Tender for Construction of Road, Drain and Misc. Works at CS & FP, BHEL Jagdishpur

Tender Enquiry No: **BHE/CS&FP/CVL/17-18/08**

SECTION –V: Technical Specifications

This Document shall consists of following sections: -

- **Part A**
- **Part B**

BHARAT HEAVY ELECTRICALS LIMITED

(A GOVERNMENT OF INDIA UNDERTAKING)

CS & FP Industrial Area,

Jagdishpur, Amethi (UP) 227817

PART – A

SPECIFIC TECHNICAL REQUIREMENTS

1.0 GENERAL

Part-A covers specific technical requirements of contract and should be read in conjunction with BOQ, Part-B and other sections of the contract. In case of any conflict between the contents of BOQ and Part-A, BOQ will prevail over Part-A. In case of any conflict between Part-A and Part-B, Part-A will prevail over Part-B.

2.0 FREE ISSUE MATERIALS

Nothing shall be supplied as free issue material by BHEL.

3.0 DISMANTLING OF EXISTING STRUCTURES

The contractor will have to carryout dismantling of buried/ semi buried structures, if any, encountered within the battery limit and disposal of it within plant boundary as directed by BHEL at no extra cost to BHEL.

4.0 STATUTORY REQUIREMENTS

Bidder shall comply with all the applicable statutory rules pertaining to Factories Act, Fire Safety Rules of Tariff Advisory Committee, Water Act for pollution control, Explosives Act, etc.

Provisions of safety, health and welfare according to Factories Act shall be complied with. These shall include provision of continuous walkway minimum 500 wide along the crane-girder level on both sides of building, comfortable approach to EOT crane cabin, railing, fire escape, locker room for workmen, pantry, toilets, rest room, etc.

Provisions for fire proof doors number of staircases, fire separation wall, lath plastering/encasing the structural members (in the fire prone areas), type of glazing etc. shall be made according to the recommendations of Tariff Advisory Committee.

Statutory clearances and norms of State Pollution Control Board shall be followed.

Bidder shall obtain approval of Civil/Architectural drawings from concerned authorities before taking up the construction work.

5.0 LAYOUT

Before starting the work, the Contractor shall carry out the setting out of foundation and structures and provide levels, with reference to general existing grid and bench mark. If the contractor uses the grid, , bench mark and reference pillar made by other Contractors, he shall coordinate with the Contractor and shall satisfy himself of the accuracy of the reference marks. If he is required to set out the foundation afresh, he shall do so independently with reference to the one existing grid and bench mark which has been followed by other agency at the instruction of the Engineer. In case any discrepancy be found, it shall be immediately brought to the notice of the engineer for any rectification/modification necessary. No complaint shall be entertained at a later

stage. The Contractor shall accurately set out the position for holding down bolts and inserts.
If required, in the opinion of the Engineer, he shall construct and maintain pillars for Grid, references and bench marks and maintain them till the completion of the construction. He shall also help the Engineer with instruments, materials and labours for checking the detailed lay outs and levels. The Contractor shall be solely responsible for the correctness of the layout and levels, and Engineer's approval shall not be deemed to imply any warranty in carrying out the work correctly.

6.0 WORKMANSHIP

Workmanship shall be of the best possible quality and all work shall be carried out by skilled workmen except for those which normally require unskilled persons. Welding shall be done by experienced and certified welders in proper sequence using necessary jigs and fixtures. Fabrications shall be done in shops having proper equipment for accurate edge planning and milling of column shall ends, base late surfaces etc. and shaping and dimensioning of anchor bolt assembly, inserts and other misc. items. In addition to the requirement specified above, if the bye-laws of the local Govt., Municipal or other authorities require the employment of licensed or registered workmen for various traders, the contactor shall arrange to have the work done by such registered or licensed personnel. In case of manufactured materials, the Contractor shall have, with no additional cost the owner, the services of the supervisors of the manufacturers to achieve that the work is being done according to the manufacturer's specifications.

7.0 TEMPORARY WORK

All scaffoldings, staging, temporary bracing and other necessary temporary work required for proper execution of the Contract shall be provided by the Contractor at his own cost and inclusive of all materials, labour, supervision and other facilities.

The layout and details of such Temporary work shall have the prior approval of the Engineer as agreed, but the Contractor shall be responsible for proper strength and safety of the same. All Temporary work shall be so constructed as not to interfere with any permanent work or with the work by other agencies. If it is necessary to remove any of the temporary work at any time to facilitate execution of the work or with the work of other agencies, such removal and re-erection, if required, shall be carried out by the Contactor at the discretion of the Engineer without any delay and any extra cost on this account shall be borne by the Contractor.

8.0 INTERFACE WITH STRUCTURES UNDER OTHER'S SCOPE

a) In cases of interface e.g. structures under other's scope of supply being supported on structures under scope of this contractor, the same will be discussed and suitably addressed.

b) Modification in layout of foundation/structure during detail engineering stage may be necessary to avoid fouling with those under other's scope. Necessary changes on this account will be made without any extra cost to Owner.

c) Necessary engineering is to be done and provisions are to be kept accordingly by the Contractor to construct foundations/underground structures, etc. without disturbing/ endangering the constructions done under the scope of other contracts.

9.0 INSPECTION, TESTING AND QUALITY CONTROL FOR CIVIL WORKS

Sampling and testing for major items of civil works viz earthwork, concreting, structural steel work (including welding) etc. shall be carried out in accordance with the requirements of this specification and field quality plan (FQP).

The bidder shall get a detailed field quality assurance programme from BHEL for civil and road works before starting of the construction work. This shall include the guidance to bidder for frequency of sampling and testing nature/type of test, method of test, arrangement of testing apparatus/equipment, deployment of qualified/experienced manpower, preparation of format for record as per Field Quality Plan. Bidder will responsible for Setting of a Field testing laboratory and/or at a laboratory approved by the Engineer and the Bidder shall submit to the Engineer, the test results in triplicate. In addition, the bidder shall furnish the original test certificate from the manufacturer's of various materials to be used in the construction.

If any work found to be of inferior quality or sub-standard, the same shall be dismantled and shall be redone as per approved quality or relevant standard. BHEL reserve the rights to reject the work of inferior quality. All expenses on account of dismantling and rework shall be born by contractor.

10.0 CONSTRUCTION / ERECTION METHODOLOGY

- Construction excavation activities shall be fully mechanized from the start of the work.
- All excavation and backfilling work shall be done using excavators, loaders dumpers, dozers, poclains, excavator mounted rock breakers, rollers, sprinklers, water tankers, etc. Manual excavation can be done only on isolated place with specific approval of engineer.
- Dewatering shall be done using the combination of electrical and stand-by diesel pumps.
- For concreting, weigh batching plants, transit mixers, concrete pumps, hoists, etc. shall be used.
- All fabrication and erection activities of structural steel shall be carried out using automatic submerged arc welding machines, cutting machine, gantry cranes, crawler / wheel mounted heavy cranes and other equipments like heavy plate bending machines, shearing machines, lathe, milling machines etc. Use of derricks shall not be permitted.
- All handling of materials shall be with cranes. Heavy tailors shall be used for transportation.
- Mechanized modular units of scaffolding and shuttering shall be used.
- Grouting shall be carried out using hydraulically controlled grouting equipment.
- Roadwork shall be done using pavers, rollers and premix plant.
- All finishing items shall be installed using appropriate modern mechanical tools.
- Manual punching etc. shall not be permitted.
- Heavy duty hoist for lifting of construction materials shall be deployed.
- Compressors for cleaning of foundations and other surfaces shall be used.

- Field laboratory shall be provided with all modern equipment for survey, testing of aggregates, concrete, welding etc. For testing of steel works, dye penetration test equipment, etc shall be deployed.
- All persons working at site shall be provided with necessary safety equipment and all safety aspects shall be duly considered for each construction/erection activity. Moreover, only the persons who are trained in the respective trade shall be employed for executing that particular work.
- Fabrication and Erection of all fabricated columns shall be done in single piece unless otherwise provided for in the approved drawings. Main columns of the power house building can have maximum of one number of the erection splice. All shop and site splice shall suitably staggered. The erection splice shall be provided with full strength splice cover plate over the butt weld. Contractor shall submit the erection scheme for the erection of all type of structures and carryout the erection work only after approval of the scheme by the owner.

11.0 FIELD LABORATORY FACILITIES AT SITE FOR MATERIAL TESTING:

Contractor shall provide field testing facilities at site laboratory built by the contractor as per list of apparatus at annexure-A-1.

12.0 MAKE OF BOUGHT OUT MATERIAL:

Contractor shall supply bought out items as per the list attached at annexure-A-2 of this section.

13.0 SPECIFIC REQUIREMENTS FOR ROADS AND DRAINS

13.1 Drains

- Required diameter of NP2 RCC Hume pipes shall be laid with Man-holes as per BOQ specifications and Drawings to drain out water out side the Area.
- Open drains shall be with brick work laid on CC plastered with neat coat of cement as described in the following sections.

13.2 Apron and Surface Drain

- 1 meter wide 40mm thick apron laid in !:2:4 cement, coarse sand and 20mm gauge stone ballast laid in panels separated by glass strips over 100mm thick base concrete in 1:4:8 cement, sand and 40mm gauge over burnt brick ballast all round the Area. With a floating coat of neat cement punning on top.

13.3 Roads & Crossings

- Roads shall be constructed as per the Items of BOQ and design Drawings.
- Road crossings shall be of RCC pipes 300 mm Diameter with road gully chambers

14.0 GENERAL NOTES ON REINFORCEMENT CONCRETE WORK

14.1 General -

- All dimensions are in MM. Unless specified. Do not scale. Only figured dimensions be followed.
- Drawing is based on Architectural drawings. Dimensions be compared with the Architectural drawings. In case of any in-consistency, refer for correction.
- All RCC work shall be in M-20 concrete unless otherwise mentioned.
- All Reinforced Concrete work shall be carried out as per IS: 456-1978.
- Controlled concrete mix shall be used in all RCC work. Concreting should be continuous.
- All steel in reinforcement shall be High Yield Strength Deformed Bars, confirming to IS : 1979.
- Clear cover to reinforcement shall be : -

  (a) Beams ..... 25mm (b) Slabs 20mm

  (c) Columns ..... 40mm (d) Footings 40mm
- Bending and fixing or bars in reinforcement be done as IS: 2502 and IS : 5525.
- Lap length for joining the bars shall not be less than the development length for deformed bars. Development length for defored bars. In general the lap length shall be 50x dia. of the reinforcement bar.

14.2 Important Notes -

- Top of the beams shall be kept at same level except the area of Toilet as Marked (X) where bottom of Slab shall be at level matching with bottom of Beam. However, a 25 dia. pipe be inserted in the beam to drain out trapped water.
- Cubes 15 cm x 15 cm x 15 cm be moulded and tested for M-20 concrete before actual concreting is carried out to ascertain the strength achieved.
- Alternate bars to be bent up at 0.2x L (Span) and be carried over to 0.3xL (Span) as shown in the drawing given below.
- Slab which are continuous over various spans, the reinforcement, be carried over to the adjoining slab so that the moment is carried over to other slab at supports.
- Column ends from where beam originates, the reinforcement of beam should be inserted in the column up to development length.

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ANNEXURE – "A-1"

CONTRACTOR SHALL PROVIDE MINIMUM FOLLOWING FACILITIES IN SITE IN THE FIELD LABORATORY FOR MATERIAL TESTING

General Equipment

Sl.No.	Description	Sl.No.	Description
1.	Balances	10.	Burette stand
2.	Drier	11.	Pippette
3.	Thermometer	12.	Wooden mallet
4.	Hydrometer	13.	Hair brush
5.	Hand-scoop	14.	Wire Brush
6.	Glass beakers	15.	Buckets
7.	Measuring Cylinder	16.	Test Tubes
8.	Desiccator	17.	Working platforms
9.	Burette	18.	Alcometer

Soil testing apparatus for conducting the following tests:

Particle size analysis and index properties of soil

Moisture-density relations of soil

Specific gravity of soil

Density of soil in place by sand replacement method

CBR initial and field testing apparatus as per IRC/ Department of Road Transport and Highway Govt of India guidelines

Testing Equipment for conducting the following tests on concrete samples:

Specific gravity and absorption and bulking of fine aggregates

Sieve analysis of fine aggregates and coarse aggregates

Annexure-"A-2"

INDICATIVE LIST OF APPROVED MAKE OF BOUGHT OUT MATERIAL TO BE ARRANGED BY THE CONTRACTOR AT HIS OWN COST

The following list may be read in conjunction with the relevant make/ makes of materials mentioned in the BOQ or elsewhere in this tender document.

S.NO.	MATERIAL NAME	MAKE
1.	GI & MS PIPES	SURYA, PRAKASH, JINDAL-HISSAR, TATA
2	CEMENT	JP BUNIYAD, MAIHAR CEMENT , ULTRATECH , L&T OR EQUIVALENT
3	REINFORCEMENT STEEL	TATA-TMT, SAIL, OR EQUIVALENT
4	STRUCTURAL STEEL	TATA, SAIL
5	COARSE SAND	BADA/KALPI /DUDHI
6	LOCAL SAND	GHAGHARA/ GANGA
7	STONE BALLAST FOR BASE CONCRETE / WATER BOUND MACADAM	SHANKERGARH/ DALA OR EQUIVALENT
8	STONE GRIT, 20MM, 12MM, 8MM FOR RCC WORK / BITUMIN ROAD WORK	JHANSI/ BHARATKOUP

PART - B

STANDARD TECHNICAL SPECIFICATION FOR LAND DEVELOPMENT AND APPROACH ROADS

Following sections of technical specifications shall be followed for all works at site in addition to standard CPWD specifications.

B1: EARTHWORK IN EXCAVATION, AREA FILLING, LEVELLING AND GRADING

1.00.00 SCOPE

This specification covers earth work excavation in all types of soil, soft rock and hard rock including setting out, clearing and grubbing, shoring, dewatering, area filling with good earth , watering, compaction of fills, testing, approaches, disposal of surplus earth, etc relevant to locations covered under this contract.

1.01.0 Work To Be Provided By The Contractor

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

a) Supplying and providing all labour, supervision services including as required under statutory labour regulations, materials, scaffolding, equipments, tools and plants, transportation etc required for the work.

b) Preparation and submission of working drawings showing the approaches, slopes, berms, shoring, sumps for dewatering including drainage, space for temporary stacking of soils, disposal area etc and all other details as may be required by the engineer.

c) Carrying out sampling and testing on fill materials/fills to assess the quality/moisture content/degree of compaction and submission of the test results whenever required by the engineer.

1.02.00 Work to be provided by others

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

2.00.00 Codes and Standards

All work shall be carried out as per this specification and shall conform to the latest revision and/or replacements of the following or any other Indian Standard (IS) Codes unless specified otherwise.

IS-1200	Method of measurement of building and civil engineering works, Part-I: Earthwork
IS-2720	Method of test for soils (Relevent parts)
IS-3764	Excavation work - Code of safety
IS-4081	Safety code for blasting and related drilling operations
IS-4701	Indian Standard Code of Practice for earthwork on Canals

IS:6922 Criteria for safety and design of structures subject to underground blasts

In case of conflict between this specification and those (IS Codes) referred to herein, the former shall prevail. In case any particular aspect of work is not covered specifically by this specification/IS Codes, any other standard practice as may be specified by the engineer shall be followed.

2.01.00 Conformity with Designs

The contractor shall carry out the work as per the approved drawings, specification and as directed by the engineer.

2.02.00 Materials

2.02.01 General

All materials required for the work shall be of the best quality available and as approved by the engineer.

2.02.02 Material for Excavation

For the purpose of identifying the various strata encountered during the course of excavation, the following classification is to be followed.

a) Soil

It include all type of soil including laterite and moorum etc with/without any percentage of kankars which can be excavated by normal means such as shovel, pick axe, crow bar, spade etc and those which do not fall under clause 2.02.02 (b) and (c) etc.

b) Soft Rock

It includes the rocks (including weathered rock) which are removable by splitting with the help of crow bar, pick axe, wedges, pavement breakers, pneumatic tools, hammers or such implements etc and not requiring blasting (for excavation) in the opinion of the engineer.

c) Hard Rock

It includes the rocks which require blasting for excavation in the opinion of the engineer. Where blasting is prohibited for any reasons, the excavation shall be carried out by chiselling or any other method as approved by the engineer. The mere fact that the contractor resorts to blasting shall not classify the soft rock under hard rock.

However, the engineer's decision on the type of strata encountered during excavation shall be final and binding on the contractor.

2.02.03 Material for Filling

Material to be used for filling shall be free from vegetations, roots, salts, rubbish, lumps, organic matter and any other harmful chemicals etc and shall be got approved by the engineer. Normally excavated earth or good earth supplied from outsource shall be used for filling. In case such earth contains deleterious salts, the same shall not be used. All clods of earth shall be broken or removed. Where the excavated material is mostly rock and if filling with the same is permitted by the engineer in writing, then the filling with rock shall be done in the following manner. The boulders shall be broken into pieces not exceeding 150mm size in any direction and mixed with fine materials consisting of decomposed rock, moorum or any approved earth to fill the voids as for as possible and the mixture shall then be used for filling.

In case the earth required for filling is over and above the earth available from the compulsory excavations within the project area, then borrow areas for obtaining suitable fill material shall be arranged by the contractor himself from outside the plant boundary limits and all expenses including royalties, taxes, duties etc shall be borne by him. The selected earth from the borrow areas shall be got approved by the engineer. The borrowed material shall be free from roots, vegetations, decayed organic matter, harmful salts and chemicals, free from lumps and clods etc. The contractor shall obtain and submit necessary clearances/permissions from the concerned authorities for the borrow areas/materials acquired to the engineer.

If specified, the back filling shall be done with clean well graded sand from approved quarries free from harmful and deleterious materials.

2.03.00 Quality Control

All works shall confirm to the lines, levels, grades, cross sections and dimensions shown on the approved drawings and/or as directed by the engineer. The contractor shall establish and maintain quality control for the various aspects of the work, method of construction, materials and equipments used etc. The quality control operation shall include but not be limited to the following.

Sl. No.	Activity	Check
1	Lines, levels & grades	a) By periodic surveys b) By establishing markers, boards etc
2	Area filling, levelling and grading	(a) On quality of fill material (b) On moisture content of back fill (c) On degree of compaction achieved

3.00.0 EXECUTION

The contractor shall prepare and submit the detailed drawings/schemes for excavation and filling works with area levelling and grading as proposed to be executed by him showing the dimensions as per the construction drawings and specification adding his proposal of slopes, shoring, approaches, dewatering, drainage, berms and compaction etc within 15 days of award of the contract to the engineer for approval.

3.01.0 SETTING OUT

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 periodic checking as the work proceeds. These permanent points and markers shall be fixed at the interval as prescribed by the engineer and shall be got checked and certified by the engineer after whom 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 relieve the contractor of his responsibility of carrying out the work to true lines, levels and grades as per the drawings and specification. If any errors are noticed in the contractor's work at any stage, the same shall be rectified by the contractor at his own risk and cost.

3.02.00 Clearing and Grubbing

The area to be excavated shall be cleared out of fences, trees, logs, stumps, bushes, vegetation, rubbish, slush etc. Trees up to 300mm girth shall be uprooted. Trees above 300mm girth to be cut shall be approved by the engineer and marked. Cutting of trees shall include removing roots as well. After the tree is cut and roots taken out, the pot holes formed shall be filled with good earth in 250mm layers and compacted unless directed otherwise by the engineer. The trees shall be cut in to suitable pieces as instructed by the engineer. Before earthwork is started, all the spoils, unserviceable materials and rubbish shall be burnt or removed and disposed to the approved disposal area(s) as specified by the engineer. Useful materials, saleable timber, fire woods etc shall be the property of the owner and shall be stacked properly at the worksite in a manner as directed by the engineer.

3.03.00 Excavation for Foundations and Trenches

3.03.01 General

All excavation shall be done to the minimum dimensions as required for the safety and working facility. In each individual case, the contractor shall obtain prior approval of the engineer for the method he proposes to adopt for the excavation including dimensions, side slopes, shoring, dewatering, drainage and disposal etc. This approval however shall not in any way make the engineer responsible for any consequent loss or damage. The excavation must be carried out in the most expeditious and efficient manner. All excavation in open cuts shall be made true to the line, slopes and grades as shown on the drawings and/or as directed by the engineer. No material shall project within the dimension of minimum

excavation lines marked. Boulders (if any) projecting out of the excavated surfaces shall be removed if they are likely to be a hindrance to the work/workers in the opinion of the engineer.

Method of excavation shall in every case be subject to the approval of the engineer. The contractor shall ensure the stability and safety of the excavation, adjacent structures, services and works etc including the safety of the workmen. If any slip occurs, the contractor shall remove all the slipped materials from the excavated pit without any extra cost to the engineer/owner. All loose boulders and semi detached rocks which are not inside but so close to the area to be excavated and may liable to fall or otherwise endanger the workmen, equipment of the work etc during excavation in the opinion of the engineer shall be stripped off and removed away from the area of excavation. The method to be used for removal shall be such that it should not shatter or render unstable or unsafe the portion which was originally sound and safe. In case any material not required to be removed initially but later to become loose or unstable in the opinion of the engineer shall also be promptly and satisfactorily removed.

The rough excavation may be carried out up to a maximum depth of 150 mm above the final level. The balance shall be excavated with special care. If directed by the engineer, soft and undesirable spots shall be removed even below the final level. The extra excavation shall be filled up as instructed by the engineer. If the excavation (in all types of soil and rock) is done to a depth greater than that shown on the drawing or as directed by the engineer, the excess depth up to the required level shall - be filled with cement concrete not leaner than 1:4:8 or richer as directed by the engineer at the own risk and cost of the contractor. In case where excavation in soil, soft rock (including weathered rock) and hard rock are involved, the excavation in each stratum shall be carried out separately with the approved methodology and as per the instructions of the engineer.

All excavated materials such as rock, boulders, bricks, dismantled concrete blocks etc shall be the property of the owner and shall be stacked separately as directed by the engineer. All gold, silver, oil, minerals, archeological and other findings of importance, trees cut or other materials of any description and all precious stones, coins, treasures, relics, antiquities and other similar things which may be found in or upon the site shall be the property of the owner and the contractor shall duly preserve the same to the satisfaction of the engineer/owner. The contractor shall deliver the same to such person or persons as may be authorized or appointed from time to time by the owner to receive the same.

Prior to starting the excavation, the ground level at the location shall be checked jointly with the engineer.

3.03.02 Excavation in All Type of Soil and in Soft Rock

The excavation in all type of soil, soft rock including decomposed rock etc shall be carried out as per the approved proposal and as directed by the engineer. The work shall be carried out in a workmanlike manner without endangering the safety of nearby structures/services or works and without causing hindrance to any other activities in the area. Foundation pits shall not be excavated to the full depth unless construction is imminent. The last 150mm depth shall be excavated once concreting work is imminent. At the discretion of the engineer, the full depth may be excavated and the bed be covered with lean concrete as specified after watering and compacting the bed. As the excavation reaches the required dimensions, lines, levels and grades etc, the work shall be got checked and approved by the engineer. In cases where detoriation of the ground, upheaval, slips etc are expected, the engineer may order to suspend the work at any stage and instruct the contractor to carry out the protection works before the excavation will be restarted.

3.03.03 Excavation in Hard Rock

Hard rocks shall normally be excavated by means of blasting. In case where blasting is prohibited for any reasons, the excavation shall be carried out by chiselling or any other approved method as directed by the engineer. Personnel deployed for rock excavation shall be protected from all hazards such as loose rock/boulder rolling down and from general slips of excavated surfaces. Where the excavated surface is not stable against sliding, necessary supports such as props, bracings or bulkheads shall be provided and maintained during the period of construction. Where the danger of falling loose rock/boulder from the excavated surfaces deeper than 2m exist, steel mesh anchored to the lower edge of the excavation and extending over and above the rock face adequate to retain the dislodged material shall be provided and maintained.

3.03.04 Disposal of Surplus Materials

All surplus material from excavation shall be removed and disposed of from the excavation site to the designated disposal area indicated by the engineer. All good and sound rocks obtained from excavations and all assorted materials of dismantled structures are the property of the owner and if the contractor wants to use it, he shall have to obtain it from the engineer at a mutually agreed rate. All sound rocks and other assorted materials like excavated bricks etc shall be stacked separately.

3.03.05 Protection

The contractor shall notify the engineer as soon as the excavation is expected to be completed within a day so that he shall inspect it at the earliest. Immediately after approval of the engineer, the excavation must be covered up in a shortest possible time. But in no case the excavation shall be covered up or worked on before approval by the engineer. Excavated material shall be placed 1.5m or half the depth (of excavation) whichever is more from the edge of the excavation or further away if directed by the engineer. Excavation shall not be carried out below the foundation level of the structure close by until the required precautions

are taken. Adequate fencing is to be made enclosing the excavation. The contractor shall protect all the underground services exposed during excavation. All existing surface drains in the work area shall be suitably diverted by the contractor before taking up excavation to maintain the working area neat and clean.

3.03.06 Dewatering

All excavation shall be kept free of water and slush. Grading in the vicinity shall be controlled to prevent the surface water running into the excavations. The contractor shall remove any water inclusive of rain water and subsoil water etc accumulated in the excavation by pumping or other means as approved by the engineer and keep the excavations dewatered and/or lower the subsoil water level to 300mm below the founding level until the construction of foundation and backfilling are completed in all respects.

Sumps made for dewatering must be kept clear of the foundations. The engineer's prior approval on the method of pumping to be adopted shall be taken; but in any case, the pumping arrangement shall be such that there shall be no movement or blowing in of subsoil due to the differential head of water during pumping.

3.03.07 Timber Shoring

Close or open type timber shoring as approved by the engineer depending on the nature of sub-soil, depth of pit or trench and the type of timbering shall be adopted. Timbers made out of approved quality shall only be used. It shall be the responsibility of the contractor to take all necessary steps to prevent the sides of trenches and pits from collapsing.

a) Close Timbering

Close timbering shall be done by completely covering the sides of the trenches and pits generally with short, upright members called "polling boards". These shall be of 250mm wide(min.) and 40mm thick(min.) sections as directed by the engineer. The boards shall generally be placed vertically in pairs, one on each side of the cut and shall be kept apart (maximum spacing is limited to 1.20m) by horizontal walers of strong wood cross strutted with wooden struts or as directed by the engineer. The length of wooden struts shall depend on the width of the trench or pit.

In case where the soil is very soft and loose, the boards shall be placed horizontally against the sides of excavation and supported by vertical walers which shall be strutted to similar timber pieces on the opposite face of the trench or pit. The lowest board supporting the sides shall be taken into the ground. No portion of the vertical side of the trench or pit shall remain exposed to avoid any slipping out of earth.

The withdrawal of the timber shall be done very carefully to prevent the collapse of the pit or trench. It shall be started from one end and proceeded systematically to the other end. Concrete or masonry shall not be damaged during the removal of the timber. No claim shall be entertained for any timber which cannot be withdrawn and is lost or buried.

b) Open Timbering

In case of open timbering, vertical board of 250mm wide(min.) and 40mm thick(min.) shall be spaced sufficiently apart to leave unsupported strips of maximum 500mm average width. The detailed arrangement, size of timber and the spacing etc shall be subjected to the approval of the engineer. In all other respects, the specification for close timbering shall apply to open timbering as well.

3.03.8 Treatment of Slips

The contractor shall take all precautions to avoid high surcharges and provide proper surface drainage to prevent flow of water over the sides of the excavations. These precautions along with proper slopes, berms, shoring and control of ground water should cause no slips to occur. If however slips still occur, the same shall be removed by the contractor with his own risk and cost.

3.04.00 Area Filling, levelling and grading

3.04.01 General

The material to be used for filling shall be approved by the engineer which shall be obtained directly from the excavation, from the nearby areas where excavation work by the same agency is in progress, from the temporary stacks of excavated spoils or from the borrow pits as directed by the engineer. The material shall be free from lumps and clods, roots and vegetations, harmful salts and chemicals, organic materials etc.

In locations where sand filling is required, the sand used should be clean, well graded and be of the quality normally acceptable for use in concrete.

3.04.02 Filling and Compaction in Pits and Trenches around the Structures

The spaces around the foundation in pits and trenches shall be cleared of all debris, brick bats, mortar droppings etc and filled with approved earth in layers not exceeding 250mm (in loose thickness). Each layer (loose) shall be watered, rammed and properly compacted to the required degree to the satisfaction of the engineer. Earth shall be compacted with approved mechanized compaction machine. Usually, no manual compaction shall be allowed unless specifically permitted by the engineer. The moisture content of the fill material during compaction shall be controlled near to its optimum moisture content so as to obtain the

required degree of compaction. The final surface shall be trimmed and levelled to proper profile as desired by the engineer.

3.04.03 Plinth Filling

The plinth shall be filled with earth in layers not exceeding 250mm (in loose thickness) and each layer shall be watered and compacted to the required degree with approved compaction machine or manually if specifically permitted by the engineer. When the filling reaches the finished level, the surface shall be flooded with water for at least 24 hours, allowed to dry and then rammed and compacted in order to avoid any settlement at a later stage. The finished surface of fill shall be trimmed to the slope intended to be provided for the floor.

3.04.04 Filling in Trenches for Water Pipes and Drains

Filling in trenches for pipes and drains shall be commenced as soon as the joints of pipes and drains have been tested and passed. Where the trenches are excavated in soil, the filling shall be done with earth on the sides and top of pipes in layers not exceeding 150mm, watered, rammed and compacted taking care that no damage is caused to the pipe below.

In case of trenches excavated in rock, the filling upto a height of 300mm or the diameter of the pipe whichever is more above the crown of the pipe or barrel shall be done with fine material such as earth, moorum, disintegrated rock or ash as per the availability at site and shall be filled in compacted layers not exceeding 150mm. The remaining filling shall be done in layers with the mixture of boulders (of size not exceeding 150mm) and fine material as specified elsewhere in the specification. Each layer shall be watered, rammed and compacted to the required degree and to the satisfaction of the engineer.

3.04.05 Filling in Designated Area

Materials from excavation and the materials brought from outside should be spread in layers approximately 250mm thick when loose, watered and compacted with the help of a compacting equipment as per the directions of the engineer. In wide areas, rollers shall be employed and compaction shall be done to the satisfaction of the engineer at the optimum moisture content which shall be checked and controlled by the contractor.

3.05.00 Approaches and Fencing

The contractor should provide and maintain proper approaches for the workmen and inspection. The roads and approaches around the excavation should be kept clear at all times so that there is no hindrance to the movement of men, material and equipment of various agencies connected with the project. Sturdy and elegant fencing is to be provided around the top edge of the excavation as well as around the bottom of the fill where dumping from a high bench is in progress.

3.06.00 Lighting

Full scale area lighting is to be provided if night work is permitted or directed by the engineer. If no night work is in progress, red warning lights should be provided at the corners of the excavated pit and the edges of the fill.

4.00.00 TESTING AND ACCEPTANCE CRITERIA

4.01.00 Excavation

On completion of excavation, the dimension of the pits will be checked as per the drawings after the pits are completely dewatered. The work will be accepted after all undercuts have been set right and all over excavations are filled back to the required lines, levels and grades by placing ordinary cement concrete of 1:4:8 proportion and/or richer and/or by compacted earth as directed by the engineer. The choice of the grade of concrete will be a matter of unfettered discretion of the engineer. Over excavation of the sides shall be made good by the contractor while carrying out the backfilling. The excavation work will be accepted after the above requirements are fulfilled and all the temporary approaches encroaching inside the excavation have been removed.

4.02.00 Filling, levelling and grading

The degree of compaction required will be as per the stipulation laid down in IS: 4701 and the actual method of measuring the degree of compaction will be as decided by the engineer. The work of back filling will be accepted after the engineer is satisfied with the degree of compaction achieved.

5.00.00 RATES AND MEASUREMENTS

5.01.00 Rates

a) The item of work in the schedule of quantities describes the work very briefly. The various items of the schedule of quantities shall be read in conjunction with the corresponding section in the technical specification including amendments and additions if any. For each item in the schedule of quantities, the bidder's rate shall include all the activities covered in the description of the items as well as for all necessary operations in detail as described in the technical specification.

b) No claims shall be entertained if the details shown on the released for construction drawings differ in any way from those shown on the tender drawings.

c) The unit rate quoted shall include minor details which are obviously and fairly intended and which may not have been included in these documents but are essential for the satisfactory completion of the work.

d) The bidder's quoted rate shall be inclusive of supplying and providing all labour, men, materials, equipments, tools and plants, supervision, services, approaches, schemes etc.

e) In case blasting in hard rock is envisaged, the unit rate quoted for earth work shall include the cost of storage and safety arrangements for the materials required for blasting. No separate payment will be made on this account.

5.02.00 Measurements

Method of measurements is specified in the proceeding sections. Where not so specified, the latest version of IS: 1200, Part-1 shall be applicable.

a) The length, breadth and depth shall be measured correct to the nearest centimetre if measurements are taken by tape. Rounding of numerical shall be as per relevant IS Codes. If the measurements are taken with staff and level, the levels shall be recorded correct to 5mm. The area and volume shall be worked out in square meter and cubic meter respectively correct to the nearest of two decimal places.
b) Stacks of supplied earth shall be measured as per laid down practice in CPWD specifications . Necessary void deductions as per CPWD specs. shall be carried out to arrive at net quantity for payment.
c) For earth work in excavation, the ground levels shall be taken before and after completion of the work in the actually excavated area. The quantity of earth work in excavation shall be computed from these levels in cubic meter.
d) Where soft rock and hard rock are mixed, the measurement shall be done as follows. The two types of rock shall be stacked separately and measured in stacks. The net quantity of each type of rock shall be so arrived by applying a deduction of 50% for looseness/voids in the stacks. If the sum of net quantity of the two types of rock so arrived exceeds the total quantity of excavation, then the quantity of each type of rock shall be worked out from the total quantity (from excavation) in the ratio of net quantities in stack measurements of the two types of rock. If stacking is not feasible, the method as suggested by the engineer shall be followed.
e) Where soil, soft rock and hard rock are mixed, the measurement shall be done as follows. The soft and hard rock shall be removed from the excavated material and stacked separately and measured in stacks. The net quantity of each type of rock shall be so arrived by applying a deduction of 50% for looseness/voids in stacks. The difference between the entire excavation and the sum of the quantities of soft and hard rock so arrived shall be taken as soil.

6.00.00 INFORMATION TO BE SUBMITTED BY THE BIDDER

6.01.00 With Tender

Detail of equipments and machineries proposed to be used for excavation, filling, levelling and grading and compaction shall be submitted along with the tender.

6.02.00 After Award

After award of the contract the successful bidder shall submit the following for approval.

a) Within 30 days of the award of contract, the contractor shall submit a detailed programme of the work as proposed to be executed giving completion dates of excavation, time required for filling levelling and grading and compaction. The programme should also show how the excavation and filling quantities will be balanced minimizing the temporary stacking of spoils. It is to be noted that the engineer even after initial approval of the programme may instruct the contractor to enhance or to retard the progress of work during the actual execution in order to match with the progress of other structures. The initial programme being submitted by the contractor should have sufficient flexibility to take care of such reasonable variations.

b) Within 15 days of the award of contract, the contractor shall submit the drawings for earth work in excavation and filling levelling and grading showing detail of slopes, shoring, approaches, sump pits, dewatering lines, fencing etc for the approval of the engineer.

B2: Standard Technical Specification for Roads 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.

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.

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

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 ± 25mm there from. The corresponding tolerance for edges of the roadway and lower layers of the pavement shall be ± 40mm.

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

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 centre 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
5.	Surface dressing** (two coat) over WBM (20-50 mm or 40-63 mm size metal), Bituminous penetration macadam	12	-	-	20	-	8
6.	Open graded premix carpet, mix seal Surfacing	10	-	-	-	30	6
7.	Bituminous macadam	10	-	-	-	20***	6
8.	Semi-dense carpet	10	-	-	-	20***	6
9.	Asphaltic Concrete	8	-	-	-	10***	4

Notes:

1. ** For surface dressing in all other cases, the standards of surface evenness will be the same as those for the surface receiving the surface dressing.

2. *** These are for machine laid surfaces. If laid manually due to unavoidable reasons, tolerance upto 50 percent above these values in this
column may be permitted at the discretion of the Engineer. However this relaxation does not apply to the values of maximum undulation for longitudinal and cross profiles mentioned in columns 3 and 8 on the table.

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

3.00.00 Execution

3.01.00 Setting Out

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.

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.

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 up to 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.

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 tonne 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 at least 95 percent of Standard Proctor density (maximum dry density), the same shall be loosened up to 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 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.

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 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 are 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.

Top soil shall be spread over the slopes wherever required,. 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.

3.04.05 Top Dressing

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.

3.04.06 Watering and Maintenance

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.

3.05.00 Shoulder Construction

3.05.01 Description

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.

3.05.02 Materials

Shoulder shall be made of selected earth or granular material as specified conforming to relevant IRC standards.

3.05.03 Construction Operations

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.

In the case of bituminous pavements, shoulder shall be constructed only after the pavement courses have been laid and compacted.

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 pavement and the area so affected shall be thoroughly cleaned. During all stages of shoulder construction, the required crossfall shall be maintained to drain off surface water.

3.06.00 Kerb

3.06.01 Material

Kerb, if required for the construction of footpath, shall consist of pre-cast 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.

3.06.02 Laying

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.

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.

3.07.00 Sub-base (Granular Sub-base)

3.07.01 Description

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.

3.07.02 Materials

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.

Table - IV

Grading for Granular Sub-base Material

Sieve designation	Percent by weight passing the sieve		
	Grading 1	Grading 2	Grading 3
80 mm 63 mm 4.75 mm 75 micron	100 90 - 100 35 - 70 0 - 20	100 90 - 100 40 - 90 0 - 25	100 90 - 100 50 - 100 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 vegetations 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.

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

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

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 10.0 mm 4.75 mm 150 micron	100 90 - 100 10 - 30 0 - 8
B	10 mm	10 mm 4.75 mm 150 micron	100 85 - 100 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 centre 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 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 re-rolled 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.

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.

3.09.00 Tack Coat

3.09.01 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.

3.09.02 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.

3.09.03 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 Bituminous Macadam Binder Course

3.10.01 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.

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.

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 up to ± 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.

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 tonne 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 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.

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 picks 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 the entire 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 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.

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.

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 are laid, rolling shall be commenced with 6 to 8 tonne power rollers preferably with smooth wheel tandem type or with any other approved plant. Rolling shall begin at the edges and progress toward the centre longitudinally except on the super elevated portions where it shall progress from the lower to upper edge parallel to the centre line of the pavement.

When the roller has passed over the whole area once, any high spots or depressions which become apparent shall be corrected by removing or adding premixed materials. Rolling shall then be continued until the entire surface has been rolled 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 with a thin surface coat of approved binder before the new mix is placed against it.

f) Seal Coat

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.

3.12.00 Seal Coat

3.12.01 Description

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.

Type-A: Liquid seal coat comprising of an application of a layer of bituminous binder followed by a cover of stone chippings.

Type-B: Premixed seal coat comprising of a thin application of fine aggregate premixed with bituminous binder.

3.12.02 Materials

a) Binder

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.

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.

b) Stone Chippings for Type A Seal Coat

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 cum per 10 sqm area. The chippings shall satisfy the quality requirements spelled out in Table- VIII except that the upper limit for flakiness Index shall be 30.

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 super elevated 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 making up the irregularities. Rolling shall continue until all aggregate particles are firmly bedded in the binder and present an 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 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 Dense Bituminous Macadam

Scope

Dense Bituminous Macadam (DBM) is used mainly for in base/binder and profile corrective courses.

DBM is also used as road base material. This work shall consist of construction in a single or multiple layers of DBM on a previously prepared base or sub-base. The thickness of a single layer shall be50 mm to 100 mm.

Material

Bitumen :The bitumen shall be paving bitumen of penetration Grade of specified consistency and content conforming to IS 73 or as otherwise specified in the item.

Coarse Aggregates :The coarse aggregates shall consist of crushed rock, crushed gravel or other hard material retained on the 2.36 mm IS Sieve. They shall be clean, hard, durable, or cubical shape, free from dust and soft or friable matter, organic or other deleterious substance. Before approval of the source, the aggregates shall be tested for stripping. The aggregates shall satisfy the physical requirements for dense bituminous macadam.

Where crushed gravel is proposed for use as aggregate, not less than 90% by weight of the crushed material retained on the 4.75 mm IS Sieve shall have at least two fractured faces.

Fine Aggregates :Fine aggregates shall consist of crushed or naturally occurring mineral material, or a combination of the two, passing the 2.36 mm IS Sieve and retained on the 75 micron sieve. They shall be clean, hard, durable, dry and free from dust and soft or friable matter, organic or other deleterious matter.

The fine aggregate shall have a sand equivalent value of not less than 50 when tested in accordance with the requirements of IS 2720 (Part 37).

The plasticity index of the fraction passing the 0.425 mm IS Sieve shall not exceed 4, when tested in accordance with IS 2720 (Part 5).

TABLE 1.1

Physical Requirements for Coarse Aggregate for Dense Bituminus Macadam

Property	*Test*	*Specification*
Cleanliness (dust)	Grain size anlysis[1]	Max 5% passing 0.075mm sieve.
Particle shape	Flakiness and Elongation Index (Combined)[2]	Max 30%
Strength*	Los Angeles Abrasion Value[3] Aggregate Impact Value[4]	Max 35% Max 27%
Durability	Soundness[5] Sodium Sulphate Magnesium Sulphate	 Max 12% Max 18%
Water Absorption	Water Absorption[6]	Max 2%
Stripping	Coating and stripping of Bitumen aggregate Mixtures[7]	Minimum retained coating 95%
Water sensitivity**	Retained Tensile Strength[8]	Min 80%

Note:

1. IS: 2386 Part 1
2. IS: 2386 Part 1
   (The elongation test to be done only on non-aggregate in the sample)
3. IS 2368 Part 4*
4. IS 2368 Part 4*
5. IS 2386 Part 5
6. IS 2386 Part 3
7. IS 6241
8. AASHTO T283**

- Aggregate may satisfy requirement of either of these two tests.
- The water sensitivity test is only required if the minimum retained coating in the stripping test is less than 95%.

Filler :Filler shall consist of finely divided mineral matter such as rock dust, hydrated lime or

cement approved by the Engineer-in-Charge.

The filler shall be graded within the limits indicated in Table 1.2

TABLE 1.2

Grading Requirements for Mineral Filler

Is Sieve (mm)	Cumulative per cent passing by weight of total aggregate
0.6	100
0.3	95-100
0.075	85-100

The filler shall be free from organic impurities and have a plasticity index not greater than 4. The Plasticity Index requirements shall not apply if filler is cement or lime.

Aggregate Grading and Binder Content :When tested in accordance with IS 2386 Part 1(wet sieving method), the combined grading of the coarse and fine aggregates and added filler for theparticular mixture shall fall within the limits shown in Table 1.3 for dense bituminous macadam.

TABLE 1.3

Composition of Dense Graded Bituminous Macadam Pavement Layers

Grading	1
Nominal aggregate size	25 mm
Layer Thickness	50-75 mm
IS Sieve[1] (mm)	Cummulative % by weight of tatal aggregate passing
37.5	100
26.5	90-100
19	71-95
13.2	56-80
4.75	38-54
2.36	28.42
0.3	7-21
0.075	2-8
Bitumen content % by mass of total mix[2] (Marshal method)	5% or as specified in the item
Bitumen grade	60/70 grade or as specified in the item

Note: The combined aggregate grading shall not vary from the low limit on one sieve to the high

limit on the adjacent sieve.

Mixture Design

Requirement for the Mixture: The mixture shall meet the requirements as given in table 1.4.

TABLE 1.4

Requirements for Dense Bituminous Macadam

Minimum stability (kN at 60°C)	9.0
Minimum flow (mm)	2
Maximum flow (mm)	4
Compaction level (number of blow)	75 blows on each of the two faces of the specimen
Per cent air voids	3-6
Per cent voids in mineral aggregate (VMA)	See Table 16.39
Per cent voids filled with bitumen (VFB)	65-75

The requirements for minimum percent voids in mineral aggregate (VMA) are given in Table 1.5.

TABLE 1.5

Minimum Percent Voids in Mineral Aggregate (Vma)

Nominal Maximum Particle size[1] (mm)	*Minimum VMA, Percent Related to Design Air voids, Percent[2]*		
	3.0	4.0	5.0
9.5	14.0	15.0	16.0
12.5	13.0	14.0	15.0
19.0	12.0	13.0	14.0
25.0	11.0	12.0	13.0
37.5	10.0	11.0	12.0

Note:

1. The nominal maximum particle size is one size larger than the first sieve to retain more than 10percent.
2. Interpolate minimum voids in the mineral aggregate (VMA) for design air voids values between those listed.

Binder Content :The binder content shall be optimized by using Marshall method for determining the optimum binder content shall be adopted as described in the Asphalt Institute ManualMS-2, replacing the aggregates retained on the 26.5 mm sieve by the aggregates passing the 26.5 mm sieve and retained on the 22.4 mm sieve.

Job Mix Formula :The contractor shall inform the Engineer-in-Charge in writing, at least 20days before the start of the work, of the job mix formula proposed for use in the works, and shall give the details of Source and location of all materials, their sizes, grading and test results. Approval of the job mix formula shall be based on independent testing by the Engineer-in-Charge for which samples of all ingredients of the mix shall be furnished by the Contractor as required by the Engineer-in-Charge.

Job mix formula shall be revised if there is a change in source of material and be got approved by Engineer-in-Charge.

***Plant Trials – Permissible Variation in Job Mix Formula*:** Once the laboratory job mix formula is approved, the Contractor shall carry out plant trials at the mixer to establish that the plant can be set up to produce a uniform mix conforming to the

approved job mix formula. The permissible variations of the individual percentages of the various ingredients in the actual mix from the job mix formula to be used shall be within the limits as specified in Table 1.6.

TABLE 1.6

Permissible Variations from the Job Mix Formula

Description	*Permissible Variation*	
	Base/Binder Course	*Wearing Course*
Aggregate passing 19 mm sieve or larger	± 8%	± 7%
Aggregate passing 13.2 mm, 9.5 mm	± 7%	± 6%
Aggregate passing 4.75 mm	± 6%	± 5%
Aggregate passing 2.36 mm, 1.18 mm, 0.6 mm	± 5%	± 4%
Aggregate passing 0.3 mm, 0.15 mm	± 4%	± 3%
Aggregate passing 0.075 mm	± 2%	± 1.5%
Binder content	± 0.3%	± 0.3%
Mixing temperature	± 10°C	± 10°C

Laying Trials :Once the plant trials have been successfully completed and approved, the Contractor shall carry out laying trials, to demonstrate that the proposed mix can be successfully laid and compacted.

Construction Operations

Prime Coat :Where the material on which the dense bituminous macadam is to be laid is other than a bitumen bound layer, a prime coat shall be applied, as specified, in accordance with the provisions, or as directed by the Engineer-in-Charge.

Tack Coat :Where the material on which the dense bituminous macadam is to be placed is bitumen bound surface, a tack coat shall be applied as specified, in accordance with the provisions, oras directed by the Engineer-in-Charge.

Mixing and Transportation of the Mixture :The provisions are as specified in item and Morth specification.

Spreading :Morth specification shall apply. The paver finisher shall be fitted with electronic sensor device.

Rolling :The compaction process shall be carried out as per MORTH Specification.

Opening to Traffic :The newly laid surface shall not be open to traffic for at least 24 hours after laying the completion of compaction, without the express approval of the Engineer-in-Charge in writing.

Surface Finish and Quality Control of Work :The surface finish of the completed construction shall conform to the requirements. The materials and workmanship shall comply with the provisions set out in Table.

Arrangement for Traffic :During the period of construction, arrangements for traffic shall be made in accordance with the provisions of specification and as per direction of Engineer-in-Charge.

Measurement

Dense Bituminous Materials shall be measured as finished work in cubic meters, correct to two places of decimal.

Rate

The rate include the cost of all materials, labour and equipment, in all the operation described above.

3.15.00 Dense Bituminous Concrete

Scope

Dense Bituminous Concrete (DBC), is used in wearing and profile corrective courses, in a single or multiple layers on a previously prepared bound surface. A single layer shall be 25 mm to 100 mm in thickness.

Materials

Bitumen:CRBM or PMB as specified.

Coarse Aggregates

Fine Aggregates

Filler

Aggregate Grading and Binder Content :When tested in accordance with IS 2386 part 1(wet grading method), the combined grading of the coarse and fine aggregates and added filler shall fallwithin the limits for grading 1 or 2 specified in the contract.

Mixture Design

Requirements for the Mixture :Apart from conformity with the grading and quality requirements for individual ingredients, the mixture shall meet the requirements except loss of stability of immersion in water at 60°C. The requirements for minimum percent voids in mineral aggregate (VMA).

Binder Content :The Marshall method for determining the optimum binder content shall be adopted as described in the Asphalt Institute Manual MS-2, replacing the aggregates retained on the26.5 mm Sieve

and retained on the 22.4 mm Sieve, where approved by the Engineer-in-Charge.

Job Mix Formula: The contractor shall inform the Engineer-in-Charge in writing, at least 20days before the start of the work, of the job mix formula proposed for use in the works, and shall give the details of Source and location of all materials, their sizes, grading and test results.

Approval of the job mix formula shall be based on independent testing by the Engineer-in-Charge for which samples of all ingredients of the mix shall be furnished by the Contractor asrequired by the Engineer-in-Charge.

Job mix formula shall be revised if there is a change in source of material and be got approved by Engineer-in-Charge.

***Plant Trials – Permissible Variation in Job Mix Formula*:** Once the laboratory job mix formula is approved, the Contractor shall carry out plant trials at the mixer to establish that the plant can be set up to produce a uniform mix conforming to the approved job mix formula. The permissible variations of the individual percentages of the various ingredients in the actual mix from the job mix formula to be used shall be within the limits as specified in Table 1.6.

TABLE 1.6

Permissible Variations from the Job Mix Formula

Description	*Permissible Variation*	
	Base/Binder Course	*Wearing Course*
Aggregate passing 19 mm sieve or larger	± 8%	± 7%
Aggregate passing 13.2 mm, 9.5 mm	± 7%	± 6%
Aggregate passing 4.75 mm	± 6%	± 5%
Aggregate passing 2.36 mm, 1.18 mm, 0.6 mm	± 5%	± 4%
Aggregate passing 0.3 mm, 0.15 mm	± 4%	± 3%
Aggregate passing 0.075 mm	± 2%	± 1.5%
Binder content	± 0.3%	± 0.3%
Mixing temperature	± 10°C	± 10°C

Laying Trials : Once the plant trials have been successfully completed and approved, the Contractor shall carry out laying trials, to demonstrate that the proposed mix can be successfully laid and compacted.

Construction Operations

TABLE NO. 1.7

Composition of Bituminous Concrete Pavement Layers

Grading	*1*	2
Nominal aggregate size	19 mm	13 mm
Layer Thickness	50-65 mm	30-45 mm
IS Sieve[1] (mm)	Cumulative % by weight of total aggregate passing	
45	-	-
37.5	-	-
26.5	100	
19	79-100	100
13.2	59-72	79-100
9.5	52-79	70-88
4.75	35-55	53-71
2.36	28-44	42-58
1.18	20-34	34-48
0.6	15-27	26-38
0.3	10-20	18-28
0.15	5-13	12-20
0.075	2-8	4-0
Bitumen content % by mass of total mix[2]	5.5% or specified in item or directed otherwise	5.5% or specified in item or directed otherwise
Bitumen grade (pen)	Specified in item or directed otherwise	Specified in item or directed otherwise

Note:

1. The combined aggregate shall not vary from the low limit on one sieve to the high limit on the adjacent sieve.
2. Determined by the Marshal method.

Tack Coat :Where specified in the Contract, or otherwise required by the Engineer, a tack coat shall be applied.

Mixing and Transportation of the Mixture :The provisions as specified in item and MORTH specification shall apply.

Spreading :Morth specification shall apply. The paver finisher shall be fitted with electronic sensor device.

Rolling : The compaction process shall be carried out as per MORTH Specification.

Opening to Traffic :The newly laid surface shall not be open to traffic for at least 24 hour after laying and completion of compaction, without the express approval of the Engineer-in-Charge in writing.

Surface Finish and Quality Control :The surface finish of the completed construction shall conform to the requirements of “Clause 9.2 and provisions set out in Section 900 of MORTH specification”.

Arrangements for Traffic During the period of construction, arrangements for traffic shall be made in accordance with the provisions of specification and as per direction of Engineer-in-Charge.

Measurement for Payment :DBC measured as finished work in cubic meters, correct to two places of decimal.

Rate :The rate include the cost of material, labour and equipments, involved in all the operations described above.

3.16.00 TACK COAT WITH BITUMEN—EMULSION

The rate of application of binder which shall be as specified and which shall depend on the surface on which the premix carpet is to be laid.

1. on w.b.m @ 0.4kg/sqm.
2. on bituminous surface @ 0.25 kg/sqm.

Materials

Bitumen :This shall be straight-run bitumen of penetration value 80/100 conforming to IS 73 specifications.

Preparation of Surface

Cleaning

Prior to the application of bitumen, all vegetation, loose sealing compound, caked mud, animal dung, dust, dirt and foreign material shall be removed from the entire surface of the pavement and from existing dummy, construction and expansion joints (wherever existing) by means of mechanical sweepers and blowers, otherwise with steel wire brushes, small picks, brooms or other implements as approved by the Engineer-in-Charge. The material so removed shall be disposed off as directed by the Engineer-in-Charge.

Weather and Seasonal Limitations

The tack coat shall not be applied nor any bitumen work done during rainy weather or when the surface is damp or wet or when the atmospheric temperature in the shade is not more than 16^{o} C.

Application of Tack Coat

Heating :Bitumen shall be heated in a boiler to a temperature of 165 deg. C to 175 deg. Cand maintained at that temperature. Temperature shall be checked at regular intervals with the help of a thermometer.

Application of Bitumen :Hot bitumen shall be applied evenly to the clean, dry surface by means of a pressure sprayer at specified rate. Even and uniform distribution of bitumen shall been sured. Bitumen shall be applied longitudinally along the length of the pavement and never across it. Excessive deposits of bitumen

caused by stopping or starting of the sprayer or through leakage or any other reason shall be suitably rectified.

Measurements

Length and breadth shall be measured correct to a cm, along the surface of pavement. Area shall be worked out in sqm correct to two places of decimal.

Rate

Rate shall include the cost of all materials and labour involved in all the operations described above.

3.17.00 Road Side Drains

3.17.01 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 on approved drawing, drains shall be of R.C.C. construction with necessary slopes.

3.18.00 Culverts

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.

3.19.00 Pipe Culverts and Drainage Pipes

3.19.01 Materials

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.

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.

3.19.02 Laying of Pipes

Laying of concrete pipes shall correspond to IS: 783 and as per the specification given below.

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.

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 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 up to some height for pipes to be properly laid in position and the balance height of the block shall be concreted subsequently.

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.

3.19.03 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.

3.20.00 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.

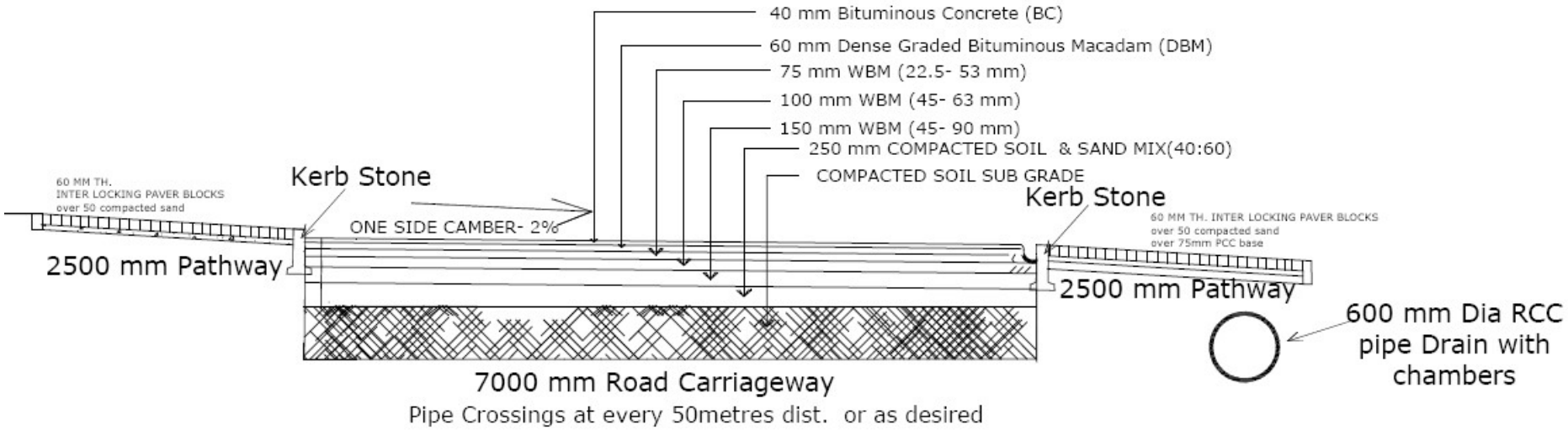
4.00.00 Testing and Acceptance Criteria

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.

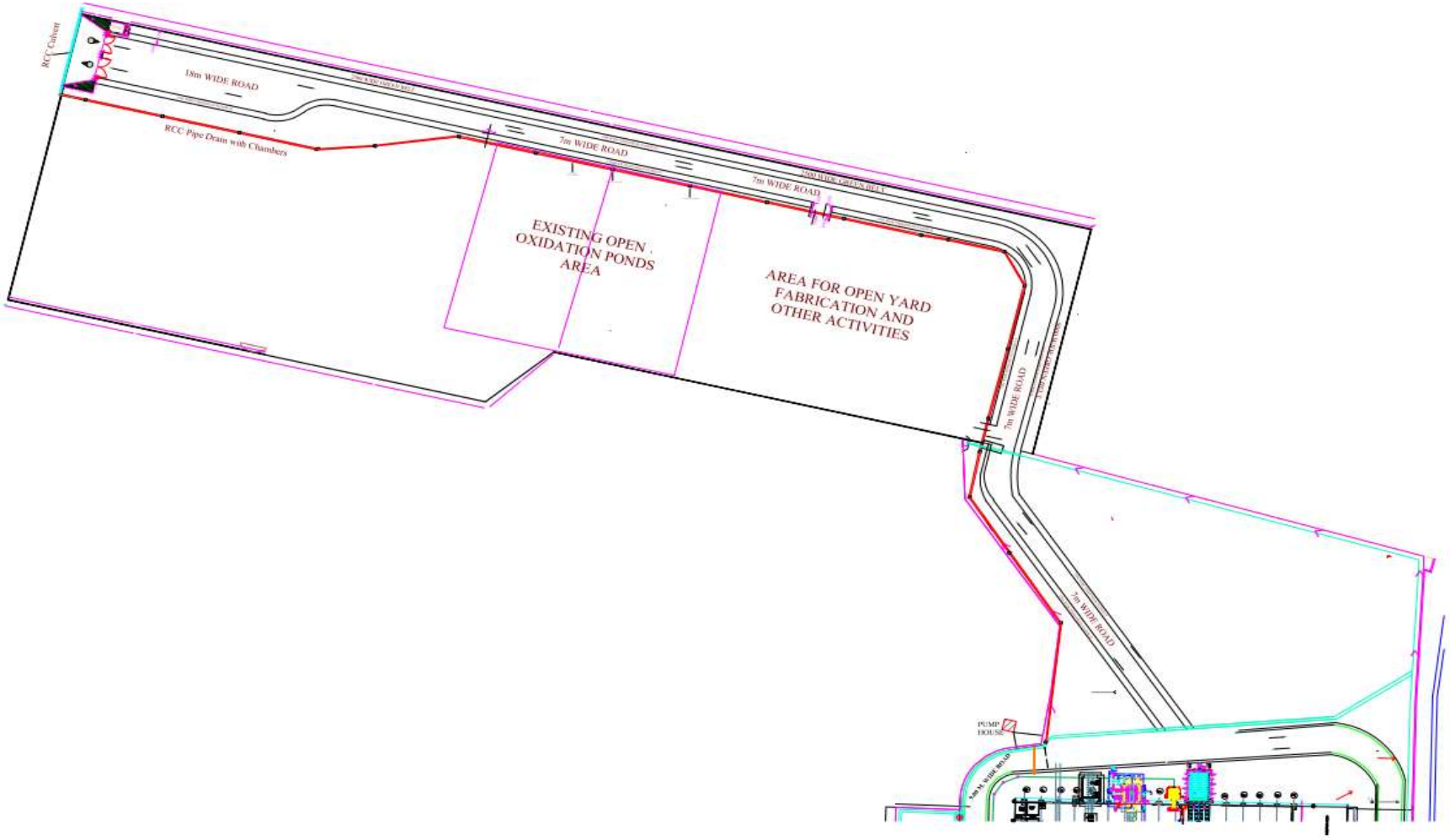


Carriage Way Width – 7.0 Metres,

Both side Pathways 2.5 metres wide with kerb stones

Preliminary Drawing for Tender Purpose Only	**Sectional Elevation of Road**
	T.E. No. BHE/CS&FP/CVL/17-18/07
	Sketch No. CS & FP/02
	Issued Dt. 23.11.2017

Proposed Layout Plan



Preliminary Drawing for Tender Purpose Only	**Layout Plan**
	T.E. No. BHE/CS&FP/CVL/17-18/07
	Sketch No. CS & FP/01
	Issued Dt. 23.11.2017

ANNEXURE: SCC -IV

INDICATIVE LIST OF TESTS TO BE CONDUCTED BY THE CONTRACTOR

SL.No.	Name of Test	Min. Qty. Required	IS code No.
(A)	**Road Aggregate & Fine Aggregate**		
1	Sieve Analysis and Fineness Modulus	30 kg.	2386 (Part I) : 1963
2	Flakiness and Elongation Index		
3	Water Absorption	10 kg.	2386 (Part III) : 1963
4	Aggregate Impact Value	20 kg.	2386 (Part IV) : 1963
5	Aggregate 10% Fine Value	20 kg.	2386 (Part IV) : 1963
6	Natural Moisture Content	5 kg.	2386 (Part III) : 1963
(B)	**Bitumen**		
1	Penetration	2 kg.	1203-1978
2	Elasticity Index	2 kg.	
3	Binder Content of Tar Aggregate Mixture	5 kg.	IRC SP 11 : 1988
(C)	**Miscellaneous**		
1	Bituminous Mix Design	2 bag each material	ASTM D 1559 -71
(i)	Dense Graded Bituminous Macadam	-	
(ii)	Bituminous Concrete	-	
(D)	**SUBGRADE SOILS**		
1	Liquid Limit, Plastic Limit & Plasticity	1.0 kg.	2720 (Part V) : 1985
2	Optimum Moisture Content and Maximum Dry Density by Proctor Test Method		
3	Consolidation Test		2720 (Part XV) : 1986

Signature Bidder Signature BHEL