

GENERAL

1. Introduction

1.1 Preamble

General Specifications have been produced for National Highway Authority, keeping in consideration that following types of activities are being carried out in this organization:

- i) Construction of Motorways, new Highways, Bridges and allied works.
- ii) Rehabilitation and Improvement of existing road network.
- iii) Maintenance of existing roads and structures.

All the above three aspects of construction, rehabilitation and maintenance have been covered in these General Specifications. Subsequent chapters would give a list of such items of work with an indication of their probable use, in case of the above three categories of works.

1.2 Standards

These Specifications describe the requirements and procedures for execution of work items to achieve required workmanship and quality. The materials to be used shall conform to specifications and testing procedures as per American Association of State Highway and Transportation Officials (AASHTO), the American Society for Testing and Materials (ASTM) or British Standard (B.S.) as indicated in their latest editions. Samples of materials for laboratory tests and their subsequent approval shall be utilized according to these references.

1.3 Manpower

Contractor shall also provide skilled manpower in adequate number, who can perform execution with quality and workmanship control in accordance with the requirements of the work item.

1.4 Equipment

Number and kind of Equipment required for different items of work shall be planned by the contractor keeping in view the workmanship required by a particular item and the quantity of finished item required to be carried out in eight hours shift. The Engineer shall approve such planning or any changes shall be proposed for guidance of the Contractor. However this procedure shall not relieve the Contractor of his contractual obligations pertaining to performance and maintenance of project.

1.5

Alternative Equipment

While few of these specifications may provide that equipment of a particular size and type is to be used to perform portions of the work, it is to be understood that the deployment and use of new or improved equipment is to be encouraged.

The Contractor may request, in writing, permission from the Engineer to use equipment of a different size or type in place of the equipment specified or recommended in these chapters.

The Engineer, before considering or granting such request, may require the Contractor to furnish, at his expense, evidence to satisfy the Engineer that the equipment proposed for use by the Contractor is capable of producing work equal to or better in quality than, that which can be produced by the equipment specified.

If such permission is granted by the Engineer, it shall be understood that such permission is granted for the purpose of testing the quality of work actually produced by such equipment and is subject to continuous attainment of results which, in the opinion of the Engineer, are equal to, or better than, that which can be obtained with the equipment specified. The Engineer shall have the right to withdraw such permission at any time when he determines that the alternative equipment is not producing work of equal quality in all respects, to that which can be produced by the equipment specified. Upon withdrawal of such permission by the Engineer, the Contractor will be required to use the equipment originally specified and shall, in accordance with the directions of the Engineer, remove and dispose off or otherwise remedy, at his expense, any defective or unsatisfactory work produced with the alternative equipment.

Neither the Employer nor the Contractor shall have any claim against the other for either the withholding or the granting of permission to use alternative equipment, or for the withdrawal of such permission.

Nothing in this clause shall relieve the Contractor of his responsibility for furnishing materials or producing finished work of the quality specified in these specifications.

1.6

Storage of Materials

Articles or materials to be incorporated in the work shall be stored in such a manner as to ensure the preservation of their quality and fitness for the work, and to facilitate inspection.

1.7

Defective Materials

All materials which the Engineer has determined as not conforming to the requirements of the drawings and specifications will be rejected whether in place or not. They shall be removed immediately from the site of the work, unless otherwise permitted by the Engineer. No rejected material, the defects of which have been subsequently corrected, shall be used in the

work, unless approval in writing has been given by the Engineer. Upon failure of the Contractor to comply promptly with any order of the Engineer made under the provisions in this clause, the Engineer shall have authority to cause the removal of rejected material and to deduct the cost thereof from any payments due or to become due to the Contractor.

1.8 Quarry Materials

Quarry material is rock, sand, gravel, earth, or other mineral material, other than local borrow or selected material, obtained on the project. Quarry material does not include materials such as cement, lime, marble powder etc. obtained from established commercial sources.

Quarry Materials shall be furnished by the Contractor from any source he may select, except that when mandatory local sources of certain materials are designated in the Special Provisions, the Contractor shall furnish material from such designated mandatory sources.

The furnishing of quarry materials from any source is subject to the provisions of "Examination of drawings, Specifications, and item of Work".

Unless approved in writing by the Engineer, material sources shall not be excavated at locations where the resulting scars will present an unsightly appearance from any highway. No payment will be made for material obtained in violation of this provision.

The Contractor shall, at his expense, make any arrangements necessary for hauling over local public and private roads from any source.

Full compensation for furnishing all labour, materials, tools, equipment, and incidentals, and for doing all the work involved in conforming to the provisions in this clause, for furnishing and producing materials from any source shall be considered as included in the price paid for the contract item of work involving such material and no additional compensation will be allowed therefor.

1.9 Trade Names and Alternatives

For convenience in designation on the plans or in the specifications, certain articles or materials to be incorporated in the work may be designated under a trade name or the name of a manufacturer and the catalogue information. The use of an alternative article or material that is of equal quality and of the required characteristics for the purpose intended will be permitted, subject to the following requirements:

The responsibility of proof as to quality and suitability of alternatives shall be upon the Contractor and he shall furnish all information necessary as required by the Engineer. The Engineer shall be the sole judge as to the quality and suitability of alternative articles or materials and his decision shall be final.

Whenever the specifications permit the substitution of a similar or equivalent material or article, no tests or action relating to the approval of such substitute material will be made until the request for the substitution is made in writing by the Contractor accompanied by complete data as to the equality of the material or article proposed. Such request shall be made well in time to permit approval without delaying the work.

1.10 Frequency of Tests & Test Designation

Frequency of tests for the items of construction has been given in subsequent chapters. Test designation and procedure will be used as given in the latest version of relative publication.

1.11 Testing

Unless otherwise specified, all tests shall be performed in accordance with the methods used by AASHTO/ASTM and shall be made by the contractor under the supervision of the Engineer or his designated representative.

Whenever the specifications provide an option between two or more tests, the Engineer will determine the test to be used.

Whenever a reference is made in the specifications to a specification manual, or a test designation either of the American Society For Testing and Materials, the American Association of State Highway and Transportation Officials, Federal Highway Specification, or any other recognized national organization, and the number or other identification representing the year of adoption or latest revision is omitted, it shall mean the specification, manual or test designation in effect on the day 30 days prior to the date for submission of bids. Whenever said specification manual or test designation provides for test reports (such as certified mill test reports) from the manufacturer, copies of such reports, identified as to the lot of material, shall be furnished to the Engineer. When material that cannot be identified with specific test reports is proposed for use, the Engineer may, at his discretion, select random samples from the lot for testing. Test specimens from the random samples, including those required for retest, shall be prepared in accordance with the referenced specification and furnished by the Contractor at his expense. The number of such samples and test specimens shall be entirely at the discretion of the Engineer. Unidentified metal products such as sheet plate, hardware, etc. shall be subject to the test requirements prescribed by the Engineer.

When desired by the Engineer, the Contractor shall furnish, without charge, samples of all materials entering into the work and no material shall be used prior to approval by the Engineer. Samples of material from local sources shall be taken by or in the presence of the Engineer, otherwise the samples will not be considered for testing.

1.12 Construction Stakes, Lines and Grades

The Engineer will furnish design survey data and jointly locate with contractor, all points of intersection and of tangents and basic benchmarks. The plans indicate the properties of horizontal and vertical curves, together with rates of superelevation where required. The contractor shall set

construction stakes establishing lines, slopes, and continuous profile-grade in road work, and center line and bench marks for bridge work, culvert work, protective and accessory structures and appurtenances and will furnish the Engineer with the original copy of the field notes together with all necessary information relating to lines, slopes and grades. These stakes and marks shall constitute the field control by and in accordance with which the contractor shall establish other necessary controls and perform the work.

If, in the opinion of the Engineer, modification of the line or grade is advisable, before or after stakeout, the Engineer will issue detailed instructions to the Contractor for such modification and the Contractor will revise the stakeout for further approval. No change in bid unit price will be made for such modifications.

The profiles and cross sections on the plans indicate the elevation of the top of road surface or as otherwise noted on the plans. The contractor shall be responsible for the preservation of all stakes and marks, and if any of the construction stakes or marks has been destroyed or disturbed, the Contractor will replace them at his own expense.

The Contractor shall be responsible for the accuracy of all lines, slopes, grades, and other survey work.

1.13

As-Built Drawings/Shop Drawings

During construction, the Contractor shall keep an accurate record of all deviations of work as actually installed from that shown or indicated on the Contract Drawings or revised during construction. Upon completion of the Works, the Contractor shall deliver all "As Built" drawings to the Engineer.

All shop drawings/fabrication drawings shall be prepared by the Contractor and submitted to the Engineer before the start of the work. The Engineer shall check and approve or return the same to the Contractor for correction/modification. All works are to be executed in accordance with shop drawings, approved before the commencement of the works. Shop drawings should truly reflect the provisions of typical drawings. Any deviation from the provision of contract drawings, shall not be allowed unless written approval is issued by the Engineer.

1.14

Utility Lines

The Contractor shall conduct his operations, make necessary arrangements, take suitable precautions and perform all required works incidental to the protection of and avoidance of interference with power transmission, telegraph, telephone and natural gas lines, oil lines water and sewerage mains and other utilities within the areas of his operations in connection with his contract and the Contractor shall save harmless and indemnify the Employer in respect of all claims, demands, proceedings, costs, charges and expenses whatsoever arising out of or in relation to any such interference.

1.15 Safety Precautions.

The Contractor shall adequately provide for the safety, health and welfare of persons and for the prevention of damage to works, materials and equipment for the purpose of or in connection with the Contract.

1.16 Inspection

The Engineer shall, at all times, have safe access to the work during its construction, and shall be furnished with every reasonable facility for ascertaining that the materials and the workmanship are in accordance with the requirements and intentions of these Specifications, the Special Provisions, and the plans/drawings. All works done and all materials furnished shall be subject to inspection by Engineer.

The inspection of the work or materials shall not relieve the Contractor of any of his obligations to fulfill his contract as prescribed. Work and materials not meeting such requirements shall be made good and unsuitable work or materials may be rejected, notwithstanding that such work or materials have been previously inspected by the Engineer or that payment therefor has been included in a progress estimate.

1.17 Removal of Rejected and Unauthorized Work

All works, which have been rejected, shall be remedied, or removed and replaced by the Contractor in an acceptable manner and no compensation will be allowed to him for such removal, replacement, or remedial work.

Any work done beyond the lines and grades shown on the plans or established by the Engineer, or any extra work done without written authority will be considered as unauthorized work and will not be paid for.

Upon order of the Engineer, unauthorized work shall be remedied, removed, or replaced at the Contractor's expenses.

Upon failure of the Contractor to comply promptly with any order of the Engineer made under this Item, the Employer may cause rejected or unauthorized work to be remedied, removed, or replaced and to deduct the costs from any payment due or to become due to the Contractor.

1.18 Alternative Methods of Construction

Whenever the plans or specifications provide that more than one specified methods of construction or more than one specified type of construction equipment may be use to perform portions of the work and leave the selection of the method of construction or the type of equipment to be used up to the Contractor, it is understood that the Employer does not guarantee

that every such method of construction or type of equipment can be used successfully throughout all or any part of any project. It shall be the Contractor's responsibility to select and use the alternative or alternatives, which will satisfactorily perform the work under the conditions encountered.

In the event some of the alternatives are not feasible or it is necessary to use more than one of the alternatives on any project, full compensation for any additional cost involved shall be considered as included in the contract price paid for the item of work involved and no additional compensation will be allowed thereof.

1.19

Conformity with Contract Documents and Allowable Deviations.

Work and materials shall conform to the lines, grades, cross sections, dimensions and material requirements, including tolerances, shown on the plans or indicated in the specifications. Although measurement, sampling and testing may be considered evidence as to such conformity, the Engineer shall be the sole judge as to whether the work or materials deviate from the plans and specifications, and his decision relating to any allowable deviations therefrom shall be final.

1.20

Trial Section

Contractor shall submit complete methodology of trial section for approval of the Engineer. Trial sections shall be prepared for each type of road pavement layer. In spite of the approval of Engineer for trial section, contractor shall be responsible for the quality of work. Contractor will provide minimum of following informations in the methodology.

- i) Equipment to be used.
- ii) Layer thickness adopted
- iii) Per day production.
- iv) Results of tests.

2.

Scope

The Standard Specifications is a part of contract documents which shall be read in conjunction with the following contract documents which are mutually explanatory to one another and mentioned hereunder, with the order of precedence as given in the Condition of Contract.

- (i) Contract Agreement.
- (ii) Instruction to bidders.
- (iii) Addenda.
- (iv) Letter of acceptance.
- (v) Supplementary conditions.
- (vi) Special Provisions.
- (vii) Conditions of Contract Part - II.
- (viii) Conditions of Contract Part - I.
- (ix) Drawings.
- (x) General Specifications.
- (xi) The bid and Appendices "A to L".

3. Abbreviations and Definitions

Wherever in these specifications or in other contract documents the following abbreviations and terms or pronouns in place of them are used, the intent and meaning shall be interpreted as follows:

3.1

Abbreviations

AASHTO	-	American Association of State Highway and Transportation Officials.
ASTM	-	American Society for Testing and Material
AWG	-	American Wire Gauge
AWPA	-	American Wood Preservers Association
BS	-	British Standard Code of Practice
ACI	-	American Concrete Institute
FHWA	-	U.S. Federal Highway Administration
PCA	-	Portland Cement Association
Wt.	-	Weight
Lb.	-	Pound
AWS	-	American Welding Society
Gallon	-	U.S. Gallon
In.	-	Inch
Ft.	-	Foot
Yd.	-	Yard
Ltr.	-	Litre
mm	-	Millimeter
cm.	-	Centimeter
M	-	Meter
Km	-	Kilometer
SM	-	Square Meter
o	-	degree
Sq. cm.	-	Square Centimeter
CM	-	Cubic Meter
ha	-	Hectare
Kg	-	Kilogram
Ton	-	Metric Ton (1000 Kg)
°C	-	Degree Centigrade
°F	-	Degree Fahrenheit

Definitions

Wherever in these specifications or in other contract document the following terms or pronouns in place of them are used, the intent and meaning shall be interpreted as follows:

Accepted

- Completion of the work item to the Engineer's satisfaction

Addendum

- A written amendment or revision to the Contract documents or plans issued to bidders prior to the final date and time for submission of Tenders in the "Instruction to Tenderer."

Aggregates

- Crushed stone or processed gravel (shingle)

Amenities

- Recreational facilities and similar items provided to improve living conditions at site - characteristics conducive to pleasantness.

Apron

- A concrete, rock or masonry slab forming a part, or for the protection of a structure.

Asphalt Base Course

- The lowermost layer of specified thickness of an asphalt concrete pavement which may include an asphalt leveling course.

Asphalt Concrete

- High quality, thoroughly controlled hot mixture of asphalt cement and well-graded, high quality aggregate, thoroughly compacted into a uniform, dense mass.

Asphalt Concrete Pavement

- All courses of asphalt-aggregate mixtures placed above the layer of base course, subbase or improved subgrade. When placed directly on the subgrade, it is called full-depth asphalt pavement.

Auxiliary Lane

- That portion of the roadway adjoining the traveled way for speed change or other purposes supplementary to through traffic movements.

Barrage

- A low dam or weir across a river equipped with a series of gates to regulate the water surface level above the weir.

Base Course

- The layer of specified material and thickness placed immediately below the surfacing.

Batten

- Beam, structural member.

Beldar

- Unskilled labour employed on maintenance gangs for canals or roads.

Bid/Tender Price

- The sum of the products of the quantities of work with the quoted prices in the Tender by the Contractor.

Bill of Quantities and list of Prices

- A list showing work quantities and specifying unit price and/or lump sum for specific items of work.

Blinding Layer

- A layer of concrete or other material (Generally thin) covering the surface of excavated ground or fill, forming a stable surface on which further work may be constructed.

Boulder

- A rock fragment, usually rounded by weathering or abrasion, with an average dimension of 10 centimeters or more.

Boundary

- Limit of right-of-way or other zones.

Bridge

- Any structure other than a culvert, which carries a utility, facility, or railroad highway, pedestrian, or other traffic over a water course, over, under or around any obstruction and with a clear span of more than 6.50 M.

Bund

- A continuous embankment, dike or levee (generally associated with training or containing the flow of rivers).

Catchment

- The watershed or area which contributes runoff to a drain or other channel.

Contractor

- The individual firm or corporation contracting with the Employer/Client for performance of the prescribed work.

Contract Price

- The sum of the products of the quantities with the agreed prices appearing in the agreement between the Contractor and the Engineer/Employer.

Construction Limit

- Construction limit of a project is area between left & right side of catch points of road under construction, where as in case of structures this limit will extend to area which is required for execution of permanent structure

Cubic Meter

- A volume equivalent to 1.0 M x 1.0 M x 1.0 M.

Cuboid

- Crushed stone particles with each face fractured and in roughly cuboid shape.

Culvert

- Any structure, other than a bridge which provides an opening under a roadway for drainage or irrigation proposes and with a clear span of 6.5 M or less.

Cum

- With or associated with - for example, 'Railroad-cum-road' bridge.

Cusec

- A rate of flow of one cubic foot per second.

Daywork

- Work to be paid for on the basis of actual labour, material, and plant used
- Force account.

Detour (Diversion)

- A temporary roadway, which leaves the main, route and rejoin it later, for the uninterrupted flow of traffic.

Drawings

- The approved plans(drawings), profiles, typical cross-sections, revised drawings and supplemental drawings, or exact reproduction thereof, which show the location, character, dimensions and details of the work.

Earth

- Sediments or other unconsolidated accumulations of solid particles, produced by the physical and chemical disintegration of rock, and which may or may not contain organic matter.

Engineer

- The duly authorized representative of the Client/Employer for controlling the project site, acting directly or through his duly authorized representatives, who is responsible for engineering supervision of the work.

Equipment

- All machinery and equipment, together with the necessary supplies for up keep and maintenance and also tools and apparatus necessary for the proper construction and acceptable completion of the work.

Fix

- Any item of construction which requires special placement in the works.

Flexible Pavement Structure

- Any combination of improved subgrade, subbase, base and asphalt surfacing placed on the subgrade to support the traffic load and reduce its intensity at the subgrade surface.

Forms or Formwork

- Shuttering including supports and falsework.

Frustration of a Contract

- Rendered impossible of performance by external cause beyond the contemplation of the parties.

Gang Header

- Experienced workman or labour incharge of small groups of workmen or labour.

Gasoline

- Motor spirit, petrol.

Godown

- Warehouse, store room or storage shed.

Grade

- The trace of a vertical plane intersecting the top surface of the proposed wearing surface, usually along the longitudinal center-line of the roadbed. Profile grade means either elevation or gradient of such trace according to the context.

Gravel

- Small sized stone, shingle or rock fragments usually rounded in shape formed from rocks or boulders by glacial or weathering action..

Guide Bank (for Bund)

- A protective and training embankment or levee for directing river flow.

Highway

- A general term denoting public way for purposes of vehicular travel, including the entire area within the right-of-way. (Recommended Usage: in urban areas-highway or street; in rural areas-highway or road).

Install

- To place in special position any hardware, equipment or fixture for completing a job.

Kilometer

- A distance equal to 1000 meters.

Laboratory

- A testing laboratory approved by NHA or any testing laboratory, which may be designated by the Engineer.

Leveling Course

- The layer of specified material of variable thickness placed generally on an existing road surface to compensate for depressions and undulations in order to correct grades and cross falls according to design.

Materials

- Any substance specified for use in the construction of the project and its appurtenances.

Metalled (roadway)

- Surfaced, paved (roadway).

Mile

- Distance of 5,280 feet. (1,610 M)

Monsoon

- Prevailing winds in the Indian Ocean.
- The rainy season associated with the south-west monsoon.

Motor Spirit

- Petrol, gasoline.

Octroi

- A municipal fee for municipal services.

Period of Maintenance

- Period of maintenance shall mean the period of contractor's maintenance named in the contract, calculated from the date of completion of the work as certified by the Hand-over committee.

Pitching or Rip-Rap

- Broken stone, brickwork or other materials placed usually on side slopes of Embankments for protection of the earth surface, dry or in cement mortar as specified.

Prime Cost

- A net sum entered in the Bill of Quantities by the employer as the sum provided to cover the cost of or to be paid by the Contractor to merchants or others for specific articles or materials to be supplied after deducting all trade discounts and any discount for cash.

Provide

- To make available an item for a certain period/time or indefinite time as the case may be.

Provisional Sum

- Any sum of money fixed by the Employer and included in the Bill of Quantities to provide for work not otherwise included therein. A provisional sum is only to be expended, either wholly or in part under the Employer's Representatives or the Engineer's direction in accordance with Contract. This sum may or may not be utilised in full or partially through the contractor.

Regulator

- A canal structure, usually equipped with gates, for control, or checking, of flow in the canal or an off taking channel.

Return

- Report

Revetment (Material)

- Rock.

Right-of-way (ROW)

- A general term denoting land, property, or interest therein, usually in a strip, acquired for or devoted to transportation purposes.

Roadside

- A general term denoting the area adjoining the outer edge of the roadway. Extensive areas between the roadways of a divided highway may also be considered roadside.

Roadway

- The portion of a highway within limits of construction.

Scaffolding

- Arrangement of struts/columns/pipes to support shuttering or other platforms.

Setting out

- Laying out or staking out-establishing on the site the lines, levels and grades to which the construction works are to be carried out.

Shingle

- See Aggregates.

Shoulders

- The portion of the roadway contiguous with the traveled way for accommodation of stopped vehicles, for emergency use, and for lateral support of base and surface courses.

Sidewalk

- That portion of the roadway primarily constructed for the use of pedestrians.

Sleepers

- Cross ties, railroad ties.

Soil Binder

- Portion of Soil passing 0.425 mm (# 40) sieve.

Special Provisions

- Additions and revisions to the Standard Specifications and General Conditions of Contract, covering conditions particular to an individual contract.

Spoil Bank

- Disposal area for excess excavation, spoil tip or waste dump.

Structures

- Bridges, culverts, catch basins, drop inlets retaining walls, manholes, headwalls, service pipes causeways Irish bridges and other features which may be encountered in the work and not otherwise classed herein.

Subbase

- The layer of specified material and thickness placed between the base course and subgrade.

Subgrade

- The top surface of a roadbed upon which the pavement structures and shoulders including curbs are constructed.

Subgrade level

- That level of the roadbed (or, embankment) on which other road material has to be placed.

Subgrade treatment

- Modification of roadbed material by stabilization.

Substructure

- All of that part of a structure below the bearings of simple and continuous spans, or rigid frames, including back walls, wing walls.

Super-tax

- A Pakistani tax on income or profit above a certain level of income or profit.

Surface Course

- The uppermost layer of specified thickness of an asphalt concrete pavement; also called "Wearing Course".

Surfacing

- The uppermost layer of specified material placed on the traveled way or shoulder. Types of surfacing may consist of surface treatment (hot surface dressing) of asphalt concrete surface course, or concrete pavement.

Supply

- Primarily meaning to deliver any item on permanent basis.

Tender

- Bid proposal.

Tenderer

- A firm or individual submitting a Tender.

Traffic Lanes

- That portion of a traveled way allowing the movement of a single line of vehicles.

Unmetalled (Roadway)

- Unsurfaced, unpaved (roadway)/dirt road.

Variation Order

- A document compiled to include changes, substitutions and additional work items not covered in the B.O.Q, for the sanction of the competent Authority and shall include increase or decrease in quantities or rates also.

Work

- The work shall mean the furnishing of all labour, materials, equipment and other incidentals necessary or convenient to the successful completion of the project and carrying out of all the duties and obligations imposed by the contract.

Wagon (railway)

- A railroad freight car.

Wayleave

- Permission to cross land, right of entry as defined in the land acquisition act of the Government of Pakistan.

Well

- A concrete or masonry caisson incorporated in foundations.

Working Drawings

- Stress sheets, shop drawings, erection plans, falsework plans, form work plans, cofferdam plans, bending diagrams for reinforcing steel, or any other supplementary plans or similar data which the contractor is required to submit to the Engineer for approval.

Written Undertaking

- A written promise.

**TABLE FOR SAMPLING
AND
TESTING FREQUENCY**

**SCHEDULE FOR SAMPLING AND TESTING OF EMBANKMENT AND SUBGRADE
(ITEM NO. 108 TO 113)**

Material	Test	Designation	Sampling and Testing Frequency	Reference
Soil	Classification.	AASHTO M-145	1/2,000 CM.	As per Item 108.2, 109.2.5, 110.2 etc.
	CBR	AASHTO T-193	1/2,000 M.	As per Item 108.2 and 110.2 etc.
	Swelling	AASHTO T-193	1/2,000 CM.	As per Item 108.2 (c)
	Moisture Density (Lab) or Relative Density.	AASHTO T-180	1/2,000 M.	As per Item 108.3, 109.2.2 etc
		ASTM D-4254-83	1/1,000 M.	ref. Density
	Field Density.	AASHTO T-191	1/200 M.	As per Item 108.3, 109.2.2 etc.

**SCHEDULE FOR SAMPLING AND TESTING OF GRANULAR SUBBASE
(ITEM NO. 201)**

Material	Test	Designation	Sampling and Testing Frequency	Reference
Aggregate	Gradation	AASHTO T-27	3/Source plus 1/1000 CM	As per Item No. 201.2
	Plasticity Index.	AASHTO T-89 and T-90	3/Source plus as required base on visual observation.	- do -
	CBR	AASHTO T-193	3/Source plus as required based on variation in gradation or 1/1000 CM	- do -
	Abrasion	AASHTO T-96	3/Source plus 1/500 CM	- do -
	Moisture Density.	AASHTO T-180	1/1000 CM	- do -
	Field Density	AASHTO T-191, T-238 and T-239	4/layer/400 M laid, 3 Minimum/layer if less than 400 M laid.	As per Item No. 201.3.4.
	Sand Equivalent	AASHTO T-176	3/source plus as required based on visual observation.	As per Item No. 201.2

**SCHEDULE FOR SAMPLING AND TESTING OF AGGREGATE BASE COURSE
(ITEM NO. 202)**

Material	Test	Designation	Sampling and Testing Frequency	Reference
Aggregate	Gradation	AASHTO T-27	3/Source plus 1/1000 M	As per Item 202.2 (a)
	Plasticity Index.	AASHTO T-89 and T-90	3/Source plus as required based on visual observation.	As per Item 202.2 (e)
	CBR	AASHTO T-193	3/Source/stock pile plus as required base on variation in gradation.	As per Item 202.2 (f)
	Abrasion	AASHTO T-96	3/Source plus 1/5,000 CM	As per Item 202.2 (c)
	Sodium Sulphate Soundness	AASHTO T-104	3/Source plus 1/5,000 CM	As per Item 202.2 (d)
	Fractured faces.	Visual	3/Source plus as required based on visual observation.	As per Item 202.2 (b)
	Moisture Density.	AASHTO T-180	1/1000 CM	As per Item 203.3.3.
	Field Density.	AASHTO T-191 or T-238 and T-239.	4/layer/400 M laid 3 minimum/layer if less than 400 M laid.	As per item 202.3.3.
	Sand Equivalent	AASHTO T-176	3/source plus as required based on visual observation.	As per Item 202.2(e)

**SCHEDULE FOR SAMPLING AND TESTING OF ASPHALTIC BASE COURSE
PLANT MIX (ITEM NO. 203)**

Material	Test	Designation	Sampling and Testing Frequency.	Reference
Coarse Aggregate	Gradation	AASHTO T-27	1/1000 CM	
	Abrasion	AASHTO T-96	3/Source/stock pile plus 1/5000 CM	As per Item 203.2.1 (a)
	Sodium Sulphate Soundness	AASHTO T-104	3/Source plus 1/5000 CM	As per Item 203.2.1 (b)
	Stripping	AASHTO T-182	3/Source plus 2/5000 CM	--
	Fractured faces	Visual	3/Source plus as required based on visual observation.	As per Item 203.2.1
	Flat and Elongated Particle.	Visual	" " "	As per Item 203.2.1 (e)
	Specific Gravity and Absorption	AASHTO T-85	4/Source for each size in Hot bins of Asphalt Plant	For use in preparation of JMF.
Fine Aggregate	Sand Equivalent or Plasticity Index.	AASHTO T-176	3/Source plus as required based on visual observation.	As per Item 203.2.1 (c)
		AASHTO T-89 and T-90.	2/1000 CM	As per Item 203.2.1 (d)
	Specific Gravity.	AASHTO T-84	4/Source.	For use in preparation of JMF.
	Friable Particles	AASHTO T-112	2/5000 CM	--
Asphalt Cement.	Specific Gravity.	AASHTO T-228	2/Shipment.	For use in preparation of JMF.
	Penetration.	AASHTO T-49	3/Week of plant operation Samples taken from heating tank at staggered intervals.	As per Item 203.2.2.
Mixture	Extraction	AASHTO T-164] 2/day's production.	As per Item 203.2.3.
	Gradation	T-30		
	Bulk Sp. Gr.	AASHTO T-166 Method B		
	Maximum Sp. Gr.	AASHTO T-209		
	Air Voids	AASHTO T-269		

**SCHEDULE FOR SAMPLING AND TESTING OF ASPHALTIC BASE COURSE
PLANT MIX (ITEM NO. 203)**

Material	Test	Designation	Sampling and Testing Frequency.	Reference
Mixture Compacted in place.	Thickness	AASHTO T-230	1/layer @ 100 M interval per lane.	As per item 203.3.11.
	Compaction	AASHTO T-230 ASTM D2950	1/layer @ 100 M interval per lane.	As per item 203.3.9

Notes:

Test locations will be selected at random.

**SCHEDULE FOR SAMPLING AND TESTING OF SOIL-CEMENT BASE COURSE
(ITEM NO. 204)**

Material	Test	Designation	Sampling and Testing Frequency.	Reference
Soil	Classification.	AASHTO T-27 and T-89.	3/Borrow Source plus 1/1000 CM	Soil Class must be A-3 or A-4.
Mixture	Moisture- Density.	AASHTO T-134	1/Soil Class.	As per Item 204.3.4 for ref. Density
	Pulverization.	Note (a)	1/300 m strip	—
	Field Density.	AASHTO T-191 or T-238 & T-205.	1/300 m strip 1/300 m strip	As per Item 204.3.5.
	Compressive Strength	ASTM D-1633	1/Soil Class	As per Item 204.2.4
	Wetting & Drying	AASHTO T-135	1/Soil Class	For mix design.

Note:

- a) Screening of Soil through one inch and No. 4. sieves prior to mixing with cement.

**SCHEDULE FOR SAMPLING AND TESTING OF CRACK-RELIEF LAYER
(ITEM NO. 205)**

Material	Test	Designation	Sampling and Testing Frequency	Reference
Aggregate (Crushed)	Gradation	AASHTO T-27	Same as for item 202.	As per Item 205.2.1.
Aggregate (Asphaltic open-graded plant mix)	Gradation	AASHTO T-27	Same as for coarse aggregate under item 203.	As per item 205.2.1.
Asphalt Cement	—	—	Same as for Item 203.	As per Item 203.2.2.
Mixture	Asphalt Coating.	AASHTO T-195	1/day's production or as required based on visual observation.	—

**SCHEDULE FOR SAMPLING AND TESTING OF WEARING COURSE
PLANT MIX (ITEM NO. 305)**

Material	Test	Designation	Sampling and Testing Frequency	Reference
Coarse Aggregate	Gradation	AASHTO T-27	1/1000 CM	As per Item 305.2.1 (a)
	Abrasion.	AASHTO T-96	3/Source plus 1/5000 CM	
	Sodium Sulphate Soundness	AASHTO T-104	3/Source plus 1/5000 CM	
	Stripping	AASHTO T-182	3/Source plus 1/5000 CM	As per Item 305.2.1 (b)
	Fractured faces	Visual	3/Source plus as required base on visual observation.	
	Flat and Elongated Particle.	Visual	- do -	
	Specific Gravity and Absorption.	AASHTO T-85	4/Source for each size in Hot bins of Asphalt Plant.	As per Item 305.2.1 (e)
Fine Aggregate	Sand Equivalent or Plasticity Index.	AASHTO T-176	3/Source plus as required base on visual observation.	For use in preparation of JMF.
		AASHTO T-89 & T-90.	1/1000 CM	As per Item 305.2.1 (c)
	Specific Gravity.	AASHTO T-84	2/Source	As per Item 305.2.1 (d)
	Friable Particles	AASHTO T-112	1/5000 CM	For use in preparation of JMF.
Asphalt Cement.	Specific Gravity.	AASHTO T-228	2/shipment.	-
	Penetration.	AASHTO T-49	3/week of plant operation. Samples taken from heating tank at staggered intervals.	For use in preparation of JMF.
Premix Asphalt	Extraction	AASHTO T-164	2/day's production.	As per Clause 305.2.2
	Gradation	AASHTO T-30		
	Flow	AASHTO T-245		
	Stability	AASHTO T-245		
	Bulk Sp. Gravity	AASHTO T-166		
	Loss Stability	AASHTO T-245		As per Clause 305.2.3.

**SCHEDULE FOR SAMPLING AND TESTING OF WEARING COURSE
PLANT MIX (ITEM NO. 305)**

Material	Test	Designation	Sampling and Testing Frequency	Reference
Mixture compacted in place.	Thickness	AASHTO T-230	1/layer @ 100 M interval per lane.	As per item 305.3.2.
	Compaction	AASHTO T-230 ASTM D2950	1/layer @ 100 M interval per lane.	As per Item 305.3.2.

Notes:

Test locations will be selected at random.

**SCHEDULE FOR SAMPLING AND TESTING OF CONCRETE
(ITEM NO. 401)**

Material	Test	Designation	Sampling and Testing Frequency	Acceptance Limit.
Coarse Aggregate	Gradation	AASHTO T-27	2/Stockpile plus 1/1000 CM	As per Item 401.2.3
	Unit Wt.	AASHTO T-19	1/Source plus 1/1000 CM	For use in preparation of mix design.
	Sp. Gravity	AASHTO T-85	2/Source plus 1/1000 CM	- do -
	Absorption	AASHTO T-85	1/Source plus 1/500 CM	- do -
	Abrasion	AASHTO T-96	1/Source plus 1/5000 CM	As per Item 401.2.3
	Soundness	AASHTO T-104	1/Source plus 1/5000 CM	As per Item 401.2.3
	Deleterious Substance	AASHTO M-80	1/Source plus 1/5000 CM	As per Item 401.2.3
Fine Aggregate	Gradation	AASHTO M-6	2/Source plus 1/1000 CM	As per Item 401.2.2
	Unit Wt.	AASHTO T-19	4/Source plus 1/800 CM	For use in preparation of mix design.
	Specific Gravity	AASHTO T-84	4/Source plus 1/1000 CM	- do -
	Absorption	AASHTO T-84	1/Source plus 1/1000 CM	- do -
	Organic Impurities	AASHTO T-21	1/Source plus 1/1000 CM	As per Item 401.3.9 and 401.2.2
	Soundness	AASHTO T-104	1/Source plus 1/5000 CM	-
	Fineness	AASHTO M-6	1/Source plus 1/1000 CM	As per Item 401.2.2
	Deleterious Substance	AASHTO M-6	1/Source plus 1/5000 CM	As per Item 401.2.2
	Petrographic	-	1/Source plus 1/5000 CM	-

**SCHEDULE FOR SAMPLING AND TESTING OF CONCRETE
(ITEM NO. 401)**

Material	Test	Designation	Sampling and Testing Frequency.	Acceptance Limit.
Cement	Yield Test for Cement Content	AASHTO T-121	1/Lot or 1000 Bags	As per Item 310.3.3
	Setting Time	AASHTO T-131	1/Lot or 1000 Bags	As per Item 401.2.1
	Mortar Strength	AASHTO T-132	1/Lot or 1000 Bags	As per Item 401.2.1
Water	Chemical Tests	AASHTO T-26	1/Source	As per Item 401.2.7
Concrete mix	Compression (Cube or Cylinder)	AASHTO T-22	6/Shift or 50 CM (2 sets of 3 each)	As per Item 401.1.1 table 401-1
	Slump	AASHTO T-119	2/shift or 50 CM	- do -

**TABLE FOR ALLOWABLE TOLERANCES
(EARTHWORKS, PAVEMENT COURSES AND CONCRETE)**

Description	Thickness (mm)	Level (mm)	5M Straight- edge (mm)	Cross-fall (%)	Longitudinal Grade in 30 M (%)
Sub-grade	± 20	$+ 0$ $- 40$	30	± 0.5	± 0.1
Subbase (Granular or Stabilized)	$+ 10$ $- 20$	$+ 0$ $- 25$	20	± 0.3	± 0.1
Base Course (Granular or Stabilized)	$+ 5$ $- 10$	$+ 5$ $- 10$	6	± 0.2	± 0.1
Asphaltic Base Course.	$+ 3$ $- 10$	$+ 3$ $- 10$	6	± 0.2	± 0.1
Asphaltic Wearing Course.	± 3	± 3	5	± 0.2	± 0.1
Concrete for Pavements.	$+ 10$ $- 5$	$+ 10$ $- 5$	5	± 0.2	± 0.1
Concrete for structures	± 5	± 10	5	--	--

- Note:
1. Material for stabilization of soil may be cement, lime or bitumen.
 2. Accumulative tolerance shall not be more than that as specified against the final layer.

**ALLOWABLE TOLERANCE FROM THEORETICAL WEIGHTS
(REINFORCEMENT)
AS PER AASHTO M-31**

Diameter of Bars	* Lot under	Individual Bar under
All	3.5 %	6%

- * The term "Lot" means all bars of the same nominal weight per linear meter contained in an individual shipping release or shipping order.

Note:

Reinforcing bars are evaluated on the basis of nominal weights. In no case shall the overweight of any bar or lot of bars be cause of rejection.

**TABLE FOR ALLOWABLE TOLERANCE
(REINFORCED CONCRETE PIPES OF CLASS - II AND IV)
AS PER AASHTO M-170**

Description	Internal diameter variation (%)	Wall Thickness	Permissible Variation in the Position of Reinforcement
Pipes of internal diameter of 300 mm to 610 mm	± 1.5	- 5 mm or - 5 percent Whichever is less	± 10 percent of wall thickness or ± 12 mm. whichever is less
Pipes of internal diameter of 690 mm to 2750 mm	± 1.0	- 5 mm or - 5 percent Whichever is less	± 10 percent of wall thickness or ± 12 mm. whichever is less

- Notes:**
1. Pipe having localized variations in wall thickness exceeding those specified above shall be accepted, if the three-edge bearing strength and minimum steel cover requirements are met.
 2. Pipes having variations in the position of the reinforcement exceeding those specified above shall be accepted if the three-edge bearing strength requirements on a representative sample are met.

SECTION-I

EARTH WORK AND ALLIED ACTIVITIES

Item No	Description	New Construction	Rehabilitation	Maintenance
100 -	General, Earth Work.	o	o	o
101 -	Clearing and Grubbing.	o		
102 -	Removal of Trees.	o		
103 -	Stripping.	o		
104 -	Compaction of Natural Ground.	o		
105 -	Roadway and Borrow Excavation.	o		
106 -	Excavation of Unsuitable surplus material.	o		
107 -	Structural Excavation and Backfill.	o	o	
108 -	Formation of Embankment.	o	o	o
109 -	Subgrade Preparation.	o	o	
110 -	Improved Subgrade.	o		
111 -	Soil Cement Stabilized Subgrade.	o		
112 -	Lime Stabilized Subgrade.	o		
113 -	Bitumen Stabilized Subgrade.	o		
114 -	Dressing and Compaction of Berms.		o	o
115 -	Reinstatement of shoulders from Brick Kiln material.		o	o

SECTION-II

SUBBASE AND BASE.

Item No	Description	New Construction	Rehabilitation	Maintenance
200 -	General.	o	o	o
201 -	Granular Subbase.	o	o	o
202 -	Aggregate Base Course.	o	o	o
203	Asphaltic Base Course Plant Mix.	o	o	
204 -	Soil Cement Stabilized Subbase and Base.	o	o	
205 -	Crack Relief layer.		o	o
206 -	Water Bound Macadam Base.	o	o	o
207 -	Deep Patching.		o	o
208 -	Reinstatement of Road Surface.		o	o
209 -	Scarification of Existing Road/ Breaking of Road Pavement Structure.		o	o
210 -	Pavement Widening and Grooving of existing surface.		o	o
211 -	Lime Stabilized Aggregate Base Course.	o		
212	Bitumen Stabilized Subbase or Base.	o	o	
213 -	Cold Recycling of Road Pavement Structure/Soil Stabilisation.		o	
214 -	Asphaltic Base / Binder Course		o	
215 -	Geotextiles	o		

SECTION-III

SURFACE COURSES AND PAVEMENT.

Item No	Description	New Construction	Rehabilitation	Maintenance
300 -	General.	o	o	o
301 -	Asphaltic Materials.	o	o	o
302 -	Bituminous Prime Coat.	o	o	o
303	Bituminous Tack Coat.	o	o	o
304 -	Bituminous Surface Treatment and Seal Coat.	o	o	o
305 -	Asphaltic Concrete Wearing Course, Plant Mix.	o	o	
306 -	Shoulder Treatment.	o	o	o
307 -	Bit-Mac.		o	o
308 -	Hot Recycling of Asphalt Concrete		o	
309 -	Cold Milling		o	o
310 -	Concrete Pavements.	o	o	o

SECTION-IV

STRUCTURES

Item No	Description	New Construction	Rehabilitation	Maintenance
400 -	General - Structures.	O	o	o
400A -	Bridges and Culverts.	O	o	
401 -	Concrete.	O	o	o
402 -	Falsework & Centring for Bridges	o	o	o
403 -	Formwork.	o	o	o
404	Steel Reinforcement.	o	o	o
405 -	Prestressed Concrete Structures.	o		
406 -	Joints & Bearing Devices for Concrete	o	o	
407 -	Piling.	o		
408 -	Sheet Piling.	o		
409 -	Well Foundation	o		
410	Brick Masonry	o	o	o
411 -	Random and. Dressed Uncoursed Stone Masonry.	o	o	o
412 -	Dressed Coursed Stone Masonry.	o	o	
413 -	Steel Structures.	o	o	

SECTION-V

DRAINAGE AND EROSION WORKS.

ITEM NO	DESCRIPTION	New Construction	Rehabilitation	Maintenance
500 -	General - Drainage & Erosion Works.	o	o	o
501 -	Reinforced Concrete Pipe Culverts	o	o	o
502 -	Bed to Concrete Pipe Culverts.	o	o	o
503 -	Underdrain.	o	o	
504 -	Headwalls, Wingwalls, Parapets, Approach Slabs, Aprons and siphon inlets / outlets.	o	o	o
505 -	Manholes.	o	o	o
506 -	Drop Inlets and Catch Basins.	o	o	o
507 -	Gabions	o	o	o
508	Brick Paving.	o	o	o
509 -	Riprap and Reinforced Concrete Slope Protection.	o	o	o
510 -	Dismantling of Structures and Obstructions.	o	o	o
511 -	Stone Pitching.	o	o	o
512 -	Ditch Lining and Wash Checks.	o	o	o

SECTION-VI

ANCILLARY WORKS.

Item No	Description	New Construction	Rehabilitation	Maintenance
600 -	General - Ancillary Works.	o	o	o
601 -	Concrete Kerbs, Gutters and Channels.	o	o	o
602 -	Asphalt Concrete and Cement Concrete Side Walk.	o	o	o
603 -	Brick Edging.	o	o	o
604 -	Metal Beam Guard-rail.	o	o	o
605 -	Concrete Beam Guard-rail.	o	o	o
606 -	Bridge Railing.	o	o	o
607 -	Traffic Signs and Safety Devices.	o	o	o
608 -	Pavement Marking.	o	o	o
609 -	Reflectorized Pavement Studs.	o	o	o
610 -	Precast Concrete Posts & Markers.	o	o	o
611 -	Fencing.	o		
612 -	Furnishing and Planting Trees, Shrubs and Ground cover.	o	o	o
613 -	Sprigging and Sodding.	o	o	o

SECTION-VII

MISCELLANEOUS

Item No	Description	New Construction	Rehabilitation	Maintenance
701 -	Provision of Survey Teams and Instruments.	o	o	
702 -	Provide, Equip and Maintain Office Facility to the Engineer. (Base Camp Facility)	o	o	
703 -	Provide, Equip and Maintain Laboratory for the Project.	o	o	o
704 -	Maintenance of Works for One Year after completion (Period of Maintenance.)		o	o
705 -	Temporary Road Works for Traffic Diversion.		o	o
706 -	Control and Protection of Traffic.		o	o

**EARTH WORK
AND
ALLIED ACTIVITIES**

EARTHWORK

ITEM 100 GENERAL

100.1 DESCRIPTION

Earthwork will consist of all necessary work for the excavation and placing in embankment or backfill or disposal by dumping of earth, rock or other material from or to the roadway or adjacent thereto or from borrow areas, including the excavation of side and interception ditches, the removal of unsuitable subgrade material, the formation of laybys, the widening of cuts and the flattening of cut slopes whether to obtain material for embankments or backfill, or to increase the stability of the slopes, clearing and grubbing, the selective removal of trees, stripping and the removal of existing obstructions within the approved cross section for excavation, in accordance with these specifications and in conformity with the lines, grades, sections, and dimensions shown on the drawings or as directed by the Engineer.

100.2 SOIL INFORMATION

Any information concerning the properties of the soil or sub soil and other geotechnical information shown on the drawing or other documents forming part of the contract is for information only. The contractor is obliged to make his own assessment of site conditions prevailing. No claim for extra cost or time extension will be entertained based on the information provided.

The Contractor shall be deemed to have visited the site prior to making his bid and shall ascertain the nature of the earth and rock, its quantity, locations and suitability to meet the specified requirements, and he shall base his bid estimates solely on his own soil investigation. After the award of the contract no claim for a revision of bid prices depending on the sources of soil information will be entertained.

100.3 EXPLOSIVES

Where explosives are used the Contractor shall provide suitable buildings or warehouses in approved positions for the storage of explosives, which shall be stored in the manner and quantity approved by the Engineer or as per relative laws of government. Such storage places shall be accessible only to authorized personnel. They shall be properly marked, all doors or accesses thereto shall be constructed of materials as directed by the Engineer and provided with secure locks and all necessary means for preventing access by unauthorized persons. The Contractor shall be responsible for the prevention of any unauthorized issue or improper use of any explosives. The handling of explosives shall be entrusted only to experienced and responsible men, to the satisfaction of the Engineer, and in conformity with the statutory regulations.

All drilling and blasting shall be done in such a manner as to bring the excavation as close as possible to the required cross sections, and to disturb as little as possible the material to be left in place. Blasting by means of drill holes, tunnels, or any other method shall be performed at the entire risk and responsibility of the Contractor who shall have no claim to payment for extra work occasioned by breakage outside the approved cross-sections or dimensions.

The greatest care shall be taken by the Contractor during all blasting operations to ensure that no injury be done to persons or damage to property or to the finished work. Shots shall be properly loaded and capped, and only a moderate charge shall be used in each hole. A record of all explosives used, showing locations and amounts, shall be kept by the Contractor for checking by the Engineer.

Where directed by the Engineer, the Contractor shall provide heavy mesh blasting mat for protection of persons, property and the work. If necessary, blasting shall be restricted to time prescribed by the Engineer.

The Engineer may prohibit blasting and order the rock to be excavated by other means, if, in his opinion, it would be dangerous to persons or adjacent structures, or is being carried out in a reckless manner. If traffic on the road has to be interrupted, the Contractor shall obtain approval of his schedule for such interruption from the proper authorities and shall satisfy the Engineer that he has obtained it. No extra payment shall be admissible for such arrangements as described here above.

100.4

REMOVAL OF EXISTING OBSTRUCTIONS

The pay items under Items 101, 103, 105, 106, 107 and 108 shall include the cost of removal of all material regardless of its nature, encountered within the limits of the approved cross-section, including the removal and disposal, as required by the Engineer, of existing brick, stone, concrete or masonry, rock boulders or fragments, old pavements, culverts, bridges or parts thereof, retaining walls or any other material encountered during the excavation, unless a separate item exists for such features.

100.5

REMOVAL OR DIVERSION OF WATER

Except where provided for, no separate payment will be made for control of or removal of water during or after earthwork operations. The cost of sheeting, shoring, cofferdams, pumping and draining shall be included in the bid prices for earthwork. The Contractor shall provide necessary facilities for dewatering and for draining or diverting watercourses when necessary for the protection of the contract work or where required by the Engineer.

The Contractor shall provide such drainage outlet ditches or canals as may be necessary to effect proper drainage before rain is expected. Such drainage ditches or canals for protection of work during construction and their maintenance and clearing to make them continuously effective during the work shall not be paid separately, but shall be deemed to be included in other items of work.

The Contractor shall also provide, fix, maintain and operate such engines, pumps, hoses, chutes and other appliances as are necessary to keep the accumulated water at a level required for the safety of the structures as directed by the Engineer,

100.6

DITCHES

The Contractor shall construct side ditches, interception ditches, and inlet and outlet ditches as shown on the Drawings or where ordered by the Engineer, whether for temporary or permanent drainage. In order to keep water away from the embankment, subgrade, and/or pavement during construction, the Contractor shall at all times ensure adequate drainage by scheduling ditch and outlet so that the drainage is operative before work is stated on the embankment, subgrade or pavement. He shall clean and trim all such drainage ditches from time to time, so that there may be a free flow of water throughout the whole period of the Contract. Ditches shall first be trimmed according to approved cross-sections, and final trimming, including the repair of any damage that may have been done during the construction work, shall be carried out after the completion of the other construction work and shall be a condition for final approval and acceptance.

Unless otherwise specified no separate payment will be made for the excavation of side ditches, interception ditches, inlet and outlet ditches but such payment will be made under item 105 or 106 whichever applicable.

Where indicated on the drawings or when required by the Engineer, the Contractor shall take cross-sections of existing stream channels, and in collaboration with the Engineer, mark them with details of the excavation required for the relocation of the stream channel. Work shall not proceed without written approval of the marked cross-sections by the Engineer.

100.7

EXCAVATION FOR CULVERTS

Except where otherwise specified excavation and backfill for culvert and drainage pipes, except granular backfill to under drains, will not be paid for separately, but shall be considered as a subsidiary obligation of the Contractor covered under the contract price for the various classes of pipe culvert as provided in Item 501.

100.8

LANDSLIDES, BENCHES, FLATTENING OF SLOPES

The Engineer may order the removal of material resulting from landslides, the construction of benches in or above the cut slope or in the embankment slope or where in his opinion the slope shows signs of instability, the flattening of the slope. Payment of all such work shall be at contract prices in Item 106 or 108 as the case may be.

100.9

**SURVEY AND LEVELING PRIOR TO
COMMENCEMENT OF EARTHWORK**

The Contractor shall be responsible for the setting out of the work in accordance with Clause 17 of the General Conditions of Contract. Notwithstanding that project drawings have been issued to the Contractor,

the Contractor shall also be responsible for taking joint cross-sections on the proposed alignment of the road, submitting three copies of the plotted cross-sections and longitudinal profile to the Engineer and obtaining the approval of the Engineer to such cross-section and longitudinal profile before any work in connection with Earthwork is commenced. These cross-sections and longitudinal profile shall be in the form and manner as instructed in writing by the Engineer.

100.10

MEASUREMENT AND PAYMENT

The quantities of the various classes of excavation or embankment to be measured for payment under the contract shall be limited to the lines and level as taken under clause 100.9 above. However if the levels so taken differ appreciably from design levels the matter shall be referred to the client.

Excavation and filling beyond the lines and level shown on the drawings, approved profiles and cross-sections will not be paid for. The Engineer will decide the angle of the slope of cuts and fills as the work proceeds on the basis of evaluation of the soil characteristics. The actual lines of the cuts and fills as made will be duly measured and recorded by the Contractor. The Engineer will check these records and will approve the measurements, if correct, as a basis of payment. Excess of excavation shall be backfilled, as directed by the Engineer, with subbase materials without extra payment to the Contractor; excess of fill may be either left in place or removed as required by the Engineer. The quantities of excavation, backfill and earthwork to be paid for in Items 103, 106, 107 and 108 respectively shall be the number of cubic meters of material measured by the average end-area method, except where the error may exceed plus or minus five percent as compared with the prismatic formula in which case the Engineer will authorize the use of the more accurate method. However, the Contractor shall request such authority before he submits his quantities for approval. Quantities measured on the average end-area basis, once they have been submitted and approved, shall not be subject to review for the purpose of applying a more accurate method.

101.1**DESCRIPTION**

This work shall consist of removal to the specified depth, grubbing and disposal of all surface objects, as and where directed in writing by the Engineer, stumps, roots, bushes and trees with less than 150 mm girth, vegetation, logs, rubbish and other objectionable material except such objects as are designated to remain or are to be removed in accordance with other section of specification.

101.2**CONSTRUCTION REQUIREMENTS****101.2.1****Clearing/Grubbing**

In roadway cut areas, all surface objects or any object to the depth of 30 Cm below subgrade level such as stumps, roots, vegetation, bushes, logs, rubbish shall be cleared and/or grubbed as directed by the Engineer. In roadway fill areas where clearing and grubbing is required, same shall be carried out to the depth of 30 Cm below natural surface level as described above.

Operation of clearing and grubbing shall in no way be deemed to effect any level or volume change of the area.

After clearing and grubbing, the compaction of the area will be restored to its original value without any extra payment. However Engineer may direct in writing to the Contractor for stripping (if so required) under item 103 or for compaction under item 104, Compaction of Natural Ground, if the original compaction is less than the required for respective zone. Payment of these items will be made separately under the relative items used for such purpose.

Before bottom layer of embankment is placed, contractor will grub up and remove without extra payment, any vegetation that may, in the meantime have grown on surface previously cleared and grubbed.

All trees having girth less than 150 mm measured at (600) mm above ground and falling within the construction limits shall be felled & removed by the contractor. The excavation and removal of trees, roots and stumps including backfilling and compacting of holes and restoring the natural ground to the original condition shall be responsibility of the contractor for which no extra payment shall be made to him. The trees, stumps & roots remains the property of the Employer, which shall be delivered at designated place as directed by the Engineer.

101.2.2**Protection and Restoration**

The Contractor shall prevent damage to all pipes, conduits, wires, cables or structure above or below ground. No land monuments, property markers, or official datum points shall be damaged or removed until the Employer/Engineer has witnessed or otherwise referenced their locations

and approved their removal. The Contractor shall so control his operations as to prevent damage to shrubs, which are to be preserved. Protection may include fences and boards latched to shrubs, to prevent damage from machine operations. Any damage as a result of contractor's operation shall immediately be rectified by him at his own expense.

101.3 MEASUREMENT AND PAYMENT

101.3.1 Measurement

Clearing and grubbing will be measured for payment only on areas so designated in writing by the Engineer or shown on the drawings. The quantity to be paid for shall be the number of square meters satisfactorily cleared and grubbed. Any tree having girth of less than 150 mm (measured 600 mm above ground level) shall be measured to be under this item.

Engineer shall ensure that a minimum of 500 SM area is designated for clearing and grubbing in any stretch of roadway for the sake of ease to construction activities.

Clearing and grubbing carried out by the Contractor in roadway cut areas and borrow pits shall not be measured for payment.

101.3.2 Payment

The quantities determined as provided above will be paid for at the contract unit price for the pay item mentioned below and shown in the Bill of Quantities, which price and payment shall be full compensation for clearing and grubbing and restoration of area, to its original condition.

Pay Item No.	Description	Unit of Measurement
101	Clearing and Grubbing.	SM

103.1 DESCRIPTION

This work shall consist of removing unsuitable topsoil, transporting and depositing in stockpiles or spreading where indicated on the Drawings or as directed by the Engineer. Engineer shall give instruction in writing, stating area and depth to be stripped.

103.2 CONSTRUCTION REQUIREMENTS

The areas from which stripping of topsoil is required shall be as indicated on the Drawings or as directed by the Engineer. The Contractor shall remove topsoil from these areas to depth as directed by Engineer. Stripping of topsoil in any case shall be not less than 10 cm. in depth. The removed topsoil shall be transported, deposited in stock piles at locations designated by the Engineer and/or spread where indicated on the drawings or as directed by the Engineer. Engineer shall, however identify the soil as unsuitable through laboratory tests

The top soil shall be placed separately from other excavated materials and be completely removed to the required depth from the area prior to the beginning of regular excavation or embankment work in that area. No payment will be made for topsoil removed from places other than that directed by the Engineer. Engineer shall, however identify the soil as unsuitable through laboratory tests, before such a decision.

103.3 MEASUREMENT AND PAYMENT**103.3.1 Measurement**

Measurement shall be made by multiplying the length, breadth and depth of layer approved by the Engineer in cubic meter of material removed and disposed as directed by the Engineer. However space thus created shall be filled by the material as directed by the Engineer and paid separately under relative item.

103.3.2 Payment

The payment under this item shall be made for at the contract unit price per cubic meter of stripping measured as above, for removal of material to a depth approved by the Engineer including its disposal at designated place and in the manner as directed by the Engineer.

Pay Item No.	Description	Unit of Measurement
103	Stripping.	CM

ITEM 104**COMPACTION OF NATURAL GROUND.****104.1 DESCRIPTION.**

The natural ground or surface ready for construction purposes after clearing and grubbing or stripping, (if required) will be considered as (natural) Ground for the purpose of this item. The compaction of natural ground shall be carried out through a written order by the Engineer.

104.2 CONSTRUCTION REQUIREMENTS.

Up to a depth of twenty (20) cm below the natural ground, all sods and vegetable matters shall be removed and clear surface shall be broken up by ploughing and scarifying to compact to the degree as defined below:-

<u>For height of Embankment below sub grade level.</u>	<u>Percent of Maximum Dry Density as determined by AASHTO T-180.*</u>
0 to 30 cm	95
30 to 75 cm	93
Over 75 cm	90
Below the foundation of structures	95

104.2.1 Compaction of original ground surface in areas of high water levels and salinity.

Compaction of the natural ground surface in such areas will be difficult if not impossible. See Items 108, etc. under Formation of Embankment for construction requirements under these conditions, where compaction of Natural Ground shall not be carried out.

104.3 MEASUREMENT AND PAYMENT.**104.3.1 Measurement.**

The measurement shall be made by multiplying the length and breadth of the area approved in writing by the Engineer to be paid under this item. The measurement of the item shall be in Square meter.

Any subsidence of levels of Natural Ground due to compaction under this item shall not be measured for payment, the contractor is expected to take care of such factors while bidding.

104.3.2 Payment.

The payment under this item shall be made for at the contract unit price for Square meter of compaction of (natural) ground measured as above and shall be deemed to include cost of scarification, watering, mixing, leveling, rolling, labour, equipment, tools, and incidentals necessary to complete this item.

<u>Pay Item No.</u>	<u>Description</u>	<u>Unit of Measurement</u>
104	Compaction of Natural Ground	SM

104-1

**ROADWAY AND BORROW EXCAVATION FOR
EMBANKMENT**

105.1 DESCRIPTION

The work shall consist of excavating the roadway and borrowpits, removal and satisfactory disposal of all materials taken from within the limits of the work, also such excavation as is necessary for inlet and outlet ditches of structures and shall include all excavation, shaping and sloping for the construction, preparation of all embankment, subgrade, shoulders, intersections and approaches as directed and in conformity to the alignment, grade, level and cross-sections shown on the plans or established by the Engineer.

105.2 CLASSIFICATION OF EXCAVATION**105.2.1 Road Way Excavation**

Roadway Excavation shall comprise all excavation that is not classified as structural excavation carried out within the limits of roadway including permanent drainage ditches and side slopes in cut.

Roadway Excavation shall further, be classified as "Common Excavation", or "Rock Excavation", (common excavation shall include all the materials of whatever nature encountered but not including rock excavation).

a) Common Excavation

Common excavation shall consist of the removal and satisfactory disposal of all eolian, alluvial and residual materials, in place unaltered and unweathered strata, which are not firm or rigid enough to possess all the characteristics of "Rock Excavation". Boulders of less than one quarter (1/4) cubic meter volume shall also be classified as "Common Excavation". Eolian and alluvial materials consist of gravel, shale, volcanic ash, loess, dunes and, loams, sands and clays or any combination of these materials, and termed as Common Excavation.

b) Rock Excavation

This includes firm and rigid igneous, metamorphic and sedimentary rocks. Boulders larger than quarter (1/4) cubic meter in volume will also be considered as "Rock Excavation", provided these are firm and stable lying in continuous bed and constitute more than 50% by volume as compared to other type of materials in the total mass.

The classification of Hard, Medium or Soft Rock shall be same as described under item 106.2 of General Specifications.

105.2.2 Borrow Excavation

Borrow Excavation shall comprise all excavation taken from borrow pits. Material from borrow pits shall normally be used for the construction of embankment or for the backfill when there is no material available from roadway excavation or structural excavation. Permission to use material from borrowpit shall first be obtained in writing from the Engineer. Nevertheless the total quantity of material from roadway excavation and structural excavation after deduction of the material declared unsuitable by the Engineer, shall be considered available for use in the work and any material used from borrow pits for formation of embankment shall not be measured for payment.

In making his bid, the Contractor shall inspect the site and prepare his estimate of the haulage cost on the basis of his own survey of the possible nature and locations of the borrow pits. Their distance from the work sites shall not be grounds for extra payment or revision of the contract price.

The consent of the landowner or tenant for excavating the borrow material and hauling along private access roads shall be secured by the Contractor who shall, if required, pay for such concession. Borrow pits shall be left in a condition acceptable to the landowner and/or tenant and the Engineer.

105.2.3 Structural Excavation

The description method of measurement and payment of this section shall conform to as specified in item 107.

105.3 CONSTRUCTION REQUIREMENTS

All material removed from excavation shall be used in the formation of embankment, subgrade, shoulders, and at such other places as directed, unless it is declared unsuitable and ordered to waste by the Engineer. No excavated material shall be wasted without written permission from the Engineer, and when such material is to be wasted, it shall be so placed that it will present a neat appearance and not offer any danger to abutting property.

The material shall be declared unsuitable if the soaked CBR (96 hours) is less than five (5) percent or if falls under A-6 or A-7 of AASHTO soil classification.

During construction of the roadway, the road bed shall be maintained in such a condition that it will be well drained at all times.

All slopes, except in solid rock or other material shall be trimmed precisely as per cross-sections, and care must be exercised that no material shall be loosened beyond the required slopes. In blasting rock slopes, a reasonably uniform face shall be left, regardless of whether or not the excavation is carried beyond the specified side slope. All breakage and slides shall be removed by the contractor and disposed of as directed by the Engineer.

Rock, shale and other unsuitable road bed material encountered in cuts shall be excavated to required width and depth indicated on the plans or as otherwise directed. Any overbreakage below the depth shown on the plans will not be paid for. Backfill of the overcut shall be of approved earth material and shall have the same density requirements as specified on the plans and shall be at the expense of contractor.

Borrowpits shall be located so that the nearest edge of the pit is at least thirty (30) meters from the roadway toe of slope unless otherwise directed by the Engineer.

Permission to use any borrow material, including its suitability, shall be obtained in writing from the Engineer before execution of work. It is responsibility of the contractor to submit a request for test at least fifteen (15) working days prior to the day the contractor intends to begin taking material from the borrow area.

In no case shall borrow material be obtained from downstream of any hydraulic structure. However the borrowpit may be established at five hundred (500) meters upstream of the hydraulic structure. The side slopes of the pits or channels shall be constructed as shown on the plans or directed by the Engineer. In no case the side slopes of borrow pit be steeper than a slope; 1:5 (V:H).

Upon abandonment of borrow pit or quarry area, the contractor shall, at his own expense, clean and trim the borrow pit or quarry area, the right of way, and adjoining properties which were occupied during execution of work, all to the satisfaction of the Engineer.

All drilling and blasting shall be done in such a manner as will most nearly complete the excavation to the required grade line, and produce the least disturbance of the material to be left in place. Blasting by means of drill holes or any other methods shall be performed at the entire risk and responsibility of the contractor. Care shall be taken to ensure that no injury be done to persons or properties or to the finished work. Blasting shall be restricted to the hours prescribed by the local authorities or the Engineer.

Where between two successive cross-sections of the road, the properties of rock boulders, in sizes larger than a one quarter (1/4) of a cubic meter, to earth is more than 50%, the excavation will be considered wholly as rock.

Rock material above ground level such as stones, boulders, piles of stone, and dry stones walling whose individual sizes are greater than one quarter of a cubic meter shall be removed and disposed of if directed in writing by the Engineer and shall be paid under relevant item of work in the Bill of Quantities.

105.4 MEASUREMENT AND PAYMENT

105.4.1 Measurement

When the Bill of Quantities specifies for "Common Excavation", "Rock Excavation" and "Borrow Excavation" the quantities of the different classes of excavation shall be computed as follows:

a) Common Excavation

The unit of measurement for common excavation shall be in cubic meter and be computed by average end area method based on cross-sections duly approved by the Engineer prior to commencement and completion of required excavation.

The excavated material approved for fill under any item of the Bill of Quantities shall be used in the manner as described under the relevant item of work, irrespective of haulage distance.

b) Rock Excavation

Authorized "Rock Excavation" to be measured in cubic meters shall consist of area that is necessary to provide the design section and grade or as directed by the Engineer. Any over breakage beyond the lines shown on the plans and outside of the tolerances set for subgrade in cuts shall not be paid for. The Engineer shall define the beginning and ending points of areas classified as "Rock Excavation". Any area over excavated in the subgrade shall be reinstated at the cost of contractor as directed by the Engineer.

The pay quantity for "Rock Excavation" shall be computed by means of average end area method from approved cross-sections based on original ground elevations after the authorized removal of unsuitable or overburden materials, if required.

For disposal of excavated rock material, same procedure shall be followed as described above for the "Common Excavation" specified in sub item No.105.4.1 (a).

c) Borrow Excavation

No measurement shall be made for any Borrow Excavation, however this material if used in any of the Bill items, shall be measured and paid as provided under the relative items of work.

105.4.2

Payment

No payment for Roadway or Borrow Excavation shall be made under this item as the same is deemed to be included under relative item of Formation of Embankment.

EXCAVATION OF UNSUITABLE OR SURPLUS MATERIAL

106.1 DESCRIPTION

The work shall consist of excavation and disposal of unsuitable or surplus material arising from roadway excavation, which is declared in writing by the Engineer to be unsuitable for use or surplus to the requirements of the project. When excavation of unsuitable material requires special attention for a known condition on a specific project, construction requirements and payment shall be covered under relevant Provisions.

106.2 CONSTRUCTION REQUIREMENTS

All suitable material excavated within the limits and scope of the project shall be used in the most effective manner for the formation of the embankment, for widening of roadway, for backfill, or for other work included in the contract.

Any material surplus to these requirement or any material declared in writing by the Engineer to be unsuitable shall be disposed of and leveled in thin layers by the Contractor outside the right of way within 7 Km of excavation. The Engineer shall decide regarding the unsuitability of the material by conducting appropriate laboratory tests.

When unsuitable materials are ordered to be removed and replaced, the soil left in place shall be compacted to a depth of twenty (20) cm to the density prescribed under Item 108.3.1. Payment for such compaction shall be included in the contract prices for the excavation materials.

If the unsuitable material, which is to be removed, is below standing water level and the replacement material is gravel or a similar self-draining material of at least thirty (30) cm in depth, the compaction may be dispensed with if approved by the Engineer.

Rock excavation shall be classified as under:

a) Hard Rock

Any rock which can not be removed with Ripper of a 200 H.P. Bulldozer and constitutes a firm and continuous bed of rock only.

b) Medium Rock

Any rock which can not be removed with the blade of 200 H.P. Bulldozer but can be removed by the ripper, will be termed as Medium Rock, irrespective of the fact that it is removed by blasting.

c) Soft Rock

Any rock which can be removed with the blade of a 200 H.P. Bulldozer. This item will be termed as Soft Rock, irrespective of the fact that it is removed by blasting.

106.3**MEASUREMENT AND PAYMENT****106.3.1****Measurement**

When the contractor is directed to excavate unsuitable material below the surface of original ground in fill areas, the depth to which these unsuitable materials are to be removed will be determined by the Engineer. The contractor shall schedule his work in a such a way that authorized cross sections can be taken before and after the material has been removed. Only material which is surplus to the requirements of the project or is declared in writing by the Engineer to be unsuitable will qualify for payments under pay Item No. 106 a, 106 b, 106 c, and 106 d as the case may be.

The cost of excavation of material which is used anywhere in the project shall be deemed to be included in the pay Item relating to the part of the work where the material is used.

The under mentioned Pay Item Nos. 106 a, 106 b, 106 c, and 106 d shall include the cost of obtaining the consent of the owner or tenant of the land where the disposal of surplus or unsuitable material is made.

Unsuitable or surplus material shall be measured in its original position and its volume shall be calculated in cubic meters using end area method.

106.3.2**Payment**

The quantities determined as provided above shall be paid for at the contract unit price respectively for each of the particular pay Items listed below and shown in the Bill of Quantities which prices and payment shall constitute full compensation for all costs involved in the proper completion of the work prescribed in this item.

Pay Item No.	Description	Unit of Measurement
106a	Excavate Unsuitable Common Material	CM
106b	Excavate Unsuitable Rock Material.	
	i. Hard Rock	CM
	ii. Medium Rock	CM
	iii. Soft Rock	CM
106c	Excavate Surplus Common Material	CM
106d	Excavate Surplus Rock Material	
	i. Hard Rock	CM
	ii. Medium Rock	CM
	iii. Soft Rock	

107.1 **DESCRIPTION**

Structural excavation shall include the removal of all material of whatever nature, necessary for the construction of foundations of bridges, culverts, retaining walls, headwalls, wing walls, catch basins, manholes, inlets and other structures not otherwise provided for in these specifications and in accordance with the plans or as directed by the Engineer. It shall include the furnishing of all necessary equipment and construction of all cribs, cofferdams, caissons, dewatering, sheeting, shoring etc., which may be necessary for the execution of the work. It shall also include the subsequent removal of cofferdams and cribs and the placement of all necessary backfill as hereinafter specified. It shall also include the disposing of excavated material, which is not required for backfill, in a manner and in locations so as not to affect the carrying capacity of any channel and not to be unsightly.

107.2 **MATERIAL REQUIREMENT FOR BACKFILL**107.2.1 **Backfill around structure**

Backfill around structure shall be made with the following material.

- a. Granular backfill of selected material as specified here under
- b. Common backfill shall be carried out from excavated material or any other borrow material approved by the Engineer.

107.2.2 **Granular backfill**

Granular backfill material shall meet the following requirements.

a) **Grading Requirement**

mm	Inch.	A	B
25	1"	100	100
19	3/4"	60-100	75-100
4.75	No. 4	50-85	55-100
2.0	No. 10	40-70	40-100
0.425	NO. 40	25-45	20-50
0.075	No. 200	0-15	5-15

- b) Material satisfying the requirements of coarse sand falling under soil classification A-3 (AASHTO). In case, coarse sand is utilised for granular fill it shall be ensured that the same is confined properly with approved material.
- c) The material shall have a Plasticity Index of not more than size (6) as determined by AASHTO T-89 and T-90.

107.2.3 Common backfill

Use of excavated material as backfill may be allowed under this item. Use of borrow material for common backfill shall be allowed subject to approval of borrow material by the Engineer.

107.2.4 Rock backfill

Rock material of small size shall be permitted in the backfilling of structures or walls subject to the approval of methodology by the Engineer.

107.3 CONSTRUCTION REQUIREMENTS

107.3.1 Structural excavation

a) General

All substructures, where practicable, shall be constructed in open excavation and, where necessary, the excavation shall be shored, braced, or protected by cofferdams in accordance with approved methods. When footings can be placed in the dry without the use of cribs or cofferdams, backforms may be omitted with the approval of the Engineer, and the entire excavation filled with lean concrete to the required elevation of the top of the footing. The additional concrete shall be at the expense of the Contractor.

In case the contractor has excavated additional volumes than specified thereunder, the contractor shall at his own expense backfill the volume with approved material as directed by Engineer.

The classification of Hard, Medium or Soft Rock shall be same as described under item 106.2 of General Specifications.

b) Preservation of channel

Unless otherwise specified, no excavation shall be made outside of caissons, cribs, cofferdams, piling, or sheeting, and the natural stream bed adjacent to the structure shall not be disturbed without permission from the Engineer. If any excavation or dredging is made at the site of the structure before caissons, cribs or cofferdams are in place, the Contractor shall, without extra charge, after the foundation base is in place, backfill all such excavation to the original ground surface or river bed with material approved by the Engineer. Material deposited within the stream area from foundation or other excavation or from filling of cofferdams shall be removed and the stream bed freed from obstruction thereby.

c) Depth of Footings

The elevation of the bottoms of footings, as shown on the drawings, shall be considered as approximate only and the Engineer may order, in writing, such changes in dimensions or elevation of footings as may be necessary to secure a satisfactory foundation.

d) Preparation of Foundations of Footings

- i) All rock or other hard foundation material shall be freed from all loose material, cleaned and cut to a firm surface, either leveled, stepped, or roughened, as may be directed by the Engineer.
- ii) When masonry is to rest on an excavated surface other than rock special, care shall be taken not to disturb the bottom of the excavation, and the final leveling of the grade shall not be made until just before the masonry is to be placed.

e) Cofferdams and Cribbs

- i) For substructure work, the contractor shall submit, upon request, drawings showing his proposed method of cofferdams construction and other details left open to his choice or not fully shown on the Engineer's drawings. The Contractor shall not start work until the Engineer has approved such drawings.
- ii) Cofferdams and cribs for foundation construction shall be carried to adequate depths and heights, be safely designed and constructed, and be made as water tight as is necessary for the proper performance of the work which must be done inside them. In general, the interior dimensions of cofferdams and cribs shall be such as to give sufficient clearance for the construction of forms and the inspection of their exteriors, and to permit pumping outside the forms. Cofferdams or cribs, which are tilted or moved laterally during the process of sinking, shall be righted, reset, or enlarged so as to provide the necessary clearance and this shall be solely at the expense of the Contractor.
- iii) When conditions are encountered which, in the opinion of the Engineer, render it impracticable to dewater the foundation before placing masonry, he may require the construction of a concrete foundation seal of such dimensions as may be necessary. The foundation water shall then be pumped out and the balance of the masonry placed in the dry. When weighted cribs are employed and the weight is utilized to partially overcome the hydrostatic pressure acting against the bottom of the foundation seal, special anchorage such as dowels or keys shall be provided to transfer the entire weight of the crib into the foundation seal. During the placing of a foundation seal, the elevation of the water inside the cofferdam shall be controlled to prevent any flow through the seal, and if the cofferdam is to remain in place, it shall be vented or ported at low water level.
- iv) Cofferdams or cribs shall be constructed so as to protect green concrete against damage from a sudden rising of the stream or river and to prevent damage to the foundation by erosion. No timber or bracing shall be left in cofferdams or cribs in such a way as to extend into the substructure masonry without written permission from the Engineer.
- v) Unless otherwise provided, cofferdams of cribs with all sheeting and bracing shall be removed after the completion of the substructure, care being taken not to disturb or otherwise injure the finished masonry.

f) Pumping

- i) Pumping from the interior of any foundation enclosure shall be done in such a manner as to preclude the possibility of the movement of water through any fresh concrete. No pumping of water will be permitted during the placing of concrete or for a period of at least twenty four (24) hours thereafter, unless it is done from a suitable sump pit separated from the concrete work by a watertight wall or other effective means.
- ii) Pumping to unwater a sealed cofferdam shall not commence until the seal has set sufficiently to withstand the hydrostatic pressure.

g) Inspection

After each excavation is completed the Contractor shall notify the Engineer, and no concrete or masonry shall be placed until the Engineer has approved the depth of the excavation and the character of the foundation material.

In case if an existing structure is to be replaced with a new structure the quantities for dismantling the structure shall be paid under item 510 (Dismantling of structures) and additional excavation required shall be carried out under this item.

h) Classification of Excavation

Classification of excavation shall be made as described under items 106.2 of this Specification.

107.3.2

Excavation in Embankments

Unless otherwise specified, the Contractor may choose with the approval of the Engineer to excavate for structures, culverts, and pipe culverts after the embankment has been placed. Any space remaining after the placing of such structures or culverts shall be filled with material approved by the Engineer and compacted as follows :

Layers of not more than 20 cm in loose thickness shall be placed and compacted in succession, with mechanical tampers, plate compactors or hand guided rollers operated transversely to the roadway, to the densities specified in the item 108.3.1. Moisture content shall be adjusted as directed by the Engineer. Proper benching shall be made to ensure bonding of existing and new material without any extra payment.

The excavation in embankment and the placing of backfill for the purposes described above shall not constitute any claim for payment. also if sand or granular backfill is used by the contractor for his convenience, no extra payment will be made.

Backfill

- a) Granular backfill where-ever directed shall be placed in the position and to the required depth, shown on the drawings or where and as required in writing by the Engineer and it shall be well compacted in layers not exceeding twenty (20) cm in thickness to 100 percent of Max. dry density as per AASHTO T-180 (D). In case of water logged areas the thickness of the layer shall not exceed fifty (50) centimeters or as directed by the Engineer. Volume of granular fill around structures shall be calculated within the vertical limits of approved excavation for such a structure, where as the horizontal limits shall be those as specified on drawings.
- b) Common backfill shall consist of earth free from large lumps, wood and other organic materials and of a quality acceptable to the Engineer. It shall be placed in the position and to the required depths shown on the Drawings and/or as required in writing by the Engineer and it shall be well compacted in layers not to exceed twenty (20) cms in depth to the density, 95 percent of maximum dry density, as per AASHTO T-180 (D).
- c) The rock backfill material whose individual sizes are not more than 30 cm shall be placed in the position to the required depth as specified and the voids shall be filled in layer of fine material approved by the Engineer. The compacting efforts shall be made so as to achieve the desired compaction approved visually by the Engineer. The depth of the layer in any case shall not exceed sixty (60) centimeters. However in water logged areas, the thickness may be increased as directed by the Engineer. Rock backfill will not be placed within two meters from concrete face of any structure.
- d) All spaces excavated and not occupied by abutments, piers or other permanent work shall be refilled with earth or granular fill as approved by the Engineer up to the surface of the surrounding ground, with a sufficient allowance for settlement. All such backfill shall be thoroughly compacted and, in general, its top surface shall be neatly graded.
- e) The fill behind abutments and wing walls of all bridge structures shall be deposited in well-compacted, horizontal layers not to exceed twenty (20) cm. in thickness. The common backfill in front of such units shall be placed first to prevent the possibility of forward movement.

Special precautions shall be taken to prevent any wedging action against the masonry, and the slope bounding the excavation for abutments and wingwalls shall be destroyed by stepping or roughening to prevent wedge action. Jetting of the fill behind abutments and wingwalls will not be permitted.

- f) Fill placed around culverts and piers shall be deposited on both sides to approximately the same elevation at the same time. Where the Contractor does not have proper equipments to ensure compaction in restricted areas, Engineer may allow backfill with sand saturation method, at no extra cost to the Client.
- g) Adequate provision shall be made for the through drainage of all backfill. French drains shall be placed as weep holes.
- h) No backfill shall be placed against concrete or masonry structure before fourteen (14) days of placement and backfilling shall be carried out on both sides of the structure simultaneously .

107.4 **MEASUREMENT AND PAYMENT**

107.4.1 **Measurement**

a) Structural Excavation

The quantities of structural excavation to be paid for shall be the number of cubic meters of material measured in its original position computed by the average end-area method, and excavated to the satisfaction of the Engineer.

Structural Excavation will be classified for measurement and payment as "Structural Excavation in Common Material", "Structural Excavation in Common Material Below Water Level", "Structural Excavation in Rock Material" and according to whether the excavation is in earth or rock and according to whether the excavation is above or below the water level which is the constant level to which the water naturally rises in a foundation pit.

The volume of earth or rock to be measured for structural excavation shall consist of a prismoid bounded by the following planes:-

- 1) The vertical limits for computing pay quantities will be vertical planes 50 centimeters outside of the neat lines of footings or foundations as shown on the Drawings or as directed by the Engineer.
- 2) The upper limit for payment of structural excavation shall be the ground surface as it existed prior to the start of construction operations, except where structural excavation is performed within roadway excavation or ditch excavation areas, the upper limit shall be the planes of the bottom and side slopes of said excavated areas.
- 3) The lower limits for computing pay quantities of structural excavation or structure backfill shall be a plane at the bottom of the completed footings, foundations, structures or lean concrete.

108.1 DESCRIPTION

This work shall consist of formation of embankment, including preparation of area for placing and compaction of embankment material in layers and in holes, pits and other depressions within the roadway area in accordance with the specifications and in conformity with the lines, grades, thickness and typical cross-section shown on the plans or established by the Engineer.

108.2 MATERIAL REQUIREMENTS

Material for embankment shall consist of suitable material excavated from borrow, roadway excavation or structural excavation and shall include all lead and lift. Borrow material will be used only when material obtained from roadway or structural excavation is not suitable or is deficient for embankment formation and shall include all lead and lift.

The material under this item shall conform to the following specification.

- a) Contractor shall use AASHTO Class A-1, A-2, A-3, A-4 or A-5 soil as specified in AASHTO M-145 or other material approved by the Engineer.
- b) CBR of the material shall not be less than five (5) percent, determined in accordance with AASHTO T-193. CBR value shall be obtained at a density corresponding to the degree of compaction required for the corresponding layer.
- c) Swell value of the material for embankment formation shall not exceed five tenth (0.5) percent. However, while establishing the swell value, surcharge weights representing the overburden will be used. In case sandy material is used for embankment formation, it shall be properly confined at no extra payment with a material and to the extent as approved by the Engineer and sandy material shall not be used on slopes of embankment.
- d) In areas subject to flood and prolonged inundation of the embankment, such as at bridge sites, the material used in embankment, unless rock, shall be AASHTO Class A1 (a), A1 (b) and A-2-4, soils. Other soils may be used only with the written consent of Engineer.

108.3 CONSTRUCTION REQUIREMENTS**108.3.1 Formation of Embankment with Borrow Common Material**

Material for embankment, obtained and approved as provided above, shall be placed in horizontal layers of uniform thickness and in conformity with

Measurement for structural excavation shall not include material removed below the footing grade and beyond specific limits to compensate for anticipated swell or as a result of effective swell during pile driving, or additional material resulting from slides, slips, cave-ins, silting or fillings, whether due to the action of the elements or to carelessness of the Contractor. The depths of the footings shown on the drawings are approximate only and any variation found to be necessary during construction shall be paid for at the contract unit price.

b) Granular Backfill

The quantities of Granular Backfill to be paid for shall be the number of cubic meters of material laid and compacted in place within the line of structure and limits defined in Item 107.4.1 (a) above, computed and accepted by the Engineer.

c) Common Backfill

The quantities of Common Backfill to be paid for shall be the number of cubic meters of material laid and compacted, placed within the lines of structure and limits defined in Item 107.4.1(a) above and accepted by the Engineer.

107.4.2

Payment

The quantities determined as provided above shall be paid for at the contract unit price respectively for each of the particular pay item listed below that is shown in the Bill of Quantities, which price and payment shall be full compensation for all the costs involved in the proper completion of the work prescribed in this item.

Pay Item No.	Description	Unit of Measurement
107a	Structural Excavation in Common Material	CM
107b	Structural Excavation in Common Material Below Water Level	CM
107c	Structural Excavation in Rock Material	
	i. Hard Rock	CM
	ii. Medium Rock	CM
	iii. Soft Rock	CM
107d	Granular Backfill type--	CM
107e	Common Backfill	CM

the lines, grades, sections and dimensions shown on the Drawings or as required by the Engineer. The layers of loose material other than rock shall be not more than 20 cm. thick, unless otherwise allowed by the Engineer after a trial section is prepared and approved.

The material placed in layers and that scarified to the designated depth for formation of embankment shall be compacted to the density specified below:

<u>Depth in centimeters below subgrade Level</u>	<u>Percent of Maximum Dry Density. as determined by AASHTO T-180. *</u>
0 to 30	95
30 to 75	93
Over 75	90

* Method 'B' or 'D' whichever is applicable, or corresponding Relative Density in case of sand fill.

In-place density determinations of the compacted layers shall be made in accordance with AASHTO T-191 or other approved methods. For all soils, with the exception of rock fill materials, containing more than 10% oversize particles (retained on 3/4 inch/ 19 mm sieve), the in-place density thus obtained shall be adjusted to account for such oversize particles or as directed by the Engineer. Subsequent layers shall not be placed and compacted unless the previous layer has been properly compacted and accepted by the Engineer.

Material for embankment at locations inaccessible to normal compacting equipment shall be placed in horizontal layers of loose material not more than 15 centimeters thick and compacted to the densities specified above by the use of mechanical tampers, or other appropriate equipment.

The compaction of the embankment shall be carried out at the designated moisture content consistent with the available compacting equipment.

Embankment material that does not contain sufficient moisture to obtain the required compaction shall be given additional moisture by means of approved sprinklers and mixing. Material containing more than the optimum moisture may not, without written approval of the Engineer, be incorporated in the embankment until it has been sufficiently dried out. The drying of wet material may be expedited by scarification, disking or other approved methods.

When materials of widely divergent characteristics, such as clay and chalk or sand, drawn from different sources, are to be used in the embankment they shall be deposited in alternate layers of the same material over the full width of the embankment to depths approved by the Engineer. Rock, clay or other material shall be broken up, and no accumulation of lumps or boulders in the embankment will be permitted. No surplus material shall be permitted to be left at the toe of embankment or at the top of cut sections.

Side slopes shall be neatly trimmed to the lines and slopes shown on the drawings or as directed by the Engineer, and the finished work shall be left in a neat and acceptable condition.

108.3.2

Formation of Embankment With Rock Material

Embankment formed of material consisting predominantly of rock fragment of such size that the material cannot be placed in layers of the thickness prescribed without crushing, pulverizing or further breaking down the pieces, such material may be placed in layers not exceeding in thickness than the approximate average size of the rocks except that no layer shall exceed eighty (80) centimeters of loose measurement and compacted by a vibratory roller with the minimum mass as shown in the following table.

Mass per metre width of vibrating roll (Kg/M)	Depth of fill layer (mm)	Number of passes of the roller on each layer
2300 – 2900	400	5
2900 – 3600	500	5
2600 – 4300	600	5
4300 – 500	700	5
>5000	800	5

The material shall be carefully placed in layers, so that all larger stones will be well distributed and voids completely filled with smaller stones, clean small spells, shale, earth, sand, gravel, to form a solid mass. After placing rock material, surface shall be covered with a layer of fine material having thickness less than twenty (20) centimeters. Such fine material shall be reserved from roadway excavation by the Contractor. Should such material be available but not reserved, Contractor will supply and place borrow material for forming smooth grade without extra payment.

Each layer shall be bladed or leveled with motor grader, bulldozer or similar equipment capable of shifting and forming the layer into a neat and orderly condition. No rock larger than eight (8) centimeters in any dimension shall be placed in the top fifteen (15) centimeters of embankment unless otherwise allowed by the Engineer.

Material for each layer should be consolidated with heavy weight vibratory roller until settlement as checked between two consecutive passes of roller is less than one (1) percent of the layer thickness. In evaluation of settlement, survey points should be established and rolling continued until difference of levels as checked after two consecutive passes is less than one (1) percent of the total layer thickness. More over initial rolling of overlaid fine material shall be done without watering to ensure their intrusion in voids of rock layer beneath. Watering shall be done when voids are properly filled.

Embankments, which are formed of material that contain rock but also contain sufficient compactable material other than rock or other hard material to make rolling feasible, shall be placed and compacted in the manner prescribed above and to the point when settlement is within above mentioned requirement. Compaction test will be made whenever the Engineer determines they are feasible and necessary. Each layer must be approved by the Engineer before the next layer is placed.

When rock to be incorporated in fill is composed largely of weak or friable material, the rock shall be reduced to a maximum size not exceeding fifty (50) percent of the thickness of the layer being placed.

108.3.3 Formation of Embankment on Steep Slopes

Where embankments are to be constructed on steep slope, hill sides or where new fill is to be placed and compacted against existing pavement or where embankment is to be built along one half the width at a time, the original slope of the hill side, of existing pavement or adjacent to half width of embankment shall be cut in steps of twenty (20) centimeters depth. Benching shall be of sufficient width to permit operation of equipment possible during placing and compaction of material.

Cut material shall be incorporated with the new embankment material and compacted in horizontal layers. No extra payment will be allowed for such an operation.

108.3.4 Formation of Embankment on Existing Roads

Before fill is placed and compacted on an existing roadway, the existing embankment and/or pavement may be leveled by cutting, rooting or scarifying by approved mechanical means to a level to be determined by the Engineer. The earth, old asphalt or other material arising as a result of this operation will be declared either suitable or unsuitable, for use in the embankment or other items, by the Engineer. If the material is declared suitable it will be measured under relative item and if it is declared unsuitable, it will be measured under item 106a.

108.3.5 Formation of Embankment in Water Logged Areas

Where embankments are to be placed in water logged areas and which are inaccessible to heavy construction equipment, a special working platform shall be first established, consisting of a blanket of fill material placed on top of the soft layer. The material of the working table shall consist of normal or processed granular fill, obtained from borrow excavation. This material shall conform to the following specifications:

<u>Sieve Description</u>	<u>Percentage of Weight Passing Mesh Sieve, AASHTO T-27</u>
3 inch (75 mm)	100

The remaining grading shall be such as to avoid intrusion into the working platform material of subgrade or natural ground surface material. For this condition to be met it will be required that the ratio.

$$\frac{D_{15}(\text{Working Platform Material})}{D_{85}(\text{Natural Ground Material})} \text{ is less than } 5.$$

D_{85} and D_{15} mean the particle diameters corresponding to 85% and 15%, respectively, passing (by weight) in a grain size analysis.

Construction of this working table shall proceed from one edge of the soft area by using the fill as a ramp for further material transport.

The thickness of the working table as prescribed above shall be approximately 0.5 meter unless directed otherwise by the Engineer, and the width shall be that of the embankment. The placement and compaction of the working table shall be carried out by use of light equipment, as directed by the Engineer.

No density requirements are specified for the working platform, however, subsequent layers above it shall be compacted to the densities specified in Item 108.3.1.

108.3.6

General Requirements

To avoid interference with the construction of bridge abutments and wing walls, the Contractor shall at points determined by the Engineer, suspend work on embankments and/or in cuts forming the approaches to any such structure until such time as the construction of the later is sufficiently advanced to permit the completion of the approaches without the risk of interference or damage to the bridge works. The cost of such suspension of work shall be included in the contract unit prices for embankment. In carrying embankments up to or over bridges, culverts or pipe drainage, care shall be taken by the Contractor to have the embankments brought to equally on both sides and over the top of any such structure. Contractor shall make special arrangements to ensure proper compaction in restricted spaces and around structures. No compensation shall be made to the Contractor for working in narrow or otherwise restricted areas.

When as a result of settlement, an embankment requires the addition of material up to 30 cm in thickness to bring it up to the required grade level, the top of the embankment shall be thoroughly scarified before the additional material is being placed, without extra payment to Contractor for the scarification.

The Contractor shall be responsible for the stability of all embankments and shall replace any portions that in the opinion of the Engineer have been damaged or displaced due to carelessness or neglect on the part of the Contractor. Embankment material which may be lost or displaced as a result of natural causes such as storms, cloud-burst or as a result of unavoidable movement or settlement of the ground or foundation upon which the embankment is constructed shall be replaced by the Contractor with acceptable material from excavation or borrow. No additional compensation will be allowed for the replacement.

During construction, the roadway shall be kept in shape and drained out at all times. When unsuitable material has been placed in the embankment by the Contractor, he shall remove it without extra payment.

108.4

MEASUREMENT AND PAYMENT

108.4.1

Measurement

The quantities to be paid for shall be the number of cubic meters calculated on theoretical designed lines and grades and the ground levels as established under clause 100.9, compacted in place, accepted by the Engineer formed with material resulting from:

i) **Formation of Embankment from Borrow Excavation**

Measurement shall be made as under:-

Formation from Borrow = Total Embankment Quantity (minus)
Roadway excavation Quantity (minus)
structural excavation Quantity.

ii) **Formation from structural Excavation**

This quantity shall be the same as calculated for structural excavation irrespective of its haulage distance except that declared unsuitable by the Engineer.

iii) **Formation from Roadway Excavation.**

This quantity shall be the same as calculated for Roadway Excavation. The contractor will be supposed to use material from Roadway Excavation irrespective of haulage distance. However if contractor, for his own convenience, uses the material from borrow, the payment will still be made under this item 108 (a) & 108 (b).

In the measurement of "Formation of Embankment on steep slopes" no allowance will be made for the benching or volume of material cut out from the hill side or from the first half width fill to accommodate the compacting equipment but will be calculated only on the net volume of fill placed against the original hill sides, the old embankment or the first half width fill.

108.4.2

Payment.

a) Formation from Borrow Excavation .

The quantity to be paid for shall be the number of cubic meters placed in embankment, measured as provided above for material from borrow excavation and such a payment will be deemed to include cost of excavation, payment of royalty, levies and taxes of Local, Provincial and Federal Government, cost of hauling including all lead and lift, spreading, watering, rolling, labour, equipment, tools and incidental necessary to complete this item.

b) Formation from Structural Excavation.

The quantity to be paid for shall be the number of cubic meters placed in embankment and measured as provided above for material from structural excavation and such payment will be deemed to include cost of excavation, hauling, dumping, spreading, watering, rolling, labour, equipment, tools and incidental necessary to complete this item.

c) Formation from Roadway Excavation

The quantity to be paid for shall be the number of cubic meters placed in embankment and measured as provided above for material from roadway excavation and such payment will be deemed to include cost of excavation, hauling, dumping, spreading, watering, rolling, labour, equipment, tools and incidental necessary to complete this item.

Pay Item No.	Description	Unit of Measurement
108a	Formation of Embankment from Roadway Excavation in Common Material	CM
108b	Formation of Embankment from Roadway Excavation in Rock Material.	
	i. Hard Rock	CM
	ii. Medium Rock	CM
	iii. Soft Rock	CM
108c	Formation of Embankment from Borrow Excavation in Common Material.	CM
108d	Formation of Embankment from Structural Excavation in Common Material.	CM
108e	Formation of Embankment from Structural Excavation in Rock Material	
	i. Hard Rock	CM
	ii. Medium Rock	CM
	iii. Soft Rock	CM

109.1 DESCRIPTION

The subgrade preparation shall be that part of the work on which, the subbase is placed or, in the absence of subbase, act as the base of the pavement structure. It shall extend to the full width of the road bed including the shoulders and laybyes as indicated on the Drawings or as specified herein.

109.2 CONSTRUCTION REQUIREMENT**109.2.1 Prior Work**

Before commencing the work all culverts, drains, ditches including fully compacted backfill over them outlets for drainage, head walls/wing walls of culverts and any other minor structure below thirty (30) centimeters of existing subgrade level or all structures which will be below thirty (30) centimeters of newly placed subgrade level, shall be in such operative conditions as to ensure prompt and effective drainage and to avoid damage to subgrade by surface water. No work of subgrade preparation will be started before the prior work herein described have been approved by the Engineer.

109.2.2 Compaction Requirement

All materials down to a depth of 30 cm below the subgrade level in earth cut or embankment shall be compacted to at least 95 percent of the maximum dry density as determined according to AASHTO T-180 Method 'B' or 'D' whichever is applicable, or corresponding Relative Density as per D-4254-83 (ASTM).

109.2.3 Subgrade Preparation in Earth Cut

In case bottom of subgrade level is within thirty (30) cm of the natural ground, the surface shall be scarified, broken up, adjusted to moisture content and compacted to minimum density of ninety five (95) percent of the maximum dry density as determined by AASHTO T-180 Method D. Subsequent layer of approved material shall be incorporated to ensure that the depth of subgrade layer is thirty (30) cm.

In case, the bottom of subgrade is below the natural ground by more than Thirty (30) cm, the material above the top of subgrade shall be removed and subsequent layer of thirty (30) cm shall be scarified, broken up, adjusted to moisture content and compacted to the same degree of compaction as described above.

In case, unsuitable material is encountered at the sub grade level within a depth of thirty (30) cm, the same shall be removed in total and replaced by the approved material. The contractor shall be paid for removal of unsuitable material as per pay Item 106a and for replacement of approved material, the payment will be made under pay Item 108c.

109.2.4 Subgrade Preparation in Rock Cut

Excavation in rock shall extend to the subgrade level as shown on drawings. Rock shall be undercut nearly to required elevation and sections shown on the plans or as directed by the Engineer. Transverse and longitudinal profiles checked by template shall be accurate to the requirement. Cuts below subgrade level shall be backfilled with selected subbase material and compacted to minimum ninety eight (98) percent of the maximum dry density as determined by AASHTO T-180, method 'D'. No compensation shall be made to the Contractor for over-cut or remedial measures as described above.

No rock shall be higher than two (2) centimeters above the under cut section elevation. The under cut material shall be placed in embankment or disposed of at the direction of Engineer.

109.2.5 Subgrade in Embankment

When the subgrade is formed in embankment, its width shall be the full width of top of embankment and material placed in the upper part of embankment down to a depth of thirty (30) centimeters below subgrade level shall meet compaction requirement of 109.2.2. Soils having a minimum value of C.B.R of seven (7) percent and swell value of not more than 0.3 percent shall be used. C.B.R less than seven (7)% may be used in case, the design allows for it. Unsuitable material if encountered within the existing formation layer as per laboratory specified test, shall be removed, disposed of and replaced by suitable one as per direction of the Engineer of which the payment will be made under relevant items of work.

Rollers and other equipments of approved size and type, accepted by the Engineer, shall be used for compaction. Water shall be added to obtain optimum moisture content ; if necessary. Contractor shall ensure proper compaction in restricted areas by use of special equipments and rollers. No compensation shall be made for extra work due to restricted space.

Performance of this item of work shall not be paid for under this section but shall be deemed to be covered by the contract price for pay item 108a, through 108e, Formation of Embankment.

109.2.6 Subgrade Level in Existing Road

Where indicated on the Drawings or directed by the Engineer that the existing road surface is to be used as the subgrade, the correct elevation on which the base or subbase is to be laid shall be obtained, where necessary, either by means of leveling course or by excavation. The leveling course shall be constructed to the requirements of the Engineer and paid for under

the appropriate Pay Item involved. Excavation shall include disposal of any surplus material in the adjacent embankment or elsewhere as directed by the Engineer.

In case, the design level of subgrade is within 30 cm of the existing ground/road then the item shall be measured and paid accordingly.

109.2.7 Subgrade reinforcement

When the width of the existing pavement, either to be scarified or not, is insufficient to contain the subbase or base to be placed upon it, the Engineer may order to strengthen and support the subbase or base on one or both sides of the existing pavement. This work shall consist of the removal and disposal of any unsuitable material and its replacements with suitable material to such width and depth as required by the Engineer.

The excavated material shall, if declared suitable for use elsewhere in the embankment by the Engineer be so used, and payment for its removal shall be covered under the contract price of Pay Item No. 108a; if declared unsuitable it shall be disposed of and paid as provided in Item 106a. The finished compacted surface of the subgrade shall be as specified in Item 109.2.3.

109.2.8 Protection of Completed Work

Any part of the subgrade that has been completed shall be protected and kept well drained. Any damage resulting from carelessness of the Contractor shall be repaired as directed by the Engineer without additional payment.

The Contractor shall be responsible for all the consequences of traffic being admitted to the subgrade. He shall repair any ruts or ridges occasioned by his own traffic or that of others by reshaping and compacting with rollers of the size and type necessary for such repair. He shall limit the area of subgrade preparation to an area easily maintained with the equipment available. Subgrade preparation and subbase or base placing shall be arranged to follow each other closely. The subgrade, when prepared too soon in relation to the placing of the subbase, is liable to deteriorate, and in such case the Contractor shall, without additional payment, repair, reroll, or recompact the subgrade as may be necessary to restore it to the state specified herein.

109.2.9 Templates and Straightedges

The Contractor shall provide for the use of the Engineer, satisfactory templates and straightedges in sufficient numbers to check the accuracy of the work, as provided in these specifications and no subsequent work shall be permitted until the subgrade levels have been checked and approved by the Engineer. For tolerances, referred to the, "Table for Allowable Tolerances" in these specifications.

109.3 **MEASUREMENT AND PAYMENT**

109.3.1 **Measurement**

The quantity to be paid for shall be the number of square meters of subgrade prepared as herein before prescribed and accepted. Subgrade in rock cuts and on embankment not consisting of the existing road surface in fill area shall not be measured for direct payment.

Subgrade preparation on "Existing Surface" shall only be measured for payment when ordered by the Engineer.

109.3.2 **Payment**

The quantities, determined as provided above, shall be paid for at the contract unit price respectively, for each of the particular pay items listed below that is shown in the Bill of Quantities which prices and payment shall be full compensation for furnishing of material, water, equipment, tools, labour, and all other items necessary for completion of work.

Pay Item No.	Description	Unit of Measurement
109a	Subgrade preparation in Earth Cut	SM
109b	Subgrade preparation in Existing Road	
i,	Without any fill	SM
ii.	With fill less than 30 cms	SM

114.1 DESCRIPTION

This work shall consist of scarification of berms, which are undulated, or out of level. The existing material shall be scarified, watered, mixed and properly leveled and compacted according to specification described here under or as directed by the Engineer.

114.2 MATERIAL REQUIREMENTS

In this item no fresh material is required, however, if fresh material is used it shall be measured and paid under other relative items of works.

114.3 CONSTRUCTION REQUIREMENTS**114.3.1 Dressing of berm without the use of extra material**

In case the berms show undulation of more than 5 cms in level from the reconstructed pavement structure, the berms shall be scarified to a depth of 15 cm and material will be watered, mixed and compact with appropriate equipment approved by the Engineer.

114.3.2 Dressing of berm with the use of extra material

In case the difference of elevation of existing berm with respect to reconstructed road structure is less than 15 cm than additional material (to be measured under other items of work) shall be added to bring the level of berms in conformity with the lines and grades of the existing road. Existing and fresh material shall be properly mixed, watered and compacted as directed by the Engineer.

114.3.3 Compaction requirement

Compaction requirement of the fresh and existing material shall be in accordance with the type of material used in berms, as under:-

<u>Depth in cm</u>	<u>Compaction requirement as per AASHTO T-180 (D).</u>
0 - 15 (Top layer)	95% for common earth material
0 - 15 (Top layer)	100% for subbase material

114.3.4 Compaction of slopes

While reinstating/dressing of berms, it shall be ensured that compaction requirements are observed on slopes of the berms. The degree of compaction shall be as per direction of the Engineer.

114.4 MEASUREMENT AND PAYMENT

114.4.1 Measurement

Measurement under this item shall be made in square meter of berms dressed or compacted in accordance with theoretical lines, or sections shown on the drawings, or as per existing edge of road.

In case partial fresh material is used to compensate for shortage of material in the top layer the quantity of such material shall be measured by survey levels of existing ground and designed lines, grades or sections shown on the drawing.

The quantity of material thus measured shall be paid under other items of works of formation of embankment / subbase.

114.4.2 Payment

The payment of this item shall be made for at the contract unit price per square meter of dressed and compacted berm measured as above, for scarification watering, mixing, rolling, labour, equipment, tools and incidentals necessary to complete this item.

Pay Item No.	Description	Unit of Measurement
114a	Dressing of berm without extra material.	SM
114b	Dressing of berm with extra material.	SM

**SUBBASE
AND
BASE**

SUBBASE AND BASE

ITEM 200

GENERAL

200.1 DESCRIPTION

The work shall consist of furnishing, spreading, and compacting graded subbase, base, asphaltic base course, crushed limestone base course, cement stabilized subbase and base course, lime stabilized subbase and bitumen stabilized subbase and base, crack relief layers, constructed on a prepared bed and all incidentals in accordance with these specification in conformity with the lines, grade thickness and typical cross-section shown on the drawing and/or as directed by the Engineer.

200.2 MATERIAL

The material shall consist of sand, gravel or a sand gravel mixture obtained from the source approved by the Engineer. Material requirements for this work are specified under various items of the section.

200.2.1 Sampling and Testing

Adequate representative samples shall be submitted to Engineer for testing and preliminary approval not less than twenty days, before the intended material is to be used in the work. The material, when deemed necessary by the Engineer, shall be sampled and tested in his presence by the contractor for particular subbase, base course as called for in the specification of particular application and /or the bill of quantities, and/or as shown on the drawing, to assure conformance with the requirements of specification. Any material found not to conform with the requirements will be subject to rejection. All rejected material shall be removed and replaced with the material meeting the requirement, at no additional cost to the Client.

Preliminary approval of source shall not mean that all the material in the source is approved.

Sampling and testing, unless otherwise stated, shall be according to the standard methods prescribed in the latest edition of the American Association of State Highway and Transportation Officials (AASHTO) or standard specification and methods of sampling and testing, provided in latest version of American Society of Testing and Materials (ASTM). Any deviation from the methods and procedure prescribed therein may be made only as directed in writing by the Engineer as per relevant "Table for Sampling and Testing Frequency".

200.2.2 Selection of Place for Sampling

The selection of representative samples for testing shall be by "Random Sampling Method" by which every part of a lot or stockpile has equal chance to be selected. When it is necessary to sample stockpiles, every effort should be made to enlist the service of power equipment that is capable of exposing the material at various levels and locations. In sampling sand from stockpiles, the outer layer which may have become dry, causing segregation shall be removed and representative samples of the damp sand selected.

200.2.3 Number and Size of Samples

The number and size of sample required depends on the intended use of the material, the quantity of material involved and the variation both in quality and size of aggregate. A sufficient number of samples shall be obtained to cover all variations in the material. The quantities must be sufficient to provide for proper execution of the required tests.

200.2.4 Schedule for Sampling and Testing

The sampling frequency, acceptance limits, and other information for proper control of each work shall be as given in "Tables for Sampling and Testing Frequency" which will provide the minimum testing frequency under normal conditions. Where sampling frequencies are not given in the table they shall be as directed by the Engineer. Where frequencies are given as per layer or per strip this will mean the width of strip or layer being laid at any one item. If the materials or operations are variable and good control is difficult to maintain, greater sampling frequency may be taken as directed by the Engineer.

200.2.5 Tolerances

The allowable tolerances for the subgrade prior to placing the overlying courses, together with the allowable tolerances for the subbase and base are as specified in "Table for Allowable Tolerances", in these specifications.

200.3 PLANT & EQUIPMENT

All equipment, tools and machines used in the performance of work shall be maintained in satisfactory conditions at all times and be subject to the approval of the Engineer. List of recommended type of equipment is only for guidance of contractor. However contractor will be responsible to give required quality and workmanship through any type of equipment irrespective of any approval given by the Engineer.

TRIAL STRIPS

Contractor shall prepare trial strip for any item as appearing in this chapter, to establish the following.

- a) Maximum thickness of loose layer, which can be laid.
- b) Type of equipment to be used.
- c) Watering and mixing procedures.
- d) Number of passes required to satisfactorily compact the layer to required level.
- e) Any other requirement ordered by the Engineer.

Engineer shall then inspect and test the Trial Strip and approve the procedure in writing, to carry out the work. However this approval shall not relieve the contractor from his contractual obligation.

ITEM 201**GRANULAR SUBBASE**

201.1 DESCRIPTION

This item shall consist of furnishing, spreading in one or more layers and compacting granular subbase according to the specifications and drawings and/or as directed by the Engineer.

201.2 MATERIAL REQUIREMENTS

Granular subbase material shall consist of natural or processed aggregates such as gravel, sand or stone fragment and shall be clean and free from dirt, organic matter and other deleterious substances, and shall be of such nature that it can be compacted readily under watering and rolling to form a firm, stable subbase.

The material shall comply to the following grading and quality requirements:

- a) The subbase material shall have a gradation curve within the limits for grading A, B, and C given below. However grading A may be allowed by the Engineer in special circumstances.

Grading Requirements for Subbase Material			
Sieve Designation		Mass Percent Passing Grading	
mm	Inch	A	B
60.0	(2.1/2)	100	--
50.0	(2)	90-100	100
25.0	(1)	50-80	55-85
9.5	(3/8)	--	40-70
4.75	No. 4	35-70	30-60
2.0	No. 10	--	20-50
0.425	No. 40	--	10-30
0.075	No. 200	2-8	5-15

The Coefficient of Uniformity D60/D10 shall be not less than 3, where D60 and D10 are the particle diameters corresponding to 60% and 10%, respectively, passing (by weight) in a grain size analysis, curve.

- b) The Material shall have a CBR value of at least 50%, determined according to AASHTO T-193. The CBR value shall be obtained at a density corresponding to Ninety eight (98) percent of the maximum dry density determined according to AASHTO T-180 Method-D.
- c) The coarse aggregate material retained on sieve No. 4 shall have a percentage of wear by the Los Angeles Abrasion (AASHTO T-96) of not more than fifty (50) percent.
- d) In order to avoid intrusion of silty and clayey material from the subgrade in the subbase, the ratio D15 (Subbase)/D85 (Subgrade) should be less than 5.

Where D85 and D15 are the particle diameters corresponding to eighty five (85) % and fifteen (15) %, respectively, passing (by weight) in a grain size analysis, curve.

- e) The fraction passing the 0.075 mm (No. 200) sieve shall not be greater than two third of the fraction passing the 0.425 mm (No. 40) sieve. The fraction passing the 0.425 mm sieve shall have a liquid limit of not greater than 25 and a plasticity index of 6 or less.
- f) If over-size is encountered, screening of material at source, shall invariably be done, no hand picking shall be allowed, however hand picking may be allowed by the Engineer, if over-size quantity is less than 5% of the total mass.
- g) Sand equivalent for all classes shall be 25 min.

201.3 CONSTRUCTION REQUIREMENTS

201.3.1 Spreading

Granular subbase shall be spread on approved subgrade layer as a uniform mixture. Segregation shall be avoided during spreading and the final compacted layer shall be free from concentration of coarse or fine materials.

Granular subbase shall be deposited on the roadbed or shoulders in a quantity which will provide the required compacted thickness without resorting to spotting, picking up or otherwise shifting the subbase material. In case any material is to be added to compensate for levels, the same shall be done after scarifying the existing material, to ensure proper bonding of additional material.

When the required thickness is fifteen (15) cm or less, the aggregates may be spread and compacted as one layer, but in no case shall a layer be less than seven and one half (7.5) centimeters thick. Where the required thickness is more than 15 cm, the aggregates shall be spread and compacted in 2 or more layers of approximately equal thickness, but in any case the maximum compacted thickness of one layer shall not exceed 15 cm. All subsequent layers shall be spread and compacted in a similar manner.

Granular subbase shall be spread with equipment that will provide a uniform layer conforming to the specified item both transversely and longitudinally within the tolerances as specified in "Table for Allowable Tolerances" in these specifications. No hauling or placement of material will be permitted when, in the judgment of the Engineer, the weather or road conditions are such that the hauling operation will cause cutting or rutting of subgrade or contamination of sub base material.

201.3.2 Compaction Trials

Prior to commencement of granular subbase operation, contractor shall construct a trial length, not to exceed, five hundred (500) meters and not less than two hundred (200) meters with the approved subbase material as will be used during construction to determine the adequacy of the contractor's equipment, loose depth measurement necessary to result in the specified compacted layer depths, the field moisture content, and the relationship between the number of compaction passes and the resulting density of the material. For details, refer to clause 1.20 (General) of these specifications.

201.3.3 Compaction

The moisture content of subbase material shall be adjusted prior to compaction, by watering with approved sprinklers mounted on trucks or by drying out, as required, in order to obtain the specified compaction.

The subbase material shall be compacted by means of approved vibrating rollers or steel wheel rollers (rubber tyred rollers may be used as a supplement), progressing gradually from the outside towards the centre, except on superelevated curves, where the rolling shall begin at the low side and progress to the high side. Each succeeding pass shall overlap the previous pass by at least one third of the roller width. While the rolling progresses, the entire surface of each layer shall be properly shaped and dressed with a motor grader, to attain a smooth surface free from ruts or ridges and having proper section and crown. Rolling shall continue until entire thickness of each layer is thoroughly and uniformly compacted to the specified density.

Any area inaccessible to rolling equipment shall be compacted by means of hand guided rollers, plate compactors or mechanical tampers, where the thickness in loose layer shall not be more than 10 cm.

If the layer of subbase material, or part thereof does not conform to the required finish, the Contractor shall, at his own expense, rework, water, and recompact the material before succeeding layer of the pavement structure is constructed.

Immediately prior to the placing of first layer of base course the subbase layer (both under the traveled way and the shoulders) shall conform to the required level and shape. Prior to placing the succeeding layers of the material, the top surface of each layer shall be made sufficiently moist to ensure bond between the layers. The edges or edge slopes shall be bladed or otherwise dressed to conform to the lines and dimensions shown on the plans.

No material for construction of the base shall be placed until the subbase has been approved by the Engineer.

201.3.4 Compaction requirements

The relative compaction of each layer of the compacted subbase shall not be less than Ninety eight (98) percent of the maximum dry density determined according to AASHTO T-180 Method-D. The field density shall be determined according to AASHTO T-191 or other approved method. For all materials, the field density thus obtained shall be adjusted to account for oversize particles (retained on 19 mm sieve) as directed by the Engineer. Also for adjustment of any material retained on 4.75 mm sieve, AASHTO Method T-224 shall be used

201.3.5 Moisture Content Determination

As it is customary in the project laboratories that small samples of materials are placed in ovens for moisture determination for proctor, following precautions are necessary to ensure proper compaction results.

- a) Same size of sample is placed in oven for moisture determination in case of laboratory density (Proctor) and field density.
- b) Moisture content for calculation of field density and proctor shall be observed on material passing 4.75 mm sieve.

201.3.6 Tolerance

The subbase shall be compacted to the desired level and cross slopes as shown on the drawings. The allowable tolerance shall be according to the "Table for Allowable Tolerances" in these specifications.

201.4 MEASUREMENT AND PAYMENT

201.4.1 Measurement

The quantity of subbase to be paid for shall be measured by the theoretical volume in place as shown on the drawings or as directed and approved for construction by the Engineer, placed and accepted in the completed granular subbase course. No allowance will be given for materials placed outside the theoretical limits as shown on the cross-sections.

201.4.2 Payment

The accepted quantities measured as provided above shall be paid for at the contract unit price per cubic meter of granular subbase, for the Pay Item listed below and shown in the Bill of Quantities, which price and payment shall constitute full compensation for furnishing all materials, hauling, placing, watering, rolling, labour, equipment, tools and incidentals necessary to complete the item.

Pay Item No.	Description	Unit of Measurement
<hr/>		
201	Granular Subbase	CM

202.1

DESCRIPTION

This item shall consist of furnishing, spreading and compacting one (1) or more layers of aggregate base on a prepared subgrade, subbase, or existing road surface, in accordance with the specifications and the drawings and/or as directed by the Engineer.

202.2

MATERIAL REQUIREMENTS

Material for aggregate base course shall consist of crushed hard durable gravel, rock or stone fragments. It shall be clean and free from organic matters, lumps of clay and other deleterious substances. The material shall be of such a nature that it can be compacted readily under watering and rolling to form a firm, stable base for both flexible and rigid pavements.

The aggregate base shall comply to the following grading and quality requirements.

- a) The gradation curve of the material shall be smooth and within the envelope limits for Grading A or B given below.

Grading Requirements for Aggregate Base Material			
Sieve Designation		Mass Percent Passing Grading	
mm	Inch	A	B
50.0	2	100	100
25.0	1	70-95	75-95
9.5	3/8	30-65	40-75
4.75	No. 4	25-55	30-60
2.00	No. 10	15-40	20-50
0.425	No. 40	8-20	12-25
0.075	No. 200	2-8	5-10

The material shall be well graded such that the coefficient of Uniformity D₆₀/D₁₀ shall be greater than four (4).

- b) Crushed Aggregate (material retained on sieve NO. 4) shall consist of material of which at least ninety (90) percent by weight shall be crushed particles, having a minimum of two (2) fractured faces.

- c) The Coarse aggregate shall have a percentage of wear by the Loss Angeles Abrasion test (AASHTO T-96) of not more than forty (40).
- d) The material shall have a loss of less than twelve (12) percent when subjected to five cycles of the Sodium Sulphate Soundness test according to AASHTO T-104.
- e) The sand equivalent determined according to AASHTO T-176 shall not be less than 45 and the material shall have a Liquid limit of not more than twenty five (25) and a plasticity Index of not more than 6 as determined by AASHTO T-89 and T-90.
- f) The material passing the 19 mm sieve shall have a CBR value of minimum eighty (80) percent, tested according to the AASHTO T 193. The CBR value shall be obtained at the maximum dry density determined according to AASHTO T 180, Method D.
- g) Laminated material shall not exceed 15% of total volume of Aggregate Base Course.

202.2.1 **Filler for Blending**

If filler, in addition to that naturally present in the aggregate base material is necessary for meeting the grading requirement or for satisfactory bonding of the material, it shall be uniformly blended with the base course material at the crushing plant or in a pugmill unless otherwise approved. The material for such purpose shall be obtained from sources approved by the Engineer. The material shall be free from organic matter, dirt, shale, clay and clay lump or other deleterious matter and shall conform to following requirement.

AASHTO Sieve	Percent Passing
3/8 Inch	100
4	85-100
100	10-30
Plasticity Index (AASHTO T-90)	6 maximum
Sand Equivalent (AASHTO T-176)	30 minimum

However the combined aggregates prepared by mixing the coarse material and filler shall satisfy the requirements as mentioned in clause 202.2 above.

202.3 **CONSTRUCTION REQUIREMENTS**

202.3.1 **Preparation of surface for Aggregate base course**

In case crushed aggregate base is to be laid over prepared sub base course, the subbase course shall not have loose material or moisture in excess to optimum moisture content.

Spreading shall conform in all respects to the requirements specified under this heading in Item 201 - Subbase (201.3.1).

202.3.2 Compaction

Compaction process shall conform in all respect to the requirements specified under this heading in Item 201 (201.3.3).

202.3.3 Compaction Requirement

The relative compaction of each layer of the compacted base shall not be less than 100 percent to the maximum dry density determined according to AASHTO T-180, Method D (Modified). The field density shall be determined according to AASHTO T-191 or other approved method. For all materials, the field density thus obtained shall be adjusted to account for oversize particles (retained on 19 mm sieve) as directed by the Engineer. Also for adjustment of any material retained on 4.75 mm sieve, AASHTO Method T-224 shall be used

Completed base course shall be maintained in an acceptable condition at all times until prime coat is applied. When base course is to carry traffic for an indefinite length of time before receiving surfacing, the contractor shall maintain the surface until final acceptance and shall prevent reveling by wetting, blading, rolling and addition of fines as may be required to keep the base tightly bound and leave a slight excess of material over the entire surface which must be removed and the surface finish restored before application of prime coat.

202.3.4 Moisture Content Determination

Moisture content determination shall conform in all respects to the requirements specified under clause 201.3.5 for subbase.

202.3.5 Trial Sections

Prior to commencement of aggregate base course operations, a trial section of two hundred (200) meters minimum, but not to exceed five hundred (500) meters shall be prepared by the contractor using same material and equipment as will be used at site to determine the adequacy of equipment, loose depth measurement necessary to result in the specified compacted layer depths, field moisture content, and relationship between the number of compaction passes and the resulting density of material. For details refer to clause 1.20 (General) of these specifications.

202.3.6 Tolerance

The completed base course shall be tested for required thickness and smoothness before acceptance. Any area having waves, irregularities in excess of one (1) cm in three (3) M or two (2) cm in fifteen (15) M shall be corrected by scarifying the surface, adding approved material, reshaping, re-compacting and finishing as specified. Skin patching of an area without scarifying the surface to permit proper bonding of added material shall not be permitted. The allowable tolerances shall be according to the "Table for Allowable Tolerances" in these specifications.

202.3.7 Acceptance, Sampling and Testing

Acceptance of sampling and testing with respect to materials and construction requirements shall be governed by the relevant, "Table for Sampling and Testing Frequency" or as approved by the Engineer.

202.4 MEASUREMENT AND PAYMENT

202.4.1 Measurement

The quantity of aggregate base to be paid for, shall be measured by the theoretical volume in place as shown on the drawings or as directed and approved for construction by the Engineer, placed and accepted in the completed crushed aggregate base course. No allowance will be given for materials placed outside the theoretical limits as shown on the cross sections.

202.4.2 Payment

The accepted quantities measured as above shall be paid for at the contract unit price per cubic meter of aggregate base, for the item listed below and shown in the Bill of Quantities, which price and payment shall constitute full compensation for furnishing all materials, hauling, placing, watering, rolling, labour, equipment, tools and incidentals necessary to complete this item.

Pay Item No.	Description	Unit of Measurement
<hr/>		
202	Aggregate Base.	CM

ITEM 203 ASPHALTIC BASE COURSE PLANT MIX

203.1 DESCRIPTION

This work shall consist of furnishing of plant, labour, equipment and material and performing all operations in connection with the construction of an asphaltic plant-mix base course on a previously constructed and accepted subgrade, subbase or base course, subject to terms and conditions of the Contract, and in strict accordance with this Section of the Specification, the Drawings and the directions of the Engineer.

203.2 MATERIAL REQUIREMENTS

203.2.1 Mineral Aggregate

Mineral aggregate for bituminous base course shall consist of coarse aggregate, fine aggregate and filler material, if required, all conforming with the following requirements:

Coarse aggregate which is the material retained on AASHTO No. 4 sieve shall consist of crushed rock, crushed gravel or crushed boulder. It shall be clean, hard, tough, sound, durable, free from decomposed stones, organic matter, shale, clay lump or other deleterious substances. Rock or boulders from which coarse aggregate is obtained, shall be of uniform quality throughout the quarry.

The crushing shall be so regulated that at least ninety five (95) percent by weight of material retained on AASHTO No. 4 sieve shall consist of pieces with at least two (2) mechanically fractured faces, and when tested for stability of bituminous mix shall show satisfactory stability.

Fine aggregate which is material passing No. 4 sieve, shall consist of 100% crushed material from rock or boulder. No natural sand will be allowed in the mix.

When the combined grading of the coarse and fine aggregates is deficient in material passing No. 200 sieve, additional filler material shall be added. The filler material shall consist of finely divided rock dust, hydrated lime, hydraulic cement or other suitable mineral matter. However, in case the coarse aggregates are of quartzitic nature, then hydrated lime or a better material shall be allowed. At the time of use, it shall be sufficiently dry to flow freely. Filler material shall conform to following gradation:

US Standard Sieve	Percent Passing by Weight
No. 30	100
No. 50	95-100
No. 200	70-100

The coarse and fine aggregates shall meet the following applicable requirements:

- a) The percentage of wear by the Los Angeles Abrasion test (AASHTO T 96) shall not be more than forty (40).
- b) The loss when subject to five cycles of the Sodium Sulphate Soundness test (AASHTO T 104) shall be less than twelve (12) percent.
- c) The Sand Equivalent (AASHTO T 176) determined after all processing except for addition of asphalt cement shall not be less than forty five (45).
- d) Fine aggregates shall have a liquid limit not more than twenty five (25) and a Plasticity Index of not more than six (6) as determined by AASHTO T 89 and T-90.
- e) The portion of aggregate retained on the 9.5 mm (3/8 inch) sieve shall not contain more than 15 percent by weight of flat and/or elongated particles (ratio of maximum to minimum dimensions = 2.5:1).
- f) Stripping test shall be performed on coarse aggregates as described under AASHTO T-182 and only that material shall be allowed which qualifies the test.
- g) The coarse aggregates shall be checked if desired by the Engineer for cationic and anionic behaviour so that their affinity with the bitumen to be used is verified.
- h) Petrographic examination of the coarse aggregate shall be conducted if so directed by the Engineer.

203.2.2 Asphaltic Material

Asphalt binder to be mixed with the aggregate to produce asphaltic base shall be asphalt cement having penetration grade 40-50, 60-70 or 80-100 as specified by the Engineer. Generally it will meet the requirements of AASHTO M - 20.

203.2.3 Asphalt Concrete Base Course Mixture

The composition of the asphaltic concrete paving mixtures for base course shall conform to Class A and/or Class B shown in the following table:

TABLE 203-1**Combined Aggregate Grading Requirements**

Mix Designation	Class A	Class B
Use	Leveling/Base	Leveling/Base
Compacted Thickness	70 - 90 mm	50 - 80 mm
U.S. Standard Sieve Size Percent passing by weight		
2" (50 mm)	100	—
1.1/2" (38 mm)	90 - 100	100
1" (25 mm)	—	75 - 90
3/4" (19 mm)	56 - 75	65-80
1/2" (12.5 mm)	—	55 - 70
3/8" (9.5 mm)	—	45 - 60
No. 4 (4.75 mm)	23 - 40	30 - 45
No. 8 (2.38 mm)	15 - 30	15 - 35
No. 50 (0.300 mm)	4 - 10	5 - 15
No. 200 (0.075 mm)	3 - 6	2 - 7
Asphalt Content weight percent of total mix	3 (Minimum)	3 (minimum)

The asphalt concrete leveling / base course mixture shall meet the following Marshall Test Criteria.

Compaction, number of blows each end of specimen.....	75
Stability.....	1000 Kg (Min.)
Flow, 0.25 mm (0.01 in.)	8-14
Percent air voids in mix.....	4-8
Percent voids in mineral aggregates	According to Table 5.3 MS-2 , Asphalt institute, sixth edition 1993.
Loss in Stability	25 percent (Max.)

Mixes composed of larger size aggregates with maximum size upto 38 mm (1.5 inches) will be prepared according to modified Marshall method as per MS-2 Asphalt institute, sixth edition, 1993 or the latest edition. The procedure is basically the same as the original method except for following differences that are due to the larger specimen size that is used:

- a) The hammer weighs 10.2 kg (22.5 lb.) and has a 149.4 mm (5.88 inches) flat tamping face. Only mechanically-operated device is used for the same 457 mm (18 inches) drop height.
- b) The specimen has a 152.4 mm (6 inches) diameter by 95.2 mm (3.75 inches) height.
- c) The batch weights are typically of 4 Kg.
- d) The equipment for compacting and testing (molds and breaking heads) are proportionately larger to accommodate the larger specimens.
- e) The mix is placed in the mold in two approximately equal increments, with spading performed after each increment to avoid honey-combing.
- f) The number of blows needed for the larger specimen is 1.5 times (75 or 112 blows) of that required for the smaller specimen (50 or 75 blows) to obtain equivalent compaction.
- g) The design criteria shall be modified as well, the minimum stability shall be 2.25 times and the range of flow values shall be 1.5 times normal-sized specimens.
- h) Similar to the normal procedure, following values shall be used to convert the measured stability values to an equivalent value for a specimen with a 95.2 mm (3.75 inches) thickness, if the actual thickness varies:

Approximate Height		Specimen Volume	Correlation
mm	(inches)	(Cubic cm)	Ratio
88.9	(3 1/2)	1608 to 1626	1.12
90.5	(3 9/16)	1637 to 1665	1.09
92.1	(3 5/8)	1666 to 1694	1.06
93.7	(3 11/16)	1695 to 1723	1.03
95.2	(3 3/4)	1724 to 1752	1.00
96.8	(3 13/16)	1753 to 1781	0.97
98.4	(3 7/8)	1782 to 1810	0.95
100.0	(3 15/16)	1811 to 1839	0.92
101.6	(4)	1840 to 1968	0.90

203.2.4 Job-Mix Formula

At least one (1) week prior to production, a Job-Mix Formula (JMF) for the asphaltic base course to be used for the project, shall be established jointly by the Engineer and the Contractor in the project laboratory. Job mix formula shall combine the mineral aggregates and asphalts in such proportion conforming to specification requirements.

The JMF shall be established by MARSHALL Method of Mix Design according to the procedure prescribed in the Asphalt Institute Manual Series No. 2 (MS-2), sixth edition 1993, or the latest Edition.

The JMF, with the allowable tolerances shall be within the range specified in Item 203.2.3. Each JMF shall indicate a single percentage of aggregate passing each required sieve size and a single percentage of bitumen to be added to the aggregate.

The ratio of wt. of filler (passing sieve No. 200) to that of asphalt shall range between 1–1.5 for hot climate areas with temperature more than 40°C.

After the JMF is established, all mixtures furnished for the project represented by samples taken from the asphalt plant during operation, shall conform thereto. Moreover upon receiving the job-mix, approved by the Engineer, the Contractor shall adjust his plant to proportion the individual aggregates, mineral filler and asphalt to produce a final mix that, when compared to job mix formula shall be within the following limits.

Maximum Variation of Percentage of Materials

Retained No. 4 and larger	$\pm 7.0\%$
Passing No. 4 to No. 100 sieve	$\pm 4.0\%$
Passing No. 200	$\pm 1.0\%$

Asphalt Content

Weight percent of total mix	$\pm 0.3\%$
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In addition to meeting the requirements specified in the proceeding items, the mixture as established by the JMF shall also satisfy the following physical property

Loss of Marshall stability by immersion of specimen in water at sixty (60) degree centigrade for 24 hours as compared with stability measured after immersion in water at 60 degrees centigrade for 20 minutes shall not exceeds twenty five (25) percent. If the mixture fails to meet this criterion, JMF shall be modified or an antistripping agent shall be used.

Should a change of sources of materials be made, a new Job Mix Formula shall be established before the new material is used. When unsatisfactory results or other conditions make it necessary, a new Job Mix Formula will be required.

203.3 CONSTRUCTION REQUIREMENTS

203.3.1 Bituminous Mixing Plant

Plants used for the preparation of bituminous mixtures shall be "Batching Plants" conforming to AASHTO M 156, and of adequate capacity, coordinated and operated to produce a mixture within the limits of these specifications. Plant shall have minimum three cold bins and at least 3.5 decks of hot sieves.

203.3.2 Preparation of Aggregates

Before being fed to the dryer, aggregates for the asphaltic base courses shall be separated into three or more sizes and stored separately in cold bins. One bin shall contain aggregate of such size that eighty (80) percent will pass sieve No. 4, and the other two bins shall contain aggregate of such sizes that eighty (80) percent will be retained on sieve No. 4. Should fine material, be incorporated in the mix, separate bin shall be provided in addition to the three bins mentioned above. If filler is used as a separate component it will also be stored and measured separately and accurately before being fed into the mixer through filler screw mechanism.

Asphalt cement shall be heated within a temperature range of hundred and thirty five to hundred and sixty three (135-163) degrees centigrade at the time of mixing. Asphalt cement heated above maximum shown shall be considered overheated and shall be rejected and removed from job site.

Dried aggregate weighed and drawn to pugmill shall be combined with proportionate quantity of asphalt cement according to the job mix formula. Temperature of asphalt, except for temporary fluctuations, shall not be lower than fifteen (15) degrees centigrade below the temperature of the aggregate, at the time, the two materials enter into the pugmill.

For placing the materials in bins or in moving them from bins to the dryer, any method which causes segregation or uncontrolled combination of materials of different grading, shall be discontinued and the segregated or degraded materials shall be prescreened for reuse.

Each aggregate ingredient shall be heated and dried at temperature not to exceed hundred and sixty three (163) degrees centigrade. If aggregate contain sufficient moisture to cause foaming in the mixture or their temperature is in excess of hundred and sixty three (163) degrees centigrade, they shall be removed from the bins and returned to their respective stock piles. In no case, shall the temperature of asphaltic mix exceed 163 degree centigrade when discharged from the pugmill.

Immediately after heating, the aggregates shall be screened to required sizes and stored in separate hot bins for batching and mixing with bituminous material.

Asphalt plant shall have minimum three and half (3 ¹/₂) sieve decks to effectively control the gradation of hot bins.

203.3.3 Hauling Equipment

Dump truck used for hauling bituminous mixtures shall have tight, clean, smooth metal beds which have been thinly coated with an approved material to prevent adhering of material to the beds. Each truck shall have a cover of canvas or of other suitable material of sufficient size as to protect the mixture from the weather. The mixture will be delivered on the road at a temperature not less than hundred and thirty (130) degree C. Drivers of dump trucks will ensure that while reversing the vehicles, paver is not pushed back producing a hump.

203.3.4 Bituminous Pavers

Bituminous pavers shall be self-contained, power-propelled units, provided with an automatically controlled activated screed or strike-off assembly, heated if necessary, capable of spreading and finishing courses of bituminous plant mix material in lane widths applicable to the specified typical section and thickness shown on the plans. Pavers used for shoulders and similar construction shall be capable of spreading and finishing course of bituminous plant mix material in widths shown on the plans.

The paver shall be equipped with a receiving hopper having sufficient capacity for a uniform spreading operation. The paver shall be equipped with automatic feed controls, properly adjusted to maintain a uniform depth of material ahead of the screed.

The screed or strike-off assembly shall be capable of producing a finished surface of the required evenness and texture without tearing, shoving or gouging the mixture.

When laying the mixtures, the paver shall be capable of being operated at forward speeds consistent with satisfactory laying of the mixture. The paver shall be operated at speeds which will give the best result for the type of power being used.

The mixed material shall be delivered to paver in time to permit completion of spreading, finishing and compaction of mixture during day light hours.

The paver shall be equipped with automatic screed controls with sensors for either or both sides of the paver, capable of sensing grade from an outside reference line, sensing the transverse slope of the screed and providing the automatic signals which operates the screed to maintain the desired grade and transverse slope. The sensor shall be so constructed that it will operate from a reference line or a ski-like arrangement.

The transverse slope controller shall be capable of maintaining the screed at the desired slope within plus or minus 0.1 percent variation.

Manual operation will only be permitted in the construction of irregularly shaped and minor areas.

Whenever a breakdown or malfunction of the automatic controls occurs, the equipment may be operated manually or by other methods in order to allow the contractor to use the asphalt already produced at the plant or in transit, provided this method of operation will produce results otherwise meeting the specifications.

Reference lines will be required for both outer edges of the traveled way for each main line roadway for vertical control. Horizontal control utilizing the reference line will be permitted. The grade and slope for intermediate lanes shall be controlled automatically from reference lines or by means of a ski and a slope control device or a dual ski arrangement. When the finish of the grade prepared for paving is superior to the established tolerance and, when in the opinion of the Engineer, further improvement to the line, grade, cross sections and smoothness can best be achieved without the use of the reference line, a ski-like arrangement may be substituted subject to the approval of the Engineer. The use of the reference lines shall be reinstated immediately whenever the Contractor fails to maintain a superior pavement. The Contractor shall furnish and install all pins, brackets, tensioning devices, wire and accessories necessary for satisfactory operation of the automatic control equipment.

203.3.5

Rollers

Rollers shall be steel wheel, pneumatic tyre and vibratory, or a combination thereof. The roller(s) shall be in good condition, capable of reversing without backlash, and shall be operated at speeds slow enough to avoid displacement of the bituminous mixture. The number and weight of rollers shall be sufficient to compact the mixture to the required density while it is still in a workable condition. Vibratory rollers shall be acceptable for bituminous mixture compaction. The use of equipment, which results in excessive crushing of the aggregate will not be permitted.

203.3.6 Preparation of Base or Existing Pavement Surface

Before spreading materials, the surface of base or existing pavement on which the mix is to be placed shall be conditioned by application of a prime or tack coat as specified.

After a prime coat is applied, it shall be left undisturbed not less than twenty four (24) hours. The Contractor shall maintain the primed surface until the mix material has been placed. This maintenance shall include the spreading of sand or other approved material, if necessary to prevent adherence of the prime coat to the tyres of vehicles using the primed surface, and patching any breaks in the primed surface with additional bituminous material. Any area of primed surface that has become damaged shall be repaired before the mix is placed, to the satisfaction of Engineer. It shall be ensured that primed surface is not in tacky condition, when premix is laid.

After a tack coat is applied, it shall be allowed to dry until it is in the proper condition of tackiness to receive the mix. The tack coat shall be applied only as far in advance of the placing of mix, as is necessary to obtain the proper condition of tackiness. Any breaks in the tack coat shall be repaired.

When the surface of the existing pavement or old base is irregular, it shall be brought to uniform grade and cross-section by leveling course as directed. The leveling course mixture shall conform to the requirements of Item 203.2.

A thin coating of bituminous material shall be sprayed on contact surface of curbing, gutters, manholes, and other structures, prior to the bituminous mixture being placed against them.

203.3.7 Spreading and Finishing

The mixture shall be laid upon an approved surface, spread and struck off to the section and elevation established. Bituminous pavers shall be used to distribute the mixture either over the entire width or over such partial width as may be practicable.

The longitudinal joint in one layer shall offset to that in the layer immediately below, by approximately 15.0 cm; however, the joint in the top layer shall be at the centerline of the pavement if the roadway comprises two lanes of width, or at lane lines if the roadway is more than 2 lanes in width.

On areas where irregularities or unavoidable obstacles make the use of mechanical spreading and finishing equipment impracticable, the mixture shall be spread, raked and luted by hand-tools. For such areas the mixture shall be dumped, spread and screeded to give the required compacted thickness, ensuring even distribution of coarse and fine material.

When production of the mixture can be maintained and wherever practical, pavers shall be used in echelon to place the wearing course in adjacent lanes and compacted to form a surface without lateral joint.

All mixtures shall be spread at a temperature of not less than hundred and thirty (130) degree C and all initial rolling or tamping shall be performed when the temperature of the mixture is such that the sum of the air temperature plus the temperature of the mixture is between 165 degree C and 190 degree C. The mixture shall not be placed on any wet surface or when weather conditions will otherwise prevent its proper handling or finishing.

203.3.8 Compaction

After spreading and strike off and as soon as the mix condition permits the rolling to be performed without excessive shoving or tearing, the mixture shall be thoroughly and uniformly compacted. Rolling shall not be prolonged when cracks appear on the surface.

Initial or breakdown rolling shall be done by means of either a tandem steel roller or three wheeled steel roller. Rolling shall begin as soon as the mixture will bear the roller without undue displacement.

The number and weight of rollers shall be sufficient to obtain the required compaction while the mixture is still in workable condition. The sequence of rolling and the selection of roller types shall provide the specified pavement density. Initial rolling with a tandem steel roller or a three-wheeled steel roller shall follow the paver as closely as possible.

Unless otherwise directed, rolling shall begin at the lower side and proceed longitudinally, parallel to the road centerline, each trip overlapping one-half of the roller width, gradually progressing to the crown of the road. When paving in echelon or abutting a previously placed lane, the longitudinal joint should be rolled first followed by the regular rolling procedure. On super elevated curves the rolling shall begin at the low side and progress to the high side by overlapping of longitudinal trips parallel to the centerline. Intermediate rolling with a pneumatic tyred roller shall be done behind the initial rolling. Final rolling shall eliminate marks from previous rolling. In no case shall the temperature be less than hundred and twenty (120) degree C. for initial break down rolling while all other compaction operations shall be completed before the temperature drops down to hundred and ten (110) degree C.

Rollers shall move at a slow but uniform speed with the drive roll or wheels nearest the paver. Rolling shall be continued until all roller marks are eliminated and a minimum density of Ninety seven (97) percent of a laboratory compacted specimen made from asphaltic material obtained for daily Marshall density is achieved.

Any displacement resulting while reversing the direction of a roller, or from other causes, shall be corrected at once by the use of rakes and addition of fresh mixture when required. Care shall be exercised in rolling not to displace the line and grade of the edges of the bituminous mixture.

To prevent adhesion of the mixture to the rollers, wheels of rollers shall be kept properly moistened with water or water mixed with very small quantities of detergent or other approved material. Excess liquid will not be permitted.

Along forms, curbs, headers, walls and other places not accessible to the roller, the mixture shall be thoroughly compacted with hot hand tampers, smoothing irons or with mechanical tampers. On depressed areas, tampers be used or cleated compression strips may be used under the roller to transmit compression to the depressed area.

Any mixture that becomes loose and broken, mixed with dirt, or is in any way defective in finish or density shall be removed and replaced with fresh hot mixture, which shall be compacted to conform with the surrounding area. Any area showing an excess or deficiency of bituminous material shall be removed and replaced.

Sequence of laying and compaction of premix shall be so managed, that a long time does not elapse between successive dump trucks, which may cool down the uncompacted premix, between paver and compacted asphalt below 120° C.

203.3.9 Frequency of Testing for Cores

One core shall be taken for each 100 linear meter of each lane of Asphaltic Base, or fraction thereof, in special cases. If the core so taken is failed against the specified 97% density, then two (2) additional cores shall be taken in the longitudinal alignment of the road at an interval of three (3) meters on either side with respect to the failing core and shall be tested against field density. If all the three cores give an average of 97% compaction, and the individual compaction of the core is not less than ninety five (95) percent, then the compaction is acceptable. If average of the cores further fails against compaction, then retake the cores at a distance of fifteen (15) meters on either side and compaction shall be checked for all the five cores in the same fashion. If average of five cores is 97%, the area will be accepted. In case average is ninety six 96% or more, then Engineer may withhold the payment in full or partly and observe behaviour during maintenance period, for the release of payment or otherwise. In case of failure of the average of these five cores giving average compaction of less than 96%, the failed area shall be removed and subsequently be replaced by specified mix in an approved manner at the expense of contractor.

203.3.10 Surface Tolerances

After completion of final rolling, the finished surface shall be tested for smoothness with three (3) meters straightedge by Engineer at selected locations. The variation of surface from testing edge of straight edge between any two (2) contacts with the surface shall at no point exceed six (6) millimeters when placed either parallel or perpendicular to centreline of roadway.

Any irregularities that exceed the specified tolerances or that retain water on the surface shall be corrected by removing the defective area and replacing with new asphaltic base course without additional cost to the Employer.

203.3.11 Base Thickness Tolerances

For determination of thickness, one (1) core for each hundred (100) linear meter of each lane shall be taken. Unless otherwise permitted, cores extracted for thickness measurement shall not be used for density determination and density cores shall not be used for thickness measurements.

When layer thickness of asphaltic base course is deficient by more than five (5) mm from that specified in the Drawings, the deficiency shall be removed with satisfactory base course material and/or made up by additional asphalt concrete wearing course thickness without extra cost to the Employer. If such remedial action is authorised, revised thickness determinations shall be made by measurements of new cores taken after placing of "Asphaltic Wearing Course" material or as directed by the Engineer. If base course deficiencies are corrected in this manner, full payment for the "Asphaltic Base Course" will be made to the Contractor, but no additional payment will be made for the increase in thickness of the "Asphaltic Wearing Course".

203.3.12 Acceptance Sampling and Testing

Acceptance of samples and testing of materials and construction requirements, shall be governed by the relevant, "Table for Sampling and Testing Frequency" or as approved by the Engineer.

203.3.13 Weather Limitations

Hot asphaltic mixtures shall be placed only when the air temperature is four (4) degrees centigrade or above and no asphalt shall be laid under foggy or rainy weather or over moist surface.

203.3.14 Trial Section

Contractor shall prepare a trial section before the start of work in light of procedure given in clause 1.20 (General).

203.4 MEASUREMENT AND PAYMENT

203.4.1 Measurement

The quantities for asphaltic leveling / base course will be measured by volume in cubic meters compacted in place. Measurement shall be based on the dimension as shown on plan or as otherwise directed or authorized by the Engineer. No measurement shall be made for unauthorized areas or for extra thickness.

The quantity of asphaltic material used is included in the asphalt concrete mixture and will not be measured separately.

Quantities of liquid asphalt, wasted or remaining on hand after completion of the work, shall not be measured or paid for.

203.4.2 **Payment**

The quantities determined as provided above shall be paid for at the contract unit price respectively for each of the particular pay items listed below and shown in the Bill of Quantities, which prices and payment shall constitute full compensation for all the costs necessary for the proper completion of the work prescribed in this item. Asphalt additive or antistripping agent, if allowed and used to meet with JMF requirement shall not be paid directly, payment shall be deemed to be included in the respective pay items of Asphaltic Base Course.

Pay Item No.	Description	Unit of Measurement
203a	Asphaltic Base Course- Plant Mix (Class A)	CM
203b	Asphaltic Base Course- Plant Mix (Class B)	CM
203c	Asphaltic Leveling Course- Plant Mix (Class A)	CM
203d	Asphaltic Leveling Course- Plant Mix (Class B)	CM

ITEM 206**WATER BOUND MACADAM BASE****206.1****DESCRIPTION**

This work shall consist of furnishing and placing one or more courses of clean crushed stone base mechanically interlocked by rolling, and voids thereof filled with screening and binding material with the assistance of water, laid on a prepared subgrade, sub base, or existing pavement in conformity with the lines, grades and cross-sections shown on the drawings.

Unless otherwise directed by the Engineer this item of work may be applied to road structure or shoulders.

206.2**MATERIAL REQUIREMENTS**

Coarse aggregates either crushed or broken stone shall conform to the quality requirements as specified hereunder, except that no CBR testing will be required. The gradation curve of the coarse aggregate shall be within the envelop limits given below:-

Sieve Designation		Percent Passing by weight		
mm	Inch	Class A	Class B	Class C
102	(4")	100		
89	(3.1/2")	90 - 100		
76	(3")	-	100	
63.5	(2.1/2")	25 - 60	90 - 100	100
50	(2")	-	25 - 75	90 - 100
37.5	(1.1/2")	0 - 15	0 - 15	35 - 70
25	(1")	-	-	0 - 15
19	(3/4")	0 - 5	0 - 5	0 - 5
12.5	(1/2")	-	-	-

Fine aggregate (filler material or screenings) shall consist of crushed stone screenings or any other fine material approved by the Engineer. It shall be free from clay lumps, dirt and other objectionable material. The fine aggregate shall be of the following gradation.

Sieve Designation		Percent Passing by weight
mm	Inch	
9.5	3/8	100
4.35	No. 4	85-100
0.15	No. 100	10-30

The material passing No. 40 sieve shall have a liquid Limit of not more than twenty five (25) and a Plasticity Index of not more than six (6).

206.2.1 Physical Requirements

The additional physical requirements of coarse aggregates for water bound macadam will satisfy the following limits:-

- a. Loss Angeles Abrasion Value Max 45%
- b. Flakiness Index Max 15%
- c. The loss when subject to five cycles of the Sodium Sulphate Soundness test (AASHTO T-104) shall be less than twelve (12).

206.2.2 Binding Material

Binding material to prevent raveling of water bound macadam shall consist of a fine grained material passing 100 percent through 425 micron sieve and possessing P.I value of four to nine (4-9) when the Water Bound Macadam (WBM) is to be used as a surfacing course, and upto 6 when WBM is being adopted as sub-base/base course with bituminous surfacing. If lime stone formations are available nearby, lime stones dust or as directed by the Engineer, may be used fully employed for this purpose.

206.3 CONSTRUCTION REQUIREMENTS

206.3.1 Equipment

Any combination of machines or equipment that will produce the results meeting these specifications may be used with the approval of the Engineer. These include mechanical spreaders, water sprinklers and rollers/compactors.

206.3.2 Structure Preparation

Preparation of surface for water bound macadam, shall be carried out in the same manner as for aggregate base course item 202.3.1.

Where the existing road surface is black topped, 50 mm x 50 mm furrows shall be cut in the existing surface at one (1) meter intervals at forty five (45) degree to the centre line of the carriage-way before proceeding with the laying of coarse aggregates.

Before starting with WBM Construction, necessary arrangements shall be made for the lateral confinement of aggregates. One method is to construct side shoulders in advance to a thickness corresponding to the compacted layer of the WBM course. After shoulders are ready, there inside edges may be trimmed vertical and the included area cleaned of all spilled material thereby setting the stage for spread of coarse aggregates. The practice of constructing WBM in a trench section excavated in the finished formation must be avoided.

206.3.3 Spreading and Compaction

Crushed stone shall be deposited and spread on the prepared surface to the proper depth so that the compacted layer will not exceed two and a half (2.1/2) times the thickness of maximum aggregate size. Each layer shall be inspected thoroughly before rolling to detect high or low spots. Crushed stones shall be added or shifted to provide a true surface. The coarse aggregate layer, after being laid to proper thickness, shall be lightly rolled sufficient only to establish the required grade and level of the stones.

Spreading of the coarse aggregates shall be followed by rolling with a smooth wheel roller weighing at least 10 tons. Rolling shall begin at the lower edge of the shoulders to lock the stones firmly at the edge, then progress gradually towards the centre line. Rolling shall continue until the aggregate is well keyed and does not creep ahead of the roller.

In no case, shall coarse aggregates be stored in heaps directly on the area where these are to be laid nor shall the hauling over a partly completed base be permitted, however dumpers shall be allowed at the construction area where the material will be spreaded quickly after dumping.

Following the initial rolling, dry screenings shall be applied uniformly over the surface. Dry rolling shall be continued while screenings are being applied. The surface shall be swept with mechanical or hand brooms to aid spreading of the screenings.

When the interstices in the coarse aggregate are filled with screenings, the surface shall be sprinkled with water until it is saturated. The rolling, sprinkling and application of additional screenings shall continue until a grout is formed that fills all the voids and forms a wave of grout in front of the roller.

When more than one layer is required to complete the Macadam base course to the thickness shown on the drawings, each layer shall be constructed as before prescribed.

206.3.4 Construction Control Testing

Tests for compliance with the requirements of Item 206.2 will be made as often as deemed necessary and to the satisfaction of the Engineer.

206.3.5 Maintenance

The completed base course shall be maintained in an acceptable condition until the necessary subsequent treatment is applied.

206.4 MEASUREMENT AND PAYMENT

206.4.1 Measurement

The quantity of Water Bound Macadam Base to be paid for shall be measured by the theoretical volume in place, as shown on the Drawings or as directed and approved for construction by the Engineer, placed and accepted in the completed Waterbound Macadam Base Course. No allowance will be given for materials placed outside the theoretical limits shown on the cross-sections.

206.4.2 Payment

The accepted quantities measured as provided above shall be paid for at the contract unit price per cubic meter of Water Bound Macadam Base, for the pay items listed below and shown in the Bill of Quantities, which price and payment shall constitute full compensation for furnishing all materials, hauling, placing, watering, rolling, labour, equipment, tools and incidentals necessary to complete this item.

Pay Item No.	Description	Unit of Measurement
206a	Water Bound Macadam Base with Coarse Agg: Class A	CM
206b	Water Bound Macadam Base with Coarse Agg: Class B	CM
206c	Water Bound Macadam Base with Coarse Agg: Class C	CM

ITEM 207 DEEP PATCHING

207.1 DESCRIPTION

This work shall be carried out in patches of roads where the existing road base material has moved and is lying in loose condition. Requirement under this item is to remove the existing road base and to strengthen it to take new layer of aggregate or water bound macadam base.

207.2 MATERIAL REQUIREMENTS

Fresh aggregate base or water bound macadam base may be required to be added to existing road base. Specification for such material shall conform to material requirements of item 202.2 or 206.2.

207.3 CONSTRUCTION REQUIREMENTS

Patches of roads in which surface courses have broken and road base has moved, the material which has lost its compaction shall be removed. Next layer shall be watered and compacted, thereby the removed material shall be placed back duly screened to remove plastic contamination, by hand picking and passing through sieve No. 4. after properly watering and mixing. Material will be recompactd in layers not exceeding fifteen (15) cms thick with approved equipments. Additional material will be added, if needed particularly non-plastic fines passing sieve No. 4.

207.4 MEASUREMENT AND PAYMENT**207.4.1 Measurement**

The quantity of deep patching to be paid for shall be measured in square meter of the area demarcated or approved by the Engineer. The minimum area will be taken as 0.5 square meters irrespective of the size of the pot hole.

207.4.2 Payment

The accepted quantities measured as provided above shall be paid for at the contract unit price per square meter of deep patching, which price payment shall constitute full compensation for furnishing all materials, hauling, placing, watering, rolling, labour, equipment, tools and incidentals necessary to complete the item:

Pay Item No.	Description	Unit of Measurement
207a	Deep Patching (0-15 cm)	SM
207b	Deep Patching (15-30 cm)	SM

ITEM 208**REINSTATEMENT OF ROAD SURFACE**

208.1 DESCRIPTION

This work shall consist of reinstatement of worn out road surface with a material approved by the Engineer. Pot holes, ditches and depressions shall be filled with the approved materials in layers in conformity with lines, grades, sections and dimensions, as directed by the Engineer.

208.2 MATERIAL REQUIREMENTS

The material used under this item shall conform to the material requirement of different B.O.Q. items selected for use by the Engineer.

208.3 CONSTRUCTION REQUIREMENTS

The contractor shall remove loose material from the pot holes or from road depressions and shall also reshape the holes and depression by removing firm material as directed by the Engineer and dispose all material according to the instruction of the Engineer. The surface thus exposed shall be compacted in accordance with applicable requirement, for reinstatement of surface the Engineer shall select item of work as mentioned here under:

- 1) Granular subbase.
- 2) Aggregate base course.
- 3) Water bound macadam.
- 4) Asphalt base course.
- 5) Surface treatment.

The Engineer may select one, or more than one of the items mentioned above to reinstate the pot hole or depressions in the road surface according to size and depth of the hole or depression.

208.4 MEASUREMENT AND PAYMENT**208.4.1 Measurement**

The quantities to be paid for shall be the number of square meter of pot holes or road depressions, reinstated in accordance with the requirement of this item.

The material used for reinstatement of the pot hole or road depression shall be measured in cubic meter or tones as applicable under the item used.

208.4.2 Payment

The accepted quantities measured, as provided above shall be paid for at the contract unit price per square meter of reinstated surface, as for the pay item listed below and as shown on the bill of quantities which price shall constitute full compensation for excavation and disposal of material, watering, rolling, labour, equipment, tools, and incidental necessary to complete this item.

However the material used such as subbase, aggregate base course, water bound Macadam or asphaltic base course shall be paid at the rates applicable to the item.

Pay Item No.	Description	Unit of Measurement
<hr/>		
208	Reinstatement of Road Surface	SM

**ITEM 209 SCARIFICATION OF EXISTING ROAD/BREAKING OF ROAD
PAVEMENT STRUCTURE**

209.1 DESCRIPTION

This item shall consist of scarification of existing road surface or breaking of existing road pavement structure to ensure bondage of new layer with the existing road pavement and to ensure drainage of water below the surface of freshly laid aggregate base. The surface on which the base material is to be constructed shall be approved and accepted by the Engineer prior to placing the crushed stone base aggregate.

209.2 CONSTRUCTION REQUIREMENTS

The method of scarification of road surface or breaking of pavement structure shall be proposed by the contractor and approved by the Engineer, in accordance with the requirements under site conditions.

After the existing pavement structure has been broken off, the material shall be removed and disposed off outside the right of way, according to the satisfaction of the Engineer. The surface obtained after scarification or breaking the existing pavement shall be compacted to the density prescribed under item 108.3.1. Payment of such compaction shall be included in the contract price for item 209.

209.3 MEASUREMENT AND PAYMENT

209.3.1 Measurement

The quantity for road pavement structure broken and removed, to be paid for shall be measurement in Cu. meter to a depth as shown in the drawings/cross sections or as specified by the Engineer and in the area earmarked by the Engineer for such purpose.

The quantity for road pavement structure scarified, to be paid for shall be measured in Sq. meter as shown in the drawings/cross sections or as specified by the Engineer and in the area earmarked by the Engineer for such purpose.

209.3.2 Payment

The quantities as measured above shall be paid for at the contract unit price per Cu. meter of breaking of road pavement structure and per Sq. meter of scarification of existing road pavement structure, for carrying out the works mentioned above including cost of labour, equipment, tools and incidental necessary to complete these items.

Pay Item No.	Description	Unit of Measurement
209a	Breaking of Existing Road Pavement Structure	CM
209b	Scarification of Existing Road Pavement	SM

ITEM 210**PAVEMENT WIDENING**

210.1 DESCRIPTION

This work shall consist of the widening of the existing pavement and finishing of the completed work in accordance with the specifications and in conformity with the lines, grades, thickness of each pavement component and typical cross-sections shown on the plans or as directed by the Engineer.

210.2 MATERIALS

Materials for the construction of "Pavement Widening" shall conform to the requirements specified in relevant items of Subbase and Base course in these specifications.

210.3 TRENCHING

The contractor shall excavate along the edge of the existing pavement for the full depth and width as indicated on the Drawings or as directed by the Engineer. The bottom of the trench shall be compacted with rollers and/or tampers approved by the Engineer to minimum ninety five (95) % of the maximum dry density as per AASHTO T-191 method. If the plans do not call for a specific type of compaction, the subgrade, subbase or base shall be compacted by rolling with an approved type trench roller until the entire surface is smooth, firm and at the designated elevation. Adequate provisions shall be made for drainage of the trench to prevent damage to the subgrade. Prior to placing any widening material, the trench shall be cleaned of all loose material. The edge of the existing pavement shall be thoroughly cleaned. The trench must be approved by the Engineer, before placing any widening material. All subsequent layers shall be compacted to the degree as shown under relevant item of these specifications

210.4 SPECIAL PROVISIONS FOR HANDLING TRAFFIC

Widening operations shall be permitted on only one (1) side of the pavement at a time and excavation of trenches shall be permitted only sufficiently in advance of other operations to ensure a continuity of the operations of excavating, placing widening material, and rolling.

Reflectorized barricades shall be placed along open trenches day and night. Lighting shall be placed at each barricade at night. Barricades and lights shall be approved by the Engineer. The barricades shall be placed at intervals not to exceed one hundred (100) meters or as directed by the Engineer.

The Contractor shall make adequate provision to enable traffic to cross open trenches at intersecting roads, streets and private entrances.

Partial shouldering shall be performed immediately after completion of widening of portions of the Work in order to eliminate the hazard.

No separate payment will be made for handling traffic which will be considered subsidiary to the item of "Pavement Widening."

210.5 MEASUREMENT AND PAYMENT

210.5.1 Measurement

"Pavement Widening" shall be measured by the unit of cubic meter and shall include all excavation, trimming, disposal and compaction of subgrade and subsequent layers of subbase and base course.

The removal of edge kerb if exists, will not be paid for separately but will be considered subsidiary to the item of "Pavement Widening".

Water, ordered by the Engineer or added with the consent of the Engineer, which is necessary to obtain satisfactory compaction of the foundation treatment will not be paid for separately, but will be considered subsidiary to the item of "Pavement Widening". No measurement will be made of unauthorized areas or for extra width or thickness.

210.5.2 Payment

The amount of completed and accepted Work, measured as provided above, will be paid for at the unit price bid in the Bill of Quantities for "Pavement Widening," which price shall be full compensation for furnishing materials, such as subbase, base course and water etc., for all labour, equipment, tools, supplies, and all other items necessary for the proper completion of the Work.

Pay Item No.	Description	Unit of Measurement
<hr/>		
210	Pavement Widening	CM

ITEM 214**ASPHALTIC CONCRETE BINDER COURSE**

214.1

DESCRIPTION

This work shall consist of furnishing and mixing aggregates and asphalt binder at a central mixing plant, transporting, spreading and compacting the mixture on a prepared base in accordance with these specifications and to the lines, grades and typical pavement sections shown on the Drawings or as directed by the Engineer.

214.2

MATERIAL REQUIREMENTS.

214.2.1

Aggregates.

Coarse and fine aggregates shall be clean, hard, tough, sound particles free from decomposed material, vegetable matter and other deleterious substances, and be of uniform quality, geology and petrology. Water borne material such as river bed gravel, if used, shall also conform to the above criteria.

Coarse aggregate, which is material retained on the No. 4 sieve, shall consist of crushed rock, crushed gravel or a mixture of natural and crushed gravel. The aggregate shall contain not more than 8% by weight of flats/or elongated particles (ratio maximum to minimum 5:1) and shall contain 100% angular material, such that all faces of each piece are fractured faces in cuboid shape.

Fine aggregate, which is material passing the No. 4 sieve shall consist of 100% crushed material from rock or boulder. No natural sand will be allowed in the mix.

When the combined grading of the coarse and fine aggregates is deficient in material passing the No. 200 sieve, additional filler material shall be added. The filler material shall consist of finely divided rock crust, hydrated lime, hydraulic cement or other suitable mineral matter and shall conform to the following gradation:

US Standard Sieve	Percent Passing by Weight
No. 30	100
No. 50	95-100
No. 200	70-100

The Coarse and fine aggregates shall meet the following requirements:

- a) The percentage of wear by the Los Angeles Abrasion test (AASHTO T 96) shall not be more than 40%.
- b) The loss when subject to five cycles of the Sodium Sulphate Soundness test (AASHTO T 140) shall be less than 12%.

- c) The Sand Equivalent (AASHTO T-176) determined after all processing except for addition of asphalt cement should not be less than 45.
- d) All aggregates shall have a liquid limit of not more than 25% and a Plasticity Index of not more than 4 as determined by AASHTO T-89 and T-90.
- e) The portion of aggregate retained on the 9.5 mm (3/8 inch) sieve shall not contain more than 15 percent by weight of flat and/or elongated particles (ratio of maximum to minimum dimensions = 2.5:1).

214.2.2 Asphaltic Material

Asphaltic binder to be mixed with the aggregate to produce asphaltic base shall be as asphalt cement penetration grade 40-50, or 60-70 or 80-100, as specified by the Engineer. Generally it will meet the requirement of AASHTO M-20.

214.2.3 Asphalt Concrete Binder Course Mixture.

The composition of the asphaltic concrete paving mixture for binder course shall conform to class shown in the following table:

**Table No. 1
Combined Aggregate Grading Requirements**

Sieve Designation		Percent Passing by Weight
mm	Inch	
25	1	100
19	3/4	90-100
9.5	3/8	56-80
4.75	No. 4	35-65
2.38	No. 8	23-49
0.30	No. 50	5-19
0.075	No. 200	2-8

Asphalt Content Weight	3.5 (minimum)
Percent of total mix.	
The asphalt concrete binder course mixture shall meet the following Marshal Test Criteria:	
Compaction, number of blows each end of Specimen	75
Stability (Minimum)	1000 Kg.
Flow, 0.25 mm (0.01")	8-14
Percent air voids in mix.	4-8
Percent voids in mineral aggregate	according to article 5.3, MS-2, (Asphalt Institute USA) edition 1993
Loss of stability	25% (Max.)
Filler/Bitumen ratio	1-1.5 (applicable to hot climate (> 40 °C.)

214.2.4 Combined Aggregates Gradation.

Retained No. 4	\pm	7.0%
Passing No. 4 to No. 100 sieves	\pm	4.0%
Passing No. 200	\pm	1.0%

Asphalt Content.

Weight percent of total mix.	\pm	0.3%
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Should a change of sources of materials be made a new Job Mix Formula shall be established before the new material is used. When unsatisfactory results or other conditions made it necessary, a new Job Mix Formula will be required.

214.2.5 Job-Mix Formula.

At least one week prior to production, a Job-Mix Formula (JMF) for the asphaltic concrete course mixture or mixtures to be used for the project, shall be established jointly by the Engineer and the Contractor.

The JMF shall be established by Marshal Method of Mix Design according to the procedure prescribed in the Asphalt Institute Manual Series No. 2 (MS-2), May 1992 Edition.

The JMF, with the allowable tolerances, shall be within the master range specified in Table No. 1. Each JMF shall indicate a single percentage of aggregate passing each required sieve size and a single percentage of bitumen to be added to the aggregates.

After the JMF is established, all mixtures furnished for the project represented by samples taken from the asphalt plant during operation, shall conform thereto with the tolerances as per clause 214.2.4 of these specifications.

214.3 CONSTRUCTION REQUIREMENTS.

Construction requirements for this item shall conform with the same construction requirements specified for Asphaltic Concrete Base Course Plant Mix under Item 203.3, except as modified in the following sub-items.

214.3.1 Preparation of Base Course Surface.

Before spreading materials the surface of the previously constructed and accepted base course on which the mix is to be placed shall be conditioned by application of a tack/or prime coat, as directed by the Engineer.

214.3.2 Pavement Thickness and Tolerances.

The asphalt concrete binder course shall be compacted to the desired level and cross slope as shown on the drawings or as directed by the Engineer.

The tolerances in compacted thickness of the binder course shall be + 10 percent from the desired thickness shown on the drawings. For determination of the thickness, one (1) core per hundred meters of each lane will be taken. If the thickness so determined is deficient by more than + 10 percent, the Engineer shall decide whether to accept the deficit thickness or to direct reconstruction.

The surface of the binder course shall be tested by the Engineer using at 3-meter straight edge at selected locations. The variation of the surface from the testing edge of the straightedge between any two contacts, longitudinal or transverse with the surface shall at no point ± 5.0 millimeters. The cross fall (camber) shall be within + 0.2 percent of that specified, and the level at any point shall be within drawings. All humps or depressions exceeding the specified tolerance shall be corrected by removing the defective works and replacing it with new material, by overlaying, or by other means satisfactory to the Engineer.

214.4 MEASUREMENT AND PAYMENT.

214.4.1 Measurement

The quantities of asphaltic binder course shall be measured per cubic meter basis.

The quantity of asphaltic material used is included in the asphalt concrete mixture and will not be measured separately.

Quantities of liquid asphalt, wasted or remaining on hand after completion of the work, shall not be measured or paid for.

214.4.2 Payment

The quantities determined, as provided above, shall be paid for at the contract unit price respectively for each of the particular pay item listed below and shown in the Bill of Quantities, which prices and payment shall constitute full compensation for all the costs necessary for the proper completion of the work prescribed in this item:

Pay Item No.	Description	Unit of Measurement
<hr/>		
214	Asphaltic Concrete Binder Course.	CM.

ITEM 216 SOLING STONE

216.1 DESCRIPTION

This item shall consist of laying of soling stone, handpacked on a surface (subgrade) prepared earlier and all interstices filled with sand or similar approved materials to provide proper bonding of all the stones with each other.

216.2 MATERIAL REQUIREMENTS

The material for soling shall be round and durable rock, properly shaped or boulders of maximum size 15-20 cm. The filler material to fill the interstices shall be coarse sand or rock dust or any other material approved by the Engineer. Material shall be cohesionless and clean to allow its free flow down to the bottom of soling area.

216.3 CONSTRUCTION REQUIREMENT

216.3.1 The subgrade to receive the soling stone shall be prepared under relative item of the work.

216.3.2 Placing of Soling Stone

The soling stone shall be placed from outer edges of the road and finishing at the crown of the road in such a way that all stones are properly handpacked and keyed with the surrounding stones. It shall be ensured that the maximum dimension is kept in vertical position ensuring the variation of the size of the stone does not exceed ± 1 " of specified thickness of soling stone:

The filler material shall be dry and in free flow condition when placed over the soling stone. The filler material shall be kept adding while the soling stones are rolled under a 6 tons roller. The addition of filler material shall continue till the area does not absorb more material and it is ensured that all interstices are fully filled. The area will then be watered and kept under rolling to achieve a smooth surface.

216.3 MEASUREMENT AND PAYMENT

216.3.1 Measurement

The area to be measured shall be bound by the lines shown on the drawings whereas the normal thickness shall be that which is described in BOQ. The measurement shall be made in CM.

216.3.2 Payment

The quantities determined as provided above shall be paid for at the contract unit price for cubic meter which price and payment shall be full compensation for all cost of materials, manpower and equipments involved in the proper completion of work.

Pay Item No.	Description	Unit of Measurement
<hr/>		
216	Laying of Soling Stone	CM

ITEM 217**INTERLOCKING CONCRETE PAVING BLOCKS**

217.1 DESCRIPTION

The work shall consist of precast concrete paving blocks intended for the construction of low speed roads, parking areas, lay byes, industrial and other paved surfaces subjected to all categories of static and vehicular loading and pedestrian traffic. Paving blocks covered by these Specifications are designed to form a structural element and the surfacing of pavements, having the block to block joints filled, so as to develop frictional interlock and placed in conformity with the lines, grades, thicknesses and typical cross-section shown on the drawings or as directed by the Engineer.

217.2 MATERIAL REQUIREMENTS

For execution of this item provisions made in BS 6717 shall be applicable. Detailed requirement of materials and construction shall be as under:

217.2.1 Binders and Binder Constituents

Paving blocks shall be made using one or more of the following binders or binder constituents complying with the requirements of the relevant standards:

Ordinary Portland Cement	BS 12
Portland Blastfurnace Cement	BS 146 : Part 2
Portland Pulverized Fuel ash Cement	BS 6588
Pulverized fuel ash	BS 3892 : Part 1
Ground granulated Blast furnace slag	BS 6699

Where pulverized fuel ash is used, the proportions and properties of the combination with Portland Cement shall comply with BS 6588.

Where ground granulated blastfurnace slag is used, the proportions and properties of the combination with Portland Cement shall comply with BS 146 : Part 2.

217.2.2 Aggregates

Paving blocks shall be made using one or more of the following aggregates complying with the relevant standards:

Natural Aggregates (Crushed or Uncrushed)	BS 882 : 1983 (except grading requirements in clause 5)
Air Cooled blastfurnace slag	BS 1047 : 1083 (except grading requirements in 4.8)
Pulverized fuel ash	BS 3892 : Part-1 or Part-2
Ground granulated blastfurnace slag	BS 6699

217.2.2.1 Acid Soluble Material (Fine Aggregate)

When tested as described in BS 812 : Part 119, the fine aggregate (material passing a 5 mm sieve complying with BS 410) shall contain not more than 25% by mass of acid soluble material either in the fraction retained on, or in the fraction passing, a 600 μ m sieve.

217.2.3 Water

The water shall be of drinking quality or in accordance with the recommendations of appendix A of BS 3148 : 1980.

217.2.4 ADMIXTURES AND PIGMENTS

Proprietary accelerating, retarding and water reducing agents shall comply with BS 5075 : Part 1.

Pigments shall comply with BS 1014.

Calcium chloride shall comply with BS 3587

217.2.5 FINISHES

The finish should be agreed between the manufacturer and the Engineer.

Concrete described as "natural colour" shall contain no pigment.

In composite paving blocks the surface layer shall be formed as an integral part of the block and shall be not less than 5 mm thick.

217.2.6 BINDER CONTENT

The cement content of the compacted concrete shall be not less than 380 kg/m³. For equivalent durability, paving blocks made with binder constituents other than ordinary Portland cement shall have a higher binder content than paving blocks made in a similar way using only Portland Cement. The Engineer will decide the additional binder content. The compressive strength test will be the only guide to the amount of additional binder needed.

217.2.7 SIZES AND TOLERANCES

217.2.7.1 Sizes

Paving blocks shall have a work size thickness of not less than 60 mm. Type-R blocks shall be rectangular with a work size length of 200 mm and a work size width of 100 mm. Type-S blocks shall be of any shape fitting within a 295 mm square coordinating space and shall have a work size width not less than 80 mm.

The preferred work size thicknesses are 60 mm, 65 mm, 80 mm & 100 mm.

A chamfer around the wearing surface with a work size not exceeding 7 mm in width or depth shall be permitted.

All arises shall be of uniform shape.

217.2.7.2 Tolerances

The maximum dimensional deviations from the stated work sizes for paving blocks shall be as follows:

length	\pm 2 mm
width	\pm 2 mm
thickness	\pm 3 mm

Where a paving block includes profiled sides, the profile shall not deviate from the manufacturer's specification by more than 2 mm.

217.2.8 COMPRESSIVE STRENGTH

The compressive strength of paving blocks shall be not less than 49 N/mm² and the crushing strength of any individual block shall be not less than 40 N/mm².

217.2.9 SAMPLING

The following sampling procedure shall be used for the compressive strength test.

- a) Before laying paving blocks, divide each designated section, comprising not more than 5000 blocks, in a consignment into eight approximately equal groups. Clearly mark all samples at the time of sampling in such a way that the designated section or part thereof and the consignment represented by the sample are clearly defined. Take two (2) blocks from each group.
- b) Dispatch the sample to the test laboratory, taking precautions to avoid damage to the paving blocks in transit. Each sample shall be accompanied by a certificate from the person responsible for taking the sample, stating that sampling was carried out in accordance with this Part of BS 6717.
- c) Protect the paving blocks from damage and contamination until they have been tested. Carry out any tests as soon as possible after the sample has been taken.

217.2.10 MARKING

The following particulars relating to paving blocks made in accordance with this standard shall be indicated clearly on the delivery note invoice, manufacturer's or supplier's certificate or brochure supplied with the consignment of blocks:

- a) The name, trade mark or other means of identification of the manufacturer.
- b) The number and date of this British Standard, i.e. BS 6717 : Part 1 : 1986*, or latest revision.

217.3 CONSTRUCTION REQUIREMENTS

217.3.1 Laying the Concrete Blocks

The total area to be covered with paving block shall be prepared by:

- a) Compaction of subgrade
- b) Laying of subbase in a thickness specified
- c) Laying of crushed aggregate base or lean concrete in thickness as per typical section

217.3.2 Tolerance

Tolerance of these layers shall be as per applicable requirement of each item of this specifications.

Payment for each of the above item shall be made under the relative item of work.

The total area will thereby be divide with nylon strings into sectors of not more than 1.5 square meters. This shall be done to control the alignment of paving blocks and to avoid multiplication of deviation in sizes of paving blocks.

217.4 MEASUREMENT AND PAYMENT

217.4.1 Measurement

The area to be measured shall be bound by lines shown on the drawings or as directed by the Engineer. Unit of measurement shall be square meter measured in horizontal plane.

217.4.2 Payment

The quality determined as provided above shall be paid for the unit price of contract for each square meter of paving block installed including sand cushion and sand filling in joints and all other work related for installing paving blocks. Cost shall include all labour, materials and equipment for proper completion of work.

Pay Item No.	Description	Unit of Measurement
217a	Installation of paving blocks 60 mm thick	SM
217b	Installation of paving blocks 80 mm thick	SM
217c	Installation of paving blocks 100 mm thick	SM

**SURFACE COURSES
AND
PAVEMENT**

SURFACE COURSES AND PAVEMENT

TEM 300

GENERAL

This section describes the requirements and procedures for execution of surface courses and pavements. The materials to be used shall conform to specifications and testing procedures as per American Association of State Highway and Transportation Official (AASHTO) or the American Society for Testing and Material (ASTM) as indicated in their latest editions. Samples of materials for laboratory tests and their subsequent approvals shall be utilized according to these references unless otherwise directed by the Engineer.

Materials which do not conform to the requirements of these specifications will be rejected whether in place or not. They shall be removed immediately from the site of the work at the expense of contractor. While subgrade/subbase and paving operations are in progress, a detour shall be provided for vehicular flow in order to avoid any public inconvenience and thoroughly be maintained till completion of that particular section of the project or as a whole. In order to expedite the passage of public traffic through or around the work, the contractor shall install road signs, warning lights, flares, barricades and other facilities for the safety, convenience and direction of public traffic. Also where directed by the Engineer, the contractor shall furnish competent flagmen whose sole duties shall consist of directing the movement of public traffic through or around the work. The cost of furnishing and installation of such road-signs, lights, flares barricades and other facilities, shall be included in the respective work item. Should the Engineer point out the inadequacy of warning and protective measures, and require additional measures, such action on the part of the Engineer shall not relieve the contractor from responsibility for public safety or abrogate his obligation to furnish and pay for these services.

301.1 ASPHALT CEMENT

Asphalt Cement shall be an oil asphalt, or a mixture of refined liquid asphalt and refined solid asphalt, prepared from crude asphaltic petroleum. It shall be free from admixture with any residues obtained by the artificial distillation of coal, coal tar, or paraffin and shall be homogeneous and free from water. No emulsification shall occur when a thirty (30) gram sample is boiled for two (2) hours with two hundred and fifty (250) cubic centimeters of distilled water in a five hundred (500) cubic centimeters Erlenmeyer flask equipped with a reflux condenser.

Asphalt Cement shall be classified by penetration and when tested in accordance with the standard methods of tests of the AASHTO, the grades of asphalts shall conform to the requirements set forth in Table 301-2. The grade of asphalt to be used shall be in accordance with these specifications or the Special Provisions or as directed by the Engineer.

301.2 ENVIRONMENTAL FACTORS

In areas where highly frost susceptible soils and severe low temperature conditions are encountered, it may be necessary to remove and replace soils susceptible to frost heave or take other precautions prior to pavement construction. In extremely hot climates, asphalt mixes should be designed to resist rutting and maintain stiffness at high temperatures.

Because asphalt mixtures are influenced by temperature, it is recommended that different asphalt grades be used where different temperature conditions prevail. Table below gives recommended asphalt grades for various temperature conditions.

SELECTING ASPHALT GRADE

Temperature Condition	Asphalt Grade \pm
Cold, mean annual air temperature ≤ 7 degree C (45 degree F)	AC-10 AR-4000 80 / 100 pen
Warm, mean annual air temperature between 7 deg. C (45 deg.F) and 24 def.C (75 def. F)	AC-20 AR-8000 60 / 70 pen.
Hot, mean annual air temperature ≥ 24 deg.C (75 deg. F)	AC-40 AR-8000 40 / 50 pen.

* Both medium setting (MS) and slow setting (SS) emulsified asphalts are used in emulsified asphalt base mixes. They can be either of two types: cationic (ASTM D 2397 or AASHTO M 208) or anionic (ASTM D977 or AASHTO M 140). Selecting one of the two shall depends on the type of aggregate used for better affinity.

The grade of emulsified asphalt is selected primarily on the basis of its ability to satisfactorily coat the aggregate. This is determined by coating and stability test (ASTM D 244, AASHTO T 59). Other factors important in the selection are the water availability at the job site, anticipated weather at the time of construction, the mixing process to be used, and the curing rate.

301.3 CUT-BACK ASPHALT

Liquid asphalts (cut back) shall consist of materials conforming to the following classifications. When tested in accordance with the standard methods of tests of the AASHTO, the grades of liquid asphalt shall conform to the requirements specified in the Table 301-3 and 301-4.

Medium curing products designated by letters MC, shall consist of asphalt cement fluxed or blended with a kerosene solvent.

Rapid curing products designated by the letters RC, shall consist of asphalt cement with a penetration of grade 80-100, fluxed or blended with a naphtha solvent.

301.4 EMULSIFIED ASPHALT

Asphaltic emulsions shall be composed of a bituminous base uniformly emulsified with water and an emulsifying or stabilizing agent. They shall be classified according to use as Rapid Setting or Slow Setting, and shall conform to the requirements specified in Table 301-5.

The bituminous base used in manufacturing RS-1 type emulsion shall be asphalt cement, Grade 120-150 or Grade 200-300, as designated by the Engineer.

The bituminous base used in manufacturing SS1 type emulsion shall be paving asphalt, Grade 60-70 or Grade 120-150, as designated by the Engineer.

APPLICATION TEMPERATURES**TABLE 301-1****Application Temperature Range, °C**

Asphalt Type / Grade	Mixing Temp	Spraying Temperature Road Mixes
a) Asphalt Cement (All grades)	As required to achieve viscosity of 75-150 secs. Saybolt-Furol or as required to achieve a Kinematic Viscosity of 150-300 centistokes.	160 (Max)
b. Emulsified Asphalts		
RS-1	—	—
RS-2	—	—
MS-1	10-70	20-70
MS-2	10-70	20-70
MS-2h	10-70	20-70
HFMS-1	10-70	20-70
HFMS-2	10-70	20-70
HFMS-24	10-70	20-70
SS-1	10-70	20-70
SS-1h	10-70	20-70
CRS-1	10-70	20-70
CRS-2	—	—
CMS-2	—	—
CMS-2h	10-70	10-70
CSS-1	10-70	10-70
CSS-1h	10-70	10-70
c) Cutback Asphalts (RC, MC, SC)		
30 (MC only)	—	—
70	—	20 min.
250	55-80	40 min.
800	75-100	55 min.
3000	80-115	—

TABLE 301-2**REQUIREMENTS FOR ASPHALT CEMENT (AASHTO M-20)**

	40 - 50		60 - 70		80 - 100		120 - 150	
	Min.	Max.	Min.	Max.	Min.	Max.	Min	Max
Penetration at 77° F (25 °C) 100 g 5 Sec.	40	50	60	70	80	100	120	150
Flash point, Cleveland Open Cup, ° F (° C)	450 (232)	- -	450 (232)	- -	450 (232))	- -	425 (218)	- -
Ductility at 77 °F (25 °C) 5 cm per min., cm.	100	-	100	-	100	-	100	-
Solubility in trichloroethy lene percent.	99	-	99	-	99	-	99	-
Thin-film oven test, 1/8 in. (3.2 mm), 325 °F (163 °C) 5 hr Loss on heating, percent.	-	0.80	-	0.80	-	1.0	-	1.3
Penetration, of residue, percent of original.	58	-	54	-	50	-	46	-
Ductility of residue at 77 °F (25 °C) 5 cm. per min., cm.	-	-	50	-	75	75	100	-

TABLE 301-3**REQUIREMENTS FOR MEDIUM-CURING TYPE ASPHALTS (AASHTO M-82)**

	MC - 70		MC - 250		MC - 800	
	Min.	Max	Min.	Max	Min.	Max
Water, percent.....	-	0.2	-	0.2	-	0.2
Flash point (tag. open cup), Degree C	38	-	66	-	66	-
Kinematic Viscosity at 60°C (140°F) (See Note 1) Centistokes	70	140	250	500	800	1600
Distillation test:						
Distillate, percentage by volume of total distillate at 360°C (680°F)						
at 225°C (437°F).....	0	20	0	10	-	-
at 260°C (500 °F)	20	60	15	55	0	35
at 315 °C (600 °F)	65	90	60	87	45	80
Residue from distillation at 360 °C (680 °F) Volume percentage of sample by difference.....	55	-	67	-	75	-
Tests on residue from distillation:						
penetration, 100g., 5 sec., at 25 °C (77 °F).....	120	250	120	250	120	250
Ductility, 5 cm/min, cm (see note 2)	100	-	100	-	100	-
Solubility in Trichloroethylene, percent.....	99.0	-	99.0	-	99.0	-

Note: 1. As an alternate, Saybolt Furol viscosities may be specified as following:

Grade MC-70 Furol Viscosity at 50°C (122°F) - 60 to 120 Sec.

Grade MC-250 Furol Viscosity at 60°C (140°F) - 125 to 250 Sec.

Grade MC-800 Furol Viscosity at 82.2°C (180°F) - 100 to 200 Sec.

2. If penetration of residue is more than 200 and its ductility at 25°C (77 °F) is less than 100 cm., the material will be acceptable if its ductility at 15.5 °C (60 °F) is more than 100 cm.

TABLE 301-4**REQUIREMENTS FOR RAPID-CURING TYPE ASPHALTS (AASHTO M-81)**

	RC - 70		RC - 250		RC - 800	
	Min.	Max	Min.	Max	Min.	Max
Water, percent.....	-	0.2	-	0.2	-	0.2
Flash point (tag. open cup), Degree C	-	-	27	-	27	-
Kinematic Viscosity at 60°C (140°F) (See Note 1) Centistokes.....	70	140	250	500	800	1600
Distillation test:						
Distillate, percentage by volume of total distillate at 360°C (680°F)						
at 190°C (374°F).....	10	-	-	-	-	-
at 225°C (437°F).....	50	-	35	-	15	-
at 260°C (500 °F)	70	-	60	-	45	-
at 315 °C (600 °F).....	85	-	80	-	75	-
Residue from distillation at 360 °C (680 °F)						
Volume percentage of sample by difference	55	-	65	-	75	-
Tests on residue from distillation:						
penetration, 100g: 5 Sec., at 25 °C (77 °F)	80	120	80	120	80	120
Ductility, 5 cm/min, of 25 °C (77 °F) cm	100	-	100	-	100	-
Solubility in Trichloroethylene, percent.....	99.0	-	99.0	-	99.0	-

Note: As an alternate, Saybolt Furol viscosities may be specified as following:

Grade RC-70 Furol Viscosity at 50°C (122°F) - 60 to 120 Sec.

Grade RC-250 Furol Viscosity at 60°C (140°F) - 125 to 250 Sec.

Grade RC-800 Furol Viscosity at 82.2°C (180°F) - 100 to 200 Sec.

Type	Rapid-Setting				Slow-Setting			
Grade	RS - 1		RS - 2		SS - 1		SS - 1h	
	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.
Test on Emulsions:								
Viscosity, Saybolt Furol at 77°F (25°F). Sec.....	20	100	-	-	20	100	20	100
Viscosity, Saybolt Furol at 122 °F (50 °C) Sec.	-	-	75	400	-	-	-	-
Settlement 5 days, percent (a)	-	5	-	5	-	5	-	5
Storage stability test 1 day (b)	-	1	-	1	-	1	-	1
Demulsibility, 35 ml. 0.02 NCaCl ₂ percent	60	-	60	-	-	-	-	-
Cement mixing test, percent	-	-	-	-	-	2.0	-	2.0
Sieve test, percent.....	-	0.10	-	0.10	-	0.10	-	0.10
Residue by distillation, percent	55	-	63	-	57	-	57	-
Test on Residue from Distillation Test Penetration, 77 °F (25 °C) 100g. 5 Sec.	100	200	100	200	100	200	40	90
Ductility, 77 °F (25 °C), 5 cm/min. cm	40	-	40	-	40	-	40	-
Solubility in trichloroethylene, percent	97.5	-	97.5	-	97.5	-	97.5	-
Suggested uses	Surface treatment, penetration macadam and tack coat		Surface treatment & penetration macadam		Plant or road mixture with graded and fine aggregates, a substantial quantity of which passes a No. 8 (2.3mm) sieve and a portion of which may pass a No. 200 (0.075 mm) sieve; slurry seal treatments.			

- a) The test requirement for settlement may be waived when the emulsified asphalt is used in less than 5 days time; or the Engineer may require that the settlement test be run from the time the sample is received until it is used, if the elapsed time is less than 5 days.
- b) The 24-hr. (1 day) storage stability test may be used instead of the 5 days settlement test.
- c) The demulsibility test shall be made within 30 days from date of shipment.

302.1 DESCRIPTION

This work shall consist of furnishing all plant, labour, equipment, material and performing all operations in applying a liquid asphalt prime coat on a previously prepared and untreated; earth sub grade, waterbound base course, crushed aggregate base course, tops of roadway shoulders, and as otherwise shown on the plans in strict accordance with the specification and in conformity with the lines shown on the drawings.

302.2 MATERIAL REQUIREMENTS

Asphaltic material shall conform to the requirements of the item 301 - "Asphaltic Materials", either cutback or Emulsified Asphalt, which ever is specified in the Bill of Quantities.

302.3 CONSTRUCTION REQUIREMENTS

Prime coat shall be applied when the surface to be treated is dry; except that when emulsified asphalt is used, the surface may be reasonably moist. The application is prohibited when the weather is foggy or rainy, or when the atmospheric temperature is below fifteen (15) degree C unless otherwise directed by the Engineer. Prior to the application of the prime coat, all loose materials shall be removed from the surface and the same shall be cleaned by means of approved mechanical sweepers or blowers and/or hand brooms, until it is as free from dust as is deemed practicable. No traffic shall be permitted on the surface after it has been prepared to receive the bituminous material. Prior to the application of prime coat on bridge decks and concrete pavements, the surfaces shall be cleaned of all loose material as described in Section 302.3. All expansion joints shall be cleaned and filled with bituminous material as directed by the Engineer. Areas to be primed will be classified as under:

- (i) The top of earth surface or water bound base courses from a point twenty (20) centimeters outside the edge of the pavement line to 20 cms outside the line on the opposite side of the roadway.
- (ii) The top of the shoulders from the inter-section of embankment slope and top of subgrade to the edge of the pavement line.
- (iii) The bridge wearing surface from curb to curb and end to end of bridge wearing surface.
- (iv) Other surfaces as shown on the plans or ordered by the Engineer.

Primed surface shall be kept undisturbed for at least 24 hours, so that the bituminous material travels beneath and leaves the top surface in non-tacky condition. No asphaltic operations shall start on a tacky condition.

302.3.1 Equipment

The liquid asphaltic material shall be sprayed by means of a pressure distributor of not less than 1000 litre capacity, mounted on pneumatic tyres of such width and number that the load produced on the road surface will not exceed hundred (100) Kg per cm width of tyre. It shall be of recognized manufacturer.

The tank shall have a heating device able to heat a complete charge of asphaltic liquid up to one hundred eighty (180) degree C. The heating device shall be so that overheating will not occur. Consequently, the flames must not touch directly on the casting of the tank containing the asphaltic liquid or gases therefrom. The Contractor will be responsible for any fire or accident resulting from heating of bituminous materials. The liquid shall be circulated or stirred during the heating. The tank shall be insulated in such a way that the drop in temperature when the tank is filled and not heated, will be less than two (2) degree C per hour. A thermometer shall be fixed to the tank in order to be able to control continuously the temperature of the liquid. The thermometer shall be placed in such a way that the highest temperature in the tank is measured. The tank shall be furnished with a device that indicates the contents. The pipes for filling the tank shall be furnished with an easily interchangeable filter.

The distributor shall be able to vary the spray width of the asphaltic liquid in steps of maximum 10 cm, to a total width of four (4) M. The spraying bar shall have nozzles from which the liquid is sprayed fan-shaped on the road surface equally distributed over the total spraying width.

The distributor shall have a pump for spraying the liquid driven by a separate motor, or the speed of the pump shall be synchronized with the speed of the distributor. The pump shall be furnished with an indicator showing the performance in litres per minute. At the suction side the pump shall have a filter easily exchangeable. A thermometer shall be fixed, which indicates the temperature of the liquid immediately before it leaves the spraying bar.

The distributor shall be furnished with a tachometer indicating the speed in meter per minute. The tachometer shall be visible from the driver's seat. The function of the distributor shall be so exact that the deviation from the prescribed quantity to be spread on any square meter does not exceed 10%. The distributor shall be equipped with a device for hand spraying of the bituminous liquid, to cover any irregular area or covering the area improperly sprayed.

302.3.2 Application of Asphaltic Material

Immediately before applying prime coat, the full area of surface to be treated shall be swept with a power broom to remove all dirt and other objectionable material. If required by the Engineer, the surface shall be made moist but not saturated. Asphaltic Materials shall be applied at

temperature stated in Item 301 by approved pressure distributors operated by skilled workmen. The spray nozzles and spray bars shall be adjusted and frequently checked so as to ensure uniform distribution. Spraying shall cease immediately upon any clogging or interference of any nozzle and remedial measures taken before spraying is resumed.

The rate for application of asphaltic material (cut back/emulsified) shall be as under:-

<u>TYPE OF SURFACE</u>	<u>LITRES PER SQUARE METER</u>	
	<u>Minimum</u>	<u>Maximum</u>
1. Subgrade, Subbase, Water bound base courses, and Crushed stone base course.	0.65	1.75
2. Bridge, Wearing Surfaces, Concrete Pavement	0.15	0.4

However, the exact rate shall be specified by the Engineer determined from field trials.

The test methods shall be determined by the Engineer and performed by the Contractor in the presence of Engineer.

The prime coat shall be left undisturbed for a period of at least 24 hours, and shall not be opened to traffic until it has penetrated and cured sufficiently so that it will not be picked up by the wheels of passing vehicles. The Contractor shall maintain the prime coat until the next course is applied. Care shall be taken that the application of bituminous material is not in excess of the specified amounts; any excess shall be blotted with sand or similar treatment. All areas inaccessible to the distributor shall be sprayed manually using the device for hand spraying from the distributor.

The surface of structures and trees adjacent to the area being treated shall be protected in such manner as to prevent their being spattered or marred.

Where no convenient detour is available for traffic, operations shall be confined to one-half the roadway width at a time. The Contractor shall provide proper traffic control so that vehicles may proceed without damage to the primed area. Work shall not be started on the portion of the road not covered by previous application until the surface previously covered has dried and is ready for traffic.

302.4 MEASUREMENT AND PAYMENT

302.4.1 Measurement

The unit of measurement shall be square meter as actually covered by prime coat in accordance with these specifications. No measurement or payment will be made for the areas primed outside the limits, specified, herein, shown on the plans or designated by the Engineer.

Blotting material will not be measured for payment and shall be considered subsidiary to the prime coat.

302.4.2 Payment

The payment for area primed measured as stated above, shall be made for the contract unit price per SM, which payment shall be full compensation for furnishing all labour, material, tools, equipment and incidentals and for performing all the work involved in applying prime coat, complete in place in accordance with these specifications:

Pay Item No.	Description	Unit of Measurement
<hr/>		
302	Bituminous Prime Coat.	SM

303.1 DESCRIPTION

The work covered by this section shall consist in furnishing all plant, labour, equipment and applying asphaltic material on a previously prepared asphaltic layer, in addition to performing all operations in connection with the application of a Bituminous tack coat, complete in accordance with these specifications and to the width shown on the typical cross- sections of applicable drawings.

303.2 MATERIAL REQUIREMENTS

Asphaltic material shall conform to the requirements of item 301, "Asphaltic Materials" for emulsified asphalt, or cut back asphalt as called for in the Bill of Quantities.

303.3 CONSTRUCTION REQUIREMENTS

Immediately before applying the tack coat, all loose material, dirt or other objectionable material, shall be removed from the surface to be treated by power brooms and/or blowers, supplemented with hand brooms, as directed by the Engineer. The tack coat shall be applied only when the surface is dry, however for emulsified asphalt, application may be made on a reasonable moist surface. Application of tack coat shall be avoided in case of foggy or rainy weather. Prior to the application, an inspection of the prepared surface will be made by the Engineer to determine its fitness to receive the Bituminous binder and no tack coat will be applied until the surface has been approved.

303.3.1 Equipment

Equipment shall conform in all respect to the provision under Item 302.3.1 and shall be subject to the approval of the Engineer in addition to the maintenance of the same in a satisfactory working condition at all times. A hand power spray attachment to a bitumen pressure distributor or other container having an independently operated bitumen pump, pressure gauge, thermometer for determining the temperature of the asphalt tank contents and a hose connected to a hand power spray suitable for applying the Bituminous tack coat in the amounts specified - all to be such as to meet the approval of the Engineer, shall be furnished .

303.3.2 Application of Asphaltic Material:

Asphaltic material shall be applied by means of a pressure distributor, at the temperature stated in Item 301 for the particular material being used. Rates of application of cut back shall be within the range of 0.2-0.4 litres per square meter and for emulsified asphalt the rate shall be within the range of 0.3 – 0.6 litre per square meter; the exact rate shall be specified by the Engineer.

Care shall be taken that the application of asphaltic material is not in excess of the specified quantity; any excess asphalt shall be blotted by sand or similar treatment. All areas inaccessible to the distributor shall be treated manually using the device for hand spraying from the distributor. The surfaces of structures and trees adjacent to the areas being treated shall be protected in such a manner as to prevent their being spattered or marred.

Where no convenient detour is available for traffic, operations shall be confined to one-half the roadway width at a time. The Contractor shall provide proper traffic control so that vehicles may proceed without damage to the treated area. Work shall not be started on the portion of the road not covered by previous application until the surface previously covered has dried and is ready for paving.

Traffic shall be kept off the tack coat at all times. The tack coat shall be sprayed only so far in advance of the surface course as will permit it to dry to a "tacky" condition. The Contractor shall maintain the tack coat until the next course has been placed. Any area that has become fouled, by traffic or otherwise, shall be cleaned by Contractor at his own cost before the next course is applied.

303.4 MEASUREMENT AND PAYMENT

303.4.1 Measurement

The quantities of Bituminous Tack Coat shall be measured in square meter for the actual area Tacked with asphaltic material on the prepared surface in accordance with this specification.

303.4.2 Payment

The payment of bituminous Tack coat, measured as stated above shall be paid for at the Contract unit price per square meter, which payment shall be full compensation for furnishing all labour, materials, tools, equipment and incidentals and for performing all the work involved in applying Tack Coat complete in place, as shown on the Drawings and in accordance with these specification.

Pay Item No.	Description	Unit of Measurement
<hr/>		
303	Bituminous Tack Coat.	SM

ITEM 304**BITUMINOUS SURFACE TREATMENT AND SEAL COAT./
PAD COAT****304.1****DESCRIPTION**

This work shall consist of one or more applications of asphaltic material and one or more covers of aggregates or an application of asphaltic material without aggregates applied in accordance with these specifications and in conformity with the lines and width shown on the typical cross-sections or as established by the Engineer.

304.2**MATERIAL REQUIREMENTS****304.2.1****Aggregate**

Aggregate shall consist of clean, dry, hard, durable, tough, angular, sound crushed stone or crushed gravel of uniform quality, and free from dirt, clay and other objectionable matter. Aggregates from only the sources of established adhesion properties would be used. The percentage of wear by the Los Angeles Abrasion test (AASHTO T-96) shall not be more than forty (40). Aggregate crushing value (ACV) when tested as per BS-812 (1990) shall not exceed 25%. When subjected to five (5) cycles of sodium-sulfate soundness testing as determined by AASHTO T-104, it shall have a weight loss of not greater than ten (10) percent. The moisture content in the aggregate applied directly to the surface of the bituminous material shall not exceed three (3) percent by weight plus one-half (1/2) the water absorption of the aggregate at the time of delivery to the Project. In no case shall free moisture be drawing from the truck bed.

The portion of aggregate retained on the 9.5 mm (3/8 inch) sieve shall not contain more than fifteen (15) percent of particles by weight of flat or elongated, or both, that the ratio between the maximum and the minimum dimensions exceeds 2.5:1. Flakiness Index, tested under BS-812 (1990) part 105, shall be 25 (max) for nominal size 18 mm and 12 mm and 30 (max) for nominal size 9mm.

The nominal sizes of aggregates used for surface treatment; shown against table 304-1 shall be as under:

Size No. 1 – Nominal size 18 mm
 Size No. 2 – Nominal size 12 mm
 Size No. 3 – Nominal size 9 mm
 Size No. 4 – Nominal size 6 mm

The nominal size are defined in the table below:

Nominal Size (mm)	Specified Size *			
	Passing		Retained	
	Sieve (mm)	%age	Sieve (mm)	%age
18	19	100	12.5	85
12	12.5	100	9.5	85
9	9.5	100	6.3	85
6	6.3	100	4.75	85

* By convention, this item defines a fraction of material within the respective sieves.

For Material passing 3/8" Sieve, following Table shall be used:

Sieve Designation		Percent Passing by Weight			
mm	Inch	Size No. 1	Size No. 2	Size No. 3	Size No. 4
9.5	3/8	0-15	0-10	—	—
4.75	No. 4	0-5	0-5	0-10	—
2.38	No. 8	—	—	0-5	0-5
1.18	No. 16	—	—	—	0-3
0.075	No. 200	0-2	0-2	0-1	0-1

304.2.2

Asphaltic Material

The asphaltic material shall conform to the requirements of Item 301 'Asphaltic Materials'. The type shall be one of the following, as shown in the Bill of Quantities or ordered by the Engineer. Spraying temperature shall be as shown against each type.

Table: Spraying Temperatures (°C) for Surface Treatments

Asphalt Type / Grade	Spraying Temperature Surface Treatments
a. Asphalt Cements	
AC-2.5	130 min.
AC-5	140 mn.
AC-10	140 mn.
AC-20	145 min.
AC-40	150 min.
AR-1000	155 min.
AR-2000	140 min.
AR-4000	145 min.
AR-8000	145 min.
AR-16000	—
200-300 pen.	130 min.
120-150 pen.	130 min.
85-100 pen.	140 min.
60-70 pen.	145 min.
40-50 pen.	150 min.
b. Emulsified Asphalts	
RS-1	20-60
RS-2	50-85
MS-1	20-70
MS-2	—
MS-2h	—
HFMS-1	20-70
HFMS-2	—
HFMS-2h	—
HFMS-2s	—
SS-1	—
SS-1h	—
CRS-1	50-85
CRS-2	50-85
CMS-2	—
CMS-2h	—
CSS-1	—
CSS-1h	—

Asphalt Type / Grade	Spraying Temperature Surface Treatments
c. Cutback Asphalts (RC, MC, SC)	
30 (MC only)	30 min.
70	50 min.
250	75 min.
800	95 min.
3000	110 min.

304.3 **CONSTRUCTION REQUIREMENTS**

At the time of the application, the weather shall be warm and dry, and the road surface shall be clean and dry. Spraying shall not be done unless the road temperature is above twenty (20) degree C for at least one hour prior to the commencement of spraying operations, and the temperature shall not be less than twenty (20) degree C during the spraying. Prior to applying the asphaltic material, dirt and other objectionable materials shall be removed from the surface and surface shall be primed as per item 302. If so directed by the Engineer, the surface shall be cleaned by power brooming or wire brush until all loose and foreign materials are removed.

304.3.1 **Equipment**

Equipment shall conform in all respects to the provisions under Item 302.3.1. The equipment shall be operated by the manpower specially trained for this work. Necessary safety arrangement for the workers, equipment and traffic shall be ensured during the operations.

304.3.2 **Preparation of Surface**

Irregularities and surface damage e.g. pot-holes, depressions, raveling, shall be corrected prior to surface dressing. The Engineer shall also satisfy himself that fundamental pavement defects e.g. base failure, drainage problems etc. have been remedied before surface dressing is attempted. Areas, which are excessively rich in bitumen e.g. 'bleeding', shall be cut out and patched. All patches, however, occasioned shall be thoroughly compacted, sealed and blinded with crusher dust before opening to traffic for several days before surface dressing commences.

Immediately prior to the application of binder all dirt, dust and foreign material shall be removed by thorough brooming and / or the use of compressed air. Adhering mud or other soiling may be removed using water and brushes, the general use of water to wash the road shall not be permitted.

304.3.3 **Application of Asphaltic Materials**

Asphalt cement, liquid asphalt and emulsified asphalt shall be applied by means of pressure distributor manual or automatic at the temperature specified for the type and grade of asphalt being used. The rates of application shall be within the ranges given in Table 304-1.

The spread of bituminous materials shall be at least ten (10) cm more than the width to be covered by the aggregate from the spreading device. The distributor shall be moving forward at proper application speed at the time the spray bar is opened. Any skipped areas or deficiencies shall be corrected in an approved manner. Junctions of spreads shall be carefully made to assure a smooth riding surface. The length of spread of bituminous material shall not exceed that which trucks loaded with cover coat material can immediately cover. Under no circumstances shall operations proceed in such manner that bituminous material will be allowed to chill, set up, dry, or otherwise impair retention of the cover coat.

The distributor when not spreading shall be so designed that the spray bar or mechanism will not drip bituminous material on the surface of the traveled way. Distribution of the bituminous material shall be so regulated and sufficient bituminous material left in the distributor at the end of each application, so that there will be a uniform distribution of bituminous material. In no case shall the distributor be allowed to expel air with the bituminous material thereby causing uneven coverage. The angle of the spray nozzles and the height of the spray bar shall be so adjusted and frequently checked that uniform distribution is ensured. The distribution shall cease immediately upon any clogging or interference of any nozzle and corrective measures shall be taken before distribution is resumed.

304.3.4 Spreading of Aggregate

Immediately after applying the asphaltic material, dry aggregate shall be uniformly and evenly distributed over the treated surface from an approved mechanical aggregate spreader or any other means approved by the Engineer. The truck carrying the aggregate shall move backward as it spreads same, so as to prevent the tyres of the truck and the mechanical aggregate spreader from driving directly on the newly sprayed asphalt. No portion of the binder shall remain uncovered for a period in excess of twenty (20) minutes after spraying.

Immediately after spreading of the aggregate, the treated surface shall be rolled with a self-propelled pneumatic-tyre roller having a minimum contact pressure of 2.8 Kg/square centimeter. A steel-wheeled roller weighing between six (6) to eight (8) tons may be used as a second roller. Rolling shall continue only until a smooth, thoroughly compacted surface is obtained. Procedures of starting, stopping, or turning of any piece of equipment which results in displacement of the cover material or damage to the seal courses be prohibited.

Any place where binder shows on the surface shall be covered with additional aggregate and further rolled and broomdragged until an even surface results, and does not adhere to wheels of vehicles. Overlapping the applications of cover material shall be avoided and all spillage shall be removed from the surface.

The quantity of aggregates to be applied shall be within the ranges specified in Table 304.1.

304.3.5 Maintenance of Traffic

Detouring of highway traffic for this work on running road will not be provided for or permitted, except when authorized by the Engineer. All construction operations shall be coordinated to result in the least practicable delay of traffic. One way traffic shall be maintained and traffic speeds restricted to fifteen (15) Km per hour. The contractor shall provide flagmen, warning signs, barricades, and a sufficient number of pilot cars to control traffic through the bituminous sealing operations when so directed by the Engineer. Pilot cars shall be used to lead the traffic through the areas of all distribution and sealing operations. Pilot cars shall be light "Pick up" trucks or other approved vehicles and shall be equipped with signs reading "PILOT

CAR - DO NOT PASS" in both English and Urdu languages. Two (2) signs shall be mounted on the vehicles so as to be clearly visible from both directions. One (1) flagman shall be stationed immediately ahead of the application of the bituminous material and one (1) flagman immediately behind the section being rolled. Suitable speed limit signs shall be displayed, and the signs shall move forward with the flagman as the work progresses.

No separate payment shall be made for conformance to this paragraph. All these items being considered subsidiary to the item (s) given in the Bill of Quantities.

304.3.6 Working Period

All work shall be so conducted that the work of applying asphalt and aggregate and of all rolling shall be completed during the time from sunrise to sunset and under favorable weather conditions as determined by the Engineer.

304.3.7 Maintenance of completed work

When directed by the Engineer, the Contractor will be required to add bituminous material or aggregate or both to the portion of road identified for such purpose on the project. Furnishing additional bituminous material and furnishing, spreading, dragging and rolling of additional aggregate will not be paid for separately but will be considered as subsidiary work pertaining to the relevant item of "Bituminous Surface Treatment".

304.3.8 Opening to Traffic and after-care

There shall be no delay in opening a completed surface dressing to traffic at a controlled speed. Prior to opening to traffic any spillage of aggregates shall be removed and any binder drips or wind blown contamination shall be dusted with crusher waste. After 2-3 days under traffic, excess stone will be removed by brushing.

304.3.9 Pad Coat

To ensure chipping retention when surface dressing a very hard surface, a pad coat consisting of application of an initial binder spray followed by 6 mm. chipping will be applied. After stabilizing of pad coat under traffic, the appropriate surface dressing will be applied.

304.4 MEASUREMENT AND PAYMENT

304.4.1 Measurement

The quantity of surface treatment to be paid for shall be measured in square meter within the theoretical line in place as shown on drawing. No allowance will be given for material placed outside the theoretical limits of finished surfacing whether placed for, due to requirement of contractor's operations or placed out side the limits due to inadequate control.

304.4.2 Payment

The aggregate and asphaltic material measured as stated above shall be paid for at the contract unit price per square meter for a particular item listed below and shown on the bill of quantities, which payment shall be full compensation for furnishing all labour, materials, tools equipment and incidental for performing all the work in the construction of bituminous surface treatment or seal coat complete in place and according to specification, including priming of surface.

Pay Item No.	Description	Unit of Measurement
<hr/>		
304 a	Single Surface Treatment	SM
304 b	Double surface Treatment	SM
304 c	Triple Surface Treatment	SM
304 d	Seal Coat / Pad Coat	SM

TABLE 304-1**Quantities of Materials for Bituminous Surface Treatments**

Surface Treatment		Aggregate		Bituminous Material	
Type	Application	Size No.	Quantity Kg. /Sq.M	Quantity Litres / Sq.M	Type
Single	Single	2	12.5	1.19	(a)
				1.63	(b)
Double	First	1	24.0	1.90	(a)
				2.14	(b)
	Second	3	12.5	1.19	(a)
				1.63	(b)
Tripple	First	1	24.0	1.90	(a)
				2.14	(b)
	Second	2	12.5	1.19	(a)
				1.63	(b)
				0.68	(c)
Seal Coat / Pad Coat with Aggregate		4	4	0.5	(c)

Notes:-

- i) Bituminous material types are (a) asphalt cement, (b) cut-back or emulsified and (c) asphalt cement, cut-back and emulsified.
- ii) Quantities of bituminous material may be varied by the Engineer by $\pm 15\%$ depending on site conditions.
- iii) Prime coat shall be applied prior to the surface treatment for the newly constructed pavement at the rate as specified in the item 302.3.2.

ITEM 305**ASPHALT CONCRETE WEARING COURSE - PLANT MIX****305.1 DESCRIPTION**

This work shall consist of furnishing aggregates and asphalt binder at a central mixing plant, to a specified mixing temperature, transporting, spreading and compacting the mixture in an approved manner on primed or tacked base, subbase, subgrade, bridge deck or concrete pavement in accordance with these specifications and in conformity with the lines, grades and typical cross-sections shown in the drawings or as directed by the Engineer.

305.2 MATERIAL REQUIREMENTS**305.2.1 Mineral Aggregates**

The Aggregates shall consist of coarse aggregates, fine aggregates and filler material, if required and shall be clean, hard, tough, durable and sound particles of uniform quality, geology, petrology and free from decomposed material, vegetable matter, soil, clay, lumps and other deleterious substances.

Coarse aggregate which is the material retained on an AASHTO No. 4 Sieve, shall consist of one hundred (100) % crushed rock or crushed gravel having two (2) faces mechanically crushed. The type of source shall be uniform throughout the quarry location from where such a material is obtained. The coarse aggregates shall be free from an excess of flat or/and elongated particles.

Fine aggregate which is the material passing from AASHTO No. 4 sieve, shall consist of 100% crushed material from rock or boulder. Fine aggregate shall be stored separately, and no natural sand will be allowed in the mix.

When the combined grading of the coarse and fine aggregates is deficient in material passing the AASHTO No. 200 sieve, mineral filler material shall be added as approved by the Engineer. The filler shall consist of finely divided mineral matter such as rock dust, hydrated lime, hydraulic, calcined dust cement or other suitable mineral matter free from lumps, balls or other deleterious material and shall conform to the following gradation:

Sieve Designation		Percent Passing by Weight
mm	Inch	
0.600	No. 30	100
0.300	No. 50	95-100
0.075	No. 200	70-100

The coarse and fine aggregates shall meet the following requirements:

- a) The percent of wear by the Los Angeles Abrasion test (AASHTO T 96) shall not be more than thirty (30).
- b) The loss when subjected to five cycles of the Sodium Sulphate Soundness test (AASHTO T 104) shall be less than twelve (12) percent.
- c) The Sand Equivalent (AASHTO T 176) determined after all processing except for addition of asphalt cement shall not be less than 45.
- d) All aggregates shall have a liquid limit of not more than twenty five (25) and a Plasticity Index of not more than four (4) as determined by AASHTO T-89 and T-90.
- e) The portion of aggregates retained on the 9.5 mm (3/8 inch) sieve shall not contain more than 10 percent by weight of flat and/or elongated particles (ratio of maximum to minimum dimension = 2.5:1).
- f) Stripping test shall be performed on crush aggregates as described under AASHTO-182 and only that material shall be allowed which qualifies the test.
- g) The coarse aggregates shall be checked if desired by the Engineer for cationic and anionic behaviour so that their affinity with the bitumen to be used is verified.
- h) Petrographic examination of the coarse aggregate shall be conducted if so directed by the Engineer.

The percentage of particles having certain proportions between their largest and smallest dimensions (i.e. between the largest distance the particles can fill out between two parallel planes that will permit the particle to pass), shall be determined in the following way:

- i. Form a sample of coarse aggregates, all particles passing No. 4 sieve are eliminated. The sample shall be of sufficient quantity that at least 100 particles remain.
- ii. By means of a sliding caliper, the largest and smallest dimensions, as defined above, are determined for each particle and its proportion calculated (with one decimal).
- iii. The total weights of particles having the proportions two and a half (2.5) or less and three (3) or less, are determined and their percentage in relation to the total sample are calculated.

305.2.2

Asphaltic Material

Asphaltic binder to be mixed with the aggregate to produce asphaltic base shall be asphalt cement penetration grade 40-50, 60-70 or 80-100 as specified by the Engineer. Generally it will meet the requirement of AASHTO M-20.

305.2.3 Asphalt Concrete Wearing Course Mixture

The composition of the asphaltic concrete paving mixture for wearing course shall conform to Class A and/or Class B shown in the following table:

Table 305-1
Asphalt Concrete Wearing Course Requirements

Mix Designation	Class A	Class B
Compacted Thickness	50-80 mm	35-60 mm

Combined Aggregate Grading Requirements			
Sieve Designation		Percent Passing by Weight	
mm	Inch		
25	1	100	—
19	3/4	90-100	100
12.5	1/2	-	75-90
9.5	3/8	56-70	60-80
4.75	No. 4	35-50	40-60
2.38	No. 8	23-35	20-40
1.18	No. 16	5-12	5-15
0.075	No. 200	2-8	3-8

Asphalt Content weight percent of total mix	3.5 (Min.)	3.5 (Min.)
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The asphalt concrete wearing course mixture shall meet the following Marshal Test Criteria:

Compaction, number of blows each end of specimen	75
Stability	1000 Kg (Min)
Flow, 0.25 mm (0.01 inch)	8-14
Percent air voids in mix	4-7
Percent voids in mineral aggregates	according to table 5.3 MS-2 (Asphalt Institute - USA), sixth addition, 1993.
Loss of Stability	20% (Max.)

305.2.4 Job-Mix-Formula

At least one week prior to production, a Job-Mix Formula (JMF) for the asphaltic wearing course mixture or mixtures to be used for the project, shall be established jointly by the Engineer and the Contractor.

The JMF shall be established by Marshall Method of Mix Design according to the procedure prescribed in the Asphalt Institute Manual Series No. 2 (MS-2), sixth edition 1993 or the latest Edition.

The JMF, with the allowable tolerances, shall be within the master range specified in Table 305-1. Each JMF shall indicate a single percentage of aggregate passing each required sieve and a single percentage of bitumen to be added to the aggregates.

The ratio of weight of filler (Passing No. 200) to that of asphalt shall range between 1 – 1.5 for hot climate areas with temperature more than 40 °C.

After the JMF is established, all mixtures furnished for the project represented by samples taken from the asphalt plant during operation, shall conform thereto with the following ranges of tolerances:

Combined aggregates gradation

Retained No. 4 and larger	± 7.0%
Passing No. 4 to No. 100 sieves	± 4.0%
Passing No. 200	± 1.0%

Asphalt Content.

Weight percent of total mix	± 0.3%
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In addition to meeting the requirements specified in the preceding items, the mixture as established by the JMF shall also satisfy the following physical property:

Loss of Marshall Stability by immersion of specimen in water at sixty (60) degree C. for twenty four (24) hours as compared with the stability measured after immersion in water at sixty (60) degree C. for twenty (20) minutes shall not exceed twenty (20) percent. If the mixture fails to meet this criterion, the JMF shall be modified or an anti-stripping agent shall be used.

Should a change of sources of materials be made a new Job Mix Formula shall be established before the new material is used. When unsatisfactory results or other conditions make it necessary, a new Job Mix Formula will be required.

305.3 CONSTRUCTION REQUIREMENTS

Construction requirements for this Item shall conform with the same as specified for Asphaltic Concrete Base Course Plant Mix under Item 203.3, except as modified in the following sub-items.

305.3.1 Preparation of Base Course Surface

Before spreading materials, the surface of the previously constructed and accepted base course on which the mix is to be placed shall be conditioned by application of a tack coat, if directed by the Engineer

305.3.2 Pavement Thickness and Tolerances

The asphalt concrete wearing course shall be compacted to the desired level and cross slope as shown on the drawing or as directed by the Engineer.

The tolerances in compacted thickness of the wearing course shall be ± 3 mm from the desired thickness shown on the drawings. For determination of thickness one (1) core per hundred meters of each lane will be taken. If the thickness so determined is deficient by more than three (3) mm, but not more than ten (10) mm, payment will be made at an adjusted price as specified in table-1, clause 305.4.2.(2) of this specification.

The surface of the wearing course shall be tested by the Engineer using a 5 meters straightedge at selected locations. The variation of the surface from the testing edge of the straightedge between any two contacts, longitudinal or transverse with the surface shall at no point exceed five (5) millimeters. The cross fall (camber) shall be with ± 0.2 percent of that specified, and the level at any point shall be within \pm three (3) mm of the level shown on the Drawings. All humps or depressions exceeding the specified tolerance shall be corrected by removing the defective work and replacing it with new material, by overlaying, or by other means satisfactory to the Engineer.

305.3.3 Acceptance Sampling and Testing

Acceptance of sampling and testing for this Item with respect to materials and construction requirements, not specified herein, shall be in accordance with the relevant, "Tables for Sampling and Testing Frequency" in these specifications.

305.4 MEASUREMENT AND PAYMENT

305.4.1 Measurement

The quantities of Asphaltic wearing course shall be measured by volume in CM. laid and compacted in place. Measurements shall be based on the dimension as shown on plans or as otherwise directed or authorized by the Engineer. A tolerance of \pm three (3) mm shall be allowed in compacted thickness of wearing course. However, any asphalt in excess of 3 mm shall not be paid and any layer deficient by more than 3 mm but not exceeding 10 mm shall be paid as per clause 305.4.2 (2) of this specification.

The quantity of bitumen material used is included in the asphalt concrete mixture and will not be measured separately.

Quantities of Bitumen or asphaltic concrete wasted or remaining on hand after completion of the work shall not be measured or paid for.

305.4.2 Payment

- 1) The quantity determined as provided above shall be paid for at the contract unit price respectively for each of the particular pay items listed below and shown in the Bill of Quantities, which prices and payment shall constitute full compensation for all the costs necessary for the proper completion of the work prescribed in this item. Asphalt additive or antistripping agent, if allowed and used to meet with JMF requirement shall not be paid directly, payment shall be deemed to be included in the respective pay items of Asphaltic wearing course.
- 2) **Price adjustment.** If the thickness determined as per clause 305.3.2 of this specification is deficient by more than three (3) mm, but not more than ten (10) mm, payment will be made at an adjusted price as specified in table-1 below:-

Table - 1

Deficiency in thickness as determined by cores	Proportional Rate of contract Price allowed.
0.0 mm to 3.0 mm	100%
3.1 mm to 50.0 mm	90%
5.1 mm to 10.0 mm	80%

When wearing course is more than ten (10) mm deficient in thickness, the contractor shall remove such deficient areas and replace them with wearing course of an approved quality and thickness or the contractor may opt to place an additional layer of wearing course asphalt, grading with a minimum thickness of 35 mm. The contractor will receive no compensation for the above additional work.

Alternately, the Contractor may choose to overlay the area in a thickness of 30 mm (min.) with smooth transition as approved by the Engineer on either side with no extra compensation.

Pay Item No.	Description	Unit of Measurement
305a	Asphaltic Concrete for Wearing Course (Class A)	CM
✓ 305 b	Asphaltic Concrete for Wearing Course (Class B)	CM

306.1 DESCRIPTION

This work shall consist of constructing shoulders of the types specified hereinafter in accordance with the specifications and in conformity to the lines, grades thickness and typical cross-sections shown on the plans or established by the Engineer.

306.1.1 Definition of Shoulders

That portion of the completed road construction which lies above the elevation of the subgrade or sub-base and which extends from the edge of the wearing course to the point of inter-section with the embankment slopes on either side of the road centerline.

306.2 MATERIAL REQUIREMENTS**306.2.1 Earth Shoulders**

The material used for "Earth Shoulders" shall consist of suitable materials from roadway or structural excavation supplemented by additional suitable material from borrow excavation or as designated on the plans and shall be obtained from sources approved by the Engineer.

306.2.2 Aggregate Shoulders

Material used for "Aggregate Shoulders" shall be of class designated on the plans and shall conform to all the requirements of item 201, "Granular Subbase", item 202, "Aggregate Base Course" or item 206, "Water Bound Macadam Base".

306.2.3 Soil Cement Stabilized Shoulders

Material for soil cement shoulders shall conform to all the requirements of item 204, "Soil Cement Stabilized Subbase or Base".

306.2.4 Asphaltic Materials

Materials for surface treatment of shoulders shall be liquid asphalts, emulsified asphalts or asphalt cement as specified or shown on the drawings and in the Bill of Quantities. Asphaltic materials shall conform to all the requirements of item 301 for the type specified.

306.3 CONSTRUCTION REQUIREMENTS

306.3.1 General

All shoulders shall be formed and compacted as soon as practicable after the asphalt paving on the traffic lanes is completed, however in the case of cement concrete surfacing, shouldering operation shall not be initiated prior to Engineer's approval.

306.3.2 Shouldering and delineation

On projects that carry traffic through construction, the contractor shall begin shouldering on the second day of the laying of the final roadway surfacing layer, unless weather conditions prevent this operation, in which case the shouldering shall begin as soon as the weather does permit. If the contractor fails to begin the shouldering within a reasonable time after the last layer has been laid, whether the project has a flow of traffic through construction or not, the Engineer may order the contractor to cease paving until the shoulder work has begun. The shouldering shall be a continuous operation from that time on until completion, with the weather being the only delaying factor. The Contractor shall, on roads under traffic or as directed by the Engineer, delineate the edge of pavement as soon as the surfacing is begun and maintain the delineation until the shoulders are completed. The delineators shall be approved prior to use and shall be placed at the edge of the surfacing at approximately one hundred (100) meter intervals. The cost of this delineation will be considered subsidiary to other items in the Bill of Quantities and will not be paid for directly.

306.3.3 Earth Shoulders

Earth shoulders shall be constructed in accordance with the applicable paragraphs under Item 108.

306.3.4 Aggregate Shoulders

Aggregate shoulders shall be constructed in accordance with the requirements of Item 201, 202 or 206 whichever is shown on the drawings.

306.3.5 Soil Cement Stabilized Shoulders

Soil cement stabilized shoulders shall be constructed in accordance with the requirements of item 204.

306.3.6 Asphaltic Treatment of Shoulders

The asphaltic treatment of the prepared shoulders shall be either a bituminous surface treatment or seal coat or a layer of asphaltic concrete as shown on the plans or in the Bill of Quantities. Detailed construction procedures for the particular treatment specified are outlined under item 203, 304, or 305.

MEASUREMENT AND PAYMENT

The quantities for shoulder materials and treatment shall be measured and paid for as specified under the particular pay items in the work listed below.

The quantities of different items of work as mentioned below shall be added to relative items of the bill of quantities.

Pay Item No.	Description	Unit of Measurement
108 a	Formation of Embankment from Roadway Excavation in Common Material	CM
108 c	Formation of Embankment from Borrow Excavation in Common Material	CM
108 d	Formation of Embankment from structural Excavation in Common Material.	CM
201	Granular Sub Base.	CM
202	Aggregate Base.	CM
203	Asphaltic Base - Plant Mix. Class.....	CM
204a	Cement Stabilized Subbase	CM
204b	Cement Stabilized Base	CM
204c	Cement content	Ton
204d	Liquid Asphalt for curing seal, type ____	Ton
204e	Emulsified Asphalt for curing seal, type ____	Ton
206	Waterbound Macadam Base.	CM
304	Bituminous Surface Treatment and Seal Coat.	SM
305	Asphalt Concrete Wearing Course Plant Mix. Class.....	CM

307.1 DESCRIPTION

This item shall consist of furnishing and mixing aggregates with asphalt binder at site in mobile mixing plant, spreading, compacting on an approved primed subgrade, subbase or base course, for potholes repair, leveling course and wearing course in accordance with the specification and in conformity with the lines, grade, thickness and typical cross-section shown on the Drawings or as directed by the Engineer including sealing of cold bituminous surface cracks with sand-bitumen slurry.

307.2 MATERIAL REQUIREMENTS**307.2.1 Mineral Aggregate**

Mineral aggregates for BIT-MAC Construction shall consist of coarse aggregates, fine aggregate and filler material, all conforming to the following specification requirements:-

- a. Coarse aggregate which is the material retained on No. 4 Sieve and Passing 25.4 mm sieve, shall consist of crushed rock crushed boulder, or crushed gravel. It shall be clean, hard, tough, sound, durable, free from decomposed stones, organic matter, shales, clay lumps or other deleterious substances. Rock or boulders from which coarse aggregates shall be obtained, must be of uniform quality throughout the quarry location.
- b. Fine aggregates which is the material passing No. 4 sieve shall consist of crushed sand.
- c. When combined gradation of coarse and fine aggregates is deficient in material passing No. 200 sieve, mineral filler shall be added. The filler material shall consist of finely divided rock dust from sound rock, hydrated lime or hydraulic cement. At the time of use it shall be sufficiently dry to flow freely, free from lumps.

Aggregate should be stored on hard clean surface so as to facilitate prompt inspection and control. Private property shall not be used for storage purposes without written consent of the owner or lessee and payment to him by contractor, if necessary. Material shall be stored in such a way as to prevent segregation and coning to ensure proper control of gradation. The equipment and methods used for stockpiling and removing aggregates shall be such that no degradation of aggregate will result and no appreciable amount of foreign material will be incorporated into the aggregate. When aggregates containing a wide range of sizes are to be incorporated, they must be stockpiled separately to prevent intermingling. Mineral Filler must be protected from moisture to eliminate caking and hardening.

307.2.2 Bituminous Binder

Asphaltic binder used shall conform to standard specification of petroleum asphalt having grades 60-70 or 80-100 penetration. Generally it will meet the requirement of AASHTO M-20, Table 301-2.

307.2.3 DESIGN CHARACTERISTICS

Optimum Grading Curves for different types of hot mix asphaltic design related to quantum of repair work and maximum size of aggregates, given in Table 307.2-A, must be carefully selected considering average thickness of patches.

Design sheet under table No. 307.2.A showing Dense Graded Mix used for leveling courses and potholes should use little asphalt content of such quantity to prevent bleeding through subsequent wearing course or surface treatment. Design sheet under table No. 307.2.B. is suitable for open graded wearing course having rough surface texture with good skid resistance thus having minimum bleeding tendency.

307.3 CONSTRUCTION REQUIREMENTS

307.3.1 Mixing Requirement

Asphalt cement shall be heated to a max. temperature of 163 degrees centigrade at the time of mixing. Asphalt cement heated above 163 degrees centigrade shall be rejected. Temperature of asphalt shall be checked frequently. Each aggregate ingredient shall be heated to temperature 150-160 degrees centigrade for at least six (6) minutes before mixing of asphalt cement to ensure complete drying of aggregates. The range of heating of aggregates shall be strictly followed, to ensure proper coating of aggregates. Fine aggregates shall be introduced into the dryer (mixer) first followed by the coarse aggregates to assure proper mixing. Quantity of aggregates fed to dryer (mixer) must be accurately controlled by suitable measuring device (Iron box) having predetermined volume of one (1) cubic foot or as instructed by Engineer.

Both bitumen and aggregates must be heated before they are combined in the mixer drum. Mixing temperature should be kept within the range of 140-170 degrees centigrade.

To achieve uniform mixing and proper coating, aggregates and asphalt cement must be thoroughly mixed for a minimum duration of ninety (90) seconds. Mixing time shall be prolonged to hundred (100) seconds if coating of aggregates is not proper. After one hundred and twenty (120) seconds if it is still not possible to get good coating, the aggregate drying time must be increased.

TABLE 307.2-A

**DESIGN SHEETS FOR DENSE GRADED HOT MIX. FOR LEVELING AND POTHOLES, RELATED TO THICKNESS WITH
ASPHALT BINDER 60-70 OR 80-100 PENETRATION GRADE.**

AGGREGATE IN MIX		FILLER	FINE AGG.	COARSE AGGREGATES					BITUMEN USED.	REMARKS
Sieve Size	Inch (mm)	200 (0.075)	No. 8 (2.36)	No. 4 (4.75)	3/8" (9.5)	1/2" (12.5)	3/4" (19)	1" (25)	4% by Wt. of Mix.	Minimum Layer Thickness:-20 mm Aggr. max size : 9 mm Rate of Aggr. Appl. :-50 Kg/SM
Specification Range		4-12	43-56	55-75	90-100				4% by Wt. of Mix.	
Allowed % Passing		9	48	65	100					
% by Weight		57%		43%						
Qty. by Proportion.		4		3						
Specification Range		3-11	30-45	46-60	72-87	87-100			4% by Wt. of Mix.	Minimum Layer Thickness: 30mm Aggregate Size:- 12mm Rate of Aggr. Appl.:- 70Kg/SM.
Allowed % Passing		8	36	54	80	100				
% by Weight		46%		54%						
Qty. by Proportion.		3		4						
Specification Range		4-11	32-46	46-60	65-80	75-88	90-100		3.5% by Wt. of Mix.	Minimum Layer Thickness:- 50mm Aggr.size:- 20mm Down Rate of Aggr. Appl.: 115 Kg/SM.
Allowed % Passing		8	38	53	73	82	100			
% by Weight		46%		54%						
Qty. by Proportion.		3		4						
Specification Range		4-12	24-37	34-47	49-61	57-70	70-87	88-100	3.5% by Wt. of Mix.	Minimum Layer Thickness:-50mm Aggr. size:- 20mm Down Rate of Aggr. Appl.: 150 Kg/SM.
Allowed % Passing		8	30	40	54	62	76	100		
% by Weight		46%		54%						
Qty. by Proportion.		3		4						

TABLE 307.2-B

**DESIGN SHEETS FOR OPEN GRADED HOT MIX. FOR WEARING COURSE AND RELATED TO THICKNESS WITH
ASPHALT BINDER 60-70 OR 80-100 PENETRATION GRADE.**

AGGREGATE IN MIX		FILLER	FINE AGG.	COARSE AGGREGATES					BITUMEN USED.	REMARKS
Sieve Size	Inch (mm)	200 (0.075)	No. 8 (2.36)	No. 4 (4.75)	3/8" (9.5)	1/2" (12.5)	3/4" (19)	1" (25)	4% by Wt. of Mix.	Minimum Layer Thickness: 20mm Aggregate Max. Size-9 mm Rate of Aggr. Appl.: 50 Kg/SM.
Specification Range		2-10	24-37	40-50	88-100					
Allowed % Passing		6	30	43	100					
% by Weight		36%		64%						
Qty. by Proportion.		1		2						
Specification Range		1-9	14-28	32-45	57-70	75-100			3.5% by Wt. of Mix.	Minimum Layer Thickness:- 30mm Aggregate Size:-12mm Rate of Aggr. Appl.: 70Kg/SM.
Allowed % Passing		6	25	37	63	100				
% by Weight		31%		69%						
Qty. by Proportion.		1		2						
Specification Range		1-10	14-28	25-40	45-57	58-70	87-100		3.5% by Wt. of Mix.	Minimum Layer Thickness:- 50mm Aggr. size 20mm Down Rate of Aggr. Appl.: 110 Kg/SM.
Allowed % Passing		6	20	32	50	65	100			
% by Weight		26%		74%						
Qty. by Proportion.		1		3						
Specification Range		2-10	12-25	20-35	36-51	45-60	65-81	82-100	3.5% by Wt. of Mix.	Minimum Layer Thickness:- 60mm Aggr. size - 25mm Down Rate of Aggr. Appl.: -135 Kg/SM.
Allowed % Passing		6	17	26	41	52	72	100		
% by Weight		23%		77%						
Qty. by Proportion.		1		3						

307.3.2 Deep Patches/Pot holes

The surfaces of base course thus prepared as mentioned under Item 207, shall be primed to receive Bit Mac in a thickness as per drawings or as directed by the Engineer, Bit Mac shall be spread carefully to avoid segregation. Compaction shall be done with equipment suited to the size of job. A vibratory plate compactor is recommended for small patches. Whereas roller may be more practical for larger areas. Straight edge or stringline shall be used to check riding quality and the alignment of the patch.

307.3.3 Leveling Course

All local depressions corrugated surface, ripples across the pavement should be rectified before leveling course is placed. Clean the area free of dust or other loose material with mechanical broom or compressed air. Apply light tack coat, 0.2 to 0.7 litres per square meter of A.C 80/100 penetration grade. After drying dense graded hot Bit-Mac shall be spread in layer not more than seven (7) centimeters in thickness. Spread shall be done carefully to prevent segregation and compact with steel wheeled and pneumatic tyred roller. For small pot holes hand tempers shall be allowed. Use stringline to check the riding quality of the leveling course.

307.3.4 Wearing Surface

307.3.4.1 Mini Mixing Plant

Local made bitumen aggregate mixer equipment used for preparation of Bit-Mac shall be in good working condition, of sufficient capacity, capable of being operated to produce a uniform blend with the given ingredients.

307.3.4.2 Preparation of aggregates

Aggregates shall be stored and handled as discussed under item 307.2, Material Requirement.

307.3.4.3 Hauling Equipment

Bit-Mac mixed material shall be delivered in tight, clean and smooth metal bed hand trolleys, or any method as convenient to the Contractor and approved by the Engineer.

307.3.4.4 Preparation of Base or Existing Pavement Surface

Surface of base or existing pavement upon which Bit-Mac mix is to be placed shall be cleaned by means of compressed air to remove dust or as approved by the Engineer.

Priming shall be done in a manner as described in item 302. The rate of application of prime coat shall be 0.8-1.5 litres per square meter. Tack coat shall be done in a manner as described in item 303. The rate of application of tack coat shall be 0.2-0.4 litres per square meter. When surface of existing pavement or old base is irregular, it shall be brought to uniform grade and cross-section by leveling course as described above.

Sand bitumen slurry to seal the cracks in clod bituminous surface shall be injected by pressure pumps with nozzles filled at the end instead of spray pipe in conventional harris trolley.

307.3.4.5 Spreading and Finishing

Bit-Mac mixture shall be placed on approved surface, struck off to required section manually with rakes or hand tools by experienced foreman, distributed over the entire width or partial width as required. All mixtures shall be spread at temperatures not less than one hundred and forty (140) degrees centigrade. Mixture shall not be placed on any wet surface or when the atmospheric temperature is below five (5) degree centigrade or when the weather is foggy or rainy.

307.3.4.6 Compaction

Roller shall be steel wheel or pneumatic tyred. The roller (s) shall be in good working condition, capable of reversing without backlash, capable to be operated at speeds slow enough to avoid displacement of Bit-Mac. The number and weight of rollers shall be sufficient to compact the mixture while it is still in workable condition to obtain compaction to Engineer's satisfaction. The use of equipment which results in excessive crushing of aggregates shall not be permitted.

After spreading and strike off as soon as the mix condition permit the rolling to be performed without excessive shoving or tearing, the Bit-Mac mixture shall be thoroughly and uniformly compacted. Rolling will not be prolonged to avoid appearance of cracks. Rolling will be done longitudinally, beginning at the lower side of the spread and proceeding towards the higher side, overlapping successive trips by at least one half (1/2) the width of rear wheels of roller.

Roller shall be operated at speed slow enough to avoid displacement of mixture. To prevent adhesion of mixture to rollers, the wheels of rollers shall be kept properly moist with water, but avoiding excess water. Rolling shall be continued until all roller marks have been eliminated.

Along forms, curbs, headers, walls and other places not accessible to the roller, the mixture shall be thoroughly compacted with hot hand tampers or mechanical tampers.

Any mixture that has become cold enough, mixed with dirt or is defective in any way shall be replaced with fresh hot mixture and compacted to conform the requirement.

307.4 MEASUREMENT AND PAYMENT

307.4.1 Measurement

Unless otherwise shown on the plans or as directed by the Engineer, quantity of BIT-MAC shall be measured by theoretical volume of compacted mix, in place, in cubic meters. Measurement will be based on the dimensions as shown on plans or as directed by the Engineer. No measurement will be made for unauthorized areas or for extra thickness than specified. Minimum quantity for pot hole shall be 0.05 cubic meters.

307.4.2 Payment

The accepted quantities measured above shall be paid for at the contract unit price per cubic meters of BIT-MAC for the Pay Item listed below and shown in the Bill of Quantities, which price and payment shall constitute full compensation for slurry seal, priming and tack coat, furnishing all materials, hauling, placing, rolling, labour, equipment, tools and incidentals necessary to complete the item.

Pay Item No.	Description	Unit of Measurement
<hr/>		
307 a	Dense Graded Hot BIT-MAC.	CM
307 b	Open Graded Hot BIT-MAC.	CM

308.1 DESCRIPTION

This item shall consist of heating and removal of the existing asphalt concrete layer to a designated depth, adding a calculated quantity of asphalt binder, adding of freshly prepared asphalt concrete of specified quality, mixing, laying and compaction of properly mixed asphalt concrete in thickness and width as per drawings or as directed by the Engineer.

308.2 MATERIAL REQUIREMENTS

Material specifications for coarse and fine aggregates and asphalt binder shall correspond to the specification requirements elaborated under items 203, 300 and 305 respectively.

308.3 CONSTRUCTION REQUIREMENTS**308.3.1 Heating the Existing Pavement**

Asphalt pavement shall be heated and softened by preheaters or in built infrared gas fired heaters, to temperatures between 140-170 degrees C.

308.3.2 Scarifying Asphalt Course

Rotating shaft scarifiers fitted with carbide bits shall remove asphaltic course to a depth as specified in drawings or as directed by the Engineer. Scarifiers shall be controlled by electronic devices to ensure removal of materials to a specified depth and grade.

308.3.3 Mixing of Reclaimed Material

Formula for the admixture will be based on material analysis of existing pavement by bitumen extraction and sieve analysis. Material to be added may be asphalt binder or aggregate, which will be calculated to ensure preparation of proper final mix.

308.3.4 Addition of Fresh Asphalt Concrete

Fresh asphalt concrete of specified design prepared as per Item 203 or 305 shall be added in proportion to be established as per requirement of line and grades or as directed by the Engineer. This shall be done in conventional way through dumper-hopper arrangement. Fresh material shall be carried by drag-slat conveyor into a second mixer. Exact mixing ratio will be achieved by calibrating the speed of the electronically adjustable drag-slat conveyor to the forward advance speed of the remixer. A second mixer shall ensure homogeneity of reclaimed and fresh asphalt. Engineer shall establish the ratio of fresh and existing asphalt premix to be relayed, before starting this operation. This ratio shall depend upon the quality of existing asphaltic concrete.

308.3.5 Laying and Compaction

Laying and preliminary compaction of mixed asphalt shall be effected by tamping and vibrating screeds of the recycling equipment. Screeds shall be able to lay the mix true to the levels and grades required by the drawings or as directed by the Engineer. Compaction shall be carried out by conventional equipment to achieve ninety seven (97) percent compaction with respect to the laboratory compaction achieved by the mixed asphalt as per Marshall method.

308.4 GENERAL REQUIREMENTS

Any other physical property essential for workmanship or quality control shall be fixed by the Engineer and contractor jointly. Physical properties of the fresh material shall correspond to the applicable requirements of such ingredients in this specifications.

308.5 MEASUREMENT AND PAYMENT

308.5.1 Measurement

The quantity of recycled asphalt shall be measured in cubic meters of asphalt concrete removed and relayed after mixing of other ingredients such as asphaltic binder or fresh wearing course asphalt .

Measurement and payment of fresh wearing course asphalt or asphaltic binder shall be made in tons and paid under applicable item of work separately.

308.5.2 Payment

The quantity measured as provided above shall be paid at the contract unit price per cubic meter as shown in B.O.Q., acceptably laid and compacted in place, which payment shall be deemed to include full compensation for furnishing all materials, Labour, equipments, tools and incidentals necessary to complete the item.

Payment for asphaltic binder or fresh asphalt wearing course shall be made separately under relative item of work as given below:

Pay Item No.	Description	Unit of Measurement
308 a	Recycling of Asphalt Concrete (0-60 mm Thick)	CM
308 b	Bitumen Binder Grade (40-50, 60-70, 80-100)	Ton
308 c	Wearing Course Asphalt	Ton

309.1 DESCRIPTION

This work shall consist of milling (cutting) of concrete or asphaltic layer to a designated level and width by means of Specialized Equipment, removal of cut material and disposal as per Special Provision or as directed by the Engineer.

309.2 CONSTRUCTION REQUIREMENTS

Specialized equipment to be used for this item of work shall be capable of following operations:

- i) Milling drum shall be capable of level and grade adjustments and it shall have variable speed provision to ensure production of smooth or rough milled surface.
- ii) Level and grade control shall be ensured through electronic sensors, capable of giving an accuracy of \pm two (2) mm.
- iii) Scraper bars and belt conveyor system shall ensure picking and loading of milled material in a truck.

309.2.1 Construction Procedure

Area shall be earmarked with respect to depth of milling, which shall be split in strips looking to the width of milling drum and width of area to be milled.

Milling machine shall be adjusted to cut to required depth. Milling drum shall be correlated to sky or stringline arrangement to ensure milling according to required grade and profile.

Milling shall proceed from one edge of the road, strip by strip in a manner that may ensure resulting surface even and level.

Milled material shall be removed and disposed as per Special Provision or as directed by the Engineer.

Milled surface shall be cleaned by wire brushes or compressed air for subsequent operation.

309.3 MEASUREMENT AND PAYMENT

309.3.1 Measurement

The quantity of cold milling to be paid shall be measured by the number of square meters of area milled and cleaned as described above, as per drawings or as directed by the Engineer. No allowance will be given for milling out side the approved limit. Any such area milled beyond approved limits, shall be reinstated by the Contractor at his own expense.

309.3.2 Payment

The accepted quantity measured as provided above shall be paid at the contract unit price per square meter of cold milling for the pay items as listed below and in the B.O.Q., which price and payment shall constitute full compensation for labour, equipment and incidentals necessary to complete the item.

Pay Item No.	Description	Unit of Measurement

309 a	Cold Milling, 0 - 30 mm	SM
309 b	Cold Milling, 0 - 50 mm	SM
309 c	Cold Milling, 0 - 70 mm	SM

310.1 **DESCRIPTION**

This work shall consist of a pavement composed of Portland cement concrete with or without reinforcement as specified constructed on a prepared subgrade or base course in accordance with these specifications and in conformity with the lines, grades, thickness and typical cross-sections shown on the plans. Both plain and reinforced concrete shall include deformed bars for contraction joints and dowel bars for expansion joints or as shown on the Drawings.

310.2 **MATERIAL REQUIREMENTS****310.2.1** **Concrete**

Concrete materials shall conform to the requirements indicated in item 401 and as specified hereinafter. In addition to it the contractor shall advise the Engineer immediately after the award of the contract of the source of all materials to be used in proportioning concrete for the work. If the contractor later proposes to obtain materials from a different source, he shall notify the Engineer at least thirty (30) days before such materials are to be used.

310.2.2 **Reinforcing Steel**

Concrete reinforcement shall conform to item 404 or as indicated on the Drawings. If required, steel fabric for reinforcement of concrete shall conform to AASHTO M 55-73. It must be supplied in sheets.

310.2.3 **Polythene Sheeting**

Polythene sheeting for placing immediately below concrete slabs shall be 0.065mm thick or having a minimum weight of fifty (50) grams per square meter (whichever is greater) made from polythene or other approved hydrocarbon thermoplastic resin (produced by the polymerization of ethylene under high pressure and density) and given an anti-static treatment to reduce dust attraction and reduce friction. The sheeting shall have the minimum mechanical properties shown in table as under:

PROPERTIES OF POLYTHENE SHEETING

Properties	Machine Direction	Transverse Direction.
Tensile Strength Method ASTM D882-73 Kgf/SM	140	105
Elongation at Break %	150	500
Tear Strength Elmendorf Method ASTM D689-62 (1974)-Kg/cm ²	390	310

310.2.4 Joint Filler

Joint filler shall consist of cane or other suitable long fibres of a cellular nature uniformly impregnated with asphalt. The asphalt content of the joint material shall be between thirty and fifty per cent. The joint material will not deteriorate under any weather conditions and is to be of such a character as not to be permanently deformed or broken by moderate twisting, bending or other ordinary handling. Strips of the joint filler which do not conform to the specified dimensions within the tolerance \pm two (2) mm for thickness and \pm twelve (12) mm for depth are to be rejected. All damaged strips are to be rejected too.

310.2.5 Joint Sealing Compound

Joint sealing compound is to be as BS 2499(1973) type A1 or A2, or as approved by the Engineer.

The compound is to be impermeable, is to withstand all weather conditions and is to be capable of adhering to the concrete without cracking, spalling or disintegrating and will not require an impracticable condition of dryness or cleanliness of the concrete slabs.

Where recommended by the manufacturer of the sealing compound, a primer supplied by him is to be used to improve adhesion.

310.2.6 Dowel Bars

Dowel bars shall be cut from mild steel bars and will be approved by the Engineer. The Contractor's attention is directed to the requirement that one end of each dowel bar in all joints, except bonded construction joints, shall be sawn and not sheared so that no irregularities likely to interfere with its sliding action in the concrete shall occur. The minimum length of the dowel bars spaced at one meter centre to centre or as shown on the drawings, shall be thirty five (35) times the diameter of the bar used unless otherwise specified or as directed by the Engineer.

310.2.7 Expansion Caps

Expansion caps for dowel bars in expansion joints shall consist of pressed metal sleeves plugged at one end by punching the specified joint filler board of a wad of cotton waste of similar compressibility and sealed at the end against entry of mortar. The tube shall have an internal diameter permitting sliding on the dowel bar but close enough to prevent entry of mortar.

310.2.8 Darkening Agent

Darkening agent for the top course of concrete pavements if ordered and specified shall be a carbon black; either as an aqueous dispersion containing at least 25% of solids, to be added to the mixing water, or as a self-dispersing powder to be added to aggregate and cement. It shall be approved by the Engineer as non-deleterious and as giving a grey colour and shall be added at the rate of 0.1% by weight of the mixed concrete if it is aqueous dispersion. The minimum quantity of self-dispersing powder shall be 0.025% by weight of the concrete aggregate.

The darkening agent shall be free from sulphur trioxide and from any other matter deleterious to concrete.

310.2.9 Crack Inducing Battens

Crack inducing battens shall be of wood or of any other suitable material proposed by the Contractor at the time of tendering and approved of at the award of the Contract or approved by the Engineer at his discretion after the award of the Contract. Battens of highly absorbent wood or other material shall be of cross-sectional dimensions shown on the Drawings, and treated to prevent adhesion between them and the concrete.

310.2.10 Sampling and Testing

All materials shall be approved by the Engineer prior to use in the work. Additional samples will be taken and tested by the Employer during the progress of the work to check on the quality of the materials being supplied and/or placed by the Contractor. The results of these tests will be available for the Contractor's use, however they are not intended for construction control purpose. The contractor should set up his own test facilities or arrange the same from a private laboratory, to assure that his materials and workmanship comply with the specification.

310.3 CONSTRUCTION REQUIREMENTS

310.3.1 Pavement Base

The base upon which the concrete pavement is laid shall be leveled compacted and true to the grades and cross-sections shown on the plans and shall be so maintained, as provided under such other items throughout the period of placing concrete pavement.

To ensure the proper depth and section, a scratch template true to depth and section and resting on accurately set side forms shall be moved over the surface immediately before placing concrete, and any irregularities shall be immediately corrected. High spots shall be planed down and the Contractor shall have the option of either filling low spots to the proper elevation with approved material, which shall be watered compacted and struck off to the required grade or of placing additional concrete. No measurement or payment will be made for such additional concrete.

Until the subgrade has been checked and approved, no material shall be deposited thereon. Storing or stock piling of materials on the subgrade and placing of surfacing material or laying of pavement on muddy or frozen subgrade will not be permitted.

310.3.2 Forms

Side forms shall be made of metal of an approved section and construction provided with adequate devices for secure setting so that when in place, they shall withstand the impact and vibration of the compacting and finishing equipment with settlement not exceeding 1.5 mm in three (3) meters from a true plane surface on the top of the form and inside face shall not vary more than six(6) millimeters from a plane surface. The width of the bases of steel forms shall be not less than their height except that the forms having a base not less than two-third(2/3) of their height and meeting all other requirements herein may be used for manual laying of non rectangular bays.

The depth shall be equal to the thickness of the pavement at the edge or as shown on the plans. The forms sections shall be tightly joined by each joint free from play in any direction. These forms shall be stacked with steel stakes and shall be of a length approved by the Engineer. Each section of forms shall have stake pocket at each end and at intervals of not more than one and one-half (1:5) meters between ends.

Each section of forms shall be straight and free from bends and warps at all times.

Side forms for machine placing shall have rolled section steel rails which shall be of adequate stiffness to carry the laying, compaction and finishing machines.

These machines shall not run on folded sheet metal form tops. The top faces of the forms are to be carefully cleaned and maintained. The forms shall be without horizontal joints and with flange braces extending outward on the base not less than two-thirds the height of the forms. Each stack pocket shall be equipped with a positive non-detachable wedge. These forms shall be placed by using at least three steel pins of the size and length approved by the Engineer or as shown on the plans. They shall be equipped with positive locking devices which will permit neat tight joints and do not deform under impact vibration by thrust. Pins for stacking forms in place shall be made of steel at least two(2) centimeters in diameter as directed by the Engineer in case of impractical use.

Wooden forms may be used for curves having a radius of less than fifty (50) meters. They shall be made of two and half (2.5) centimeters well seasoned surfaced planks fastened together and shall be attached securely to a wooden base in width. All wooden forms shall be braced at least every sixty(60) centimeters with steel pins of the size and length here in specified. Straight forms shall be set out as chords to convex edges and as tangents to concave edges, but payment will not be made for concrete outside the curved edges shown on the Drawings.

Before placing forms the underlying material shall be excavated to the required grade, and shall be firm and compact. The forms shall have full bearings upon the foundation throughout their length and shall be placed with exactness to the required grade and alignment of the edge of the finished pavement.

Forms shall be set to the required lines and grades well in advance of placing concrete, preferably not less than two hundred (200) meters. Forms shall not be removed for at least twelve (12) hours after the concrete has been placed. Forms shall be carefully removed in a manner to avoid damage to the pavement. Under no circumstances will the use of pry bars between the forms and the pavement be permitted. Pavement which in the opinion of the Engineer is damaged due to the careless removal of forms shall be repaved by the Contractor as directed by the Engineer at the Contractor's own expense.

Forms shall be thoroughly cleaned and oiled each time they are used.

Special forms or other supporting devices meeting the approval of the Engineer shall be used to support the joint filler at transverse control joints when concrete is to be placed on only one side of the filler. When pavement is placed adjoining existing concrete pavement upon which the finishing machine will travel, any irregularities in the old pavement shall be ground down to a true uniform surface of sufficient width to accommodate the wheels of the finishing equipment if necessary to obtain proper smoothness of the pavement.

310.3.3 Composition and Compressive Strength of Concrete

1. Composition

(a) All concrete shall be proportioned by weighing and shall conform to the following strength and mix requirements

i)	Compressive Strength, 28 days minimum	250 kg/sq. cm.
ii)	Cement content, sacks (50 Kg)	7.5 (min.)
iii)	Water cement ratio, maximum	0.45
iv)	Slump	25-75 mm
v)	Entrained air, percent	3±0.6
vi)	Nominal size of aggregate	1 1/2" Max.

(b) At least 35 days prior to the start of paving operations and after approval of all materials to be used in the concrete, the contractor shall submit for approval, the mix design he intends to use based on proportioned weights of cement, air entrainment agent, saturated surface dry aggregates and water. This mix design will be tested by the Engineer and approval will not be granted unless the average twenty eight (28) days compressive strength exceeds the minimum strength requirement by at least 15 percent. However the Engineer may allow paving operation on the basis of seven (7) days strength if he is satisfied with the results of seven (7) days strength.

- c) The cement content given in the foregoing table is minimum. If it is not sufficient to produce concrete of the compressive strength specified it shall be increased as necessary with out additional compensation under the contract.
- d) The compressive strength of the concrete will be determined by testing standard cylinders made from concrete taken from the mixer. The making, curing and testing of the specimens will be in accordance with AASHTO T23-73.
- e) During the course of construction, when the source of any material for the concrete is to be changed, or if there is any variation in the quality of the materials furnished, additional tests and necessary adjustments in the mix shall be made as required to obtain the specified strengths.

2. Consistency

The required consistency of the concrete mixture shall be such that the mixture will be cohesive, uniform and plastic, permitting proper handling and finish. When deposited it shall not flow, but shall remain in a conical pile. There shall be minimum of segregation and surplus water during the process of handling and finishing. The slump shall be determined by AASHTO T119-74 except that during the course of construction control of concrete may be accomplished by the ball penetration as outlined in AASHTO T183-72. Two and a half (2.5) centimeter ball penetration is considered equivalent to a slump of five (5) centimeters.

The cement content shall be determined by means of a yield test in accordance with AASHTO T121-74.

310.3.4

Batching and Mixing

Concrete shall either be batched and mixed at a central batching and mixing plant or batched at a central batching plant for either mixing in field mixers adjacent to the forms for slabs, or mixed in a truck mixer. When cement is supplied in bags, each batch of concrete shall contain a whole number of bags of cement.

i) Batching Equipment

All aggregates and bulk cement for use in pavement shall be batched by weight by means of automatic devices of approved type conforming to the requirements specified below:-

The batching shall consist of dividing the aggregates into three sizes, each stored in a separate bin, of placing the cement in another bin, and of recombining these ingredients as herein provided.

Material discharged from the several bins shall be controlled by gates or by mechanical conveyors. The means of withdrawal from the several bins and of discharge from the weigh box shall be so interlocked that not more than one bin can discharge at a time; that the order of discharge can be changed as desired by the Engineer.; and that the weigh box cannot be tripped until the required quantity from each of the several bins has been deposited therein. Should a separate weigh box be used for each size of aggregate, all bins may be operated and discharged simultaneously. The discharge shall be so regulated that the amount of material discharged into the weigh hopper from any bin, with weighing devices at rest, will be within two (2) kg of the weight called for by the scale setting for the bin.

When the discharge from the several bins is controlled by gates, each gate shall automatically lock in an open or partially open position until the required weight is discharged into the weigh box, after which the gate shall automatically close and lock.

Scales utilised in the batching device may be of the springless dial type or of the multiple beam type.

If they are the dial type, the dial shall be of such size and so arranged that it may be easily read from the ground. The automatic weighing device of the dial scale shall be so marked that the number of proportions required may be set on the dial at the same time and that proportions may be changed without delay.

If they are the multiple beam type, the separate beams shall be automatically connected to the hopper or weigh box in sequence. Multiple beam scales shall be provided with an indicator operated by the main beam which will give positive visible evidence of over or under weight. The indicator shall be so designed that it will be operated during the addition of the last seventy kilograms of any weighing. The overtravel of the indicator hand shall be at least one-third of the loading travel. Indicators shall be enclosed against moisture and dust.

The beams or dial of automatic scales shall be so arranged that the weighing units will be in a compartment that may be locked at the requirement of the Engineer.

It is the intention of this Specification that the device shall be automatic to the extent that the only manual operation required for combining the ingredients for one batch shall be a single operation of a switch or a starter.

All receptacles used for weighing materials, together with the scales of any kind used in batching materials, shall be so insulated against the vibration or movement of the rest of the plant due to any operating equipment, that the error in weighing with the entire plant running will not exceed two per cent of any setting nor exceed one and a half per cent of any batch.

Should separate supplies of aggregate materials of the same size group, but of different moisture content, be available at the batching plant, withdrawals shall be made from one supply exclusively and the material therein completely exhausted before starting on another.

The moisture content of the aggregate shall be such that no visible separation of moisture and aggregate will take place during transportation from the batching plant to the point of mixing. Aggregates containing excess moisture shall be stockpiled prior to use until sufficiently dry to meet the above requirement.

Except where small quantities of concrete only are to be used, when the Engineer may permit otherwise, the equipment for batching of concrete materials shall conform to the following requirements:-

The batching equipment shall be substantially constructed on a firm foundation, high enough above trucks being loaded to function properly. It shall have three (3) bins and a weighing hopper. The bins shall have a total capacity of not less than 100 tons, and the partitions between them shall extend not less than one (1) meter above the bins. The bins shall be equipped with baffle boards so as to assist drainage of the aggregates and prevent the drained out water from passing through the outlet gate. A platform shall extend around the weighing hopper for easy means of inspection, adjustment and weighing.

The weighing hopper shall have a single compartment with arrangements for ready removal of excess material, and with a discharge gate opening parallel to the portion of receiving trucks. The amount of opening of the discharge gate shall be readily controlled. There shall be sufficient clearance at all points for the weighing hopper to function properly. The weighing scale shall be of the beam or springless dial type of standard design and make, and shall be able to record the true weight within two (2) kg at maximum load. The beam type shall have separate beams for each size of aggregate, and each beam shall have an easily operated locking device. A dial which will show the weight when the load is within forty five (45) kg of that required and an approved signal device shall be provided.

The weighing scales shall be arranged for ready standardization, and with each scale shall be furnished a set of standard weights including seven 25 kg, two 10 kg, two 5kg and two (2) kg weights. For batchers of capacity of half (1/2) cubic meter or less, the standard weight to be furnished shall be as approved by the Engineer. The tolerance to these scales shall be within those listed in table 3 of the US national bureau of standard NBS handbook 44. The standard weights shall be protected against the defacement and injury, and shall be easily to handle and attached. All parts of the weighing devices and appurtenance of the batching equipment shall be substantially made and shall be maintained in proper operating condition. If in the opinion of the Engineer, any part or all of the weighing devices or other appurtenances are not satisfactory, they shall be replaced in satisfactory at the Contractor's expense.

In lieu of the automatic devices for controlling the weighing of the aggregates and bulk cement as described in the forgoing specification for batching equipment, the Contractor may be permitted to substitute manually controlled devices, provided approval for such devices is granted by the Engineer.

ii) Unloading and Hauling Equipment

Aggregate shall be transported from the batching plant to field paver mixers in batch boxes, vehicle bodies or other containers of adequate capacity and construction to carry the volume required, properly.

Partitions separating batches shall be adequate and effected to prevent spilling from one compartment to another while transit or being dumped. Where cement is stored in bulk, the contractor shall use a suitable method of handling the cement from weighing hopper to transporting container or into the batch itself for transportation to mixer, with chute, boot or other approved device, to prevent loss of cement and arranged to provide positive assurance of the actual presence in each batch of the entire cement specified.

Loose cement shall be transported to the mixer in waterproof compartments carrying the full amount of the cement required for the batch or it may be carried in compartments covered by the aggregate. Batches where cement is placed in contact with the aggregates may be rejected unless mixed within one and a half hours of such contact. Cement in originally shipping packages may be transported on top of the aggregates, each containing the number of bags required by the job mix.

Batches shall be delivered to mixer separate and intact. Each batch shall be dumped cleanly into the mixer without loss of cement, and when more than one batch is carried on the truck without spilling of material from one batch compartment into another.

iii) Batching to Central Mixing Plant

At a central mixing plant, batches shall be discharged from the weighing, hopper into the mixer either directly by gravity or by elevating container, large enough to contain the batch. The plant shall be arranged to ensure that there is no loss of cement during transfer from the weighing hopper to mixer drum.

iv) Field Mixing Equipment

The concrete mixer shall be a batch mixer so designed as to ensure positive, uniform distribution of materials throughout the mass. The size and type of mixer used on various classes of work shall be as specified below and shall be approved by the Engineer. For all work, where the volume of concrete to be placed justifies it, the mixer shall have a capacity of not less than one cubic meter, shall be of approved make and acceptable to the Engineer, and shall comply with the following requirements:-

Mixers shall have a locking device preventing the mixture from being discharged before the expiration of the specified mixing time; an automatic locking device preventing materials being placed in the mixer before discharge gate is closed; a regulator that will maintain the rate of speed for which the mixer has been designed; a signal device that will function when water is added; a vertical water tank with an automatic device that will measure and discharge the required volume of water; valves to prevent overflow into the mixing chamber or on to the ground when the discharge valve is closed and into the tank when open; and valves and piping in proper order to prevent any leakage. The automatic device for measuring and discharging the required volume of water shall be arranged to discharge a predetermined volume, to be easily adjusted to discharge a larger or smaller volume, and to register the volume discharged accurately on a gauge or dial which shall be calibrated before the mixer is used and shall be kept properly calibrated. A by-pass valve shall permit the discharge of all the water into a measuring can for the purpose of calibration. The measuring of the volume of water required shall be done by means of adjustable discharge device only.

The loading skip of the mixer shall be substantially made and shaped so that wet sand and other materials will not remain in it when it is being discharged. The mixer shall not be used when any of the devices above stated are not functioning properly, or when the blades of the mixer have worn down to ninety (90) per cent of their original width. The Contractor shall furnish a certified statement from the manufacturer as to their original width. The mixer shall be kept clean and free from hardened mortar.

v) Truck Mixers

Truck mixers shall be used only when permitted by the Engineer in writing. Each transit mixer shall have a watertight drum, suitable mounted and fitted with adequate blades capable of properly combing the mixture. A batch meter and locking device to prevent discharge prior to completion of mixing shall be provided on each unit. Measuring tanks, equipped with outside taps and valves to facilitate checking their calibration, shall be provided for the mixing water. All water added to the mixer shall be passed through an approved water meter, located between the water tank and mixer drum, equipped with indicating dials and totaliser, and capable of measuring and discharging a specified amount of water within an accuracy of one per cent. The device shall provide means of readily verifying the amount of water added to mixing shall be provided on each mixer. An inspection opening shall be provided on each mixer, to permit ready determination of the consistency of the concrete being placed in the forms. When pick-up and throw over blades are worn down two (2) centimeter or more in depth, they shall be replaced with new blades. The Contractor shall furnish a certified statement from the manufacturer as to the original depth of the blades.

310.3.5

Placing Concrete

a) General

The mixer shall be operated outside of the forms at all times except at locations where the Engineer deems it not feasible to do so.

When ordered by the Engineer, the subgrade shall be moistened as directed, prior to the placement of the subgrade paper such as polythene sheeting.

Concrete mixed in central plant shall be transported without delay from the mixing plant to the position for laying and any concrete which in the opinion of Engineer has been mixed too long before reaching, the work will be rejected and shall be removed from the site. The concrete shall be deposited on the subgrade in successive batches for the full width between forms and in a manner which will require as little rehandling as possible. Spreading shall be done by an approved mechanical spreader in a manner that will prevent segregation and separation of the materials. Necessary hand spreading shall be done with shovels, not rakes. Workmen shall not be allowed to walk in the freshly mixed concrete with boots or shoes coated with earth or foreign substances. The amount of material deposited shall be sufficiently in excess of that required to form the pavement to the required cross-section after consolidation in order to provide a roll of concrete ahead of the front screed of the finishing machine for the full length of the screed.

Concrete shall be thoroughly consolidated against and along the faces of all forms and along the full length and on both sides of all expansion joint assemblies by means of vibrators inserted in the concrete. Vibrators shall not be permitted to come in contact with a joint assembly, the grade or a side form. In no case shall the vibrator be operated longer than fifteen (15) seconds. Concrete shall be deposited as near to expansion and contraction joints as possible without disturbing them but shall not be dumped from the discharge bucket or hopper on to a joint assembly. The hopper is well centered on the joint assembly. Damage to joint assemblies caused by dumped concrete shall be repaired immediately as directed by the Engineer at Contractor's expense. Trucks delivering concrete shall not run on polythene sheeting nor shall they run on completed slabs until at least fourteen (14) days after placing the concrete.

Should any concrete materials fall on or be worked into the surface of completed slab, they shall be removed immediately by methods approved by the Engineer.

Placement of concrete ahead of the initial spreader strike off shall not be more than fifteen(15) minutes ahead of final spreader strike-off. If concrete is placed in one(1) layer only, the placement of concrete shall not be more than twenty(20) minutes ahead of the spreader strike off.

In order to secure adequate compaction, the concrete is to be spread with a surcharge above the finished level of the layer. Spreading, compacting and finishing operations are to be completed without delay.

The total time taken from the addition of the water to the mix until the completion of the surface finishing operations shall not exceed thirty (30) minutes when the shade or mix temperature exceeds twenty seven (27) degree C or forty (40) minutes when less than twenty seven (27) degree C. The mixing and placing of the concrete shall progress only at such a rate as to permit proper finishing, protecting and curing of the pavement.

The additives shall be added to the concrete mix so as to ensure more setting time. The top of the forms shall be kept free from accumulation of concrete or foreign material. The Contractor shall not permit the accumulation of laitance along the edge of a slab poured adjacent to one previously placed. Any accumulation of laitance shall be removed and replaced with fresh concrete. As soon as the side forms are removed, the edges of the slab shall first be inspected by the Engineer and any minor honey combed areas shall then be filled in with mortar composed of one part of cement to two parts of fine aggregate under the supervision of the Engineer.

b) Weather Conditions

For concreting during hot/cold weather, requirements 401.3.6 (l) of these specifications will be followed.

310.3.6

Placing Reinforcement

All pavement reinforcement shall be placed as shown on the plans. All marginal bars, dowel bars, and tie bars required by the plans shall be held in proper position by sufficient number of metal bar supports or pins as approved by the Engineer. If the center joint is to be sawed in lieu of placing the metal center strip, the tie bars may be installed mechanically by means of equipment and methods approved by the Engineer. The satisfactory placement of the tie bars shall depend upon the ability of the mechanical device to place the tie bars in their true position. The Engineer may require, when satisfactory placement is not obtained by mechanical means, that the tie bars be installed ahead of placing the concrete and that they be securely staked and tied if necessary to hold them in their exact position. The use of removable devices, supporting the bars from the forms, will not be permitted.

Following the placing of the concrete, it shall be struck off to conform to the cross section shown on the plans and to an elevation such that when the concrete is properly consolidated and finished, the surface of the pavement will be at the elevation shown on the plans. When reinforced concrete pavement is placed in two (2) layers, the entire width of the bottom layer shall be struck-off to such length and depth that the sheet of fabric or bar mat may be laid full length on the concrete in its final position without further manipulation. The reinforcement shall then be placed directly upon the concrete after which the top layer of the concrete shall be placed, struck off and screeded. Any position of the bottom layer of the concrete which has been placed more than thirty (30) minutes without being covered with the top layer shall be removed and replaced with freshly mixed concrete at the contractor's expense. Plain concrete and bar reinforced bridge approach pavement may be placed in one (1) layer.

Where two (2) layers of wire mesh reinforcement are required, as at bridge approaches, the bottom layer shall be supported in the required position with bar chairs. Separators shall be used for the top layer if the strike off cannot be properly used for the operation. Laps in adjustment sheets or mats of reinforcement shall be as shown on the plans. Laps parallel to the

centerline of the pavement will not be permitted except for unusual widths of pavement lanes or for irregular areas. If the plans do not show dimensions for laps, the minimum lap either perpendicular or parallel of the centerline of the pavement shall be fifteen (15) centimeters. The adjacent sheets shall be fastened or tied together to hold all parts of the sheets in the same plane.

Reinforcing steel shall be free from detrimental amounts of dirt, oil, paint, grease, loose mill scale, and loose or thick rust which could impair bond of the steel with the concrete.

310.3.7 Joints

Joints shall be constructed exactly in accordance with the details shown on the plans and specifications and with the best of workmanship. Failure to construct the joints as called for and in the best possible manner, as determined by the Engineer, will be cause for suspension of work until the cause of the defective work is remedied.

If removal of existing pavement of any type is required to connect with the new pavement, and the termination of the removal is not at an existing joint, the new joint shall be made by sawing the existing pavement not less than five (5) centimeters deep before removal.

a) Expansion joints

The subgrade at Expansion joints shall be accurately trimmed to the required cross section and to the proper depth of the pavement.

A string line shall be stretched between the pavement forms along the centerline of the joint. One half of the length of each dowel bar shall be painted in accordance with the directions shown on the plans and then thoroughly coated with hard grease, or lubricant as approved by the Engineer, to prevent the concrete from bonding to that portion of the dowel.

The entire joint assembly shall be of a type designated on the plans and shall be installed in such a position that the centerline of the joint assembly is perpendicular to the centerline of the pavement slab and the dowels lie parallel to the centerline of the slab. Finished joints shall not deviate more than six (6) millimeters in the horizontal alignment from a straight line. No plugs of concrete shall be permitted any where within the expansion space.

A slip sleeve of the dimensions shown on the plans shall be placed on the greased end of each dowel. The greased ends shall be free to slide in the dowel holder and shall extend in the direction as indicated on the plans. Any excess grease on the dowel holder shall be removed.

The joint shall be securely staked or fastened in place prior to placing the concrete and in a manner to ensure the joint and the dowel bars will remain in their proper position after the concreting and finishing operations are completed.

Joints for pavement designed for two (2) or less lanes of traffic shall be assembled and installed in one (1) continuous piece or the connections between sections shall be made rigid and tight to prevent offsets in sections of the joints. The length of individual pieces of the expansion joint filler shall be not less than the width of one (1) traffic lane of the pavement.

The finishing machine shall be operated in a manner that will prevent displacement of the joint. If for any reason it is necessary to straighten a joint, any depression caused by this operation shall immediately be filled with fresh concrete, respaded and brought to the original crown in advance of the longitudinal finishers. Any fluid laitance or mortar caused by this operation shall be removed and replaced with fresh concrete.

As the finishing machine approaches the joint on the first trip, the excess concrete shall be shoveled ahead and the tamper and each screed, in turn, shall be lifted over the joint. On the second trip of the finishing machine, the screed may be operated over the joint.

b) Contraction Joints

Contraction joints shall be of the type and dimensions and at the spacing shown on the plans. Sawed contraction joints shall be cut by means of an approved concrete saw. The joints shall not be sawed until the concrete has hardened to the extent that tearing and reeling is precluded. All joints shall be sawed during the initial curing period and the sawing shall begin before the pavement starts shrinking and before uncontrolled cracking takes place. Any procedure which results in premature and uncontrolled cracking shall be revised immediately by adjusting the sequence of cutting the joints or the time interval involved between the placing of the concrete or the removal of the curing media and the cutting of the joints. In no case shall the pavement be left overnight without having the joints sawed. The joints shall be sawed at the depth, spacing, and lines shown on the plans. Guidelines or devices approved by the Engineer shall be provided to ensure cutting the joint in a straight line and perpendicular to the centerline of the pavement. The dust resulting from sawing shall be completely removed from the joint and adjacent areas by means of an air jet or a combination of air and water applied under pressure immediately after the joint has been cut, and before filling with joint compound. When the plans specify that dowels be installed through contraction joints, the subgrade at the contraction joints shall be accurately trimmed to the required cross section and to the proper depth of the pavement. A string line shall be stretched between the pavement forms along the center line of the joint. Each dowel shall be painted and thoroughly coated with hard grease or lubricant, in accordance with the direction shown on the plans or as approved by the Engineer, to prevent the concrete from bonding to that portion of the dowel. The entire joint assembly shall be of the type designated on the plans and shall be installed in such a position that the centerline of the joint assembly is perpendicular to the center line of the slab and the dowels lie parallel to the slab surface and parallel to the centerline of the slab. The greased ends of the dowels shall be placed

in the direction as indicated on the plans and shall be free to slide in the dowel holder. Any excess hard grease on the dowel holder shall be removed.

c) Longitudinal Joints

Longitudinal joints shall be constructed in conformance with the details shown on the plans. When the fabricated steel strip is specified, it shall be held rigidly in place with an adequate number of pins driven into the subgrade to ensure that it will remain true to line and grade during concreting and finishing operations. On multiple lane pavement where longitudinal joints are constructed at the form line, an approved recessed form and tie bars will be required. The full depth fabricated steel strip designated for other longitudinal joints will not be permitted. When sawed joints are specified or used, suitable guidelines or devices shall be furnished to ensure cutting the longitudinal joint on the true lines as shown on the plans. The sawing of longitudinal joints shall be performed at a time that will preclude erratic or uncontrolled cracking. Sawed joints shall be filled with the type of joint compound indicated on the plans. The dust resulting from sawing shall be completely removed from the joint and adjacent areas by means of air jet or a combination of air and water applied under pressure immediately after the joint has been cut and before filling with joint compound.

d) Construction Joints

A butt construction joint shall be made perpendicular to the centerline of the pavement at the close of each days work and also when the process of depositing concrete is stopped for a length of time such that, in the opinion of the Engineer, the concrete will have taken its initial set. This joint shall be formed by using a clean plank header having a nominal thickness of five (5) centimeters, a width of not less than the thickness of the pavement and a length of not less than the width of the pavement. The header shall be cut true to the crown of the finished pavement and shall be accurately set and held in place in a plane at right angles to centerline and perpendicular to the surface of the pavement.

The top surface of the header shall be protected with steel as approved by the Engineer. On the face along with the center of the header there shall be fastened a trapezoidal piece of metal or wood the full length of the header, five (5) centimeters wide and at least twenty five (25) millimeters in depth to form a grooved joint. The header shall have drilled holes to accommodate the dowel or tie bars hereinafter specified. Upon resumption of Work any surplus concrete remaining upon the subgrade shall be removed. The header shall then be carefully removed and fresh concrete deposited against the old in such a manner as to avoid injury to the edge of the old concrete. The fresh concrete shall be vibrated into the groove in a manner to ensure an interlocking joint.

Dowel bars or load transfer devices shall be used in all construction joints in accordance with the details shown on the plans. If no such details are shown on the plans, tie bars as provided for the longitudinal joint, and spaced at forty-five (45) centimeter centers, shall be placed across the joint in a plane parallel to the surface of the pavement approximately midway between the top and bottom surfaces of the pavement. The edges of the joint shall be grooved, edged, and sealed with the material used for sealing expansion and contraction joints.

No construction joint shall be placed within three (3) meters of an expansion, contraction, or other construction joint.

e) Sealing Joints

- a) Materials: Joints shall be sealed with material of the type designated on the plans.
- b) Hot Poured Joints: The joints shall be sawed as provided in sub item 310.3.7(b) and covered as provided in sub item 310.3.7(c). After the fourteen (14) or seventeen (17) day curing period for the pavement has elapsed, the jute or other protective covering shall be removed from the joint and the joint thoroughly cleaned of all loose scale, saw dust, dirt, laitance or other matter. Cleaning may be accomplished with a compressed air jet, air and water under pressure, wire brushes or in extreme cases the joint shall, when directed by the Engineer, be resawed to ensure a completely clean joint. The joint surfaces and adjacent areas of the slab shall be thoroughly clean.

The hot poured joint material shall be heated in a heating unit approved by the Engineer to the temperature within the range required as shown by tests. The joint shall be filled from the bottom of the saw cut to the surface of the pavement. Any joint with a depth greater than twenty five (25) millimeters shall be filled with a minimum of two (2) layers, each layer being approximately equal in depth.

- c) Cold Poured Joints: The joints shall be sawed as provided in sub-item 310.3.7(b) & 310.3.7(c) and cleaned of all loose saw dust, laitance, dirt, other foreign matter and free water.

The joints shall be filled immediately after cleaning. The nozzle used must be so designed that the joint is filled completely from bottom to top. The joint shall be filled so it is rounded on top about six (6) millimeters above the pavement surface. Immediately after the joints have been filled, they shall be covered with strip of nonabsorptive paper at least four (4) centimeters wide. Eleven (11) kilogram glassline or heavy craft is suitable. The paper shall remain on the joint until it weathers or wears off.

f) Permanent Header Board

Immediately after the forms are removed from the ends of concrete pavement that will be exposed to other than permanent type surfacing and temporary and permanent traffic, a header board having dimensions of not less than eight (8) centimeters (nominal) by twenty (20) centimeters shall be bolted securely to the end of the pavement in a manner to protect the edge of the pavement from damage. The header board shall extend the full roadway width, but may be in two (2) sections. At the time of placing the concrete, six (6) (three for each lane), thirteen (13) millimeters by twenty (20) centimeters bolts shall be embedded in the end of the pavement in a manner that will hold the header board securely. The header board shall be shaped to conform to the crown of the pavement and shall be installed flush with the concrete pavement surface. The finishing and installing of the header board shall be considered subsidiary Work pertaining to the other items in the Bill of Quantities and will not be paid for directly.

The header will not be required on concrete base course Work.

310.3.8 Consolidating and Finishing

After being spread and struck-off as provided in sub-item 310.3.5 "Placing Concrete," the concrete shall be further struck-off and consolidated with an approved finishing machine to such an elevation that when finishing operations are completed, the surface will conform to the required grade and crown. The finishing machine shall operate over the entire surface at least twice, the first time with the finishing machine tamper and both screeds in operation. A uniform roll of concrete approximately fifteen (15) centimeters above the pavement grade shall be maintained ahead of the front screed for its entire length during the first trip over with the finishing machine. Excessive tamping or finishing resulting in bringing an excess of mortar to the surface will not be permitted.

After the last pass of the finishing machine, a mechanical longitudinal finisher shall be operated over the concrete surface. The forward motion of the longitudinal finisher shall be so adjusted that the screed will pass over each portion of the surface at least twice. The longitudinal finisher shall be operated in a manner that will prevent excessive slumping of the concrete at the form lines or the metal center strip or the loss of the crown of the pavement. If necessary or when ordered by the Engineer, the finisher shall be operated in one direction only or shall be operated from only the form to the centerline in order to ensure that the proper cross section of the pavement is obtained. The leading edge of the screed shall clear the forms upon completion of each transverse pass in order to clear the pavement surface of any laitance or thin mortar.

In general, the addition of superficial water to the surface of the concrete to assist in finishing operations will not be permitted. If the application of water to the surface is permitted by the Engineer, it shall be applied as a fog spray by means of approved spray equipment.

As an alternative to the longitudinal finisher, the contractor may use a machine composed of a cutting and smoothing float, or floats, suspended from and guided by a rigid frame. The frame shall be carried by four (4) or more visible wheels riding on, and constantly in contact with, the side forms.

When directed by the Engineer, following one of the preceding methods of longitudinal finishing, long-handled floats having blades not less than one and one half (1.5) meters in length and fifteen (15) centimeters in width shall be used to smooth and fill in open-textured areas in the pavement. Long-handled floats shall not be used to float the entire surface of the pavement in lieu of, or supplementing, one of the preceding methods of longitudinal finishing.

When the longitudinal finishing has been completed, the entire surface shall be tested with straightedges not less than three (3) meters in length. The straightedges shall be operated parallel to the pavement centerline starting at the center and progressing toward the forms. Advance along the pavement shall be in successive stages of not more than one half (1/2) the length of the straightedges. All laitance, surplus water, and inert material shall be removed from the surface. All high places shall be worked down and all low places filled by combined operations of floats and straight edges until no irregularities exist. The proper crown of the pavement shall be maintained throughout the operations.

After floating and straightening has been completed, the concrete shall be finished by using a belt made of canvas, rubber, or other approved belting not less than fifteen (15) centimeters in width, nor less than sixty (60) centimeters longer than the width of the pavement. This belt shall be worked with a longitudinal and crosswise motion. Care shall be exercised in the use of the belt to ensure that the edges of the belt do not dig into the surface of the concrete or work the crown out of the pavement. Either machine belting or hand belting will be permitted.

As soon as all excess moisture has disappeared, and while the concrete is still plastic enough to make a granular surface possible, a drag shall be used which shall consist of a seamless strip of damp burlap or cotton fabric, which shall produce a uniform surface of gritty texture after dragging it longitudinally along the full width of pavement. For pavement (5) meters or more in width, the drag shall be such that a strip or burlap or fabric at least one and one half (1.5) meters wide is in contact with the full width of pavement surface while the drag is used. The drag shall be maintained in such condition that the resulting surface is of uniform appearance and reasonably free from grooves over two (2) millimeters in depth, as determined by the Engineer. Drags shall be maintained clean and free from encrusted mortar. Drags that cannot be cleaned shall be discarded and new drags substituted.

After dragging the surface with burlap, the concrete over the expansion joint filler shall be completely removed and the joint finished. The edges of the concrete at expansion joints shall be finished with an edger to the

radius shown on the plans. The exposed edge of the pavement shall be finished with an edger to a radius of six (6) millimeters. Any tool marks appearing on the slab adjacent to the joints or edge of slab shall be eliminated by dragging the surface. In doing this, the rounding of the corner of the slab shall not be disturbed.

310.3.8.1 Hand Finishing

Unless otherwise specified, hand finishing methods will not be permitted except under the following conditions:

- i) In the event of breakdown of the mechanical equipment, hand methods may be used to finish the concrete already deposited on the grade when the breakdown occurs, and no additional concrete shall be placed until such equipment is repaired to the satisfaction of the Engineer.
- ii) Narrow widths or areas of irregular dimensions where operation of mechanical equipment is impractical as determined by the Engineer, may be finished by approved hand methods.
- iii) Short lengths of pavement, such as bridge approach pavement, where the operation of mechanical equipment is impractical may be finished by approved hand methods.

Concrete, as soon as placed, shall be struck-off and screeded. An approved portable screed shall be used. A second screed shall be provided for striking off the bottom layer of concrete if reinforcement is used.

The screed for the surface shall be at least one (1) meter longer than the maximum width of the slab to be struck-off. It shall be of approved design, sufficiently rigid to retain its shape, and be constructed either of metal or other suitable material shod with metal.

Consolidation shall be attained by the use of a suitable vibrator or other approved equipment.

In operation the screed shall be moved forward on the forms with a combined longitudinal and transverse shearing motion, moving always in the direction in which the work is progressing and so manipulated that neither end is raised from the side forms during the striking off process. If necessary, this shall be repeated until the surface is of uniform texture, true to grade and cross section, and free from porous areas.

After the concrete has been struck-off, it shall be further smoothed, trued, and consolidated by means of a longitudinal float. The hand operated longitudinal float shall be not less than three and one-half (3.5) meters in length and fifteen (15) centimeters in width, properly stiffened to prevent flexing and warping. The longitudinal float, operated from foot bridges resting on the side forms and spanning but not touching the

concrete, shall be worked with a sawing motion, while held in a floating position parallel to the road centerline, and passing gradually from one side of the pavement to the other. Movement ahead along the centerline of the pavement shall be in successive advances of not more than one half (1/2) the length of the float. Any excess water or soupy material shall be wasted over the side forms on each pass.

At the option of the Engineer, the long-handled floats having blades not less than one and one half (1.5) meters in length and fifteen (15) centimeters in width may be substituted for the hand operated longitudinal float.

All other operations after this substitution for the mechanical equipment shall be performed in the manner previously described.

Concreting operation shall be performed only in daylight. Under no circumstances shall concrete pavement be placed or finished at night.

310.3.9 Removing Forms

Unless otherwise provided, forms shall not be removed from freshly placed concrete until it has set for at least twelve (12) hours, except auxiliary forms used temporarily in widened areas. Forms shall be removed carefully so as to avoid damage to the pavement. After the forms have been removed, the sides of the slab shall be cured as specified for the surface. Major honeycombed areas will be considered as defective work and shall be removed and replaced at the Contractor's expense, as directed by the Engineer. Any area or section so removed shall not be less than three (3) meters in length nor less than the full width of the lane involved. When it is necessary to remove and replace a section of pavement, any remaining portion of the slab adjacent to the joints that is less than three (3) meters in length, shall also be removed and replaced.

310.3.10 Protecting and Curing of Concrete Pavement

a) Initial Curing

As the surface of the newly-laid pavement is progressively finished, the initial curing and protection operations shall be started.

Upon completion of the finishing operation and while the surface of concrete is still moist, but no free water remains, a liquid curing membrane approved by the Engineer shall be applied to the exposed surface of the pavement at the rate not less than one (1) litre per three and two-thirds (3-2/3) square meters of surface area when mechanical pressure distributors are used. The curing membrane, except on irregular areas, shall be applied by means of approved self-propelled mechanical pressure distributors or approved hand sprays. Satisfactory means shall be provided for thoroughly mixing the

curing membrane compound before and during its use. The mechanical spraying equipment may be either a full width spray bar equipped with multiple nozzles or a traversing spray which travels from one edge of the pavement to the other. In either case the path of adjacent nozzles or passes of the traversing spray shall overlap a minimum of one-half (1/2) the width of the spray pattern so that all portions of the surface shall receive double applications from adjacent nozzles or passes. The pumping, pressure and distribution arrangement shall be correlated with the forward speed to provide adequate and uniform coverage of the pavement at not less than the minimum rate required. Irregular areas to which the mechanical distributor cannot be adapted may be covered with hand sprays.

When hand sprays are used, the curing membrane shall be applied in two (2) applications, each at a rate of not less than one (1) litre per five (5) square meters of surface area so as to provide a total rate of application of one (1) litre per two and one half (2-1/2) square meters of surface area. The path of the spray on the second application shall be at right angles to the path of the spray on the first application. When hand operated sprays are permitted, the equipment supplying the pressure to the spray nozzle shall be capable of supplying a constant and uniform pressure to provide uniform and adequate distribution of the curing membrane compound at the rate required. If from any cause, such as rain-fall soon after its application, the curing membrane is damaged, the Contractor shall immediately apply another application of curing membrane to the surface of the pavement. The rate of application for the replacement membrane shall be the same as for the original membrane.

Unless otherwise directed by the Engineer, immediately following the application of the curing membrane, an approved shade-canvas shall be placed approximately thirty (30) centimeters above the pavement surface. The shade-canvas shall be constructed of materials and in a manner approved by the Engineer. In no case shall any portion of the shade-canvas come in contact with the pavement. The initial curing shall be continued for a period of twenty four (24) hours from the time the curing membrane is applied.

When forms are removed, whether during the initial or the final curing period, the edges of the pavement shall receive curing membrane at the rate of coverage specified for the pavement surface.

The curing membrane may be applied to the vertical edges of the pavement by means of hand sprays or by nozzles attached to the mechanical distributor, but the edges of the pavement shall be covered with curing membrane at the rate specified within thirty (30) minutes after removal of the forms.

When cold-poured joint compound is used, all joints shall be sawed during the initial curing period. The shade-canvas may be moved at joint locations for short periods of time to permit the sawing. Before being sealed, the joints shall be thoroughly cleaned of all loose saw dust, laitance, dirt, other foreign matter, and free of water. As the method of final curing is different

from that of the initial curing, the cleaning and sealing of joints shall be performed immediately following the removal of the shade-canvas at the end of the initial curing period and prior to the application of the polyethylene sheeting.

When hot poured joint compound is used, the joints shall be sawed, cleaned, and filled with jute or other acceptable protective material in the same time sequence as for cold-poured joints.

In no case shall any portion of the concrete pavement be exposed to the direct rays of the sun for more than one (1) hour.

Following jointing operations, curing membrane shall be applied to the joint area at the rate specified for the pavement surface.

b) Final Curing

Upon completion of the initial curing period and after the shade-canvas has been removed and jointing operation has been completed, the pavement shall be completely covered with White Opaque Polyethylene Film as specified in AASHTO M 171. Adjoining sheets shall be lapped a minimum of forty five (45) centimeters. The sheeting shall be held in place in a manner approved by the Engineer.

Final curing shall be continued until the concrete reaches an age of fourteen (14) days. During this period, the curing membrane and polyethylene film shall be protected from damage from any cause. Any damage from one cause shall be immediately repaired by the Contractor at his expense. No traffic, including workmen and pedestrians, shall be allowed on the surface of the pavement until the expiration of the fourteen (14) day curing period.

When concrete is being placed during the time that the air temperature may be expected to drop below fifteen (15) degrees C, a sufficient supply of burlap, straw, hay, or other suitable blanketing material shall be provided along the work to protect the concrete and maintain a minimum temperature of fifteen (15) degrees C in the concrete as measured on the surface of the pavement. An approved moisture barrier such as wet burlap or plastic sheeting shall be placed on the concrete prior to placing the blanketing material. This type of cure shall be maintained for a period of seventy two (72) hours as the initial cure. After the initial cure as specified above, a final cure as specified above may be used. The final cure shall be maintained for a period of fourteen (14) days, thus making a seventeen (17) day curing period for cold weather concreting.

310.3.11 Surface Tolerance

As soon as the concrete has hardened sufficiently, the pavement surface shall be tested with a three (3) meter straightedge or other specified devices. Areas showing high spots of more than three (3) millimeters, but not exceeding twelve (12) millimeters in three (3) meters between

any two contact points, shall be marked and immediately ground down with an approved grinding tool to a tolerance of less than three (3) mm as described above. Where the departure from correct cross section exceeds twelve (12) millimeters, the pavement shall be removed and replaced by and at the expense of the Contractor.

Any area or section so removed shall be not less than three (3) meters in length nor less than the full width of the lane involved. When it is necessary to remove and replace a section of pavement, any remaining portion of the slab adjacent to the joints that is less than three (3) meters in length, shall also be removed and replaced at the Contractor's expense.

310.3.12 Tests for Thickness of Pavement and Degree of Compaction

i) Thickness of Pavement

The Employer will not be liable for payment of any excess in thickness of depth of pavement. During the progress of the work, the thickness or depth of pavement will be determined by the Engineer from cores cut from the concrete pavement by the Contractor. The cost of cutting and recovering all the cores described in this clause and the following paragraph shall be deemed to be included in the rates and prices for Portland Cement Concrete Pavement entered by the Contractor in the Bill of Quantities.

Unsatisfactory work shall be repaired, replaced, or will be paid for at an adjusted price, as follows:

- a) One 15cm diameter core will be removed by the Contractor from each lane, at such locations as the Engineer may direct, and shall represent not more than 1000 SM of pavement area. A lane shall be considered the pavement surface between longitudinal joints, or a longitudinal joint and pavement edge.
- b) If any core measurement is deficient more than 6.5 mm from the required thickness a core measurement shall be taken at each 30m interval in both directions longitudinal from the first deficient core in the same lane, as defined herein, until the thickness of the pavement is found to be not more than 6.5 mm deficient from the required thickness. Each deficient core shall be considered as representing the condition in the same lane or longitudinal section, as above defined, for a distance of 15m, in each direction longitudinally from the core.
- c) Sections of pavement which are deficient in thickness, as determined by cores, by an amount more than 1.3 cm shall be removed and replaced with pavement of the specified thickness at the expense of the Contractor. The removal and replacement shall start at the determined point of deficiency and proceed longitudinally as hereinafter specified, until the pavement is to be not more than 6.5 mm deficient from the required thickness. The old reinforcing steel shall be left extended a sufficient distance so as to allow the new reinforcement steel to be lapped with the old, the required distance to be welded to the satisfaction of the Engineer.

- d) The removal and replacements of pavements shall extend transversely the full width each lane in which such deficiency is found.
- e) All pavements within two (2) meters of the deficiency spot shall be removed, except that when any joint is more than two (2) meters, all pavements shall then be removed to the next joint.
- f) Sections of pavement which are deficient in thickness, as determined by measurement of cores in accordance with AASHTO T148-49, by an amount more than 6.5 mm, but not more than 1.3 cm, will be paid for at an adjusted price as specified in Table Below:

**DEFICIENCY IN THICKNESS AS DETERMINED
FROM CORES**

Thickness	Proportional Part of Contract of Contract Price to be allowed.
3.00 mm to 6.5 mm	95 %
6.5 mm to 13 mm	75 %

ii) Degree of Compaction

The cores that have been cut from the concrete pavement according to the requirements of (i) above shall be examined by the Engineer's Representative to check the degree of compaction achieved through the slab and to check the effectiveness of the bond between the top and bottom course concrete.

Should any core reveal that any part of the slab has not been adequately compacted by revealing honeycombed or segregated concrete and should the bond between the top and bottom layers of concrete be such that a plane of weakness is present, then additional cores shall be taken to check the areas of defective concrete pavement according to the procedure laid down in (i) above for determining the areas of concrete pavement deficient in compaction.

Any areas of defective pavement concrete so found shall be replaced with new concrete in accordance with this section at contractor's own expense.

The Engineer reserves the right to carry out crushing tests on any or all of the concrete cores taken in accordance with this clause, and should these tests show that any area of pavement concrete has failed to meet the strength requirements of the specification, then such areas of concrete shall be removed and replaced with new concrete, mixed, laid, compacted and finished to the requirements of this section at contractor's own expense.

iii) Refilling of Holes

Holes in the pavement created by the cutting of cores shall be thoroughly coated on the inside with a neat cement grout and shall then be filled with concrete of the same mix as shown in the pavement. The filling shall be in two equal layers and each shall be rodded 25 times to its full depth. The surface shall be finished flush and broomed. The surface shall be kept thoroughly wet for 72 hours thereafter.

310.3.13 Replacement of Defective Concrete

Any concrete not complying with the specification shall be cut out and replaced in accordance with the specification over the full width of the slab between longitudinal construction joints and over a length extending between two transverse joints each of a type other than a warping joint.

310.3.14 Concrete Lug Anchors

"Concrete Lug Anchors" shall be constructed in accordance with the dimensions and notes and at the locations shown on the plans. Unless otherwise indicated on the plans, the class, composition, consistency, proportioning, batching, mixing and curing of the concrete used in concrete lug anchors shall conform to the same requirements as the concrete pavement. Reinforcing steel, concrete and excavation for lug anchors shall be subsidiary to the Bill of Quantities item "Concrete Lug Anchors."

310.4 MEASUREMENT AND PAYMENT

310.4.1 Measurement

The unit of measurement for payment shall be the cubic meters of the completed and accepted Portland Cement Concrete Pavement, as measured in place. The number of cubic meters of the completed Portland Cement Concrete Pavement shall be determined by the length measured along the centre line and upon the surface of the road, times the width as shown on the Drawings plus the areas of any widening on curves, turnouts and intersection, authorized and measured separately. Measurement of pavement thickness will be ensured by erecting shutters for screeding concrete at required level.

The unit of measurement for bridge Approach Slabs shall be the square meters of the area actually constructed in accordance with the Drawings or as directed in writing by the Engineer.

Concrete Lug Anchors shall be measured by the linear meters in place, the measuring being made along the centerline of the concrete lug anchor transverse to the pavement centerline. No measurement will be made of unauthorized areas or for extra thickness.

310.4.2 Payment

The number of cubic meters of Portland Cement Concrete Pavement, measured as specified in sub-item 310.4.1 above , will be paid for , at the price tendered per cubic meter in the Bill of Quantities, adjusted as specified for deficiency in thickness, which price shall include the cost of constructing, finishing, curing, protecting and cleaning the pavement as above described; the preparation of subgrade to receive the pavement; the construction of all joints of whatever type; cutting of cores and filling of holes, all materials, including joint filler and other material, equipment, labour and all else necessary therefor, and all other work in connection therewith and incidental there to in accordance with the specification and Drawings. Reinforcing steel shall be measured separately under relative items of work.

The number of cubic meters of Bridge Approach Slabs, will be paid for at the price tendered per cubic meter in the Bill of Quantities, which price shall include the cost of constructing, finishing, curing, protecting and cleaning the slab as above described; the surface preparation of the sub-base to receive the slab; the construction of all joints of whatever type; all materials, including joint filler and other joint material, equipment, labour and all else necessary therefor, and all other work in connection therewith and incidental thereto in accordance with the Specification and Drawings.

Pay Item No.	Description	Unit of Measurement
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310 a	Plain Concrete Pavement	CM
310 b	Reinforced Concrete Pavement	CM
310 c	Concrete Lug Anchors	M

ASPHALT CONCRETE WEARING COURSE (PLANT MIX) WITH CELLULOSE FIBRE.

311.1 DESCRIPTION

The work shall consist of furnishing aggregates, asphalt binder and cellulose fibre at a control asphalt batching plant, mixed at a specified temperature, spreading and compacting the mixture in an approved manner on primed or tacked surface of base, subbase, bridge deck or concrete pavement, in accordance with these specifications and in conformity with lines, grades, typical cross-sections, shown on the drawings or as directed by the Engineer.

311.2 MATERIALS REQUIREMENTS

311.2.1 Mineral Aggregates

a) Coarse Aggregates

Coarse Aggregates shall be crushed, non-absorptive stones and unless otherwise stipulated, shall conform to the following quality requirements of AASHTO M 283 for class A aggregates:

- | | |
|---|-------------------------|
| 1. Los Angeles abrasion, AASHTO T 96 | 30% max. |
| 2. Flat and Elongated Particles,
ASTM D 4791, <u>Comparing length to thickness</u> (measured on material retained above the No. 4 sieve) | |
| 2.5 : 1 | 15 % max. |
| 3. Sodium sulfate soundness loss
(5 cycles), AASHTO T 104 | 15 % max. |
| 4. Particles retained on the No. 4 sieve
shall have at least
one fractured face,
two fractured faces | 100 % min.
75 % min. |
| 5. Absorption, AASHTO T 85 | 2 % max. |
| 6. Coarse and fine durability index,
AASHTO T 210 | 40 % max. |

Mixes with relatively pure carbonate aggregates or any aggregates known to polish shall not be used.

b) Fine Aggregates

Fine aggregate shall consist of a blend of 100 % crushed, manufactured sand. It shall conform to the quality requirements of AASHTO M 20. The sodium sulfate soundness loss in 5 cycles shall not exceed 15 percent. In addition, the liquid limit shall not exceed 25 as determined by AASHTO T 89.

c) Combined Aggregates

The several aggregate fractions of course and fine for the mixture shall be sized, graded, and combined in such proportions that the resulting composite blend conforms to Table-A below.

Table A

(Percentage by Weight Passing Sieves, AASHTO T 27 & T 11)

<u>Sieve Designation</u>	<u>Percentage Passing</u>
3/4 in.	100 %
1/2	85-95
3/8	60-75
No. 4	20-23
No. 8	16-24
No. 30	12-16
No. 50	12-15
No. 200	8-10
0.020 mm less than	3*

* To be controlled from a combination of aggregate and mineral filler taken from representative stockpile samples.

311.2.2 Asphalt Cement

- a) Asphalt Cement shall be AC-20 or similar grade and conform to AASHTO M 226.
- b) Asphalt Cement shall be mixed at a temperature as required to achieve a kinematic viscosity of 150 to 300 centistokes. Typical plant mixing temperature is 310° - 325 °F and at no time shall the mixing temperature exceed 325 °F.

311.2.3 Mineral Filler

- a. Mineral filler should consist of finely divided mineral mater such as rock or limestone dust or other suitable material. At the time of use it should be sufficiently dry to flow freely and essentially free from agglomerations. Filler should be free from organic impurities and have a plasticity index not greater than 4. Filler material for the mix shall meet the requirements of AASHTO M 17.
- b. Commercial mineral filler added to the mixture, shall be limited to less than 20% of its weight smaller in size than 0.02 mm.

311.2.4 Cellulose Fibre

Fibre stabilizer, cellulose fibre is to be utilized. Dosage rates for cellulose is 0.3 % by weight of the total mix. Allowable tolerances of fibre dosage shall be +/- 10 % of the required fibre weight. The selected fibre shall meet the properties described in Table-B utilizing the listed test procedures.

Table B

CELLULOSE FIBRE PROPERTIES

1) Sieve Analysis

a. Method A - Alpine Sieve Analysis:

Fibre Length:	0.25" (maximum)
Passing No. 100 sieve	70 % (+/- 10 %)

b. Method B - Mesh Screen Analysis:

Fibre Length:	0.25" (Maximum)
Passing No. 20 sieve	85 % (+/- 10%)
No. 40 sieve	65 % (+/- 10%)
No. 140 sieve	30 % (+/- 10%)

- | | |
|----------------------|--------------------------|
| 2) Ash-Content: | 18 % (+/- non-volatiles) |
| 3) pH: | 7.5 (+/- .0) |
| 4) Oil Absorption: | 5.0 (+/- 1.0) |
| | (times fibre weight) |
| 5) Moisture Content: | < 5 % |

1. a) Method A - Alpine Sieve Analysis

This test shall be performed using as Alpine Air Jet Sieve (Type 200 LS). A representative five gram sample of fibre shall be sieved for 14 minutes at a controlled vacuum of 22 inches (+/- 3) of water. The portion remaining of the screen shall be weighted.

b) Method B - Mesh Screen Analysis

This test shall be performed using standard No. 20, 40, 60, 80, 100 and 140 sieves, nylon brushes and a shaker. A representative 10 gram sample of fibre shall be sieved, using a shaker and two nylon brushes on each screen. The amount retained on each sieve shall be weighed and the percentage passing calculated. Repeatability of this method is suspect and needs to be verified.

2) Ash Content

A representative 2-3 gram sample of fibre shall be placed in a tarred crucible and heated between 1100°F for not less than two hours. The crucible and ash shall be cooled in a desiccator and reweighed.

3) pH Test

Five grams of fibre shall be added to 100 ml of distilled water, stirred and let set for 30 minutes. The pH shall be determined with a probe calibrated with pH 7.0 buffer.

4) Oil Absorption Test

Five grams of fibre shall be accurately weighed and suspended in an excess of mineral spirits for not less than five minutes to ensure total saturation. It will then be placed in a screen mesh strainer (approximately 0.5 square millimeter hole size) and shaken on a wrist action shaker for ten minutes (approximately 1 - 1/4 inch motion at 240 shakes/minute). The shaken mass shall be then transferred without touching, to a tarred container and weighed. Results shall be reported as the amount (number of times its own weight) the fibres are able to absorb.

5) Moisture Content

Ten grams of fibre shall be weighed and placed in a 250° forced air oven for two hours. The sample will then be reweighed immediately upon removal from the oven.

311.2.5

Design Mix Requirements

Design parameter shall be in accordance with Hot Mix Asphalt Design by Marshal Method utilising AASHTO T - 245.

Sr. No.	Test	Parameter	Designation
i.	VTM percent.	3-4	T-166, T-209, T-269
ii.	Asphalt Content %	6.0 min.	of total mix.
iii.	Stability (Kg).	1000 min.	Marshall Method
iv.	VMA percent.	17 min.	MS-2
v.	Flow 0.01 inch.	8-14	Marshall Method.
vi.	Compaction No. of blows on each side of specimen.	50	Marshall Method.
vii.	Drain Down Test, percent.	0.3 max.	

The mix design test property values and cures used to develop the job mix in accordance with the Asphalt Institutes Manual Series No. 2 (MS-2). Acceptable deviations from various values of JMF shall be as under:

a. Aggregates

Passing No. 4 and larger sieves	$\pm 5 \%$
Passing No. 8 to No. 100 sieves	$\pm 3 \%$
Passing No. 200 sieve	$\pm 1 \%$

b. Asphalt Cement

Percent by wt. in total mix	$\pm 0.3 \%$
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c. Cellulose Fibre

Percent by wt. in total mix.	$\pm 0.03 \%$
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311.3 CONSTRUCTION REQUIREMENTS

311.3.1 Mixing Plant

Plants used for the preparation of the mixture shall conform to AASHTO M 156 and the following.

a. Handling Filler

Adequate dry storage shall be provided for the mineral filler, and provisions shall be made for proportioning the filler into the mixture uniformly and in the desired quantities. Mineral filler in a batch plant will be added directly into the weigh hopper. In a drum plant mineral filler will be added directly into the drum mixer. Special attention is directed to providing appropriate equipment for accurately proportioning the relative large amounts of mineral filler required for mixture.

b. Fibre Addition

Adequate dry storage shall be provided for the fibre additive, and provisions shall be made for proportioning fibre into the mixture uniformly and in the desired quantities.

c. Batch Plant

Loose fibre or palletized fibre shall be added through a separate inlet directly into the pugmill before adding bitumen in the mix. The addition of fibre should be timed to occur during the hot aggregate charging. Adequate dry mixing time is required to ensure proper blending of the aggregate and fibre stabilizer. Dry mixing time shall be increased 5 to 15 seconds. Wet mixing time shall be increased at least 5 seconds for cellulose fibres to ensure blending with the asphalt cement.

d. Hot - Mixture Storage

When the hot mixture is not to be hauled immediately to the project and placed, suitable bins shall be provided. Such bins shall be either surge bins to balance production capacity with hauling and placing capacity or storage bins which are heated and insulated and which have a controlled atmosphere around the mixture. The holding time shall be within limitations imposed by the Engineer, based on laboratory tests of the stored mixture. In no case will mixture be kept in storage overnight.

311.3.2 Hauling Equipment

Hauling equipment and paver shall be of a type normally used for the transport and placement of dense grade asphalt hot mix. Truck beds shall be covered and insulated if necessary, so that the mixture may be delivered on the road at a temperature of not less than 130 °C.

311.3.3 Pavers

Pavers shall be a type normally used for the placement of dense graded asphalt hot mix. They shall be self-contained, power-propelled units provided with an adjustable activated screed, heated and capable of spreading and finishing coursed of asphalt plant mix material in lane widths applicable to the specified typical section and thickness shown on the plants.

The paver shall be capable of being operated at forward speeds consistent with satisfactory placement and compaction of the mixture. The paver shall be capable of striking a smooth finish of uniform texture.

311.3.4 Conditioning of Existing Surface

- a. Immediately before placing the mixture, the existing surface shall be cleaned of loose or deleterious material by brooming or other approved means.
- b. A thin tack coat of asphalt emulsion (SS-1, SS-1 h, CSS-1, CSS-1 h or similar material) conforming to AASHTO M 140 or M 208 shall be applied to ensure uniform and complete adherence of the overlay. The asphalt emulsion used for this purpose will be diluted with an equal part of water and be applied at the rate of approximately. 1 gal/square yard.
- c. Where the existing surface is distorted, a leveling course of hot asphalt mix shall be required to restore proper cross-section prior to construction of the overlay.

311.3.5 Facing And Finishing

The mixture shall be placed at a temperature not less than 290 °F. The mixture temperature shall be measured in the truck just prior to dumping into the spreader.

The mixture shall be spread and struck off to the established grade and elevation with asphalt pavers.

Facing speed will be adjusted so that sufficient time is allowed for compaction operations and to provide continuity.

311.3.6 Compaction

Immediately after the mixture has been spread and struck off, it shall be thoroughly and uniformly compacted by rolling.

- a. Due to the nature of mixture, the surface shall be rolled immediately. Rolling shall be accomplished with steel wheel rollers of a minimum weight of 10 tons. Rolling procedures shall be adjusted to provide the specified pavement density. Rollers shall move at a uniform speed not to exceed 3 mph with the drive roll nearest the paver. Rolling shall be continued until and roller marks are eliminated and the minimum density has been obtained. The Contractor shall monitor density during the compaction process by use of nuclear density gauges to assure that the minimum required compaction is being obtained.

- b. To prevent adhesion of the mixture to the rollers, it shall be necessary to keep the wheels properly moistured with water mixed with very small quantities of detergent or other approved material.
- c. The pavement shall be compacted to at least 94% of maximum theoretical density and at no more than 6% air voids.
- d. Once sufficient in-place density has been achieved, rolling operating should cease, as over-rolling may cause migration of asphalt cement and filler to the compacted pavement surface.

311.4

CONTROL OF ASPHALT MIXTURE

The mixture furnished by the Contractor shall conform to the job-mix formula, within the allowable deviations from the target values. The allowable deviations from the target values for the JMF of the aggregate shall be +/- 4% for the 3/4", 1/2" and 3/8" sieve, +/- 3% for the No. 4, No. 8, No. 30 and No. 50 sieve, and +/- 2% for the No. 200 sieve. The allowable deviation from the target value for the asphalt content shall be +/- 0.3 percent.

311.5

TRIAL / EXPERIMENTAL SECTIONS

Test section (s), a minimum of 200 meter each, shall be constructed to examine the mixing plant process control, placement procedures, mix surface appearance, compaction patterns and to calibrate the nuclear density device.

311.6

Weather Limitations

The mixture shall be placed only when the air temperature is four (4) degrees centigrade or above and no asphalt shall be laid under foggy or rainy weather or over moist surface.

311.7

MEASUREMENT AND PAYMENT

311.7.1

Measurement

The quantities of Asphaltic wearing course shall be measured by volume in CM. laid and compacted in place. Measurements shall be based on the dimension as shown on plans or as otherwise directed or authorized by the Engineer. A tolerance of \pm three (3) mm shall be allowed in compacted thickness of wearing course. However, any asphalt in excess of 3 mm shall not be paid and any layer deficient by more than 3 mm may be rejected unless rectified by overlaying additional layer at no extra cost, approved by the Engineer.

The quantity of asphaltic material used is included in the asphalt concrete mixture and will not be measured separately.

Quantities Bitumen, wasted or remaining on hand after completion of the work, shall not be measured or paid for.

The quantity of cellulose fibre shall be measured in Kg. and paid separately.

311.7.2

Payment

The quantity determined as provided above shall be paid for at the contract unit price respectively for each of the particular pay items listed below and shown in the Bill of Quantities, which prices and payment shall constitute full compensation for all the costs necessary for the proper completion of the work prescribed in this item.

Pay Item No.	Description	Unit of Measurement
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311 a	Asphaltic Concrete for Wearing Course (Class A)	SM
311 b	Cellulose fibre	SM

312.1 DESCRIPTION

The work shall consist of conducting proof rolling by a specified type of roller to confirm the adequacy of compaction for the underlying layers of an existing road or natural surface. The proof rolling shall be carried out in accordance with these Specifications and in conformation with the lines shown on the drawings or as directed by the Engineer.

312.2 CONSTRUCTION REQUIREMENTS

1. The proof rolling is to be carried out on any type of granular material, subgrade material or asphaltic layers as the case may be. However, in case, the proof rolling is to be carried out on granular material / subgrade, all the undulations shall be removed by the contractor as a pre-requisite of this item for which payment shall be deemed to be included within this item.
2. The equipment required for compaction may be any of the following or combination there of:
 - a. Combination vibratory roller – min. 10 tons capacity.
 - b. Pad foot vibratory roller – min. 10 tons capacity.
 - c. Pneumatic type roller, 9 wheeler – 21 tons capacity.

312.3 MEASUREMENT AND PAYMENT**312.3.1 Measurement**

Proof rolling shall be measured by the unit of square meter in the areas as designated on the drawings or directed by the Engineer.

312.3.2 Payment

The quantity of completed and accepted work, measured as provided above will be paid at the unit price quoted by the contractor for furnishing all equipments,. Labour, and other items necessary for the completion of the work.

Pay Item No.	Description	Unit of Measurement
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312	Proof Rolling	SM
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STRUCTURES

STRUCTURES

ITEM 400

G E N E R A L

400.1 DESCRIPTION

This item contains a general description of the specific items of work, the materials, construction requirements, and methods of measurement and payment for all concrete structures including bridges, culverts, piles, composite structures of concrete such as barriers and steel, prestressed and post tensioned girder and all brick and stone masonry structures built as indicated on the drawings and in conformity with the lines, grade, dimension in conjunction with any instructions issued by the Engineer. Materials, equipment, workmanship and construction methods applied in the work shall conform to the requirements laid down herein and shall also follow the best modern construction practices with the approval of Engineer. This item shall also include construction of certain structural features and incidental items which are either common to all types of structures or which may apply to any of them.

400.2 CLEARING OF SITE

The contractor shall clear the sites for proposed structures of trees, bushes, stumps and debris, in the manner outlined in section 101 "Clearing and Grubbing" cost of which shall be deemed to be included in the price bid for the various items. Special clearing of site such as removal of existing bridges, buildings, concrete pavement etc., will be paid for at the prices tendered for these items, but where no such prices are provided for, all costs in connection with the special clearing shall be deemed to be included in the price tendered for various items of the structures in the Bill of Quantities.

Removal or relocation of public or private utilities such as telephone, telegraph lines, power lines, sewer and water pipe lines, railway tracks and their appurtenances etc., shall be arranged by the Employer's Representative with the concerned Government Agency/Agencies, Autonomous Bodies, Utility companies involved. The Employer shall bear the costs of relocating such utilities.

400.3 ALIGNMENT AND GRADE

The structures on vertical curves or the structures which have superelevated roadways because of horizontal curves and those spans on which definite finished camber is necessary in order to form a uniform grade line, all require special care and attention regarding to the elevation and alignment of their railing and kerbs.

400.4 FOUNDATION DATA

Refer to clause 400(A).3 (b)

400.5 FINAL CLEARING

Upon completion of structure, the contractor shall clean up the site, remove all temporary buildings, false work, lumber, equipment and all other debris. The contractor shall level off all excavated material not used for back fill around piers, bents, abutment, culvert, headwalls and on embankment slopes. Bridge decks and side walks shall be left in clean and workman like condition. No specific payment for clearing up shall be made but the cost shall be included in other items shown on the bill of quantities.

400.6 OPENING TO TRAFFIC

Bridges or slab or box culverts having decks constructed with Portland Cement concrete shall remain closed to all traffic and Contractor's equipment subject to the results of tests made of the concrete but not less than twenty eight (28) days after the placing of concrete.

The above time of opening to traffic is applicable when temperatures are above ten (10) degree C. When temperatures are below ten (10) degree C, the time of opening to traffic shall be increased at the discretion of the Engineer. In any event bridges or culverts with concrete decks shall not be opened to traffic without the approval of the Engineer.

400.7 MEASUREMENT AND PAYMENT

400.7.1 Measurement

The quantities of various pay items which constitute the completed and accepted structures shall be measured for payment according to the plans and specification for the several pay items appearing in the Bill of Quantities and in term of the prescribed units provided for the several pay items. Only accepted work shall be included for payment and the measured quantity shall be based on the dimension of component as shown on the plans or as directed in writing by the Engineer.

400.7.2 Payment

The quantities measured as provided above shall be paid for at the unit prices bid for the several pay items appearing in the Bill of Quantities which payment and prices shall be full compensation for furnishing, preparing, fabricating, transporting, placing and erecting all material for the complete structure; for all labour, equipment, tool and all other items necessary for the completion of work. Such payment shall constitute full payment for completed structure and no allowance will be made for cofferdam construction, form lumber, false work and other incidental expenses.

ITEM 400 (A) **BRIDGES AND CULVERTS**

400.A.1 DESCRIPTION

All steel and concrete bridges and concrete culverts shall be constructed as indicated on the plans, in conformity with the lines, grades, dimensions and design shown on the plans and in accordance with the provision of item 107 "Structural Excavation and Backfill", item 401 "Concrete", item 402 "False Work and Centering for Bridges", item 403 "Form Work", item 404 "Steel Reinforcement", and item 405 "Pre Cast Concrete Structures", and all other pay items which are to constitute the complete construction of the structure, as directed by the Engineer.

400.A.2 MATERIALS

The materials used shall be those prescribed for several contract items which are to constitute the complete structure.

400.A.3 CONSTRUCTION REQUIREMENTS

a. Clearing the Site

The contractor shall clear the site of the proposed structure of trees, bushes, stumps, and debris in accordance with section 101 "Clearing and Grubbing". Special clearing of site such as removal of existing buildings, concrete pavement shall be paid for at the prices tendered for these items, but where no such prices are provided for, all costs in connection with this special clearing shall be deemed to be included in the price tendered for the various items of structures in the tendered Bill of Quantities.

Removal or relocation of public or private utilities such as telephone or telegraphs lines, power lines, underground cable lines, sewer and water supply lines, railway tracks and their appurtenances etc. shall be arranged by the employer representative with the specific government agency, utility companies and person involved. The Employer shall bear the cost of relocating such utilities.

b. Foundation Data

Foundation data including the location of all boreholes together with the records of ground conditions encountered have been obtained from soil investigation by test boring, test pits or other sources. It is the Engineer's responsibility to ensure by additional investigations through the contractor at the very beginning of construction work that the foundation levels given in the Drawings coincide with the local requirements.

c. Alignment and Grades

All structural members such as prefabricated girders, cast in situ deck slab, cast in situ superstructures, bridge rails including kerbs, wheel guards, safety fencing shall be so constructed and placed that finished vertical alignment and grade shall be as shown on the Drawings.

Rails, Sidewalks and Kerbs on the curved portion of structure shall be constructed, as far as possible after the completion of the entire superstructure slab. In such cases, the height of rail, sidewalk and/or kerb may vary with respect to the grade line of the slab in order to produce the desired appearance.

d. Erection Method

Before moving any construction equipment to the site, the contractor shall submit for approval an outline of the method he proposes to follow in the erection of structure.

e. Navigable Streams

The channel of navigable streams shall be kept clear for safe passage of water. The contractor shall provide and maintain all necessary light and signals in accordance with the navigation authority's requirements. The contractor shall pay due regard to the hazard of the river flow during period of intense rainfall. All material deposited in the channel shall be removed to the required depth and clearance lines at the contractor's expense.

f. Concreting

The concrete of Bridges or culverts shall be poured and surface finished and cured as per requirements conforming to item 401.3

g. Final Clearing

Upon completion of structures, the contractor shall clean up the site conforming to requirements in item 400.5

h. Public Bodies/Service Authorities

The Contractor's methodology shall meet all statutory requirements of the railway, irrigation or Service Authorities and his rates shall include for all costs of meeting these requirements.

400.A.4 MEASUREMENT AND PAYMENT

400.A.4.1 Measurement

The quantities of various pay items of Bridges and culverts which constitute the completed and accepted structures shall be measured for payment according to the plans and specification for the several pay items appearing in the Bill of Quantities and in term of the prescribed units provided for the several pay items. Only accepted work shall be included for payment and the measured quantity shall be based on the dimension of component as shown on the plans or as directed in writing by the Engineer.

400.A.4.2 Payment

The quantities measured as provided above shall be paid for at the unit prices bid for the several pay items appearing in the Bill of Quantities which payment and prices shall be full compensation for furnishing, preparing, fabricating, transporting, placing and erecting all material for the complete structure; for all labour, equipment, tool and all other items necessary for the completion of work. Such payment shall constitute full payment for completed structure and no allowance will be made for cofferdam construction, form lumber, false work and other incidental expenses.

401.1 DESCRIPTION

This work consists of furnishing placing, curing, finishing including transport of cement concrete made from approved type of Cement, water, fine and coarse aggregates all in accordance with the requirements in these specifications and conforming to the lines, grades, and typical sections shown on the Drawings or called for in the special Provisions and to the approval of the Engineer.

401.1.1 CLASSES OF CONCRETE

The classes of concrete recognized in these specifications shall be designated: A,B,C,D1,D2,D3,Y and Lean Concrete. The Class of concrete to be used shall be as called for on the Drawings or as directed by the Engineer or specified in the Special Provisions. The following requirements shall govern unless otherwise shown on the Drawings.

Class A1 Concrete shall be used everywhere, for non-reinforced and reinforced concrete structures, except as noted below or directed by the Engineer. Concrete placed under water shall be Class A2 with a minimum cement content of three hundred fifty (350) kg per cubic meter of concrete with a slump between ten (10) and fifteen (15) cm. Concrete placed for piles shall be class A3 with a minimum cement content of four hundred (400) Kg per cubic meter.

Class B Concrete shall be used only where specified.

Class C Concrete shall be used for cribbing, or as otherwise directed by the Engineer or specified in the Special Provisions or on the Drawings.

Class D1,D2 or D3, concrete shall be used for pre-stressed and post-tensioned elements, as indicated on drawings.

Class Y concrete shall be used as a filler in steel grid bridge floors, in thin reinforced sections, or as otherwise specified in the Special Provisions.

Lean Concrete shall be used in thin layers underneath footings and when called for on the Drawings or directed by the Engineer.

The concrete of the various classes shall satisfy the requirements shown in Table 401-1

TABLE 401-1
Portland Cement Concrete Requirements

Class of Concrete	Min. Cement Kg/Cubic Meter	Max. Size of Coarse Aggregate (mm)	28 days Compressive Strength (Min) (Cylinder) (Kg/Sq. cm.)	Consistency Consistency (Range in Slump)	Maximum Permissible Water - Cement Ratio
				Vibrated (mm)	
A ₁	300	20	210	25-75	0.58
A ₂	350	25	245	100-150	0.58
A ₃	400	38	280	100-150	0.58
B	250	51	170	25-75	0.65
C	275	38	210	25-75	0.58
D ₁	450	25	350	50-100	0.40
D ₂	500	25	425	50-100	0.40
D ₃	550	25	500	50-100	0.40
Y	400	13	210	25-75	0.58
Lean Concrete	175	51	100	—	—

401.1.2 TYPES OF CONCRETE WORKS

Under Ground Concrete

Concrete poured below Natural Surface Level with or without shuttering and shoring.

On Ground Concrete

Concrete poured by erecting formwork with necessary bracings on ground.

Elevated Concrete

Concrete poured by erecting props, bracing and towers to support the formwork at higher levels.

401.2 MATERIAL REQUIREMENTS

401.2.1 Portland Cement

Cement remaining in bulk storage at the mill, prior to shipment, for more than six (6) months or cement stored in local storage by contractor for more than three (3) months after shipment from the factory may be retested before use and shall be rejected if it fails to meet any of the specification requirements.

Portland cement shall conform to the requirements of the Standard Specifications for Portland cement, AASHTO Designation M85 (ASTM Designation C150). The type of the cement to be used, unless otherwise shown on the Drawings, shall be type I.

Sampling of cement shall be in accordance with AASHTO Designation T-127.

Mill certificates shall accompany delivery of the material to the work.

Cement shall be delivered in sufficient quantities to ensure that there is no suspension of the work of concreting at any time. Different brand or different types of cement from the same mill, or the same brand or type from different mills shall not be mixed or used alternately in the same item of construction unless authorized by the Engineer, after preparing new mix design.

401.2.2 Fine Aggregate

The fine aggregate shall consist of sand, stone screenings or other approved inert materials with similar characteristics, or a combination thereof, having clean, hard, strong, sound, durable, uncoated grains free from injurious amount of dust, lumps, soft or flaky particles, shale alkali, organic matter, material reactive with alkalis in the cement loam or other deleterious substances, and shall not contain more than three (3) percent of material passing the No.200 sieve by washing nor more than one percent of clay lumps or one (1) percent of shale. The use of beach sand is prohibited without the written consent of the Engineer.

The coarse aggregate shall be of uniform grading with maximum sizes as required for the various classes of concrete as shown in Table 401-2 and when tested in accordance with AASHTO Designation T-11 & T-27 shall meet the following grading requirements.

TABLE 401.2
GRADING OF COARSE AGGREGATES

Designated Sizes	Percentage by Weight Passing Laboratory Sieves Having Square Openings, in Inches							
	2 1/2	2	1 1/2	1	3/4	1/2	3/8	No. 4
1/2-in. to No. 4	—	—	—	—	100	90-100	40-70	0-15*
3/4-in. to No. 4	—	—	—	100	90-100	—	20-55	0-10*
1-in. to No. 4	—	—	100	95-100	—	25-60	—	0-10*
1 1/2-in. to No. 4	—	100	95-100	—	35-70	—	10-30	0-5
2-in. to No. 4	100	95-100	—	35-70	—	10-30	—	0-5
1 1/2-in. 3/4-in.	—	100	90-100	20-55	0-15	—	0-5	—
2-in. to 1-in.	100	90-100	35-70	0-15	—	0-5	—	—

* Not more than five percent shall pass No.8 sieve.

Coarse aggregate shall contain not more than one (1) percent by weight of material passing the No.200 sieve by washing and not more than five (5) percent of soft fragments.

It shall have an abrasion loss of not more than forty (40) percent at five hundred (500) revolutions, when tested in accordance with AASHTO T-96.

When tested in accordance with AASHTO T-104, for five cycle, the loss with the sodium sulphate soundness test shall be not more than 12 percent.

Natural aggregates shall be thoroughly washed before use. Testing of coarse aggregate is specified under Item 401.3.9 of these Specifications.

The aggregate shall be non-alkali/silica reactive where the concrete is to be poured under water or exposed to humid conditions. In case the Contractor proposes to use the aggregate having the alkaline/siliceous characteristics with the intention to use it with Blast Furnace Slag Cement, he will undertake to carry out the job without any extra cost and shall arrange to conduct the necessary tests as directed by the Engineer.

401.2.4 Combined Aggregate

The coarse and fine aggregate shall be combined in the proportions according to the approved trial mixes for each class of concrete.

For exposed work, the fine aggregate shall be free from any substance that will discolour the concrete surface.

The fine aggregate shall be uniformly graded and when tested in accordance with AASHTO Designation T-11 and T-27 shall meet the following grading requirements:

GRADING OF FINE AGGREGATES

Sieve Designation	Percentage Passing by Weight.
3/8 inch	100
No. 4	95-100
No. 16	45-85
No. 50	10-30
No. 100	2-10
No. 200	0-3

In case if fine aggregates fail under Fineness Modulus or Gradation however material passing No. 4 in combined aggregate, qualifies for these requirements, then the material can be accepted.

Fine aggregates shall be of such quality that mortar specimens, prepared with standard Portland cement and tested in accordance with AASHTO Designation T-71, shall develop a compressive strength at 7 days of not less than 90 percent of the strength developed by a mortar prepared in the same manner with the same cement and graded sand having a fineness modulus of 2.3 to 3.1. Natural aggregates if required shall be thoroughly and uniformly washed before use. Sand equivalent (T-176) shall be 75 min.

For the purpose of determining the degree of uniformity, a fineness modulus determination shall be made upon representative samples submitted by the Contractor from such sources as he proposes to use. Fine aggregate from any one source having a variation in fineness modulus of greater than 0.20 either way from the fineness modulus of mix design samples submitted by the Contractor may be rejected till new trial mixes are prepared and tested by the contractor.

Testing of the aggregate is specified under Item 401.3.9 of these specifications.

401.2.3 Coarse Aggregate

The coarse aggregate shall consist of crushed or broken stone, gravel or other approved inert materials with similar characteristics, or a combination thereof, having clean, hard, strong, sound, durable uncoated particles, free from injurious amount of soft, friable, thin elongated, or laminated pieces, alkali, organic or other deleterious matter and conforming to the requirements of these Specifications.

401.2.5 Rubble or Cyclopean Concrete

Rubble or cyclopean concrete shall consist of tough, sound, and durable rock. The stone shall be free from coatings, seams, or flaws of any character. In general, the percentage of wear shall not exceed fifty (50) when tested in accordance with the Standard Method of Testing for Abrasion of Coarse Aggregate by the use of the "Los Angeles Machine", ASTM C535.

401.2.6 Storage of Cement and Aggregates

a) All cement shall be stored, immediately upon arrival on the site of the work, in weather-proof building, which will protect the cement from dampness. The floor shall be raised from the ground. The buildings shall be placed in locations approved by the Engineer. Provisions for storage shall be ample, and the shipments of cement as received shall be separately stored in such a manner as to provide easy access for identification and inspection of each shipment. Storage buildings shall have capacity of a sufficient quantity of cement for at least thirty (30) days use. Bulk cement, if used, shall be transferred to elevated air tight and weather-proof bins. However, if approved, sacked cement on small jobs may be stored in the open, upon a raised platform provided that ample waterproof covering is ensured. Stored cement shall meet the test requirements at any time after storage when retest is ordered by the Engineer. At the time of use all cement shall be free flowing and free of lumps. Cement bags shall be weighed at random to check for variation.

Copies of cement records shall be furnished to the Engineer showing such detail as, the quantity used during the day run or at each part of the work. Cement held in storage for a period of over sixty (60) days, or cement which, for any reason the Engineer may suspect of being damaged, shall be subject to a retest before being used in the work.

b) The handling and storing of concrete aggregates shall be such as to prevent segregation or the inclusion of foreign materials. The Engineer may require that aggregates be stored on separate platforms at satisfactory locations.

In order to secure greater uniformity of the concrete mix, the Engineer may require that the coarse aggregate be separated into two or more sizes. Different sizes of aggregate shall be stored in separate bins or in separate stock piles to prevent the material at the edges of the piles from becoming intermixed.

If aggregates are stored on the ground the bottom layer of aggregate shall not be disturbed or used without recleaning and as approved by the Engineer.

401.2.7 Water

The water for curing, for washing aggregates and for mixing shall be subject to the approval of the Engineer. It shall be free from oil and shall contain not more than one thousand (1,000) parts per million of chlorides nor more than one thousand three hundreds (1,300) parts per million of sulfates (SO₄). In no case shall the water contain an amount of impurities that will cause a change in the setting time of Portland cement of more than twenty five (25) percent nor a reduction in the compressive strength of mortar at fourteen (14) days of more than five (5) percent when compared to the result obtained with distilled water.

In non-reinforced concrete work, the water for curing, for washing aggregates, and for mixing shall be free from oil and shall not contain more than two thousands (2,000) parts per million of chlorides nor more than one thousand five hundreds (1,500) parts per million of sulfates as SO₄.

In addition to the above requirements, water for curing concrete shall not contain any impurities in a sufficient amount to cause discolouration of the concrete or produce etching of the surface.

When required by the Engineer, the quality of the mixing water shall be determined by the Standard Method of Test for Quality of Water to be used in concrete, AASHTO Methods of Sampling and Testing, Designation: T 26.

401.2.8 Admixtures

Admixtures shall only be allowed to be used with written permission from the Engineer. If air-entraining agents, water reducing agents, set retarders or strength accelerators are permitted to be used, they shall not be used in greater dosages than those recommended by the manufacturer, or permitted by the Engineer, and shall conform to the requirements for each of the agents specified by the manufacturer.

401.3 CONSTRUCTION REQUIREMENTS

The manufacturing, transport, handling and placing of concrete shall conform with the requirements given hereinafter.

Unless otherwise specified, ordinary Portland cement shall be used for all types of concrete. When sulphate resisting cement or other type of cement is required, it will be specified on the Drawings/or in BOQ or ordered by the Engineer.

401.3.1 Proportioning of Concrete

All concrete shall be proportioned by weighing, except as specified herein. The proportions by weight of cement, fine aggregates, coarse aggregates and water necessary to produce concrete of the required strength and consistency shall be approved by the Engineer. Such approval may be withdrawn at any time, and changes in the proportions may be required for the purpose of required workability, density, impermeability, durability and strength.

Based on the approved mix proportions, the Contractor shall prepare lists showing the number of kilograms of the various material to be used in the batch size adopted. The required consistency shall also be shown. Such lists are subject to approval by the Engineer, and shall be posted at the mixer. The amount of water in the mix is the total amount of free water, including the free water held by the aggregates.

No concrete shall be placed in the works until the results of the twenty eight (28) days test indicate that the design proportions are satisfactory as per requirements under Item 401.3.10 "Testing of Compressive Strength". Adjustment of the proportions shall be subject to the following provisions:

- a) Adjustment for variation in workability - If it is found impossible to obtain concrete of the desired workability with the proportions originally approved, the Engineer shall make such changes as are necessary.
- b) Adjustment for new materials - No change in the source or character of the material shall be made without due notice to the Engineer and no new materials shall be used until the Engineer has accepted such materials and has approved new proportions based on trial mixes.

The Contractor's attention is drawn to the time required to prepare and test trial batches and the Contractor shall be responsible for production of trial batches at a sufficiently early date so that the progress of the work is not delayed.

401.3.2 Consistency

Concrete shall have a consistency such that it will be workable in the required position. It shall be of such a consistency that it will flow around reinforcement steel but individual particles of the coarse aggregate when isolated shall show a coating of mortar containing its proportionate amount of sand. The consistency of concrete shall be determined to be as dry as it is practicable to satisfy the requirements for transportation and placing of the concrete as described hereinafter.

Consistency of concrete shall be determined as specified in AASHTO T-119. The Consistency of concrete at the time of delivery shall be as shown in Table 401.1 or as designated by the Engineer.

401.3.3 Mixing Concrete

a) Mixing General

The concrete shall be mixed only in the quantity required for immediate use. Concrete that has developed an initial set shall be rejected.

Concrete shall be thoroughly mixed in a mixer of an approved size and type that will ensure a uniform distribution of the materials throughout the mass.

All concrete shall be mixed in mechanically operated mixers. Mixing plant and equipment for transporting and placing concrete should be arranged with an ample auxiliary installation to provide a minimum supply of concrete in case of breakdown of machinery or in case the normal supply of concrete should be disrupted. The auxiliary supply of concrete shall be sufficient to complete the casting of a section up to a construction joint.

Equipment having components made of aluminum or magnesium alloys, which would have contacted with plastic concrete during mixing, transporting or pumping of Portland cement concrete, shall not be used.

Concrete mixers shall be equipped with adequate water storage and a device for accurately measuring and automatically controlling the quantity of water used.

Materials shall be measured by weighing, except as otherwise specified or where other methods are specifically authorized by the Engineer. The apparatus provided for weighing the aggregates and cement shall ensure accurate measurement of each ingredient.

The accuracy of all weighing devices except that for water shall be such that successive quantities can be measured to within one (1) percent of the desired value. Cement in standard packages (bags) approved by the Engineer need not be weighed. The water measuring device shall be accurate to plus or minus half percent $\pm 0.50\%$. All measuring devices shall be subject to the approval of the Engineer. Scales and measuring devices shall be tested at the expense of the Contractor as frequently as the Engineer may deem necessary to ensure their accuracy.

Weighing equipment shall be isolated so that vibration or movement of other operating equipment do not effect the accuracy of reading. When the entire plant is running, the scale reading at cut-off shall not vary from the weight designated by the Engineer more than one (1) percent for cement, one and half (1.1/2) percent for any size of aggregate, or one (1) percent for the total aggregates in any batch.

Where volumetric measurements are authorized by the Engineer, the weight proportions shall be converted to equivalent volumetric proportions. In such cases, suitable allowances shall be made for variations in the moisture condition of the aggregates, including the bulking effect in the fine aggregates. Boxes or similar containers of the exact volume required shall be filled and struck off. Measurement by wheel barrow volumes will not be permitted.

b) Mixing at Site

Concrete mixers may be of the revolving drum or the revolving blade type and the mixing drum or blades shall be operated uniformly at the mixing speed recommended by the manufacturer. The pick-up and throw-over blades of mixer shall be restored or replaced when any part or sections is worn two and half (2.5) cms. or below than the original height of the manufacturer's design. Mixers and agitators, which have an accumulation of hard concrete or mortar, shall not be used.

When bulk cement is used and volume of the batch is one cubic meter or more, the scale and weigh hopper for Portland cement shall be separate and distinct from the aggregate hopper or hoppers. The discharge mechanism of bulk cement weigh hopper shall be interlocked against opening before the full amount of cement is in the hopper. The discharging mechanism shall also be interlocked against opening when the amount of cement in the hopper is underweight by more than one percent or overweight by more than three (3) percent of the amount specified.

When the aggregates contain more water than the quantity necessary to produce a saturated surface-dry condition, representative samples shall be taken and the moisture content determined for each kind of aggregate.

The temperature of mixed concrete, immediately before placing, shall be not more than thirty two (32) degree C. Aggregates and water shall be cooled as necessary to produce concrete within this temperatures limit. If ice is used to cool the concrete, discharge of the mixer will not be permitted until all ice is melted.

The batch shall be so charged into the mixer that some water will enter in advance of cement and aggregates. All water shall be in the drum by the end of the first quarter of the specified mixing time.

Cement shall be batched and charged into the mixer by means that will not result in loss due to the effect of wind, or in accumulation of cement on surfaces of conveyors or hoppers, or in other conditions which reduce or vary the required quantity of cement in the concrete mixture.

The entire contents of a batch mixer shall be removed from the drum before materials for a succeeding batch are placed therein. The materials composing a batch except water shall be deposited simultaneously into the mixer.

All concrete shall be mixed for a period of not less than one and half (1.1/2) minutes after all materials, including water, are in the mixer. During the period of mixing, the mixer shall operate at the speed for which it has been designed.

Mixers shall be operated with an automatic timing device that can be locked by the Engineer. The time device and discharge mechanism shall be so interlocked that during normal operation no part of the batch will be discharged until the specified mixing time has elapsed. In case of failure of the timing device, the Contractor will be permitted to operate while it is being repaired, provided he furnishes an approved timepiece equipped with minute and second hands. If the timing device is not repaired within twenty four (24) hours, further use of the mixer will be prohibited until repairs are made.

The first batch of concrete material placed in the mixer shall contain cement, sand, and water in excess to the requirement of mix, to ensure that the drum does not extract mortar from the mix changing its design characteristics. When mixing is to stop for a period of one hour or more, the mixer shall be thoroughly cleaned.

c) Plant Mixing

At central mixing plant, batches shall be discharged from the weighing hopper into the mixer either directly by gravity or by an elevating container large enough to contain the batch. The plant shall be arranged to ensure that there is no loss of cement during transfer from weighing hopper to the mixer drum. The mixing time shall neither be less than fifty (50) second, nor more than ninety (90) seconds.

The plastisizer, accelerator or retarder or water reducing admixture, if required, shall be fed separately at the rate recommended by the manufacture, or as established by laboratory trials.

d) Transit Mixing

Truck mixers, unless otherwise authorized by the Engineer, shall be of the revolving drum type, watertight, and so constructed that the concrete can be mixed to ensure a uniform distribution of materials throughout the mass. All solid materials for the concrete shall be accurately measured and charged into the drum at the proportioning plant. The truck mixer shall be equipped with a device by which the quantity of water added can be readily verified. The mixing water may be added directly to the batch, in case the concrete batch is poured within twenty five (25) minutes of adding water.

The maximum size of batch in truck mixers shall not exceed the maximum rated capacity of the mixer as stated by the manufacturer, and stamped in metal on the mixer. Truck mixing shall be continued for not less than fifty (50) revolutions after all ingredients, including water, are in the drum. The mixing speed shall not be less than six (6) rpm, nor more than ten (10) rpm.

Mixing shall begin within thirty (30) minutes after the cement has been added either to the water or aggregate, but when cement is charged into a mixer drum containing water or surface-wet aggregate and when the temperature is above thirty two (32) degree C, this limit shall be reduced to fifteen (15) minutes. The limitation in time between the introduction of the cement to the aggregate and the beginning of the mixing may be waived when, in the judgment of the Engineer, the aggregate is sufficiently free from moisture, so that there will be no harmful effects on the cement.

e) Partial Mixing at the Central Plant

When a truck mixer, or an agitator provided with adequate mixing blades, is used for transportation, the mixing time at the stationary plant mixer may be reduced to thirty (30) seconds and the mixing completed in a truck mixer/agitator. The mixing time in the truck mixer or agitator equipped with adequate mixing blades shall be as specified for truck mixing.

f) Stiff Concrete Mix

For mixing concrete of zero slump to be laid by pavers, gravity mixer shall not be used. Only force mixer of moving blades shall be allowed to ensure homogenous mix.

g) Hand Mixing

Hand mixing of materials shall not be allowed in any case.

401.3.4 Hauling and Delivery of Mixed Concrete

a) Hauling

Mixed concrete may be transported to the delivery point in truck agitators or truck mixers operating at the speed designated by the manufacturer, provided the consistency and workability of the mixed concrete upon discharge at the delivery point is suitable for adequate placement and consolidation in place.

Truck agitators shall be loaded not to exceed the manufacturer's rated capacity. They shall maintain the mixed concrete in a thoroughly mixed and uniform mass during hauling.

Bodies of non-agitating hauling equipment shall be so constructed that leakage of the concrete mix, or any part thereof, will not occur at any time, and they shall be self-cleaning during discharge.

For zero slump concrete to be laid by paver, concrete will be allowed to be hauled in open trucks. However concrete hauled in open-top vehicles shall be protected during hauling against rain, or exposure to the sun for more than twenty (20) minutes when the ambient temperature exceeds twenty five (25) degree C.

No additional water shall be incorporated into the concrete during hauling or after arrival at the delivery point.

The rate of discharge of mixed concrete from truck mixer agitators shall be controlled by the speed of rotation of the drum in the discharge direction with the discharge gate fully open.

When a truck mixer or agitator is used for transporting concrete to the delivery point, discharge shall be completed within one hour, or before two hundred fifty (250) revolutions of the drum or blades, whichever comes first, after the introduction of cement to the aggregates. Under conditions contributing to quick stiffening of the concrete, or when the temperature of the concrete is thirty (30) degree C or above, a time less than one hour will be required except when retarder is used in which case it shall be one (1) hour.

When non-agitating hauling equipment is used for transporting concrete to the delivery point, discharge shall be completed within one hour after the addition of the cement to the aggregates. Under conditions contributing to quick stiffening of the concrete, or when the temperature of the concrete is thirty (30) degree C or above, the time between the introduction of cement to the aggregates and discharge shall not exceed forty five (45) minutes.

b) Delivery

The organization supplying concrete shall have sufficient plant capacity and transportation vehicles to ensure continuous delivery at the rate required. The rate of the delivery of concrete during concreting operations shall be such as to provide for the proper handling, placing, and finishing of the concrete. The rate shall be such that the interval between batches shall not exceed twenty (20) minutes. The methods of delivering and handling the concrete shall be such as will facilitate placing with the minimum rehandling and without damage to the structure of the concrete.

c) Retempering

The concrete shall be mixed only in such quantities as are required for immediate use and any concrete that has developed initial set shall not be used. Concrete that has partially hardened shall not be retempered or remixed.

401.3.5

Handling and Placing Concrete

a) General

In preparation for the placing of concrete all sawdust, chips and other construction debris and extraneous matter shall be removed from inside the formwork, and struts, stays and braces serving temporarily to hold the forms in correct shape and alignment, pending the placing of concrete at their locations, shall be removed when the concrete placing has reached an elevation rendering their services unnecessary. These temporary members shall be entirely removed from the forms and not buried in the concrete.

No concrete shall be used that does not reach its final position in the forms within the time stipulated above under Item 401.3.4 "Hauling and Delivery of Mixed Concrete".

Concrete shall be placed so as to avoid segregation of the materials and the displacement of the reinforcement. The use of long troughs, chutes, and pipes for conveying concrete to the forms shall be permitted only on written authorization of the Engineer. In any case the Engineer will reject the use of equipment for concrete transportation that will allow segregation, loss of fines, or in any other way will have a deteriorating effect on the concrete quality.

Open troughs and chutes shall be of metal or metal lined; where steep slopes are required, the chutes shall be equipped with baffles or be in short lengths that reverse the direction of movement.

All chutes, troughs and pipes shall be kept clean and free from coatings of hardened concrete by thoroughly flushing with water after each run; water used for flushing shall be discharged clear off the structure.

When placing operations would involve dropping the concrete more than one and half (1.1/2) meters, it shall be conveyed through sheet metal or other approved pipes. As far as practicable, the pipe shall be kept buried in the newly placed concrete. After initial set of the concrete the forms shall not be jarred and no loading of any kind shall be placed on the ends of projecting reinforcement bars.

The concrete shall be placed as nearly as possible to its final position and the use of vibrators for extensive shifting of the mass of fresh concrete will not be permitted.

b) Pneumatic Placing

Pneumatic placing of concrete will be permitted only if authorized by the Engineer. The equipment shall be so arranged that no vibration will occur that might damage freshly placed concrete.

Where concrete is conveyed and placed by pneumatic means, the equipment shall be suitable in kind and adequate in capacity for the work. The machine shall be located as close as practicable to the work. The discharge lines shall be horizontal or inclined upwards from the machine.

At the conclusion of placing the concrete, the entire equipment shall be thoroughly cleaned.

c) Pumping

The placing of concrete by pumping will be permitted only if specified in the Special Provisions or if authorized by the Engineer. The equipment shall be so arranged that no vibration will occur that might damage freshly placed concrete.

Where concrete is conveyed and placed by mechanically applied pressure the equipment shall be suitable in kind and adequate in capacity for the work. The operation of the pump shall be such that a continuous stream of concrete without air pockets is obtained. When pumping is completed, the concrete remaining in the pipeline, if it is to be used, shall be ejected in such a manner that there will be no contamination of the concrete or separation of the ingredients. After this operation, the entire equipment shall be thoroughly cleaned.

d) Placing Concrete Under Water

Concrete shall not be placed under water except where inevitable in which case approval must be sought from the Engineer and the work carried out under his immediate supervision. In this case the method of placing shall be as hereinafter specified.

Concrete deposited under water shall be class A concrete with a minimum cement content of three hundred fifty (350) Kg per cubic meter of concrete.

The slump of concrete shall be maintained between ten (10) and fifteen (15) cm. To prevent segregation, it shall be carefully placed in a compact mass, in its final position, by means of a tremie, a bottom-dump bucket, or other approved means, and it shall not be disturbed after being placed. Water must not be allowed to flow past the fresh concrete surface.

A tremie shall consist of a tube having a diameter of not less than 25 cm constructed in sections having flanged couplings fitted with gaskets with a hopper at the top. The tremie shall be supported so as to permit free movement of the discharge end over the entire top surface of the work and so as to permit rapid lowering when necessary to retard or stop the flow of concrete. The discharge end shall be closed at the start of work so as to prevent water entering the tube and shall be completely submerged in concrete at all times; the tremie tube shall be kept full to the bottom of the hopper. When a batch is dumped into the hopper, the flow of concrete shall be induced by slightly raising the discharge end, but always keeping it in the placed concrete. The flow shall be continuous until the work is completed.

When the concrete is placed with a bottom-dump bucket, the top of the bucket shall be open. The bottom doors shall open freely downward and outward when tripped. The bucket shall be completely filled and slowly lowered to avoid backwash. It shall not be dumped until it rests on the surface upon which the concrete is to be deposited and when discharged shall be withdrawn slowly until well above the concrete.

Dewatering may proceed when the concrete seal is sufficiently hard and strong. All laitance or other unsatisfactory material shall be removed from the exposed surface by scraping, chipping or other means, which will not injure the surface of the concrete.

c) Compaction

Concrete, during and immediately after placing shall be thoroughly compacted, except lean concrete under footings and concrete deposited under water. Concrete in walls, beams, columns, etc. shall be placed in horizontal layers not more than thirty (30) centimeters thick except as hereinafter provided. When less than a complete layer is placed in one operation, it shall be terminated in a vertical bulkhead. Each layer shall be placed and compacted before the preceding layer has taken initial set to prevent injury to the green concrete and avoid surfaces of separation between the layers. Each layer shall be compacted so as to avoid the formation of a construction joint with a preceding layer, which has not taken an initial set.

The compaction shall be done by mechanical vibration. The concrete shall be vibrated internally unless special authorization of other methods is given by the Engineer or is provided herein. Vibrators shall be of a type, design, and frequency approved by the Engineer. The intensity of vibration shall be such as visibly to affect a mass of concrete with a 3 cm slump over a radius of at least half a meter. The Contractor shall provide a sufficient number of vibrators to properly compact each batch immediately after it is placed in the forms. Vibrators shall be manipulated so as to thoroughly

work the concrete around the reinforcement and embedded fixtures and into the corners and angles of the forms and shall be applied at the point of placing and in the area of freshly placed concrete. The vibrators shall be inserted into and withdrawn from the concrete slowly. The vibration shall be of sufficient duration and intensity to compact the concrete thoroughly but shall not be continued at any one point to the extent that localized areas of grout are formed. Application of vibrators shall be at points uniformly spaced and not farther apart than twice the radius over which the vibration is visibly effective. Vibration shall not be applied directly to the reinforcement or to sections or layers of concrete that have hardened to the degree that the concrete ceases to be plastic under vibration. It shall not be used to make concrete flow in the forms over distances so great as to cause segregation and vibrators shall not be used to transport concrete neither in the forms nor in troughs or chutes.

Vibration shall be supplemented by such external vibrator as is necessary to ensure smooth surfaces and dense concrete along form surfaces and in corners and locations impossible to reach with the normal vibrators.

401.3.6

Casting Sections and Construction Joints

a) General

The concrete in each integral part of a structure shall be placed continuously, and the Contractor will not be allowed to commence work on any such part unless sufficiently inspected and approved material for the concrete is at hand, and manpower and equipment are sufficient to complete the part without interruption in the placing of the concrete.

Construction joints shall be allowed only where specified on the plans or otherwise approved. If not detailed on the plans, or in the case of emergency, construction joints shall be placed as directed. Shear keys or inclined reinforcement shall be used where necessary to transmit shear or bond the two sections together. When shear keys or inclined reinforcement are not provided, the concrete shall be roughened as directed. Joints in the concrete due to discontinuity of work shall be avoided as far as possible. Such joints, when necessary, shall be constructed to meet the approval of the Engineer.

When the placing of concrete is temporarily discontinued, the concrete after becoming firm enough to retain its shape, shall be cleaned of laitance and other objectionable material to a sufficient depth to expose sound concrete. Where a "feathered edge" might be produced at a construction joint, as in the sloped top surface of a wing wall, an inset formwork shall be used to produce an edge thickness of not less than 15 centimeters in the succeeding layer. Work shall not be discontinued within fifty (50) centimeters of the top of any face, unless provision has been made for a coping less than 50 centimeters thick, in which case, if permitted by the Engineer, the construction joint may be made at the underside of coping.

Immediately following the discontinuance of placing concrete all accumulations of mortar splashed upon the reinforcing steel and the surfaces of forms shall be removed. Dried mortar chips and dust shall not be puddled into the unset concrete. Care shall be exercised, during the cleaning of the reinforcing steel, not to injure or break the concrete steel bond near the surface of the concrete.

b) Slab Culverts

In general, the lean concrete below the foundation shall be placed and allowed to set before the reinforced concrete is started.

After the construction of masonry abutment walls, as specified in Special Provisions, the concrete bed plate and curtain walls shall be constructed monolithically. Construction joints in wing walls where unavoidable shall be horizontal and so located that no joint will be visible in the exposed face of the wing wall above the ground line.

c) Box Culverts

Vertical construction joints shall be at right angles to the axis of the culvert.

In general, the base slab or footings of box culverts shall be placed and allowed to set before the remainder of the culvert is constructed. In this case, suitable provision shall be made for bonding the sidewalls to the culvert base, preferably by means of raised longitudinal keys so constructed as to prevent, as far as possible, the percolation of water through the construction joint.

In the construction of box culverts one and quarter (1.1/4) meters or less in height, the sidewalls and top slab may be constructed as a monolithic unit. When this method of construction is used, necessary construction joints shall be vertical and at right angles to the axis of the culvert.

In the construction of box culverts more than one and quarter (1.1/4) meters in height the concrete in the walls shall be placed and allowed to set before the top slab is placed. In this case, appropriate keys shall be left in the sidewalls for anchoring the cover slab.

If possible, each wingwall shall be constructed as a monolithic unit. Construction joints, where unavoidable, shall be horizontal and so located that no joint will be visible in the exposed face of the wingwall above the ground line.

d) Girders, Slabs, and Columns

For simple spans, concrete shall preferably be deposited by beginning at the center of the span and working from the center toward the ends. Concrete in girders shall be deposited uniformly for the full length of the girder and brought up evenly in horizontal layers. For continuous spans, where required by design considerations, the concrete placing sequence shall be shown on the plans or in the Special Provisions.

Concrete in girder haunches less than one (1) meter in height shall be placed at the same time as that in the girder stem, and the column or abutment tops shall be cut back to form seats for the haunches. Whenever any haunch or fillet has a vertical height of one (1) meter or more, the abutment or columns, the haunch, and the girder shall be placed in three successive stages; first, to lower side of haunch; second, to the lower side of the girder; and third to completion.

For haunched continuous girders, the girder stem (including haunch) shall be placed to the top of stem. Where the size of the pour is such that it cannot be made in one continuous operation, vertical construction joints shall preferably be located within the area of contraflexure.

Concrete in slab spans shall be placed in one continuous operation for each span unless otherwise provided. The floors and girders of through girder superstructures shall be placed in one continuous operation unless otherwise specified, in which case a special shear anchorage shall be provided to ensure monolithic action between girder and floor.

Concrete in T-beam or deck girder spans may be placed on one continuous operation or may be placed in two separate operations; each of which shall be continuous; first, to the top of the girder stems and second, to completion. In the latter case, the bond between stem and slab shall be provided by suitable shear keys or by artificially roughening the surface of the top of the girder stem. In general, suitable keys may be formed by the use of timber blocks approximately five (5) by ten (10) cm in cross-section and having a length of ten (10) cms less than the width of the girder stem. These key blocks shall be spaced along the girder stems as required, but the spacing shall be not greater than thirty (30) cms center to center. The blocks shall be removed as soon as the concrete has set sufficient to retain its shape.

Concrete in box girders may be placed in two or three separate operations. In either case the bottom slab shall be placed first. Bond between the bottom slab and stem shall be positive and mechanical. If the webs are placed separately from the top slab, bond between the top slab and webs shall be secured in the same manner as for T-beams. Requirements for shear keys for T-beams shall also apply to box girders, except that keys need not be deeper than the depth to the top of bottom slab reinforcement.

Concrete in columns shall be placed in one continuous operation, unless otherwise directed. The concrete shall be allowed to set at least 24 hours before the caps are placed.

When friction collars are used to support cap forms, the concrete of columns shall have been poured at least seven (7) days earlier.

Unless otherwise permitted, no concrete shall be placed in the superstructure until the column forms have been stripped sufficiently to determine the character of the concrete in the columns. The load of the superstructure shall not be allowed to come upon the bents until the test cylinders representing the bents have obtained the minimum compressive strength but in no case in less than seven (7) days.

e) Construction Joints

Construction joints shall be made only where shown on the Drawings or called for in the pouring schedule, unless otherwise approved by the Engineer. If not detailed on the Drawings, construction joints, also in cases of emergency shall be placed to meet the approval of the Engineer. Shear keys or reinforcement shall be used, unless otherwise specified, to transmit shear or to bond the two sections together.

Before depositing new concrete on or against concrete, which has hardened, the forms shall be re-tightened. The surface of the hardened concrete shall be roughened as required by the Engineer, in a manner that will not leave loose particles of aggregate or damage concrete at the surface. It shall be thoroughly cleaned of foreign matter and laitance. When directed by the Engineer, the surface of the hardened concrete which will be in contact with new concrete shall be washed with water to ensure an excess of mortar at the juncture of the hardened and the newly deposited concrete, the cleaned and watered surfaces, including vertical and inclined surface, shall first be thoroughly covered with a coating of mortar of the same proportion of sand and cement as the class of concrete used against which the new concrete shall be placed before the grout or mortar has attained its final set.

The placing of concrete shall be carried out continuously from joint to joint. The face edges of all joints, which are exposed, to view shall be carefully finished true to line and elevation.

f) Rubble or Cyclopean Concrete

Rubble or cyclopean concrete shall consist of Class B concrete containing large embedded stones. The stone for this class of work shall be placed carefully so as to avoid damage to the forms or to the partially set adjacent concrete. Stratified stone shall be placed upon its natural bed. Stone shall be washed and saturated with water before placing.

The total volume of the stone shall not be greater than one third of the total volume of the portion of the work in which it is placed. For walls of piers greater than sixty (60) cms in thickness, stone of such size that one man can handle it, shall be used. Each stone shall be surrounded by at least fifteen (15) cms of concrete and no stone shall be closer than thirty (30) cms to any top surface nor any closer than fifteen (15) cms to any coping. For walls or piers greater than one (1) meter in thickness, larger stone (50 Kg or more) may be used. Each stone shall be surrounded by at least thirty (30) cms of concrete, and no stone shall be closer than sixty (60) cms to any top surface nor closer than twenty (20) cms to any coping.

g) Concrete Exposed to Sea Water

Unless otherwise specifically provided, concrete for structures exposed to sea water shall be Class A. The clear distance from the face of the concrete to the nearest face of reinforcement steel shall be not less than 10 cms. The concrete shall be mixed for a period of not less than 2 minutes and the water content of the mixture shall be carefully controlled and

regulated so as to produce concrete of maximum impermeability. The concrete shall be thoroughly compacted and air pockets shall be avoided. No construction joints shall be formed between levels of extreme low water and extreme high water as determined by the Engineer. Between these levels sea water shall not come in contact with the concrete for a period of not less than thirty (30) days. The original surface, as the concrete comes from the forms, shall be left undisturbed.

h) Concrete Exposed to Alkali Soils or Alkali Water

Where Concrete may be exposed to the action of alkaline water or soils, special care shall be taken to place it in accordance with specifications herein. Wherever possible, placing shall be continuous until completion of the section or until the concrete is at least fifty (50) cms, above ground or water level. Alkaline water or soils shall not be in contact with the concrete during placement and for a period of at least seventy two (72) hours thereafter.

i) Protection of Concrete from Environmental Conditions

1. General

Precautions shall be taken as needed to protect concrete from damage due to weather or other environmental conditions during placing and curing operations.

Any concrete placed during hot weather or during cold weather shall be at the Contractor's risk and any damaged concrete shall be removed and replaced at the Contractor's expense.

ii) Rain Protection

Under conditions of rain, the placing of concrete shall not commence or shall be stopped unless adequate protection is provided to prevent damage to the surface mortar or damaging flow or wash of the concrete surface.

iii) Work in Hot Weather

The temperature of concrete shall not exceed thirty two (32) degree C at the time of laying, unless the Contractor incorporates in the mix a plasticiser, of a make and in proportion which he has shown by laboratory tests and full scale trial to be satisfactory, to eliminate detrimental effects of high temperature without introducing any other detrimental effect on quality.

The following may be used to keep the temperature of concrete below the above limitations:

- i) Chilling of concrete water by heat exchange coils or by addition of broken ice, provided that the water shall be free from ice at the time of entry into the mixer.
- ii) Cooling of coarse aggregate by watering, provided that the water content of the aggregate so cooled shall be uniform.

- iii) Reclaiming of aggregate from stock piles by the tunnel method to avoid using the surface layer of the stockpile with shade and wind protection of conveyor elevating to batching plant.
- iv) Night work provided that (i), (ii) and (iii) are proved inadequate or unsatisfactory in their results and providing also that the Engineer has no other reason for refusing permission for night work.

The Engineer shall have power to order the suspension of concrete production in case of not taking precautionary measures by the Contractor as mentioned above. Under no circumstances will the Contractor be entitled to receive any additional payment for complying with the requirements of this clause.

iv. Work in Cold Weather

Except by written approval of the Engineer, concreting operations shall not be continued when a descending air temperature in the shade and away from artificial heat falls below five (5) degree C, nor resumed until an ascending air temperature in the shade and away from artificial heat reaches two (2) degree C. In such cases, the mixing water and/or aggregates shall be heated to not less than twenty one (21) degree C nor more than sixty six (66) degree C, prior to being placed in the mixer by an approved type of heating device so that the temperature of the concrete shall not be less than ten (10) degree C, nor more than twenty seven (27) degree C, at the time of placing. No materials containing frost shall be used. Cement or fine aggregates containing lumps or crusts of hardened materials shall not be used.

401.3.7 Concrete Surface Finishing/Rendering

a) General

Concrete surface finishes shall be classified as follows:

Bridge Deck Surface Finish
Sidewalk Surface Finish
Ordinary Surface Form Finish
Class 1 Surface Form Finish

The bridge deck surface finish shall be given to the surface of the bottom slabs of all box type underpass structures.

The requirements for sidewalk surface finish apply to the surface of the bottom slabs in box culverts, except that the acceptable variation from a three-meter straightedge shall be 10 mm, and brooming shall be omitted.

The ordinary surface form finish shall be the final finish applied to all surfaces after removal of forms, unless otherwise specified or called for on the drawings.

The Class 1 surface form finish shall be applied only where specified, or as required by the Engineer when the ordinary surface finish did not produce the required smooth, even surface of uniform texture and appearances.

b) Bridge Deck Surface Finish

A smooth riding surface of uniform texture, true to the required grade and cross-section, shall be obtained on all bridge roadway decks. The Contractor may use hand tools, or finishing machines or a combination of both, conforming to the requirements specified herein for finishing bridge roadway deck concrete.

Finishing of concrete placed in bridge decks shall consist essentially of compacting and striking off the surface of the concrete as placed and floating with longitudinal floats the surface so struck off.

The placing of concrete in bridge roadway decks will not be permitted until the Engineer is satisfied that the rate of producing concrete will be sufficient to complete the proposed placing and finishing operations within the schedule time, that experienced finishing machine operators and concrete finishers are employed to finish the deck, that fogging equipment and all necessary finishing tools and equipment are on hand at the site of the work and in satisfactory condition for use. Finishing machines shall be set up sufficiently in advance of use to permit inspection by the Engineer during the daylight hours before each pour.

The adjustment and operation of deck finishing machines shall be verified by moving the machine over the full length of the deck section to be placed and traversing the float completely across all end bulkheads before placement of concrete is begun.

Unless adequate lighting facilities are provided by the Contractor, the placing of concrete in bridge decks shall cease at such time that finishing operations can be completed during daylight hours.

Rails for the support and operation of finishing machines and headers for hand-operated strick-off devices shall be completely in place and firmly secured for the scheduled length for concrete placement before placing of concrete. Rails for finishing machines shall extend beyond both ends of the scheduled length for concrete placement to a sufficient distance that will permit the float of the finishing machine to fully clear the concrete to be placed. Rails or headers shall be adjustable for elevation and shall be set to elevations, with allowance for anticipated settlement, camber, and deflection of false work, as required to obtain a bridge roadway deck true to the required grade and cross-section. Rails or headers shall be of a type and shall be so installed that no springing or deflection will occur under the weight of the finishing equipment and shall be so located that finishing equipment may operate without interruption over the entire bridge roadway deck to be finished.

Rails or headers shall be adjusted as necessary to correct for unanticipated settlement or deflection, which may occur during finishing operations.

Should settlement or other unanticipated events occur, which in the opinion of the Engineer would prevent pouring of bridge deck conforming to the requirements of these specifications, placing of deck concrete shall be discontinued until corrective measures satisfactory to the Engineer are provided. In the event satisfactory measures are not provided prior to initial set of the concrete in the effected area, the placing of concrete shall be discontinued and a bulkhead installed at a location determined by the Engineer. All concrete in place beyond the bulkhead shall be removed.

Unless otherwise permitted by the Engineer, bridge deck concrete shall be placed in a uniform heading approximately parallel to the bridge pier or bent caps. The rate of placing concrete shall be limited to that which can be finished before the beginning of initial set except that concrete for the deck surface shall not be placed more than three (3) meters ahead of strike off.

After the concrete has been placed, compacted, and consolidated, the surface of the concrete shall be carefully struck off by means of a hand-operated strike board operating on headers, or by a finishing machine operating on rails. A uniform deck surface true to the required grade and cross-section shall be obtained.

Following strike off, the surface of the concrete shall be floated longitudinally. In the event strike-off is performed by means of a hand-operated strike board, two (2) separate hand-operated float boards for longitudinal floating shall be provided. The first float shall be placed in operation as soon as the condition of the concrete will permit and the second float shall be operated as far back of the first float as the workability of the concrete will permit.

In the event the strike off is performed with a finishing machine, longitudinal floating of the concrete shall be performed by means of a hand-operated float board or a finishing machine equipped with a longitudinal wooden float. The longitudinal wooden float on the finishing machine shall have a length of not less than two and half (2.5) meters nor more than three and half (3.5) meters. When both strike off and longitudinal floating are to be performed by finishing machines, one machine, with operator, shall be used for strike off and a second machine, with a second operator, shall be used for longitudinal floating. Longitudinal floating may be performed with the same finishing machine that is used for strike off provided that the length of deck unit being placed is not more than 10 meters and the strike off operation is completed for said deck unit before the condition of the concrete requires that longitudinal floating be started.

Finishing machines used for strike off having a wheel base 1.8 meters or less shall be followed by 2 separate hand-operated float boards for longitudinal floating. All the provisions in this Item pertaining to hand-operated float boards shall apply to the 2 separate float boards for longitudinal floating.

Longitudinal floats, either hand-operated or machine-operated, shall be used with the long axis of the float parallel to the center line of the bridge roadway. The float shall be operated with a combined longitudinal and transverse motion planing off the high areas and floating the material removed into the low areas. Each pass of the float shall lap the previous pass by one-half the length of the float. Floating shall be continued until a smooth riding surface is obtained.

In advance of curing operations, the surface of the concrete shall be textured by brooming with a stiff bristled broom or by other suitable devices, which will result in uniform scouring. The operation shall be performed at a time and in a manner to produce a hardened surface having a uniform texture.

Hand-operated float boards shall be from three and half (3.5) to five (5) meters long, ribbed and trussed as necessary to provide a rigid float and shall be equipped with an adjustable handle at each end. The float shall be wood, not less than two and half (2.5) cms thick and from ten (10) cm to twenty (20) cm wide. Adjusting screws spaced as not to exceed 60 cms on centers shall be provided between the float and the rib. The float board shall be maintained free of twist and true at all times.

Hand-operated float boards shall be operated from transverse finishing bridges. The finishing bridges shall span completely the roadway area being floated & a sufficient number of finishing bridges shall be provided to permit operation of the floats without undue delay. Not less than two (2) transverse finishing bridges shall be provided when hand-operated float boards are used. When a finishing machine is used for longitudinal floating, one finishing bridge equivalent to the transverse finishing bridge specified herein shall be furnished for use by the Engineer.

All finishing bridges shall be of rigid construction and shall be free of excessive wobble and springing when used by the operators of longitudinal floats and shall be easily moved.

Immediate following completion of the deck finishing operations, the concrete in the deck shall be cured as specified in Item 401.3.8 "Curing Concrete" hereinafter.

The finished surface of the concrete shall be tested by means of a straightedge three (3.0) meters long. The surface shall not vary more than three (3) mm from the lower edge of the straightedge. All high areas in the hardened surface in excess of three (3) mm as indicated by testing shall be removed by abrasive means. After grinding by abrasive mean has been performed, the surface of the concrete shall not be smooth or polished. Ground areas shall not be of uniform texture and shall present neat and approximately rectangular patterns.

Where the concrete of the bridge deck is to be covered by bituminous surfacing, earth, or other cover, two and half 2.5 cms or more in thickness, the surface of the concrete shall not vary more than nine (9) mm from the lower edge of the three (3) meter straightedge.

Bridge deck surfaces under the curbs, railings and sidewalk shall be struck off to the same plane as the roadway and left undisturbed when future widening is shown on the plans.

c) Sidewalk Surface Finish

After the concrete has been placed it shall be compacted and the concrete shall be struck off by means of a strike board, floated with a wooden or cork floating and finished with a broom. An approved edging tool shall be used on all edges and at all expansion joints. Brooming shall be transverse to the line of traffic and if water is necessary, it shall be applied to the surface immediately in advance of brooming. The surface shall not vary more than six (6) mm under a three-meter straightedge, and the finished surface shall be free of blemishes.

d) Ordinary Surface Form Finish

Ordinary surface finish shall consist of filling holes or depressions in the surface of the concrete, repairing all rock pockets, removing stains and discolouration visible from traveled ways. Ordinary surface finish shall be applied to all concrete surfaces either as a final finish or preparatory to the Class 1 finish. On surfaces, which are to be buried underground or surface, which are enclosed, such as the cells of box girders; the removal of fins will not be required.

Except as provided herein, all form bolts and any metal placed for the convenience of the Contractor shall be removed to a depth of at least two and half (2.5) cms below the surface of the concrete. All rock pockets and other unsound concrete shall be removed. The resulting holes or depression shall be cleaned and filled with mortar. Form bolts projecting into the cells of box girders need not be removed unless permanent access is provided into the cells, in which case such bolts shall be removed flush with the surface of the concrete. Mortar used to fill bolt holes shall consist of one part cement and two parts sand. Other depressions and pockets shall be filled with either packed mortar or air blown mortar as directed by the Engineer. Mortar shall be cured in conformance with the requirements in Item 401.3.8 (c) "Curing Structures".

If rock pockets or holes in the opinion of the Engineer, are of such an extent or character as to affect the strength of the structure materially or to endanger the life of the steel reinforcement, he may declare the concrete defective and require the removal and replacement of the portions of the structure affected.

e) Class 1 Surface Form Finish

Class 1 surface finish shall consist of finishing the surfaces of the structure as necessary to produce even surfaces of uniform texture and appearance, free of unsightly bulges, depressions and other imperfections. The degree of care in building forms and character of materials used in form work will be a contributing factor in the amount of additional finishing required to produce even surfaces of uniform texture and appearance, free of unsightly bulges, depressions and other imperfections, and the Engineer shall be the sole judge in this respect.

After completion of the ordinary surface finish, areas which do not exhibit the required smooth, even surface of uniform texture and appearance shall be sanded with power sanders or other approved abrasive means until smooth, even surfaces of uniform texture and appearance are obtained. The use of power carborundum stones or disks will be required to remove bulges and other imperfections.

Class 1 surface finish shall not be applied until a uniform appearance can be obtained.

Class 1 surface finish may be required to be applied as the final finish for the following surfaces, unless otherwise directed by the Engineer:

- i) All form finish surfaces of bridge super-structures, except the under surfaces between girders and the inside vertical surfaces of T girders.
- ii) All surfaces of bridge piers, columns and abutments, and retaining walls above finished ground and to at least three tenths (0.3) meter below finished ground.
- iii) All surfaces of open spandrel arch rings, spandrel columns and abutment walls.
- iv) All surfaces of pedestrian undercrossings, except floors and surfaces to be covered with earth.
- v) Surface above finished ground of culvert headwalls, endwalls and retaining walls.
- vi) Surface inside of culvert barrels having a height of one and half (1.5) meters or more for a distance inside the barrel at least equal to the height of the culvert.
- vii) All surfaces of railings.

f) Surface Rendering

All faces of concrete which are to come in contact with back fill or pavement materials, shall be applied two coats of hot bitumen of approved quality, before placing any material around concrete.

401.3.8

Curing Concrete

a) General

All newly placed concrete shall be cured in accordance with these specifications, unless otherwise directed by the Engineer.

b) Method of Curing

The curing method shall be one or more of the following as described hereinafter.

Water Method
Curing compound Method
Reinforced Waterproof Paper Method if required by
the Engineer.
Forms-in-Place Method
Steam Method
Polyethylene Sheeting Method

Water Method

The concrete shall be kept continuously wet by the application of water for a minimum period of seven (7) days after the concrete has been placed.

Cotton mats, burlaps, rugs, carpets, or earth or sand blankets, may be used as a curing medium to retain the moisture, the entire surface of the concrete shall be kept damp by applying water with a nozzle that so atomizes the flow that a mist and not a spray is formed, until the surface of the concrete is covered with the curing medium. The moisture from the nozzle shall not be applied under pressure directly upon the concrete in a quantity sufficient to cause a flow or wash the surface. At the expiration of the curing period the concrete surface shall be cleared of all curing mediums.

When concrete bridge decks and flat slabs are to be cured without the use of a moisture retaining medium, the entire surface of the bridge deck or slab shall be kept damp by the application of water with an atomizing nozzle as specified in the preceding paragraph until the concrete has set, after which the entire surface of the concrete shall be sprinkled continuously with water for a period of not less than seven (7) days.

Curing Compound Method

Surfaces exposed to the air may be cured by the application of an impervious membrane if approved by the Engineer.

The membrane-forming compound used shall consist of a practically colourless liquid. The use of any membrane forming compound that will alter the natural colour of the concrete or impart a slippery surface to any wearing surface shall be prohibited. The compound shall be applied with a pressure spray in such a manner as to cover the entire concrete surface with a uniform film, and shall be of such character that it will harden within 30 minutes after application. The amount of compound applied shall be ample to seal the surface of the concrete thoroughly. Power operated spraying equipment shall be equipped with an operational pressure gauge and means of controlling the pressure.

The curing compound shall be applied to the concrete following the surface finishing operation immediately after the moisture sheen begins to disappear from the surface, but before any drying shrinkage or craze cracks begin to appear. In the event of any delay in the application of curing

compound, which results in any drying or cracking of the surface, application of water with an atomizing nozzle as specified under "Water Method", shall be started immediately and shall be continued until application of the compound which shall not be applied over any free standing water surface. Should the film of compound be damaged from any cause before the expiration of seven (7) days after the concrete is placed in the case of structures, the damaged portion shall be repaired immediately with additional compound.

Curing compounds shall not hard settle in storage. They shall not be diluted or altered in any manner after manufacture. At the time of use, the compound shall be in a thoroughly mixed condition. If the compound has not been used within one hundred twenty (120) days after the date of manufacture, the Engineer may require additional testing before use to determine compliance to requirements.

An anti-settling agent or combination of anti-settling agents shall be incorporated in the curing compound to prevent caking.

The curing compound shall be packaged in clean barrels or steel containers or shall be supplied from a suitable storage tank located at the job-site. On-site storage tanks shall have a permanent system designed to completely re-disperse any settled material without introducing air or any other foreign substance. Containers shall be well sealed with ring seals and lug type crimp lids. The linings of the containers shall be of a character that will resist the solvent of the curing compound. Each container shall be labeled with the manufacturer's name, specification number, batch number, number of gallons, and date of manufacture, and shall have a label warning concerning flammability. The label shall also warn that the curing compound shall be well stirred before use. When the curing compound is shipped in tanks or tank trucks, a shipping invoice shall accompany each load. The invoice shall contain the same information as that required herein for container labels.

Curing compound may be sampled by the Engineer at the source of supply and at the job-site.

Reinforced Waterproof Paper Method

The exposed finished surfaces of concrete shall be sprayed with water, using a nozzle that so atomizes the flow that a mist and not a spray is formed, until the concrete has set, after which the waterproof paper shall be placed. The paper shall remain in place for a period of not less than 72 hours.

Reinforced waterproof paper shall comply with ASTM C 171 specifications. It shall be composed of two sheets of Kraft paper cemented together with a bituminous adhesive and reinforced with fibre. The waterproof paper shall be formed into sheets of such width as to provide a complete cover of entire concrete surface.

All joints in the sheets shall be securely cemented together in such a manner as to provide a waterproof joint. The joint seams shall have minimum lap of ten (10) cm.

The sheets shall be securely weighted down by placing a bank of earth on the edges of the sheets or by other means satisfactory to the Engineer.

Should any portion of the sheets be broken or damaged within seventy two (72) hours after being placed, the broken or damaged portions shall be immediately repaired with new sheets properly cemented into place.

Sections of sheets, which have lost their waterproof qualities or have been damaged to such an extent as to render them unfit for curing the concrete shall not be used.

Forms-in-Place Method

Formed surfaces of concrete may be cured by retaining the forms-in-place. The forms shall remain in place for a minimum period of seven (7) days after the concrete has been placed, except that for members over five (5) cms in least dimension, the forms shall be in place for a minimum period of five (5) days. Wooden forms shall be kept wet by watering during the curing period.

Steam Method

After placing and vibrating, the concrete shall be allowed to attain its initial set before steam is applied. During the placing of concrete and application of steam, provision shall be made to prevent surface drying by means of a coating of approved material. The optimum curing temperature shall not exceed sixty five (65) degree C.

Polyethylene Sheeting Method

The wet surface of fresh concrete shall be covered with white polyethylene sheeting as soon as possible without marring the surface and should cover all exposed surfaces of the concrete. The edges of the sheeting shall be weighted securely with a continuous windrow of earth or any other means satisfactory to the Engineer to provide an air-tight cover. Adjoining sheets shall overlap not less than thirty (30) cms. and the laps shall be securely weighted with earth, or any other means satisfactory to the Engineer to provide an air-tight cover.

c) Curing Structures

All newly placed concrete for cast-in-place structures, other than highway bridge decks, shall be cured by the water method, the forms-in-place method, or, as permitted herein, by the curing compound method, all in accordance with the requirements in Item 401.3.8 (b), "Methods of Curing".

The curing compound method may be used on concrete surfaces which are to be buried underground, and surfaces where only Ordinary Surface Finish is to be applied and on which a uniform colour is not required and which will not be visible from any public traveled way.

The top surface of highway bridge decks shall be cured by both the curing compound method, and by the water method. The curing compound shall be applied progressively during the deck finishing operation immediately after finishing operations are completed on each individual portion of the deck. The water cure shall be applied not later than four (4) hours after completion of the deck finishing or, for portions of the decks on which finishing is completed after normal working hours, the water cure be applied not later than 8.00 a.m. the following morning.

When deemed necessary by the Engineer during periods of hot weather, water shall be applied to concrete surfaces being cured by the curing compound method or by the forms-in-place method, until the Engineer determines that a cooling effect is no longer required.

d) Curing Precast Concrete Members

Precast concrete members shall be cured for not less than seven (7) days by the water method or by steam curing for a period in which 80% of strength achieved, at the option of the Contractor. Steam curing for precast members shall conform to the following provisions:

After placement of the concrete, members shall be held for a minimum four (4) hours precasting period.

To prevent moisture loss on exposed surfaces during the presteaming period, members shall be covered immediately after casting or the exposed surfaces shall be kept wet by fog spray or wet blankets.

Enclosures for steam curing shall allow free circulation of steam about the member and shall be constructed to contain the live steam with a minimum moisture loss. The use of the tarpaulins or similar flexible covers will be permitted, provided they are kept in good repair and secured in such a manner to prevent the loss of steam and moisture.

Steam at jets shall be low pressure and in a saturated condition. Steam at jets shall not impinge directly on the concrete, test cylinders, or forms. During application of the steam, the temperature rise within the enclosure shall not exceed twenty (20) degree C per hour. The curing temperature throughout the enclosure shall not exceed sixty five (65) degree C and shall be maintained at a constant level for a sufficient time necessary to develop the required compressive strength. Control cylinders shall be covered to prevent moisture loss and shall be placed in a location where temperature is representative of the average temperature of the enclosure.

Temperature recording devices that will provide an accurate continuous permanent record of the curing temperature shall be provided. A minimum of one temperature recording device per sixty (60) meters of continuous bed length will be required for checking temperature.

Curing of precast concrete will be considered completed after a termination of the steam curing cycle.

e) Curing Precast Concrete Piles

All newly placed concrete precast piles, both conventionally reinforced and prestressed shall be cured by the "Water Method" as described in Item 401.3.8(b) except that the concrete shall be kept under moisture for at least fourteen (14) days. At the option of the Contractor steam curing may be used in which case the steam curing provisions in Item 401.3.8(b) "Curing Precast Concrete Members" shall apply except that the concrete shall be kept wet for at least seven (7) days including the holding and steaming period.

401.3.9

Testing of Aggregates

Samples of fine and coarse aggregate to be used shall be selected by the Engineer. It shall be the responsibility of the Contractor to designate the source or sources of aggregate and to obtain the necessary samples and submit them for testing at least thirty (30) days before actual concreting operations are to begin.

Samples of aggregates shall be obtained and tested in accordance with the following standard AASHTO methods:-

i)	Sampling aggregates	T-2
ii)	Sieve analysis	T-27
iii)	Amount of material passing the No.200 sieve.	T-11
iv)	Organic impurities	T-21
v)	Mortar Strength	T-71
vi)	Sodium sulphate soundness	T-104
vii)	Friable particles	T-112
viii)	Abrasion loss	T-96
ix)	Specific Gravity	T-84
x)	Absorption.	T-85
xi)	Production of Plastic Fines.	T-210
xii)	Fineness Modulus	T-27
xiii)	Sand Equivalent	T-17
xiv)	Potential Reactivity of Carbonate Rocks for Concrete Aggregate (Rock Cylinder Method).	ASTM C 586
xv)	Potential Alkali Reactivity of Cement -Aggregate Combinations (Morta-Bar Method).	ASTM C 227
xvi)	Potential Reactivity of Aggregates (Chemical Methods)	ASTM C 289

No aggregate for testing during the production of concrete shall be sampled at the discharge gates of the bins feeding the weight hopper. The Contractor, at his expense, shall provide safe and suitable facilities for obtaining the samples. No concreting work on the project will be permitted until the Engineer signifies in writing his approval, following the performance of the necessary tests, on all the materials involved in making concrete.

401.3.10 Testing of Compressive Strength

Concrete compressive strength requirements consist of a minimum strength at the age of twenty eight (28) days and the minimum strength which must be attained before various loads or stresses are applied to the concrete. The various strengths required are specified in Table 401-1.

The compressive strength of concrete will be determined from test cylinders, which have been fabricated from concrete sampled and tested in accordance with AASHTO T 23 and AASHTO T 22.

A set of six (6) cylinders shall be taken from each fifty (50) cubic meters of each class of concrete or fraction thereof placed each day, three (3) of the six (6) cylinders to be tested after seven (7) days and three (3) after twenty eight (28) days.

- a) The minimum average 28 days test result of all samples tested at any time shall be the specified twenty eight (28) days strength.
- b) No individual samples tested after 28 days shall show a test result lower than eighty five (85) percent of the required twenty eight (28) days.

Concrete represented by any single test cylinders that fails to comply with the requirement under (b) above will be rejected unless the Contractor at his expense, provides evidence that the strength and quality of the concrete placed in the work are acceptable. If such evidence consists of tests made on cores taken from the work, the cores shall be obtained and tested in accordance with the specifications of AASHTO T-24.

Test results of the cores shall meet the following requirements:-

- a) Average test result of the cores shall be less than the minimum required twenty eight (28) days strength.
- b) No individual core shall show a strength less than Ninety five (95) percent of the required twenty eight (28) days strength.

Should the above test results fail to comply with the requirements, concrete of that particular pour shall be rejected and removed as directed by the Engineer. Further more contractor shall redesign the concrete mix for approval of the Engineer.

In case, seven (7) days strength shows less than seventy (70) percent of the twenty eight (28) days strength (in case of type-I cement), Engineer may stop further work on that particular portion of concrete, unless twenty eight (28) days strength gives satisfactory results.

Trial Batches for Mix Productions

The placing of concrete shall not begin until trial batches of the mix design to be used have been produced by the Contractor and tested and approved by the Engineer. The trial mix proportions shall be such that the average strength of five (5) consecutive test cylinders shall be 20% higher than the specified twenty eight (28) days strength and no individual test cylinder shall be below the specified strength.

When concrete compressive strength is specified as a prerequisite to applying loads or stresses to a concrete structure or member, test cylinders will be cured under conditions similar to those at the casting site. The compressive strength of concrete determined for such purposes will be evaluated on the basis of individual tests.

401.4 MEASUREMENT AND PAYMENT

401.4.1 Measurement

The quantity of concrete to be paid for shall be the number of cubic meters of concrete of the various classes complete in place and accepted.

In measuring the volume of concrete to be paid for, the dimension to be applied shall be those shown on the Drawings except where others ordered by the Engineer in writing.

Deductions from the theoretical volume of concrete shall be made for the volumes of draining holes, weep holes, pipes and conduits, etc., in case where their cross-sectional areas exceed 500 square centimeters.

The measurement shall not include any concrete used in the construction of cofferdams or falsework.

The volume involved in fillets, scorings, or chamfers ten square centimeters in cross-sectional area or less shall be disregarded when measuring the quantity of concrete to be paid for.

Concrete for railings, pipe culverts, etc., is not to be measured under this item, but under separate items.

401.4.2 Payment

The accepted quantity measured as provided above shall be paid for at the contract unit price respectively for the pay items listed below that as per shown in the Bill of Quantities which prices and payment shall be full compensation also for such works as curing, surface finishing and/or rendering as required, formation of construction joints and any such work and incidentals necessary to complete the item except works that are paid for under other pay items.

For all concrete structures or portions, thereof, no separate measurement or payment shall be made for false work, centering, formwork or any other temporary work to complete the concrete structure or portion thereof, payment for all such temporary works shall be deemed to be included in the contract price paid under various items of concrete work.

Pay Item No.	Description.	Unit of Measurement
401a	Concrete Class	
	(i) Under Ground	CM
	(ii) On Ground	CM
	(iii) Elevated	CM
401b	Concrete Class B	CM
401c	Concrete Class C	
	(i) Under ground	CM
	(ii) On Ground	CM
	(iii) Elevated	CM
401d	(i) Concrete Class D ₁	CM
	(ii) Concrete Class D ₂	CM
	(iii) Concrete Class D ₃	CM
401e	Concrete Class Y	CM
401f	Lean Concrete	CM
401g	Precast Concrete, Class	CM

402.1 DESCRIPTION

This work shall consist of the design, supply and construction of falsework which will provide the necessary rigidity to support the loads imposed, and produce a structure, finished to the lines and grades indicated on the plans or as required by the Engineer.

402.2 MATERIAL REQUIREMENTS

Timber and lumber to be used for falsework shall be of sound lumber and comply with the requirement in AASHTO M 168.

Structural steel to be used for falsework shall comply with the requirements of Standard Specifications for Structural Steel AASHTO M 183. Reinforcing steel if it is to be used for falsework shall comply with the requirements of AASHTO M 31 - 82. Concrete when used shall conform to Item 401 of these specifications.

402.3 CONSTRUCTION REQUIREMENTS**402.3.1 False work Design and Drawings**

Detailed working drawings and backup calculations of the falsework shall be furnished by the Contractor to the Engineer. No falsework construction shall start until the Engineer has reviewed and approved the drawings. The Contractor shall provide sufficient time for the Engineer to complete this review. Such time shall be proportionate to the complexity of the falsework design and in no case shall be less than one (1) week.

The Contractor may revise the falsework drawings at any time provided sufficient time is allowed for the Engineer's review before construction is started on the revised portions.

Assumptions used in design of the falsework shall include but not be limited to the following:-

- i) For designing falsework and centering, a weight of 2,400 kg. per cubic meter shall be assumed for green concrete. All falsework shall be designed and constructed to provide the necessary rigidity and to support the loads without appreciable settlement or deformation. The Engineer may require the Contractor to employ screw jacks or approved wedges to take up any settlement in the formwork either before or during the placing of concrete.
- ii) The entire superstructure cross-section, except railing, shall be considered to be placed at one time, except when in the opinion of the Engineer a portion of the load is carried by girders previously cast and having attained a certain strength.

- iii) Falsework, which cannot be founded on a satisfactory footing, shall be supported on piling, which shall be spaced, driven, and removed in an approved manner. The loading used on timber piles shall not exceed the bearing value for the piles and in no case exceed ten (10) tons per pile.
- iv) Soil bearing values and soil conditions (wet and dry) shall be designated by the Contractor on the falsework drawings. Falsework footings shall be designed to carry the loads imposed upon them without exceeding estimated soil bearing values or allowable settlements.
- v) Falsework shall be set to give the finished structure, the camber specified or indicated on the Drawings.
- vi) Arch centering shall be constructed according to the approved centering plans. Provisions shall be made by means of suitable wedges, sand boxes, or other devices for the gradual lowering of centers to render the arch self-supporting. When directed, centering shall be placed on approved jacks in order to take up and correct any slight settlement, which may occur after the placing has begun.
- vii) The maximum loading and deflections used on jacks, brackets, columns, and other manufactured devices shall not exceed the manufacturer's recommendations. If requested by the Engineer, the Contractor shall furnish catalogues or other data verifying these recommendations.
- viii) If the concrete is to be prestressed, the falsework shall be designed to support any increased or readjusted loads caused by the prestressing forces.
- ix) Joints supporting slabs and overhangs shall be considered as falsework and designed as such.

For the construction of falsework over and adjacent to road ways where falsework openings are required for maintaining traffic, the Contractor shall provide any additional features for the work needed to ensure that the falsework will be stable if subjected to impact by vehicles.

The falsework design at the locations where said openings are required shall include but not be limited to the following minimum provisions:

- i) Each exterior stringer in a span shall be securely anchored to the falsework cap or framing.
- ii) Adequate bracing shall be used during all stages of falsework construction and removal over or adjacent to public traffic.
- iii) Falsework members shall be at least thirty (30) cms clear of temporary protective railing members.

The falsework drawings shall include a superstructure placing diagram showing proposed concrete placing sequence and construction joint location, except that where a schedule for placing concrete is shown on the contract plans, no deviation will be permitted therefrom unless approved in writing by the Engineer.

The falsework drawings shall show any pedestrian openings, which are required through the falsework.

Anticipated total settlements of falsework and forms shall be indicated by the Contractor on the falsework drawings. These should include falsework footing settlement and joint take-up. Anticipated settlements over two (2) cms will not be allowed unless otherwise permitted by the Engineer. Deck slab forms between girders shall be constructed with no allowance for settlement relative to the girders.

Detailed calculations by the Contractor showing the stresses, deflections, and camber necessary to compensate for said deflections in all load supporting members shall be included in the working drawings.

After approving the Contractor's falsework deflection camber, the Engineer will furnish to the Contractor the amounts of camber necessary to compensate for vertical alignment or anticipated structure deflection, if this is not shown on the drawings. The total camber used in constructing falsework shall be the sum of the afore mentioned cambers.

402.3.2 False work Construction and Drawings

The falsework shall be constructed to conform to the falsework drawings. The materials used in the falsework construction shall be of the quantity and quality necessary to withstand the stresses imposed. The workmanship used in falsework construction shall be of such quality that the falsework will support the loads imposed on it without excessive settlement or take-up beyond that shown on the falsework drawings.

Falsework shall be founded on footings, capable of supporting the loads imposed on it.

When falsework is supported on piles, the piles shall be driven to a bearing value, equal to the calculated pile loading as shown on the falsework drawings.

Suitable jacks or wedges shall be used in connection with falsework to set the forms to their required grade and to take up any excessive settlement in the falsework either before or during the placing of concrete.

The Contractor shall provide tell-tales attached to the soffit forms easily readable and in enough systematically-placed location to determine the total settlement of the entire portion of the structure where concrete is being placed.

Should events occur, including settlements that deviate more than + 2 cms from those indicated on the falsework drawings, which in the opinion of the Engineer would prevent obtaining a structure conforming to the requirements of these specifications, the placing of concrete shall be discontinued until corrective measures are provided to entire satisfaction of the Engineer. In the event, satisfactory measures are not taken to correctness of excessive settlements, the Contractor shall not be relieved of responsibility for conforming to the requirements of these specifications.

402.3.3

Removing Falsework

Unless otherwise shown on the drawings, or permitted by the Engineer, falsework supporting any span of a simple span bridges shall not be released before 14 days after the last concrete, excluding concrete above the bridge deck, has been placed. Falsework supporting any span of a continuous or rigid frame bridge shall not be released before 14 days after the last concrete, excluding concrete above the bridge deck, has been placed in that span and in the adjacent portions of each adjoining span where falsework is to be released.

Falsework supporting deck overhangs and deck slab between girders shall not be released until seven (7) days after the deck concrete has been placed.

In addition to the above requirement, no falsework for bridges shall be released until the supported concrete has attained a compressive strength of at least eighty (80) percent of the required twenty eight (28) days strength.

Falsework for cast-in-place prestressed portions of structures shall not be released until after the prestressing steel has been tensioned.

All falsework materials shall be completely removed. Falsework piling shall be removed at least sixty (60) cms below the surface of the original ground or stream bed. When falsework piling is driven within the limits of ditch or channel excavation areas, the falsework piling within such areas shall be removed to at least sixty (60) cms, below the bottom and side slopes of said excavated areas.

All debris and refuse resulting from work shall be removed and the premises left in a neat and presentable condition.

402.4

MEASUREMENT AND PAYMENT

For all concrete structures, prestressed concrete structures or portions thereof, no separate measurement or payment shall be made for falsework supporting such structures. All falsework costs shall be considered as included in the contract prices paid (cost/CM or LM of structural members or lump-sum) for the various items of concrete work and no additional compensation will be allowed thereof.

403.1 DESCRIPTION

The work shall consist of providing, erecting and removing concrete forms of sufficient strength with all necessary bracings, fasteners, etc. and in conformity with the requirements hereinafter specified.

403.2 MATERIAL REQUIREMENTS

Forms shall be of wood, metal or other approved materials and shall be built mortar tight and of sufficient rigidity to prevent distortion due to the pressure of the concrete and other loads incident to the construction operations.

403.3 CONSTRUCTION REQUIREMENTS**403.3.1 Formwork Design and Drawings**

The Contractor shall prepare working drawings, backup calculations and material data for the form work and shutters to be submitted to the Engineer for approval unless otherwise directed.

The requirements for design of formwork are the same as described under Item 402.3.1 - Falsework Design and Drawings.

403.3.2 Formwork Construction

Concrete forms shall be constructed and maintained so as to prevent warping and the opening of joints due to the shrinkage of the lumber and shall be true to the dimensions, lines and grades of the structure and with the sufficient strength, rigidity, shape and surface smoothness as to leave the finished works true to the dimensions shown on drawings or required by the Engineer and with the surface finish as specified.

Forms for exposed surfaces shall preferably be lined with metal, plywood, or other approved material, or may with the Engineer's permission, be made of dressed lumber of uniform thickness. Forms shall be filled at all sharp corners (Minimum two (2) cms triangular fillets) and shall be given a level or draft in the case of all projections, such as girders and copings, to ensure easy removal.

Form fasteners consisting of form bolts, clamps or other devices shall be used as necessary to prevent spreading of the forms during concrete placement. The use of ties consisting of twisted wire loops to hold forms in position will not be permitted. Metal ties or anchorage within the forms shall be so constructed as to permit their removal to a depth of at least five(5) cms from the face without injury to the concrete.

Fitting for metal ties shall be of such design that, upon their removal, the cavities that are left will be of the smallest possible size. The cavities shall be filled with cement mortar and the surface left sound, smooth, even, and uniform in colour. Anchor devices may be cast into the concrete for later use in supporting forms or for lifting precast members. The use of driven types of anchorages for fastening forms or form supports to concrete will not be permitted.

The inside surfaces of forms shall be cleaned of all dirt, mortar and foreign material. Forms, which will later be removed, shall be thoroughly coated with form oil prior to use. The form oil shall be a commercial quality form oil or other approved coating which will permit the ready release of the forms and will not discolour the concrete. All exposed surfaces of similar portions of a concrete structure shall be formed with the same forming material or with materials which produce similar concrete surface textures, colour and appearance.

Concrete shall not be deposited in the forms until all work in connection with constructing the forms has been completed, all materials required to be embedded in the concrete have been placed for the unit to be poured, and the Engineer has inspected and approved said forms and materials.

The rate of depositing concrete in forms shall be such as to prevent deflections of the forms or form panels in excess of the deflections permitted by these specifications. Maximum deflection allowed due to prop settlement is 5 mm and due to bending of shutters is 3 mm, when measured with 3 meter straight edge.

Forms for all concrete surfaces, which will not be completely enclosed or hidden below the permanent ground surface, shall conform to the requirements herein for forms for exposed surfaces. Interior surfaces of underground drainage structures shall be considered to be completely enclosed surfaces.

Formwork for concrete placed under water shall be watertight. When lumber is used, this shall be planed and tongued and grooved.

Forms for exposed concrete surfaces shall be designed and constructed so that the formed surface of the concrete does not undulate excessively in any direction between studs, joists, form stiffeners, form fasteners, or wales. Undulations exceeding either two (2) mm or 1/270 of the center to center distance between studs, joists, form stiffeners, form fasteners, or wales will be considered to be excessive. Should any form or forming system, even though previously approved for use, produce a concrete surface with excessive undulations, its use shall be discontinued until modifications, satisfactory to the Engineer have been made. Portions of concrete structures with surface undulations in excess of the limits herein may be rejected by the Engineer.

Forms shall be set and maintained true to the line designated until the concrete is sufficiently hardened. Forms shall remain in place for periods, which shall be determined, as herein specified. When forms appear to be unsatisfactory in any way, either before or during the placing of concrete, the Engineer will order the work stopped until the defects have been corrected.

The shape, strength, rigidity, water-tightness, and surface smoothness of reused forms shall be maintained at all times. Any warped or bulged lumber must be resized before being reused. Forms that are unsatisfactory in any respect shall not be reused.

For narrow walls and columns, where the bottom of the form is inaccessible, the lower form boards shall be adjustable so that they may be removed for cleaning out extraneous material immediately before placing the concrete.

403.3.3

Removal of Formwork

In the determination of the time for the removal of falsework and forms, consideration shall be given to the location and character of the structure, the weather, and other conditions influencing the setting of the concrete, and the materials used in the mix.

If field operations are not controlled by beam or cylinder tests, the following periods, exclusive of days when the temperature is below five (5) degree C, for removal of forms and supports shall be used as a minimum subject to the approval of the Engineer and to the requirements of Item 402.3.3. Removing Falsework.

Arch Center	14 Days
Centering Under Beams	14 Days
Supports under Flat Slabs	14 Days
Floor Slabs	14 Days
Vertical Wall Surfaces	24 Hours
Columns	24 Hours
Side of Beams	12 Hours
Top Slabs R.C. Box Culverts	14 Days

Side forms for cast-in-place beams, girders, columns, or other members where the forms do not resist dead load, bending shall remain in place for at least forty (40) hours after placing concrete for the members. Side forms for precast members may be removed the next day after placing concrete therein.

If high early strength cement is used or by the use of additional cement, these periods may be reduced as directed.

When field operations are controlled by cylinder tests, the removal of forms, supports and housing, and the discontinuance of heating and curing (where applicable) may begin when the concrete is found to have the required compressive strength, provided in no case shall supports be removed in less than seven (7) days after placing the concrete.

All forms shall be removed, except when no permanent access is available to the cells, the forms supporting the deck of box girders and the forms in hollow abutments or piers may remain in place. Prior to completion of forming for the deck forms, the inside of box girders shall be cleared of all loose material and swept clean.

Methods of form removal likely to cause overstressing of the concrete shall not be used. In general, the forms shall be removed from the bottom upwards. Forms and their supports shall not be removed without approval. Supports shall be removed in such a manner as to permit the concrete to uniformly and gradually take the stresses due to its own weight.

In general, arch centering or falsework shall be struck and the arch made self-supporting before the railing or coping is placed. This precaution is essential in order to avoid jamming of the expansion joints and variations in alignment. For filled spandrel arches, such portions of the spandrel walls shall be left for construction subsequent to the striking of centers, as may be necessary to avoid jamming of the expansion joints.

Centers shall be gradually and uniformly lowered in such a manner as to avoid injurious stresses in any part of the structure. In arch structures of two or more spans, the sequence of striking centers shall be approved by the Engineer.

403.4

MEASUREMENT AND PAYMENT

For all concrete structures, prestressed concrete structures, precast concrete elements or portions thereof, no separate measurement or payment shall be made for formwork supporting such structures. All formwork costs shall be considered as included in the contract prices paid (cost/CM or LM of structural members or lump-sum) for the various items of concrete work and no additional compensation will be allowed thereof.

404.1 DESCRIPTION

This work shall consist of furnishing, fabricating and placing of steel reinforcement of the type, size, shape and grade required in accordance with these specifications, and in conformity with the requirements shown on the Drawings and Special Provisions or as directed by the Engineer.

404.2 MATERIAL REQUIREMENTS

All materials shall conform to the requirements hereinafter given. Test reports from approved sources shall be submitted to the Engineer for all steel reinforcement used. These reports shall show the results of chemical and physical tests made

- I) Deformed Billet-Steel Bars (Grades 40 and 60) for Concrete Reinforcement-AASHTO M-31 (ASTM A-615)
- ii) Deformed Steel Wire for Concrete Reinforcement-AASHTO M-225 (ASTM A-496)
- iii) Welded Steel Wire Fabric for Concrete Reinforcement-AASHTO M-55 (ASTM A-185)
- iv) Steel Bar Mats for Concrete Reinforcement-AASHTO M-54 (ASTM A-184)
- V) Cold-Drawn Steel Wire for Concrete Reinforcement-AASHTO M-32 (ASTM A-82)
- vi) Welded Deformed Steel Wire Fabric for Concrete Reinforcement-AASHTO M-221 (ASTM A-497)
- vii) Structural Shapes for Concrete Reinforcement ASTM A-36

404.3 CONSTRUCTION REQUIREMENTS**404.3.1 Fabrication of Bent Bars****a) Order Lists**

Before materials are ordered all order lists and bending diagrams shall be furnished by the Contractor, for the approval of the Engineer. The approval of order lists and bending diagrams by the Engineer shall in no way relieve the Contractor of responsibility for the correctness of such lists and diagrams. Any expenses incident to the revisions of material furnished in accordance with such lists and diagrams to make it comply with the drawings shall be borne by the Contractor.

b) Storing and Surface Condition of Reinforcement

Steel reinforcement shall be stored above the surface of the ground on platforms, skids, or other supports and shall be protected as far as practicable from mechanical injury and surface deterioration caused by exposure to conditions producing rust. When placed in the work, reinforcement shall be free from dirt, detrimental rust, loose seals, paint, grease, oil, or other foreign materials. Reinforcement shall be free from injurious defects such as cracks and laminations. Surface seams, surface irregularities, or mill scale will not be cause for rejection, provided the minimum dimensions, cross-section area, and tensile properties of a hand-wire brushed specimen meets the physical requirements for the size and grade of steel specified.

c) Fabrication

Bent bar reinforcement shall be cold bent to the shapes shown on the drawings or required by the Engineer. Bars shall be bent around a pin having the following diameters(D) in relation to the diameter of the bar (d):

Stirrups & column tie bars	$D = 4xd$
Other bars having	
$d < 3.5 \text{ cm}(1\text{-}3/8\text{'})$ (No.11 bar)	$D = 5xd$
$d > 3.5 \text{ cm}(1\text{-}3/8\text{'})$	$D = 10xd$

404.3.2

Placing and Fastening

a) Protection of Material

Steel reinforcement shall be protected at all times from injury. When steel, placed in position as shown on the Drawings, has easily removable and detrimental rust, loose scale, or dust, it shall be cleaned by a satisfactory method, approved by the Engineer.

b) Placing and Fastening

Reinforcing steel shall be accurately placed in the position shown on the Drawings and firmly held during the depositing and finishing of the concrete. Cover, the distance between the external face of the bar and the face of the finished concrete, shall be as indicated on the Drawings. Reinforcing steel bars embedded in concrete shall not be bent after they are in place. Bars shall be tied at all intersections with 16 gauge black annealed wire except that where spacing is less than 1 ft (0.3m) in each direction, alternate intersections need to be tied. All intersections shall be tied in the top mat of reinforcement placed on bridge decks and the top slabs of box culverts. Abrupt bends shall be avoided except where one steel bar is bent around the other.

Stirrups and ties shall always pass around the outside of main bars and be securely attached thereto. All reinforcing steel shall be securely held at the proper distance from steel forms, which remain in place by means of galvanized steel bars or chairs placed on the forms. All reinforcing steel, except as mentioned above, shall be securely held at the proper distance from the forms by means of templates, concrete blocks or galvanized steel chairs. Metal chairs shall not be used against formed surfaces, which will be exposed in the finished structure after the forms are stripped. Blocks for holding reinforcement away from contact with the forms shall be precast concrete blocks of approved shape, and dimensions and shall have 16-gauge black annealed tie wires embedded in them. The precast concrete block shall have a compressive strength equal to that specified for the class of concrete to be placed in the work. Layers of bars shall be separated by approved metal chairs or bolsters.

Any broken or damaged concrete spacer blocks shall be removed before concrete is placed. The use of pebbles, pieces of broken stone or brick, metal pipe or wooden blocks as spacers will not be permitted. Reinforcing steel when placed in the work shall be free from flake rust, dirt and foreign material and before any concrete is placed, any mortar which may be adhering to the reinforcing steel shall be removed. No concrete shall be deposited until the Engineer has inspected the placing of the reinforcing steel and given permission to place the concrete. The Contractor shall allow the Engineer four hours time after the reinforcement and forms are in place to conduct the inspection. Any bar of incorrect size, length or shape shall be removed and replaced with correct bars. Any bar located or spaced incorrectly shall be relocated or spaced correctly before permission is given to place concrete and such replacements and corrections shall be at the Contractor's expense. All concrete placed in violation of these provisions shall be rejected and removed.

c) Splicing

All reinforcement shall be furnished in the full lengths indicated on the Drawings unless otherwise permitted. Splicing of bars, except where shown on the drawings, will not be permitted without the written approval of the Engineer. Splices shall be staggered as far as possible and with a minimum separation of not less than forty (40) times bar diameters. Not more than one third ($\frac{1}{3}$) of the bars may be spliced in the same cross-section, except where shown on the drawings.

Unless otherwise shown on the Drawings, bars shall be lapped with a minimum overlap of forty (40) times the bar diameter. In lapped splices, the bars shall be placed in contact and wired together. Lapped splices will not be permitted at locations where the concrete section is insufficient to provide a minimum clear distance of one bar diameter or one and one third ($1\frac{1}{3}$) the maximum size of coarse aggregate between the splice and the nearest adjacent bar. Welding of reinforcing steel shall be done only if detailed on the Drawings or if authorized by the Engineer in writing. Spiral reinforcement shall be spliced by lapping at least one and one half ($1\frac{1}{2}$) turns or by butt welding unless otherwise shown on the Drawings.

d) Lapping of Bar Mat

Sheet of mesh or bar-mat reinforcement shall overlap each other sufficiently to maintain a uniform strength and shall be securely fastened at the ends and edges. The overlap shall not be less than one mesh in width.

e) Covering

The minimum covering, measured from the surface of the concrete to the face of any reinforcement bar shall, unless otherwise shown on the Drawings or directed by the Engineer, be not less than 5 cms except as follows:

Top of slab	4.0 cm
Bottom of Slab	3.0 cm
Stirrups and ties in T-beams	3.5 cm

In the footings of abutments and retaining walls the minimum covering shall be 7.5 cm. In work exposed to the action of sea water the minimum covering shall be 10 cm.

404.4 MEASUREMENT AND PAYMENT

404.4.1 Measurement

The quantity to be paid for shall be the calculated theoretical number of metric tons of reinforcement steel bars, mesh or mats as determined from the approved bar bending diagrams and incorporated in the concrete and accepted, except when reinforcement is paid for under other pay items.

The weight of plain or deformed bars or bar mat will be computed from the theoretical weight of plain round bars of the same nominal size as shown in the following tabulation:

Size mm	Weight in Kilograms per Meter	Size mm.	Weight in Kilograms per Meter
6	0.222	20	2.466
8	0.395	22	2.984
10	0.616	25	3.853
12	0.888	32	6.313
13	1.042	35	7.553
16	1.578	40	9.865

Clips, ties separators, and other material used for positioning and fastening the reinforcement in place and structural steel shall not be included in the weight calculated for payment under this item. If bars are substituted upon the Contractor's request and as a result more steel is used than specified, only the amount specified shall be measured for payment.

When laps are made for splices, other than those shown on the Drawings or required by the Engineer and for convenience of the Contractor, the extra steel shall not be measured nor paid for.

When continuous bars are shown on the Drawings, without the splices being shown the necessary steel in the splices will be paid for on the basis of the individual bars not being shorter than twelve(12)meters.

For bent bars, the length along centre-line of bar will be paid.

404.4.2 **Payment**

The accepted quantity measured as provided above shall be paid for at the contract unit prices respectively for the pay items listed below and shown in the Bill of Quantities which price and payment shall be full compensation for furnishing materials, labour, equipment and incidentals necessary to complete the item.

Pay Item No.	Description.	Unit of Measurement
404a	Reinforcement as per AASHTO M 31 Grade 40	Ton
404b	Reinforcement as per AASHTO M 31 Grade 60	Ton
404c	Reinforcement as per AASHTO M-225	Ton
404d	Reinforcement as per AASHTO M-55	Ton
404e	Reinforcement as per AASHTO M-54	Ton
404f	Reinforcement as per AASHTO M-32	Ton
404g	Reinforcement as per AASHTO M-221	Ton
404h	Reinforcement (Structural Shapes) as per ASTM A-36.	Ton

ITEM 406**JOINTS AND BEARING DEVICES FOR CONCRETE
STRUCTURES**

406.1 DESCRIPTION

The work covered in this item shall consist of furnishing all plant, equipment, materials and labour in performing all operations in connection with furnishing and placing (in concrete structures) all deck expansion joints and seals, metal bearing pads and elastomeric bearing pads complete and in accordance with the specifications, the Drawings, and or as required by the Engineer.

406.2 MATERIAL REQUIREMENTS**406.2.1 Concrete Joint Filler****a. Preformed Expansion Joint Filler**

Unless otherwise directed by the Engineer preformed joints filler shall conform to the requirements of AASHTO M-213.

b. Neoprene Rubber Sheet with Bitumastic Seal

Unless otherwise directed by the Engineer, neoprene rubber sheets six (6)mm in thickness, meeting the requirements of Item 406.2.3, shall be used as a joint filler covered with a bitumastic seal as shown in the Drawings.

406.2.2 Steel for Deck Expansion Joint Seals

Plates, angles or other structural shapes including anchor bolts required for the expansion joint seals shall conform, unless otherwise directed by the Engineer, to the requirements of AASHTO M-160 and shall be hot zinc sprayed (galvanized) with the exception of the nuts and washers which shall be in stainless steel.

406.2.3 Elastomer for Deck Expansion Joint Seals

Elastomer shall be of the component as neoprene or of polyvinyl chloride (PVC), at the option of the Contractor. Neoprene shall be manufactured from a vulcanized elastomeric compound containing neoprene as the sole elastomer and shall have the following physical characteristics in accordance with ASTM Method D15, Part B.

Hardness, Durometer A, ASTM D 2240.	45 ± 5 points
Tensile Strength, ASTM D 412 min.	127 Kgs/square centimeter
Elongation at Break	400 percent min.
Compression Set, 22 Hours at 70 degree C. ASTM D 395, Method B.	20 percent max.
Low Temperature, ASTM D 746	Not brittle at 40 degree C.
Ozone Resistance, Exposure to 100 PPHM Ozone for 70 hours at 38 degree C. Sample under 20 percent. ASTM D 1149.	No cracks
Oil Deterioration - Volume increase after soaking in ASTM oil No. 3 for 70 hours at 100 degree C. ASTM D 470	120 percent max.

406.2.4 Metal Bearing Devices

Unless otherwise directed by the Engineer or provided in the Special Provisions, the requirements for metal bearings shall conform to the following:

- a) AASHTO M 107 for bronze bearing.
- b) AASHTO M 108 for rolled copper alloy bearings.
- c) ASTM B 438 for sintered metal powder bearings.
- d) AASHTO M 160 for galvanized steel bearings.

406.2.5 Elastomeric Bearing Pads

General

Elastomeric bearings as herein specified shall include plain bearings (consisting of elastomer only) and laminated bearings (consisting of layers of elastomer restrained at their interfaces by bonded laminates).

The reinforcing steel plates laminations for bearing pads shall conform to the requirements of AASHTO M 183.

Elastomeric bearing pads shall conform to the requirements in these specifications and the Special Provisions.

Pads twelve (12) mm and less in thickness may be either laminated or all elastomer.

Pads over twelve (12) mm in thickness shall be laminated.

Laminated pads shall consist of alternate laminations of elastomer and metal or elastomer and fabric bonded together.

The thickness called for an elastomeric bearing pad is deemed to be the total effective thickness of the elastomeric laminations.

The outside laminations shall be metal or fabric. The outside edges of metal laminations shall be coated over with elastomer not more than three (3) mm in thickness.

The edges of the steel reinforcing plates of the bearing pads shall be carefully treated to prevent notch effects.

Steel plates shall be fully enclosed in elastomer so that there is no danger of corrosion.

Laminations of elastomer shall be $12 \text{ mm} \pm 3 \text{ mm}$ thickness. Variation in thickness of an individual elastomer lamination shall not exceed three (3) mm within the width or length of a pad and the variation in thickness of all elastomer laminations within a pad shall be such that each metal or fabric lamination will not vary by more than three (3) mm from a plane parallel to the top or bottom surface of the pad.

The total overall thickness of a pad shall not be less than the thickness shown on the plan nor more than six (6) mm greater than that thickness. Variation of total thickness within an individual pad shall not exceed three (3) mm.

The length and width of a pad shall not vary more than three (3) mm from the dimensions shown on the Drawings.

Where elastomeric bearing pads over twelve (12) mm, in thickness are shown on the Drawings or required by the Engineers, such pads may be manufactured as a molded laminated pad, or at the option of the Contractor, may be made up by stacking individual laminated pads.

When laminated pads are stacked, their contact surfaces shall be cleaned prior to stacking and an approved method shall be used to hold the individual pads in the stack in proper alignment. Pads of all elastomer or with fabric laminations may be cut from large sheets. Cutting shall be performed in such a manner as to avoid heating of the material and to produce a smooth edge with no tears or other jagged areas and to cause as little damage to the material as possible.

Corners and edges of molded pads may be rounded at the option of the Contractor. Radius at corners shall not exceed ten (10) mm and radius of edges shall not exceed three (3) mm.

The bond between elastomer and metal or fabric shall be such that, when a sample is tested for separation, failure shall occur within the elastomer and not between the elastomer and metal or fabric.

Metal laminations shall be rolled mild steel sheets not less than twenty (20) gauge in thickness.

Fabric laminations shall be either, (1) a long chain synthetic polymer containing at least eighty five (85) percent of polyester from ethylene glycol and terephthalic acid or (2) a long chain synthetic polymeric amide from hexamethylene diamine and adipic acid. Each ply of fabric shall have a breaking strength of not less than 125 Kg. per cm. of width in both directions. Fabric laminations shall be single ply at top and bottom surfaces of the pad and either double ply or double strength within the pad.

The sole polymer in the elastomeric compound shall be neoprene and shall be not less than sixty (60) percent by volume of the total compound.

The elastomer, as determined from test specimens, shall conform to the following:

Test	ASTM Designation	Requirements
Tensile strength, Kgs/sq.cm	D 412	160 Min.
Elongation at break, percent	D 412	350 Min.
Compression set, 22 hrs. at 67 degree C, percent (Method B)	D 395	25 Max.
Tear Strength, Kgs per cm ²	D 624 (Die C)	13 Min.
Hardness (Shore A)	D 2240	60 \pm 5 points
Ozone resistance 20% strain, 100 hrs. at 38 degree C \pm 100 \pm 20 parts 1 degree C	D 1149	(except No Cracks per 100,000,000)
Low temperature stiffness, Young's Modulus at 35 degree C	Kgs per cm (2) D 797	350 Max.
Low temperature brittleness, 5 hours at - 40 degree C	D 736	Passed

After accelerated aging in accordance with ASTM Designation D 573 for 70 hours at 100 degree C, the elastomer shall not show deterioration changes in excess of the following:

Tensile strength, percent	± 15
Elongation at Break, percent	- 50 (but not less than 300% total elongation of the material)
Hardness, points	+ 10
Shear Test (without vertical load)	7 Kg/sq.cm (Min)

Sampling shall be performed in accordance with AASHTO M251-74 as appropriate for the tests required during or immediately after manufacture.

The Contractor shall furnish to the Engineer a certification by the manufacturer that the elastomer, and fabric (if used), in the elastomeric bearing pads to be furnished conforms to all of the above requirements. The certification shall be supported by a certified copy of the results of tests performed by the manufacturer upon samples of the elastomer and fabric to be used in the pads.

The Engineer will take a sample of not less than 15 x 30 cm in size for testing from each lot of pads or batch of elastomer to be furnished, whichever results in the greater number of samples. The samples will be selected at random at the point of manufacture or, at the option of the Contractor at the job site. Samples taken at the job site shall consist of complete pads as detailed on the plans, and the Contractor shall furnish additional complete pads to replace those taken for testing. Pads shall be available for sampling three (3) weeks in advance of intended use. All sample pads for testing shall be furnished by the Contractor at his expense.

406.3 **CONSTRUCTION REQUIREMENTS**

406.3.1 **Open Joints**

Open joints shall be constructed at the locations shown on the Drawings or required by the Engineer using a suitable material, which is subsequently removed. When removing the material, care shall be exercised to avoid chipping or breaking of concrete. Reinforcement shall not extend across an open joint, unless shown on the Drawings.

406.3.2 **Filled Joints**

When joints of preformed type are required on the Drawings or by the Engineer, the filler shall be placed in correct position before concrete is being placed against the filler. Preformed Filler with holes and cracks shall not be permitted and shall be rejected.

406.3.3 Steel Joints

Plates, angles or other structural shapes shall be accurately shaped at the shop, to conform to the section of the concrete floor as per drawings. The fabrication shall conform to the requirements in Special Provisions. Care shall be taken to ensure that the surface in the finished plane is true and free of warping. Methods approved by the Engineer shall be employed in placing the joints to keep them in correct position during the placing of the concrete. The opening at expansion joints shall be that to avoid impairment of the clearance in any manner.

406.3.4 Water Stops (Joint Seals)

Water-stops shall be furnished and installed in accordance with the details shown on the Drawings or where required by the Engineer and in accordance with the provisions in these specifications.

Water-stops shall be furnished in full length for each straight portion of the joint, without field splices. Manufacturer's shop splices shall be fully vulcanized.

Reinforcing bars provided to support the water-stops shown on the Drawings or as required by the Engineer shall be securely held in position by the use of spacers, supporting wires, or other approved devices. Such reinforcing bars shall be considered, for payment purposes, as a part of the water-stop. If, after placing concrete, water-stops are materially out of position or shape, the surrounding concrete shall be removed, the water-stop reset, and the concrete replaced, all at the Contractor's expense.

Field splices for neoprene water-stops shall be either vulcanized, or mechanical, using stainless steel parts, or made with a splicing union of the same stock as the water-stop, at the option of the Contractor. All finished splices shall have a full size tensile strength of eighteen (18) kg per cm of width.

Field splices for polyvinyl chloride water-stops shall be performed by heat sealing the adjacent surfaces in accordance with the manufacturer's recommendations. A thermostatically controlled electric source of heat shall be used to make all splices. The heat shall be sufficient to melt but not char the plastic.

Water-stops when being installed shall be cut and spliced at changes in direction as may be necessary to avoid buckling or distortion of the web or flange.

406.3.5 Metal Bearing Devices

Steel bearing plates, bars, rockers, assemblies, and other expansion or fixed devices shall be constructed in accordance with the details shown on the plans and shall be hot-dip galvanized after fabrication.

Bronze or copper alloy plates, if specified, shall conform to the requirements of the Special Provisions.

The bearing plates shall be set level and the rockers or other expansion devices shall be set to conform to the temperature at the time of erection or to the setting specified.

When bearing assemblies or masonry plates are shown on the Drawings to be placed (not embedded) directly on concrete, the concrete bearing area shall be constructed slightly above grade and shall be finished by grinding or other approved means to a true level plane which shall not vary perceptibly from a straight edge placed in any direction across the area. The finished plane shall not vary more than three (3) mm from the elevation shown on the Drawings or that required by the Engineer.

406.3.6 Elastomeric Bearing Pads

When elastomeric bearing pads are shown on the Drawings, the concrete surfaces on which pads or packing are to be placed shall be wood float finished to a level plane which shall not vary more than one and a half (1.5) mm from a straightedge placed in any direction across the area. The finished plane shall not vary more than three (3) mm from the elevation shown on the Drawings or that required by the Engineer.

406.4 MEASUREMENT AND PAYMENT

406.4.1 Measurement

a) Filled Concrete Joints

The quantity to be paid for shall be in square meters of either expansion joint with preformed joint filler or expansion joint with neoprene rubber sheet six (6) mm thick and covered with bitumastic seal, completed and accepted in work.

b) Steel Joints

The quantity to be paid for shall be the number of kilograms of steel for steel joints fabricated, galvanized and placed in the work completed and accepted.

c) Water Stops

The quantity to be paid for shall be the number of linear meters of water-stop placed in the work, completed and accepted.

d) Bearing Devices

The quantity to be paid for shall be the number of cubic centimeter of bearing devices either steel bearing or elastomeric bearing pads installed in the work completed and accepted.

e) Asphaltic Felt

The quantity to be paid shall be in square meter of 3 ply rating Fibre/Fabric based asphaltic felt weighing forty one 41 kg to forty five (45) kg per 20 square meter including striking coat/paint coat and flood coat of special industrial bitumen and sand blinding as approved by the Engineer, laid in place as directed by the Engineer.

406.4.2

Payment

The accepted quantity measured as provided above shall be paid for at the contract unit price respectively for the pay items listed below and shown in the Bill of Quantities which price and payment shall be full compensation for furnishing all materials, labour, equipment, tools and incidentals and any work pertaining to joints and bearings and which is not paid for separately, necessary to complete the item.

Pay Item No.	Description.	Unit of Measurement
406a	Premoulded Joint filler 12 mm thick with Bitumastic Joint Seal.	SM
406b	Neoprene Rubber Joint Filler 12 mm thick with Bitumastic Joint Seal.	SM
406c	Steel Expansion Joints.	Kg
406d	Water Stops 6" Size	M
406e	Elastomeric Bearing Pads (Accor- ding to size and thickness)	Cubic cm.
406f	Asphalt Felt (3 Ply)	SM
406g	Steel or metal Bearing Devices	Each

410.1 DESCRIPTION

This work shall consist of furnishing all materials, equipment and labour required for constructing brickwork as shown on the drawings and in accordance with these specifications.

410.2 MATERIAL REQUIREMENTS**410.2.1 Portland Cement**

Portland cement shall conform to the requirements set forth under item 401.2.1.

410.2.2 Sand

Sand for mortar used in brickwork shall conform to the requirement for the fine aggregate specified in item 401.2.2 except that the grading shall be according to AASHTO M 45.

410.2.3 Water

The water used in the preparation of mortar shall be free from objectionable quantities of silt, organic matter, salts or other impurities. No water shall be used without the approval in writing of the Engineer.

410.2.4 Mortar

The mortar for all brickwork shall consist of one (1) part of Portland cement to three (3) parts of sand by volume and of sufficient water to produce the proper consistency for the intended use.

410.2.5 Bricks

The size of the bricks shall be standard size (9"x4 1/2"x3") 22.86 cm x 11.43 cm x 7.62 cm. They shall be well-burnt without being vitrified. They shall be of uniform colour, regular in shape and size with sharp and square corners and parallel faces. They must be homogeneous in texture and emit a clear ringing sound when struck. They shall be free from flaws and cracks. They shall not absorb more than 1/6th of their weight of water after being soaked for one hour, and shall show no signs of efflorescence on drying. Compressive strength shall not be less than 140.62 kg/sq.cm (2000 psi).

410.3 CONSTRUCTION REQUIREMENTS

410.3.1 Mixing of Mortar

Methods and equipment used for mixing mortar shall be such that each ingredient entering into the mortar shall be subject to the approval of the Engineer. If a mixer is used, it shall be of approved design and the mixing time after all the ingredients are in the mixer, except the full amount of water, shall be not less than two minutes.

Mortar shall be mixed only in sufficient quantities for immediate use. All mortar not used within thirty(30) minutes after addition of the water to the mix shall be wasted. Retempering of mortar will not be allowed. Mixing troughs and pans shall be thoroughly cleaned and washed at the end of each day's work.

410.3.2 Brick Laying

Brick work shall not be placed during heavy or prolonged rain to wash the mortar from the bricks. Mortar already spread, diluted by rain shall be removed and replaced before restoring the work.

All bricks to be used in brickwork with mortar joints shall be immersed in water from three (3) to four (4) hours before use.

All bricks shall be skillfully laid with level courses, uniform joints, square corners, plumb verticals and true surface, except where otherwise shown on the Drawings.

All walls and abutments shall be provided with weep holes. Unless otherwise shown on the Drawings or directed by the Engineer, the weep holes shall be placed at the lowest points where free outlets can be obtained and shall be spaced not more than two (2) meters center to center.

All surfaces exposed to weather, shall be struck pointed to give a good workmanlike appearance and to seal the cavities in mortar joints.

410.3.3 Curing

All brickwork shall be cured for at least seven (7) days after laying. The curing method shall be to the satisfaction of the Engineer.

410.4 MEASUREMENT AND PAYMENT

410.4.1 Measurement

Measurement of brickwork shall be made to the lines of the structures as shown on the Drawings or as modified by the Engineer for the appropriate items in which such brickwork is incorporated.

The quantities to be measured shall be the number of cubic meters of brickwork laid and accepted.

410.4.2 Payment

The quantities measured as provided above shall be paid for at the contract unit price listed below and shown in the Bill of Quantities, which prices and payment shall be full compensation for furnishing all materials, labour, equipment and incidentals for performing all the work involved under this item:

Pay Item No.	Description.	Unit of Measurement
<hr/>		
410	Brickwork	CM

411.1 DESCRIPTION

The item shall consist of Random and Dressed uncoursed Stone Masonry with or without mortar. Dimensions of such masonry may vary as per drawings or as directed by the Engineer.

411.2 MATERIAL REQUIREMENTS**411.2.1 Stone**

Random or dressed stone shall be of approved quality, sound and durable, free from segregation's, seams, cracks and other structural defects or imperfection tending to reduce its resistance to weather. It shall be free from rounded or weathered surfaces.

411.2.2 Mortar

Mortar for laying stone and pointing shall be composed of one part of Portland cement and four parts of sand unless otherwise shown on the drawings. Portland cement shall meet the requirements of AASHTO M-85 and sand shall meet the requirements of AASHTO M-45. Water used in preparation of mortar shall conform to the requirement set forth under item 401.2.7.

411.3 CONSTRUCTION REQUIREMENTS**411.3.1 Stone Size and Shape**

Individual stones shall have a thickness of not less than twenty (20) cms and a width of at least one and a half (1.1/2) times the thickness and length of atleast one and a half (1.1/2) times their width

Shape of stones may be irregular in random masonry, however for dressed uncoursed masonry, stones shall be cut in such a way that a well locked masonry can be laid. The size and shape of ring stones for arches shall be as shown on the drawings.

411.3.2 Dressing of Stones

For "A-Class" Masonry, Stones shall be dressed to exact sizes and shapes and cut to lay on beds with top and bottom truly parallel. Hallow beds shall not be permitted. Beds of face stone shall be fine finished for a depth of not less than thirty (30) centimeters. Vertical joints of face stone shall be fine finished and full to the square for a depth of not less than twenty five (25) centimeters.

Exposed surfaces of face stone shall be according to the plans, with edges pitched to true lines and exact batter, chisel drafts four (4) centimeters wide shall be cut at all exterior corners.

Stones for B-Class Stone Masonry shall be roughly squared on joints, beds and faces. Selected stones, roughly squared pitch to line shall be used at all angles and ends of wall.

411.3.3 Stretchers

Stretcher shall have a width of bed not less than one and a half (1.1/2) times their thickness, and length of bed not less than twice nor more than three and half (3.1/2) times their thickness but in no case less than ninety centimeters. Stone masonry in cement mortar shall be cured for at least seven (7) days.

411.3.4 Headers

Header, placed in each course, shall have width not less than one and a half (1.1/2) times their thickness. In walls having thickness of 1.2 meters or less, the headers shall extend entirely through the wall. In walls of greater thickness, the length of headers shall be not less than two and a half (2.1/2) times their thickness when the course is forty five (45) centimeters or less in height, and not less than 1.2 meters in courses of greater height. Header shall bond with the core or backing not less than thirty (30) centimeters. Header shall hold in the heart of the wall spaced not further a part than 2.5 meters center to center. There shall be atleast one header to every two stretchers.

411.3.5 Cores and Backing

Core and backing shall consist either of roughly bedded and jointed headers and stretchers, as specified above or concrete as may be specified. When stone is used for cores or backing, at least one-half (1.1/2) of the stone shall be of the same size and character as the face stone and with parallel ends. No course shall be less than twenty (20) centimeters thick. Concrete used for cores and backing shall conform to the requirements specified in Item 401. The headers and stretchers in walls, having a thickness of one meter or less shall have a width or length equal to the full thickness of the wall. No backing will be allowed.

411.3.6 Laying Stone

It shall conform to the requirement as specified in Item 412.2.9.

411.3.7 Arches

Refer to Item No.412.2.14.

411.4 MEASUREMENT AND PAYMENT

411.4.1 Measurement

The quantity of stone masonry to be paid for shall be the number of cubic meters measured in the completed work and the limiting dimensions shall not exceed than those shown on the drawings or fixed in writing by the Engineer.

Class C or lean concrete shall be measured separately as per dimensions shown on the drawings or as directed by the Engineer. No separate measurement shall be made for stuck pointing which is deemed to be included in stone masonry with mortar, however roll pointing shall be measured separately in square meter.

411.4.2 Payment

The quantities determined as provided above shall be paid for at the contract unit price respectively for each of the particular pay items listed below and shown in the B.O.Q., which price and payment shall be full compensation for labour, materials, equipment and incidentals to complete the item as described above

Pay Item No.	Description.	Unit of Measurement
411 a	Stone Masonry Random Dry	CM
411 b	Stone Masonry Random with mortar.	CM
411 c	Stone Masonry Dressed Uncoursed Dry	CM
411 d	Stone Masonry Dressed Uncoursed with mortar.	CM
411 e	Concrete Class-C.	CM
411 f	Lean concrete	CM
411 g	Roll Pointing	SM

412.1 DESCRIPTION

This item shall consist of Dressed coursed stone masonry with mortar. Dimensions of such masonry may vary as per drawings or as directed by the Engineer.

412.2 MATERIAL REQUIREMENTS**412.2.1 Stone Size**

The individual stones shall be large and well proportioned. They shall not be less than twenty (20) nor more than fifty (50) cms in thickness. The thickness of courses, if varied, shall diminish regularly from bottom to top of wall. The size of ring stones in arches shall be as shown on the plans.

412.2.2 Mortar

Mortar shall conform to the requirement set forth under Item 411.2.2.

412.3 CONSTRUCTION REQUIREMENT**412.3.1 Surface Finishes of Stone**

For the purpose of this specification the surface finishes of stone are defined as follows:-

Smooth-finished: Having a surface in which the variations from the pitch line do not exceed 0.15 cm.

Rough-finished: Having a surface in which the variations from the pitch line do not exceed 1.25 cm.

Scrabbled: Having a surface in which the variations from the pitch line do not exceed two (2) cm.

Rock-faced: Having an irregular projecting face without indication of tool marks. The projections beyond the pitch line shall not exceed seven and half (7.5) cm and no part of the face shall recede back of the pitch line.

412.3.2 Dressing Stone

Stones shall be dressed to exact sizes and shapes before being laid and shall be cut to lie on their natural beds with top and bottom truly parallel. Hollow beds will not be permitted. The bottom bed shall be the full size of the stone and no stone shall have an overhanging top. In rock-face construction the face side of any stone shall not present an undercut contour adjacent to its bottom axis giving a top-heavy, unstable appearance when laid.

Beds of face stone shall be fine-finished for a depth of not less than thirty (30) cm.

Vertical joints of face stone shall be fine-finished and full to the square for a depth of not less than fifteen (15) cm.

Exposed surfaces of the face stone shall be given the surface finish indicated on the plans, with edges pitched to true lines and exact batter. Chisel drafts four (4) cm wide shall be cut at all exterior corners. Face stone forming the starting or nosing of piers shall be rough-finished unless otherwise specified.

Holes for stone hooks shall not be permitted to show in exposed surfaces.

412.3.3 Stretchers

Stretchers shall have a width of bed of not less than one and half (1.1/2) times their thickness. They shall have a length of bed not less than twice nor more than three and half (3.1/2) times their thickness, and not less than ninety (90) cm.

412.3.4 Headers

Headers shall be placed in each course and shall have a width of not less than one and half (1.1/2) times their thickness. In walls having a thickness of 1.2 meters or less, the headers shall extend entirely through the wall. In walls of greater thickness, the length of headers shall be not less than two and half (2.1/2) times their thickness when the course is forty five (45) cm. or less in height, and not less than 1.2 meters in courses of greater height. Headers shall bond with the core or backing not less than thirty (30) cm. Headers shall hold in the heart of the wall the same size shown in the face and shall be spaced not further apart than 2.5 meters center to center. There shall be at least one header to every two stretchers.

412.3.5 Cores and Backing

Cores and backing shall consist either of roughly bedded and jointed headers and stretchers, as specified above, or concrete, as may be specified.

When stone is used for cores or backing, at least one-half of the stone shall be of the same size and character as the face stone, and with parallel ends. No course shall be less than twenty (20) cm. thick.

Concrete used for cores and backing shall conform to the requirements specified in Item 401.

The headers and stretchers in walls having a thickness of one meter or less shall have a width or length equal to the full thickness of the wall. No backing will be allowed.

412.3.6 Mixing Mortar

The mortar shall be hand or machine mixed, as may be required by the Engineer. In the preparation of hand-mixed mortar, the sand and cement shall be thoroughly mixed together in a clean, tight mortar box until the mixture is of uniform colour, after which clean water shall be added in such quantity as to form a stiff plastic mass. Machine-mixed mortar shall be prepared in an approved mixer and shall be mixed not less than one and half (1.1/2) minutes. Mortar shall be used within forty five (45) minutes after mixing. Retempering of mortar will not be permitted.

412.3.7 Laying Stone

(a) General

Stone masonry shall not be constructed in freezing weather or when the stone contains frost, except by written permission of the Engineer and subject to such conditions as he may require. Stone Masonry in Cement mortar shall be cured for a minimum period of seven (7) days.

(b) Face Stone

Stone shall not be dropped upon, or slid over the wall, nor will hammering, rolling, or turning of stones on the wall be allowed. They shall be carefully set without jarring the stone already laid and they shall be handled with a Lewis or other appliance that will not cause disfigurement.

Each stone shall be cleaned and thoroughly saturated with water before being set and the bed, which is to receive it, shall be cleaned and well moistened. All stones shall be well bedded in freshly made mortar and settled in place with a suitable wooden maul before the setting of the mortar. Whenever possible, the face joints which can not be so pointed shall be prepared for pointing by raking them out to a depth of five (5) cm. before the mortar has set. The face surfaces of stones shall not be smeared with the mortar forced out of the joints or that used in pointing. No pinning up of stones with spawls will be permitted in beds.

Joints and beds shall be not less than one (1) cm. nor more than one and quarter (1.1/4) cm. in thickness and the thickness of the joint or bed shall be uniform throughout.

The stone in any one course shall be placed so as to form bonds of not less than thirty (30) cm. with the stones of adjoining courses. Headers shall be placed over stretchers and, in general, the headers of each course shall equally divide the spaces between the headers of adjoining courses, but no headers shall be placed over a joint and no joint shall be made over a header.

(c) Stone Backing and Cores

Stone backing shall be laid in the same manner as specified above for face stone, with headers interlocking with face headers when the thickness of the wall will permit. Backing shall be laid to break joints with the face stone. Stone cores shall be laid in full mortar beds so as to bond not less than thirty (30) cm. with face and backing stone and with each other. Bed joints in cores and backing shall not exceed 4.5 cm. and vertical joints shall not exceed ten (10) cm. in thickness.

(d) Concrete Cores and Backing

The operations involved in the handling and placing of concrete used in cores and backing shall conform to the requirements specified in Item 401. However, the puddling and compacting of concrete adjacent to the ashlar masonry facing shall be done in a manner that will ensure the filling of all spaces around the stones and secure full contact and efficient bond with all stone surfaces.

412.3.8 Leveling Courses

Stone cores and backing shall be carried up to the approximate level of the face course before the succeeding course is started.

The construction joints produced in concrete cores or backing by the intermittent placing of concrete shall be located, in general, not less than fifteen (15) centimeters below the top bed of any course of masonry.

412.3.9 Resetting

In case any stone is moved or the joint broken, the stone shall be taken up, the mortar thoroughly cleaned from bed and joints, and the stone reset in fresh mortar.

412.3.10 Dowels and Cramps

Where required, coping stone, stone in the wings of abutments, and stone in piers shall be secured with wrought-iron cramps or dowels as indicated on the plans.

Dowel holes shall be drilled through each stone before the stone is placed and, after it is in place, such dowel holes shall be extended by drilling into the underlying course not less than fifteen (15) cm.

Cramps shall be of the shapes and dimensions shown on the plans or approved by the Engineer. They shall be inset in the stone so as to be flush with the surfaces.

Cramps and dowels shall be set in lead, care being taken to completely fill the surrounding spaces with the molten metal.

412.3.11 **Copings**

Stones for copings of wall, pier, and abutment bridge seats shall be carefully selected and fully dimensioned stones. On piers, not more than two stones shall be used to make up the entire width of coping. The copings of abutment bridge seats shall be of sufficient width to extend at least ten (10) cm. under the back-wall. Each step forming the coping of wingwall shall be formed by a single stone, which shall overlap the stone forming the step immediately below it at least thirty (30) cm.

Tops of copings shall be given a bevel cut at least five (5) cm. wide, and beds, bevel cuts, and tops shall be fine-finished. The vertical joints shall be smooth-finished and the coping shall be laid with joints not more than 0.6 cm in thickness. The undersides of projecting copings, preferably, shall have a drip bead.

Joints in copings shall be located so as to provide not less than a thirty (30) cm. bond with the stones of the under course and so that no joint will come directly under the superstructure masonry plates.

412.3.12 **Arches**

The number of courses and the depth of voussoirs shall be as shown on the plans. Voussoirs shall be placed in the order indicated, shall be full size throughout, dressed true to template, and shall have bond not less than the thickness of the stone. Beds and joints shall be fine-finished and mortar joints shall not exceed two (2) cm. in thickness. Exposed surfaces of the intrados and arch ring shall be given the surface finish indicated on the plans.

Backing may consist of concrete as specified or of large stones shaped to fit the arch, bonded to the spandrels, and laid in full beds of mortar. The extrados and interior faces of the spandrel walls shall be given a finishing coat of one ratio three (1:3) cement sand mortar which shall be trowled smooth to receive the waterproofing.

Arch centering, waterproofing, drainage, and filling shall be as specified for concrete arches.

412.3.13 **Pointing**

Pointing shall not be done in freezing weather nor when the stone contains frost.

Joints not pointed at the time the stone is laid shall be thoroughly wet with clean water and filled with mortar after proper raking. The mortar shall be well driven into the joints and finished with an approved pointing tool. The wall shall be kept wet while pointing is being done and in hot or dry weather the pointed masonry shall be protected from the sun and kept wet for a period of at least 3 days after completion.

After the pointing is completed and the mortar set, the wall shall be thoroughly cleaned and left in a neat and workmanlike condition.

412.4 MEASUREMENT AND PAYMENT

412.4.1 Measurement

The quantity of stone masonry to be paid shall be the number of cubic meters measured in the completed work and the limiting dimensions shall not exceed than those shown on the drawings or fixed by the Engineer.

Concrete Class-C or lean shall be measured separately as per dimensions shown on the drawings or as directed by the Engineer. No separate measurement shall be made for stuck pointing, which is deemed to be included in stone masonry with mortar, however roll pointing shall be measured separately in square meters. No separate measurement will be made for dowels and cramps.

412.4.2 Payment

The quantities determined as provided above shall be paid for at the contract unit price respectively for each of the particular pay items listed below and shown in the B.O.Q., which price and payment shall be full compensation for labour, materials, tools, equipment and incidentals to complete the item as described above. Dowels and cramps shall be considered as subsidiary item.

Pay Item No.	Description.	Unit of Measurement
412 a	Stone Masonry Dressed Coursed with mortar.	CM
412 b	Concrete Class-C.	CM
412 c	Lean Concrete	CM
412 d	Roll Pointing.	SM

**DRAINAGE
AND
EROSION WORKS**

DRAINAGE AND EROSION WORKS

EM 500 GENERAL

The Contractor shall so schedule the construction of drainage works that the discharge of runoff from rain or other sources, both during and after construction, is properly provided for.

To avoid damage to works in course of construction, the Contractor shall provide adequate means of protection, including all necessary temporary outlet ditches, dams or diversion channels, culverts, ditches or other drainage works for the discharge of runoff water during construction and which shall be kept clear of all obstructions that might impede the flow of water.

These requirements shall be met without additional payment and all costs thereof shall be included in the bid prices for any items under the contract.

Drainage structures shown on the Drawings and their estimated total quantities are not to be taken as final. The Engineer, who will inform the Contractor of them in writing, will decide the final quantities.

501

DESCRIPTION

This work shall consist of the construction, reconstruction or repair of culverts and water drainage structures in accordance with these specifications, and in conformity with the lines, grades and dimensions shown on the Drawings or ordered by the Engineer.

The work shall include the furnishing and laying of the pipe, and the construction of such joints and connection to other pipes, catch basins, or other structures as may be required to complete the work as shown on the Drawings or as required by the Engineer.

The work shall also include the removal and disposal of existing culverts and structures except such portions as may be required or permitted by the Engineer to be left in place.

The Engineer reserves the right to inspect and test the pipe after its delivery to the work. Injurious defects revealed subsequent to acceptance of pipe and prior to its installation in the work shall be cause for rejection.

The Contractor shall not order and deliver the pipes for any work until the Engineer has approved a list of sizes and lengths.

501.2

MATERIAL REQUIREMENTS

The pipes shall meet the requirements of the AASHTO M-170, class II and IV as called for in the Bill of Quantities.

Cement, sand and water shall conform to the requirements specified in item 401-Concrete, except that the grading of sand shall meet the requirements of AASHTO M-45.

Steel reinforcement shall conform to the requirements specified in Item 404 of these specifications.

Rubber ring gaskets for rigid pipe, if required, shall conform to the requirements of AASHTO M-198.

501.3

MANUFACTURING REQUIREMENTS

Reinforced concrete pipe culverts shall conform to the requirements of AASHTO M-170.

501.3.1 Dimensions and Strength Test Requirements

Shell thickness, the quantity of circular reinforcement and the strength per linear meter for the various sizes of pipe shall conform to the minimum requirements listed in related Table as per AASHTO M-170 latest addition.

501.3.2 Reinforcement

Each line of reinforcement shall be assembled into a cage, which shall contain sufficient longitudinal bars or members extending through the barrel of the pipe to maintain the reinforcement rigidly in exact shape and correct position within the form. If the splices are not welded, the reinforcement shall be lapped not less than 30 diameters for bars and 40 diameters for cold-drawn wire. If welded, the member at either a welded splice or intersection shall develop a tensile strength of not less than three thousand seven hundred (3,700) Kg / Sq. cm. The spacing centres of adjacent rings of the circumferential reinforcement (pitch) shall not exceed 10 cm. The circumferential reinforcement shall be located midway between the inner and outer surfaces of the pipe within a tolerance of \pm six (6) mm.

501.3.3 Joints

The ends of reinforced concrete culvert pipes shall be the ogee or spigot and socket types and of such design that when laid the joints shall form a continuous conduit with a smooth and uniform interior surface.

501.3.4 Tolerances

Variations in internal diameter and wall thickness shall not exceed the limit specified in relevant "Table for Allowable Tolerances" for reinforced concrete pipes in these Specifications.

501.3.5 Absorption

The water absorption of the concrete pipe shall not exceed eight (8) per cent of the dry weight as determined in AASHTO designation T-33.

501.3.6 Curing

Pipes shall be subjected to any one of the methods of curing described in the following paragraphs or to any other method or combination of methods, approved by the Engineer's Representative, that will give satisfactory results, provided that no pipe shall be used within a period of fourteen (14) days after curing. All pipes shall be marked with the date of casting.

i) Steam Curing

Pipes shall be placed in a curing chamber, free from outside draughts, and cured in a moist atmosphere, maintained at a temperature between thirty eight (38) and fifty four (54) degree C by the injection of steam for a period of not less than twenty four (24) hours or, when necessary, for such additional time as may be needed to enable the pipe to meet the strength requirements. When a curing chamber is not available, pipes may be placed in an enclosure of canvas or other closely woven material and subjected to saturated steam at the temperature and for the time specified above. The enclosure shall be so erected as to allow full circulation of steam around the entire pipe. The interior surfaces of the curing room or canvas jackets and the surfaces of the pipes shall be entirely moist at all times.

ii) Water Spray Curing

Under the conditions of enclosure prescribed in (i) above, pipes may be cured by subjecting them to a continuous or frequently applied fine spray of water in an enclosure maintained at a temperature of not less than twenty one (21) degree C for a period of not less than seventy two (72) hours, or such additional time as may be necessary to meet the strength requirements.

iii) Saturated Cover Curing

The sides and top of each pipe may be covered with heavy Hessian or other suitable material, saturated with water before applying and kept saturated with water at a temperature of not less than twenty one (21) degree C for seventy two (72) hours, or such additional time as may be necessary to meet the strength requirements. The ends of the pipes shall be so enclosed as to prevent the free circulation of air through or around the pipe. If the temperature of the water is less than twenty one (21) degree C, the curing period shall be increased as may be necessary to meet the strength requirements. The ends of the pipes shall be so enclosed as to prevent the free circulation of air through or around the pipe.

501.3.7

Workmanship and Finish

All pipes shall be substantially free from fractures, large or deep cracks, honeycombing, open texture, spalls and surface roughness. The planes of the ends of the pipe shall be perpendicular to the longitudinal axis.

501.3.8

Inspection

The quality of all materials, the process of manufacture and the finished pipes shall be subject to inspection, test and approval at the place of manufacture. The Contractor shall make the necessary arrangements with the manufacturer to set aside in a separate area all pipes for which he desires approval.

i) Test Specimens

Pipes for the purpose of tests shall be furnished free of cost by the Contractor and will be selected at random by the Engineer. The number of sections required for test will not be more than two (2) percent except that at least one of every size will be selected. Pipes for tests shall conform to these specifications.

ii) Test Equipment

If the manufacturer has equipment for conducting the crushing strength test, the Contractor shall make the necessary arrangements to have the required tests conducted in the presence of the Inspector designated by the Engineer. If the testing facilities are not available at the point of manufacture, the Contractor shall make the necessary arrangements for furnishing & testing, at no cost to the Employer, the pipe sections selected by the Inspector to a laboratory approved by the Engineer.

iii) Re-test

Should any of the test specimens provided in accordance with the requirements listed in paragraph (1) above fail to meet the test requirements, the Contractor will be allowed a re-test on two additional specimens for each specimen that failed, and the pipe will be acceptable only when all the these retested specimens meet the strength requirements.

501.3.9

Rejection

Pipes shall be subject to rejection on account of failure to conform to any of the above specification requirements or on account of any of the following:-

- i) Fractures or cracks passing through the shell, except that a single end crack that does not exceed the depth of the joint shall not be cause for rejection. If a single end crack that does not exceed the depth of the joints exist in more than ten (10) per cent of the pipes inspected, however, the defective pipes shall be rejected.
- ii) Defects that indicate imperfect mixing and moulding.
- iii) Surface defects indicating honeycombing or open texture and exposure of reinforcement including rust marks caused by inadequate concrete cover.
- iv) Spalls deeper than one half the depth of the joint or extending more than ten (10) cm around the circumference. If spalls not deeper than one half of the joint or extending not more than ten (10) cm around the circumference exist in more than ten (10) per cent of the pipes, however, the defective pipes shall be rejected.

- v) Misplaced reinforcement already exposed or verified by checking with an approved concrete reinforcement cover meter.

501.4 CONSTRUCTION REQUIREMENTS

501.4.1 Excavation

A trench shall be excavated to the depth and grade established by the Drawings. The bottom of the trench shall be shaped to conform to the shape of the pipe for at least twenty(20) percent of its outside diameter. The width of the trench shall not be greater than two(2) times the pipe diameter, to permit satisfactory jointing and thorough tamping of the bedding material specified in item 502 under and around the pipe. Recesses shall be excavated for any bells involved. Where rock or hardpan is encountered, the trench shall be excavated to a depth at least (30) centimeters below the grade established for the bottom of the pipe. This excess depth shall be refilled with approved material and thoroughly compacted.

Where in the opinion of the Engineer, the natural foundation soil is such as to require stabilization, such material shall be replaced by a layer of suitable material. Where an unsuitable material (peat, mulch, etc.) is encountered at or below invert elevation during excavation, the necessary subsurface exploration and analysis shall be made and corrective treatment shall be as directed by the Engineer.

501.4.2 Placing Pipe

The pipe shall be laid carefully, bell up-grade, ends fully and closely jointed, and true to the elevations and grades given. Proper facilities shall be provided for lowering the sections when they are to be placed in a trench. Each section shall be securely attached to the adjoining sections by the method specified for the type of joint used. All joints, unless otherwise specified, shall be filled with stiff mortar composed of one part Portland cement and two parts sand. The mortar shall be placed so as to form a durable, watertight joint around the whole circumference of the pipe. After each section of pipe is laid and before the succeeding section is laid the lower portion of the bell shall be plastered thoroughly on the inside with mortar to such depth as to bring the inner surface of the abutting pipe flush and even. After the section is laid, the remainder of the joint shall be filled with mortar and sufficient additional mortar shall be used to form a bead around the outside of the joint. The inside of the joint shall then be wiped and finished smooth. After the initial set, the mortar on the outside shall be protected from the air and sun with a cover of thoroughly wetted earth or burlap. Any pipe, which is not true in alignment or which shows any undue settlement after being laid, or is damaged, shall be taken up and relaid or replaced without extra payment. All joints, including any connections, shall be capable of transferring the required shear across the point.

501.4.3**Backfilling**

After the pipe has been installed and the mortar joints sufficiently set, granular material (sand) and / or selected material from roadway excavation or borrow shall be placed alongside the pipes in layers not exceeding twenty (20) cms in depth and compacted to minimum ninety (90) percent of the maximum dry density determined as per AASHTO T-191 Method, so that on each side of the pipe there shall be thoroughly compacted material at least as wide as the external diameter of the pipe except insofar as undisturbed material obtrudes upon this width. Each layer shall be moistened, if dry, and then compacted by tamping with mechanical hammers or by hand tamping with heavy iron tampers to the densities as specified under item 108.3.1 - Formation of Embankment with Common Material. This method of filling and compacting shall be continued until the embankment has reached an elevation of twenty (20) cms above the top of the pipe. When construction calls for placing a high embankment over the pipes, special instructions regarding the method of back filling shall be given by the Engineer.

501.4.4**Construction Plant**

Movement of Construction equipment, over a culvert shall be at the contractor's risk. Any pipe injured thereby shall be repaired or placed at the contractor's cost.

501.5**Headwalls**

Where indicated on the Drawings, the ends of the pipe culverts shall be protected by concrete or masonry headwalls constructed as shown on the Drawings. When headwalls are constructed, the ends of the pipe shall be neatly cutoff flush with the outside face of the headwalls.

501.6**MEASUREMENT AND PAYMENT****501.6.1****Measurement**

The quantities to be paid for shall be the number of linear meters of pipe placed, completed and accepted.

Payment shall be made separately under Item 502 for furnishing and installing granular material or concrete in the bed of the culvert as shown on the Drawings.

501.6.2**Payment**

The quantities, as measured above, shall be paid for at the contract unit price respectively, for each of the particular pay items listed below in the BOQ. Payment shall be full compensation for furnishing and placing all materials including mortar for joints, for excavating trenches and backfilling, and for all other costs necessary or usual to the proper completion of the work prescribed in this item. Headwalls, wing-walls and aprons together with the bedding for the concrete pipe culvert, will be measured and paid for separately.

Pay Item No.	Description	Unit of Measurement
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**AASHTO M 170, Class II Reinforced
Concrete pipe.**

501 a	Diameter 310 mm	M
501 b	Diameter 380 mm	M
501 c	Diameter 460 mm	M
501 d	Diameter 610 mm	M
501 e	Diameter 760 mm	M
501 f	Diameter 910 mm	M
501 g	Diameter 1070 mm	M
501 h	Diameter 1220 mm	M
501 i	Diameter 1520 mm	M

**AASHTO M 170, Class IV Reinforced
Concrete pipe.**

501 j	Diameter 310 mm	M
501 k	Diameter 380 mm	M
501 l	Diameter 460 mm	M
501 m	Diameter 610 mm	M
501 n	Diameter 760 mm	M
501 o	Diameter 910 mm	M
501 p	Diameter 1070 mm	M
501 q	Diameter 1220 mm	M
501 r	Diameter 1520 mm	M

**BEDDING OR ENCASEMENT OF CONCRETE PIPE
CULVERTS**

502.1 DESCRIPTION

This work shall consist of furnishing and placing granular material or concrete as specified in bedding and around concrete pipe culverts.

502.2 MATERIAL REQUIREMENTS**502.2.1 Granular Material**

Granular material shall be sand or selected sandy soil all of which passes a 3/8 inch (9.5 mm) sieve and not more than fifteen (15) percent passes No. 200 sieve.

502.2.2 Concrete

Concrete Class B shall be as specified in Item 401.

502.3 CONSTRUCTION REQUIREMENTS

The bedding material as specified in Items 502.2.1 and 502.2.2 shall be laid to the dimensions shown on the drawings for the types specified or directed by the Engineer; the top surface of which shall be accurately shaped by template to fit the surface of the concrete pipe culvert for at least twenty (20) percent of its outside diameter.

Granular material shall be deposited in layers not exceeding twenty (20) cms and shall be compacted to at least Ninety-five (95) percent of maximum dry density in accordance with AASHTO T-180, Method D. However in case of sand, sand saturation method for compaction will be allowed, and density shall be approved by Relative Density Test Method vide ASTM-D 2049.

Concrete Class B shall be mixed, placed, finished and cured all in accordance with Item 401.

502.4 MEASUREMENT AND PAYMENT**502.4.1 Measurement**

The quantities to be paid for shall be the number of cubic meters of granular material, or concrete Class B, placed and accepted.

502.4.2 **Payment**

Quantities measured as provided above shall be paid for at the contract unit price, for each of the particular pay items listed below, which prices and payment shall be full compensation for furnishing and placing all materials, labour, equipment, tools and incidental required for completion of the work prescribed in this item.

Pay Item No.	Description	Unit of Measurement
<hr/>		
502 a	Granular Material in Bed to Concrete Pipe Culvert	CM
502 b	Concrete Class B in Bedding and Encasement of Concrete Pipe Culvert.	CM

503.1 DESCRIPTION

The work shall consist of furnishing and installing underdrains complete in accordance with these specifications and to the width shown on the typical cross-sections or drawings.

503.2 MATERIAL REQUIREMENTS**503.2.1 Perforated Concrete Pipe**

This pipe shall conform to the requirements of AASHTO M 175 or to ASTM C 444 for the specified diameters and strength classes.

503.2.2 Porous Concrete Pipe

This pipe shall conform to the requirements of AASHTO M 176 for the specified diameters.

503.2.3 Granular Backfill

Granular backfill for bedding and surrounding underdrains shall be aggregate conforming to the requirements of Item 201.2 - Granular Sub-base, Grading C.

In order to avoid intrusion into the sub-base of the in place surrounding earth material, it shall be required that the ratio:

$$\frac{D_{15} \quad (\text{Sub-base})}{D_{85} \quad (\text{Surrounding Earth})} \quad \text{shall be less than 5}$$

503.3 CONSTRUCTION REQUIREMENTS**503.3.1 Trench and Bedding**

Trenches shall be excavated to the width, line and grade as shown in the Drawings; Unless shown otherwise on the Drawings, the depth shall vary from 0.7 to 1.4 meters below the bottom of a gutter or ditch when underdrain is situated under a gutter or ditch, and to depths required for proper drainage, as determined by the Engineer. A bed of granular backfill, ten (10) cm thick, shall be spread, and compacted in the bottom of the trench throughout its entire length.

503.3.2 Placing Pipe and Backfilling

The pipe shall be embedded firmly in the bedding material, bells up, ends fully entered in the adjacent bells and spot mortared to provide for centering of the pipe, but the joint shall not be closed to allow infiltration of water.

Perforated pipe shall be laid with the perforated length of the pipe on its underside.

After the pipe has been placed and approved by the Engineer, granular backfill as specified in Item 503.2.3 shall be placed around the drain for a thickness of at least thirty (30) cm and care shall be taken that no pipe is displaced. The upper portion of the trench shall then be filled with approved fine soil selected from structural, common or borrow excavation. All filling material shall be thoroughly compacted, to the satisfaction of the Engineer.

503.4 MEASUREMENT AND PAYMENT

503.4.1 Measurement

The quantities to be paid for shall be:

- (1) The number of meters of underdrain, of the kind mentioned below, in place and accepted.
- (2) The number of cubic meters of granular backfill, in place, and accepted.

503.4.2 Payment

The quantities, determined as provided above, shall be paid for at the contract unit price for the pay items listed below. These prices and payment shall be full compensation for furnishing and placing the underdrain, for excavating the trench in which the underdrain is laid, for granular backfill used, for the backfill and all other costs related to the work prescribed in this item.

Pay Item No.	Description	Unit of Measurement
503 a	Perforated Concrete Pipe for Underdrain, Diameter 150 mm	M
503 b	Perforated Concrete Pipe for Underdrain, Diameter 200 mm	M
503 c	Perforated Concrete Pipe for Underdrain, Diameter 380 mm	M
503 d	Porous Concrete Pipe for Underdrain, Diameter 150 mm	M
503 e	Porous Concrete Pipe for Underdrain, Diameter 200 mm	M
503 f	Granular Backfill to Concrete Pipe Underdrain.	CM

**HEADWALLS, WING-WALLS, PARAPETS, APPROACH
SLABS, APRONS AND SIPHON INLETS/OUTLETS**

504.1 DESCRIPTION

This work shall consist of construction of sections as mentioned in the Items above in concrete, brickwork or stone work for concrete pipe and other culverts and bridges shown on the Drawings.

504.2 MATERIAL REQUIREMENTS**504.2.1 Formwork**

Formwork shall be in accordance with the requirements of design or as directed by the Engineer.

504.2.2 Steel Reinforcement

Quality of Steel reinforcement shall be in accordance with the material requirements of Item 404.

504.2.3 Concrete

Quality requirements of all materials for Concrete of Class A, Class B, Class C, Class Y or lean concrete as specified on the Drawings and shall be in accordance with the material requirements of Item 401.

504.2.4 Brickwork

Quality of brick and other materials shall be in accordance with the requirements of Item 410.

504.2.5 Stone Work

Stone work shall be in conformity with item No. 412.

504.3 CONSTRUCTION REQUIREMENTS**504.3.1 Excavation**

Excavation shall be in accordance with Item 107.3.1 and in conformity with the Drawings.

504.3.2 Granular Backfill

Granular backfill, if ordered in writing by the Engineer, shall be furnished, placed and compacted in accordance with Item 107.3.3.

504.3.3 Formwork

Formwork shall be supplied and fixed in the positions required for the concrete to be cast as shown on the Drawings and shall be erected and removed as directed by the Engineer.

504.3.4 Steel Reinforcement

Steel reinforcement shall be furnished, bent and fixed where shown on the Drawings. Furnishing, bending and fixing shall be in accordance with item 404.

504.3.5 Concrete

Concrete Class A, B, C or Y shown on the Drawings shall be supplied, placed, finished and cured, as specified in Item 401.

504.3.6 Brickwork

Brickwork as shown on the drawings shall be supplied, placed and finished as specified in Item 410.

504.3.7 Stone Work

Stone work shall be constructed in conformity with item No. 412.

504.4 MEASUREMENT AND PAYMENT

504.4.1 Measurement

Excavation and Backfill shall be measured as specified in Item 107.

The formwork in place and accepted shall not be measured for payment and shall be deemed to have been paid under other items.

Steel reinforcement in place and accepted shall be measured as specified in Item 404.

Concrete in place and accepted shall be measured as specified in Item 401, as per concrete class specified.

Granular backfill in place and accepted shall be measured as specified in Item 107.

Brickwork in place and accepted shall be measured as specified in Item 410.

Stone work in place and accepted shall be measured as specified in item 412.

504.4.2 Payment

Excavation and Backfill shall be paid for under different Item of 107 as the case may be.

The formwork in place and accepted shall not be paid and shall be deemed to have been paid under other items.

Steel reinforcement in place and accepted shall be paid for as specified in Item 404.

Concrete in place and accepted shall be paid for as specified in Item 401, as per concrete class specified.

Granular backfill in place and accepted shall be paid for as specified in Item 107.

Brickwork in place and accepted shall be paid as specified in Item 410.

Stone work in place and accepted shall be paid as specified in item 412.

505.1 DESCRIPTION

The work shall consist of the furnishing and erecting pre-cast or cast in situ concrete manholes of sizes shown in drawings with the necessary frames and covers constructed in accordance with these specifications and the specifications for the other work items involved and in conformity with the dimensions, lines, elevations and design shown in the Drawings.

505.2 MATERIAL REQUIREMENTS**505.2.1 Precast Concrete Units.**

These units shall be cast to the dimensions shown on the drawings. Structural concrete shall be Class-A in accordance with Item 401. Reinforcement shall be used as per design drawings. The precast units shall be cured in accordance with AASHTO M 170. Water absorption of individual cores taken from such units shall not exceed seven (7) percent.

A sufficient number of cylinders shall be cast to permit compression tests at seven (7) and twenty-eight (28) days, and to allow for at least two cylinders for each test. If the strength requirement is met at seven (7) days, the units will be certified for use fourteen (14) days from date to casting. If the strength requirements are not met at 28 days, all units made from that batch will be rejected.

Cracks in units, honeycombed or patched areas in excess of two hundred (200) square centimeter, excessive water absorption, and failure to meet strength requirements will be cause for rejection.

505.2.2 Steel Reinforcement

Steel reinforcement shall be in accordance with the requirements of Item 404.

505.2.3 Frames, Grates and Covers, and Ladder Rungs

Metal units shall conform to the dimensions shown on the Drawings and to the following requirements for the designated materials.

Gray iron castings shall conform to the requirements of AASHTO M 105. Strength class shall be optional unless otherwise specified.

Carbon steel casting shall conform to the requirements of AASHTO M 103. Grade shall be optional unless otherwise specified.

Structural steel shall conform to the requirements of AASHTO M 193 or ASTM A 283, Grade B or better.

Grey iron items shall conform to AASHTO M 105.

Galvanizing, where specified for these units, shall conform to the requirements of AASHTO M 111.

Malleable iron castings shall conform to the requirements of AASHTO M 106. Grade shall be optional unless otherwise specified.

505.2.4 Mortar

Mortar shall be composed of one part Portland cement and two parts of fine aggregate, by volume unless otherwise specified and sufficient water to make the mortar of such consistency that it can be handled easily and spread with a trowel. Aggregate for mortar shall conform to Item 401.2.2.

505.2.5 Concrete

In case of cast in situ concrete manholes, concrete shall be of Class A unless otherwise shown on the Drawings or as directed by the Engineer, and shall conform to the requirements prescribed for that particular class of concrete in Item 401. Forms of approved quality shall be used to give reasonable fair finish from inside, while rough form work may be allowed for outside finish. All other specifications shall be followed as per item 401.

505.3 CONSTRUCTION REQUIREMENTS

505.3.1 Excavation

Excavation shall conform to the requirements of Item 107.

505.3.2 Backfill

Backfill shall conform to the requirements of Item 108, unless where granular backfill as specified in Item 107 is required by the Drawings, or is specified in writing by the Engineer.

505.3.3 Concrete

Concrete construction shall conform to the requirements of Item 401.

505.3.4 Steel Reinforcement

Bending and fixing of steel shall conform to the requirements of Item 404.

505.3.5 Pre-cast Concrete Units

Pre-cast concrete units shall be erected in the positions shown on the Drawings, or as required by the Engineer.

During erection of the units outside of the manhole shall be finished smooth and the joints flushed full with mortar.

505.3.6 Connections

Sections of connection pipe shall be incorporated into the construction and placed at the elevation, direction and grade required. The inner ends of the pipe shall be flush with the inner faces of the walls.

505.3.7 Metal Frames

Metal frames shall be set on full mortar beds or otherwise secured as shown on the Drawings and the frames, covers, and gratings shall be accurately set true to the line and elevation required to fit the adjoining surface as approved by the Engineer.

505.3.8 Cleaning

Upon completion each manhole shall be thoroughly cleaned of any accumulation of silt, debris, or foreign matter of any kind and shall be kept clear of such accumulations until final acceptance of the work.

505.4 MEASUREMENT AND PAYMENT

505.4.1 Measurement

The quantities to be paid for shall be:

- (1) The number of concrete manholes, complete with frames and covers and all other relevant components, in position and accepted, from one (1) meter to two (2) meters deep;
- (2) The number of concrete manholes, complete with frames and covers and all other relevant components, in position and accepted, more than two (2) meters and up to three (3) meters deep;
- (3) The number of concrete manholes, complete with frames and covers and all other relevant components, in position and accepted, greater than 3 meter in depth.

In the determination of the depth of a manhole the distance shall be measured from the top surface of the manhole cover to the under surface of the foundation of the manhole.

505.4.2**Payment**

The quantities measured as provided above shall be paid for at the contract unit price respectively, for each of the pay items listed below that is shown in the Bill of Quantities, which prices and payment shall be full compensation for furnishing and placing all materials, and for all other costs necessary or usual to the proper completion of the work prescribed in this item.

Excavation and backfill shall be measured and paid for as specified under Item 107 or 108, as the case may be.

Granular backfill, which is in place and accepted shall be measured and paid for as specified in Item 107.

Pay Item No.	Description	Unit of Measurement
505 a	Concrete Manhole 1 M to 2 M deep	Each
505 b	Concrete Manhole more than 2 M to 3 M deep.	Each
505 c	Concrete Manhole greater than 3 M deep.	Each

506.1 DESCRIPTION

This work shall consist of constructing concrete catch basins, and drop inlets including the furnishing of metal frames, grates and lids, and the necessary excavation and backfill in accordance with these specifications and the specifications for other work items involved and in conformity with the dimensions, elevations and design shown on the Drawings.

506.2 MATERIAL REQUIREMENTS**506.2.1 Steel Frames, Grates and Lids**

Steel frames, grates and lids shall conform to the requirements of AASHTO M-105.

506.2.2 Concrete

Concrete shall be as specified in Item 401, of the class indicated on the Drawings.

506.2.3 Masonry

When so indicated on the plans or approved by the Engineer, brick or concrete block masonry may be used in lieu of concrete for the walls of catch basins or drop inlets as specified in item 410, "Brick Masonry".

506.2.4 Steel Reinforcement

Quality of reinforcing steel if used in construction of catch basins shall be in accordance with the material requirements of item 404.

506.3 CONSTRUCTION REQUIREMENTS**506.3.1 Excavation and Backfill**

Excavation and backfill shall conform to the requirements of Item 107 or 108 as the case may be.

506.3.2 Concrete Construction

Concrete of the specified class shall be supplied, placed finished and cured as specified in Item 401.

506.3.3 **Connections**

Inlet and outlet tile, sewer pipe and conduit for connections with such structures shall be of the same size, type and class as the tile, sewer pipe, and conduit with which connections are made and shall conform to the pertinent requirements therefor.

Pipe placed in concrete for inlet or outlet connections shall extend from the inside surface of the walls and beyond the outside surface of the walls a minimum distance of forty five (45) centimeters distance to allow for connections with conduits or sewers, and the concrete shall be carefully constructed around them so as to prevent leakage around their outer surface.

506.3.4 **Frames, Grates and Lids**

All frames shall be set on full mortar beds or otherwise secured as shown on the Drawings. Grates and lids shall be fitted or secured to the frames so that rocking or chattering will be eliminated.

The frames, grates and lids shall be accurately set so that the complete installation will be at the correct elevation required to fit the adjoining surface, the grates and lids shall not be in place while the adjoining concrete is struck-off and finished.

506.3.5 **Cleaning**

All catch basins and drop inlets shall be thoroughly cleaned of any accumulations of silt, debris, or foreign matter of any kind, and shall be kept clear of such accumulations until the final acceptance of the work.

506.4 **MEASUREMENT AND PAYMENT**

506.4.1 **Measurement**

The quantities to be measured shall be:

- 1) The number of drop inlets of the type specified in the construction of Drop inlets, complete in place and accepted.
- 2) The number of catch basins of the type specified, complete in place, and accepted.

506.4.2**Payment**

The quantities measured as provided above shall be paid at the contract unit price for each of the pay items listed below. Such prices and payment shall be full compensation for furnishing and placing all materials, and for all other costs relative to the proper completion of the work prescribed.

Granular backfill in place and accepted shall be measured and paid for as specified in Item 107.

Pay Item No.	Description	Unit of Measurement
506 a	Drop Inlets, Type _____	Each
506 b	Catch Basins, Type _____	Each

ITEM 508**BRICK PAVING**

508.1 DESCRIPTION

This item shall consist of one or more layers of bricks laid over thin layer of spread sand and the joints filled with sand with suitable bonding, over prepared shoulder or embankment slopes.

508.2 MATERIAL REQUIREMENTS**508.2.1 Bricks**

Quality of bricks shall meet the Material Requirements as specified in Item 410 or as approved by the Engineer.

508.2.2 Sand

Sand used in this work for bed or joints shall be medium to fine sand.

508.3 CONSTRUCTION REQUIREMENTS**508.3.1 Shoulder**

The shoulders shall be properly leveled as directed by the Engineer before commencement of work on this item.

508.3.2 Embankment Slopes

These shall be cut and dressed to dense slopes according to specified line and grade as per Item 108, or as directed by the Engineer before commencement of this item.

508.3.3 Stacking of Bricks

The bricks shall be delivered at site in stacks of ten courses high and two bricks thick for the convenience of proper inspection.

508.3.4 Placing of Bricks

A thin layer of sand, at least 1" (25 mm) in thickness, shall be spread over dressed shoulder or slope to facilitate neat dressing of bricks. The bricks shall be laid closely packed in parallel rows transverse to the center line and/or as directed by the Engineer at site. The bricks shall be laid on edge, in one (1) or two (2) courses as called for in the plans. If more than one (1) course is to be laid the joints in the successive courses will be staggered. Each course shall be properly rolled and joints filled with sand or approved local soil before laying the next course.

508.4 MEASUREMENT AND PAYMENT

508.4.1 Measurement

Brick paving when laid and finished to the required thickness and grade line shall be measured by in superficial area. The unit of measurement will be square meter.

508.4.2 Payment

Payment shall be made as measured above and shall be full compensation for preparing and shaping the shoulders and embankment slopes, replacement of unstable material, provision and laying of the sand bed and bricks, filling the voids with sand or approved local soil, watering and rolling the whole width for proper compaction, also including material, labour, equipment, tools, and incidentals necessary to complete the work prescribed in this Item.

Pay Item No.	Description	Unit of Measurement
508 a	Brick Paving (Single Course)	SM
508 b	Brick Paving (Double Course)	SM

**RIPRAP AND REINFORCED CONCRETE SLOPE
PROTECTION**

509.1**DESCRIPTION**

This work consists of furnishing and placing a protective covering of erosion resistant material as riprap or reinforced concrete slope protection on the locations shown on the plans for slopes or pier foundation protection. The work shall be done in accordance with the specifications and conformity with the lines, grades, thickness and typical cross-sections shown on the plans.

The areas to receive riprap or slope protection of any kind shall be dressed smooth to the slopes or shapes called for on the plans and shall be free from stumps, organic matter, or waste material. A filter blanket should be provided where it is anticipated that there may be migration of fines through the riprap. Toe trench and/or filter blanket is to be constructed, as directed by the Engineer.

All materials, regardless of type or kind, shall be placed as per lines and levels called for on the Drawings.

509.2**MATERIAL REQUIREMENTS****509.2.1****Stones**

Stone for riprap shall consist of field stone or rough unhewn quarry stone as nearly rectangular in section as is practical, except that riprap of Class A shall consist of round natural stones. The stones shall be sound, tough, durable, dense, resistant to the action of air and water, and suitable in all respects for the purpose intended. Samples of the stone to be used shall be submitted to and approved by the Engineer before any stone is placed. The minimum apparent specific gravity shall be two and half (2.5) and water absorption shall not exceed six (6) percent for stones to be used in riprap. The stone shall not have an abrasion loss greater than forty five (45) percent when subjected to five hundred (500) revolutions in a Loss Angeles Abrasion test.

Stones for riprap shall be one of the following classes as shown on the Drawings or determined by the Engineer:

Class A: Stones ranging in weight from a minimum of fifteen (15) Kg to a maximum of twenty five (25) Kg, with at least 50 percent by weight of the stones weighing more than twenty (20) kg.

Class B: Stones ranging in weight from a minimum of thirty (30) kg to a maximum of seventy (70) kg, with at least fifty (50) percent by weight of the stones weighing more than fifty (50) kg.

Class C: Stones ranging in weight from a minimum sixty (60) kg to a maximum of one hundred (100) kg, with at least 50 percent by weight of the stones weighing more than eighty (80) kg.

Sound pieces of broken concrete obtained from the removal of bridges culverts, and other structures may be substituted for stone upon approval by the Engineer.

509.2.2 Filter Material

The grading of the filter material shall be as specified on the drawings or in the Special Provisions. If not otherwise specified, it will be required that D15 of the filter is at least 4 times as large as D15 for the underlying embankment materials, and not more than 4 times the D85 for the embankment material.

Where: D15 and D85 are the particle diameters corresponding to fifteen (15) percent and eighty five (85) percent respectively, passing (by weight) in a grain size analysis.

509.2.3 Portland Cement

Portland cement shall conform to the requirements of AASHTO M 85.

509.2.4 Fine Aggregates

Fine aggregates for mortar shall conform to the requirements of AASHTO M 45.

509.2.5 Steel Reinforcement

Steel reinforcement shall be furnished, bent and fixed where shown on the drawings. Furnishing, bending and fixing shall be in accordance with Item 404.

509.2.6 Concrete

Concrete of specified Class shown on the Drawings shall be supplied, placed, finished and used as indicated in item 401.

509.2.7 Water

Water for concrete and mortar of ratio 1:3 shall conform to Item 401.2.7.

509.3 CONSTRUCTION REQUIREMENTS

509.3.1 Excavation

The bed for the riprap shall be excavated to the required depths and compacted, trimmed and shaped to the entire satisfaction of the Engineer or as shown on the plans.

The riprap shall be set in a toe trench as shown on the Drawings. The toe trench shall be filled with stone of the same class as the one specified for the riprap, unless otherwise specified. All toe trenches and excavations shall be approved by the Engineer with firm sub-grade or base prior to placement of stones. Stones shall be placed so as to provide minimum of voids. Larger stones shall be placed in the toe trench and on the outside surface of the slope.

509.3.2 Placing

Stones placed below water line shall be distributed so that the minimum thickness of the riprap is not less than that specified.

Stones above the water line shall be placed by hand. They shall be laid with close, broken joints and shall be firmly bedded into the slope and against the adjoining stones. The stones shall be laid perpendicular to the slope with ends in contact. The riprap shall be thoroughly compacted as construction progresses and the finished surface shall present an even, tight surface. Interstices between stones shall be chinked with spalls firmly rammed into place.

Unless otherwise provided, riprap shall have the following minimum thickness, measured perpendicular to the slope:

Class A:	20 cm
Class B:	45 cm
Class C:	60 cm

The surface of riprap placed above the water line shall not vary from the theoretical surface by more than 8 cm at any point.

509.3.3 Loose Riprap

The loose riprap shall be placed in layers manually or other methods approved by the Engineer, all to secure a stable mass. Surface irregularities of the slope shall not vary more than eight (8) centimeters along the intended slope. After the completion and approval of the riprap placement, the surface voids of the riprap in the footing trench and on the lower portions of the slope shall be filled with excavated material and dressed to the satisfaction of the Engineer.

509.3.4 Grouted Riprap

Stone for this purpose shall, as far as practicable, be selected of the size and shape so as to secure fairly large, flat-surfaced stone which will lay up with a true and even surface and a minimum of voids. The stones shall be placed first and roughly arranged in close contact, the larger stones being

placed near the base of the slope. The spaces between the larger stones shall be filled with stones of suitable size, leaving the surface smooth, reasonably tight, and conforming to the contour required. In general, the stone shall be laid with a degree of care that will ensure for plane surfaces a maximum variation from a true plane of not more than three (3) percent. Warped and curved surfaces shall have the same general degree of accuracy as specified above for plane surface.

As each of the larger stones is placed, it shall be surrounded by fresh mortar and adjacent stones shall be shoved into contact. After the larger stones are in place, all of the spaces or openings between them shall be filled with grout consisting of one (1) part of Portland Cement and three (3) parts of fine aggregates, and one-fifth (1/5) part of hydrated lime with sufficient water to produce a plastic mix and the smaller stones then placed by shoving them into position, forcing excess mortar to the surface, and ensuring that each stone is carefully and firmly bedded laterally. Mortar shall not be placed in temperature lower than five (5) degree C. During hot, dry weather the work shall be protected from the sun and kept moist for a minimum of 3 days after placement. Stones shall be kept wet during placing of the mortar.

After the work has been completed as above described, all excess mortar forced up shall be spread uniformly to completely fill all surface voids. All surface joints shall then be roughly pointed up either with flush joints or with shallow, smooth raked joints.

Weep holes shall be provided through the riprap cover as shown on the plans or as directed by the Engineer.

509.3.5 Reinforced concrete slope protection

The slopes with suitable material shall be prepared with appropriate compaction to form a sub-grade approved by the Engineer and formwork shall be completed accordingly.

After furnishing and fixing the steel reinforcement, reinforced concrete slope protection shall be constructed after light spray of water at the locations shown on the plans or where directed by the Engineer. Placing and finishing of concrete shall conform to the requirements specified in Item 401.

509.4 MEASUREMENT AND PAYMENT

509.4.1 Measurement

The quantities to be measured for payment shall be the number of cubic meters of completed and accepted work placed to the designated thickness on slopes including the toe-wall as shown on Drawings.

A filter layer of granular material, when required, shall be measured separately by the cubic-meters, in place and accepted.

The computation of the quantities will be based on the volume within the theoretical limiting dimensions designated on the Drawings.

These items shall include the furnishing of all material, placing and grouting stone riprap, mixing and placing concrete including reinforcement. Excavation, backfilling and slope preparation shall not be measured for payment but will be considered subsidiary to the items of "Riprap" or "Slope Protection".

509.4.2

Payment

The quantities, measured as provided above shall be paid for at the contract unit price, for each of the pay items listed below and shown in the Bill of Quantities. Payment shall be full compensation for furnishing all materials, labour, equipment, tools supplies and all other costs related to completion of the work.

Pay Item No.	Description	Unit of Measurement
509 a	Riprap, Class A	CM
509 b	Riprap, Class B	CM
509 c	Riprap, Class C	CM
509 d	Grouted Riprap, Class A	CM
509 e	Grouted Riprap, Class B	CM
509 f	Grouted Riprap, Class C	CM
509 g	Reinforced Concrete Slope Protection	CM
509 h	Filter Layer of granular Material	CM

510.1**DESCRIPTION**

This work shall consist of dismantling, removal, wholly or in part and satisfactory disposal of broken material from buildings, fences, bridges, culverts, drainage facilities at different locations and any other obstructions which are not designated or permitted to remain on those sections of existing highways except for the obstructions to be removed and disposed of under other items in the contract. It shall also include the salvaging of designated materials and backfilling the resulting trenches, holes, pits and ditches.

510.2**CONSTRUCTION REQUIREMENTS****General**

Engineer shall specify the extent of dismantling for each structure and the contractor shall raze, remove and dispose of all remains of all those dismantled structures and other obstructions any portion of which are on the right of way, except utilities and those for which other provisions have been made for removal. All designated useable material shall be removed, without unnecessary damage, in sections or pieces, which may be readily transported, and shall be stored by the contractor at specified places within the project limits. Unusable perishable material shall be destroyed. Non-perishable material may be disposed of outside the limits of view from the project with written permissions of the property owner on whose property the material is placed. Copies of all agreements with property owners are to be furnished to the Engineer. Basements or cavities left by structural removal shall be filled to the level of the surrounding ground and, if within the prism of construction shall be compacted to the required degree of compaction designated on the plans for roadway embankment and as specified in Item 108.3.1.

Salvaged pipe culverts or other structures shall be stored at designated and accessible points on the project as approved by the Engineer and shall be the property of the client. Dismantling shall be carried out either manually or with approved equipments. Structures to be dismantled may include plain or reinforced concrete, brick, stone masonry or any other such construction item.

510.2.1**Removal of Bridges, Culverts and other Drainage Structures**

Concrete Bridges, culverts and other drainage structures in use by traffic shall not be removed until satisfactory arrangements have been made to accommodate traffic. Unless otherwise directed, the sub-structures of existing structures shall be removed down to the natural stream bottom and those parts outside of the stream shall be removed thirty (30) centimeters below ground surface. Where such portions of existing structures are wholly or in part within the limits for a new structure, they shall be removed as necessary to accommodate the construction of the proposed structure. Steel bridges and wood bridges as designated on the plans, shall be carefully dismantled without unnecessary damage. Steel members shall be match marked, unless such match marking is waived by the Engineer. All salvaged material shall be stored as previously specified.

Blasting or other operations necessary for the removal or dismantling of an existing structure or obstruction, which may damage new construction, shall be completed prior to placing the new work.

510.2.2**Removal of Pipes**

Unless otherwise directed all pipes shall be carefully removed and every precaution taken to avoid breaking or damaging the pipe. The contractor shall be held responsible for the satisfactory removal of such structures in a usable condition. In case these provisions are violated, due to the Contractor's negligence, all material to be salvaged which is damaged in dismantling / removal to impair its future use will be charged to the contractor at sixty (60) percent of the current quoted price, delivered to the project, of an equal amount of new material. This amount of money shall be deducted from any money due or to become due to contractor.

510.2.3**Fences, Boulders, Stone Piles**

Stones, fences, piles of stones or boulders of size greater than one-quarter (1/4) cubic meter in volume which lie within the limits of the work as shown on the plans, or which fall within the approved cross sections shall be removed and disposed of as directed.

When fences enclosing pasture land or farm land are to be removed, the Contractor shall notify the property owner sufficiently in advance to permit the owner reasonable time to construct supplemental fences or make other arrangements.

510.2.4 Wells

Existing wells, abandoned or active, which lie within the limits of the Work as shown on the plans, or which fall within the approved cross sections or as directed by the Engineer shall be dismantled, backfilled and compacted. The Contractor shall carefully remove all salvageable material and store it at a location on site designated by the Engineer. Unless otherwise noted or directed, all salvageable material shall become the property of the Client. Wells shall be filled to the level of the surrounding ground and, if within the prism of construction, shall be compacted to the type of compaction within the moisture range designated on the plans for roadway embankment and as specified in Item 107. No dismantling or backfilling of a well shall be done by the Contractor without the prior approval of the Engineer.

No separate payment for dismantling or backfilling wells shall be made, the costs being considered subsidiary to other items listed in the Bill of Quantities, except that the compacted backfill required for wells will be paid for as per applicable item of backfill material.

510.3 MEASUREMENT AND PAYMENT

510.3.1 Measurement

The quantity of dismantling the structure to be paid for shall be measured in cubic meter of structure dismantled. All such measurements shall be agreed by the Engineer and the Contractor before the dismantling work starts. Necessary shop drawings will be prepared by the contractor for such purpose.

510.3.2 Payment

The quantity as measured above shall be paid for at the Contract price per cubic meter. The payment shall constitute full compensation for dismantling, removal and disposal of material as directed by the Engineer and for all labour, equipments, tools and incidentals necessary to complete the work.

Pay Item No.	Description	Unit of Measurement
<hr/>		
510	Dismantling of Structures and Obstructions.	CM

511.1 DESCRIPTION

Where shown on the Drawings, this work shall consist of furnishing hand-set pitching laid dry or grouted to stabilize slopes or as a protection against water or other erosion to form a flat or cured surface as directed by the Engineer. All materials regardless of type or kind shall be placed as per the lines and levels called for on the plans.

511.2 MATERIAL REQUIREMENTS**511.2.1 Stones**

The stones shall comprise good, hard and durable broken boulders or pieces of rock. These shall be sound, dense, resistant to the action of air and water and suitable in all respects for the purpose intended. Stones of class I or II shall be used in pitching, shall conform to the following specifications. The depth of the stones and their weight shall be as under:-

Class I

Stones ranging in weight from a minimum of fifteen (15) Kg to a maximum of twenty five (25) Kg with at least fifty (50) percent by weight of the stones weighing more than twenty (20) Kg. The depth of the stones shall generally be from twenty (20) cm to twenty five (25) cm and shall be used for heavy pitching to culvert or bridge ends and approaches, Wadi diversions, protection for structures, revetment to slopes and where directed.

Class II

Stones ranging in weight from a minimum of ten (10) Kg to a maximum of fifteen (15) Kg with at least fifty (50) percent by weight of the stones weighing more than twelve (12) Kg. The depth of the stones shall vary from fifteen (15) cm to twenty (20) cm and shall be used for lighter pitching where directed to ditches, beams, dykes etc.

511.2.2 Portland Cement

Portland cement shall conform to the requirements of AASHTO M 85.

511.2.3 Fine Aggregates

Fine aggregates for mortar shall conform to the requirements of AASHTO M-45.

511.2.4 Water

Water for cement sand mortar shall be as specified in Item 401.

CONSTRUCTION REQUIREMENTS**511.3.1****Dry Pitching**

The bed upon which pitching shall be laid, shall be firm or compacted of approved granular material of specified thickness and to the required grades and lines as shown on the plans or as directed and approved by the Engineer. The stones shall comprise roughly dressed and shaped, set on their edges with their longest dimension at right angles to the flow of water. These shall be securely bedded, breaking bond closely packed with any interstices locked and filled by selected stone spalls hammered in. The loose pitching specified in plans shall be placed by dumping and spreading in layers by hand or other methods approved by the Engineer all to secure a stable mass. The ends of pitched areas shall be protected from undermining by the use of edge stones at least twice the general size and weight set on end. In large or slope areas of pitching, key stones shall be provided at the rate of one per square meter, at least one and a half times the general size and weight, set on end.

The pitching to the batters of the earth works and diversions of waterways shall be carried down in trench to such a depth as will ensure a sound footing for the lowest course. Subsequent to pitching the trench shall be backfilled to normal ground level with approved, well compacted suitable material.

511.3.2**Grouted Pitching**

Specified stones shall be arranged in such a way that the largest stones are at the base of the slope. The surfaces of the rock shall be cleaned of adhering dirt and clay and shall be moistened. Stone in the bottom courses and to a vertical height and thickness as per plans shall be carefully arranged by hand to inter lock and so as to yield true and even surface with minimum voids and conforming to the contour required. Pitching laid in cement mortars of 1:3 shall be furnished in panels with weep holes, the joints between panels being approximately two (2) cm in thickness and extending the full depth of the pitching the joints shall be filled with sand bitumen mixture consisting of approximately one part by weight of bitumen heated as necessary to two parts by weight of a clean sharp sand. The dimensions of the panels shall be approximately two meters square but the precise dimensions in any instance and the spacing of the weep holes shall be as required by the Engineer. In laying the pitching the lines of the panel joints shall be picked out with a straight fillet laid on the face of the earth works and the stones set up carefully to the edge of the fillet. Subsequent to laying the pitching the fillet shall be removed and the joint caulked with the sand bitumen mixture as above. The exposed surface of the stones shall project not less than four (4) centimeters and not more than eight (8) centimeters of the grout surface. The grouted stone pitching shall be cured by an approved method for a minimum period of four (4) days and after expiration of the curing period, the exposed surfaces shall be cleared of all curing mediums.

511.4 **MEASUREMENT AND PAYMENT**

511.4.1 **Measurement**

The quantities shall be measured by the square meter of completed and accepted work placed to the designated thickness of slopes including the toe walls as shown on Drawing. Toe walls shall be measured by the height times the length, and no additional payment will be made for the additional thickness of the toe walls when compared to the slope thickness. Measurement shall be based on the dimensions shown on the plans or as otherwise authorised by the Engineer. These items shall include the furnishing of all material, placing and grouting stone pitching. Excavation, backfilling and slope preparation shall not be measured for payment, but will be considered subsidiary to the item of "Stone Pitching".

511.4.2 **Payment**

The amount of completed and accepted work as measured above shall be paid for at the contract unit price for each of the pay items listed below and specified in the Bill of Quantities, which price shall be full compensation for furnishing all materials, for all labour, equipment, tools, supplies, and all other item necessary for the completion of the work.

Pay Item No.	Description	Unit of Measurement
511 a	Dry Stone Pitching	SM
511 b	Grouted Stone Pitching.	SM

ANCILLARY WORKS

ANCILLARY WORKS

ITEM 600

G E N E R A L

This section shall consist of items of work which are ancillary or incidental to the other parts of the General Specifications. Such works shall include general items, precast concrete posts and markers, traffic control devices, side walks, guard rails, detours, traffic signs, pavement marking, reflectors, fencing and brick edging etc., in accordance with these specifications and in conformity with the lines, grades sections dimensions and locations in the plans or as required by the Engineer.

This section deals with those items of work in which small elements of construction employ construction items such as concrete, brick work, stone masonry, steel reinforcement or structural steel. These items of work have been separately quantified so that contractor can price them by assessing size of each element and extra effort which is essential in addition to the specification requirement of the parent item.

Metal guard-rails, traffic road signs and safety devices, pavement markings, reflectorised pavement studs, and other such fixtures shall meet the requirements of ISO - 9,000 for which certificates of manufacturers and supplies shall be produced.

601.1 DESCRIPTION

This work shall consist of kerb, gutter, channel, or combination of kerb and gutter or channel; constructed of the following materials and in accordance with the specifications at the location and of the form, dimensions and designs shown on the Drawings or as directed by the Engineer. The kerb, gutter, channel or in combination may be constructed by one of the following methods.

- i) Cast in place concrete kerbing.
- ii) Precast concrete kerbing.
- iii) Extruded concrete kerbing.

601.2 MATERIAL REQUIREMENTS

The concrete for cast in place concrete kerbs, gutters and channels shall be either Class 'A' or class 'C' or as indicated on the Drawings and shall conform to the requirements of that particular class prescribed under item 401.1.1. "Classes of concrete". An air entraining agent, if required, shall be added during mixing an amount to produce five (5) to eight (8) percent air by volume in the mixed concrete.

Precast concrete kerbing units shall consist of class 'C' concrete conforming to the requirement of item 401 and to lengths, shape and other details shown on the Drawings. Kerbing which shows surface irregularities of more than five (5) mm when checked with three meter straight edge or surface pits more than fifteen (15) mm in diameter will be rejected.

Forms to hold the concrete shall be built and set in place as described under item 403-Formwork.

Forms for at least sixty meters of kerb or combination of kerb and gutter or channels shall be in place and checked for alignment and grade before concrete is placed. Curved sections shall have forms of either wood or metal and shall be accurately shaped to radius of curvature shown on the Drawings. Steel Reinforcement if required shall conform to item 404 "Steel Reinforcement".

Expansion joint filler shall be either the performed type conforming to requirement of AASHTO-M 153 or shall be precast fiber board packing.

Joint filler shall consist of one part cement and two parts of approved sand with sufficient quantity of water necessary to obtain the required consistency. The mortar shall be used within thirty (30) minutes after preparation.

The Bonding compound when used shall conform to AASHTO M-200.

CONSTRUCTION REQUIREMENTS**Cast-in-Place****a) Excavation and Bedding**

Excavation shall be made to the required depth and the base upon which the kerb or combination of kerb and gutter is to be set shall be compacted to a minimum density of ninety (90) percent of the maximum dry density as determined by AASHTO T-191 Method. All soft and unsuitable material shall be removed and replaced with suitable material acceptable to the Engineer.

Where directed by the Engineer, a layer of cinders or clean sand and gravel, or other approved porous material having a minimum compacted thickness, of fifteen (15) cm shall be placed to form a bed for the kerb or combination of kerb and gutter.

b) Placing Concrete

Concrete may be placed in the gutter to the full depth required. The top of the kerb or combination of kerb and gutter shall be floated smooth and the edges rounded to the radii shown on the Drawings. Before finishing, the surface of the gutter shall be tested with a three (3) meter straight-edge and any irregularities of more than five (5) mm in three (3) meters shall be eliminated. In finishing concrete only mortar normally present in the concrete shall be permitted for finishing. The use of a separate mortar finishing coat or the practice of working dry cement into the surface of the concrete will not be permitted.

c) Joints

The kerb and gutter shall be constructed in uniform sections of not more than twenty five (25) meters in length except where shorter sections are required to coincide with the location of weakened planes or contraction joints of the concrete pavement or for closures but no section shall be less than two (2) meters long. The sections shall be separated by sheet templates set perpendicular to the face and top of the kerb and gutter. The templates shall be approximately five (5) mm in thickness, of the same width as that of the kerb or kerb and gutter and not less than five (5) cm greater than the depth of the kerb or kerb and gutter. Templates shall be set carefully and held firmly during the placing of the concrete and shall be allowed to remain in place until the concrete has set sufficiently to hold its shape, but shall be removed while the forms are still in place. When pre-cut fiber-board packing is used in the expansion joints it may be used in place of the sheet template referred to above, on the approval of the Engineer. In this event the fiber board shall be pre-cut to the shape of the kerb so that its outer edge will be flush with the abutting kerb.

Expansion joints shall be formed in the kerb and gutter at intervals of six (6) to ten (10) meters in order to coincide with the expansion joints of cement concrete pavement or as shown on the Drawing.

d) Dowels at Expansion Joints in Channels

At expansion joints in channels and in the channel portion of kerbs and channel built monolithically, painted dowel bars with slip sleeve shall be provided as a load transfer medium at locations shown on the Drawings.

The size and spacing of the dowel bars shall be as indicated on the Drawings. Each dowel shall be set accurately parallel to the top surface of the gutter and accurately at right angles to the expansion joint.

e) Contraction Joints

Transverse contraction joints shall be provided opposite to all contraction joints in abutting concrete pavement and other locations shown on the Drawing spaced to a maximum of four (4) meters.

The contraction joints shall be provided by forming grooves in the face and surface of structure at right angle to the kerb alignment and kerb surface. The grooves shall be rectangular in cross-section, five (5) cm deep by five (5) cm wide. The grooves shall be formed in the top of all kerbs and in the exposed roadway face of kerb and in the channel surface of monolithic type kerb and channels and in the surface of channels. The edges of the joints shall be tooled and the joints shall be left clean, neat and of specified width and depth.

f) Removal of Forms and Finishing

The forms shall be removed within twenty four (24) hours after concrete has placed except that the form used against the face of the kerb in a combination of kerb and gutter shall be removed as soon as the concrete has set sufficiently to hold its shape. Minor defects shall be repaired with mortar containing one part of portland cement and two parts of the fine aggregate. Plastering shall not be permitted on the face of a kerb or kerb and gutter and all rejected kerb or gutter shall be removed and replaced without additional compensation. All surfaces which will be exposed in the finished construction of the kerb and gutter shall be finished, while the concrete is still "green" by wetting a wood block of float and rubbing the surface until they are smooth.

g) Curing

During seventy two (72) hours following placing of concrete, the kerbs, channels and gutters shall be protected against premature drying by covering with suitable cotton or Hessian mats and by frequent sprinkling with water, with liquid forming compounds or with waterproof paper or by any other method as mentioned in section 401.3.8-Curing, Concrete and approved by the Engineer.

h) Backfilling

After forms has been removed and concrete has been cured as specified, the excavation of kerbs, gutters or channels shall be backfilled

with suitable earth or granular material tamped into place in layers of not more than fifteen (15) cms each until firm and solid.

601.3.2 Pre-Cast

a) Excavation and Bedding

Excavation shall be made to the required depth as shown on the Drawings. All soft and unsuitable material shall be removed and replaced with a suitable material acceptable to the Engineer.

Bedding shall consist of Class B Concrete conforming to the requirements of Item 401 and shall be to the section and dimension shown on the Drawings.

b) Placing

The precast concrete kerbs shall be set in 1:3 of cement sand mortar to the line, level and grade as shown on the Drawings or as directed by the Engineer.

c) Joints

Joints between consecutive kerbs shall be three (3) to five (5) mm wide and filled with cement mortar to the full section of the kerb.

d) Backfilling

Backfilling shall meet the requirements of Item 601.3.1(h).

601.3.3 Extruded Concrete Kerbing and Channels

a) Excavation and Bedding

Excavation and bedding shall conform to the requirements as described under item 601.3.1(a).

b) Placing

Concrete shall be fed to the machine at a uniform rate. The concrete shall be of such consistency that after extrusion it will maintain the shape of the kerb section without support and shall contain the maximum amount of water that will permit this result. The machine shall be operated under sufficient uniform restraint to forward motion to produce a well compacted mass of concrete which requires no further finishing other than light brushing with a brush filled with water only.

The forming tube portion of the extrusion machine shall be readily adjustable vertically during the forward motion of the machine. A grade line gauge or pointer shall be attached to the machine so that a continual comparison can be made between the kerb being placed and the established kerb grade as indicated by an offset guide line.

The top end face of the finished kerb shall be true and straight and the top surface of the kerb shall be of uniform width, free from bumps or surface pits larger than fifteen (15) mm in diameter. When a straight-edge three (3) meters long is laid on the top or face of the kerb, or surface of the gutter, the surface shall not be more than five (5) mm from the edge of the straight-edge except at grade changes or curves.

Where adhesive is used to bond the kerb to an existing pavement, the surface shall be first thoroughly cleaned of all dust, loose material and oil, the cost of which shall be included in other items of work.

c) Joints

Expansion joints shall be constructed by sawing through the kerb section to its full depth. The width of the cut shall be such as to admit the joint filler with a tight fit. Preformed joint filler shall conform to the provisions of Item 601.2 and shall be inserted and mortared in place.

If sawing is performed before the concrete has hardened, the adjacent portion of the kerb shall be supported firmly with close fitting shields and the operations of sawing and inserting the joint filler shall be completed before curing the concrete.

Alternatively pre-cut joint fillers shall be permitted to be placed at the location of the expansion joints prior to the placing of the extruded kerb with the approval of the Engineer. The joint fillers shall be set firmly in place in a vertical position to the line and grade of the kerb profile.

d) Curing and Backfilling

Curing and backfilling shall be as described in item 601.3.1(g) and Item 601.3.1 (h).

601.4 MEASUREMENT AND PAYMENT

601.4.1 Measurement

The unit of measurement for concrete kerb, gutter, or combination of kerb and gutter, channel, or extruded kerbs and channels shall be measured by the linear meter along the front face of the section at the finished grade elevation. Deduction in length will be made for drainage structure installed in the kerbings such as catch basins and drop inlets etc. Measurement will not include any area in excess of those shown on the Drawings except for any area authorised by the Engineer in writing.

601.4.2

Payment

Measured and accepted quantities shall be paid for at the contract unit price per linear meter for each of the particular pay item listed below and shown in the Bill of Quantities which prices and payment shall constitute full compensation for furnishing and placing all materials for concrete, for reinforcing steel if required on the Drawings for expansion Joints, material, form for drainage opening, excavation, backfilling and dumping and disposal of surplus material and for all labour, equipment, tool and incidentals necessary to complete the item.

Payment for expansion joint filler material used in transverse expansion and contraction joints in kerbs and channel shall be understood to be included in the price tendered per linear meter for the kerbs and channels and shall not be paid for separately.

Concrete and mortar required for bedding of precast concrete kerbs as shown on the Drawings shall not be paid for as separated item, but the cost shall be included in the contract unit price for precast concrete kerb.

Pay Item No.	Description	Unit of Measurement
601a	Concrete Kerb, in place, type--	M
601b	Combination of Kerb and Gutter in place, type--	M
601c	Combination of kerb and Channel in place, type--	M
601d	Pre-Cast kerb in place, type--	M
601e	Concrete Channel, type--	M
601f	Extruded Kerb and Channel, type--	M

ITEM 602**ASPHALT CONCRETE AND CEMENT CONCRETE
SIDEWALK**

602.1 DESCRIPTION

This work shall consist of the construction of sidewalks which can be asphalt concrete, plain portland cement concrete, or precast Portland cement concrete slabs (450x450) mm or smaller or interlocking concrete blocks all in accordance with these specifications and to the line, grade, levels and dimensions shown on the Drawings or as required by the Engineer.

602.2 MATERIAL REQUIREMENTS**602.2.1 Cement Concrete**

The Concrete shall be either Class A or Class C as indicated on the drawings and in accordance with Item 401.1.1.

602.2.2 Asphalt Concrete

Asphaltic concrete shall conform to the requirements of Item 305 - Asphalt Concrete Pavement - for Class B mixture.

602.2.3 Expansion Joint Filler

Unless otherwise directed the joint filler shall have a thickness of five (5) mm and conform to the requirements of Item 601.2.

602.2.4 Forms

Forms shall be of wood or metal as approved by the Engineer and shall extend to the full depth of the concrete. All forms shall be straight, free from warp and of adequate strength to resist bending.

602.2.5 Bed Course Material

Bed course material shall consist of cinders, sand, slag, gravel, crushed stone or other approved materials of such gradation that all particles will pass through a 1/2" (12.5 mm) sieve.

602.2.6 Asphaltic Prime Coat

Asphaltic prime coat material shall conform to the requirements of Item 301 for Cut-back Asphalt.

602.3 CONSTRUCTION REQUIREMENTS

602.3.1 Asphalt Concrete Sidewalk

(a) Excavation

Excavation shall be made to the required depth and to a width that will permit the installation and bracing of the forms. The foundation shall be shaped and compacted to minimum ninety (90) percent of the maximum dry density as determined by AASHTO T-191 Method. The surface shall be even conforming to the section shown on the drawings. All soft material shall be removed and replaced with acceptable material.

(b) Placing of Bed Course Material

The bed course material shall be compacted in layers not exceeding ten (10) cm, to the depth shown on the drawings and to the line and grade of the finished sidewalk surface.

(c) Priming the Bed Course Material

The prepared bed course material shall receive an application of prime coat in accordance with the requirements of Item 302 and approved by the Engineer.

(d) Placing the Asphalt Concrete

The asphalt concrete shall be placed on the previously primed prepared bed only when, in the opinion of the Engineer the bed is sufficiently dry and weather conditions are suitable. The mixture shall be placed on one or more courses of uniform thickness as shown on the Drawings. Each course shall be smoothed by raking or screeding and shall be thoroughly compacted by rolling with a hand operated roller or a type satisfactory to the Engineer. After compaction, the surfacing shall be of the thickness and section shown on the Drawings, shall be smooth, even and of a dense and uniform texture. Forms, if used, shall be removed and the shoulders shaped and compacted to the required section.

602.3.2 Cement Concrete Sidewalk

(a) Excavation

Excavation shall meet the requirements of Item 602.3.1 (a).

(b) Placing of Bed Course Material

Where indicated on the drawings the bed course material shall be placed in accordance with Item 602.3.1 (b).

(c) Forms and Expansion Joints

All forms shall be staked securely in position at the correct line and elevation.

Expansion joint filler shall be set in the position shown on the Drawings before the placing of the concrete is started. The joint filler shall be placed 5 mm below the top surface of the finished sidewalk.

(d) Placing the Cement Concrete Material

The mixing, placing, finishing, and curing of concrete shall be as provided under Item 401-Concrete.

Before the concrete has set, the surface of the concrete shall be trowled until it is of uniform smoothness and is true to the lines, elevations, and surface required.

The surface shall be cut through to a depth of one (1) cm with a trowel at intervals of one (1) meter or where required, in straight lines perpendicular to the edge of the sidewalk. The surface shall then be brushed. The edges of the sidewalk and the transverse cuts shall be shaped with a suitable tool so formed as to round the edges to a one and half (1.5) centimeters radius.

(e) Precast Elements

Precast concrete slabs or interlocking concrete blocks shall be set on the bed course material where indicated on the drawings or as directed by the engineer to provide a smooth top surface without ridges or lumps at joints.

Precast concrete units shall be fair faced cast to the sizes and dimensions as indicated on the drawings.

The concrete used for pre-cast unit shall conform to the specifications laid down in item 401-Concrete. The Contractor shall be required to submit a sample of pre-cast unit for the approval of the Engineer. All pre-cast units shall strictly conform to the approved sample.

A pre-cast unit cracked or damaged before, during or after erection shall be removed from the works and replaced by the Contractor at his own expense. All pre-cast units shall be smoothly finished to the required lines, grades angles etc. Holes, grooves, pockets, hooks shall be provided as shown or as directed by the Engineer.

The units shall be properly stacked on a platform without causing any cracks or damage. Curing of all the pre-cast units shall be done in accordance with item 401.

602.4 MEASUREMENT AND PAYMENT

602.4.1 Measurement

The quantity to be paid for shall be the number of square meters of asphalt concrete or cement concrete sidewalk complete in place and accepted, measured in the place of the sidewalk surface.

602.4.2 Payment

The quantity as determined above, shall be paid for at the contract unit price per square meter for the pay items listed below and shown in the Bill of Quantities, which price and payment shall constitute full compensation for furnishing and placing all materials, for asphaltic concrete, Portland cement concrete, expansion joint material, for excavating and compacting the foundation bed, for furnishing and placing for forms, and for all labour, equipment, tools and incidentals necessary to complete the item.

Pay Item No.	Description	Unit of Measurement
602 a	Asphalt Concrete Sidewalk	SM
602 b	Cement Concrete Sidewalk	SM
602 c	Precast Concrete Slab Sidewalk	SM
602 d	Precast Concrete Interlocking Block Sidewalks	SM

ITEM 603**BRICK EDGING****603.1 DESCRIPTION**

This item shall consist of brick installed on vertical edge between the pavement structure and shoulders in such a manner that the brick is laid on compacted shoulders and top of brick is flushed with the slope of road pavement.

603.2 MATERIAL REQUIREMENTS**603.2.1 Bricks**

Quality of Bricks shall meet the material requirement as specified under item 410.

603.3 CONSTRUCTION REQUIREMENTS

A trench of appropriate dimensions shall be excavated to accommodate brick on vertical edge, so that top of the brick becomes flushed with the top of road pavement and to ensure that one face of the brick remains in contact with the pavement structure. The cavities on the other face of the brick shall be refilled with the excavated shoulder material and properly compacted. The brick shall be laid in accordance with the line and grade of the road pavement. It shall be ensured that bricks are installed in vertical positions.

603.4 MEASUREMENT AND PAYMENT**603.4.1 Measurement**

Brick edging when laid and finished to the required grade and line shall be measured per linear meter installed and approved by the Engineer.

603.4.2 Payment

The quantity as measured above shall be paid per linear meter for excavation of trench, installation of bricks, compacted backfill of cavities and dressing of berms including material, watering, tamping, labour, equipment, tools and incidentals necessary to complete the item.

Pay Item No.	Description	Unit of Measurement

603	Brick Edging	M

605.1 DESCRIPTION

This item shall consist of concrete beam Guard rail constructed in accordance with these specifications at the locations and in conformity with the dimensions, and design shown on the Drawings.

605.2 MATERIAL REQUIREMENTS**605.2.1 Concrete Beam Guard Rail**

The rail shall be of concrete Class A as specified in item 401.1.1 "Structures". Reinforcing steel shall conform to requirement as specified in item 404. Concrete beam Guard rail shall be of size 125 mm x 300 mm, where as reinforcing steel shall be provided at the rate of one hundred twenty (120) Kg. per cubic meter.

605.2.2 Connections and Splices

Bolts, nuts, washers, sleeves and other fittings shall conform to ASTM Designation A 325 (AASHTO M 614) and shall be zinc coated in accordance with the requirement of ASTM Designation A 153 (AASHTO M 232).

605.2.3 Guard Rail Posts

Post shall be of concrete Class A as specified in item 401.1.1 of these Specifications.

Precast reinforced concrete posts shall be of a section 250 mm x 250 mm. The concrete shall be Class A as specified in Item 401.1.1. Reinforcement shall conform to the requirements of AASHTO M 31 or M 53. All bars shall be of the deformed type, conforming to AASHTO M 137. Reinforcing Steel shall be provided at the rate of one hundred twenty (120) kg per cubic meter.

605.2.4 Post Foundation Blocks

Where required or as ordered by the Engineer, post foundation blocks, shall be constructed in concrete Class C as specified in Item 401.1.1 to the section and length specified or as directed by the Engineer.

605.3 CONSTRUCTION REQUIREMENTS**605.3.1 Formwork**

Formwork shall be supplied and fixed in the position required for the concrete to be cast as shown on the Drawings, or as required by the Engineer, and shall be supplied, erected and removed as specified in Item 403.

605.3.2 Steel Reinforcement

Steel reinforcement shall be furnished, bent and fixed where shown on the Drawings, or where required by the Engineer, and its furnishing, bending and fixing shall be in accordance with Item 404.

605.3.3 Concrete

Concrete Class D1 as shown on the Drawings or as required by the Engineer shall be supplied, placed, finished and cured as specified in Item 401.

605.4 MEASUREMENT AND PAYMENT

605.4.1 Measurement

The Guard rail shall be measured by the length in meter of completed section fastened in place and accepted.

Guard rail end pieces shall be measured by the length in meter completed in place and accepted.

Posts for guard rail and guard rail end pieces shall be measured by the number erected in place and accepted.

605.4.2 Payment

The quantities, determined as prescribed above shall be paid for at the contract price per unit for measurement for the pay item listed below and shown in the Bill of Quantities which price shall be full compensation for fabrication of items in length as directed, including concrete, steel, formwork, transportation, erection and fastening of posts and Guard rail, making and filling of holes, and for all costs including labour, tools and incidentals necessary to complete the work prescribed in this item.

Pay Item No.	Description	Unit of Measurement
605 a	Concrete Beam Guard Rail, type--	M
605 b	Guard Rail End Pieces, type--	M
605 c	Concrete Post for Guard Rail and Guard Rail End Pieces, type--	Each

606.1 DESCRIPTION

This work, consists of the supply and erection of concrete railing for bridges and other structures in accordance with these specifications and to the details shown on the Drawings.

Where metal beam Guard rails form part of the Bridge Railing, the Guard rail beam and connections shall conform to the requirements of item 604 and shall be paid for under that item.

606.2 MATERIAL REQUIREMENTS**606.2.1 Formwork**

Formwork where necessary, shall conform to Item 403.

606.2.2 Steel Reinforcement

Steel reinforcement shall be as specified in Item 404.

606.2.3 Concrete

Concrete shall be class D1 as specified in item 401.1.1 or as shown on the Drawings.

606.3 CONSTRUCTION REQUIREMENTS**606.3.1 Formwork**

Formwork shall be supplied and fixed in the position required for the concrete to be cast as shown on the Drawings, or as directed by the Engineer, and shall be supplied, erected and removed as specified in Item 403.

606.3.2 Steel Reinforcement

Steel reinforcement shall be furnished, bent and fixed where shown on the drawings or where directed by the Engineer and its furnishing, bending, and fixing shall be in accordance with the Item 404.

606.3.3 Concrete

Concrete class D1 as shown on the drawings or as directed by the Engineer shall be supplied, placed, finished and cured, as specified in Item 401.

606.4 MEASUREMENT AND PAYMENT

606.4.1 Measurement

Concrete in place and accepted shall be measured as specified in Item 401.

The formwork in place and accepted shall not be measured separately as specified in Item 403.

Steel reinforcement in place and accepted shall be measured for as specified in Item 404.

606.4.2 Payment

Payment shall be made for the materials utilized, or the rates quoted by contractor and measured as provided above, for following items.

Pay Item No.	Description	Unit of Measurement
606 a	Structural Concrete	CM
606 b	Reinforcing steel Grade 60, deformed	Ton

607.1**DESCRIPTION**

This work shall comprise furnishing and installing traffic signs, permanent safety devices and post assemblies in accordance with these specifications and to the details shown on the Drawings. All sign faces and lettering shall be in accordance with NHA/NTRC sign standards or as shown on plans. Prior to manufacture and fabrication of the signs the contractor shall submit to the Engineer for approval detailed drawings showing letter sizes, traffic symbols and sign layout. The permanent safety devices shall consist of road posts and hazard markers and will be provided as per specifications, drawings or as directed by the Engineer.

607.2**MATERIAL REQUIREMENTS****607.2.1****Sign Panels**

Sign panels for regulator, warning and informatory signs shall be manufactured from aluminium alloy conforming to ASTM B 209, alloy 6061-T6 or 5052 - H38 plates of three (3) mm thickness as shown on the drawings.

The blanks shall be free from laminations, blisters, open seams, pits, holes, or other defects that may affect their appearance or use. The thickness shall be uniform and the blank commercially flat. Perform shearing, cutting and punching before preparing the blanks for application of reflective material.

The blanks shall be cleaned, degreased, and chromate or otherwise properly prepared according to methods recommended by the sheeting manufacturer.

607.2.2**Reflective Sheeting**

Reflective sheeting used on road sign made of flexible white or colored, wide angle retroreflective sheeting (herein after called sheeting), and related processing materials designed to enhance nighttime visibility. The sheeting shall consist of optical elements adhered to a synthetic resin and encapsulated by a flexible transparent plastic that has a smooth outer surface.

The sheeting shall have either a precoated pressure sensitive adhesive or a tack-free adhesive activated by heat applied in a heat vacuum applicator in a manner recommended by the sheeting manufacturer. Both adhesive classes shall be protected by an easily removable liner.

The manufacturer of the sheeting being offered shall furnish the process inks, clears and thinners produced by the sheeting manufacturer recommended for and compatible with the sheeting to meet the performance requirements of this specification and shall further be responsible for technical assistance in the use of these inks or alternatively sheeting can be used on sheeting.

The sheeting manufacturer must provide documented evidence to the satisfaction of the Engineer that representative production materials of the type to be supplied has been used successfully in a substantial traffic signing program in similar climatic conditions for at least three years.

a) **Color Requirements.** Color shall be specified and conform to the requirements of Table 1.

Table 1

COLOR SPECIFICATION LIMITS* AND REFERENCE STANDARDS

Color	X	Y	X	Y	X	Y	X	Y	Reflectance Limit (Y)	Munsell	
									Min.	Max.	** Paper
White	.303	.287	.368	.353	.340	.380	.274	.316	27.0		5PB 7/1
Yellow	.498	.412	.557	.442	.479	.520	.438	.472	15.0	40.0	1.25Y 6/12
Red	.613	.297	.708	.292	.636	.364	.558	.352	2.5	11.0	7.5R 3/12
Blue	.144	.030	.244	.202	.190	.247	.066	.208	1.0	10.0	5.8PB 1.32/6.8
Orange	.550	.360	.630	.370	.581	.418	.516	.394	14.0	30.0	2.5YR 5.5/14
Brown	.430	.340	.430	.390	.550	.450	.610	.390	3.0	9.0	5YR 3.6
Green	.30	.380	.166	.346	.286	.4288	.201	.776	3.0	8.0	10G 3/8

* The four pairs of chromaticity coordinates determine the acceptable color in terms of the CIE 1931 standard colormetric system measured with standard illumination Source C

** Available from Munsell Color Company, 2441 Calvert Street, Baltimore, Maryland 21218. Catalog No. MCP-90040.

b) Coefficient of Retroreflection. The coefficients of retroreflection shall conform to the minimum requirements of Table II.

Table II

MINIMUM COEFFICIENT OF RETROREFLECTION
(CANDELAS PER FOOTCANDLE PER SQUARE FOOT)

Observation Angle (°)	Entrance Angle (°)	White	Red	Yellow	Green	Blue	Brown	Orange
0.2	-4	250	45	170	45	20.0	12.0	100.0
0.2	+30	150	25	100	25	11.0	8.5	60.0
0.5	-4	95	15	62	15	7.5	5.0	30.0
0.5	+30	65	10	45	10	5.0	3.5	25.0

For screen printed transparent colored areas on white sheeting, the coefficients of retroreflection shall not be less than 70% of the values for corresponding color in the above table.

The sheeting manufacturer shall provide a test report from British Standards Institution (BSI) or any internationally recognised laboratory stating that the sheeting meets the requirements according to BSI 873 Part 6. or FP 92 of FHWA.

The brightness of the reflective sheeting totally wet by rain, shall be at least ninety (90) % of the above values.

The reflective sheeting shall be sufficiently flexible as to permit application over and adhesion to a moderately embossed surface. It shall not show damage when bent ninety (90) degree over a fifty (50) mm diameter mandrill.

The sheeting shall show no cracking or reduction in reflection after being subjected to the dropping of a twenty five (25) mm diameter steel ball from a height of two (2) meters onto its surface.

For heat activated material the adhesive shall permit the reflective sheeting to adhere securely forty eight (48) hours after application, at temperatures of up to ninety (90) degree Centigrade.

The reflective material shall be weather-resistant and following cleaning, shall show no definite fading, darkening, cracking, blistering or peeling and not less than seventy five (75) % of the specified wet or dry minimum brightness values when exposed to weathering for five (5) years.

- c) **Performance Requirements And Obligation.** The sign manufacturer shall submit a certificate from the sheeting manufacturer stating that the sheeting used for finished retroreflective signs meets all requirements listed herein.

Sheetings processed and applied to sign blank materials in accordance with sheeting manufacturer's recommendation, shall perform effectively for the number of years stated in Table III of this specification. The retroreflective sheeting will be considered unsatisfactory if it has deteriorated due to natural causes to the extent that: (1) the sign is ineffective for its intended purpose when viewed from a moving vehicle under normal day and night driving conditions; or (2) the coefficient of retroreflection is less than the minimum specified for that sheeting during that period listed in Table III.

Table III

**MINIMUM COEFFICIENT OF RETROREFLECTION CANDELAS PER FOOT
CANDLE PER SQUARE FOOT (.2° OBS. AND -4° ENTRANCE)***

Sheeting Color	Minimum Coefficient of Retroreflection (7 Years)	Minimum Coefficient of Retroreflection (10 Years)
White	212	200
Yellow	144	136
Green	38	36
Red	38	36
Blue	17	16
Brown	10	9

For screen printed transparent colored areas on white sheeting, the coefficients of retroreflection shall not be less than 50% of the values for the corresponding color in the above table.

All measurements shall be made after sign cleaning according to sheeting manufacturer's recommendations.

Where it can be shown that retroreflective traffic signs supplied and used according to the sheeting manufacturer's recommendations have not met the performance requirements above the sheeting manufacturer shall cover restoration costs as follows for sheetings shown to be unsatisfactory during.

- a) The entire seven years the sign manufacturer and sheeting manufacturer will replace the sheeting required to restore the sign surface to its original effectiveness.

- b) In addition, during the first five years sign manufacturer and sheeting manufacturer will cover the cost of restoring the sign surface to its original effectiveness at no cost to the NHA for materials and labor.

Samples of the reflective sheeting shall be approved by the Engineer prior to the Contractor placing his order.

607.2.3 Metal Posts

Wide flange of 10 x 10 centimeters metal posts shall be fabricated from structural steel conforming to the Specifications of ASTM A 283 Grade D.

In lieu of wide flange steel posts the Contractor may use tubular steel posts of minimum internal and external diameters of sixty three (63) mm and seventy five (75) mm respectively conforming to the specifications of ASTM A 501.

All posts shall be thoroughly cleaned, free from grease, scale and rust, and shall be given one coat of rust inhibitive priming paint and two coats of grey paint. Length of the posts shall be such that their top flushes with the top of the sign panel, where as bottom of sign panel is at least hundred and eighty (180) centimeters above shoulder level.

607.2.4 Plates

- a) Plates shall be non-porous, smooth, flat, rigid, weather proof and shall not rust or deteriorate otherwise.

It shall be so cut that there are no sharp edges and that the corners are rounded off to a radius of thirty seven and half (37.5) mm. Any trade mark or other printing shall be carefully removed with liquid thinner.

- b) The High Intensity Grade sheeting for the background should cover the whole area of the sign plate.
- c) Prior to application of the High Intensity Grade reflective sheeting, the sign plate shall be cleaned and shall be wax-free. They shall be degreased by vapour or by alkaline immersion and etched by scrubbing with abrasive cleaner. The plate shall be rinsed thoroughly and dried with hot air before applying the sheets.
- d) The sheeting after application to the sign base shall not come off the edges, which shall be sealed, nor shall it peel off nor warp. The surface shall be smooth and free from any bubbles, pimples, edge chipping or edge shattering. It shall be washable and weather-proof.

607.2.5 Nuts and Bolts

All Nuts and bolts and metal washers shall be of heavily galvanized quality ten (10) mm dia (G.I.) or aluminium alloy. The bolt heads to be such that they do not protrude out too much nor show very much on the front face of the plate. The heads should be flush with the plate face and covered with sheeting galvanised according to ASTM A 153.

607.2.6 Rubber Washer

All rubber washers shall have thick walls and shall not get dry and brittle when exposed to weather at the site after they are in position during the life of the sign.

607.2.7 Caps over the pipes

These can be of heavy plastic or of aluminium well fitted so that they cannot be removed; any good adhesive can be used.

607.2.8 General

- a) Very large signs need not be made of one piece; in that case extended Aluminium panels shall be used or the various pieces of sheet shall be joined by angle-irons in anticorodal materials, and, if necessary, with connecting cross pieces in order to ensure the solidity of the joint and with slanting struts embedded in the concrete as directed by the Engineer.
- b) All the nuts and bolts and metal washers must be heavily galvanized, or may be of stainless steel of high quality.
- c) Relevant holes to receive ten (10) mm bolts shall be drilled into the pipes and the plates and not punched. These to be drilled through the plates before the application of scotchliite.
- d) After the plates are fixed with nuts and bolts, the nuts shall be TACK WELDED to the bolts against pilferage.

607.2.9 Concrete Foundation Blocks

The concrete for the foundation blocks shall be in situ Class A in accordance with Item 401.1.1 and shall be of the size 450 x 450 x 650 mm for category 1 & 2 and 600 x 600 x 750 mm for category 3.

607.2.10 Road Posts and Hazard Markers

The road posts and hazard markers used as permanent safety devices shall conform fully with the requirements of the statutory instruments, current British standards and chapter four (4) of the Traffic signs manual. The safety devices shall consist of delineators and detours of verge master, flex

master, edge master, passing place post, and chevreflex etc. and will be manufactured from highly durable tough plastic material with standing vehicular impact. These shall be of High Intensity Grade reflective sheeting for maximum visibility by both day and night and consequently be resistant to impact, damage and vandalism.

607.3 CONSTRUCTION REQUIREMENTS

607.3.1 Excavation and Backfilling

Holes shall be excavated to the required depth of the bottom of the concrete foundation as shown on the Drawing.

Backfilling shall be carried out by using the surplus excavated material if approved by the Engineer and shall be compacted in layers not exceeding fifteen (15) cm in depth.

Surplus excavated material shall be disposed of by the Contractor as directed by the Engineer.

607.3.2 Erection of Posts

The posts shall be erected vertically in position inside the formwork of the foundation block prior to the placing of the concrete and shall be adequately supported by bracing to the prevent movement of the post during the setting process of the concrete. The posts shall be located at the positions shown on the Drawings.

607.3.3 Sign Panel Installation

Sign panels shall be installed by the Contractor in accordance with the details shown on the Drawings. Any chipping or bending of the sign panels shall be considered as sufficient cause to require replacement of the panels at the Contractor's expense.

The exposed portion of the fastening hardware on the face of the sign shall be painted with enamels matching the background colour.

All newly erected traffic road signs shall be covered with burlap or other material until their uncovering is ordered by the Engineer.

607.3.4 Categories of Signs

Traffic road signs shall be of three categories according to type of construction

a) Warning Signs

Constructed with single post and sign of equilateral triangle shape, as shown in drawings. category 1.

b) Regulatory Signs

Constructed with single post and sign of circular shape, as shown in the drawings. category 2.

c) Informatory Signs

These signs shall be rectangular in shape and constructed with one, two or three numbers of posts or as shown on the drawings. Dimensions may vary according to the requirements, however total area of sign shall be as under:-

Category 3 a = One Sq. meter

Category 3 b = Two Sq. meter

Category 3 c = As shown on drawings

d) Additional panel

If any panel is required to be installed, it shall be of the sizes 60x30 cm or 90x30 cm.

607.3.5

Installation of Safety Devices

Safety devices comprising of road posts, delineators of various types, fixed / portable safety barriers and hazard markers e.g. verge-master, flex-master chevreflex, bigmax, edgemaster and passing place post and other etc., shall be installed in accordance with the techniques and methods laid down in the manufacturer's manual or guide and in conformity to the line and level and locations shown on the drawings or as directed by the Engineer to ensure maximum visibility and safety, even in adverse weather conditions. These shall be constructed strictly with the specifications and full assistance by the manufacturer for installation with precision. These safety devices shall be used as delineators at sharp curves of highways verges, high embankments, culverts, bridges, as a visual and physical deterrent for a prohibiting car parking on grass verges and protecting kerb-side areas on public and private roads.

607.3.6

Sign faces

a) Design

All sign faces shall be of the type, colour, design and size as shown in the plans. Size and spacing of letters shall be as under:-

1. The Urdu writing shall be in "Persian" character.
2. The Urdu and English writing shall be about the same in length, width and spacing.
3. English letters are to be in italics except the first letter of the word, which is to be in capital.
4. Height of Capital letters 21 cm
5. Height of italics letters 17 cm
6. Stroke Width and Width of border 3.5 cm
7. Space between words and border (at least) 5 cm
8. Space between Words 5 cm
9. Space one line will occupy 4 cm
10. Space between digits of numerals 4 cm
11. Height of numerals same as capital letters 23 cm
12. Space between lines (at least) 5 cm
13. Size of letter for km. Height K-23 cm
m-8 cm
14. Width of letters for km including spacing K-8 cm
m-9.6 cm
15. Width of dividing line 2.0 cm
16. The size and spacing for Urdu letter and Words will generally conform to the dimensions shown above for English letters.
17. The spelling of place names in Urdu and in English shall be as written in the Survey of Pakistan, maps.

b) Shop Drawings

The contractor shall submit to the Engineer for approval, three (3) copies of drawings for all special sign faces and all sign faces bearing messages, showing the design and/or arrangement and spacing of both the Urdu and English sign messages. Official town names and their spelling shall be as provided by the Engineer. Size and style of lettering shall be as shown on the plans or as otherwise approved by the Engineer.

607.3.7 Storage of Signs

Signs delivered for use on a project shall be stored off ground and under cover in a manner approved by the Engineer. Any signs damaged, discolored or defaced during transportation, storage or erection shall be rejected

607.4 MEASUREMENT AND PAYMENT

607.4.1 Measurement

The quantities of traffic road signs and safety devices to be paid for shall be measured in number of each category of sign supplied and installed at site as directed by the Engineer.

607.4.2 Payment

The quantities measured as determined above shall be paid for at the contract unit price for the pay items listed below, and as shown in the Bill of Quantities which price and payment shall be full compensation for furnishing all labour, materials, tools, equipment, and for excavation, concreting, backfilling and erection of posts, installation of sign panels and all incidental costs including sheeting/painting necessary to complete the work as prescribed in this item.

Pay Item No.	Description	Unit of Measurement
607a	Traffic Road Signs Category 1, size--	Each
607b	Traffic Road Signs Category 2, size--	Each
607c	Traffic Road Signs Category 3 (a)	Each
607d	Traffic Road Signs Category 3 (b)	Each
607e	Traffic Road Signs Category 3 (c)	SM
607f	Additional panel size 60 x 30 cms	Each
607g	Additional panel size 90 x 30 cms	Each
607h	Road Posts and Hazard Markers	Each

608.1 DESCRIPTION

This work shall consist of furnishing non reflective or reflective chlorinated rubber based or thermoplastic paint material or retroreflective preformed pavement marking (tape) whichever is called for in the Special Provisions and shown in the Bill of Quantities, for sampling and packing, for the preparation of the surface and for the application of the paint to the pavement surface all in accordance with these Specifications.

The paint shall be applied in conformance to the size, shape and location of the markings as shown in the Drawings.

608.2 CHLORINATED RUBBER PAINT608.2.1 Material Requirements

A standard and acceptable quality of Chlorinated Rubber based paint shall be used. The paint shall be ready for application and shall be of a smooth quality. The paint shall be homogeneous, well dispersed to a smooth consistency and shall not cake, liver, thicken, curdle, gel, settle badly or show any objectionable properties after period of storage not to exceed six (6) months.

Compositiona) White Traffic Paint

i) Pigment	Titanium Dioxide Rutile and extenders	100%
ii) Vehicle	Modified Chlorinated Rubber Plasticized and Resin Blend	52 \pm 4%
	Solvents	45 \pm 4%
	Additives i.e. Flow leveling, adhesion improving agents, anti-oxidants, siccatives etc.	1- 3%
iii) Paint Composition:	Pigments	55 \pm 4% by Weight
	Vehicle, Solvent and Additives	45 \pm 5% by Weight

b) **White Traffic Paint**

- i) Pigment : Chrome Yellow and Extenders 100% by Weight
- ii) Vehicle : Same as for white traffic paint
- iii) Paint Composition: Pigments 55±4% by Weight
Vehicle, Solvent and Additives 45±5% by Weight

c) **Black Traffic Paint**

- i) Pigment : Chrome Black and Extenders 100% by Weight
- ii) Vehicle : Same as for white traffic paint
- iii) Paint Composition: Pigments 55±4% by Weight
Vehicle 45±5% by Weight

The volatile material shall be of such character that has a minimum solvent action of asphalt, and such that the resins and non-volatile components will be entirely dissolved in the volatile material, and will not precipitate from the solution on standing. The non-volatile material shall be of such quality that it will not darken or become yellow when a thin section is exposed to the sunlight.

Other pavement marking paint may be submitted by the Contractor as an alternative to the above, for the approval of the Engineer.

608.2.1.1 **Ballotini for Reflective Road Paint**

The grading of ballotini dispersed in the paint shall be as follows:

<u>Sieve Sizes</u>	<u>Percentage Retained</u>
No. 12	0
No. 20	30
No. 30	50
No. 50	80
No. 80	100

Glass beads shall conform with AASHTO Designation M-247. At least ninety (90) percent glass beads shall be transparent, reasonable spherical and free from flaws.

The proportion of ballotini to paint shall be not less than five hundred (500) grams per litre of paint.

608.2.2

Photometric Requirements for Reflective Road Paint

Other reflective road paints may be considered for use by the Engineer provided they have minimum brightness values at two tenth (0.2) degree and half (0.5) degree divergence expressed as candle power per meter per square meter of surface coating, as follows:

		<u>C o l o u r .</u>			
		White		Yellow	
Divergence Angle	(Degree)	0.2	0.5	0.2	0.5
Incidence Angles	4(Degree)	237	118	129	75
Incidence Angles	40(Degree)	75	43	43	32

608.2.3

CONSTRUCTION REQUIREMENTS

Traffic markings shall be applied with approved equipment capable of applying the paint at the specified width and at the specified rate of application. In no case shall the contractor proceed with the work until the equipment, method of application and rate of application as established by a test section have been approved by the Engineer

The painting of lane markers and traffic strips shall include the cleaning of the pavement surfaces, the application, protection and drying of the paint coatings, the protection of pedestrians, vehicular or other traffic on the pavements, the protection of all parts of the road, structures or appurtenances against disfigurement by spatters, splashes or smirches of paint or of paint materials, and the supplying of all tools, labour and traffic paint necessary for the entire work.

The paint shall not be applied during rain, wet weather, when the air is misty, or when, in the opinion of the Engineer, conditions are otherwise unfavourable for the work. Paint shall not be applied upon damp pavement surfaces, or upon pavements which have absorbed heat sufficient to cause the paint to blister and produce a porous paint film.

The application of paint shall preferably be carried out by a purpose-made machine but where brushes are used only round or oval brushes not exceeding 10 cm. in width will be permitted. The paint, when applied, shall be so applied as to produce a uniform, even coating in close contact with the surface being painted.

Traffic paint shall be applied to the pavement at a rate of one (1) litre to two and half (2.5) square meters or less. Contractor shall provide adequate arrangements that applied paint is not disfigured by moving traffic, till its complete drying and sticking to road surface.

608.3 HOT-APPLIED THERMOPLASTIC ROAD PAINTS

608.3.1 Material Requirements

608.3.1.1 Aggregate

The aggregate shall consist of light coloured silica sand, calcite, quartz, calcined flint, or other material approved by the Engineer.

608.3.1.2 Pigment and extender

a) White material.

The pigment shall be titanium dioxide complying with the requirements of Type A (anatase) or Type R (rutile) of BS 1851.

b) Yellow materials.

Sufficient suitable yellow pigment shall be substituted for all or part of the titanium dioxide to comply with the other requirements of this specification.

c) All materials.

The extender shall normally be whiting (i.e. calcium carbonate prepared from natural chalk) complying with the requirements of BS 1795. The manufacturer may substitute lithopone complying with the requirement of BS 296 for any or all of the whiting.

d) Binder.

The binder shall consist of synthetic hydrocarbon resin, or, with the approval of the Engineer, gum or wood resin, plasticized with mineral oil.

e) Composition of mixture.

The proportions of the constituents of the mixed material as found on analysis shall comply with the requirements of table 1.

TABLE 1, PROPORTIONS OF CONSTITUENTS OF MIXTURE

Constituent	Percentage by mass of total mixture	
	Minimum	Maximum
Binder (resin and oil)	18	22
Pigment	6*	-
Pigment and extender	18	22
Ballotini	20	-
Aggregate		
Pigment	78	82
Extender and ballotini		

* For titanium dioxide only. No minimum is specified for yellow material.

Where specified, 10% in the case of material to which surface ballotini is to be applied by pressure application.

The grading of the combined aggregate, pigment, extender and ballotini (where specified) as found on analysis shall comply with the requirements of table 2.

TABLE 2, GRADING OF COMBINED AGGREGATE, PIGMENT, EXTENDER AND BALLOTINI

Sieve	Percentage by mass passing Sprayed
2.80 mm	100
600um	75-95

608.3.2 Sampling and Testing

608.3.2.1 Sampling

For the purpose of carrying out the testing, it is essential that adequate and representative samples be taken in the manner prescribed in specification BS 3262 at following stages.

- At the manufacturer's plant.
- After it has been re-melted by the road application contractor.

608.3.3.2 Testing

The samples shall be prepared and tested in accordance with B.S. Specification 3262 (1976) appendix A to H. The test results shall conform the following properties.

- Softening point.

The softening point measured in accordance with appendix C shall be not less than 65° C.

- Colour and luminance

- a) White material.

The luminance factor of white material as delivered by the manufacturer shall be measured in accordance with appendix D and shall not be less than 70 whereas the luminance factor of material obtained from an applicator or melter on site after re-melting measured in accordance with appendix D shall not be less than 65.

- b) Yellow material.

The Colour of yellow material shall be approximately BS 381C Colour No. 355, Lemon. The luminance factor of yellow material as delivered by the manufacturer shall be not less than 60 whereas the luminance factor of material obtained from an applicator or melter on site after re-melting measured in accordance with appendix D shall not be less than 55.

- Heat Stability

- a) White Material.

When tested in accordance with appendix E, the luminance factor of white material as measured in accordance with appendix D shall be not less than 65.

- b) Yellow material.

When tested in accordance with appendix E, the luminance factor of yellow material as measured in accordance with appendix D shall be not less than 55.

- Flow resistance.

In testing the flow resistance, a cone made and tested in accordance with appendix F, shall not slump by more than 25%.

Skid resistance.

When tested in accordance with appendix G, the skid resistance of a newly laid marking prepared under the stated conditions shall be not less than 45.

608.3.3 Manufacturing, Packing and Storing of Paint

608.3.3.1 Manufacturing

The paint shall be produced in a plant owned and operated by the manufacturer following a process which has been used by the manufacturer for at least five (5) years to produce paint. The equipment for mixing and grinding shall be clean, modern, and in good condition.

608.3.3.2 Packing

- The material shall be supplied in sealed containers which do not contaminate the contents and which protect them from contamination.
- Each container shall be clearly and indelibly marked with the manufacturer's name, Batch number, date of manufacture, reflectorisation (if applicable), colour, chemical type of binder and maximum safe heating temperature.

608.3.3.3 Storing

The material shall be stored in accordance with the manufacturer's instructions and any material that is in damaged containers of which the seal has been broken, shall not be used.

608.3.4 Certification

The Contractor shall furnish a certificate from manufacturer that the material he proposes to use has the required properties, stating the maximum and minimum proportions and grading of the constituents, the acid value of the binder, the setting time, the maximum safe heating temperature, the temperature range of the apparatus and the proposed method of laying.

608.3.5 Application of Material to the Road.

a) Preparation of site.

The thermoplastic paint shall only be applied to surfaces, which are clean and dry. Immediately before the application of paint, the surface shall be cleaned with mechanical broom, compressed air or other approved means to remove surplus asphalt, oils, mud, dust and other loose or adhered material. The material shall not be applied if the road surface is at a temperature of less than 5° C.

b) Preparation of material on site.

The material shall be melted in accordance with the manufacturer's instructions in a heater fitted with a mechanical stirrer to give a smooth consistency to the thermoplastic material and such that local overheating will be avoided. The temperature of the mass shall be within the range specified by the manufacturer, and shall on no account be allowed to exceed the maximum temperature stated by the manufacturer. The molten material shall be used as expeditiously as possible, and for thermoplastic material, which has natural resin binders or is otherwise sensitive to prolonged heating, the material shall not be maintained in a molten condition for more than 4 hours.

- After transfer to the laying apparatus, the material shall be maintained within the temperature range specified by the manufacturer and stirred to maintain the right consistency for laying.
- On concrete carriageway, a tack coat compatible with the marking material shall be applied in accordance with the manufacturer's instructions prior to the application of thermoplastic material.

c) Laying.

Carriageway centre lines, lane lines and edge lines shall be laid to a regular alignment by self propelled machine. Other markings may be laid by hand, hand propelled machine or self propelled machine as approved by the Engineer. The surface produced shall be uniform in texture and thickness and appreciably free from blisters and streaks.

d) Reflectorization by surface application.

When surface application of ballotini is required, additional ballotini (400 g/m² to 500 g/m² from the machine) shall be applied by pressure concurrently with the laying of the line with sufficient velocity to ensure retention in the surface of the line. The ballotini so sprayed shall give uniform cover and immediate reflectivity over the whole surface of the marking.

Ballotini dispensed on the surface of the markings shall conform to the following grading.

Sieve	Percentage by mass passing
1.7 mm	100
600 μ	80 - 100
425 μ	45 - 100
300 μ	10 - 45
212 μ	0 - 25
75 μ	0 - 5

Not less than 90%, by mass of the ballotini, shall be of transparent glass, spherical in shape and not more than ten (10) percent shall be ovate in shape or have other flaws. The ballotini shall be made of soda glass.

e) **Thickness**

Unless otherwise approved by the Engineer, the material shall be laid to the following thicknesses.

- a) Sprayed lines other than yellow. Not less than 1.5 mm.
- b) Sprayed yellow edge lines not less than 0.8 mm.

The minimum thicknesses specified are exclusive of surface applied ballotini. The method of thickness measurement shall be in accordance with appendix H of BS 3262 (1976).

608.3.6 Trial Section

In no case shall the contractor proceed with the work until the equipment, method of application and rate of application conforming the required thickness (as established by a test section) have been approved by the Engineer.

608.4 RETROREFLECTIVE PREFORMED PAVEMENT MARKINGS.

608.4.1 Materials - Requirements

The performed markings shall consist of white or yellow films with pigments selected to conform to standard highway colours. Ceramic and glass beads shall be incorporated to provide immediate and continuing retroreflection. Ceramic skid particles shall be bonded to a top urethane layer to provide a skid resistant surface.

The preformed markings shall be capable of being adhered to asphalt cement concrete (ACC) or Portland Cement Concrete (PCC) by a precoated pressure sensitive adhesive. A primer may be used to precondition the pavement surface. The preformed marking film shall mold itself to pavement contours by the action of traffic. The pavement marking film wearing courses during the paving operation in accordance with the manufacturer's instructions, approved by the Engineer. Following proper application and tamping, the markings shall be immediately ready for traffic. The bidder, when bidding, shall identify proper solvents and/or primers (where necessary) for proper application, and recommendation for application that will assure effective product performance. The preformed markings shall be suitable for use for one year after the date of receipt when stored in accordance with the manufacturer's recommendations.

The marking film shall be durable retroreflective plastic polymer pavement marking film for performed longitudinal markings subject to low to medium traffic volumes and moderate wear conditions such as repeated shear action from crossover or encroachment on channelization lines.

The retroreflective pavement marking film shall consist of mixture of high-quality pigmented polymeric materials, with a reflective layer of ceramic and glass beads, and a layer of skid resistant ceramic particles bonded to the top urethane wear surface. The film shall have a pre-coated pressure sensitive adhesive. The edges of the preformed tape shall be clear cut and true.

608.4.2 Colour:

The daytime colour of the white film shall provide a minimum initial Luminance factor, Y, of 80, and shall conform to the following chromaticity requirements: X = 0.290, Y = 0.315; X = 0.491, Y = 0.435; X = 0.512, Y = 0.486; X = 0.536, Y = 0.463.

Measurements shall be made in accordance with ASTM E 1349, using illuminant "C" and 0/45 (45/0) geometry. Calculations shall be in accordance with ASTM E 308 for the 2° standard observer.

608.4.3 Reflectance.

The white and yellow films shall have the following initial minimum reflectance values as measured in accordance with the testing procedures of ASTM D 4061. The photometric quantity to be measured shall be specific luminance (SL), and shall be expressed as millicandals per square foot per foot-candle (mcd. ft²). fc⁻¹). The metric equivalent shall be expressed as millicandals per square meter per lux (mcd. m⁻²). lx⁻¹)

	White	Yellow
Entrance Angle 86.00°	86.5°	86.5°
Observation Angle	1.0°	1.0°
Specific Luminance SL [(mcd. ft ²). fc ⁻¹]	300	175

608.4.4 Skid Resistance

The surface of the retroreflective films shall provide an initial minimum skid resistance values of 55 BPN as measured by the British Portable Skid Tester in accordance with ASTM E 303.

608.4.5 Patchability

The pavement marking film shall be capable of use for patching worn areas of the same type of film in accordance with the manufacturer's instructions.

608.4.6 Reflectance Retention.

To have a good, effective performance life, the ceramic and glass beads must be strongly bonded and not be easily removed by traffic wear. The following test shall be employed to measure reflectivity retention.

608.4.6.1 Taber Abraser Simulation Test

Using a Taber Abraser with an H-18 wheel and a 125 gram load, the sample shall be inspected at 200 cycles, under a microscope, to observe the extent and type of bead failure. No more than 15% of the beads shall be lost due to popout and the predominant mode of failure shall be "wear down" on the beads.

608.4.7 Beads

The size, quality and refractive index of the ceramic and glass beads shall be such that the performance requirements for the marking shall be met. The bead adhesion shall be such that beads are not easily removed when the material surface is scratched.

608.4.8 Bead Retention

The film shall be ceramic and glass bead retention qualities such that when a 2 in x 6 in. (5.08 cm x 15.24 cm) sample is bent over a 1/2 in. (1.27 cm) diameter-mandrel, with the 2 in. dimension perpendicular to the mandrel axis, microscopic examination of the area on the mandrel shall show no more than 10% of the beads with entrapment by the binder of less than 40%.

608.4.9 Thickness

The film without adhesive, shall have a minimum thickness of 0.030 in (0.76mm).

608.4.10 Effective Performance Life.

The film, when applied according to the recommendations of the manufacturer, shall provide neat, durable marking that will not flow or distort due to temperature if the pavement surface remains stable. The film shall be weather resistant and through normal traffic wear shall show no fading, lifting or shrinkage which will significantly impair the intended usage of the marking throughout its useful life and shall show no significant tearing, roll back or other signs of poor adhesion.

608.4.11 Installation

The markings shall be applied in accordance with the manufacturer's instructions.

608.5 CEMENTITIOUS MARKING COMPOUND

Cementitious marking compound shall be used for Concrete, Surface Dressing and Bitumen to provide enhanced night and wet, weather visibility. This compound will be applied at following locations:

- Kerbs - Pavements and car park areas.
- Roundabout - vertical and sloping faces.

- Traffic Islands - vertical edges and bull noses, etc.
- Traffic Dividers - black and white chevrons.
- Concrete wall and faces - on high speed intersections and traffic merging.

608.5 MEASUREMENT AND PAYMENT

608.5.1 Measurement

The quantity of non-reflective or reflective chlorinated rubber based or thermoplastic pavement marking paint, shall be the no. of linear meters of painted traffic line for the specified width as indicated in BOQ. The retroreflective preformed pavement markings (tape) shall be measured in square meters. The arrows shall be measured in number.

The measurement shall be made of painted areas, completed and accepted. No measurement shall be made of unauthorized areas. Paint that is applied in un-authorized areas shall be completely removed from the surface of the road to the satisfaction of the Engineer and at Contractor's expense.

608.5.2 Payment

The quantities measured as determined above shall be paid for at the Contract unit price respectively for the pay items listed below, which price and payment shall constitute full compensation for furnishing and placing all materials including sampling, packing and testing at approved laboratory. The cost shall also include the preparation of the surface, and for all other costs necessary to complete the work as prescribed in this item.

Pay Item No.	Description	Unit of Measurement
608 a	Pavement Marking in non-reflective CR/TP Paint for Lines of 12 cm width.	M
608 b	Pavement Marking in non-reflective CR/TP Paint for Lines of 15 cm width.	M
608 c	Pavement Marking in non-reflective CR/TP Paint for Lines of 20 cm width.	M
608 d	Pavement Marking in non-reflective CR/TP Paint for 4.0 M arrows.	Each
608 e	Pavement Marking in non-reflective CR/TP Paint upto 6.0 M arrows.	Each
608 f	Pavement Marking in non-reflective CR/TP Paint for various signs.	SM
608 g	Pavement Marking in reflective CR/TP Paint for Line of 12 cm width.	M
608 h	Pavement Marking in reflective CR/TP Paint for Line of 15 cm width.	M

608 i	Pavement Marking in reflective CR/TP Paint of 20 cm width.	M
608 j	Pavement Marking in reflective CR/TP Paint for 4 M arrows.	Each
608 k	Pavement Marking in reflective CR/TP Paint for various signs.	Each
608 l	Pavement Marking in reflective CR/TP Paint for various signs.	SM
608 m	Pavement Marking by retro reflective preformed pavement markings (Tape).	SM

609.1 DESCRIPTION

This item shall consist of furnishing and installing reflectORIZED pavement studs set into the traveled way of the type in accordance with the specifications and at the locations shown on the Drawings or as directed by the Engineer.

609.2 MATERIAL REQUIREMENTS**609.2.1 ReflectORIZED Studs**

ReflectORIZED Studs shall be "cat-eyes" either the 'Flush Surface' type of Raised Profile' type having the following characteristics.

(a) 'Flush Surface' Type

The 'Flush Surface' reflector shall be the short base type having a maximum base area of 18 cm x 14 cm or as shown on the Drawings.

The base shall be formed in cast-iron with adequate webbing to ensure a firm key to the road when installed.

The pad shall be highly resilient and durable rubber reinforced with canvas and shall have an anticipated life of at least five (5) years. The pad shall be so designed as to produce a self whipping action of the reflector when depressed.

The reflectors shall be made of impact and abrasion resisting glass and shall be hermetically sealed into a copper socket.

(b) 'Raised Profile' Type

The 'Raised Profile' reflectors shall consist of an acrylic plastic shell filled with an adherent epoxy compound molded from methyl methacrylate into the shape of a shallow frustum of a pyramid having base dimension of approximately 10 cm x 10 cm and thickness not more than two (2) cm or as shown on the drawings.

The shell shall contain one or two prismatic reflector each inclined at an angle of thirty (30) degree to the horizontal and having an area not less than twenty (20) square cm or as indicated on the plans.

The reflectors shall attain the following standards for their photometric and physical qualities:

i) Photometric Requirements

The reflectors shall have the following minimum Specific Intensity values (S.I) expressed as candle power per foot candle of illumination at the reflector on a plane perpendicular to the incident light.

	COLOUR		
	Crystal	Yellow	Red
Divergence Angle	0.20	0.20	0.20
(in Degree)	S.I.	S.I.	S.I.
Incidence Angle			
0	3.00	1.80	0.75
20	1.20	0.72	0.30

The reflector for testing shall be located with the center of the reflecting face at a distance of one and half (1.5) m from a uniformly bright light source having an effective diameter of half (0.5) centimeter.

The width of the photocell shall be 1.27 cms and shall be shielded from stray light. The distance from the centers of the light source and photocell shall be 0.53 cms.

Failure of more than four (4) % of the reflecting faces shall be cause for rejection of the lot.

ii) Strength Requirement

The reflectors shall support a vertical load of 1000 kg when tested in the following manner.

A reflector shall be centered horizontally over the open end of a vertically positioned hollow metal cylinder seventy five (75) mm internal diameter, twenty five (25) mm high and wall thickness of six (6) mm. The load shall be applied to the top of the reflector through a six (6) mm diameter by six (6) mm high metal plug centered on top of the reflector.

Failure shall constitute either breakage or significant deformation of the marker at any load less than one thousand (1000) kg.

609.2.2 Adhesive

When 'Raised Profile' type of reflectors are used, a two-part adhesive having the following ingredients shall be applied to the stud for bonding to the pavement surface.

<u>Package A</u>	<u>Kg/Litre</u>
Epoxy Resin	0.94
Titanium Dioxide	0.07
Colloidal Silica	0.05
Talc	0.345

<u>Package B</u>	<u>Kg/Litre</u>
Modified Asphaltic Amine Hardener (Reinhold 2611)	0.24
Modified Asphaltic Amine Hardener (Reinhold 2613)	0.472
Carbon Black	0.0022
Colloidal Silica	0.04
Talc	0.650

Equal volumes of Package A & B should be mixed together until a uniform colour is obtained. No more than one quart of adhesive shall be prepared at one time.

609.2.3 Cement Mortar

Cement mortar shall consist of one (1) part Portland cement to three (3) parts of fine aggregates.

609.3 CONSTRUCTION REQUIREMENTS

603.3.1 Flush Surface Type

The stud shall be installed into the pavement in accordance with the manufacturer's instructions but shall also comply with the following requirements:

Cavities in the pavement shall be clearly cut to the dimension of the pavement stud and shall allow a clearance of one (1) cm around the stud base. The longitudinal center line axis of the cavity shall be the same as that required for the pavement stud when laid to correct line and direction.

The walls of the cavity shall be splayed back at an angle of approximately thirty (30) degree to the vertical to facilitate a "dove-tail" joint after the mortar has set.

The bottom of the cavity shall be leveled with asphalt concrete prior to placing the stud base, which shall be pounded into position with Pounder Foot attached to a pneumatic drill.

The depth of the cavity shall be such that when the stud base and reflectors have been installed the elevation of the floor of the lens socket shall not be greater than two (2) mm or less than one (1) mm above the pavement surface.

The stud shall be grouted into position with asphalt concrete containing fine aggregate only or with a cement mortar as described in Item 609.2.3 above when the studs are installed into a cement concrete pavement.

609.3.2 Raised Profile Type

The pavement studs shall be installed in accordance with the manufacturer's instructions or to the requirements of the Engineer.

609.4 MEASUREMENT AND PAYMENT

609.4.1 Measurement

The quantity of reflectorized pavement studs to be paid for shall be the number of 'Flushed Surface' or 'Raised Profile' type provided and installed as mentioned above.

609.4.2 Payment

The quantities measured as described above shall be paid for at the contract unit price respectively for the pay items listed below and shown in the Bill of Quantities, which payment shall constitute full compensation for furnishing and placing all materials, excavating cavities, preparation of surfaces, applying adhesive and mortar, for all labour, equipment, tools and incidentals necessary to complete the item.

Pay Item No.	Description	Unit of Measurement

609a	Reflectorised Pavement Stud (Flush Surface Type - Single)	Each
609b	Reflectorised Pavement Stud (Flush Surface Type - Double)	Each
609c	Reflectorised Pavement Stud Raised Profile Type - Single)	Each
609d	Reflectorised Pavement Stud (Raised Profile Type - Double)	Each

610.1 DESCRIPTION

The work shall consist of furnishing and placing precast concrete Kilometer, Ten Kilometer, Guide Posts and Right of Way Markers, complete including painting and lettering in accordance with the Drawings and specifications or as directed by the Engineer.

610.2 MATERIAL REQUIREMENT**610.2.1 Concrete**

Precast concrete post and markers shall consist of Class A Concrete conforming to the requirements of Item 401 and to the lengths, shapes and other details shown on the Drawings.

610.2.2 Reinforcing Steel

Reinforcing steel shall conform to Item 404.

610.3 CONSTRUCTION REQUIREMENTS**(a) Excavation and Bedding**

Excavation shall be made to the required depth as shown on the Drawings. All soft and unsuitable material shall be removed and replaced with suitable material acceptable to the Engineer.

Bedding shall be to section and dimension shown on the Drawings or as directed by the Engineer.

(b) Placing

The precast concrete posts and markers shall be set in two (2) cm of cement mortar to the level and grade as shown on the Drawings or as directed by the Engineer.

(c) Back-filling

After the placing of precast concrete posts and markers in the excavated areas and subsequent setting in with cement mortar, the same will be refilled to the required elevation with suitable earth or granular material, which shall be tamped in layers of not more than fifteen (15) centimeters each until firm and solid.

610.4 MEASUREMENT AND PAYMENT

610.4.1 Measurement

The quantity of each element to be paid for shall be the number of post and marker furnished and installed in place as per drawing or as directed by the Engineer.

610.4.2 Payment

The accepted quantities of posts and markers shall be paid for at the contract unit price per unit of measurement for the pay items listed below and shown in Bill of Quantities which price shall be compensation for furnishing, excavation, placing, erection, painting, lettering and for all costs including labour, tools, and incidentals necessary to complete the work prescribed in these items:

Pay Item No.	Description	Unit of Measurement
<hr/>		
610a	Guide Post.	Each
610b	Right of Way Marker.	Each
610c	Kilometer Post.	Each
610d	Ten Kilometer Post.	Each

611.1 DESCRIPTION

This work shall consist of constructing post and barbed wire fence or chain link fence in accordance with the details and at the locations shown on the Drawings or as directed by the Engineer.

611.2 MATERIAL REQUIREMENTS**611.2.1 Barbed Wire**

Barbed wire shall conform to the requirements of ASTM A 121, Class I. The barbed wire shall consist of two (2) strands of twelve and half (12.5) gauge wire, twisted with two (2) points, fourteen (14) gauge barbs spaced 10 cm apart.

611.2.2 Chain Link Fabric

Chain link fabric shall be fabricated from ten (10) gauge galvanized wire conforming to AASHTO M 181 and shall be of the type shown in the Drawings. Before ordering the chain link fabric the Contractor shall submit a sample of the material to the Engineer for his approval.

611.2.3 Concrete Posts

Concrete posts shall be made from Class D1 concrete in accordance with Item 401.1.1. The posts shall be cast to the length shown on the detailed drawings and shall have a smooth surface finish.

611.2.4 Steel Posts

Steel posts shall be of the section length as specified or as shown on the Drawings. The posts shall be of copper bearing steel and shall conform to the requirements of AASHTO M 183 for the grade specified.

611.2.5 Steel Reinforcement

Steel reinforcement for the concrete posts shall be deformed steel bars conforming to the provisions of Item 404.

611.2.6 **Hardware**

Nuts, bolts, washers and other associated hardware shall be galvanized after fabrication as specified in ASTM 153.

611.3 **CONSTRUCTION REQUIREMENTS**

611.3.1 **Erection of Posts**

The posts shall be erected vertically in position, inside the formwork of the foundation block prior to the placing of the concrete and shall be adequately supported by bracing to prevent movement of the post during the setting process of the concrete. The posts shall be erected to the height and location shown on the Drawings or as directed by the Engineer.

611.3.2 **Installation of Chain Link Fabric**

The chain link fabric shall be set to line and elevation and pulled tight between each post before spot welding or other method of fixing is carried out.

Where splicing of the fabric is necessary or at joints the lapping of the chain link fabric shall be a minimum of ten (10) cm and shall occur only at the concrete post. No horizontal splicing will be permitted.

The fabric shall be fixed to the concrete post as shown on the Drawings.

611.4 **MEASUREMENT AND PAYMENT**

611.4.1 **Measurement**

The quantity to be paid for shall be the number of linear meters of fencing erected in place and accepted, measured between the centres of the end posts.

611.4.2 **Payment**

The quantities measured as determined above shall be paid for at the contract unit price for the pay items listed below and shown in the Bill of Quantities which price and payment shall be full compensation for furnishing, placing, excavating, backfilling and erecting all posts for the installation, fixing and welding of the fabric and wire, and for all materials, labour, equipment, tools and incidentals necessary to complete the item.

Pay Item No.	Description	Unit of Measurement

611a	Chain Link Fabric Fencing	M
611b	Barbed Wire Fencing	M

MISCELLANEOUS

**PROVIDE, EQUIP AND MAINTAIN LABORATORY FOR
THE PROJECT**

703.1 DESCRIPTION

This work shall include the construction of Laboratory complete and ready for use, with all necessary furnishing of equipments, utilities, installations and access/service roads, all to the satisfaction of the Engineer as shown on the drawings and Special Provision.

703.2 GENERAL REQUIREMENTS

The furnishing of equipment shall ensure conduction of all tests related to construction items described under relative material requirement clause. In case if any test required for testing of material can not be performed in the project laboratory, the Engineer may authorize such a test to be carried out at the cost of contractor, at any other laboratory. The Contractor shall provide at no cost to the Engineer, technicians and helpers in the number deemed necessary by the Engineer, to assist in the operation of the laboratories as required by the Contractor's proposed programme of work. Technicians and helpers once assigned to the laboratories may be removed by the Contractor only with the approval of the Engineer.

The Contractor shall maintain the laboratory equipment, apparatus and supplies necessary to permit execution of all standard tests required by the specifications. Lists of specific laboratory equipment noted in the special provisions are intended as an aid to the contractor and should not be construed as a binding list nor as a recommendation to purchase from a specific manufacturer. The Contractor shall submit to the Engineer for his approval at his earliest, a complete listing of the equipment, apparatus and supplies he proposes to furnish for the laboratory. The list shall include the manufacturer's name and descriptive literature.

Lab. Equipment, fixtures & furniture shall remain the property of the contractor after completion of the project, however laboratory building, shall be handed over to the client which shall be constructed of the land made available by the client as per item 702.3.

703.3 FACILITY OF THE MATERIAL TESTING

Material testing facilities (Laboratory) as described above shall be completed within the mobilization period. In case of delay in providing such a facility, as an interim arrangement, temporary facilities of testing material shall be provided as agreed by the Engineer. Contractor may be paid for maintenance of temporary laboratory, provided such facilities are acceptable to the Engineer. Contractor shall also be responsible for extra expenses of the Engineer for conduction of test in temporary arrangement.

703.4 WEATHER RECORDING EQUIPMENT

The contractor shall furnish and maintain in good working order for the duration of the contract, instruments and their necessary appurtenances to be used by the Engineer in recording weather data. These instruments shall be installed at a place as directed by the Engineer. The instruments will be of the latest model subject to approval of the Engineer including:

- i) One (1) rain gauge
- ii) One (1) thermometer
- iii) One (1) recording barometer.
- iv) One (1) maximum - minimum thermometer

703.4 MEASUREMENT AND PAYMENT

703.4.1 Measurement

Work under this item shall be measured in three (3) portions:

- i) Provide Material Testing Laboratory, to be measured for payment as Lump-sum soon after its completion.
- ii) Equip & Furnish Project Laboratory to be measured as Lump-sum item.
- iii) Maintain Laboratory, to be measured for the duration of the contract.

703.4.2 Payment

The quantities under this item of work shall be paid at the contract price indicated in the Bill of Quantities which price and payment shall constitute full compensation for all costs of furnishing labour, materials, equipment and incidentals for the proper completion of the work indicated in these specifications and specified on the drawings and Special Provision.

Pay item No.	Description	Unit of Measurement

703a	Provide materials testing laboratory.	Lump-sum
703b	Equip and Furnish Project Laboratory.	Lump-sum
703c	Maintain Laboratory.	Month

ITEM 704

**MAINTENANCE OF WORKS FOR ONE YEAR AFTER
COMPLETION, DEFECT LIABILITY PERIOD (PERIOD OF
MAINTENANCE)**

704.1 DESCRIPTION

This work shall consist of execution of all such work of repair, amendment, reconstruction, rectification and making good defects, imperfections, shrinkage or other faults as may be required of the Contractor in writing by the Engineer during the Period of Maintenance, or within fourteen(14)days after its expiration, as a result of an inspection made by or on behalf of the Employer. Period of Maintenance as defined herein is one year beginning the day following the receipt by the Contractor of the Certificate of Completion issued by the Employer.

704.2 MATERIALS

All materials to be used for maintenance of works shall conform to the requirements of applicable sections of this specification in the particular item of work involved.

704.3 CONSTRUCTION REQUIREMENTS

All repair/remedial work shall be carried out by the Contractor at his own expense if the necessity thereof shall, in the opinion of the Engineer, be due to the use of materials or workmanship not in accordance with the Contract, or the neglect or failure on the part of the Contractor to comply with any obligation, expressed or implied, on the Contractor's part under the contract.

704.4 MEASUREMENT AND PAYMENT

704.4.1 Measurement

Any maintenance work which become necessary due to use of bad quality material or bad workmanship or which is required to repair normal wear and tear shall not be measured for payment

However any special work during maintenance period if carried out at the written instruction of the Engineer the same shall be measured and paid under applicable item of work of the BOQ.

704.4.2 Payment

The payment for this item for the first year shall be deemed to have been included in rates for different items of work and no payment on account of maintenance shall be made under this item.

However, in case the Employer requires the maintenance of project for more than one year, B.O.Q shall show a separate item 704, and contractor shall quote the rate for such provision

705.1 DESCRIPTION

The Contractor is allowed to carry out rehabilitation work on half carriage way and direct the traffic on the other half. However if he opts to divert the traffic on temporary road for ease in construction, he shall provide, maintain and remove on completion of the works for which they are required, all Temporary Road Works such as, detours, sleeper tracks over unstable ground and bridges over streams and shall make them safe and suitable in every respect for maintaining two way diverted traffic. Such temporary diversion structures shall be constructed to the satisfaction of the Engineer.

705.2 MATERIALS

Materials used in the construction of Temporary Road Works shall provide reasonably smooth and strong surface to carry the traffic, as approved by the Engineer

705.3 CONSTRUCTION AND MAINTENANCE REQUIREMENTS

Before constructing Temporary Road works, the Contractor shall make all necessary arrangements, including payment if required, with the public authorities or land owners concerned, for the use of the land and he shall also obtain the approval of the Engineer. Such approval will not, however, relieve the Contractor of his contractual obligations. Upon completion of the Works, the Contractor shall clean up and restore the land to the satisfaction of the Engineer or the landowner concerned, which shall be very near to original condition, unless otherwise allowed in writing.

705.3.1 Construction requirements for Temporary Road

Works shall be carried out by the contractor as per requirement of items used in construction or as directed by the Engineer. Length of diversion shall not exceed more than 20 percent of project length unless otherwise authorised by Engineer.

705.3.2 Maintenance of Temporary Road

Works shall be performed periodically and to such an extent as to cause no delays or interruption to the normal flow of traffic.

Such work shall include, but not limited to, immediate repair of potholes, regular grading to maintain smoothness of the road surface, cleaning of culverts to ensure proper drainage, repair of damaged portions which may affect traffic flow.

705.4 MEASUREMENT AND PAYMENT

705.4.1 Measurement

No measurement shall be made for providing, maintaining, removal and disposal of temporary road for diversion of traffic in case, if it is required, to divert the traffic for ease in road or culvert construction , as half lane road construction is allowed on the project.

However in case of bridge construction, the provision and maintenance of temporary road shall be measured as under, where as removal and disposal of temporary road shall not be measured for payment.

a) Construction of temporary road

Contractor shall submit the proposal of construction to the Engineer. Engineer may amend or approve the proposal of the contractor, which will then be authorised for construction on rate already quoted by the contractor

b) Maintenance of temporary road

Contractor shall maintain the temporary road as directed by the Engineer, measurement shall be made proportionate to the road completed & opened for traffic. approved for maintenance period.

705.4.2 Payment

Payment for provision of temporary road diversion for bridges shall be made under applicable items of works of the B.O.Q., whereas payment for maintenance of temporary road diversion for bridges shall be made under this item as measured under item 705.4.1(b).

Pay item No.	Description	Unit of Measurement
705a	Construction or Diversion road.	Lump-sum
705b	Maintenance of temporary road.	Lump-sum

706.1 DESCRIPTION**706.1.1 General**

The Contractor shall keep open to traffic half a portion of any existing road during the performance of the rehabilitation work on the other half provided that when such a maintenance of traffic is not possible for any reason the contractor will construct a temporary road as provided under item 705.

The Contractor shall take necessary care at all times to ensure the convenience and safety of residents along and adjacent to the Highway.

Any failure of the Contractor in the performance of these works will entitle the Engineer to carry out such work as he deems to be necessary and to charge the Contractor with the full cost thereof, which sum will be deducted from any money due or which may become due to the Contractor under the Contract.

706.1.2 Temporary Traffic Control

In order to facilitate traffic movement through or around the works, or wherever ordered by the Engineer, the Contractor shall erect and maintain at prescribed points on the works and at the approaches to the work, traffic signs, signals, illumination, flares, barricades and other facilities as required by the Engineer for the direction and control of traffic.

Where required, or where directed by the Engineer, the Contractor shall furnish and station competent flagmen, whose sole duty shall consist of directing the movement of traffic through or around the work.

706.1.3 Single-Lane Traffic Control

In all cases where single-lane traffic becomes necessary over a particular length of the works or over the approaches thereto, the Contractor, in maintaining through traffic, shall provide a single lane at least three and a half (3.5) meters wide on the roadway or embankment to be kept open to traffic.

The Contractor shall so conduct his operations as to offer the least possible obstruction, in-convenience and delay to traffic and shall be responsible for the adequate control of the traffic using the width, of single lane above specified.

At places where such single-lane traffic is in operation, and when ordered by the Engineer, the movement of the Contractor's equipment from one portion of the work to another shall be subject to such single-lane traffic control. Spillage resulting from haulage operations along or across the roadway shall be removed immediately at the Contractor expense.

706.1.4 Project Information Signs

The contractor shall within the mobilization period, erect project information signs at all main roads crossing the project area and at the beginning and end of the contract. The size of the project information signs and the message thereon shall be determined by the Engineer.

706.2 MATERIALS

Materials of which road posts, hazard markers, warning tapes, traffic signs, flashing amber lights, signals, barricades, diversion cones, big cones, bollards, detours (Chevron) etc; shall conform to current BS or ASTM standards or as approved by the Engineer.

706.3 CONSTRUCTION REQUIREMENTS

Traffic signs, signals, barricades, warning tapes road posts and hazard markers, cones, bollards etc. shall be so placed as to be easily and opportunely visible to oncoming traffic to ensure drivers will know immediately what instructions they are to follow.

706.4 MEASUREMENT AND PAYMENT

706.4.1 Measurement

This item shall be measured in number of months during which the traffic is properly maintained by the contractor by providing all signs, signals, elimination, barricades etc. round the clock and necessary manpower / flagmen as per requirement of the Engineer.

706.4.2 Payment

Payment for the maintenance of Traffic as measured above shall be made under the applicable item of the work of BOQ for the number of months during which satisfactory performance is verified by the Engineer.

Pay item No.	Description	Unit of Measurement

706	Control and protection of Traffic	Months

ITEM 707**REMOVAL / RELOCATION OF UTILITIES**

707.1 DESCRIPTION

This work shall consist of carrying out relocation of various types of services falling within the Right of Way. The quantum of work shall be established by the design consultant and elaborated in the Special Provisions or as directed by the Engineer.

707.2 MATERIAL REQUIREMENTS

All materials, if required for the relocation of services shall conform to the Specifications of the relative department whose utilities are being shifted.

707.3 CONSTRUCTION REQUIREMENTS

The construction requirement such as alignment, level and general workmanship shall conform to the applicable requirements of relative departments.

707.4 MEASUREMENT AND PAYMENT**707.4.1 Measurement**

The quality of each item for which utilities have been relocated shall be measured in the unit as approved by the Engineer or as designated in the Special Provisions.

707.4.2 Payment

The accepted quantity measured as applicable to each item shall be paid on the unit rate as quoted / agreed with the contractor for each item.

This payment shall constitute full compensation for any design work, coordination with relative department, furnishing of materials and installing or relocation as per requirement of the relative department, which shall also include all labour, equipment, tool and incidental necessary to complete the item

Pay item No.	Description	Unit of Measurement
707a	Relocation of Electric lines	L.M.
707b	Relocation of Telephone lines	L.M.
707c	Relocation of Water Supply / Sewerage lines	L.M.
707d	Raising of Manholes	No.
707e	Relocation of Suigas lines	L.M.
707f	Relocation of Water Courses	L.M.