



TITLE:

**TECHNICAL SPECIFICATION FOR
ROAD AND DRAINAGE**

SPECIFICATION NO. PE-TS-999-600-C016

VOLUME - II B

SECTION - D | SUB-SECTION – D16

REV.NO. 00 DATE 03/10/2017

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SECTION - D

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SPECIFICATION NO. PE-TS-999-600-C016

ROAD AND DRAINAGE



Bharat Heavy Electricals Limited
Project Engineering Management
PPEI Building, Power Sector,
Plot No. 25, Sector 16A,
Noida (U.P.)-201301



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**Standard Technical Specification
For Road and Drainage**

1.00.00 Scope

The scope include all works required for the construction of road including construction of embankment, sub-base course, base course, tack coat, bituminous macadam, wearing course, liquid seal coat, shoulder and all incidental items of work specified or not shown but reasonably implied or necessary for the completion of the work etc.

The scope also include all works required for the construction of drainage including construction of road side drains, RCC culverts, pipe culverts, drainage pipes, manholes and all other incidental items necessary for the completion of the work etc.

1.01.00 Works to Be Provided by The Contractor

The works to be provided by the contractor unless specified otherwise shall include but not be limited to the following.

a) Construction of roads including providing all materials, labour, supervision, services, equipments, tools and plants, transportation etc. all required for the completion of the work.

b) Submission of detailed scheme of all operations required for executing the work (e.g. material handling, placement, services, approaches etc.) to the engineer for approval.


c) Carrying out tests whenever required by the engineer to assess the quality of work and submission of the test results to the engineer after completion of the same etc.

1.02.00 Work to Be Provided by Others

No work under this specification will be provided for by any agency other than the contractor unless specifically mentioned elsewhere in the contract.

1.03.00 Conformity with Designs

The contractor shall carryout the work as per the construction drawings, specification and as directed by the engineer.

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1.04.00	Materials to Be Used All materials required for the work shall be the best commercial variety and as approved by the engineer. 2.00.00	Codes and Standards All works under this specification shall conform to the latest revision and/or replacement of the following or any other IRC/IS Codes and Standard Practices unless specified otherwise. a) Specification for road and bridge works of Ministry of Shipping & Transport (Road Wing) Published by the IRC b) IRC: 19 - Standard specification and code of practice for Water bound Macadam c) IRC: SP 11 - Hand Book of Quality Control for Construction of Roads and Runways d) IS:456 - Indian Standard Code of Practice for Plain and Reinforced Concrete. e) IS:2212 - Code of Practice for Brick work f) IS: 783 - Code of Practice for Laying of Concrete Pipes g) IS: 1201 - Methods of testing tar and bituminous materials to 1220 h) IS: 73 - Specification for paving bitumen i) IS: 215 - Specification for Road tar j) IS: 216 - Coal tar pitch k) IS: 217 - Specification for cut-back bitumen l) IS: 454 - Specification for cut-back bitumen from waxy crude m) IS: 1834 - Specification for hot applied sealing compound for joint in concrete n) IS: 1838 - Specification for performed fillers for expansion joints in concrete, non-extruding and resilient type Part I Bitumen impregnated fibre



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Part II CNSL Aldehyde resin and coconut pith

- o) IS: 334 - Glossary of terms relating to bitumen and tar
- p) IS: 1077 - Common burnt clay building bricks
- q) IS: 3117 - Specification for bitumen emulsion roads (anionic type)
- r) IS: 1200 - Method of measurement of building and civil engineering work (Part-17)- Road work including airfield pavements
- s) Other specifications mentioned elsewhere in this specification.

In case any particular aspect of work is not covered specifically by the specification/Indian Standard Code of practices, any other standard practice as may be specified by the engineer shall be followed.

2.01.00

Quality Control

The Contractor shall establish and maintain quality control for all materials, procedures, workmanship and equipments used. All works shall conform to the lines, grades, cross sections and dimensions shown on the drawings, specification and as directed by the engineer. Permitted tolerances for road works are described hereinafter.

a) Horizontal Alignment

Horizontal alignment shall be reckoned with respect to the centre line of the carriageway as shown on the drawings. The edges of the carriageway as constructed shall be correct within a tolerance of $\pm 25\text{mm}$ therefrom. The corresponding tolerance for edges of the roadway and lower layers of the pavement shall be $\pm 40\text{mm}$.

b) Longitudinal Profile

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

Sub-grade	$\pm 25 \text{ mm}$
Sub-base	$\pm 20 \text{ mm}$
Base course	$\pm 15 \text{ mm}$
Wearing course	$\pm 10 \text{ mm}$



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Tolerance in wearing course shall not be permitted in conjunction with the positive tolerance on base course if the thickness of the wearing course is thereby reduced by more than 6 mm.

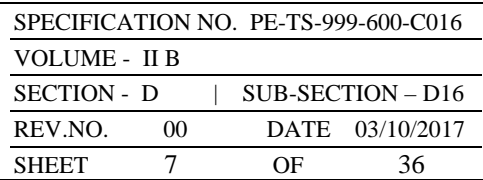
c) Surface Regularity of Sub-grade and Pavement Courses

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

TABLE -I

**PERMITTED TOLERANCE OF SURFACE REGULARITY FOR PAVEMENT
COURSES**

Sl. No.	Type of Construction	Longitudinal profile with 3m straight edge					Cross Profile
		Maximum permissible Undulation (mm)	Maximum number of undulations permitted in any 300m length with undulation exceeding (mm)				Maximum permissible variation from specified profile under camber template (mm)
			18	12	10	6	
1	2	3	4	5	6	7	8
1.	Earthen sub-grade	25	30	-	-	-	15
2.	Granular sub-base	15	-	30	-	-	12
3.	Water Bound Macadam with oversize metal (40-90 mm size)	15	-	30	-	-	12
4.	Water Bound Macadam with normal size metal (20-50 mm and 40-63 mm size), Bituminous Penetration Macadam	12	-	-	30	-	8



Within 15 days of the award of contract, the contractor shall prepare and submit to the Engineer detailed drawings/schemes of embankment filling and excavation works as proposed to be executed by him showing the dimensions as per construction drawings and specification adding his proposals of drainage and dewatering of pits, watering and compacting the embankment fill etc. On receiving the approval from the Engineer with modifications and corrections if any, the contractor shall set out the work from the control points furnished by the Engineer and fix permanent points and markers for ease of future checking. These permanent points and markers will be checked by the Engineer and certified by him after which the contractor shall proceed with the work. It should be noted that this checking by the Engineer prior to the start of the work will in no way absolve the contractor of his responsibility of carrying out the work to true lines and levels as per the approved drawings. If any errors are noticed in the Contractor's work at any stage, the contractor at his own risk and cost shall rectify the same. Profiles of the embankment made with Bamboo, earth or other convenient materials and strings shall be set up at suitable intervals for the guidance of the workmen.



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3.02.00 Clearing and Grubbing

Before commencement of earthwork, the surface area of ground to be occupied shall be cleared of all fences, trees, logs, stumps, bushes, vegetation, rubbish, slush etc. Cutting of trees shall include trees having girth of any size and removing roots upto a depth of 600mm below ground level or 300mm below formation level whichever is deeper. After the removal of roots of trees, the pot holes formed shall be filled with good earth in 250mm layers (loose thickness) and compacted unless otherwise directed by the Engineer. The trees shall be cut into suitable pieces as instructed by the Engineer. Before earthwork is started, all the spoils and unserviceable materials and rubbish shall be burnt or removed from the site to the approved disposal areas as may be specified. Useful materials, saleable timbers, firewood etc. shall be the property of the Owner and shall be stacked properly at the work site in a manner as directed by the Engineer.

3.03.00 Filling in Embankment

3.03.01 General

The material used for constructing the embankment shall be earth, moorum, gravel or a mixture of the above or any other material approved by the Engineer. The material shall be free from lumps and clods, boulders and rock pieces, roots and vegetation, harmful salts and chemicals, organic materials, loose silts, fine sands and expansive clays in order to provide a stable embankment. The filling and compaction operation should be such that the best available materials are saved for the top portion and will result in an acceptable and uniform gradation of material and provide impermeability and stability to the embankment when compacted. The size of the coarse material in the mixture of earth shall ordinarily not exceed 75mm. However, the Engineer may at his discretion permit the use of material coarser than the specified if he is satisfied that the same will not present any difficulty as regard to the placement and compaction of the fill material are concerned. Ordinarily, only the materials satisfying the density requirements as given below in Table-II shall be employed for embankment construction.



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Table - II

Density Requirements of Embankment Materials

Sl. No.	Type of Work	Maximum laboratory dry density when tested as per IS: 2720 (Part - VII)
1.	Embankment upto 3m height	Not less than 1.44 gm/cc
2.	Embankment exceeding 3m height and embankment of any height subject to long period of inundation	Not less than 1.52 gm/cc
3.	Top 0.5m of the embankment below sub-base and shoulders (where earth shoulders are specified)	Not less than 1.65 gm/cc

Expansive clays exhibiting marked swell and shrinkage properties shall not be used for embankment construction.

The material for embankment construction shall be obtained from approved sources with preference given to the materials available from nearby road excavation or any other excavation under the same contract.

3.03.02

Setting Out

After the site clearance, the work shall be set out true to lines, curves, slopes, grades and sections as shown on the approved drawings or as directed by the Engineer. The contractor shall provide all labour, survey instruments and materials such as strings, pegs, nails, bamboo, stones, lime, mortar, concrete etc. required in connection with the setting out of the works and establishment of the bench marks. The limits of the embankment shall be marked by fixing batter pegs on both sides at regular intervals as guides before commencing the earthwork. To ensure the safety, the pegs should normally be fixed about 500mm away from the actual limits of the fill and to be painted in a distinct colour. The centreline of the embankment shall be pegged at regular intervals of 25/30m and at all skews/curves. The actual profile of the embankment shall be made at every third centre line peg with bamboo posts and strings. Preferably prototype profiles developed with wooden planks need to be fixed at every 200m and at the intersection points at curves. The profile shall be about 3m long.



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3.03.03 Stripping and Storing top soil

The construction of the earthen embankment by filling shall conform to the dimensions, slopes and other details shown in the approved drawings. Before commencement of the embankment construction, the surface area of ground to be occupied after clearing and grubbing shall be stripped off to a minimum depth of 150mm or more as directed by the Engineer in order to remove all perishable materials and any soil which may become unstable on saturation or may interfere with the development or proper bonding between the foundation and embankment. It is not necessary to remove all the soil containing fine hair like roots but only the rather heavy mats are to be removed. In localities where most of the available embankment fill materials are not conducive to plant growth or when so directed by the Engineer, the top soil suitable for plant growth existing over the embankment foundation areas shall be stripped to specified depths not exceeding 150mm and stored for covering the embankment slopes where revegetation is desired.

3.03.04 Compacting Original Ground

In all cases, the original ground after stripping shall be compacted by rolling with a minimum six passes of 8-10 tons' roller and as directed by the Engineer.

Where the height of the proposed embankment is less than 0.5m and the original ground does not already have a relative compaction of atleast 95 percent of Standard Proctor density (maximum dry density), the same shall be loosened upto a depth of 0.5m and filled in layers not exceeding 250mm in loose thickness and each layer shall be watered and compacted to 100% maximum dry density of the fill material determined in accordance with IS:2720, Part-VII. However before relaying and compacting the loosened material, the surface below this level shall be suitably compacted as directed by the Engineer with a minimum six passes of 8 - 10 tonne roller.

Where so directed by the Engineer, any unsuitable material occurring in the embankment foundation shall be removed and replaced with approved materials suitably compacted. Embankment work shall not proceed until the foundation soil of the embankment is inspected by the Engineer and approved.

3.03.05 Filling

The embankment material shall be spread uniformly over the entire width of the embankment in layers not exceeding 250mm in loose thickness. Successive layers of embankment shall not be placed until the layer under construction has been thoroughly compacted to the requirements set down hereunder. Moisture content of the fill material shall be checked at the source of supply and if found less than that specified for compaction, the same shall



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be made good either at the source or after spreading the soil in loose thickness for compaction. In the latter case water shall be sprinkled directly from a hose line or from a truck mounted water tank and flooding shall not be permitted under any circumstances. After adding required amount of water, the soil shall be processed by means of harrows, rotary mixers or by any other approved method until the layer is uniformly wet.

If the material delivered to the road bed 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, the work on compaction shall be suspended.

Moisture content of each layer shall be checked in accordance with IS:2720, Part-II and unless otherwise specified shall be so maintained making due allowance for evaporation losses that during compaction, the moisture content shall be in the range of 1 percent above to 2 percent below the optimum moisture content as determined in accordance with IS:2720, Part-VII.

Clods or hard lumps of earth shall be broken to have a maximum size of 150mm when being placed in the lower layers of the embankment and a maximum size of 60mm when being placed in the top 0.5m portion of the embankment below sub-base.

Hauling equipment shall be dispersed uniformly over the entire surface of the previously constructed layer to minimise rutting or uneven compaction.

Where the embankment is to be constructed across a low swampy ground that will not support the weight of trucks or other hauling equipments, the lower part of the fill shall be constructed by dumping successive loads in a uniformly distributed layer to a thickness not greater than that necessary to support the hauling equipment while placing subsequent layers.

3.03.06

Compaction

Compaction equipment approved by the Engineer shall only be employed for construction. If directed by the Engineer, the Contractor shall demonstrate the efficiency of the plant he intends to use by carrying out compaction trials. Each layer shall be thoroughly compacted to the density as specified in Table-III. Subsequent layers shall be placed only after the finished layer has been tested and accepted by the Engineer.



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Table - III

Compaction Requirements for Embankment

Sl. No.	Type of work/material	Field dry density as a percentage of maximum laboratory dry density as per IS: 2720, Part-VII
1.	Top 0.5m portion of embankment below sub-base and shoulders	Not less than 100
2.	Other portions of embankment	Not less than 95

When density measurements reveal any soft area in the embankment, further compaction shall be carried out as directed by the Engineer. If in spite of that the specified compaction is not achieved, the material in the soft area shall be removed and replaced with approved material and compacted to the density requirements and satisfaction of the Engineer.

3.03.07 Drainage

The surface of the embankment at all times during construction shall be maintained at such a cross fall as will shed water and prevent ponding.

3.03.08 Finishing Operations

Finishing operations shall include the work of shaping and dressing the shoulders, road bed and side slopes to conform the alignment, levels, cross sections and dimensions as shown on the drawings or as directed by the Engineer. Both the upper and lower ends of the side slopes shall be rounded off to improve the appearance and merge the embankment with the adjacent terrain.

3.04.00 Turfing with Sods

3.04.01 General

This work shall consist of furnishing and laying live sod of perennial turf forming grass on embankment slopes, shoulders or other locations as shown on the drawings or as directed by the Engineer. Unless otherwise specified the work shall be taken up following the construction of embankment provided the season is favourable for establishment of the sod.

3.04.02 Materials

The sod shall consist of dense, well rooted growth of permanent and desirable grasses indigenous to the locality where it is to be used and shall be practically

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free from weeds and other undesirable matters. At the time the sod is cut, the grass shall have a length of approximately 50mm and the sod shall be free from any debris.

Thickness of the sod shall be as uniform as possible with about 50 to 80mm of soil covering the grass roots depending on the nature of the sod so that practically all the dense root system of the grass is retained in the sod strip. The sods shall be cut in rectangular strips of uniform width not less than 250mm x 300mm in size but not so large so that it is convenient to handle and transport without damage. During wet weather the sod shall be allowed to dry sufficiently to prevent rearing during handling and during dry weather it shall be watered before lifting to ensure its vitality and to prevent dropping of soil during handling.

3.04.03**Placing The Sods**


The area to be sodded shall be previously constructed to the required slope and cross section. Soil in the area shall be loosened, freed from all stones larger than 50mm size, sticks, stumps and any other undesirable foreign matters etc. and brought to a reasonably granular texture to a depth not less than 25mm for receiving the sod.


Where required, top soil shall be spread over the slopes. Prior to placing the top soil, the slopes shall be roughened and wetted in order to have a satisfactory bond. The depth of top soil (to be spread) shall be 75mm.

Following soil preparation and top soiling (if required), fertilizer and ground limestone when specified shall be spread uniformly. After spreading, the materials shall be incorporated in the soil by discing or other means. The prepared sod bed shall be moistened if not already sufficiently moist and the sod shall be placed thereon within 24 hours after the same has been cut. Each sod strip shall be laid in close contact with each other and shall be lightly tamped with suitable wooden or metal tampers so as to eliminate air pockets and to press it into the underlying soil. At points where water may flow over the sod, the upper edges of the sod strips shall be turned into the soil below the adjacent area and a layer of earth shall be placed over it followed by thorough compaction.

3.04.04**Staking the Sods**

Where the side slope is 2 to 1 or steeper and the distance along the slope is more than 2m, the sods shall be staked with pegs or nails spaced approximately 500 to 1000mm along the longitudinal axis of the sod strips. Stakes shall be driven approximately plumb through the sods and to be almost flushed with them.

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	<p>3.04.05 Top Dressing</p> <p>After the sods have been laid in position, the surface shall be cleaned of any loose sod, excess soil and other foreign materials. Thereafter a thin layer of top soil shall be scattered over the top dressed surface and the area shall be thoroughly moistened by sprinkling water.</p> <p>3.04.06 Watering and Maintenance</p> <p>The turfing so laid shall be well watered and protected until final acceptance. Watering shall be done in such a way that no erosion or damage to the sodded areas/embankment occur. The Contractor shall erect necessary warning signs and barriers, repair or replace the sods which are failing to show uniform growth of grass or damaged by his operation and shall maintain the sod at his own cost until final acceptance.</p> <p>3.05.00 Shoulder Construction</p> <p>3.05.01 Description</p> <p>This work shall consist of constructing shoulder on either side of the pavement in accordance with the requirements of this specification and in conformity with the lines, grades and cross sections shown on the approved drawings and as directed by the Engineer.</p> <p>3.05.02 Materials</p> <p>Shoulder shall be made of selected earth or granular material as specified conforming to relevant IRC standards.</p> <p>3.05.03 Construction Operations</p> <p>Except in the case of bituminous pavements, the shoulders shall be constructed in advance to the laying of pavement courses. The compacted thickness of each layer of shoulder shall correspond to the compacted layer of pavement course to be laid adjacent to it. After compaction, the inside edges of shoulders shall be trimmed vertical and the area enclosed between the shoulders shall be cleaned of all spilled materials before proceeding with the construction of the pavement layer.</p> <p>In the case of bituminous pavements, shoulder shall be constructed only after the pavement courses have been laid and compacted.</p> <p>Regardless of the method of laying, all shoulder construction material shall be placed directly on the shoulder. Any spilled material dragged on to the pavement surface shall be immediately removed without any damage to the</p>	

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	<p>pavement and the area so affected shall be thoroughly cleaned. During all stages of shoulder construction, the required cross fall shall be maintained to drain off surface water.</p> <p>3.06.00 Kerb</p> <p>3.06.01 Material</p> <p>Kerb if required for the construction of footpath shall consist of precast concrete blocks with concrete grade of M-20. The blocks shall be of 100mm thick and of suitable length. The depth of blocks unless otherwise mentioned elsewhere shall be 375mm considering 225mm height of footpath above the road level.</p> <p>3.06.02 Laying</p> <p>The kerb shall be laid by cutting trenches of 150mm deep. The width of the trench shall be minimum and just sufficient to insert the kerbs. The inside faces of the kerbs shall be in plumb and the gap between the block shall not be more than 10mm. The gap shall be filled with cement mortar as specified.</p> <p>The kerbs shall be thoroughly packed with a mixture of stone chips (50%) and moorum (50%) at the outside face. The laying and packing shall be done in a proper workmanlike manner acceptable to the Engineer.</p> <p>3.07.00 Sub-base (Granular Sub-base)</p> <p>3.07.01 Description</p> <p>This work shall consist of laying and compacting well graded material on the prepared sub-grade in accordance with the specification. The material shall be laid in one or more layers as shown on the drawings and shall conform to the lines, grades and cross sections shown on the drawings and as directed by the Engineer.</p> <p>3.07.02 Materials</p> <p>The materials to be used for the work shall be natural sand, moorum, gravel, crushed stone, crushed slag, crushed concrete, brick metal, laterite, kankar etc or combinations thereof depending upon the grading required. The mixed materials shall be free from organic and other deleterious constituents and conform to one of the three grading given in Table - IV below.</p>	



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**Table - IV
Grading for Granular Sub-Base Material**

Sieve designation	Percent by weight passing the sieve		
	Grading 1	Grading 2	Grading 3
80 mm	100	100	100
63 mm	90 - 100	90 - 100	90 - 100
4.75 mm	35 - 70	40 - 90	50 - 100
75 micron	0 - 20	0 - 25	0 - 30
Minimum CBR value for the fraction of material passing 20 mm sieve.	30 %	25%	20%

Note: The materials passing 425micron sieve for all the three gradings when tested according to IS: 2720, Part V shall have liquid limit and plasticity index not more than 25 percent and 6 percent respectively.

3.07.03 Physical Requirements

The fraction of materials passing 20mm sieve shall give a CBR value as specified in Table – IV when tested in accordance with IS: 2720, Part XVI after preparing the samples at maximum dry density and optimum moisture content corresponding to IS: 2720, Part VII and soaking the same in water for 4 days.

3.07.04 Spreading and Compacting

Immediately prior to laying of sub-base, the sub-grade already finished shall be prepared by removing all vegetation's and other extraneous matters, lightly sprinkled with water if necessary and rolled with one pass of 8 - 10 tonne smooth wheeled roller.

The sub-base material shall be spread on the sub-grade with the help of a drag spreader, motor grader or other approved means. The thickness of loose layers shall be so regulated that the maximum thickness of each layer after compaction shall not exceed 150mm.

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Moisture content of the loose material shall be checked in accordance with IS: 2720, Part II and shall be suitably adjusted by sprinkling additional water from a hose line, truck mounted water tank or other approved means so that at the time of compaction it shall be from 1 percent above to 2 percent below the optimum moisture content. While adding water, due allowance shall be made for evaporation losses. After water has been added, the material shall be processed by mechanical or other approved means if so directed by the Engineer until the layer is uniformly wet.

Immediately thereafter, rolling shall be done with 8 to 10 tonne smooth wheeled rollers or with any other approved plant. Rolling shall commence from the edges and progress towards the centre longitudinally except on super elevated portions where it shall progress from the lower to the upper edge parallel to the centre line of the pavement. Each pass of the roller shall uniformly overlap not less than one third of the track made in the preceding pass. During rolling, the grade and camber shall be checked and any high spots or depressions which become apparent shall be corrected by removing or adding fresh material.

Rolling shall be continued till the density achieved is at least 100% of the maximum dry density of the material determined as per IS: 2720, Part VII. The surface of any layer of material on completion of compaction shall be well closed, free from movement under compaction plant and from compaction planes, ridges, cracks or loose materials. All loose, segregated or otherwise defective areas shall be made good to the full thickness of layer and recompacted.

3.08.00 Water Bound Macadam Sub-base/Base Course**3.08.01 Description**

Water bound macadam shall consist of clean crushed aggregates mechanically interlocked by rolling and bonded together with screenings, binding material wherever necessary and water, laid on the prepared sub-grade or sub-base as the case may be and finished in accordance with the specification and in conformity with the lines, grades and cross-sections shown on the approved drawings.

3.08.02 Materials**a) Coarse Aggregates - General Requirements**

Coarse aggregates shall be either crushed or broken stone. The aggregates shall conform to the physical requirements set forth in Table - V.

Table – V

Physical Requirements of Coarse Aggregates for Water Bound Macadam

S.No.	Type of Construction	Test	Test method	Requirements
1.	Sub-base	Los Angeles Abrasion Value * or Aggregate Impact Value	IS: 2386 (Part IV) IS: 2386 (Part IV) or IS: 5640**	50 percent maximum 40 percent maximum
2.	Base	a) Loss Angeles Abrasion value* or Aggregate Impact Value b) Flakiness Index ***	IS: 2386 (Part IV) IS: 2386 (Part IV) or IS: 5640 ** IS: 2386 (Part I)	50 percent maximum 40 percent maximum 15 percent maximum

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

** Aggregates like brick metal, kankar and laterite which get softened in presence of water shall be tested for impact value under conditions in accordance with IS: 5640.

*** The requirements of Flakiness Index shall be enforced only in case of crushed or broken stone and crushed slag.

b) Crushed or Broken Stone

Crushed or broken stone shall be hard, durable and free from excess flat, elongated, soft and disintegrated particles, dirt and other objectionable matters.

c) Grading Requirements of Coarse Aggregates

The coarse aggregates shall conform to one of the gradings given in Table – VI. However, the use of Grading-1 shall be restricted to sub-base courses only.



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**Table - VI
Grading Requirements of Coarse Aggregates**

Grading	Size range	Sieve designation	Percent by weight passing the sieve
1.	90mm to 40 mm	100 mm 80 mm 63 mm 40 mm 20 mm	100 65 - 85 25 - 60 0 - 15 0 - 5
2.	63 mm to 40 mm	80 mm 63 mm 50 mm 40 mm 20 mm	100 90 - 100 35 - 70 0 - 15 0 - 5
3.	50 mm to 20 mm	63 mm 50 mm 40 mm 20 mm 10 mm	100 95 - 100 35 - 70 0 - 10 0 - 5

d) Screenings

Screenings to fill the voids in the coarse aggregate shall generally consist of the same material as the coarse aggregates. 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 is below 20 and 6 respectively and fraction passing 75-micron sieve does not exceed 10 percent.

As far as possible, screenings shall conform to the grading set forth in Table-VII. Screenings of Type-A in Table-VII shall be used with coarse aggregates of Grading-1 in Table-VI. Screenings of Type-A or B shall be used with coarse aggregates of Grading-2. Screenings of Type-B shall be used with coarse aggregates of Grading-3.

**Table - VII
Grading for Screenings**

Grading classification	Size of screenings	Sieve designation	Percent by weight passing the sieve
A	12.5 mm	12.5 mm	100
		10.0 mm	90 - 100
		4.75 mm	10 - 30
		150 micron	0 - 8
B	10 mm	10 mm	100
		4.75 mm	85 - 100
		150 micron	10 - 30

e) Binding Material

Binding material to be used for water bound macadam construction shall comprise of a suitable material approved by the Engineer having plasticity index value less than 6 as determined in accordance with IS: 2720, Part V. Application of binding material may not be necessary when the screenings used are of crushable type such as moorum or gravel.

3.08.03

Construction Operations

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

b) Inverted Choke

If water bound macadam is to be laid directly over the sub-grade without any other intervening pavement course, a 25mm course of screenings (Grading-B) shall be spread on the prepared sub-grade before application of coarse aggregates is taken up.

c) Spreading Coarse Aggregates

The coarse aggregates shall be spread uniformly over the prepared surface in such quantities that the thickness of each compacted layer is limited to 100mm for Grading-1 and 75 - 100mm for Grading-2 and 3. The spreading shall be



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done from stockpiles along the side of the roadway or directly from the vehicles. In no case shall the aggregate be dumped in heaps directly on the surface prepared to receive the aggregates nor shall hauling over permitted. 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. No segregation of large or fine particles shall be allowed and the coarse aggregates as spread shall be of uniform gradation with no pockets of fine material. The coarse aggregates shall not normally be spread more than 3 days in advance of the subsequent construction operation.

d) Rolling

Immediately following the spreading of the coarse aggregates, rolling shall be started with three wheeled power rollers of 8 to 10 tonne capacity or with tandem or vibratory rollers of approved type. The weight of the roller shall depend upon the type of the aggregate and be indicated by the Engineer.

Except on super elevated portions where the rolling shall proceed from inner edge to the outer, rolling shall begin from the edges gradually progressing towards the centre. First the edge/edges shall be compacted with roller running forward and backward. The roller shall then move inwards parallel to the centre line of the road. Each pass of the roller shall uniformly overlap not less than one half the width of the track made in the preceding pass.

Rolling shall continue until the aggregates are thoroughly keyed and the creeping of aggregates 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 wavelike motion in the sub-grade or sub-base course.

The rolled surface shall be checked transversely and longitudinally with templates and any irregularities found shall be corrected by loosening the surface, adding or removing necessary amount of aggregates and rerolled until the entire surface conform to the desired camber and grade. In no case shall the use of screenings be permitted to make up the depressions.

e) Application of Screenings

After the coarse aggregate has been rolled, 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 aggregates. The screenings shall not be dumped in piles but be spread uniformly in successive thin layers either by the spreading motion of hand shovels or by mechanical spreader or directly from trucks. Trucks operating for spreading the screenings shall be so driven as not to disturb the coarse aggregates.



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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 or hand brooms or with 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 aggregates.

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

f) Sprinkling 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 seep the wet screenings into the voids and to distribute them evenly. The sprinkling, sweeping and rolling operations shall be continued with additional screenings applied as necessary until the coarse aggregates are thoroughly keyed, well bonded and firmly set to its full depth and a grout has been formed of screenings. Care shall be taken to see that the base or sub-grade does not get damaged due to the addition of excess quantity of water during construction.

g) Application of Binding Material

After the application of screenings, 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 and the resulting slurry shall be swept in with hand brooms or mechanical brooms to fill the voids properly and rolled during which water shall be applied to the wheels of the rollers if necessary to wash down the binding material sticking to them. These operations shall continue until the resulting slurry after filling the voids form a wave ahead of the wheels of the moving roller.

h) Setting and Drying

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

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3.09.00 3.09.01 3.09.02 3.09.03	Tack Coat Description The work shall consist of application of a single coat of low viscosity liquid bituminous material to an existing road surface preparatory to another bituminous construction. Materials The binder used for tack coat shall be bitumen of a suitable grade as approved by the Engineer and conforming to IS-73, IS-217 or IS-454 as applicable or any other approved cutback. Construction Operations a) Preparation of Base The surface on which the tack coat is to be applied shall be thoroughly swept and scraped clean of dust and any other extraneous materials before the application of the binder. b) Application of Binder Binder shall be heated to the temperature appropriate to the grade of bitumen used and approved by the Engineer and sprayed on the base at the rate specified below. The rate of spread in terms of straight run bitumen shall be 5 kg per 10 square metre area for an untreated water bound macadam surface. The binder shall be supplied uniformly with the aid of sprayers. The tack coat shall be applied just ahead of the oncoming bituminous construction.	
3.10.00 3.10.01	Bituminous Macadam Binder Course Description This work shall consist of construction in a single course of 50mm/75mm thickness of compacted crushed aggregates premixed with a bituminous binder laid immediately after mixing on a base prepared previously in accordance with the specification and in conformity with the lines, grades and cross sections shown on the approved drawings.	

3.10.02

Materials

a) Binder

The Binder shall be straight run bitumen of a suitable grade as directed by the Engineer complying with IS: 73.

b) Aggregates

The aggregates shall consist of crushed stone, crushed gravel (shingle) or other stones. They shall be clean, strong, durable, fairly cubical in shape and free from any disintegrated pieces, organic and other deleterious matter and adherent coats. The aggregates shall preferably be hydrophobic and of low porosity.

The aggregates shall satisfy the physical requirements set forth in Table - VIII.

Table – VIII

Physical Requirements of Aggregates for Bituminous Macadam

Sl. No.	Test	Test method	Requirements
1.	Los Angeles Abrasion Value *	IS: 2386 (Part IV)	35 percent maximum
2.	Aggregate Impact Value *	IS: 2386 (Part IV)	30 percent maximum
3.	Flakiness Index	IS: 2386 (Part I)	35 percent maximum
4.	Stripping Value	IS: 6241 (Part IV)	25 percent maximum
5.	Water Absorption	IS: 2386 (Part III)	2 percent maximum

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

The aggregates for bituminous macadam for different thickness shall conform to Grading- A or B as given in Table-IX or X as the case may be.



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Table-IX

Aggregates Grading for 75mm Compacted Thickness of Bituminous Macadam

Sieve Designation	Percent by weight passing the sieve	
	Grading A	Grading B
63 mm	100	
50 mm	90 - 100	
40 mm	35 - 65	100
25 mm	20 - 40	70 - 100
20 mm	-	50 - 80
12.5 mm	5 - 20	-
4.75 mm	-	10 - 30
2.36 mm	-	5 - 20
75 micron	0 - 5	0 - 4

Table-X

Aggregates Grading for 50mm Compacted Thickness of Bituminous Macadam

Sieve Designation	Percent by weight passing the sieve	
	Grading A	Grading B
50 mm	100	
40 mm	90 - 100	
25 mm	50 - 80	100
20 mm	-	70 - 100
12.5 mm	10 - 30	-
10 mm	-	35 - 60
4.75 mm	-	15 - 35
2.36 mm	-	5 - 20
75 micron	0 - 5	0 - 4

c) Proportioning of Materials

The binder content for premixing shall be 3.5 and 4.0 percent by weight of the total mix for aggregate Grading-A and B respectively unless directed otherwise by the Engineer. The quantity of aggregates to be used shall be sufficient to yield the specified thickness after compaction.



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d) Variation in Proportioning of Materials

The Contractor shall have the responsibility for ensuring proper proportion of materials and producing a uniform mix. A variation in binder content upto ± 0.3 percent by weight of total mix shall however be permissible for individual specimens taken for quality control tests.

3.10.03

Construction Operations

a) Weather and Seasonal Limitations

Bituminous macadam shall not be laid during rainy weather or when the base course is damp or wet.

b) Preparation of Base

The base on which the bituminous macadam is to be laid shall be prepared, shaped and conditioned to the specified lines, grade and cross sections as shown on the drawings and as directed by the Engineer. The surface shall be thoroughly swept and scraped clean and free of any dust and foreign matter.

c) Tack Coat

A tack coat shall be applied over the base.

d) Preparation and Transport of Mix

Hot mix plant of adequate capacity shall be used for preparing the mix. The temperature of binder at the time of mixing shall be in the range 150 Deg. - 165 Deg. C and to that of aggregates shall be in the range 125 Deg. - 150 Deg. C provided the temperature difference between the binder and the aggregate at no time exceeds 25 Deg. C. Mixing shall be thorough to ensure that a homogenous mixture is obtained in which all particles of the aggregates are coated uniformly. The mixture shall be transported from the mixing plant to the point of use in a suitable vehicle. The vehicle employed for transport shall be clean and be covered over in transit if so directed by the Engineer.

e) Spreading

After mixing, the mix shall be spread immediately by means of a self-propelled mechanical paver with suitable screeds capable of spreading, tamping and finishing the mix to the specified lines, grade and cross sections. However, in restricted locations and in narrow widths where the available plants cannot operate in the opinion of the Engineer may permit manual laying of the mix. The temperature of mix at the time of laying shall be in the range 110 Deg. - 135 Deg. C.



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In multilayer construction, the longitudinal joint in one layer shall offset into the layer below by about 150mm. However, the joint in the topmost layer shall be at the centre line of the pavement.

Longitudinal joints and edges shall be constructed true to the delineating lines parallel to the centre line of the road. All joints shall be cut vertical to the full thickness of the previously laid mix and the surface painted with hot bitumen before placing fresh material.

f) Rolling

After spreading of mix, the rolling shall be done with 8 to 10 tons' power roller or with any other approved plant. Rolling should start as soon as the materials are spread. Rolling shall be done with care to avoid any undulation in the pavement surface.

Rolling on the longitudinal joint shall be done immediately after the paving operation. After this, the rolling shall commence at the edges and progress towards the center longitudinally except on superelevated portions where it shall progress from the lower to the upper edge parallel to the center line of the pavement.

The initial or breakdown rolling shall be done as soon as it is possible to roll the mixture without cracking the surface and no mix pick up on the roller wheels. The second or intermediate rolling shall follow the break down rolling as early as possible and be done while the paving mix is still at a temperature that will result in maximum density. The final rolling shall be done while the material is still workable enough for removal of roller marks.

When the roller has passed over the whole area once, any high spots or depressions which become apparent shall be corrected by removing or adding fresh materials. The rolling shall then be continued till the entire surface has been rolled to compaction and there is no crushing of aggregates and till all the roller marks are eliminated. Each pass of the roller shall uniformly overlap not less than one third of the track made in the preceding pass. The roller wheels shall be kept damp if necessary to avoid the bituminous material from sticking on the wheels and being picked up. In no case shall fuel/lubricating oil be used for this purpose.

Rolling operation shall be completed in every respect before the temperature of the mix fall below 80 Deg. C.

Rollers shall not stand on the newly laid material as it may lead to undue deformation. The edges along and transverse of the bituminous macadam laid and compacted earlier shall be cut to their full depth so as to expose fresh



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surface which shall be painted with a thin surface coat of appropriate binder before the new mix is placed against it.

The bituminous macadam shall be provided with a final surfacing without any delay. If there is to be any delay the course shall be covered by seal coat before allowing any traffic over it.

3.11.00 Open Graded Premix Carpet

3.11.01 Description

This work shall consist of laying and compacting open graded carpet of specified thickness in a single course of suitable small sized aggregates premixed with bituminous binder on a previously prepared base to form wearing course in accordance with the specification.

3.11.02 Materials

a) Binder

The binder shall be bitumen of suitable grade as approved by the Engineer and satisfying the requirements of IS: 73, 217, 454 or any other approved cutback as applicable.

b) Aggregates

The aggregates shall consist of angular fragments of clean, hard, tough and durable rock of uniform quality throughout. They shall be obtained by crushing rock, gravel or river shingle and be free of elongated and flaky pieces, soft and disintegrated materials, vegetable and any other deleterious matter etc. They shall preferably be hydrophobic type. The aggregates shall satisfy the quality requirements set forth in Table-VIII except that the flakiness Index shall be limited to a maximum of 30.

c) Proportioning of Materials

The materials shall be proportioned as per the quantities given in Table-XI for 20mm thick open graded premix carpet.



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Table - XI

Quantity of Materials Required for 10 Sq. M of Road Surface for 20mm Thick Open Graded Premix Carpet

Aggregates for Carpet

i)	Stone Chippings - 12mm size; passing 20 mm sieve and retained on 10 mm sieve	0.18 Cu.m
ii)	Stone Chippings - 10 mm size; passing 12.5 mm sieve and retained on 6.3 mm sieve	0.09 Cu.m
	Total	0.27 Cu.m

Binder for premixing (quantities in terms of straight run bitumen)

i)	For 0.18 Cu.m of 12 mm size stone Chippings at 52 Kg per Cu.m	9.5 Kg
ii)	For 0.09 Cu. M of 10mm size stone Chippings at 56 Kg per Cu.m	5.1 Kg
	Total	14.6 Kg

3.11.03 Construction Operation

a) Weather and Seasonal Limitations

Open graded premix carpet shall not be laid during rainy weather or when the base course is damp or wet or when the atmospheric temperature in shade is 16 Deg. C or below.

b) Preparation of Base

The underlying base on which the bituminous carpet is to be laid shall be prepared, shaped and conditioned to the specified lines, grade and cross section in accordance with the drawing, specification and as directed by the Engineer. The surface shall be well cleaned by removing caked earth and other foreign matters with wire brushes, sweeping with brooms and finally dusting with sacks as necessary.



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c) Tack Coat

A tack coat complying with clause 3.09.00 shall be applied over the base preparatory to laying of the carpet. However, application of tack coat shall not be necessary when the laying of carpet follows soon after laying the bituminous course.

d) Preparation of Premix


Mixers of approved type shall be employed for mixing the aggregates with the bituminous binder. The binder shall be heated to the temperature appropriate to the grade of bitumen approved by the Engineer in boilers of suitable design avoiding local overheating and ensuring a continuous supply. The aggregates shall be dry and suitably heated to a temperature as directed by the Engineer before these are placed in the mixer. After about 15 seconds of dry mixing, the heated binder shall be distributed over the aggregates at the rate specified. The mixing of binder with chipping shall be continued until the chippings are thoroughly coated with the binder. The mix shall be immediately transported from the mixer to the point of use in suitable vehicles or wheel barrows. The vehicles employed for transport shall be clean and be covered over in transit if so directed.

e) Spreading and Rolling

The premixed material shall be spread on the road surface with rakes to the required thickness and camber or distributed evenly with the help of a drag spreader without any undue loss of time. The camber shall be checked by means of camber boards and inequalities evened out. As soon as sufficient length of bituminous material is laid, rolling shall be commenced with 6 to 8 tons' power rollers preferably with smooth wheel tandem type or with any other approved plant. Rolling shall begin at the edges and progress toward the center longitudinally except on the superelevated portions where it shall progress from the lower to upper edge parallel to the center line of the pavement.

When the roller has passed over the whole area once, any high spots or depressions which become apparent shall be corrected by removing or adding premixed materials. Rolling shall then be continued until the entire surface has been rolled to compaction and all the roller marks have been eliminated. In each pass of the roller, preceding track shall be overlapped uniformly by at least 1/3 width. The roller wheels shall be kept damp to prevent the premix from adhering to the wheels and being picked up. In no case shall fuel/lubricating oil be used for this purpose. Rollers shall not stand on newly laid material as it may lead to undue deformations.

The edges along and transverse of the carpet laid and compacted earlier shall be cut to their full depth so as to expose fresh surface which shall be painted

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	<p>with a thin surface coat of approved binder before the new mix is placed against it.</p> <p>f) Seal Coat</p> <p>A seal coat conforming to clause 3.12.00 shall be applied to the surface immediately after laying the carpet. No traffic shall be allowed on the road till the seal coat has been placed.</p> <p>3.12.00 Seal Coat</p> <p>3.12.01 Description</p> <p>This work shall consist of application of a seal coat as specified for sealing the voids in the bituminous surface laid to the specified levels, grade and camber.</p> <p>Type-A: Liquid seal coat comprising of an application of a layer of bituminous binder followed by a cover of stone chippings.</p> <p>Type-B: Premixed seal coat comprising of a thin application of fine aggregate premixed with bituminous binder.</p> <p>3.12.02 Materials</p> <p>a) Binder</p> <p>The binder shall be bitumen of suitable grade as directed by the Engineer and conforming to the requirements of IS: 73, 217 or 454 as applicable or any other approved cutback.</p> <p>The quantity of binder to be adopted in terms of straight run bitumen shall be 9.8 Kg and 6.8 Kg per 10 square metre area for Type-A and Type-B seal coat respectively.</p> <p>b) Stone Chippings for Type a Seal Coat</p> <p>The stone chippings shall consist of angular fragments of clean, hard, tough and durable rock of uniform quality throughout. They shall be free of elongated or flaky pieces, soft or disintegrated stone, vegetable or other deleterious matters etc. Stone chippings shall be of 6mm size defined as 100 percent passing through 10mm sieve and retained on 2.36mm sieve. The quantity used for spreading shall be 0.09 cu.m. per 10 sq.m area. The chippings shall satisfy the quality requirements spelled out in Table- VIII except that the upper limit for flakiness Index shall be 30.</p>	



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c) Fine Aggregate for Type B Seal Coat

The fine aggregate shall be sand or fine grit and shall consist of clean, hard, durable, uncoated dry particles and shall be free from dust, soft or flaky material, organic matter or other deleterious substances. The aggregate shall pass 1.7 mm sieve and be retained on 180-micron sieve. The quantity used for premixing shall be 0.06 cubic metre per 10 square metre area.

3.12.03

Construction Operations

a) Preparation of Base

The seal coat shall be applied immediately after laying the bituminous course which is required to be sealed. Before application of seal coat, the surface shall be cleaned free of any dust or other extraneous matters.

b) Construction of Type-A Seal Coat

The binder shall be heated in boilers of suitable design to the temperature appropriate to the grade of bitumen approved by the Engineer and sprayed on the dry surface in a uniform manner preferably with the help of mechanical sprayers. Excessive deposits of binder caused by stopping or starting of the sprayer or through leakage or due to any other reason shall be suitably corrected before the stone chippings are spread.

Immediately after the application of binder, stone chippings in a dry and clean state shall be spread uniformly on the surface preferably by means of a mechanical grittier or otherwise manually so as to cover the surface completely. If necessary, the surface shall be broomed to ensure uniform spread of chippings. Immediately after the application of the cover material, the entire surface shall be rolled with a 8 - 10 tonne smooth wheeled roller. Rolling shall commence from the edges and progress towards the centre except in superelevated portions where it shall proceed from the inner edge to the outer. Each pass of the roller shall uniformly overlap not less than one third of the track made in the preceding pass. While rolling is in progress additional chippings shall be spread by hand in whatever quantities required to make up the irregularities. Rolling shall continue until all aggregate particles are firmly bedded in the binder and present a uniform closed surface.

c) Construction of Type-B Seal Coat

Mixers of approved type shall be employed for mixing the aggregates with the bituminous binder. The binder shall be heated in boilers of suitable design to the temperature appropriate to the grade of bitumen approved by the Engineer. Also the aggregates shall be dry and suitably heated to a temperature as directed by the Engineer before the same are placed in the mixer. Mixing of



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binder with aggregates to the specified proportions shall be continued till the latter is thoroughly coated with the former. The mix shall be immediately transported from the mixing plant to the point of use and spread uniformly on the bituminous surface to be sealed. As soon as sufficient length has been covered with the premixed material, the surface shall be rolled with 6 - 8 tonne smooth wheeled power rollers. Rolling shall be continued till the premixed material completely seals the voids in the bituminous course and a smooth uniform surface is obtained.

3.12.04 Opening to Traffic

In case of Type-B Seal coat, traffic may be allowed soon after the final rolling when the premixed materials are cooled down to the surrounding temperature. However, in case of Type- A seal coat, the traffic shall not be permitted until the following day.

3.13.00 Repair of Existing Water Bound Macadam Surfaces

Pot holes or patches and ruts in the water bound macadam base or surface course which is to be surface treated shall be repaired by removing all loose materials by cutting in rectangular patches and replacing with suitable materials. The repair shall be done as under.


Pot holes, patches and ruts shall be drained of any water and cut to regular shape with vertical sides and then be filled either with i) coarse aggregates and screenings conforming to the specification for water bound macadam and compacted with rollers or other approved rammer etc. or with ii) premixed material conforming to the specification for open graded premix carpet and compacted with rollers or other approved means after painting the sides and bottom of the holes with a thin application of bitumen or a combination of both as directed by the Engineer.

3.14.00 Road Side Drains

3.14.01 Drains

The road side drains shall be made in sizes and slopes as shown on the approved drawings. The sides and bottom shall be neatly dressed after excavation. Proper connections shall be made to the culverts outside the plant area as per the drawings and instructions of the Engineer.

The excavated spoils other than that required for backfilling shall be transported and filled in low areas within the plant area or in embankments as instructed by the Engineer. The lining for drains shall be as per the drawings. Lining of drains may be of bricks or cement concrete blocks of specified grade as shown on the approved drawing or as directed by the Engineer. If shown

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	<p>on approved drawing, drains shall be of R.C.C. construction with necessary slopes.</p> <p>3.15.00 Culverts</p> <p>Excavation in trenches for foundation of culverts and wing walls shall be done with side slopes as per the drawings and instructions of the Engineer after clearing the site etc. As described in the “Specification for Earthwork in Excavation and Backfilling”, backfilling in layers with watering and compaction shall be done after the construction of foundations. The construction of culverts shall be done true to the lines and levels as shown on the drawings. The specification for Masonry and/or Plain and Reinforced Cement concrete shall be followed as applicable.</p> <p>3.16.00 Pipe Culverts and Drainage Pipes</p> <p>3.16.01 Materials</p> <p>The drainage pipes shall be made of R.C.C and shall be either class NP-2 or NP-3 as shown on the approved drawings. Pipe culverts shall be made of reinforced concrete pipe and shall be of class NP4 or RDSO class for railways as shown in the drawing. All pipes shall meet the requirements of IS: 458 and shall be procured from approved manufacturers with collars as per manufacturer’s specification. The tenderer shall specifically mention the particular manufacturer’s product he proposes to use.</p> <p>Cement shall be ordinary Portland Cement as per IS:269. Coarse Aggregates shall be as per IS:383. Maximum size shall not exceed one third the thickness of the pipe or 20 mm whichever is smaller. Fine aggregates for concrete shall be as per IS:383.</p> <p>3.16.02 Laying of Pipes</p> <p>Laying of concrete pipes shall correspond to IS:783 and as per the specification given below.</p> <p>a) The foundation bed for pipe shall be excavated true to lines and grades shown on the drawings and as directed by the Engineer. When trenching is involved, its width on either side of the pipe shall not be less than 150mm and not more than one third the diameter of pipe unless otherwise instructed/permitted by the Engineer. The sides of the trench shall be as nearly vertical as possible. Side slope, shoring, bailing out water etc. as required shall be done by the Contractor.</p> <p>Side slips if there be any shall be removed by the Contractor. After laying of the pipes are completed, backfilling of the trenches shall be done as per “Specification for Earthwork in Excavation and Backfilling” to the</p>	

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satisfaction of the Engineer. The surplus spoils shall be transported and filled in low areas within the plant area as instructed by the Engineer.

When bedrock or boulder stratum is encountered during excavation, the excavation shall be taken down to at least 200mm below the bottom of the pipe with prior permission of the Engineer and all rock/boulders in the area shall be removed and space filled with approved earth free from stone or fragmented materials, shaped to the requirements and thoroughly compacted to provide adequate support for the pipe.

Filling of trench shall be carried out simultaneously on both sides of the pipe in such a manner that unequal pressures do not occur and shall be done as per the "Specification for Earthwork in Excavation and Backfilling". When two or more pipes are to be laid adjacent to each other, they shall be separated by a distance equal to at least half the diameter of the pipe subject to a minimum of 450 mm. Laying of pipes shall start from the outlet and proceed towards inlet. All pipes and fittings shall be gradually lowered into the trench or placed on the supports by approved means taking due care to avoid any damage. Under no circumstances the pipes shall be dropped into the trench or on supports from heights.

b) Pipe bedding shall be first class projection bedding for positive projecting pipes as per IS: 783 having a projection ratio not greater than 0.70. The pipe shall be carefully laid on bedding made up of fine granular materials in an earth foundation; the bedding shall be carefully shaped to fit the lower part of the pipe exterior for at least ten percent of its overall height and in which the fill material is thoroughly compacted in layers not exceeding 150mm in depth around the pipe for the remainder of the pipe laid in trench.

When indicated on the drawings or directed by the Engineer, the pipe shall be bedded on a cradle constructed of concrete having a mix not leaner than M-15. The shape and dimension of the cradle shall be as indicated on the drawing or as directed by the Engineer. The pipe shall be laid on the concrete bedding before the concrete is set.

c) The drop walls shall be made with first class brickwork in 1:4 cement mortar.

d) The pipe culverts shall be made with proper care with respect to the invert of the pipe, gradient if any etc. as specified on the drawings and as instructed by the Engineer.

e) Where R.C.C pipes are encased in concrete at road crossings or at other places the pipes need be suitably supported avoiding reinforcements of concrete blocks, joints properly done before concreting is taken up. Concreting of total height of block may be done in a single operation or may be done upto some height for pipes to be properly laid in position and the balance height of the block shall be concreted subsequently.



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f) The R.C.C. pipes shall be joined with cement mortar. Cement mortar shall consist of 1 part of cement and 2 part of clean sand with only enough water for workability. Procedure of jointing shall be as per IS: 783.

3.16.03 Relation with Water Supply Pipeline

Unless specifically cleared by the Engineer, under no circumstances shall the drainage pipes be allowed to come close to water supply pipelines.

3.17.00 Manholes and Inspection Chambers

The maximum distance between the manholes shall be 30m unless specifically permitted otherwise. In addition, at every change of alignment, gradient or diameter there shall be a manhole or inspection chamber. The distance between the manhole or inspection chamber and gully chamber shall not exceed 6 meters unless permitted otherwise. Manhole shall be constructed so as to be water tight under test. The channel or drain at the bottom of chamber shall be plastered with 1:2 cement sand mortar and finished smooth to the grade. The channels and drains shall be shaped and laid to provide a smooth flow. Connection to the existing pipelines shall be through a manhole. Manholes shall be provided with standard covers usually of C.I. or as directed by the Engineer. The cover shall be closely fitted so as to prevent gases from coming out.

4.00.00 Testing and Acceptance Criteria

All testing as mentioned in the specification and as mentioned in Clause No. 900 of the “Specification for Roads and Bridge Works, 1983” published by IRC on behalf of Ministry of Shipping and Transport (Roads Wing) shall be carried out by the Contractor as per the direction of the Engineer.

5.00.00 MEASUREMENT

Method of measurement shall be as per the latest version of IS:1200, Part-17 and as directed by the Engineer.