

GENERAL TECHNICAL SPECIFICATIONS FOR ROAD WORK

NAME OF WORK _____

_____ **DEPARTMENT**

_____ **CIRCLE**

_____ **DIVISION**

_____ **20**

**General Technical
Specifications
for
ROAD WORK**

GENERAL TECHNICAL SPECIFICATIONS FOR ROAD WORKS

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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.....10mm
- (ii) height, depth or thickness of earthwork,
sub-base, bases, surfacing, and structural members...5mm
- (iii) areas0.01 Sq. Metre
- (iv) cubic contents0.01 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 metres 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 Subgrade & 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.	Type of Construction	Longitudinal Profile with 3 metre straight edge				Cross Profile	
		Maximum permissible undulation in mm	Maximum number of undulation permitted in any 300 m. 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 Subgrade	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 :

1. @@ 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.

2. 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 XXVIII). 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 subgrade, 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..... IS : 269
- (2)..... Sand for masonry..... IS : 2116
- (3)..... Sand for concrete..... IS : 383
- (4)..... Coarse aggregate..... IS : 383
- (5)..... Mild Steel..... IS : 432
- (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	NP3
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

Annexure : A. TECHNICAL REQUIREMENTS OF HOT MIX PLANT

Composition of plant : The Hot Mix Plant shall conform generally to IS Specifications No. IS 3066/ 1965 as amended from time to time and shall be equipped with the following arrangements :

1. **Cold Aggregate Feeder :** The cold aggregate feeder shall have minimum three independent bins or compartment, each provided with accurate mechanical pre-determined rate to the cold elevator or to some intermediate conveyor or directly into the dryer. The feeder shall provide for the adjustment of total and proportional feed and shall be capable of being locked in any setting.
 2. **Dryer :** The dryer shall be capable of continuously agitating the aggregates while heating to the desired temperature. At the discharge end of the dryer or any other suitable location, means shall be provided for ascertaining the temperature of the heated aggregate.
 3. **Screening Unit and Gradation Control :** The dried aggregate shall be screened into not less than three size. The plant shall include means for accurately proportioning each bin size of aggregate either by weight or volumetric measurement. When the gradation control is by volume, the unit shall include a feeder mounted under the compartment bins. Each bin shall have an accurately controlled, individual gate to form an orifice for proportioning the material drawn from each respective bin compartment. The orifice shall have positive mechanical adjustment and provided with a lock indicators shall be provided on each gate to show the opening in centimeters.
 4. **Mixer Unit :** The plant shall include a mixer of an approved twin shaft pugmill type capable of producing a uniform mix. If not enclosed, the mixer box shall be equipped with a dust hood to prevent loss of fines.
 5. **Mineral Filler Supply Unit :** There shall be an independent arrangement to feed mineral filler directly into the pugmill. The hopper to bin for mineral filler shall provide for the adjustment to proportion the feed with the aggregate and bitumen feeds and shall be capable of being locked in any setting.
 6. **Bitumen Heating :** A heating system for bitumen always with effective and positive control of temperature shall be provided, to maintain proper temperature and for allowing continuous circulation between storage tank and proportioning units during the entire operating period. Suitable arrangements shall be provided for recording the temperature at the tanks and in the circulating system.
 7. **Synchronization :** For Synchronization of Aggregate, Bitumen and filler feeds satisfactory means shall be provided to afford positive inter-locking control between the flow of aggregate from the bins or compartment, flow of bitumen from the tank and flow of mineral filler.
- Special Conditions for Bituminous surface work with use of Hot Mix Plant paver Finisher.**

1. The Hot Mix Plant and accessories to be used for the work shall be in conformity with the specifications prescribed vide Govt. of India, Ministry of Transport Circular No. RQ/RM/1613784 dt.1-1-87 The plant shall be equipped with all units and accessories as per latest I.S. 3066/1965, as amended from time to time. The Contractor will have to modify their plants suitably within a period of six months from the date of issue of latest I.S. Specification or Codes.
2. The work of laying aggregate mixed with bitumen shall start on site of work only after 8.00 hours in the morning and continue upto 17.00 hours in winter season and upto 18.30 hours in summer. No work shall be done except during the period mentioned above and also on Sundays and National holidays viz. 26th January, 15th August & 2nd October.
3. Quantity of bituminous aggregate mix to be laid shall be restricted to 250 tonnes per day for 30/40 capacity plant and may be more or less depending upon the rated capacity of the plant.
4. The work of laying asphalt mix shall start latest within 60 days from the date of issue of work order except when work is closed for few days due to breakdown of machinery and during such period the contractor has not shifted paver plant to any other paver work not carried out by the same plant and will be completed as per time limit. Reasons for delay in starting of work after 60 days shall result into sufficient cause for levying compensation for disproportionate progress. However, the period from 15th June to 15th October monsoon shall not be counted for the purpose of disproportionate progress and consequent cause for levy of compensation. The contractors shall commence the work of laying pavement on or before the last date of the period mentioned above failing which he shall pay for every day that he shall delay the commencement of the work as above in accordance with clause-2 of the contract.

કોન્ટ્રાક્ટર ૬૦ દિવસની અંદર કામ શરૂ કર્યા પછી થોડુંક કામ કરીને નીચે દર્શાવેલ સંજોગો સિવાય કામ અપુરા નુકસી તો જે દિવસથી કામ અપુરું મુકે તે દિવસથી કામ શરૂ કરે ત્યાં સુધી રૂ. ૫૦૦/- લેખે વળતર વસુલ કરવામાં આવશે.

- (૧) મશીનરી બ્રેકડાઉન થયેલ હોય અને તેટલા જ જુજ સમય પુરતું કામ બંધ રહેલ હોય.
- (૨) મશીનરી બ્રેકડાઉન સમય દરમ્યાન પેવર પ્લાન્ટ પણ ત્યાંથી ખસેડવામાં આવેલ ન હોય અથવા તો જ પ્લાન્ટ પેવરથી અન્ય જગ્યાએ કમગીરી કરવામાં આવી ન હોય.

5. The Contractor shall invariably get the job mix formula for the mix approved by the Engineer-in-charge before starting the work.

6. These special conditions shall be applicable to the specifications of all the items included in this contract where work is to be carried out with Hot Mix Plant and paver finisher.

7. No asphalt work shall be executed in monsoon as per condition 4. However in critical circumstances asphalt work may be executed during monsoon with permission of Superintending Engineer who may give permission after ascertaining the proportion of moisture in existing surface & atmosphere (R & B.D. G.R. dated 24-10-94 & No. S.S.R-162004 (23)-C dated 23-8-2004).

SCHEDULE OF WORK TO BE EXECUTED SHALL BE AS UNDER

Time Limit : -

Sr.No.	Period	Description of items to be executed
1	Month.....Month	1. Collection of Materials on site

- | | | |
|---|-----------------------------|--|
| 2 | From Month 2 to 4 Month | 2. Erection of Plant Machinery as required |
| 3 | From Month.....to.....Month | 3. Laying of asphaltting work carpet & Seal coat & Flushing of sand over surface, side with filling with earth as required and directed. |

ANNEXTURE - B TECHNICAL REQUIREMENTS OF DRUM MIX PLANTS

GENERAL:

The drum mix plant should be of reputed make and proven design, sturdy in structure and capable of producing desired quality of mix as per specification for laying bituminous road surface and should have following essential arrangements:

1. Cold aggregate feeder:

The cold aggregate feeder arrangement should have minimum 3 bins of sufficient capacity capable of storing different sizes of aggregates and fines to ensure continuous uninterrupted supply of aggregate matching the capacity of the plant. Each bin should have independent belt feeder system driven by a variable speed motor and a control gate to ensure accurate aggregate feed to meet design mix formula. It is prerequisite that only properly screened and graded materials are fed to the bins.

There should be a gathering conveyor to receive and transport material discharged from this bins with separate drive arrangement.

There should be a suitable arrangement like baffle plate at the discharge end of gathering conveyor for rejection of any oversize metal above the permissible limit. The conveyor should be fitted with suitable electronic weigh device for weighing quantity of cold aggregate being fed to dryer drum.

The plant should have a mineral filler arrangement with suitable control device to accurately proportion the flow of filler material into dryer drum at appropriate stage.

2. Dryer Drum:

It should be thermo drum type with smooth rotation arrangement to give rated output and capable of reducing the moisture content of the aggregate to desirable limit of 2% to 6% and achieving hot mix temperature (upto 160° C as per requirement) with such design that no blue smoke is emitted from the exhaust. The drum may have optional arrangement for feeding reclaimed material. There should be arrangement to restrict burner flame upto certain length in the drum before bitumen is injected.

It should be fitted with positive displacement bitumen pump driven by variable speed motor automatically controlled from control cabin, capable of feeding desired quantity of bitumen synchronised with aggregate feed system. Thermo mix fluid system or hot oil circulation system should an in-built feature to keep bitumen pump and pipes sufficiently hot to avoid clogging of pipes.

3. Burner:

The burner used should be capable of burning the fuel efficiently and develop the required temperature. It should be fitted with remote control system, to detect flame failure, and also electric spark ignition system or some other suitable arrangement. Burner operation should have thermostatic control of flame within the specified temperature range.

4. Bitumen Heater:

It should consist of an insulated tank of adequate capacity fitted with effective and positive control of temperature, for allowing continuous circulation of bitumen between bitumen Heater and proportioning units. Suitable arrangements should be provided for recording the temperature at the tank and in circulating system.

5. Fuel System:

Fuel tanks should be of sufficient capacity and fitted with suitable type of fuel pump to receive the fuel from storage tank supply to line heater and burner.

6. Cyclone System:

Cyclone unit is required to control dust discharge within the admissible standard of pollution level.

7. Operatin control unit:

The drum mix plant must have centralised control system with operation from a control cabin located adjacent to the drum mix plant. The control system should be capable of following:

- i) Automatic control of speed of each bin feeder conveyor and gate so as to control and regulate the flow of various grades of material to ensure constant and accurate proportion of aggregates.
- ii) Pre-set and control the percentage of flow of aggregate and asphalt required as per design mix.
- iii) Automatic detection of plant operation, failure, display of aggregate temperature; asphalt and mix temperature, aggregate flow etc. Fully automatic aggregate blending, bitumen/aggregate ratio control and burner control system.
- iv) Control for pre-setting the moisture content of aggregate display digitally.
- v) Entire control system should be such that if desired, it would be operated manually also.

8. Surgo Silo:

The plant may have optional arrangement to store hot mix materials for at least equivalent to 30% of rated capacity to cater for any delay in loading the tippers. Temporary storage silo should have adequate automatic hydraulic unloading arrangement operated either from the control cabin or manually with necessary safety control.

STANDARD TECHNICAL SPECIFICATIONS FOR ROAD WORKS

Item No. 1 : Clearing and grubbing road length including uprooting rank, vegetation grass, bushes, shrubs, seplings and trees girth up to 300 mm removal of stumps of trees cut earlier and disposal of unserviceable materials By mechanical means in area of light jungle (A) By Manual means in area of light Jungle. (B) By Manual means in area of thorny Jungle, (C) By Mechanical means in area of light Jungle & (D) By Mechanical means in area of thorny Jungle

201. CLEARING AND GRUBBING

201.1. Scope

This work shall consist of cutting, removing and disposing of all materials such as trees, bushes, shrubs, stumps, roots, grass, weeds, top organic soil not exceeding 150 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 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/trees, a crawler or pneumatic tyred dozer of adequate capacity may be used for clearance purposes. The dozer shall have ripper attachments for removal of tree stumps. All trees, stumps, etc., falling within excavation and fill lines shall be cut to such depth 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 hectares. 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.

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 | iii) Above 900 mm to 1800 mm |
| ii) Above 600 mm to 900 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

Note : MOST / MORT & H specification No. means Relevant specification in fourth edition of Ministry of Road & Transport & Highways Specification Booklet.

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 as including clearing and grubbing operations.

Item No. 2(A) : Dismantling the existing structure including removing and stacking the dismantled materials as and where directed. (A) R.C.C. work (B) Rubble masonry / Brick masonry

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

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

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

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

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

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

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

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

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

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

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

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

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

14. All materials obtained by dismantling shall be the property of Government. Unless otherwise specified, materials having any salvage value shall be placed in neat stacks of like material with the right of way as directed by the Engineer-in-charge, for which Contractor will remain responsible for its safe custody and preservation for 60 days after recording measurements of the salvaged materials. Pipe culverts that are removed shall be cleared and neatly piled on the right-of-way at point designed by the Engineer-in-charge.

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

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

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

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

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

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

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

Item No. 2(B) : Rubble masonry / Brick masonry :-

The relevant specifications of Item No. 2(A) shall be followed except that specification shall be executed for Rubble masonry / Brick masonry instead of R.C.C. work.

Item No. 2(C) : Demolition & disposal of unserviceable materials with all lead & lift. (ii) unreinforced cement concrete.

1.0. Workmanship

1.1. The demolition shall consist of demolition of one or more parts of the building as specified or shown in the drawings. Demolition implies taking up or down or breaking up. This shall consist of demolishing whole or part of work including all relevant items as specified or shown in the drawings.

1.2. The demolition shall always be planned before hand shall be done in reverse order to the one in which the structure was constructed. This scheme shall be got approved from the Engineer-in-charge before starting the work. This however will not absolve the contractor from the responsibility of proper and safe demolition.

1.3. Necessary propping, shoring and under pinning shall be provided for the safety of the adjoining work or property, which is to be left intact, before dismantling and demolishing is taken up and the work shall be carried out in such a way that no damage is caused to the adjoining property.

1.4. Wherever required, temporary enclosures or partitions shall also be provided. Necessary precautions shall be taken to keep the dust nuisance down as and where necessary.

1.5. Dismantling shall be commenced in a systematic manner. All materials which are likely to be damaged by dropping from a height or demolishing roof, masonry etc. shall be carefully dismantled first. The dismantled articles shall be properly stacked as directed.

1.6. All materials obtained from demolition shall be the property of Government unless otherwise specified and shall be kept in safe custody until handed over to the Engineer-in-charge.

1.7. Any serviceable materials, obtained during dismantling or demolition shall be separated out and stacked properly as directed with all lead and lift. All unserviceable materials, rubbish etc. shall be stacked as directed by the Engineer-in-charge.

1.8. On completion of work, the site shall be cleared of all debris rubbish and cleaned as directed.

2.0. Mode of measurements and payment

2.1. Measurements of all work except hidden work shall be taken before demolition or dismantling and no allowance for increase in bulk shall be allowed. The demolition of lime concrete shall be measured under this item. Specification for deduction for voids, openings etc. shall be on same basis as that employed for construction of work.

2.2. All work shall be measured in decimal system as fixed in its place subject to the following limits; unless otherwise stated hereinafter : (a) Dimensions shall be measured to the nearest 0.01 mt. (b) Area shall be worked out to the nearest 0.01 sq. mt. (c) Cubical contents shall be worked out to the nearest 0.01 Cu.m.

2.3. The rate shall include cost of all labour involved and tools used in demolishing and dismantling including scaffolding. The rate shall also include the charges for separating out and stacking the serviceable materials properly and disposing the unserviceable materials with all lead and lift. The rate also includes for temporary shoring for the safety of the portion not required to be pulled down or of adjoining property and providing temporary enclosures or portions where considered necessary.

2.4. The rate shall be for a unit of one cubic meter.

ITEM 3-A : Earthwork for embankment including breaking clods, dressing with all lead and lift (excluding watering and consolidation) (a) From borrow pits within land width.

1. The land width on which the earth work is to be done shall be cleared of all tree having a girth of 30 cm and less, loose, stones, vegetation, bushes, stumps and all other objectionable materials. All the materials cleared will be the property of Government. Useful material shall be arranged in convenient stacks along the road boundary or as directed at places within 50 metres lead, and handed over to the department in convenient section. Unsuitable material shall be burnt or otherwise disposed off by the contractor at his own cost without causing any nuisance, inconvenience or damage to the works property or people in the neighborhood. 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 line, curves, slopes, grades and sections as shown

on the plan or directed by the Engineer-in-charge. The contractor shall provide all labours and materials such as lime, strings, pegs, nails, bamboos, stone, mortar, concrete, etc. required for setting out, establishing, Bench Marks and giving profiles. The contractor shall be responsible for maintaining the B. Ms. profiles alignments and other marks as long as they are required for the work in the opinion of the Engineer-in-charge. If the contractor defaults in this respect they may be restored by the department at the cost of the contractor.

3. When an existing embankment is to be widened, continuous, horizontal benches, each at least 0.3 metre wide shall be cut into the existing slope for ensuring adequate bond with the fresh embankment of the embankment. The 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 type of hauling equipment.

4. The soil to be used for embankment shall be free from trees, stumps, roots, rubbish or any other objectionable materials. Only material considered suitable by the Engineer-in-charge shall be used for the construction and that considered unsuitable other disposed off as directed by him. The selection of the materials to be used in the construction of embankment shall be made after soil surveys and investigations carried out by the Department. The embankment shall consist of earth available from road side borrow pits on either side with all lead and all lifts.

5. Location, shape and size of borrowpits shall be as indicated by the Engineer-in-charge. Pits shall not be dug continuously. Ridges of not less than 8 metres width should be left at interval not exceeding 300 metres. Small drain shall be cut through the ridges of facilitate drainage. The outer edge of borrow pits shall be so regulated that the bottom does not cut an imaginary line having a slope of 1 vertical to 4 horizontal projected from the edge of final section of the bank, the maximum depth in any case being limited to 1.5 metres. Also no pits shall be dug within 5 metres of the toe of the final section of the road embankment.

5.1 No borrow pits shall be allowed at the following sites along the road.

(i) up to 30 metres on either side of C.D. Works.

(ii) up to 15 metres on either side of cart track crossing for which approaches are to be constructed.

5.2 If there is top layer of black cotton or other objectional soils, the same shall be removed and disposed off elsewhere and usable material found at lower level will only be used in the embankment.

6. The embankment shall be constructed in uniform layers not exceeding 250 mm in loose thickness. The soil shall be spread uniformly over the entire width of the embankment, unless otherwise directed by the Engineer-in-charge. The consolidation including watering and rolling of earth work shall be carried out by the Department. The operation of Laying the successive layer of earth shall have to be suitably. All clods of hard lumps if earth shall be broken to have maximum size of 15 cm. when being placed in the embankment and a maximum of size 5 cm when being placed in the top 45 cm of the embankment. The work of next layer shall be allowed only after the first layer below it has been thoroughly compacted.

7. Where an embankment is to be placed on sloping ground, the surface of the ground shall be benched in the steps of trenches or broken up in such a manner that the new material shall have perfect bond with the existing surface. Where the embankment is to be placed over an existing road surface, the surface shall be scarified to minimum depth of a 5 cm so as to provide ample bond between the old and new material. However when the embankment is to be placed over an old concrete pavement and lies within 1 metre of new subgrade level the pavement shall be broken up in pieces not to exceed 0.1 m. and may be left under the new embankment. If the existing road surface is of granulate or bituminous type and lies within 1 mt. of the new subgrade level, the same shall be scarified to a depth of minimum 50 mm. so as to provide ample bond between the old and the new material.

8. To avoid interference with the construction of abutment, wing walls or return walls of culverts/bridge structures, the contractor shall, at point to be determined by the Engineer-in-charge, suspend work on embankments 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 interference or damage to the bridge work. Unless directed otherwise, the filling ground culverts, bridges and other structures up to a distance of twice the height of the embankment. The fill material shall not be placed against any abutment or wing wall unless permission has been given for 14 days, the embankment 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-in-charge. Where the provision of any filter medium is specified behind the abutment, the same shall be laid in layers simultaneously with the laying of fill material. The material used for the filter shall conform to the requirements for filter medium and will be paid extra in the relevant item.

9. The embankment shall be finished in conformity with the alignment, levels, cross sections and dimension shown on the plans or as directed by Engineer-in-charge. Where the alignment of the road is in a curve, the top of the embankment shall be formed with the super elevation and the increased width shown on the drawings or as the Engineer-in-charge may direct. Finishing operations shall include the work of shaping and dressing the shoulders, road bed and the side slopes to conform the cross section.

10. The earthwork measurements shall be paid on cross sectional measurements and computing the volumes of earth work in cubic metres by average area method. The contractor shall sign day to day leveling work and also original cross section, longitudinal section etc. in token of his acceptance. The working sections both longitudinal and cross of the ground shall be taken by the Engineer-in-charge before the actual work is started. The contractor or his authorised representative shall attend day to day leveling work and sign with date the field book daily, in token of his acceptance. If there is any disagreement the contractor shall inform of it in writing to the officer concerned with specific reference to the sections before starting further work. Once the work is started, no cognizance of any complaint will be taken. Merely not signing of level book shall not be deemed as disagreement. The Executive Engineer shall also verify levelling work to the extent of 5% before commencement of earth work and on finalisation. The contractor shall maintain the embankment by filling in ruts, rain cuts, depression due to shrinkage etc. to proper formation and grade till this item is finally measured and accepted by the Department. The measurements shall be taken on compacted earth work. If the compaction as stipulated in para above is not done by the department in that

case shrinkage from such earth work quantity shall be deducted as per norms i.e. 10 percent after monsoon and 15% before monsoon. However the contractor shall have to bear loss of quantity due to all settlements as well as other types of deformations etc. if any, that might have taken place at the time of taking the final measurements of this item.

11. The rate of earthwork includes, clearing jungles, dogbelling, fixing profiles, erecting necessary pillars for stones for bench marks for levelling purpose, excavating earth from borrow areas, breaking clods, conveying and spreading earth in layers with all lead and lift, finishing the entire embankment and incidentals necessary to complete the work to the specifications. The cutting stuff of cutting in ordinary soil, soft murrum, soft rock, hard murrum and hard rock shall be utilised in embankment construction under this item within the lead specified in the particular item. No payment shall be made under this item for the cutting stuff used in the embankment but labour for cutting will be paid as per specifications in the particular item, and only balance quantity of earthwork brought from borrow areas will be paid in this item.

12. Measurement shall be taken & Paid in Cu.m.

ITEM 3B Earthwork for embankment for side shoulders including breaking clods, dressing with all lead and lift (excluding watering and consolidation) (b) From borrowpits within _____*kms. lead.

Para 1 to 3 of relevant item 3A shall apply.

4. The soil to be used for embankment shall be free from trees, stumps, roots, rubbish or any other objectionable materials. Only material considered suitable by the Engineer-in-charge shall be used for the construction and that considered unsuitable other disposed off as directed by him. The selection of the materials to be used in the construction of embankment shall be made after soil surveys and investigations carried out by the Department. The embankment shall consist of earth available from road-side borrow pits on either side with all lead and all lifts and within land width in the manner specified in para 11 below. The road, if any required for the purpose of haulage of earth by men, animals or vehicles will be constructed (if not existing) and maintained by the contractor at his own cost.

5. Department will extend all necessary co-operation in helping contractor to get borrow area from nearby Government or Panchayat land, if available. However, department is not responsible if not such area is made available to the contractor and in the case, contractor will have to make his own arrangement to get borrow area for borrowing earth of the quantity even by making temporary arrangement with the private land owners.

6. The embankment shall be constructed in uniform layers not exceeding 250 mm in loose thickness. The soil shall be spread uniformly over the entire width of the embankment, unless otherwise directed by the Engineer-in-charge. All clods of hard lumps of earth shall be broken to have maximum size of 15 cm. when being placed in the embankment and a maximum of size 5 cm when being placed in the top 45 cm of the embankment. The work of next layer shall be allowed only after the first layer below it has been thoroughly compacted.

7. Where an embankment is to be placed on sloping ground, the surface of the ground shall be benched in the steps of trenches or broken up in such a manner that the new material shall have perfect bond with the existing surface. Where the embankment is to be placed over an existing road surface, the surface shall be scarified to minimum depth of a 5 cm so as to provide ample bond between the old and new material. However when the embankment is to be placed over an old concrete pavement and lies within 1 metre of new subgrade level, the pavement shall be broken up in pieces not to exceed 0.1 m and may be left under the new embankment. If the existing road surface is of granular or bituminous type and lies within 1 mt. of the new subgrade level, the same shall be scarified to a depth of minimum 50mm. so as to provide ample bond between the old and the new material.

8. To avoid interference with the construction of abutment, wing walls of culverts/bridge structures, the contractor shall, at point to be determined by the Engineer-in-charge, suspend work on embankments 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 interference or damage to the bridge work. Unless directed otherwise, the filling ground culverts, bridge and other structures up to a distance of twice the height of the embankment from the back of the embankment 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-in-charge but in any case not until the concrete or masonry has been in position for 14 days, the embankment 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-in-charge. Where the provision of any filter medium is specified behind the abutment, the same shall be laid in layers with the laying of fill material. The material used for the filter shall conform to the requirements for filter medium and will be paid extra in the relevant item.

9. The embankment shall be finished in conformity with the alignment, levels, cross sections and dimension shown on the plans or as directed by Engineer-in-charge. Where the alignment of the road is in a curve, the top of the embankment shall be formed with the super elevation and the increased width shown on the drawings or as the Engineer-in-charge may direct. Finishing operations shall include the work of shaping and dressing the shoulders, road bed and the side slopes to conform the cross section.

10. The earthwork measurements shall be paid on cross sectional measurements and computing the volumes of earth work in cubic metres by average area method. The contractor shall sign day to day leveling work and also original cross sections, longitudinal section etc. in token of his acceptance. The working sections both longitudinal and cross of the ground shall be taken by the Engineer-in-charge before the actual work has started. The contractor or his authorised representative shall attend day to day leveling work and sign with date the field book daily, in token of his acceptance. If there is any disagreement, the contractor shall inform of it in writing to the officer concerned with specific reference to the sections before starting further work. Once the work is started, no cognizance of any complaint will be taken merely not signing of level book shall not be deemed as disagreement. The Executive Engineer shall also verify leveling

* Fill in the blank whichever is applicable from 0.5 Km / 1 Km / 2 Km / 3 Km. while making the D.T.P.

work to the extent of 5% before commencement of earth work and on finalisation. The contractor shall maintain the embankment by filling in ruts, rain cuts, depression due to shrinkage etc. to proper formation and grade till this item is finally measured and accepted by the Department. The measurements shall be taken on compacted earth work. Deduction of 15% for shrinkage shall be made from gross measured quantity if measured before first monsoon and 10% if measured after one or more monsoon have been passed over the earth embankment. However the contractor shall have to bear loss of deformations etc. if any due to all settlements as well as other type of deformations etc. if any, that might have taken place at the time of taking final measurement of the item.

11. If usable approved material is available within the land width of road, the same shall be permitted for use in the road embankment subject to the following conditions :-

- (i) The borrow pits will be so excavated as to form a road side longitudinal gutter to drain the water, interrupted by such gutter.
- (ii) The width of the drain shall be restricted to 1.5 mts. only. The depth will be restricted to such grade so as to drain the water efficiently. All balance quantity of earth shall be brought from distant borrow areas only.
- (iii) If there is top layer of black cotton or other objectionable soils, the same shall be removed and disposed off elsewhere and usable material found at the lower level will only be used in the earthen embankment, if the contractor choose to utilize this material.
- (iv) The drain should be aligned along the boundary of the land width of the road. Not pit, other than this drain, shall be dug within 5 meters of the toe to the final section of the road embankment.
- (v) No borrow pits shall be allowed in the length in which earth obtained from cutting from cutting is specified to be used in embankment.

12. The rate of earthwork includes, clearing jungles, dogbelling, fixing profiles, erecting necessary pillars for stones for bench marks for leveling purpose, excavating earth from borrow areas, breaking clods, conveying and spreading earth in layers with all lead and lift, finishing the entire embankment and incidentals necessary to complete the work to the specifications. The cutting stuff of cutting in ordinary soil, soft murrum, soft rock, hard murrum and hard rock shall be utilised in embankment construction under this item within the lead specified in the particular item. No payment shall be made under this item for the cutting stuff used in embankment but labour for cutting will be paid as per specifications in the particular item, and only balance quantity of earthwork brought from borrow areas will be paid in this item.

13. Measurement shall be taken & Paid in Cu.m.

ITEM - 4 : Earth Work In cutting In all sorts of Soil and Soft Murrum including conveying and putting the stuff spoil bank maintaining minimum distance of five meter between top edge of cutting and top of bank. (a) within 200 metres from the ends of the cutting with all required Lead and Lift. (B) for spoil bank.

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 at places within 50 mts. lead, and handed over to the department in convenient sections. Unsuitable material 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 private 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 bench 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 sections before starting further work. Once the work has 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 10m. 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 be set up with the toe line marked on each side. The road way section shall first be excavated with vertical side for each lift and the sides slopes for that lift shall be excavated in steps. These steps shall be smoothened to the required slope when the excavation reaches the road formation. The contractor shall on no account excavate beyond the slopes or below the specified grade unless so directed by the Engineer in writing. If excavation is done below the specified level or outside the section, it shall not be paid for and the contractor shall be required to fill up 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 require measurement ridges and dead man to be left at specified intervals or places and kept intact till ordered to be removed for the purpose of check measurements. The excavation shall be finished neatly, smoothly, 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 slopes 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 without damaging the work. If any damage occurs due to default of the contractor in this respect, he shall make good the 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 arrangements shall be provided till such time as is necessary. The contractor at his own cost shall make the existing 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 sections 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 if 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 excavated materials shall be property of Government. When the useful excavated material is to be used in embankment within a lead of 200 metre 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 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 off 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 lead shall be measured from the junction point of cutting and embankment up to 200 mt. on either side.

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. Contract 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 positions by taking cross sections before the work starts and after it 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 changed strata for purpose of measurement.

(b) In Spoil Bank :Specification shall be as per Item 2(a) except that the excavated stuff shall be deposited in spoil Bank instead of using same in road embankment.

Item No. 5 :- Earth work for embankment including breaking clods, dressing with all lead and lift and including watering, rolling and consolidation of sub-grade in layers at O.M.C to required dry density including filling the depressions which occur during the process using Power / Vibratory roller (A) to (E) land width / 0.5 Km. / 1.0 Km. / 2.0 Km. / 3.0* Km. From borrow area within _____ lead.

305. 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.

305.1 Materials and General Requirements.

305.2.1 Physical requirements :

305.2.1.1. 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;

* Strike out which one are not applicable.

- (e) Clay having liquid limit exceeding 70 and plasticity index exceeding 45; and
 (f) Materials with salts resulting in leaching in the embankment.

305.2.1.2 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 503) per liter when tested in accordance with BS:1377 Test 10; but using a 2:1 water-soil ratio shall not be deposited within 500 mm or other distance described in the Contract, of concrete, cement bound materials or other cementations materials forming part of the Permanent Works.

Materials with a total sulphate content (expressed as 503) exceeding 0.5 per cent by mass, when tested in accordance with BS: 1377 Test 9 shall not be deposited within 500 mm or other distances described in the contract, of metallic items forming part of the Permanent Works.

305.2.1.4 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.

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

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

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

Notes :

- (1) This Table is not applicable for lightweight fill materials e.g. cinder, flyash etc.
 (2) The Engineer may relax these requirements at his discretion taking into account the availability of materials for construction and other relevant factors.
 (3) The materials to be used in sub grade should also satisfy design CBR at the dry unit weight Applicable as per Table 300-2.

305.2.2 General Requirements :

305.2.2.1 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.

305.2.2.2 Borrow materials: Where the materials are to be obtained from designated borrow areas, the location, size and shape of these areas shall be as indicated by the Engineer and the same shall not be opened without his written permission. Where specific borrow areas are not designated by the Employer/the Engineer, arrangement for locating the source of supply of materials for embankment and sub grade as well as compliance to 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.

No excavated acceptable material other than surplus to requirements of the Contract shall be removed from the site. Should the contractor be permitted to remove acceptable material from the site to suit his operational procedure, then he shall make good any consequent deficit of material arising therefore.

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

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

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

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

2.	Embankment	Not less than 95
3	Expansive Clays	
	a) Sub grade and 500mm portion Just below the sub grade.	Not allowed.
	b) Remaining portion of embankment	Not less than 90

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

- The values of maximum dry density and optimum content obtained in accordance with IS:2720(Part 7) or (Part 8) as the case may be, appropriate for each of the fill materials he intends to use.
- A graph of density plotted against moisture content from which each of the values in (i) above of maximum dry density and optimum moisture content were determined.
- The Dry density-moisture content-CBR relationships for light, intermediate and heavy compactive efforts (light corresponding to IS:2720 (Part 7), heavy corresponding to IS:2720(Part 8)

And intermediate in-between the two) for each of the fill materials he intends to use in the Sub grade.

Once the above information has been approved by the Engineer, it shall form the basis for compaction.

305.3 Construction Operations :

305.3.1. Setting Out : 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.

305.3.2 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.

305.3.3 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.

305.3.4 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 so as to achieve minimum dry density as given in Table 300-2.

In case where the difference between the sub grade level (Top of the sub grade on which pavement rests) and ground level is less than 0.5 m and the ground does not have 97 per cent relative compaction with respect to the dry density as given in Table 300-2, the ground shall be loosened up to a level 0.5m below the sub grade level, watered and compacted in layers in accordance with Clauses 305.3.5 and 305.3.6 to not less than 97 per cent of dry density as given in Table 300-2.

Where so directed by the Engineer, any unsuitable material occurring in the embankment foundation shall be removed and replaced by approved materials laid in layers to the required degree of compaction.

Embankment or sub grade work shall not proceed until the foundations for embankment/sub grade have been inspected by the Engineer for satisfactory condition and approved.

305.3.5 Spreading material in layers and bringing to appropriate moisture content :

The embankment and sub grade material shall be spread in layers of uniform thickness not exceeding 200mm compacted thickness over the entire width of embankment by mechanical means, finished by a motor grader and compacted as per Clause 305.3.6. 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.

305.3.5.2 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 baling, 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.

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.

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.

305.3.6. Compaction : Only the compaction equipment approved by the Engineer shall be employed to compact the different material types encountered during construction. Power or Vibratory rollers 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 power roller of 80 to 100 kN static weight with plain or pad foot drum or heavy pneumatic tyred roller of adequate capacity capable of achieving required compaction.

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 to the density requirements and satisfaction of the Engineer.

305.3.7 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.

305.3.8 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.

305.3.9 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.

305.4 Construction of Embankment and subgrade under special conditions.

305.4.1 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.

305.4.2 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.

For wet conditions, benches with slightly inward fall and subsoil drains at the lowest point shall be provided as per the drawings, before the F.L. 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.

305.4.3 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 subgrade level, the same shall be scarified to a depth of 50mm or more if specified, 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 cement concrete type and lies within 1 m of the new subgrade level the same 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 permitted to stay in place without any modification.

305.4.4 Embankment and subgrade around structures :-

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

Unless directed otherwise, the filling around culverts, bridges and other structures upto a distance of twice the height of the road from the

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

The material used for backfill shall not be an organic soil or highly plastic clay having plasticity index and liquid limit more than 20 and 40 respectively when tested according to IS: 2720 (Part 5). Filling behind abutments and wing walls for all structures shall conform to the general guidelines given in Appendix 6 of IRC: 78.

Where the provision of any filter medium is specified behind the abutment, the same shall be laid in layers simultaneously with the laying of fill material. The material used for filter shall conform to the requirements for filter medium spelt out in Clause 2502/309.3.2 (B) unless otherwise specified in the Contract.

Where it may be impracticable to use conventional rollers, the compaction shall be carried out by appropriate mechanical means such as small vibratory roller, plate compactor or power rammer. Care shall be taken to see that the compaction equipment does not hit or come too close to any structural member so as to cause any damage to them or excessive pressure against the structure.

305.4.5 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.

305.4.6 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 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.

305.4.7 Earthwork for high embankment :-

In the case of high embankments, the Contractor shall normally use the material from the specified borrow area. In case he desires to use different material for his own convenience, he shall have to carry out necessary soil investigations and redesign the high embankment at his own cost. The contractor shall then furnish the soil test data and design of high embankment for approval of the Engineer, who reserves the right to accept or reject it.

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

Material, which is unacceptable for use in the fill being surcharged, laying below formation level, the Contractor shall remove the unacceptable material and dispose it as per direction of the Engineer. He shall then bring the resultant level upto formation level with acceptable materials.

305.4.8 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.

305.5 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.

305.6 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.

305.7 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 undisturbed samples cut out from the compacted subgrade in CBR mould fitted with cutting shoe or on remoulded samples, compacted to the field density at the field moisture content.

305.8 Measurements for Payment :-

Earth embankment/subgrade construction shall be measured separately by taking cross sections at intervals in the original position before the work starts and after its completion and computing the volumes 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 cu.m. 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.

305.9 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 contract.
- (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.

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. 6(A) :- Rolling & watering of earthwork in layers with Power including filling in depressions which occur during the process. Layer not exceeding ____ mm.

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 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 hose line 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 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 80mm 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 of 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.

No.	Type of Work/materials	Field dry density as percentage of maximum laboratory dry density as per IS 2720 (Part-VB)
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 inspite 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 all labour, equipments fuel, hire charges, tolls, and incidentals necessary.

Item No. 6(B) :- Rolling & watering of earthwork in layers with vibratory roller 80 kN to 100 kN static weight including filling in depressions which occur during the process. Layer not exceeding ____ mm.

Relevant specification of Item No. 5(A) shall be followed except that, vibratory roller 80 kN to 100 kN static weight shall be used instead of Power roller.

ITEM-7 : Earthwork in cutting including preparing the slope and camber and stacking or utilising the cutting stuff in bank as directed up to 200 mt. from the end of cutting with all lead and lift (i) Hard Murrum

(1) Para 1 to 8 of Item "Earth work in cutting in all sort of soil" shall apply except that the work shall be carried out in hard murrum.

(9) Earth work in cutting shall be made in hard soil such as stiff heavy clay, hard shale or compact murrum, requiring grapple tool or pick or both and shovel, closely applied and gravel and rubble stone having maximum diameter direction between 75 and 300 mm and soft conglomerate. The classification of cutting shall be decided by the Engineer-in-charge and his decision shall be binding on the contractor. Mode of measurement shall be measured after removal of over burden by taking cross section at suitable intervals in the original position before the work starts and after its completion areas. Payment shall be made in CMT basis. The rate shall include the cost of labour tools to complete the job.

ITEM-8 : Earthwork in cutting including preparing the slope and camber and stacking or utilising the cutting stuff in bank as directed up to 200 mt. from the end of cutting with all lead and lift (i) Soft Rock (not requiring blasting)

(1) Para 1 to 8 of Item "Earth work in cutting in all sort of soil" shall apply except that the work shall be carried out in soft rock.

(9) Earth work in cutting shall be in soft rock such as lime stone, sand stone, laterite, hard conglomerate or other soft rock which may be quarried or split with crow bars, boulders which do not require blasting and any rock which dry state may be hard, requiring blasting but which when wet becomes soft and manageable by means other than blasting. The classification shall be decided by the Engineer-in-charge and his decision shall be final and binding on the contractor.

(10) Mode of measurement shall be measured after removal of over burden by taking cross sections at suitable intervals in the original position the work starts and after its completion and computing the volumes in cubic meter by method of average and areas, payment shall be made on CMT basis. The rate shall include the cost of labour, tools to complete the job, Name of the works :

Item No. 9 :- Box cutting the road surface to proper slope and camber for making a base of road work including removing the excavated stuff depositing on the road side slope as directed up to 50 mt. lead.

The sub grade / sub base / base to receive the water bound macadam course shall be prepared to the specified grade and camber and made of dust and other extraneous materials. Any nets of soft places shall be corrected in an approved manner and rolled until firm.

Cutting shall be paid on cross section area as established by the longitudinal level and cross sections for this purpose. The work shall be started after the initial longitudinal section of the ground and cross sections are taken and recorded.

The final surface shall conform to proper profile, camber and super elevation etc. as directed by the Engineer. The earthwork shall be paid on sectional measurements, cross sectional etc. taken.

No allowance or payments shall be made for materials excavated prior to the taking of level by the Engineer.

The rate is inclusive of cutting in all soil and murrum including removal of all shrubs, jungle cutting, cutting stuff in slopes, side drain bank etc. complete.

This item also includes the clearing the sides and demarking the line as per requirement and cutting out the existing trees on the road side, not extra payment will be paid for.

At the time of preparing final bill, the road formation in embankment and cutting shall have be perfect condition true to grade, camber and side slope duly dressed and damages due to rain cuts etc. during entire working period shall have to be done by the contractor.

The work taken in length shall be completed in all respects viz. width, grades, camber, side drains, side slopes etc. and measurements for incomplete work shall not be taken otherwise.

1.0 Mode of Measurement & Payment :

The unit rate box cutting shall include the cost of all materials, tools and plant required for excavation in all type of soils in grade and camber, line and levels and finishing as per direction of the Engineer-in-charge, excavation and all other incidental expenses for producing item of box cutting of specified breadth and depth and grade to complete the item or its components as shown on the drawings and according to these specifications.

The box cutting shall be measured for its cross section area and compacting volumes in cubic metres by the method of average areas.

The rate will be made on Cubic Meter basis of the finished work.

ITEM - 10 Excavation for foundation up to 1.5 m depth including sorting out and stacking of useful material and disposing stuff 50 metre lead. (A) in loose or soft soil (B) in dense or hard soil.

1. Excavation for structures shall consist of the removal of material for the construction of foundations for culverts, retaining walls, cut of walls pipe culverts and other similar structures, in accordance with the requirements of these specifications and the lines and dimensions shown on the drawing or as indicated by the Engineer-in-charge. The work shall include all necessary sheeting, shoring, bracing, draining, a pumping and the removal of all logs, stumps, grubs and other deleterious matter and obstructions necessary for placing the foundations, trimming bottoms of excavations, backfilling and clearing up the site and the disposal of all surplus material.

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

3. Excavation shall be taken to the width of the lowest step of the footing. The contractor at his own expense shall put up necessary shoring, strutting and planking or cut slopes to a safer angle or both with due regard to the safety of persons and works and to the satisfaction of the Engineer-in-charge.

4. 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-in-charge.

5. Where waters 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, and other necessary work to keep the foundation trenches dry when so required and to protect green concrete/masonry against damage by erosion or sudden rising of water level. The method to be accepted in this regard and other details there of shall be left to the choice of the contractor but subject to approval of the Engineer-in-charge. Approval of the Engineer-in-charge shall, however, not relieve the contractor of the responsibility for the adequacy of dewatering, and protection, arrangements and for the quality and safety of the work.

6. Pumping from the interior of any foundation enclosures shall be done in such 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 or for any period of at least 24 hours thereafter, unless it is done from a suitable sump separated from the concrete work by a water tight wall or other similar means.

7. The bottom of the foundation shall be leveled both longitudinally and transversely or stepped as directed by the Engineer-in-charge. 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-in-charge, the extra depth shall be made up with concrete or masonry of the foundation grade at the cost of the contractor. Ordinary filling shall not be used for the purpose of bringing the foundation to level. If there are any slips or blows in the excavation these shall be removed by the contractor at his own cost.

8. 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 be required to take adequate protective measures to see that the excavation operations do not affect or damage adjoining structures.

9. 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 under 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, making due allowance for settlement in 250 mm loose layers. Which shall be watered and compacted.

10. All the excavated materials shall be the property of the Government. Where the excavated material is directed to be used in the construction of embankment, it shall be directly deposited at the required locations.

11. All useful materials, not intended for use in the bank, shall be stacked neatly on Government land as directed by the Engineer-in-charge within 50 metres lead. Unsuitable and surplus materials not intended for use in any part of the road shall be disposed off as directed by the Engineer-in-charge.

12. Excavation for structures shall be measured in cubic metres for each class of material encountered, limited to the dimensions shown on the drawings or as directed by the Engineer-in-charge. Excavation over increased width, cutting of slopes, shoring, shattering and planking shall be deemed as convenience for the Contractor in executing the work and shall not be measured and paid for separately.

13. The contract unit rate for the items of excavation for structures shall be paid in full for carrying out the required operations including:

1. Setting out
2. Construction of necessary shoring and bracing and their subsequent removal;
3. Removal of all logs stumps, grubs and other deleterious matter and obstructions for placing the foundations including trimming of bottoms of excavations;
4. Foundation sealing, dewatering including pumping;
5. Backfilling, clearing up the site and disposal of all surplus material within all lifts and leads upto 100 metres;
6. All labour, materials, tools, equipment, safeguards and incidentals necessary to complete the work to the specification.

14. Excavation shall be for ordinary soil such as vegetable or organic soil, turf slit, and loam, clay, mud, plat, black cotton soil, soft shale or soft murrum a mixture of these and similar material which yields to the ordinary application of pick and shovel, rake or other ordinary digging equipment. Removal of gravel or any other nodular material having diameter in any one direction not exceeding 75 mm occurring in such strata shall be deemed to be covered under this category. The classification of excavation shall be decided by the Engineer-in-charge and his decision shall be final and binding on the Contractor.

ITEM - 11 - DO - in hard murrum

1.0 Para 1 to 13 of the item of excavation for foundation in all sorts of soil shall apply.

14. Excavation shall be in hard soil such as stiff heavy clay, hard shale or compact murrum requiring grafting tool or pick or both and shovel. Closely applied and gravel and rubble stone having maximum diameter in any one direction between 75 and 300 mm and soft conglomerate. The classification of excavation shall be decided by the Engineer-in-charge and his decision shall be final and binding on the Contractor.

ITEM - 12 - DO - in soft rock

1. Para 1 to 13 of the item of excavation for foundation in all sorts of soil shall apply.

14. Excavation shall be in soft rock such as limestone, sand stone, laterite, hard conglomerate or other softer disintegrated rock which may be quarried or split with crow bars, boulders which do not require and any rock which in dry state may be hard, requiring blasting but which when wet becomes soft and manageable by means other than blasting. The classification of excavation shall be decided by the Engineer-in-charge and his decision shall be final and binding on the Contractor.

ITEM - 13 - DO - in hard rock

1. Para 1 to 13 of the item of excavation for foundation in all sorts of soil shall apply.

14. Excavation shall be in any rock or boulders for which the use of mechanical plant for blasting is required. The classification of excavation shall be decided by the Engineer-in-charge and his decision shall be final and binding on the Contractor. Merely the use of explosives in excavation will not be considered as a reason for higher classification unless blasting is clearly necessary in the opinion of the Engineer-in-charge.

15. In the opinion of the Engineer-in-charge where blasting is prohibited for any reason, excavation shall be carried out by chiselling, wedging or any other agreed method.

16. Blasting shall be carried out with the written permission of the Engineer-in-charge. All the statutory law, regulation rules, etc. pertaining to the acquisition, transport, storage, handling and use of explosives shall be strictly followed.

17. The Contractor may adopt any method or methods of blasting consistent with the safety and job requirements, after approval from the Engineer-in-charge.

18. The magazine for the storage of explosives shall be built to the designs and specifications of the Explosives Department concerned and located at the approved site. No unauthorised person shall be admitted into the magazine which when not in use shall be kept securely locked. No matches or inflammable material shall be allowed in the magazine. The magazine shall have an effective lightning conductor. The following shall be hung in the lobby of magazine.

- (a) A copy of the relevant rules regarding safe storage both in English and in the language with which the workers concerned are familiar.
- (b) A statement of upto date stock in the magazine.
- (c) A certificate showing the last date of testing of the lightning conductor.
- (d) A notice that smoking is strictly prohibited.

19. In addition to these, the Contractor shall also observe the following instructions and any further additional instructions which may be given by the Engineer-in-charge and shall be responsible for damage to property and any accident which may occur to workmen or the public on account of any operations connected with the storage, handling or use of explosive and blasting. The Engineer-in-charge shall

frequently check the Contractor's compliance with these precautions.

20. All the materials, tools and equipments used for blasting operations shall be approved type. The Engineer-in-charge may specify the type of explosives to be allowed in special cases. The fuse to be used in wet locations shall be sufficiently water resistant as to be unaffected when immersed in water for 30 minutes. The rate of burning of the fuse shall be uniform and definitely known to permit such a safe length being cut as will permit sufficient time to the fires or reach safely before explosion takes place. Detonators shall be capable of giving effective blasting of the explosives. The blasting powder explosives, detonators etc. shall be fresh and not damaged due to dampness, moisture or any other cause. They shall be inspected totally and removed immediately.

21. The blasting operation shall remain in the charge of competent and experienced supervisor and workmen who are thoroughly acquainted with the handling explosives and blasting operations.

22. The blasting shall be carried out during fixed hours of the day preferably during the midday lunch hour or at the close of the works as ordered in writing by the Engineer-in-charge. The hours shall be made known to the people in the vicinity. All the charges shall be prepared by the man in charge only.

23. Red danger flags shall be displayed prominently in all directions during the blasting operations. People except those who actually light the fuse, shall be prohibited from entering this areas. The flags shall be planted 200 meters from the blasting site in all directions and all persons including workmen shall be excluded from the flagged area at least 10 minutes before the firing, a warning whistle being sounded for the purpose.

24. The enlarge holes shall be drilled to required depths and in suitable places. Blasting should be as light as possible consistent with through breakage of the material necessary for economic loading and hauling. Any method of blasting which leads to overshooting shall be discontinued.

25. When blasting is done with powder, the fuse cut to the required length shall be inserted into the hole and powder dropped in. The powder shall be gently tamped with copper rods with rounded ends. The explosive powder shall then, be covered with tamping materials which shall be tamped light but firmly.

26. When blasting is done with dynamite and other high explosives, dynamite cartridges shall be prepared by inserting the square cut end of a fuse into the detonator and finishing it with nippers at the open end, the detonator gently pushed into the primer leaving 1/3rd copper tube exposed outside. The paper of the cartridge shall then be closed up and securely bound with wire, or twine. The primer shall be housed into the explosive. Bore holes shall be of such size that the cartridge can easily go down. The holes shall be cleared of all debris and explosive inserted. The space of about 20 cm. above the charge shall then be gently filled with dry clay, passed home and the rest of the tamping formed of any convenient material gently packed with a wooden hammer.

27. At a time, not more than 10 such charges will be prepared and fired. The man in charge shall blow a whistle in a recognised manner for cautioning the people. All the people shall then be required to move to safe distances. The charge shall be lighted by the man in charge only. The man in charge shall count the numbers explosions. He shall satisfy himself that all the charges have been exploded before allowing the workmen to go back to the work site.

28. In case of a misfire, the following procedure shall be observed.

(1) Sufficient time shall be allowed to account for the delayed blast. The man in charge shall inspect all the charges and determine the missed charges.

(2) If it is the blasting powder charge it shall be completely flooded with water. A new hole shall be drilled at about 45 cm from the old hole and fired. This should blast the old charge should it not blast the old charge the procedure shall be repeated till the old charge is blasted.

(3) In case of charges of gelatin, dynamite, etc. the man in charge shall gently remove the tamping and the primer with the detonator. A fresh detonator and primer shall then be used to blast the charge alternatively the hole may be cleared of 30 cm. of tamping and the direction then ascertained by placing a stick in the hole. Another hole may then be drilled 15 cm away and parallel of it. This hole shall then be charged and fired. The misfired hole should explode at the same time. The man in charge shall at once report to the contractor's office and Engineer-in-charge all cases of misfire, the cause of the same and what steps were taken in connection therewith.

29. If a misfire has been found to be due to defective detonator or dynamite, the whole quantity in the box from which defective article was taken must be sent to the authority by the Engineer-in-charge for inspection to ascertain whether all the remaining materials in the box are also defective.

30. A careful and day to day account of the explosive shall be maintained by the contractor in the approved register and manner which shall be open to inspection by the Engineer-in-charge at all times.

31. Excavation shall be measured after removal of over burden by taking cross sections at suitable intervals in the original position before the work starts and after its completion, and computing the volumes in cubic meters by the methods of average end areas. Where it is not feasible to compute volumes by this method because of erratic location of isolated deposits, the volumes shall be computed by other accepted methods. At the option of the Engineer-in-charge, the Contractor shall leave depth indicators during excavation of such shape and size, and in such positions as directed so as to indicate the original ground level as accurately as possible. The contractor shall see that these remain intact till the final measurements are taken. Where cross sectional measurements could not be taken due to irregular configuration, or where the rock is admixed with other classes of materials, the volumes shall be computed on the basis of stacks of excavated rubble after making 40 percent deduction therefrom.

ITEM-13 (B) : 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 The earth to be used for filling shall be free from salts, organic or other foreign matter. All clods of earth shall be broken.

2.0 As soon as the work in foundation has been completed and measured, the site of foundation shall be cleared of all debris, stone, mortar droppings etc. and filled with earth in layers not exceeding 20 cms. each layer shall be adequately watered, rammed and consolidated before the succeeding layers is laid. The earth shall be rammed with iron rammers where feasible and with the butt ends of crow-bars, where rammer can not be used. With iron rammers finished level, the surface shall be flooded with water for atleast 24 hours and allowed to dry and then rammed and consolidated.

3.0 The excavated stuff of the selected type shall be allowed to be used in filling the trenches and plinth under no circumstances black cotton soil be used for filling.

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

5.0 The rate shall be for a unit of one cubic metre.

ITEM-14 Extra for dewatering in foundation etc. as directed.

1.0 Where water is met within excavation due to stream flow, seepage, springs, rain or other reasons, the contractor shall take adequate measures such as bailing, pumping, to keep the foundation trenches dry when so required and protect 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 approval of Engineer-in-charge shall, however, not relieve the contractor of the responsibility for the adequacy of dewatering and protection arrangements and for the quality and safety of the work.

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

3.0 The measurements shall be paid on Cubic Meter basis for each class of materials encountered.

4.0 The rate includes the cost of dewatering including pumping.

ITEM - 15 (A) : Supplying and Stacking murrum binding materials including materials on road side including filling boxes with all lead & lift etc. complete.

1. Material for the purpose shall be of approved quality. Any material which is found inferior shall be rejected and the contractor shall remove such rejected material from the site at his own cost. The material shall be collected from quarries approved by the Executive Engineer. The material shall be granular and gritty.

2. The material shall be got approved by the Executive Engineer prior to collection on site. It shall be free from all rubbish, dust and any organic materials as well as clods of black cotton soils. Materials shall not be allowed to be collected from within the road boundary. Material to be used as crust and for side shoulders shall be as per C.B.R. report and that to be use bindage in W.B.M. road construction shall have P.I. value of less than 6 as determined in accordance with IS 2720 (Part-V). The material to be used should be got tested prior to its use in road construction. Testing charges shall be borne by the contractor.

3. River or nala or sea sand required for the work shall be clear, sound, properly, graded, free from organic materials silt clay etc. and shall be got approved by the Engineer-in-charge. The sand shall be obtained and brought from the source approved by the Engineer-in-charge. The sand shall be well graded.

The payment shall be made on Cubic Metre basis.

4. Stacking shall be done by filling in the standard steel boxes of 2 m x 1.5 m x 0.5 m size which shall be supplied by the Department if available on rent. Otherwise contractor shall make his own arrangement. No deduction for voids shall be made from the grade measurements. Where any doubt exists as to whether the quantity of stacks of murrum in an hectometre is not confirming with the cubic content of the standard pharas (2 x 1.5 x 0.5 M) the same shall be got corrected by the contractor if so ordered by the Engineer-in-charge for which no extra payment shall be claimed by the contractor. If the quantity of murrum in any stack in a particular hectometre is found to be less than 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 fairly level ground. Stacking of the murrum shall be done in a manner as directed by the Engineer-in-charge.

5. For road work completed stacking of murrum as per requirement shall be carried out in 2 K.M. length before spreading. The collection shall always, be commenced at one end of the K.M. and be carried continuously toward the other end unless the Engineer-in-charge shall direct otherwise.

6. The payment shall be made on cubic metre basis without deduction for voids. The contractor shall maintain all stacks in regular and proper size till the whole materials are collected, measured and finally accepted by the Department. The spreading of materials shall not be allowed till the materials are fully stacked and completed kilometer wise.

7. The rate includes cost of collection, conveyance to the site with all lead and lift and filling the boxes including all labour, tools, equipment and other incidental expenses.

8. The rate quoted are inclusive of all shall such tools, duties, fees, royalties, taxes etc.

Item-15(B) : Supplying and Stacking hard murrum/ sand/yellow earth/ binding materials on road site including filling boxes with all leads and lifts etc. complete on site of work as per specification.

1. The materials for the purpose shall be of approved quality. Any materials which is found inferior shall be rejected and the contractor shall remove such rejected materials from the site at his own cost. The material shall be approved by the Executive Engineer or his authorised agent.

Para 3 to 8 of Item No. 15 shall apply.

The sand used as crust shall be as per C.B.R. Report.

9. The measurements shall be taken on cubic metre basis.

ITEM NO 16 : Supplying standard size stone aggregate.

ITEM NO.16(A) Supplying and stacking of hand broken stone coarse aggregates chippings etc of hard stone of size 25mm.to 90 mm size nominal size free of disintegrated pieces, deleterious and organic matter including Filling boxes with all lead and lift etc complete for W.B.M. road.

1. The stone metal shall be obtained from quarries approved by the Executive Engineer prior to collections. The metal shall be of approved quality with all leads and lift. The metal shall be obtained from hard tough, sound durable, stone of close texture as is locally available and reasonably free from decay and weathering. Pieces of the stone shall be angular and roughly cubical in shape and round, elongated or flaky materials shall be allowed. The size of metal shall be 25 mm to 90 mm and shall be hand broken. All unsound weathered or disintegrated stone obtained from the upper surface layer of the quarry or other layers of boulders shall be rejected.

2. The samples of metal collected from approved quarries shall be got tested at Government recognized laboratory as may be directed to the contractor at his own cost. The test results shall conform to the standard requirements laid down for metal to be used for W.B.M. work.

3. The physical requirement for standard size metal shall conform to the test results indicated in the Table below :-

Type of Const.	Test	Test Method	Requirement
Base	(a) Los Angeles Abrasion Value	IS 2386 Part IV	50% (Maximum)
	Aggregate Impact value	IS 2386 Part-IV or 40%	(Maximum)
	(b) Flakiness Index	IS 5640	15% (Maximum)
		IS 2386 Part-I	

Frequency of test shall be as per Ministry of Surface Transport Specifications.

4. The grading requirements of the metal to be used for W.B.M. shall be as under :

Sr. No.	Size Range	Sieve designation	Percentage by weight Passing through the sieve
1.	25 mm to 90 mm	100 mm	100
		90 mm	90-100
		50 mm	40-60
		25 mm	0-10
		20 mm	0-5

The size of metal for W.B.M shall be 25 mm to 90 mm. wherein tolerance limit for oversize shall be up to 10% and that for lower size should be up to 10%.

5. Wherever any doubt exists as to whether the above requirements are satisfied, in whole or any part of the collection, metal shall be got screened by the contractor at his own cost, if so ordered by Engineer-in-charge.

6. Stacking shall be done by filling in the standard steel boxes of 2 m x 1.5 m x 0.5 m size which shall be supplied by the Department if available on rent. Otherwise contractor shall make his own arrangements. No deduction for voids shall be made from the gross measurements. Where any doubt exists as to whether the quantity of sacks of metal in any hectometre is not confirming with the cubical content of the standard pharas (2 m x 1.5 m x 0.5 m) 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 Hectometre shall be paid on the basis of the quantity so found. Regular stacks shall be done by the contractor on a fairly level ground. Stacking of the metal shall be done in a manner as directed by the Engineer-in-charge. Collection of metal shall be completed in two hectometre wise as per the final requirement and measurement shall be recorded two hectometre-wise. Until the quantity of metal as per the final requirement is not collected in any two consecutive HM. and std. boxes are not filled in completely in two hectometres, measurements shall not be recorded and payments shall not be done.

7. For road work complete staking of metal as per requirement shall be carried out in 2 Km. length before spreading. The metal stacks shall be measured and recorded and got cross checked by other Deputy Executive Engineer as per rules before spreading. The collection shall always, commence at one end of the Km. and be carried continuously towards the other end unless the Engineer-in-charge shall direct otherwise.

8. The payment shall be on cubic metre basis without deduction for voids. The contractor shall maintain all stacks in regular and proper size till the whole materials shall not 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.

9. The rate includes cost of collection, conveyance to the site with all lead and lift and filling the boxes including all labour, tools, equipment and other incidental expenses. The rates quoted are inclusive of all such tools, duties, fees, royalties, taxes, etc.

ITEM 16 (B) Supplying & stacking of hand broken crushed stone aggregate Chippings etc of hard stone of 40mm to 63mm size nominal size free of disintegrated pieces, deleterious and organic matter including filling boxes with all lead and lift etc. complete for road work.

Para 1 to 9 of item of hand broken metal size 25 mm to 90 mm size will apply except the size of metal mentioned in para 1 and the table of grading requirements. These will be as under

(i) Para 1 to size will be 40 mm. to 63 mm. instead of 25 mm. to 90 mm. in para 1.

(4) The grading requirements of the metal to be used for W.B.M shall be as under :-

Sr. No.	Size range	Sieve Designation	Percentage by weight Passing through the sieve
1	2	3	4
1.	40 mm to 63 mm	75 mm	100-100
		63 mm	90-100
		50 mm	60-80
		40 mm	0-15
		25 mm	0-5

The size of metal for W.B.M shall be 40 mm. to 63 mm. wherein tolerance limit for oversize shall be 10 percent and that for lower size should be upto 15 percent and below 25 mm it shall be upto 5 percent.

10. Standard for acceptance at reduced rate and rejection shall be as under :-

(a) Retained on 63 mm. square mesh sieve :
Not more than 30%

(b) Retained on 75 mm. square mesh sieve :

Nothing will be retained & 100% metal shall be pass through the sieve. For the over size metal, payment at reduced Rate should be made as under :

(A) 90% of accepted tender rates for the metal retained between 10% and 20% square mesh sieve of 63 mm. gauge.

(B) 75% of accepted tender rates for the metal retained more than 20% and upto 30% on square mesh sieve of 63 gauge.

If more than 30% of metal is retained on specified sieve, (i.e. 63 mm. square sieve) the stack shall be rejected. Also if any stone aggregate retained on 75 mm. sieve the stack shall be rejected.

The quality for which reduced rate will be applicable is the quantity retained on the above mentioned square mesh sieve and not the whole quantity.

For example in a stack of 1.5 cum. metal if 18% is retained on square mesh sieve of the prescribed size (i.e. 63 mm) the reduced rate of 90% will be applicable to 0.27 cu.m. only and the balance quantity size shall be paid for the accepted rates for standard size metal.

Before any secured advance for metal is paid to the contractor, the metal shall have to be tested for its quality in the laboratory. Contractors' request for such secured advance will be considered only after test results of metals are received and results are satisfactory.

[As per Government circular No. SSR 1070-1B-191-22-S of 5-3-92]

ITEM 16 (C) Supplying and Stacking of machine Crushed Stone aggregate Chipping etc of hard Stone of 20 to 50 mm nominal size free of disintegrated pieces, deleterious and organic matter (for bitumen surface dressing etc.) as per I.R.C. Code including filling the boxes with all lead and lift etc. complete.

1. The field of M.C. metal shall be of approved quarry as shown on the quarry chart as well as approved by the Executive Engineer prior to collection.

2. The M.C. metal shall be hard, tough, sound, durable, black trap field metal of close texture, free from decay and weathering. Each piece of the stone shall be angular and roughly cubical in shape and round elongated or flaky material shall be rejected. No round or oblong pebbles or angular chips larger or smaller than specified size shall be allowed.

3. All unsound, weathered or disintegrated stone obtained from the upper surface layer of the quarry or other layer of boulders shall be rejected. The physical requirement for standard size metal shall conform to the test results indicated in para 3 of item 4.

4. The M.C. metal shall be as nearly uniform in size as possible and shall conform to following minimum requirements of passing through the rings :

Sieve Size	Percentage passing through
63 mm.	100
50 mm	95-100
40 mm	35-70
20 mm	0-10

5. Wherever and doubt exists as to whether the above requirement are satisfied in whole or part, the collection of M.C. metal shall be got screened by the contractor if so ordered by the Executive Engineer and for which no extra payments shall be claimed by the contractor.

6. Any collection which does not fully satisfy the above requirements is liable to be rejected altogether.
7. Stacking shall be done by filling in the standard steel pharas of 2.00 x 1.50 x 0.50 metre and no deduction of voids shall be made from the gross measurements.
8. Regular stacks shall be done by the contractors on a fairly level ground. All the stacks shall be marked by white wash immediately on being measured and recorded by the Engineer-in-charge.
9. The rate includes blasting the rock, if any, breaking the metal, stacking, measuring in pharas etc. complete.

ITEM - 16 (d) Supplying & stacking machine crushed stone aggregate chipping etc. of hard stone of 25 mm to 40 mm nominal size free of disintegrated pieces, deleterious and organic matter including filling the boxes with all lead and lift etc. complete on site of the work for bituminous surface dressing etc. as per I.R.C. Code.

as per item No. 4 (c) except that gradation of Aggregate shall be as under.

Sieve Size	% by weight passing through
50 mm	95-100
40 mm	65-90
20 mm	0-10
10 mm	0-5

ITEM-16(e) : Supplying and stacking of quarry spauls materials at site including filling boxes with all lead and lift.

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 size.
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.
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. Stacking shall be made by the Contractor by steel pharas of 2 M x 1.5 M x 0.5 M and no deduction of voids shall be made from the gross measurements.
7. 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.
8. The rate includes blasting the rock, if any, breaking the quarry spauls, stacking measuring in pharas etc. complete.
9. 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.
10. 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.
11. The measurements shall be recorded in on Cum. basis & shall be paid accordingly.

ITEM-16(f) Supplying and stacking rubble of hard stone on road side with all leads and lift as directed.

1. The rubble stones shall be black in colour, shall be hard, tough, sound durable and of close texture, free from cracks and it shall be obtained from the approved quarries.
2. The rubble obtained from the top surface of the quarry is soft one and hence such soft variety shall not be accepted. All unsound weathered or disintegrated stones obtained from the upper portion of the quarry shall be rejected.
3. The quarry shall be well protected shall be dug by removing all the katcha and weathered stuff till approved quality of materials is available.
4. The length and breadth shall not exceed 1/1.2 times the thickness of the stones.
5. The rubble stacks shall be made on a fairly level ground and stacks shall be so made that rubble stones are stacked as close as possible so as to leave no excessive voids and no hollows are left out.
6. The tendency to prepare the stacks by keeping excessive voids or keeping hollow places shall not be tolerated.
7. The stacks shall be uniform in length and breadth and top portion shall be in level so that height at any point is uniform.
8. All the stacks shall be of standard dimensions which shall be prescribed by the Executive Engineer deduction for voids shall not be made.
9. The rubble shall be got approved by the Executive Engineer, prior to collector on site or otherwise it is liable to rejection for which no claim shall be entertained.
10. The contractor shall maintain all stacks in regular and proper sizes till the whole material is collected. Measured and finally accepted

by the department, 15 percent spauls will be allowed for filling in interstices.

11. The rubble shall be stacked in quantities as per hectometre wise requirement as directed by the Executive Engineer or his agent.

12. Measurement shall be given only when the full quantity of a half kilometer is stacked measurements shall be recorded and paid only once in a hectometre and no piecemeal measurements shall be recorded and paid.

13. Stacks shall be made as per actual requirements and any material 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.

ITEM-16 (G) : Supplying and stacking of rubble including rubble dumping as and where required as directed.

1.0 Stone shall be hard, sound, free from cracks, decay and weathering and shall be freshly quarried from an approved quarry. Stone with round surface shall not be used. The length of stone shall not exceed three times its height and the breadth on base shall not be greater than three fourth of the thickness of wall nor less than 15 cm. The rubble shall be stacked in chhattas manner on fairly levelled ground as and where directed as per the instruction of the Engineer-in-charge. 10% for voids shall be deducted from gross measured quantity. The rate includes all labours, materials, tools and equipments, dumping the rubble and all other incidental expenses occurred. The payment shall be made on cmt. basis.

ITEM-16 (H) : Supplying and stacking unscreened gravel on site of work etc. as directed.

The unscreened gravel shall be obtained from quarries approved by Executive Engineer prior to collection. The material shall be of approved quality with all lead and lift. The material shall be clear and free from organic material, silt, clay etc. and shall be got approved from Engineer-in-charge.

Wherever any doubt exists as to whether the above requirements are satisfied in work or any part of the collection, it shall be rectified by the contractor at his own cost, if so ordered by Engineer-in-charge.

Stacking shall be done by filling in the standard steel boxes of 2 mt. x 1.5 mt. x 0.5 mt. size which shall be supplied by the department if available on rent otherwise contractor shall make his own arrangements. No deduction for voids shall be made from the gross measurements. Where any doubt exists as to whether the quantity of stacks of material in any hectometer is not confirming with the cubical content of the standard pharas (2 mt. x 1.5 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 material in any stack in a particular Hectometers is found to be less than the standard measurements viz. 1.5 cmt. the entire collection in the Hectometer shall be paid on the basis of the quantity so found. Regular stacks shall be done by the contractor on fairly level ground. Stacking of material shall done in a manner as directed by the Engineer-in-charge.

For road work complete stacking of material as per requirements shall be carried out in 2 k.m. length before spreading. The material stacks shall be measured and recorded and got cross checked by the other Deputy Executive Engineer as per rules before spreading. The collection shall always commence at one end of the k.m. and be carried out continuously towards the other end unless the Engineer-in-charge direct otherwise.

The payment shall be made on cubic metre basis without deduction for voids/ The contractor shall maintain all stacks in regular and proper size till the whole materials shall not 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.

The rate includes cost of collection, conveyance to the site with all lead and lift and filling the boxes including all labour, tools, equipments and other incidental expenses. The rates quoted are inclusive of all such tools, duties, fees, royalties, taxes etc.

ITEM-17 : Carting and stacking of scarcity hand broken metal on site with all lead including filling the boxes.

The stone metal shall be obtained from stacking of security metal which is broken in previously scarcity period carting shall be done as per instruction of Engineer-in-charge.

Stacking shall be done by filling the standard steel boxes of 2m x 1.5 m x 0.5 m size which shall be supplied by the Department, if available, on rent otherwise contractor shall make his own arrangement and no deduction for voids shall be made from the gross measurements. Where any doubt exists as to whether the quantity of stacks of metal in any hectometer is not confirming with the cubical content of the standard para (2m x 1.5m x 0.5 m) shall be got corrected by the contractor, if so order by the Engineer-in-charge, for which extra payment shall be claimed by the contractor. If the quantity of metal in any stack in particular Hectometer is found to be less than the standard measurement viz 1.5 cm. the entire collection the Hectometre shall be paid on the basis of the quantity so found. Regular stacks shall be done by the contractor on a fairly level ground. Stacking of the metal shall be done in a manner as directed by the Engineer-in-charge. The standard size box measurement for aggregate will be recorded as final and no subsequent charge will be permitted.

The payment shall be made on cubic meter basis without deduction for voids. The contractor shall maintain all stacks in regular and proper size till the whole materials are collected, measured and finally accepted by the Department. The rate includes conveyance to the site with all lead and lift and filling the boxes including all labour, tools, equipment and other incidental expenses.

ITEM -18 : Spreading Soft murrum/murrum/sand/yellow/earth/bindage or road crust filling the gaps in metal and leveling to camber and gradient as directed.

Spreading of material shall be started after the full supply in a particular K.M. is collected, measured and recorded in the measurement books. Permission of the Engineer-in-charge shall be obtained before spreading. It shall be seen that the formation is dressed to the required camber and grade. If the murrum is to be spread over the metaled surface then the spreading shall be uniform and as its level as to act as binding surface, it shall be used for filling the interstices of metal and forming a smooth running surface as far as possible. Murrum bindage shall be specified as bindage shall be spread evenly with a twisting motion of the baskets. No more Murrum shall be used then specified as bindage. The rate is for gross measurements and no deduction of voids shall be made. If the murrum is to be spread over earthen embankment as a sub-base or for side shoulders or as bindage, it shall be spread in a manner as directed by the Engineer-in-

charge and as per required width and thickness. The contractor shall make good all unevenness, depression, projections etc., during consolidation work. Rate of this item includes all these operation except consolidation. The payment shall be made on cmt. basis.

ITEM - 19 (A) : Spreading the stone aggregates for soiling and W.B.M. including filling the interstices to required camber and gradient (excluding spreading of blindage) (i) 40 mm to 63 mm size H.B.Stone aggregates (H.B.) (ii) 21 mm to 90 mm size H.B. stone aggregate. (iii) Chipping varying from 6 mm to 25 mm size (iv) 20 mm to 50mm size crushed.

1. Metal shall not be spread without permission of the Engineer-in-charge. Metal should be spread under careful supervision by trained coolies. Contractor shall see that uniform spreading as per collection of metal is done. The contractor shall spread the metal fully from the stacks without keeping any balance unless directed by the Engineer-in-charge to keep some stock in balance for making good unevenness or depressions during rolling works. To ensure that the material is spread to the required thickness, the road surface shall be marked out in to length over which the contents of heaps are to be spread. The bounds of earth or murrum (one on either side) shall be laid with a distance between them equal to the width of road to be metaled and shall be enough to prevent the loose metal from spreading during consolidation as well as to retain water used for consolidation. Payment for bunds will be made in the respective item.

2. The metal (including old metal) shall be screened and rubbish, dust, grass shall be removed and spread evenly on the prepared surface in grade and camber by using camber board etc. so as to ensure that the surface is true to camber and grade. At least two camber by using camber boards shall be in use at site. The surface shall be checked at every 50 ft. by means of template while the correctness of the camber in between shall be tested by string and corrected as required. Between the straight lengths and the curves in camber of road to super-elevation shall be made very gradually as may be directed by the Engineer-in-charge.

3. The spreading of metal shall proceed only 200 mt. (max.) advance of the rolling operations. The collection and spreading of the metal shall not be carried out in one and the same kilometer.

4. At the time of rolling all surface irregularities, hollows, depressions, humps etc. shall be straight. The spreading of metal in required layer shall be done by the contractor. The rate for this item shall be paid on cmt. basis and includes all the above operation with all lead and lift except consolidation.

Item-19 (B) : Spreading the stone aggregates for soiling and W.B.M. including filling the interstices forming the surface to required camber and gradient by paver finisher (Labour charges only but including hire and operating charges of paver)

Specification same as item No.19(A) except that metal or stone aggregate shall be spread by paver finisher and not manually. Besides all the labour charges, the rate also includes the hire and operating charges of paver. The contractor shall have to make his own arrangement for procuring appropriate paver.

Item-19 - (C) : Spreading quarry spauls in grade & camber complete.

1. The quarry spauls shall 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 then be filled in basket & conveyed where required and spread evenly on the prepared surface by 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 on 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 rolling 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 of 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 camber 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 them equal to the width be laid with oversize metal. Similarly.

12. The Q.S. shall be laid as close as possible so as to leave minimum possible interstices and voids.

13. Before rolling is allowed on soiling the side berms shall be filled up to the top of the soiling 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.

ITEM-20

Rolling & Consolidating water bound macadam (except laterite & kankar) incl. watering not exceeding 150 mm thickness (main layer including binding materials) including filling in depression which occur during the process with power roller exceeding 8.0 M.T. but not exceeding 12.0 M.T.

1. Immediately following the spreading of the coarse aggregates rolling shall be with three wheeled power rollers of 8 to 10 tonne capacity or tandem 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.
2. Except on super elevated portions where the rolling shall proceed from inner edge to 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 inwards parallel to center line of the road, in successive passes uniformly lapping preceding tracks by at least one half the width.
3. 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.
4. The rolled surface shall be checked transversely and longitudinal with templates and any irregularities corrected by loosening the surface, adding or removing necessary amounts of aggregate and rerolling until, the entire surface conforms to desired camber and grade. In no case shall the use of screening be permitted to make up depression.
5. 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 moving roller.
6. After the final compaction of water bound macadam course the road shall be allowed to dry 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.
7. Payment will be made on Smt. basis of the finished work and shall include cost of watering, rent of machinery cost fuel, wages of drivers and cleaners and murrum bund etc.

ITEM NO. 21 :- Construction of granular sub-base by providing close graded material / coarse graded material, mixing by mix in place method, mixing in a mechanical mix plant at OMC, carriage of mixed material to work site spreading in uniform layers with motor grader on prepared surface and compacting with smooth wheel roller or vibratory power roller, to achieve the desired density, complete as per Technical Specification Clause 401.

401. Granular sub Base**Scope:-**

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

401.2 Materials:-

The material to be used for the work shall be natural sand, murrum, gravel, crushed stone or combination thereof depending upon the grading required. Materials like crushed slag crushed concrete, brick metal and kankar may be allowed only with the specific approval of the Engineer. The materials shall be free from organic or other deleterious constituents and conform to one of the three gradings given in Table 400-1.

While the gradings in Table 400-1 are in respect of close graded granular sub-base materials, one each for maximum particle size of 75 mm, 53mm and 26.5 mm, the corresponding gradings for the coarse graded materials for each of the three maximum particle sizes are given at Table 400-2. The grading to be adopted for a project shall be as specified in the Contract.

401.2.2 Physical requirements :-

The materials shall have a 10 percent fines value of 50 kN or more (for sample in soaked condition) when tested in compliance with BS:812(Part 111). The water absorption value of the coarse aggregate shall be determined as per IS: 2386 (Part 3), if this value is greater than 2 per cent, the soundness test shall be carried out on the material delivered to site as per IS: 383. For Grading II and III materials, the CBR shall be determined at the density and moisture content likely to be developed in equilibrium conditions which shall be taken as being the density relating to a uniform air voids content of 5 percent.

TABLE 400-1. GRADING FOR CLOSE GRADED GRANULAR SUB-BASE MATERIALS.

IS Sieve Designation	Per cent by weight passing the IS sieve		
	Grading I	Grading II	Grading III
75.0 mm	100	-	-
53.0 mm	80-100	100	-
26.5 mm	55-90	70-100	100

9.5 mm	35-65	50-80	65-95
4.75 mm	25-55	40-65	50-80
2.36 mm	20-40	30-50	40-65
0.425 mm	10-25	15-25	20-35
0.075 mm	3-10	3-10	3-10
CBR Value (Minimum)	30	25	20

TABLE 400-2, GRADING FOR COARSE GRADED GRANULAR SUB-BASE MATERIALS

IS Sieve Designation	Percent by weight passing the IS Sieve		
	Grading I	Grading II	Grading III
75.0 mm	100	-	-
53.0 mm	-	100	-
26.5 mm	55-75	50-80	100
9.50 mm	-	-	-
4.75 mm	10-30	15-35	25-45
2.36 mm	-	-	-
0.425 mm	-	-	-
0.075 mm	<10	<10	<10
CBR Value (Minimum)	30	25	20

Note: The material passing 425 micron (0.425 mm) sieve for all the three grading when tested according to IS: 2720 (Part 5) shall have liquid limit and plasticity index not more than 25 and 6 percent respectively.

401.3 Strength of sub-base:-

It shall be ensured prior to actual execution that the material to be used in the sub-base satisfies the requirements of CBR and other physical requirements when compacted and finished.

When directed by the Engineer, this shall be verified by performing CBR tests in the laboratory as required on specimens remolded at field dry density and moisture content and any other tests for the "Quality" of materials, as may be necessary.

401.4 Construction Operations:

401.4.1 Preparation of subgrade:-

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

Spreading and compacting :

The sub-base material of grading specified in the Contract 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.

When the sub-base material consists of combination of materials mentioned in Clause 401.2.1, mixing shall be done mechanically by the mix-in-place method.

Manual mixing shall be permitted only where the width of laying is not adequate for mechanical operations as in small sized jobs. The equipment used for mix-in-place construction shall be a rotavator or similar approved equipment capable of mixing the material to the desired degree. If so desired by the Engineer, trial runs with the equipment shall be carried out to establish its suitability for the work.

Moisture content of the loose material shall be checked in accordance with IS:2720 (Part 2) and suitably adjusted by sprinkling additional water from a truck mounted or trailer mounted water tank and suitable for applying water uniformly and at controlled quantities to variable widths of surface or other means approved by the Engineer. According to need to obtain required Compaction & as per instructions of Engineer-in-charge Contractor shall use required Rollers in order to obtain required compaction and as per instructions of Engineer-in-charge, contractor shall use smooth wheeled / vibratory roller of 80 to 100 kN static weight. Rolling shall commence at edges & progress towards centre for portions having crossfall on both sides.

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 per cent 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.

401.5 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.

401.6 Arrangements for Traffic :-

During the period of construction, arrangement of traffic shall be maintained in accordance with clause 112.

401.7 Measurements for payment :-

During 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.

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) furnishing all materials to be incorporated in the work including all royalties, fees, rents where necessary and 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-22 Providing and laying W.B.M. Sub base/Base course)

- 1.0 Specifications for W.B.M. : (Sub base/Base Course) crushed/broken stone aggregates of ___ mm compacted thickness rolling and bonded together with screenings B.T.M.C. metal of size 45 to 63 mm size including 20% grit (Stone Screening) & stone dust as filler including spreading water & consolidation by required roller as per specification.**

2.0 Materials :

2.1 Coarse aggregates : General requirements : The coarse aggregates shall be stone metal obtained from quarries approved by the Executive Engineer prior to collection. The metals shall be of approved quality with all leads and lifts. The metal shall be obtained from hard, tough, sound, durable, stone of close texture as is locally available and reasonably free from decay and weathering. Pieces of the stone shall be angular and roughly cubical in shape and round, elongated or flaky materials shall be rejected. No round or oblong pebbles or angular chips larger or smaller than specified size shall be allowed. The size of metal shall be 40 mm to 63 mm and shall be crushed/hand broken. All unsound weathered or disintegrated tone obtained from the upper surface layer of the quarry or other layers & boulders shall be rejected.

2.1.1 Physical requirements : The aggregates shall conform to the physical requirements as indicated in the Table No. 400-1 hereafter.

TABLE 400-1 PHYSICAL REQUIREMENTS OF COARSE AGGREGATES FOR WATER BOUND MACADAM FOR SUB-BASE COURSES

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 per cent (Max) 30 per cent (Max)
2. Combined Flakiness and Elongation - Indices (Total)	IS:2386 (Part- 1)	30 per cent (Max)

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

** Aggregates like bricks, metal, kankar, laterite etc. which get softened in presence of water, shall be tested for impact value under wet condition in accordance with IS : 5640

2.1.2 Grading requirement : The coarse aggregates shall conform to the grading requirement as indicated in Table No. 2 below :

TABLE 400-7. GRADING REQUIREMENTS OF COARSE AGGREGATES

Grading No.	Size Range	IS Sieve Designation	Per cent by weight passing the sieve
1.	90 mm to 45 mm	125 mm 90 mm 63 mm	100 90-100 25-60

		45 mm 22.4 mm	0-15 0-5
2.	63 mm to 45 mm	90 mm 63 mm 53 mm 45 mm 22.4 mm	100 90-100 25-75 0-15 0-5
3.	53 mm to 22.4 mm	63 mm 53 mm 45 mm 22.4 mm 11.2 mm	100 95-100 65-90 0-10 0-5

2.2 Screenings/approved quality of murrum/gritty materials : Screenings/murrum/gritty materials to fill voids in the coarse aggregate and to act as binding materials shall generally consist of predominantly non-plastic material such as murrum or gravel (other than rounded river borne material) provided the liquid limit and plasticity index of the material is below 20 & 6 respectively & fraction passing 75 micron sieve does not exceed 10 percent.

2.2.1 As far as possible, screening/murrum/gritty materials shall conform to the gradings set forth in Table No. 400.3 below :

TABLE 400 - 3. 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 11.2 mm 5.6 mm	100 95-100 15-35
B	11.2 mm	180 micn 11.2 mm 5.6 mm 180 micn	0-10 100 90-100 15-35

TABLE 400 - 9. APPROXIMATE QUANTITIES OF COARSE AGGREGATES AND SCREENINGS REQUIRED FOR 100 / 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	Grading classification and size	Loose Qty.
Grading1	90 mm to	100 mm 45 mm	1.21 to 1.43 m ³	Type A 13.2 mm	0.27 to 0.30 m ³	Not Uniform	0.30 to 0.32m ³
Grading2	63mm to	75 mm 45 mm	0.91 to 1.07m ³	Type A 13.2 mm	0.12 to 0.15 m ³	- do -	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 -
Grading3	53mm to	75 mm 22.4 mm	- do -	- do -	0.18 to 0.21m ³	- do -	- do -

3.0 Construction Operations :

3.1 Preparation of base : The subgrade/sub-base/base to receive the water bound macadam course shall be prepared to the specified grade and camber and made free of dust and other extraneous material. Any ruts or soft yielding places shall be corrected in an approved manner and rolled until firm. Where water bound macadam is to be laid over an existing black topped surface, 50 mm x 50 mm furrows shall be cut at an angle of 45 degrees to the road at 1 metre intervals in the latter before laying the coarse aggregate.

3.2 Spreading course aggregate : The coarse aggregates shall be spread uniformly upon the prepared base in such quantities that the thickness of the compacted layer is 100 mm for grading 1 and 75-100 mm for gradings 2 and 3 as specified.

The spreading shall be done from stock piles along the side of the roadway or directly from vehicles. In no case shall the aggregate be dumped in heaps directly on the surface prepared to receive the aggregate nor shall hauling over uncompacted or partially compacted base be permitted.

The surface of the aggregates spread shall be carefully checked with templates and all high or low spots remedied by removing or adding aggregate as may be required. No segregation of large or fine particles shall be allowed and the coarse aggregate as may be required. No segregation of large or fine particles shall be allowed and the coarse aggregate as spread shall be of uniform gradation with no pockets of

fine material.

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

3.3 Rolling : Immediately following the spreading of the coarse aggregate, rolling shall be started with three wheeled power rollers of 6 to 10 tonne capacity or tandem or vibratory rollers of approved type. The weight of the roller shall depend upon the type of the aggregate and as may be indicated by the Engineer-in-charge.

Except on super elevated portions 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 inwards parallel to the centre line of the road, in successive passes uniformly lapping preceeding tracks by at least one half width.

Rolling shall continue until the aggregate are thoroughly keyed and the creeping of aggregates ahead of roller is 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 subgrade or sub-base course.

The rolled surface shall be checked transversely and longitudinally with templates and any irregularities corrected by loosening the surface, adding and removing necessary amounts of aggregates and re-rolling until the entire surface conforms to desired number and grade. In no case shall the use of screenings be permitted to make up depressions.

3.4 Application of screenings/ murrum/ gritty material : After the coarse aggregate has been rolled to Clause 3.3 screenings/ murrum/ gritty material to completely fill the intersices 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/ murrum/ gritty material are being spread so that vibrations of the roller cause them to settle into the voids of the coarse aggregate. The screenings/ murrum/ gritty material shall not be dumped in piles but spread uniformly in successive thin layers either by the spreading motion of hand shovels or by mechanical spreaders, or directly from trucks. Trucks operation for spreading the screenings/ murrum/ gritty material shall be driven as not to disturb the coarse aggregate.

The screenings/ approved quality murrum/ gritty material 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 screening/ murrum/ gritty material shall be carried out in only such lengths of the road which could be completed within one day's operation.

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

3.6 Setting and drying : After the final compaction of water bound macadam course, the road shall be allowed to dry overnight. Next morning hungry spots shall be filled with screenings/ murrum/ gritty material as directed, slightly 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 having traffic from using the completed water bound macadam course if in his opinion it would cause excessive form to the surface.

4.0 Surface Finish :

The surface finish of construction shall conform to the following requirements :

4.1 General : All works performed shall conform to the lines, grades, cross sections and dimensions shown on the drawings or as directed by the Engineer-in-charge subject to the permitted tolerances described hereinafter.

4.2 Horizontal Alignments : Horizontal alignments shall be reckoned with respect to the centre line of the carriage way as shown on the drawings. The edges of the carriage way as constructed shall be correct within a tolerance of ± 25 mm therefrom. The corresponding tolerance for edges the roadway and lower layers of payments shall ± 40 mm.

4.3 Longitudinal profile : The levels of the subgrade and different pavement course 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-in-charge, beyond the tolerances mentioned below:

Subgrade	± 25 mm	Sub-base	± 20 mm
Base course	± 15 mm	Wearing course	± 10 mm.

provided, however, that the negative tolerance for wearing coarse shall not be permitted in conjunction with the positive tolerance for base course if the thickness of the former is thereby reduced by more than 6 mm.

4.4 Surface Regularity : The surface regularity of completed sub-base, base course and wearing surface in the longitudinal and transverse directions shall be within the tolerance indicated in Table No.4 below:

Table No. 4: Permitted tolerance of surface Regularity for payment course

Sr. No.	Type of Construction	Longitudinal Profile with 3 metre straight edge		Cross profile
		Maximum permissible undulation mm	Maximum number of undulations per meter in any 300 m. length exceeding : mm	Maximum Permissible variation from specified Profile under camber
1	2	3	4	5
1.	Water Bound Macadam with normal size metal (20-50 mm and 40-63 mm size)	12	30	8

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 at intervals of 10 metres.

4.5 Rectification : Where the surface irregularity of subgrade and the various pavement course fall outside the specified tolerances, the shall be liable to rectify these in the manner described below and to the satisfaction of the Engineer-in-charge.

When the surface is high or low, the top 75 mm shall be scarified, reshaped with added material as necessary and recompacted as per the specification of W.B.M. The area treated at a place shall not be less than 5 metres long and 2 metres wide.

5.0 Quality Control tests during Construction :

5.1 General : The materials supplied and the works carried out by the contractor shall conform to the specification prescribed in the preceding Clauses.

For ensuring the requisite quality of Construction, the materials and works shall be subjected to quality control test, as describe hereinafter, by the Engineer-in-charge. The testing frequencies set forth are desirable minimum and the Engineer-in-charge shall have the full authority to carry out tests as frequently as he may deem necessary to satisfy himself that the materials and works comply with the appropriate specifications.

Test procedures for the various quality control tests are indicated in the sections of the specifications or for certain test within this section. Where no specific testing procedure is mentioned, the tests shall be carried out as per the prevalent engineering practice to the directions of the Engineer-in-charge.

5.2 Test on Sub-bases & Bases :

5.2.1 The tests and their frequencies for W.B.M. types of bases & sub-base shall be as given in Table No.5 below

Table No. 5 Control tests & their frequency for sub-base & bases of water bound macadam

Sr. No.	Type of Construction	Test	Frequency
1.	Water Bound Macadam	(i) Aggregate impact value (ii) Grading (iii) Flakiness index (iv) Aterberg limit	One test per 1200 cu.m. One test per 100 cu.m. One test per 200 cu.m. One test per 25 cu.m. of materials for screenings.

5.2.2 Compaction Control : Control shall be exercised by tacking 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 a day's work on statistical basis. The determination of density shall be in accordance with IS 2720 (Part XX VIII). Test locations shall not be based on the results 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 materials and the method of compaction is being exercised. If considerable variations are observed between individual density results, the minimum number of tests in one set of measurement shall be increased 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.

6.0 Arrangement of Traffic during Construction :

6.1 General : The contractor shall at all times carry out work on the highway in a manner creating least interference to the flow of traffic while consistent with the satisfactory execution of the same. For all work involving improvements to the existing highway, the contractor shall, in accordance with the directives of the Engineer-in-charge, provided and maintain, during the execution of the work, a passage for traffic along a part of the existing way under improvement, or along a temporary diversion constructed close to the highway.

6.2 Passage of Traffic along a part of the Existing Carriage way Improvement : This method shall be adopted where, in the opinion of the Engineer-in-charge, the improvement works, namely widening of the existing pavement or reconstruction/repairs to cross-drainage works, could be carried out on part widths at a time and the traffic could simultaneously be passed without undue delay and difficulty on the other part. The road shoulder shall be dressed and brought in line with the pavement and maintained throughout the duration of the work to the satisfaction of the Engineer-in-charge. Where works is in progress in continuous long stretches, passing places, at least 20 metre long 6 metre wide, inclusive of the width of the existing carriage way shall be provided at half to one kilometer intervals as directed by the Engineer-in-charge. Extra treatment to shoulders where necessary, shall be given as ordered by the Engineer-in-charge.

6.3 Passage of traffic along a Temporary Diversion : If in the opinion of the Engineer-in-charge it is not possible to pass the traffic on part width of the carriage way for any reason, a temporary diversion close to the highway shall be constructed as directed. It shall be paved with locally available materials such as hard murrum, gravel, brick or stone metal to the specified thickness and provided with bituminous surfacing, where directed. In all case, the alignment, gradients and surface type of the diversion, including its junctions, shall be approved by the Engineer-in-charge before the highway is detoured and closed to traffic. At cross drainage points, the contractor shall provide temporary crossings for the diversion according to the designs approved by the Engineer-in-charge.

6.4 Traffic Safety and control : The contractor shall take all necessary measures for the safety of traffic during construction and provide, erect and maintain such barricades, including signs, markings, flags, lights and flagmen as may be required by the Engineer-in-charge for the information and protection of traffic approaching or passing through the section of the highway under improvement. Before taking up any construction, an agreed phased programme for the diversion of traffic on the highway shall be drawn up in consultation with the Engineer-in-charge.

The barricades erected on either side of the carriage/portion of the carriage way closed to traffic, shall be of strong design to resist violation, and painted with alternate black and white stripes. Red lanterns or warning lights of similar type shall be mounted on the barricades at night and kept throughout from sunset to sunrise.

At the point where traffic is to deviate from its normal path whether on temporary diversion or part width of the carriage way the channel for traffic shall be clearly marked with the aid of pavement markings painted drums or a similar device to the directions of the Engineer-in-charge. At night the passage shall be delineated with lanterns or other suitable light source.

One way traffic operation shall be established wherever the traffic is to be passed over part of the carriage way inadequate for two-lane traffic. This shall be done with the help of flagmen kept positioned on opposite sides during all hours for regulation of traffic. The flagmen shall be equipped with red and green flags and lanterns/lights.

On both sides, suitable regulatory/warning signs shall be installed for the guidance of road users. On each approach at least two signs shall be put up one close to the point where transition of carriage way begins and the other 120 metres away. The signs shall be of approved design and of refractory type if so directed.

6.5 Maintenance of Diversion and traffic control Devices : Signs, lights, barrier and other traffic control devices, as well as the riding surface of diversions shall be maintained in satisfactory conditions till such time they are required as directed by the Engineer-in-charge. The temporary travel way shall be kept free of dust by frequent application of water if necessary.

6.6 Measurements for payment traffic Arrangement : All arrangements for traffic during construction including maintenance thereof but excluding initial dressing and/or extra treatment of the shoulders and construction of temporary diversions shall be considered as incidental to the works and Contractor responsibility.

Construction of temporary diversions, initial dressing of the shoulders and extra paving at passing places shall, however, be paid for as provision sum, if written order is issued to do so by the Engineer-in-charge.

7.0 Measurements for payments for W.B.M.

7.1 Water bound macadam shall be measured as finished work in position in cubic metres. The finished thickness of sub-base and base courses to be paid on volume basis shall be computed in the following manner :

Levels shall be taken before and after construction, at a grid of points 10 metres centre to centre longitudinally in straight reaches but 5 metres at curves. Normally, on two-lane roads the levels shall be taken at four positions transversely, at 0.75 and 2.75 metres from either edge of the carriage way and on single lane roads these shall be taken at two positions transversely being at 1.25 metre from either edge of the carriage way.

Suitable reference for the transverse grid line should be left in the form of embedded bricks on either ends or by the other means so that it is possible to locate the grid points for level measurements after each successive course is laid.

For pavements courses laid only over widening portion, at least one line of levels shall be taken on each strip of widening or more depending on the width of widening as decided by the Engineer-in-charge, notwithstanding the above, if the need may arise particularly in the case of estimation of the volume of the material for leveling course. The average thickness of the pavement source in any area shall be the arithmetical mean of the difference of levels before and after construction at all the grid points falling in that area, provided that thickness of finished work shall be limited to those shown on the drawings or approved by the Engineer-in-charge.

As supplement to level measurement, the Engineer-in-charge shall have the portion to cut cores/holes to check on the depth of construction.

The contractor shall sign day to day leveling work and also original cross section, longitudinal section in token of his acceptance etc. The working sections both longitudinal and cross of the sub-grade shall be taken by the Engineer-in-charge before the actual W.B.M. work is started. The contractor or his authorised representative shall attend day to day leveling work and sign with date the field book daily in token of his acceptance. If there is any disagreement the contractor shall inform of it in writing to the officer concerned with specific reference to the sections before starting further work. Once the work is started no cognizance of any complaint taken. Merely not signing of the level book shall not be deemed as disagreement. The Executive Engineer shall also verify leveling work to the extent of 5 percent before commencement of WBM. WBM shall be maintained by the contractor to proper formation and grade till this item is finally measured and accepted by the Department. The measurement shall be taken on compacted WBM.

Any crack formation or screenings observed in between any layer of WBM work shall be deducted from the measurements so taken and net quantity of WBM work shall be considered for payment.

8.0 Rate

8.1 The contract unit rate for water bound macadam sub-base/base course 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-6 except for initial treatment to shoulders and construction of diversions.
- (ii) Furnishing all materials to be incorporated in the work including all royalties, fees, rents where necessary and all leads and lifts.
- (iii) All labour, tool, equipment and incidentals to complete the work to the specifications and
- (iv) Carrying out the work in part widths of roadway where directed.

Item No. : 23 : Providing, laying, spreading and compacting graded stone aggregate to wet mix macadam specification including premixing the material with water at OMC in mechanical mix plant carriage of mixed material by tipper 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. including scarifying existing asphalt surface as & where required.

406. WET MIX MACADAM SUB-BASE/BASE

406.1. Scope

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

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

406.2. Materials

406.2.1. Aggregates

406.2.1.1. Physical requirements: Course aggregates shall be crushed stone. If crushed gravel/shingle 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 conform to the physical requirements set forth in Table 400-10 below.

TABLE 400-10. PHYSICAL REQUIREMENTS OF COARSE AGGREGATES FOR WET MIX MACADAM FOR SUB-BASE/BASE COURSES

Test	Test Method	Requirements
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-D)	30percent (Max)**

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

* To determine this combined proportion, the flaky stone from a representative sample should first be separated out. Flakiness index is weight of flaky stone metal divided by weight of stone sample. Only the elongated particles are 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.

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).

406.2.1.2. Grading requirements: The aggregates shall conform to the grading given in Table

TABLE 400 - 11 GRADING REQUIREMENTS OF AGGREGATES FOR WET MIX MACADAM

IS Sieve Designation	% by weight passing the IS sieve	IS Sieve Designation	% by weight passing the IS sieve
53.00 mm	100	4.75 mm	25-40
45.00 mm	95-100	2.36 mm	15-30
26.50 mm		600.00 Micron	8-22
22.40 mm	60-80	75.00 Micron	0-8
11.20 mm	40-60		

Materials finer than 425 micron shall have Plasticity Index (PI) not exceeding 6.

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

406.3. Construction Operations

406.3.1. Preparation of base: Clause 404.3.1 shall apply.

406.3.2. Provision of lateral confinement of aggregates: While constructing wet mix macadam, arrangement shall be made for the lateral confinement of wet mix. This shall be done by laying materials in adjoining shoulders along with that of wet mix macadam layer and following the sequence of operations described in Clause 407.4.1.

406.3.3. Preparation of mix: Wet Mix Macadam shall be prepared in an approved mixing plant of suitable capacity having provision for

controlled addition of water and forced/positive mixing arrangement like pug mill or pan type mixer of concrete batching plant. For small quantity of wet mix work, the Engineer may permit the mixing to be done in concrete mixers.

Optimum moisture for mixing shall be determined in accordance with IS: 2720 (Part-8) after replacing the aggregate fraction retained on 22.4 mm sieve with material of 4.75 mm to 22.4 mm size.

406.3.4. Spreading of mix : The mix may be spread either by a paver finisher or motor grader. For portions where mechanical means cannot be used, manual means as approved by the Engineer shall be used. The motor grader shall be capable of spreading the material uniformly all over the surface. Its blade shall have hydraulic control suitable for initial adjustments and maintaining the same so as to achieve the specified slope and grade.

The paver finisher shall be self-propelled, having the following features:

- (i) Loading hoppers and suitable distribution mechanism
- (ii) 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 profile.
- (iii) The paver shall be equipped with necessary control mechanism so as to ensure that the finished surface is free from surface blemishes.

406.3.5. Compaction:

After the mix has been laid to the required thickness, grade and cross fall / camber the same shall be uniformly compacted, to the full depth with suitable roller. If the thickness of single compacted layer does not exceed 100 mm, a smooth wheel roller of 80 to 100 KN weight may be used. For a compacted single layer up to 200 mm, the compaction shall be done with the help of vibratory roller of minimum static weight of 80 to 100 KN or equivalent capacity roller. The speed of the roller shall not exceed 5 km/h.

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

In portions in camber, rolling should begin at the edge with the roller running forward and backward until the edges have been firmly compacted. The roller shall then progress gradually towards the centre.

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

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

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

406.4. Opening to Traffic

Preferably no vehicular traffic of any kind should be allowed on the finished wet mix macadam surface till it has dried and the wearing course lay.

406.5. Surface Finish and Quality Control of Work

406.5.1. Surface evenness: The surface finish of construction shall conform to the requirements of Clause 902.

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

406.6. Rectification of Surface Irregularity

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

406.7. Arrangement for Traffic

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

406.8. Measurements for Payment

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

406.9. Rates

The Contract unit rate for wet mix macadam shall be payment in full for carrying out the required operations including full compensation for all components listed in Clause 401.8.

Item No. 24 :- Prime Coat over granular base providing & applying priming coat using medium setting emulsion bitumen @ _____ on W.B.M./W.M.M. surface by mechanical means including cleaning the surface etc. complete.

502. PRIME COAT OVER GRANULAR BASE

502.1. Scope

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

to the superimposition of bituminous treatment or mix.

502.2. Materials

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

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

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

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

Type of surface	Kinematic Viscosity of Primer at 50°C (Cst. minimum)	Quantity of Liquid Bituminous Material Per 10 Sq.m. (Kg.)
Low porosity	30-60	6 To 9
Medium porosity	70-140	9 To 12
High porosity	250-500	12 To 15

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

502.3. Weather and Seasonal Limitations

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

502.4. Construction

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

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

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

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

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

502.5. Quality Control of Work

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

502.6. Arrangements for Traffic

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

502.7. Measurement for Payment

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

502.8. Rate : The contract unit rate for prime coat with adjustments as described in Clause 502.7 shall be payment in full for carrying out the required operations including full compensation for all components listed in Clause 401.8 (i) to (v) and as applicable to the work specified in these Specifications. Payment shall be made on the basis of the provision of prime coat at an application rate of 0.75 kg per square metre, with adjustment, plus or minus, for the variation between this amount and the actual amount approved by the Engineer after the preliminary trials referred to in Clause 502.4.3.

ITEM - 25 : Providing & Supplying evenly Tack Coat with bitumen at rate of 10Kg/smt. (including heating the bitumen but excluding the cost of bitumen).

503 TACKCOAT:

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

503.2. Materials

503.2.1. Binder: The binder used for tack coat shall be Rapid Setting Bitumen Emulsion Grade RS-1 complying with IS:8887 of as specified in the Contract a type & grade.. The use of put back bitumen medium Curing grade as per IS:217 bitumen as per IS:217 shall be restricted only for sites at sub-zero temp return Statyfe or for emergency applications as directed by the Engineer. or as directed by the Engineer the use of cut back

503.3. Weather and Seasonal Limitations

Specifications shall be same as that of Item no. 502 except that Where the tack coat is of cut back bitumen, the surface shall be dry.

503.4. Construction

503.4.1 Equipment : Same equipments shall be used as per item 502.4.1.

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 501.8 and 902 as appropriate. 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 application of tack coat shall be at the rate specification in the Contract, and shall be applied uniformly. If rate of application of Tack Coat is not specified in the contract then it shall be at the rate specified in Table 500.2. The normal range of spraying.

TABLE 500.2 : RATE OF APPLICATION OF TACK COAT

Type of Surface	Quantity of Bituminous Material to be applied per square metre area
(i) Normal bituminous surfaces	0.20 to 0.25
(ii) Dry and hungry bituminous surfaces	0.25 to 0.30
(iii) Granular surfaces treated with primer	0.25 to 0.30
(iv) Non Bituminous Surfaces	
a. Granular base (Not primed)	0.35 to 0.40
b. Cement Concrete pavement	0.30 to 0.35

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,

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

503.5. Quality Control of Work

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

503.6. Arrangements for Traffic

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

ITEM-26 Supplying of machine crushed stone aggregate chipping etc. of hard stone following nominal size free of disintegrated pieces deleterious and organic matter including filling the boxes with all lead and lift etc. complete on site of road.

(a) Kapchi and (b) Grit

1. Stone chips shall consist of regular fragments of clean, hard, tough and durable rock of uniform quality throughout. They shall be obtained by crushing rock, and shall be free of elongated and flaky pieces, soft and disintegrated materials, and vegetable or deleterious matter. They shall satisfy the quality requirements set forth as shown hereafter.

Sr. No.	Test	Test Method	Requirement
1.	Los Angeles Abrasion Value	IS : 2386 (part IV)*	35% Maximum
2.	Aggregate Impact Value	do*	30% Maximum
3.	Flakiness Index	IS : 2385 (Part I)	30% Maximum
4.	Stripping Value	IS : 6241	25% Maximum
5.	Water Absorption	IS : 2386 (Part III)	2% Maximum

* Aggregate may satisfy requirement of either of the two tests.

Size of stone chips shall be as under :-

(a) Kapchi : 12 mm size : Passing 20 mm sieve and retained on 10 mm sieve.

(b) Grit : 5 mm size : Passing 10 mm sieve and retained on 2.36 mm sieve.

3. The samples of stones chips collected from approved quarries shall be got tested at Government recognised laboratory as may be directed to the contractor at his own cost. The result shall conform to the standard requirements laid down in para (i) above. Collection of stone chips as per approved samples shall be allowed by the Engineer-in-charge. Testing charges shall be borne by the contractor. Payment at full rates for the stones chips shall not be made till the test results from the laboratory are received and found acceptable.

4. Stacking shall be done by filling in standard steel boxes of 2.0 m x 1.5 m x 0.5 m size which shall be supplied by the Department if available on rent, otherwise contractor shall make his own arrangements. No deduction for voids shall be made from the gross measurements. Where any doubt exist as to whether the quantity of stacks in any hectometre is not confirming with the cubic content of the standard pharas (2.5 m x 1.5 m x 0.5 m) it 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 in any stack in a particular hectometre is found to be less than the standard measurements viz., 1.5 cmt, the entire collection in the hectometre shall be paid on the quantity of the smallest stack so found. Regular stacks shall be done by the Contractor on a fairly level ground. Stacking shall be done in a manner as directed by the Engineer-in-charge.

5. The collection shall always commence at one end of the Kilometre and be carried out continuously towards the other end, unless the Engineer-in-charge directs otherwise.

6. Control on quality of material shall be exercised by the Engineer-in-charge by carrying out the following tests at the frequencies shown against each.

Sr. No.	Type of Construction Material	Test	Frequency
1.	Grit/Kapchi for open graded Carpet and seal coat. aggregates	(i) Aggregate impact value	One test per 100 cu.m.
		(ii) Flakiness Index of aggregate	One test per 100 cu.m.
		(iii) Stripping value & water absorption of source of supply subsequently	initially one set of 3 representative specimens for each
		the quality of aggregates.	when warranted by changes in
		(iv) Grading of aggregates	One test per 100 cu.m. of aggregate

7. The payment shall be made on cubic metre basis without deduction for voids. The contractor shall be responsible for preserving the materials throughout the period the contract remains in force. The use of materials shall not be allowed till the materials conveyance to the site with all lead and lift and filling boxes including all labour, tools, equipment and other incidental expenses.

ITEM - 27(A) Supplying and Stacking 80/100 asphalt as per requirement including carting, stacking, and protecting on road side etc. complete. (If asphalt is supplied by Department)

1. Bitumen shall be issued by the Department at the rate and place mentioned in Schedule 'A' of the tender. It shall have to be carted by the contractor to the site of work at his own cost. Empty asphalt drums shall have to be returned free of cost to P.W.D. store from where they are issued or as directed, if so provided in Schedule 'A' Any damage caused to the asphalt drum or loss of asphalt after issue from the store shall be the responsibility of the contractor. Drums of asphalt shall be so stored as to allow easy inspection and in such place a will not damage the drums and cause leakage or allow water and other foreign matter to enter. (dilate may be included in labour)

2. Bitumen shall be issued by department in bulk at the rate and places as shown in Schedule-A. For bulk asphalt contractor shall have to make adequate arrangement taking bulk asphalt at plant site according to requirement.

Bulk asphalt shall be used as per instructions of the Engineer in charge of work. The tanker of bulk asphalt should be unloaded in asphalt tank or in empty drums on site of work as directed Proper rate for carting shall be deducted as per carting rate, if the bulk asphalt is given on site of work instead of place shown in Schedule-A. The carting of bulk asphalt shall be made by the contractor from Koyali Refinery as per Schedule-A.

Keeping Records :

The department shall keep a day to day account of the supply and use of the asphalt in separate bound registers having numbered pages and in the proforma prescribed by the department. The contractor's responsible representatives shall also sign day to day in the register.

3. The payment shall be made on tonnage basis.

4. The contract unit rate of supplying bitumen shall include

- (1) Obtaining the bitumen from the Department.
- (2) Transporting to site.
- (3) Storing, stacking and protecting
- (4) Keeping record of supply and use and

(5) Returning of handing over the empty drums in good condition to the Department if so provided in Schedule 'A'.

ITEM - 27(B) Supplying and Stacking 80/100 asphalt as per requirement including carting, stacking, testing and protecting on road side etc. complete. (If asphalt is supplied by Contractor)

1. Bitumen shall be procured directly from refinery by the Contractor. The contractor shall make adequate arrangements for storing bulk asphalt at plant site. The Contractor will produce in original the bill of Refinery, all the gate passes issued by the refinery and the number of transport tanker. The Contractor will also produce the Test Certificate regarding the grade of asphalt issued by Refinery. The Department does not undertake to furnish "P" form (regarding Sales Tax Concessions) for purchase of asphalt.

2. On receipt and storage of bitumen, The bitumen shall be got tested in GERI Laboratory or other Laboratories approved by R. & B. Department. The frequency of test is specified in Para 5.

3. The Contractor will establish on site of work site laboratory in area not less than 25 sq.m. with pucca construction and equipped with instruments to enable to carry out the following tests.

1. Penetration test as per I.S. 1203
2. Softening point test as per I.S. 1204
3. Ductility test as per I.S. 1208
4. Viscosity test as per I.S. 1206
5. Specification Gravity test as for I.S. 1202

The above instruments should be certified as per I.S. standard, the same should be regularly calibrated and should be maintained in efficient condition.

4. The Registers for use, temperature and other quality requirements of bitumen will be maintained at Plant site. The registers will be printed, as per formats approved by R.&B. Department and authorised for use by the Engineer-in-charge. The entries in the registers will be made by the departmental representative and signed by the contractor or his authorised representative.

5. Frequency of Tests :

As regards quality of binder, three tests of one sample per two tankers will be done on plant site. The tests will be carried out as per Table 900.4 of Section 900 of M.O.S.T. standard specifications. The frequency of use of specifications will be as under :

No. of Tanker	No. of Tests	No. of Tanker	No. of Tests
Upto 10	One	50 to 100	Four
11 to 20	Two	For further every 50 tanker	One
20 to 50	Three		

ITEM-28 Scarifying gravelled macadam of bitumen macadam surface 6 cm to 10 cm. depth including stacking useful materials on road side and depositing or remaining stuff.

1.0 The layer of the existing layer metalling shall be excavated 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 2 m 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 1.5 m x 0.5 m) 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 cnt. 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 fairly 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 kilometerwise.

4.0 The rate includes the cost of scarifying macadam, screening, depositing, conveyance with all lead and lift, filling the boxes including all labour, tools, equipments and all other incidental expenses.

ITEM-29 (1) Surface dressing one coat with paving bitumen using 18 kg. bitumen per 10.0 Sq.m. with 0.15 cum of Stone chipping 12 mm. nominal size per 10.0 sq.m of road surface excluding rolling and consolidation (stone chipping and bitumen shall be paid separately).

(2) Surface dressing in two coats with bitumen using 18 Kg. per 10sqm. with 0.15 sqm of stone chipping 12mm nominal size per 10sqm. for first size 11kg. of bitumen with 0.10cum of stone chipping 10mm nominal size per 10sqm. of road surface for second coat excluding consolidation etc. complete. (stone chipping and bitumen shall be paid separately)