.

➤ **General**

- 5.1 Prior to the start 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 in charge for approval the proportions of materials including admixtures to be used water reducing admixtures Before stating concrete the bed of foundation trenches shall be cleared of all loose materials leveled watered and rammed as directed.

- 1.2 **Complete including mixing plasticizer Conplast P - 211 @ 100 ML / bag including mixing** shall be used including making c channel size required to level and slope and thickness of the concrete road leveling of placed concrete with surface vibrator and finishing with power floater shall be done Floater and trowel light booming the surface shall be done **expansions joints** shall be cut as directed.

- 5.3 For sub base shall be leveled up prior to start the Trimix concrete.

The channel shall be placed on both side and shall be check by plumb & to spirit level in true level and longitudinal slope and gradient and camber.

6.0 MIXING:

FOR MASS CONCRETE WORK :

- 6.1 Dry coarse and fine aggregate and cement shall then be mixed thoroughly by turning over to get a mixture of uniform colour.
- 6.2 Enough water shall then be added gradually and the mass turned over till a mix of required consistency is obtained. In case of hand mixing quantity of cement shall be increased by 10 per cent above that specified. The quantity of water shall be just sufficient to produce a dense concrete of required workability for the purpose
- 6.3 The concrete shall be mixed in a mechanical mixer. At the site of work Hand mixing may however be allowed for smaller quantity of work if approved by the Engineer-in-charge. When hand mixing is permitted by the Engineer-in-charge in case of break-down of machineries and in the interest of the work. 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 be the Engineer in-charge, the first batch of concrete from the mixer shall contain only two thirds of normal quantity of coarse aggregate. Mixing plant shall be thoroughly cleaned before changing from one type of cement to another.
- 6.4 The method of transporting and placing concrete shall be approved by the Engineer-in charge. Concrete shall be so transported and placed so that no contamination, segregations 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.
- 6.5 Mixing shall be done on a smooth watertight platform large enough to allow efficient turning over the ingredients of concrete before and after adding water, Mixing platform shall be so arranged so that no foreign material shall get mixed with concrete nor does the mixing water flow out.
- 6.6 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.

- 6.7** Unless otherwise agreed to by the Engineer-in-charge, concrete shall not be dropped into place from a height exceeding 2 meters. When chutes are used they shall be kept clean and used in such a way as to avoid segregation. When concreting has to be resumed on a surface which has hardened, it shall be roughened, kept clean, thoroughly wetted, and covered 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 brushes, care being taken to avoid dislodgement of any particles of coarse aggregate. The Surface shall then be thoroughly wetted, all free water removed, and the 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 corners and Close spots.
- 6.8** If concreting is not started within 24 hours of the approval being given, it shall have to be obtained again from the Engineer-in-charge. Concreting being given, it 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 design 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 be the Engineer-in-charge, concrete shall be deposited in horizontal layers to a compacted depth of not more than 0.4-metre when internal vibrators are used and not exceeding 0.30 meter in all other cases
- 6.9** 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 by regular slump, tests. Following slump shall be adopted for different types of works.

Type of work vibrators used.	Slumps	
	Where vibrators Are used	Where are not
Mass concrete in R.C.C. foundations footings and retaining walls.	10 - 25 mm	80 mm
(ii) Beams, slabs and columns simply reinforced	25 – 40 mm	100-120 mm
(iii) Thin R.C.C. section or section with mm. congested steel	40 – 50 mm	125 -150 mm

7.0 Segregation

- 7.1** When concreting has to be resumed on a surface which has hardened, it shall be roughened, swept, clean, thoroughly wetted and covered with a 13 mm. thick 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 brushes, care being taken to avoid dislodgement of any particles of coarse aggregate. The surface shall then be thoroughly wetted, with neat cement grout. The first layer of concrete to be placed on the surface shall not exceed 150mm in thickness and shall be well rammed against old work particular attention being given to corners and close spots.

8.0 Transporting & Placing the Concrete

- 8.1** The concrete shall be handed from the place of mixing to the final position in not more than 15 minutes by the method as directed and shall be placed into its final position compacted and finished within 30 minutes of mixing with water i.e. before the setting commences.
- 8.2** The concrete shall be laid in layers of 15 cms to 20 cms.
- 8.3** All concrete shall be compacted to produce a dense homogeneous mass with the assistance of vibrators, unless otherwise permitted by the Engineer-in-charge for exceptional cases, such as concreting under water, where vibrators can not 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.

8.4 After Placing

The mechanical vibrator shall be installed on channel and it shall be run in forward direction of concrete placing. The vibrator shall be start and shall be use as per instruction of Engineer-in-charge.

The water shall be suck by dewaterization equipment by spreading vaccum sheet on concrete after sufficient vibrator the floating water shall be sufficiently suck from concrete so that the sufficient strength of concrete shall be achieved.

The mechanical trowel shall be start after dewatering from concrete. The trowel shall be run in such a way that the required finish top surface of concrete shall be achieved mat finish or glossy finish.

9.0 Curing :

9.1 Immediately after compaction, concrete shall. be protected against harmful effects of weather including rain, running water, shocks, vibration, traffic, rapid temperature charges, frost and driving out process shall be covered with wet jute bags or the similar absorbent material approved by the Engineer-in-charge soon after the initial set and 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 its laying but the curing of concrete shall be continued for a minimum period of 14 days.

9.2 After the final set, the concrete shall be kept continuously wet if required by pounding for a period of not less then 7 days form the date of placement. Hard and bitter water shall not be used for curing

9.3 The contraction joints shall be cut upto the required depth at the end of panel debonding strip 12mm thick shall be provided the contraction joints & construction joints of 10mm x 25mm by using concrete cutter machine etc. complete as directed by Engineer in charge.

10.0 Mode of Measurement & Payment :

10.1 The payment will be made on **Cum** basis of the finished work.

10.2 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.

10.3 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

10.4 The unit rate concrete shall include the cost of all materials, tools and plant required for mixing, placing in position, compacting, and cost water reducing concrete and mixture at 100 ml per bag of cement and making channel 75 mm x 75 mm required to level and slope and thickness of the concrete road leveling of placed concrete with surface vibrator and finishing with power floater and trowel light booming the surface and cutting Expansions joints by machine as directed by The Engineer in charge and finishing as per direction 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. They shall also include the cost of making, fixing and removing of all centering and forms required for the work.

10.5 The concrete shall be measured for its length breadth limiting dimensions to those specified on plan or as directed.

10.6 The rate shall be for a unit of one **Cum**.

Item No. 15 :- Providing Trimix Machine for levelling smooth, finishing including channel fixing electric supply etc and dewatering of excess water through vaccum pump including transporting for machine including expansion joints filling asphalt filler etc. complete as directed.

This work shall consist of trimixed machine for leveling smooth, finishing including channel fixing electric supply etc. & dewatering of excess water through vacume pump including transporting of machine including expansion joints filling asphalt filler etc. complete as directed by the Engineer in charge.

➤ **Workmanship**

The mechanical vibrator shall be installed on channel and it shall be run in forwarded direction of concrete placing. The vibrator shall be start and shall be use as per instruction of Engineer-in-charge.

The water shall be suck by dewaterization equipment by spreading vaccum sheet on concrete after sufficient vibrator the floating water shall be sufficiently suck from concrete so that the sufficient strength of concrete shall be achieved.

The mechanical trowel shall be start after dewatering from concrete. The trowel shall be run in such a way that the required finish top surface of concrete shall be achieved mat finish or glossy finish.

Immediately after compaction, concrete shall. be protected against harmful effects of weather, including rain, running water, shocks, vibration, traffic, rapid temperature charges, frost and driving out process shall be covered with wet jute bags or the similar absorbent material approved by the Engineer-in-charge soon after the initial set, and 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 its laying but the curing of concrete shall be continued for a minimum period of 14 days.

After the final set, the concrete shall be kept continuously wet if required by pounding for a period of not less then 7 days form the date of placement. Hard and bitter water shall not be used for curing

➤ **Mode of Measurement & Payment :**

The payment will be made on **Sq.m.** basis of the finished work.

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.

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

The unit rate concrete shall include the cost of all materials, tools and plant required for mixing, placing in position, compacting, and cost water reducing concrete and mixture at 100 ml per bag of cement and making channel 75 mm x 75 mm required to level and slope and thickness of the concrete road leveling of placed concrete with surface vibrator and finishing with power floater and trowel light booming the surface and cutting Expansions joints by machine as directed by the Engineer in charge and finishing as per direction 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. They shall also include the cost of making, fixing and removing of all centering and forms required for the work. The concrete shall be measured for its length breadth limiting dimensions to those specified on plan or as directed.

The rate shall be for a unit of one **Sq.m.**

Item No. 16 :- Providing and laying in position I.S.I. mark Fe-415 T.M.T. bar reinforcement including cutting, bending, hooking and tying complete as per detailed drawings for the following. (A) Piers (B) Abutments (C) R.C.C. Returns.

1.0. GENERAL

This work shall consist of furnishing and placing coated, or uncoated or high strength deformed reinforcement, bars (intentioned) of the shape and dimensions shown on the drawings and conforming to these Specifications or as approved by the Engineer in charge.

2.0. MATERIAL

2.1. T.M.T. Bars

Reinforcements may be either T.M.T. tensile steel, conforms to IS 1786-2008 bars. They may be uncoated or coated with epoxy or with approved protective coatings.

2.2. T.M.T. bars reinforcement for R.C.C. work shall conform IS 432 (Part II) 1982 (Reaffirmed 1995) and shall be of tested quality. It shall also comply with relevant part of IS 456-2000.

2.3. All reinforcement shall be clean and free from dirt, paint, grease or oil, all scale or loose or thick rust at the time of placing

2.4. All steel shall be procured from original producers no re-rolled steel shall be incorporated in the work

2.5. Only new steel shall be delivered to the site every bar shall be inspected before placing to its position and defective brittle or burnt bar shall be discarded cracked ends of bars shall be discarded

3.0. Pitch

3.1. Distance between bars shall be as specified in drawings and as directed by the Engineer in Charge all bars shall be placed at an accurate distance from each other and shall be bind tightly to maintain the desired pitch Suitable means shall be provided for holding bars securely in position

4.0. Binding wire

4.1. Mild steel binding wire shall be of 1.63 mm or 1.22 mm (16 to 18 gauge diameter and shall conform IS 280-2006.

4.2. The use of black wire will be permitted for binding reinforcement bars. It shall be free from dirt, paint, grease or oil, oil scale or loose or thick rust and any other undesirable coating which may prevent adhesion of cement mortar at the time of binding

4.3. Only new binding wire shall be delivered to the site all binding wire shall be inspected before binding to its position and defective brittle, rusted, used wire, shall be discarded

5.0. PROTECTION OF REINFORCEMENT

5.1. 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 thoroughly cleaning all reinforcement to remove rust using any suitable method such as sand blasting, mechanical wire brushing, etc. as directed by the Engineer. Reinforcements shall be stored on bricks, racks or platforms and above the ground in a clean and dry condition and shall be suitably marked to facilitate inspection and identification.

5.2. 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.

6.0. Workmanship

- 6.1.** The work shall consist of furnishing and placing reinforcement to the shape and dimensions shown as on the drawings or as directed by The Engineer in charge.
- 6.2.** Reinforcing steel shall conform accurate to the dimensions given in the bar bending schedules shown on relevant drawing

7.0. BENDING OF REINFORCEMENT

- 7.1.** Bar bend g schedule shall be furnished by the Contractor and got approved by the Engineer before start of work.
- 7.2.** Reinforcing steel shall conform to the dimensions and shapes given in the approved bar bending Schedules.
- 7.3.** Bars shall be bent cold to the specified shape and dimensions or directed by the Engineer using a proper bar bender operated by hand power to obtain the correct radius of bends and shape.

Bars shall not be bent or straightened in a manner that will damage parent material or the coating bars bent during transport or handling shall, be straightened before being used on work and shall not be heated to facilitate straightening.

8.0. PLACING OF REINFORCEMENT

8.1. 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 structure is otherwise ready for placing of concrete. Prolonged time gap, between assembling of reinforcements and casting of concrete, which may result in rust formation on the surface, shall not be permitted.

8.2. 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.

8.3. Bars shall be kept in position usually by the following methods:

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.

8.4. In case of dowels for Columns and walls the vertical reinforcement shall be kept in position by means of timber templates with slots 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.

8.5. Layers of reinforcements shall be separated by spacer bars at approximately One meter 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.

8.6. Necessary stays, blocks, metal chairs, spacers, metal hangers supporting wires etc, or other subsidiary, reinforcement shall be provided to fix the reinforcements firmly in its correct position.

8.7. Use of pebbles, broken stone, metal pipe, brick, mortar or wooden blocks etc as devices for positioning reinforcement shall not be permitted.

8.8. Bars coated with epoxy or any other approved protective coating 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.

8.9. Placing and fixing of reinforcement shall be inspected and approved by the Engineer before concrete is deposited.

9.0. Lapping

9.1. All reinforcement shall be furnished in full lengths as indicated on the drawing. No splicing of bars, except where shown on the drawing; will 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 11 1/4 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.

10.0 Welding

10.1 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.

10.2. While welding may be permitted for T.M.T. 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 S 240 grade including special. Welding grade of S 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:

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

is 0.4 or less.

10.3. The method of welding shall conform to IS:2751 and IS:9417 and to any supplemental specifications to the satisfaction of the Engineer

10.4. Bars shall be bent cold to the specified shape and dimensions or as directed by Engineer in charge using the proper bender tool, operated by hand or power to attain proper radius of bends. Bars shall not be bend or straightened in a manner that will injure the material. Bars bent during transport or handling shall be straightened before being used in the work. Bars shall not be heated to facilitate bending

10.5. Unless otherwise specified a 'U' type hook at the end of each bar shall invariably be provided to main reinforcement. The radius of the bane shall not be less then twice the diameter of the round bar and the length of the straight part of the bar beyond the end of the curve shall be at least four times of the diameter of the round bar. In case of bars which are not round and in case of deformed bars, the diameter shall be taken as the diameter of circle having an equivalent effective area. The hooks shall be suitably encased to prevent any spiting of the concrete

10.6. All reinforcement bars shall be accurately placed in exact position shown on the drawings and shall be securely held in position during placing of concrete by annealed binding wire not less than 1 mm in size and by using say blocks or metal chairs spacers, metal hangers, supporting wires or other approved devices at sufficiently close intervals, Bars shall not be allowed to sag between supports not displaced during concreting or any other operations of the work All devices used for positioning shall be of not corrodible material wooden and metal supports shall not extended to the surface of the concrete, except where shown in drawings. Placing bars on layers of freshly laid concrete as the work progresses for adjusting bar spacing shall not be allowed. Pieces of broken stone or brick and wooden blocs shall not be used Layers of bars shall be separated by spacer bars pre-cast mortar blocks or other approved devices. Reinforcement after bending placed in position shall be maintained in a clean condition until completely embedded in concrete, Special care shall be exercised to prevent any displacement of reinforcement in concrete already placed. To prevent reinforcement form corrosion, concrete cover shall be provided as indicated on drawings. All bars protruding from concrete and to which other bars are to be sliced and which are likely to be exposed for a period exceeding 10 days shall be protected by a thick coat of neat cement grout

10.7. Bars crossing each other where required shall be secured by binding wire (annealed) of size not less than 1 mm in such a manner that they do not slip over at the time of fixing and concreting

As far possible bars of full length shall be used in case this is not possible, overlapping of bars shall be done as directed by the Engineer in charge When practicable overlapping bars shall not touch each other, but be kept apart by 25 mm Where no feasible overlapping bars shall be bound with annealed wires not less than 1 mm thick twisted tight The overlaps shall be staggered for different bars and located at points along the span where neither sheer not bending moments is maximum.

10.8. Whenever indicated on drawing or desired the Engineer in charge bars shall be jointed by coupling which shall have a cross section sufficient to transmit the full stresses of bars The end of the bars that are jointed by coupling shall be upset for sufficient length so that the effective cross section at the base of threads is not less than the normal cross section of the bar. Threads shall be standards threads Steel for coupling shall conform to IS 226

10.9. When permitted or specified on the drawings joints of reinforcement bars shall butt-welded so as to transmit their full stresses Welded joints shall preferably be located at points when 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 rods are welded Only electric are welding using a process which excludes air form the molten metal and conforms to any or other special provisions for the work shall be accepted Suitable means shall be provided for holding bars securely in position during welding It shall be ensured that no voids are left in welding and when welding is done in two or three stages previous surface shall be cleaned properly Ends of bars shall be cleaned of all loose scale rust stages paint and other foreign matter before welding Only competent welders shall be employed on the work. The M S electrodes used for welding shall conform IS 814 Welded pieces of reinforcement shall be tested. Specimen shall be taken form the actual site and their number shall frequency to test shall be as directed by the Engineer in charge

11.0 MODE OF MEASUREMENTS & PAYMENT

11.1. For the purpose of payment the bar shall be measured correct up to 10 mm length and weight payable works out at the rate specified below.

Sr. No	Diameter of steel	weight of steel per running meter	Sr. No	Diameter of steel	weight of steel per running meter
1	6 mm	0.22 Kg / Rmt	8	20 mm	2.47 Kg / Rmt
2	8 mm	0.39 Kg / Rmt	9	22 mm	2.98 Kg / Rmt
3	10 mm	0.62 Kg / Rmt	10	25 mm	3.85 Kg / Rmt
4	12 mm	0.89 Kg / Rmt	11	28 mm	4.83 Kg / Rmt
5	14 mm	1.21 Kg / Rmt	12	32 mm	6.31 Kg / Rmt
6	16 mm	1.58 Kg / Rmt	13	36 mm	7.99 Kg / Rmt
7	18 mm	2.00 Kg / Rmt	14	40mm	9.86 Kg / Rmt

11.1. Excess consumption over 5% will be charged at penal rate.

11.2. 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.

11.3. The contract unit rate for coated/uncoated reinforcement shall cover the cost of material, fabricating, transporting, storing, bending, placing, binding and fixing in position as shown on the drawings 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 work. The rate shall also cover sampling, testing and supervision required for the work.

11.4. The rate shall be for a unit of one **M.T.**

Item No. 17 :- Providing and fixing ordinary Kilometer stone of precast C.C. 1:2:4 including necessary reinforcement as per I.R.C. type design in C.C. 1:4:8 including painting, lettering etc. complete.

1. Ordinary Kilometer stone shall be of approved quality of precast C.C. 1:2:4 including necessary reinforcement as per I.R.C. type design in C.C.1:4:8 as specified in the item.
2. The size, manner of fixing, painting and lettering of ordinary Kilometer stone shall conform specification as per IRC – 8 (Type design for Highway kilometer stones). The fixing of KM stone shall be carried out in ordinary payment shall be made per No. of KM stone fixed in position.
3. Fixing in C.C. 1:4:8
The ordinary kilometer stone shall be fixed in C.C. 1:4:8 which will consist of one part of cement, four part of good sand and eight parts of good brick bats, Rate includes all labour and curing etc. necessary for concrete.
4. Unit rate for ordinary kilometer stone includes the cost of all materials labour, tools, fixing finishing curing lettering and painting as directed by the Engineer-in-charge.
5. Payment shall be made carried out on number basis.

Item No. 18 : Providing and fixing Hectometer stone as per I.R.C. type design including painting, lettering etc. complete (i) Fixing in earth.

The work covers the supply, painting, lettering and fixing of Hectometer stone.

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 1:2:4 for which relevant specification shall be followed. The stone shall be bedded into the ground with adequate foundation in C.C. 1:4:8 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.

MEASUREMENT OF PAYMENT

The measurement will be taken in Numbers of Hectometer stone fixing in earth 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. 19 :- Providing and fixing precast Guard stone as per I.R.C. type design including white washing etc. complete (i) Fixing in earth.

The guard stone shall be approved quality as per I.R.C. type design and of 20 x 15 cm. size and its length shall not be less than 75 cms. The top portion shall be rounded. The top 38 cms. shall be chiseled dressed on all sides. The size, shape and dimensions of the guard stone shall be exact and shall be neatly dressed and finished.

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.

Payment shall be made carried out on Number basis.

Item No. 20 : Direction sign (Junction board) :- Providing and fixing sign boards made out of 2mm aluminium sheet size 244 x 122cms. rectangle 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 iron angle of 50 x 50 x 5mm, 75 x 75 x 6mm 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)

The sign board shall conform to IRC-67-1977 and ninth schedule of the motor vehicle Act. It shall be providing and fixed as directed by the Engineer in charge.

1.2 Traffic Signs having retro-reflective sheeting :

1.2.1 General Requirements :

The retro-reflective sheetings used on the sign shall consist of white or coloured sheeting having a smooth outer surface which has the property of retro reflective over its entire surface. It shall be weather resistance and show colour fastness. It shall be new and unused and shall shown 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 these properties in an unprotected outdoor exposure facing the sun for two years and its having passed these tests shall be obtained from a reputed laboratory by the manufacture of the sheeting. The reflective sheeting shall be either or Engineering Grade material with enclosed lens or of high intensity grade with encapsulated lens/ micro prismatic type. The type of sheeting to be used would depend upon the type functional hierarchy and importance of the road.

1.2.2 High Intensity Grade Sheeting :

1.2.2.1 Encapsulated Lens Type :

This sheeting shall be of encapsulated lens type consisting of spherical glass lens elements, adhered to a synthetic resin and encapsulated by a flexible, transparent water proof plastic having a smooth surface. 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 Standard E:810) as indicated in Table 800-1.

TABLE 800-1**ACCEPTABLE MINIMUM CO-EFFICIENT OF RETRO REFLECTIVE FOR HIGH INTENSITY GRADE SHEETING (CANDELAS PER LUX SQUARE METRE).**

Observation angle (in degrees)	Entrance Angle (in degrees)	White	Yellow	Orange	Green/ Red	Blue
0.2	-4	250	170	100	45	20
0.2	+ 30	150	100	60	25	11
0.5	-4	95	62	30	15	7.5
0.5	+30	65	45	25	10	5.0

When totally wet, the sheeting shall not show less than 90% of the values of retro reflectance indicated in Table 800-1. At the end of 10 years, the sheeting shall retain at least 75% of its original retro-reflectance.

1.3.2 Engineering Grade Sheeting :

This sheeting shall be of enclosed lens type consisting of microscopic lens elements embedded beneath the surface of a smooth, flexible, transparent, water-proof plastic, resulting in a non-exposed lens optical, resulting in a non-exposed lens optical reflecting systems. The retro-reflective surface after cleaning with soap and water and in dry condition shall have the minimum coefficient of retro-reflection (determined in accordance with ASTM Standard E-810) as indicated in Table 800-2.

TABLE 800-2**ACCEPTABLE MINIMUM CO-EFFICIENT OF RETRO REFLECTIVE FOR ENGINEERING GRADE SHEETING (CANDELAS PER LUX SQUARE METRE).**

Observation angle (in degrees)	Entrance Angle (in degrees)	White	Yellow	Orange	Green	Red	Blue
0.2	-4	70	50	25	9.0	14.5	4.0
0.2	+ 30	30	22	7.0	3.5	6.0	1.7
0.5	-4	30	25	13.5	14.5	7.5	2.0
0.5	+30	15	13	4.0	2.2	3.0	0.8

1.1.2.3 When totally wet, the sheeting shall not show less than 90% of the values of retro-reflectance indicated in Table 800-2. At the end of 5 years, the sheeting shall retain at least 50% of its original retro reflective.

1.1.3 **Messages / Borders :** The messages (legends, letters, numerals etc.) and borders shall either be screen-printed or of cut-outs. Screen-printing shall be processed and finished with materials and in a manner specified by the sheeting manufacturer. Cut outs shall be of materials as specified by the sheeting manufacturer and shall be bonded with the

sheeting in the manner specified by the manufacturer.

1.1.4 For screen-printed transparent coloured areas on white sheeting, the co-efficient of retro-reflection shall not be less than 50% of the values of corresponding colour in Tables 800-1(a), 800-1(b) and 800-2 as applicable.

1.1.5 Cut out messages and borders, wherever used, shall be made out of retro-reflective sheeting (as per Clause 801.3.2 of 801.3.3 as applicable) except those in black which shall be of non-reflective sheeting.

1.1.6 **Colour** : Unless otherwise specified, the general colour scheme shall be as stipulated in IS:5 "Colour for Ready Mixed Paints".

Blue	IS	Colour No.166 : French Blue
Red	IS	Colour No.537 : Signal Red
Green	IS	Colour No.284 : India Green
Orange	IS	Colour No.591 : Deep Orange

The colours shall be durable and uniform in acceptable but when viewed in day light or under normal headlights at night.

1.1.7 **Adhesives** : The sheeting shall either have a pressure sensitive adhesive of the aggressive-tack type requiring no heat, solvent or other preparation for adhesion to a smooth clean surface, or a tack adhesive activated by heat, applied in a heat-vacuum applicator, in a manner recommended by the sheeting manufacturer. The sheeting 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. In case of pressure-sensitive adhesive sheeting, the sheeting shall be applied in accordance with the manufacturer's specifications. Sheeting with adhesives requiring use of solvents or other preparation for adhesive shall be applied strictly in accordance with the manufacturer's instructions.

1.1.8 **Refurbishment**: Where existing signs are specified for refurbishment, the sheeting shall have a semi-rigid aluminium backing pre-coated with aggressive-tack type pressure sensitive adhesive. The adhesive shall be suitable for type of material used for the sign and should thoroughly bond with that material.

Alternatively, the aluminium blank shall be recycled to a finished condition and new sheeting's put on in an approved manner.

1.1.9 **Fabrication** :

1.1.9.1 Surface to be reflectorised shall be prepared to receive the retro-reflective

sheeting. The 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.

1.1.9.2 Complete sheets of the material shall be used on the signs except where it is unavoidable. At splices, sheeting with pressure sensitive adhesive shall be overlapped not less than 5 mm. Sheeting with heat-activated adhesives may be spliced with an overlap not less than 5 mm or butted with a gap not exceeding 0.75 mm. Where screen printing with transparent colours is proposed, only butt jointing 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.

1.1.10 **Warranty Durability** : For each lot of sheetings procured, the contractor shall obtain from the manufacturer a 10 years warranty for satisfactory field performance including stipulated retro-reflectance of the sheetings of high intensity grade and a 5 years warranty for the engineering grade and submit the same to the Engineer. In addition, a 10 years and a five years warranty for satisfactory in-field performance of the finished sign with retro-reflective sheeting of high intensity grade and engineering grade respectively, inclusive of the screen printed or cut-out letters/legends and their bonding to the retro-reflective sheeting shall be obtained from the contractor/supplier and passed on to the Engineer. The contractor / supplier shall also furnish a certification that the signs and materials supplied against the assigned work meet all the stipulated requirements and carry the stipulated warranty.

Processed and applied in accordance with recommended procedures, the reflective material shall be weather resistant and following cleaning shall show no appreciable discolouration, cracking, blistering or dimensional change and shall not have less than 50 percent of the specified minimum reflective intensity values (Tables 800-1 and 800-2) when subjected to accelerated weathering for 1000 hours, using type E or EH weatherometer (AASHTO Designation M 268).

1.2 **Installation** :

1.2.1 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 upto 0.9 sq.m. shall be mounted on a single post, and for greater area two or more supports shall be provided. Sign supports may be of mild steel, reinforced concrete or galvanised iron (G.I.). 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.

1.2.2 All components of signs and supports, other than the reflective portion and G.I. Posts shall be thoroughly descaled, cleaned, primed and painted with two coats of epoxy paint. Any part of mild steel (M.S.) post below ground shall be painted with three coats of red lead paint.

1.2.3 The signs shall be fixed to the posts by welding in the case of steel posts and by bolts and washers of suitable size in the case of reinforced concrete or G.I. Posts. After the nuts have been tightened, the tails of the bolts shall be furred over with a hammer to prevent removal.

1.3 Measurements for Payment :

The measurement for standard cautionary, mandatory and information sign shall be in number of different types of signs supplied and fixed as per above details and specifications. Direction and place identification signs, also shall be measured in numbers of different type of sign supplied and fixed.

1.4 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 and incidentals to complete the work in accordance with the specifications.

➤ SPECIAL TERMS AND CONDITIONS OF CONTRACT FOR SIGN BOARDS

- 1 Warranty certificate for five years for respective grades of signs from the sheeting manufacturer should be attached with the bid.
- 2 A certificate of authorization from the sheeting manufacturer shall be submitted with the bid.
- 3 The responsibility for handling, upkeep and safety of the boards lies with the contractor until the completion of work and final payment are released.
- 4 The contract is valid for three months from the date of work order. The required quantity has to be supplied and fixed as and when intimated by the Division.
- 5 The measurement for payment will be done only after fulfilling condition up to the satisfaction of Executive Engineer. The 100% quantity of supply and fixing will be checked by Deputy Executive Engineer and at least 10% quantity of supply and fixing will be checked by the Executive Engineer to ensure quality and workmanship, before passing for payments.
- 6 The contractor will have to ensure how he is going to arrange repair or replacement of defective boards after intimation from the Division.

Item No. 21 : Regulatory / Mandatory signs : Providing and fixing sign boards made out of 2mm aluminium sheet size 60cms. diameter circle as per the design of IRC-67-1977 pre treated with phospheting process & acid eteching, 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, 75 x 75 x 6mm as required; painted with best quality epoxy coatings in black and white bends. the details of symbol 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)

The relevant specification of **Item No. 20** shall be followed for the execution for the work is **Regulatory / Mandatory signs : Providing and fixing sign boards made out of 2mm aluminium sheet size 60cms. diameter circle as per the design of IRC-67-1977 pre treated with phospheting process & acid eteching, 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, 75 x 75 x 6mm as required; painted with best quality epoxy coatings in black and white bends. the details of symbol 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)**

Measurement shall be taken and paid on No. basis.

Item No. 22 : Village name/ Bump Ahead sign :- Providing and fixing sign board made out of 2 mm alluminium sheet size 90 x 60 cms rectangle as per the design of IRC-67-1977 pre treated with phospheting process and 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.R.T.H. specifications. Letters and numerals should be as per IRC-30-1968, 310m long (2 Nos.) stand post and frame fabricated from suitable size iron angle of 50 x 50 x 5 mm painted with best quality epoxy coating 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 C.C. block of 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.

The relevant specification of **Item No. 20** shall be followed for the execution for the work is **Village name/ Bump Ahead sign :- Providing and fixing sign board made out of 2 mm alluminium sheet size 90 x 60 cms rectangle as per the design of IRC-67-1977 pre treated with phospheting process and 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.R.T.H. specifications. Letters and numerals should be as per IRC-30-1968, 310m long (2 Nos.) stand post and frame fabricated from suitable size iron angle of 50 x 50 x 5 mm painted with best quality epoxy coating 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 C.C. block of 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.**

Measurement shall be taken and paid on No. basis.

Item No. 23 : Citizen's Information Board : Providing and fixing of typical MMGSY information board as per instruction. Two M.S. plate of 1.6mm thick of 900mm x 750mm size fixed at top and bottom duly welded with M.S. angles of 25 x 25 x 5 mm thick M.S plate shall be welded by two vertical M.S flats & four horizontal M.S. flats 5 mm thick to 75 mm x 75 mm of 12 SWG square tubes posts duly embedded in cement concrete M-15 grade blocks of 600mm x 600mm x 75mm, below ground level. Painting New letters & figure of any shade with ready mixed synthetic enamel paint of superior quality in required shade and colour, All sections of framed posts and steel tube will be painted with primer and two coats of epoxy paints as per drawing Clause 1701 and annexure 1700.1 (10.16) A warranty for 7 years for the Retro reflective sheeting from original manufacturer & a certified copy of 3 year outdoor exposure test report from third party test lab for the product offered shall be submitted by contractor.

The relevant specification of **Item No. 20** shall be followed for the execution for the work is **Citizen's Information Board : Providing and fixing of typical MMGSY information board as per instruction. Two M.S. plate of 1.6mm thick of 900mm x 750mm size fixed at top and bottom duly welded with M.S. angles of 25 x 25 x 5 mm thick M.S plate shall be welded by two vertical M.S flats & four horizontal M.S. flats 5 mm thick to 75 mm x 75 mm of 12 SWG square tubes posts duly embedded in cement concrete M-15 grade blocks of 600mm x 600mm x 75mm, below ground level. Painting New letters & figure of any shade with ready mixed synthetic enamel paint of superior quality in required shade and colour, All sections of framed posts and steel tube will be painted with primer and two coats of epoxy paints as per drawing Clause 1701 and annexure 1700.1 (10.16) A warranty for 7 years for the Retro reflective sheeting from original manufacturer & a certified copy of 3 year outdoor exposure test report from third party test lab for the product offered shall be submitted by contractor.**

Measurement shall be taken and paid on No. basis.

Item No. 24 : Hazard Marker Sign :- Providing and fixing sign board made out of 2mm aluminium sheet size 90 x 30 cms. rectangle as per the design / drawing attached (IRC) pretreated with phosphating & 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. specification, 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 C.C. 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).

The relevant specification of **Item No. 20** shall be followed for the execution for the work is **Hazard Marker sign** :- Providing and fixing sign board made out of 2mm aluminium sheet size 90 x 30 cms. rectangle as per the design / drawing attached (IRC) pretreated with phosphating & 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. specification, 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 C.C. 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).

Measurement shall be taken and paid on No. basis.

Item No. 25 : STOP SIGN :- Providing and fixing sign boards made out of 2mm aluminium sheet size 90 x 90cms. rectangle as per the design of IRC-67-1977 pretreated with phosphating 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, 75 x 75 x 6mm as required; painted with best quality epoxy coatings in black and white bends. The details of symbol 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).

The relevant specification of **Item No. 20** shall be followed for the execution for the work is **STOP SIGN** :- Providing and fixing sign boards made out of 2mm aluminium sheet size 90 x 90cms. rectangle as per the design of IRC-67-1977 pretreated with phosphating 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, 75 x 75 x 6mm as required; painted with best quality epoxy coatings in black and white bends. The details of symbol 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).

Measurement shall be taken and paid on No. basis.

Item No. 26 : Road marking with hot applied thermo plastic paint with reflectorising glass bend on bitumen surface. Providing and laying of hot applied thermo plastic compound 2.5mm thick including reflectorising glass beads @ 250 gms. per Sqmt. area thickness of 2.5mm is exclusive 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 patta / lane / center line/edge line/ cut patta. the white color line should provide luminance coefficient on cement road shall be min 130 mcd/m2/lux and asphalt road shall be min 100 mcd/m2/lux during the service life curing day time the marking should meet the performance criteria for night time reflectivity, wet reflectivity and skid resistance as mentioned in the section of IRC 15:2015. 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)

Component	White	Yellow
Binder	18.0 min.	18.0 min.
Glass Beads	30 - 40	30 - 40
Titanium dioxide	10.0 min.	–
Calcium Carbonate and I nert 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 i~ 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:

- i. 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.
- ii. 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).
- iii. 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 upto 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.

1.7 SPECIAL TERMS AND CONDITIONS FOR THERMOPLAST PAINT WORK:

- (1) Agency should carry out the such type of work by only of thermoplastic paint laying machine (power driven only) with temperature controller and automatic mixing arrangement of glass beads in required proportion.
- (2) After completion of the laying of thermoplastic paint work, two years guarantee for durability and reflectivity as per M.O.R.T.H. specification for road and bridge works clause 803 should be given by the bidder in the writing.
- (3) Guarantee security deposit shall be retained @ 10% of the cost of the item of thermoplast paint from the R.A. bills, which will be released after expiry of guarantee period.
- (4) Agency who carry out the such type of work shall have an experience of carrying out similar type of work.
- (5) Test certificates as per M.O.R.T.H. specification for road and bridge works clause 803.3.2.2 (vi) should be furnished of reputed laboratory before.

Item No. 27 : Cat Eye / Road Stud / RPM : Supplying of Moulded Twin Shanks 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 strength of detachment of the integrated cylindrical shanks, (of diameter not less than 19 +/- 2 mm and height not less than 30 +/- 2 mm) from the body is to be a minimum value of 500 Kgs. Fixing will be by drilling holes on the road for the shanks to go inside, without nails and using epoxy resin based adhesive as per manufacturer's recommendation and The color of the marker should be as per the IRC 35-2015 and as directed by Engineer-in-charge.

1.0 General

The colour, configuration, size and location of Raised Pavement Markers for highways other than Expressways shall be in accordance with the Code of Practice for Road Signs, IRC:35-2015 or as shown on the drawings or as directed by the Engineer.

The Raised Pavement Markers shall be reflectorised as shown on the drawings or as directed by the Engineer. It shall be of retro-reflectorised type and made of polycarbonate and ABS moulded body and reflective panels with micro prismatic 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.

In general, cautionary and mandatory signs shall be fabricated through process of screen printing. In regard to informatory signs with inscriptions, either the message could be printed over the reflective sheeting, or cut letters of non-reflective black sheeting used for the purpose which must be bonded well on the base sheeting as directed by the Engineer.

1.2 Materials :

The various materials and fabrication of the Raised Pavement Markers shall conform to the following requirements.

The adhesive materials shall be of standard quality and it shall be high resistance quality against heavy moving vehicles.

The materials shall be used for the body of the Raised Pavement Markers is of high density PVC materials.

The dimensions and size of the Molded Twin Shanks Raised Pavement Markers shall be as per IS standard. The retro-reflective sheeting used on the Raised Pavement Markers 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 these properties in an unprotected outdoor exposure facing the sun for two years and its having passed these tests shall be obtained from a reputed laboratory, by the manufacturer of the sheeting. The reflective sheeting shall be either of Engineering Grade material with enclosed lens or of High Intensity Grade with encapsulated lens. The type of the sheeting to be used would depend upon the type, functional hierarchy and importance of the road.

High intensity grade sheetings : This sheeting shall be of encapsulated lens type consisting of spherical glass lens, elements adhered to a synthetic resin and encapsulated by a flexible, transparent water-proof plastic having a smooth surface. 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 4280 Type H).

TABLE 800.1

ACCEPTABLE MINIMUM CO-EFFICIENT OF RETRO-REFLECTION FOR HIGH INTENSITY GRADE SHEETING

[CANDEL AS PER LUX PER SQUARE METRE]

Observation (in degree)	Entrance angle (in degree)	White	Yellow	Orange	Green/ Red	Blue
0.2	-4	250	170	100	45	20
0.2	+ 30	150	100	60	25	1.1
0.5	- 4	95	62	30	15	7.5
0.5	+ 30	65	45	25	10	5.0

When totally wet, the sheeting shall not show less than 90 percent of the values of retro reflective indicated in Table 800-1. At the end of 7 years, the sheeting shall retain at least 75 percent of its original retro-reflectance.

Engineer grade sheetings : This sheeting shall be of enclosed lens type consisting of micro prismatic lens elements embedded beneath the surface of a smooth, flexible, transparent, water proof plastic, resulting in a non-exposed lens optical reflecting system. 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 4280 Type H) as indicated in Table 800.2.

TABLE 800.2
ACCEPTABLE MINIMUM CO-EFFICIENT OF
RETRO-REFLECTION FOR HIGH INTENSITY GRADE SHEETING
[CANDEL AS PER LUX PER SQUARE METRE]

Observation (in degree)	Entrance angle (in degree)	White	Yellow	Orange	Green	Red	Blue
0.2	-4	70	50	25	9.0	14.5	4.0
0.2	+ 30	30	22	7.0	3.5	6.0	1.7
0.5	-4	30	25	13.5	4.5	7.5	2.0
0.5	+ 30	15	13	4.0	2.2	3.0	0.8

When totally wet, the sheeting shall not show less than 90 percent of the values of retro reflective indicated in Table 800-2. At the end of 5 years, the sheeting shall retain at least 50 percent of its original retro-reflectance.

1.3 Processed and applied in accordance with recommended procedures, the reflective material shall be weather resistant and, following cleaning, show no appreciable discolouration, cracking, blistering or dimensional change and shall not have less than 50 percent of the specified minimum reflective intensity values (Table 800-1 and 800-2) when subjected to accelerated weathering for 1000 hours, using type E or EH Weatherometer (AASHTO Designation M 268).

1.4 INSTALLATION:

The Raised Pavement Markers shall be installed directly on road surface, after cleaning completely by removing all dust and other foreign materials from the surface of the road.

1.5 MEASUREMENT FOR PAYMENT :

The measurement of Raised Pavement Markers shall be in numbers, these shall be measured in **No.**

1.6 RATE :

The Contract unit rate shall be payment in full for the cost of making Raised Pavement Markers including all materials, installing it at the site and incidentals to complete the work in accordance with the specifications.

Item No. 28 : Cautionary Warning Sign :- Providing and fixing sign 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 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, 75 x 75 x 6mm as required; painted with best quality epoxy coatings in black and white bends. The details of symbol 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 60 cms. for each leg including excavation, curing etc. complete under the supervision of engineer in charge. (A) Engineer grade (VR)

The relevant specification of **Item No. 20** shall be followed for the execution for the work is **Cautionary Warning Sign :- Providing and fixing sign 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 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, 75 x 75 x 6mm as required; painted with best quality epoxy coatings in black and white bends. The details of symbol 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 60 cms. for each leg including excavation, curing etc. complete under the supervision of engineer in charge. (A) Engineer grade (VR).**

Measurement shall be taken and paid on No. basis.

Item No. 29 :- Type - A, "W" : Metal Beam Crash Barrier :- Providing and erecting a "W" 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 vertical post, 150 x 75 x 5 mm spaced 2 m centre to centre, 1.8 m high, 1.1 m below ground/road level, all steel parts and fitments to be galvanised by hot dip process, all fittings to conform to IS:1367 and IS:1364, metal beam rail to be fixed on the vertical post with a spacer of channel section 150 x 75 x 5 mm, 330 mm long complete as per clause 810 including necessary excavation of Post, providing Levelling course M-10 (Size 0.65 x 0.65 x 0.10 m) & foundation concrete in M-200 (Size 0.5 x 0.5 x 0.15 + 0.3 x 0.3 x 0.70) as per requirement and instruction from engineer in charge.

2703.1. General

- a) Metal beam crash barrier includes the portion of the structure erected on and above the kerb.
- b) Railings/crash barrier shall not be constructed until the centering false work for the span has been released and the span is self-supporting.
- c) For concrete with steel reinforcement, specifications for the items of controlled concrete and reinforcement mentioned under relevant sections of these specifications shall be applicable.
- d) The railing / crash barrier shall be carefully erected true to line and grade posts shall be vertical with a tolerance not exceeding 6mm in 3m. The pockets left for posts shall be filled with non shrink mortar.

- e) The type of railing/crash barrier to be constructed shall be as shown on the drawings and shall conform to IRC:6 and IRC:5. 15.4.5. Crash barriers shall provide a smooth and continuous face on the traffic side and shall be suitably extended into the approaches. Exposed rail ends, posts and sharp changes in the geometry of the railings shall be avoided. Suitable reflective (luminous) devices shall be provided on the traffic face of the barrier at intervals to ensure adequate visibility during night and foggy conditions.
- f) Care shall be exercised in assembling expansion joints in the railings to ensure that they function properly.
- g) The bridge railings shall be amenable to quick repairs.
- h) Warrants: The longitudinal roadside barriers are basically meant to shield two types of roadside hazards i.e. embankments and roadside obstacles and also for preventing the vehicles veering off the sharp curves. Therefore, all embankments with height 3 m or more shall have safety barriers at the edge of formation, with delineating reflectors fitted on them.

Normally on shoulder side the lateral distance of at least 0.75 to 1.0 m width from edge of paved portion (i.e. carriageway + paved shoulder) should be available without any obstacles. Wherever a permanent object cannot be removed for some reasons, provision of tandems viz. W-beam metal crash barriers and hazard markers with reflectors must be made. Further, frangible lighting columns and sign posts need to be used for minimizing the severity in case of collision.

Irrespective of type of barrier being used, the slope in front of W-beam or wire rope or rigid barrier shall be near to flat gradient so that safety barrier perform best when impacted by a vehicle and the slope of ground in front of barrier shall not be steeper than 10:1.

Some of the commonly encountered roadside obstacles are bridge piers, abutments and railing ends, roadside rock mass, culverts, pipes and headwalls, cut slopes, retaining walls, lighting supports, traffic signs and signal supports, trees and utility poles.

Bridge rail / crash angles, transiting and end treatment.

Traffic crash barrier is toe warrants. For an approach barrier to a bridge. The criteria for clear total requirements given in figure shall be apply. The crash barrier shall be provided where transition sanction between approach barrier and bridge railing / barrier. If the end of approach barrier terminate within clear tone, a crash worthy end treatment is also warranted.

The end of the road side barrier can batter dues if hit, therefore it should farm an integral part of crash barrier end treatment should have spear vault or roll, a vehicle for head on as angled impacts.

The end treatment on approach shall be modified eccentric loader terminal (MELT) as shown in fig.-13 and departure sides shall be trailing terminal (TT) arrangement shown in.

Placement of crash barrier on road edge barrier

As far as possible, crash barrier should be placed at a distance 2.5 m of the carriage way (Travelled way) for range & continues stretches. The distance between barrier & hazard should not be less than destruction of barrier by on impact by full size vehicle.

In cash of embankments a minimum distance of 60 cm should be maintained between barrier and start of embankments - slope or hazard to in reverse for vehicle dropping.

When the kerb exists on the edge of road and on closed proximity of travelled way, weather and shoulders or median edge line a distance of 100 mm shall be maintained between vertical frames the kerb & W-beam force. The steel barrier shall be placed in such a way so as not to be collided by vehicle directly fig. - 17.

- h) The material of metal railing/crash barrier shall be handled and stored with care, so that it remains clean and free from damage. Railing/crash barrier materials shall be stored above the ground on platforms, skids, or other supports and kept free from grease, dirt and other

contaminants.

Any material which is lost, stolen or damaged after delivery shall be replaced or repaired by the Contractor. Methods of repair shall not damage the material or protective coating.

2703.2. Metal Railings/Crash barrier

Materials, fabrication, transportation, erection and painting for bridge railings shall conform to the requirements of section 800

All complete steel rail elements, pipe terminal sections, posts, bolts, nuts, hardware and other steel fitting shall be galvanised or painted with an approved paint.

If galvanised, all elements of the railing shall be free from abrasions, rough or sharp edges, and not be kinked, twisted or bent. If straightening is necessary, it shall be done by methods approved by the Engineer.

Damaged galvanised surfaces, edges of holes and ends of steel railing cut after galvanising shall be cleaned and re-galvanised.

The railing/crash barrier 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.

Unless otherwise specified on the drawings, metal railing/crash barrier shall be given one shop coat of paint and three coats of paint after erection if sections are not galvanised.

Railings/crash barrier shall not follow any irregularity in the alignment of the deck. When shown on the drawings, the rail elements shall be curved before erection.

- 1.0** The work shall consist of furnishing and erection of metal safety barrier of dimensions and at locations as shown on the drawing, 'or' as directed by the Engineer-in-charge.

2.0 Materials

- 2.1** Metal beam rail shall be corrugated sheet of galvanized iron of the class, type section and thickness and shall be provided in one row as indicated in the item and shown on plan. Railing post shall be of steel section 150 mm x 75 mm x 5 mm. All complete steel rail elements, terminal sections, bolts, nuts, hardware and other fittings shall be galvanized. All elements of the railing shall be free from abrasion, rough or sharp edges and shall not be kinked twisted or bent, and shall confirm to the confirming to IS 2062 IS 1367 and LS 1364.
- 2.2** All steel members shall be galvanized with coating thickness not less than 550 gm/m² (gsm). galvanizing shall be as per MORTH specification. Fasteners/bolts shall be of grade 4.6 and diameter 16mm dome head bolts. W-beam metal crash barrier shall confirm to MORTH specification. MORTH specification for metal crash barrier shall be applicable.
- 2.3** 3mm ACM type reflector, 100 mm wide and 4.50 m long, type 4 class-B, High intensity grade sheeting as per IRC 67-2012 including labour.
- 2.4** Anchor bolts shall be of minimum grade 4.6 and manufactured by Hilti or equivalent confirming to IS 1367 and LS 1364.

3.0 Construction Operation :

3.1 Removing / Dismantling existing Parapet wall / Pipe Railing/crash barrier followed must by these specification item no 3

3.1 Installation of posts :

3.1.0. Workmanship

3.1.1. The concrete base shall be cleared with relevant detailed specification.

3.2 Base plate shall be fixed with anchor bolts in existing concrete as shown in drawing or as per manufacture guidelines minimum depth of 200mm for solid slab and for T beam girder slab base plate on top and bottom of slab shall be provided.

3.2.1 The Pit shall be back filled with M-300 as shown on drawing or as directed.

3.3 While fixing steel post shall be embedded in concrete at 2.0 mt C/C with necessary base plate and anchor bolts using epoxy chemical. The line and grade of railing shall be true to that shown on the plan. The railing shall be carefully adjusted to fixing in place to ensure proper matching at abutting joints and correct alignments and caber throughout their length. Holes for field connection shall be drilled with the railing in place in the structure at proper grade and alignment. Placement / fixing crash barrier in accordance with guidelines specified in IRC 119, 2015.

3.4 Railing steel post shall be given one coat of primer and two coats of paint on structural steel after erection if the sections are not galvanized. Any part of assembly below ground shall be painted with two coats of red lead paint.

4.0 Erection:

4.1 All ground rail anchors shall be set and attachment made and placed as indicated in the item and shown on the plan or as directed by the Engineer-in-charge.

4.2 All railings shall be erected, drawn and adjusted so that the longitudinal tension will be uniform throughout the entire length of the rail.

4.3 The post shall be vertical with a tolerance not exceeding 6 mm in a length of 3 meter. The railing barrier shall be erected true to line and grade.

5.0 Measurement for payment :

5.1 Metal beam crash barrier will be measured and paid by **liner meter** of completed length as per plans and accepted in place.

5.2 No measurement for payment shall be made for excavation, back filling with concrete etc. performed in connection with this construction.

5.3 The contract unit rate shall include full compensation for furnishing of labour, material, tools, equipment's works involved in constructing the “W” type double beam Metal crash barrier complete in place in all respect as per these specification.

5.4. Payment shall be made on **running meter** basis.

Item No. 30 : Excavation for foundation up to 1.50 mt. depth including sorting out and stacking of useful material and disposing off the excavated stuff within all lead and lift for Dense or hard soil.

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

301.2.1. Classification : All materials involved in excavation shall be classified by the Engineer in the following manner:

(a) Soil

This shall comprise topsoil, turf, sand, silt, loam, clay, mud, peat, black cotton soil, soft shale or loose murrum, a mixture of these and similar material which yields to the ordinary application of pick, spade and/or shovel, rake or other ordinary digging equipment. Removal of gravel or any other modular material having dimension in any one direction not exceeding 75 mm shall be deemed to be covered under this category.

(b) Ordinary Rock (not requiring blasting) this shall include:

- (i) Rock types such as laterites, shales and conglomerates, varieties of limestone and sandstone etc., which may be quarried or split with crow bars, also including any rock which in dry state may be hard, requiring blasting but which, when wet, becomes soft and manageable by means other than blasting;
- (ii) macadam surfaces such as water bound and bitumen bound; soling of roads, cement concrete pavement, coddle stone etc. compacted murrum or stabilized soil requiring use of pick axe or shovel or both.
- (iii) lime concrete, stone masonry and brick work in lime/cement mortar below ground level, reinforced cement concrete which may be broken up with crow bars or picks and stone masonry in cement mortar below ground level; and
- (iv) boulders which do not require blasting found lying loose on the surface or embedded in river bed, soil, talus, slope wash and terrace material of dissimilar origin.

(c) Hard Rock (requiring blasting)

This shall comprise:

- (i) any rock or cement concrete for the excavation of which the use of mechanical plant and/or blasting is required;
- (ii) reinforced cement concrete below ground level and in bridge / ROB / RUB / fly over piers and abutments,
- (iii) boulders requiring blasting.

(d) Hard Rock (using controlled blasting)

Hard rock requiring blasting as described under (c) but where controlled blasting is to be carried out in locations where built-up area, huts and are situated at within 200m of the blast site.

(e) Hard Rock (blasting prohibited)

Hard rock requiring blasting as described under (c) but where blasting is prohibited for any reason like people living within 20m of blast sites etc. and excavation has to be carried out by chiselling, wedging or any other agreed method.

(f) Marshy Soil

This shall include soils like soft clays and peats excavated below the original ground level of marshes and swamps and soils excavated from other areas requiring continuous pumping or bailing out of water.

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, curves, slopes, grades and sections as shown on the drawings or as directed by the Engineer. The Contractor shall provide all labour, survey instruments and materials such as strings, pegs, nails, bamboos, stones, lime, mortar, concrete etc. required in connection with the setting out of works and the establishment of bench marks. The Contractor shall be responsible for the maintenance of bench marks and other marks and stakes as long as in the opinion of the Engineer, they are required for the work.

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

All the excavated materials shall either be reused with the approval of the Engineer or disposed off with all loads and lifts as directed by Engineer in charge.

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.

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. 31 :- Providing and casting in situ ordinary cement concrete M-150 mix and providing necessary pin headers including shuttering, scaffolding, laying, vibrating, curing and finishing complete without V-grooves with all lead and lift.

The work shall be executed as per specification of **Item No. 13** except the work is for **providing and casting in situ ordinary cement concrete M-150 mix and providing necessary pin headers including shuttering, scaffolding, laying, vibrating, curing and finishing complete without V-grooves with all lead and lift.**

Measurement shall be taken and paid on Cum basis.

Item No. 32:- Supplying and fixing ISI reinforced concrete heavy duty non-pressure pipes with collars for culverts 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. (v) 900 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 preciously 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 out 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 **900 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**.

Item No. 33 :- White washing with lime on wall surface (two coats) to give an even shade including thoroughly booming the surface to remove all dirt, dust, mortar drops and other foreign matter.

1.0. Materials

- 1.1. Clear-Cole :** This shall be made from glue and boiling water by mixing 1 kg. of glue to every 15 liters of water. The mixing shall be suitably tinted to match with colour of white washing as directed. Glue shall conform to I.S. 852-1969.
- 1.2. Lime :** Lime used shall be freshly burnt class 'C' lime (Fat lime) and white in colour conforming to I.S. 712- 1973.
- 1.3. Water :** Water shall conform to M-1.
- 1.4. Gum :** Best quality of gum shall be used in the preparation of white or colour wash. The colour pigment of required tint and shade shall be mixed in lime cream. The mineral colour not affected by lime shall be used in preparing the white wash.

2.0. Workmanship

- 2.1.** Sufficient quantity of white wash enough for the complete job shall be prepared in one operation to avoid any difference in shade. The basic white wash solution shall be prepared in accordance with item 18.11. Mineral colours not affected by lime shall be added to the white wash solution. No white wash shall be done until a sample of the colour has been approved. It shall be noted that small samples of colour appears lighter in shade than when the same shades are applied precisely to large surface. The colour shall be of event, tint, over the colour shall be of event tint, over the whole surface. If it is patchy or otherwise badly applied, it shall be rejected. Preparation of the white wash with pigment shall be as under:

(a) With Yellow and Red Ocher : Solid lumps if any in the powder shall be crushed to powder and solution in water prepared and then added to white wash sieving it through a coarse cloth, mixed evenly and thoroughly to white wash in-small quantities till required shade is obtained.

(b) With Blue Vitriol : Fresh crystals of hydrous copper sulfate (i.e. vitriol) shall be ground to fine power and dissolved in small quantity of water. Sufficient quantity of solution enough to produce the white wash of required shade shall be strained through a clean cloth, the filtrate being mixed evenly and thoroughly to the white wash.

(c) White wash from other colouring pigment shall be prepared in accordance with the instructions of the manufacturer.

2.2. Preparation of Surface :

The surface shall be prepared by removing mortar dropping and foreign matter and thoroughly cleaned with wire of fiber brush or any other suitable means as directed by the Engineer-in-charge. All loose pieces and scales shall be scrapped off and holes filled with mortar.

- 2.2.1.** For scaffoldings and application of white wash, relevant specification of item No. 18.11. above shall be followed. The white wash shall be applied as under:

The white wash shall be applied in accordance with the procedure given in item No. 18.11. "Application of white wash for white washing on undercoated surface after the surface has been prepared. The first primary coat shall be of white wash and subsequent coats (minimum two) shall be white wash and the entire surface shall represent a smooth and uniform finish. To start with, patch of 0.1 sq. mt. on prepared surface shall be white washed with first coat of white wash and subsequent coats of white wash solution entire work of white washing is taken up in hand, it shall be noted that small areas of white wash will appear lighter than when the same shade is applied to the large surface.

- 2.2.2.** For white washing on decorated surfaces, after (the surface has been prepared, a coat of white wash shall be applied for the patches and repairs. Then one coat or more of white wash shall be applied over the entire surface, such that the white washed surface shall present a uniform white shade. No primary coat is needed for a decorated surface bearing colour of same shade on surface required change of colour after the surface has been prepared as described above. Two coats of white wash shall be applied before application of specified number (minimum TWO) of coats of white wash of the new shade.

2.3. Protective measure :

The surface of doors, windows, floors, articles, of furniture etc. and such other parts of the building not to be white washed shall be protected from being splashed upon. Such surfaces shall be cleaned of white wash splashed if any.

3.0. Mode of measurements and payment

- 3.1.** All the work shall be measured in the decimal system as under:

- (a) Dimensions shall be measured to the nearest 0.01 m.
- (b) Area in individual item shall be worked out to the nearest 0.01 sq.m.

All the work shall be measured in sq. mt. Deductions for jambs, soffits, sills etc. for openings not exceeding 0.5 sq. mt. each in area, for ends of joists, posts, beams, girders, steps etc. not exceeding 0.5 sq mt. each in area and for openings exceeding 0.5 sq. mt. and not exceeding 3.0. sq. mt. each in area, deductions and additions shall be made as under.

- 3.2.** No deductions shall be made for ends of joists, beams, posts, etc. and openings not exceeding 0.5 sq mt. each. No addition shall be made for reveals, jambs, soffits, sills etc. of these openings not for finish around ends of joints, beams, posts etc.

- 3.3.** No deductions for openings exceeding 0.5 sq.mt. but not exceeding 3 sq. mt. each shall be made as follows and no addition will be made for reveals, jambs, soffits etc. of these openings :

- (a) When both the faces of walls are provided with finish, deduction shall be made for one face only.
- (b) When each face of wall is provided with different finish, deduction shall be made for that side of frame for door, windows, etc. on which width of reveals is less than that of the other

side. Where width of reveals on both faces of wall are equal, deduction of .50% of area of opening on each face shall be made from total area of finish.

(c) When only one face of wall is treated and the other face is not treated, full deduction shall be made if the width of reveal on the treated side is less than that on the untreated side, but if the width of the reveal is equal or more than on the untreated side neither deductions nor additions to be made for reveals, jambs, soffits, sills etc.

3..4 In case of area of openings exceeding 3 sq. mt. each, deductions shall be made for openings but jambs, soffits, sills shall be measured.

3.5. No deductions shall be made for attachment such as casing, conducts, pipe, electric wiring and the like.

3.6. Corrugated surfaces shall be measured flat as fixed and not girth. The quantities so measured shall be increased by the following percentage and the resultant shall be included with the general areas:

(a) Corrugated steel sheets..... 14%

(b) Corrugated A.C. sheets..... 20%

(c) Semi corrugated A.C. Sheets..... 10%

(d) Nainital pattern roof (Plain sheeting sheets)..... 10%

(e) Naintial pattern roof (with corrugated sheets)..... 25%

3.7. Cornices and other wall features, when they are not picked out in a different finish/colour shall be girthed and included in the general area.

3.8. The rate shall include the cost of ail materials, labour, scaffolding, protective measures etc. involved in all the operations described above.

3.9. The rate shall be measured and paid for the whole work for unit of One sq. meter.

Item No. 34 :- Providing and fixing 20 cm x 15 cm x 2.50 cm thick year plate of marble stone plate fix in C.M. 1:4 including finishing, engraving letters etc. complete.

Marble plate shall be white and of approved quality and shall be 25 mm. thick and of standard size as directed by the Engineer-in-charge of the work.

Lettering shall be done by U-shape engraving and shall be filled with black paint of approved quality. Lettering 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 I.S. specification.

Measurement shall be per **number** of marble plate fixed.

Unit rate includes cost of all material, labour etc. for complete work.

Item No. 35 :- Providing and maintaining a road diversion for traffic during the work in progress till completion of work including providing red lamps and necessary sign boards etc. complete. (For C.D. Works)

- 1.0 The item provides for the diversion of road by suitable means such as by clearing site including necessary where cutting, necessary earth work in cutting and embankment and by providing metalling and providing necessary H.P. drain during monsoon in 3.65 cmt. curing etc. as per instructions of Engineer-in-charge. This item includes necessary consolidation to earth and metalling by power roller including watering as per requirement. The contractor shall take all necessary precautionary measures including red lamps and necessary sign boards etc.
- 2.0 The contractor shall plan construct and maintain satisfactorily. The diversion shall be maintained through out the complete construction period of the bridge works. After completion of the construction of C.D. works and open for the traffic, the diversion shall be remove immediately and all the dismantled road materials shall be cleared from the site of work.
- 3.0 The measurement for paying will be per **No.** of diversion is required to be made.
- 4.0 The unit cost includes all materials, labour and equipment to complete the job will have to be constructed and maintained till all operations to complete the entire bridge work are completed as may be necessary.
- 5.0 Necessary earthwork of good availability earth shall be carried out for required length and 2 x 900 mm dia. NP3 pipe shall be provided.
- 6.0 Compensation damage charges to field / local authorities will be paid by Agency.

Item No. 36 :- Supplying and fixing reinforced concrete heavy duty non-pressure pipes with collars for culverts including setting and joining the pipes in C.M. 1:2 watering and laying (to level or slope) of I.S. class NP2 of following internal diameters. (i) 300mm dia.

The work shall be executed as per specification of **Item No. 32** except the work is for supplying and fixing reinforced concrete heavy duty non-pressure pipes with collars for culverts including setting and joining the pipes in C.M. 1:2 watering and laying (to level or slope) of I.S. class NP2 of following internal diameters. (i) 300mm dia.

Measurement shall be taken and paid on Rmt. basis.

Item No. 37 : Filling around the pipes with murrum including dressing, tampering etc. complete.

Area around pipes shall be filled with murrum immediately after the pipes have been laid and the joining material has hardened. The material shall be clean, free from boulders large roots, excessive amount of sods or other vegetable matter, and lumps and shall be approved by the Engineer-in charge. Filling up to 0.3 metre above the top of the pipe shall be carefully done and the soil thoroughly rammed, temped or vibrated in layers of not exceeding 150 mm. particular care being taken to thoroughly consolidate the materials under the launches of the pipe. Filling shall be carried out simultaneously on both sides of the pipes in such a manner that unequal pressures do not occur. In case of high embankments after filling up to the top in the above said manner a loose fill of a depth equal to external diameter of the pipe shall be placed over the pipe before further layer are added and compacted. Materials shall be filled in pharas 3m. x 1.5. m x 0.5 m size and shall be measured in Cu.M.

Unit rate includes cost of materials and spreading including labour and tools needed for the above operations.

Payment shall be paid on **Cum** basis.

Item No. 38 : Dismantling the existing structure including removing and stacking the dismantled materials as and where directed. (A) R.C.C. work.

➤ **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 designed for removed shall be removed upto the limits and extent specified in the drawings or as indicated by the Engineer-in-charge.

Dismantling and removal operations shall be carried out with equipment and in such a manner as to leave undisturbed, adjacent pavement, structure 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.

➤ **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 upto at least 600mm 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 materials, 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 to the new work. The connecting edges shall be cut, chipped and trimmed to the required lines and grades without weakening or damaging any part of the structure to be retained. Due care should be taken to ensure that reinforcing bars which are to be left in place so as to project into new work as dowels or ties are not be 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 drawing 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 and machined surface shall be painted with a mixture of white lead and tallow and all loose parts shall be securely wired to adjaced members 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.

➤ **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 out 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. designed for removal shall be broken to pieces whose volume shall not exceed 0.02 cubic metre and used with the approval of the Engineer or disposed of.

➤ **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.

➤ **Disposal of Materials**

All surplus materials shall be taken over by the Contractor which may either be re-used with the approval of the Engineer or disposed of with all lead and lifts.

➤ **Measurements for Payment**

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

(i)	Dismantling brick/stone masonry / concrete (Plain and reinforced)	Cubic Metre
(ii)	Dismantling flexible and cement concrete pavement	Cubic Metre
(iii)	Dismantling steel structure.	Tonne
(iv)	Dismantling timber structure	Cubic Metre
(v)	Dismantling pipes, guard rails, kerbs, gutters and fencing.	Linear Metre
(vi)	Utility services	No.

➤ **Rate**

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

➤ Payment shall be made on **Cubic Meter** basis.

Item No. 39 : Dismantling the existing structure including removing and stacking the dismantled materials as and where directed. (B) Rubble Masonry

The work shall be executed as per specification of **Item No. 38** except the work is for **Dismantling the existing structure including removing and stacking the dismantled materials as and where directed. (B) Rubble Masonry.**

Payment shall be made on **Cubic Meter** basis.

Item No. 40 :- Filling available excavated earth (excluding rock) in trenches, plinth, sides of foundations etc. in layers not exceeding 20 cm. in depth consolidating each deposited layer by ramming and watering.

1.0 WORKMANSHIP

- 1.1. The earth to be used for filling shall be free from salts, organic or other foreign matter all clots 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 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 rammers. When filling reaches finished level the surface shall be flooded with water for at least 24 hours and 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.

2.0. Mode of Measurements & 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 one cubic meter.

Item No. 41 :- Providing and laying weep hole in abutment and returning by using A.C. pipes / PVC pipe of 100 mm. diameter including laying in proper grade and joining etc. comp as per detailed specifications.

The weep holes in the masonry and returns shall be provided of the A.C. pipes / PVC pipes of 100 mm dia. The pipe shall be fixed of suitable length & in full thickness of the masonry / concrete work. Necessary C.I. grating shall be provided on back side of abutment & returns on the inlet of opening of weep holes.

Materials the A.C. pipes / PVC pipes of 100mm dia.

The Asbestos cement pipe of diameters specified in description of the item shall conform to I.S. 1626-1900. The interior of pipe shall have a smooth finish, regular surface & regular internal diameter.

The tolerance in all dim. shall be as per IS 1926-Part-I 1980.

The grating shall be of C.I. 100 mm. dia. & per IRC specification.

The weep holes shall be provided 1 meter C/C shall be placed in staggered. After laying weep holes, it shall be clear of earth and other materials from its complete length.

The rate shall be paid on **Number** basis.

Item No. 42 Providing and laying filter media 600 mm thick as directed at the back of abutments and 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:-

Sr. No.	No. of Size Range	Sieve designation	Percentage by weight passing through the
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 limit for over size shall be upto 15% and that for lower size should be upto 15% and below 20 mm. it shall be allowable upto 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 unit rate includes the cost of materials, scaffolding labour and tools to complete the work.

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 :

$$\frac{D_{15} \text{ of Filter}}{D_{85} \text{ of Base Material}} < 5$$

$$4 > \frac{D_{15} \text{ of Filter}}{D_{15} \text{ of Base Material}} < 20$$

$$\frac{D_{50} \text{ of Filter Material}}{D_{50} \text{ of Base Material}} < 25$$

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, D15 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 600 mm.

Item No. 43 : Providing & laying 37.50 mm thick compacted bitumen Macadam using B.T. chips aggregate as specified and mixing binder asphalt grade of (VG-30) at the rate of 3.40 % by total weight of mix including heating and mixing in drum mix plant and spreading the same with sencer paver finisher and consolidation with vibratory roller including necessary firewood, oil, lubricants, labour charges etc. using contractor's own drum mix plant and equipment, tools etc. completed in accordance with the requirement of specification.

504.1. Scope

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

504.2. Materials

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

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

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

504.2.2. Aggregates

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

TABLE 500-3
PHYSICAL REQUIREMENTS OF AGGREGATES FOR
BITUMINOUS MACADAM

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

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

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

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

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

TABLE 500 - 4
COMPOSITION OF BITUMINOUS MACADAM

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

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

The maximum compacted thickness of a layer shall be **37.5 mm**.

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

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

504.3. Construction Operations

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

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

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

A - General

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

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

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

B - For Batch Type Plant

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

C - For Continuous Type Plant

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

D - For Drum Mix Plant

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

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

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

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

➤ **SCOPE :**

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

➤ **MATERIALS :**

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

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

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

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

Surface Levels :

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

TABLE 900-1
TOLERANCES IN SURFACE LEVELS

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

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

➤ **TACK COAT :**

Scope :

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

➤ **Materials :**

The binder used for tack coat at the rate of 2.50 kg/10 sq.m. shall be bitumen emulsion complying with IS:8887 of a type and grade as specified in the Section 500.

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

➤ **Weather and Seasonal Limitations :**

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

➤ **CONSTRUCTION :**

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

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

Application of tack coat : The application of tack coat shall be at the rate of 2.50 kg/10 sq.m. and shall be applied uniformly.

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

The emulsion asphalt IS 8887 at the rate of 2.50 kg per 10 sq.m. shall be used for tack coat temperature for a bituminous emulsion shall be 20°C to 70°C and for a cutback, 50°C to 80°C IF RC-70/MC-70 IS used. Where geosynthetic IS proposed for use, the provisions of Clauses 703.3.2, and 703.4.4 shall apply. The method of application of the tack coat will depend on the type of equipment to be used, size of nozzles, pressure at the spray bar, and speed of forward movement. The Contractor shall demonstrate at a spraying trial, that the equipment and method to be used is capable of producing a uniform spray, within the tolerances specified.

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

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

➤ **Quality Control Work :**

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

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

➤ **Preparation and transport of mix :**

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

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

(a) In case of drum mix plant, the cold feed system shall have variable speed conveyors/ or other suitable devices for regulating the accurate proportion of aggregate in to an even flood flow automatically from a control operation/Control Cabin.

(b) **Bitumen Control Unit :**

Capable of measuring/metering and spraying required quantity of bitumen at specified temperature with automatic synchronization of bitumen and aggregate feed.

(c) **Filler System :** A fines feeder system suitable to receive bagged or bulk supply of filler materials and its incorporation to the mix in the correct quantity shall be necessary auxiliary.

(d) **Dust Control :** A suitable built in Dust Control Equipment for the dryer to contain the exhaust of fine dust in the atmosphere for environmental control wherever so specified by the Engineer.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

➤ **Joints**

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

- (i) by heating the joints with an approved joint heater when the adjacent width is being laid, but without cutting back or coating with binder. The heater shall raise the temperature of the full depth of material, to within the specify range of minimum rolling temperature and maximum temperature at any stage for the material, for a width not less than 75 mm. The Contractor shall have equipments available, for in the event of heater break down, to form joints by method.
- (ii) by using two or more pavers operating in echelon, where this is practicable, and in sufficient proximity for adjacent widths to be fully compacted by continuous rolling.
- (iii) by cutting back the exposed joint for a distance equal to the specified layer thickness to a vertical face, discarding all material and coating the vertical face completely with VG-40 viscosity grade hot bitumen, or cold-applied bitumen or polymer modified adhesive bitumen tape with a minimum thickness of 2 mm, before the adjacent width is laid.

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

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

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

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

➤ **Arrangement for Traffic :**

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

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

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

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

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

➤ **MEASUREMENTS FOR PAYMENT :**

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

➤ **RATE**

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

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

Item No. 44 :- Providing and laying 20mm thick mix seal surfacing using B.T. chips as per required gradation and mixing asphalt grade VG-30 @ 5.10% by weight of total mix and mixing by contractor's own drum mix plant and laying by sencer paver finisher and consolidation with vibratory roller including necessary firewood, oil, lubricants, labour charges etc. using contractor's own drum mix plant and equipment, tool etc. completed in accordance with the requirement of specification.

512.1. Scope

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

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

512.2. Materials

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

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

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

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

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

S. No.	Test	Test Method	Requirement
1	Los Angeles Abrasion Value	IS:2386 (Part - 4)	40 percent Maximum
2	Aggregate Impact Value*	-do-	30 percent Maximum

3	Flakiness and Elongation Indices (Total)	IS: 2386 (Part - 1)	30 percent Maximum
4	Coating and Stripping of Bitumen Aggregate	AASHTO T 182 Mixtures coating	Minimum retained 95 per cent
5	Soundness:	IS: 2386 (Part - 5)	
(i)	Loss with Sodium Sulphate 5 cycles		12 percent Maximum
(ii)	Loss with Magnesium Sulphate 5 cycles		18 per cent Maximum
6	Water absorption	IS: 2386(Part - 3)	1 per cent Maximum

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

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

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

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

TABLE 500-26. AGGREGATE GRADATION

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

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

512.3. Construction Operations

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

501.5.2. Cleaning of surface: The surface on which the bituminous work is to be laid shall be cleaned of all loose and extraneous matter by means of a mechanical broom or any other approved equipment /

method as specified in the contract. The use of a high pressure air jet from a compressor to remove dust or loose matter shall be available full time on the site, unless otherwise specified in the Contract.

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

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

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

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

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

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

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

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

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

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

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

512.7. Measurements for Payment

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

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

512.8. Rate

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

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

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