

## 8.0 Rate

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

- (i) Making arrangements for traffic to Clause 112 except for initial treatment to verge, shoulders and construction of diversion;
- (ii) Preparation of the surface to receive the material.
- (iii) Providing all materials to be incorporated in the work including arrangement for stock yards, all royalties, fees, rents where necessary and all leads and lifts;
- (iv) Mixing, transporting, laying and compacting the mix, as specified.
- (v) All labour, tools, equipment, plant including installation of 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.

The rate shall include the provision of bitumen at 5.50 percent by weight of the total mixture

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

**Item No 5**

**Providing and laying Compacted 100 mm. thick of Specified quarry Spall in side shoulder including carriage of material and spreading on prepared base including compacting as per MOST Specification etc.... complete.**

1. The quarry spauls shall be approved quarry as approved by the Ex. Engineer prior to collection. Filling of boxes, shall not be allowed till the metal is broken to the specified site.
2. The quarry spaul shall be as uniform in size as possible. The quarry spaul shall be hard, tough, solid durable of black trap quarry of close texture, free from decay and weathering. The stone shall be angular and roughly cubical in shape and round elongated or flaky materials shall be rejected. No sound or long rubble or angular chips smaller than specified size shall be allowed.

Grading for quarry spauls

IS: Sieve	Grading-I	Grading-II	Grading-III
75mm	100	-	-
53mm	-	100	-
26.5mm	55-75	50-80	100
9.50 mm	-	-	-
4.75mm	10-30	15-35	25-45
2.36mm	-	-	-
0.425mm	-	-	-
0.075mm	<10	<10	<10

Material passing through 425 micro sieve for all the three gradings when tested according to I.S. 2720 (Part-5) shall have liquid limit and plastic index not more than 25 and 6 respectively.

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 quarry spauls, 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 measurements shall be taken after metal for half 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 quarry spauls in grade & camber complete.
1. The quarry spauls 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. Q. S. shall if required, be screened, if containing rubbish dust, grass etc. it shall than be filled in basket & conveyed where required and spread evenly on the prepared surface be given twisting motion to the basket at the time of spreading. The surface shall then (15 m) by means of templates and strings as well as with camber boards and spirit level.
  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 Q. S. a small quantity (about 4 to 5 percent) of metal as directed, shall be retained at the first instance. It shall be spread later 0:1 after partial consolidated as required to rectify the camber and to fill up the hollows if any. No extra amount shall be paid for this.
  6. Measurements shall be paid as per the measurements of collection less the quantity remained to be spread and on cubic metre basis.
  7. The rate includes the cost of screening the Q.S. if any spreading, sectioning, with template and adding reserved quota of metal, while/oiling is in progress for making good hollows and camber.
  8. 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.
  9. The centre line shall first be marked in the subgrade which is properly consolidated and has uniform carnber and grade as required
  10. The Q. S. shall be laid for a small length on 25 ft. (8 M.) and then the edge stones shall be laid.
  11. 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.



12. The Q. S. shall be laid as close as possible so as to leave minimum possible interstices and voids.
13. 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.
14. Immediately following the spreading of the coarse aggregates rolling shall be started with three wheeled power roller of 8 - to - 10 tone capacity or tondum 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.
15. 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.
16. Rolling shall continue until the aggregate is thoroughly keyed and the creeping of the aggregate ahead of the roller is no longer visible. During rolling, slight sprinkling of water may be done, if necessary. 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.
17. 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.
18. The blinding material where it is required to be used 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 forms a wave ahead of the wheels of the moving roller.
19. After the final compaction of water bound macadam course, the road shall be allowed to stand overnight. Next morning hungry spots shall be filled with screenings of binding materials 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 - in - charge 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.

> Mode of Measurement & Payment



1. Measurements shall be paid as per the measurements of collection less the quantity remained to be spread and on cubic meter basis.
2. The rate includes the cost of screening the Q.S. if any spreading, sectioning, with template and adding reserved quota of metal, while/oiling is in progress for making good hollows and camber.

#### 408. SHOULDERS, ISLANDS AND MEDIAN

##### 408.1. Scope

The work shall consist of constructing shoulder (hard/paved/earthen with brick or stone block edging) on either side of the pavement, median in the road dividing the carriageway into separate lanes and islands for channelising the traffic at junctions 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.

##### 408.2. Materials

Shoulder on either side of the road may be of selected earth/ granular material/ paved conforming to the requirements of Clause 305/401 and the median may be of selected earth conforming to the requirements of Clause 305.

Median/Traffic islands shall be raised and kerbed at the perimeter and the enclosed area filled with earth and suitably covered with grass turf/shrubs as per Clause 307 and/or paved as per Clause 410.3.4 or 410.3.5.

Paved shoulders shall consist of sub-base, base and surfacing courses, as shown in the drawings and materials for the same shall conform to relevant Specifications of the corresponding items. Where paved or hard shoulders are not provided, the pavement shall be provided with brick/stone block edgings as shown in the drawings. The bricks shall conform to Clause 1003 of these Specifications. Stone blocks shall conform to Clause 1004 of these Specifications and shall be of size 225 mm x 110 mm x 75 mm.

##### 408.3. Size of Shoulders/Median/Islands

Shoulder (earthen/hard/paved) / median / traffic island dimensions shall be as shown on the drawings or as directed by the Engineer.

##### 408.4. Construction Operations

408.4.1. Shoulder : The sequence of operations shall be such that the construction of paved shoulder is done in layers each matching the thickness of adjoining pavement layer. Only after a layer of pavement and corresponding layers in paved and earth shoulder portion have been laid and compacted, the construction of next layer of pavement and shoulder shall be taken up.

Where the materials in adjacent layers are different, these shall be laid together and the pavement layer shall be compacted first. The corresponding layer in paved shoulder portion shall be compacted thereafter, which shall be followed by compaction of earth shoulder layer. The adjacent layers having same material shall be laid and compacted together.



In all cases where paved shoulders have to be provided along Side of existing carriageway, the existing shoulders shall be excavated in full width and to the required depth as per Clause 301.3.7. Under no circumstances, box cutting shall be done for construction of shoulders.

Compaction requirement of earthen shoulder shall be as per Table 300-2. In the case of bituminous courses, work on shoulder (earthen/ hard/paved) shall start only after the pavement course has been laid and compacted.

During all stages of shoulder construction, the required crossfall shall be maintained to drain off surface water.

Regardless of the method of laying, all shoulder construction material shall be placed directly on the shoulder. Any spilled material dragged on to the pavement surface shall be immediately removed, without damage to the-pavement, and the area so affected thoroughly cleaned.

#### 408.4.2. Median and Islands

Median and Islands shall be constructed in a manner similar to shoulder up to the road level. Thereafter the median and islands, if raised, shall be raised at least 300 mm by using kerb stones of approved material and dimensions and suitably finished and painted as directed by the Engineer. If not raised, the median and islands shall be differentiated from the shoulder/ pavement as the case may be, as directed by the Engineer. The confined area of the median and islands shall be filled with local earth or granular material or any other approved material and compacted by plate compactor/power rammer. The confined area after filling with earth shall be turfed with grass or planted with shrubs, or finished with tiles/slabs as provided in the drawings.

408.4.3. Brick/stone block edging: The bricks/stone blocks shall be laid on edge, with the length parallel to the transverse direction of the road. They shall be laid on a bed of 25 mm sand, set carefully rolled into position by a light roller and made flush with the finished level of the pavement.

#### 408.5. Surface Finish and Quality Control of Works

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.

#### 408.6. Measurements for Payment

##### **The payment will be made on Cum. Rate**

The Contract unit rate for shoulder (hard/paved/earthen with brick or stone block edging), island and median construction shall be payment in full for carrying out the required operations including full compensation for all components listed in Clause 401.7 (i) to (v) as applicable. The rate for brick/stone block edging shall include the cost of sand cushion.



**Item No 7**

Providing and laying Bituminous Grout 75 mm thick compacted with B.T. aggregate as per M.O.R.T. & H. specification and using emulsion (RS1) as per IS - 8887 for tack coat @ 2.50 KG. / 10 Sq.m. with mechanical sprayer and Bulk asphalt VG-30 for mixing @ 19.90 KG. / M.T. i.e. 1.99 % of total weight of mix, including heating and mixing asphalt and aggregate by continuous of drum mix plant and hot laid process laying with paver finisher and consolidation with roller as per M.O.R.T. & H specification to achieve desired density, including cost of labour, materials and plant, fuel, oil, kerosene, labour charges etc. complete using contractor's own machinery drum mix plant and paver finisher etc. complete.

**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 <sup>0</sup> , poises, min	800	1600	2400	3200
Kinematic Viscosity 135 <sup>0</sup> 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 <sup>0</sup> 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 <sup>0</sup> C, max	4.0	4.0	4.0	4.0
(B) Ductility at 25 <sup>0</sup> , cm, min after thin film over test	75	50	40	25

**Aggregate**

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

Sr. No.	Test	Test Method	Requirement
1	Loas Angles Abrasion Value	IS-2386 Part-4	40 Percent Maximum
2	Aggregates Impact Value*	IS-2386 Part-4	30 Percent Maximum
3	Flakiness and Elongation ** Indices (Total)**	IS-2386 Part-I	30 Percent Maximum
4	Coating and stripping of Bitumen aggregate Mixtures Soundness:	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 Percent Maximum
6	Water absorption	IS-2386 Part-3	2- Percent 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 75mm.

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

#### AGGREGATE GRADING FOR BITUMINOUS GROUT

IS Sieve                      Percent by weight passing the sieve

Designation

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  $\pm 0.3$  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 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, 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 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 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 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 pany 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 + 10mm (a) Flexible Pavement (b) Concrete Pavement (Dry lean concrete or rolled concrete)	-20mm + 6mm - 10mm
3	Base-Course for flexible pavement (a) Bituminous course  (b) Other than bituminous (i) Machine laid (ii) Manually laid	+6mm -6mm +10mm -10mm +15mm -15mm
4	Wearing Course for flexible pavement (a) Machine laid  (b) Manually laid	+6mm -6mm +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 0.25 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 audiliary.
- (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 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 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 tired 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 (MT) 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 8 Construction of granular sub-base 200mm thick layer by providing machine crushed B.T. material satisfying MORT&H specification (Fifth revision) of grading III including spreading in uniform layer with motor grader on prepared surface, mixing by mix in place method with rotavator at OMC and compacting with vibratory roller to achieve the desired density etc. complete.**

**401 GRANULAR SUB-BASE**

**401.1 Scope**

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

**402 Materials**

- 401.2.1 The material to be used for the work shall be natural sand, crushed gravel, crushed stone, crushed slag, or combination thereof depending upon the grading required. Use of materials like brick metal, Kankar and crushed concrete shall be permitted in the lower sub-base. The material shall be free from organic or other deleterious constituents and shall conform to the gradings given in Table 400-1 and physical requirements given in Table 400-2. Gradings III and IV shall preferably be used in lower sub-base. Gradings V and VI shall be used as a sub-base-cum-drainage layer. The grading to be adopted for a project shall be as specified in the Contract. Where the sub-base is laid in two layers as upper sub-base and lower sub-base, the thickness of each layer shall not be less than 150 mm.
- 401.2.2 If the water absorption of the aggregates determined as per IS:2386 (Part 3) is greater than 2 percent, the aggregates shall be tested for Wet Aggregate Impact Value (AIV) (IS:5640). Soft aggregates like Kankar, brick ballast and laterite shall also be tested for Wet AIV (IS:5640).

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

IS Sieve	Percent by Weight Passing the IS Sieve					
Designation	Grading I	Grading II	Grading III	Grading IV	Grading V	Grading VI
75.0mm	100	-	-	-	1100	-
53.0mm	80-100	100	100	100	80-100	100
26.5mm	55-90	70-100	55-75	50-80	55-90	75-100
9.50 mm	35-65	50-80	-	-	35-65	55-75
4.75 mm	25-55	40-65	10-30	15-35	25-50	30-55
2.36 mm	20-40	30-50	-	-	10-20	10-25
0.85 mm	-	-	-	-	2-10	-
0.425mm	10-15	10-15	-	-	0-5	0-8
0.075mm	<5	<5	<5	<5	-	0-3



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

Aggregate Impact Value (AIV)	IS:2386 (Part 4) or IS:5640	40maximum
Liquid Limit	IS:2720(Part5)	Maximum25
Plasticity Index	IS:2720(Part5)	Maximum6
CBR at 98% dry density (at IS:2720-Part 8)	IS:2720(Part5)	Minimum 30 unless otherwise specified in the Contract

## 401.2 Construction Operations

### 401.2.1 Preparation of Sub-grade

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

### 401.3.2 Spreading and Compacting

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

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

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

Each pass of the roller shall uniformly overlap not less than one-third of the track made in the preceding pass. During rolling, the grade and cross fall (camber) shall be checked and any



high spots or depressions which become apparent, corrected by removing or adding fresh material. The speed of the roller shall not exceed 5 km per hour.

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

401.4 Surface Finish and Quality Control of Work

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

401.5 Arrangements for Traffic

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

401.6 Measurements for Payment

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

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

401.7 Rate

The Contract unit rate for granular sub-base shall be payment in full for carrying out the required operations including full compensation for:

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



- Item No 9**      **Providing and laying 250 mm thick Wet mix macadam (W.M.M.) using machine crushed black trap aggregate of 40 to 50 mm size in the material as per MORT & H specification including premixing the material with water at OMC in mechanical mix plant, carriage of mixed material by tippers to site, laying in uniform layers with paver in sub base / base course on well prepared surface and compacting with vibratory roller to achieve the desired density. (Work will carried out in two layer of total thickness)**

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

**406.1. Scope**

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

The thickness of a single compacted Wet Mix Macadam layer shall not be less than 125mm. When vibrating or other approved types of compacting equipment are used, the compacted depth of a single layer of the sub-base course may be up to 125 mm with the approval of the Engineer.

**406.2. Materials**

**406.2.1 Aggregates**

**406.2.1.1. Physical requirements :**

Coarse aggregates shall be crushed stone. If crushed gravel / single is used, not less than 90 percent by weight of the gravel / single pieces retained on 4.75 mm sieve shall have at least two fractured faces. The aggregates shall conform to the physical requirements set forth in Table 400-12 below.

If the water absorption value of the coarse aggregate is greater than 2 per cent, the soundness test shall be carried out on the material delivered to site as per IS: 2386 (Part-5).

**TABLE - 400-12. PHYSICAL REQUIREMENTS OF COARSE AGGREGATES FOR  
WET MIX MACADAM FOR SUB-BASE/BASE COURSES**

Test	Test Method	Requirement
1. * Los Angeles Abrasion Value or	IS : 2386 (Part-4)	40 Percent (Max)
• Aggregate Impact Value Percent (Max)	IS : 2386 (Part-4) or IS : 5640	**30
2. Combined Flakiness and (Max)** Elongation Indices (Total)	IS : 2386 (Part-I)	35 Percent

\* Aggregate may satisfy requirements of either of the two tests.