Schedule-A

(See Clauses 2.1 and 8.1)

Site of the Project

1 The Site

(i) Site of the [Two-Lane] Project Highway shall include the land, buildings, structures and road works as described in Annex-I of this Schedule-A.

(ii) The dates of handing over the Right of Way to the Contractor are specified in Annex-II of this Schedule-A.

(iii) An inventory of the Site including the land, buildings, structures, road works, trees and any other immovable property on, or attached to, the Site shall be prepared jointly by the Authority Representative and the Contractor, and such inventory shall form part of the memorandum referred to in Clause 8.2 (i) of this Agreement.

(iv) The alignment plans of the Project Highway are specified in Annex-III. In the case of sections where no modification in the existing alignment of the Project Highway is contemplated, the alignment plan has not been provided. Alignment plans have only been given for sections where the existing alignment is proposed to be upgraded. The proposed profile of the Project Highways shall be followed by the contractor with minimum FRL as indicated in the alignment plan. The Contractor, however, improve/upgrade the Road Profile as indicated in Annex-III based on site/design requirement.

(v) The status of the environment clearances obtained or awaited is given in Annex-IV.

Annex – I

(Schedule-A)

Site

[Note: Through suitable drawings and description in words, the land, buildings, structures and road works comprising the Site shall be specified briefly but precisely in this Annex-I. All the chainages/ location referred to in Annex-I to Schedule-A shall be existing chainages.]

1. Site

The Site of the [Two-Lane] Project Highway comprises the section of NH-129A commencing from km 57+995 to km 74+800 i.e. Bendramei Village to Ziumi Village in the state of Manipur.

The land, carriageway and structures comprising the Site are described below.

2. Land

The Site of the Project Highway comprises the land (sum of land already in possession and land to be possessed) as described below:

SL No.	Chainage (Km)		Existing Right of Way (m)	Proposed Right of Way (m)	Remarks
	From	To			
1	58.000	58.100	19	7.80	
2	58.100	58.200	24	7.90	
3	58.200	58.300	24	8.00	
4	58.300	58.400	19	7.00	
5	58.400	58.500	19	7.60	
6	58.500	58.600	19	7.70	
7	58.600	58.700	24	9.80	
8	58.700	58.800	24	8.40	
9	58.800	58.900	19	8.90	
10	58.900	59.000	19	10.00	
11	59.000	59.100	19	10.40	
12	59.100	59.200	24	9.70	
13	59.200	59.300	24	8.40	
14	59.300	59.400	20	7.70	
15	59.400	59.500	20	8.60	
16	59.500	59.600	20	9.30	
17	59.600	59.700	24	8.90	
18	59.700	59.800	24	8.90	
19	59.800	59.900	14	8.40	
20	59.900	60.000	14	8.70	
21	60.000	60.100	14	8.50	
22	60.100	60.200	19	10.40	
23	60.200	60.300	19	9.30	
24	60.300	60.400	19	9.60	
25	60.400	60.500	19	11.40	
26	60.500	60.600	19	9.20	
27	60.600	60.700	19	10.00	
28	60.700	60.800	19	9.30	

SL No.	Chainage (Km)		Existing Right of Way (m)	Proposed Right of Way (m)	Remarks
	From	To			
29	60.800	60.900	19	9.20	
30	60.900	61.000	19	9.30	
31	61.000	61.100	24	9.50	
32	61.100	61.200	24	10.00	
33	61.200	61.300	24	8.40	
34	61.300	61.400	24	8.90	
35	61.400	61.500	24	8.30	
36	61.500	61.600	24	9.20	
37	61.600	61.700	24	9.30	
38	61.700	61.800	24	9.40	
39	61.800	61.900	24	9.80	
40	61.900	62.000	24	10.80	
41	62.000	62.100	24	10.50	
42	62.100	62.200	24	8.80	
43	62.200	62.300	24	11.30	
44	62.300	62.400	24	10.60	
45	62.400	62.500	24	10.90	
46	62.500	62.600	24	10.30	
47	62.600	62.700	24	9.50	
48	62.700	62.800	24	10.40	
49	62.800	62.900	20	11.20	
50	62.900	63.000	20	9.80	
51	63.000	63.100	20	10.00	
52	63.100	63.200	24	12.40	
53	63.200	63.300	24	9.60	
54	63.300	63.400	24	11.60	
55	63.400	63.500	24	10.50	
56	63.500	63.600	24	10.50	
57	63.600	63.700	24	8.80	
58	63.700	63.800	24	10.50	
59	63.800	63.900	19	10.30	
60	63.900	64.000	19	8.30	
61	64.000	64.100	19	14.60	
62	64.100	64.200	19	9.30	
63	64.200	64.300	19	9.30	
64	64.300	64.400	19	9.80	
65	64.400	64.500	19	10.00	
66	64.500	64.600	19	9.90	
67	64.600	64.700	19	9.00	
68	64.700	64.800	19	9.30	
69	64.800	64.900	19	8.80	
70	64.900	65.000	24	9.20	
71	65.000	65.100	24	11.10	
72	65.100	65.200	24	11.20	
73	65.200	65.300	19	10.10	
74	65.300	65.400	19	11.00	
75	65.400	65.500	19	10.50	
76	65.500	65.600	24	10.50	
77	65.600	65.700	24	11.80	
78	65.700	65.800	19	10.70	
79	65.800	65.900	19	11.60	

SL No.	Chainage (Km)		Existing Right of Way (m)	Proposed Right of Way (m)	Remarks
	From	To			
80	65.900	66.000	24	11.00	
81	66.000	66.100	19	10.80	
82	66.100	66.200	24	12.20	
83	66.200	66.300	19	9.50	
84	66.300	66.400	24	9.30	
85	66.400	66.500	24	9.90	
86	66.500	66.600	24	8.70	
87	66.600	66.700	24	11.10	
88	66.700	66.800	24.5	11.20	
89	66.800	66.900	24.5	10.30	
90	66.900	67.000	24.5	10.60	
91	67.000	67.300	24.5	9.10	
92	67.300	67.400	24.5	9.50	
93	67.400	67.500	24.5	10.90	
94	67.500	67.600	24.5	10.20	
95	67.600	67.700	24.5	10.10	
96	67.700	67.800	24.5	10.50	
97	67.800	67.900	24.5	10.10	
98	67.900	68.000	24.5	8.60	
99	68.000	68.100	19	10.40	
100	68.100	68.200	19	9.20	
101	68.200	68.300	19	10.10	
102	68.300	68.400	24	7.70	
103	68.400	68.500	20	8.90	
104	68.500	68.600	24	8.00	
105	68.600	68.700	24	8.90	
106	68.700	68.800	24	8.50	
107	68.800	68.900	18	7.90	
108	68.900	69.000	18	9.50	
109	69.000	69.100	18	8.10	
110	69.100	69.200	18	7.00	
111	69.200	69.300	18	9.90	
112	69.300	69.400	18	9.10	
113	69.400	69.500	18	9.50	
114	69.500	69.600	18	8.80	
115	69.600	69.700	18	9.50	
116	69.700	69.800	18	8.60	
117	69.800	69.900	18	8.60	
118	69.900	70.000	18	8.50	
119	70.000	70.100	18	10.00	
120	70.100	70.200	18	8.10	
121	70.200	70.300	18	8.50	
122	70.300	70.400	24	8.90	
123	70.400	70.500	24	8.50	
124	70.500	70.600	24	8.70	
125	70.600	70.700	18	8.90	
126	70.700	70.800	24	8.90	
127	70.800	70.900	24	9.10	
128	70.900	71.000	18	7.70	
129	71.000	71.100	18	8.60	
130	71.100	71.200	24	9.30	

SL No.	Chainage (Km)		Existing Right of Way (m)	Proposed Right of Way (m)	Remarks
	From	To			
131	71.200	71.300	18	9.50	
132	71.300	71.400	18	10.30	
133	71.400	71.500	18	9.10	
134	71.500	71.600	18	8.50	
135	71.600	71.700	18	9.40	
136	71.700	71.800	18	10.30	
137	71.800	71.900	18	10.10	
138	71.900	72.000	18	10.40	
139	72.000	72.100	18	9.90	
140	72.100	72.200	18	9.60	
141	72.200	72.300	18	10.00	
142	72.300	72.400	18	9.10	
143	72.400	72.500	18	10.60	
144	72.500	72.600	18	11.80	
145	72.600	72.700	18	10.60	
146	72.700	72.800	18	10.70	
147	72.800	72.900	18	9.60	
148	72.900	73.000	18	9.30	
149	73.000	73.100	18	9.60	
150	73.100	73.200	18	10.90	
151	73.200	73.300	18	11.70	
152	73.300	73.400	24	11.90	
153	73.400	73.500	24	9.70	
154	73.500	73.600	19	9.10	
155	73.600	73.700	19	8.50	
156	73.700	73.800	19	7.90	
157	73.800	73.900	19	9.60	
158	73.900	74.000	19	8.80	
159	74.000	74.100	19	9.60	
160	74.100	74.200	19	10.00	
161	74.200	74.300	19	8.90	
162	74.300	74.400	19	10.00	
163	74.400	74.500	19	9.10	
164	74.500	74.600	19	9.80	
165	74.600	74.700	19	10.60	
166	74.700	74.800	19	10.20	

3. Carriageway

The present carriageway of the Project Highway is Two Lane from km 57+995 to km 74+800. The type of the existing pavement is [flexible].

4. Major Bridges

The Site includes the following Major Bridges: -

S. No.	Chainage (km)	Type of Structure			No. of Spans with span length (m)	Width (m)
		Foundation	Sub-structure	Super-structure		
Nil						

5. Road over-bridges (ROB)/ Road under-bridges (RUB)

The Site includes the following ROB (road over railway line)/RUB (road under railway line):

S. No.	Chainage (km)	Type of Structure		No. of Spans with span length (m)	Width (m)	ROB/ RUB
		Foundation	Superstructure			
Nil						

6. Grade separators

The Site includes the following grade separators:

Sl. No.	Chainage (km)	Type of Structure		No. of Spans with span length (m)	Width (m)
		Foundation	Superstructure		
Nil					

7. Minor bridges

The Site includes the following minor bridges:

S. No.	Chainage (km)	Type of Structure			No. of Spans with span length (m)	Width (m)
		Foundation	Sub- structure	Super- structure		
1	65.362	Open	Wall	RCC SLAB BRIDGE	1x5.80	11.20

8. Railway level crossings

The Site includes the following railway level crossings:

S. No.	Location(km)	Remarks
Nil		

9. Underpasses (vehicular, non-vehicular)

The Site includes the following underpasses:

S. No.	Chainage (km)	Type of Structure	No. of Spans with span length (m)	Width (m)
Nil				

10. Culverts

The Site has the following culverts:

Sl. No.	Chainage (km)	Type of Structures (Pipe/ Slab/ Box/ Arch)	Span Arrangement (No. x Length) (m)	Carriageway Width (m)	Width of Culvert (m)
1	57.997	Slab culvert	1×1.2	-	-
2	58.283	Pipe culvert	2×1.2	-	-
3	58.905	Pipe culvert	2X1.20	-	-
4	59.198	Pipe culvert	2×1.0	-	-
5	59.603	Pipe culvert	2X1.20	-	-
6	59.965	Pipe culvert	2×1.0	-	-
7	60.165	Pipe culvert	2×1.0	-	-
8	60.491	Pipe culvert	2×1.0	-	-
9	60.682	Pipe culvert	2×1.0	-	-
10	60.981	Pipe culvert	2×1.0	-	-
11	61.187	Pipe culvert	2×1.2	-	-
12	61.290	Pipe culvert	2×1	-	-
13	61.475	Pipe culvert	2×1	-	-

Sl. No.	Chainage (km)	Type of Structures (Pipe/ Slab/ Box/ Arch)	Span Arrangement (No. x Length) (m)	Carriageway Width (m)	Width of Culvert (m)
14	61.852	Pipe culvert	2×1	-	-
15	62.291	Pipe culvert	2X1.20	-	-
16	62.742	Pipe culvert	2×1	-	-
17	63.318	Pipe culvert	2×1.2	-	-
18	63.862	Pipe culvert	2×1	-	-
19	63.998	Pipe culvert	1×1.2	-	-
20	64.190	Pipe culvert	2×1	-	-
21	64.402	Pipe culvert	2×1.0	-	-
22	65.256	Pipe culvert	2X1.00	-	-
23	65.421	Pipe culvert	2×1.0	-	-
24	65.512	Pipe culvert	2×1.0	-	-
25	65.640	Pipe culvert	2×1.2	-	-
26	65.725	Slab culvert	2X1.20	-	-
27	66.148	Pipe culvert	2×1.0	-	-
28	66.412	Pipe culvert	2×1.0	-	-
29	66.505	Pipe culvert	2×0.9	-	-
30	66.945	Pipe culvert	2×0.9	-	-
31	67.203	Pipe culvert	2×1.0	-	-
32	67.522	Pipe culvert	2×1.0	-	-
33	67.780	Pipe culvert	2×0.9	-	-
34	68.702	Pipe culvert	2×0.9	-	-
35	69.170	Pipe culvert	2×0.90	-	-
36	69.802	Pipe culvert	2×1.0	-	-
37	70.135	Pipe culvert	2×1.0	-	-
38	70.402	Pipe culvert	2×1.0	-	-
39	70.560	Pipe culvert	2×1.0	-	-
40	71.500	Pipe culvert	2×1.2	-	-
41	71.725	Pipe culvert	2×1.0	-	-
42	72.028	Pipe culvert	2×0.9	-	-
43	72.300	Pipe culvert	2×1.0	-	-
44	72.628	Pipe culvert	2×1.0	-	-
45	73.020	Pipe culvert	2×1.0	-	-
46	73.375	Pipe culvert	2×1.0	-	-
47	73.577	Pipe culvert	2×1.0	-	-
48	73.903	Pipe culvert	2×1.0	-	-
49	74.030	Pipe culvert	2×0.9	-	-
50	74.250	Pipe culvert	1×1.0	-	-
51	74.422	Pipe culvert	2×1.0	-	-
52	74.520	Pipe culvert	2×1.0	-	-

11. Bus bays

The details of bus bays on the Site are as follows:

S. No.	Chainage (km)	Length (m)	Left Hand Side	Right Hand Side
Nil				

12. Truck Lay byes

The details of truck lay byes are as follows:

S. No.	Chainage (km)	Length (m)	Left Hand Side	Right Hand Side
Nil				

13. Roadside drains

The details of the roadside drains are as follows:

Sl. No.	Location		Type	
	From km	To km	Masonry/cc (Pucca)	Earthen (Kutcha)
1	59+500	70+000	Earthen (Hill Side)	

14. Major junctions

The details of major junctions are as follows:

Sl. No.	Location		At grade	Separated	Category of Cross Road			
	From km	to km			NH	SH	MDR	Others
Nil								

(NH: National Highway, SH: State Highway, MDR: Major District Road)

15. Minor junctions

The details of the minor junctions are as follows:

Sl. No.	Location		Type of intersection	
	From Km	To Km	T-Junction	Cross Road
1	58.500		Y	3-legged
2	59.000		Y	3-legged
3	59.010		Y	3-legged
4	59.600		Y	3-legged
5	60.510		Y	3-legged
6	61.900		Y	3-legged
7	64.000		Y	3-legged
8	64.150		Y	3-legged

16. Bypasses

The details of the existing road sections proposed to be bypassed are as follows:

Sl. No.	Name of bypass (town)	Chainage (km) From km to km	Length (in Km)
Nil			

17. Other structures

[Provide details of other structures, if any.]

Annex – II

(As per Clause 8.3 (i))

(Schedule-A)

Dates for providing Right of Way of Construction Zone

The dates on which the Authority shall provide Right of Way of Construction Zone to the Contractor on different stretches of the Site are stated below:

The Construction of Project Highway will be implemented as per Manual, details of which are already given in Article-2 of Annexure – I of Schedule – A.

Annex - III

(Schedule-A)

Alignment Plans

The existing alignment of the Project Highway shall be modified in the following sections as per the alignment plan indicated below:

(i) The alignment of the Project Highway is enclosed in alignment plan. Finished road level indicated in the alignment plan shall be followed by the contractor as minimum FRL. In any case, the finished road level of the project highway shall not be less than those indicated in the alignment plan. The contractor shall, however, improve/upgrade the Road profile as indicated in Annex-III based on site/design requirement.

(ii) Traffic Signage plan of the Project Highway showing numbers & location of traffic signs is enclosed. The contractor shall, however, improve/upgrade upon the traffic signage plan as indicated in Annex-III based on site/design requirement as per the relevant specifications/IRC Codes/Manual.

Annex – IV

(Schedule-A)

Environment Clearances

Environmental Clearances are not required for the project.

Schedule - B

(See Clause 2.1)

Development of the Project Highway

1. Development of the Project Highway

Development of the Project Highway shall include design and construction of the Project Highway as described in this Schedule-B and in Schedule-C.

2. [Rehabilitation and augmentation]

[Rehabilitation and augmentation] shall include [Two-Lanning and Strengthening] of the Project Highway as described in Annex-I of this Schedule-B and in Schedule-C.

3. Specifications and Standards

The Project Highway shall be designed and constructed in conformity with the Specifications and Standards specified in Annex-I of Schedule-D.

Annex – I

(Schedule-B)

Description of [Two-Lanning]

[Note: Description of the Project Highway shall be given by the Authority in detail together with explanatory drawings (where necessary) to explain the Authority's requirements precisely in order to avoid subsequent changes in the Scope of the Project. The particulars that must be specified in this Schedule-B are listed below as per the requirements of the Manual of Specifications and Standards for [Two Lanning of Highways (IRC: SP: 73-2015)] referred to as the Manual. If any standards specifications or details are not given in the Manual the minimum design/construction requirements shall be specified in this Schedule. In addition to these particulars all other essential project specific details as required should be provided in order to define the Scope of the Project clearly and precisely.]

1. Widening of the Existing Highway

(i) The Project Highway shall follow the existing alignment unless otherwise specified by the Authority and shown in the alignment plans specified in Annex-III of Schedule-A. Geometric deficiencies, if any, in the existing horizontal and vertical profiles shall be corrected as per the prescribed standards for hilly terrain to the extent land is available.

(ii) Width of Carriageway

(a) Two-Lanning [with] hard shoulders shall be undertaken. The paved carriageway shall be [7(seven) m] wide.

Provided that in the built-up areas: the width of the carriageway shall be as specified in the following table:

Sl. No.	Built-up stretch (Township)	Location		Width (m)	Typical Cross Section (Refer to Manual)	Remarks
1	Bendramei	56+840	60+670	7	As per attached TCS drawing	7 m Carriageway
2	Bakie (Yangkhunou)	60+670	65+700	7		
3	Ziumi	65+700	75+000	7		

(b) Except as otherwise provided in this Agreement the width of the paved carriageway and cross-sectional features shall conform to paragraph 1.1 above.

2. Geometric Design and General Features

(i) General

Geometric design and general features of the Project Highway shall be in accordance with Section 2 of the Manual.

(ii) Design speed

For Mountainous terrain design speed shall be the minimum design speed of 40-60 km/hr and for sharp curve and hair pin bend locations speed reduces up to 30kmph & 20 kmph respectively.

(iii) Improvement of the existing road geometrics

The stretches where design speed reduces below 40 kmph are summarized below:

Sl. No.	Stretch (from km to km)	Type of Deficiency	Remarks
1	56+893 to 56+906	Sharp Bend	Design Speed = 30 Kmph
2	57+025 to 57+071	Sharp Bend	Design Speed = 30 Kmph
3	58+444 to 58+463	Sharp Bend	Design Speed = 20 Kmph
4	59+211 to 59+222	Sharp Bend	Design Speed = 25 Kmph
5	59+322 to 59+331	Sharp Bend	Design Speed = 30 Kmph
6	59+391 to 59+406	Sharp Bend	Design Speed = 30 Kmph
7	59+456 to 59+463	Sharp Bend	Design Speed = 30 Kmph
8	59+534 to 59+543	Sharp Bend	Design Speed = 30 Kmph
9	59+651 to 59+666	Sharp Bend	Design Speed = 20 Kmph
10	59+749 to 59+777	Sharp Bend	Design Speed = 20 Kmph
11	59+825 to 59+828	Sharp Bend	Design Speed = 20 Kmph
12	60+248 to 60+257	Sharp Bend	Design Speed = 20 Kmph
13	60+377 to 60+386	Sharp Bend	Design Speed = 20 Kmph
14	60+439 to 60+454	Sharp Bend	Design Speed = 20 Kmph
15	60+548 to 60+566	Sharp Bend	Design Speed = 20 Kmph
16	60+626 to 60+643	Sharp Bend	Design Speed = 20 Kmph
17	60+770 to 60+775	Sharp Bend	Design Speed = 30 Kmph
18	60+910 to 60+927	Sharp Bend	Design Speed = 30 Kmph
19	61+066 to 61+074	Sharp Bend	Design Speed = 30 Kmph
20	61+236 to 61+263	Sharp Bend	Design Speed = 20 Kmph
21	61+379 to 61+400	Sharp Bend	Design Speed = 20 Kmph
22	61+467 to 61+472	Sharp Bend	Design Speed = 30 Kmph
23	61+572 to 61+582	Sharp Bend	Design Speed = 30 Kmph
24	61+736 to 61+746	Sharp Bend	Design Speed = 20 Kmph
25	61+791 to 61+805	Sharp Bend	Design Speed = 30 Kmph
26	62+013 to 62+018	Sharp Bend	Design Speed = 30 Kmph
27	62+185 to 62+201	Sharp Bend	Design Speed = 30 Kmph
28	62+255 to 62+262	Sharp Bend	Design Speed = 30 Kmph
29	62+786 to 62+819	Sharp Bend	Design Speed = 20 Kmph
30	63+891 to 63+900	Sharp Bend	Design Speed = 30 Kmph
31	64+171 to 64+180	Sharp Bend	Design Speed = 30 Kmph
32	65+129 to 65+200	Sharp Bend	Design Speed = 30 Kmph
33	65+452 to 65+487	Sharp Bend	Design Speed = 30 Kmph
34	65+569 to 65+580	Sharp Bend	Design Speed = 30 Kmph
35	65+620 to 65+645	Sharp Bend	Design Speed = 30 Kmph
36	65+699 to 65+706	Sharp Bend	Design Speed = 20 Kmph
37	65+763 to 65+767	Sharp Bend	Design Speed = 20 Kmph
38	65+807 to 65+816	Sharp Bend	Design Speed = 20 Kmph
39	65+864 to 65+870	Sharp Bend	Design Speed = 20 Kmph
40	65+912 to 65+916	Sharp Bend	Design Speed = 20 Kmph
41	65+957 to 65+961	Sharp Bend	Design Speed = 20 Kmph
42	66+000 to 66+016	Sharp Bend	Design Speed = 20 Kmph

Sl. No.	Stretch (from km to km)	Type of Deficiency	Remarks
43	66+092 to 66+101	Sharp Bend	Design Speed = 20 Kmph
44	66+187 to 66+187	Sharp Bend	Design Speed = 20 Kmph
45	66+214 to 66+236	Sharp Bend	Design Speed = 20 Kmph
46	66+257 to 66+260	Sharp Bend	Design Speed = 20 Kmph
47	66+320 to 66+324	Sharp Bend	Design Speed = 20 Kmph
48	66+370 to 66+374	Sharp Bend	Design Speed = 20 Kmph
49	66+449 to 66+456	Sharp Bend	Design Speed = 20 Kmph
50	66+496 to 66+525	Sharp Bend	Design Speed = 20 Kmph
51	66+574 to 66+584	Sharp Bend	Design Speed = 20 Kmph
52	66+644 to 66+685	Sharp Bend	Design Speed = 30 Kmph
53	66+755 to 66+780	Sharp Bend	Design Speed = 30 Kmph
54	66+801 to 66+820	Sharp Bend	Design Speed = 30 Kmph
55	66+890 to 66+904	Sharp Bend	Design Speed = 20 Kmph
56	66+956 to 66+979	Sharp Bend	Design Speed = 20 Kmph
57	67+024 to 67+038	Sharp Bend	Design Speed = 20 Kmph
58	67+060 to 67+063	Sharp Bend	Design Speed = 20 Kmph
59	67+091 to 67+101	Sharp Bend	Design Speed = 20 Kmph
60	67+251 to 67+265	Sharp Bend	Design Speed = 20 Kmph
61	67+282 to 67+312	Sharp Bend	Design Speed = 20 Kmph
62	67+372 to 67+400	Sharp Bend	Design Speed = 20 Kmph
63	67+425 to 67+429	Sharp Bend	Design Speed = 20 Kmph
64	68+167 to 68+207	Sharp Bend	Design Speed = 20 Kmph
65	68+247 to 68+276	Sharp Bend	Design Speed = 20 Kmph
66	68+293 to 68+324	Sharp Bend	Design Speed = 20 Kmph
67	68+715 to 68+754	Sharp Bend	Design Speed = 20 Kmph
68	69+088 to 69+103	Sharp Bend	Design Speed = 20 Kmph
69	69+172 to 69+210	Sharp Bend	Design Speed = 20 Kmph
70	69+298 to 69+330	Sharp Bend	Design Speed = 20 Kmph
71	69+392 to 69+420	Sharp Bend	Design Speed = 20 Kmph
72	69+512 to 69+549	Sharp Bend	Design Speed = 20 Kmph
73	69+614 to 69+651	Sharp Bend	Design Speed = 20 Kmph
74	69+716 to 69+743	Sharp Bend	Design Speed = 20 Kmph
75	69+810 to 69+842	Sharp Bend	Design Speed = 30 Kmph
76	69+904 to 69+915	Sharp Bend	Design Speed = 30 Kmph
77	69+999 to 70+010	Sharp Bend	Design Speed = 20 Kmph
78	70+057 to 70+095	Sharp Bend	Design Speed = 20 Kmph
79	70+149 to 70+166	Sharp Bend	Design Speed = 20 Kmph
80	70+232 to 70+237	Sharp Bend	Design Speed = 30 Kmph
81	70+289 to 70+296	Sharp Bend	Design Speed = 30 Kmph
82	70+381 to 70+392	Sharp Bend	Design Speed = 30 Kmph
83	70+427 to 70+453	Sharp Bend	Design Speed = 30 Kmph
84	70+539 to 70+576	Sharp Bend	Design Speed = 20 Kmph
85	70+629 to 70+655	Sharp Bend	Design Speed = 20 Kmph
86	70+738 to 70+748	Sharp Bend	Design Speed = 20 Kmph
87	70+813 to 70+850	Sharp Bend	Design Speed = 20 Kmph
88	70+911 to 70+923	Sharp Bend	Design Speed = 30 Kmph
89	70+989 to 70+992	Sharp Bend	Design Speed = 30 Kmph
90	71+114 to 71+150	Sharp Bend	Design Speed = 20 Kmph
91	71+209 to 71+218	Sharp Bend	Design Speed = 30 Kmph
92	71+289 to 71+292	Sharp Bend	Design Speed = 30 Kmph

Sl. No.	Stretch (from km to km)	Type of Deficiency	Remarks
93	71+388 to 71+398	Sharp Bend	Design Speed = 30 Kmph
94	71+505 to 71+516	Sharp Bend	Design Speed = 30 Kmph
95	71+578 to 71+616	Sharp Bend	Design Speed = 20 Kmph
96	71+669 to 71+679	Sharp Bend	Design Speed = 20 Kmph
97	71+758 to 71+807	Sharp Bend	Design Speed = 20 Kmph
98	71+916 to 71+940	Sharp Bend	Design Speed = 30 Kmph
99	72+003 to 72+016	Sharp Bend	Design Speed = 30 Kmph
100	72+073 to 72+083	Sharp Bend	Design Speed = 30 Kmph
101	72+164 to 72+197	Sharp Bend	Design Speed = 20 Kmph
102	72+254 to 72+263	Sharp Bend	Design Speed = 30 Kmph
103	72+342 to 72+353	Sharp Bend	Design Speed = 30 Kmph
104	72+447 to 72+483	Sharp Bend	Design Speed = 20 Kmph
105	72+541 to 72+577	Sharp Bend	Design Speed = 20 Kmph
106	72+655 to 72+689	Sharp Bend	Design Speed = 20 Kmph
107	72+744 to 72+769	Sharp Bend	Design Speed = 20 Kmph
108	72+853 to 72+883	Sharp Bend	Design Speed = 20 Kmph
109	73+003 to 73+099	Sharp Bend	Design Speed = 30 Kmph
110	73+257 to 73+311	Sharp Bend	Design Speed = 30 Kmph
111	73+536 to 73+563	Sharp Bend	Design Speed = 30 Kmph
112	73+635 to 73+639	Sharp Bend	Design Speed = 30 Kmph
113	73+698 to 73+716	Sharp Bend	Design Speed = 30 Kmph
114	73+776 to 73+854	Sharp Bend	Design Speed = 30 Kmph
115	73+892 to 73+902	Sharp Bend	Design Speed = 30 Kmph
116	73+955 to 73+975	Sharp Bend	Design Speed = 30 Kmph
117	74+019 to 74+035	Sharp Bend	Design Speed = 30 Kmph
118	74+095 to 74+102	Sharp Bend	Design Speed = 30 Kmph
119	74+149 to 74+158	Sharp Bend	Design Speed = 30 Kmph
120	74+207 to 74+225	Sharp Bend	Design Speed = 30 Kmph
121	74+275 to 74+279	Sharp Bend	Design Speed = 30 Kmph
122	74+337 to 74+345	Sharp Bend	Design Speed = 30 Kmph
123	74+470 to 74+479	Sharp Bend	Design Speed = 30 Kmph
124	74+527 to 74+537	Sharp Bend	Design Speed = 20 Kmph
125	74+614 to 74+633	Sharp Bend	Design Speed = 30 Kmph
126	74+717 to 74+724	Sharp Bend	Design Speed = 30 Kmph
127	74+782 to 74+789	Sharp Bend	Design Speed = 30 Kmph

In the following sections where improvement of the existing road geometrics to the prescribed standards is not possible the existing road geometrics shall be improved to the extent possible within the existing right of way and proper road signs and safety Measures shall be provided.

(iv) Right of Way

[Refer to provision of relevant Manual]. Details of the Right of Way are given in Annex-II of Schedule-A.

(v) Type of shoulders
[Refer to provision of relevant Manual and specify]

(a) In built-up sections. footpaths/fully paved shoulders shall be provided in the following

stretches:

Sl. No.	Stretch (from Km to Km)	Fully Paved shoulders/footpaths	Reference to cross section
Nil			

(b) Hard shoulders of 1.5 m width shall be provided with selected earth wherever applicable as per TCS drawing.

(c) Design and specifications of paved shoulders and granular material shall conform to the requirements specified in the relevant Manual.

(vi) Lateral and vertical clearances at underpasses

(a) Lateral and vertical clearances at underpasses and provision of guardrails/crash barriers shall be as per requirements specified in the relevant Manual.

(b) Lateral clearance: The width of the opening at the underpasses shall be as follows:

Sl. No.	Location (Chainage) (from km to km)	Span/ opening (m)	Remarks
Nil			

(vii) Lateral and vertical clearances at overpasses

(a) Lateral and vertical clearances at overpasses shall be as per requirements specified in the relevant Manual.

(b) Lateral clearance: The width of the opening at the overpasses shall be as follows:

Sl. No.	Location (Chainage) (from km to km)	Span/Opening (m)	Remarks
Nil			

(viii) Service roads

Service roads shall be constructed at the locations and for the lengths indicated below:
[Refer requirements specified in the relevant Manual]

Sl. No.	Location of service road (from km to km)	Right hand side (RHS)/Left hand side (LHS)/ or Both sides	Length (km) of service road
Nil			

(ix) Grade separated structures

(a) Grade separated structures shall be provided as per provision of the Manual. The requisite is given below:

[Refer to requirements specified in the relevant Manual]

Sl. No.	Location of Structure (VUP)	Length (m)	Number and length of spans	Approach gradient	Remarks. if any
Nil					

(b) In the case of grade separated structures the type of structure and the level of the Project Highway and the cross roads shall be as follows: [Refer to provision of the Manual and specify the type of vehicular under pass/ overpass structure and whether the cross road is to be carried at the existing

Level. raised or lowered]

Sl. No.	Location	Type of structure Length (m)	Cross road at			Remarks. if any
			Existing Level	Raised Level	Lowered Level	
Nil						

(x) Cattle and pedestrian underpass /overpass

Cattle and pedestrian underpass/overpass shall be constructed as follows: [Refer to provision of the relevant Manual and specify the requirements of cattle and pedestrian underpass/overpass]

Sl. No.	Location	Type of crossing
Nil		

(xi) Typical cross-sections of the Project Highway

[Give typical cross-sections of the Project Highway by reference to the Manual] As per attached Drawings

TCS TYPE	DESCRIPTION	Length (m)
TCS-1	Typical Cross Section of Two-lane Carriageway in Built up area with both side footpath cum RCC Rectangular Drain (Reconstruction of Existing Pavement)	1300
TCS-2	Typical Cross Section of Two-Lane Carriageway in Rural Area with RR Masonry Trapezoidal Drain on Hill Side and Earthen Shoulder on valley side (Reconstruction of Existing Pavement)	5350
TCS-3	Typical Cross Section of Two-lane Carriageway in Rural area with breast wall on hill side and earthen shoulder on valley side (Reconstruction of Existing Pavement)	150
TCS-4	Typical Cross Section of Two-lane Carriageway at reconstruction stretch in rural area with one side retaining wall and other side RR masonry Trapezoidal drain (Reconstruction of Existing Pavement)	2985
TCS-5	Typical Cross Section of Two-lane Carriageway in Rural area with one side retaining wall and other side breast wall (Reconstruction of Existing Pavement)	0
TCS-6	Typical Cross Section of Two-lane Carriageway due to presence of hill in Rural area with both side RR Masonry Trapezoidal Drain (Reconstruction of Existing Pavement)	1975
TCS-7	Typical Cross Section of Two-lane Carriageway in Rural area with one side RR Masonry Trapezoidal Drain and earthen shoulder on valley side (New construction)	900
TCS-8	Typical Cross Section of Two-lane Carriageway at realignment stretch due to presence of hill in Rural area with both side RR Masonry Trapezoidal Drain (New construction)	3000
TCS-9	Typical Cross Section of Two-lane Carriageway in rural area with one side retaining wall and other side RR Masonry Trapezoidal Drain (New construction)	600
TCS-10	Typical Cross Section of Two lane Carriageway in Built up area with both side footpath and open RR masonry trapezoidal drain(Reconstruction of Existing Pavement)	150
TCS-11	Typical Cross Section of Two lane Carriageway in rural area with one side breast wall and other side RR masonry trapezoidal drain(Reconstruction of Existing Pavement)	900
TCS-12	Typical Cross Section of Two lane Carriageway in rural area with both side breast wall (Reconstruction of Existing Pavement)	100
TCS-13	Typical Cross Section of Two lane Carriageway in rural area with one side retaining wall (New Construction)	200
TCS-14	Typical Cross Section of Two lane Carriageway in rural area with both side retaining wall (New Construction)	250
TCS-15	Typical Cross Section of reconstruction of Two lane Carriageway in rural area with composite RE wall (New Construction)	150
TCS-16	Typical Cross Section of reconstruction of Two lane Carriageway paved shoulder in rural area	150

TCS TYPE	DESCRIPTION	Length (m)
	on both side composite RE wall	
	Total length =	**18160**

Chainage (Km)		Net Length (m)	TCS No.
From	To		
56840	57225	385	TCS-4
57225	57375	150	TCS-2
57375	57525	150	TCS-3
57525	57575	50	TCS-4
57575	57675	100	TCS-2
57675	57725	50	TCS-4
57725	57925	200	TCS-2
57925	57975	50	TCS-6
57975	58175	200	TCS-2
58175	58225	50	TCS-4
58225	58275	50	TCS-2
58275	58525	250	TCS-4
58525	58775	250	TCS-2
58775	60075	1300	TCS-1
60075	60225	150	TCS-2
60225	60325	100	TCS-4
60325	60575	250	TCS-14
60575	60675	100	TCS-6
60675	60775	100	TCS-2
60775	61025	250	TCS-4
61025	62275	1250	TCS-6
62275	62675	400	TCS-2
62675	63325	650	TCS-4
63325	63525	200	TCS-2
63525	63625	100	TCS-4
63625	63675	50	TCS-2
63675	63875	200	TCS-4
63875	64875	1000	TCS-2
64875	64925	50	TCS-15
64925	65175	250	TCS-4
65175	65275	100	TCS-2
65275	65525	250	TCS-4
65525	65925	400	TCS-2
65925	66075	150	TCS-4
66075	66225	150	TCS-2
66225	66275	50	TCS-15
66275	66525	250	TCS-2
66525	66675	150	TCS-11
66675	66775	100	TCS-12
66775	67525	750	TCS-11
67525	67975	450	TCS-6
67975	68175	200	TCS-13

Chainage (Km)		Net Length (m)	TCS No.
From	To		
68175	68325	150	TCS-16
68325	68375	50	TCS-15
68375	68425	50	TCS-4
68425	68525	100	TCS-2
68525	69525	1000	TCS-8
69525	70025	500	TCS-7
70025	70075	50	TCS-9
70075	70175	100	TCS-8
70175	70225	50	TCS-9
70225	70575	350	TCS-8
70575	70725	150	TCS-9
70725	70775	50	TCS-8
70775	70875	100	TCS-7
70875	71025	150	TCS-9
71025	71525	500	TCS-8
71525	71675	150	TCS-7
71675	71775	100	TCS-9
71775	71825	50	TCS-8
71825	71925	100	TCS-9
71925	71975	50	TCS-8
71975	72125	150	TCS-7
72125	73025	900	TCS-8
73025	73175	150	TCS-4
73175	73525	350	TCS-2
73525	73575	50	TCS-4
73575	74725	1150	TCS-2
74725	74850	125	TCS-6
74850	75000	150	TCS-10
Total Length of PKG- IIB		**35000**	

3. Intersections and Grade Separators

All intersections and grade separators shall be as per Section 3 of the Manual. Existing intersections which are deficient shall be improved to the prescribed standards.

[Refer to provision of the relevant Manual and specify the requirements. Explain where necessary with drawings/sketches/general arrangement]

Properly designed intersections shall be provided at the locations and of the types and features given in the tables below:

(i) At-grade intersections

Major Intersections

Sl. No.	Location of intersection (Km)	Type of intersection	Other features	Remarks
Nil				

Minor Intersections

Sl. No.	Location of intersection (Km)	Type of intersection	Other features
1	58.500	Y-Type	3-legged
2	59.000	Y-Type	3-legged
3	59.010	Y-Type	3-legged
4	59.600	Y-Type	3-legged
5	60.510	Y-Type	3-legged
6	61.900	Y-Type	3-legged
7	64.000	Y-Type	3-legged
8	64.150	Y-Type	3-legged

(ii) Grade separated intersection with/without ramps

Sl. No.	Location	Salient features	Minimum length of viaduct to be provided	Road to be carried over/under the structures
Nil				

4. Road Embankment and Cut Section

(i) Widening and improvement of the existing road embankment/cuttings and construction of new road embankment/ cuttings shall conform to the Specifications and Standards given in Section 4 of the Manual and the specified cross sectional details. Deficiencies in the plan and profile of the existing road shall be corrected.

(ii) Raising of the existing road [Refer to provision of the relevant Manual and specify sections to be raised]

The existing road shall be raised in the following sections:

Sl. No.	Section (from km to km)	Length (km)	Extent of raising [Top of finished road level]
Nil			

5. Pavement Design

(i) Pavement design shall be carried out in accordance with provision of the relevant manual.

(ii) Type of pavement

Flexible Pavement

(iii) Design requirements

[Refer to provision of the relevant Manual and specify design requirements and strategy]

(a) Design Period and strategy

Flexible pavement for new pavement or for widening and strengthening of the existing pavement shall be designed for a minimum design period of 20 years. Stage construction shall not be permitted.

(b) Design Traffic

Notwithstanding anything to the contrary contained in this Agreement or the Manual. The Contractor shall design the pavement for design traffic of 20 msa.

(iv) Reconstruction of stretches

[Refer to provision of the relevant Manual and specify the stretches if any to be reconstructed.]

The following stretches of the existing road shall be reconstructed. These shall be designed as new pavement.

SL NO.	Stretch from Km to Km	Remarks	TCS Type
1	56+840 Km to 57+225 Km	Reconstruction	TCS-4
2	57+225 Km to 57+375 Km	Reconstruction	TCS-2
3	57+375 Km to 57+525 Km	Reconstruction	TCS-3
4	57+525 Km to 57+575 Km	Reconstruction	TCS-4
5	57+575 Km to 57+675 Km	Reconstruction	TCS-2
6	57+675 Km to 57+725 Km	Reconstruction	TCS-4
7	57+725 Km to 57+925 Km	Reconstruction	TCS-2
8	57+925 Km to 57+975 Km	Reconstruction	TCS-6
9	57+975 Km to 58+175 Km	Reconstruction	TCS-2
10	58+175 Km to 58+225 Km	Reconstruction	TCS-4
11	58+225 Km to 58+275 Km	Reconstruction	TCS-2
12	58+275 Km to 58+525 Km	Reconstruction	TCS-4
13	58+525 Km to 58+775 Km	Reconstruction	TCS-2
14	58+775 Km to 60+075 Km	Reconstruction	TCS-1
15	60+075 Km to 60+225 Km	Reconstruction	TCS-2
16	60+225 Km to 60+325 Km	Reconstruction	TCS-4
17	60+325 Km to 60+575 Km	Reconstruction	TCS-14
18	60+575 Km to 60+675 Km	Reconstruction	TCS-6
19	60+675 Km to 60+775 Km	Reconstruction	TCS-2
20	60+775 Km to 61+025 Km	Reconstruction	TCS-4
21	61+025 Km to 62+275 Km	Reconstruction	TCS-6
22	62+275 Km to 62+675 Km	Reconstruction	TCS-2
23	62+675 Km to 63+325 Km	Reconstruction	TCS-4
24	63+325 Km to 63+525 Km	Reconstruction	TCS-2
25	63+525 Km to 63+625 Km	Reconstruction	TCS-4
26	63+625 Km to 63+675 Km	Reconstruction	TCS-2
27	63+675 Km to 63+875 Km	Reconstruction	TCS-4
28	63+875 Km to 64+875 Km	Reconstruction	TCS-2
29	64+925 Km to 65+175 Km	Reconstruction	TCS-4
30	65+175 Km to 65+275 Km	Reconstruction	TCS-2
31	65+275 Km to 65+525 Km	Reconstruction	TCS-4
32	65+525 Km to 65+925 Km	Reconstruction	TCS-2
33	65+925 Km to 66+075 Km	Reconstruction	TCS-4
34	66+075 Km to 66+225 Km	Reconstruction	TCS-2
35	66+275 Km to 66+525 Km	Reconstruction	TCS-2
36	66+525 Km to 66+675 Km	Reconstruction	TCS-11
37	66+675 Km to 66+775 Km	Reconstruction	TCS-12
38	66+775 Km to 67+525 Km	Reconstruction	TCS-11
39	67+525 Km to 67+975 Km	Reconstruction	TCS-6

SL NO.	Stretch from Km to Km	Remarks	TCS Type
40	67+975 Km to 68+175 Km	Reconstruction	TCS-13
41	68+375 Km to 68+425 Km	Reconstruction	TCS-4
42	68+425 Km to 68+525 Km	Reconstruction	TCS-2
43	73+025 Km to 73+175 Km	Reconstruction	TCS-4
44	73+175 Km to 73+525 Km	Reconstruction	TCS-2
45	73+525 Km to 73+575 Km	Reconstruction	TCS-4
46	73+575 Km to 74+725 Km	Reconstruction	TCS-2
47	74+725 Km to 74+850 Km	Reconstruction	TCS-6
48	74+850 Km to 75+000 Km	Reconstruction	TCS-10

6. Roadside Drainage

Drainage system including surface and subsurface drains for the Project Highway has been provided in the table given below:

RCC Covered Drain

Chainage (Km)		Side	Net Length (m)
From	To		
58775	60075	Both	2568

RR Masonry Trapezoidal Drain

Chainage		Side	Net Length (m)
From (m)	To (m)		
56840	56975	Single	135
56975	57225	Single	247
57225	57375	Single	150
57525	57575	Single	50
57575	57675	Single	100
57675	57725	Single	50
57725	57925	Single	197
57925	57975	Both	100
57975	58175	Single	197
58175	58225	Single	50
58225	58275	Single	50
58275	58525	Single	247
58525	58775	Single	247
60075	60225	Single	150
60225	60325	Single	97
60575	60675	Both	200
60675	60775	Single	100
60775	61025	Single	247
61025	62275	Both	2500
62275	62675	Single	397
62675	63325	Single	642
63325	63525	Single	200
63525	63625	Single	100
63625	63675	Single	50
63675	63875	Single	197
63875	64875	Single	978
64925	65175	Single	247

Chainage		Side	Net Length (m)
From (m)	To (m)		
65175	65275	Single	97
65275	65525	Single	247
65525	65925	Single	397
65925	66075	Single	147
66075	66225	Single	150
66275	66525	Single	247
66525	66675	Single	150
66775	67525	Single	750
67525	67975	Both	900
68375	68425	Single	50
68425	68525	Single	100
68525	69525	Both	2000
69525	70025	Single	497
70025	70075	Single	50
70075	70175	Both	200
70175	70225	Single	50
70225	70575	Both	695
70575	70725	Single	150
70725	70775	Both	100
70775	70875	Single	100
70875	71025	Single	147
71025	71525	Both	1000
71525	71675	Single	150
71675	71775	Single	100
71775	71825	Both	100
71825	71925	Single	100
71925	71975	Both	100
71975	72125	Single	150
72125	73025	Both	1795
73025	73175	Single	147
73175	73525	Single	347
73525	73575	Single	47
73575	74725	Single	1129
74725	74850	Both	250
74850	75000	Both	300
		Length =	**20870**

PKG-IIB

Length of Side Drain	20870	m
Length of catch water Drain=	2087	m
Length of Outlet=	2087	m
Total Length of Drain=	**25044**	**m**

7. Design of Structures

(i) General

(a) All bridges culverts and structures shall be designed and constructed in accordance with provision of the relevant Manual and shall conform to the cross-sectional features and other details specified therein.

(b) Width of the carriageway of new bridges and structures shall be as follows:

[Refer to provision of the relevant Manual and specify the width of carriageway of new bridges and structures of more than 60 (sixty) metre length. if the carriageway width is different from 7.5 (seven point five) metres in the table below.]

Sl. No.	Bridge/Structure at km	Width of carriageway and cross-sectional features
1 Nos. bridge will be replaced by box culvert.		

(c) The following structures shall be provided with footpaths:

[Refer to provision of the relevant Manual and provide details of new Structures with footpath]

Sl. No.	Bridge/Structure at km	Width of carriageway and cross-sectional features
Nil		

(d) All bridges shall be high-level bridges.

[Refer to provision of the relevant Manual and state if there is any exception] (e)

The following structures shall be designed to carry utility services specified in Table below:

[Refer to provision of the relevant Manual and provide details]

Sl. No.	Bridge at km	Utility service to be carried	Remarks
Nil			

(f) Cross-section of the new culverts and bridges at deck level for the Project Highway shall conform to the typical cross-sections given in provision of the relevant Manual.

(ii) Culverts

(a) Overall width of all culverts shall be equal to the roadway width of the approaches.

(b) Reconstruction of existing culverts:

The existing culverts at the following locations shall be re-constructed as new culverts:

[Refer to provision of the relevant Manual and provide details]

Sl. No.	Culvert Location	Span /Opening (m)	Remarks*
1	57.125	2.0 X 3.0	Single Span
2	57.750	2.0 X 3.0	Single Span
3	58.025	2.0 X 3.0	Single Span
4	58.435	2.0 X 3.0	Single Span
5	58.732	2.0 X 3.0	Single Span
6	58.985	2.0 X 3.0	Single Span
7	59.298	2.0 X 3.0	Single Span
8	59.495	2.0 X 3.0	Single Span

Sl. No.	Culvert Location	Span /Opening (m)	Remarks*
9	59.776	2.0 X 3.0	Single Span
10	59.975	2.0 X 2.0	Single Span
11	60.075	2.0 X 3.0	Single Span
12	60.26	2.0 X 3.0	Single Span
13	60.400	3.0 X 4.0	Single Span
14	62.672	2.0 X 2.0	Single Span
15	62.800	2.0 X 2.0	Single Span
16	62.995	2.0 X 3.0	Single Span
17	63.212	2.0 X 2.0	Single Span
18	64.065	2.0 X 3.0	Single Span
19	64.168	5.0 X 4.0	Single Span
20	64.222	2.0 X 2.0	Single Span
21	64.315	2.0 X 3.0	Single Span
22	64.440	2.0 X 2.0	Single Span
23	64.515	2.0 X 3.0	Single Span
24	64.914	2.0 X 2.0	Single Span
25	65.175	2.0 X 2.0	Single Span
26	65.270	2.0 X 2.0	Single Span
27	65.708	2.0 X 2.0	Single Span
28	65.952	2.0 X 3.0	Single Span
29	66.510	2.0 X 2.0	Single Span
30	69.640	2.0 X 2.0	Single Span
31	70.280	2.0 X 3.0	Single Span
32	70.912	2.0 X 3.0	Single Span
33	73.285	2.0 X 2.0	Single Span
34	73.630	2.0 X 3.0	Single Span
35	73.835	2.0 X 2.0	Single Span
36	74.158	2.0 X 3.0	Single Span
37	74.280	2.0 X 2.0	Single Span
38	74.475	2.0 X 2.0	Single Span
39	74.628	2.0 X 3.0	Single Span
40	74.722	2.0 X 2.0	Single Span

*[Specify modifications, if any, required in the road level, etc.]

(c) Widening of existing culverts:

All existing culverts which are not to be reconstructed shall be widened to the Roadway width of the Project Highway as per the typical cross section given in provision of the relevant Manual. Repairs and strengthening of existing structures where required shall be carried out.

Sl. No.	Culvert location	Type, span, height and width of existing culvert (m)	Repairs to be carried out [specify]
Nil			

(d) Additional new culverts shall be constructed as per particulars given in the table below:

Sl. No.	Culvert Location	Span /Opening (m)	Remarks*
1	57.426	2.0 X 2.0	Single Span
2	60.805	2.0 X 2.0	Single Span
3	63.815	2.0 X 2.0	Single Span
4	64.668	2.0 X 2.0	Single Span

5	65.433	2.0 X 3.0	Single Span
6	68.350	3.0 X 4.0	Single Span
7	72.486	2.0 X 3.0	Single Span
8	73.050	2.0 X 2.0	Single Span
9	73.527	2.0 X 3.0	Single Span
10	74.376	2.0 X 2.0	Single Span

(e) Repairs/replacements of railing/parapets, flooring and protection works of the existing culverts shall be undertaken as follows:

[Refer provision of the relevant Manual and provide details]

Sl. No.	Location at km	Type of repair required
Nil		

(f) Floor protection works shall be as specified in the relevant IRC Codes and Specifications.

(iii) Bridges

(a) Existing bridges to be re-constructed/widened

[(i) The existing bridges at the following locations shall be re-constructed as new Structures]

[Refer provision of the relevant Manual and provide details]

Sl. No.	Bridge location	Salient details of existing bridge		Adequacy or otherwise of the existing waterway, vertical clearance etc.*	Remarks
	(km)	Type of Structures	Span Arrangement and Total Vent way (No. x Length) (m)		
Nil					

(ii) The following narrow bridges shall be widened:

Sl. No.	Location (km)	Existing width (m)	Extent of widening (m)	Cross-section at deck level for widening @
Nil				

(b) Additional new bridges

[Specify additional new bridges if required. And attach GAD]

New bridges at the following locations on the Project Highway shall be constructed. GADs for the new bridges are attached in the drawings folder.

Sl. No.	Location (km)	Total Length (m)	Remarks. If any
Nil			

(c) The railings of existing bridges shall be replaced by crash barriers at the following locations:

[Refer provision of the relevant Manual and provide details:]

Sl. No.	Location at km	Remarks
Nil		

(d) Repairs/replacements of railing/parapets of the existing bridges shall be undertaken as follows:

[Refer to provision of the relevant Manual and provide details]

Sl. No.	Location at km	Remarks
Nil		

(e) Drainage system for bridge decks

An effective drainage system for bridge decks shall be provided as specified in provision of the relevant Manual

(f) Structures in marine environment

[Refer to provision of the relevant Manual and specify the necessary measures / treatments for protecting structures in marine environment. Where applicable]

(v) Rail-road bridges

(a) Design construction and detailing of ROB/RUB shall be as specified in provision of the relevant Manual [Refer to provision of the relevant Manual and specify modification, if any]

(b) Road over-bridges

Road over-bridges (road over rail) shall be provided at the following level crossings. As per GAD drawings attached:

Sl. No.	Location of Level crossing (Chainage km)	Length of bridge (m)
Nil		

(c) Road under-bridges

Road under-bridges (road under railway line) shall be provided at the following level crossings as per GAD drawings attached:

Sl. No.	Location of Level crossing (Chainage km)	Number and length of span (m)
Nil		

(v) Grade separated structures

[Refer provision of the relevant Manual]

The grade separated structures shall be provided at the locations and of the type and length specified in paragraphs 2(ix) and 3 of this Annex-I.

(vi) Repairs and strengthening of bridges and structures

[Refer to provision of the relevant Manual and provide details]

The existing bridges and structures to be repaired/strengthened and the nature and

extent of repairs /strengthening required are given below:

(a) Bridges

Sl. No.	Location of bridge (km)	Nature and extent of repairs /strengthening to be carried out
Nil		

(b) ROB / RUB

Sl. No.	Location of ROB/RUB (km)	Nature and extent of repairs/strengthening to be carried out
Nil		

(c) Overpasses/Underpasses and other structures

Sl. No.	Location of Structure (km)	Nature and extent of repairs /strengthening to be carried out
Nil		

(vii) List of Major Bridges and Structures

The following is the list of the Major Bridges and Structures:

Sl. No.	Location (Km)
Nil	

8. Traffic Control Devices and Road Safety Works

(i) Traffic control devices and road safety works shall be provided in accordance with provisions of relevant Manual.

Sl. No	Traffic Signages, Road Marking and other appurtenances	unit	Quantity
1	Total No of Street Light=	Nos	106
2	Kilometer stones=	Nos	15
3	5th Kilometer stones=	Nos	4
4	Boundary Stones=	Nos	184
5	Delineators (100 cm long and circular shaped)+Hazard marker =	Nos	1700
6	Road Stud=	Nos	8511
7	900 mm Octagonal	Nos	8
8	600 mm circular	Nos	71
9	900 mm Triangular	Nos	286
10	800 mm x 600 mm rectangular	Nos	10
11	500x600 Rectangular (Chevron)	Nos	471
12	450 mm x 600 mm rectangular	Nos	136
13	Direction Sign < 0.9 sqm	sqm	14
14	Direction Sign > 0.9 sqm	sqm	16
15	Convex Mirror for Blind Curve	Nos	60

(ii) Specifications of the reflective sheeting. [Refer to provision of relevant Manual and specify]

9. Roadside Furniture

(i) Roadside furniture shall be provided in accordance with article 8(i) of this schedule.

(ii) Overhead traffic signs: location and size

Sl. No.	Location (Km)	Size
Nil		

10. Compulsory Afforestation

[Refer to provision of relevant Manual and specify the number of trees which are required to be planted by the concerned department as compensatory afforestation.]

11. Hazardous Locations

The safety barriers shall also be provided at the following hazardous locations:

a) Breast Wall

Chainage		Side	Net Length (m)
From (m)	To (m)		
57375	57525	Hill	147
66525	66675	Hill	150
66675	66775	Hill	200
66775	67525	Hill	750
Total Net Length =			**1247 m**

b) Retaining Wall

Chainage		Side	Net Length (m)
From (m)	To (m)		
56975	57225	Valley	247
57525	57575	Valley	50
57675	57725	Valley	50
58175	58225	Valley	50
58275	58525	Valley	247
60225	60325	Valley	97
60325	60575	Valley	492
60775	61025	Valley	247
62675	63325	Valley	642
63525	63625	Valley	100
63675	63875	Valley	197
64925	65175	Valley	247
65275	65525	Valley	247
65925	66075	Valley	147
67975	68175	Valley	200
68375	68425	Valley	50
70025	70075	Valley	50
70175	70225	Valley	50
70575	70725	Valley	150
70875	71025	Valley	147
71675	71775	Valley	100
71825	71925	Valley	100
73025	73175	Valley	147
73525	73575	Valley	47
Total Net Length =			**4105**

12. Special Requirement for Hill Roads

[Refer to the provision of relevant Manual and provide details where relevant and

required.]

13. Change of Scope

The length of Structures and bridges specified here in above shall be treated as an approximate assessment. The actual lengths as required on the basis of detailed investigations shall be determined by the Contractor in accordance with the Specifications and Standards. Any variations in the lengths specified in this Schedule- B shall not constitute a Change of Scope save and except any variations in the length arising out of a Change of Scope expressly undertaken in accordance with the provisions of Article 13.

(Schedule-B1)

1. The shifting of utilities and felling of trees shall be carried out by the concerned department. The cost of the same shall be borne by the concerned department.

Schedule - C

(See Clause 2.1)

Project Facilities

1. Project Facilities

The Contractor shall construct the Project Facilities in accordance with the provisions of this Agreement. Such Project Facilities shall include:

(a) Toll plaza[s]

(b) Roadside furniture;

(c) Pedestrian facilities;

(d) Truck Lay byes;

(e) Bus-bays and passenger shelters;

(f) Rest areas; and

(g) Others to be specified

2. Description of Project Facilities

Each of the Project Facilities is described below:

a) Toll Plaza: -

Sl. No.	Design Chainage (km)	Name of the Place
Nil		

b) Roadside furniture: -

Sl. No.	Description	Location	Design Standard
1	Traffic sign & pavement marking	Entire Length (As per Schedule B)	As per Manual
2	Km Stone, 5th kilometre stone	Entire Length	As per Manual
3	Boundary Stone	Entire Length	As per Manual
4	Roadside Delineator, marker & Road Stud	As per Schedule B	As per Manual
5	Metal beam crash barrier	As per Schedule B	As per Manual

C) Pedestrian Facility: -

Pedestrian facilities in the form of foot path shall be provided in the built up area (refer typical cross – section drawing). Pedestrian facilities shall be provided at the locations of urban sections in order to ensure safety of pedestrians while crossing in consultation with NHIDCL.

d) Truck Lay bye: -

Sl. No.	Truck lay bye Chainage (Both Side)	Name of the Place
Nil		

e) Bus Bay & Passenger shelter: -

Sl. No.	Project Facility	Location (km)	Design Requirements	Other Essential Details
1	Bus Bay & Passenger shelter	56+960 (Both Side)	Bus Bays & Passenger shelter have been placed on both side of proposed roadway	Dimension of Bus Bay (L X B = 59.0 m X 3.0 m) Dimension of Passenger Shelter (L X B = 6.0 m X 2.0 m) (Refer Passenger Shelter Drawing)
2	Bus Bay & Passenger shelter	59+590 (Both Side)		
3	Bus Bay & Passenger shelter	63+420 (Both Side)		
4	Bus Bay & Passenger shelter	71+050 (Right Side)		
5	Bus Bay & Passenger shelter	72+400 (Right Side)		

f) Rest Areas

Sl. No.	Rest Area Chainage	Name of the Place
Nil		

g) Others to be specified

Street Lighting:
Total 106 Nos. Street lighting shall be provided in junction and passenger shelters locations.

Note: Provide adequate details of each Project Facility to ensure their design and completion in accordance with the project-specific requirements and the provisions of the Manual.

Schedule - D

(See Clause 2.1)

Specifications and Standards

1. Construction

The Contractor shall comply with the Specifications and Standards set forth in Annex- I of this Schedule-D for construction of the Project Highway.

2. Design Standards

The Project Highway including Project Facilities shall conform to design requirements set out in the following documents:

[Manual of Specifications and Standards for Two Lanning of Highways (IRC: SP: 73-2015), referred to herein as the Manual]

[Note: Specify the relevant Manual, Specifications and Standards]

Annex – I

(Schedule-D)

Specifications and Standards for Construction

1. Specifications and Standards

All Materials, works and construction operations shall conform to the Manual of Specifications and Standards for [Two-Lanning of Highways (IRC:SP:73-2015)], referred to as the Manual, and MORTH Specifications for Road and Bridge Works. Where the specification for a work is not given, Good Industry Practice shall be adopted to the satisfaction of the Authority's Engineer.

2. Deviations from the Specifications and Standards

(i) The terms "Concessionaire", "Independent Engineer" and "Concession Agreement" used in the Manual shall be deemed to be substituted by the terms "Contractor", "Authority's Engineer" and "Agreement" respectively.

(ii) [Notwithstanding anything to the contrary contained in Paragraph 1 above, the following Specifications and Standards shall apply to the Project Highway, and for purposes of this Agreement, the aforesaid Specifications and Standards shall be deemed to be amended to the extent set forth below:]

<table>
<tr><th>Item</th><th>Manual Clause Reference</th><th colspan="5">Provision as per Manual</th><th colspan="5">Modified Provision</th></tr>
<tr><td rowspan="5">Shoulder</td><td rowspan="5">2.6</td><td colspan="5"><u>Mountainous Terrain</u></td><td colspan="5"><u>Mountainous Terrain</u></td></tr>
<tr><td rowspan="2">Type of Section</td><td rowspan="2"></td><td colspan="3">Width of Shoulder (m)</td><td rowspan="2">Type of Section</td><td rowspan="2"></td><td colspan="3">Width of Shoulder (m)</td></tr>
<tr><td>Paved</td><td>Earthen</td><td>Total</td><td>Paved</td><td>Earthen</td><td>Total</td></tr>
<tr><td>Open Country with Isolated Built-up Area</td><td>Hill Side</td><td>1.5</td><td>-</td><td>1.5</td><td>Open Country with Isolated Built-up Area</td><td>Hill Side</td><td>-</td><td>-</td><td>-</td></tr>
<tr><td>Open Country with Isolated Built-up Area</td><td>Valley Side</td><td>1.5</td><td>1</td><td>2.5</td><td>Open Country with Isolated Built-up Area</td><td>Valley Side</td><td>-</td><td>Up to 1.0 m</td><td>1</td></tr>
<tr><td>Built-up Area and Approaches to grade separated structures/ bridges</td><td>Hill Side</td><td>0.25 m + 1.5 m (Raised)</td><td>-</td><td>1.75</td><td>Built-up Area and Approaches to grade separated structures/ bridges</td><td>Hill Side</td><td>-</td><td>-</td><td>-</td></tr>
<tr><td>Built-up Area and Approaches to grade separated structures/ bridges</td><td>Valley Side</td><td>0.25 m + 1.5 m (Raised)</td><td>-</td><td>1.75</td><td>Built-up Area and Approaches to grade separated structures/ bridges</td><td>Valley Side</td><td>-</td><td>-</td><td>-</td></tr>
<tr><td>Design Speed</td><td>2.2</td><td colspan="5"><u>Mountainous Terrain:</u>
Ruling : 60 Kmph</td><td colspan="5"><u>Mountainous Terrain:</u>
Design Speed followed 40-60 kmph in general. However design speed has been reduced to 20 kmph due to site constraints and to accommodate the proposal within EROW.</td></tr>
</table>

<table>
<tr><th>Item</th><th>Manual Clause Reference</th><th>Provision as per Manual</th><th>Modified Provision</th></tr>
<tr><td></td><td></td><td>Minimum : 40 Kmph</td><td>(Refer Horizontal Alignment Drawing and Table 1.1 below)</td></tr>
<tr><td>Extra Widening</td><td>2.7</td><td>Extra Widening has been proposed as per IRC: SP: 73-2015
<table><tr><th>Radius</th><th>Extra Widening</th></tr><tr><td>75-100 m</td><td>0.9 m</td></tr><tr><td>101-300 m</td><td>0.6 m</td></tr></table></td><td>Extra Widening has been proposed as per IRC: SP: 48-1998 (Table 6.9) of Hill Road Manual.
<table><tr><th>Radius</th><th>Extra Widening</th></tr><tr><td>21-40 m</td><td>1.5 m</td></tr><tr><td>41-60 m</td><td>1.2 m</td></tr><tr><td>61-100 m</td><td>0.9 m</td></tr><tr><td>75-100 m</td><td>0.9 m</td></tr><tr><td>101-300 m</td><td>0.6 m</td></tr><tr><td>Above 300 m</td><td>NIL</td></tr></table></td></tr>
<tr><td>Radii Of Horizontal Curve</td><td>2.9.4</td><td><u>Mountainous Terrain:</u>
Desirable Minimum Radius: 150 m
Absolute Minimum Radius: 75 m</td><td>Radius below 75 m has been provided in the location listed in table 1.</td></tr>
</table>

Table 1.1: Locations where Design Speed is less than 40 kmph

Sl. No.	Stretch (from km to km)	Type of Deficiency	Remarks
1	56+893 to 56+906	Sharp Bend	Design Speed = 30 Kmph
2	57+025 to 57+071	Sharp Bend	Design Speed = 30 Kmph
3	58+444 to 58+463	Sharp Bend	Design Speed = 20 Kmph
4	59+211 to 59+222	Sharp Bend	Design Speed = 25 Kmph
5	59+322 to 59+331	Sharp Bend	Design Speed = 30 Kmph
6	59+391 to 59+406	Sharp Bend	Design Speed = 30 Kmph
7	59+456 to 59+463	Sharp Bend	Design Speed = 30 Kmph
8	59+534 to 59+543	Sharp Bend	Design Speed = 30 Kmph
9	59+651 to 59+666	Sharp Bend	Design Speed = 20 Kmph
10	59+749 to 59+777	Sharp Bend	Design Speed = 20 Kmph
11	59+825 to 59+828	Sharp Bend	Design Speed = 20 Kmph
12	60+248 to 60+257	Sharp Bend	Design Speed = 20 Kmph
13	60+377 to 60+386	Sharp Bend	Design Speed = 20 Kmph
14	60+439 to 60+454	Sharp Bend	Design Speed = 20 Kmph
15	60+548 to 60+566	Sharp Bend	Design Speed = 20 Kmph
16	60+626 to 60+643	Sharp Bend	Design Speed = 20 Kmph
17	60+770 to 60+775	Sharp Bend	Design Speed = 30 Kmph
18	60+910 to 60+927	Sharp Bend	Design Speed = 30 Kmph
19	61+066 to 61+074	Sharp Bend	Design Speed = 30 Kmph
20	61+236 to 61+263	Sharp Bend	Design Speed = 20 Kmph
21	61+379 to 61+400	Sharp Bend	Design Speed = 20 Kmph
22	61+467 to 61+472	Sharp Bend	Design Speed = 30 Kmph
23	61+572 to 61+582	Sharp Bend	Design Speed = 30 Kmph
24	61+736 to 61+746	Sharp Bend	Design Speed = 20 Kmph
25	61+791 to 61+805	Sharp Bend	Design Speed = 30 Kmph
26	62+013 to 62+018	Sharp Bend	Design Speed = 30 Kmph
27	62+185 to 62+201	Sharp Bend	Design Speed = 30 Kmph

Sl. No.	Stretch (from km to km)	Type of Deficiency	Remarks
28	62+255 to 62+262	Sharp Bend	Design Speed = 30 Kmph
29	62+786 to 62+819	Sharp Bend	Design Speed = 20 Kmph
30	63+891 to 63+900	Sharp Bend	Design Speed = 30 Kmph
31	64+171 to 64+180	Sharp Bend	Design Speed = 30 Kmph
32	65+129 to 65+200	Sharp Bend	Design Speed = 30 Kmph
33	65+452 to 65+487	Sharp Bend	Design Speed = 30 Kmph
34	65+569 to 65+580	Sharp Bend	Design Speed = 30 Kmph
35	65+620 to 65+645	Sharp Bend	Design Speed = 30 Kmph
36	65+699 to 65+706	Sharp Bend	Design Speed = 20 Kmph
37	65+763 to 65+767	Sharp Bend	Design Speed = 20 Kmph
38	65+807 to 65+816	Sharp Bend	Design Speed = 20 Kmph
39	65+864 to 65+870	Sharp Bend	Design Speed = 20 Kmph
40	65+912 to 65+916	Sharp Bend	Design Speed = 20 Kmph
41	65+957 to 65+961	Sharp Bend	Design Speed = 20 Kmph
42	66+000 to 66+016	Sharp Bend	Design Speed = 20 Kmph
43	66+092 to 66+101	Sharp Bend	Design Speed = 20 Kmph
44	66+187 to 66+187	Sharp Bend	Design Speed = 20 Kmph
45	66+214 to 66+236	Sharp Bend	Design Speed = 20 Kmph
46	66+257 to 66+260	Sharp Bend	Design Speed = 20 Kmph
47	66+320 to 66+324	Sharp Bend	Design Speed = 20 Kmph
48	66+370 to 66+374	Sharp Bend	Design Speed = 20 Kmph
49	66+449 to 66+456	Sharp Bend	Design Speed = 20 Kmph
50	66+496 to 66+525	Sharp Bend	Design Speed = 20 Kmph
51	66+574 to 66+584	Sharp Bend	Design Speed = 20 Kmph
52	66+644 to 66+685	Sharp Bend	Design Speed = 30 Kmph
53	66+755 to 66+780	Sharp Bend	Design Speed = 30 Kmph
54	66+801 to 66+820	Sharp Bend	Design Speed = 30 Kmph
55	66+890 to 66+904	Sharp Bend	Design Speed = 20 Kmph
56	66+956 to 66+979	Sharp Bend	Design Speed = 20 Kmph
57	67+024 to 67+038	Sharp Bend	Design Speed = 20 Kmph
58	67+060 to 67+063	Sharp Bend	Design Speed = 20 Kmph
59	67+091 to 67+101	Sharp Bend	Design Speed = 20 Kmph
60	67+251 to 67+265	Sharp Bend	Design Speed = 20 Kmph
61	67+282 to 67+312	Sharp Bend	Design Speed = 20 Kmph
62	67+372 to 67+400	Sharp Bend	Design Speed = 20 Kmph
63	67+425 to 67+429	Sharp Bend	Design Speed = 20 Kmph
64	68+167 to 68+207	Sharp Bend	Design Speed = 20 Kmph
65	68+247 to 68+276	Sharp Bend	Design Speed = 20 Kmph
66	68+293 to 68+324	Sharp Bend	Design Speed = 20 Kmph
67	68+715 to 68+754	Sharp Bend	Design Speed = 20 Kmph
68	69+088 to 69+103	Sharp Bend	Design Speed = 20 Kmph
69	69+172 to 69+210	Sharp Bend	Design Speed = 20 Kmph
70	69+298 to 69+330	Sharp Bend	Design Speed = 20 Kmph
71	69+392 to 69+420	Sharp Bend	Design Speed = 20 Kmph
72	69+512 to 69+549	Sharp Bend	Design Speed = 20 Kmph
73	69+614 to 69+651	Sharp Bend	Design Speed = 20 Kmph
74	69+716 to 69+743	Sharp Bend	Design Speed = 20 Kmph
75	69+810 to 69+842	Sharp Bend	Design Speed = 30 Kmph

Sl. No.	Stretch (from km to km)	Type of Deficiency	Remarks
76	69+904 to 69+915	Sharp Bend	Design Speed = 30 Kmph
77	69+999 to 70+010	Sharp Bend	Design Speed = 20 Kmph
78	70+057 to 70+095	Sharp Bend	Design Speed = 20 Kmph
79	70+149 to 70+166	Sharp Bend	Design Speed = 20 Kmph
80	70+232 to 70+237	Sharp Bend	Design Speed = 30 Kmph
81	70+289 to 70+296	Sharp Bend	Design Speed = 30 Kmph
82	70+381 to 70+392	Sharp Bend	Design Speed = 30 Kmph
83	70+427 to 70+453	Sharp Bend	Design Speed = 30 Kmph
84	70+539 to 70+576	Sharp Bend	Design Speed = 20 Kmph
85	70+629 to 70+655	Sharp Bend	Design Speed = 20 Kmph
86	70+738 to 70+748	Sharp Bend	Design Speed = 20 Kmph
87	70+813 to 70+850	Sharp Bend	Design Speed = 20 Kmph
88	70+911 to 70+923	Sharp Bend	Design Speed = 30 Kmph
89	70+989 to 70+992	Sharp Bend	Design Speed = 30 Kmph
90	71+114 to 71+150	Sharp Bend	Design Speed = 20 Kmph
91	71+209 to 71+218	Sharp Bend	Design Speed = 30 Kmph
92	71+289 to 71+292	Sharp Bend	Design Speed = 30 Kmph
93	71+388 to 71+398	Sharp Bend	Design Speed = 30 Kmph
94	71+505 to 71+516	Sharp Bend	Design Speed = 30 Kmph
95	71+578 to 71+616	Sharp Bend	Design Speed = 20 Kmph
96	71+669 to 71+679	Sharp Bend	Design Speed = 20 Kmph
97	71+758 to 71+807	Sharp Bend	Design Speed = 20 Kmph
98	71+916 to 71+940	Sharp Bend	Design Speed = 30 Kmph
99	72+003 to 72+016	Sharp Bend	Design Speed = 30 Kmph
100	72+073 to 72+083	Sharp Bend	Design Speed = 30 Kmph
101	72+164 to 72+197	Sharp Bend	Design Speed = 20 Kmph
102	72+254 to 72+263	Sharp Bend	Design Speed = 30 Kmph
103	72+342 to 72+353	Sharp Bend	Design Speed = 30 Kmph
104	72+447 to 72+483	Sharp Bend	Design Speed = 20 Kmph
105	72+541 to 72+577	Sharp Bend	Design Speed = 20 Kmph
106	72+655 to 72+689	Sharp Bend	Design Speed = 20 Kmph
107	72+744 to 72+769	Sharp Bend	Design Speed = 20 Kmph
108	72+853 to 72+883	Sharp Bend	Design Speed = 20 Kmph
109	73+003 to 73+099	Sharp Bend	Design Speed = 30 Kmph
110	73+257 to 73+311	Sharp Bend	Design Speed = 30 Kmph
111	73+536 to 73+563	Sharp Bend	Design Speed = 30 Kmph
112	73+635 to 73+639	Sharp Bend	Design Speed = 30 Kmph
113	73+698 to 73+716	Sharp Bend	Design Speed = 30 Kmph
114	73+776 to 73+854	Sharp Bend	Design Speed = 30 Kmph
115	73+892 to 73+902	Sharp Bend	Design Speed = 30 Kmph
116	73+955 to 73+975	Sharp Bend	Design Speed = 30 Kmph
117	74+019 to 74+035	Sharp Bend	Design Speed = 30 Kmph
118	74+095 to 74+102	Sharp Bend	Design Speed = 30 Kmph
119	74+149 to 74+158	Sharp Bend	Design Speed = 30 Kmph
120	74+207 to 74+225	Sharp Bend	Design Speed = 30 Kmph
121	74+275 to 74+279	Sharp Bend	Design Speed = 30 Kmph
122	74+337 to 74+345	Sharp Bend	Design Speed = 30 Kmph
123	74+470 to 74+479	Sharp Bend	Design Speed = 30 Kmph

Sl. No.	Stretch (from km to km)	Type of Deficiency	Remarks
124	74+527 to 74+537	Sharp Bend	Design Speed = 20 Kmph
125	74+614 to 74+633	Sharp Bend	Design Speed = 30 Kmph
126	74+717 to 74+724	Sharp Bend	Design Speed = 30 Kmph
127	74+782 to 74+789	Sharp Bend	Design Speed = 30 Kmph

Table 1.2: Locations where Radii of Horizontal Curve is less than 75 m

Sl. No.	HIP NO.	CHAINAGE (KM)		RADIUS
		From	To	
1	514	56.893	56.906	50
2	523	58.444	58.463	20
3	529	59.211	59.222	30
4	533	59.534	59.543	50
5	534	59.651	59.666	20
6	535	59.749	59.777	25
7	536	59.825	59.828	20
8	540	60.248	60.257	30
9	541	60.377	60.386	40
10	542	60.439	60.454	30
11	543	60.548	60.566	30
12	544	60.626	60.643	30
13	545	60.770	60.775	40
14	547	61.066	61.074	40
15	548	61.236	61.263	20
16	549	61.379	61.400	30
17	552	61.736	61.746	30
18	553	61.791	61.805	50
19	555	62.013	62.018	60
20	557	62.185	62.201	50
21	558	62.255	62.262	40
22	562	62.786	62.819	20
23	568	63.891	63.900	30
24	571	64.171	64.180	30
25	576	64.815	64.835	50
26	578	65.129	65.200	40
27	580	65.452	65.487	50
28	581	65.569	65.580	40
29	583	65.699	65.706	20
30	584	65.763	65.767	35
31	585	65.807	65.816	35
32	586	65.864	65.870	25
33	587	65.912	65.916	20
34	588	65.957	65.961	20
35	589	66.000	66.016	40
36	590	66.092	66.101	30
37	591	66.187	66.187	40
38	593	66.257	66.260	20
39	594	66.320	66.324	30
40	595	66.370	66.374	30

Sl. No.	HIP NO.	CHAINAGE (KM)		RADIUS
		From	To	
41	596	66.449	66.456	15
42	597	66.496	66.525	20
43	598	66.574	66.584	50
44	599	66.644	66.685	60
45	602	66.890	66.904	30
46	603	66.956	66.979	40
47	605	67.060	67.063	50
48	610	67.425	67.429	50
49	615	68.167	68.207	20
50	621	68.715	68.754	20
51	622	68.853	68.854	50
52	624	69.088	69.103	40
53	625	69.172	69.210	20
54	626	69.298	69.330	20
55	628	69.512	69.549	19
56	629	69.614	69.651	19
57	631	69.810	69.842	40
58	632	69.904	69.915	60
59	633	69.999	70.010	25
60	634	70.057	70.095	19
61	635	70.149	70.166	20
62	636	70.232	70.237	50
63	637	70.289	70.296	40
64	638	70.381	70.392	50
65	640	70.539	70.576	19
66	642	70.738	70.748	30
67	643	70.813	70.850	20
68	644	70.911	70.923	50
69	645	70.989	70.992	40
70	646	71.114	71.150	20
71	648	71.289	71.292	50
72	649	71.388	71.398	60
73	651	71.578	71.616	20
74	652	71.669	71.679	30
75	653	71.758	71.807	24
76	655	72.003	72.016	50
77	656	72.073	72.083	40
78	657	72.164	72.197	19
79	658	72.254	72.263	50
80	659	72.342	72.353	50
81	660	72.447	72.483	20
82	662	72.655	72.689	20
83	664	72.853	72.883	20
84	665	73.003	73.099	65
85	666	73.257	73.311	30
86	667	73.536	73.563	35
87	668	73.635	73.639	30
88	669	73.698	73.716	50

Sl. No.	HIP NO.	CHAINAGE (KM)		RADIUS
		From	To	
89	670	73.776	73.854	55
90	673	74.019	74.035	50
91	675	74.149	74.158	40
92	677	74.275	74.279	30
93	678	74.337	74.345	40
94	679	74.470	74.479	40
95	680	74.527	74.537	20
96	681	74.614	74.633	30
97	682	74.717	74.724	40
98	683	74.782	74.789	60

(iii) [Note 1: Deviations from the aforesaid Specifications and Standards shall be listed out here. Such deviations shall be specified only if they are considered essential in view of project-specific requirements.]

Schedule - E

(See Clauses 2.1 and 14.2)

Maintenance Requirements

1. Maintenance Requirements

(i) The Contractor shall, at all times maintain the Project Highway in accordance with the provisions of this Agreement, Applicable Laws and Applicable Permits.

(ii) The Contractor shall repair or rectify any Defect or deficiency set forth in Paragraph 2 of this Schedule-E within the time limit specified therein and any failure in this behalf shall constitute non-fulfilment of the Maintenance obligations by the Contractor. Upon occurrence of any breach hereunder, the Authority shall be entitled to effect reduction in monthly lump sum payment as set forth in Clause 14.6 of this Agreement, without prejudice to the rights of the Authority under this Agreement, including Termination thereof.

(iii) All Materials, works and construction operations shall conform to the MORTH Specifications for Road and Bridge Works, and the relevant IRC publications. Where the specifications for a work are not given, Good Industry Practice shall be adopted.

[Specify all the relevant documents]

2. Repair/rectification of Defects and deficiencies

The obligations of the Contractor in respect of Maintenance Requirements shall include repair and rectification of the Defects and deficiencies specified in Annex - I of this Schedule-E within the time limit set forth therein.

3. Other Defects and deficiencies

In respect of any Defect or deficiency not specified in Annex - I of this Schedule-E, the Authority's Engineer may, in conformity with Good Industry Practice, specify the permissible limit of deviation or deterioration with reference to the Specifications and Standards, and any deviation or deterioration beyond the permissible limit shall be repaired or rectified by the Contractor within the time limit specified by the Authority's Engineer.

4. Extension of time limit

Notwithstanding anything to the contrary specified in this Schedule-E, if the nature and extent of any Defect or deficiency justifies more time for its repair or rectification than the time specified herein, the Contractor shall be entitled to additional time in conformity with Good Industry Practice. Such additional time shall be determined by the Authority's Engineer and conveyed to the Contractor and the Authority with reasons thereof.

5. Emergency repairs/restoration

Notwithstanding anything to the contrary contained in this Schedule-E, if any Defect, deficiency or deterioration in the Project Highway poses a hazard to safety or risk of damage to property, the Contractor shall promptly take all reasonable measures for eliminating or minimizing such danger.

6. Daily inspection by the Contractor

The Contractor shall, through its engineer, undertake a daily visual inspection of the Project Highway and maintain a record thereof in a register to be kept in such form and manner as the Authority's Engineer may specify. Such record shall be kept in safe custody of the Contractor and shall be open to inspection by the Authority and the Authority's Engineer at any time during office hours.

7. Pre-monsoon inspection / Post-monsoon inspection

The Contractor shall carry out a detailed pre-monsoon inspection of all bridges, culverts and drainage system before [1st June] every year in accordance with the guidelines contained in IRC: SP35. Report of this inspection together with details of proposed maintenance works as required on the basis of this inspection shall be sent to the Authority's Engineer before the [10th June] every year. The Contractor shall complete the required repairs before the onset of the monsoon and send to the Authority's Engineer a compliance report. Post monsoon inspection shall be done by the [30th September] and the inspection report together with details of any damages observed and proposed action to remedy the same shall be sent to the Authority's Engineer.

8. Repairs on account of natural calamities

All damages occurring to the Project Highway on account of a Force Majeure Event or wilful default or neglect of the Authority shall be undertaken by the Authority at its own cost. The Authority may instruct the Contractor to undertake the repairs at the rates agreed between the Parties.

Annex – I

(Schedule-E) **Repair/rectification of Defects and deficiencies**

The Contractor shall repair and rectify the Defects and deficiencies specified in this Annex-I of Schedule-E within the time limit set forth in the table below.

Table -1: Maintenance Criteria for Pavements:

Asset Type	Performance Parameter	Level of Service (LOS)		Frequency of Inspection	Tools/Equipment	Standards and References for Inspection and Data Analysis	Time limit for Rectification/ Repair	Maintenance Specifications
		Desirable	Acceptable					

Flexible Pavement **(Pavement of MCW, Service Road,** **approache**	Potholes	Nil	< 0.1 % of area and subject to limit of 10 mm in depth	Daily	Length Measuremen t Unit like Scale, Tape, odometer etc.	IRC 82: 2015 and Distress Identification Manual for Long Term Pavement Performance Program, FHWA 2003 (http://www.tfhrc.com/pavement/lttp/reports/03031/)	24-48 hours	MORT&H Specificatio n 3004.2

		Level of Service (LOS)		Frequency of Inspection	Tools/Equipment	Standards and References for Inspection and Data Analysis	Time limit for Rectification/ Repair	Maintenance Specifications
	Performance Parameter	Desirable	Acceptable					
Asset Type s of Grade structure, approaches of connecting roads, slip roads, lay byes etc. as	Cracking	Nil	< 5 % subject to limit of 0.5 sqm for any 50 m length	Daily			7-15 days	MORT&H Specification 3004.3

applicable)	Rutting	Nil	< 5 mm	Daily	Straight Edge		15 -30 days	MORT&H Specification 3004.2
	Corrugations and Shoving	Nil	< 0.1 % of area	Daily	Length Measurement Unit like		2-7 days	IRC:82-2015

Asset Type	Performance Parameter	Level of Service (LOS)		Frequency of Inspection	Tools/Equipment	Standards and References for Inspection and Data Analysis	Time limit for Rectification/ Repair	Maintenance Specifications
		Desirable	Acceptable					
	Bleeding	Nil	< 1 % of area	Daily	Scale, Tape, odometer etc.		3-7 days	MORT&H Specification 3004.4
	Ravelling /		< 1 % of area				7-15 days	IRC:82-2015 read with IRC SP 81

	Stripping	Nil		Daily				
	Edge Deformation/ Breaking	Nil	< 1 m for any 100 m section and width < 0.1 m at any location, restricte	Daily			7- 15 days	IRC:82-2015

Asset Type	Performance Parameter	Level of Service (LOS)		Frequency of Inspection	Tools/Equipment	Standards and References for Inspection and Data Analysis	Time limit for Rectification/ Repair	Maintenance Specifications
		Desirable	**Acceptable**					
			d to 30 cm from the edge					
	Roughness BI	2000 mm/km	2400 mm/km	Bi-Annually	Class I Profilometer SCRIM (Sideway-	Class I Profilometer : ASTM E950 (98) :2004 –Standard Test Method for measuring Longitudinal Profile of Travelled Surfaces with Accelerometer Established Inertial Profiling Reference	180 days	IRC:82-2015
	Skid			Bi-Annually			180	

	Number	60SN	50SN		force Coefficient Routine Investigation Machine or equivalent)	ASTM E1656 -94: 2000- Standard Guide for Classification of Automatic Pavement Condition Survey Equipment	days	BS: 7941-1: 2006
	Pavement Condition Index	3	2.1	Bi-Annually			180 days	IRC:82-2015

Asset Type	Performance Parameter	Level of Service (LOS)		Frequency of Inspection	Tools/Equipment	Standards and References for Inspection and Data Analysis	Time limit for Rectification/ Repair	Maintenance Specifications
		Desirable	Acceptable					
	Other Pavement Distresses			Bi-Annually			2-7 days	IRC:82-2015
	Deflection/ Remaining Life			Annually	Falling Weight Deflectometer	IRC 115: 2014	180 days	IRC:115-2014

Rigid Pavement **(Pavemen t of MCW, Service Road, Grade** **structure,**	Roughness BI	2200m m/km	2400mm /km	Bi-Annuall y	Class I Profilometer	ASTM E950 (98) :2004 and ASTM E1656 - 94: 2000	180 days	IRC:SP:83-2008
	Skid	Skid Resistance no. at different speed of vehicles		Bi-Annuall y	SCRIM (Sideway-force	IRC:SP:83-2008	180 days	IRC:SP:83-2008

		Level of Service (LOS)		**Frequency of Inspection**	**Tools/Equipment**	**Standards and References for Inspection and Data Analysis**	**Time limit for Rectification/ Repair**	**Maintenance Specifications**
	Performance Parameter	**Desirable**	**Acceptable**					
Asset Type **approaches of connecting roads, slip roads, lay byes etc. as applicable)**		**Minimum SN**	**Traffic Speed (Km/h)**		Coefficient Routine Investigation Machine or equivalent)			
		36	50					
		33	65					
		32	80					

		31	95					
		31	110					

Asset Type	Performance Parameter	Level of Service (LOS)		Frequency of Inspection	Tools/Equipment	Standards and References for Inspection and Data Analysis	Time limit for Rectification/ Repair	Maintenance Specifications
		Desirable	Acceptable					
	Edge drop at shoulders	Nil	40mm	Daily			7-15 days	MORT&H Specification 408.4

Embankment/ Slope	Slope of camber/cross fall	Nil	<2% variation in prescribed slope of camber /cross fall	Daily	Length Measurement Unit like Scale, Tape, odometer etc.	IRC	7-15 days	MORT&H Specification 408.4
	Embankment Slopes	Nil	<15 % variation in prescribe	Daily			7-15 days	MORT&H Specification 408.4

Asset Type	Performance Parameter	Level of Service (LOS)		Frequency of Inspection	Tools/Equipment	Standards and References for Inspection and Data Analysis	Time limit for Rectification/ Repair	Maintenance Specifications
		Desirable	**Acceptable**					
			side slope					
	Embankment Protection	Nil	Nil	Daily	NA		7-15 days	MORT&H Specification

	Rain Cuts/ Gullies in slope	Nil	Nil	Daily Specially During Rainy Season	NA		7-15 days	MORT&H Specification

In addition to the above performance criterion, the contractor shall strictly maintain the rigid pavements as per requirements in the following table Table -2:

Maintenance Criteria for Rigid Pavements:

S.No.	Type of Distress	Measured Parameter	Degree of Severity	Assessment Rating	Repair Action	
					For the case d < D/2	For the case d > D/2
CRACKING						
	Single Discrete	w = width of crack L = length of crack d =	0	Nil, not discernible	No Action	Not applicable
			1	w < 0.2 mm. hair cracks		
			2	w = 0.2 - 0.5 mm, discernible from slow-moving car		Seal, and stitch if L >

1	**Cracks Not intersecting with any joint**	depth of crack D = depth of slab	3	w = 0.5 - 1.5 mm, discernible from fast-moving car	Seal without delay	lm. Within 7days

S.No.	Type of Distress	Measured Parameter	Degree of Severity	Assessment Rating	Repair Action	
					For the case d < D/2	For the case d > D/2
			4	w = 1.5 - 3.0 mm	Seal, and stitch if L > l m. Within 7 days	Staple or Dowel Bar Retrofit, FDR for affected portion. Within 15days
			5	w > 3 mm.		
	Single Transverse (or	w = width of crack L	0	Nil, not discernible	No Action	
			1	w < 0.2 mm, hair cracks	Route and seal with epoxy. Within 7 days	Staple or Dowel Bar Retrofit. Within 15days
			2	w = 0.2 - 0.5 mm, discernible from slow vehicle		

2	**Diagonal) Crack intersecting with one or more joints**	= length of crack d = depth of crack D = depth of slab	3	w = 0.5 - 3.0 mm, discernible from fast vehicle	Route, seal and stitch, if L > 1 m. Within 7 days	

S.No.	Type of Distress	Measured Parameter	Degree of Severity	Assessment Rating	Repair Action	
					For the case d < D/2	For the case d > D/2
			4	w = 3.0 - 6.0 mm	Dowel Bar Retrofit. Within 15 days	Full Depth Repair Dismantle and reconstruct affected. Portion with norms and specifications - See Para 5.5 & 9.2
			5	w > 6 mm, usually associated with spalling, and/or slab rocking under traffic	Not Applicable, as it may be full depth	Within 15days
			0	Nil, not discernible	No Action	

3	**Single Longitudinal Crack intersecting with one or more joints**	w = width of crack L = length of crack d = depth of crack D = depth of slab	1	w < 0.5 mm, discernable from slow moving vehicle	Seal with epoxy, if L > 1 m. Within 7 days	Staple or dowel bar retrofit. Within 15days

S.No.	Type of Distress	Measured Parameter	Degree of Severity	Assessment Rating	Repair Action	
					For the case d < D/2	For the case d > D/2
			2	w = 0.5 - 3.0 mm, discernible from fast vehicle	Route seal and stitch, if L > l m. Within 15 days	-
			3	w = 3.0 - 6.0 mm	Staple, if L > 1 m. Within 15 days	
			4	w = 6.0 - 12.0 mm, usually associated with spalling		Partial Depth Repair with stapling. Within 15 days

			5	w > 12 mm, usually associated with spalling, and/or slab rocking under traffic	Not Applicable, as it may be full depth	Full Depth Repair Dismantle and reconstruct affected portion as per norms and specifications -

S.No.	Type of Distress	Measured Parameter	Degree of Severity	Assessment Rating	Repair Action	
					For the case d < D/2	For the case d > D/2
						See Para 5.6.4 Within 15 days
			0	Nil, not discernible	No Action	
			1	w < 0.2 mm, hair cracks	Seal, and stitch if L > l m. Within 15 days	-
			2	w = 0.2 - 0.5 mm. discernible from slow vehicle		
			3	w = 0.5 - 3.0 mm, discernible from fast vehicle		

4	**Multiple Cracks intersecting with one or more joints**	**w = width of crack**	4	w = 3.0 - 6.0 mm panel broken into 2 or 3 pieces	Full depth repair within 15 days	Dismantle, Reinstate subbase, Reconstruct whole slab as per specifications within 30 days
			5	w > 6 mm and/or panel broken		

S.No.	Type of Distress	Measured Parameter	Degree of Severity	Assessment Rating	Repair Action	
					For the case d < D/2	For the case d > D/2
				into more than 4 pieces		
			0	Nil, not discernible	No Action	-
			1	w < 0.5 mm; only 1 corner broken	Seal with low viscosity epoxy to secure broken parts Within 7 days	Seal with epoxy seal with epoxy Within 7days
			2	w < 1.5 mm; L < 0.6 m, only one corner broken		
			3	w < 1.5 mm; L < 0.6 m, two corners broken		

5	**Corner Break**	w = width of crack L = length of crack	4	w > 1.5 mm; L > 0.6 m or three corners broken	Partial Depth (Refer Figure 8.3 of	Full depth repair
			5	ree or four corners broken	IRC:SP: 83-2008) Within 15 days	Reinstate sub-base, and reconstruct the

S.No.	Type of Distress	Measured Parameter	Degree of Severity	Assessment Rating	Repair Action	
					For the case d < D/2	For the case d > D/2
						slab as per norms and specifications within 30days
	Punchout (Applicable to Continuous Reinforced Concrete Pavement		0	Nil, not discernible		No Action
			1	w < 0.5 mm; L < 3 m/m^2		Seal with low viscosity epoxy to secure broken parts. Within 15days
			2	either w > 0.5 mm or L < 3 m/m^2		
			3	w > 1.5 mm and L < 3 m/m^2		

6	**(CRCP) only)**	w = width of crack L = length (m/m2)	4	w > 3 mm, L < 3 m/m² and deformation	Not Applicable, as it may be full depth	Full depth repair - Cut out and replace damaged area taking care not to damage reinforcement. Within 30days
			5	w > 3 mm, L > 3 m/m² and deformation		

S.No.	Type of Distress	Measured Parameter	Degree of Severity	Assessment Rating	Repair Action	
					For the case d < D/2	For the case d > D/2
Surface Defects						
	Ravelling or	r = area damaged surface/total surface of slab (%) h =	0	Nil, not discernible	**Short Term** No action.	**Long Term**
			1	r < 2 %	Local repair of areas damaged	
			2	r = 2 - 10 %	and liable to be damaged.	

7	Honeycomb type surface	maximum depth of damage			Within 15 days	Not Applicable
			3	r = 10-25%	Bonded Inlay, 2 or 3 slabs if affecting.	
			4	r = 25 - 50 %		

S.No.	Type of Distress	Measured Parameter	Degree of Severity	Assessment Rating	Repair Action	
					For the case d < D/2	For the case d > D/2
					Within 30 days	
			5	r > 50% and h > 25 mm	Reconstruct slabs, 4 or more slabs ifaffecting. Within 30 days	
		r = damaged	0	Nil, not discernible	**Short Term** No action.	**Long Term**

8	**Scaling**	surface/total surface of slab (%) h = maximum depth of damage	**1**	r < **2 %**	Local repair of areas damaged	Not Applicable
			2	r = 2 - 10 %	and liable to be damaged. Within 7days	

S.No.	Type of Distress	Measured Parameter	Degree of Severity	Assessment Rating	Repair Action	
					For the case d < D/2	For the case d > D/2
			3	r = 10 - 20%	Bonded Inlay within 15 days	
			4	r = 20 - 30 %		
			5	r > 30 % and h > 25 mm	Reconstruct slab within 30 days	
			0		No action.	
			1	t > 1 mm		

9	**Polished Surface/Glazing**	t = texture depth, sand patch test	2 '	t = 1 - 0.6 mm	Monitor rate of deterioration	Not Applicable
			3	t = 0.6 - 0.3 mm		
			4	t = 0.3 - 0.1 mm		

S.No.	Type of Distress	Measured Parameter	Degree of Severity	Assessment Rating	Repair Action	
					For the case d < D/2	For the case d > D/2
			5	t < 0.1 mm	Diamond Grinding if affecting 50% or more slabs in a continuous stretch of minimum 5 km. Within 30 days	

10	**Popout (Small Hole), Pothole Refer Para 8.4**	n = number/m^2 d = diameter h = maximum depth	0	d < 50 mm; h < 25 mm; n < 1 per 5 m^2	No action.	Not Applicable
			1	d = 50 - 100 mm; h < 50 mm; n < 1 per 5 m^2	Partial depth repair 65 mm deep.	
			2	d = 50 - 100 mm; h > 50 mm; n < 1 per 5 m^2	Within 15 days	

S.No.	Type of Distress	Measured Parameter	Degree of Severity	Assessment Rating	Repair Action	
					For the case d < D/2	For the case d > D/2
			3	d = 100 - 300 mm; h < 100 mm n < 1 per 5 m^2	Partial depth repair 110mm	
			4	d = 100 - 300 mm; h > 100 mm; n < 1 per 5 m^2	i.e.10 mm more than the depth of the hole. Within 30 days	
			5	d > 300 mm; h > 100 mm: n > 1 per 5 m^2	Full depth repair. Within 30 days	

Joint Defects						
					Short Term	**Long Term**
			0	Difficult to discern.	No action.	
			1	Discernible, L< 25% but of little immediate consequence with regard to ingress of water or trapping incompressible material.	Clean joint, inspect later.	
		loss or damage L = Length as % total		Notable. L > 25% insufficient protection against ingress of water and trapping	Clean and reapply sealant in selected locations.	

11	**Joint Seal Defects**	joint length	3	incompressible material.	Within 7 days	Not Applicable
			5	Severe; w > 3 mm negligible protection against ingress of water	Clean, widen and reseal the joint. Within 7 days	

				and trapping incompressible material.		
12	**Spalling of Joints**	w = width on either side of the joint L = length of spalled portion (as % joint length)	0	Nil, not discernible	No action.	Not Applicable
			1	w < 10 mm	Apply low viscosity epoxy resin/ mortar in cracked portion.	
			2	w = 10 - 20 mm, L < 25%	Within 7 days	
			3	w = 20 - 40 mm, L > 25%	Partial Depth Repair. Within 15 days	
			4	w = 40 - 80 mm, L > 25%	30 - 50 mm deep, h = w + 20% of w, within 30 days	
					50 - 100 mm deep repair. H = w + 20% of w.	

			5	w > 80 mm, and L > 25%	Within 30 days	
13	**Faulting (or Stepping)**	f = difference of level	0	not discernible, < 1 mm	No action.	No action.

	in Cracks or Joints		1	f < 3 mm		
			2	f = 3 - 6 mm	Determine cause and observe, take action for diamond grinding	Replace the slab as appropriate.
			3	f = 6 - 12 mm	Diamond Grinding	Within 30days
			4	f= 12 - 18 mm	Raise sunken slab.	Replace the slab as appropriate.
			5	f> 18 mm	Strengthen subgrade and sub-base by grouting and raising sunken slab	Within 30days
					Short Term	**Long Term**
			0	Nil, not discernible		

14	**Blowup or Buckling**	h = vertical displacement from normal profile	1	h < 6 mm	No Action	
			2	h = 6 - 12 mm	Install Signs to Warn Traffic	

			3	h = 12 - 25 mm	within 7 days	
			4	h > 25 mm	Full Depth Repair. Within 30 days	
			5	shattered slabs, ie 4 or more pieces	Replace broken slabs. Within 30 days	
		h = negative vertical displacement from	0	Not discernible, h < 5 mm	No action.	
			1	h = 5 - 15 mm		
			2	h = 15-30 mm, Nos <20% joints	Install Signs to Warn Traffic	

15	**Depression**	normal profile L =length	3	h = 30 - 50 mm	within 7 days	Not Applicable
			4	h > 50 mm or > 20% joints	Strengthen subgrade. Reinstate pavement at normal level	

			5	h > 100 mm	if L < 20 m. Within 30 days	
16	**Heave**	h = positive vertical displacement from normal profile. L = length	0	Not discernible. h < 5 mm	**Short Term** No action.	**Long Term** scrabble
			1	h = 5 - 15 mm	Follow up.	
			2	h = 15 - 30 mm, Nos <20% joints	Install Signs to Warn Traffic within 7 days	
			3	h = 30 - 50 mm		
			4	h > 50 mm or > 20% joints	Stabilise subgrade. Reinstate	

			5	h > 100 mm	pavement at normal level if length < 20 m. Within 30 days	
17	**Bump**	h = vertical	0	h < 4 mm	No action	

		displacement from normal profile	1	h = 4 - 7 mm	Grind, in case of new construction within 7 days	Construction Limit for New Construction.
			3	h = 7 - 15 mm	Grind, in case of ongoing Maintenance within 15 days	Replace in case of new construction. Within 30days
			5	h > 15 mm	Full Depth Repair. Within 30 days	Full Depth Repair. Within 30days
			0	Nil, not discernible < 3mm	**Short Term** No action.	**Long Term**
			1	f = 3 - 10 mm		

18	**Lane to Shoulder Dropoff**	f = difference of level	2	f = 10 - 25 mm	Spot repair of shoulder within 7 days	
			3	f = 25 - 50 mm	Fill up shoulder	

					within 7 dayss	
			4	f = 50 - 75 mm		For any 100 m stretch Reconstruct shoulder, if affecting 25% or more of stretch.
			5	f > 75 mm		Within 30days
Drainage						
		quantity of fines and water expelled through open joints and cracks Nos	0	not discernible	No Action	
			1 to 2	slight/ occasional Nos < 10%	Repair cracks and joints Without delay.	Inspect and repair sub-drainage at distressed sections and upstream.
			3 to 4	appreciable/ Frequent 10 - 25%	Lift or jack slab within 30 days.	

19	**Pumping**	Nos/100 m stretch	5	abundant, crack development > 25%	Repair distressed pavement sections. Strengthen subgrade and subbase. Replace slab. Within 30 days	

20	**Ponding**	Ponding on slabs due to blockage of drains	0-2	No discernible problem	No action.	
			3 to 4	Blockages observed in drains, but water flowing	Clean drains etc within 7 days, Follow up	Action required to stop water damaging foundation within 30 days.
			5	Ponding, accumulation of water observed	-do-	

Table -3: Maintenance Criteria for Safety Related Items and Other Furniture Items:

<table>
<tr><th>Asset Type</th><th>Performance Parameter</th><th colspan="3">Level of Service (LOS)</th><th>Frequency of Measuremen t</th><th>Testing Method</th><th>Recommended Remedial measures</th><th>Time limit for Rectification</th><th>Specification s and Standards</th></tr>
<tr><td rowspan="3">Highway</td><td rowspan="3">Availability of Safe Sight Distance</td><td colspan="3">As per IRC SP :84-2014, a minimum of safe stopping sight distance shall be available throughout.</td><td rowspan="3">Monthly</td><td rowspan="3">Manual Measurement s with

Odometer along with video/ image backup</td><td colspan="2" rowspan="3">Removal of obstruction within 24 hours, in case of sight line affected by temporary objects such as trees, temporary encroachments.

In case of permanent structure or design deficiency:

Removal of obstruction/improvement of deficiency at the earliest

Speed Restriction boards and suitable traffic calming measures such as transverse bar marking, blinkers, etc. shall be applied during the period of rectification.</td><td rowspan="3">IRC:SP 84-2014</td></tr>
<tr><td>Design Speed, kmph</td><td>Desirable Minimum Sight Distance (m)</td><td>Safe Stoppin g Sight Distance (m)</td></tr>
<tr><td>100</td><td>36
0</td><td>1
8</td></tr>
</table>

				0				
		80	260	130				
Pavement Marking	Wear	<70% of marking remaining			Bi-Annually	Visual Assessment as per Annexure-F of IRC:35-2015	Re - painting	Cat-1 Defect – within 24 hours Cat-2 Defect within 2 months -	IRC:35- 2015

Asset Type	Performance Parameter	Level of Service (LOS)	Frequency of Measurement	Testing Method	Recommended Remedial measures	Time limit for Rectification	Specifications and Standards
	Day time Visibility	During expected life Service Time Cement Road - 130mcd/m²/lux Bituminous Road - 100mcd/m²/lux	Monthly	As per Annexure-D of IRC:35-2015	Re - painting	Cat-1 Defect – within 24 hours Cat-2 Defect – within 2 months	IRC:35-2015
		Initial and Minimum Performance for Dry Retro reflectivity during night time: Design Speed: (RL) Retro Reflectivity (mcd/m²/lux)		As per Annexure-E of IRC:35-2015	Re - painting	Cat-1 Defect – within 24 hours Cat-2 Defect – within 2 months	IRC:35-2015

		Initial (7 days)	Minimum Threshold level (TL) & warranty period required up to 2 years	Bi-Annually				
Night Time Visibility								
	Upto65	200	80					
	65-100	250	120					
	Above	350	150					
	10							

	0						
	Initial and Minimum Performance for Night Visibility under wet condition (Retro reflectivity):						

Asset Type	Performance Parameter	Level of Service (LOS)	Frequency of Measuremen t	Testing Method	Recommended Remedial measures	Time limit for Rectification	Specification s and Standards
		Initial 7 days Retro reflectivity: 100 mcd/m²/lux Minimum Threshold Level: 50 mcd/m²/lux					
	Skid Resistance	Initial and Minimum performance for Skid Resistance: Initial (7days): 55BPN Min. Threshold: 44BPN *Note: shall be considered under urban/city traffic condition encompassing the locations like pedestrian crossings, bus bay, bus stop, cycle track intersection delineation, transverse bar markings etc	Bi-Annually	As per Annexure-G of IRC:35-2015		Within 24 hours	IRC:35-2015

Road Signs	Shape and Position	Shape and Position as per IRC:67- 2012. Signboard should be clearly visible for the design speed of the section.	Daily	Visual with video/image backup	Improvement of shape, in case if shape is damaged. Relocation as per requirement	48 hours in case of Mandatory Signs, Cautionary and Informatory Signs (Single and Dual post signs) 15 Days in case of Gantry/Cantileve r Sign boards	IRC:67-2012
	Retro reflectivity	As per specifications in IRC:67-2012	Bi-Annually	Testing of each	hange of ignboard	48 hours in case of Mandatory	RC:67-2012

Asset Type	Performance Parameter	Level of Service (LOS)	Frequency of Measuremen t	Testing Method	Recommended Remedial measures	Time limit for Rectification	Specification s and Standards
				signboard using Retro Reflectivity Measuring Device. In accordance with ASTM D 4956-09.		Signs, Cautionary and Informatory Signs (Single and Dual post signs) 1 Month in case of Gantry/Cantilever Sign boards	
Kerb	Kerb Height	As per IRC 86:1983 depending upon type of Kerb	Bi-Annually	Use of distance measuring tape	Raising Kerb Height	Within 1 Month	RC 86:1983
	Kerb Painting	Functionality: Functioning of Kerb painting as intended	Daily	Visual with video/image backup	Kerb Repainting	Within 7-days	RC 35:2015
	Reflective Pavement Markers (Road Studs)	Numbers and Functionality as per specifications in IRC:SP:84-2014 and IRC:35-2015, unless specified in Schedule-B.	Daily	Counting	New Installation	Within 2 months	IRC:SP:84-2014, IRC:35-2015

Other Road Furnitur e	Pedestrian Guardrail	Functionality: Functioning of guardrail as intended	Daily	Visual with video/image backup	Rectification	Within 15 days	IRC:SP:84-2014
	Traffic Safety Barriers	Functionality: Functioning of Safety Barriers as intended	Daily	Visual with video/image backup	Rectification	Within 7 days	IRC:SP:84-2014, IRC:119- 2015
	End Treatment of	Functionality: Functioning of End Treatment as intended	Daily	Visual with video/image	Rectification	Within 7 days	IRC:SP:84-2014,

Asset Type	Performance Parameter	Level of Service (LOS)	Frequency of Measuremen t	Testing Method	Recommended Remedial measures	Time limit for Rectification	Specification s and Standards
	Traffic Safety Barriers			backup			IRC:119-2015
	Attenuators	Functionality: Functioning of Attenuators as intended	Daily	Visual with video/image backup	Rectification	Within 7 days	IRC:SP-2014, IRC:119-2015
	Guard Posts and Delineators	Functionality: Functioning of Guard Posts and Delineators as intended	Daily	Visual with video/image backup	Rectificatio n	Within 15 days	IRC: 79 - 1981
	Overhead Sign Structure	Overhead sign structure shall be structurally adequate	Daily	Visual with video/image backup	Rectification	Within 15 days	IRC:67-2012
	Traffic Blinkers	Functionality: Functioning of Traffic Blinkers as intended	Daily	Visual with video/image backup	Rectification	Within 7 days	IRC:SP:84-2014
		Illumination: Minimum 40 Lux illumination on the road surface	Daily	The illumination level shall be measured with luxmeter	Improvement in Lighting System	24 hours	IRC:SP:84-2014

Highway Lighting System	Highway Lights	No major failure in the lighting system	Daily	-	Rectification of failure	24 hours	IRC:SP:84-2014
		No minor failure in the lighting system	Monthly	-	Rectification of failure	8 hours	IRC:SP:84-2014
	Toll Plaza Canopy Lights	Minimum 40 Lux illumination on the road surface	Daily	The illumination level shall be measured with luxmeter	Improvement in Lighting System	24 hours	IRC:SP:84-2014
		No major/minor failure in the lighting system	Daily	-	Rectification of failure	8 hours	IRC:SP:84-2014

Asset Type	Performance Parameter	Level of Service (LOS)	Frequency of Measuremen t	Testing Method	Recommended Remedial measures	Time limit for Rectification	Specification s and Standards
Trees and Plantatio n including median plantatio n	Obstruction in a minimum head-room of 5.5 m above carriageway or obstruction in visibility of road signs	No obstruction due to trees	Monthly	Visual with video/image backup	Removal of trees	Immediate	IRC:SP:84-2014
	Deterioration in health of trees and bushes	Health of plantation shall be as per requirement of specifications & instructions issued by Authority from time to time	Daily	Visual with video/image backup	Timely watering and treatment. Or Replacement of Trees and Bushes.	Within 90 days	IRC:SP:84-2014
	Vegetation affecting sight line and road structures	Sight line shall be free from obstruction by vegetation	Daily	Visual with video/image backup	Removal of Trees	Immediate	IRC:SP 84-2014
	Cleaning of toilets	-	Daily	-	-	Every 4 hours	

Rest Areas	Defects in electrical, water and sanitary installations	-	Daily	-	Rectification	24 hours	

Asset Type	Performance Parameter	Level of Service (LOS)	Frequency of Measuremen t	Testing Method	Recommended Remedial measures	Time limit for Rectification	Specification s and Standards
Other Project Facilities and Approac h roads	Damage or deterioration in Approach Roads, pedestrian facilities, truck lay-bys, bus-bays, bus-shelters, cattle crossings, Traffic Aid Posts, Medical Aid Posts and other works		Daily	-	Rectification	15 days	IRC:SP 84-2014

Asset Type	Performance Parameter	Level of Service (LOS)	Frequency of Measurement	Testing Method	Recommended Remedial measures	Time limit for Rectification	Specifications and Standards
Pipe/box/slab	Free waterway/ unobstructed flow section	85% of culvert normal flow area to available.	2 times in a year (before and after rainy season)	Inspection by Bridge Engineer as per IRC SP: 35-1990 and recording of depth of silting and area of vegetation.	Cleaning silt up soils and debris in culvert barrel after rainy season, removal of bushes and vegetation, U/s of barrel, under barrel and D/s of barrel before rainy season.	15 days before onset of monsoon and within 30 days after end of rainy season.	IRC 5-2015, IRC SP:40-1993 and IRC SP:13-2004
	Leak-proof expansion joints if any	No leakage through expansion joints	Bi-Annually	Physical inspection of expansion joints as per IRC SP: 35- 1990 if any, for leakage strains on walls at joints.	Fixing with sealant suitably	30 days or before onset of rains whichever comes earlier	IRC SP:40-1993 and IRC SP:69-2011
		Spalling of concrete not more than 0.25 sqm					
		Delamination of concrete not more					

culverts	Structurally sound	than 0.25 sq.m.	Bi-Annually	Detailed inspection of all components of culvert as per IRC SP:35-1990 and recording the defects	Repairs to spalling, cracking, delamination, rusting shall be followed as per IRC:SP:40-1993.	15 days	IRC SP 40-1993 and MORTH Specifications clause 2800
		Cracks wider than 0.3 mm not more than 1m aggregate length					

	Protection works in good condition	Damaged of rough stone apron or bank revetment not more than 3 sqm, damage to solid apron (concrete apron) not more than 1 sqm	2 times in a year (before and after rainy season)	Condition survey as per IRC SP:35-1990	Repairs to damaged aprons and pitching	30 days after defect observation or 2 weeks before onset of rainy season whichever is earlier.	IRC: SP 40-1993 and IRC:SP:13-2004.
Bridges including ROBs Flyover etc. as applicable	Riding quality or user comfort	No pothole in wearing coat on bridge deck	Daily	Visual inspection as per IRC SP:35-1990	Repairs to BC or wearing coat	15 days	MORT&H Specification 2811
	Bumps	No bump at expansion joint	Daily	Visual inspection as per IRC SP:35- 1990	Repairs to BC on either side of expansion joints, profile correction course on approach slab in case of settlement to approach embankment	15 days	MORT&H Specification 3004.2 & 2811.

Bridge -Super Structure	User safety (condition of crash barrier and guard rail)	No damaged or missing stretch of crash barrier or pedestrian hand railing	Daily	Visual inspection and detailed condition survey as per IRC SP: 35-1990.	Repairs and replacement of safety barriers as the case may be	3days	IRC: 5-1998, IRC SP: 84-2014 and IRC SP: 40-1993.

	Rusted reinforcem ent	Not more than 0.25 sq.m	Bi-Annually	Detailed condition survey as per IRC SP: 35-1990 using Mobile Bridge Inspection Unit	All the corroded reinforcement shall need to be thoroughly cleaned from rusting and applied withanti-corrosive coating before carrying out the repairs to affected concrete portion with epoxy mortar / concrete.	15 days	IRC SP: 40-1993 and MORTH Specificatio n 1600.
	Spalling of concrete	Not more than 0.50 sq.m					
	Delaminatio n	Not more than 0.50 sq.m					
	Cracks wider than 0.30 mm	Not more than 1m total length	Bi-Annually	Detailed condition survey as per IRC SP: 35-1990 using Mobile Bridge Inspection Unit	Grouting with epoxy mortar, investigating causes for cracks development and carry out necessary rehabilitation.	48 Hours	IRC SP: 40-1993 and MORTH Specification 2800.
	Rainwater seepage through deck slab	Leakage - nil	Quarterly	Detailed condition survey as per IRC SP: 35-1990 using Mobile Bridge Inspection Unit	Grouting of deck slab at leakage areas, waterproofing, repairs to	1 months	MORTH specifications 2600 & 2700.

					drainage spouts		
	Deflection due to permanent loads and	Within design limits.	Once in every 10 years for spans more	Load test method	Carry out major rehabilitation works on bridge to retain original design loads capacity	6 months	IRC SP: 51-1999.

	live loads		than 40 m				
	Vibrations in bridge deck due to moving trucks	Frequency of vibrations shall not be more than 5 Hz	Once in every 5 years for spans more than 30m and every 10 years for spans between 15 to 30 m	Laser displacement sensors or laser vibro-meters	Strengthening of structure	4 months	AASHTO LRFD specifications
	Leakage in Expansion	No damage to elastomeric sealant compound in strip seal expansion joint, no leakage of rain water through expansion joint in case of buried and asphalt plug and		Detailed condition survey as per IRC SP:35-1990 using Mobile Bridge	Replace of seal		MORTH specifications

	joints	copper strip joint.	Bi-Annually	Inspection Unit	expansion joint	15 days	2600 and IRC SP: 40-1993.
	Debris and dust in strip seal	No dust or debris in expansion joint	Monthly	Detailed condition survey as per IRC SP:35-1990 using	Cleaning of expansion joint gaps thoroughly	3 days	MORTH specification s 2600 and

	expansion joint	gap.		Mobile Bridge Inspection Unit			IRC SP: 40-1993.
	Drainage spouts	No down take pipe missing/broken below soffit of the deck slab. No silt, debris, clogging of drainage spout collection chamber.	Monthly	Detailed condition survey as per IRC SP: 35-1990 using Mobile Bridge Inspection Unit	Cleaning of drainage spouts thoroughly. Replacement of missing/broken down take pipes with a minimum pipe extension of 500mm below soffit of slab. Providing sealant around the drainage spout if any leakages observed.	3 days	MORTH specification 2700.
Bridge-substructure	Cracks/spalling of concrete/ rusted steel	No cracks, spalling of concrete and rusted steel	Bi-Annually	Detailed condition survey as per IRC SP: 35-1990 using Mobile Bridge Inspection Unit	All the corroded reinforcement shall need to be thoroughly cleaned from rusting and applied with anti-corrosive coating before carrying out repairs to substructure by grouting/guniting and micro concreting depending on type of defect noticed	30 days	IRC SP: 40-1993 and MORTH specification 2800.

	Bearings	Delamination of bearing reinforcement not more than 5%, cracking or tearing of rubber not more than 2 locations per side, no rupture of reinforcement or rubber	Bi-Annually	Detailed condition survey as per IRC SP: 35-1990 using Mobile Bridge Inspection Unit	In case of failure of even one bearing on any pier/abutment, all the bearings on that pier/abutment shall be replaced, in order to get uniform load transfer on to bearings.	3 months	MORTH specification 2810 and IRC SP: 40-199.
Bridge Foundations	Scouring around foundations	Scouring shall not be lower than maximum scour level for the bridge	Bi-Annually	Condition survey and visual inspection as per IRC SP:35-1990 using Mobile Bridge Inspection Unit. In case of doubt, use Underwater camera for inspection of deep wells in major	Suitable protection works around pier/abutment	1 month	IRC SP: 40-1993, IRC 83-2014, MORTH specification 2500

				Rivers.			
	Protection works in good condition	Damaged of rough stone apron or bank revetment not more than 3	2 times in a year (before and after rainy season)	Condition survey as per IRC SP:35-1990	Repairs to damaged aprons and pitching.	30 days after defect observation or2	IRC: SP 40- 1993 and IRC:SP:13-2004.

		sq.m, damage to solid apron (concrete apron) not more than 1 sq.m				weeks before onset of rainy season whichever is earlier.	
Note: Any Structure during the entire contract period which is found that does not complies with all requirements of this Table will be prepared, rehabilitated or even reconstructed under the scope of the contractor.							

Table 4: Maintenance Criteria for Structures and Culverts:

Table 5: Maintenance Criteria for Hill Roads

In addition to above, for hill roads the following provisions for maintenance is also to done.

Hill Roads		
(i)	Damage to Retaining wall/ Breast wall	7 (Seven) days
(ii)	Landslides requiring clearance	12 (Twelve) hours
(iii)	Snow requiring clearance	24 (Twenty Four) hours

Note: For all tables 1 to 5 above, latest BIS & IRC standards (even those not indicated herewith) along with MoRTH specifications shall be binding for all maintenance activities.

A. Flexible Pavement

Nature of Defect or deficiency		Time limit for repair/ rectification
(b)	**Granular earth shoulders, side slopes, drains and culverts**	
(i)	Variation by more than 1 % in the prescribed slope of camber/cross fall (shall not be less than the camber on the main carriageway)	7 (seven) days
(ii)	Edge drop at shoulders exceeding 40 mm	7 (seven) days
(iii)	Variation by more than 15% in the prescribed side (embankment) slopes	30 (thirty) days
(iv)	Rain cuts/gullies in slope	7 (seven) days
(v)	Damage to or silting of culverts and side drains	7 (seven) days
(vi)	Desilting of drains in urban/semi- urban areas	24 (twenty four) hours
(vii)	Railing, parapets, crash barriers	7 (seven) days (Restore immediately if causing safety hazard)
(c)	**Road side furniture including road sign and pavement marking**	
(i)	Damage to shape or position, poor visibility or loss of retro- reflectivity	48 (forty eight) hours
(ii)	Painting of km stone, railing, parapets, crash barriers	As and when required/ Once every year
(iii)	Damaged/missing signs road requiring replacement	7 (seven) days
(iv)	Damage to road mark ups	7 (seven) days
(d)	**Road lighting**	
(i)	Any major failure of the system	24 (twenty four) hours
(ii)	Faults and minor failures	8 (eight) hours

(e)	**Trees and plantation**	
Nature of Defect or deficiency		**Time limit for repair/ rectification**
(i)	Obstruction in a minimum head- room of 5 m above carriageway or obstruction in visibility of road signs	24 (twenty four)hours
(ii)	Removal of fallen trees from carriageway	4 (four) hours
(iii)	Deterioration in health of trees and bushes	Timely watering and treatment
(iv)	Trees and bushes requiring replacement	30 (thirty) days
(v)	Removal of vegetation affecting sight line and road structures	15 (fifteen) days
(f)	**Rest area**	
(i)	Cleaning of toilets	Every 4 (four) hours
(ii)	Defects in electrical, water and sanitary installations	24 (twenty four) hours
(g)	**[Toll Plaza]**	
(h)	**Other Project Facilities and Approach roads**	
(i)	Damage in approach roads, pedestrian facilities, truck lay- byes, bus-bays, bus-shelters, cattle crossings, [Traffic Aid Posts, Medical Aid Posts] and service roads	15 (fifteen) days
(ii)	Damaged vehicles or debris on the road	4 (four) hours
(iii)	Malfunctioning of the mobile crane	4 (four) hours
Bridges		
(a)	**Superstructure**	

(i)	Any damage, cracks, spalling/ scaling Temporary measures Permanent measures	within 48 (forty eight) hours within 15 (fifteen) days or as specified by the Authority's Engineer
(b)	**Foundations**	
Nature of Defect or deficiency		**Time limit for repair/ rectification**
(i)	Scouring and/or cavitation	15 (fifteen) days
(c)	**Piers, abutments, return walls and wing walls**	
(i)	Cracks and damages including settlement and tilting, spalling, scaling	30 (thirty) days
(d)	**Bearings (metallic) ofbridges**	
(i)	Deformation, damages, tilting or shifting of bearings	15 (fifteen) days Greasing of metallic bearings once in a year
(e)	**Joints**	
(i)	Malfunctioning of joints	15 (fifteen) days
(f)	**Other items**	
(i)	Deforming of pads in elastomeric bearings	7 (seven) days
(ii)	Gathering of dirt in bearings and joints; or clogging of spouts, weep holes and vent-holes	3 (three) days
(iii)	Damage or deterioration in kerbs, parapets, handrails and crash barriers	3 (three) days (immediately within 24 hours if posing danger to safety)
(iv)	Rain-cuts or erosion of banks of the side slopes of approaches	7 (seven) days
(v)	Damage to wearing coat	15 (fifteen) days
(vi)	Damage or deterioration in approach slabs,	30 (thirty) days

	pitching, apron, toes, floor or guide bunds	
(vii)	Growth of vegetation affecting the structure or obstructing the waterway	15 (fifteen) days
(g) Hill Roads		
(i)	Damage to retaining wall/breast wall	7 (seven) days
(ii)	Landslides requiring clearance	12 (twelve) hours
Nature of Defect or deficiency		**Time limit for repair/ rectification**
(iii)	Snow requiring clearance	24 (twenty four) hours

[Note: Where necessary, the Authority may modify the time limit for repair/rectification, or add to the nature of Defect or deficiency beforeissuing the bidding document, with the approval of the competent authority.]

Schedule - F

(See Clause 4.1 (vii)(a))

Applicable Permits

1. Applicable Permits

(i) The Contractor shall obtain, as required under the Applicable Laws, the following Applicable Permits:

(a) Permission of the State Government for extraction of boulders from quarry;

(b) Permission of Village Panchayats and Pollution Control Board for installation of crushers;

(c) Licence for use of explosives;

(d) Permission of the State Government for drawing water from river/reservoir;

(e) Licence from inspector of factories or other competent Authority for setting up batching plant;

(f) Clearance of Pollution Control Board for setting up batching plant;

(g) Clearance of Village Panchayats and Pollution Control Board for setting up asphalt plant;

(h) Permission of Village Panchayats and State Government for borrow earth; and

(i) Any other permits or clearances required under Applicable Laws.

(ii) Applicable Permits, as required, relating to environmental protection and conservation shall have been procured by the Authority in accordance with the provisions of this Agreement.

Schedule – G

(See Clauses 7.1 and 19.2)

Annex-I

(See Clause 7.1)

Annex-I : Form of Bank Guarantee

[Performance Security/Additional Performance Security]

To,
Managing Director, NHIDCL,
National Highways & Infrastructure Development Corporation Ltd.

(A) _____[name and address of contractor] (hereinafter called the "**Contractor**") and [name and address of the authority], (hereinafter called the **"Authority"**) have entered into an agreement (hereinafter called the "**Agreement**") for the **"Name of Work"** (the "**EPC**") basis, subject to and in accordance with the provisions of the Agreement

(B) The Agreement requires the Contractor to furnish a Performance Security for due and faithful performance of its obligations, under and in accordance with the Agreement, during the {Construction Period/ Defects Liability Period and Maintenance Period} (as defined in the Agreement) in a sum of Rs….. cr. (Rupees ……..….. crore) (the "**Guarantee Amount**").

(C) We, …….. through our branch at ……. (the "**Bank**") have agreed to furnish this bank guarantee (*hereinafter called the* **"Guarantee**") by way of Performance Security.

NOW, THEREFORE, the Bank hereby, unconditionally and irrevocably, guarantees and affirms as follows:

1. The Bank hereby unconditionally and irrevocably guarantees the due and faithful performance of the Contractor's obligations during the {Construction Period/ Defects Liability Period and Maintenance Period} under and in accordance with the Agreement, and agrees and undertakes to pay to the Authority, upon its mere first written demand, and without any demur, reservation, recourse, contest or protest, and without any reference to the Contractor, such sum or sums up to an aggregate sum of the Guarantee Amount as the Authority shall claim, without the Authority being required to prove or to show grounds or reasons for its demand and/or for the sum specified therein.

2. A letter from the Authority, under the hand of an officer not below the rank of General Manager in the National Highways & Infrastructure Development Corporation Ltd. , that the Contractor has committed default in the due and faithful performance of all or any of its obligations under and in accordance with the Agreement shall be conclusive, final and binding on the Bank. The Bank further agrees that the Authority shall be the sole judge as to whether the Contractor is in default in due and faithful performance of its obligations during and under the Agreement and its decision that the Contractor is in default shall be final and binding on the Bank, notwithstanding any differences between the Authority and the Contractor, or any dispute between them pending before any court, tribunal, arbitrators or any other authority or body, or by the discharge of the Contractor for any reason whatsoever.

3. In order to give effect to this Guarantee, the Authority shall be entitled to act as if the Bank were the principal debtor and any change in the constitution of the Contractor and/or the Bank, whether by their absorption with any other body or corporation or otherwise, shall not in any way or manner affect the liability or obligation of the Bank

under this Guarantee.

4. It shall not be necessary, and the Bank hereby waives any necessity, for the Authority to proceed against the Contractor before presenting to the Bank its demand under this Guarantee.

5. The Authority shall have the liberty, without affecting in any manner the liability of the Bank under this Guarantee, to vary at any time, the terms and conditions of the Agreement or to extend the time or period for the compliance with, fulfillment and/ or performance of all or any of the obligations of the Contractor contained in the Agreement or to postpone for any time, and from time to time, any of the rights and powers exercisable by the Authority against the Contractor, and either to enforce or forbear from enforcing any of the terms and conditions contained in the Agreement and/or the securities available to the Authority, and the Bank shall not be released from its liability and obligation under these presents by any exercise by the Authority of the liberty with reference to the matters aforesaid or by reason of time being given to the Contractor or any other forbearance, indulgence, act or omission on the part of the Authority or of any other matter or thing whatsoever which under any law relating to sureties and guarantors would but for this provision have the effect of releasing the Bank from its liability and obligation under this Guarantee and the Bank hereby waives all of its rights under any such law.

6. This Guarantee is in addition to and not in substitution of any other guarantee or security now or which may hereafter be held by the Authority in respect of or relating to the Agreement or for the fulfillment, compliance and/or performance of all or any of the obligations of the Contractor under the Agreement.

7. Notwithstanding anything contained hereinbefore, the liability of the Bank under this Guarantee is restricted to the Guarantee Amount and this Guarantee will remain in force for the period specified in paragraph 8 below and unless a demand or claim in writing is made by the Authority on the Bank under this Guarantee all rights of the Authority under this Guarantee shall be forfeited and the Bank shall be relieved from its liabilities hereunder.

8. The Guarantee shall cease to be in force and effect on ****[$]. Unless a demand or claim under this Guarantee is made in writing before expiry of the Guarantee, the Bank shall be discharged from its liabilities hereunder.

9. The Bank undertakes not to revoke this Guarantee during its currency, except with the previous express consent of the Authority in writing, and declares and warrants that it has the power to issue this Guarantee and the undersigned has full powers to do so on behalf of the Bank.

10. Any notice by way of request, demand or otherwise hereunder may be sent by post addressed to the Bank at its above referred branch, which shall be deemed to have been duly authorised to receive such notice and to effect payment thereof forthwith, and if sent by post it shall be deemed to have been given at the time when it ought to have been delivered in due course of post and in proving such notice, when given by post, it shall be sufficient to prove that the envelope containing the notice was posted and a certificate signed by an officer of the Authority that the envelope was so posted shall be conclusive.

11. This Guarantee shall come into force with immediate effect and shall remain in force and effect for up to the date specified in paragraph 8 above or until it is released earlier by the

[$] Insert date being 2 (two) years from the date of issuance of this Guarantee (in accordance with Clause 7.2 of the Agreement).

Authority pursuant to the provisions of the Agreement.

12. This guarantee shall also be operatable at our…….. Branch at New Delhi (Complete Address of bank branch is mandatory), from whom, confirmation regarding the issue of this guarantee or extension / renewal thereof shall be made available on demand. In the contingency of this guarantee being invoked and payment there under claimed, the said branch shall accept such invocation letter and make payment of amounts so demanded under the said invocation.

13. The guarantor/bank hereby confirms that it is on the SFMS (Structural Finance Messaging System) platform & shall invariably send an advice of this Bank Guarantee to the designated bank of NHIDCL, details of which is as under:

Sl. No	Particulars	Details
1	Name of the Beneficiary	National Highways and Infrastructure Development Corporation Limited
2	Beneficiary Bank Account No.	90621010002659
3	Beneficiary Bank Branch	IFSC SYNB0009062
4	Beneficiary Bank Branch Name	Transport Bhawan, New Delhi
5	Beneficiary Bank Address	Syndicate Bank, Transport Bhawan, 1st Parliament street, New Delhi-110001

Signed and sealed this ……. day of …….., 20…… at …….. SIGNED, SEALED AND DELIVERED
For and on behalf of the Bank by:
(Signature)
(Name)
(Designation)
(Code Number)
(Address)

NOTES:

(i) The bank guarantee should contain the name, designation and code number of the officer(s) signing the guarantee.

(ii) The address, telephone number and other details of the head office of the Bank as well as of issuing branch should be mentioned on the covering letter of issuing branch.

Annex – II

(Schedule - G)

(See Clause 19.2)

Annex-II : Form for Guarantee for Advance Payment

To,
Managing Director, NHIDCL,
National Highways & Infrastructure Development Corporation Ltd.
WHEREAS:

(A) [name and address of contractor] (hereinafter called the "**Contractor**") has executed an agreement (hereinafter called the "**Agreement**") with the [name and address of the authority], (hereinafter called the "**Authority**") for the "**Name of Work"** (the "**EPC**") basis, subject to and in accordance with the provisions of the Agreement

(B) In accordance with Clause 19.2 of the Agreement, the Authority shall make to the Contractor an interest bearing *@Bank Rate + 3%* advance payment (herein after called "**Advance Payment**") equal to 10% (ten per cent) of the Contract Price; and that the Advance Payment shall be made in two installments subject to the Contractor furnishing an irrevocable and unconditional guarantee by a scheduled bank for an amount equivalent to 110% (one hundred and ten percent) of such installment to remain effective till the complete and full repayment of the installment of the Advance Payment as security for compliance with its obligations in accordance with the Agreement. The amount of {first/second} installment of the Advance Payment is Rs. ------ cr. (Rupees ------ crore) and the amount of this Guarantee is Rs. ------- cr. (Rupees ------ crore) (the **"Guarantee Amount")[$].**

(C) We, …….. through our branch at ……. (the "**Bank"**) have agreed to furnish this bank guarantee (*hereinafter called the* **"Guarantee"**) for the Guarantee Amount.

NOW, THEREFORE, the Bank hereby, unconditionally and irrevocably, guarantees and affirms as follows:

1. The Bank hereby unconditionally and irrevocably guarantees the due and faithful repayment on time of the aforesaid instalment of the Advance Payment under and in accordance with the Agreement, and agrees and undertakes to pay to the Authority, upon its mere first written demand, and without any demur, reservation, recourse, contest or protest, and without any reference to the Contractor, such sum or sums up to an aggregate sum of the Guarantee Amount as the Authority shall claim, without the Authority being required to prove or to show grounds or reasons for its demand and/or for the sum specified therein.

A letter from the Authority, under the hand of an officer not below the rank of General Manager in the National Highways & Infrastructure Development Corporation Ltd., that the Contractor has committed default in the due and faithful performance of all or any of its obligations for the repayment of the instalment of the Advance Payment under and in accordance with the Agreement shall be conclusive, final and binding on the Bank. The Bank further agrees that the Authority shall be the sole judge as to whether the Contractor is in default in due and faithful performance of its obligations during and under the Agreement and its decision that the Contractor is in default shall be final and binding on the

[$] The Guarantee Amount should be equivalent to 110% of the value of the applicable instalment.

Bank, notwithstanding any differences between the Authority and the Contractor, or any dispute between them pending before any court, tribunal, arbitrators or any other authority or body, or by the discharge of the Contractor for any reason whatsoever.

2. In order to give effect to this Guarantee, the Authority shall be entitled to act as if the Bank were the principal debtor and any change in the constitution of the Contractor and/or the Bank, whether by their absorption with any other body or corporation or otherwise, shall not in any way or manner affect the liability or obligation of the Bank under this Guarantee.

3. It shall not be necessary, and the Bank hereby waives any necessity, for the Authority to proceed against the Contractor before presenting to the Bank its demand under this Guarantee.

4. The Authority shall have the liberty, without affecting in any manner the liability of the Bank under this Guarantee, to vary at any time, the terms and conditions of the Advance Payment or to extend the time or period of its repayment or to postpone for any time, and from time to time, any of the rights and powers exercisable by the Authority against the Contractor, and either to enforce or forbear from enforcing any of the terms and conditions contained in the Agreement and/or the securities available to the Authority, and the Bank shall not be released from its liability and obligation under these presents by any exercise by the Authority of the liberty with reference to the matters aforesaid or by reason of time being given to the Contractor or any other forbearance, indulgence, act or omission on the part of the Authority or of any other matter or thing whatsoever which under any law relating to sureties and guarantors would but for this provision have the effect of releasing the Bank from its liability and obligation under this Guarantee and the Bank hereby waives all of its rights under any such law.

5. This Guarantee is in addition to and not in substitution of any other guarantee or security now or which may hereafter be held by the Authority in respect of or relating to the Advance Payment.

6. Notwithstanding anything contained hereinbefore, the liability of the Bank under this Guarantee is restricted to the Guarantee Amount and this Guarantee will remain in force for the period specified in paragraph 8 below and unless a demand or claim in writing is made by the Authority on the Bank under this Guarantee all rights of the Authority under this Guarantee shall be forfeited and the Bank shall be relieved from its liabilities hereunder.

7. The Guarantee shall cease to be in force and effect on ****.[$] Unless a demand or claim under this Guarantee is made in writing on or before the aforesaid date, the Bank shall be discharged from its liabilities hereunder.

8. The Bank undertakes not to revoke this Guarantee during its currency, except with the previous express consent of the Authority in writing, and declares and warrants that it has the power to issue this Guarantee and the undersigned has full powers to do so on behalf of the Bank.

9. Any notice by way of request, demand or otherwise hereunder may be sent by post addressed to the Bank at its above referred branch, which shall be deemed to have been duly authorised to receive such notice and to effect payment thereof forthwith, and if sent by post it shall be deemed to have been given at the time when it ought to have been delivered in due course of post and in proving such notice, when given by post, it shall be

[$] Insert a date being 90 (ninety) days after the end of one year from the date of payment of the Advance payment to the Contractor (in accordance with Clause 19.2 of the Agreement).

sufficient to prove that the envelope containing the notice was posted and a certificate signed by an officer of the Authority that the envelope was so posted shall be conclusive.

10. This Guarantee shall come into force with immediate effect and shall remain in force and effect up to the date specified in paragraph 8 above or until it is released earlier by the Authority pursuant to the provisions of the Agreement.

11. This guarantee shall also be operatable at our…….. Branch at New Delhi (Complete Address of bank branch is mandatory), from whom, confirmation regarding the issue of this guarantee or extension / renewal thereof shall be made available on demand. In the contingency of this guarantee being invoked and payment there under claimed, the said branch shall accept such invocation letter and make payment of amounts so demanded under the said invocation.

12. The guarantor/bank hereby confirms that it is on the SFMS (Structural Finance Messaging System) platform & shall invariably send an advice of this Bank Guarantee to the designated bank of NHIDCL, details of which is as under:

Sl. No	Particulars	Details
1	Name of the Beneficiary	National Highways and Infrastructure Development Corporation Limited
2	Beneficiary Bank Account No.	90621010002659
3	Beneficiary Bank Branch	IFSC SYNB0009062
4	Beneficiary Bank Branch Name	Transport Bhawan, New Delhi
5	Beneficiary Bank Address	Syndicate Bank, Transport Bhawan, 1st Parliament street, New Delhi-110001

Signed and sealed this ……. day of …….., 20…… at …….. SIGNED, SEALED AND DELIVERED

For and on behalf of the Bank by:

(Signature)

(Name)

(Designation)

(Code Number)

(Address)

NOTES:

(i) The bank guarantee should contain the name, designation and code number of the officer(s) signing the guarantee.

(ii) The address, telephone number and other details of the head office of the Bank as well as of issuing branch should be mentioned on the covering letter of issuing branch.

Schedule - H

(See Clauses 10.1 (iv) and 19.3)

Contract Price Weightages

1.1 The Contract Price for this Agreement is Rs. ****

1.2 Proportions of the Contract Price for different stages of Construction of the Project Highway shall be as specified below:

Item	Weightage in % of CP	Stage for Payment	Percentage
1	2	3	4
Road Works including Culverts, widening and repair ofculverts	69.29 %	**A- Widening and strengthening of existing road**	
		(1) Earthwork up to top of the sub- grade	[Nil]
		(2) Sub-base Course	[Nil]
		(3) Non bituminous Base course	[Nil]
		(4) Bituminous Basecourse	[Nil]
		(5) Wearing Coat	[Nil]
		(6) Widening andrepair of culverts	[Nil]
		B.1-Reconstruction/New 2-Lane Realignment /Bypass(Flexible Pavement)	
		(1) Earthwork up to top of the sub- grade	41.39%
		(2) Sub-base Course	18.21%
		(3) Non bituminous Base course	13.66%
		(4) Bituminous Basecourse	11.6%
		(5) Wearing Coat	6.66%
		B.2-Reconstruction/New 8-Lane Realignment/ Bypass(Rigid Pavement)	
		(1) Earthwork up to top of the sub- grade	[Nil]
		(2) Sub-base Course	[Nil]
		(3) DryLean Concrete (DLC) Course	[Nil]
		(4) Pavement Quality Control (PQC) Course	[Nil]
		C.1-Reconstruction/ NewService Road(Flexible Pavement)	
		(1) Earthwork up to top of the sub- grade	[Nil]
		(2) Sub-base Course	[Nil]
		(3) Non bituminous Base course	[Nil]
		(4) Bituminous Basecourse	[Nil]
		(5) Wearing Coat	[Nil]
		C.2- Reconstruction/New Service road(Rigid Pavement)	
		(1) Earthwork up to top of the sub- grade	[Nil]
		(2) Sub-base Course	[Nil]
		(3) DryLean Concrete (DLC) Course	[Nil]
		(4) Pavement Quality Control (PQC) Course	[Nil]
		D- Reconstruction &New Culverts onexisting road, realignments, bypasses Culverts (length <6m)	8.48%
Minor bridge/ Underpasses/ Overpasses	0.00 %	**A.1-widening and repairing of Minor Bridges (length >6 m&<60m)**	224
		Minor Bridges	[Nil]

Item	Weightage in % of CP	Stage for Payment	Percentage
		A.2- New Minor bridges (length >6 mand<60m)	
		(1)Foundation + Sub-Structure: On completion of the foundation work including foundations for wing and return walls, abutments, piers upto the abutment/pier cap.	[Nil]
		(2)Super-structure:On completion of the super-structure in all respects including wearing coat, bearings, expansion joints, hand rails, crash barriers, road,signs & markings, tests on completion etc. complete in all respect.	[Nil]
		(3)Approaches:On completionof approaches includingRetainingwalls, stonepitching, protection works complete in all and fit for use	[Nil]
		(4) GuideBundsand River Training Works:On completion of GuideBunds andriver training works complete in all respects	[Nil]
		B.1- Widening and repairs of underpasses/overpasses	
		Underpasses/ Overpasses	[Nil]
		B.2-NewUnderpasses/Overpasses	
		(1)Foundation + Sub-Structure: On completion of the foundation work including foundations for wing and return walls, abutments, piers upto the abutment/pier cap.	[Nil]
		(2)Super-structure:On completion of the super-structure in all respects including wearing coat, bearings, expansion joints, hand rails,crash barriers, road signs & markings, tests on completion etc. complete in all respect. Wearing Coat (a) in case of Overpass-wearing coat including expansion joints complete in all respects as specified and (b) in case of underpass- rigid pavement including drainage facility complete in all respects as specified.	[Nil]
		(3) Approaches: On completion of approaches including Retaining walls/ Reinforced Earth walls, stone pitching, protection works complete in all respect and fit for use.	[Nil]
Major bridge(length>60 m)worksand ROB/RUB/elevatedsections/flyovers including viaducts,ifany	0.000 %	**A.1- Wideningand repairs of Major Bridges**	
		(1)Foundation	[Nil]
		(2)Sub-structure	[Nil]
		(3)Super-structure(including bearings)	[Nil]
		(4)WearingCoatincludingexpansion joints	[Nil]
		(5) Miscellaneous Items like handrails, crash barrier, road markings etc.	[Nil]
		(6) Wing walls/return walls	[Nil]

Item	Weightage in % of CP	Stage for Payment	Percentage
		(7)Guidebunds,RiverTrainingworks etc.	[Nil]
		(8)Approaches(including Retaining walls, stone pitchingandprotection works)	[Nil]
		A.2-NewMajorBridges	
		(1)Foundation	[Nil]
		(2)Sub-structure	[Nil]
		(3)Super-structure(including bearings)	[Nil]
		(4)WearingCoatincludingexpansion joints	[Nil]
		(5) Miscellaneous Items like handrails, crash barrier, road markings etc.	[Nil]
		(6) Wing walls/return walls	[Nil]
		(7)Guidebunds,RiverTrainingworks etc.	[Nil]
		(8)Approaches(including Retaining walls, stone pitchingand protection works)	[Nil]
		B.1-Wideningandrepairsof (a) ROB (b) RUB	
		(1) Foundations	[Nil]
		(2) Sub-Structure	[Nil]
		(3) Super-Structure (Including bearings)	[Nil]
		(4)Wearing Coat(a)in case of ROB- wearing coat including expansion joints complete in all respectsas specified and (b) incase of RUB-rigid pavement under RUB including drainagefacility completein all respects as specified	[Nil]
		(5) Miscellaneous Items like handrails, crash barrier, road markings etc.	[Nil]
		(6) Wing walls/Return walls	[Nil]
		(7) Approaches (Including Retaining walls,Stone Pitching and protection works)	[Nil]
		B.2-NewROB/RUB	
		(1)Foundations	[Nil]
		(2) Sub-Structure	[Nil]
		(3) Super-Structure (Including bearings)	[Nil]
		(4)Wearing Coat (a) in case of ROB- wearing coat including expansion joints complete in all respectsas specified and (b) incase of RUB-rigid pavement under RUB including drainage facility complete in all respects as specified	[Nil]
		(5) Miscellaneous Items like handrails, crash barrier, road markings etc.	[Nil]
		(6) Wing walls/Return walls	[Nil]
		(7)Approaches (including Retaining walls/Reinforced Earth wall, stone pitching and protection works)	[Nil]
		C.1- Widening and repair of Elevated Section/Flyovers/Grade Separators	
		(1) Foundations	[Nil]
		(2) Sub-Structure	[Nil]
		(3)Super-Structure(Including bearings)	[Nil]
		(4)WearingCoatincludingexpansion joints	[Nil]
		(5) Miscellaneous Items like handrails, crash barrier, road markings etc.	[Nil]

Item	Weightage in % of CP	Stage for Payment	Percentage
		(6) Wing walls/Return walls	[Nil]
		(7)Approaches (including Retaining walls/Reinforced Earth wall, stone pitching and protection works)	[Nil]
		C.2- New Elevated Section/Flyovers/GradeSeparators	
		(1) Foundations	[Nil]
		(2) Sub-Structure	[Nil]
		(3)Super-Structure(Including bearings)	[Nil]
		(4)WearingCoatincludingexpansion joints	[Nil]
		(5) Miscellaneous Items like handrails, crash barrier, road markings etc.	[Nil]
		(6) Wing walls/Return walls	[Nil]
		(7)Approaches (including Retaining walls/Reinforced Earth wall, stone pitching and protection works)	[Nil]
Other Works	30.71 %	(i) Toll Plaza	[Nil]
		(ii) Road side drains	30.14%
		(iii) Road signs,markings,km stones,safety devices etc	3.54%
		(iv) Project facilities	
		a) Bus Bays	2.38%
		b) Truck Lay-byes	[Nil]
		c) Passenger Shelter	0.33%
		d) Rest Area	[Nil]
		(v) Road side Plantation	[Nil]
		(viRepair of Protection Works other than approaches to the bridges, elevated sections/flyover/grade separators and ROBs/ RUBs	[Nil]
		(vii) Safety &Traffic Management during const.	[Nil]
		(viii) Breast Wall	8.04%
		(ix) Toe Wall	[Nil]
		(x) Retaining Wall	33.05%
		(xi) Boundary wall	[Nil]
		(xii) Site Clearance & Dismantling	1.89%
		(xiii) Other Works (turfing & Hydro seeding etc.)	0.99%
		(xiv) Composite RE Wall	19.64%

1.3 Procedure of estimating the value of work done

1.3.1 Road works

Procedure for estimating the value of road work done shall be as follows:

Table 1.3.1

Stage of Payment	Percentage weightage	Payment Procedure
A- Widening & Strengthening of road		Unit of measurement is linear length. Payment of each stage shall be made on pro rata basis on completion of a stage in a length of not less than 10(ten)percent of the total length.
(1)Earthwork up to top of the sub-grade	[Nil]	
(3) Sub-base Course	[Nil]	
(4) Non bituminous Base course	[Nil]	
(5) Bituminous Base course	[Nil]	
(6) Wearing Coat	[Nil]	
(7) Widening and repair of culverts	[Nil]	Cost of ten completed culverts shall be determined on pro rata basis with respect to the total number of culverts.
B.1- Reconstruction/New2-Lane Realignment/Bypass (Flexible Pavement)		Unit of measurement is linear length. Payment of each stage shall be made on prorata basis on completion of a stage in full length or 5 (five) km length, whichever is less.
(1)Earthwork up to top of the sub-grade	41.39%	
(3) Sub-base Course	18.21%	
(4) Non bituminous Base course	13.66%	
(5) Bituminous Base course	11.6%	
(6) Wearing Coat	6.66%	
(7) Widening and repair of culverts		
B.2- Reconstruction/New 8-Lane Realignment/Bypass(Rigid Pavement)		Unit of measurement is linear length. Payment of each stage shall be made on pro rata basis on completion of a stage in full length or 5 (five) km length, whichever is less.
(1)Earthwork up to top of the sub-grade	[Nil]	
(2) Sub-base Course	[Nil]	
(3) Dry Lean Concrete (DLC) Course	[Nil]	
(4) Pavement Quality Control (PQC) Course	[Nil]	
C.1- Reconstruction/New Service Road/ Slip Road (Flexible Pavement)		Unit of measurement is linear length. Payment of each stage shall be made on pro rata basis on completion of a stage in full length or 5 (five) km length, whichever is less.
(1)Earthwork up to top of the sub-grade	[Nil]	
(2) Sub-base Course	[Nil]	
(3) Non bituminous Base course	[Nil]	
(4) Bituminous Basecourse	[Nil]	
(5) Wearing Coat	[Nil]	
C.2- Reconstruction/New Service road (Rigid Pavement)		Unit of measurement is linear length. Payment of each stage shall be made on pro rata basis on completion of a stage in full length or 5 (five) km length, whichever is less.
(1)Earthwork up to top of the sub-grade	[Nil]	
(2) Sub-base Course	[Nil]	
(3) Dry Lean Concrete (DLC)Course	[Nil]	
(4) Pavement Quality Control (PQC) Course	[Nil]	
D- Reconstruction &New Culverts on existingroad, realignments, bypasses		Cost of each culverts shall be determined on pro rata basis with respect to the total number of culverts. Payment shall be made on the completion of at least One culverts
Culverts (length <6m)	8.48%	

@ For example, if the total length of bituminous work to be done is 100 km, the cost per km of

bituminous work shall be determined as follows:

Cost per km = P x weightage for road work x weightage for bituminous work x (1/L)

Where,

P = Contract Price

L = Total length in km

Similarly, the rates per km for other stages shall be worked out accordingly.

Note: The length affected due to law and order problems or litigation during execution due to which the Contractor is unable to execute the work, may be deducted from the total project length for payment purposes. The total length calculated here is only for payment purposes and will not affect and referred in other clauses of the Contract Agreement.

1.3.2 Minor Bridges and Underpasses/Overpasses.

Procedure for estimating the value of Minor bridge and Underpasses/Overpasses shall be as stated in table 1.3.2:

Table 1.3.2

Stage of Payment	Weightage	Payment Procedure
1	2	3
A.1-Widening and repairs of Minor Bridges(length>6m&<60m)	[Nil]	Cost of each minor bridge shall be determined on pro-rata basis with respect to the total linear length of the minor bridges. Payment shall be made on the completion of widening & repair works of a minor bridge
A.2- New Minor Bridges (length > 6m & < 60m)		
(1)Foundation + Sub-Structure: On completion of the foundation work including foundations for wing and return walls, abutments, piers up to the abutment/pier cap.	[Nil]	Foundation: Cost of each minor bridge shall be determined on pro-rata basis with respect to the total linear length (m) of the minor bridges. Payment against foundation shall be made on pro-rata basis on completion of a stage i.e. Not less than 25% of the scope of foundation of each bridge. In case where load testing is required for foundation, the trigger of first payment shall include load testing also where specified.
(2)Super-structure: On completion of the super-structure in all respects including wearing coat, bearings, expansion joints, hand rails, crash barriers, road,signs & markings, tests on completion etc. complete in all respect.	[Nil]	Super-structure: Payment shall be made on pro-rata basis on completion of a stage i.e. completion of super structure of at least one span in all respects as specified in the column of "Stage of Payment" in this sub-clause. In case of structures where pre-cast girders have been proposed by the Contractor, 50% of the stage payment shall be due and payable on casting of girders for each span and balance 50% of the stage payment shall be made on completion of stage specified as above
(3)Approaches :On completion of approaches including Retaining walls, stone pitching, protection works complete in all and fit for use	[Nil]	Approaches: Payment shall be made on pro-rata basis on completion of a stage i.e. completion of approaches in all respect as specified in the column of "Stage of Payment" in this sub-clause.

Stage of Payment	Weightage	Payment Procedure
(4) Guide Bunds and River Training Works: On completion of Guide Bunds and river training works complete in all respects	[Nil]	Guide Bunds and River Training Works: Payment shall be made on pro-rata basis on completion of a stage i.e. completion of Guide Bund sand River training Works in all respects as specified
B.1- Widening and repairs of underpasses/overpasses	[Nil]	Cost of each underpass/overpass shall be determined on pro-rata basis with respect to the total linear length of the underpasses/ overpasses. Payment shall be made on the completion of widening & repair works of a underpass/overpass.
B.2- New Underpasses/Overpasses		
(1)Foundation + Sub-Structure: On completion of the foundation work including foundations for wing and return walls, abutments, piers up to the abutment/pier cap.	[Nil]	Foundation: Cost of each Underpass/ Overpass shall be determined on pro- rata basis with respect to the total linear length (m) of the Underpasses/Overpasses. Payment against foundation shall be made on pro-rata basis on completion of a stage i.e. Not less than 25% of the scope of foundation of each Underpasses/ Overpasses. In case where load testing is required for foundation, the trigger of first payment shall include load testing also where specified.
(2)Super-structure: On completion of the super-structure in all respects including wearing coat, bearings, expansion joints, hand rails, crash barriers, road signs & markings, tests on completion etc. complete in all respect. Wearing Coat (a) in case of Overpass-wearing coat including expansion joints complete in all respects as specified and (b) in case of underpass- rigid pavement including drainage facility complete in all respects as specified.	[Nil]	Super-structure: Payment shall be made on pro-rata basis on completion of a stage i.e. completion of super- structure of at least one span in all respects as specified in the column of "Stage of Payment" in this sub-clause. In case of structures where pre-cast girders have been proposed by the Contractor,50% of the stage payment shall be due and payable on casting of girders for each span and balance 50% of the stage payment shall be made on completion of stage specified as above
(3) Approaches: On completion of approaches including Retaining walls/ Reinforced Earth walls, stone pitching, protection works complete in all respect and fit for use.	[Nil]	Payment shall be made on pro-rata basis on completion of a stage in all respects as specified

1.3.3 Major Bridge works, ROB/RUB and Structures.

Procedure for estimating the value of Major Bridge works, ROB/RUB and Structures shall be as stated in table 1.3.3:

Table 1.3.3

Stage of Payment	Weightage	Payment Procedure
A.1- Widening and repairs of Major Bridges		
(1) Foundation	[Nil]	Foundation: Cost of each Major Bridge shall be determined on pro-rata basis with respect to the total linear length (m) of the Major Bridge. Payment against foundation shall be made on pro-rata basis on completion of a stage i.e. not less than 25% of the scope of foundation of the major Bridge. In case where load testing is required for foundation, the trigger of first payment shall include load testing also where specified.
(2) Sub-structure	[Nil]	Sub-structure: Payment against sub- structure shall be made on pro-rata basis on completion of a stage i.e. not less than 25% of the scope of sub- structure of major bridge.
(3)Super-structure(including bearings)	[Nil]	Super-structure: Payment shall be made on pro-rata basis on completion of a stage i.e. completion of super- structure including bearings of at least one span in all respects as specified. In case of structures where pre-cast girders have been proposed by the Contractor,50% of the stage payment shall be due and payable on casting of girders for each span and balance 50% of the stage payment shall be made on completion of stage specified as above
(4)Wearing Coat including expansion joints	[Nil]	Wearing Coat: Payment shall be made on completion of wearing coat including expansion joints complete in all respects as specified.
(5) Miscellaneous Items like handrails, crash barrier, road markings etc.	[Nil]	Miscellaneous: Payments shall be made on completion of all miscellaneous works like handrails, crash barriers, road markings etc. complete in all respects as specified.
(6) Wing walls/return walls	[Nil]	Wingwalls/return walls: Payments shall be made on completion of all wing walls/return walls complete in all respects as specified.
(7)Guide Bunds, River Training works etc.	[Nil]	Guide Bunds, River Training works: Payments shall be made on completion of all guide bunds/river training works etc. complete in all respects as specified.
(8)Approaches(including Retaining walls, stone pitching and protection works)	[Nil]	Approaches: Payments shall be made on pro-rata basis on completion of 10% of the scope of each stage.
A.2-NewMajorBridges		
(1)Foundation	[Nil]	Foundation: Cost of each Major Bridge shall be determined on pro-rata basis with respect to the total linear length (m) of the Major Bridge. Payment against foundation shall be made on pro-rata basis on completion of a stage i.e. not less than 25% of the scope of foundation of the major Bridge. In case where load testing is required for foundation, the trigger of first payment shall include load testing also where specified.
(2)Sub-structure	[Nil]	Sub-structure: Payment against sub- structure shall be made on pro-rata basis on completion of a stage i.e. not

Stage of Payment	Weightage	Payment Procedure
		lessthan25% of the scope of sub- structure of major bridge.
(3)Super-structure(including bearings)	[Nil]	Super-structure: Payment shall be made on pro-rata basis on completion of a stage i.e. completion of super- structure including bearings of at least one span in all respects as specified. In case of structures where pre-cast girders have been proposed by the Contractor, 50% of the stage payment shall be due and payable on casting of girders for each span and balance 50% of the stage payment shall be made on completion of stage specified as above
(4)Wearing Coat including expansion joints	[Nil]	Wearing Coat: Payment shall be made on completion of wearing coat including expansion joints complete in all respects as specified.
(5) Miscellaneous Items like handrails, crash barrier, road markings etc.	[Nil]	Miscellaneous: Payments shall be made on completion of all miscellaneous works like handrails, crash barriers, road markings. complete in all respects as specified.
(6) Wing walls/return walls	[Nil]	Wingwalls/return walls: Payments shall be made on completion of all wing walls/return walls complete in all respects as specified.
(7)Guide bunds, River Training works etc.	[Nil]	Guide Bunds, River Training works: Payments shall be made on completion of all guide bunds/river training works etc. complete in all respects as specified.
(8)Approaches(including Retaining walls, stone pitching and protection works)	[Nil]	Approaches: Payments shall be made on pro-rata basis on completion of 10% of the scope of each stage.
B.1- Widening and repairs of (a)ROB (b)RUB		
(1) Foundations	[Nil]	Foundation: Cost of each ROB/RUB shall be determined on pro-rata basis with respect to the total linear length (m)of the ROB/RUB. Payment against foundation shall be made on pro-rata basis on completion of a stage i.e. not less than 25% of the scope of foundation of the ROB/RUB. In case where load testing is required for foundation, the trigger of first payment shall include load testing also where specified.
(2) Sub-Structure	[Nil]	Sub-structure: Payment against sub- structure shall be made on pro-rata basis on completion of a stage i.e. not less than 25% of the scope of sub- structure of ROB/RUB.
(3) Super-Structure (Including bearings)	[Nil]	Super-structure: Payment shall be made on pro-rata basis on completion of a stage i.e. completion of super- structure including bearings of at least one span in all respects as specified. In case of structures where pre-cast girders have been proposed by the Contractor,50%ofthe stage payment shall be due and payable on casting of girders for each span and balance 50% of the stage payment shall be made on completion of stage specified as above
(4) Wearing Coat(a)in case of ROB-wearing coat including expansion joints complete in all respects as specified and (b) in case of RUB-rigid pavement under RUB including drainage facility complete in all respects as	[Nil]	Wearing Coat: Payment shall be made on completion (a) in case of ROB-wearing coat including expansion joints complete in all respects as specified and

Stage of Payment	Weightage	Payment Procedure
specified		(b) in case of RUB-rigid pavement under RUB including drainage facility complete in all respects as specified.
(5) Miscellaneous Items like handrails, crash barrier, road markings etc.	[Nil]	Miscellaneous: Payments shall be made on completion of all miscellaneous works like handrails, crash barriers, road markings etc. complete in all respects as specified.
(6) Wing walls/Return walls	[Nil]	Wingwalls/return walls: Payments shall be made on completion of all wing walls/return walls complete in all respects as specified.
(7) Approaches (Including Retaining walls, Stone Pitching and protection works)	[Nil]	Payments shall be made on pro-rata basis on completion of 20% of the total area.
B.2-NewROB/RUB		
(1) Foundation	[Nil]	Foundation: Cost of each ROB/RUB shall be determined on pro-rata basis with respect to the total linear length (m)of the ROB/RUB. Payment against foundation shall be made on pro-rata basis on completion of a stage i.e. not less than 25% of the scope of foundation of the ROB/RUB.
(2) Sub-structure	[Nil]	Sub-structure: Payment against sub- structure shall be made on pro-rata basis on completion of a stage i.e. Not less than 25% of the scope of sub- structure of ROB/RUB.
(3) Super-structure (including bearing)	[Nil]	Super-structure: Payment shall be made on pro-rata basis on completion of a stage i.e. completion of super- structure including bearings of at least one span in all respects as specified. In case of structures where pre-cast girders have been proposed by the Contractor,50% of the stage payment shall be due and payable on casting of girders for each span and balance 50% of the stage payment shall be made on completion of stage specified as above
(4)Wearing Coat (a) in case of ROB- wearing coat including expansion joints complete in all respects as specified and (b) in case of RUB-rigid pavement under RUB including drainage facility complete in all respects as specified	[Nil]	Wearing Coat: Payment shall be made on completion (a) in case of ROB-wearing coat including expansion joints complete in all respects as specified and (b) In case of RUB-rigid pavement under RUB including drainage facility complete in all respects as specified.
(5) Miscellaneous Items like handrails, crash barrier, road markings etc.	[Nil]	Miscellaneous: Payments shall be made on completion of all miscellaneous works like handrails, crash barriers, road markings etc. Complete in all respects as specified.
(6) Wing walls/Return walls	[Nil]	Wingwalls/return walls: Payments shall be made on completion of all wing walls/return walls complete in all respects as specified.
(7)Approaches (including Retaining walls/Reinforced Earth wall, stone pitching and protection works)	[Nil]	Payment shall be made on pro-rata basis on completion of a stage in all respects as specified
C.1-Widening and repairs of Elevated Section/ Flyovers/Grade Separators		
(1) Foundations	[Nil]	Foundation: Cost of each structure shall be determined on pro-rata basis with respect to the total linear length (m)of the structure. Payment against foundation shall be made on pro-rata basis on completion of a stage i.e. not less than 25%

Stage of Payment	Weightage	Payment Procedure
		of the scope of foundation of the structure. In case where load testing is required for foundation, the trigger of first payment shall include load testing also where specified.
(2) Sub-Structure	[Nil]	Sub-structure: Payment against sub- structure shall be made on pro-rata basis on completion of a stage i.e. not less than 25% of the scope of sub- structure of structure.
(3) Super-Structure (Including bearings)	[Nil]	Super-structure: Payment shall be made on pro-rata basis on completion of a stage i.e. completion of super- structure including bearings of at least one span in all respects as specified. In case of structures where pre-cast girders have been proposed by the Contractor,50% of the stage payment shall be due and payable on casting of girders for each span and balance 50% of the stage payment shall be made on completion of stage specified as above
(4) Wearing Coat including expansion joints	[Nil]	Wearing Coat: Payment shall be made on completion of wearing coat including expansion joints complete in all respects as specified.
(5) Miscellaneous Items like handrails, crash barrier, road markings etc.	[Nil]	Miscellaneous: Payments shall be made on completion of all miscellaneous works like handrails, crash barriers, road markings etc. Complete in all respects as specified.
(6) Wing walls/Return walls	[Nil]	Wingwalls/return walls: Payments shall be made on completion of all wing walls/return walls complete in all respects as specified.
(7) Approaches (including Retaining walls/Reinforced Earth wall, stone pitching and protection works)	[Nil]	Payment shall be made on pro-rata basis on completion of a stage in all respects as specified
C.2- New Elevated Section/ Flyovers/Grade Separators		
(1) Foundations	[Nil]	Foundation: Cost of each structure shall be determined on pro-rata basis with respect to the total linear length (m)of the structure. Payment against foundation shall be made on pro-rata basis on completion of a stage i.e. not less than 25% of the scope of foundation of the structure. In case where load testing is required for foundation, the trigger of first payment shall include load testing also where specified.
(2) Sub-Structure	[Nil]	Sub-structure: Payment against sub- structure shall be made on pro-rata basis on completion of a stage i.e. not less than 25% of the scope of sub- structure of structure.
(3)Super-Structure(Including bearings)	[Nil]	Super-structure: Payment shall be made on pro-rata basis on completion of a stage i.e. completion of super- structure including bearings of at least one span in all respects as specified. In case of structures where pre-cast girders have been proposed by the Contractor,50% of the stage payment shall be due and payable on casting of girders foreach span and balance 50% of the stage payment shall be made on completion of stage specified as above
(4)Wearing Coat including expansion joints	[Nil]	Wearing Coat: Payment shall be made on completion of wearing coat including expansion joints complete in all

Stage of Payment	Weightage	Payment Procedure
		respects as specified.
(5) Miscellaneous Items like handrails, crash barrier, road markings etc.	[Nil]	Miscellaneous: Payments shall be made on completion of all miscellaneous works like handrails, crash barriers, road markings etc. complete in all respects as specified.
(6) Wing walls/Return walls	[Nil]	Wingwalls/return walls: Payments shall be made on completion of all wing walls/return walls complete in all respects as specified.
(7)Approaches (including Retaining walls/Reinforced Earth wall, stone pitching and protection works)	[Nil]	Payments shall be made on pro-rata basis on completion of 20% of the total area.

Note: (1) In case of innovate Major Bridge projects like cable suspension/cable stayed/ Extra Dozed and exceptionally long span bridges, the schedule may be modified as per site requirements before bidding with due approval of Competent Authority.

(2) The Schedule for exclusive tunnel projects may be prepared as per site requirements before bidding with due approval of Competent Authority.

1.3.4 Other works.

Procedure for estimating the value of other works done shall be as stated in table 1.3.4.

Table 1.3.4

Stage of Payment	Weightage	Payment Procedure
1	2	3
(1) Toll Plaza	[Nil]	Unit of measurement is each completed toll plaza. Payment of each toll plaza shall be made on pro-rata basis with respect to the total of all toll plaza.
(2) Roadside drains	30.14%	Unit of measurement is linear length. Payment shall be made on pro-rata basis on completion of a stage in a length of not less than 05% (five percent) of the total length.
(3) Road signs, markings, km stones, safety devices etc.	3.54%	
(4) Project Facilities		Payment shall be made on pro-rata basis for completed facilities.
a) Bus Bays	2.38%	
b) Truck Lay-byes	[Nil]	
c) Passenger Shelter	0.33%	
d) Rest Area	[Nil]	
(5) Road side Plantation including Horticulture in Wayside Amenities	[Nil]	Unit of measurement is linear length
(6) Repair of Protection Works other than approaches to the bridges, elevated sections/flyover/grade separators and ROBs/ RUBs	[Nil]	Unit of measurement is linear length. Payment shall be made on pro-rata basis on completion of a stage in a length of not less than 10% (ten percent)of the total length.
(7) Safety and traffic management during construction	[Nil]	Payment shall be made on prorate basis every six months.
(8) Protection Works		Unit of measurement is linear length. Payment shall be made on pro-rata basis on completion of a stage in a length of not less than 05% (five percent) of the total length.
(a) Retaining Wall	33.05%	
(b) Breast Wall	8.04%	
(c) Composite RE Wall	19.64%	
(9) Site Clearance & Dismantling	1.89%	Unit of measurement is linear length. Payment shall be

Stage of Payment	Weightage	Payment Procedure
		made on pro-rata basis on completion of a stage in a length of not less than 05% (five percent) of the total length.
(10) Other Works (turfing & Hydro seeding etc.)	0.99%	Unit of measurement is square metre.

2. Procedure for payment for Maintenance

2.1 The cost for maintenance shall be as stated in Clause 14.1.1.

2.2 Payment for Maintenance shall be made in quarterly instalments in accordance with the provisions of Clause 19.7.

Schedule - I

(See Clause 10.2 (iv))

Drawings

1. Drawings

In compliance of the obligations set forth in Clause 10.2 of this Agreement, the Contractor shall furnish to the Authority's Engineer, free of cost, all Drawings listed in Annex-I of this Schedule-I.

2. Additional Drawings

If the Authority's Engineer determines that for discharging its duties and functions under this Agreement, it requires any drawings other than those listed in Annex-I, it may by notice require the Contractor to prepare and furnish such drawings forthwith. Upon receiving a requisition to this effect, the Contractor shall promptly prepare and furnish such drawings to the Authority's Engineer, as if such drawings formed part of Annex-I of this Schedule-I.

Annex – I

(Schedule - I)

Annex-I : List of Drawings

[**Note**: The Authority shall describe in this Annex-I, all the Drawings that the Contractor is required to furnish under Clause 10.2.]

Schedule - J

(See Clause 10.3 (ii))

Project Completion Schedule

1. Project Completion Schedule

During Construction period, the Contractor shall comply with the requirements set forth in this Schedule-J for each of the Project Milestones and the **Scheduled Completion Date**. Within 15 (fifteen) days of the date of each Project Milestone, the Contractor shall notify the Authority of such compliance along with necessary particulars thereof.

2. Project Milestone-I

(i) Project Milestone-I shall occur on the date falling on the **[35% of the Scheduled Construction Period]** day from the Appointed Date (the "**Project Milestone- I**").

(ii) Prior to the occurrence of Project Milestone-I, the Contractor shall have commenced construction of the Project Highway and submitted to the Authority duly and validly prepared Stage Payment Statements for an amount not less than 10% (ten per cent) of the Contract Price.

3. Project Milestone-II

(i) Project Milestone-II shall occur on the date falling on the **[60% of the Scheduled Construction Period]** day from the Appointed Date (the "**Project Milestone- II**").

(ii) Prior to the occurrence of Project Milestone-II, the Contractor shall have continued with construction of the Project Highway and submitted to the Authority duly and validly prepared Stage Payment Statements for an amount not less than 35% (thirty five per cent) of the Contract Price **and should have started construction of all bridges**

4. Project Milestone-III

(i) Project Milestone-III shall occur on the date falling on the **[85% of the Scheduled Construction Period]** day from the Appointed Date (the "**Project Milestone- III**").

(ii) Prior to the occurrence of Project Milestone-III, the Contractor shall have continued with construction of the Project Highway and submitted to the Authority duly and validly prepared Stage Payment Statements for an amount not less than 70% (seventy per cent) of the Contract Price and **should have** started construction of all project facilities.

5. Scheduled Completion Date

(i) The Scheduled Completion Date shall occur on the [Scheduled Construction Period] day from the Appointed Date.

(ii) On or before the Scheduled Completion Date, the Contractor shall have completed construction in accordance with this Agreement.

6. Extension of time

Upon extension of any or all of the aforesaid Project Milestones or the Scheduled Completion Date, as the case may be, under and in accordance with the provisions of this Agreement, the Project Completion Schedule shall be deemed to have been amended accordingly.

Schedule - K

(See Clause 12.1 (ii))

Tests on Completion

1. Schedule for Tests

(i) The Contractor shall, no later than 30 (thirty) days prior to the likely completion of construction, notify the Authority's Engineer and the Authority of its intent to subject the Project Highway to Tests, and no later than 10 (ten) days prior to the actual date of Tests, furnish to the Authority's Engineer and the Authority detailed inventory and particulars of all works and equipment forming part of Works.

(ii) The Contractor shall notify the Authority's Engineer of its readiness to subject the Project Highway to Tests at any time after 10 (ten) days from the date of such notice, and upon receipt of such notice, the Authority's Engineer shall, in consultation with the Contractor, determine the date and time for each Test and notify the same to the Authority who may designate its representative to witness the Tests. The Authority's Engineer shall thereupon conduct the Tests itself or cause any of the Tests to be conducted in accordance with Article 12 and this Schedule-K.

2. Tests

(i) Visual and physical test: The Authority's Engineer shall conduct a visual and physical check of construction to determine that all works and equipment forming part thereof conform to the provisions of this Agreement. The physical tests shall include [***].

(ii) Riding quality test: Riding quality of each lane of the carriageway shall be checked with the help of a Network Survey Vehicle (NSV) fitted with latest equipments and the maximum permissible roughness for purposes of this Test shall be [2,000 (two thousand)] mm for each kilometre.

(iii) Tests for bridges: All major and minor bridges shall be subjected to the rebound hammer and ultrasonic pulse velocity tests, to be conducted in accordance with the procedure described in Special Report No. 17: 1996 of the IRC Highway Research Board on Nondestructive Testing Techniques, at two spots in every span, to be chosen at random by the Authority's Engineer. Bridges with a span of 15 (fifteen) metres or more shall also be subjected to load testing.

(iv) Other tests: The Authority's Engineer may require the Contractor to carry out or cause to be carried additional tests, in accordance with Good Industry Practice, for determining the compliance of the Project Highway with Specifications and Standards, except tests as specified in clause 5,but shall include measuring the reflectivity of road markings and road signs; and measuring the illumination level (lux) of lighting using requisite testing equipment.

(v) Environmental audit: The Authority's Engineer shall carry out a check to determine conformity of the Project Highway with the environmental requirements set forth in Applicable Laws and Applicable Permits.

(vi) Safety Audit: The Authority's Engineer shall carry out, or cause to be carried out, a safety audit to determine conformity of the Project Highway with the safety requirements and Good Industry Practice.

3. Agency for conducting Tests

All Tests set forth in this Schedule-K shall be conducted by the Authority's Engineer or such other agency or person as it may specify in consultation with the Authority.

4. Completion Certificate

Upon successful completion of Tests, the Authority's Engineer shall issue the Completion Certificate in accordance with the provisions of Article 12.

5. The Authority Engineer will carry out tests with following equipment at his own cost in the presence of contractor's representative.

Sr. No.	Key metrics of Asset	Equipment to be used	Frequency of condition survey
1	Surface defects of pavement	Network Survey Vehicle (NSV)	At least twice a year (As per survey months defined for the state basis rainy season)
2	Roughness of pavement	Network Survey Vehicle (NSV)	At least twice a year (As per survey months defined for the state basis rainy season)
3	Strength of pavement	Falling Weight Deflectometer (FWD)	At least once a year
4	Bridges	Mobile Bridge Inspection Unit (MBU)	At least twice a year (As per survey months defined for the state basis rainy season)
5	Road signs	Retro-reflectometer	At least twice a year (As per survey months defined for the state basis rainy season)

The first testing with the help of NSV shall be conducted at the time of issue of Completion Certificate.

Schedule - L

(See Clause 12.2)

Completion Certificate

1 I, ……. (Name of the Authority's Engineer), acting as the Authority's Engineer, under and in accordance with the Agreement dated …… (the "**Agreement**"), for [construction of the ****section (km ** to km **) of National Highway No. ***] (the "**Project Highway**") on Engineering, Procurement and Construction (EPC) basis through ……. (Name of Contractor), hereby certify that the Tests in accordance with Article 12 of the Agreement have been successfully undertaken to determine compliance of the Project Highway with the provisions of the Agreement, and I am satisfied that the Project Highway can be safely and reliably placed in service of the Users thereof.

2 It is certified that, in terms of the aforesaid Agreement, all works forming part of Project Highway have been completed, and the Project Highway is hereby declared fit for entry into operation on this the …… day of …… 20….. , Scheduled Completed Date for which was the …… day of ……20…..

SIGNED, SEALED AND DELIVERED
For and on behalf of the Authority's Engineer by:

(Signature)
(Name)
(Designation) (Address)

Schedule - M

(See Clauses 14.6, 15.2 and 19.7)

Payment Reduction for Non-Compliance

1. Payment reduction for non-compliance with the Maintenance Requirements

(i) Monthly lump sum payments for maintenance shall be reduced in the case of non-compliance with the Maintenance Requirements set forth in Schedule-E.

(ii) Any deduction made on account of non-compliance with the Maintenance Requirements shall not be paid even after compliance subsequently. The deductions shall continue to be made every month until compliance is done.

(iii) The Authority's Engineer shall calculate the amount of payment reduction on the basis of weightage in percentage assigned to non-conforming items as given in Paragraph 2.

2. Percentage reductions in lump sum payments on monthly basis

(i) The following percentages shall govern the payment reduction:

S. No.	Item/Defect/Deficiency	Percentage
(a)	**Carriageway/Pavement**	
(i)	Potholes, cracks, other surface defects	15%
(ii)	Repairs of Edges, Rutting	5%
(b)	**Road, Embankment, Cuttings, Shoulders**	
(i)	Edge drop, inadequate cross fall, undulations, settlement, potholes, ponding, obstructions	10%
(ii)	Deficient slopes, raincuts, disturbed pitching, vegetation growth, pruning of trees	5%
(c)	**Bridges and Culverts**	
(i)	Desilting, cleaning. vegetation growth, damaged pitching, flooring, parapets, wearing course, footpaths, any damage to foundations	20%
(ii)	Any Defects in superstructures, bearings and sub-structures	10%
(iii)	Painting, repairs/replacement kerbs, railings, parapets, guideposts/crash barriers	5%
(d)	**Roadside Drains**	
(i)	Cleaning and repair of drains	5%
(e)	**Road Furniture**	
(i)	Cleaning, painting, replacement of road signs, delineators, road markings, 200 m/km/5th km stones	5%

S. No.	Item/Defect/Deficiency	Percentage
(f)	**Miscellaneous Items**	
(i)	Removal of dead animals, broken down/accidented vehicles, fallen trees, road blockades or malfunctioning of mobile crane	10%
(ii)	Any other Defects in accordance with paragraph 1.	5%
(g)	**Defects in Other Project Facilities**	5%

(ii) The amount to be deducted from monthly lump-sum payment for non- compliance of particular item shall be calculated as under:

$$R = {}^{P}/_{100} \times (M1 \; or \; M2) \times {}^{L1}/_{L}$$

Where,

P= Percentage of particular item/Defect/deficiency for deduction
M1= Monthly lump-sum payment in accordance para 1.2 above of this Schedule
M2= Monthly lump-sum payment in accordance para 1.2 above of this Schedule
L1= Non-complying length L = Total length of the road,
R= Reduction (the amount to be deducted for non-compliance for a particular item/Defect/deficiency

The total amount of reduction shall be arrived at by summation of reductions for such items/Defects/deficiency or non-compliance.

For any Defect in a part of one kilometer, the non-conforming length shall be taken as one kilometer.

Schedule - N

(See Clause 18.1 (i))

Selection of Authority's Engineer

1. Selection of Authority's Engineer

(i) The provisions of the Model Request for Proposal for Selection of Technical Consultants, issued by the Ministry of Finance in May 2009, or any substitute thereof shall apply for selection of an experienced firm to discharge the functions and duties of an Authority's Engineer.

(ii) In the event of termination of the Technical Consultants appointed in accordance with the provisions of Paragraph 1.1, the Authority shall appoint another firm of Technical Consultants forthwith and may engage a government-owned entity in accordance with the provisions of Paragraph 3 of this Schedule-N.

2. Terms of Reference

The Terms of Reference for the Authority's Engineer (the "**TOR**") shall substantially conform with Annex 1 to this Schedule N.

3. Appointment of Government entity as Authority's Engineer

Notwithstanding anything to the contrary contained in this Schedule, the Authority may in its discretion appoint a government-owned entity as the Authority's Engineer; provided that such entity shall be a body corporate having as one of its primary functions the provision of consulting, advisory and supervisory services for engineering projects; provided further that a government-owned entity which is owned or controlled by the Authority shall not be eligible for appointment as Authority's Engineer.

Annex – I
(Schedule - N)

Annex-I : Terms of Reference for Authority's Engineer

1. Scope

(i) These Terms of Reference (the "**TOR**") for the Authority's Engineer are being specified pursuant to the EPC Agreement dated ..... (the "**Agreement**), which has been entered into between the [name and address of the Authority] (the "**Authority**") and ..... (the "**Contractor**")# for [Two-Laning] of the **** section (km ** to km **) of National Highway No. ** in the State of *** on Engineering, Procurement, Construction (EPC) basis, and a copy of which is annexed hereto and marked as Annex-A to form part of this TOR.

- In case the bid of Authority's Engineer is invited simultaneously with the bid of EPC project, then the status of bidding of EPC project only to be indicated

(ii) The TOR shall apply to construction and maintenance of the Project Highway.

2. Definitions and interpretation

(i) The words and expressions beginning with or in capital letters and not defined herein but defined in the Agreement shall have, unless repugnant to the context, the meaning respectively assigned to them in the Agreement.

(ii) References to Articles, Clauses and Schedules in this TOR shall, except where the context otherwise requires, be deemed to be references to the Articles, Clauses and Schedules of the Agreement, and references to Paragraphs shall be deemed to be references to Paragraphs of this TOR.

(iii) The rules of interpretation stated in Article 1 of the Agreement shall apply, mutatis mutandis, to this TOR.

3. General

(i) The Authority's Engineer shall discharge its duties in a fair, impartial and efficient manner, consistent with the highest standards of professional integrity and Good Industry Practice.

(ii) The Authority's Engineer shall perform the duties and exercise the authority in accordance with the provisions of this Agreement, but subject to obtaining prior written approval of the Authority before determining:

(a) any Time Extension;

(b) any additional cost to be paid by the Authority to the Contractor;

(c) the Termination Payment; or

(d) issuance of Completion Certificate or

(e) any other matter which is not specified in (a), (b), (c) or (d) above and which creates a financial liability on either Party.

(iii) The Authority's Engineer shall submit regular periodic reports, at least once every month, to the Authority in respect of its duties and functions under this Agreement. Such reports shall be submitted by the Authority's Engineer within 10 (ten) days of the beginning of every month.

(iv) The Authority's Engineer shall inform the Contractor of any delegation of its duties and responsibilities to its suitably qualified and experienced personnel; provided, however, that it shall not delegate the authority to refer any matter for the Authority's prior approval in accordance with the provisions of Clause 18.2.

(v) The Authority's Engineer shall aid and advise the Authority on any proposal for Change of Scope under Article 13.

(vi) In the event of any disagreement between the Parties regarding the meaning, scope and nature of Good Industry Practice, as set forth in any provision of the Agreement, the Authority's Engineer shall specify such meaning, scope and nature by issuing a reasoned written statement relying on good industry practice and authentic literature.

4. Construction Period

(i) During the Construction Period, the Authority's Engineer shall review and approve the Drawings furnished by the Contractor along with supporting data, including the geo-technical and hydrological investigations, characteristics of materials from borrow areas and quarry sites, topographical surveys, and the recommendations of the Safety Consultant in accordance with the provisions of Clause 10.1 (vi). The Authority's Engineer shall complete such review and approval and send its observations to the Authority and the Contractor within 15 (fifteen) days of receipt of such Drawings; provided, however that in case of a Major Bridge or Structure, the aforesaid period of 15 (fifteen) days may be extended upto 30 (thirty) days. In particular, such comments shall specify the conformity or otherwise of such Drawings with the Scope of the Project and Specifications and Standards.

(ii) The Authority's Engineer shall review and approve any revised Drawings sent to it by the Contractor and furnish its comments within 10 (ten) days of receiving such Drawings.

(iii) The Authority's Engineer shall review and approve the Quality Assurance Plan submitted by the Contractor and shall convey its comments to the Contractor within a period of 21 (twenty one) days stating the modifications, if any, required thereto.

(iv) The Authority's Engineer shall complete the review and approve of the methodology proposed to be adopted by the Contractor for executing the Works, and convey its comments to the Contractor within a period of 10 (ten) days from the date of receipt of the proposed methodology from the Contractor.

(v) The Authority's Engineer shall grant written approval to the Contractor, where necessary, for interruption and diversion of the flow of traffic in the existing lane(s) of the Project Highway for purposes of maintenance during the Construction Period in accordance with the provisions of Clause 10.4.

(vi) The Authority's Engineer shall review the monthly progress report furnished by the Contractor and send its comments thereon to the Authority and the Contractor within 7 (seven) days of receipt of such report.

(vii) The Authority's Engineer shall inspect the Construction Works and the Project Highway and shall submit a monthly Inspection Report bringing out the results of inspections and the remedial action taken by the Contractor in respect of Defects or deficiencies. In particular, the Authority's Engineer shall include in its Inspection Report, the compliance of the recommendations made by the Safety Consultant.

(viii) The Authority's Engineer shall conduct the pre-construction review of manufacturer's test reports and standard samples of manufactured Materials, and such other Materials as the Authority's Engineer may require.

(ix) For determining that the Works conform to Specifications and Standards, the Authority's Engineer shall require the Contractor to carry out, or cause to be carried out, tests at such time and frequency and in such manner as specified in the Agreement and in accordance with Good Industry Practice for quality assurance. For purposes of this Paragraph 4 (ix), the tests specified in the IRC Special Publication-11 (Handbook of Quality Control for Construction of Roads and Runways) and the Specifications for Road and Bridge Works issued by MORTH (the "Quality Control Manuals") or any modification/substitution thereof shall be deemed to be tests conforming to Good Industry Practice for quality assurance.

(x) The Authority's Engineer shall test check at least 50 (fifty) percent of the quantity or number of tests prescribed for each category or type of test for quality control by the Contractor.

(xi) The timing of tests referred to in Paragraph 4 (ix), and the criteria for acceptance/ rejection of their results shall be determined by the Authority's Engineer in accordance with the Quality Control Manuals. The tests shall be undertaken on a random sample basis and shall be in addition to, and independent of, the tests that may be carried out by the Contractor for its own quality assurance in accordance with Good Industry Practice.

(xii) In the event that results of any tests conducted under Clause 11.10 establish any Defects or deficiencies in the Works, the Authority's Engineer shall require the Contractor to carry out remedial measures.

(xiii) The Authority's Engineer may instruct the Contractor to execute any work which is urgently required for the safety of the Project Highway, whether because of an accident, unforeseeable event or otherwise; provided that in case of any work required on account of a Force Majeure Event, the provisions of Clause 21.6 shall apply.

(xiv) In the event that the Contractor fails to achieve any of the Project Milestones, the Authority's Engineer shall undertake a review of the progress of construction and identify potential delays, if any. If the Authority's Engineer shall determine that completion of the Project Highway is not feasible within the time specified in the Agreement, it shall require the Contractor to indicate within 15 (fifteen) days the steps proposed to be taken to expedite progress, and the period within which the Project Completion Date shall be achieved. Upon receipt of a report from the Contractor, the Authority's Engineer shall review the same and send its comments to the Authority and the Contractor forthwith.

(xv) The Authority's Engineer shall obtain from the Contractor a copy of all the Contractor's quality control records and documents before the Completion Certificate is issued pursuant to Clause 12.2.

(xvi) Authority's Engineer may recommend to the Authority suspension of the whole or part of the Works if the work threatens the safety of the Users and pedestrians. After the Contractor has carried out remedial measure, the Authority's Engineer shall inspect such remedial measures forthwith and make a report to the Authority recommending whether or not the suspension hereunder may be revoked.

(xvii) In the event that the Contractor carries out any remedial measures to secure the safety of suspended works and Users, and requires the Authority's Engineer to inspect such works, the

Authority's Engineer shall inspect the suspended works within 3 (three) days of receiving such notice, and make a report to the Authority forthwith, recommending whether or not such suspension may be revoked by the Authority.

(xviii) The Authority's Engineer shall carry out, or cause to be carried out, all the Tests specified in Schedule-K and issue a Completion Certificate, as the case may be. For carrying out its functions under this Paragraph 4 (xviii) and all matters incidental thereto, the Authority's Engineer shall act under and in accordance with the provisions of Article 12 and Schedule-K.

5. Maintenance Period

(i) The Authority's Engineer shall aid and advise the Contractor in the preparation of its monthly Maintenance Programme and for this purpose carry out a joint monthly inspection with the Contractor.

(ii) The Authority's Engineer shall undertake regular inspections, at least once every month, to evaluate compliance with the Maintenance Requirements and submit a Maintenance Inspection Report to the Authority and the Contractor.

(iii) The Authority's Engineer shall specify the tests, if any, that the Contractor shall carry out, or cause to be carried out, for the purpose of determining that the Project Highway is in conformity with the Maintenance Requirements. It shall monitor and review the results of such tests and the remedial measures, if any, taken by the Contractor in this behalf.

(iv) In respect of any defect or deficiency referred to in Paragraph 3 of Schedule- E, the Authority's Engineer shall, in conformity with Good Industry Practice, specify the permissible limit of deviation or deterioration with reference to the Specifications and Standards and shall also specify the time limit for repair or rectification of any deviation or deterioration beyond the permissible limit.

(v) The Authority's Engineer shall examine the request of the Contractor for closure of any lane(s) of the Project Highway for undertaking maintenance/repair thereof, and shall grant permission with such modifications, as it may deem necessary, within 5 (five) days of receiving a request from the Contractor. Upon expiry of the permitted period of closure, the Authority's Engineer shall monitor the reopening of such lane(s), and in case of delay, determine the Damages payable by the Contractor to the Authority under Clause 14.5.

6. Determination of costs and time

(i) The Authority's Engineer shall determine the costs, and/or their reasonableness, that are required to be determined by it under the Agreement.

(ii) The Authority's Engineer shall determine the period of Time Extension that is required to be determined by it under the Agreement.

(iii) The Authority's Engineer shall consult each Party in every case of determination in accordance with the provisions of Clause 18.5.

7. Payments

(i) The Authority's Engineer shall withhold payments for the affected works for which the Contractor fails to revise and resubmit the Drawings to the Authority's Engineer in accordance with the provisions of Clause 10.2 (iv) (d).

(ii) Authority's Engineer shall -

(a) within 10 (ten) days of receipt of the Stage Payment Statement from the Contractor pursuant to Clause 19.4, determine the amount due to the Contractor and recommend the release of 90 (ninety) percent of the amount so determined as part payment, pending issue of the Interim Payment Certificate; and

(b) within 15 (fifteen) days of the receipt of the Stage Payment Statement referred to in Clause 19.4, deliver to the Authority and the Contractor an Interim Payment Certificate certifying the amount due and payable to the Contractor, after adjustments in accordance with the provisions of Clause 19.10.

(iii) The Authority's Engineer shall, within 15 (fifteen) days of receipt of the Monthly Maintenance Statement from the Contractor pursuant to Clause 19.6, verify the Contractor's monthly statement and certify the amount to be paid to the Contractor in accordance with the provisions of the Agreement.

(iv) The Authority's Engineer shall certify final payment within 30 (thirty) days of the receipt of the final payment statement of Maintenance in accordance with the provisions of Clause 19.16.

8. Other duties and functions

The Authority's Engineer shall perform all other duties and functions as specified in the Agreement.

9. Miscellaneous

(i) A copy of all communications, comments, instructions, Drawings or Documents sent by the Authority's Engineer to the Contractor pursuant to this TOR, and a copy of all the test results with comments of the Authority's Engineer thereon, shall be furnished by the Authority's Engineer to the Authority forthwith.

(ii) The Authority's Engineer shall retain at least one copy each of all Drawings and Documents received by it, including 'as-built' Drawings, and keep them in its safe custody.

(iii) Within 90 (ninety) days of the Project Completion Date, the Authority's Engineer shall obtain a complete set of as-built Drawings, in 2 (two) hard copies and in micro film form or in such other medium as may be acceptable to the Authority, reflecting the Project Highway as actually designed, engineered and constructed, including an as-built survey illustrating the layout of the Project Highway and setback lines, if any, of the buildings and structures forming part of Project Facilities; and shall hand them over to the Authority against receipt thereof.

(iv) The Authority's Engineer, if called upon by the Authority or the Contractor or both, shall mediate and assist the Parties in arriving at an amicable settlement of any Dispute between the Parties.

(v) The Authority's Engineer shall inform the Authority and the Contractor of any event of Contractor's Default within one week of its occurrence.

Schedule - O

(See Clauses 19.4 (i), 19.6 (i), and 19.8 (i))

Forms of Payment Statements

1. Stage Payment Statement for Works

The Stage Payment Statement for Works shall state:

(a) the estimated amount for the Works executed in accordance with Clause 19.3 (i) subsequent to the last claim;

(b) amounts reflecting adjustments in price for the aforesaid claim;

(c) the estimated amount of each Change of Scope Order executed subsequent to the last claim;

(d) amounts reflecting adjustment in price, if any, for (c) above in accordance with the provisions of Clause 13.2 (iii) (a);

(e) total of (a), (b), (c) and (d) above;

(f) Deductions:

i. Any amount to be deducted in accordance with the provisions of the Agreement except taxes;

ii. Any amount towards deduction of taxes; and

iii. Total of (i) and (ii) above.

(g) Net claim: (e) – (f) (iii);

(h) The amounts received by the Contractor upto the last claim:

i. For the Works executed (excluding Change of Scope orders);

ii. For Change of Scope Orders, and

iii. Taxes deducted

2. Monthly Maintenance Payment Statement

The monthly Statement for Maintenance Payment shall state:

a) the monthly payment admissible in accordance with the provisions of the Agreement;

b) the deductions for maintenance work not done;

c) net payment for maintenance due, (a) minus (b);

d) amounts reflecting adjustments in price under Clause 19.12; and

e) amount towards deduction of taxes

3. Contractor's claim for Damages

Note: The Contractor shall submit its claims in a form acceptable to the Authority.

Schedule - P

(See Clause 20.1)

Insurance

1. Insurance during Construction Period

(i) The Contractor shall effect and maintain at its own cost, from the Appointed Date till the date of issue of the Completion Certificate, the following insurances for any loss or damage occurring on account of Non Political Event of Force Majeure, malicious act, accidental damage, explosion, fire and terrorism:

(a) insurance of Works, Plant and Materials and an additional sum of [15 (fifteen)] per cent of such replacement cost to cover any additional costs of and incidental to the rectification of loss or damage including professional fees and the cost of demolishing and removing any part of the Works and of removing debris of whatsoever nature; and

(b) insurance for the Contractor's equipment and Documents brought onto the Site by the Contractor, for a sum sufficient to provide for their replacement at the Site.

(ii) The insurance under sub para (a) and (b) of paragraph 1(i) above shall cover the Authority and the Contractor against all loss or damage from any cause arising under paragraph 1.1 other than risks which are not insurable at commercial terms.

2. Insurance for Contractor's Defects Liability

The Contractor shall effect and maintain insurance cover of not less than 15% of the Contract Price for the Works from the date of issue of the Completion Certificate until the end of the Defects Liability Period for any loss or damage for which the Contractor is liable and which arises from a cause occurring prior to the issue of the Completion Certificate. The Contractor shall also maintain other insurances for maximum sums as may be required under the Applicable Laws and in accordance with Good Industry Practice.

3. Insurance against injury to persons and damage to property

(i) The Contractor shall insure against its liability for any loss, damage, death or bodily injury, or damage to any property (except things insured under Paragraphs 1 and 2 of this Schedule or to any person (except persons insured under Clause 20.9), which may arise out of the Contractor's performance of this Agreement. This insurance shall be for a limit per occurrence of not less than the amount stated below with no limit on the number of occurrences.

The insurance cover shall be not less than: Rs. [*****]

(ii) The insurance shall be extended to cover liability for all loss and damage to the Authority's property arising out of the Contractor’s performance of this Agreement excluding:

(a) the Authority's right to have the construction works executed on, over, under, in or through any land, and to occupy this land for the Works; and

(b) damage which is an unavoidable result of the Contractor's obligations to execute the Works.

4. Insurance to be in joint names

The insurance under paragraphs 1 to 3 above shall be in the joint names of the Contractor and the Authority.

Schedule-Q

(See Clause 14.10)

Tests on Completion of Maintenance Period

1. Riding Quality test:

Riding quality test: Riding quality of each lane of the carriageway shall be checked with the help of a calibrated bump integrator and the maximum permissible roughness for purposes of this Test shall be [2,200 (two thousand and two hundred only)] mm for each kilometre.

2. Visual and physical test:

The Authority's Engineer shall conduct a visual and physical check of construction to determine that all works and equipment forming part thereof conform to the provisions of this Agreement. The physical tests shall include measurement of cracking, rutting, stripping and potholes and shall be as per the requirement of maintenance mentioned in Schedule-E.

Schedule-R

(See Clause 14.10)

Taking Over Certificate

I, ……. (Name and designation of the Authority's Representative) under and in accordance with the Agreement dated …… (the "**Agreement**"), for [construction of the ****section (km ** to km **) of

****] (the "**Project Highway**") on Engineering, Procurement and Construction (EPC) basis through ……. (Name of Contractor), hereby certify that the Tests on completion of Maintenance Period in accordance with Article 14 of the Agreement have been successfully undertaken to determine compliance of the Project Highway with the provisions of the Agreement and I hereby certify that the Authority has taken over the Project highway from the Contractor on this day.....

SIGNED, SEALED AND DELIVERED

(Signature)

(Name and designation of Authority's Representative)
(Address)