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-102B commencing from km 73+000 to km 134+270 i.e. G. Bualjang Village to Khuanggin 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 total 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	73.000	73.100	9.4	24	
2	73.100	73.200	8.9	24	
3	73.200	73.300	8	24	
4	73.300	73.400	9.2	24	
5	73.400	73.500	9.2	24	
6	73.500	73.600	8.2	24	
7	73.600	73.700	7.3	24	
8	73.700	73.800	11.9	24	
9	73.800	73.900	14.9	14	
10	73.900	74.000	10.5	14	
11	74.000	74.100	8.4	14	
12	74.100	74.200	7.1	24	
13	74.200	74.300	8.4	24	
14	74.300	74.400	8	24	
15	74.400	74.500	5.3	24	
16	74.500	74.600	7.9	24	
17	74.600	74.700	8.5	24	
18	74.700	74.800	7.6	24	
19	74.800	74.900	7.5	24	
20	74.900	75.000	7.4	24	
21	75.000	75.100	7.9	24	
22	75.100	75.200	9.6	24	
23	75.200	75.300	8.4	24	
24	75.300	75.400	6.4	24	
25	75.400	75.500	8.5	24	
26	75.500	75.600	7.7	24	
27	75.600	75.700	8.7	24	
28	75.700	75.800	8.4	24	

SL No.	Chainage (Km)		Existing Right of Way (m)	Proposed Right of Way (m)	Remarks
	From	To			
29	75.800	75.900	8.7	24	
30	75.900	76.000	6.6	24	
31	76.000	76.100	6.9	24	
32	76.100	76.200	6.7	24	
33	76.200	76.300	8.1	22	
34	76.300	76.400	11	22	
35	76.400	76.500	8.4	22	
36	76.500	76.600	7.6	22	
37	76.600	76.700	9	22	
38	76.700	76.800	9	22	
39	76.800	76.900	5.9	22	
40	76.900	77.000	7.6	22	
41	77.000	77.100	7.2	22	
42	77.100	77.200	8.3	22	
43	77.200	77.300	7.2	22	
44	77.300	77.400	6.5	22	
45	77.400	77.500	8.3	22	
46	77.500	77.600	8.7	22	
47	77.600	77.700	7.7	22	
48	77.700	77.800	7.1	22	
49	77.800	77.900	7	22	
50	77.900	78.000	7.4	22	
51	78.000	78.100	6.2	22	
52	78.100	78.200	7.3	22	
53	78.200	78.300	8	20	
54	78.300	78.400	7.4	20	
55	78.400	78.500	9.4	20	
56	78.500	78.600	10.3	20	
57	78.600	78.700	7.3	20	
58	78.700	78.800	7.1	20	
59	78.800	78.900	5.4	22	
60	78.900	79.000	6.3	22	
61	79.000	79.100	6.5	22	
62	79.100	79.200	7.5	22	
63	79.200	79.300	6	22	
64	79.300	79.400	8	20	
65	79.400	79.500	7	20	
66	79.500	79.600	7.2	20	
67	79.600	79.700	8.8	20	
68	79.700	79.800	9.4	20	
69	79.800	79.900	8.6	20	
70	79.900	80.000	9.4	20	
71	80.000	80.100	8.9	20	
72	80.100	80.200	8.2	20	
73	80.200	80.300	6.9	20	
74	80.300	80.400	10.9	20	
75	80.400	80.500	9.2	20	
76	80.500	80.600	8.6	20	
77	80.600	80.700	5.7	20	

SL No.	Chainage (Km)		Existing Right of Way (m)	Proposed Right of Way (m)	Remarks
	From	To			
78	80.700	80.800	5.3	20	
79	80.800	80.900	8.2	20	
80	80.900	81.000	11.6	20	
81	81.000	81.100	6.3	20	
82	81.100	81.200	8.3	20	
83	81.200	81.300	8.1	20	
84	81.300	81.400	7.9	20	
85	81.400	81.500	8.6	20	
86	81.500	81.600	7.5	20	
87	81.600	81.700	8.1	20	
88	81.700	81.800	7.5	20	
89	81.800	81.900	7.8	20	
90	81.900	82.000	9.6	20	
91	82.000	82.100	10.1	22	
92	82.100	82.200	8.3	20	
93	82.200	82.300	9.8	20	
94	82.300	82.400	8.7	20	
95	82.400	82.500	11.4	20	
96	82.500	82.600	8	22	
97	82.600	82.700	8.5	22	
98	82.700	82.800	8.8	22	
99	82.800	82.900	26.6	22	
100	82.900	83.000	8.6	22	
101	83.000	83.100	7.2	22	
102	83.100	83.200	10.4	20	
103	83.200	83.300	8.4	20	
104	83.300	83.400	7.6	20	
105	83.400	83.500	7.7	20	
106	83.500	83.600	6.5	20	
107	83.600	83.700	7.8	20	
108	83.700	83.800	7.6	22	
109	83.800	83.900	9.3	22	
110	83.900	84.000	11.3	22	
111	84.000	84.100	10.1	20	
112	84.100	84.200	9.2	20	
113	84.200	84.300	11.2	20	
114	84.300	84.400	6.1	22	
115	84.400	84.500	9.6	22	
116	84.500	84.600	14.3	22	
117	84.600	84.700	9.9	22	
118	84.700	84.800	8.5	22	
119	84.800	84.900	8.3	22	
120	84.900	85.000	6.4	22	
121	85.000	85.100	7.6	22	
122	85.100	85.200	8.6	22	
123	85.200	85.300	8	22	
124	85.300	85.400	5.7	22	
125	85.400	85.500	8.6	22	
126	85.500	85.600	9.2	22	

SL No.	Chainage (Km)		Existing Right of Way (m)	Proposed Right of Way (m)	Remarks
	From	To			
127	85.600	85.700	7.3	22	
128	85.700	85.800	7.8	22	
129	85.800	85.900	7.5	22	
130	85.900	86.000	8.2	22	
131	86.000	86.100	9.3	22	
132	86.100	86.200	8.3	22	
133	86.200	86.300	8.5	22	
134	86.300	86.400	7.7	22	
135	86.400	86.500	7.1	22	
136	86.500	86.600	4.8	22	
137	86.600	86.700	6.5	22	
138	86.700	86.800	6.6	22	
139	86.800	86.900	6.3	22	
140	86.900	87.000	6.5	22	
141	87.000	87.100	6.3	22	
142	87.100	87.200	7.2	22	
143	87.200	87.300	7.2	22	
144	87.300	87.400	9.4	22	
145	87.400	87.500	7.7	22	
146	87.500	87.600	10.5	22	
147	87.600	87.700	7.1	22	
148	87.700	87.800	7.9	22	
149	87.800	87.900	4.9	22	
150	87.900	88.000	7.2	22	
151	88.000	88.100	6.1	22	
152	88.100	88.200	7.1	22	
153	88.200	88.300	8.3	22	
154	88.300	88.400	4.1	22	
155	88.400	88.500	5	22	
156	88.500	88.600	6.9	22	
157	88.600	88.700	7.1	22	
158	88.700	88.800	7.2	22	
159	88.800	88.900	5.5	24	
160	88.900	89.000	10.3	24	
161	89.000	89.100	4.2	24	
162	89.100	89.200	7.7	24	
163	89.200	89.300	7.7	24	
164	89.300	89.400	7.1	24	
165	89.400	89.500	7.6	24	
166	89.500	89.600	7	14	
167	89.600	89.700	6.3	14	
168	89.700	89.800	9.7	14	
169	89.800	89.900	7.8	24	
170	89.900	90.000	8.6	24	
171	90.000	90.100	8.1	22	
172	90.100	90.200	5.9	24	
173	90.200	90.300	7.3	24	
174	90.300	90.400	7	22	
175	90.400	90.500	10.1	22	

SL No.	Chainage (Km)		Existing Right of Way (m)	Proposed Right of Way (m)	Remarks
	From	To			
176	90.500	90.600	6.7	20	
177	90.600	90.700	8.7	20	
178	90.700	90.800	6.9	22	
179	90.800	90.900	8.5	22	
180	90.900	91.000	6	22	
181	91.000	91.100	5.5	22	
182	91.100	91.200	6.1	20	
183	91.200	91.300	7.5	20	
184	91.300	91.400	6.9	24	
185	91.400	91.500	10	24	
186	91.500	91.600	7.6	24	
187	91.600	91.700	10.5	24	
188	91.700	91.800	9.5	22	
189	91.800	91.900	7.9	20	
190	91.900	92.000	9.4	22	
191	92.000	92.100	9.1	22	
192	92.100	92.200	8.5	20	
193	92.200	92.300	8.1	22	
194	92.300	92.400	7.8	22	
195	92.400	92.500	7.2	20	
196	92.500	92.600	7	22	
197	92.600	92.700	6.1	22	
198	92.700	92.800	7	20	
199	92.800	92.900	6.9	20	
200	92.900	93.000	8.6	20	
201	93.000	93.100	7.9	20	
202	93.100	93.200	7.8	20	
203	93.200	93.280	11.7	20	
204	93.280	93.300	9.3	22	
205	93.300	93.400	7.9	22	
206	93.400	93.500	8.8	20	
207	93.500	93.600	7.6	20	
208	93.600	93.700	9	22	
209	93.700	93.800	9	22	
210	93.800	93.900	9.4	20	
211	93.900	94.000	9.6	20	
212	94.000	94.100	8.4	22	
213	94.100	94.200	8.4	22	
214	94.200	94.300	8.3	22	
215	94.300	94.400	7.4	22	
216	94.400	94.500	8.1	22	
217	94.500	94.600	8.6	22	
218	94.600	94.700	10.9	20	
219	94.700	94.800	9.6	20	
220	94.800	94.900	9.7	20	
221	94.900	95.000	8.9	20	
222	95.000	95.100	8.7	20	
223	95.100	95.200	9.3	20	
224	95.200	95.300	10.5	22	

SL No.	Chainage (Km)		Existing Right of Way (m)	Proposed Right of Way (m)	Remarks
	From	To			
225	95.300	95.400	8.5	22	
226	95.400	95.500	6.9	20	
227	95.500	95.600	11.4	22	
228	95.600	95.700	9.1	22	
229	95.700	95.800	8.5	20	
230	95.800	95.900	9.2	20	
231	95.900	96.000	7.1	20	
232	96.000	96.100	8.3	20	
233	96.100	96.200	10.8	20	
234	96.200	96.300	8.1	20	
235	96.300	96.400	9	22	
236	96.400	96.500	6.3	22	
237	96.500	96.600	8.7	22	
238	96.600	96.700	8	22	
239	96.700	96.800	8.5	22	
240	96.800	96.900	5.1	22	
241	96.900	97.000	7.5	22	
242	97.000	97.100	7.6	22	
243	97.100	97.200	6.6	22	
244	97.200	97.300	7.3	22	
245	97.300	97.400	7.1	22	
246	97.400	97.500	8.3	22	
247	97.500	97.600	5.8	20	
248	97.600	97.700	7.2	20	
249	97.700	97.800	7	20	
250	97.800	97.900	6.4	20	
251	97.900	98.000	6.9	20	
252	98.000	98.100	5.7	22	
253	98.100	98.200	7.8	22	
254	98.200	98.300	9.2	22	
255	98.300	98.400	8.6	22	
256	98.400	98.500	6.2	20	
257	98.500	98.600	7.1	20	
258	98.600	98.700	6.3	20	
259	98.700	98.800	8.3	20	
260	98.800	98.900	6.5	22	
261	98.900	99.000	5.6	22	
262	99.000	99.100	5.9	22	
263	99.100	99.200	7.4	22	
264	99.200	99.300	6.5	22	
265	99.300	99.400	5.9	22	
266	99.400	99.500	5.6	22	
267	99.500	99.600	7.9	22	
268	99.600	99.700	7.2	22	
269	99.700	99.800	6.7	22	
270	99.800	99.900	5.3	22	
271	99.900	100.000	6.7	22	
272	100.000	100.100	8.7	22	
273	100.100	100.200	6.7	22	

SL No.	Chainage (Km)		Existing Right of Way (m)	Proposed Right of Way (m)	Remarks
	From	To			
274	100.200	100.300	7.3	22	
275	100.300	100.400	10.1	22	
276	100.400	100.500	8.4	22	
277	100.500	100.600	6.8	22	
278	100.600	100.700	6.9	22	
279	100.700	100.800	8	22	
280	100.800	100.900	6	22	
281	100.900	101.000	5.3	22	
282	101.000	101.100	6.6	22	
283	101.100	101.200	5.1	24	
284	101.200	101.300	5.4	24	
285	101.300	101.400	6.6	24	
286	101.400	101.500	8.1	24	
287	101.500	101.600	8.9	24	
288	101.600	101.700	8.3	24	
289	101.700	101.800	8.3	24	
290	101.800	101.900	6.2	24	
291	101.900	102.000	8.3	24	
292	102.000	102.100	7.8	22	
293	102.100	102.200	9.4	22	
294	102.200	102.300	9.5	24	
295	102.300	102.400	10.3	22	
296	102.400	102.500	7.4	22	
297	102.500	102.600	8.4	20	
298	102.600	102.700	9.5	22	
299	102.700	102.800	8.7	24	
300	102.800	102.900	7.5	24	
301	102.900	103.000	8.3	24	
302	103.000	103.100	7.3	22	
303	103.100	103.200	6	22	
304	103.200	103.300	6	22	
305	103.300	103.400	5.8	22	
306	103.400	103.500	6.1	22	
307	103.500	103.600	6.2	22	
308	103.600	103.700	6.8	22	
309	103.700	103.800	6.6	22	
310	103.800	103.900	6.9	22	
311	103.900	104.000	4.5	22	
312	104.000	104.100	4.2	22	
313	104.100	104.200	6	22	
314	104.200	104.300	9.5	22	
315	104.300	104.400	6.5	20	
316	104.400	104.500	6.8	20	
317	104.500	104.600	5.9	24	
318	104.600	104.700	10.1	22	
319	104.700	104.800	11.6	20	
320	104.800	104.900	7.8	20	
321	104.900	105.000	6	20	
322	105.000	105.100	5.1	20	

SL No.	Chainage (Km)		Existing Right of Way (m)	Proposed Right of Way (m)	Remarks
	From	To			
323	105.100	105.200	4.9	20	
324	105.200	105.300	10.8	20	
325	105.300	105.400	8.3	22	
326	105.400	105.500	9.3	20	
327	105.500	105.600	9.4	20	
328	105.600	105.700	8.9	20	
329	105.700	105.800	8.4	20	
330	105.800	105.900	7.7	20	
331	105.900	106.000	8.6	22	
332	106.000	106.100	7.8	22	
333	106.100	106.200	8.2	22	
334	106.200	106.300	8.8	22	
335	106.300	106.400	6.5	20	
336	106.400	106.500	9.2	20	
337	106.500	106.600	7.6	22	
338	106.600	106.700	8.6	22	
339	106.700	106.800	7.4	22	
340	106.800	106.900	8	22	
341	106.900	107.000	8.9	22	
342	107.000	107.100	9.6	22	
343	107.100	107.200	9.1	22	
344	107.200	107.300	7	22	
345	107.300	107.400	7.4	22	
346	107.400	107.500	10.7	22	
347	107.500	107.600	10.4	22	
348	107.600	107.700	8.9	22	
349	107.700	107.800	7.9	20	
350	107.800	107.900	8.3	20	
351	107.900	108.000	8.9	20	
352	108.000	108.100	7.5	22	
353	108.100	108.200	8	22	
354	108.200	108.300	8.9	22	
355	108.300	108.400	7.4	20	
356	108.400	108.500	7.6	20	
357	108.500	108.600	7.1	22	
358	108.610	108.700	7.1	14	
359	108.700	108.800	9.3	14	
360	108.800	108.900	5.4	14	
361	108.900	109.000	6.1	14	
362	109.000	109.100	5.6	14	
363	109.100	109.200	6.9	14	
364	109.200	109.300	7.8	14	
365	109.300	109.400	5.6	14	
366	109.400	109.500	9.5	14	
367	109.500	109.600	6.9	14	
368	109.600	109.700	5.6	14	
369	109.700	109.800	7.3	14	
370	109.800	109.900	5.4	14	
371	109.900	110.000	6.2	14	

SL No.	Chainage (Km)		Existing Right of Way (m)	Proposed Right of Way (m)	Remarks
	From	To			
372	110.000	110.100	6.6	14	
373	110.100	110.200	5.4	14	
374	110.200	110.300	5.4	14	
375	110.300	110.400	5.4	14	
376	110.400	110.500	5.4	14	
377	110.500	110.600	5.3	14	
378	110.600	110.700	8.2	14	
379	110.700	110.800	5.5	14	
380	110.800	110.900	6.4	14	
381	110.900	111.000	4.4	14	
382	111.000	111.100	4	14	
383	111.100	111.200	4.2	14	
384	111.200	111.300	5.3	14	
385	111.300	111.400	6.1	14	
386	111.400	111.500	6.9	14	
387	111.500	111.600	5.6	14	
388	111.600	111.700	6.2	14	
389	111.700	111.800	7.2	14	
390	111.800	111.900	6.4	14	
391	111.900	112.000	7.1	14	
392	112.000	112.100	7.5	14	
393	112.100	112.200	7.6	14	
394	112.200	112.300	6.2	14	
395	112.300	112.400	6.9	14	
396	112.400	112.500	8.5	14	
397	112.500	112.600	7.8	14	
398	112.600	112.700	7.8	14	
399	112.700	112.800	7.2	14	
400	112.800	112.900	6	14	
401	112.900	113.000	6.8	14	
402	113.000	113.100	7.4	14	
403	113.100	113.200	7.1	14	
404	113.200	113.300	7.2	14	
405	113.300	113.400	7.9	14	
406	113.400	113.500	6.7	14	
407	113.500	113.600	6.4	14	
408	113.600	113.700	5.6	14	
409	113.700	113.800	5	14	
410	113.800	113.900	8.8	14	
411	113.900	114.000	6	14	
412	114.000	114.100	6.8	14	
413	114.100	114.200	7.9	14	
414	114.200	114.300	7.6	14	
415	114.300	114.400	6.1	14	
416	114.400	114.500	7.4	14	
417	114.500	114.600	5.5	14	
418	114.600	114.700	6.4	14	
419	114.700	114.800	5.4	14	
420	114.800	114.900	5.9	14	

SL No.	Chainage (Km)		Existing Right of Way (m)	Proposed Right of Way (m)	Remarks
	From	To			
421	114.900	115.000	7.1	14	
422	115.000	115.100	6.5	14	
423	115.100	115.200	5.3	24	
424	115.200	115.300	7.2	24	
425	115.300	115.400	7	24	
426	115.400	115.500	6.9	24	
427	115.500	115.600	8.1	24	
428	115.600	115.700	6.8	24	
429	115.700	115.800	6.7	24	
430	115.800	115.900	6.3	24	
431	115.900	116.000	6.2	24	
432	116.000	116.100	6.6	24	
433	116.100	116.200	7.5	20	
434	116.200	116.300	5.8	20	
435	116.300	116.400	7.6	20	
436	116.400	116.500	7.1	20	
437	116.500	116.600	7.1	20	
438	116.600	116.700	5.8	20	
439	116.700	116.800	5.8	20	
440	116.800	116.900	7.2	20	
441	116.900	117.000	5.6	20	
442	117.000	117.100	5.6	20	
443	117.100	117.200	5.7	20	
444	117.200	117.300	6.7	20	
445	117.300	117.400	6	20	
446	117.400	117.500	6.8	20	
447	117.500	117.600	5.6	20	
448	117.600	117.700	4.7	20	
449	117.700	117.800	5.4	20	
450	117.800	117.900	6.1	20	
451	117.900	118.000	7	20	
452	118.000	118.100	6.7	20	
453	118.100	118.200	6.3	20	
454	118.200	118.300	5.5	22	
455	118.300	118.400	6.1	22	
456	118.400	118.500	7.4	20	
457	118.500	118.600	6.5	20	
458	118.600	118.700	6.5	20	
459	118.700	118.800	6.9	20	
460	118.800	118.900	6.5	20	
461	118.900	119.000	6.4	20	
462	119.000	119.100	5.7	20	
463	119.500	119.600	4.9	22	
464	119.600	119.700	5.3	22	
465	119.700	119.800	6.5	22	
466	119.800	119.900	6.4	22	
467	119.900	120.000	6.9	22	
468	120.000	120.100	5.7	24	
469	120.100	120.200	7.8	24	

SL No.	Chainage (Km)		Existing Right of Way (m)	Proposed Right of Way (m)	Remarks
	From	To			
470	120.200	120.300	7.9	22	
471	120.300	120.400	7.2	22	
472	120.400	120.500	8.9	22	
473	120.500	120.600	7.1	22	
474	120.600	120.700	6.9	22	
475	120.700	120.800	8.5	20	
476	120.800	120.900	8.2	20	
477	120.900	121.000	8	20	
478	121.000	121.100	8.4	22	
479	121.100	121.200	8.5	22	
480	121.200	121.300	10.7	22	
481	121.300	121.400	8.6	22	
482	121.400	121.500	9.2	22	
483	121.500	121.600	10.4	20	
484	121.600	121.700	10.5	20	
485	121.700	121.800	10.5	20	
486	121.800	121.900	12.8	20	
487	121.900	122.000	8.9	20	
488	122.000	122.100	9.1	22	
489	122.100	122.200	11.6	22	
490	122.200	122.300	8.3	22	
491	122.300	122.400	9.2	22	
492	122.400	122.500	7.9	22	
493	122.500	122.600	8.1	22	
494	122.600	122.700	9	22	
495	122.700	122.800	8.4	22	
496	122.800	122.900	10.1	22	
497	122.900	123.000	9.1	22	
498	123.000	123.100	7.3	22	
499	123.100	123.200	9.5	22	
500	123.200	123.300	10	22	
501	123.300	123.400	-	20	Realignment Stretch
502	123.400	123.500	-	20	
503	123.500	123.600	-	20	
504	123.600	123.700	-	22	
505	123.700	123.800	-	22	
506	123.800	123.900	-	22	
507	123.900	124.000	-	22	
508	124.000	124.100	-	22	
509	124.100	124.200	-	22	
510	124.200	124.300	-	22	
511	124.300	124.400	-	22	
512	124.400	124.500	-	22	
513	124.500	124.600	-	22	
514	124.600	124.700	-	22	
515	124.700	124.800	-	22	
516	124.800	124.900	-	24	
517	124.900	125.000	-	24	
518	125.000	125.100	-	24	

SL No.	Chainage (Km)		Existing Right of Way (m)	Proposed Right of Way (m)	Remarks
	From	To			
519	125.100	125.200	-	24	
520	125.200	125.300	-	24	
521	125.300	125.400	-	24	
522	125.400	125.500	-	24	
523	125.500	125.600	-	24	
524	125.600	125.700	-	24	
525	125.700	125.800	-	24	
526	125.800	125.900	-	24	
527	125.900	126.000	-	24	
528	126.000	126.100	-	24	
529	126.100	126.200	-	24	
530	126.200	126.300	-	24	
531	126.300	126.400	-	24	
532	126.400	126.500	-	24	
533	126.500	126.600	-	24	
534	126.600	126.700	-	24	
535	126.700	126.800	-	24	
536	126.800	126.900	-	24	
537	126.900	127.000	-	24	
538	127.000	127.100	-	24	
539	127.100	127.200	-	24	
540	127.200	127.300	-	24	
541	127.300	127.400	-	24	
542	127.400	127.500	-	24	
543	127.500	127.600	-	24	
544	127.600	127.700	-	24	
545	127.700	127.800	-	24	
546	127.800	127.900	-	24	
547	127.900	128.000	-	24	
548	128.000	128.100	-	24	
549	128.100	128.200	-	24	
550	128.200	128.300	-	24	
551	128.300	128.400	-	24	
552	128.400	128.500	-	24	
553	128.500	128.600	-	24	
554	128.600	128.700	-	24	
555	128.700	128.800	-	24	
556	128.800	128.900	-	24	
557	128.900	129.000	-	24	
558	129.000	129.100	-	24	
559	129.100	129.200	-	24	
560	129.200	129.300	-	24	
561	129.300	129.400	-	24	
562	129.400	129.500	-	24	
563	129.500	129.600	-	24	
564	129.600	129.700	-	24	
565	129.700	129.800	-	24	
566	129.800	129.900	-	24	
567	129.900	130.000	-	24	

SL No.	Chainage (Km)		Existing Right of Way (m)	Proposed Right of Way (m)	Remarks
	From	To			
568	130.000	130.100	-	24	
569	130.100	130.200	-	24	
570	130.200	130.300	-	24	
571	130.300	130.400	-	24	
572	130.400	130.500	-	24	
573	130.500	130.600	-	24	
574	130.600	130.700	-	24	
575	130.700	130.800	-	24	
576	130.800	130.900	-	24	
577	130.900	131.000	-	24	
578	131.000	131.100	-	24	
579	131.100	131.200	-	24	
580	131.200	131.300	-	24	
581	131.300	131.400	-	24	
582	131.400	131.500	-	24	
583	131.500	131.600	-	24	
584	131.600	131.700	-	24	
585	131.700	131.800	-	24	
586	131.800	131.900	-	24	
587	131.900	132.000	-	24	
588	132.000	132.100	-	24	
589	132.100	132.200	-	24	
590	132.200	132.300	-	22	
591	132.300	132.400	-	22	
592	132.400	132.500	-	22	
593	132.500	132.600	-	22	
594	132.600	132.700	-	22	
595	132.700	132.800	7.7	22	
596	132.800	132.900	7	22	
597	132.900	133.000	8.6	22	
598	133.000	133.100	8.9	22	
599	133.100	133.200	6.6	22	
600	133.200	133.300	6.3	22	
601	133.300	133.400	7.1	22	
602	133.400	133.500	6.4	22	
603	133.500	133.600	8.4	22	
604	133.600	133.700	7.7	22	
605	133.700	133.800	6.3	22	
606	133.800	133.900	7.8	22	
607	133.900	134.000	7.9	22	
608	134.000	134.100	8.4	22	
609	134.100	134.200	5.6	22	
610	134.200	134.270	6.5	22	

3. Carriageway

The present carriageway of the Project Highway is Two Lane from km 73+000 to km 134+270. 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:

S. 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	88.883	Open	Wall	RCC Slab Bridge	1X7.0	6.90
2	90.160	Open	Wall	RCC Slab Bridge	1X6.9	8.60
3	90.327	Open	Wall	RCC Slab Bridge	1X7.0	8.90
4	127.090	Open	Wall	Bailey Bridge	1x12.20	4.20
5	128.750	Open	Wall	Bailey Bridge	1x12.10	4.10

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 Culvert	Span/Opening with Span Length	Width of Culvert (m)
1	73.004	Slab	2X2.49M	2.9
2	73.113	HP	1.2M DIA	3.4
3	73.805	Slab	1X3.40M	3.6
4	73.886	HP	1.2M DIA	3.4
5	74.247	Slab	1X2.86M	3.2
6	74.736	Slab	1X3.86M	3.4
7	75.388	Slab	1X2.58M	2.8
8	76.298	Slab	COVERED BY SOIL	3.4
9	76.508	HP	1X1.2M	3.2
10	76.878	HP	1X1.2M	3.6
11	77.244	HP	1X1.2M	3.4
12	77.503	Slab	1X1.45M	3.1
13	77.813	Slab	1X2.62M	2.8
14	77.852	HP	1X1.2M	3.4
15	77.865	HP	1X1.2M	2.8
16	78.025	Slab	1X2.0M	2.9
17	78.386	Slab	COVERED BY SOIL	3.2
18	78.453	HP	1X1.2M	3.6
19	78.487	Slab	1X2.84M	3.2
20	78.567	Box	1X1.81M	3.5
21	78.920	Slab	1X2.20M	3
22	78.953	HP	1X1.20M	3.4
23	79.466	HP	1X1.20M	2.8
24	79.678	Slab	1X2.66M	2.9
25	79.948	HP	1X1.20M	3.2
26	80.018	Slab	1X2.95M	3.6
27	80.172	HP	1X1.20M	3.4
28	80.353	HP	1X1.20M	3.1
29	80.655	HP	1X1.20M	2.8
30	80.744	Slab	1X1.260M	2.9
31	81.029	Slab	1X1.340M	3.4
32	81.042	Slab	1X1.470M	3.2
33	81.248	Slab	1X1.20M	3.6
34	81.738	HP	1X1.20M	3.1
35	81.860	HP	1X0.9M	2.8
36	82.079	Slab	1X1.32M	2.9
37	82.150	HP	1X0.9M	3.4
38	82.400	Slab	1X1.650M	2.9
39	82.729	HP	1X0.9M	3.4
40	83.456	Slab	1X1.340M	3.2
41	83.530	HP	1X1.200M	3.6
42	83.662	Slab	1X1.5M	3.2
43	83.900	HP	1X1.200M	3.5
44	84.207	Slab	1X3.85M	3
45	84.500	Slab	1X4.2M	3.4
46	84.700	HP	1X1.200M	3.1

Sl. No.	Chainage (km)	Type of Culvert	Span/Opening with Span Length	Width of Culvert (m)
47	84.770	HP	1X1.200M	3.4
48	84.869	HP	1X1.200M	2.9
49	85.094	HP	1X1.200M	3.4
50	85.123	Slab	1X1.76M	3.2
51	85.316	HP	1X0.9M	3.6
52	85.900	HP	1X1.200M	3.2
53	86.648	Slab	1X1.200M	3.5
54	86.832	Slab	1X1.43M	3
55	87.456	HP	1X1.200M	3.4
56	88.051	HP	1X1.200M	3.1
57	88.347	HP	1X1.200M	3.2
58	88.886	RCC	1X7.3M	3.6
59	88.945	HP	1X0.9M	3.2
60	89.210	Slab	1X2.61M	3.5
61	89.410	HP	1X1.200M	3
62	89.514	HP	1X1.200M	3.4
63	89.844	Slab	1X3.8M	3.1
64	90.177	Box	1X6.22M	2.9
65	90.328	Box	1X6.52M	3.4
66	90.464	Box	1X2.89M	3.2
67	90.809	Box	1X3.75M	3.6
68	91.157	PIPE	1 X 1.2M	3.5
69	91.696	SLAB	1 X 1.210M	3.2
70	91.867	PIPE	1.2M DIA	3
71	91.978	SLAB	1 X 1.220M	3.1
72	92.267	SLAB	1 X 1.510M	3
73	92.447	HP	1 X 1.2M	3
74	92.771	SLAB	1 X 1.2M	3
75	93.030	SLAB	1 X 3.2M	2.5
76	93.144	HP	1 X 1.2M	2.7
77	93.192	SLAB	1 X 2.6M	3
78	93.278	SLAB	1 X 3.3M	3.4
79	93.587	HP	1 X 1.2M	3
80	93.866	HP	1 X 1.2M	3
81	94.106	HP	1 X 1.2M	2.5
82	94.417	SLAB	1 X 1.4M	2.7
83	94.608	HP	1 X 1.2M	3
84	95.300	SLAB	1 X 2.6M	3.4
85	95.480	HP	1 X 2.0M	3
86	95.756	SLAB	1 X 1.7M	3.4
87	95.894	SLAB	1 X 1.9M	3
88	96.025	SLAB	1 X 1.9M	3
89	96.179	SLAB	1 X 2.6M	2.5
90	96.610	HP	1 X 1.2M	2.7
91	96.771	HP	2 X 1.2M	3
92	96.975	SLAB	1 X 1.8M	3.4
93	97.130	HP	1 X 1.2M	3
94	97.267	SLAB	1 X 4.2M	3
95	97.367	SLAB	1 X 2.5M	2.5

Sl. No.	Chainage (km)	Type of Culvert	Span/Opening with Span Length	Width of Culvert (m)
96	97.477	SLAB	1 X 1.4M	2.7
97	97.719	SLAB	1 X 2.6M	3
98	97.830	HP	1 X 1.2M	3.4
99	97.926	SLAB	1 X 2.7M	3
100	97.976	SLAB	1 X 2.1M	3
101	98.168	SLAB	1 X 2.2M	2.5
102	98.250	SLAB	1 X 2.2M	2.7
103	98.567	SLAB	1 X 2.2M	3
104	98.793	SLAB	1 X 2.4M	3.4
105	98.849	SLAB	1 X 2.3M	3
106	99.184	SLAB	1 X 2.5M	3.4
107	99.356	SLAB	1 X 2.5M	3
108	99.537	SLAB	1 X 2.5M	3
109	99.710	SLAB	1 X 2.3M	2.5
110	99.955	SLAB	1 X 2.4M	2.7
111	100.099	SLAB	1 X 2.1M	3
112	100.375	SLAB	1 X 2.3M	3.4
113	100.659	SLAB	1 X 2.4M	3.4
114	100.750	SLAB	1 X 4.5M	3
115	100.944	SLAB	1 X 2.3M	3
116	101.243	SLAB	1 X 2.4M	2.5
117	101.400	PIPE	1 X 1.2M	2.7
118	101.525	PIPE	1 X 1.2M	3
119	101.705	PIPE	1 X 1.2M	3.4
120	101.969	PIPE	1 X 1.2M	3
121	102.142	PIPE	1 X 1.2M	3.4
122	102.315	PIPE	1 X 1.2M	3
123	102.535	PIPE	1 X 1.2M	3
124	102.613	SLAB	1 X 2.5M	2.5
125	102.797	PIPE	1 X 1.2M	2.7
126	102.852	PIPE	1 X 1.2M	3
127	103.145	SLAB	1 X 2.0M	3.4
128	103.271	PIPE	1 X 1.2M	3
129	103.379	PIPE	1 X 1.2M	3
130	103.570	SLAB	1 X 2.3M	2.5
131	103.852	SLAB	1 X 1.7M	2.7
132	104.115	PIPE	1 X 1.2M	3
133	104.300	PIPE	1 X 1.2M	3.4
134	104.670	PIPE	2 X 1.2M	3
135	104.820	SLAB	1 X 1.7M	3
136	105.113	PIPE	2 X 1.2M	2.5
137	105.174	SLAB	1 X 1.8M	2.7
138	105.387	PIPE	1 X 1.2M	3
139	105.610	PIPE	1 X 1.2M	3.4
140	105.732	PIPE	1 X 1.2M	3
141	105.852	SLAB	1 X 1.8M	3.4
142	105.994	PIPE	1 X 1.2M	3
143	106.140	PIPE	1 X 1.2M	3
144	106.421	PIPE	1 X 1.2M	2.5

Sl. No.	Chainage (km)	Type of Culvert	Span/Opening with Span Length	Width of Culvert (m)
145	106.540	SLAB	1 X 3.5M	2.7
146	106.658	PIPE	1 X 1.2M	3
147	106.926	SLAB	1 X 5.3M	3.4
148	107.270	SLAB	1 X 6.2M	3
149	107.410	SLAB	1 X 2.2M	3.2
150	107.495	SLAB	1 X 1.2M	3.4
151	107.524	PIPE	1 X 1.2M	3.1
152	107.676	PIPE	1 X 1.2M	2.9
153	107.782	PIPE	1 X 1.2M	2.7
154	107.837	PIPE	1 X 1.2M	2.5
155	107.919	PIPE	1 X 1.2M	2.7
156	108.040	PIPE	1 X 1.2M	3
157	108.194	PIPE	1 X 1.2M	3.4
158	108.277	SLAB	1 X 1.9M	3
159	108.368	PIPE	1 X 1.2M	3.2
160	108.470	PIPE	1 X 1.2M	3.4
161	108.620	SLAB	1 X 5.3M	3.1
162	108.700	SLAB	COVERED BY SOIL	2.9
163	108.752	SLAB	1 X 4.5M	2.7
164	109.490	SLAB	1 X 1.7M	2.7
165	109.730	PIPE	1 X 1.2M	3
166	109.898	PIPE	1 X 1.2M	3.4
167	110.423	PIPE	1 X 1.2M	3
168	110.601	PIPE	1 X 1.2M	3.4
169	111.357	HP	1 X 1.0M	3
170	111.570	HP	1 X 1.0M	3
171	111.818	HP	1 X 1.0M	2.5
172	112.020	RCC	1 X 2.3M	2.7
173	112.140	HP	1 X 1.0M	3
174	112.377	HP	1 X 1.0M	3.4
175	112.559	HP	1 X 1.0M	3
176	112.795	HP	1 X 1.0M	3.2
177	112.990	RCC	1 X 2.7M	3.4
178	113.260	RCC	1 X 2.4M	3.1
179	113.462	HP	1 X 1.0M	2.9
180	113.673	HP	1 X 1.0M	2.7
181	113.905	RCC	1 X 5.3M	2.5
182	114.257	HP	1 X 1.0M	2.7
183	114.547	RCC	1 X 4.4M	3
184	114.675	RCC	1 X 4.2M	3.4
185	114.923	HP	1 X 1.0M	3
186	115.070	HP	1 X 1.0M	3.2
187	115.353	RCC	1 X 5.8M	3.4
188	115.575	RCC	1 X 1.7M	3.1
189	115.726	HP	1 X 1.0M	2.9
190	115.800	HP	1 X 1.0M	2.7
191	116.126	HP	1 X 1.0M	2.7
192	116.450	RCC	1 X 6.0M	2.7
193	116.577	RCC	1 X 2.5M	3

Sl. No.	Chainage (km)	Type of Culvert	Span/Opening with Span Length	Width of Culvert (m)
194	116.685	HP	1 X 1.0M	3.4
195	116.835	HP	1 X 1.0M	3
196	117.060	HP	1 X 1.0M	3.4
197	117.215	HP	1 X 1.0M	3
198	117.469	HP	1 X 1.0M	3
199	117.557	HP	1 X 1.0M	2.5
200	117.920	HP	1 X 1.0M	2.7
201	118.055	HP	1 X 1.0M	3
202	118.380	RCC	1 X 2.8M	3.4
203	118.447	HP	1 X 1.0M	3
204	118.523	HP	1 X 1.0M	3.2
205	118.647	HP	1 X 1.0M	3.4
206	118.699	HP	1 X 1.0M	3.1
207	118.977	HP	1 X 1.0M	2.9
208	119.160	HP	1 X 1.0M	2.7
209	119.645	HP	1 X 1.0M	2.5
210	119.760	HP	1 X 1.0M	2.7
211	119.899	RCC	1 X 1.0M	3
212	119.990	RCC	1 X 4.3M	3.4
213	120.360	RCC	1 X 4.2M	3
214	120.480	HP	1 X 1.0M	3.2
215	120.605	HP	1 X 1.0M	3.4
216	120.665	HP	1 X 1.0M	3.1
217	120.725	RCC	1 X 4.18M	2.9
218	120.972	HP	1 X 1.0M	2.7
219	121.110	HP	1 X 1.0M	3.4
220	121.305	HP	1 X 1.0M	3.1
221	121.447	HP	1 X 1.0M	2.9
222	121.652	HP	1 X 1.0M	2.7
223	121.820	HP	1 X 1.0M	2.5
224	123.005	RCC	1 X 4.12M	2.7
225	123.060	RCC	1 X 3.80M	3
226	123.480	RCC	1 X 3.04M	3.4
227	123.600	RCC	1 X 5.08M	3
228	123.730	HP	1 X 1.0M	3.2
229	123.830	RCC	1 X 3.92M	3
230	124.555	RCC	COVERED BY SOIL	3.4
231	125.100	HP	1 X 1.0M	3
232	125.180	RCC	1 X 2.75M	3.4
233	125.345	HP	COVERED BY SOIL	3
234	125.525	HP	1 X 1.0M	3
235	125.710	HP	1 X 1.0M	2.5
236	125.970	HP	1 X 1.0M	2.7
237	126.348	RCC	1 X 2.7M	3
238	126.475	RCC	1 X 3.75M	3.4
239	127.200	RCC	1 X 2.68M	3
240	127.450	RCC	1 X 2.30M	3
241	127.525	RCC	1 X 2.33M	2.5
242	127.630	RCC	1 X 2.68M	2.7

Sl. No.	Chainage (km)	Type of Culvert	Span/Opening with Span Length	Width of Culvert (m)
243	127.680	RCC	1 X 2.30M	3
244	127.780	RCC	1 X 2.33M	3.4
245	127.875	RCC	1 X 2.63M	3
246	128.480	RCC	1 X 2.37M	3
247	128.360	RCC	1 X 2.75M	2.5
248	128.565	RCC	1 X 2.33M	2.7
249	128.805	RCC	1 X 2.63M	3
250	129.240	RCC	1 X 2.68M	3.4
251	129.420	RCC	1 X 2.30M	3
252	129.473	RCC	1 X 2.33M	3.4
253	129.700	RCC	1 X 2.63M	3
254	130.300	RCC	1 X 2.37M	3
255	130.525	RCC	1 X 2.68M	2.5
256	130.750	RCC	1 X 2.30M	3.4
257	130.825	RCC	1 X 2.33M	3
258	131.025	RCC	1 X 2.63M	3
259	131.245	RCC	1 X 2.37M	2.5
260	131.590	RCC	1 X 2.75M	2.7
261	132.030	RCC	1 X 2.63M	3
262	132.299	RCC	1 X 2.37M	3.4
263	132.772	RCC	1 X 2.37M	3
264	133.065	RCC	1 X 2.75M	3
265	133.125	RCC	1 X 2.63M	3.4
266	133.410	RCC	1 X 2.37M	3
267	133.520	RCC	1 X 2.75M	3.4
268	133.810	HP	1 X 1.0M	3

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	73+600	74+130	Pucca (Single Side)	
2	74+200	93+280	Earthen (Hill Side)	

3	93+280	108+610	Earthen (Hill Side)	
4	108+610	134+270	Earthen (Hill Side)	

14. Major junctions

The details of major junctions are as follows:

S. 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	74+000		T	3-Legged
2	90+310		Y	3-Legged
3	90+360		Y	3-Legged
4	104+910		T	3-Legged
5	106+620		T	3-Legged
6	114+105		T	3-Legged
7	114+965		T	3-Legged
8	123+300		Y	3-Legged

6. 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 within the existing ROW as much as possible and acquiring additional land wherever necessary, 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

The following environment clearances have been obtained: [***]

The following environment clearances are awaited: [***]

The forest clearance is awaited for the project.

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-Laning 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 Laning 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	G. Bualjang	69.875	75.165	7	As per Attached Drawing	7 m Carriageway
2	Lungthul (L)	75.165	82.73	7		
3	Lungthul (D)	82.73	84.89	7		
4	Kangkap	84.89	88.98	7		
1	Thuangtam	88.98	94.43	7		
2	Mualnuam	94.43	103.525	7		
1	Songtal	103.525	120.35	7		
2	Songtal (RHS)	120.35	121.769	7		
3	Khuanggin (LHS)	120.35	121.769	7		

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

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 40kmph are summarized below:

Sl. No.	Stretch (from km to km)	Type of Deficiency	Remarks
1	69+805 to 69+839	Sharp Bend	Design Speed = 20 Kmph
2	69+911 to 69+924	Sharp Bend	Design Speed = 20 Kmph
3	69+950 to 70+059	Sharp Bend	Design Speed = 20 Kmph
4	70+092 to 70+128	Sharp Bend	Design Speed = 20 Kmph
5	70+161 to 70+173	Sharp Bend	Design Speed = 20 Kmph
6	70+260 to 70+286	Sharp Bend	Design Speed = 20 Kmph
7	70+314 to 70+327	Sharp Bend	Design Speed = 30 Kmph
8	70+379 to 70+387	Sharp Bend	Design Speed = 30 Kmph
9	70+419 to 70+472	Sharp Bend	Design Speed = 20 Kmph
10	70+502 to 70+538	Sharp Bend	Design Speed = 20 Kmph
11	70+625 to 70+669	Sharp Bend	Design Speed = 20 Kmph
12	70+727 to 70+776	Sharp Bend	Design Speed = 20 Kmph
13	70+786 to 70+822	Sharp Bend	Design Speed = 20 Kmph
14	70+852 to 70+865	Sharp Bend	Design Speed = 20 Kmph
15	70+902 to 70+911	Sharp Bend	Design Speed = 20 Kmph
16	70+971 to 70+997	Sharp Bend	Design Speed = 20 Kmph
17	71+011 to 71+066	Sharp Bend	Design Speed = 20 Kmph
18	71+078 to 71+107	Sharp Bend	Design Speed = 20 Kmph
19	71+149 to 71+183	Sharp Bend	Design Speed = 30 Kmph
20	71+320 to 71+333	Sharp Bend	Design Speed = 20 Kmph
21	71+467 to 71+482	Sharp Bend	Design Speed = 30 Kmph
22	71+542 to 71+579	Sharp Bend	Design Speed = 20 Kmph
23	71+701 to 71+758	Sharp Bend	Design Speed = 30 Kmph
24	71+816 to 71+859	Sharp Bend	Design Speed = 20 Kmph
25	72+201 to 72+240	Sharp Bend	Design Speed = 20 Kmph
26	72+506 to 72+537	Sharp Bend	Design Speed = 30 Kmph
27	72+632 to 72+678	Sharp Bend	Design Speed = 20 Kmph
28	72+750 to 72+788	Sharp Bend	Design Speed = 30 Kmph
29	72+941 to 72+968	Sharp Bend	Design Speed = 30 Kmph
30	73+001 to 73+015	Sharp Bend	Design Speed = 30 Kmph
31	73+090 to 73+109	Sharp Bend	Design Speed = 30 Kmph
32	73+200 to 73+217	Sharp Bend	Design Speed = 20 Kmph
33	73+430 to 73+470	Sharp Bend	Design Speed = 20 Kmph
34	73+636 to 73+654	Sharp Bend	Design Speed = 20 Kmph
35	73+773 to 73+806	Sharp Bend	Design Speed = 20 Kmph
36	73+847 to 73+867	Sharp Bend	Design Speed = 30 Kmph
37	73+911 to 73+954	Sharp Bend	Design Speed = 20 Kmph
38	74+014 to 74+034	Sharp Bend	Design Speed = 30 Kmph
39	74+571 to 74+612	Sharp Bend	Design Speed = 20 Kmph

Sl. No.	Stretch (from km to km)	Type of Deficiency	Remarks
40	74+673 to 74+689	Sharp Bend	Design Speed = 20 Kmph
41	74+735 to 74+769	Sharp Bend	Design Speed = 20 Kmph
42	74+820 to 74+827	Sharp Bend	Design Speed = 20 Kmph
43	74+890 to 74+947	Sharp Bend	Design Speed = 30 Kmph
44	75+137 to 75+203	Sharp Bend	Design Speed = 30 Kmph
45	75+378 to 75+399	Sharp Bend	Design Speed = 20 Kmph
46	75+539 to 75+568	Sharp Bend	Design Speed = 20 Kmph
47	75+640 to 75+658	Sharp Bend	Design Speed = 30 Kmph
48	75+707 to 75+734	Sharp Bend	Design Speed = 20 Kmph
49	75+856 to 75+874	Sharp Bend	Design Speed = 20 Kmph
50	75+959 to 75+986	Sharp Bend	Design Speed = 20 Kmph
51	76+071 to 76+101	Sharp Bend	Design Speed = 30 Kmph
52	76+166 to 76+184	Sharp Bend	Design Speed = 20 Kmph
53	76+891 to 76+946	Sharp Bend	Design Speed = 30 Kmph
54	77+011 to 77+043	Sharp Bend	Design Speed = 30 Kmph
55	77+138 to 77+167	Sharp Bend	Design Speed = 20 Kmph
56	77+231 to 77+247	Sharp Bend	Design Speed = 30 Kmph
57	77+290 to 77+313	Sharp Bend	Design Speed = 30 Kmph
58	77+383 to 77+398	Sharp Bend	Design Speed = 30 Kmph
59	77+462 to 77+488	Sharp Bend	Design Speed = 20 Kmph
60	77+543 to 77+568	Sharp Bend	Design Speed = 30 Kmph
61	78+468 to 78+485	Sharp Bend	Design Speed = 30 Kmph
62	78+540 to 78+551	Sharp Bend	Design Speed = 30 Kmph
63	78+584 to 78+607	Sharp Bend	Design Speed = 30 Kmph
64	78+657 to 78+680	Sharp Bend	Design Speed = 30 Kmph
65	78+970 to 79+015	Sharp Bend	Design Speed = 30 Kmph
66	79+186 to 79+229	Sharp Bend	Design Speed = 20 Kmph
67	80+253 to 80+276	Sharp Bend	Design Speed = 30 Kmph
68	80+401 to 80+412	Sharp Bend	Design Speed = 20 Kmph
69	80+490 to 80+499	Sharp Bend	Design Speed = 20 Kmph
70	81+015 to 81+020	Sharp Bend	Design Speed = 30 Kmph
71	81+101 to 81+127	Sharp Bend	Design Speed = 20 Kmph
72	81+230 to 81+255	Sharp Bend	Design Speed = 20 Kmph
73	82+040 to 82+064	Sharp Bend	Design Speed = 30 Kmph
74	82+126 to 82+160	Sharp Bend	Design Speed = 20 Kmph
75	82+345 to 82+364	Sharp Bend	Design Speed = 30 Kmph
76	82+414 to 82+440	Sharp Bend	Design Speed = 30 Kmph
77	82+725 to 82+759	Sharp Bend	Design Speed = 20 Kmph
78	83+340 to 83+371	Sharp Bend	Design Speed = 20 Kmph
79	83+587 to 83+594	Sharp Bend	Design Speed = 20 Kmph
80	83+640 to 83+655	Sharp Bend	Design Speed = 20 Kmph
81	83+688 to 83+695	Sharp Bend	Design Speed = 30 Kmph
82	83+757 to 83+792	Sharp Bend	Design Speed = 30 Kmph
83	83+853 to 83+879	Sharp Bend	Design Speed = 30 Kmph
84	83+978 to 84+012	Sharp Bend	Design Speed = 20 Kmph
85	84+734 to 84+749	Sharp Bend	Design Speed = 30 Kmph
86	84+871 to 84+910	Sharp Bend	Design Speed = 20 Kmph
87	85+487 to 85+502	Sharp Bend	Design Speed = 30 Kmph
88	85+928 to 85+957	Sharp Bend	Design Speed = 20 Kmph
89	85+988 to 86+075	Sharp Bend	Design Speed = 30 Kmph

Sl. No.	Stretch (from km to km)	Type of Deficiency	Remarks
90	86+183 to 86+206	Sharp Bend	Design Speed = 20 Kmph
91	86+258 to 86+266	Sharp Bend	Design Speed = 20 Kmph
92	86+319 to 86+366	Sharp Bend	Design Speed = 20 Kmph
93	86+400 to 86+408	Sharp Bend	Design Speed = 20 Kmph
94	86+429 to 86+446	Sharp Bend	Design Speed = 20 Kmph
95	86+490 to 86+497	Sharp Bend	Design Speed = 20 Kmph
96	86+580 to 86+605	Sharp Bend	Design Speed = 30 Kmph
97	86+657 to 86+702	Sharp Bend	Design Speed = 20 Kmph
98	86+792 to 86+820	Sharp Bend	Design Speed = 30 Kmph
99	87+008 to 87+017	Sharp Bend	Design Speed = 20 Kmph
100	87+113 to 87+128	Sharp Bend	Design Speed = 20 Kmph
101	87+159 to 87+180	Sharp Bend	Design Speed = 20 Kmph
102	87+234 to 87+248	Sharp Bend	Design Speed = 20 Kmph
103	87+759 to 87+778	Sharp Bend	Design Speed = 20 Kmph
104	87+831 to 87+841	Sharp Bend	Design Speed = 20 Kmph
105	87+887 to 87+914	Sharp Bend	Design Speed = 20 Kmph
106	87+969 to 87+978	Sharp Bend	Design Speed = 20 Kmph
107	88+066 to 88+080	Sharp Bend	Design Speed = 20 Kmph
108	88+158 to 88+167	Sharp Bend	Design Speed = 20 Kmph
109	88+232 to 88+246	Sharp Bend	Design Speed = 20 Kmph
110	88+298 to 88+301	Sharp Bend	Design Speed = 20 Kmph
111	88+430 to 88+438	Sharp Bend	Design Speed = 20 Kmph
112	88+498 to 88+514	Sharp Bend	Design Speed = 20 Kmph
113	88+568 to 88+580	Sharp Bend	Design Speed = 20 Kmph
114	88+727 to 88+756	Sharp Bend	Design Speed = 20 Kmph
115	88+864 to 88+876	Sharp Bend	Design Speed = 30 Kmph
116	89+109 to 89+181	Sharp Bend	Design Speed = 30 Kmph
117	89+244 to 89+260	Sharp Bend	Design Speed = 20 Kmph
118	89+388 to 89+407	Sharp Bend	Design Speed = 20 Kmph
119	89+655 to 89+684	Sharp Bend	Design Speed = 20 Kmph
120	90+560 to 90+645	Sharp Bend	Design Speed = 30 Kmph
121	90+687 to 90+707	Sharp Bend	Design Speed = 30 Kmph
122	90+738 to 90+761	Sharp Bend	Design Speed = 30 Kmph
123	91+028 to 91+048	Sharp Bend	Design Speed = 30 Kmph
124	91+132 to 91+147	Sharp Bend	Design Speed = 30 Kmph
125	91+751 to 91+784	Sharp Bend	Design Speed = 20 Kmph
126	91+826 to 91+851	Sharp Bend	Design Speed = 30 Kmph
127	92+001 to 92+012	Sharp Bend	Design Speed = 30 Kmph
128	92+437 to 92+460	Sharp Bend	Design Speed = 30 Kmph
129	92+549 to 92+553	Sharp Bend	Design Speed = 30 Kmph
130	92+617 to 92+622	Sharp Bend	Design Speed = 30 Kmph
131	92+708 to 92+730	Sharp Bend	Design Speed = 20 Kmph
132	92+783 to 92+795	Sharp Bend	Design Speed = 20 Kmph
133	92+884 to 92+931	Sharp Bend	Design Speed = 20 Kmph
134	92+986 to 93+003	Sharp Bend	Design Speed = 20 Kmph
135	93+054 to 93+054	Sharp Bend	Design Speed = 30 Kmph
136	93+096 to 93+133	Sharp Bend	Design Speed = 30 Kmph
137	93+295 to 93+319	Sharp Bend	Design Speed = 30 Kmph
138	93+361 to 93+373	Sharp Bend	Design Speed = 30 Kmph
139	93+591 to 93+628	Sharp Bend	Design Speed = 20 Kmph

Sl. No.	Stretch (from km to km)	Type of Deficiency	Remarks
140	93+697 to 93+701	Sharp Bend	Design Speed = 30 Kmph
141	93+792 to 93+825	Sharp Bend	Design Speed = 30 Kmph
142	93+947 to 93+953	Sharp Bend	Design Speed = 30 Kmph
143	94+012 to 94+032	Sharp Bend	Design Speed = 30 Kmph
144	94+138 to 94+196	Sharp Bend	Design Speed = 30 Kmph
145	94+280 to 94+301	Sharp Bend	Design Speed = 30 Kmph
146	94+415 to 94+456	Sharp Bend	Design Speed = 30 Kmph
147	94+560 to 94+577	Sharp Bend	Design Speed = 20 Kmph
148	94+661 to 94+711	Sharp Bend	Design Speed = 30 Kmph
149	94+766 to 94+781	Sharp Bend	Design Speed = 30 Kmph
150	95+080 to 95+104	Sharp Bend	Design Speed = 20 Kmph
151	95+234 to 95+269	Sharp Bend	Design Speed = 20 Kmph
152	95+548 to 95+579	Sharp Bend	Design Speed = 20 Kmph
153	95+610 to 95+625	Sharp Bend	Design Speed = 20 Kmph
154	96+140 to 96+152	Sharp Bend	Design Speed = 30 Kmph
155	96+416 to 96+446	Sharp Bend	Design Speed = 20 Kmph
156	96+529 to 96+531	Sharp Bend	Design Speed = 30 Kmph
157	96+585 to 96+589	Sharp Bend	Design Speed = 30 Kmph
158	96+620 to 96+626	Sharp Bend	Design Speed = 30 Kmph
159	96+701 to 96+705	Sharp Bend	Design Speed = 30 Kmph
160	96+874 to 96+895	Sharp Bend	Design Speed = 30 Kmph
161	97+198 to 97+233	Sharp Bend	Design Speed = 20 Kmph
162	97+625 to 97+654	Sharp Bend	Design Speed = 20 Kmph
163	98+002 to 98+015	Sharp Bend	Design Speed = 30 Kmph
164	98+148 to 98+167	Sharp Bend	Design Speed = 30 Kmph
165	98+202 to 98+229	Sharp Bend	Design Speed = 30 Kmph
166	98+260 to 98+267	Sharp Bend	Design Speed = 30 Kmph
167	98+316 to 98+322	Sharp Bend	Design Speed = 30 Kmph
168	98+366 to 98+381	Sharp Bend	Design Speed = 30 Kmph
169	98+529 to 98+565	Sharp Bend	Design Speed = 30 Kmph
170	98+614 to 98+644	Sharp Bend	Design Speed = 20 Kmph
171	98+699 to 98+712	Sharp Bend	Design Speed = 20 Kmph
172	98+987 to 98+998	Sharp Bend	Design Speed = 20 Kmph
173	99+250 to 99+269	Sharp Bend	Design Speed = 30 Kmph
174	99+345 to 99+346	Sharp Bend	Design Speed = 30 Kmph
175	99+826 to 99+850	Sharp Bend	Design Speed = 30 Kmph
176	100+377 to 100+385	Sharp Bend	Design Speed = 20 Kmph
177	100+421 to 100+440	Sharp Bend	Design Speed = 20 Kmph
178	100+475 to 100+482	Sharp Bend	Design Speed = 30 Kmph
179	100+809 to 100+818	Sharp Bend	Design Speed = 30 Kmph
180	101+016 to 101+030	Sharp Bend	Design Speed = 20 Kmph
181	101+256 to 101+261	Sharp Bend	Design Speed = 30 Kmph
182	101+315 to 101+328	Sharp Bend	Design Speed = 30 Kmph
183	101+457 to 101+484	Sharp Bend	Design Speed = 30 Kmph
184	101+527 to 101+547	Sharp Bend	Design Speed = 30 Kmph
185	101+579 to 101+606	Sharp Bend	Design Speed = 20 Kmph
186	101+676 to 101+710	Sharp Bend	Design Speed = 30 Kmph
187	101+941 to 101+961	Sharp Bend	Design Speed = 20 Kmph
188	102+009 to 102+024	Sharp Bend	Design Speed = 20 Kmph
189	102+121 to 102+140	Sharp Bend	Design Speed = 30 Kmph

Sl. No.	Stretch (from km to km)	Type of Deficiency	Remarks
190	102+263 to 102+279	Sharp Bend	Design Speed = 20 Kmph
191	102+922 to 102+925	Sharp Bend	Design Speed = 30 Kmph
192	102+988 to 102+997	Sharp Bend	Design Speed = 20 Kmph
193	103+053 to 103+060	Sharp Bend	Design Speed = 30 Kmph
194	103+505 to 103+538	Sharp Bend	Design Speed = 20 Kmph
195	103+505 to 103+538	Sharp Bend	Design Speed = 20 Kmph
196	103+579 to 103+589	Sharp Bend	Design Speed = 20 Kmph
197	103+631 to 103+684	Sharp Bend	Design Speed = 20 Kmph
198	104+222 to 104+270	Sharp Bend	Design Speed = 20 Kmph
199	104+342 to 104+395	Sharp Bend	Design Speed = 20 Kmph
200	104+523 to 104+545	Sharp Bend	Design Speed = 20 Kmph
201	104+591 to 104+604	Sharp Bend	Design Speed = 20 Kmph
202	104+727 to 104+740	Sharp Bend	Design Speed = 20 Kmph
203	104+785 to 104+815	Sharp Bend	Design Speed = 20 Kmph
204	105+139 to 105+149	Sharp Bend	Design Speed = 30 Kmph
205	105+214 to 105+225	Sharp Bend	Design Speed = 30 Kmph
206	105+285 to 105+289	Sharp Bend	Design Speed = 30 Kmph
207	105+321 to 105+337	Sharp Bend	Design Speed = 20 Kmph
208	105+457 to 105+490	Sharp Bend	Design Speed = 30 Kmph
209	105+527 to 105+541	Sharp Bend	Design Speed = 30 Kmph
210	105+586 to 105+594	Sharp Bend	Design Speed = 20 Kmph
211	105+687 to 105+693	Sharp Bend	Design Speed = 30 Kmph
212	106+348 to 106+374	Sharp Bend	Design Speed = 20 Kmph
213	106+997 to 107+016	Sharp Bend	Design Speed = 20 Kmph
214	107+092 to 107+109	Sharp Bend	Design Speed = 20 Kmph
215	107+150 to 107+168	Sharp Bend	Design Speed = 20 Kmph
216	107+266 to 107+285	Sharp Bend	Design Speed = 20 Kmph
217	107+309 to 107+332	Sharp Bend	Design Speed = 30 Kmph
218	107+647 to 107+665	Sharp Bend	Design Speed = 20 Kmph
219	107+696 to 107+717	Sharp Bend	Design Speed = 30 Kmph
220	107+740 to 107+761	Sharp Bend	Design Speed = 30 Kmph
221	107+787 to 107+794	Sharp Bend	Design Speed = 25 Kmph
222	107+875 to 107+901	Sharp Bend	Design Speed = 30 Kmph
223	107+941 to 107+965	Sharp Bend	Design Speed = 30 Kmph
224	108+009 to 108+012	Sharp Bend	Design Speed = 30 Kmph
225	108+104 to 108+118	Sharp Bend	Design Speed = 30 Kmph
226	108+151 to 108+166	Sharp Bend	Design Speed = 30 Kmph
227	108+206 to 108+216	Sharp Bend	Design Speed = 30 Kmph
228	108+588 to 108+602	Sharp Bend	Design Speed = 20 Kmph
229	108+625 to 108+720	Sharp Bend	Design Speed = 30 Kmph
230	108+755 to 108+765	Sharp Bend	Design Speed = 30 Kmph
231	108+841 to 108+864	Sharp Bend	Design Speed = 30 Kmph
232	108+905 to 108+924	Sharp Bend	Design Speed = 30 Kmph
233	108+964 to 108+975	Sharp Bend	Design Speed = 30 Kmph
234	109+048 to 109+060	Sharp Bend	Design Speed = 30 Kmph
235	109+150 to 109+180	Sharp Bend	Design Speed = 30 Kmph
236	109+228 to 109+251	Sharp Bend	Design Speed = 20 Kmph
237	109+309 to 109+336	Sharp Bend	Design Speed = 20 Kmph
238	109+395 to 109+415	Sharp Bend	Design Speed = 30 Kmph
239	109+555 to 109+568	Sharp Bend	Design Speed = 30 Kmph

Sl. No.	Stretch (from km to km)	Type of Deficiency	Remarks
240	109+628 to 109+641	Sharp Bend	Design Speed = 30 Kmph
241	109+877 to 109+932	Sharp Bend	Design Speed = 30 Kmph
242	110+014 to 110+048	Sharp Bend	Design Speed = 20 Kmph
243	110+110 to 110+219	Sharp Bend	Design Speed = 20 Kmph
244	110+249 to 110+255	Sharp Bend	Design Speed = 20 Kmph
245	110+309 to 110+325	Sharp Bend	Design Speed = 30 Kmph
246	110+569 to 110+609	Sharp Bend	Design Speed = 20 Kmph
247	110+651 to 110+652	Sharp Bend	Design Speed = 30 Kmph
248	111+315 to 111+329	Sharp Bend	Design Speed = 20 Kmph
249	111+380 to 111+406	Sharp Bend	Design Speed = 20 Kmph
250	111+472 to 111+476	Sharp Bend	Design Speed = 30 Kmph
251	111+932 to 111+955	Sharp Bend	Design Speed = 20 Kmph
252	112+057 to 112+066	Sharp Bend	Design Speed = 30 Kmph
253	112+162 to 112+199	Sharp Bend	Design Speed = 30 Kmph
254	112+313 to 112+343	Sharp Bend	Design Speed = 20 Kmph
255	112+711 to 112+772	Sharp Bend	Design Speed = 30 Kmph
256	112+826 to 112+970	Sharp Bend	Design Speed = 30 Kmph
257	113+112 to 113+126	Sharp Bend	Design Speed = 30 Kmph
258	113+179 to 113+181	Sharp Bend	Design Speed = 30 Kmph
259	113+236 to 113+250	Sharp Bend	Design Speed = 20 Kmph
260	113+302 to 113+319	Sharp Bend	Design Speed = 20 Kmph
261	113+758 to 113+800	Sharp Bend	Design Speed = 20 Kmph
262	114+434 to 114+448	Sharp Bend	Design Speed = 20 Kmph
263	114+487 to 114+503	Sharp Bend	Design Speed = 20 Kmph
264	114+678 to 114+726	Sharp Bend	Design Speed = 20 Kmph
265	114+838 to 114+858	Sharp Bend	Design Speed = 20 Kmph
266	115+048 to 115+086	Sharp Bend	Design Speed = 30 Kmph
267	115+170 to 115+189	Sharp Bend	Design Speed = 30 Kmph
268	117+527 to 117+529	Sharp Bend	Design Speed = 30 Kmph
269	117+626 to 117+648	Sharp Bend	Design Speed = 20 Kmph
270	117+700 to 117+740	Sharp Bend	Design Speed = 20 Kmph
271	117+799 to 117+805	Sharp Bend	Design Speed = 30 Kmph
272	117+861 to 117+904	Sharp Bend	Design Speed = 20 Kmph
273	117+951 to 117+960	Sharp Bend	Design Speed = 30 Kmph
274	118+023 to 118+065	Sharp Bend	Design Speed = 20 Kmph
275	118+143 to 118+163	Sharp Bend	Design Speed = 20 Kmph
276	118+255 to 118+296	Sharp Bend	Design Speed = 30 Kmph
277	118+457 to 118+502	Sharp Bend	Design Speed = 20 Kmph
278	118+609 to 118+610	Sharp Bend	Design Speed = 30 Kmph
279	118+661 to 118+702	Sharp Bend	Design Speed = 20 Kmph
280	118+942 to 118+968	Sharp Bend	Design Speed = 30 Kmph
281	119+023 to 119+038	Sharp Bend	Design Speed = 30 Kmph
282	119+084 to 119+111	Sharp Bend	Design Speed = 20 Kmph
283	119+176 to 119+181	Sharp Bend	Design Speed = 20 Kmph
284	119+218 to 119+223	Sharp Bend	Design Speed = 20 Kmph
285	119+286 to 119+302	Sharp Bend	Design Speed = 20 Kmph
286	119+383 to 119+423	Sharp Bend	Design Speed = 30 Kmph
287	119+521 to 119+547	Sharp Bend	Design Speed = 20 Kmph
288	119+597 to 119+614	Sharp Bend	Design Speed = 20 Kmph
289	119+670 to 119+687	Sharp Bend	Design Speed = 20 Kmph

Sl. No.	Stretch (from km to km)	Type of Deficiency	Remarks
290	119+726 to 119+741	Sharp Bend	Design Speed = 20 Kmph
291	119+783 to 119+798	Sharp Bend	Design Speed = 20 Kmph
292	119+997 to 120+008	Sharp Bend	Design Speed = 30 Kmph
293	120+103 to 120+141	Sharp Bend	Design Speed = 20 Kmph
294	120+220 to 120+232	Sharp Bend	Design Speed = 20 Kmph
295	120+372 to 120+425	Sharp Bend	Design Speed = 30 Kmph
296	120+490 to 120+498	Sharp Bend	Design Speed = 30 Kmph
297	120+625 to 120+656	Sharp Bend	Design Speed = 30 Kmph
298	120+717 to 120+740	Sharp Bend	Design Speed = 20 Kmph
299	120+980 to 120+988	Sharp Bend	Design Speed = 30 Kmph
300	121+114 to 121+138	Sharp Bend	Design Speed = 20 Kmph
301	121+200 to 121+219	Sharp Bend	Design Speed = 20 Kmph
302	121+606 to 121+627	Sharp Bend	Design Speed = 20 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-

(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 under passes 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) Lateralandverticalclearancesatoverpassesshallbeasperrequirementsspecifiedinthe 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

Serviceroadsshallbeconstructedatthelocationsandforthelengthsindicatedbelow: [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 provision of the Manual. The requisite particulars are 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
TCS 1	2 Lane carriageway with hard shoulder in built up area with both side foothpath cum RCC covered drain (existing pavement)
TCS 2	2 Lane carriageway with hard shoulder and one side toe wall & one side ret wall (existing pavement)
TCS 3	2 Lane carriageway with hard shoulder and one side toe wall (existing pavement)
TCS 4	2 Lane carriageway with hard shoulder in rural area (existing pavement)
TCS 4A	2 Lane carriageway with hard shoulder in rural area (realignment strtech)
TCS 5	2 Lane carriageway with hard shoulder and one side toe wall & one side trapizoidal drain (existing pavement)
TCS 5A	2 Lane carriageway with hard shoulder and one side toe wall & one side trapizoidal drain (realignment strtech)
TCS 6	2 Lane carriageway with hard shoulder and both side trapizoidal drain (existing pavement)
TCS 6A	2 Lane carriageway with hard shoulder and both side trapizoidal drain (realignment strtech)
TCS 7	2 Lane carriageway with hard shoulder and one side trapizoidal drain (existing pavement)
TCS 7A	2 Lane carriageway with hard shoulder and one side trapizoidal drain (realignment strtech)
TCS 8	2 Lane carriageway with hard shoulder and one side breast wall (existing pavement)
TCS 8A	2 Lane carriageway with hard shoulder and one side breast wall (realignment strtech)
TCS 9	2 Lane carriageway with hard shoulder and one side breast wall & one side drain (existing pavement)
TCS 9A	2 Lane carriageway with hard shoulder and one side breast wall & one side drain (realignment strtech)
TCS 10	2 Lane carriageway with hard shoulder and one side RR masonary ret wall (existing pavement)
TCS 10A	2 Lane carriageway with hard shoulder and one side rr masonary ret wall (realignment strtech)
TCS 11	2 Lane carriageway with hard shoulder and one side rr masonary ret wall & one side drain (existing pavement)
TCS 11A	2 Lane carriageway with hard shoulder and one side rr masonary ret wall & one side drain (realignment strtech)
TCS 12	2 Lane carriageway with hard shoulder and one side rr masonary ret wall & one breast wall (existing pavement)
TCS 12A	2 Lane carriageway with hard shoulder and one side rr masonary ret wall & one breast wall (realignment strtech)
TCS 13	2 Lane carriageway with hard shoulder and both side rr masonary ret wall (existing pavement)
TCS 13A	2 Lane carriageway with hard shoulder and both side rr masonary ret wall (realignment strtech)
TCS 14	2 Lane carriageway with hard shoulder and one side toe wall & one side breast wall (existing pavement)
TCS 15	2 Lane carriageway with hard shoulder and both side breast wall (existing pavement)
TCS 15A	2 Lane carriageway with hard shoulder and both side breast wall (realignment strtech)
TCS 16	2 Lane carriageway with hard shoulder and both side RR masonary Retaining wall (existing pavement)

TCS TYPE	DESCRIPTION
TCS 16A	2 Lane carriageway with hard shoulder and one side RCC retaining wall (realignment strtech)

Chainage (m)		Length of CD	Net Length (m)	TCS No.
From	To			
69875	69920	4.96	40.04	TCS-7
69920	69970	2.6	47.4	TCS-5
69970	70420		450	TCS-8
70420	70520		100	TCS-6
70520	70620	2.6	97.4	TCS-14
70620	70670	4.96	45.04	TCS-2
70670	70900	2.6	227.4	TCS-1
70900	71120	3.84	216.16	TCS-8
71120	71270	2.6	147.4	TCS-7
71270	71570	4.96	295.04	TCS-9
71570	71620		50	TCS-14
71620	71670		50	TCS-11
71670	71720		50	TCS-7
71720	71770	2.6	47.4	TCS-10
71770	71820		50	TCS-5
71820	71870		50	TCS-7
71870	72270	3.84	396.16	TCS-8
72270	72370		100	TCS-12
72370	72620	2.7	247.3	TCS-11
72620	72670		50	TCS-7
72670	73270		600	TCS-9
73270	73370	2.6	97.4	TCS-6
73370	73620		250	TCS-9
73620	73720	2.6	97.4	TCS-6
73720	73820		100	TCS-9
73820	74020		200	TCS-6
74020	74120		100	TCS-9
74120	74420	2.6	297.4	TCS-7
74420	74570		150	TCS-8
74570	74620	5.2	44.8	TCS-4
74620	74770		150	TCS-7
74770	74920	2.6	147.4	TCS-8
74920	75120		200	TCS-6
75120	75220	6.44	93.56	TCS-4
75220	75270	2.7	47.3	TCS-10
75270	75420		150	TCS-8
75420	75570	5.2	144.8	TCS-7
75570	75620		50	TCS-9
75620	75720	2.7	97.3	TCS-11
75720	76120	2.6	397.4	TCS-8
76120	76170		50	TCS-6
76170	76320	3.84	146.16	TCS-7
76320	76420		100	TCS-8
76420	76470	2.6	47.4	TCS-11
76470	76620		150	TCS-6
76620	76720		100	TCS-7

Chainage (m)		Length of CD	Net Length (m)	TCS No.
From	To			
76720	76770		50	TCS-6
76770	76920	2.6	147.4	TCS-7
76920	77020		100	TCS-6
77020	78280	15.7	1244.3	TCS-7
78280	79230	13.1	936.9	TCS-1
79230	79720	2.6	487.4	TCS-8
79720	79820		100	TCS-14
79820	79970	5.2	144.8	TCS-7
79970	80120	2.6	147.4	TCS-10
80120	80670	4.96	545.04	TCS-7
80670	80820	2.6	147.4	TCS-8
80820	81070	7.8	242.2	TCS-7
81070	81370	2.6	297.4	TCS-8
81370	81470	2.6	97.4	TCS-7
81470	81670		200	TCS-8
81670	81820		150	TCS-7
81820	81870		50	TCS-8
81870	82020	2.6	147.4	TCS-4
82020	82420	2.6	397.4	TCS-7
82420	82570		150	TCS-8
82570	82620		50	TCS-11
82620	82870	2.7	247.3	TCS-8
82870	83070	2.6	197.4	TCS-6
83070	83170		100	TCS-8
83170	83220		50	TCS-9
83220	83370		150	TCS-7
83370	83470		100	TCS-8
83470	83620	2.6	147.4	TCS-9
83620	83770		150	TCS-7
83770	83920		150	TCS-12
83920	84020	2.6	97.4	TCS-7
84020	84620	2.6	597.4	TCS-8
84620	84670	2.6	47.4	TCS-11
84670	84870		200	TCS-8
84870	84920	2.7	47.3	TCS-4
84920	84970		50	TCS-12
84970	85120		150	TCS-9
85120	85220	2.6	97.4	TCS-4
85220	85570	5.2	344.8	TCS-7
85570	85635		65	TCS-6
85635	85720	2.6	82.4	TCS-8
85720	85770		50	TCS-11
85770	85940	2.7	167.3	TCS-7
85940	86040		100	TCS-9
86040	86150	6.84	103.16	TCS-7
86150	86450	10.68	289.32	TCS-1
86450	86810	6.84	353.16	TCS-7
86810	86870		60	TCS-5
86870	86980	2.6	107.4	TCS-15
86980	87130	2.6	147.4	TCS-6

Chainage (m)		Length of CD	Net Length (m)	TCS No.
From	To			
87130	87375	5.2	239.8	TCS-15
87375	88025	7.8	642.2	TCS-6
88025	88135		110	TCS-15
88135	88890	14.24	740.76	TCS-6
88890	88980	7.68	82.32	TCS-7
88980	89080	2.6	97.4	TCS-7
89080	89130		50	TCS-11
89130	91050	24.64	1895.36	TCS-6
91050	91250		200	TCS-1
91250	91775	11.64	513.36	TCS-7
91775	92000	2.6	222.4	TCS-6
92000	93225	28.24	1196.76	TCS-7
93225	93375	9.14	140.86	TCS-11
93375	93600	2.6	222.4	TCS-7
93600	93850	2.6	247.4	TCS-6
93850	93975	2.7	122.3	TCS-7
93975	94070		95	TCS-11
94070	94150		80	TCS-7
94150	94175	3.84	21.16	TCS-11
94175	94400	2.6	222.4	TCS-7
94400	94500	2.6	97.4	TCS-11
94500	94625	3.84	121.16	TCS-7
94625	94725	3.84	96.16	TCS-11
94725	94800		75	TCS-7
94800	94870		70	TCS-11
94870	95100	2.6	227.4	TCS-7
95100	95375	6.54	268.46	TCS-11
95375	95650	5.2	269.8	TCS-7
95650	95875		225	TCS-6
95875	95925	2.6	47.4	TCS-4
95925	96100	2.6	172.4	TCS-11
96100	96190	2.6	87.4	TCS-7
96190	96220		30	TCS-11
96220	96280		60	TCS-7
96280	96525	3.84	241.16	TCS-15
96525	96625	2.6	97.4	TCS-11
96625	96700		75	TCS-13
96700	96775	2.6	72.4	TCS-7
96775	96825		50	TCS-11
96825	96860		35	TCS-7
96860	96925	2.6	62.4	TCS-11
96925	96960		35	TCS-7
96960	97000		40	TCS-11
97000	97040		40	TCS-7
97040	97070		30	TCS-11
97070	97140	2.6	67.4	TCS-7
97140	97190		50	TCS-11
97190	97240		50	TCS-7
97240	97580	5.3	334.7	TCS-6
97580	97630		50	TCS-11

Chainage (m)		Length of CD	Net Length (m)	TCS No.
From	To			
97630	97690	2.6	57.4	TCS-7
97690	98300	11.64	598.36	TCS-6
98300	98425		125	TCS-11
98425	98510	2.7	82.3	TCS-7
98510	98575		65	TCS-16A
98575	98675		100	TCS-11
98675	98730	2.7	52.3	TCS-16A
98730	98825		95	TCS-11
98825	98900		75	TCS-13
98900	99020	2.6	117.4	TCS-6
99020	99175	2.6	152.4	TCS-12
99175	99230		55	TCS-16A
99230	99600		370	TCS-16A
99600	99660	2.6	57.4	TCS-13
99660	99720		60	TCS-10
99720	100800	18.2	1061.8	TCS-1
100800	102050	24.8	1225.2	TCS-6
102050	102100		50	TCS-15
102100	103525	44.88	1380.12	TCS-6
103525	103800	9.44	265.56	TCS-6
103800	103850		50	TCS-15
103850	104000	2.6	147.4	TCS-6
104000	104100		100	TCS-11
104100	104140		40	TCS-13
104140	104320	2.6	177.4	TCS-6
104320	104370	2.6	47.4	TCS-15
104370	104475		105	TCS-6
104475	104630		155	TCS-7
104630	104730	2.6	97.4	TCS-6
104730	104780		50	TCS-12
104780	105125	5.3	339.7	TCS-16A
105125	105200		75	TCS-11
105200	105250	2.7	47.3	TCS-16
105250	105350		100	TCS-16
105350	105450	2.7	97.3	TCS-16A
105450	105525		75	TCS-16
105525	105600		75	TCS-16A
105600	105640		40	TCS-16A
105640	105725	2.6	82.4	TCS-16
105725	105850		125	TCS-11
105850	105900	2.6	47.4	TCS-11
105900	105950		50	TCS-7
105950	106150		200	TCS-16
106150	106225	2.6	72.4	TCS-6
106225	106300		75	TCS-11
106300	106430	2.6	127.4	TCS-7
106430	106500		70	TCS-11
106500	106565		65	TCS-7
106565	106725	2.6	157.4	TCS-11
106725	106785	2.7	57.3	TCS-16A

Chainage (m)		Length of CD	Net Length (m)	TCS No.
From	To			
106785	106850		65	TCS-6
106850	107250	5.2	394.8	TCS-7
107250	107290	2.6	37.4	TCS-11
107290	107340		50	TCS-7
107340	107420	2.7	77.3	TCS-6
107420	108200	12.88	767.12	TCS-7
108200	109350	19	1131	TCS-1
109350	109400	4.96	45.04	TCS-16A
109400	109590		190	TCS-6
109590	109625	2.6	32.4	TCS-11
109625	109720		95	TCS-7
109720	109850	2.6	127.4	TCS-11
109850	110250	6.84	393.16	TCS-7
110250	110630	7.8	372.2	TCS-6
110630	110750		120	TCS-7
110750	110800	2.6	47.4	TCS-11
110800	111050		250	TCS-7
111050	111100	6.84	43.16	TCS-11
111100	111440	6.44	333.56	TCS-7
111440	111580	2.7	137.3	TCS-11
111580	111670	2.7	87.3	TCS-7
111670	111720		50	TCS-11
111720	111740		20	TCS-7
111740	111900	2.6	157.4	TCS-11
111900	112025		125	TCS-7
112025	112110	2.6	82.4	TCS-11
112110	112150	2.6	37.4	TCS-7
112150	112425	2.6	272.4	TCS-11
112425	112575	2.6	147.4	TCS-7
112575	112630	2.6	52.4	TCS-11
112630	112690		60	TCS-7
112690	112740	2.6	47.4	TCS-11
112740	112875		135	TCS-8
112875	112975	3.84	96.16	TCS-11
112975	113050	2.6	72.4	TCS-7
113050	113090	2.7	37.3	TCS-16
113090	113185		95	TCS-11
113185	113340	5.2	149.8	TCS-7
113340	113370		30	TCS-11
113370	113420		50	TCS-7
113420	113440		20	TCS-11
113440	113575	2.6	132.4	TCS-7
113575	113650		75	TCS-11
113650	113775	2.6	122.4	TCS-6
113775	114175	7.9	392.1	TCS-11
114175	114260		85	TCS-7
114260	114435	5.3	169.7	TCS-11
114435	114700	5.2	259.8	TCS-6
114700	114765		65	TCS-11
114765	115015	2.6	247.4	TCS-6

Chainage (m)		Length of CD	Net Length (m)	TCS No.
From	To			
115015	115230	10.16	204.84	TCS-11
115230	115600	5.2	364.8	TCS-6
115600	115680	2.6	77.4	TCS-11
115680	116025	5.2	339.8	TCS-7
116025	116150	2.6	122.4	TCS-6
116150	116475	2.6	322.4	TCS-7
116475	117500	15.12	1009.88	TCS-6
117500	117900	5.4	394.6	TCS-6A
117900	118020		120	TCS-16A
118020	118080		60	TCS-16A
118080	118175		95	TCS-16A
118175	118275		100	TCS-11A
118275	118670		395	TCS-6A
118670	118700	2.7	27.3	TCS-11A
118700	118725		25	TCS-13A
118725	119275	5.2	544.8	TCS-11A
119275	119360		85	TCS-7A
119360	119475		115	TCS-11A
119475	119540		65	TCS-6A
119540	119750	2.6	207.4	TCS-11A
119750	119825		75	TCS-7A
119825	119875		50	TCS-11A
119875	119920		45	TCS-7A
119920	120225	2.6	302.4	TCS-6A
120225	120450	80	145	TCS-16A
120450	120600		150	TCS-6A
120600	120725	3.84	121.16	TCS-11A
120725	120820	3.84	91.16	TCS-7A
120820	120870		50	TCS-11A
120870	121100		230	TCS-7A
121100	121160	3.84	56.16	TCS-11A
121160	121250		90	TCS-7A
121250	121300		50	TCS-11A
121300	121370		70	TCS-7A
121370	121475	2.6	102.4	TCS-11A
121475	121620		145	TCS-6A
121620	121769		149	TCS-11A
Total Length		**854**	**51041**	

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 the provision of the 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	70.850	T-Type	Village Road
2	86.200	Y-Type	Village Road
3	86.270	Y-Type	Village Road
4	99.960	T-Type	Village Road
5	101.640	Y-Type	Village Road
6	108.800	T-Type	Village Road
7	109.640	T-Type	Village Road
8	123.300	Y-Type	Village Road

(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 of20 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 20msa.

(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	69+875 to 69+920	Reconstruction	TCS-7
2	69+920 to 69+970	Reconstruction	TCS-5
3	69+970 to 70+420	Reconstruction	TCS-8
4	70+420 to 70+520	Reconstruction	TCS-6
5	70+520 to 70+620	Reconstruction	TCS-14
6	70+620 to 70+670	Reconstruction	TCS-2
7	70+670 to 70+900	Reconstruction	TCS-1
8	70+900 to 71+120	Reconstruction	TCS-8
9	71+120 to 71+270	Reconstruction	TCS-7
10	71+270 to 71+570	Reconstruction	TCS-9
11	71+570 to 71+620	Reconstruction	TCS-14
12	71+620 to 71+670	Reconstruction	TCS-11
13	71+670 to 71+720	Reconstruction	TCS-7
14	71+720 to 71+770	Reconstruction	TCS-10
15	71+770 to 71+820	Reconstruction	TCS-5
16	71+820 to 71+870	Reconstruction	TCS-7
17	71+870 to 72+270	Reconstruction	TCS-8
18	72+270 to 72+370	Reconstruction	TCS-12
19	72+370 to 72+620	Reconstruction	TCS-11
20	72+620 to 72+670	Reconstruction	TCS-7
21	72+670 to 73+270	Reconstruction	TCS-9
22	73+270 to 73+370	Reconstruction	TCS-6
23	73+370 to 73+620	Reconstruction	TCS-9
24	73+620 to 73+720	Reconstruction	TCS-6
25	73+720 to 73+820	Reconstruction	TCS-9
26	73+820 to 74+020	Reconstruction	TCS-6
27	74+020 to 74+120	Reconstruction	TCS-9
28	74+120 to 74+420	Reconstruction	TCS-7
29	74+420 to 74+570	Reconstruction	TCS-8
30	74+570 to 74+620	Reconstruction	TCS-4
31	74+620 to 74+770	Reconstruction	TCS-7
32	74+770 to 74+920	Reconstruction	TCS-8
33	74+920 to 75+120	Reconstruction	TCS-6
34	75+120 to 75+220	Reconstruction	TCS-4
35	75+220 to 75+270	Reconstruction	TCS-10
36	75+270 to 75+420	Reconstruction	TCS-8
37	75+420 to 75+570	Reconstruction	TCS-7

SL NO.	Stretch from Km to Km	Remarks	TCS Type
38	75+570 to 75+620	Reconstruction	TCS-9
39	75+620 to 75+720	Reconstruction	TCS-11
40	75+720 to 76+120	Reconstruction	TCS-8
41	76+120 to 76+170	Reconstruction	TCS-6
42	76+170 to 76+320	Reconstruction	TCS-7
43	76+320 to 76+420	Reconstruction	TCS-8
44	76+420 to 76+470	Reconstruction	TCS-11
45	76+470 to 76+620	Reconstruction	TCS-6
46	76+620 to 76+720	Reconstruction	TCS-7
47	76+720 to 76+770	Reconstruction	TCS-6
48	76+770 to 76+920	Reconstruction	TCS-7
49	76+920 to 77+020	Reconstruction	TCS-6
50	77+020 to 78+280	Reconstruction	TCS-7
51	78+280 to 79+230	Reconstruction	TCS-1
52	79+230 to 79+720	Reconstruction	TCS-8
53	79+720 to 79+820	Reconstruction	TCS-14
54	79+820 to 79+970	Reconstruction	TCS-7
55	79+970 to 80+120	Reconstruction	TCS-10
56	80+120 to 80+670	Reconstruction	TCS-7
57	80+670 to 80+820	Reconstruction	TCS-8
58	80+820 to 81+070	Reconstruction	TCS-7
59	81+070 to 81+370	Reconstruction	TCS-8
60	81+370 to 81+470	Reconstruction	TCS-7
61	81+470 to 81+670	Reconstruction	TCS-8
62	81+670 to 81+820	Reconstruction	TCS-7
63	81+820 to 81+870	Reconstruction	TCS-8
64	81+870 to 82+020	Reconstruction	TCS-4
65	82+020 to 82+420	Reconstruction	TCS-7
66	82+420 to 82+570	Reconstruction	TCS-8
67	82+570 to 82+620	Reconstruction	TCS-11
68	82+620 to 82+870	Reconstruction	TCS-8
69	82+870 to 83+070	Reconstruction	TCS-6
70	83+070 to 83+170	Reconstruction	TCS-8
71	83+170 to 83+220	Reconstruction	TCS-9
72	83+220 to 83+370	Reconstruction	TCS-7
73	83+370 to 83+470	Reconstruction	TCS-8
74	83+470 to 83+620	Reconstruction	TCS-9
75	83+620 to 83+770	Reconstruction	TCS-7
76	83+770 to 83+920	Reconstruction	TCS-12
77	83+920 to 84+020	Reconstruction	TCS-7
78	84+020 to 84+620	Reconstruction	TCS-8
79	84+620 to 84+670	Reconstruction	TCS-11
80	84+670 to 84+870	Reconstruction	TCS-8
81	84+870 to 84+920	Reconstruction	TCS-4
82	84+920 to 84+970	Reconstruction	TCS-12
83	84+970 to 85+120	Reconstruction	TCS-9
84	85+120 to 85+220	Reconstruction	TCS-4
85	85+220 to 85+570	Reconstruction	TCS-7
86	85+570 to 85+635	Reconstruction	TCS-6
87	85+635 to 85+720	Reconstruction	TCS-8
88	85+720 to 85+770	Reconstruction	TCS-11

SL NO.	Stretch from Km to Km	Remarks	TCS Type
89	85+770 to 85+940	Reconstruction	TCS-7
90	85+940 to 86+040	Reconstruction	TCS-9
91	86+040 to 86+150	Reconstruction	TCS-7
92	86+150 to 86+450	Reconstruction	TCS-1
93	86+450 to 86+810	Reconstruction	TCS-7
94	86+810 to 86+870	Reconstruction	TCS-5
95	86+870 to 86+980	Reconstruction	TCS-15
96	86+980 to 87+130	Reconstruction	TCS-6
97	87+130 to 87+375	Reconstruction	TCS-15
98	87+375 to 88+025	Reconstruction	TCS-6
99	88+025 to 88+135	Reconstruction	TCS-15
100	88+135 to 88+890	Reconstruction	TCS-6
101	88+890 to 88+980	Reconstruction	TCS-7
102	88+980 to 89+080	Reconstruction	TCS-7
103	89+080 to 89+130	Reconstruction	TCS-11
104	89+130 to 91+050	Reconstruction	TCS-6
105	91+050 to 91+250	Reconstruction	TCS-1
106	91+250 to 91+775	Reconstruction	TCS-7
107	91+775 to 92+000	Reconstruction	TCS-6
108	92+000 to 93+225	Reconstruction	TCS-7
109	93+225 to 93+375	Reconstruction	TCS-11
110	93+375 to 93+600	Reconstruction	TCS-7
111	93+600 to 93+850	Reconstruction	TCS-6
112	93+850 to 93+975	Reconstruction	TCS-7
113	93+975 to 94+070	Reconstruction	TCS-11
114	94+070 to 94+150	Reconstruction	TCS-7
115	94+150 to 94+175	Reconstruction	TCS-11
116	94+175 to 94+400	Reconstruction	TCS-7
117	94+400 to 94+500	Reconstruction	TCS-11
118	94+500 to 94+625	Reconstruction	TCS-7
119	94+625 to 94+725	Reconstruction	TCS-11
120	94+725 to 94+800	Reconstruction	TCS-7
121	94+800 to 94+870	Reconstruction	TCS-11
122	94+870 to 95+100	Reconstruction	TCS-7
123	95+100 to 95+375	Reconstruction	TCS-11
124	95+375 to 95+650	Reconstruction	TCS-7
125	95+650 to 95+875	Reconstruction	TCS-6
126	95+875 to 95+925	Reconstruction	TCS-4
127	95+925 to 96+100	Reconstruction	TCS-11
128	96+100 to 96+190	Reconstruction	TCS-7
129	96+190 to 96+220	Reconstruction	TCS-11
130	96+220 to 96+280	Reconstruction	TCS-7
131	96+280 to 96+525	Reconstruction	TCS-15
132	96+525 to 96+625	Reconstruction	TCS-11
133	96+625 to 96+700	Reconstruction	TCS-13
134	96+700 to 96+775	Reconstruction	TCS-7
135	96+775 to 96+825	Reconstruction	TCS-11
136	96+825 to 96+860	Reconstruction	TCS-7
137	96+860 to 96+925	Reconstruction	TCS-11
138	96+925 to 96+960	Reconstruction	TCS-7
139	96+960 to 97+000	Reconstruction	TCS-11

SL NO.	Stretch from Km to Km	Remarks	TCS Type
140	97+000 to 97+040	Reconstruction	TCS-7
141	97+040 to 97+070	Reconstruction	TCS-11
142	97+070 to 97+140	Reconstruction	TCS-7
143	97+140 to 97+190	Reconstruction	TCS-11
144	97+190 to 97+240	Reconstruction	TCS-7
145	97+240 to 97+580	Reconstruction	TCS-6
146	97+580 to 97+630	Reconstruction	TCS-11
147	97+630 to 97+690	Reconstruction	TCS-7
148	97+690 to 98+300	Reconstruction	TCS-6
149	98+300 to 98+425	Reconstruction	TCS-11
150	98+425 to 98+510	Reconstruction	TCS-7
151	98+510 to 98+575	Reconstruction	TCS-11
152	98+575 to 98+675	Reconstruction	TCS-11
153	98+730 to 98+825	Reconstruction	TCS-11
154	98+825 to 98+900	Reconstruction	TCS-13
155	98+900 to 99+020	Reconstruction	TCS-6
156	99+020 to 99+175	Reconstruction	TCS-12
157	99+230 to 99+600	Reconstruction	TCS-12
158	99+600 to 99+660	Reconstruction	TCS-13
159	99+660 to 99+720	Reconstruction	TCS-10
160	99+720 to 100+800	Reconstruction	TCS-1
161	100+800 to 102+050	Reconstruction	TCS-6
162	102+050 to 102+100	Reconstruction	TCS-15
163	102+100 to 103+525	Reconstruction	TCS-6
164	103+525 to 103+800	Reconstruction	TCS-6
165	103+800 to 103+850	Reconstruction	TCS-15
166	103+850 to 104+000	Reconstruction	TCS-6
167	104+000 to 104+100	Reconstruction	TCS-11
168	104+100 to 104+140	Reconstruction	TCS-13
169	104+140 to 104+320	Reconstruction	TCS-6
170	104+320 to 104+370	Reconstruction	TCS-15
171	104+370 to 104+475	Reconstruction	TCS-6
172	104+475 to 104+630	Reconstruction	TCS-7
173	104+630 to 104+730	Reconstruction	TCS-6
174	104+730 to 104+780	Reconstruction	TCS-12
175	105+125 to 105+200	Reconstruction	TCS-11
176	105+200 to 105+250	Reconstruction	TCS-11
177	105+250 to 105+350	Reconstruction	TCS-11
178	105+450 to 105+525	Reconstruction	TCS-11
179	105+640 to 105+725	Reconstruction	TCS-11
180	105+725 to 105+850	Reconstruction	TCS-11
181	105+850 to 105+900	Reconstruction	TCS-11
182	105+900 to 105+950	Reconstruction	TCS-7
183	105+950 to 106+150	Reconstruction	TCS-11
184	106+150 to 106+225	Reconstruction	TCS-6
185	106+225 to 106+300	Reconstruction	TCS-11
186	106+300 to 106+430	Reconstruction	TCS-7
187	106+430 to 106+500	Reconstruction	TCS-11
188	106+500 to 106+565	Reconstruction	TCS-7
189	106+565 to 106+725	Reconstruction	TCS-11
190	106+785 to 106+850	Reconstruction	TCS-6

SL NO.	Stretch from Km to Km	Remarks	TCS Type
191	106+850 to 107+250	Reconstruction	TCS-7
192	107+250 to 107+290	Reconstruction	TCS-11
193	107+290 to 107+340	Reconstruction	TCS-7
194	107+340 to 107+420	Reconstruction	TCS-6
195	107+420 to 108+200	Reconstruction	TCS-7
196	108+200 to 109+350	Reconstruction	TCS-1
197	109+400 to 109+590	Reconstruction	TCS-6
198	109+590 to 109+625	Reconstruction	TCS-11
199	109+625 to 109+720	Reconstruction	TCS-7
200	109+720 to 109+850	Reconstruction	TCS-11
201	109+850 to 110+250	Reconstruction	TCS-7
202	110+250 to 110+630	Reconstruction	TCS-6
203	110+630 to 110+750	Reconstruction	TCS-7
204	110+750 to 110+800	Reconstruction	TCS-11
205	110+800 to 111+050	Reconstruction	TCS-7
206	111+050 to 111+100	Reconstruction	TCS-11
207	111+100 to 111+440	Reconstruction	TCS-7
208	111+440 to 111+580	Reconstruction	TCS-11
209	111+580 to 111+670	Reconstruction	TCS-7
210	111+670 to 111+720	Reconstruction	TCS-11
211	111+720 to 111+740	Reconstruction	TCS-7
212	111+740 to 111+900	Reconstruction	TCS-11
213	111+900 to 112+025	Reconstruction	TCS-7
214	112+025 to 112+110	Reconstruction	TCS-11
215	112+110 to 112+150	Reconstruction	TCS-7
216	112+150 to 112+425	Reconstruction	TCS-11
217	112+425 to 112+575	Reconstruction	TCS-7
218	112+575 to 112+630	Reconstruction	TCS-11
219	112+630 to 112+690	Reconstruction	TCS-7
220	112+690 to 112+740	Reconstruction	TCS-11
221	112+740 to 112+875	Reconstruction	TCS-8
222	112+875 to 112+975	Reconstruction	TCS-11
223	112+975 to 113+050	Reconstruction	TCS-7
224	113+050 to 113+090	Reconstruction	TCS-11
225	113+090 to 113+185	Reconstruction	TCS-11
226	113+185 to 113+340	Reconstruction	TCS-7
227	113+340 to 113+370	Reconstruction	TCS-11
228	113+370 to 113+420	Reconstruction	TCS-7
229	113+420 to 113+440	Reconstruction	TCS-11
230	113+440 to 113+575	Reconstruction	TCS-7
231	113+575 to 113+650	Reconstruction	TCS-11
232	113+650 to 113+775	Reconstruction	TCS-6
233	113+775 to 114+175	Reconstruction	TCS-11
234	114+175 to 114+260	Reconstruction	TCS-7
235	114+260 to 114+435	Reconstruction	TCS-11
236	114+435 to 114+700	Reconstruction	TCS-6
237	114+700 to 114+765	Reconstruction	TCS-11
238	114+765 to 115+015	Reconstruction	TCS-6
239	115+015 to 115+230	Reconstruction	TCS-11
240	115+230 to 115+600	Reconstruction	TCS-6
241	115+600 to 115+680	Reconstruction	TCS-11

SL NO.	Stretch from Km to Km	Remarks	TCS Type
242	115+680 to 116+025	Reconstruction	TCS-7
243	116+025 to 116+150	Reconstruction	TCS-6
244	116+150 to 116+475	Reconstruction	TCS-7
245	116+475 to 117+500	Reconstruction	TCS-6

6. Roadside Drainage

DrainagesystemincludingsurfaceandsubsurfacedrainsfortheProjectHighway has been provided in the table given below:

RCC Covered Drain

Chainage		Side	Net Length (m)
From (m)	To (m)		
70670	70900	Both	455
78280	79230	Both	1874
86150	86450	Both	579
91050	91250	Both	400
99720	100800	Both	2124
108200	109350	Both	2262
Total Length =			**7694**

RR Masonry Trapezoidal Drain

Chainage		Side	Net Length (m)
From (m)	To (m)		
69875	69920	Single	40
69920	69970	Single	47
70420	70520	Both	200
71120	71270	Single	147
71270	71570	Single	295
71620	71670	Single	50
71670	71720	Single	50
71770	71820	Single	50
71820	71870	Single	50
72370	72620	Single	247
72620	72670	Single	50
72670	73270	Single	600
73270	73370	Both	195
73370	73620	Single	250
73620	73720	Both	195
73720	73820	Single	100
73820	74020	Both	400
74020	74120	Single	100
74120	74420	Single	297
74620	74770	Single	150
74920	75120	Both	400
75420	75570	Single	145
75570	75620	Single	50
75620	75720	Single	97
76120	76170	Both	100
76170	76320	Single	146
76420	76470	Single	47
76470	76620	Both	300

Chainage		Side	Net Length (m)
From (m)	To (m)		
76620	76720	Single	100
76720	76770	Both	100
76770	76920	Single	147
76920	77020	Both	200
77020	78280	Single	1244
79820	79970	Single	145
80120	80670	Single	545
80820	81070	Single	242
81370	81470	Single	97
81670	81820	Single	150
82020	82420	Single	397
82570	82620	Single	50
82870	83070	Both	395
83170	83220	Single	50
83220	83370	Single	150
83470	83620	Single	147
83620	83770	Single	150
83920	84020	Single	97
84620	84670	Single	47
84970	85120	Single	150
85220	85570	Single	345
85570	85635	Both	130
85720	85770	Single	50
85770	85940	Single	167
85940	86040	Single	100
86040	86150	Single	103
86450	86810	Single	353
86810	86870	Single	60
86980	87130	Both	295
87375	88025	Both	1284
88135	88890	Both	1482
88890	88980	Single	82
88980	89080	single	100
89080	89130	single	50
89130	91050	both	3840
91250	91775	single	525
91775	92000	both	450
92000	93125	single	1125
93225	93375	single	150
93375	93600	single	225
93600	93850	both	500
93850	93925	single	75
93975	94070	single	95
94070	94150	single	80
94150	94175	single	25
94175	94400	single	225
94400	94500	single	100
94500	94625	single	125
94625	94725	single	100
94725	94800	single	75

Chainage		Side	Net Length (m)
From (m)	To (m)		
94800	94870	single	70
94870	95100	single	230
95100	95375	single	275
95375	95650	single	275
95650	95822	both	344
95925	96100	single	175
96100	96190	single	90
96190	96220	single	30
96220	96280	single	60
96525	96625	single	100
96700	96775	single	75
96775	96825	single	50
96825	96860	single	35
96860	96925	single	65
96925	96960	single	35
96960	97000	single	40
97000	97040	single	40
97040	97070	single	30
97070	97140	single	70
97140	97190	single	50
97190	97240	single	50
97240	97580	both	680
97580	97630	single	50
97630	97690	single	60
97690	98250	both	1120
98300	98376	single	76
98425	98510	single	85
98510	98575	single	65
98575	98675	single	100
98675	98730	single	55
98730	98825	single	95
98900	99020	both	240
99175	99230	single	55
100800	102050	both	2500
102100	103525	both	2850
103525	103800	Both Side	531
103850	104000	Both Side	295
104000	104107	Single Side	107
104140	104320	Both Side	355
104370	104475	Both Side	210
104475	104630	Single Side	155
104630	104730	Both Side	195
104780	105125	Single Side	340
105125	105200	Single Side	75
105200	105250	Single Side	47
105250	105350	Single Side	100
105350	105450	Single Side	97
105450	105525	Single Side	75
105525	105600	Single Side	75
105640	105725	Single Side	82

Chainage		Side	Net Length (m)
From (m)	To (m)		
105725	105850	Single Side	125
105850	105900	Single Side	47
105900	105950	Single Side	50
105950	106150	Single Side	200
106150	106225	Both Side	145
106225	106300	Single Side	75
106300	106430	Single Side	127
106430	106500	Single Side	70
106500	106565	Single Side	65
106565	106725	Single Side	157
106785	106850	Both Side	130
106850	107250	Single Side	395
107250	107290	Single Side	37
107290	107340	Single Side	50
107340	107420	Both Side	155
107420	108200	Single Side	767
109400	109590	Both Side	380
109590	109625	Single Side	32
109625	109720	Single Side	95
109720	109850	Single Side	127
109850	110250	Single Side	393
110250	110630	Both Side	744
110630	110750	Single Side	120
110750	110800	Single Side	47
110800	111050	Single Side	250
111050	111100	Single Side	43
111100	111440	Single Side	334
111440	111580	Single Side	137
111580	111670	Single Side	87
111670	111720	Single Side	50
111720	111740	Single Side	20
111740	111900	Single Side	157
111900	112025	Single Side	125
112025	112110	Single Side	82
112110	112150	Single Side	37
112150	112425	Single Side	272
112425	112575	Single Side	147
112575	112630	Single Side	52
112630	112690	Single Side	60
112690	112740	Single Side	47
112875	112975	Single Side	96
112975	113050	Single Side	72
113050	113090	Single Side	37
113090	113185	Single Side	95
113185	113340	Single Side	150
113340	113370	Single Side	30
113370	113420	Single Side	50
113420	113440	Single Side	20
113440	113575	Single Side	132
113575	113650	Single Side	75

Chainage		Side	Net Length (m)
From (m)	To (m)		
113650	113775	Both Side	245
113775	114175	Single Side	392
114175	114260	Single Side	85
114260	114435	Single Side	170
114435	114700	Both Side	520
114700	114765	Single Side	65
114765	115015	Both Side	495
115015	115230	Single Side	205
115230	115600	Both Side	730
115600	115680	Single Side	77
115680	116025	Single Side	340
116025	116150	Both Side	245
116150	116475	Single Side	322
116475	117500	Both Side	2020
117500	117900	Both Side	789
117900	118020	Single Side	120
118020	118080	Single Side	60
118080	118175	Single Side	95
118175	118275	Single Side	100
118275	118670	Both Side	790
118670	118700	Single Side	27
118725	119275	Single Side	545
119275	119360	Single Side	85
119360	119475	Single Side	115
119475	119540	Both Side	130
119540	119750	Single Side	207
119750	119825	Single Side	75
119825	119875	Single Side	50
119875	119920	Single Side	45
119920	120225	Both Side	605
120225	120450	Single Side	145
120450	120600	Both Side	300
120600	120725	Single Side	121
120725	120820	Single Side	91
120820	120870	Single Side	50
120870	121100	Single Side	230
121100	121160	Single Side	56
121160	121250	Single Side	90
121250	121300	Single Side	50
121300	121370	Single Side	70
121370	121475	Single Side	102
121475	121620	Both Side	290
121620	121769	Single Side	149
Total Length =			**53359**

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 carriage way 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) meter length, if the carriageway width is different from 7.5 (seven point five) meters in the table below.]

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

(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) Thefollowingstructuresshallbedesignedtocarryutilityservicesspecifiedin Table below:

[Refer to provision of the relevant Manualand 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 lf or the Project Highway shall conform to the typical cross-sections given in provision of the relevant Manual.

(iii) 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	69.878	4.0 X 4.0	Single Span
2	69.964	2.0 X 2.0	Single Span
3	70.656	4.0 X 4.0	Single Span
4	70.736	2.0 X 2.0	Single Span
5	71.097	3.0 X 3.0	Single Span
6	71.565	4.0 X 4.0	Single Span
7	72.231	3.0 X 3.0	Single Span
8	73.287	2.0 X 2.0	Single Span
9	74.27	2.0 X 2.0	Single Span
10	74.615	2.0 X 2.0	Single Span
11	75.138	2.0 X 2.0	Single Span

Sl. No.	Culvert Location	Span /Opening (m)	Remarks*
12	75.168	3.0 X 3.0	Single Span
13	75.236	2.0 X 3.0	Single Span
14	75.548	2.0 X 2.0	Single Span
15	75.569	2.0 X 2.0	Single Span
16	76.056	2.0 X 2.0	Single Span
17	76.262	3.0 X 3.0	Single Span
18	77.166	2.0 X 3.0	Single Span
19	77.228	2.0 X 2.0	Single Span
20	77.504	2.0 X 2.0	Single Span
21	77.695	2.0 X 2.0	Single Span
22	78.181	2.0 X 2.0	Single Span
23	78.293	2.0 X 3.0	Single Span
24	78.49	2.0 X 2.0	Single Span
25	78.553	2.0 X 2.0	Single Span
26	79.129	2.0 X 2.0	Single Span
27	79.844	2.0 X 2.0	Single Span
28	79.911	2.0 X 2.0	Single Span
29	80.036	2.0 X 2.0	Single Span
30	80.487	4.0 X 4.0	Single Span
31	80.738	2.0 X 2.0	Single Span
32	80.900	2.0 X 2.0	Single Span
33	80.950	2.0 X 2.0	Single Span
34	81.045	2.0 X 2.0	Single Span
35	81.265	2.0 X 2.0	Single Span
36	81.45	2.0 X 2.0	Single Span
37	82.000	2.0 X 2.0	Single Span
38	82.737	2.0 X 3.0	Single Span
39	82.908	2.0 X 2.0	Single Span
40	83.522	2.0 X 2.0	Single Span
41	84.890	5.0 X 5.0	Single Span
42	84.909	2.0 X 3.0	Single Span
43	85.184	2.0 X 2.0	Single Span
44	85.362	2.0 X 2.0	Single Span
45	85.44	2.0 X 2.0	Single Span
46	86.07	5.0 X 5.0	Single Span
47	86.227	5.0 X 5.0	Single Span
48	86.36	3.0 X 3.0	Single Span
49	86.685	5.0 X 5.0	Single Span
50	87.005	2.0 X 2.0	Single Span
51	87.665	2.0 X 2.0	Single Span
52	87.759	2.0 X 2.0	Single Span
53	88.002	2.0 X 2.0	Single Span
54	88.187	2.0 X 2.0	Single Span
55	88.512	2.0 X 2.0	Single Span
56	88.738	3.0 X 3.0	Single Span
57	88.851	2.0 X 2.0	Single Span
58	88.894	3.0 X 3.0	Single Span
59	88.977	3.0 X 3.0	Single Span
60	89.261	2.0 X 2.0	Single Span
61	89.508	2.0 X 2.0	Single Span
62	89.711	2.0 X 2.0	Single Span

Sl. No.	Culvert Location	Span /Opening (m)	Remarks*
63	90.835	3.0 X 3.0	Single Span
64	91.002	2.0 X 2.0	Single Span
65	91.268	2.0 X 2.0	Single Span
66	91.405	2.0 X 2.0	Single Span
67	91.529	2.0 X 2.0	Single Span
68	91.682	3.0 X 3.0	Single Span
69	92.104	2.0 X 2.0	Single Span
70	92.455	2.0 X 2.0	Single Span
71	92.595	2.0 X 2.0	Single Span
72	92.724	4.0 X 4.0	Single Span
73	92.824	3.0 X 3.0	Single Span
74	92.915	2.0 X 2.0	Single Span
75	93.12	3.0 X 3.0	Single Span
76	93.23	2.0 X 3.0	Single Span
77	93.319	3.0 X 3.0	Single Span
78	93.37	2.0 X 2.0	Single Span
79	93.56	2.0 X 2.0	Single Span
80	93.65	2.0 X 2.0	Single Span
81	93.948	2.0 X 3.0	Single Span
82	94.159	3.0 X 3.0	Single Span
83	94.216	2.0 X 2.0	Single Span
84	94.531	3.0 X 3.0	Single Span
85	94.686	3.0 X 3.0	Single Span
86	95.026	2.0 X 2.0	Single Span
87	95.25	3.0 X 3.0	Single Span
88	95.392	2.0 X 2.0	Single Span
89	95.646	2.0 X 2.0	Single Span
90	95.922	2.0 X 2.0	Single Span
91	96.427	3.0 X 3.0	Single Span
92	96.581	2.0 X 2.0	Single Span
93	96.702	2.0 X 2.0	Single Span
94	96.882	2.0 X 2.0	Single Span
95	97.136	2.0 X 2.0	Single Span
96	97.463	2.0 X 2.0	Single Span
97	97.645	2.0 X 2.0	Single Span
98	97.718	3.0 X 3.0	Single Span
99	97.899	2.0 X 2.0	Single Span
100	97.955	2.0 X 2.0	Single Span
101	99.866	2.0 X 2.0	Single Span
102	100.16	2.0 X 2.0	Single Span
103	100.22	2.0 X 2.0	Single Span
104	100.432	2.0 X 2.0	Single Span
105	100.645	2.0 X 2.0	Single Span
106	100.777	2.0 X 2.0	Single Span
107	100.888	2.0 X 2.0	Single Span
108	101.03	2.0 X 2.0	Single Span
109	101.175	2.0 X 2.0	Single Span
110	101.453	2.0 X 2.0	Single Span
111	101.586	4.0 X 4.0	Single Span
112	101.681	2.0 X 2.0	Single Span
113	101.944	5.0 X 5.0	Single Span

Sl. No.	Culvert Location	Span /Opening (m)	Remarks*
114	102.275	5.0 X 5.0	Single Span
115	102.410	2.0 X 2.0	Single Span
116	102.496	2.0 X 2.0	Single Span
117	102.521	2.0 X 2.0	Single Span
118	102.64	2.0 X 2.0	Single Span
119	102.743	2.0 X 2.0	Single Span
120	102.797	2.0 X 2.0	Single Span
121	102.875	2.0 X 2.0	Single Span
122	102.995	2.0 X 2.0	Single Span
123	103.134	2.0 X 2.0	Single Span
124	103.207	2.0 X 2.0	Single Span
125	103.292	2.0 X 2.0	Single Span
126	103.532	5.0 X 5.0	Single Span
127	103.600	2.0 X 2.0	Single Span
128	103.656	5.0 X 5.0	Single Span
129	104.366	2.0 X 2.0	Single Span
130	104.728	2.0 X 2.0	Single Span
131	105.240	2.0 X 3.0	Single Span
132	106.154	2.0 X 2.0	Single Span
133	106.350	2.0 X 2.0	Single Span
134	106.585	2.0 X 2.0	Single Span
135	106.880	2.0 X 2.0	Single Span
136	107.103	2.0 X 2.0	Single Span
137	107.274	2.0 X 2.0	Single Span
138	107.512	2.0 X 2.0	Single Span
139	107.703	3.0 X 3.0	Single Span
140	107.958	3.0 X 3.0	Single Span
141	108.159	2.0 X 2.0	Single Span
142	108.358	2.0 X 2.0	Single Span
143	108.597	5.0 X 3.0	Single Span
144	108.945	2.0 X 2.0	Single Span
145	109.240	4.0 X 4.0	Single Span
146	109.600	2.0 X 2.0	Single Span
147	109.750	2.0 X 2.0	Single Span
148	110.035	5.0 X 5.0	Single Span
149	110.256	2.0 X 2.0	Single Span
150	110.397	2.0 X 2.0	Single Span
151	110.462	2.0 X 2.0	Single Span
152	110.773	2.0 X 2.0	Single Span
153	111.084	5.0 X 5.0	Single Span
154	111.212	3.0 X 3.0	Single Span
155	111.321	2.0 X 2.0	Single Span
156	111.454	2.0 X 3.0	Single Span
157	111.668	2.0 X 3.0	Single Span
158	111.818	2.0 X 2.0	Single Span
159	112.061	2.0 X 2.0	Single Span
160	112.149	2.0 X 2.0	Single Span
161	112.484	2.0 X 2.0	Single Span
162	112.62	2.0 X 2.0	Single Span
163	112.948	3.0 X 3.0	Single Span
164	113.008	2.0 X 2.0	Single Span

Sl. No.	Culvert Location	Span /Opening (m)	Remarks*
165	113.187	2.0 X 2.0	Single Span
166	113.23	2.0 X 2.0	Single Span
167	113.502	2.0 X 2.0	Single Span
168	114.154	2.0 X 2.0	Single Span
169	114.27	2.0 X 2.0	Single Span
170	114.404	2.0 X 3.0	Single Span
171	114.93	2.0 X 2.0	Single Span
172	115.02	2.0 X 2.0	Single Span
173	115.078	2.0 X 2.0	Single Span
174	115.146	4.0 X 4.0	Single Span
175	115.386	2.0 X 2.0	Single Span
176	115.53	2.0 X 2.0	Single Span
177	115.66	2.0 X 2.0	Single Span
178	115.791	2.0 X 2.0	Single Span
179	115.996	2.0 X 2.0	Single Span
180	116.146	2.0 X 2.0	Single Span
181	117.281	4.0 X 4.0	Single Span
182	117.336	4.0 X 4.0	Single Span
183	120.683	3.0 X 3.0	Single Span
184	120.744	3.0 X 3.0	Single Span
185	121.121	3.0 X 3.0	Single Span
186	121.393	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	70.553	2.0 X 2.0	Single Span
2	71.246	2.0 X 2.0	Single Span
3	71.752	2.0 X 2.0	Single Span
4	72.581	2.0 X 3.0	Single Span
5	73.656	2.0 X 2.0	Single Span
6	74.577	2.0 X 2.0	Single Span
7	74.831	2.0 X 2.0	Single Span
8	75.683	2.0 X 3.0	Single Span
9	76.445	2.0 X 2.0	Single Span
10	76.777	2.0 X 2.0	Single Span
11	77.965	2.0 X 2.0	Single Span
12	78.782	2.0 X 2.0	Single Span
13	79.449	2.0 X 2.0	Single Span
14	82.283	2.0 X 2.0	Single Span
15	83.928	2.0 X 2.0	Single Span

Sl. No.	Culvert Location	Span /Opening (m)	Remarks*
16	84.241	2.0 X 2.0	Single Span
17	84.639	2.0 X 2.0	Single Span
18	85.650	2.0 X 2.0	Single Span
19	85.931	2.0 X 3.0	Single Span
20	86.884	2.0 X 2.0	Single Span
21	87.132	2.0 X 2.0	Single Span
22	87.272	2.0 X 2.0	Single Span
23	88.363	2.0 X 2.0	Single Span
24	89.072	2.0 X 2.0	Single Span
25	89.625	2.0 X 2.0	Single Span
26	90.146	2.0 X 2.0	Single Span
27	90.235	2.0 X 2.0	Single Span
28	90.446	2.0 X 2.0	Single Span
29	91.845	2.0 X 2.0	Single Span
30	92.244	2.0 X 2.0	Single Span
31	93.004	2.0 X 2.0	Single Span
32	94.425	2.0 X 2.0	Single Span
33	95.188	2.0 X 3.0	Single Span
34	95.986	2.0 X 2.0	Single Span
35	96.175	2.0 X 2.0	Single Span
36	97.248	2.0 X 3.0	Single Span
37	98.134	2.0 X 2.0	Single Span
38	98.463	2.0 X 3.0	Single Span
39	98.718	2.0 X 3.0	Single Span
40	98.935	2.0 X 2.0	Single Span
41	99.114	2.0 X 2.0	Single Span
42	99.380	2.0 X 2.0	Single Span
43	99.641	2.0 X 2.0	Single Span
44	99.988	2.0 X 2.0	Single Span
45	102.184	2.0 X 2.0	Single Span
46	103.925	2.0 X 2.0	Single Span
47	104.149	2.0 X 2.0	Single Span
48	104.899	2.0 X 2.0	Single Span
49	105.070	2.0 X 3.0	Single Span
50	105.410	2.0 X 3.0	Single Span
51	105.645	2.0 X 2.0	Single Span
52	105.895	2.0 X 2.0	Single Span
53	106.760	2.0 X 3.0	Single Span
54	107.416	2.0 X 3.0	Single Span
55	108.296	2.0 X 3.0	Single Span
56	109.380	4.0 X 4.0	Single Span
57	112.342	2.0 X 2.0	Single Span
58	112.719	2.0 X 2.0	Single Span
59	113.075	2.0 X 3.0	Single Span
60	113.670	2.0 X 2.0	Single Span
61	113.817	2.0 X 3.0	Single Span
62	114.008	2.0 X 2.0	Single Span
63	114.52	2.0 X 2.0	Single Span
64	114.688	2.0 X 2.0	Single Span
65	116.432	2.0 X 2.0	Single Span
66	116.720	2.0 X 2.0	Single Span

Sl. No.	Culvert Location	Span /Opening (m)	Remarks*
67	116.985	2.0 X 2.0	Single Span
68	117.586	2.0 X 3.0	Single Span
69	117.729	2.0 X 3.0	Single Span
70	118.690	2.0 X 3.0	Single Span
71	118.999	2.0 X 2.0	Single Span
72	119.196	2.0 X 2.0	Single Span
73	119.555	2.0 X 2.0	Single Span
74	119.931	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 Manualand 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 Manualand provide details]

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

(ii) The following narrow bridges shall bewidened:

Sl. No.	Location (km)	Existing width(m)	Extent of widening(m)	Cross-sectionatdeck levelforwidening@
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 Manualand 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]

(iv) Rail-road bridges

(a) DesignconstructionanddetailingofROB/RUBshallbeasspecifiedinprovisionofthe relevant Manual [Refer toprovisionofthe relevant Manual andspecify modification, if any]

(b) Road over-bridges

Roadover-bridges(roadoverrail)shall beprovidedatthefollowinglevel crossings.As per GAD drawings attached:

Sl. No.	Location ofLevelcrossing(Chainagekm)	Lengthofbridge (m)
Nil		

(c)Road under-bridges

Road u n d e r -bridges (road underrailway line) shall be provided at the followinglevel crossings as per GAD drawings attached:

Sl. No.	Location ofLevelcrossing (Chainage km)	Number andlengthof span(m)
Nil		

(v) Grade separated structures

[Refer provision of the relevant Manual]

Thegradeseparatedstructuresshallbeprovidedatthelocationsandofthetypeand length specified in paragraphs 2(ix) and3 of this Annex-I.

(vi) Repairs andstrengthening of bridges andstructures

[Refer to provisionofthe relevant Manual and provide details]

Theexistingbridgesandstructurestoberepaired/strengthenedandthenatureand extent of repairs /strengtheningrequired 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)	Natureandextent ofrepairs/strengtheningtobe carriedout
Nil		

(c) Overpasses/Underpasses and otherstructures

Sl. No.	Location of Structure(km)	Natureandextent ofrepairs/strengtheningtobe carriedout
Nil		

(vii) List of Major Bridges and Structures

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

Sl. No.	Location (Km)
1	120+306

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	226
2	Kilometer stones=	Nos	40
3	5th Kilometer stones=	Nos	11
4	Boundary Stones=	Nos	527
5	Delineators (100 cm long and circular shaped)+Hazard marker =	Nos	4913
6	Road Stud=	Nos	24390
7	900 mm Octagonal	Nos	8
8	600 mm circular	Nos	303
9	900 mm Triangular	Nos	1003
10	800 mm x 600 mm rectangular	Nos	14
11	Direction Sign < 0.9 sqm	sqm	14
12	Direction Sign > 0.9 sqm	sqm	2
13	Rumble Strip=	sqm	392

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

9. Roadside Furniture

(i) Road side 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 Contractor as compensatory a forestation.]

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)		
69970	70420	Single	450
70520	70620	Single	97
70900	71120	Single	216
71270	71570	Single	295
71570	71620	Single	50
71870	72270	Single	396
72270	72370	Single	100
72670	73270	Single	600
73370	73620	Single	250
73720	73820	Single	100
74020	74120	Single	100
74420	74570	Single	150
74770	74920	Single	147
75270	75420	Single	150
75570	75620	Single	50
75720	76120	Single	397
76320	76420	Single	100
79230	79720	Single	487
79720	79820	Single	100
80670	80820	Single	147
81070	81370	Single	297
81470	81670	Single	200
81820	81870	Single	50
82420	82570	Single	150
82620	82870	Single	247
83070	83170	Single	100
83170	83220	Single	50
83370	83470	Single	100
83470	83620	Single	147
83770	83920	Single	150
84020	84620	Single	597
84670	84870	Single	200
84920	84970	Single	50
84970	85120	Single	150
85635	85720	Single	82
85940	86040	Single	100
86870	86980	Both	215
87130	87375	Both	480
88025	88135	Both	220
96280	96525	Both	482
99020	99175	Single	152
99230	99600	Single	370
102050	102100	Both	100
103800	103850	Both	100
104320	104370	Both	95

Chainage		Side	Net Length (m)
From (m)	To (m)		
104730	104780	Single	50
112740	112875	Single	135
Total Length =			**9451**

b) RR Masonry Retaining Wall

Chainage		Side	Net Length
From	To		
70620	70670	single	45
71620	71670	single	50
71720	71770	single	47
72270	72370	single	100
72370	72620	single	247
75220	75270	single	47
75620	75720	single	100
76420	76470	single	47
79970	80120	single	147
82570	82620	single	47
83770	83920	single	147
84620	84670	single	47
84920	84970	single	50
85720	85770	single	50
89080	89130	single	50
93225	93375	single	141
93975	94070	single	95
94150	94175	single	21
94400	94500	single	97
94625	94725	single	96
94800	94870	single	70
95100	95375	single	268
95925	96100	single	172
96190	96220	single	30
96525	96625	single	97
96625	96700	both	150
96775	96825	single	50
96860	96925	single	62
96960	97000	single	40
97040	97070	single	30
97140	97190	single	50
97580	97630	single	50
98300	98425	single	125
98575	98675	single	100
98730	98825	single	95
98825	98900	both	150
99020	99175	single	152
99600	99660	both	115
99660	99720	single	60
104780	105125	single	340
105200	105250	single	47
105250	105350	single	100
105350	105450	single	97

Chainage		Side	Net Length
From	To		
105450	105525	single	75
105525	105600	single	75
105600	105640	single	40
105640	105725	single	82
105950	106150	single	200
106725	106785	single	57
109350	109400	single	45
113050	113090	single	37
117900	118020	single	120
118020	118080	single	60
118080	118175	single	95
120225	120450	single	145
Total =			**5152**

c) RCC Retaining Wall

Chainage		Side	Net Length
98510	98575	single	65
98675	98730	single	52
99175	99230	single	55
99230	99600	single	370
104000	104100	single	100
104100	104140	Both	80
104730	104780	single	50
105125	105200	single	75
105725	105850	single	125
105850	105900	single	47
106225	106300	single	75
106430	106500	single	70
106565	106725	single	157
107250	107290	single	37
109590	109625	single	32
109720	109850	single	127
110750	110800	single	47
111050	111100	single	43
111440	111580	single	137
111670	111720	single	50
111740	111900	single	157
112025	112110	single	82
112150	112425	single	272
112575	112630	single	52
112690	112740	single	47
112875	112975	single	96
113090	113185	single	95
113340	113370	single	30
113420	113440	single	20
113575	113650	single	75
113775	114175	single	392
114260	114435	single	170
114700	114765	single	65
115015	115230	single	205

Chainage		Side	Net Length
115600	115680	single	77
118175	118275	single	100
118670	118700	single	27
118700	118725	Both	50
118725	119275	single	545
119360	119475	single	115
119540	119750	single	207
119825	119875	single	50
120600	120725	single	121
120820	120870	single	50
121100	121160	single	56
121250	121300	single	50
121370	121475	single	102
121620	121769	single	149
Total =			**5251**

d) Toe wall

Chainage		Side	Net Length (m)
From (m)	To (m)		
69920	69970	Single	47.4
70520	70620	Single	97.4
70620	70670	Single	45.04
71570	71620	Single	50
71770	71820	Single	50
79720	79820	Single	100
86810	86870	Single	60
Total Length =			**449.84**

e) Metal Beam Crash Barrier

Chainage		Side	Net Length (m)
From (m)	To (m)		
69920	69970	Single	47.4
70520	70620	Single	97.4
70620	70670	Both	90.08
71570	71620	Single	50
71620	71670	Single	50
71720	71770	Single	47.4
71770	71820	Single	50
72270	72370	Single	100
72370	72620	Single	247.3
75220	75270	Single	47.3
75620	75720	Single	97.3
76420	76470	Single	47.4
79720	79820	Single	100
79970	80120	Single	147.4
82570	82620	Single	50
83770	83920	Single	150
84620	84670	Single	47.4
84920	84970	Single	50
85720	85770	Single	50
86810	86870	Single	60
89080	89130	single	50

Chainage		Side	Net Length (m)
From (m)	To (m)		
93225	93375	single	150
93975	94070	single	95
94150	94175	single	25
94400	94500	single	100
94625	94725	single	100
94800	94870	single	70
95100	95375	single	275
95925	96100	single	175
96190	96220	single	30
96525	96625	single	100
96625	96700	both	75
96775	96825	single	50
96860	96925	single	65
96960	97000	single	40
97040	97128	single	88
97140	97190	single	50
97580	97630	single	50
98300	98425	single	125
98510	98575	single	65
98575	98675	single	100
98675	98730	single	55
98730	98825	single	95
98825	98900	both	75
99020	99175	single	155
99175	99230	single	55
99230	99600	single	370
99600	99660	both	60
99660	99720	single	60
104000	104100	single	100
104100	104140	both	80
104730	104780	single	50
104780	105125	single	340
105125	105200	single	75
105200	105250	single	47
105250	105350	single	100
105350	105450	single	97
105450	105525	single	75
105525	105600	single	75
105600	105640	single	40
105640	105725	single	82
105725	105850	single	125
105850	105900	single	47
105950	106150	single	200
106225	106300	single	75
106430	106500	single	70
106565	106725	single	157
106725	106785	single	57
107250	107290	single	37
109350	109400	single	45
109590	109625	single	32

Chainage		Side	Net Length (m)
From (m)	To (m)		
109720	109850	single	127
110750	110800	single	47
111050	111100	single	43
111440	111580	single	137
111670	111720	single	50
111740	111900	single	157
112025	112110	single	82
112150	112425	single	272
112575	112630	single	52
112690	112740	single	47
112875	112975	single	96
113050	113090	single	37
113090	113185	single	95
113340	113370	single	30
113420	113440	single	20
113575	113650	single	75
113775	114175	single	392
114260	114435	single	170
114700	114765	single	65
115015	115230	both	410
115600	115680	single	77
117900	118020	single	120
118020	118080	single	60
118080	118175	single	95
118175	118275	single	100
118670	118700	single	27
118700	118725	single	25
118725	119275	single	545
119360	119475	single	115
119540	119750	single	207
119825	119875	single	50
120225	120450	single	145
120600	120725	single	121
120820	120898	single	78
121100	121160	single	56
121250	121300	single	50
121370	121475	single	102
121620	121769	single	149
Total Length =			**10961**

d) Hydroseeding and Turfing

Protection Type	Total Quantity(unit)
Hydroseeding	**75641 sqm**
Turfing	**44662 sqm**

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

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 hereinabove 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~~.
   Contractor as per the provisions of Article-9

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) Road side 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) Road side 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	70+950 (Both side)	Bus Bays & Passenger shelter have been placed on both side of proposed roadway. 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	78+150 (Both side)		
3	Bus Bay & Passenger shelter	86+130 (Both side)		
4	Bus Bay & Passenger shelter	90+970 (Both side)		
5	Bus Bay & Passenger shelter	99+760 (Both side)		
6	Bus Bay & Passenger shelter	100+925 (Both side)		
7	Bus Bay & Passenger shelter	109+480 (Both side)		

f) Rest Areas

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

g) Others to be specified

Street Lighting:
Total 226 Nos. Street lighting shall be provided in junction, passenger shelters &bridge 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="4">Shoulder</td><td rowspan="4">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>Valley Side</td><td>1.5</td><td>1</td><td>2.5</td><td>Valley Side</td><td>-</td><td>Up to 1.0 m</td><td>1</td></tr>
<tr><td rowspan="2">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 rowspan="2">Built-up Area and Approaches to grade separated structures/ bridges</td><td>Hill Side</td><td>-</td><td>-</td><td>-</td></tr>
<tr><td>Valley Side</td><td>0.25 m + 1.5 m (Raised)</td><td>-</td><td>1.75</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
Minimum : 40 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.
(Refer Horizontal Alignment Drawing and Table 1.1 below)</td></tr>
<tr><td>Extra Widening</td><td>2.7</td><td colspan="5">Extra Widening has been proposed as per IRC: SP: 73-2015
Radius | Extra Widening
75-100 m | 0.9 m
101-300 m | 0.6 m</td><td colspan="5">Extra Widening has been proposed as per IRC: SP: 48-1998 (Table 6.9) of Hill Road Manual.
Radius | Extra Widening
21-40 m | 1.5 m
41-60 m | 1.2 m
61-100 m | 0.9 m</td></tr>
</table>

Item	Manual Clause Reference	Provision as per Manual	Modified Provision		
			75-100 m	0.9 m	
			101-300 m	0.6 m	
			Above 300 m	NIL	
Radii Of Horizontal Curve	2.9.4	**Mountainous Terrain:** Desirable Minimum Radius: 150 m Absolute Minimum Radius: 75 m	Radius below 75 m has been provided in the location listed in table 1.		

Table 1.1: Locations where Design Speed is less than40 kmph

Sl. No.	Stretch (from km to km)	Type of Deficiency	Remarks
1	69+805 to 69+839	Sharp Bend	Design Speed = 20 Kmph
2	69+911 to 69+924	Sharp Bend	Design Speed = 20 Kmph
3	69+950 to 70+059	Sharp Bend	Design Speed = 20 Kmph
4	70+092 to 70+128	Sharp Bend	Design Speed = 20 Kmph
5	70+161 to 70+173	Sharp Bend	Design Speed = 20 Kmph
6	70+260 to 70+286	Sharp Bend	Design Speed = 20 Kmph
7	70+314 to 70+327	Sharp Bend	Design Speed = 30 Kmph
8	70+379 to 70+387	Sharp Bend	Design Speed = 30 Kmph
9	70+419 to 70+472	Sharp Bend	Design Speed = 20 Kmph
10	70+502 to 70+538	Sharp Bend	Design Speed = 20 Kmph
11	70+625 to 70+669	Sharp Bend	Design Speed = 20 Kmph
12	70+727 to 70+776	Sharp Bend	Design Speed = 20 Kmph
13	70+786 to 70+822	Sharp Bend	Design Speed = 20 Kmph
14	70+852 to 70+865	Sharp Bend	Design Speed = 20 Kmph
15	70+902 to 70+911	Sharp Bend	Design Speed = 20 Kmph
16	70+971 to 70+997	Sharp Bend	Design Speed = 20 Kmph
17	71+011 to 71+066	Sharp Bend	Design Speed = 20 Kmph
18	71+078 to 71+107	Sharp Bend	Design Speed = 20 Kmph
19	71+149 to 71+183	Sharp Bend	Design Speed = 30 Kmph
20	71+320 to 71+333	Sharp Bend	Design Speed = 20 Kmph
21	71+467 to 71+482	Sharp Bend	Design Speed = 30 Kmph
22	71+542 to 71+579	Sharp Bend	Design Speed = 20 Kmph
23	71+701 to 71+758	Sharp Bend	Design Speed = 30 Kmph
24	71+816 to 71+859	Sharp Bend	Design Speed = 20 Kmph
25	72+201 to 72+240	Sharp Bend	Design Speed = 20 Kmph
26	72+506 to 72+537	Sharp Bend	Design Speed = 30 Kmph
27	72+632 to 72+678	Sharp Bend	Design Speed = 20 Kmph
28	72+750 to 72+788	Sharp Bend	Design Speed = 30 Kmph
29	72+941 to 72+968	Sharp Bend	Design Speed = 30 Kmph
30	73+001 to 73+015	Sharp Bend	Design Speed = 30 Kmph
31	73+090 to 73+109	Sharp Bend	Design Speed = 30 Kmph
32	73+200 to 73+217	Sharp Bend	Design Speed = 20 Kmph
33	73+430 to 73+470	Sharp Bend	Design Speed = 20 Kmph
34	73+636 to 73+654	Sharp Bend	Design Speed = 20 Kmph
35	73+773 to 73+806	Sharp Bend	Design Speed = 20 Kmph
36	73+847 to 73+867	Sharp Bend	Design Speed = 30 Kmph
37	73+911 to 73+954	Sharp Bend	Design Speed = 20 Kmph
38	74+014 to 74+034	Sharp Bend	Design Speed = 30 Kmph

Sl. No.	Stretch (from km to km)	Type of Deficiency	Remarks
39	74+571 to 74+612	Sharp Bend	Design Speed = 20 Kmph
40	74+673 to 74+689	Sharp Bend	Design Speed = 20 Kmph
41	74+735 to 74+769	Sharp Bend	Design Speed = 20 Kmph
42	74+820 to 74+827	Sharp Bend	Design Speed = 20 Kmph
43	74+890 to 74+947	Sharp Bend	Design Speed = 30 Kmph
44	75+137 to 75+203	Sharp Bend	Design Speed = 30 Kmph
45	75+378 to 75+399	Sharp Bend	Design Speed = 20 Kmph
46	75+539 to 75+568	Sharp Bend	Design Speed = 20 Kmph
47	75+640 to 75+658	Sharp Bend	Design Speed = 30 Kmph
48	75+707 to 75+734	Sharp Bend	Design Speed = 20 Kmph
49	75+856 to 75+874	Sharp Bend	Design Speed = 20 Kmph
50	75+959 to 75+986	Sharp Bend	Design Speed = 20 Kmph
51	76+071 to 76+101	Sharp Bend	Design Speed = 30 Kmph
52	76+166 to 76+184	Sharp Bend	Design Speed = 20 Kmph
53	76+891 to 76+946	Sharp Bend	Design Speed = 30 Kmph
54	77+011 to 77+043	Sharp Bend	Design Speed = 30 Kmph
55	77+138 to 77+167	Sharp Bend	Design Speed = 20 Kmph
56	77+231 to 77+247	Sharp Bend	Design Speed = 30 Kmph
57	77+290 to 77+313	Sharp Bend	Design Speed = 30 Kmph
58	77+383 to 77+398	Sharp Bend	Design Speed = 30 Kmph
59	77+462 to 77+488	Sharp Bend	Design Speed = 20 Kmph
60	77+543 to 77+568	Sharp Bend	Design Speed = 30 Kmph
61	78+468 to 78+485	Sharp Bend	Design Speed = 30 Kmph
62	78+540 to 78+551	Sharp Bend	Design Speed = 30 Kmph
63	78+584 to 78+607	Sharp Bend	Design Speed = 30 Kmph
64	78+657 to 78+680	Sharp Bend	Design Speed = 30 Kmph
65	78+970 to 79+015	Sharp Bend	Design Speed = 30 Kmph
66	79+186 to 79+229	Sharp Bend	Design Speed = 20 Kmph
67	80+253 to 80+276	Sharp Bend	Design Speed = 30 Kmph
68	80+401 to 80+412	Sharp Bend	Design Speed = 20 Kmph
69	80+490 to 80+499	Sharp Bend	Design Speed = 20 Kmph
70	81+015 to 81+020	Sharp Bend	Design Speed = 30 Kmph
71	81+101 to 81+127	Sharp Bend	Design Speed = 20 Kmph
72	81+230 to 81+255	Sharp Bend	Design Speed = 20 Kmph
73	82+040 to 82+064	Sharp Bend	Design Speed = 30 Kmph
74	82+126 to 82+160	Sharp Bend	Design Speed = 20 Kmph
75	82+345 to 82+364	Sharp Bend	Design Speed = 30 Kmph
76	82+414 to 82+440	Sharp Bend	Design Speed = 30 Kmph
77	82+725 to 82+759	Sharp Bend	Design Speed = 20 Kmph
78	83+340 to 83+371	Sharp Bend	Design Speed = 20 Kmph
79	83+587 to 83+594	Sharp Bend	Design Speed = 20 Kmph
80	83+640 to 83+655	Sharp Bend	Design Speed = 20 Kmph
81	83+688 to 83+695	Sharp Bend	Design Speed = 30 Kmph
82	83+757 to 83+792	Sharp Bend	Design Speed = 30 Kmph
83	83+853 to 83+879	Sharp Bend	Design Speed = 30 Kmph
84	83+978 to 84+012	Sharp Bend	Design Speed = 20 Kmph
85	84+734 to 84+749	Sharp Bend	Design Speed = 30 Kmph
86	84+871 to 84+910	Sharp Bend	Design Speed = 20 Kmph
87	85+487 to 85+502	Sharp Bend	Design Speed = 30 Kmph

Sl. No.	Stretch (from km to km)	Type of Deficiency	Remarks
88	85+928 to 85+957	Sharp Bend	Design Speed = 20 Kmph
89	85+988 to 86+075	Sharp Bend	Design Speed = 30 Kmph
90	86+183 to 86+206	Sharp Bend	Design Speed = 20 Kmph
91	86+258 to 86+266	Sharp Bend	Design Speed = 20 Kmph
92	86+319 to 86+366	Sharp Bend	Design Speed = 20 Kmph
93	86+400 to 86+408	Sharp Bend	Design Speed = 20 Kmph
94	86+429 to 86+446	Sharp Bend	Design Speed = 20 Kmph
95	86+490 to 86+497	Sharp Bend	Design Speed = 20 Kmph
96	86+580 to 86+605	Sharp Bend	Design Speed = 30 Kmph
97	86+657 to 86+702	Sharp Bend	Design Speed = 20 Kmph
98	86+792 to 86+820	Sharp Bend	Design Speed = 30 Kmph
99	87+008 to 87+017	Sharp Bend	Design Speed = 20 Kmph
100	87+113 to 87+128	Sharp Bend	Design Speed = 20 Kmph
101	87+159 to 87+180	Sharp Bend	Design Speed = 20 Kmph
102	87+234 to 87+248	Sharp Bend	Design Speed = 20 Kmph
103	87+759 to 87+778	Sharp Bend	Design Speed = 20 Kmph
104	87+831 to 87+841	Sharp Bend	Design Speed = 20 Kmph
105	87+887 to 87+914	Sharp Bend	Design Speed = 20 Kmph
106	87+969 to 87+978	Sharp Bend	Design Speed = 20 Kmph
107	88+066 to 88+080	Sharp Bend	Design Speed = 20 Kmph
108	88+158 to 88+167	Sharp Bend	Design Speed = 20 Kmph
109	88+232 to 88+246	Sharp Bend	Design Speed = 20 Kmph
110	88+298 to 88+301	Sharp Bend	Design Speed = 20 Kmph
111	88+430 to 88+438	Sharp Bend	Design Speed = 20 Kmph
112	88+498 to 88+514	Sharp Bend	Design Speed = 20 Kmph
113	88+568 to 88+580	Sharp Bend	Design Speed = 20 Kmph
114	88+727 to 88+756	Sharp Bend	Design Speed = 20 Kmph
115	88+864 to 88+876	Sharp Bend	Design Speed = 30 Kmph
116	89+109 to 89+181	Sharp Bend	Design Speed = 30 Kmph
117	89+244 to 89+260	Sharp Bend	Design Speed = 20 Kmph
118	89+388 to 89+407	Sharp Bend	Design Speed = 20 Kmph
119	89+655 to 89+684	Sharp Bend	Design Speed = 20 Kmph
120	90+560 to 90+645	Sharp Bend	Design Speed = 30 Kmph
121	90+687 to 90+707	Sharp Bend	Design Speed = 30 Kmph
122	90+738 to 90+761	Sharp Bend	Design Speed = 30 Kmph
123	91+028 to 91+048	Sharp Bend	Design Speed = 30 Kmph
124	91+132 to 91+147	Sharp Bend	Design Speed = 30 Kmph
125	91+751 to 91+784	Sharp Bend	Design Speed = 20 Kmph
126	91+826 to 91+851	Sharp Bend	Design Speed = 30 Kmph
127	92+001 to 92+012	Sharp Bend	Design Speed = 30 Kmph
128	92+437 to 92+460	Sharp Bend	Design Speed = 30 Kmph
129	92+549 to 92+553	Sharp Bend	Design Speed = 30 Kmph
130	92+617 to 92+622	Sharp Bend	Design Speed = 30 Kmph
131	92+708 to 92+730	Sharp Bend	Design Speed = 20 Kmph
132	92+783 to 92+795	Sharp Bend	Design Speed = 20 Kmph
133	92+884 to 92+931	Sharp Bend	Design Speed = 20 Kmph
134	92+986 to 93+003	Sharp Bend	Design Speed = 20 Kmph
135	93+054 to 93+054	Sharp Bend	Design Speed = 30 Kmph
136	93+096 to 93+133	Sharp Bend	Design Speed = 30 Kmph

Sl. No.	Stretch (from km to km)	Type of Deficiency	Remarks
137	93+295 to 93+319	Sharp Bend	Design Speed = 30 Kmph
138	93+361 to 93+373	Sharp Bend	Design Speed = 30 Kmph
139	93+591 to 93+628	Sharp Bend	Design Speed = 20 Kmph
140	93+697 to 93+701	Sharp Bend	Design Speed = 30 Kmph
141	93+792 to 93+825	Sharp Bend	Design Speed = 30 Kmph
142	93+947 to 93+953	Sharp Bend	Design Speed = 30 Kmph
143	94+012 to 94+032	Sharp Bend	Design Speed = 30 Kmph
144	94+138 to 94+196	Sharp Bend	Design Speed = 30 Kmph
145	94+280 to 94+301	Sharp Bend	Design Speed = 30 Kmph
146	94+415 to 94+456	Sharp Bend	Design Speed = 30 Kmph
147	94+560 to 94+577	Sharp Bend	Design Speed = 20 Kmph
148	94+661 to 94+711	Sharp Bend	Design Speed = 30 Kmph
149	94+766 to 94+781	Sharp Bend	Design Speed = 30 Kmph
150	95+080 to 95+104	Sharp Bend	Design Speed = 20 Kmph
151	95+234 to 95+269	Sharp Bend	Design Speed = 20 Kmph
152	95+548 to 95+579	Sharp Bend	Design Speed = 20 Kmph
153	95+610 to 95+625	Sharp Bend	Design Speed = 20 Kmph
154	96+140 to 96+152	Sharp Bend	Design Speed = 30 Kmph
155	96+416 to 96+446	Sharp Bend	Design Speed = 20 Kmph
156	96+529 to 96+531	Sharp Bend	Design Speed = 30 Kmph
157	96+585 to 96+589	Sharp Bend	Design Speed = 30 Kmph
158	96+620 to 96+626	Sharp Bend	Design Speed = 30 Kmph
159	96+701 to 96+705	Sharp Bend	Design Speed = 30 Kmph
160	96+874 to 96+895	Sharp Bend	Design Speed = 30 Kmph
161	97+198 to 97+233	Sharp Bend	Design Speed = 20 Kmph
162	97+625 to 97+654	Sharp Bend	Design Speed = 20 Kmph
163	98+002 to 98+015	Sharp Bend	Design Speed = 30 Kmph
164	98+148 to 98+167	Sharp Bend	Design Speed = 30 Kmph
165	98+202 to 98+229	Sharp Bend	Design Speed = 30 Kmph
166	98+260 to 98+267	Sharp Bend	Design Speed = 30 Kmph
167	98+316 to 98+322	Sharp Bend	Design Speed = 30 Kmph
168	98+366 to 98+381	Sharp Bend	Design Speed = 30 Kmph
169	98+529 to 98+565	Sharp Bend	Design Speed = 30 Kmph
170	98+614 to 98+644	Sharp Bend	Design Speed = 20 Kmph
171	98+699 to 98+712	Sharp Bend	Design Speed = 20 Kmph
172	98+987 to 98+998	Sharp Bend	Design Speed = 20 Kmph
173	99+250 to 99+269	Sharp Bend	Design Speed = 30 Kmph
174	99+345 to 99+346	Sharp Bend	Design Speed = 30 Kmph
175	99+826 to 99+850	Sharp Bend	Design Speed = 30 Kmph
176	100+377 to 100+385	Sharp Bend	Design Speed = 20 Kmph
177	100+421 to 100+440	Sharp Bend	Design Speed = 20 Kmph
178	100+475 to 100+482	Sharp Bend	Design Speed = 30 Kmph
179	100+809 to 100+818	Sharp Bend	Design Speed = 30 Kmph
180	101+016 to 101+030	Sharp Bend	Design Speed = 20 Kmph
181	101+256 to 101+261	Sharp Bend	Design Speed = 30 Kmph
182	101+315 to 101+328	Sharp Bend	Design Speed = 30 Kmph
183	101+457 to 101+484	Sharp Bend	Design Speed = 30 Kmph
184	101+527 to 101+547	Sharp Bend	Design Speed = 30 Kmph
185	101+579 to 101+606	Sharp Bend	Design Speed = 20 Kmph

Sl. No.	Stretch (from km to km)	Type of Deficiency	Remarks
186	101+676 to 101+710	Sharp Bend	Design Speed = 30 Kmph
187	101+941 to 101+961	Sharp Bend	Design Speed = 20 Kmph
188	102+009 to 102+024	Sharp Bend	Design Speed = 20 Kmph
189	102+121 to 102+140	Sharp Bend	Design Speed = 30 Kmph
190	102+263 to 102+279	Sharp Bend	Design Speed = 20 Kmph
191	102+922 to 102+925	Sharp Bend	Design Speed = 30 Kmph
192	102+988 to 102+997	Sharp Bend	Design Speed = 20 Kmph
193	103+053 to 103+060	Sharp Bend	Design Speed = 30 Kmph
194	103+505 to 103+538	Sharp Bend	Design Speed = 20 Kmph
195	103+505 to 103+538	Sharp Bend	Design Speed = 20 Kmph
196	103+579 to 103+589	Sharp Bend	Design Speed = 20 Kmph
197	103+631 to 103+684	Sharp Bend	Design Speed = 20 Kmph
198	104+222 to 104+270	Sharp Bend	Design Speed = 20 Kmph
199	104+342 to 104+395	Sharp Bend	Design Speed = 20 Kmph
200	104+523 to 104+545	Sharp Bend	Design Speed = 20 Kmph
201	104+591 to 104+604	Sharp Bend	Design Speed = 20 Kmph
202	104+727 to 104+740	Sharp Bend	Design Speed = 20 Kmph
203	104+785 to 104+815	Sharp Bend	Design Speed = 20 Kmph
204	105+139 to 105+149	Sharp Bend	Design Speed = 30 Kmph
205	105+214 to 105+225	Sharp Bend	Design Speed = 30 Kmph
206	105+285 to 105+289	Sharp Bend	Design Speed = 30 Kmph
207	105+321 to 105+337	Sharp Bend	Design Speed = 20 Kmph
208	105+457 to 105+490	Sharp Bend	Design Speed = 30 Kmph
209	105+527 to 105+541	Sharp Bend	Design Speed = 30 Kmph
210	105+586 to 105+594	Sharp Bend	Design Speed = 20 Kmph
211	105+687 to 105+693	Sharp Bend	Design Speed = 30 Kmph
212	106+348 to 106+374	Sharp Bend	Design Speed = 20 Kmph
213	106+997 to 107+016	Sharp Bend	Design Speed = 20 Kmph
214	107+092 to 107+109	Sharp Bend	Design Speed = 20 Kmph
215	107+150 to 107+168	Sharp Bend	Design Speed = 20 Kmph
216	107+266 to 107+285	Sharp Bend	Design Speed = 20 Kmph
217	107+309 to 107+332	Sharp Bend	Design Speed = 30 Kmph
218	107+647 to 107+665	Sharp Bend	Design Speed = 20 Kmph
219	107+696 to 107+717	Sharp Bend	Design Speed = 30 Kmph
220	107+740 to 107+761	Sharp Bend	Design Speed = 30 Kmph
221	107+787 to 107+794	Sharp Bend	Design Speed = 25 Kmph
222	107+875 to 107+901	Sharp Bend	Design Speed = 30 Kmph
223	107+941 to 107+965	Sharp Bend	Design Speed = 30 Kmph
224	108+009 to 108+012	Sharp Bend	Design Speed = 30 Kmph
225	108+104 to 108+118	Sharp Bend	Design Speed = 30 Kmph
226	108+151 to 108+166	Sharp Bend	Design Speed = 30 Kmph
227	108+206 to 108+216	Sharp Bend	Design Speed = 30 Kmph
228	108+588 to 108+602	Sharp Bend	Design Speed = 20 Kmph
229	108+625 to 108+720	Sharp Bend	Design Speed = 30 Kmph
230	108+755 to 108+765	Sharp Bend	Design Speed = 30 Kmph
231	108+841 to 108+864	Sharp Bend	Design Speed = 30 Kmph
232	108+905 to 108+924	Sharp Bend	Design Speed = 30 Kmph
233	108+964 to 108+975	Sharp Bend	Design Speed = 30 Kmph
234	109+048 to 109+060	Sharp Bend	Design Speed = 30 Kmph

Sl. No.	Stretch (from km to km)	Type of Deficiency	Remarks
235	109+150 to 109+180	Sharp Bend	Design Speed = 30 Kmph
236	109+228 to 109+251	Sharp Bend	Design Speed = 20 Kmph
237	109+309 to 109+336	Sharp Bend	Design Speed = 20 Kmph
238	109+395 to 109+415	Sharp Bend	Design Speed = 30 Kmph
239	109+555 to 109+568	Sharp Bend	Design Speed = 30 Kmph
240	109+628 to 109+641	Sharp Bend	Design Speed = 30 Kmph
241	109+877 to 109+932	Sharp Bend	Design Speed = 30 Kmph
242	110+014 to 110+048	Sharp Bend	Design Speed = 20 Kmph
243	110+110 to 110+219	Sharp Bend	Design Speed = 20 Kmph
244	110+249 to 110+255	Sharp Bend	Design Speed = 20 Kmph
245	110+309 to 110+325	Sharp Bend	Design Speed = 30 Kmph
246	110+569 to 110+609	Sharp Bend	Design Speed = 20 Kmph
247	110+651 to 110+652	Sharp Bend	Design Speed = 30 Kmph
248	111+315 to 111+329	Sharp Bend	Design Speed = 20 Kmph
249	111+380 to 111+406	Sharp Bend	Design Speed = 20 Kmph
250	111+472 to 111+476	Sharp Bend	Design Speed = 30 Kmph
251	111+932 to 111+955	Sharp Bend	Design Speed = 20 Kmph
252	112+057 to 112+066	Sharp Bend	Design Speed = 30 Kmph
253	112+162 to 112+199	Sharp Bend	Design Speed = 30 Kmph
254	112+313 to 112+343	Sharp Bend	Design Speed = 20 Kmph
255	112+711 to 112+772	Sharp Bend	Design Speed = 30 Kmph
256	112+826 to 112+970	Sharp Bend	Design Speed = 30 Kmph
257	113+112 to 113+126	Sharp Bend	Design Speed = 30 Kmph
258	113+179 to 113+181	Sharp Bend	Design Speed = 30 Kmph
259	113+236 to 113+250	Sharp Bend	Design Speed = 20 Kmph
260	113+302 to 113+319	Sharp Bend	Design Speed = 20 Kmph
261	113+758 to 113+800	Sharp Bend	Design Speed = 20 Kmph
262	114+434 to 114+448	Sharp Bend	Design Speed = 20 Kmph
263	114+487 to 114+503	Sharp Bend	Design Speed = 20 Kmph
264	114+678 to 114+726	Sharp Bend	Design Speed = 20 Kmph
265	114+838 to 114+858	Sharp Bend	Design Speed = 20 Kmph
266	115+048 to 115+086	Sharp Bend	Design Speed = 30 Kmph
267	115+170 to 115+189	Sharp Bend	Design Speed = 30 Kmph
268	117+527 to 117+529	Sharp Bend	Design Speed = 30 Kmph
269	117+626 to 117+648	Sharp Bend	Design Speed = 20 Kmph
270	117+700 to 117+740	Sharp Bend	Design Speed = 20 Kmph
271	117+799 to 117+805	Sharp Bend	Design Speed = 30 Kmph
272	117+861 to 117+904	Sharp Bend	Design Speed = 20 Kmph
273	117+951 to 117+960	Sharp Bend	Design Speed = 30 Kmph
274	118+023 to 118+065	Sharp Bend	Design Speed = 20 Kmph
275	118+143 to 118+163	Sharp Bend	Design Speed = 20 Kmph
276	118+255 to 118+296	Sharp Bend	Design Speed = 30 Kmph
277	118+457 to 118+502	Sharp Bend	Design Speed = 20 Kmph
278	118+609 to 118+610	Sharp Bend	Design Speed = 30 Kmph
279	118+661 to 118+702	Sharp Bend	Design Speed = 20 Kmph
280	118+942 to 118+968	Sharp Bend	Design Speed = 30 Kmph
281	119+023 to 119+038	Sharp Bend	Design Speed = 30 Kmph
282	119+084 to 119+111	Sharp Bend	Design Speed = 20 Kmph
283	119+176 to 119+181	Sharp Bend	Design Speed = 20 Kmph

Sl. No.	Stretch (from km to km)	Type of Deficiency	Remarks
284	119+218 to 119+223	Sharp Bend	Design Speed = 20 Kmph
285	119+286 to 119+302	Sharp Bend	Design Speed = 20 Kmph
286	119+383 to 119+423	Sharp Bend	Design Speed = 30 Kmph
287	119+521 to 119+547	Sharp Bend	Design Speed = 20 Kmph
288	119+597 to 119+614	Sharp Bend	Design Speed = 20 Kmph
289	119+670 to 119+687	Sharp Bend	Design Speed = 20 Kmph
290	119+726 to 119+741	Sharp Bend	Design Speed = 20 Kmph
291	119+783 to 119+798	Sharp Bend	Design Speed = 20 Kmph
292	119+997 to 120+008	Sharp Bend	Design Speed = 30 Kmph
293	120+103 to 120+141	Sharp Bend	Design Speed = 20 Kmph
294	120+220 to 120+232	Sharp Bend	Design Speed = 20 Kmph
295	120+372 to 120+425	Sharp Bend	Design Speed = 30 Kmph
296	120+490 to 120+498	Sharp Bend	Design Speed = 30 Kmph
297	120+625 to 120+656	Sharp Bend	Design Speed = 30 Kmph
298	120+717 to 120+740	Sharp Bend	Design Speed = 20 Kmph
299	120+980 to 120+988	Sharp Bend	Design Speed = 30 Kmph
300	121+114 to 121+138	Sharp Bend	Design Speed = 20 Kmph
301	121+200 to 121+219	Sharp Bend	Design Speed = 20 Kmph
302	121+606 to 121+627	Sharp Bend	Design Speed = 20 Kmph

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

Sl. No.	HIP No.	Stretch (from km to km)	Radius
1	593	69+805 to 69+839	30
2	594	69+911 to 69+924	20
3	596	70+092 to 70+128	20
4	597	70+161 to 70+173	20
5	599	70+314 to 70+327	40
6	600	70+379 to 70+387	50
7	602	70+502 to 70+538	20
8	603	70+625 to 70+669	20
9	606	70+852 to 70+865	30
10	607	70+902 to 70+911	20
11	612	71+320 to 71+333	30
12	614	71+542 to 71+579	20
13	616	71+816 to 71+859	20
14	617	71+932 to 71+938	60
15	620	72+201 to 72+240	20
16	622	72+506 to 72+537	50
17	623	72+632 to 72+678	20
18	624	72+750 to 72+788	60
19	626	72+941 to 72+968	40
20	627	73+001 to 73+015	40
21	628	73+090 to 73+109	50
22	629	73+200 to 73+217	30
23	631	73+430 to 73+470	25
24	633	73+636 to 73+654	30
25	634	73+773 to 73+806	30

Sl. No.	HIP No.	Stretch (from km to km)	Radius
26	635	73+847 to 73+867	50
27	636	73+911 to 73+954	20
28	637	74+014 to 74+034	50
29	638	74+225 to 74+241	70
30	639	74+571 to 74+612	25
31	640	74+673 to 74+689	30
32	641	74+735 to 74+769	20
33	642	74+820 to 74+827	30
34	643	74+890 to 74+947	50
35	644	75+137 to 75+203	35
36	645	75+378 to 75+399	25
37	647	75+539 to 75+568	25
38	649	75+707 to 75+734	25
39	650	75+856 to 75+874	25
40	651	75+959 to 75+986	25
41	652	76+071 to 76+101	60
42	653	76+166 to 76+184	30
43	658	76+891 to 76+946	35
44	659	77+011 to 77+043	50
45	660	77+138 to 77+167	20
46	662	77+290 to 77+313	40
47	663	77+383 to 77+398	50
48	664	77+462 to 77+488	25
49	665	77+543 to 77+568	50
50	670	78+162 to 78+244	70
51	671	78+350 to 78+365	60
52	672	78+468 to 78+485	40
53	673	78+540 to 78+551	40
54	674	78+584 to 78+607	50
55	675	78+657 to 78+680	60
56	677	78+810 to 78+865	70
57	678	78+970 to 79+015	50
58	681	79+186 to 79+229	25
59	684	79+508 to 79+515	50
60	690	80+253 to 80+276	40
61	691	80+401 to 80+412	25
62	692	80+490 to 80+499	25
63	693	80+623 to 80+632	60
64	694	80+786 to 80+808	50
65	695	80+898 to 80+915	50
66	696	81+015 to 81+020	35
67	697	81+101 to 81+127	30
68	698	81+230 to 81+255	25
69	699	81+416 to 81+431	60
70	700	81+502 to 81+527	60
71	703	81+938 to 81+960	60
72	704	82+040 to 82+064	40
73	705	82+126 to 82+160	25

Sl. No.	HIP No.	Stretch (from km to km)	Radius
74	707	82+345 to 82+364	50
75	708	82+414 to 82+440	35
76	710	82+725 to 82+759	25
77	715	83+189 to 83+198	70
78	717	83+340 to 83+371	20
79	718	83+463 to 83+498	70
80	719	83+587 to 83+594	20
81	720	83+640 to 83+655	20
82	721	83+688 to 83+695	45
83	722	83+757 to 83+792	35
84	723	83+853 to 83+879	50
85	724	83+978 to 84+012	25
86	727	84+310 to 84+428	66
87	728	84+603 to 84+655	70
88	729	84+734 to 84+749	50
89	731	84+871 to 84+910	20
90	733	85+286 to 85+295	60
91	735	85+487 to 85+502	30
92	736	85+559 to 85+582	60
93	739	85+928 to 85+957	20
94	740	85+988 to 86+075	40.5
95	741	86+183 to 86+206	30
96	742	86+258 to 86+266	30
97	743	86+319 to 86+366	24
98	744	86+400 to 86+408	20
99	746	86+490 to 86+497	30
100	748	86+580 to 86+605	70
101	749	86+657 to 86+702	20
102	750	86+792 to 86+820	30
103	752	87+008 to 87+017	40
104	753	87+113 to 87+128	20
105	754	87+159 to 87+180	20
106	755	87+234 to 87+248	20
107	757	87+392 to 87+407	60
108	758	87+545 to 87+566	50
109	759	87+759 to 87+778	35
110	760	87+831 to 87+841	60
111	761	87+887 to 87+914	35
112	762	87+969 to 87+978	35
113	764	88+158 to 88+167	60
114	765	88+232 to 88+246	40
115	766	88+298 to 88+301	40
116	768	88+498 to 88+514	20
117	769	88+568 to 88+580	30
118	771	88+864 to 88+876	60
119	773	89+109 to 89+181	60
120	774	89+244 to 89+260	25
121	775	89+388 to 89+407	30

Sl. No.	HIP No.	Stretch (from km to km)	Radius
122	776	89+508 to 89+527	60
123	777	89+655 to 89+684	30
124	778	89+755 to 89+771	50
125	781	90+062 to 90+089	60
126	782	90+270 to 90+293	60
127	783	90+436 to 90+453	50
128	784	90+560 to 90+645	70
129	785	90+687 to 90+707	60
130	787	90+828 to 90+833	70
131	788	90+912 to 90+915	50
132	789	91+028 to 91+048	40
133	790	91+132 to 91+147	40
134	795	91+751 to 91+784	30
135	796	91+826 to 91+851	40
136	797	91+927 to 91+927	50
137	798	92+001 to 92+012	50
138	800	92+195 to 92+200	60
139	802	92+437 to 92+460	50
140	803	92+549 to 92+553	40
141	804	92+617 to 92+622	40
142	805	92+708 to 92+730	20
143	806	92+783 to 92+795	20
144	807	92+884 to 92+931	24
145	808	92+986 to 93+003	20
146	809	93+054 to 93+054	50
147	810	93+096 to 93+133	35
148	811	93+295 to 93+319	60
149	812	93+361 to 93+373	40
150	815	93+591 to 93+628	20
151	816	93+697 to 93+701	60
152	817	93+792 to 93+825	40
153	818	93+947 to 93+953	50
154	819	94+012 to 94+032	50
155	820	94+138 to 94+196	50
156	821	94+280 to 94+301	30
157	822	94+415 to 94+456	35
158	823	94+560 to 94+577	25
159	824	94+661 to 94+711	40
160	825	94+766 to 94+781	40
161	826	94+838 to 94+856	60
162	827	94+927 to 94+935	60
163	829	95+080 to 95+104	25
164	830	95+234 to 95+269	30
165	833	95+493 to 95+502	60
166	834	95+548 to 95+579	20
167	835	95+610 to 95+625	30
168	837	95+986 to 96+013	50
169	838	96+140 to 96+152	30

Sl. No.	HIP No.	Stretch (from km to km)	Radius
170	839	96+231 to 96+257	60
171	841	96+416 to 96+446	22
172	842	96+529 to 96+531	60
173	843	96+585 to 96+589	60
174	844	96+620 to 96+626	40
175	845	96+701 to 96+705	50
176	847	96+874 to 96+895	35
177	848	96+936 to 97+026	70
178	850	97+198 to 97+233	20
179	851	97+425 to 97+435	60
180	853	97+557 to 97+577	50
181	854	97+625 to 97+654	25
182	857	98+002 to 98+015	50
183	859	98+148 to 98+167	50
184	860	98+202 to 98+229	50
185	861	98+260 to 98+267	60
186	862	98+316 to 98+322	50
187	863	98+366 to 98+381	50
188	864	98+529 to 98+565	50
189	865	98+614 to 98+644	25
190	866	98+699 to 98+712	25
191	868	98+847 to 98+910	70
192	869	98+987 to 98+998	30
193	870	99+071 to 99+189	70
194	871	99+250 to 99+269	40
195	872	99+345 to 99+346	30
196	875	99+681 to 99+701	60
197	876	99+826 to 99+850	30
198	877	99+902 to 99+960	60
199	883	100+377 to 100+385	30
200	884	100+421 to 100+440	20
201	885	100+475 to 100+482	40
202	887	100+645 to 100+658	60
203	888	100+716 to 100+719	60
204	889	100+809 to 100+818	30
205	890	101+016 to 101+030	20
206	892	101+256 to 101+261	30
207	893	101+315 to 101+328	50
208	894	101+457 to 101+484	55
209	895	101+527 to 101+547	50
210	896	101+579 to 101+606	25
211	897	101+676 to 101+710	40
212	898	101+941 to 101+961	20
213	899	102+009 to 102+024	20
214	901	102+263 to 102+279	20
215	906	102+922 to 102+925	30
216	907	102+988 to 102+997	30
217	908	103+053 to 103+060	50

Sl. No.	HIP No.	Stretch (from km to km)	Radius
218	911	103+505 to 103+538	30
219	617	71+932 to 71+938	60
220	638	74+225 to 74+241	70
221	670	78+162 to 78+244	70
222	671	78+350 to 78+365	60
223	677	78+810 to 78+865	70
224	684	79+508 to 79+515	50
225	693	80+623 to 80+632	60
226	694	80+786 to 80+808	50
227	695	80+898 to 80+915	50
228	699	81+416 to 81+431	60
229	700	81+502 to 81+527	60
230	703	81+938 to 81+960	60
231	715	83+189 to 83+198	70
232	718	83+463 to 83+498	70
233	727	84+310 to 84+428	66
234	728	84+603 to 84+655	70
235	733	85+286 to 85+295	60
236	736	85+559 to 85+582	60
237	757	87+392 to 87+407	60
238	758	87+545 to 87+566	50
239	776	89+508 to 89+527	60
240	778	89+755 to 89+771	50
241	781	90+062 to 90+089	60
242	782	90+270 to 90+293	60
243	783	90+436 to 90+453	50
244	787	90+828 to 90+833	70
245	788	90+912 to 90+915	50
246	797	91+927 to 91+927	50
247	800	92+195 to 92+200	60
248	826	94+838 to 94+856	60
249	827	94+927 to 94+935	60
250	833	95+493 to 95+502	60
251	837	95+986 to 96+013	50
252	839	96+231 to 96+257	60
253	848	96+936 to 97+026	70
254	851	97+425 to 97+435	60
255	853	97+557 to 97+577	50
256	868	98+847 to 98+910	70
257	870	99+071 to 99+189	70
258	875	99+681 to 99+701	60
259	877	99+902 to 99+960	60
260	887	100+645 to 100+658	60
261	888	100+716 to 100+719	60
262	911	103+505 to 103+538	30
263	912	103+579 to 103+589	30
264	913	103+631 to 103+684	30
265	914	103+776 to 103+800	50

Sl. No.	HIP No.	Stretch (from km to km)	Radius
266	915	103+946 to 103+953	50
267	917	104+222 to 104+270	30
268	918	104+342 to 104+395	30
269	919	104+523 to 104+545	40
270	920	104+591 to 104+604	20
271	921	104+727 to 104+740	20
272	922	104+785 to 104+815	30
273	924	105+039 to 105+043	50
274	925	105+139 to 105+149	30
275	926	105+214 to 105+225	40
276	927	105+285 to 105+289	60
277	928	105+321 to 105+337	20
278	929	105+457 to 105+490	40
279	931	105+586 to 105+594	20
280	932	105+687 to 105+693	40
281	938	106+348 to 106+374	20
282	943	106+997 to 107+016	30
283	944	107+092 to 107+109	30
284	945	107+150 to 107+168	30
285	946	107+266 to 107+285	30
286	950	107+647 to 107+665	30
287	951	107+696 to 107+717	50
288	953	107+787 to 107+794	30
289	954	107+875 to 107+901	60
290	955	107+941 to 107+965	60
291	956	108+009 to 108+012	40
292	957	108+104 to 108+118	40
293	958	108+151 to 108+166	40
294	959	108+206 to 108+216	60
295	961	108+457 to 108+462	60
296	962	108+588 to 108+602	25
297	964	108+755 to 108+765	50
298	965	108+841 to 108+864	50
299	967	108+964 to 108+975	50
300	968	109+048 to 109+060	50
301	970	109+228 to 109+251	20
302	971	109+309 to 109+336	20
303	972	109+395 to 109+415	50
304	973	109+555 to 109+568	50
305	974	109+628 to 109+641	70
306	977	109+877 to 109+932	50
307	978	110+014 to 110+048	20
308	980	110+249 to 110+255	20
309	981	110+309 to 110+325	50
310	984	110+569 to 110+609	20
311	988	111+102 to 111+106	60
312	990	111+315 to 111+329	20
313	991	111+380 to 111+406	40

Sl. No.	HIP No.	Stretch (from km to km)	Radius
314	992	111+472 to 111+476	50
315	995	111+932 to 111+955	20
316	996	112+057 to 112+066	50
317	997	112+162 to 112+199	40
318	998	112+313 to 112+343	20
319	1001	112+711 to 112+772	40
320	1003	113+112 to 113+126	30
321	1004	113+179 to 113+181	40
322	1005	113+236 to 113+250	20
323	1006	113+302 to 113+319	20
324	1011	113+758 to 113+800	20
325	1017	114+344 to 114+351	50
326	1018	114+434 to 114+448	40
327	1019	114+487 to 114+503	30
328	1020	114+678 to 114+726	20
329	1021	114+838 to 114+858	40
330	1022	115+048 to 115+086	40
331	1023	115+170 to 115+189	40
332	1028	115+898 to 115+899	60
333	1029	115+987 to 116+001	60
334	1033	116+382 to 116+423	50
335	1038	117+116 to 117+150	50
336	1041	117+527 to 117+529	50
337	1042	117+626 to 117+648	20
338	1043	117+700 to 117+740	20
339	1044	117+799 to 117+805	50
340	1045	117+861 to 117+904	20
341	1046	117+951 to 117+960	60
342	1047	118+023 to 118+065	20
343	1048	118+143 to 118+163	20
344	1049	118+255 to 118+296	60
345	1050	118+457 to 118+502	20
346	1051	118+609 to 118+610	50
347	1052	118+661 to 118+702	20
348	1054	118+942 to 118+968	50
349	1055	119+023 to 119+038	40
350	1056	119+084 to 119+111	20
351	1057	119+176 to 119+181	30
352	1058	119+218 to 119+223	30
353	1059	119+286 to 119+302	30
354	1060	119+383 to 119+423	60
355	1061	119+521 to 119+547	20
356	1062	119+597 to 119+614	30
357	1063	119+670 to 119+687	20
358	1064	119+726 to 119+741	30
359	1065	119+783 to 119+798	30
360	1067	119+997 to 120+008	40
361	1068	120+103 to 120+141	20

Sl. No.	HIP No.	Stretch (from km to km)	Radius
362	1069	120+220 to 120+232	25
363	1070	120+372 to 120+425	40
364	1071	120+490 to 120+498	60
365	1072	120+625 to 120+656	60
366	1073	120+717 to 120+740	20
367	1075	120+980 to 120+988	40
368	1076	121+114 to 121+138	20
369	1077	121+200 to 121+219	20
370	1079	121+606 to 121+627	20

(iii) [Note1: Deviations fromtheaforesaidSpecificationsand Standards shallbe listedout here. Suchdeviations shall bespecified only ifthey are considered essential in viewof project-specific requirements.]

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 of culverts	63.80 %	**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 and repair of culverts	[Nil]
		B.1-Reconstruction/New 2-Lane Realignment /Bypass (Flexible Pavement)	
		(1) Earthwork up to top of the sub- grade	28.53%
		(2) Sub-base Course	22.31%
		(3) Non bituminous Base course	13.24%
		(4) Bituminous Basecourse	12.32%
		(5) Wearing Coat	7.08%
		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/ New Service 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)	16.52%
Minor bridge/ Underpasses/ Overpasses	0.00 %	**A.1-widening and repairing of Minor Bridges (length >6 m&<60m)**	
		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	1.70 %	**A.1- Wideningand repairs of Major Bridges**	
		(1)Foundation	[Nil]
		(2)Sub-structure	[Nil]
		(3)Super-structure(including bearings)	[Nil]

Item	Weightage in % of CP	Stage for Payment	Percentage
		(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 pitchingandprotection works)	[Nil]
		A.2-NewMajorBridges	
		(1)Foundation	19.58%
		(2)Sub-structure	22.12%
		(3)Super-structure(including bearings)	48.81%
		(4)Wearing Coat including expansion joints	4.56%
		(5) Miscellaneous Items like handrails, crash barrier, road markings etc.	2.39%
		(6) Wing walls/return walls	[Nil]
		(7)Guide bunds, River Training works etc.	0.28%
		(8)Approaches(including Retaining walls, stone pitching and protection works)	2.26%
		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	

Item	Weightage in % of CP	Stage for Payment	Percentage
		(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]
		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	34.50 %	(i) Toll Plaza	[Nil]
		(ii) Road side drains	20.97%
		(iii) Road signs, markings, km stones, safety devices etc	2.96%
		(iv) Project facilities	
		a) Bus Bays	1.25%
		b) Truck Lay-byes	[Nil]
		c) Passenger Shelter	0.18%
		d) Rest Area	[Nil]
		(v) Road side Plantation	[Nil]
		(vi Repair 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	17.63%
		(ix) Toe Wall	[Nil]
		(x) Retaining Wall	51.75%
		(xi) Boundary wall	[Nil]
		(xii) Site Clearance & Dismantling	1.21%
		(xiii) Protection Works	4.05%
		(xiv) Composite RE Wall	[Nil]

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 andrepair 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(FlexiblePavement)		Unit of measurement is linear length. Payment of each stage shall be made on prorate 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	28.53%	
(3) Sub-base Course	22.31%	
(4) Non bituminous Base course	13.24%	
(5) Bituminous Base course	12.32%	
(6) WearingCoat	7.08%	
(7) Widening andrepair of culverts		
B.2- Reconstruction/New 8-Lane Realignment/Bypass(RigidPavement)		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) DryLean Concrete (DLC) Course	[Nil]	
(4) Pavement Quality Control (PQC) Course	[Nil]	
C.1- Reconstruction/New Service Road/ SlipRoad(FlexiblePavement)		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)Earthworkuptotopofthe 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 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 five culverts
Culverts (length <6m)	16.52%	

@ 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	[Nil]	Approaches: Payment shall be made on pro-rata basis on completion of a stage i.e. completion of approaches in all

Stage of Payment	Weightage	Payment Procedure
Retaining walls, stone pitching, protection works complete in all and fit for use		respect as specified in the column of "Stage of Payment" in this sub-clause.
(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	19.58%	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	22.12%	Sub-structure: Payment against sub- structure shall be made

Stage of Payment	Weightage	Payment Procedure
		on pro-rata basis on completion of a stage i.e. not lessthan25% of the scope of sub- structure of major bridge.
(3)Super-structure(including bearings)	48.81%	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	4.56%	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.	2.39%	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.	0.28%	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)	2.26%	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	[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
complete in all respects as 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-Wideningandrepairs 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

Stage of Payment	Weightage	Payment Procedure
		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 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	[Nil]	Wearing Coat: Payment shall be made on completion of

Stage of Payment	Weightage	Payment Procedure
expansion joints		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]	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	20.97%	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 5% (five percent) of the total length.
(3) Road signs, markings, km stones, safety devices etc.	2.96%	
(4) Project Facilities		Payment shall be made on pro-rata basis for completed facilities.
a) Bus Bays	1.25%	
b) Truck Lay-byes	[Nil]	
c) Passenger Shelter	0.18%	
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 5% (five 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
(a) Retaining Wall	51.75%	

Stage of Payment	Weightage	Payment Procedure
(b) Breast Wall	17.63%	in a length of not less than 5% (five percent) of the total length.
(c) Toe Wall	[Nil]	
(9) Site Clearance & Dismantling	1.21%	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 5% (five percent) of the total length.
(10) Protection Works	4.05%	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 5% (five percent)of the total length.

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.