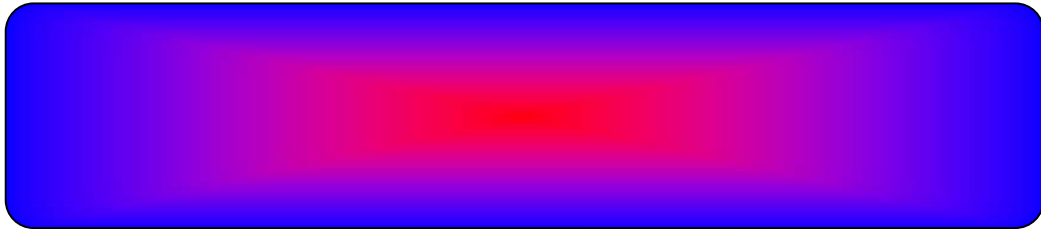


GENERAL TECHNICAL SPECIFICATIONS

FOR ROAD/CD WORKS

**Name of Work :- Construction Of Box Culvert on Vadhela Dhadhodar Road Ch.0/700,
Ta.Barwala, Dist.Botad. (Remaining Work)**

Name Of Work:-



Executive Engineer
Panchayat R&B Division
BOTAD

Name of Construction Of Box Culvert on Vadhela Dhadhodar Road Ch.0/700, Ta.Barwala, Dist.Botad.
Wotk :- (Remaining Work)

SPECIFICATIONS

Item No	Item of work	Item No.	Page No.
	General Technical Specifications	Attached	
1	Earthwork for embankment including breaking clods, dressing with all lead and lift (Excluding watering and consolidation) (A) From borrow area with all lead and lift.Executed with machineries.(Selected soil to be used for earthwork shall be from BORROW AREA only having CBR not less than 6.00%)	Attached	
2	Rolling and Watering of earthwork in layers with vibratory roller including filling in depression which occur during the process as directed.	Attached	
3	WBM Grading-1 Providing, laying, spreading and compacting stone agg. Of 90mm to 45mm size to water bound macadam specification including spreading in uniform thickness, hand packing, rolling with smooth wheel roller 80-100 KN in stage to proper grade and camber, applying and brooming, stone screening/binding material to fill-up the intersties of coarse agg., watering and compacting to the required density grading-1 as per Technical Specification Clasue.405 By manual means.	Attached	
4	Providing and filling in foundation with ordinary cement concrete M-100 mix and providing necessary vertical pin headers incl. Formwork, vibrating, ramming and curing complete.	Attached	
5	Providing and casting in situ ordinary cement concrete M-150 mix and providing necessary pin headers including shuttering, scafildng, laying vibrating, curing and finishing complete Without V-Grooves For all Hieght.	Attached	
6	Providing and Fixing in position FE-500/500D TMT bar reinforcement including cutting, bending, hooking, and tying complete as per detailed drawaing (A)RCC kerb (B) RCC Footpath (B) RCC Solid Slab/ App. Slab / Wearing coat.	Attached	
7	Providing and laying in Position FE -500/500D TMT bar reinforcement including cutting, bending, hooking and tying complete as per detailed drawings for the following (A) Piers (B) Abutments (C) Returns (D) Walls etc.	Attached	
8	Providing and fixing "W" shape metal crash safety barrier comprising of 3mm thick galvanised sheet to be fixed on ISMC 150 (150x75x5.4mm) series channel vertical post to be spaced 1.5 mtr. c/c to be kept 1.50mtr height as per MOST spesification incl. necessary foundation, fittings with bolts, painting and required all process as per specificaation adndd as per drawings.	Attached	
9	Providing and laying weep hole in Abutment and returns by using A.C pipe of 100mm. Incl. fixing in proper grade and jointing the complete as per detailed specification.	Attached	
10	Providing temporary all weather and fair weather diversion suitable for traffic during the construction period of the bridge / Slab drain including providing necessary drains and all safety measures including red lamps / signals at night for traffic etc. complete..	Attached	
11	Excavation of foundation in Sand gravel caly soft soil and murrum etc. including shoring, struting dewatering as necessary and disposing of the excavated stuff as directed. Depth upto 3.00mt.	Attached	

Item No	Item of work	Item No.	Page No.
12	Providing and laying rubble for apron (Each stone weighting not less than 40kg) including and packing and filling in the interstices with quarry spall.	Attached	
13	Providing and casting in situ Controlled Cement Concrete M-250 for R.C.C. Raft and cut-off walls including necessary shuttering laying, vibrating ramming of curing complete.	Attached	
14	Providing and casting in situ Controlled cement concrete M 25 for R.C.C. Solid slab including centering, scaffolding, curing and finishing complete.	Attached	
15	Providing and casting in situ Contolled cement concrete- M-200 mix for Approach slab including formwork, curing and finishing complete.	Attached	
16	Providing and casting in situ Controlled cement concrete- M-20 mix for kerbs/Kerb blocks including formwork,curing and finishing complete.	Attached	
17	Providing and casting in situ Contolled cement concrete- M-200 for average Various thick wearing coat laid as directed incuding. tamping, vibrating, finishing, curring and filling in joints with bitumen complete.	Attached	
18	Providing and cast in situ controlled Cement Concrete M-200 Mix and providing necessary pin headers including shuttering scaffolding, laying, vibrating, curring and finishing complete without V-grooves (A) all heights.	Attached	
19	Providing 12mm. Thick Pre-moulded asphalt filler joints as per drawings	Attached	
20	Providing PVC 100mm. Diameter water spouts including necessary iron gratings as per drawings.	Attached	
21	Providing and laying filter media 600mm. thick directed at the back of abutments, returns and wing walls as per detailed specifications.	Attached	
22	Construction of Precast R.C.C. railing of M 30 grade concrete having 2-tire (Raw) of hand pail dimension as shown on detail drawing and vertical posts not to exceed 2.0m including necessary TMT steel, formwork, painting with weateherproof paint, supoplying of all materail, labour etc. complete as per instruction of Engineer-in-chargee,	Attached	
23	Dismantling the existing structure including removing and stacking the dismantled materials as and where directed. RCC Work.	Attached	
24	Providing and laying PP Extruded Geogrid techgrid PP 3030 having sperture of 38mmx38mm. The Biaxial Geogrid shall have tensil strength of 11kn/m @21.6kn/m 2% & 5% strain respectively & confirm to attached specification as per direction of Engineer-in-charge	Attached	
25	Informatory Signs :-Providing and fixing sing boards made out of 2mm aluminium sheet; size 80 x 60cms. rectangle as per the design of IRC-67-1977 pre treated with phospheting process & acid teching; coated with one coat of epoxyprimer and two coats of best qualityepoxy paint; reflectorised with retro reflective sheeting as per latest M.O.S.T. Specifications; 3.1m long stand postand frame fabricated from suitable sizeiron angle of 35 x 35 x 3mm75x75x6mm as required; painted with best qualityepoxy coatings in black and whitebends. the details of symbol for eachboard shall details of symbol for eachboard shall be as per the instruction ofengineer in charge. The fixing at site shall be in 1:2:4 CC block of size 45 x45 x 60cms. for each leg. including excavation curing tec. complete under the supervision of engineer in charge.(A) Engineer Grade(VR)...	Attached	

Item No	Item of work	Item No.	Page No.
26	<p>Hazard Marker sign :</p> <p>Providing and Fixing sign boards made out of 2mm aluminum sheet : size 90*30 cms. rectangle as per design / Drawing attached (IRC). Pretreated with phospheting process and acid etching : coated with one coat of epoxy primer and two coats of best quality epoxy paint: reflectorised with retro reflective sheeting as per latest M.O.S.T specification: 3.1 M. long (2 nos) stand post and frame fabricated from suitable size iron angle of 35*35*3mm and 50*50*5mm : painted with best quality epoxy coatings in black and white bends the details of symbole or inscription / numerals for each board shall be as per the instruction of engineer in charge the fixing at site shall be in 1:2:4 CC block of size 45*45*60 cms for each leg: including excvation curing etc. comp.under the supervision of engineer-in-charge.(B) Engineering Grade</p>	Attached	

(.....)

Deputy Executive Engineer
Panchayat R.& B. Sub Division
Botad

(.....)

Executive Engineer
Panchayat R.& B. Division
Botad

GENERAL TECHNICAL SPECIFICATIONS FOR C.D. WORK

1.0 General :

All Measurements shall be made in metric system. Different items of work shall be measured in accordance with the procedures set forth in 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 other wise indicated, shall be carried nearest to be following limits :

- (i) Length and breadth.....10mm
- (ii) Height, depth or thickness of earthwork,
Sub-base, bases surfacing, and structural members.....5mm
- (iii) areas..... 0.01 Sq. Metre.
- (iii) Cubic contents.....0.01 Cubic Meter.

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 regards shall be taken as final. Distance up to and including 100 meters shall be measured in units of 50 meters, exceeding 100 metres but exceeding 1 Km. in units of 100 meters, and exceeding 1 Km. in units of 500 meters. 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 materials 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.

3.0 Surface Regularity of sub grade and Pavement courses :

The surface regularity of completed sub-base courses and wearing surface in the longitudinal and transverse direction shall be within the tolerances indicated in Table below. The longitudinal profile shall be checked with a 3 meter 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 for three camber boards at intervals of 10 meters.

PERMITTED TOLERANCES OF SUB REGULARITY FOR PAVEMENT COURSE.

Sr.	Type of construction	Longitudinal Profile with 3 meter straight edge.					Cross Profile
		Maximum permissible undulation in mm	Maximum number of undulation permitted in any 300 m. length exceeding in				Maximum permissible variation from specified profile camber themplate mm
			18	12	10	6	
1	2	3	4	5	6	7	8
1	Earth sub grade	36	30	-	-	-	15
2	Granular/lime Cement stabilized sub base.	23	-	30	-	-	12
3	Water Bound Macadam with nominal size metal	18	-	-	30	-	8

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	(20-50)mm						
4	Semi Dense carpet	15	-	-	-	20	6

Notes:

1. These are for machine laid surfaces. If laid manually, due to unavoidable reason, tolerance up to 50 percent above these values in the columns 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 profiles should be simultaneously satisfied.

3. **Rectification** : Where the surface irregularity of sub grade and the various pavement courses fall out side 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 this own cost.

(I) **Sub grade**; Where the surface in high, it shall be trimmed and suitably compacted. Where the same in low, the deficiency shall be corrected by adding frees material. The degree of compaction and the type of material to be used shall confirm to the specified requirements.

(ii) **Granular/Sub Base**: Same as at (i0 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 here in 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 50mm, supplemented with freshly mixed material as necessary and recomposed to the relevant specification. When this time is more than 2 hour, 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 meters wide. This also applies 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, that top 75mm shall be scarified, reshaped with added material as necessary and re compacted. The area treated at a place shall not be less than 5 meters long and 2 meters wide.

(iv) **Bituminous Construction** : For bituminous construction other than wearing course, where the surface is low, the deficiency shall be corrected by adding fresh material and re compaction 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 meter long and not less than 1 lane wide.

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4.0 Quality Control Test 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 appropriated specification. Test procedures for the various quality control tests are indicated in the respective sections of the specification 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.

5.0 Tests of Earthwork for Embankment Construction :

5.1 Borrow Materials:

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

5.2 Compaction Control :

Control shall be exercised by taking at least one measurement of density for each 1000 square meters of compacted area, or closer as required to yield the maximum number of test results for evaluating day's work on statistical basis. The determination of density shall be accordance with IS: 2720 (Part XXVIII). Test locations shall be chosen only through random sampling techniques. Control shall be not being based on the result of any one test but on the mean value of 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 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 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 result is below 0.08 gm/cc. However for earthwork in shoulders and in top 500 mm portion of the embankment below the sub grade, at least one density measurement shall be taken for every 500 square meters of the compacted area provided further that the number of the test in each set of measurement shall be at least 10. In other respects, the control shall be similar to that described earlier.

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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) | Course 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 under:

Sir No	Internal Diameter of pipes 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

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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 specification prescribed vide Govt of India. Ministry of Transport Circular No. RQ/RMP/ 1613784 Dt. 1-1-87 The plant shall be equipped with all units and accessories as per latest IS 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 of 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 up to 17.00 hours in winter season and up to 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 tones 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 for 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 laying 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 payment on or before the last date of the period. The contractors shall commence the work of laying pavement on or before the last date of the period mentioned above falling 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 ગોડુક કામ કરીને નીચે દર્શાવેલ સંજાગા. સિવાય કામ અધેરા મેકશે તો જે દિવસથી કામ અધુરું મુકે તે દિવસથી કામ શરૂ કરે ત્યાં સુધી રૂા. ૫૦૦/- લેખે વળતર વસુલ કરવામા આવશે.

(૧) મશીનરી બ્રેકડાઉન થયેલ હોય અને તેટલા જ જુજ સમય પુરતુ કામ બંધ રહેલ હોય.

(૨) મશીનરી બ્રેકડાઉન સમય દરમ્યાન પેવર પ્લાન્ટ પણ ત્યાથી ખસેડવામા આવેલ ન હોય અથવા ત. જ પ્લાન્ટ પ.વર થી અન્ય જગ્યાએ. કામગીરી કરવામા આવી ન હોય.
5. The contractor shall invariable 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 contractor where work is to be carried out with Hot mix plant and paver finisher.

SCHEDULE OF WORK TO BE EXECUTED SHALL BE AS UNDER

Time Limit:

Sir 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.

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ANNEXURE - 1

TECHNICAL REQUIREMENTS OF HOT MIX PLANT

Composition of plant : The hot mix plant shall conform generally to IS Specification 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 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 pug mill 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 a 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 feed 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 tanks and proportioning units during the entire opening period. Suitable arrangements shall be provided for recording the temperature at the tank and in the circulation 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 aggregates from the bins or compartment, flow of bitumen from the tank and flow the tank and flow of mineral filer.

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VISCOSITY GRADE BITUMEN

Brief Back Ground :

Bitumen is a thermoplastic material and its stiffness is dependent on temperature. The temperature versus stiffness relationship of Bitumen is dependent on source of Crude and method of refining. Bureau of Indian Standards (BIS) first time introduced paving grade Bitumen specifications IS:79-1950 in the year 1950 based on penetration. Based on this classification, the Bitumen were classified into five grades : S35, S435, S65, S90 & S-200.

BIS first revised the IS : 73-1950 specifications in the year 1962 based on penetration. In IS : 73-1961 specifications only eight parameters were considered for specifications.

BIS revised IS : 73-1961 specification in year 1992 for waxy and non waxy crude based on penetration. In this revision, BIS introduced four additional qualification tests like penetration ratio, paraffin wax content, viscosity at 60 & 135 Degree C and retained penetration after thin film oven test. In case of non-waxy crude an additional grade S55 (50/60 penetration) was also introduced. However, in case of non-waxy crude only four grades A35, A55, A65 & A90 were specified.

To improve the quality of the Bitumen, BIS revised IS : 73-1992 specifications based on Viscosity grading (Viscosity at 60 Degree C) in July 2006. As per this specifications there are four grades VG-10, VG-20, VG-40 & VG-80. Few qualification tests like specific gravity, water content, ductility, loss on heating & Farass breaking point were removed from IS : 73-1992 specifications as these tests do not have any relationship either with the quality or performance of the Bitumen.

Introduction of Viscosity Grade Bitumen :

India has embarked upon massive and unprecedented road construction & improvement programme involving huge investments. It has also to maintain a vast road network of over 33 lakh KM. The durability of the road surfaces depends largely on the type and quality of Bitumen used and quality control exercised in the production, transportation, mixing, laying and compaction.

Traditionally, we have been using Penetration Grade Bitumen in Bituminous mixes. The Bituminous surfacing was showing rutting at higher temperatures, cracking at lower temperatures and raveling due to fatigue. The life of Bituminous surfacing on National Highways varied from 3-4 years requiring frequent repairs and renewals. To achieve durable pavements, use of Modified Bitumen was introduced in late nineties. The cost of Modified Bitumen is about 30 to 40 per cent higher than the cost of Bitumen as well as the construction of pavement with Modified Bitumen requires higher level of care & quality control during the entire process right from production of Modified Bitumen to laying and compaction. The latest instruction is "**Viscosity Grade Paving Bitumen**" which is designed to take care of lowest temperature (responsible for cracking) and maximum temperature (responsible for rutting). The BIS has issued IS 73 specification for this type of Bitumen in July 2006. In view of the importance of Bitumen in road construction and maintenance, it is necessary that appropriate grade of Bitumen most suited for our environment are used and adequate quality control is exercised at each stage.

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Viscosity Grading of Bitumen :

Paving grade Bitumen's are categorized according to Viscosity (degree of fluidity) grading. The higher the grade, the stiffer the Bitumen. In Viscosity Grade, Viscosity tests are conducted at 60 degree C and 135 degree C, which represent the temperature of road surface during summer (hot climate, similar to northern parts of India) and mixing temperature respectively. The Penetration at 25 degree C, which annual average pavement temperature, is also retained.

VG-10 BITUMEN :

VG-10 is widely used in spraying applications such as surface dressing and paving in very cold climate in lieu of old 80/100 Penetration grade. It is also used to manufacture Bitumen Emulsion and Modified Bitumen products.

VG-20 BITUMEN :

VG-20 is used for paving in cold climate & high attitude regions, for eg. Northern regions.

VG-10 BITUMEN :

VG-10 is primarily used to construct extra heavy duty Bitumen pavements that need to endure substantial traffic loads. It can be used in lieu of 60/70 Penetration grade.

VG-40 BITUMEN :

VG-40 is used in highly stressed areas such as intersections, near toll booths and truck parking lots in lieu of old 30/40 Penetration grade. Due to its higher Viscosity, stiffer Bitumen mixes can be produced to improve resistance to having and other problems associated with higher temperature and heavy traffic loads.

TABLE : VISCOSITY GRADE (VG) BITUMEN SPECIFICATION AS PER IS 73:2006

Characteristics	VG-10	VG-20	VG-30	VG-40
Absolute Viscosity, 60 degree C, poises, min	800	1600	2400	3200
Kinematics, Viscosity, 135 degree C, CST, min	250	300	350	400
Flash, point, C, min	220	220	220	220
Solubility in trichloroethylene, %, min	99.0	99.0	99.0	99.0
Penetration at 25 degree C	80-100	60-80	50-70	40-60
Softening point, C, min	40	45	47	50
Tests on residue from thin film over test / RTFOT :				
I. Viscosity ratio at 60 degree C , max	4.0	4.0	4.0	4.0
II. Ductility at 25 degree C, cm, min, after thin film over test	75	50	40	25

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FREQUENTLY ASKED QUESTIONS

1. What is the difference between Penetration & Viscosity Grade ?

Penetration Grade classifications based on the Penetration value (degree of hardness) (Test conditions : 25 degree C, 100 gm, 5 sec) while VG system is based on absolute Viscosity (degree of Flow Resistance) of the Bitumen samples measured in Poise (Test conditions : @ 60 degree C, 300 mm Hg vacuum). It also includes Kinematics Viscosity measured in cst @ 135 degree C.

2. Benefits / advantages of VG Bitumen over Penetration Grade – explain.

- ◆ VG system is based on fundamental engineering parameter (not empirical)
- ◆ Viscosity is measured at 60 degree C and 135 degree C, which takes care of both low and high temperature susceptibility of the binder, which is not possible with Penetration value @ 25 degree C. Hence, pavement engineers, contractors / consultants can have better understanding about the binder's performance in the field.
- ◆ Any two same Viscosity Grade Bitumen would give similar rutting performance in hot summer unlike Penetration Grade.
- ◆ Greater ease of handling to customers as Viscosity Value at two different temperatures (@ 60 degree C and @ 135 degree C) is available, which would enable users to measure accurate mixing and compaction temperatures.
- ◆ Minimum specified Kinematics Viscosity value @ 135 degree C helps to minimize the potential of tender mixes during construction.
- ◆ Viscosity Graded Bitumen's are suitable for a wide range of temperature; 25 degree C for raveling / fatigue cracking, 60 degree C for rutting and 135 degree C for construction (mixing and compaction).
- ◆ IS 73-2006 has only 7 tests to evaluate a sample compared to 14 tests in Penetration Grade system. This reduces time and cost of testing without sacrificing its quality.

3. What are the limitations of Penetration Grade ?

- ◆ This gradation is based on an empirical test and not a fundamental test; it doesn't provide any relevance with field performance of the sample.
- ◆ Two samples having same Penetration value may show different behavior at high and low temperatures.
- ◆ No Bitumen Viscosity is available near Bitumen mixing and compaction temperatures for the guidance of end users.
- ◆ Penetration grading doesn't control the temperature susceptibility of Bitumen. Highly thermal susceptible Bitumen's are not desirable because they are soft at high service temperature and very stiff at low service temperature.
- ◆ It cannot be used effectively for Polymer modified Bitumen.

4. Is VG Bitumen is the demand / requirement of users or the statutory bodies ? Why there is a need to shift from Penetration to Viscosity Grade Paving Bitumen ?

Penetration test was developed in an era of significantly lower pavement loading. In the past, truck weights were less than 30 tons with tyre pressure at 75 PSI. Today truck weights yields a 40% increase in the stresses applied to the pavement and is further aggravated by heavy traffic and change in weather conditions. Therefore, to cope up with the change in conditions, there is a need to shift from Penetration to

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Panchayat R&B Division
BOTAD

Viscosity Grade Paving Bitumen. Both user agencies and statutory bodies are enforcing suppliers to supply VG Bitumen.

5. Pavement made of VG Bitumen has longer durability than Penetration Grade Bitumen and why ?

The pavement made from VG Bitumen will have better performance, because Viscosity value measured at 60 degree C correlated well with rutting behavior and Viscosity value at 135 degree C gives sufficient idea about the mixing and compaction temperature and as a result pavement life is improved.

6. Can we use VG 30 Bitumen in high temperature zones where the critical highway temperature is > 60 degree C ?

Yes, VG 30 can be used in high temperature zones as it has good thermal susceptibility.

7. Why there is a delay in introducing Viscosity Grade Bitumen in India despite declaring the spec by BIS in 2006.

- ◆ For decades, Indian customers have been using Penetration Grade Bitumen, customers are yet to be educated fully about the new specification and its benefits. In India, Bitumen market is driven by customers to a large extent like any other market.
- ◆ Additionally, there are other typical issues like user agencies demand for Penetration Grade Bitumen to complete the existing contracts, simultaneous, production of two grades at refineries and associated technical, logistical, administrative issues, etc.

In view of above, there is a delay in introducing Viscosity Grade Bitumen in the market.

8. Is VG Bitumen the ultimate solution for pavement failures ?

VG Bitumen is not the ultimate solution; it is an initial step to understand the binder performance in the field. Inline with international trend (AASHTO M320-05 specification-Super pave performance grading is being followed by USA, Europe etc.), we need to move towards performance grading system to understand the pavement failure due to binders. It is obvious that pavement design also needs due consideration.

9. Why minimum limit to absolute Viscosity @ 60 Deg C prescribed ? Is it ok to keep Min limit ?

The Temperature of 60 degree C is the near maximum Bituminous pavement temperature on a hot summer day, when rutting is likely to occur. It is useful to determine the stiffness (in terms of absolute Viscosity) of Bitumen at 60 degree C so that we can specify its minimum stiffness to ensure adequate resistance to rutting during hot summer. Pavement rutting is the most prevalent problem in India.

10. What is the relevance of Ductility Test @ 25 Deg C on residue of TFOT ?

Thin film Oven Test (TFOT) is nothing but the simulation of aging condition during mixing and compaction. If material shows good ductile characteristics after TFOT, it implies that binder can be laid nicely on the road and will not age (deteriorate) much during mixing and compaction.

11. Number of tests for VG Bitumen is less than Penetration Grade, how this would assure / control quality of Bitumen.

Some of the tests given in old Penetration Grade specification are the repetition of checking one parameter by different methods and some are redundant. For e.g. ductility measurement before and after TFOT. Ductility measurement after TFOT itself ensures the ductile property; there is no need to check it before TFOT. Penetration ratio, paraffin wax content and fraass breaking point tests are redundant as these properties have been taken care in new Viscosity Grade specifications.

Executive Engineer
Panchayat R&B Division
BOTAD

12. Do we have ready-made chart to use various Bitumen Grades as per the temperature zones ?

Ideally, selection of Bitumen Grade should be based on high and low pavement. temperatures (climatic conditions). For practical consideration, selections need to be based on air temperatures, Weather data can be obtained from IMO (Indian Meteorological Organization) for the purpose of understanding region wise requirement of binder grades. Selection criteria for VG paving Bitumen based on climatic conditions is tabulated below :

S.No.	Lowest Daily Mean Air Temperature, C	< 25 Deg. C	20 to 30 Deg. C	> 30 Deg. C
1.	More than -10 Deg. C	VG-10	VG-20	VG-30
2.	- 10 Deg. C or lower	VG-10	VG-10	VG-20

13. What is the effect of using VG-10 Bitumen in hot climate areas ? What is the right grade to be used in this area ?

Due to high temperature in hot climatic areas, use of VG-10 would not provide good rutting resistance. Based on the highest daily mean air temperature which good rutting resistance. Based on the highest daily mean air temperature which generally ranges from 30 to 44 Deg. C, VG-10 Bitumen can be used in this area.

14. Is there any difference in process for manufacturing VG Bitumen over Penetration Grade ?

Yes, process parameters needs to be modified to produce VG Bitumen. It is produced by blowing Bitumen with air.

15. How to measure Viscosity at 60 Deg. C ? What type of equipments and which manufactures do you recommend ?

A vacuum capillary tube viscometer is used to perform the Viscosity test at 60 Deg. C. Viscosity test equipment consists of i.e Calibrated cannon-Manning Viscosity tube, ii. Oil bath maintained at 60 Deg. C, iii. Vacuum pump and iv. Vacuum gauge, controller, thermometer, stop watch. Viscosity tube to be imported through Indian distributor and remaining items are easily available in India. Generally Cannon Manning vacuum capillary viscometer, Cannon fenske viscometer and brook field viscometer are used to measure the Viscosity.

Ref :

- (1) Ministry of Shipping, Road Transport & Highway, Govt. of India letter No. RW/NH-33041/3/2001 S & R (R) Vol. III Dt.4/8/08.
- (2) Ministry of Shipping, Road Transport & Highway, Govt. of India letter No. RW/NH-33041/3/2001 S & R (R) Vol. III Dt.4/2/09.
- (3) Indian Oil Corporation Ltd. letter dated 27/7/09.

Executive Engineer
Panchayat R&B Division
BOTAD

GENERAL TECHNICAL SPECIFICATION FOR C.D. & BRIDGEWORK

1. General

All measurements shall be made in the metric system. Different item of work shall be measured in accordance with the procedures set forth in the relevant specifications read in conjunction with General condition of Contract. The same shall not, however, apply in the case of lump-sum item. 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 member. | 05mm |
| (iii) | area | 0.01 Sq.Mtrs. |
| (iv) | cubic content's | 0.01 Cubic Mtr. |

In recording dimensions of work the sequence of length, width and height or depth or thickness shall be followed

2. Measurements of Lead for Materials

Where lead is specified in the contract, the same shall be deemed to mean as described hereunder.

Lead shall be determined on the basis of 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. Distances 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 materials shall be divided into suitable blocks and for each block the distance from the center of the block to the center of placing pertaining to that block shall be taken as the lead distance. Where no lead is specified, it shall mean all lead.

3. Surface Regularity

The surface regularity of completed 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 paralleled to the center of the road. The transverse profile shall be checked with a set of three camber boards at intervals of ten metres.

PERMITTED TOLERANCES OF SURFACE REGULARITY FOR PAVEMENT COURSES				
Sr. No.	Type of Construction	Longitudinal	Profile with 3 metre straight edge	Cross Profile
		Maximum Permissible undulations mm.	Maximum number of Undulations permitted in any 300 metres length exceeding 6mm.	Maximum permissible variation from specified profile under camber template mm
1	Bituminous wearing coat 15		20@	6

Notes:- 1. @ These are for machine laid surfaces. If laid manually, tolerance upto 50 percent above these values in this column may be permitted. However this relaxation does not apply to the value of maximum undulation for longitudinal and cross profiles mentioned in columns 3 and 4 in the table.

4. Surface evenness requirements in respect of both the longitudinal and cross profiles should be simultaneously satisfied.

Rectifications.

Executive Engineer
Panchayat R&B Division
BOTAD

Where the surface irregularity 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.

Bituminous Constructions.

For bituminous constructions, for wearing course, where the surface is high or low, the full depth of the layer shall be removed and replaced with fresh materials 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 metres long and less than 1 lane wide.

5. 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 herein after, by the Engineer-in-charge. Test procedures for the various quality control test 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 a per the prevalent accepted Engineering practice to the directions of the Engineer-in-charge.

6. Following materials shall conform to the Indian Standard shown “ Against Them”.

(1)	Cement	IS : 269
(2)	Sand of Masonary	IS : 2116
(3)	Sand for Concrete	IS : 383
(4)	Coarse Aggregate	IS : 383
(5)	Mild Steel	IS : 432
(6)	High yiled strength deformed bars-	
	(a) Hot Rolied	IS : 1139
	(b) Cold Twisted	IS : 1786
(7)	Cast Steel	IS : 1030
(8)	Cast Iron	IS : 210
(9)	Structural Steel	
	(a) Mild Steel	IS : 226
	(b) H.T. Steel	IS : 961
	(c) Fusion welding quality steel	IS : 2062
	(d) River Steel	IS : 1148 or
(10)	H.T. Steel	IS : 1785
(11)	Greese	IS : 1002
(12)	Electrodes for metal or welding of N.J. IS : 814	

SPECIFICATION FOR MATERIALS

M-1 Water:

- 1.1 Water shall not be salty brackish and shall be clean, reasonably clear and free objectionable quantities of silt and traces of oil injurious alkalies, salts, organic matter and other deleterious material which will either weaken the mortar of concrete or cause efflorescence or attack the steel in R.C.C. Container For transport, storage and handling of water shall be clean Water shall conform to the standard specified in I.S. :456-1978.
- 1.2 If required by the Engineer in charge it shall be tested by comparison with distilled water Comparison shall be made by means of standard cement tests for soundness time of setting ad mortar strength as specified in I.S. 269-1976. Any indication of unsoundness, charge in time of setting by 30 minutes or more or decrease of more than 10 per cent in strength of mortar pre appeared with water sample when compared with results obtained with mortar prepared with distilled water shall be sufficient cause for rejection of water under test.

Executive Engineer
Panchayat R&B Division
BOTAD

1.3 Water for curing mortar, concrete or masonry should not be too acidic or too alkaline. It shall be free of elements which significantly affect the hydration reaction or otherwise interfere with the hardening of mortar or concrete during curing of those which produce objectionable stains or their unsightly deposits on concrete or mortar surfaces

1.4 Hard and bitter water shall not be used for curing

1.5 Potable water will generally be found suitable for curing mortar or concrete.

M-3 Cement.

3.1 Cement shall be ordinary Portland slag cement as per I.S. 269-1976 OR Portland slag cement as per I.S. 455-1976.

M-6 Sand.

6.1 Sand shall be natural sand, clean, well graded, hard strong, durable and gritty particles free of injurious amounts of dust, clay lumps, nodules, soft or flaky particles, alkali salts, organic matter, loam, mica or other deleterious substances and shall be got approved from the Engineer-in-Charge. The sand shall not contain more than 8 percent of silt as determined by field test. If necessary the sand shall be washed to make it clean.

6.2 Coarse Sand : The fineness modulus of coarse sand shall not be less than 2.5 and shall not exceed 3.0. The sieve analysis of coarse sand shall be as under :

I.S. Designation	Sieve passing sieve	Percentage by weight Designation	I.S. Sieve percentage by weight passing sieve.
4.75 mm.	100	600 Micron	30-100
2.36 mm.	90 to 100	300 Micron	5-70
1.18 mm.	70 to 100	150 Micron	0-50

6.3 Fine Sand :

The fineness modulus shall not exceed 1.0. The sieve analysis of fine sand shall be as under :

I.S. Designation	Sieve passing sieve	Percentage by weight Designation	I.S. Sieve percentage by weight passing sieve.
4.75 mm.	100	600 Micron	40-85
2.36 mm.	100	300 Micron	5-50
1.18 mm.	75 - 100	150 Micron	0-10

M-7 Stone Dust

7.1 This shall be obtained from crushing hard black trap or equivalent. It shall not contain more than 8 % of silt as determined by field test using measuring cylinder. The method of determining silt contents by field test is given as under.

7.2 A sample of stone dust to be tested shall be placed without drying in 200 mm. measuring cylinder. The quantity of the sample shall be such that it fills the cylinder up to 100 mm. mark. The clean water shall be added up to 150 mm. mark. The mixture shall be stirred vigorously and the content allowed to settle for 3 hours.

Executive Engineer
Panchayat R&B Division
BOTAD

7.3 The height of silt visible as settled layer above the stone dust shall be expressed as percentage of the height of the stone dust below. The stone dust containing more than 8 % silt shall be washed so as to bring the content within the allowable limit.

7.4 The fineness modulus of stone shall not be less than 1.80.

M-8 Stone Grit.

8.1 Grit shall consist of crushed or broken stone and be hard, strong, dense, durable, clean of proper gradation and free from skin or coating likely to prevent proper adhesion of mortar. Grit shall generally be cubical in shape and as far as possible flakey elongated pieces shall be avoided. It shall generally comply with the provisions of I.S. 383-1970. unless special stone of particular quarries is mentioned grit shall be obtained from the best black trap or equivalent hard stone as approved by the Engineer in charge. The grit shall have not deleterious with cement.

8.2 The grit shall conform to the following gradation as per sieve analysis :

I.S. Designation	Percentage by weight passing sieve.	I.S. Sieve Designation	Percentage by weight passing sieve.
12.50 mm.	100	600 Micron	0-20 %
10.00 mm.	85 - 100	300 Micron	0-25 %

8.3 The crushing strength of grit will be such as to allow the concrete in which it used to build up the specified strength of concrete.

The necessary tests for grit shall be carried out as per the requirements of I.S.2386-(PARTS-I TO VIII)1963, as per instructions of the Engineer in charge. The necessity of test will be decided by the Engineer in charge.

M-11 Cement Mortar

11.1 Water shall conform to specification M-1 Cement. Cement shall conform to specifications M-3 sand. Sand shall conform M-6.

11.3 Proportion of Mortar :

11.3.1. In hand mixed mortar, cement and sand in the specified proportions shall be thoroughly mixed dry on a clean impervious platform by turning over at least 3 times or more till a homogeneous, mixture of uniform color is obtained. Mixing platform shall be so arranged that no deleterious extraneous material shall get mixed with mortar or mortar shall flow out. While mixing the water shall be gradually added and thoroughly mixed to form a stiff plastic mass of uniform color so that each particle of sand shall be completely covered with a film of wet cement. The water cement ratio shall be adopted as directed.

11.3.2 The mortar so prepared shall be used within 30 minutes of adding water. Only such quantity of mortar shall be prepared as can be used within 30 min.

M-12 Stone Coarse Aggregate For Nominal mix Concrete.

12.1 Coarse aggregate shall be of machine crushed stone of black trap or equivalent and be hard strong dense, durable clean and free from skin and coating likely to prevent proper adhesion of mortar.

12.2 The aggregate shall generally be cubical in shape. Unless special stones of particular quarries are mentioned aggregates shall be machine crushed from the best black trap or equivalent hard stone as approved. Aggregate shall

Executive Engineer
Panchayat R&B Division
BOTAD

have no deleterious reaction with cement. The size of the coarse aggregate for plain cement and ordinary reinforced cement concrete shall generally be as per the table given below. However, in case of reinforced cement concrete the maximum limit may be restricted to 6mm. less than the minimum lateral clear distance between bars or 6mm. less than cover whichever is smaller.

TABLE

I.S. Sieve	Percentage passing for single			I.S. Sieve	Percentage passing for single		
Designations	<u>Sized aggregates of Nominal size</u>			Designation	<u>Sized aggregates of Nominal size</u>		
	-	-	-		-	-	-
80 mm.	100	-	-	12.5 mm.	0.5	0.2	0.3
63 mm.	85-100	100	-	10 mm.	-	0.5	0.5
40 mm.	0-20	85-100	100	4.75 mm.	-	-	-
20 mm.		85-100		2.35 mm.	40 mm.	20 mm.	16 mm.
16 mm.	40 mm.	20 mm.	16 mm.				

Note : This percentage may be varied some what by the Engineer in charge when considered necessary for obtaining better density and strength of concrete.

12.3 The grading test shall be taken in the beginning and at the change of source of materials. The necessary tests. Indicating I.S.:383-1970 and 456-1978 shall have to be carried out to ensure the acceptability. The aggregates shall be stored separately and handled in such a manner as to prevent the intermixing of different aggregates. if the aggregates are covered with dust, they shall be washed with water to make them clean.

M-13 Black Trap or Equivalent Hard Stone Coarse

13.1 Aggregates For Design Mix Concrete : Coarse aggregate shall be of machine crushed stone of black trap of equivalent hard stone and be hard, strong, dense, durable, clean and free from kin and coating likely to prevent proper adhesion of mortar.

13.2 The aggregates shall generally be cubical in shape. Unless special stones of particular quarries are mentioned, aggregates shall be machine crushed from the best, black trap or equivalent hard stones as approved. Aggregate shall have no deleterious with cement.

13.3 The necessary tests indicated in I.S. 383-1970 and I.S. 456-1978 shall have to be carried out to ensure the acceptability of the material.

13.4 If aggregate is covered with dust it shall be washed with water to make clean.

Executive Engineer
Panchayat R&B Division
BOTAD

M-14 Brick Bats Aggregates :

14.1 Brick bat aggregate shall be broken from well burnt or slightly over burnt and dense bricks. It shall be homogeneous in texture, roughly cubical in shape, clean and free from dirt of any other foreign material. The brick bats shall be of 40mm. 50 mm. size unless otherwise specified in the item. The under burnt or over burnt brick bats shall not be allowed.

14.2 The brick bats shall be measured by suitable boxes or as directed.

M-15 Bricks

15.1 The bricks shall be hand or machine moulded and made from suitable soils and kiln burnt. They shall be free from cracks and flaws and modules of free lime. They shall have smooth rectangular faces with sharp corners and shall be of uniform color.

The bricks shall be moulded with a frog of 100 mm. x 40 mm. and 10 mm. to 20mm. deep on one of its flat sides. The bricks shall not break when thrown on the ground from a height of 600 mm.

15.2 The size of modular bricks shall be 190 mm. x 90 mm. x 90 mm.

15.3 The size of conventional bricks shall be as under :

(9" x 4 3/8" x 2 3/4") 225 x 110 x 75 mm.

15.4 Only bricks of one standard size shall be used on one week. The following tolerance shall be permitted in the conventional size adopted in a particular work. Length + 1/8" (3.0 mm) Width + 1/16" (1.50 mm.) Height + 1/16" (1.50 mm.)

15.5 The crushing strength of the bricks shall not be less than 35 kg/sq. cm. The average water absorption shall not be more than 20 percent by weight Necessary tests for crushing strength and water absorption etc. shall be carried out as per I.S. 3495 (Part-I to IV)-1976.

M-16 Stone.

16.1 The stone shall be of the specified variety such as Granite/Trap Stone/Quartzite or any other type of good hard stones. The stones shall be only from defects like cavities, cracks, sand holes, flaws injurious veins, patches of loose or soft materials and strength. The stone with round surface shall not be used. The percentage of water absorption shall not be more than 5% of dry weight. When tested in accordance with I.S. 1124-1974. The minimum crushing strength of stone shall be 200 Kg./Sq. Cm. unless otherwise, specified.

16.2 The sample of the stone to be used shall be got approved before the work is started.

16.3 The khanki facing stone shall be dressed by chisel as specified in the item for khanki facing required shape and size. The face of the stone shall be so dressed that the bushing on the exposed face shall not project by more than 40 mm. from the general wall surface and on face to be plastered it shall not project by more than 19 mm. nor shall it have depressions more than 10 mm. from the average wall surface.

M-18 Mild Steel Bars

18.1 Mild steel bars reinforcement for R.C.C. work shall conform I.S. 432(Part-II)1966 and shall be of tested quality. It shall also comply with relevant part of I.S. 456-1978.

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

Executive Engineer
Panchayat R&B Division
BOTAD

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

1.	6 mm.	0.22 Kg./Rmt.	8.	20 mm.	2.47 Kg./Rmt.
2.	8 mm.	0.39 Kg./Rmt.	9.	22 mm.	2.98 Kg./Rmt.
3.	10 mm.	0.62 Kg./Rmt.	10.	25 mm.	3.85 Kg./Rmt.
4.	12 mm.	0.89 Kg./Rmt.	11.	28 mm.	4.83 Kg./Rmt.
5.	14 mm.	1.21 Kg./Rmt.	12.	32 mm.	6.31 Kg./Rmt.
6.	16 mm.	1.58 Kg./Rmt.	13.	36 mm.	7.99 Kg./Rmt.
7.	18 mm.	2.00 Kg./Rmt.	14.	40 mm.	9.86 Kg./Rmt.

M-19 High Yield Strength Deformed Bars

19.1 High yield strength steel deformed bars shall be either cold twisted other rolled and shall conform to I.S. 1786-1966 and I.S. 1139-1966 respectively.

19.2 Other provisions and requirements shall conform to specification No. M-18 for Mild Steel Bars.

M-20 High Tensile Steel Wires.

20.1 The high tensile wires for use in prestressed concrete work shall conform to I.S. 2090-1962.

20.2 The tensile strength of the high tensile steel bars shall be as specified in the item. In absence of the given strength the minimum strength shall be taken as per para 6-1 of the I.S. 1785-1962. Testing shall be done as per I.S. requirements.

20.3 The high tensile steel shall be free from loose mill scale, rust, oil, grease, or any other harmful matter. Cleaning of steel bars may be carried out by immersion in solvent solution, wire brushing or passing through a pressure box containing Carborundum.

20.4 The high tensile wire shall be obtained from manufactures in coils having diameter not less then 350 times the diameter of wire itself so that wire springs back straight on being uncoiled.

M-21 Mild Steel Binding Wire

21.1 The mild steel wire shall e of 1.63 mm. or 1.22 mm. (16 to 18 gauge) diameter and shall conform t I.S. 280-1972,

21.2 The use of black wire will be permitted for binding reinforcement bars. It shall be free from rust, oil paint, grease, loose mill scale or any other undesirable coating which may prevent adhesion of cement mortar.

M-22 Structural Steel

22.1 All structural steel shall conform to I.S. 226-1985. The steel shall be free from the defects mentioned in I.S. 226-1975 and shall have a smooth finish. The material shall be free from loose mill scale, rust pits or other defect affecting the strength and durability. River bars shall conform to I.S. :1148-1973.

22.2 When the steel is supplied by the Contractor test certificate of the manufacturer shall be obtained according to I.S. 226-1975 and other relevant Indian Standards.

Executive Engineer
Panchayat R&B Division
BOTAD

ITEM WISE DETAILED SPECIFICATIONS

Item No. 01 Earthwork for embankment including breaking clods, dressing with all lead and lift (Excluding watering and consolidation) (A) From borrow area with all lead and lift. Executed with machineries. (Selected soil to be used for earthwork shall be from BORROW AREA only having CBR not less than 6.00%)

EMBANKMENT CONSTRUCTION

General

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

Materials and general requirements

Physical requirements:

The materials used in embankments, sub grade s, earthen shoulders and miscellaneous backfills shall be soil, moorum, 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:

Materials for swamps, marshes and bogs;

Peat, log, stump and perishable material; any soil that classifies as OL, OI, OH or Pt in accordance with IS : 1498;

Materials susceptible to spontaneous combustion;

Material in a frozen condition;

Clay having liquid limit exceeding 70 and plasticity index exceeding 45; and

Materials with salt resulting in leaching in the embankment.

Expansive clay exhibiting marked swell and shrinkage properties ("free swelling index" exceeding 50 per cent 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 500 mm 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 SO₃) per litre 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 cementitious material forming part of the Permanent Works.

Materials with a total sulphate content (expressed as SO₃) 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.

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

Executive Engineer
Panchayat R&B Division
BOTAD

material and its compaction to the requirements of these Specifications. The maximum particle size shall not be more than two-thirds of the compacted layer thickness.

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

TABLE 300-1. DENSITY REQUIREMENT OF EMBANKMENT AND SUB GRADE MATERIALS

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

Notes: (1) This Table is not applicable for lightweight fill material e.g. cinder, fly ash 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 material to be used in sub grade should also satisfy design CBR at the dry unit weight applicable as per Table 300 – 2

General requirements:

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

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

Borrow materials: Where the materials are to be obtained from designated borrow areas, the locations, 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 material 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 Environmental and Forests, Government of India and the local bodies, as applicable, shall be 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 300 m. small drains shall be cut through the ridges to facilitate drainage. The depth of the pits shall be so regulated that their bottom does not cut an imaginary line having a slope of 1 vertical to 4 horizontal projected from the edge of the final section of the bank, the maximum depth in any case being limited to 1.5 m. also, no pit shall be dug within the offset width from the toe to the embankment required as per the consideration of stability with a minimum width of 10 m.

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

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

Executive Engineer
Panchayat R&B Division
BOTAD

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 siting 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 subgrade 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 SUB GRADE

S. No	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	Not less than 17.5 kN / cu.m.
	a) Sub grade and 500 mm 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 moisture 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 comp active 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.

Construction Operations

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

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

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

Executive Engineer
Panchayat R&B Division
BOTAD

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 covered by embankment foundation shall be stripped to specified depths not exceeding 150 mm and stored in stockpiles of height not exceeding 2 m for covering embankment slopes, cut slopes and other disturbed areas where re-vegetation is desired. Topsoil shall not be unnecessarily trafficked either before stripping or when in a stockpile. Stockpiles shall not be surcharged or otherwise loaded and multiple handling shall be kept to a minimum.

Compacting ground supporting embankment/sub grade : Where necessary, the original ground shall be levelled 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 located upto a level 0.5 m 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 the dry density as given in Table 300-2.

Where so directed by the Engineer, any suitable 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.

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

Spreading material in layers and bringing to appropriate moisture content

The embankment and sub grade material shall be spread in layers of uniform thickness not exceeding 200 mm 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.

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 blading, discing or harrowing is until uniform moisture content is obtained throughout the depth of the layer.

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

Moisture content of each layer of soil shall be checked in accordance adjusted with IS: 2720 (Part 2), and unless otherwise mentioned, shall be so adjusted, making due allowance for evaporation losses, that at the time of compaction it is in the range of 1 per cent above or 2 per cent below the optimum moisture content determined in accordance with IS: 2720 (Part 7) or IS: 2720 (Part 8) as the case may be. Expansive clays shall, however, be compacted at moisture content corresponding to the specified dry density, but on the wet side of the optimum moisture content obtained from the laboratory compaction curve.

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

Executive Engineer
Panchayat R&B Division
BOTAD

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 50mm when being placed in the sub grade .

Embankment and other areas of fill shall, unless otherwise required in the Contract or permitted by the Engineer, be constructed evenly over their full width and their fullest possible extent and the Contractor shall control and direct construction plant and other vehicular traffic uniformly over them. Damage by construction plant and other vehicular traffic shall be made good by the Contractor with material having the same characteristic and strength as the material had before it was damaged.

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

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

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

Compaction: Only the compaction equipment approved by the Engineer shall be employed to compact the different material types encountered during construction. Smooth wheeled, vibratory, pneumatic tyred, sheep foot or pad foot rollers, etc. of suitable size and capacity as approved by the Engineer shall be used for the different types and grades of materials required to be compacted either individually or in suitable combinations.

The compaction shall be done with the help of vibratory 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.

The Contractor shall demonstrate the efficacy of the equipment he intends to use by carrying out compaction trials. The procedure to be adopted for these site trials shall first be submitted to the Engineer for approval.

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

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

When density measurements reveals any soft areas in the embankments/sub grade /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.

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

Repairing of damages caused by rain/spillage of water:

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

Executive Engineer
Panchayat R&B Division
BOTAD

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

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

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

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

Construction of Embankment and Sub grade under Special Conditions

Earthwork for widening existing road embankment: When an existing embankment and/or sub grade 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/sub grade material to be added. The material obtained from cutting of benches could be utilised in the widening of the embankment/sub grade. However, when the existing slope against which the fresh material is to be placed is flatter than 1 vertical on 4 horizontal, the slope surface may only be ploughed or scarified instead of resorting to benching.

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

Earthwork for embankment and sub grade to be placed against sloping ground: Where an embankment/sub grade 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/sub grade material. Extra earthwork involved in benching to the work.

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

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

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

If the existing road surface is of granular or bituminous type and lies within 1 m of the new sub grade level, the same shall be scarified to a depth of 50 mm 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 sub grade level is compacted to the desired field density.

If the existing road surface is of cement concrete type and lies within 1 m of the new sub grade level the same shall be removed completely.

If the level difference between the existing road surface and the new formation level is more than 1m, the existing surface shall be permitted to stay in place without any modification.

Embankment and sub grade 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

Executive Engineer
Panchayat R&B Division
BOTAD

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 up to a distance of twice the height of the road from the back of the abutment shall be carried out independent of the work of 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 sub grade 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 (Standard Specifications and Code of Practice for Road Bridges – Section VII) in respect of the type of material, the extent of backfill, its laying and compaction etc. the fill material shall be deposited in horizontal layers in loose thickness and compacted thoroughly to the requirements of Table 300 – 2.

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

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

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

Earthwork for high embankment: In the case of high embankments, the Contractor shall normally use the material for 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 to the Engineer, who reserves the right to accept or reject it.

If necessary, stage construction of fills and any controlled rates of filling shall be carried out in accordance with the Contract including installation of instrument and its monitoring.

Where required, the Contractor shall surcharge embankments or other areas of fill with approved material for the periods specified in the Contract. If settlement of surcharged fill results in any surcharging material, which is unacceptable for use in the fill being surcharged, lying 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 up to formation level with acceptable material.

Executive Engineer
Panchayat R&B Division
BOTAD

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

Plying of Traffic

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

Surface Finish and Quality Control of Work

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

Sub grade Strength

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

Sub grade shall be compacted and finished to the design strength consistent with other physical requirements. The actual laboratory CBR values of constructed sub grade shall be determined on undisturbed samples cut from the compacted sub grade in CBR mould fitted with cutting shoe or on remoulded samples, compacted to the field density at the field moisture content.

Measurement for Payment

Earth embankment/sub grade 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/sub grade shall be measured in cu.m.

Removal of unsuitable material at embankment/sub grade 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.

The payment shall be made on Cum basis.

Rates

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Panchayat R&B Division
BOTAD

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

Cost of arrangement of land as a source of supply of material of required

quantity for construction unless provided otherwise in the Contract;

Setting out;

Compacting ground supporting embankment/sub grade except where removal and replacement of unsuitable material or loosening and recompacting is involved;

Scarifying or cutting continuous horizontal benches 300 mm wide on side slopes of existing embankment and sub grade as applicable;

Cost of watering or drying of material in borrow areas and/or embankment and sub grade during construction as required;

Spreading in layers, bringing to appropriate moisture content and compacting to Specifications requirements;

Shaping and dressing top and slopes of the embankment and sub grade including rounding of corners;

Restricted working at sites of structures;

Working on narrow width of embankment and sub grade ;

Excavation in all soils from borrow pits/designated borrow areas including clearing, and grubbing and transporting the material to embankment and sub grade site with all lifts and leads unless otherwise provided for in the Contract.

All labour, materials, tools, equipment and incidentals necessary to complete the work to the Specifications;

Dewatering; and

Keeping the embankment/completed formation free of water as per Clause 311.

In case the Contract unit rates 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 sub grade 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.

Clause 301.9.5 shall apply as regards Contract unit rates for items of stripping and storing top soil and of reapplication of topsoil.

Clause 301.9.2 shall apply as regards Contract unit rate for the item of loosening and recompacting the embankment/sub grade foundation.

Clause 301.9.1 and 305.8 shall apply as regards Contract rates for items of removal of unsuitable material and replacement with suitable material respectively.

The Contract unit rate for scarifying existing granular/bituminous road surface shall be payment in full for carrying out the required operations including full compensation for all labour, materials, tools, equipment and incidentals necessary to complete the work. This will also comprise of handling; salvaging, stacking and disposing of the dismantled materials within with all lifts and upto a lead of 1000 m or as otherwise specified.

Clause 202.7 shall apply as regards Contract unit rate for dismantling and removal of existing cement concrete pavement.

The Contract unit rate for providing and laying filter material behind abutments shall be payment in full for carrying out the required operation including all materials, labour, tools, equipment and incidentals to complete the work to Specifications.

Executive Engineer
Panchayat R&B Division
BOTAD

Clause 305.4.6 shall apply as regards Contract unit rate for construction of embankment under water.

Clause 305.4.7 shall apply as regards Contract unit rate for construction of high embankment. It shall include cost of instrumentation, its monitoring and settlement period, where specified in the Contract or directed by the Engineer.

Item No. 02 Rolling and Watering of earthwork in layers with vibratory roller including filling in depression which occur during the process as directed.

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 portion where the rolling shall proceed from inner edge to outer. rolling shall be 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 courses.
4. The rolled surface shall be checked transversely and longitudinally with templates and any irregularities corrected by loosening the surface, adding or removing necessary amounts of aggregate and re-rolling until the entire surface conforms to desired camber and grade. In no case shall the use of screening be permitted to make up depression.
5. The binding 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 till the works properly and rolled, during which water shall be applied to the wheels of the roller 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 Cum. basis of the finished work and shall include cost of watering, rent of machinery cost fuel, wages of drivers and cleaners and stone dust bound etc.

Executive Engineer
Panchayat R&B Division
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Item No. 03 WBM Grading 1

Providing, laying, spreading and compacting stone aggregates of 90 to 45mm sizes to water bound macadam specification including spreading in uniform thickness, hand packing, rolling with smooth wheel roller 80-100 kN in stages to proper grade and camber, applying and brooming, stone screening/binding materials to fill-up the interstices of coarse aggregate, watering and compacting to the required density grading I as per Technical Specification Clause 405. By Manual Means

WATER BOUND MACADAM SUB-BASE/BASE

401.1 Scope

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

404.1.2. It is, however, not desirable to lay water bound macadam on an existing thin black topped surface without providing adequate drainage facility for water that would get accumulated at the interface of existing bituminous surface and water bound macadam.

401.2. Materials

401.2.1 Coarse aggregates: Coarse aggregates shall be either crushed or broken stone, crushed slag, overburnt (Jhama) brick aggregates or any other naturally occurring aggregates such as kankar and laterite of suitable quality. Materials other than crushed or broken stone and crushed slag shall be used in sub-base courses only. If crushed gravel/shingle is used, not less than 90 per cent by weight of the gravel/shingle pieces retained on 4.75mm sieve shall have at least two fractured faces. The aggregates shall conform to the physical requirements set forth in Table 400 – 6. The type and size range of the aggregate shall be specified in the Contract or shall be as specified by the Engineer. If the water absorption value of the coarse aggregate is greater than 2 per cent, the soundness test shall be carried out on the material delivered to site as per IS: 2386 (Part 5).

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

TABLE 400-6. PHYSICAL REQUIREMENTS OF COARSE AGGREGATES FOR WATER BOUND MACADAM FOR SUB- BASE / BASE COURSES

Test	Test Method	Requirements
1	* Los Angeles Abrasion value	40 percent (Maxi.)
	Or *Aggregate impact value	30 percent (Maxi.)
2	Combined Flakiness and Elongation indices (Total)***	30 percent (Maxi.)

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

** Aggregates like brick 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.

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

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

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

404.2.4. Overburnt (Jhama) brick aggregates: Jhamah brick aggregates shall be made from overburnt bricks or brick bats and be free from dust and other objectionable and deleterious materials.

403.2.5. Grading requirement of coarse aggregates: The coarse aggregates shall conform to one of the Gradings given in Table 400 – 7 as specified, provided, however, the use of Grading No. – 1 shall be restricted to sub-base courses only.

404.2.5.

TABLE 400 – 7. GRADING REQUIREMENTS OF COARSE AGGREGATES

Gradation	Size range	I.S. Sieve designation	Percent by weight passing
1	90 mm to 45 mm	125 mm	100
		90 mm	90-100
		63 mm	25-60
		45 mm	0-15
		22.4 mm	0-5
2	63 to 45 mm	90 mm	100
		63 mm	90-100
		53 mm	25-75
		45 mm	0-15
		22.4 mm	0-5
3	53 to 22.4 mm	63 mm	100
		53 mm	95-100
		45 mm	65-90
		22.4 mm	0-10
		11.2 mm	0-5

Note: The compacted thickness for a layer with Grading 1 shall be 100 mm while for layer with other gradings i.e., 2 & 3, it shall be 75 mm.

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

Screenings shall conform to the grading set forth in Table 400 – 8. The consolidation details of quantity of screenings, required for various grades of stone aggregates are given in Table 400 – 9. The table also gives the quantities of materials (loose) required for 10 m² for sub-base/base compacted thickness of 100/75 mm. The use of screenings shall be omitted in the case of soft aggregates such as brick metal, kankar, laterites etc. as they are likely to get crushed to a certain extent under rollers.

Executive Engineer
Panchayat R&B Division
BOTAD

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

The quality of binding material where it is to be used, will depend on the type of screening. Generally, the quantity required for 75 mm compacted thickness of water bound macadam will be 0.06 – 0.09 m³/10m² and 0.08 – 0.10 m³/10m² for 100 mm compacted thickness.

The above mentioned quantities should be taken as a guide only, for estimation of quantities for construction etc. Application of binding materials may not be necessary when the screenings used are of crushable type such as moorum or gravel

TABLE 400 – 8. GRADING FOR SCREENINGS

Grading Classification	Size of Screenings	IS Sieve Designation	Per cent by weight passing the IS sieve
A	13.2 mm	13.2 mm	100
		11.2 mm	95-100
		5.6 mm	15-35
		180 mcn	0-10
B	11.2 mm	11.2 mm	100
		5.6 mm	90-100
		180 mcn	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 mooram or gravel	
				Grading classification and size	For WBM sub-base/ base course (loose Qty)	Grading classification and size	Loose Qty.
Grading1	90 mm to 45 mm	100 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 0.32 m ³
Grading2	63mm to 45 mm	75 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 22.4 mm	75 mm	- do -	- do -	0.18 to 0.21 m ³	- do -	- do -

Executive Engineer
Panchayat R&B Division
BOTAD

402.3. Construction Operations

402.3.1. Preparation of base: The surface of the subgrade/sub-base/base to receive the water bound macadam course shall be prepared to the specified lines and crossfall (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 surface is obtained if necessary by sprinkling water. Any sub-base/base/surface irregularities, where predominant, shall be made good by providing appropriate type of profile corrective course (levelling course) to Clause 501 of these Specifications.

As far as possible, laying water bound macadam course over an existing thick bituminous layer may be avoided since it will cause problems of internal drainage to the pavement at the interface of two courses. It is desirable to completely pick out the existing thin bituminous wearing course where water bound macadam is proposed to be laid over it. However, where the intensity of rain is low and the interface drainage facility is efficient, water bound macadam can be laid over the existing thin bituminous surface by cutting 50 mm x 50 mm furrows at an angle of 45 degrees to the centre line of the pavement at one metre intervals in the existing road. The directions and depth of furrows shall be such that they provide adequate bondage and also serve to drain water to the existing granular base course beneath the existing thin bituminous surface.

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

402.3.3. Spreading coarse aggregates: The coarse aggregates shall be spread uniformly and evenly upon the prepared subgrade/sub-base/base to proper profile by using templates placed across the road about 6m apart, in such quantities that the thickness of each compacted layer is not more than 100 mm for Grading 1 and 75 mm for Grading 2 and 3, as specified in Clause 404.2.5. Wherever possible, approved mechanical devices such as aggregate spreader shall be used to spread the aggregates uniformly so as to minimise the need for manual rectification afterwards. Aggregates placed at locations which are inaccessible to the spreading equipment, may be spread in one or more layers by any approved means so as to achieve the specified results. The spreading shall be done from stockpiles along the side of the roadway or directly from vehicles. No segregation of large or fine aggregates shall be allowed and the coarse aggregate as spread shall be of uniform gradation with no pockets of fine material.

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

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

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

Except on superelevated 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 inward parallel to the centre line of the road, in successive passes uniformly lapping preceding tracks by at least on half widths.

Rolling shall be discontinued when the aggregates are partially compacted with sufficient void space in them to permit application of screenings. However, where screenings are not to be applied, as in the case of crushed aggregates like brick metal, laterite and kankar, compaction shall be continued until the aggregates are thoroughly keyed. During rolling, slight sprinkling of water may be done, if necessary. Rolling shall not be done when the subgrade 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 or removing necessary amount of aggregates and re-rolling until the

Executive Engineer
Panchayat R&B Division
BOTAD

entire surface conforms to desired crossfall (camber) and grade. In no case shall the use of screenings be permitted to make up depressions.

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

It shall be ensured that shoulders are built up simultaneously along with water bound macadam courses as per Clause 407.4.1.

404.3.5 Application of screenings: After the coarse aggregate has been rolled to Clause 404.3.4, screenings to completely fill the interstices shall be applied gradually over the surface. These shall not be damp or wet at the time of application. Dry rolling shall be done while the screenings are being spread so that vibrations of the roller cause them to settle into the voids of the coarse aggregate. The screenings shall not be dumped in piles but be spread uniformly in successive thin layers either by the spreading motions of hand shovels or by mechanical spreaders, or directly from tipper with suitable grid spreading arrangement. Tipper operating for spreading the screenings shall be so driven as not to disturb the coarse aggregate.

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

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

404.3.6 Sprinkling of water and grouting: After the screenings have been applied, the surface shall be copiously sprinkled with water, swept and rolled. Hand brooms shall be used to sweep the wet screenings into voids and to distribute them evenly. The sprinkling, sweeping and rolling operations shall be continued, with additional screenings applied as necessary until the coarse aggregate has been thoroughly keyed, well-bounded and firmly set in its full depth and a grout has been formed of screenings. Care shall be taken to see that the base or subgrade does not get damaged due to the addition of excessive quantities of water during construction. In case of lime treated soil sub-base, construction of water bound macadam on top of it can cause excessive water to flow down on the lime treated sub-base before it has picked up enough strength (is still "green") and thus cause damage to the sub-base layer. The laying of water bound macadam layer in such cases shall be done after the sub-base attains adequate strength, as directed by the Engineer.

404.3.7 Application of binding material: After the application of screenings in accordance with Clause 404.3.5 and 404.3.6, the binding material where it is required to be used (Clause 404.2.7) shall be applied successively in two or more thin layers at a slow and uniform rate. After each application, the surface shall be copiously sprinkled with water, the resulting slurry swept in with hand brooms, or mechanical brooms to fill the voids properly, and rolled during which water shall be applied to the wheels of the roller if necessary to wash down the binding material sticking to them. These operations shall continue until the resulting slurry after filling of voids, forms a wave ahead of the wheels of the moving roller.

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

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

404.4. Surface Finish and Quality Control of Work

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

Executive Engineer
Panchayat R&B Division
BOTAD

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

404.4.3 The water bound macadam work shall not be carried out when the atmospheric temperature is less than 0°C in the shade.

404.4.4 Reconstruction of defective macadam: The finished surface of water bound macadam shall conform to the tolerance of surface regularities as prescribed in Clause 902. However, where the surface irregularity of the course exceeds the tolerances or where the course is otherwise defective due to subgrade soil mixing with the aggregates, the course to its full thickness shall be scarified over the affected area, reshaped with added material or removed and replaced with fresh material as applicable and recompact. In no case shall depressions be filled up with screenings or binding material.

402.5. Arrangement for Traffic

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

402.6. Measurement for payment

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

402.7. Rates

The Contract unit rate for water bound macadam sub-base/base course shall be payable in full for carrying out the required operations including full compensation for all components listed in Clause 401.8 (i) to (iv) including arrangement of water used in the work as approved by the Engineer.

Item No.04 Providing and filling in foundation with ordinary cement concrete M-100 mix and providing necessary vertical pin headers incl. Formwork, vibrating, ramming and curing complete.

1. In case of ordinary concrete, mix is not required to be designed by preliminary tests and proportion of cement, fine aggregate and coarse aggregates are specified by volume as given in table below for different grades of concrete designed as ordinary M. 100. , M. 150, M.200 and M.250.

2. In the designation of a concrete mix. letter "M" refers to the mix and the number the specified 28 days works cube compressive strength of that mix on 150mm cubes expressed in kg./ cm².

3. The ordinary concrete mix shall generally be specified by volume. For cement which normally comes in bags and is used by weight, volume shall be worked out taking 50kg. of cement as 0.035 cubic metre in volume. While measuring aggregate by volume, shaking, ramming or hammering shall not be done. Proportioning of sand shall be as per its dry volume. In case it is dump, allowance for "bulking" shall be made as per IS: 2386 (Part-III).

4. Ingredients required for ordinary concrete containing one 50 kg bag of cement of different proportions of mix shall be as given in Table below.

TABLE

Grade of Concrete	Mix By Volume	Total quantity of dry aggregates by volume per 50 Kg. of cement, to be taken	Proportion of fine aggregate to coarse	Quantity of water per 50 kg. of cement
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Executive Engineer
Panchayat R&B Division
BOTAD

		as sum of the individual volumes of fine and coarse aggregates max.,	aggregate	max.
1	2	3	4	5
Ordinary M.100	1:3:6	300	General 1:2 for fine aggregate to coarse aggregate by volume but subject to a upper limit of 1:1.1/2 & 2 lower limit of 1:3	Litres 34
M.150	1:2:4	220		32
M.200	1:1 ½:3	160		30
.250	1:1:2	100		27

NOTE:- The proportions of the aggregates shall be adjusted from upper limit to lower limit progressively as the grading of the fine aggregates becomes finer & the maximum size of coarse aggregate becomes larger.

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

Note-2 A mix leaner than M.100 (1:3:6) may be used for non-structural parts, if provided in the contract. In such case grading of aggregates shall be by volume. Other requirements for mixing, placing & curing shall be the same.

5.0 Following shall be the maximum nominal size of coarse aggregate, for the different items of work:

Sr. No.	Item of Construction	Maximum nominal size of coarse aggregate
(i)	R.C.C. well curb, R.C.C. well steining and R.C.C. Piles	40mm
(ii)	R.C.C. well steining	63mm
(iii)	Well cap or pile cap; solid type piers, abutment and wing-walls, and their pier caps	40mm
(iv)	R.C.C. Works in cross girders deck slab, wearing coars, kewrb, light posts, blast walls, approach slab etc. and hollow type piers, abutments, wing-walls and their pier caps.	20mm
(v)	R.C.C. bearings	20mm
(vi)	For any other item of construction not covered by item (i) to (v)	As specified on the drawing or as desired by the Engineer- in- charge in case it is not specified on

Executive Engineer
Panchayat R&B Division
BOTAD

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

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

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

8. Cement shall be stored above the ground level in perfectly and water tight shed. Wherever bulk storage containers are used, their capacity should be sufficient to cater to the requirements at site and should be cleaned at least once every 3 to 4 months. The aggregate shall be stored in such a way as to prevent admixture of foreign materials. Different size of fine or coarse aggregate shall be stored in separate stock-piles sufficiently away from the each other to prevent intermixing the materials.

9. The water for mixing shall be potable water to satisfaction of the Engineer-in-charge. The quantity of water shall be just sufficient to produce a dense concrete of required workability for the job.

10. For all work concrete shall be mixed in a mechanical mixer which along with other accessories shall be kept in first class working condition and so maintained through the construction. Mixing shall be continued till materials are uniformly distributed and uniform colour of the entire mass is obtained and each individual particle of the coarse aggregate show complete coating of mortar containing its proportionate amount of cement, In no case shall the mixing be done for less than 2 minutes after all ingredients have been put into the mixer.

11. When hand mixing is permitted by the Engineer-in-charge for small jobs or for certain other reasons. It shall be done on a smooth watertight platform large enough to allow efficient turning over of the ingredients of concrete before and after adding water. Mixing platform shall be so arranged that no foreign materials shall get mixed with concrete nor does the mixing water flow out. Cement in required number of bags shall be placed in a uniform layer on top of the measured quantity of fine and coarse aggregate, which shall also be spread in a layer of uniform thickness on the mixing platform. Dry coarse and fine aggregate and cement shall then be mixed thoroughly by turning over to get a mixture of uniform colour. Enough water shall then be added gradually through a rose can and the mass turned over till a mix of required consistency is obtained. IN hand mixing quantity of cement shall be increased by 10 per cent above that specified.

12. Mixers which have been out of use for more than 30 minutes shall be thoroughly cleaned before putting in a new batch. Unless otherwise agreed to be the Engineer-in-charge, the first batch of concrete from the mixer shall contain only two thirds of normal quantity of coarse aggregate. Mixing plant shall be thoroughly cleaned before changing from one type of cement to another.

13. The method of transporting and placing concrete shall be approved by the Engineer-in-charge. Concrete shall be so transported and placed that no contamination, segregation or loss of its constituent materials takes places. All form work and reinforcement contained in it shall be cleaned and made free from standing water, dust, snow or ice immediately before placing of concrete. No concrete shall be placed in any part of the structure until the approval of the Engineer-in-charge has been obtained.

Executive Engineer
Panchayat R&B Division
BOTAD

14. If concreting is not started within 24 hours of the approval given, it shall have to be obtained again from the Engineer-in-charge. Concreting being given, it shall proceed continuously over the area between construction joints. Fresh concrete shall not be placed against concrete which has been in position for more than 30 minutes unless a proper construction joint is formed. Concrete shall be compacted in its final position within 30 minutes of its discharge from the mixer unless carried in properly design agitators, operating continuously, when this time shall be with 2 hours of the addition of cement to the mix and within 30 minutes of its discharge from the agitator. Except where otherwise agreed to be the Engineer-in-charge, concrete shall be deposited in horizontal layers to a compacted depth of not more than 0.45 metre when internal vibrators are used and not exceeding 0.30 metre in all other cases.

15. Unless otherwise agreed to by the Engineer-in-charge concrete shall not be dropped into place from a height exceeding 2 metres. When trunking or chutes are used they shall be kept clean and used in such a way as to avoid segregation. When concreting has to be resumed on a surface which has hardened, it shall be roughened, swept, clean, thoroughly wetted and covered with a 13 mm thick layer of mortar composed of cement and sand in the same ratio as in the concrete mix itself. This 13mm layer of mortar shall be freshly mixed and placed immediately before placing of new concrete. Where concrete has not fully hardened, all laitance shall be removed by scrubbing the well surface with wire or bristle brushes, care being taken to avoid dislodgement of any particles of coarse aggregate. The surface shall then be thoroughly wetted, all free water removed and then coated with neat cement grout. The first layer of concrete to be placed on this surface shall not exceed 150mm in thickness, and shall be well rammed against oldwork particular attention being given to corners and close spots.

16. All concrete shall be compacted to produce a dense homogeneous mass with the assistance of vibrators, unless otherwise permitted by the Engineer-in-charge for exceptional cases, such as concreting under water, where vibrators can not be used, Sufficient vibrators in serviceable condition shall be kept at site so that spare equipment is always available in the event of break downs.

17.. immediately after compaction, concrete, shall be protected against harmul, effects of weather, including rain, running water, shocks, vibration, traffic, rapid temperature changes, frosts and driving out process. It shall be covered with wet sacking, hessian or other similar absorbent material approved by the Engineer-in-charge soon after the initial set, and shall be kept continuously wet for a period of not less than 14 days from the date of placement. Masonary work over the foundation concrete may be started after 48 hours of its laying but the curing of concrete shall be continued for a minimum period of 14 days.

18. From work shall include all temporary or permanent forms required for forming the concrete, together with all temporary construction required for their support. From shall however be divided into following two district categories:-

(1) Shuttering i.e. form work required for forming the concrete.

(2) Scaffolding i.e. form work required for supporting shuttering.

Forms for shuttering shall be constructed only in metal suitable lined. Forms for scaffolding shall be constructed for metal or timber. Both shuttering and scaffolding shall be of substantial rigid construction and shuttering shall be true to shape and dimensions shown on the drawings. All bolts and rivets shall be counter-sunk and well ground to provide a smooth, plane surface.

19. Forms shall be mortar-tight and shall be made sufficiently rigid by the use of ties and bracings to prevent any displacement or sagging between supports. They shall be strong enough to withstand all pressure, ramming and vibration, without deflection from the prescribed line occurring during and after placing the concrete. Screw jacks or hard wood wedges where required shall be provided to make up any settlement in the form work either before or

Executive Engineer
Panchayat R&B Division
BOTAD

during the placing of concrete. Suitable camber shall be provided in horizontal members of structure, specially in long spans to counteract the effects of any fixed as to provide such camber. Forms shall be so constructed as to be removable in sections in the desired sequence, without damaging the surface of concrete or disturbing other sections. Unless otherwise specified or directed, chambers or fillets of sizes 25mm x 25mm shall be provided at all angles of formwork to avoid sharp corners.

20. The inside surface of shuttering shall, except in the case of permanent form work or where otherwise agreed to by the Engineer-in-charge, be coated with an approved material to prevent adhesion of concrete to the formwork. Release agents shall be applied strictly in accordance with the manufacturer's instructions and shall not be allowed to come into contact with any reinforcement or prestressing tendons and anchorages. Different release agents shall not be used in form work for concrete which will be visible in the finished works.

21. Special measures shall be taken to ensure that the form work does not hinder the shrinkage of concrete because without these cracking could occur before the form work is removed. Wherever applicable arrangements must be made to ensure that the form work does not restrain the shortening and hogging of the beams or slabs during tensioning of the tendons. The form work should take due account of the calculated amount of positive or negative camber so as to ensure the correct final shape of the structures having regard to the deformation of a false work, scaffolding or propping and the instantaneous or deferred deformation due to various causes affecting prestressed structures. Where there are re-entrant angles in the concrete sections the form work should be removed at those sections as soon as possible after the concrete has set in order to avoid cracking due to shrinkage of concrete. Formwork shall be tight enough to prevent any appreciable loss of cement during vibrations, suitable tolerances should be provided in the formwork. Immediately before concreting all forms shall be thoroughly cleaned. Contractor shall give the Engineer-in-charge due notice before placing any concrete in the forms to permit him to inspect and accept the false work and forms as to their strength alignment and general fitness, but such inspection shall not relieve the contractor of his responsibility for safety of men, machinery, materials and or results obtained.

22. The Engineer-in-charge shall be informed in advance by the contractor of his intention to strike any formwork. While fixing the time for removal of formwork, due consideration shall be given to local conditions, character of the structure, the weather and other conditions that influence the setting of concrete and of the materials used in the mix. Where field operations are controlled by strength tests of concrete, the removal of the load-supporting or soffit forms may commence when concrete has attained strength equal to at least twice the stress to which the concrete will be subjected at the time of striking props including the effect of any further addition of loads. When field operations are not controlled by strength tests of concrete the vertical forms of beams, columns and walls may be removed after 2 days. The props of slabs and beams may be removed after 14 and 21 days respectively. All formwork shall be removed without causing any damage to the concrete. Centering shall be gradually and uniformly lowered in such a manner as to permit the concrete to take stresses due to its own weight uniformly and gradually. Where internal metal ties are permitted, they or their removable parts shall be extracted without causing any damage to the concrete and remaining holes filled with mortar. No permanently embedded metal part shall have less than 25 mm. cover to the finished concrete surface. Where it is intended to reuse the formwork, it shall be cleaned and made good to the satisfaction of the Engineer-in-charge.

23. Immediately after the removal of forms, all exposed bars or bolts passing through the Cement concrete member and used for shuttering or any other purposes shall be cut inside the cement concrete member to a depth of at least 25mm. below the surface of the concrete and the resulting holes be filled by cement mortar. All fins caused by form joints, all cavities produced by the removal of form ties and all other holes and depressions, honey comb spots, broken edges or corners and other defects, shall be thoroughly cleaned, saturated with water and carefully pointed and rendered true with mortar of cement and fine aggregate mixed in the proportions used in the grade of

Executive Engineer
Panchayat R&B Division
BOTAD

concrete that is being finished and of as dry as consistency as is possible to use, considerable pressure shall be applied in filling and pointing to ensure thorough filling in all voids, surface which have been pointed shall be kept moist for a period of twenty four hours. If rock pockets/ honeycombs, in the opinion of the Engineer-in-charge are of such an extent or character as to affect the strength of the structure materially or to endanger the life of the steel reinforcement, he may declare the concrete defective and require the removal and replacement of the portions of the structure affected.

24. In the case of reinforced concrete work workability shall be such that the concrete surrounds and properly grips all reinforcement. The degree of consistency, which shall depend upon the nature of work and methods of vibration of concrete shall be determined by regular slump tests. Following slump shall be adopted for different types of works.

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

25. Works strength tests shall be made in accordance with IS:516. Each test shall be conducted on ten specimens, five of which shall be tested at seven days and the remaining five at 28 days. The samples of concrete shall be taken on each day of concreting and cubes shall be made at the rate of one for every 5 cubic metre of concrete or a part thereof. However, if concreting done in a day in less than 15 cubic metre, the minimum number of cubes can be reduced to 6 with the specific permission of the Engineer-in-charge, similar works tests shall be carried out whenever the quality and grading of materials is changed irrespective of the quantity of concrete poured. The number of specimens may be suitably increased as deemed necessary by the Engineer-in-charge when procedure of tests given above reveal a poor quality of concrete and in other special cases.

26. The average strength of the group of cubes cast for each day shall not be less than the specified works cube-strength. 20 per cent of the cubes cast for each day may have values less than the specified strength, provided the lowest value is not less than 85 per cent of the specified strength.

27. R.C.C. work shall have exposed concrete surface. Centering design and its erection shall approved by the Engineer-in-charge. One carpenter with helper will invariably be kept present throughout the period of concreting. Movement of labour and other persons shall be totally prohibited over reinforcement laid in position. For access to different parts, suitable mobile platforms shall provided so that steel reinforcement in position is not disturbed. For ensuring proper cover, mortar blocks of suitable size shall be cast and tied to the reinforcement. Timber, kapchi, or metal pieces shall not be used for this purpose. Concreting of important structural members shall always be done in the presence and under the supervision of department person not below the rank of Asst. Engineer/ Addl-Asst. Engineer Overseer or as instructed by the Engineer-in-charge. After removal of form work checks that concrete produced is of good quality. Plastering shall not be allowed to the exposed faces of concrete.

Executive Engineer
Panchayat R&B Division
BOTAD

28. In reinforced concrete the volume occupied by reinforcement shall not be deducted. The slab shall be measured as running continuously through and the beam as the portion below the slab.

29. All necessary labour, materials equipment, etc. for sampling, preparing test cubes, curing etc., shall be provided by the Contractor. Testing of the materials and concrete may be arranged by Engineer-in-charge in an approved laboratory at the cost of the contractor.

30. The payment will be made on cmt. basis of the finished work.

31. The unit rate for concrete shall include the cost of all materials, labour, tools and plan required for mixing ,placing in position, vibrating and compacting finishing as per directions of the Engineer- in- charge , curing and all other incidental expenses for producing concrete of specified strength to complete the structure or its components as show on the drawings and according to these specifications. The rate shall also include the cost of making/ fixing and remixing of all centers and forms required for the work.

Item No.05 Providing and casting in situ ordinary cement concrete M-150 mix and providing necessary pin headers including shuttering, scaffolding, laying vibrating, curing and finishing complete Without V-Grooves For all Hieght.

Specification shall apply as per item No.04 Above

Item No. 06 Providing and Fixing in position FE-500/500D TMT bar reinforcement including cutting, bending, hooking, and tying complete as per detailed drawaing (A)RCC kerb (B) RCC Footpath (B) RCC Solid Slab/ App. Slab / Wearing coat.

DESCRIPTION

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

MATERIALS

Steel for reinforcement shall meet with the requirements of Section 1000.

TABLE 1000 – 3

Grade Designation	Bar type conforming to governing IS Specification	Characteristic Strength Mpa	Elastic Modulus GPa
S 240	IS : 432 Part IMild Steel Bar	240	200
S 415	IS : 1786 High Yield Strength Deformed Bars (HYSD)/TMT	415	200

Reinforcements may be either mild steel/medium tensile steel or high strength deformed bars/ TMT. They may be uncoated or coated with epoxy or with approved protective coatings.

Executive Engineer
Panchayat R&B Division
BOTAD

PROTECTION OF REINFORCEMENT

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

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

BENDING OF REINFORCEMENT

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

Reinforcing steel shall conform to the dimensions and shapes given in the approved Bar Bending Schedules. Bars shall be bent cold to the specified shape and dimensions or as directed by the Engineer using a proper bar bender, operated by hand or power to obtain the correct radii of bends and shape. Bars shall not be bent or straightened in a manner that will damage the parent material or the coating. Bars bent during transport or handling shall be straightened before being used on work and shall not be heated to facilitate straightening.

PLACING OF REINFORCEMENT

a) The reinforcement cage should generally be fabricated in the yard at ground level and then shifted and placed in position. The reinforcement shall be placed strictly in accordance with the drawings and shall be assembled in position only when the structure is otherwise ready for placing of concrete. Prolonged time gap between assembling of reinforcements and casting of concrete, which may result in rust formation on the surface, shall not be permitted.

b) Reinforcement bars shall be placed accurately in position as shown on the drawings. The bars, crossing one another shall be tied together at every intersection with binding wire (annealed), conforming to IS:280 to make the skeleton of the reinforcement rigid such that the reinforcement does not get displaced during placing of concrete, or any other operation. The diameter of binding wire shall not be less than 1 mm.

c) Bars shall be kept in position usually by the following methods:

(i) In case of beam and slab construction, industrially produced polymer cover blocks of thickness equal to the specified cover shall be placed between the bars and formwork subject to satisfactory evidence that the polymer composition is not harmful to concrete and reinforcement. Cover blocks made of concrete may be permitted by the Engineer, provided they have the same strength and specification as those of the member.

(ii) In case of dowels for columns and walls, the vertical reinforcement shall be kept in position by means of timber templates with slots cut in them accurately, or with cover blocks tied to the reinforcement. Timber templates shall be removed after the concreting has progressed upto a level just below their location.

(iii) Layers of reinforcements shall be separated by spacer bar at approximately one metre intervals. The minimum diameter of spacer bars shall be 12 mm or equal to maximum size of main reinforcement or maximum size of coarse aggregate, whichever is greater. Horizontal reinforcement shall not be allowed to sag between supports.

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

Executive Engineer
Panchayat R&B Division
BOTAD

- (v) Use of pebbles, broken stone, metal pipe, brick, mortar or wooden blocks etc., as devices for positioning reinforcement shall not be permitted.
- d) Bars coated with epoxy or any other approved protective coating shall be placed on supports that do not damage the coating. Supports shall be installed in a manner such that planes of weakness are not created in hardened concrete. The coated reinforcing steel shall be held in place by use of plastic or plastic coated binding wires especially manufactured for the purpose. Reference shall be made to Section 1000 for other requirements.
- e) Placing and fixing of reinforcement shall be inspected and approved by the Engineer before concrete is deposited.

BAR SPLICES

1. Lapping

All reinforcement shall be furnished in full lengths as indicated on the drawing. No splicing of bars, except where shown on the drawing, will be permitted without approval of the Engineer. The lengths of the splice shall be as indicated on drawing or as approved by the Engineer. Where practicable, overlapping bars shall not touch each other, and shall be kept apart by 25 mm or 1 l/. . times the maximum size of coarse aggregate, whichever is greater. If this is not feasible, overlapping bars shall be bound with annealed steel binding wire, not less than 1 mm diameter and twisted tight in such a manner as to maintain minimum clear cover to the reinforcement from the concrete surface. Lapped splices shall be staggered or located at points, along the span where stresses are low.

2. Welding

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

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

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

is 0.4 or less.

.2.3. The method of welding shall conform to IS:2751 and 15:9417 and to any supplemental specifications to the satisfaction of the Engineer. Welding may be carried out by metal arc welding process. Oxy- acetylene welding shall not be permissible. Any other process may be used subject to the approval of the Engineer and necessary additional requirements to ensure satisfactory joint performance. Precautions on over heating, choice of electrode, selection of correct current in arc welding etc., should be strictly observed.

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

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

Executive Engineer
Panchayat R&B Division
BOTAD

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

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

Suitable means shall be provided for holding the bars securely in position during welding. It must be ensured that no voids are left in welding. When welding is done in 2 or 3 stages, previous surface shall be cleaned properly. Bars shall be cleaned of all loose scale, rust, grease, paint and other foreign matter before carrying out welding. Only competent and experienced welders shall be employed on the work with the approval of the Engineer. No welding shall be done on coated bars.

2.4 M.S. electrodes used for welding shall conform to IS: 814. 1606.2.4. Welded joints shall preferably be located at points where steel will not be subject to more than 75 per cent of the maximum permissible stresses and welds so staggered that at any one section, not more than 20 per cent of the bars are welded.

2.5. Welded pieces of reinforcement shall be tested. Specimens shall be taken from the site and the number and frequency of tests shall be as directed by the Engineer.

3. Mechanical Coupling of Bars

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

TESTING AND ACCEPTANCE

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

The fabrication, furnishing and placing of reinforcement shall be in accordance with these specifications and shall be checked and accepted by the Engineer.

MEASUREMENTS FOR PAYMENT

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

RATE

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

The unit rate for coated reinforcement shall be deemed to also include cost of all material, labour, tools and

Executive Engineer
Panchayat R&B Division
BOTAD

plant, royalty, transportation and expertise required to carry out the work. . The rate shall also cover sampling, testing and supervision required for the work.

Item No.07 Providing and laying in Position FE -500/500D TMT bar reinforcement including cutting, bending, hooking and tying complete as per detailed drawings for the following (A) Piers (B) Abutments (C) Returns (D) Walls etc.

Specification shall apply as per item No.06 Above

Item No.08 Providing and fixing "W" shape metal crash safety barrier comprising of 3mm thick galvanised sheet to be fixed on ISMC 150 (150x75x5.4mm) series channel vertical post to be spaced 1.5 mtr. c/c to be kept 1.50mtr height as per MOST specification incl. necessary foundation, fittings with bolts, painting and required all process as per specification and as per drawings.

810.1. General

810.1.1. This work shall consist of furnishing and erection of metal beam crash barrier of dimensions and at locations as shown on the drawing (s) or as directed by the Engineer.

810.1.2. Metal beam crash barrier shall generally be located on approaches to bridge structures, at locations where the embankment height is more than 3 metres and at horizontal curves.

810.2. Materials

810.2.1. Metal beam rail shall be corrugated sheet steel beams of the class, type, section and thickness indicated on the plans. Railing posts shall be made of steel of the section, weight and length as shown on the plans. All complete steel rail elements, terminal sections, posts, bolts, nuts, hardware and other steel fittings shall be galvanized. All elements of the railing shall be free from abrasions, rough or sharp edges and shall not be kinked, twisted or bent.

810.2.2. Steel beam elements and terminal sections shall be galvanized (zinc coated, 0.55 kg

per square metre, minimum single spot) unless otherwise specified. The galvanizing on all other steel parts shall conform to the relevant IS Specifications. All fittings (bolts, nuts, washers) shall conform to the IS : 1367 and IS : 1364. All galvanizing shall be done after fabrication.**810.2.3.** Concrete for bedding and anchor assembly shall conform to section 1700 of these

Specifications.

810.3. Construction Operations

810.3.1. The line and grade of railing shall be true to that shown on the plans. The railing shall be carefully adjusted prior to fixing in place, to ensure proper matching at abutting joints and correct alignment and camber throughout their length. Holes for field connections shall be drilled with the railing in place in the structure at proper grade and alignment.

810.3.2. Unless otherwise specified on the drawing, railing steel posts shall be given one shop coat of paint (primer) and three coats of paint on structural steel after erection, if the sections are not galvanized. Any part of assembly below ground shall be painted with three coats of red lead paint.

Executive Engineer
Panchayat R&B Division
BOTAD

810.3.3. Splices and end connections shall be of the type and designs or shown on the plans and shall be of such strength as to develop full design strength of the rail elements.

810.4 Installation of Posts

810.4.1. Holes shall be dug or drilled to the depth indicated on the plans or posts may be driven by approved methods and equipment, provided these are erected in proper position and are free from distortion and burring or any other damage.

810.4.2. All post holes that are dug or drilled shall be of such size as will permit proper setting of the posts and allow sufficient room for back filling and tapping.

810.4.3. Holes shall be back filled with selected earth or stable materials in layers not exceeding 100 mm thickness and each layer shall be thoroughly tamped and rammed. When back filling and tamping are completed, the posts or anchors shall be held securely in place.

810.4.4. Post holes that are drilled in rock and holes for anchor posts shall be back filled with concrete.

810.4.5. Posts for metal beam guardrails on bridges shall be bolted to the structure as detailed on the plans. The anchor bolts shall be set to proper location and elevation with templates and carefully checked.

810.5 Erection

810.5.1. All guardrail anchors shall be set and attachments made and placed as indicated on the plans or as directed by the Engineer.

810.5.2. All bolts or clips used for fastening the guardrail or fittings to the posts shall be drawn up tightly. Each bolt shall have sufficient length to extend at least 6 mm through and beyond the full nut, except where such extensions might interfere with or endanger traffic in which case the bolts shall be cut off flush with the nut.

810.5.3. All railings shall be erected, drawn and adjusted so that a length of 3 metre. The railing barrier shall be erected true to line and grade.

810.6. Tolerance - The posts shall be vertical with a tolerance not exceeding 6 mm in a length of 3 metre. The railing barrier shall be erected true to line and grade.

810.7. Measurements for Payment

810.7.1. Metal beam railing barriers will be measured by linear metre of completed length as per plans and accepted in place. Terminals/anchors of various types shall be paid for by numbers.

810.7.2. No measurement for payment shall be made for projections or anchors beyond the end posts except as noted above. Furnishing and placing anchor bolts and/or devices for guard rail posts on bridges shall be considered incidental to the construction and the costs thereof shall be included in the price for other items of construction.

810.7.3. No measurement for payment will be made for excavation or back filling performed in connection with this construction.

810.8. Rate

The Contract unit rate shall include full compensation for furnishing

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Panchayat R&B Division
BOTAD

Item No. 09 Providing and laying weep hole in Abutments and returns by using A.C.pipe of 100mm.dia.incl.laying in proper grade and jointing the completed as per detailed specification.

614. WEEP HOLES

Weep holes as shown on the drawings shall be provided in the masonry structures with height more than 2 m to drain moisture from the backfilling. Weep holes shall be provided with 100 mm dia AC pipes and shall extend through the full width of the masonry with slope of about 1 vertical to 20 horizontal towards the draining face.

The weep hole shall be suitably staggered and the spacing of weep holes shall not exceed 2 m in horizontal and 1 m vertical direction with the lowest one at about 150 mm above the low water level or bed level which ever is higher or as directed by the Engineer.

The measurement for payment shall be made on Nos. basis

Item No.10 Providing temporary all weather and fair weather diversion suitable for traffic during the construction period of the bridge / Slab drain including providing necessary drains and all safety measures including red lamps / signals at night for traffic etc. complete.

112.1. Passage of Traffic along a Temporary Diversion

In stretches where it is not possible to pass the traffic on part width of the carriageway, a temporary diversion shall be constructed with 3.75 m carriageway and 1.m earthen shoulders on each side (total width of roadway 7.5 m) with the following provision for road crust in the 7m width:

- (i) ____ mm (compacted) granular subbase;
- (ii) ____ mm (compacted) WBM; and

The alignment and longitudinal section of diversion including junctions and temporary cross drainage provision shall be as approved by the Engineer.

112.2. 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 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 phase programme for the diversion of traffic on the highway shall be drawn up in consultation with the Engineer.

The barricades erected on either side of the carriageway/portion of the carriageway closed to traffic, shall be strong design to resist violation, and painted with alternate black and white stripes. Red lanterns or warning

Executive Engineer
Panchayat R&B Division
BOTAD

lights of similar type shall be mounted on the barricades at night and kept lit throughout from sunset to sunrise.

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

One-way traffic operation shall be established whenever the traffic is to be passed over part of the carriageway inadequate for two-lane traffic. This shall be done with the help of temporary traffic signals 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/light.

On both sides, suitable regulatory/warning signs as approved by the Engineer 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 carriageway begins and the other 120 m away. The signs shall be of approved design and of reflectory type, if so directed by the Engineer.

112.3. Maintenance of Diversions and Traffic Control Devices

Signs, lights, barriers and other traffic control devices, as well as the riding surface of diversions shall be maintained in a satisfactory condition till such time they are required as directed by the Engineer. The temporary travelled way shall be kept free of dust by frequent applications of water, if necessary.

112.4. Measurements for Payment and Rate

All arrangements for traffic during construction including provision of temporary cross drainage structures, if required, and treated shoulder as described in Clause 112.2 including their maintenance, dismantling and clearing debris, where necessary, shall be considered as incidental to the works and shall be the Contractor's responsibility.

The construction of temporary diversion including temporary cross drainage structures as described in Clause 112.3, shall be measured in linear **metre/** or Completed one unit as specified in BOQ and the unit contract rate shall be inclusive of full compensation for construction (including supply of material, labour, tools etc.), maintenance final dismantling, and disposal.

Item No.11 Excavation of foundation in Sand gravel caly soft soil and murrum etc. including shoring, struting dewatering as necessary and disposing of the excavated stuff as directed. Depth upto 3.00mt.

1.0. General

1.1. Any soil which generally yields to the application of pick axes and shovels, phawaras rakes or any such ordinary excavating implement or organic soil, gravel silt, sand turf, clay peat etc. fall under this category.

2.0. Clearing the site

2.1. The site on which the structure is to be built shall be cleared and all obstructions loose stone materials and rubbish of all kind, bush wood and trees shall be removal as directed. The materials so obtained shall be property of

Executive Engineer
Panchayat R&B Division
BOTAD

the Government and shall be conveyed and stacked as directed within 50 m. lead. The roots of the trees coming in the sides shall be cut and coated with a hot asphalt.

2.2. The rate of side clearance is deemed to be included in the rate of earth work for which no extra will be paid.

3.0. Setting out

After clearing the site the centers lines will be given by the Engineer in charge. The contractor shall assume full responsibility for alignment, elevation and dimension of each and all parts of the work. Contractor shall supply labours materials etc. required for setting out the reference marks and bench marks and shall maintain them as long as required and directed.

4.0. Excavation

The excavation in foundation shall be carried out in true line and level and shall have the width and depth as shown in the drawings or as directed. The contractor shall do the necessary shoring and shuttering or providing necessary slopes to a safe angle, at his own cost. The payment for precautionary measures shall be paid separately if not specified. The bottom of the excavated area shall be leveled both longitudinally and transversely as directed by removing and watering as required no earth filling will be allowed for bringing it to level. If by mistake or any excavation is made deeper or wider than that shown on the plan or directed. The extra depth or width shall be made up with concrete of same proportion as specified for the foundation concrete at the cost of the contractor. The excavation up to 1.5 m. depth shall be measured under this item.

5.0. Disposal of the excavated stuff

5.1. The excavated stuff of the selected type shall be used in filling the trenches and plinth or leveling the ground in layers including ramming and watering etc.

5.2. The balance of the excavated quantity shall be removed by the contractor from the site of work to a place as directed with lead up to 50 M. and all lift.

6.0. Mode of measurements & payment

6.1. The measurement of excavation in trenches for foundation shall be made according to the section of trench shown on the drawing or as per sections given by the Engineer in charge. No payment shall be made for surplus excavation made in excess of above requirements or due to stopping and sloping back as found necessary on account of conditions of soil and requirements safety.

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

Item No.12 Providing and laying rubble for apron (Each stone weighting not less than 40kg) including and packing and filling in the interstices with quarry spall.

1. The work shall consist of laying boulders directly on the prepared surface for protection against scour.

2. The stones used in apron shall be sound, hard, durable & fairly regularly in shape, Stone subject to marked deterioration by water or weather shall not be used. The thickness and shape of apron shall be as indicated on the

Executive Engineer
Panchayat R&B Division
BOTAD

drawings or as directed by the Engineer-in-charge. The surface on which the apron is to be laid shall be leveled and prepared for the length and width as shown on the drawings. The size of stone shall

be as large as possible & weight shall be as specified in the item but in no case any fragment shall weight less than 40kg. The specific gravity of stone shall be as high as possible and it shall not be less than 250. To ensure regular and orderly disposition of the full intended quantity of stone in the apron, template cross walls in dry masonry shall be built about a metre wide and to the full height of the specified thickness of the apron at intervals of 30 metres and all along the length and width of the apron. Within these walls, the stone then shall be hand-packed.

3. Payment shall be made on **CMT** basis of chata, the materials shall have to be stacked at site before laying. Preparation of base for laying bedding shall be deemed incidental to the work Nothing shall deducted for voids.

4. The rate shall include cost of materials, labour & tools to complete the job.

Item No.13 Providing and casting in situ Controlled Cement Concrete M-250 for R.C.C. Raft and cut-off walls including necessary shuttering laying, vibrating ramming of curing complete.

1. For controlled concrete, design of the mix shall be approved after preliminary tests and all necessary precautions shall be taken in its production to ensure that the required works cube strength is attained and maintained. The controlled concrete shall be in eight grades designed as M.100, M. 150, M.200, M.250, M.300, M.350, M.400, M.450 with the suffix 'controlled' added to it.

2. In the designation of a concrete mix, letter 'M' refers to the mix and the number to the specified 28 days works cubs compressive strength of that mix on 150 m. cubes, expressed in kg/cm. where ordinary.

Portland cement conforming to IS:269 or Portland blast furnace cement conforming to IS:455 is used. the compressive strength requirements for various grades of concrete shall be as given below on the next page:

Grade of Concrete	Compressive works test strength in Kg. / cm ² on 150mm, cubes, conducted in accordance with IS: 516	
	Min. at 7 days	Min.at 28 days
M 100 ...	70	100
M 150 ...	100	150
M 200 ...	135	200
M 250 ...	170	250
M 300 ...	200	300
M 350 ...	235	350
M 400 ...	270	400

Executive Engineer
Panchayat R&B Division
BOTAD

M 450	...	300	450
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NOTE: In cases the 28 days compressive strength specified in the above. Table shall alone be the criterion for acceptance or rejection of the concrete.

Where the strength of a concrete mix, as indicated by tests, lies in between the strength for any two grades specified in the above. Table such concrete shall be classified for all purposes as a concrete belonging to the lower or the two grades between which its strength lies.

3. Concrete mix shall be designed on the basis of preliminary tests so as attain a strength at least 33 per cent higher than that required on work tests. The proportions for ingredients chosen shall be such that concrete has adequate workability for conditions prevailing on the work in question and can be properly compacted with the means available. Except where it can be shown to the satisfaction of the Engineer-in-charge that supply of properly graded aggregate of uniform quality can be maintained till the completion of work, grading of aggregate should be controlled by obtaining the coarse aggregates in different sizes and bleeding them in the right proportions as required. Aggregates of different size shall be stocked in separate stock piles. Required quantity of material shall be stock piled several hours, preferably a day, before use. Grading of coarse and fine aggregate shall be checked as frequently as possible, frequency for a given job being determined by the Engineer-in-charge to ensure that the suppliers are maintaining the uniform grading as approved for samples used in the preliminary tests.

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

5. It is most important to keep the specified water cement ration constant and at its correct value. To this end, moisture content in both fine and coarse aggregate shall be determined by the Engineer-in-charge according to the weather conditions. The amount of mixing water shall then be adjusted to compensate for variations in the moisture cement. For the determination of moisture content in the aggregates IS: 2386 (Part-III) shall be referred to. Suitable adjustment shall also be made in the weights of aggregates to allow for the variation in weights of aggregates due to variation in their moisture content Minimum quantity of cement to be used in controlled concrete shall not be less than 210 Kg. per cubic metre in plain concrete and not less than 300 kg/.per cubic metre in reinforced concrete structural members. The minimum quantity of cement for professed concrete work shall not less than 360 kg/p[er cubic metre of concrete nor shall it be more than 540 kg/per cubic metre of concrete.

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

Sr. No.	Item of construction	Maximum nominal size of Coarse aggregate
(i)	R.C.C. well curb, R.C.C. well steining and R.C.C. Piles	40mm
(ii)	P.C.C. well steining.	63mm

Executive Engineer
Panchayat R&B Division
BOTAD

(iii)	Well cap or pile cap, solid type piers, abutments and wing-walls, their pier caps.	40mm
(iv)	R.C.C. works in cross girders, deck slab, wearing coarse, kerb, light posts, blast, walls approach slab etc. and hollow type piers, abutments wing-walls and their pier caps.	20mm
(v)	R.C.C. bearings	20mm
(vi)	For any other item of construction covered by items (i) to (v) above	As specified on the drawing or as desired by the Engineer-in- charge in case it is not specified on drawing.

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

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

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

9. Cement shall be stored above the ground level in perfectly dry and watertight sheds. Wherever bulk storage containers are used, their capacity should be sufficient to cater to the requirements at site and should be cleaned atleast once every 3 to 4 months. the aggregates shall be stored in such a way as to prevent admixture of foreign materials. Different sizes of fine or coarse aggregate shall be stored in separate stock piles sufficiently away from such other to prevent intermixing the materials.

10. the water for mixing shall be potable water to satisfaction of the Engineer-in- charge. The quantity of water shall be just sufficient to produce a dense concrete of required workability for the job.

11. For all work concrete shall be mixed in a mechanical mixer which alongwith other accessories shall be kept in first class working condition and so maintained throughout the construction Mixing shall be continued till materials are uniformly distributed and uniform colour of the entire mass is obtained and each indiuu particle of the coarse aggregate shows complete coating of mortar containing its proportionate amount of cement. In no case shall the mixing be done for less than 2 minutes after all ingredients have been put into the mixer.

12. Mixer which have been out of use more than 30 minutes shall be thoroughly cleaned before putting in a new batch. Unless otherwise agreed toi be the Engineer-in- charge, the first batch of concrete from the mixer shall contain only two thirds of normal quantity of coarse aggregate. Mixing plant shall be thoroughly cleaned before changing from one type of cement to another.

13. The method of transporting and placing concrete shall be approved by the Engineer-in- charge. Concrete shall be so transported and placed that no contamination, segregation or loss of its constituent materials takes place. All form work and reinforcement contained in it shall be cleaned and made free from standing water, dust, snow or ice immediately before placing of concrete. No concrete shall be placed in any part of the structure until the approval of the Engineer-in- charge has been obtained.

Executive Engineer
Panchayat R&B Division
BOTAD

14. If concreting is not started within 24 hours of the approval being given. It shall have to be obtained again from the Engineer-in-charge. Concreting then shall proceed continuously over the area between construction joints. Fresh concrete shall not be placed against concrete which has been in position

for more than 30 minutes unless a proper construction joint is formed. Concrete shall be compacted in its final position within 30 minutes of its discharge from the mixer-unless carried in properly design agitators, operating continuously when this time shall be within hours of the addition of cement to the mix and within minutes of its discharge from the agitator. Except where otherwise agreed to be the. Concrete shall be deposited in horizontal layers to a compacted depth of not more than .5 metre when internal vibrator are used not exceeding . metre in all other cases.

15. Unless otherwise agreed to be the Engineer-in-charge concrete shall not be dropped into place from a height exceeding metres. When trunking or chutes are used they shall be kept clean and used in such a way as to avoid segregation. When concreting has to be resumed on a surface which has hardened, it shall be roughened, swept clean, thoroughly wetted and covered with a 13mm. thick layer of mortar composed of cement and sand in the same ratio as in the concrete mix itself. This 13mm layers of mortar shall be freshly mixed and placed immediately before placing of new concrete. Where concrete has not fully hardened, all laitance shall be removed by scrubbing the wet surface with wire or bristle brushes, care being taken to avoid dislodgement of any particles of coarse aggregate. The surface shall then be thoroughly wetted, all free water removed and then coated with neat cement grout. The first layers of concrete to be placed on this surface shall not exceed 150mm. in thickness and shall be well rammed against old particular attention being to comers and close sports.

16. All concrete shall be compacted to produce a dense homogeneous mass with the assistance of vibrators, unless otherwise permitted by the Engineer-in-charge for exceptional cases, such as concreting under water, where vibrators can not be used. Sufficient vibrator in serviceable condition shall be kept at site so that spare equipment is always available in the event break downs.

17. Immediately after compaction, concrete shall be protected against harmful effects of weather including rain, running water, shocks, vibration, traffic, rapid temperature changes, frost and drying out process. It shall be covered with wet sacking, hessian or other similar absorbant materials approved by the Engineer-in-charge soon after the initial set, and shall be kept continuously wet for a period of not less than 14 days from the date of placement. Masonary work over the foundation concrete may be started after 48 hours of its laying but the curing of concrete shall be continued for a minimum period of 14 days.

18. Form work shall include all temporary or permanent forms required for forming the concrete, together with all temporary construction required for their support. Formwork shall however be delived into following two distict categories:

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

Forms for shuttering shall be constructed only, in metal suitably lined. Forms for scaffolding shall be constructed of metal or timber. Both shuttering and scaffolding shall be substantial rigid construction and shuttering shall be true to shape and dimensions show on the drawings. All bolts and riverts shall be counter-suck and well ground to provide a smooth, plane surface.

19. Forms shall be mortar-tight and shall be made sufficiently rigid by the use of ties and bracings to prevent any displacement or sagging between supports. They shall be strong enough to with stand all pressure ramming and vibration, without deflection from the prescribed lines occurring during and after placing the concrete. Screw jacks or hardwood wedges where required shall be provided to make up any settlement in the formwork either before or during the placing of concrete. Suitable camber shall be provided in horizontal members of structure specially in long spans to conterate the effects of any deflection. The formwork shall be so fixed as to provide for such camber, forms

Executive Engineer
Panchayat R&B Division
BOTAD

shall be so constructed as to be removable in sections in the desired sequence. Without damaging the surface of concrete or disturbing other sections. Unless otherwise specified or directed, chamfer or fillet sizes 25mm x 25mm shall be provided at all angles of form work to avoid sharp corners.

20. The inside surface of shuttering shall, except in the case of permanent form work or where otherwise agreed to be the Engineer-in-charge, be coated with an approved material to prevent adhesion of concrete to the form work. Release agents shall be applied strictly in accordance with the manufacture instructions and shall not be allowed to come into contact with any reinforcement or prestressing tendons and anchorages. Different release agent shall not be used in form work for concrete which will be visible in the finished works.

21. Special measures shall be taken to ensure that the form does not hinder the shrinkage of concrete because without these cracking could occur before the form work is removed. Wherever applicable arrangements must be made to ensure that the form work does not restrain the shortening and hogging of the beams or slabs during tensioning of the tendons. The form work should take due account of the calculated amount of positive or negative camber so as to ensure the correct final shape of the structure having regard to the deformation due of false work, scaffolding or propping and the instructure or deferred deformation due to various causes affecting prestressed structures. Where they are re-entrant angles in the concrete sections the form work should be removed at these sections as soon as possible after the concrete has set in order to avoid cracking due to shrinkage of concrete. Form work shall be tight enough to prevent any appreciable loss of cement during vibrations, Suitable tolerance should be provided in the formwork, immediately before concreting all forms shall be thoroughly cleaned. Contractor shall give the Engineer-in-charge due notice before placing any concrete in the forms to permit him to inspect and accept the false work notice before placing any concrete in the forms to permit him to inspect and accept the false work and forms as to their strength, alignment and general fitness, but such inspection shall not relieve the contractor of his responsibility for safety of men, machinery, materials and for results obtained.

22. The Engineer-in-charge shall be informed in advance by the contractor of his intention to strike any formwork. While fixing the time for removal of formwork, due consideration shall be given to local conditions that influence the setting of concrete and of concrete and of the materials used in the mix. Where field operations are controlled by strength tests of concrete the removal of the load supporting of soffit forms may commence when concrete has attained strength props including the effect or any further additional of loads. When field operations are not controlled by strength tests of concrete the vertical forms beams, columns and walls may be removed after 2 days, The props of slabs and beams may be removed after 14 and 21 days respectively. All formwork shall be removed without causing any damage to the concrete. Centering shall be gradually and uniformly lowered in such a manner as to permit the concrete to take stresses due to its own weight uniformly and gradually. Where internal metal ties are permitted, they or their removable parts shall be extracted without causing any damage to the concrete. and remaining holes filled with mortar. No permanently embedded metal part shall have less than 25mm. cover to the finished concrete surface. Where it is intended to be cleaned and made good to the satisfaction of the Engineer-in-charge.

23. Immediately after the removal of forms, all exposed bars or bolts passing through the Cement concrete member to a depth of at least 25mm, below the surface of the concrete and the resulting holes be filled by cement mortar. All fins caused by form joints, all cavities produced by the removal of form ties and all other holes and depressions, honey comb spots, broken edges or corners and other defects, shall be thoroughly cleaned saturated with water and carefully pointed and rendered true with mortar of cement and fine aggregated mixed in the proportions used in the grade of concrete that is being finished and of as dry a consistency as is possible to use. Considerable pressure shall be applied in filing and pointing to ensure thorough filling in all voids. Surface which have been pointed shall be kept moist for a period of twenty four hours. If rock pockets / honey-combs, in the opinion of the Engineer-in-charge are of such an extent or character as to effect the strength of the structure materially or to

Executive Engineer
Panchayat R&B Division
BOTAD

endanger the life of the steel reinforcement, he may declare the concrete defective and required the removal and replacement of the portions of the structure affected.

24. In the case of reinforced concrete work, workability shall be such that the concrete surrounds and properly grips all reinforcement . The degree of consistency, which shall depend upon the nature of work and methods of vibration of concrete shall be determined regular slump tests. Following slump shall be adopted for different types of works.

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

25. For controlled concrete preliminary tests shall consist of three sets of separates tests, and in each set, tests shall be conducted on six specimens. Not more than one set of six specimens shall be made on any particular day. Of the six specimen in each set, three shall be tested at seven days and the remaining three at 28 days. The preliminary tests at 27 days are intended only to indicate the strength likely to be attained at 28 days. work strength tests shall be made in accordance with IS: 516 EACH test shall be conducted on ten specimens five of which shall be tested at seven days and the remaining five at 28 days. the samples of concrete shall be taken on each day of concreting and cubes shall be made at the rate of one for every 5 cubic metre of concrete or a part thereof. However, if concreting done in a day is than 15 cubic metre, the minimum number of cubes can be reduced to 6 with the specific permission of the Engineer-in-charge. Similar works tests shall be carried out whenever the quality and grading of materials is changed irrespective of the quantity of concrete poured. The number of specimens may be suitably increased as deemed necessary by the Engineer-in-charge when procedure to tests given above reveals a poor quality of concrete and in other special cases.

26. The average strength of the group of cubes cast for each day shall not be less than the specified works cubes strength 20 per cent of the cubes cast each day may have values less than the specified strength, provided the lowest value is not less than 85 per cent of the specified strength.

27. R.C.C. work shall have exposed concrete surface. Centering design and its erection shall be approved by the Engineer-in-charge. One carpenter with helper will invariably be kept through out the period of concreting. Movement of labour and other persons shall be totally prohibited over reinforcement laid in position. for access to different parts, suitable mobile platforms shall be provided so that steel reinforcement in position as not disturbed. for ensuring proper cover, mortar blocks of suitable size shall be cast and tied to the reinforcement. Timber, kapachi or metal pieces shall not be used for this purpose Concreting of important structural members shall always be done in the presence and under the supervision of department person not below the rank of Asst. Engineer/Addl. Asst. Engineer/ Overseer or is instructed by the Engineer-in-charge. After removal of form work and setting, the executive Engineer shall inspect the work and satisfy by random checks that concrete produced is of good quality. Plastering shall not be allowed to the exposed faces of concrete.

Executive Engineer
Panchayat R&B Division
BOTAD

28. In reinforced concrete the volume occupied by reinforcement shall not be deducted. The slab shall be measured as running continuously through and the beam as the portion below the slab.

29. All necessary labour, materials, equipment, etc., for sampling, preparing test cubes, curing etc. shall be provided by the contractor. Testing of the materials and concrete may be arranged by the Engineer-in-charge in an approved laboratory at the cost of the contractor.

30. The payment will be made on cmt. basis of the finished work.

31. The unit rate for concrete shall include the cost of all materials labour, tools and plant required for mixing, placing in position, vibrating and compacting finishing as per directions of the Engineer-in-charge, curing and all other incidental expenses for producing concrete of specified strength to complete the structure or its components as shown on the drawings and according to these specifications. The rate shall also include the cost of making fixing and removing of all centers and forms required for the work.

Item No.14 Providing and casting in situ Controlled cement concrete M 25 for R.C.C. Solid slab including centering, scaffolding, curing and finishing complete.

Specification shall apply as per item No.13 Above

Item No.15 Providing and casting in situ Contolled cement concrete- M-200 mix for Approach slab including formwork, curing and finishing complete.

Specification shall apply as per item No.13 Above

Item No.16 Providing and casting in situ Controlled cement concrete- M-20 mix for kerbs/Kerb blocks including formwork,curing and finishing complete.

Specification shall apply as per item No.13 Above

Item No.17 Providing and casting in situ Contolled cement concrete- M-200 for average Various thick wearing coat laid as directed incuding. tamping, vibrating, finishing, curring and filling in joints with bitumen complete.

Specification shall apply as per item No.13 Above

Item No.18 Providing and cast in situ controlled Cement Concrete M-200 Mix and providing necessary pin headers including shuttering scaffolding, laying, vibrating, curring and finishing complete without V-grooves (A) all heights.

Specification shall apply as per item No.13 Above

Executive Engineer
Panchayat R&B Division
BOTAD

Item No.19 Providing 12mm. Thick Pre-moulded asphalt filler joints as per drawings

1. Open joints shall be constructed at the locations as directed by the Engineer-in-charge using a wood strip, metal plate, other suitable material which is subsequently removed. When removing the material, care shall be exercised to avoid chipping or breaking the corners of the concrete. The edge of the concrete at the joints shall be edge finished. Reinforcement shall not extend across as open joint.

2. When rate for each type of bearings shall include the cost of supplying and fixing the bearings in position complete. The rate shall also include the cost of samples and their testing as desired by the Engineer in charge. The rate shall also include the cost of adhesives for fixing them.

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

4. The expansion joint shall be measured in running metres. Thickness of the expansion joint will be 20 to 25mm. Width of the expansion joint shall be equal to full depth of the slab.

5. The rate shall include the cost of all material, labour, equipments and other incidental charges for fixing the joints complete in all respect as per these specifications and as shown on the drawings.

6. Payment Shall made on **Sqmt** Basis.

Item No.20 Providing PVC 100mm. Diameter water spouts including necessary iron gratings as per drawings.

1.0. Materials : PVC type of 100 mm. dia. shall conform to M-56.

2.0. Workmanship

2.1. The PVC pipe of 100mm. Fixed as rain water pipe as directed. The pipe shall be fixed about ¼ dia. below the floor level so as to make approach of water easy. The inlet of pipe shall be rounded off for easy entry of rain water pipe. The pipe shall be fixed in C.M. 1 : 3.

3.0. Mode of measurements and payment

3.1. The rate includes cost of all labor and materials required for satisfactory completion of this item.

3.2. The rate shall be for a unit of **one number**.

Executive Engineer
Panchayat R&B Division
BOTAD

Item No.21 Providing and laying filter media 600mm. thick directed at the back of abutments, returns and wing walls as per detailed specifications.

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

Sr. No.	No. of Size Range	Sieve Designation	Percentage by weight passing through the sieve.
1	63mm. to 40mm.	90mm	100-00
		63mm	85-100
		50mm	35-70
		40mm	00-15
		20mm	00-05

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

- Materials shall be first stacked in boxes of 2 m 1.1/2m x 0.5 m. size on fairly level ground and measured.
- The measurement for payment shall be made on Cmt. basis of boxes. No deduction shall be made for voids.
- The unit rate includes the cost of materials, scaffolding labour and tools to complete the work.

Item No. 22 Construction of Precast R.C.C. railing of M 30 grade concrete having 2-tire (Raw) of hand rail dimension as shown on detail drawing and vertical posts not to exceed 2.0m including necessary TMT steel, formwork, painting with weatherproof paint, supplying of all material, labour etc. complete as per instruction of Engineer-in-charge,

1706.1 Scope

The work shall consist of supplying, fixing and erecting tubular steel or Precast R.C.C. Railing of M-30 Grade concrete having 2 - tire (Row) of Hand Rail dimension as shown in detail drawing & vertical post such as c/c spacing between vertical posts not to exceed 2.0 m. including necessary TMT steel, Form work, Painting with Weatherproof paint, Supplying of all material, Labour etc complete as shown on the drawings or as directed by the Engineer.

1706.2 Materials

The railings shall be either of tubular steel conforming to IS:1239 or RCC in M30 grade conforming to Section 800 of these Specifications. The RCC railings shall be painted white with ordinary paint conforming to IS:164 or white washed with minimum three coats, or as directed by the Engineer.

1706.3 The fabrication and painting of tubular steel railings except for the final coat shall be completed before dispatch to the site. Prior to the painting, all surfaces shall be grit blasted to the satisfaction of the Engineer and

Executive Engineer
Panchayat R&B Division
BOTAD

pickled. The priming coat of paint shall be applied as soon as the steel has dried and is still warm. The final three coats of paints shall be applied after erection of the railings.

1706.4 Measurements for Payment

The railings will be measured in linear metres from end to end along the face of the railings, including end and intermediate posts, with no deductions for gaps as shown on the drawings. Payment shall be made on RMT basis

1706.5 Rate

The Contract unit rate for RCC or tubular steel railings shall be payment in full compensation for furnishing all labour, materials, tools, equipment and plants required for fabrication, connection, oiling, painting, white washing, temporary erection, inspection, test and final erection at site and all other incidental costs necessary to complete the work in accordance with these Specifications

1.0 Specification MORTH SPECIFICATION CLAUSE NO. 800

2.0 Specification MORTH SPECIFICATION CLAUSE NO. 900

3.0 Specification MORTH SPECIFICATION CLAUSE NO. 1200

Item No.23 Dismantling the existing structure including removing and stacking the dismantled materials as and where directed. RCC Work.

202. DISMANTLING CULVERTS, SMALL BRIDGES, PAVEMENTS AND OTHER STRUCTURES

202.1. Scope

This work shall consist of removing, as hereinafter setforth, existing culverts, bridges, pavement, kerbs and other structures, like, railings, fences, utility services, manholes, catch basins, inlets etc., which are in place but interfere with the new construction or are not suitable to remain in place. It shall include salvaging and disposing of the resulting materials and backfilling the resulting trenches and pits.

Existing culverts, bridges, pavement and other structures which are within the road land and which are designated for removal, shall be removed upto the limits and extent specified in the drawings or as directed by the Engineer.

Dismantling and removal operations shall be carried out preferably with locally available tools and equipments and in such a manner as to leave undisturbed adjacent pavement, structures and any other work to be left in place. Use of specialized tools and equipments by the agency shall be incidental to this item.

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

202.2. Dismantling Culverts and Small Bridges

Executive Engineer
Panchayat R&B Division
BOTAD

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 or utilities nearby.

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

Where existing culverts/bridges are to be widened / strengthened or otherwise incorporated in the new work, only such part or parts of the existing structure shall be removed as are necessary for execution of work shown in drawings to provide a proper connection to the new work. The connecting edges shall be cut, chipped and trimmed to the required lines and grade without weakening or damaging any part of the structure to be retained. Due care should be taken to ensure that reinforcing bars which are to be left in place so as to project into the new work as dowels or ties are not damaged during removal of concrete and protected against rusting or corrosion.

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

Steel structures shall be carefully dismantled in such a manner as to avoid damage to members thereof, if the structure is to be removed in a condition suitable for re-erection as specified in the drawings or directed by the Engineer. All members shall be match marked with white lead paint by the Contractor before dismantling. All loose parts like pins, nuts, loose plates, etc. shall be securely wired to adjacent members or packed in boxes with proper markings for the ease of identification at the time of re-erection of the structure at later stage.

Timber structures shall be removed in such a manner as to avoid damage to such timber or lumber as is designated by the Engineer to be salvaged after joint inspection by the Engineer and the Contractor or their authorized representatives.

202.3. Dismantling Pavement and Other Structures

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

Concrete pavements, base courses in carriageway and shoulders, etc. designated for removal shall be broken to pieces and stock piled at designated locations or as directed by the Engineer, if the material is to be used later or otherwise, the Contractor shall arrange for disposal as stipulated in Clause 202.5.

202.4. Backfilling

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

Executive Engineer
Panchayat R&B Division
BOTAD

202.5 Disposal of Materials

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 materials within the right-of-way, as directed by the Engineer with all lifts and upto a lead of 1000 m.

Pipe of culverts which are removed shall be cleaned and neatly piled on the right-of-way at spots designated by the Engineer with all lifts and lead upto 1000 m.

Structural steel removed from old structures shall, unless otherwise specified be stored in a neat and presentable manner in blocks at locations suitable for loading.

Timber or lumber salvaged from old structures shall have all nails and bolts removed therefrom and shall be stored in neat piles in locations suitable for loading in the right-of-way.

All materials obtained from dismantling operations which cannot be used or auctioned shall be disposed off as directed by the Engineer with all lifts and upto a lead of 1000 m.

202.6. Acceptance

Acceptance of dismantling and removal of salvaged material shall be based on visual inspection of the work and backfilling and compaction shall comply the tests specified for such work in these Specifications.

202.7. Measurements for Payment

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

(i)	Dismantling brick/stone masonry/concrete (Plain and reinforced)	cu.m.
(ii)	Dismantling flexible and cement concrete pavement	cu.m.
(iii)	Dismantling steel structures	tonne
(iv)	Dismantling pipes, guard rails, kerbs, gutters and fencing	Linear m
(v)	Utility services	Nos./linear m

202.8. Rate

The Contract unit rates for the various items of dismantling including utility services shall be paid in full for carrying out the required operations including all labour, materials tools, equipment, safeguards and incidental expenditure for the satisfactory completion of the work. These rates will also include excavation and backfilling where necessary to the required compaction and for handling, salvaging, piling and disposing of the dismantled materials within all lifts and upto a lead of 1000 m.

Executive Engineer
Panchayat R&B Division
BOTAD

Item No. 24 Providing and laying PP Extruded Geogrid techgrid PP 3030 having sperture of 38mmx38mm. The Biaxial Geogrid shall have tensil strength of 11kn/m @21.6kn/m 2% & 5% strain respectively & confirm to attached specification as per direction of Engineer-in-charge

703 GEOGRID

703.1 Scope

The work covers the use of geogrids in sub-base of pavement, erosion control of slopes, reinforced soil slopes and reinforced soil walls including supplying and laying as per design, drawing and these specifications.

703.2 Materials

703.2.1 General

Geogrids shall be either made from high tenacity polyester yarn jointed at cross points by weaving, knitting or bonding process with appropriate coating or from polypropylene or polyethylene or any other suitable polymeric material by an appropriate process. Geogrids manufactured by extrusion process are integrally jointed, mono or bi-directionally oriented or stretched meshes, in square, rectangular, hexagonal or oval mesh form. The geogrids manufactured by weaving / knitting / bonding process shall be formed into a stable network such that ribs, filaments or yarns retain their dimensional stability relative to each other including selvages.

703.2.2 Sub-base Reinforcement

Geogrid for use as reinforcement of sub-base layers of flexible pavements shall meet the requirement as per the design subject to the minimum requirements as given in Table 700-7.

703.2.2 Erosion Control

The geogrid for erosion control application shall have the minimum tensile strength of 4 kN/m, when tested as per ASTM D5035 (Minimum Average Roll Value in Machine Direction). The aperture opening size shall be minimum 20 mm x 20 mm and average grid thickness shall be minimum 1.0 mm. Geogrid for erosion control application shall be UV stabilized. The geogrid shall have ultraviolet stability of 70 percent after 500 hrs exposure as per ASTM D4355 Table 700-7 : Minimum Requirements for Geogrid for Sub-Base of Flexible Pavemen¹⁾ All numerical values in the Table represent MARV in the specified direction.

2) All geogrids shall be placed along machine direction parallel to the centre line of roadway alignment.

703.2.4 Reinforced Soil Slopes and Walls

Executive Engineer
Panchayat R&B Division
BOTAD

The strength and other requirements shall be as per Section 3100.

Testing, Certification and Acceptance

Materials shall be Tested and Certified in the following manner

- a) The manufacturer shall have ISO or CE certification for manufacturing process and quality control.
- b) The manufacturer shall provide manufacturer's test certificate for every lot supplied from the factory.
- c) The supplier shall provide third party test reports from an independent laboratory with valid accreditation for all the test values in Manufacturer's test certificate.

Geogrid shall be tested in accordance with tests prescribed by BIS. In absence of IS codes, tests prescribed either by ASTM, EN, BS or ISO shall be conducted.

The material shall meet the requirements as specified in the contract. Geogrid/ Geosynthetic rolls shall be marked with the following information:

- a) Manufacturer's name
- b) Roll number
- c) Grade
- d) Length
- e) Date of manufacture; and
- f) Product identification details

703.3 Installation and Construction Operations

703.3.1 Sub-base Reinforcement

Prior to laying of geogrid, the surface shall be properly prepared, cleaned and dressed to the specified lines and levels as shown on the drawings.

The geogrid shall be laid within the pavement structure as shown on the drawings. Geogrid reinforcement shall be placed flat, pulled tight and held in position by pins or suitable means until the subsequent pavement layer is placed. No vehicle shall be allowed on geogrid unless it is covered by at least 150 mm thick subbase material.

Executive Engineer
Panchayat R&B Division
BOTAD

703.3.2 Erosion Control

The geogrid for erosion control applications shall be installed in accordance with the manufacturer's recommendation and as per Clause 706.3

703.3.3 Reinforced Slopes and Walls

The geogrid for reinforced slopes and walls shall be installed in accordance with the manufacturer's recommendation and as per Section 3100.

The manufacturer of geogrids, geotextiles, geostrips, polymeric strips or straps, polymeric ties or any other geosynthetic material, including any proprietary geosynthetic material, for use as reinforcing element shall fulfill the following requirements :

- a) Shall have ISO (ISO-9001) or CE Certification for manufacturing process and quality control, and
- b) The product shall have certification for use as soil reinforcing material from an agency accredited for certifying geosynthetic reinforcement products.
- c) The manufacturer shall provide test reports from an independent laboratory with valid accreditation, for all the tests needed to establish all the reduction factors listed below

RFcR - Reduction factor for creep.

ID - Reduction factor for installation damage

RFW - Reduction factor for weathering

RFCH - Reduction factor for chemical / environmental effects.

- Factor for the extrapolation of data

All the above factors shall be determined in accordance with the provisions of ISO/TR 20432 - "Guide to the determination of long-term strength of geosynthetics for soil reinforcement."

Project Specific Tests/Data

Test for the ultimate tensile strength shall be carried out on a random sample for each grade of reinforcement as per ISO-10319. The test results shall be accompanied by stress-strain curves showing strength at 2% and 5% strain and strain/elongation at failure.

Executive Engineer
Panchayat R&B Division
BOTAD

The manufacturer shall also provide the results of ultimate tensile strength for each lot and all grades of reinforcement proposed for use in the project. Annual Average Daily Temperatures (AADT)/design temperature of the project site shall be worked out and values of reduction factor for creep R_{FCR} and for R_{FCH} shall be provided as per procedures given in ISO/TR-20432.

Tests shall be carried out to provide values of

- i) Pull-out coefficient as per ASTM D 6706 "Standard Test Method for Measuring Geosynthetic Pullout Resistance in Soil" and
- iii) Coefficient of interaction between reinforced fill soil and geogrids as per ASTM D 5321-"Standard Test method for Determining the Coefficient of Soil and Geosynthetic or Geosynthetic and Geosynthetic Friction by the Direct Shear method" or as per IS: 13326: Part 1-1992 "Method of test for the evaluation interface friction between geosynthetics and soil: Part 1 Modified direct shear
- iv) One set of project specific tests shall be conducted at third party accredited laboratory or at reputed Institute.

Each roll shall have at least one identification label with roll number and product type.

703.3.4 Measurement for Payment :-

The geogrid shall be measured in **square metres** as per planned dimensions with no allowance for overlapping at joints, anchoring at toe and crest of the slope. Excavation, back fill, bedding and cover material shall be measured separately as per relevant clauses of the Specifications. Reinforced soil slopes and walls shall be measured as per Section 3100.

703.3.5 Rate

The contract unit rate for the accepted quantities of geogrid in place shall be in full compensation for furnishing, preparing, hauling, and placing geogrid including all labour, freight, tools, equipment, and incidentals to complete the work as per specifications.

Executive Engineer
Panchayat R&B Division
BOTAD

Item No. 25 **Informatory Signs :-**Providing and fixing sing boards made out of 2mm aluminium sheet; size 80 x 60cms. rectangle as per the design of IRC-67-1977 pre treated with phospheting process & acid teching; coated with one coat of epoxyprimer and two coats of best qualityepoxy paint; reflectorised with retro reflective sheeting as per latest M.O.S.T. Specifications; 3.1m long stand postand frame fabricated from suitable sizeiron angle of 35 x 35 x 3mm75x75x6mm as required; painted with best qualityepoxy coatings in black and whitebends. the details of symbol for eachboard shall details of symbol for eachboard shall be as per the instruction ofengineer in charge. The fixing at site shall be in 1:2:4 CC block of size 45 x45 x 60cms. for each leg. including excavation curing tec. complete under the supervision of engineer in charge.(A) Engineer Grade(VR)...

(A) TRAFFIC SIGNS

801.1. General

801.1.1. The colour, configuration, size and location of all traffic signs for highways other than Expressways shall be in accordance with the Code of Practice for Road Signs, IRC: 67 or as shown on the drawings. For Expressways, the size of the signs, letters and their placement shall be as specified in the contract drawings and relevant Specifications. In the absence of any details or for any missing details, the signs shall be provided as directed by the Engineer.

801.1.2. The signs shall be either reflectorised or non-reflectorised as shown on the drawings or as directed by the Engineer. When they are of reflectorised type, they shall be of retro-reflectorised type and made of encapsulated lens type reflective sheeting vide clause 801.3, fixed over aluminium sheeting as per these Specifications.

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

801.2 Materials

The various materials and fabrication of the traffic signs shall conform to the following requirements :

801.2.1. Concrete: Concrete shall be of the grade shown on the Contract drawings or otherwise as directed by the Engineer.

801.2.2. Reinforcing steel: Reinforcing steel shall conform to the requirement of IS: 1786 unless otherwise shown on the drawing.

801.2.3. Bolts, nuts, washers: High strength bolts shall conform to IS: 1367 whereas precision bolts, nuts, etc., shall conform to IS: 1364.

801.2.4. Plates and supports: Plates and support sections for the sign posts shall conform to IS: 226 and IS: 2062 or any other relevant IS Specifications.

801.2.5. Aluminium: Aluminium sheets used for sign boards shall be of smooth, hard and corrosion resistant aluminium alloy conforming to IS: 736 – Material designation 24345 or 1900.

801.2.6. Signs with a maximum side dimension not exceeding 600 mm shall not be less than 1.5 mm thick. All others shall be at least 2 mm thick. The thickness of the sheet be related to the size of the sign and its support and shall be such that it does not bend or deform under the prevailing wind and other loads.

801.2.7. In respect of sign sizes not covered by IRC: 67, the structural details (thickness, etc.) shall be as per the approved drawings.

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801.3. Traffic Signs Having Retro-Reflective Sheeting

801.3.1. General requirements: The retro-reflective sheeting used on the sign shall consist of the white or coloured sheeting having a smooth outer surface which has the property of retro-reflection over its entire surface. It shall be weather-resistant and show colour fastness. It shall be new and unused and shall show no evidence of cracking, scaling, pitting, blistering, edge lifting or curling and shall have the negligible shrinkage and expansion. A certificate of having tested the sheeting for these properties in an unprotected outdoor exposure facing the sun for two years and its having passed these tests shall be obtained from a reputed laboratory, by the manufacturer of the sheeting. The reflective sheeting shall be either of engineering grade material with enclosed lens or of high intensity grade with encapsulated lens. The type of the sheeting to be used would depend upon the type, functional hierarchy and importance of the road.

800.1.3.2. High intensity grade sheeting: This sheeting shall be of encapsulated lens type consisting of spherical glass lens, elements adhered to a synthetic resin and encapsulated by a flexible, transparent waterproof plastic having a smooth surface. The retro-reflective surface after cleaning with soap and water and in dry condition shall have the minimum co-efficient of retro-reflection (determined in accordance with ASTM Standard E: 810) as indicated in Table 800-1.

**TABLE 800- 1. ACCEPTABLE MINIMUM COEFFICIENT OF RETRO-REFLECTION FOR HIGH INTENSITY
GRADE SHEETING
(CANDELAS PER FLUX PER SQUARE METRE)**

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

When totally wet, the sheeting shall now show less than 90 percent of the values of retro-reflectance indicated in Table – 800 – 1. At the end of 7 years, the sheeting shall retain at least 75 percent of its original retro-reflectance.

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

**TABLE 800 –2. ACCEPTABLE MINIMUM COEFFICIENT OF RETRO-REFLECTION FOR ENGINEERING GRADE
SHEETING
(CANDELAS PER LUX PER SQUARE METRE)**

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

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

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

801.3.5. For screen-printed transparent coloured areas on white sheeting, the co-efficient of retro-reflection shall not be less than 50 percent of the values of corresponding colour in Table 800-1 and 2, as applicable.

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

801.3.7. Colour: Unless otherwise specified, the general colour scheme shall be as stipulated in IS: 5 “Colour for Ready Mixed Paints “. viz.

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

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

801.3.8. Adhesives: The sheeting shall either have a pressure-sensitive adhesive of the aggressive –tack type requiring no heat, solvent or other preparation for adhesion to a smooth clean surface, or a tack free adhesive activated by heat, applied in a heat – vacuum applicator, in a manner recommended by the sheeting manufacturer. The adhesive shall be protected by an easily removable liner (removable by peeling without soaking in water or other solvent) and shall be suitable for the type of material of the base plate used for the sign. The adhesive shall form a durable bond to smooth, corrosion and weather resistant surface of the base plate such that it shall not be possible to remove the sheeting from the sign base in one piece by use of sharp instrument. In case of pressure-sensitive adhesive sheeting, the sheeting shall be applied in accordance with the manufacturer’s specifications. Sheeting with adhesives requiring use of solvents or other preparation for adhesive shall be applied strictly in accordance with the manufacturer’s instructions.

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

801.3.10 Fabrication:

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Panchayat R&B Division
BOTAD

801.3.10.1. Surface to be reflectorised shall be effectively prepared to receive the retro-reflective sheeting. The aluminium sheeting shall be de-greased either by acid or hot alkaline etching and all scale/dust removed to obtain a smooth plain surface before the application of retro-reflective sheeting. If the surface is rough, approved surface primer may be used. After cleaning, metal shall not be handled, except by suitable device or clean canvas gloves, between all cleaning and preparation operation and application of reflective sheeting/primer. There shall be no opportunity for metal to come in contact with grease, oil or other contaminants prior to the application of retro-reflective sheeting.

801.3.10.2. Complete sheets of the material shall be used on the signs except where it is unavoidable; at splices, sheeting with pressure sensitive adhesives shall be overlapped not less than 5 mm. Sheeting with heat-activated adhesives may be spliced with an overlap not less than 5 mm or butted with a gap not exceeding 0.75 mm. Where screen printing with transparent colours is proposed, only butt jointing shall be used. The material shall cover the sign surface evenly and shall be free from twists, cracks and folds. Cut – outs to produce legends and borders shall be bonded with the sheeting in the manner specified by the manufacturer.

801.3.11. Warranty and durability: The contractor shall obtain from the manufacturer a seven-year warranty for satisfactory field performance including stipulated retro-reflectance of the retro-reflective sheeting of high intensity grade and a five year warranty for the adhesive sheeting of engineering grade and submit the same to the engineer. In addition, a seven year and a five year warranty for satisfactory in-field performance of the finished sign with retro-reflective sheeting of high intensity grade and engineering grade respectively, inclusive of the screen printed or cut out letters/legends and their bonding to the retro-reflective sheeting shall be obtained from the Contractor/supplier and passed on to the Engineer. The Contractor/supplier shall also furnish a certification that the signs and materials supplied against the assigned work meets all the stipulated requirements and carry the stipulated warranty.

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

801.4. Installation

801.4.1. Sign posts, their foundations and sign mountings shall be so constructed as to hold these in a proper and permanent position against the normal storm wind loads or displacement of vandalism. Normally, signs with an area up to 0.9 sq. m. shall be mounted on a single post, and for greater area two or more supports shall be provided. Sign supports may be of mild steel, reinforced concrete or galvanized iron (G. I). Post-end(s) shall be firmly fixed to the ground by means of properly designed foundation. The work of foundation shall conform to relevant Specifications as specified.

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

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

Executive Engineer
Panchayat R&B Division
BOTAD

801.5. Measurements for Payment

The measurement of standard cautionary, mandatory and information signs shall be in numbers of different types of signs supplied and fixed, while for direction and place identification signs, these shall be measured by area in square metres.

801.6. Rate

The contract unit rate shall be payment in full for the cost of making the road sign, including all materials, installing it at the site and incidentals to complete the work in accordance with the Specifications

801.7 The payment shall be made on No. basis

802. OVERHEAD SIGNS

802.1. General

802.1.1. Overhead signs may be used in lieu of, or as an adjunct to, ground signs where the situation so warrants for proper information and guidance of the road user. The following conditions may be considered while deciding about the provision of overhead signs:

- (1) Traffic volume at or near capacity
- (2) Complex interchange design
- (3) Three or more lanes in each direction
- (4) Restricted sight distance
- (5) Closely spaced interchanges
- (6) Multi-lane exits
- (7) Large percentage of commercial vehicles
- (8) High speed traffic
- (9) Consistency of sign message location through a series of interchanges
- (10) Insufficient space for ground mounted signs
- (11) Background of street lighting
- (12) Distances of important places enroute highways at suitable intervals

802.1.2. From safety and aesthetic standpoints, overhead signs shall be mounted on overhead bridge structures wherever possible. Where these are required to be provided at some other locations, the support system should be properly designed based on sound engineering principles, to safely sustain the dead load, live load and wind load on the completed sign system. For this purpose, the overhead signs shall be designed to withstand a wind loading of 150 kg/m² normal to the face of the sign and 30 kg/m² transverse to the face of the sign. In addition to the dead load of the structure, walkway loading of 250 kg concentrated live load shall also be considered for the design of the overhead sign structure.

802.2. Height

Overhead signs shall provide a vertical clearance of not less than 5.5 m over the entire width of the pavement and shoulders except where a lesser vertical clearance to overhead sign structure or supports need not be greater than 300 mm in excess of the minimum design clearance of other structures.

802.2. Lateral Clearance

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802.3.1. The minimum clearance outside the usable roadway shoulder for expressway signs mounted at the road side or for overhead sign supports either to the right or left of the roadway shall be 1.80 m. This minimum clearance of 1.80 m shall also apply outside of an unmountable kerb. Where practicable, a sign should not be less than 3 m from the edge of the nearest traffic lane. Large guide signs should be farther removed preferably 9 m or more from the nearest traffic lane, unless otherwise specified. Lesser clearances, but not generally less than 1.80m, may be used on connecting roadways or ramps at inter-changes.

802.3.2. Where a median is 3.6 m or less in width, consideration should be given to spanning over both roadways without a central support. Where overhead sign supports cannot be placed at a safe distance away from the line of traffic or in an otherwise protected site, they should either be so designed as to minimise the impact forces or protect motorists adequately by a physical barrier or guardrail of suitable design.

802.4. Number of Signs at an Overhead Installation

In no case should there be more than three signs displayed at any one location, including regulatory or warning signs, either on the overhead structure or on its support.

802.5. Materials for Overhead Sign and Support Structures

802.5.1. Aluminium alloy or galvanized steel to be used as truss design supports shall conform to relevant IS. These shall be of sections and type as per structural design requirements as shown on the plans.

802.5.2. After steel trusses have been fabricated and all required holes punched or drilled on both the horizontal truss units and the vertical and support units, they shall be galvanized in accordance with IS specifications.

802.5.3 Where aluminium sheets are used for road signs, they shall be of smooth, hard and corrosion resistant aluminium alloy conforming to IS – 736 – Material Designation 24345 or 1900. The thickness of sheet shall be related to the size of the sign with minimum thickness of sheet as 1.5 mm.

802.5.4. High strength bolts shall conform to IS: 1367 whereas precision bolts, nuts, etc. shall conform to IS: 1364

802.5.5. Plates and support sections for sign posts shall conform to IS: 226 and IS: 2062

802.5.6 The overhead signs shall be reflectorised with high intensity retro-reflective sheeting preferably of encapsulated lens type.

802.6. Size, Locations, etc of Signs

802.6.1. The size of the signs, letters and their placement shall be as specified in the Contract drawings and Specifications.

802.6.2. In the absence of details or for any missing details in the contract documents, the signs shall be provided as directed by the Engineer.

802.7. Installation

802.7.1. The supporting structure and signs shall be fabricated and erected as per details given in the plans.

Executive Engineer
Panchayat R&B Division
BOTAD

802.7.2. Sign posts, their foundations and sign mountings shall be so constructed as to hold signs in a proper and permanent position to adequately resist swaying in the wind or displacement by vandalism.

802.7.3. The work of construction of foundation for sign supports including excavation and back fill, forms steel reinforcement, concrete and its placement shall conform to the relevant Specifications given in these Specifications.

802.7.4. The structures shall be erected with the specified camber and in such a manner as to prevent excessive stresses, injury and defacement.

802.7.5. Brackets shall be provided for mounting signs of the type to be supported by the structure. For better visibility, they shall be adjustable to permit mounting the sign faces at any angle between a truly vertical position and three degree from vertical. This angle shall be obtained by rotating the front lower edge of the sign forward. All brackets shall be of a length equal to the heights of the signs being supported.

802.7.6. Before erecting support structures, the bottom of each base plate shall be protected with an approved material which will adequately prevent any harmful reaction between the plate and the concrete.

802.7.7. The end supports shall be plumbed by the use of levelling nuts and the space between the foundation and base plate shall be completely filled with an anti-shrunk grout.

802.7.8 Anchor bolts for sign supports shall be set to proper locations and elevation with templates and carefully checked after construction of the sign foundation and before the concrete has set.

802.7.9. All nuts on aluminium trusses, except those used on the flanges, shall be tightened only until they are snug. This includes the nuts on the anchor bolts. A thread lubricant shall be used with each aluminium nut.

802.7.10. All nuts on galvanized steel trusses, with the exception of high strength bolt connections, shall be tightened only to a snug condition.

802.7.11. Field welding shall not be permitted.

802.7.12. After installation of signs is complete, the sign shall be inspected by the Engineer. If specular reflection is apparent on any sign, its positioning shall be adjusted by the contractor to eliminate or minimize this condition.

802.8. Measurements for Payment

802.8.1. Aluminium or steel overhead sign structure will be measured for payment by the specific unit (each) complete in place or for each component of the overhead sign structure as indicated in the bill of quantities and the detailed drawing (s).

802.8.2. Flat sheet aluminium signs with retro-reflective sheeting thereon shall be measured for payment by the square metre for each thickness, complete in place.

802.9. Rate

802.9.1. The structural steel part of the overhead sign shall be measured in tonnes while the sign board shall be measured in sq. m. Other items like excavation for foundation and concrete in foundation to be measured and paid in cu. m. separately. The contract unit rate for overhead sign structure shall be payment in full compensation for furnishing all labour, materials, tools, equipment, excavation, fabrication and installation and all other incidental costs necessary to complete the work to the Specifications.

802.9.2. The contract unit rate for aluminium sheet signs shall include the cost of making the sign including all materials and fixing the same in position and all other incidental costs necessary to complete the work to the Specifications.

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Item No.26 Hazard Marker sign :

Providing and Fixing sign boards made out of 2mm aluminum sheet : size 90*30 cms. rectangle as per design / Drawing attached (IRC). Pretreated with phosphating process and acid etching : coated with one coat of epoxy primer and two coats of best quality epoxy paint: reflectorised with retro reflective sheeting as per latest M.O.S.T specification: 3.1 M. long (2 nos) stand post and frame fabricated from suitable size iron angle of 35*35*3mm and 50*50*5mm : painted with best quality epoxy coatings in black and white bends the details of symbols or inscription / numerals for each board shall be as per the instruction of engineer in charge the fixing at site shall be in 1:2:4 CC block of size 45*45*60 cms for each leg: including excavation curing etc. comp.under the supervision of engineer-in-charge.(B) Engineering Grade

Specification shall apply as per item No.25 Above

*******THE END*******

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