

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.
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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-53 commencing from km 67+496 to km103+557 i.e. near Rangkhung Village to near Khongsang 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 (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	67+495	67+520	12	24	
2	67+520	67+545	12	24	
3	67+545	67+570	12	24	
4	67+570	67+595	12	14	
5	67+595	67+620	12	24	
6	67+620	67+645	12	24	
7	67+645	67+670	12	24	
8	67+670	67+695	12	24	
9	67+695	67+720	12	24	
10	67+720	67+745	12	24	
11	67+745	67+770	12	24	
12	67+770	67+795	12	24	
13	67+795	67+820	12	24	
14	67+820	67+845	12	24	
15	67+845	67+870	12	24	
16	67+870	67+895	12	24	
17	67+895	67+920	12	24	
18	67+920	67+945	12	24	
19	67+945	67+970	11.68	24	
20	67+970	67+995	12	24	
21	67+995	68+020	12	24	
22	68+020	68+045	12	24	
23	68+045	68+070	12	24	
24	68+070	68+095	12	24	
25	68+095	68+120	12	24	
26	68+120	68+145	12	24	
27	68+145	68+170	12	24	
28	68+170	68+195	12	24	

SL No.	Chainage (Km)		Existing Right of Way (m)	Proposed Right of Way (m)	Remarks
	From	To			
29	68+195	68+220	12	24	
30	68+220	68+245	11.59	24	
31	68+245	68+270	12.14	24	
32	68+270	68+295	11.16	24	
33	68+295	68+320	10.71	24	
34	68+320	68+345	10.68	24	
35	68+345	68+370	10.62	24	
36	68+370	68+395	12	24	
37	68+395	68+420	12	24	
38	68+420	68+445	11.29	24	
39	68+445	68+470	10.83	24	
40	68+470	68+495	10.8	24	
41	68+495	68+520	12	24	
42	68+520	68+545	12	24	
43	68+545	68+570	12	24	
44	68+570	68+595	12	24	
45	68+595	68+620	12	24	
46	68+620	68+645	12	24	
47	68+645	68+670	11.21	24	
48	68+670	68+695	12	24	
49	68+695	68+720	12	24	
50	68+720	68+745	10.56	24	
51	68+745	68+770	9.98	24	
52	68+770	68+795	10.28	24	
53	68+795	68+820	11.16	24	
54	68+820	68+845	12	24	
55	68+845	68+870	12	24	
56	68+870	68+895	12	24	
57	68+895	68+920	11.75	24	
58	68+920	68+945	12	24	
59	68+945	68+970	12	24	
60	68+970	68+995	11.06	24	
61	68+995	69+020	11.96	24	
62	69+020	69+045	12	24	
63	69+045	69+070	12	24	
64	69+070	69+095	12	24	
65	69+095	69+120	12	24	
66	69+120	69+145	12	24	
67	69+145	69+170	12.06	24	
68	69+170	69+195	11.75	24	
69	69+195	69+220	12.3	24	
70	69+220	69+245	11.05	24	
71	69+245	69+270	12.67	24	
72	69+270	69+295	11.91	24	
73	69+295	69+320	12.22	24	
74	69+320	69+345	12.57	24	
75	69+345	69+370	12	24	
76	69+370	69+395	12	24	
77	69+395	69+420	11.36	24	
78	69+420	69+445	12	24	
79	69+445	69+470	12	24	

SL No.	Chainage (Km)		Existing Right of Way (m)	Proposed Right of Way (m)	Remarks
	From	To			
80	69+470	69+495	12	24	
81	69+495	69+520	12	24	
82	69+520	69+545	12	24	
83	69+545	69+570	12	24	
84	69+570	69+595	15.03	24	
85	69+595	69+620	12.35	24	
86	69+620	69+645	11.08	24	
87	69+645	69+670	11.1	24	
88	69+670	69+695	14.94	24	
89	69+695	69+720	13.09	24	
90	69+720	69+745	12.8	24	
91	69+745	69+770	10.72	24	
92	69+770	69+795	12.58	24	
93	69+795	69+820	9.89	24	
94	69+820	69+845	14.4	24	
95	69+845	69+870	11.39	24	
96	69+870	69+895	12.58	24	
97	69+895	69+920	14.64	24	
98	69+920	69+945	12.4	24	
99	69+945	69+970	12	24	
100	69+970	69+995	12	24	
101	69+995	70+020	12	24	
102	70+020	70+045	12	24	
103	70+045	70+070	12	24	
104	70+070	70+095	12	24	
105	70+095	70+120	12	24	
106	70+120	70+145	11.93	24	
107	70+145	70+170	11.49	24	
108	70+170	70+195	12	24	
109	70+195	70+220	12	24	
110	70+220	70+245	12	24	
111	70+245	70+270	12	24	
112	70+270	70+295	12	24	
113	70+295	70+320	12	24	
114	70+320	70+345	12	24	
115	70+345	70+370	12	24	
116	70+370	70+395	16.02	24	
117	70+395	70+420	13.06	24	
118	70+420	70+445	13.22	24	
119	70+445	70+470	12	24	
120	70+470	70+495	12	24	
121	70+495	70+520	13.02	24	
122	70+520	70+545	13.52	24	
123	70+545	70+570	12.13	24	
124	70+570	70+595	12	24	
125	70+595	70+620	15.45	24	
126	70+620	70+645	11.7	24	
127	70+645	70+670	12.06	24	
128	70+670	70+695	12.6	24	
129	70+695	70+720	12.19	24	
130	70+720	70+745	13.38	24	

SL No.	Chainage (Km)		Existing Right of Way (m)	Proposed Right of Way (m)	Remarks
	From	To			
131	70+745	70+770	13.26	24	
132	70+770	70+795	18.38	24	
133	70+795	70+820	23.03	24	
134	70+820	70+845	14.6	24	
135	70+845	70+870	15.71	24	
136	70+870	70+895	15.34	24	
137	70+895	70+920	16.26	24	
138	70+920	70+945	20.13	24	
139	70+945	70+970	12	24	
140	70+970	70+995	12	24	
141	70+995	71+020	12	24	
142	71+020	71+045	12	24	
143	71+045	71+070	12	24	
144	71+070	71+095	12	24	
145	71+095	71+120	12	24	
146	71+120	71+145	12	24	
147	71+145	71+170	12	24	
148	71+170	71+195	12	24	
149	71+195	71+220	12	24	
150	71+220	71+245	12	24	
151	71+245	71+270	12	24	
152	71+270	71+295	12	24	
153	71+295	71+320	12	24	
154	71+320	71+345	12	24	
155	71+345	71+370	12	24	
156	71+370	71+395	12	24	
157	71+395	71+420	12	24	
158	71+420	71+445	12	24	
159	71+445	71+470	12	24	
160	71+470	71+495	12	24	
161	71+495	71+520	12	24	
162	71+520	71+545	12	24	
163	71+545	71+570	12	24	
164	71+570	71+595	12	24	
165	71+595	71+620	12	24	
166	71+620	71+645	12	24	
167	71+645	71+670	12	24	
168	71+670	71+695	12	24	
169	71+695	71+720	12	24	
170	71+720	71+745	12	24	
171	71+745	71+770	12	24	
172	71+770	71+795	10.95	24	
173	71+795	71+820	10.32	24	
174	71+820	71+845	10.85	24	
175	71+845	71+870	10.84	24	
176	71+870	71+895	11.61	24	
177	71+895	71+920	21.61	24	
178	71+920	71+945	18.4	24	
179	71+945	71+970	13.66	24	
180	71+970	71+995	11.46	24	
181	71+995	72+020	11.15	24	

SL No.	Chainage (Km)		Existing Right of Way (m)	Proposed Right of Way (m)	Remarks
	From	To			
182	72+020	72+045	10.94	24	
183	72+045	72+070	13.48	24	
184	72+070	72+095	12.34	24	
185	72+095	72+120	11.87	24	
186	72+120	72+145	11.56	24	
187	72+145	72+170	11.27	24	
188	72+170	72+195	13.33	24	
189	72+195	72+220	12.01	24	
190	72+220	72+245	13.66	24	
191	72+245	72+270	12.72	24	
192	72+270	72+295	11.55	24	
193	72+295	72+320	14.23	24	
194	72+320	72+345	12.05	24	
195	72+345	72+370	11.21	24	
196	72+370	72+395	11.27	24	
197	72+395	72+420	12.05	24	
198	72+420	72+445	11.46	24	
199	72+445	72+470	11.87	24	
200	72+470	72+495	15.12	24	
201	72+495	72+520	11.63	24	
202	72+520	72+545	11.71	24	
203	72+545	72+570	11.89	24	
204	72+570	72+595	11.21	24	
205	72+595	72+620	11.64	24	
206	72+620	72+645	10.34	24	
207	72+645	72+670	11.82	24	
208	72+670	72+695	10.89	24	
209	72+695	72+720	10.53	24	
210	72+720	72+745	9.99	24	
211	72+745	72+770	10.56	24	
212	72+770	72+795	10.02	24	
213	72+795	72+820	9.94	24	
214	72+820	72+845	10.61	24	
215	72+845	72+870	10.35	24	
216	72+870	72+895	13.63	24	
217	72+895	72+920	15.15	24	
218	72+920	72+945	32.67	24	
219	72+945	72+970	30.72	24	
220	72+970	72+995	20.89	24	
221	72+995	73+020	10.46	24	
222	73+020	73+045	11.4	24	
223	73+045	73+070	10.07	24	
224	73+070	73+095	11.16	24	
225	73+095	73+120	13.11	24	
226	73+120	73+145	12.11	24	
227	73+145	73+170	11.14	24	
228	73+170	73+195	12.79	24	
229	73+195	73+220	12	24	
230	73+220	73+245	12	24	
231	73+245	73+270	12	24	
232	73+270	73+295	12	24	

SL No.	Chainage (Km)		Existing Right of Way (m)	Proposed Right of Way (m)	Remarks
	From	To			
233	73+295	73+320	12	24	
234	73+320	73+345	12	24	
235	73+345	73+370	12	24	
236	73+370	73+395	10.64	24	
237	73+395	73+420	9.93	24	
238	73+420	73+445	9.58	24	
239	73+445	73+470	10.21	24	
240	73+470	73+495	11.77	24	
241	73+495	73+520	9.39	24	
242	73+520	73+545	10.52	24	
243	73+545	73+570	9.88	24	
244	73+570	73+595	10.04	24	
245	73+595	73+620	13.47	24	
246	73+620	73+645	11.78	24	
247	73+645	73+670	12.38	24	
248	73+670	73+695	10.95	24	
249	73+695	73+720	10.66	24	
250	73+720	73+745	11.66	24	
251	73+745	73+770	44.25	24	
252	73+770	73+795	12.79	24	
253	73+795	73+820	12.07	24	
254	73+820	73+845	11.84	24	
255	73+845	73+870	12.13	24	
256	73+870	73+895	12.86	24	
257	73+895	73+920	12.56	24	
258	73+920	73+945	12	24	
259	73+945	73+970	12	24	
260	73+970	73+995	12	24	
261	73+995	74+020	12	24	
262	74+020	74+045	14.76	24	
263	74+045	74+070	11.84	24	
264	74+070	74+095	13.93	24	
265	74+095	74+120	10.66	24	
266	74+120	74+145	11.37	24	
267	74+145	74+170	10.74	24	
268	74+170	74+195	12.25	24	
269	74+195	74+220	12.29	24	
270	74+220	74+245	13.64	24	
271	74+245	74+270	11.73	24	
272	74+270	74+295	10.57	24	
273	74+295	74+320	11.59	24	
274	74+320	74+345	10.75	24	
275	74+345	74+370	10.58	24	
276	74+370	74+395	10	24	
277	74+395	74+420	11.33	24	
278	74+420	74+445	15.03	24	
279	74+445	74+470	11.49	24	
280	74+470	74+495	10.72	24	
281	74+495	74+520	10.18	24	
282	74+520	74+545	12.05	24	
283	74+545	74+570	12.82	24	

SL No.	Chainage (Km)		Existing Right of Way (m)	Proposed Right of Way (m)	Remarks
	From	To			
284	74+570	74+595	10.9	24	
285	74+595	74+620	12.4	24	
286	74+620	74+645	12	24	
287	74+645	74+670	12	24	
288	74+670	74+695	10.86	24	
289	74+695	74+720	11.71	24	
290	74+720	74+745	12.41	24	
291	74+745	74+770	12.01	24	
292	74+770	74+795	12.72	24	
293	74+795	74+820	12.7	24	
294	74+820	74+845	11.26	24	
295	74+845	74+870	11.65	24	
296	74+870	74+895	12.8	24	
297	74+895	74+920	14.61	24	
298	74+920	74+945	12.98	24	
299	74+945	74+970	12.82	24	
300	74+970	74+995	12.97	24	
301	74+995	75+020	11.56	24	
302	75+020	75+045	11.58	24	
303	75+045	75+070	11.33	24	
304	75+070	75+095	15.83	24	
305	75+095	75+120	12.03	24	
306	75+120	75+145	13.15	24	
307	75+145	75+170	11.1	24	
308	75+170	75+195	9.98	24	
309	75+195	75+220	11.17	24	
310	75+220	75+245	11.46	24	
311	75+245	75+270	12.07	24	
312	75+270	75+295	11.82	24	
313	75+295	75+320	14.76	24	
314	75+320	75+345	12.53	24	
315	75+345	75+370	12.27	24	
316	75+370	75+395	13.24	24	
317	75+395	75+420	14.63	24	
318	75+420	75+445	13.69	24	
319	75+445	75+470	13.15	24	
320	75+470	75+495	13.02	24	
321	75+495	75+520	11.89	24	
322	75+520	75+545	11.95	24	
323	75+545	75+570	11.33	24	
324	75+570	75+595	10.36	24	
325	75+595	75+620	11.3	24	
326	75+620	75+645	11.04	24	
327	75+645	75+670	12.57	24	
328	75+670	75+695	10.18	24	
329	75+695	75+720	12	24	
330	75+720	75+745	12	24	
331	75+745	75+770	12	24	
332	75+770	75+795	12	24	
333	75+795	75+820	12	24	
334	75+820	75+845	13.28	24	

SL No.	Chainage (Km)		Existing Right of Way (m)	Proposed Right of Way (m)	Remarks
	From	To			
335	75+845	75+870	12.71	24	
336	75+870	75+895	13.71	24	
337	75+895	75+920	11.17	24	
338	75+920	75+945	13.05	24	
339	75+945	75+970	11.45	24	
340	75+970	75+995	12.76	24	
341	75+995	76+020	11.67	24	
342	76+020	76+045	12	24	
343	76+045	76+070	12	24	
344	76+070	76+095	12	24	
345	76+095	76+120	12.36	24	
346	76+120	76+145	12.89	24	
347	76+145	76+170	10.6	24	
348	76+170	76+195	11.89	24	
349	76+195	76+220	12	24	
350	76+220	76+245	12	24	
351	76+245	76+270	12	24	
352	76+270	76+295	12	24	
353	76+295	76+320	12	24	
354	76+320	76+345	12	24	
355	76+345	76+370	12	24	
356	76+370	76+395	12	24	
357	76+395	76+420	12	24	
358	76+420	76+445	12	24	
359	76+445	76+470	12	24	
360	76+470	76+495	12	24	
361	76+495	76+520	12	24	
362	76+520	76+545	12	24	
363	76+545	76+570	12	24	
364	76+570	76+595	12	24	
365	76+595	76+620	12	24	
366	76+620	76+645	12	24	
367	76+645	76+670	12	24	
368	76+670	76+695	12	24	
369	76+695	76+720	12	24	
370	76+720	76+745	12	24	
371	76+745	76+770	12	24	
372	76+770	76+795	12	24	
373	76+795	76+820	12	24	
374	76+820	76+845	12	24	
375	76+845	76+870	12	24	
376	76+870	76+895	12	24	
377	76+895	76+920	12	24	
378	76+920	76+945	12	24	
379	76+945	76+970	12	24	
380	76+970	76+995	12	24	
381	76+995	77+020	12	24	
382	77+020	77+045	12	24	
383	77+045	77+070	12	24	
384	77+070	77+095	12	24	
385	77+095	77+120	12	24	

SL No.	Chainage (Km)		Existing Right of Way (m)	Proposed Right of Way (m)	Remarks
	From	To			
386	77+120	77+145	12	24	
387	77+145	77+170	12	24	
388	77+170	77+195	12	24	
389	77+195	77+220	12	24	
390	77+220	77+245	12	24	
391	77+245	77+270	12	24	
392	77+270	77+295	12	24	
393	77+295	77+320	10.56	24	
394	77+320	77+345	11.44	24	
395	77+345	77+370	10.61	24	
396	77+370	77+395	11.55	24	
397	77+395	77+420	12	24	
398	77+420	77+445	12.75	24	
399	77+445	77+470	13.08	24	
400	77+470	77+495	13.67	14	
401	77+495	77+520	12	14	
402	77+520	77+545	12	14	
403	77+545	77+570	12	14	
404	77+570	77+595	12	14	
405	77+595	77+620	12	14	
406	77+620	77+645	12	14	
407	77+645	77+670	12	14	
408	77+670	77+695	12	14	
409	77+695	77+720	12	14	
410	77+720	77+745	12	14	
411	77+745	77+770	12	14	
412	77+770	77+795	12	14	
413	77+795	77+820	12	14	
414	77+820	77+845	12	14	
415	77+845	77+870	12	14	
416	77+870	77+895	12	14	
417	77+895	77+920	12	14	
418	77+920	77+945	12	14	
419	77+945	77+970	12	14	
420	77+970	77+995	12	14	
421	77+995	78+020	12	14	
422	78+020	78+045	12	14	
423	78+045	78+070	12	14	
424	78+070	78+095	12	14	
425	78+095	78+120	12	14	
426	78+120	78+145	12	14	
427	78+145	78+170	12	14	
428	78+170	78+195	12	14	
429	78+195	78+220	12	14	
430	78+220	78+245	12	14	
431	78+245	78+270	12	14	
432	78+270	78+295	12	14	
433	78+295	78+320	12	14	
434	78+320	78+345	12	14	
435	78+345	78+370	12	14	
436	78+370	78+395	12	14	

SL No.	Chainage (Km)		Existing Right of Way (m)	Proposed Right of Way (m)	Remarks
	From	To			
437	78+395	78+420	12	14	
438	78+420	78+445	12	14	
439	78+445	78+470	12	14	
440	78+470	78+495	12	14	
441	78+495	78+520	12	14	
442	78+520	78+545	12	14	
443	78+545	78+570	12	14	
444	78+570	78+595	12	14	
445	78+595	78+620	12	14	
446	78+620	78+645	12	14	
447	78+645	78+670	12	14	
448	78+670	78+695	12	14	
449	78+695	78+720	12	14	
450	78+720	78+745	12	14	
451	78+745	78+770	12	14	
452	78+770	78+795	12	14	
453	78+795	78+820	12	24	
454	78+820	78+845	12	24	
455	78+845	78+870	12	24	
456	78+870	78+895	12	24	
457	78+895	78+920	12	24	
458	78+920	78+945	12	24	
459	78+945	78+970	12	24	
460	78+970	78+995	12	24	
461	78+995	79+020	12	24	
462	79+020	79+045	12	24	
463	79+045	79+070	12.51	24	
464	79+070	79+095	11.88	24	
465	79+095	79+120	13.14	24	
466	79+120	79+145	12.59	24	
467	79+145	79+170	12.41	24	
468	79+170	79+195	13	24	
469	79+195	79+220	13.54	24	
470	79+220	79+245	11.42	24	
471	79+245	79+270	11.26	24	
472	79+270	79+295	12	24	
473	79+295	79+320	12	24	
474	79+320	79+345	12	24	
475	79+345	79+370	12	24	
476	79+370	79+395	12	24	
477	79+395	79+420	12	24	
478	79+420	79+445	12.82	24	
479	79+445	79+470	13.81	24	
480	79+470	79+495	12.57	24	
481	79+495	79+520	13.77	24	
482	79+520	79+545	13.86	24	
483	79+545	79+570	13.04	24	
484	79+570	79+595	10.91	24	
485	79+595	79+620	13.05	24	
486	79+620	79+645	15.77	24	
487	79+645	79+670	11.74	24	

SL No.	Chainage (Km)		Existing Right of Way (m)	Proposed Right of Way (m)	Remarks
	From	To			
488	79+670	79+695	11.51	24	
489	79+695	79+720	11.38	24	
490	79+720	79+745	11.89	24	
491	79+745	79+770	11.64	24	
492	79+770	79+795	12.75	24	
493	79+795	79+820	11.33	24	
494	79+820	79+845	11.37	24	
495	79+845	79+870	11.74	24	
496	79+870	79+895	15.65	24	
497	79+895	79+920	11.43	24	
498	79+920	79+945	11.17	24	
499	79+945	79+970	10.43	24	
500	79+970	79+995	10.98	24	
501	79+995	80+020	12.2	24	
502	80+020	80+045	10.11	24	
503	80+045	80+070	10.77	24	
504	80+070	80+095	10.37	24	
505	80+095	80+120	10.41	24	
506	80+120	80+145	12.43	24	
507	80+145	80+170	15.7	24	
508	80+170	80+195	16.81	24	
509	80+195	80+220	15.92	24	
510	80+220	80+245	14.19	24	
511	80+245	80+270	12.04	24	
512	80+270	80+295	12.62	24	
513	80+295	80+320	13.24	24	
514	80+320	80+345	12.7	24	
515	80+345	80+370	14.79	24	
516	80+370	80+395	11.79	24	
517	80+395	80+420	12.86	24	
518	80+420	80+445	13.39	24	
519	80+445	80+470	13.29	24	
520	80+470	80+495	15.16	24	
521	80+495	80+520	14.37	24	
522	80+520	80+545	15.68	24	
523	80+545	80+570	12.54	24	
524	80+570	80+595	12.08	24	
525	80+595	80+620	12.82	24	
526	80+620	80+645	11.83	24	
527	80+645	80+670	10.2	24	
528	80+670	80+695	11.37	24	
529	80+695	80+720	10.28	24	
530	80+720	80+745	11.36	24	
531	80+745	80+770	11.03	24	
532	80+770	80+795	9.88	24	
533	80+795	80+820	9.63	24	
534	80+820	80+845	10.8	24	
535	80+845	80+870	12.2	24	
536	80+870	80+895	11.36	24	
537	80+895	80+920	11.78	24	
538	80+920	80+945	11.32	24	

SL No.	Chainage (Km)		Existing Right of Way (m)	Proposed Right of Way (m)	Remarks
	From	To			
539	80+945	80+970	10.84	24	
540	80+970	80+995	11.11	24	
541	80+995	81+020	13.67	24	
542	81+020	81+045	15.66	24	
543	81+045	81+070	13.92	24	
544	81+070	81+095	14.76	24	
545	81+095	81+120	18.14	24	
546	81+120	81+145	15.41	24	
547	81+145	81+170	14.85	24	
548	81+170	81+195	13.4	24	
549	81+195	81+220	14.07	24	
550	81+220	81+245	11.17	24	
551	81+245	81+270	16.83	24	
552	81+270	81+295	18.23	24	
553	81+295	81+320	17.22	24	
554	81+320	81+345	18.39	24	
555	81+345	81+370	15.33	24	
556	81+370	81+395	12.98	24	
557	81+395	81+420	10.94	24	
558	81+420	81+445	12.02	24	
559	81+445	81+470	10.75	24	
560	81+470	81+495	12.96	24	
561	81+495	81+520	12.06	24	
562	81+520	81+545	13.46	24	
563	81+545	81+570	15	24	
564	81+570	81+595	14.91	24	
565	81+595	81+620	13.41	24	
566	81+620	81+645	12.4	24	
567	81+645	81+670	12.93	24	
568	81+670	81+695	11.27	24	
569	81+695	81+720	10.45	24	
570	81+720	81+745	9.66	24	
571	81+745	81+770	12.29	24	
572	81+770	81+795	13.09	24	
573	81+795	81+820	14.49	24	
574	81+820	81+845	11.45	24	
575	81+845	81+870	10.39	24	
576	81+870	81+895	10.12	24	
577	81+895	81+920	9.91	24	
578	81+920	81+945	11.22	24	
579	81+945	81+970	11.51	24	
580	81+970	81+995	11.28	24	
581	81+995	82+020	10.6	24	
582	82+020	82+045	12.71	24	
583	82+045	82+070	14.64	24	
584	82+070	82+095	14.08	24	
585	82+095	82+120	15.24	24	
586	82+120	82+145	17.09	24	
587	82+145	82+170	17.43	24	
588	82+170	82+195	17.08	24	
589	82+195	82+220	14.67	24	

SL No.	Chainage (Km)		Existing Right of Way (m)	Proposed Right of Way (m)	Remarks
	From	To			
590	82+220	82+245	12.63	24	
591	82+245	82+270	12.29	24	
592	82+270	82+295	13.41	24	
593	82+295	82+320	14.92	24	
594	82+320	82+345	14.93	24	
595	82+345	82+370	18.42	24	
596	82+370	82+395	12.11	24	
597	82+395	82+420	12	24	
598	82+420	82+445	12	24	
599	82+445	82+470	11.62	24	
600	82+470	82+495	9.44	24	
601	82+495	82+520	9.64	24	
602	82+520	82+545	12	24	
603	82+545	82+570	11.69	24	
604	82+570	82+595	12.55	24	
605	82+595	82+620	12.57	24	
606	82+620	82+645	11.95	24	
607	82+645	82+670	12.68	24	
608	82+670	82+695	11.92	24	
609	82+695	82+720	10.86	24	
610	82+720	82+745	10.65	24	
611	82+745	82+770	11.06	24	
612	82+770	82+795	10.96	24	
613	82+795	82+820	9.79	24	
614	82+820	82+845	9.95	24	
615	82+845	82+870	11.29	24	
616	82+870	82+895	10.07	24	
617	82+895	82+920	10.79	24	
618	82+920	82+945	11.43	24	
619	82+945	82+970	11.58	24	
620	82+970	82+995	11.51	24	
621	82+995	83+020	13.06	24	
622	83+020	83+045	11.96	24	
623	83+045	83+070	13.75	24	
624	83+070	83+095	14.53	24	
625	83+095	83+120	12.49	24	
626	83+120	83+145	11.53	24	
627	83+145	83+170	12.84	24	
628	83+170	83+195	12.09	24	
629	83+195	83+220	11.01	24	
630	83+220	83+245	18.15	24	
631	83+245	83+270	11.46	24	
632	83+270	83+295	9.96	24	
633	83+295	83+320	12.32	24	
634	83+320	83+345	10.9	24	
635	83+345	83+370	11.41	24	
636	83+370	83+395	11.28	24	
637	83+395	83+420	11.19	24	
638	83+420	83+445	12	24	
639	83+445	83+470	12	24	
640	83+470	83+495	12	24	

SL No.	Chainage (Km)		Existing Right of Way (m)	Proposed Right of Way (m)	Remarks
	From	To			
641	83+495	83+520	12	24	
642	83+520	83+545	12	24	
643	83+545	83+570	12	24	
644	83+570	83+595	12	24	
645	83+595	83+620	12.2	24	
646	83+620	83+645	12.04	24	
647	83+645	83+670	13.16	24	
648	83+670	83+695	13.62	24	
649	83+695	83+720	11.98	24	
650	83+720	83+745	11.65	24	
651	83+745	83+770	11.47	24	
652	83+770	83+795	11.04	24	
653	83+795	83+820	12.98	24	
654	83+820	83+845	12.66	24	
655	83+845	83+870	11.16	24	
656	83+870	83+895	11.18	24	
657	83+895	83+920	11.92	24	
658	83+920	83+945	11.53	24	
659	83+945	83+970	11.42	24	
660	83+970	83+995	10.62	24	
661	83+995	84+020	11.26	24	
662	84+020	84+045	12.09	24	
663	84+045	84+070	11.02	24	
664	84+070	84+095	12.31	24	
665	84+095	84+120	12.27	24	
666	84+120	84+145	11.97	24	
667	84+145	84+170	11.38	24	
668	84+170	84+195	11.54	24	
669	84+195	84+220	13.65	24	
670	84+220	84+245	14.21	24	
671	84+245	84+270	10.83	24	
672	84+270	84+295	11.77	24	
673	84+295	84+320	12.98	24	
674	84+320	84+345	14.58	24	
675	84+345	84+370	13.11	24	
676	84+370	84+395	12	24	
677	84+395	84+420	12	24	
678	84+420	84+445	10.79	24	
679	84+445	84+470	10.28	24	
680	84+470	84+495	11.63	24	
681	84+495	84+520	12.82	24	
682	84+520	84+545	11.92	24	
683	84+545	84+570	10.47	24	
684	84+570	84+595	12.61	24	
685	84+595	84+620	14.08	24	
686	84+620	84+645	18.95	24	
687	84+645	84+670	20.55	24	
688	84+670	84+695	17.12	24	
689	84+695	84+720	13.48	24	
690	84+720	84+745	11.3	24	
691	84+745	84+770	11.87	24	

SL No.	Chainage (Km)		Existing Right of Way (m)	Proposed Right of Way (m)	Remarks
	From	To			
692	84+770	84+795	11.39	24	
693	84+795	84+820	10.85	24	
694	84+820	84+845	10.79	24	
695	84+845	84+870	12.17	24	
696	84+870	84+895	14.43	24	
697	84+895	84+920	13.8	24	
698	84+920	84+945	13.08	24	
699	84+945	84+970	11.74	24	
700	84+970	84+995	11.18	24	
701	84+995	85+020	10.54	24	
702	85+020	85+045	10.66	24	
703	85+045	85+070	12.53	24	
704	85+070	85+095	10.56	24	
705	85+095	85+120	13.29	24	
706	85+120	85+145	12.5	24	
707	85+145	85+170	11.02	24	
708	85+170	85+195	11.03	24	
709	85+195	85+220	14.34	24	
710	85+220	85+245	12.33	24	
711	85+245	85+270	11.3	24	
712	85+270	85+295	11.59	24	
713	85+295	85+320	12.25	24	
714	85+320	85+345	12	24	
715	85+345	85+370	12	24	
716	85+370	85+395	12	24	
717	85+395	85+420	12.3	24	
718	85+420	85+445	15.59	24	
719	85+445	85+470	13.68	24	
720	85+470	85+495	9.7	24	
721	85+488	85+513	16.276	24	
722	85+513	85+538	15.005	24	
723	85+538	85+563	11.054	24	
724	85+563	85+588	10.644	24	
725	85+588	85+613	11.132	24	
726	85+613	85+638	11.214	24	
727	85+638	85+663	12.995	24	
728	85+663	85+688	15.239	24	
729	85+688	85+713	10.981	24	
730	85+713	85+738	10.312	24	
731	85+738	85+763	10.913	24	
732	85+763	85+788	11.968	24	
733	85+788	85+813	11.494	24	
734	85+813	85+838	11.903	24	
735	85+838	85+863	12.000	24	
736	85+863	85+888	12.312	24	
737	85+888	85+913	13.221	24	
738	85+913	85+938	11.379	24	
739	85+938	85+963	12.619	24	
740	85+963	85+988	11.620	24	
741	85+988	86+013	11.636	24	
742	86+013	86+038	11.897	24	

SL No.	Chainage (Km)		Existing Right of Way (m)	Proposed Right of Way (m)	Remarks
	From	To			
743	86+038	86+063	12.007	24	
744	86+063	86+088	12.000	24	
745	86+088	86+113	12.000	24	
746	86+113	86+138	11.857	24	
747	86+138	86+163	11.896	24	
748	86+163	86+188	12.394	24	
749	86+188	86+213	10.533	24	
750	86+213	86+238	11.998	24	
751	86+238	86+263	10.403	24	
752	86+263	86+288	12.000	24	
753	86+288	86+313	9.598	24	
754	86+313	86+338	12.000	24	
755	86+338	86+363	11.968	24	
756	86+363	86+388	10.939	24	
757	86+388	86+413	15.650	24	
758	86+413	86+438	12.773	24	
759	86+438	86+463	12.836	24	
760	86+463	86+488	11.765	24	
761	86+488	86+513	12.000	24	
762	86+513	86+538	12.000	24	
763	86+538	86+563	12.661	24	
764	86+563	86+588	11.846	24	
765	86+588	86+613	13.089	24	
766	86+613	86+638	11.872	24	
767	86+638	86+663	11.943	24	
768	86+663	86+688	12.223	24	
769	86+688	86+713	10.631	24	
770	86+713	86+738	10.493	24	
771	86+738	86+763	10.682	24	
772	86+763	86+788	12.120	24	
773	86+788	86+813	12.000	24	
774	86+813	86+838	11.820	24	
775	86+838	86+863	12.000	24	
776	86+863	86+888	10.606	24	
777	86+888	86+913	15.834	24	
778	86+913	86+938	15.939	24	
779	86+938	86+963	14.867	24	
780	86+963	86+988	13.953	24	
781	86+988	87+013	11.853	24	
782	87+013	87+038	15.267	24	
783	87+038	87+063	15.790	24	
784	87+063	87+088	16.307	24	
785	87+088	87+113	16.597	24	
786	87+113	87+138	20.007	24	
787	87+138	87+163	14.003	24	
788	87+163	87+188	15.261	24	
789	87+188	87+213	11.526	24	
790	87+213	87+238	12.328	24	
791	87+238	87+263	11.465	24	
792	87+263	87+288	11.833	24	
793	87+288	87+313	13.499	24	

SL No.	Chainage (Km)		Existing Right of Way (m)	Proposed Right of Way (m)	Remarks
	From	To			
794	87+313	87+338	14.418	24	
795	87+338	87+363	11.173	24	
796	87+363	87+388	12.164	24	
797	87+388	87+413	13.073	24	
798	87+413	87+438	10.092	24	
799	87+438	87+463	10.990	24	
800	87+463	87+488	10.766	24	
801	87+488	87+513	11.766	24	
802	87+513	87+538	10.663	24	
803	87+538	87+563	10.716	24	
804	87+563	87+588	11.596	24	
805	87+588	87+613	10.759	24	
806	87+613	87+638	9.482	24	
807	87+638	87+663	9.498	24	
808	87+663	87+688	10.907	24	
809	87+688	87+713	12.431	24	
810	87+713	87+738	11.212	24	
811	87+738	87+763	12.364	24	
812	87+763	87+788	12.365	24	
813	87+788	87+813	11.424	24	
814	87+813	87+838	10.635	24	
815	87+838	87+863	11.057	24	
816	87+863	87+888	12.846	24	
817	87+888	87+913	12.348	24	
818	87+913	87+938	11.796	24	
819	87+938	87+963	11.823	24	
820	87+963	87+988	10.366	24	
821	87+988	88+013	14.679	24	
822	88+013	88+038	13.088	24	
823	88+038	88+063	13.842	24	
824	88+063	88+088	13.279	24	
825	88+088	88+113	12.067	24	
826	88+113	88+138	11.630	24	
827	88+138	88+163	11.989	24	
828	88+163	88+188	10.709	24	
829	88+188	88+213	11.071	24	
830	88+213	88+238	13.639	24	
831	88+238	88+263	14.293	24	
832	88+263	88+288	13.841	24	
833	88+288	88+313	13.490	24	
834	88+313	88+338	12.343	24	
835	88+338	88+363	10.842	24	
836	88+363	88+388	11.549	24	
837	88+388	88+413	10.734	24	
838	88+413	88+438	11.481	24	
839	88+438	88+463	10.956	24	
840	88+463	88+488	12.389	24	
841	88+488	88+513	11.747	24	
842	88+513	88+538	12.327	24	
843	88+538	88+563	12.463	24	
844	88+563	88+588	11.819	24	

SL No.	Chainage (Km)		Existing Right of Way (m)	Proposed Right of Way (m)	Remarks
	From	To			
845	88+588	88+613	11.946	24	
846	88+613	88+638	11.881	24	
847	88+638	88+663	11.122	24	
848	88+663	88+688	12.170	24	
849	88+688	88+713	11.442	24	
850	88+713	88+738	12.553	24	
851	88+738	88+763	13.934	24	
852	88+763	88+788	12.000	24	
853	88+788	88+813	12.718	24	
854	88+813	88+838	10.315	24	
855	88+838	88+863	11.247	24	
856	88+863	88+888	11.631	24	
857	88+888	88+913	11.705	24	
858	88+913	88+938	10.628	24	
859	88+938	88+963	11.569	24	
860	88+963	88+988	10.348	24	
861	88+988	89+013	10.884	24	
862	89+013	89+038	10.153	24	
863	89+038	89+063	9.635	24	
864	89+063	89+088	10.308	24	
865	89+088	89+113	15.880	24	
866	89+113	89+138	10.475	24	
867	89+138	89+163	10.626	24	
868	89+163	89+188	12.997	24	
869	89+188	89+213	11.308	24	
870	89+213	89+238	10.208	24	
871	89+238	89+263	10.061	24	
872	89+263	89+288	9.904	24	
873	89+288	89+313	10.463	24	
874	89+313	89+338	11.144	24	
875	89+338	89+363	11.118	24	
876	89+363	89+388	9.969	24	
877	89+388	89+413	10.612	24	
878	89+413	89+438	9.948	24	
879	89+438	89+463	10.043	24	
880	89+463	89+488	10.517	24	
881	89+488	89+513	11.220	24	
882	89+513	89+538	13.083	24	
883	89+538	89+563	19.982	24	
884	89+563	89+588	15.858	24	
885	89+588	89+613	10.771	24	
886	89+613	89+638	11.506	24	
887	89+638	89+663	12.000	24	
888	89+663	89+688	11.776	24	
889	89+688	89+713	12.441	24	
890	89+713	89+738	12.465	24	
891	89+738	89+763	12.038	24	
892	89+763	89+788	12.758	24	
893	89+788	89+813	12.878	24	
894	89+813	89+838	12.907	24	
895	89+838	89+863	12.451	24	

SL No.	Chainage (Km)		Existing Right of Way (m)	Proposed Right of Way (m)	Remarks
	From	To			
896	89+863	89+888	11.848	24	
897	89+888	89+913	12.205	24	
898	89+913	89+938	11.390	24	
899	89+938	89+963	11.699	24	
900	89+963	89+988	13.140	24	
901	89+988	90+013	12.596	24	
902	90+013	90+038	13.822	24	
903	90+038	90+063	14.762	24	
904	90+063	90+088	13.831	24	
905	90+088	90+113	12.075	24	
906	90+113	90+138	10.799	24	
907	90+138	90+163	11.987	24	
908	90+163	90+188	12.653	24	
909	90+188	90+213	10.584	24	
910	90+213	90+238	12.352	24	
911	90+238	90+263	12.163	24	
912	90+263	90+288	11.467	24	
913	90+288	90+313	12.686	24	
914	90+313	90+338	11.713	24	
915	90+338	90+363	11.949	24	
916	90+363	90+388	11.975	24	
917	90+388	90+413	12.000	24	
918	90+413	90+438	12.000	24	
919	90+438	90+463	12.191	24	
920	90+463	90+488	11.840	24	
921	90+488	90+513	12.234	24	
922	90+513	90+538	12.374	24	
923	90+538	90+563	10.557	24	
924	90+563	90+588	10.168	24	
925	90+588	90+613	12.181	24	
926	90+613	90+638	11.319	24	
927	90+638	90+663	13.636	24	
928	90+663	90+688	13.069	24	
929	90+688	90+713	12.770	24	
930	90+713	90+738	12.298	24	
931	90+738	90+763	12.525	24	
932	90+763	90+788	12.046	24	
933	90+788	90+813	12.320	24	
934	90+813	90+838	12.212	24	
935	90+838	90+863	12.000	24	
936	90+863	90+888	11.896	24	
937	90+888	90+913	11.940	24	
938	90+913	90+938	10.602	24	
939	90+938	90+963	10.591	24	
940	90+963	90+988	12.670	24	
941	90+988	91+013	11.711	24	
942	91+013	91+038	13.712	24	
943	91+038	91+063	14.122	24	
944	91+063	91+088	12.328	24	
945	91+088	91+113	12.408	24	
946	91+113	91+138	12.333	24	

SL No.	Chainage (Km)		Existing Right of Way (m)	Proposed Right of Way (m)	Remarks
	From	To			
947	91+138	91+163	12.711	24	
948	91+163	91+188	11.657	24	
949	91+188	91+213	11.088	24	
950	91+213	91+238	12.036	24	
951	91+238	91+263	11.125	24	
952	91+263	91+288	10.939	24	
953	91+288	91+313	11.104	24	
954	91+313	91+338	9.596	24	
955	91+338	91+363	10.289	24	
956	91+363	91+388	10.392	24	
957	91+388	91+413	10.628	24	
958	91+413	91+438	9.956	24	
959	91+438	91+463	10.104	24	
960	91+463	91+488	10.102	24	
961	91+488	91+513	11.994	24	
962	91+513	91+538	10.202	24	
963	91+538	91+563	12.378	24	
964	91+563	91+588	12.864	24	
965	91+588	91+613	11.556	24	
966	91+613	91+638	11.996	24	
967	91+638	91+663	11.891	24	
968	91+663	91+688	12.000	24	
969	91+688	91+713	13.094	24	
970	91+713	91+738	15.723	24	
971	91+738	91+763	15.462	24	
972	91+763	91+788	13.752	24	
973	91+788	91+813	14.001	24	
974	91+813	91+838	11.566	24	
975	91+838	91+863	12.600	24	
976	91+863	91+888	15.112	24	
977	91+888	91+913	17.991	24	
978	91+913	91+938	16.203	24	
979	91+938	91+963	13.959	24	
980	91+963	91+988	12.747	24	
981	91+988	92+013	14.800	24	
982	92+013	92+038	11.292	24	
983	92+038	92+063	12.708	24	
984	92+063	92+088	18.653	24	
985	92+088	92+113	14.784	24	
986	92+113	92+138	11.782	24	
987	92+138	92+163	13.492	24	
988	92+163	92+188	14.755	24	
989	92+188	92+213	14.414	24	
990	92+213	92+238	14.061	24	
991	92+238	92+263	11.955	24	
992	92+263	92+288	12.011	24	
993	92+288	92+313	10.918	24	
994	92+313	92+338	11.118	24	
995	92+338	92+363	11.444	24	
996	92+363	92+388	11.712	24	
997	92+388	92+413	11.821	24	

SL No.	Chainage (Km)		Existing Right of Way (m)	Proposed Right of Way (m)	Remarks
	From	To			
998	92+413	92+438	12.000	24	
999	92+438	92+463	14.646	24	
1000	92+463	92+488	15.390	24	
1001	92+488	92+513	12.516	24	
1002	92+513	92+538	9.947	24	
1003	92+538	92+563	16.450	24	
1004	92+563	92+588	20.737	24	
1005	92+588	92+613	15.820	24	
1006	92+613	92+638	10.516	24	
1007	92+638	92+663	13.123	24	
1008	92+663	92+688	11.279	24	
1009	92+688	92+713	11.346	24	
1010	92+713	92+738	9.829	24	
1011	92+738	92+763	10.504	24	
1012	92+763	92+788	12.240	24	
1013	92+788	92+813	12.035	24	
1014	92+813	92+838	12.271	24	
1015	92+838	92+863	11.203	24	
1016	92+863	92+888	12.014	24	
1017	92+888	92+913	11.754	24	
1018	92+913	92+938	11.518	24	
1019	92+938	92+963	14.194	24	
1020	92+963	92+988	14.270	24	
1021	92+988	93+013	9.382	24	
1022	93+013	93+038	10.714	24	
1023	93+038	93+063	10.833	24	
1024	93+063	93+088	12.655	24	
1025	93+088	93+113	12.232	24	
1026	93+113	93+138	11.596	24	
1027	93+138	93+163	12.498	24	
1028	93+163	93+188	13.174	24	
1029	93+188	93+213	14.192	24	
1030	93+213	93+238	13.289	24	
1031	93+238	93+263	13.966	24	
1032	93+263	93+288	13.299	24	
1033	93+288	93+313	14.315	24	
1034	93+313	93+338	12.485	24	
1035	93+338	93+363	11.531	24	
1036	93+363	93+388	12.706	24	
1037	93+388	93+413	12.782	24	
1038	93+413	93+438	15.875	24	
1039	93+438	93+463	12.778	24	
1040	93+463	93+488	13.775	24	
1041	93+488	93+513	14.288	24	
1042	93+513	93+538	12.759	24	
1043	93+538	93+563	11.190	24	
1044	93+563	93+588	12.523	24	
1045	93+588	93+613	17.775	24	
1046	93+613	93+638	15.399	24	
1047	93+638	93+663	14.418	24	
1048	93+663	93+688	13.218	24	

SL No.	Chainage (Km)		Existing Right of Way (m)	Proposed Right of Way (m)	Remarks
	From	To			
1049	93+688	93+713	12.639	24	
1050	93+713	93+738	12.933	24	
1051	93+738	93+763	12.390	24	
1052	93+763	93+788	11.334	24	
1053	93+788	93+813	12.830	24	
1054	93+813	93+838	11.694	24	
1055	93+838	93+863	12.812	24	
1056	93+863	93+888	12.865	24	
1057	93+888	93+913	12.563	24	
1058	93+913	93+938	12.724	24	
1059	93+938	93+963	11.812	24	
1060	93+963	93+988	11.009	24	
1061	93+988	94+013	10.923	24	
1062	94+013	94+038	12.735	24	
1063	94+038	94+063	12.049	24	
1064	94+063	94+088	13.054	24	
1065	94+088	94+113	13.503	24	
1066	94+113	94+138	11.923	24	
1067	94+138	94+163	13.089	24	
1068	94+163	94+188	12.922	24	
1069	94+188	94+213	12.881	24	
1070	94+213	94+238	12.497	24	
1071	94+238	94+263	10.436	24	
1072	94+263	94+288	11.797	24	
1073	94+288	94+313	12.844	24	
1074	94+313	94+338	13.771	24	
1075	94+338	94+363	14.106	24	
1076	94+363	94+388	14.291	24	
1077	94+388	94+413	12.742	24	
1078	94+413	94+438	11.397	24	
1079	94+438	94+463	11.230	24	
1080	94+463	94+488	11.555	24	
1081	94+488	94+513	11.682	24	
1082	94+513	94+538	10.864	24	
1083	94+538	94+563	10.655	24	
1084	94+563	94+588	9.510	24	
1085	94+588	94+613	10.370	24	
1086	94+613	94+638	9.942	24	
1087	94+638	94+663	10.535	24	
1088	94+663	94+688	10.931	24	
1089	94+688	94+713	9.749	24	
1090	94+713	94+738	10.677	24	
1091	94+738	94+763	11.376	24	
1092	94+763	94+788	11.803	24	
1093	94+788	94+813	10.006	24	
1094	94+813	94+838	13.106	24	
1095	94+838	94+863	12.354	24	
1096	94+863	94+888	11.334	24	
1097	94+888	94+913	11.998	24	
1098	94+913	94+938	10.714	24	
1099	94+938	94+963	12.882	24	

SL No.	Chainage (Km)		Existing Right of Way (m)	Proposed Right of Way (m)	Remarks
	From	To			
1100	94+963	94+988	10.915	24	
1101	94+988	95+013	12.589	24	
1102	95+013	95+038	11.825	24	
1103	95+038	95+063	12.960	24	
1104	95+063	95+088	11.276	24	
1105	95+088	95+113	10.873	24	
1106	95+113	95+138	9.352	24	
1107	95+138	95+163	10.565	24	
1108	95+163	95+188	9.754	24	
1109	95+188	95+213	10.039	24	
1110	95+213	95+238	10.265	24	
1111	95+238	95+263	10.790	24	
1112	95+263	95+288	10.268	24	
1113	95+288	95+313	12.216	24	
1114	95+313	95+338	10.275	24	
1115	95+338	95+363	10.026	24	
1116	95+363	95+388	10.745	24	
1117	95+388	95+413	11.638	24	
1118	95+413	95+438	11.970	24	
1119	95+438	95+463	12.010	24	
1120	95+463	95+488	12.000	24	
1121	95+488	95+513	12.129	24	
1122	95+513	95+538	12.372	24	
1123	95+538	95+563	11.611	24	
1124	95+563	95+588	11.442	24	
1125	95+588	95+613	12.204	24	
1126	95+613	95+638	12.656	24	
1127	95+638	95+663	13.565	24	
1128	95+663	95+688	13.387	24	
1129	95+688	95+713	12.573	24	
1130	95+713	95+738	12.000	24	
1131	95+738	95+763	12.000	24	
1132	95+763	95+788	12.047	24	
1133	95+788	95+813	11.969	24	
1134	95+813	95+838	12.069	24	
1135	95+838	95+863	12.000	24	
1136	95+863	95+888	12.000	24	
1137	95+888	95+913	11.797	24	
1138	95+913	95+938	11.887	24	
1139	95+938	95+963	12.000	24	
1140	95+963	95+988	12.014	24	
1141	95+988	96+013	13.395	24	
1142	96+013	96+038	12.317	24	
1143	96+038	96+063	12.023	24	
1144	96+063	96+088	12.000	24	
1145	96+088	96+113	12.000	24	
1146	96+113	96+138	12.214	24	
1147	96+138	96+163	11.943	24	
1148	96+163	96+188	12.080	24	
1149	96+188	96+213	11.919	24	
1150	96+213	96+238	12.000	24	

SL No.	Chainage (Km)		Existing Right of Way (m)	Proposed Right of Way (m)	Remarks
	From	To			
1151	96+238	96+263	10.959	24	
1152	96+263	96+288	11.111	24	
1153	96+288	96+313	12.725	24	
1154	96+313	96+338	10.151	24	
1155	96+338	96+363	15.009	24	
1156	96+363	96+388	12.977	24	
1157	96+388	96+413	15.201	24	
1158	96+413	96+438	18.246	24	
1159	96+438	96+463	14.607	24	
1160	96+463	96+488	10.922	24	
1161	96+488	96+513	12.000	24	
1162	96+513	96+538	12.363	24	
1163	96+538	96+563	14.239	24	
1164	96+563	96+588	12.115	24	
1165	96+588	96+613	12.115	24	
1166	96+613	96+638	12.144	24	
1167	96+638	96+663	17.248	24	
1168	96+663	96+688	16.080	24	
1169	96+688	96+713	14.362	24	
1170	96+713	96+738	12.294	24	
1171	96+738	96+763	11.226	24	
1172	96+763	96+788	10.480	24	
1173	96+788	96+813	10.631	24	
1174	96+813	96+838	10.624	24	
1175	96+838	96+863	12.075	24	
1176	96+863	96+888	11.394	24	
1177	96+888	96+913	11.561	24	
1178	96+913	96+938	10.761	24	
1179	96+938	96+963	11.179	24	
1180	96+963	96+988	10.785	24	
1181	96+988	97+013	10.394	24	
1182	97+013	97+038	12.707	24	
1183	97+038	97+063	11.001	24	
1184	97+063	97+088	11.004	24	
1185	97+088	97+113	11.658	24	
1186	97+113	97+138	12.017	24	
1187	97+138	97+163	11.007	24	
1188	97+163	97+188	12.730	24	
1189	97+188	97+213	11.396	24	
1190	97+213	97+238	10.568	24	
1191	97+238	97+263	9.870	24	
1192	97+263	97+288	11.343	24	
1193	97+288	97+313	9.755	24	
1194	97+313	97+338	10.448	24	
1195	97+338	97+363	9.558	24	
1196	97+363	97+388	12.000	24	
1197	97+388	97+413	12.000	24	
1198	97+413	97+438	12.000	24	
1199	97+438	97+463	11.991	24	
1200	97+463	97+488	12.074	24	
1201	97+488	97+513	11.592	24	

SL No.	Chainage (Km)		Existing Right of Way (m)	Proposed Right of Way (m)	Remarks
	From	To			
1202	97+513	97+538	10.977	24	
1203	97+538	97+563	10.971	24	
1204	97+563	97+588	12.490	24	
1205	97+588	97+613	13.789	24	
1206	97+613	97+638	11.215	24	
1207	97+638	97+663	10.155	24	
1208	97+663	97+688	10.495	24	
1209	97+688	97+713	10.562	24	
1210	97+713	97+738	10.240	24	
1211	97+738	97+763	11.411	24	
1212	97+763	97+788	12.191	24	
1213	97+788	97+813	11.593	24	
1214	97+813	97+838	11.887	24	
1215	97+838	97+863	11.369	24	
1216	97+863	97+888	11.423	24	
1217	97+888	97+913	10.844	24	
1218	97+913	97+938	10.170	24	
1219	97+938	97+963	10.977	24	
1220	97+963	97+988	9.606	24	
1221	97+988	98+013	10.569	24	
1222	98+013	98+038	13.633	24	
1223	98+038	98+063	15.705	24	
1224	98+063	98+088	11.080	24	
1225	98+088	98+113	10.823	24	
1226	98+113	98+138	12.946	24	
1227	98+138	98+163	11.254	24	
1228	98+163	98+188	14.695	24	
1229	98+188	98+213	14.186	24	
1230	98+213	98+238	13.971	24	
1231	98+238	98+263	14.282	24	
1232	98+263	98+288	13.602	24	
1233	98+288	98+313	13.327	24	
1234	98+313	98+338	13.016	24	
1235	98+338	98+363	10.747	24	
1236	98+363	98+388	11.583	24	
1237	98+388	98+413	11.250	24	
1238	98+413	98+438	13.979	24	
1239	98+438	98+463	11.889	24	
1240	98+463	98+488	12.434	24	
1241	98+488	98+513	16.429	24	
1242	98+513	98+538	16.599	24	
1243	98+538	98+563	10.033	24	
1244	98+563	98+588	10.779	24	
1245	98+588	98+600	11.987	24	
1246	98+600	98+613	-	24	Realignment due to Reconstruction of Irang bridge
1247	98+613	98+638	-	24	
1248	98+638	98+663	-	24	
1249	98+663	98+688	-	24	
1250	98+688	98+700	-	24	
1251	98+700	98+713	16.713	24	
1252	98+713	98+738	10.943	24	

SL No.	Chainage (Km)		Existing Right of Way (m)	Proposed Right of Way (m)	Remarks
	From	To			
1253	98+738	98+763	11.568	24	
1254	98+763	98+788	10.946	24	
1255	98+788	98+813	10.421	24	
1256	98+813	98+838	10.890	24	
1257	98+838	98+863	15.171	24	
1258	98+863	98+888	14.958	24	
1259	98+888	98+913	10.119	24	
1260	98+913	98+938	10.769	24	
1261	98+938	98+963	9.632	24	
1262	98+963	98+988	9.601	24	
1263	98+988	99+013	10.313	24	
1264	99+013	99+038	10.443	24	
1265	99+038	99+063	9.572	24	
1266	99+063	99+088	10.941	24	
1267	99+088	99+113	9.549	24	
1268	99+113	99+138	10.735	24	
1269	99+138	99+163	10.650	24	
1270	99+163	99+188	13.968	24	
1271	99+188	99+213	12.176	24	
1272	99+213	99+238	16.187	24	
1273	99+238	99+263	12.332	24	
1274	99+263	99+288	9.597	24	
1275	99+288	99+313	11.818	24	
1276	99+313	99+338	18.195	24	
1277	99+338	99+363	13.678	24	
1278	99+363	99+388	13.980	24	
1279	99+388	99+413	19.573	24	
1280	99+413	99+438	15.778	24	
1281	99+438	99+463	10.564	24	
1282	99+463	99+488	11.446	24	
1283	99+488	99+513	10.247	24	
1284	99+513	99+538	15.424	24	
1285	99+538	99+563	17.176	24	
1286	99+563	99+588	14.115	24	
1287	99+588	99+613	11.275	24	
1288	99+613	99+638	12.101	24	
1289	99+638	99+663	12.975	24	
1290	99+663	99+688	13.484	24	
1291	99+688	99+713	13.280	24	
1292	99+713	99+738	14.080	24	
1293	99+738	99+763	14.042	24	
1294	99+763	99+788	12.103	24	
1295	99+788	99+813	13.614	24	
1296	99+813	99+838	10.538	24	
1297	99+838	99+863	12.697	24	
1298	99+863	99+888	12.467	24	
1299	99+888	99+913	12.419	24	
1300	99+913	99+938	15.485	24	
1301	99+938	99+963	10.657	24	
1302	99+963	99+988	10.328	24	
1303	99+988	100+013	10.696	24	

SL No.	Chainage (Km)		Existing Right of Way (m)	Proposed Right of Way (m)	Remarks
	From	To			
1304	100+013	100+038	11.079	24	
1305	100+038	100+063	11.277	24	
1306	100+063	100+088	11.337	24	
1307	100+088	100+113	11.644	24	
1308	100+113	100+138	12.514	24	
1309	100+138	100+163	13.373	24	
1310	100+163	100+188	12.315	24	
1311	100+188	100+213	12.291	24	
1312	100+213	100+238	10.954	24	
1313	100+238	100+263	16.807	24	
1314	100+263	100+288	16.318	24	
1315	100+288	100+313	14.631	24	
1316	100+313	100+338	15.060	24	
1317	100+338	100+363	12.071	24	
1318	100+363	100+388	9.975	24	
1319	100+388	100+413	11.799	24	
1320	100+413	100+438	11.236	24	
1321	100+438	100+463	13.090	24	
1322	100+463	100+488	11.727	24	
1323	100+488	100+513	13.076	24	
1324	100+513	100+538	13.380	24	
1325	100+538	100+563	16.684	24	
1326	100+563	100+588	22.377	24	
1327	100+588	100+613	27.332	24	
1328	100+613	100+638	36.263	24	
1329	100+638	100+663	38.598	24	
1330	100+663	100+688	28.028	24	
1331	100+688	100+713	11.802	24	
1332	100+713	100+738	11.854	24	
1333	100+738	100+763	12.000	24	
1334	100+763	100+788	11.799	24	
1335	100+788	100+813	12.010	24	
1336	100+813	100+838	12.010	24	
1337	100+838	100+863	16.524	24	
1338	100+863	100+888	14.468	24	
1339	100+888	100+913	14.526	24	
1340	100+913	100+933	12.557	24	
1341	100+933	100+938	12.557	14	
1342	100+938	100+963	12.493	14	
1343	100+963	100+988	12.000	14	
1344	100+988	101+013	10.303	14	
1345	101+013	101+025	10.303	14	
1346	101+025	101+038	10.437	24	
1347	101+038	101+063	14.835	24	
1348	101+063	101+088	11.447	24	
1349	101+088	101+113	11.173	24	
1350	101+113	101+138	11.912	24	
1351	101+138	101+163	10.963	24	
1352	101+163	101+188	10.492	24	
1353	101+188	101+213	12.000	24	
1354	101+213	101+238	11.824	24	

SL No.	Chainage (Km)		Existing Right of Way (m)	Proposed Right of Way (m)	Remarks
	From	To			
1355	101+238	101+263	14.404	24	
1356	101+263	101+288	16.601	24	
1357	101+288	101+313	17.188	24	
1358	101+313	101+338	16.543	24	
1359	101+338	101+363	15.492	24	
1360	101+363	101+388	12.592	24	
1361	101+388	101+413	14.882	24	
1362	101+413	101+438	11.747	24	
1363	101+438	101+463	11.027	24	
1364	101+463	101+488	11.965	24	
1365	101+488	101+513	11.257	24	
1366	101+513	101+538	14.343	24	
1367	101+538	101+563	12.008	24	
1368	101+563	101+588	12.000	24	
1369	101+588	101+613	10.987	24	
1370	101+613	101+638	11.713	24	
1371	101+638	101+663	13.108	24	
1372	101+663	101+688	10.547	24	
1373	101+688	101+713	12.817	24	
1374	101+713	101+738	12.347	24	
1375	101+738	101+763	15.810	24	
1376	101+763	101+788	10.911	24	
1377	101+788	101+813	10.126	24	
1378	101+813	101+838	10.655	24	
1379	101+838	101+863	10.305	24	
1380	101+863	101+888	11.151	24	
1381	101+888	101+913	10.606	24	
1382	101+913	101+938	14.384	24	
1383	101+938	101+963	13.781	24	
1384	101+963	101+988	13.861	24	
1385	101+988	102+013	10.305	24	
1386	102+013	102+038	12.000	24	
1387	102+038	102+063	12.000	24	
1388	102+063	102+088	11.522	24	
1389	102+088	102+113	11.491	24	
1390	102+113	102+138	11.940	24	
1391	102+138	102+163	12.000	24	
1392	102+163	102+188	12.000	24	
1393	102+188	102+213	12.968	24	
1394	102+213	102+238	11.237	24	
1395	102+238	102+263	10.963	24	
1396	102+263	102+288	10.193	24	
1397	102+288	102+313	13.445	24	
1398	102+313	102+338	10.665	24	
1399	102+338	102+363	12.855	24	
1400	102+363	102+388	13.095	24	
1401	102+388	102+413	13.196	24	
1402	102+413	102+438	10.872	24	
1403	102+438	102+463	12.194	24	
1404	102+463	102+488	12.040	24	
1405	102+488	102+513	11.828	24	

SL No.	Chainage (Km)		Existing Right of Way (m)	Proposed Right of Way (m)	Remarks
	From	To			
1406	102+513	102+538	12.177	24	
1407	102+538	102+563	10.061	24	
1408	102+563	102+588	11.625	24	
1409	102+588	102+613	10.318	24	
1410	102+613	102+638	11.746	24	
1411	102+638	102+663	13.539	24	
1412	102+663	102+688	12.476	24	
1413	102+688	102+713	11.982	24	
1414	102+713	102+738	10.183	24	
1415	102+738	102+763	12.138	24	
1416	102+763	102+788	11.806	24	
1417	102+788	102+813	10.920	24	
1418	102+813	102+838	12.000	24	
1419	102+838	102+863	12.000	24	
1420	102+863	102+888	11.947	24	
1421	102+888	102+913	11.654	24	
1422	102+913	102+938	12.000	24	
1423	102+938	102+963	12.000	24	
1424	102+963	102+988	13.948	24	
1425	102+988	103+013	10.906	24	
1426	103+013	103+038	20.578	24	
1427	103+038	103+063	10.972	24	
1428	103+063	103+088	10.928	24	
1429	103+088	103+113	12.059	24	
1430	103+113	103+138	12.013	14	
1431	103+138	103+163	12.000	14	
1432	103+163	103+188	12.000	14	
1433	103+188	103+213	11.996	14	
1434	103+213	103+238	11.983	14	
1435	103+238	103+263	11.977	14	
1436	103+263	103+288	9.150	14	
1437	103+288	103+313	10.238	14	
1438	103+313	103+338	12.000	14	
1439	103+338	103+363	12.000	14	
1440	103+363	103+388	12.000	14	
1441	103+388	103+413	12.226	14	
1442	103+413	103+438	12.000	14	
1443	103+438	103+463	12.000	14	
1444	103+463	103+488	12.000	14	
1445	103+488	103+513	12.000	14	
1446	103+513	103+538	11.731	14	
1447	103+538	103+557	9.889	14	
1448	103+557	103+563	9.889	24	
1449	103+563	103+588	12.000	24	

3. Carriageway

The present carriageway of the Project Highway is Two Lane from km 67+496 to km103+557. 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:

Sl. No.	Survey Chainage (Km)	Type of Structure			No. of Spans with span length (m)	Width (m)
		Foundation	Sub-structure	Super-structure		
1	68+200	Open	Wall	RCC SLAB BRIDGE	1X8.0M	12
2	70+802	Open	Wall	RCC SLAB BRIDGE	1X7.9M	12
3	71+601	Open	Wall	RCC BOX BRIDGE	6.0M X 3.8M_2 CELL	12
4	76+705	Open	Wall	RCC SLAB BRIDGE	1X6.8M	12
5	81+550	Open	Wall	RCC SLAB BRIDGE	1X6.0M	12
6	94+279	Open	Wall	RCC SLAB BRIDGE	1X6.52M	12
7	95+495	-	-	BAILEY BRIDGE (Irang Bridge)	1X43.0M	5.6
8	100+040	Open	Wall	RCC SLAB BRIDGE	1X6.8M	12
9	100+993	Open	Wall	RCC SLAB BRIDGE	1X6.03M	12

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	67.792	R.C.C SLAB	1 X 3.00m	
2	67.969	R.C.C SLAB	1 X 1.40m	12.5
3	68.053	HP	1 X 1.20 Dia	12.5
4	68.561	HP	1 X 1.20 Dia	12.4
5	69.071	HP	1 X 1.20 Dia	18.6
6	69.159	HP	1 X 1.20 Dia	16.6
7	69.328	HP	1 X 1.20 Dia	11.3
8	69.392	HP	1 X 1.20 Dia	8.83
9	69.697	HP	1 X 1.20 Dia	10.1
10	69.923	HP	2 X 1.20 Dia	11.55
11	70.151	HP	1 X 1.20 Dia	11.55
12	70.559	R.C.C SLAB	1 X 2.00m	
13	70.625	HP	1 X 0.90 Dia	10
14	70.869	HP	1 X 0.90 Dia	7.5
15	71.058	R.C.C SLAB	1 X 1.30m	
16	71.122	R.C.C SLAB	1 X 3.50m	
17	71.358	R.C.C SLAB	1 X 1.60m	9.3
18	71.631	HP	3 X 0.90 Dia	15
19	72.270	HP	3 X 0.60 Dia	11.6
20	72.529	R.C.C SLAB	1 X 2.10m	12
21	73.155	R.C.C SLAB	1 X 4.20m	9.6
22	73.313	HP	1 X 2.50m	10
23	73.491	HP	1 X 1.20 Dia	13
24	74.093	R.C.C SLAB	1 X 3.50m	12.4
25	74.561	R.C.C SLAB	1 X 1.00m	12.4
26	74.640	R.C.C SLAB	1 X 1.00m	11.3
27	74.839	R.C.C SLAB	1 X 1.95m	15.2
28	75.262	R.C.C SLAB	1 X 4.49m	9.6
29	75.767	R.C.C SLAB	1 X 2.50m	15
30	76.250	R.C.C SLAB	1 X 3.50m	10
31	76.463	R.C.C SLAB	1 X 4.90m	10
32	77.176	HP	2 X 1.20 Dia	12
33	77.500	R.C.C SLAB	1 X 1.60m	13
34	77.662	R.C.C SLAB	1 X 3.30m	14
35	77.726	R.C.C SLAB	1 X 1.57m	11.3

Sl. No.	Chainage (km)	Type of Culvert	Span/Opening with Span Length	Width of Culvert (m)
36	77.848	R.C.C SLAB	1 X 3.0m	9.7
37	77.941	R.C.C SLAB	1 X 2.48m	10.8
38	78.100	R.C.C SLAB	1 X 2.00m	12
39	78.507	R.C.C SLAB	1 X 2.00m	15.8
40	79.147	R.C.C SLAB	1 X 1.30m	12.8
41	79.603	HP	1 X 0.90 Dia	13.7
42	79.781	R.C.C SLAB	1 X 1.50m	8
43	79.940	HP	1 X 0.60 Dia	12.5
44	79.997	R.C.C SLAB	1 X 1.50m	14.5
45	80.166	HP	1 X 1.00 Dia	9
46	80.311	HP	1 X 1.00 Dia	10
47	80.604	R.C.C SLAB	1 X 1.50m	11.3
48	80.840	HP	1 X 0.60 Dia	15.2
49	80.941	HP	1 X 0.90 Dia	15
50	81.033	R.C.C SLAB	1 X 1.50 Dia	10
51	81.199	R.C.C SLAB	1 X 4.44 Dia	12
52	81.503	R.C.C SLAB	1 X 2.40m	13
53	81.815	HP	1 X 1.00 Dia	14
54	82.043	HP	1 X 0.90 Dia	11.3
55	82.194	HP	1 X 0.60 Dia	9.7
56	82.381	R.C.C SLAB	1 X 1.30m	9.7
57	82.682	R.C.C SLAB	1 X 1.80m	10.8
58	82.855	R.C.C SLAB	1 X 1.45m	12
59	83.169	HP	1 X 0.90 Dia	15.8
60	83.707	R.C.C SLAB	1 X 1.67m	15.8
61	83.975	R.C.C SLAB	1 X 1.20m	12.8
62	84.260	R.C.C SLAB	1 X 1.20m	13.7
63	84.752	R.C.C SLAB	1 X 1.44m	8
64	84.972	R.C.C SLAB	1 X 1.40m	12.5
65	85.369	R.C.C SLAB	1 X 2.50m	12.5
66	85.476	R.C.C SLAB	1 X 1.50m	14.5
67	85.705	R.C.C SLAB	1 X 2.40m	9
68	86.195	R.C.C SLAB	1 X 1.50m	10
69	86.303	R.C.C SLAB	1 X 1.50m	12
70	86.376	R.C.C SLAB	1 X 4.26m	15.8
71	86.540	R.C.C SLAB	1 X 2.00m	12.8
72	86.873	R.C.C SLAB	1 X 1.20m	13.7
73	87.071	HP	1 X 1.00 Dia	8
74	87.317	R.C.C SLAB	1 X 2.00m	12.5
75	87.711	R.C.C SLAB	1 X 1.50m	14.5
76	87.889	R.C.C SLAB	1 X 1.50m	9
77	87.913	R.C.C SLAB	1 X 2.50m	10
78	87.978	R.C.C SLAB	1 X 1.50m	11.3
79	88.370	R.C.C SLAB	1 X 4.40m	15.2
80	88.674	R.C.C SLAB	1 X 4.40m	15
81	88.877	HP	1 X 0.60 Dia	10
82	89.466	R.C.C SLAB	1 X 1.30m	12
83	89.596	R.C.C SLAB	1 X 3.80m	13
84	90.201	R.C.C SLAB	1 X 4.45m	14
85	90.978	HP	1 X 0.90 Dia	14
86	91.171	R.C.C SLAB	1 X 3.00m	11.3

Sl. No.	Chainage (km)	Type of Culvert	Span/Opening with Span Length	Width of Culvert (m)
87	91.443	R.C.C SLAB	1 X 1.50m	11.3
88	92.126	R.C.C SLAB	1 X 3.10m	10.8
89	92.625	R.C.C SLAB	1 X 4.20m	12
90	92.903	HP	1 X 1.00 Dia	15.8
91	93.007	HP	1 X 0.80 Dia	12.8
92	93.083	R.C.C SLAB	1 X 2.80m	13.7
93	93.767	HP	1 X 0.90 Dia	8
94	93.988	HP	1 X 0.60 Dia	12.5
95	94.100	R.C.C SLAB	1 X 2.00m	14.5
96	94.426	R.C.C SLAB	1 X 1.50m	12.5
97	94.700	HP	1 X 0.90 Dia	14.5
98	94.751	R.C.C SLAB	1 X 2.00m	12.8
99	94.913	R.C.C SLAB	1 X 2.00m	13.7
100	95.028	R.C.C SLAB	1 X 1.50m	12.5
101	95.240	HP	1 X 0.60 Dia	14.5
102	95.858	R.C.C SLAB	1 X 5.00m	12
103	95.958	R.C.C SLAB	1 X 3.00m	12.8
104	96.104	R.C.C SLAB	1 X 1.50m	13.7
105	96.185	HP	1 X 0.60 Dia	12.5
106	96.406	R.C.C SLAB	1 X 2.00m	14.5
107	96.521	R.C.C SLAB	1 X 2.00m	11
108	96.831	HP	1 X 0.90 Dia	10
109	97.422	R.C.C SLAB	1 X 2.00m	12
110	97.605	R.C.C SLAB	1 X 1.40m	15.8
111	97.797	R.C.C SLAB	1 X 4.40m	12.8
112	98.002	R.C.C SLAB	1 X 1.60m	13.7
113	98.154	R.C.C SLAB	1 X 1.50m	8
114	98.344	R.C.C SLAB	1 X 1.50m	12.5
115	98.595	R.C.C SLAB	1 X 1.50m	14.5
116	98.836	HP	1 X 0.90 Dia	9
117	99.077	R.C.C SLAB	1 X 1.50m	12.8
118	99.274	R.C.C SLAB	1 X 2.00m	13.7
119	99.502	HP	1 X 0.60 Dia	8
120	99.774	R.C.C SLAB	1 X 1.40m	12.5
121	100.487	R.C.C SLAB	1 X 3.00m	14.5
122	100.912	HP	1 X 0.90 Dia	9
123	101.441	R.C.C SLAB	1 X 2.10m	13.7
124	101.678	HP	2 X 0.90 Dia	8
125	101.999	R.C.C SLAB	1 X 1.30m	12.5
126	102.216	R.C.C SLAB	1 X 2.10m	14.5
127	102.325	HP	1 X 0.60 Dia	9
128	102.427	R.C.C SLAB	1 X 1.65m	12.8
129	102.659	R.C.C SLAB	1 X 4.19m	13.7
130	102.782	HP	1 X 0.90 Dia	8
131	102.962	HP	1 X 0.60 Dia	12.5
132	103.045	HP	1 X 1.00 Dia	14.5
133	103.186	R.C.C SLAB	1 X 2.50m	9
134	103.303	R.C.C SLAB	1 X 2.00m	14.5
135	103.468	R.C.C SLAB	1 X 3.00m	9

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		Length (km)	Type	
	From km	To km		Masonry/cc (Pucca)	Earthen (Kutchha)
1	67.495	67.600	0.105	Pucca (Single Side)	
2	67.715	68.050	0.335		Kachha (Single Side)
3	68.257	68.380	0.123		Kachha (Single Side)
4	68.440	69.367	0.927		Kachha (Single Side)
5	69.428	69.835	0.407		Kachha (Single Side)
6	69.870	70.302	0.432		Kachha (Single Side)
7	70.329	70.420	0.091	Pucca (Single Side)	
8	70.420	70.461	0.041		Kachha (Single Side)
9	70.493	70.655	0.162	Pucca (Single Side)	
10	70.690	70.764	0.074		Kachha (Single Side)
11	70.791	70.917	0.126	Pucca (Single Side)	
12	70.917	70.938	0.021		Kachha (Single Side)
13	70.938	70.968	0.030	Pucca (Single Side)	
14	70.968	71.038	0.070		Kachha (Single Side)
15	71.133	71.259	0.126		Kachha (Single Side)
16	71.314	71.345	0.031		Kachha (Single Side)
17	71.483	71.652	0.169	Pucca (Single Side)	
18	71.659	71.710	0.051		Kachha (Single Side)
19	71.847	71.921	0.074	Pucca (Single Side)	
20	71.921	71.935	0.014		Kachha (Single Side)
21	72.014	72.045	0.031		Kachha (Single Side)
22	72.065	72.083	0.018	Pucca (Single Side)	
23	72.349	72.460	0.111		Kachha (Single Side)
24	72.484	72.528	0.044		Kachha (Single Side)
25	72.552	72.660	0.108		Kachha (Single Side)
26	72.903	72.953	0.050		Kachha (Single Side)
27	73.098	73.208	0.110		Kachha (Single Side)
28	73.299	73.362	0.063		Kachha (Single Side)
29	73.393	73.479	0.086		Kachha (Single Side)
30	73.479	73.858	0.379	Pucca (Single Side)	
31	73.891	74.087	0.196		Kachha (Single Side)
32	74.100	74.154	0.054	Pucca (Single Side)	
33	74.539	74.562	0.023	Pucca (Single Side)	
34	74.632	74.642	0.010		Kachha (Single Side)
35	74.790	74.840	0.050	Pucca (Single Side)	
36	75.212	75.260	0.048		Kachha (Single Side)

Sl. No.	Location		Length (km)	Type	
	From km	To km		Masonry/cc (Pucca)	Earthen (Kutchha)
37	75.364	75.376	0.012	Pucca (Single Side)	
38	75.376	75.543	0.167		Kachha (Single Side)
39	76.015	76.272	0.257	Pucca (Single Side)	
40	76.339	76.384	0.045	Pucca (Single Side)	
41	76.576	76.753	0.177		Kachha (Single Side)
42	77.482	77.590	0.108	Pucca (Single Side)	
43	77.607	78.755	1.148		Kachha (Single Side)
44	78.993	79.101	0.108		Kachha (Single Side)
45	79.133	79.252	0.119		Kachha (Single Side)
46	79.313	79.940	0.627		Kachha (Single Side)
47	80.114	80.419	0.305		Kachha (Single Side)
48	80.425	80.517	0.092	Pucca (Single Side)	
49	80.525	80.576	0.051		Kachha (Single Side)
50	80.626	82.030	1.404		Kachha (Single Side)
51	82.030	82.100	0.070	Pucca (Single Side)	
52	82.226	82.392	0.166	Pucca (Single Side)	
53	82.619	82.735	0.116		Kachha (Single Side)
54	82.810	82.933	0.123		Kachha (Single Side)
55	83.097	83.212	0.115		Kachha (Single Side)
56	83.705	83.768	0.063	Pucca (Single Side)	
57	88.467	88.785	0.318		Kachha (Single Side)
58	89.210	89.440	0.230		Kachha (Single Side)
59	92.669	92.760	0.091		Kachha (Single Side)
60	93.117	93.196	0.079		Kachha (Single Side)
61	93.219	93.325	0.106		Kachha (Single Side)
62	93.442	93.539	0.097		Kachha (Single Side)
63	93.645	93.710	0.065		Kachha (Single Side)
64	93.736	93.988	0.252		Kachha (Single Side)
65	94.001	94.079	0.078		Kachha (Single Side)
66	95.960	96.072	0.112		Kachha (Single Side)
67	96.298	96.698	0.400		Kachha (Single Side)
68	96.698	96.778	0.080	Pucca (Single Side)	
69	96.814	96.952	0.138		Kachha (Single Side)
70	97.022	97.099	0.077		Kachha (Single Side)
71	97.099	97.258	0.159	Pucca (Single Side)	
72	97.305	97.792	0.487		Kachha (Single Side)
73	97.802	97.901	0.099	Pucca (Single Side)	
74	97.901	98.146	0.245		Kachha (Single Side)
75	98.162	98.475	0.313	Pucca (Single Side)	
76	98.475	98.557	0.082		Kachha (Single Side)
77	98.557	98.617	0.060	Pucca (Single Side)	
78	98.617	98.748	0.131		Kachha (Single Side)
79	98.841	100.025	1.184		Kachha (Single Side)
80	100.047	100.956	0.909		Kachha (Single Side)
81	101.005	101.225	0.220	Pucca (Single Side)	
82	101.225	101.677	0.452		Kachha (Single Side)
83	101.677	101.727	0.050	Pucca (Single Side)	
84	101.727	101.998	0.271		Kachha (Single Side)
85	101.998	102.147	0.149	Pucca (Single Side)	
86	102.147	102.212	0.065		Kachha (Single Side)
87	102.220	102.318	0.098		Kachha (Single Side)

Sl. No.	Location		Length (km)	Type	
	From km	To km		Masonry/cc (Pucca)	Earthen (Kutchha)
88	102.336	102.420	0.084		Kachha (Single Side)
89	102.433	102.519	0.086		Kachha (Single Side)
90	102.549	102.763	0.214		Kachha (Single Side)
91	102.784	102.846	0.062	Pucca (Single Side)	
92	102.912	102.960	0.048		Kachha (Single Side)
93	102.965	103.012	0.047		Kachha (Single Side)
94	103.044	103.075	0.031		Kachha (Single Side)
95	103.484	103.557	0.073		Kachha (Single 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
1	103.365		Yes		NH-137			

(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	67.633		Y	3-Legged
2	75.759		Y	3-Legged
3	77.883		Y	3-Legged
4	78.880		Y	3-Legged
5	67.633		Y	3-Legged
6	75.759		Y	3-Legged
7	77.883		Y	3-Legged
8	78.880		Y	3-Legged
9	85.654		Y	3-Legged
10	87.055		Y	3-Legged
11	90.257		Y	3-Legged
12	90.783		Y	3-Legged

16. Bypasses

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

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

17. Other structures

[Provide details of other structures, if any.]

Annex – II

(As per Clause 8.3 (i))

(Schedule-A)

Dates for providing Right of Way of Construction Zone

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

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

Annex - III

(Schedule-A)

Alignment Plans

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

- (i) The alignment of the Project Highway is enclosed in alignment plan. Finished road level indicated in the alignment plan shall be followed by the contractor as minimum FRL. In any case, the finished road level of the project highway shall not be less than those indicated in the alignment plan. The contractor shall, however, improve/upgrade the Road profile as indicated in Annex-III based on site/design requirement.
 - (ii) Traffic Signage plan of the Project Highway showing numbers & location of traffic signs is enclosed. The contractor shall, however, improve/upgrade upon the traffic signage plan as indicated in Annex-III based on site/design requirement as per the relevant specifications/IRC Codes/Manual.
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Annex – IV

(Schedule-A)

Environment Clearances

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

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

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 -2018)], 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] paved 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	Rangkhung	66+200	66+500	7	As per attached TCS drawing	7 m Carriageway
2	Awangkhum	76+100	77+400	7	As per attached TCS drawing	7 m Carriageway
3	IrangKhun	93+850	94+200	7	As per attached TCS drawing	7 m Carriageway
4	Khongsang	100+800	101+280	7	As per attached TCS drawing	7 m Carriageway

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

2. Geometric Design and General Features

- (i) General
-

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

(ii) Design speed

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

(iii) Improvement of the existing road geometrics

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

Sl. No.	Stretch (from km to km)	Type of Deficiency	Remarks
1	66+239 to 66+289	Sharp Bend	Design Speed = 30 Kmph
2	66+393 to 66+411	Sharp Bend	Design Speed = 30 Kmph
3	66+541 to 66+563	Sharp Bend	Design Speed = 30 Kmph
4	66+607 to 66+616	Sharp Bend	Design Speed = 30 Kmph
5	66+647 to 66+653	Sharp Bend	Design Speed = 30 Kmph
6	66+736 to 66+795	Sharp Bend	Design Speed = 30 Kmph
7	66+995 to 67+056	Sharp Bend	Design Speed = 30 Kmph
8	67+509 to 67+574	Sharp Bend	Design Speed = 30 Kmph
9	67+634 to 67+668	Sharp Bend	Design Speed = 30 Kmph
10	67+821 to 67+889	Sharp Bend	Design Speed = 30 Kmph
11	68+004 to 68+014	Sharp Bend	Design Speed = 30 Kmph
12	68+123 to 68+163	Sharp Bend	Design Speed = 30 Kmph
13	68+212 to 68+284	Sharp Bend	Design Speed = 30 Kmph
14	68+467 to 68+476	Sharp Bend	Design Speed = 30 Kmph
15	68+544 to 68+552	Sharp Bend	Design Speed = 30 Kmph
16	68+682 to 68+692	Sharp Bend	Design Speed = 30 Kmph
17	68+736 to 68+799	Sharp Bend	Design Speed = 30 Kmph
18	68+847 to 68+857	Sharp Bend	Design Speed = 30 Kmph
19	68+911 to 68+936	Sharp Bend	Design Speed = 30 Kmph
20	69+269 to 69+329	Sharp Bend	Design Speed = 30 Kmph
21	69+423 to 69+459	Sharp Bend	Design Speed = 30 Kmph
22	69+630 to 69+637	Sharp Bend	Design Speed = 30 Kmph
23	69+687 to 69+740	Sharp Bend	Design Speed = 30 Kmph
24	69+792 to 69+810	Sharp Bend	Design Speed = 30 Kmph
25	69+879 to 69+890	Sharp Bend	Design Speed = 30 Kmph
26	69+984 to 69+990	Sharp Bend	Design Speed = 30 Kmph
27	70+041 to 70+050	Sharp Bend	Design Speed = 30 Kmph
28	70+112 to 70+198	Sharp Bend	Design Speed = 30 Kmph
29	70+375 to 70+405	Sharp Bend	Design Speed = 30 Kmph
30	70+454 to 70+470	Sharp Bend	Design Speed = 30 Kmph
31	70+593 to 70+600	Sharp Bend	Design Speed = 30 Kmph
32	71+265 to 71+302	Sharp Bend	Design Speed = 30 Kmph
33	71+533 to 71+581	Sharp Bend	Design Speed = 30 Kmph
34	71+643 to 71+650	Sharp Bend	Design Speed = 30 Kmph
35	71+701 to 71+708	Sharp Bend	Design Speed = 30 Kmph
36	72+152 to 72+184	Sharp Bend	Design Speed = 20 Kmph
37	72+812 to 72+846	Sharp Bend	Design Speed = 30 Kmph
38	73+031 to 73+056	Sharp Bend	Design Speed = 30 Kmph
39	73+112 to 73+117	Sharp Bend	Design Speed = 30 Kmph
40	73+246 to 73+265	Sharp Bend	Design Speed = 30 Kmph
41	73+330 to 73+342	Sharp Bend	Design Speed = 30 Kmph

Sl. No.	Stretch (from km to km)	Type of Deficiency	Remarks
42	73+414 to 73+445	Sharp Bend	Design Speed = 30 Kmph
43	73+497 to 73+503	Sharp Bend	Design Speed = 30 Kmph
44	73+651 to 73+704	Sharp Bend	Design Speed = 30 Kmph
45	73+766 to 73+770	Sharp Bend	Design Speed = 30 Kmph
46	73+825 to 73+916	Sharp Bend	Design Speed = 30 Kmph
47	74+033 to 74+095	Sharp Bend	Design Speed = 30 Kmph
48	74+646 to 74+663	Sharp Bend	Design Speed = 30 Kmph
49	74+717 to 74+736	Sharp Bend	Design Speed = 30 Kmph
50	75+106 to 75+133	Sharp Bend	Design Speed = 30 Kmph
51	76+109 to 76+127	Sharp Bend	Design Speed = 30 Kmph
52	76+182 to 76+201	Sharp Bend	Design Speed = 20 Kmph
53	76+244 to 76+260	Sharp Bend	Design Speed = 20 Kmph
54	76+408 to 76+432	Sharp Bend	Design Speed = 30 Kmph
55	76+480 to 76+509	Sharp Bend	Design Speed = 20 Kmph
56	76+550 to 76+575	Sharp Bend	Design Speed = 20 Kmph
57	76+616 to 76+636	Sharp Bend	Design Speed = 20 Kmph
58	76+680 to 76+691	Sharp Bend	Design Speed = 20 Kmph
59	76+747 to 76+771	Sharp Bend	Design Speed = 30 Kmph
60	76+886 to 76+937	Sharp Bend	Design Speed = 30 Kmph
61	77+508 to 77+532	Sharp Bend	Design Speed = 30 Kmph
62	77+596 to 77+612	Sharp Bend	Design Speed = 30 Kmph
63	77+834 to 77+837	Sharp Bend	Design Speed = 30 Kmph
64	77+918 to 77+929	Sharp Bend	Design Speed = 30 Kmph
65	77+960 to 77+976	Sharp Bend	Design Speed = 30 Kmph
66	78+018 to 78+049	Sharp Bend	Design Speed = 30 Kmph
67	78+126 to 78+182	Sharp Bend	Design Speed = 30 Kmph
68	78+241 to 78+275	Sharp Bend	Design Speed = 30 Kmph
69	78+369 to 78+395	Sharp Bend	Design Speed = 30 Kmph
70	78+467 to 78+563	Sharp Bend	Design Speed = 30 Kmph
71	78+625 to 78+630	Sharp Bend	Design Speed = 30 Kmph
72	78+680 to 78+699	Sharp Bend	Design Speed = 30 Kmph
73	78+807 to 78+869	Sharp Bend	Design Speed = 30 Kmph
74	78+919 to 78+956	Sharp Bend	Design Speed = 30 Kmph
75	79+589 to 79+606	Sharp Bend	Design Speed = 30 Kmph
76	79+731 to 79+741	Sharp Bend	Design Speed = 30 Kmph
77	79+782 to 79+818	Sharp Bend	Design Speed = 20 Kmph
78	79+944 to 79+965	Sharp Bend	Design Speed = 30 Kmph
79	80+022 to 80+058	Sharp Bend	Design Speed = 30 Kmph
80	80+143 to 80+205	Sharp Bend	Design Speed = 30 Kmph
81	80+275 to 80+335	Sharp Bend	Design Speed = 30 Kmph
82	80+803 to 80+865	Sharp Bend	Design Speed = 30 Kmph
83	81+275 to 81+298	Sharp Bend	Design Speed = 30 Kmph
84	81+340 to 81+348	Sharp Bend	Design Speed = 30 Kmph
85	81+411 to 81+418	Sharp Bend	Design Speed = 30 Kmph
86	81+463 to 81+506	Sharp Bend	Design Speed = 30 Kmph
87	81+783 to 81+803	Sharp Bend	Design Speed = 30 Kmph
88	82+034 to 82+052	Sharp Bend	Design Speed = 30 Kmph
89	82+145 to 82+182	Sharp Bend	Design Speed = 30 Kmph
90	82+288 to 82+294	Sharp Bend	Design Speed = 30 Kmph
91	82+340 to 82+374	Sharp Bend	Design Speed = 30 Kmph
92	82+409 to 82+452	Sharp Bend	Design Speed = 30 Kmph

Sl. No.	Stretch (from km to km)	Type of Deficiency	Remarks
93	82+583 to 82+620	Sharp Bend	Design Speed = 30 Kmph
94	82+689 to 82+705	Sharp Bend	Design Speed = 30 Kmph
95	82+841 to 82+897	Sharp Bend	Design Speed = 30 Kmph
96	82+947 to 82+962	Sharp Bend	Design Speed = 30 Kmph
97	82+995 to 83+033	Sharp Bend	Design Speed = 30 Kmph
98	83+065 to 83+080	Sharp Bend	Design Speed = 30 Kmph
99	83+288 to 83+316	Sharp Bend	Design Speed = 30 Kmph
100	83+373 to 83+392	Sharp Bend	Design Speed = 30 Kmph
101	83+434 to 83+444	Sharp Bend	Design Speed = 20 Kmph
102	83+483 to 83+519	Sharp Bend	Design Speed = 20 Kmph
103	83+646 to 83+651	Sharp Bend	Design Speed = 30 Kmph
104	83+688 to 83+707	Sharp Bend	Design Speed = 30 Kmph
105	83+749 to 83+765	Sharp Bend	Design Speed = 30 Kmph
106	83+827 to 83+892	Sharp Bend	Design Speed = 30 Kmph
107	83+982 to 84+007	Sharp Bend	Design Speed = 30 Kmph
108	84+092 to 84+100	Sharp Bend	Design Speed = 30 Kmph
109	84+199 to 84+209	Sharp Bend	Design Speed = 30 Kmph
110	84+262 to 84+338	Sharp Bend	Design Speed = 30 Kmph
111	84+377 to 84+446	Sharp Bend	Design Speed = 30 Kmph
112	84+484 to 84+517	Sharp Bend	Design Speed = 30 Kmph
113	84+630 to 84+740	Sharp Bend	Design Speed = 20 Kmph
114	84+787 to 84+797	Sharp Bend	Design Speed = 30 Kmph
115	84+846 to 84+863	Sharp Bend	Design Speed = 30 Kmph
116	84+961 to 85+051	Sharp Bend	Design Speed = 30 Kmph
117	85+087 to 85+094	Sharp Bend	Design Speed = 30 Kmph
118	85+173 to 85+173	Sharp Bend	Design Speed = 30 Kmph
119	85+623 to 85+629	Sharp Bend	Design Speed = 30 Kmph
120	85+708 to 85+766	Sharp Bend	Design Speed = 30 Kmph
121	85+860 to 85+865	Sharp Bend	Design Speed = 30 Kmph
122	85+917 to 85+948	Sharp Bend	Design Speed = 30 Kmph
123	85+999 to 86+040	Sharp Bend	Design Speed = 30 Kmph
124	86+153 to 86+246	Sharp Bend	Design Speed = 30 Kmph
125	86+301 to 86+319	Sharp Bend	Design Speed = 30 Kmph
126	86+533 to 86+546	Sharp Bend	Design Speed = 30 Kmph
127	86+588 to 86+676	Sharp Bend	Design Speed = 30 Kmph
128	86+771 to 86+809	Sharp Bend	Design Speed = 30 Kmph
129	86+883 to 86+895	Sharp Bend	Design Speed = 30 Kmph
130	86+953 to 86+963	Sharp Bend	Design Speed = 30 Kmph
131	86+998 to 87+011	Sharp Bend	Design Speed = 30 Kmph
132	87+055 to 87+099	Sharp Bend	Design Speed = 30 Kmph
133	87+157 to 87+175	Sharp Bend	Design Speed = 30 Kmph
134	87+217 to 87+228	Sharp Bend	Design Speed = 30 Kmph
135	87+268 to 87+280	Sharp Bend	Design Speed = 30 Kmph
136	87+323 to 87+328	Sharp Bend	Design Speed = 30 Kmph
137	87+371 to 87+381	Sharp Bend	Design Speed = 30 Kmph
138	87+756 to 87+807	Sharp Bend	Design Speed = 30 Kmph
139	87+938 to 87+970	Sharp Bend	Design Speed = 30 Kmph
140	88+056 to 88+086	Sharp Bend	Design Speed = 30 Kmph
141	88+131 to 88+188	Sharp Bend	Design Speed = 30 Kmph
142	88+355 to 88+399	Sharp Bend	Design Speed = 30 Kmph
143	88+519 to 88+531	Sharp Bend	Design Speed = 30 Kmph

Sl. No.	Stretch (from km to km)	Type of Deficiency	Remarks
144	89+058 to 89+068	Sharp Bend	Design Speed = 30 Kmph
145	89+121 to 89+132	Sharp Bend	Design Speed = 30 Kmph
146	89+252 to 89+286	Sharp Bend	Design Speed = 20 Kmph
147	89+635 to 89+640	Sharp Bend	Design Speed = 30 Kmph
148	89+692 to 89+718	Sharp Bend	Design Speed = 30 Kmph
149	89+843 to 89+900	Sharp Bend	Design Speed = 30 Kmph
150	89+928 to 89+964	Sharp Bend	Design Speed = 30 Kmph
151	89+998 to 90+003	Sharp Bend	Design Speed = 30 Kmph
152	90+058 to 90+091	Sharp Bend	Design Speed = 30 Kmph
153	90+151 to 90+158	Sharp Bend	Design Speed = 30 Kmph
154	90+198 to 90+208	Sharp Bend	Design Speed = 30 Kmph
155	90+253 to 90+260	Sharp Bend	Design Speed = 30 Kmph
156	90+328 to 90+348	Sharp Bend	Design Speed = 30 Kmph
157	90+414 to 90+436	Sharp Bend	Design Speed = 30 Kmph
158	90+514 to 90+537	Sharp Bend	Design Speed = 30 Kmph
159	90+719 to 90+745	Sharp Bend	Design Speed = 30 Kmph
160	91+781 to 91+793	Sharp Bend	Design Speed = 30 Kmph
161	91+846 to 91+855	Sharp Bend	Design Speed = 30 Kmph
162	91+910 to 91+915	Sharp Bend	Design Speed = 30 Kmph
163	92+025 to 92+035	Sharp Bend	Design Speed = 30 Kmph
164	92+082 to 92+100	Sharp Bend	Design Speed = 30 Kmph
165	92+671 to 92+687	Sharp Bend	Design Speed = 30 Kmph
166	92+736 to 92+749	Sharp Bend	Design Speed = 30 Kmph
167	92+805 to 92+808	Sharp Bend	Design Speed = 30 Kmph
168	92+856 to 92+929	Sharp Bend	Design Speed = 30 Kmph
169	93+045 to 93+075	Sharp Bend	Design Speed = 30 Kmph
170	93+199 to 93+199	Sharp Bend	Design Speed = 30 Kmph
171	93+263 to 93+271	Sharp Bend	Design Speed = 30 Kmph
172	93+605 to 93+642	Sharp Bend	Design Speed = 20 Kmph
173	93+687 to 93+728	Sharp Bend	Design Speed = 20 Kmph
174	93+894 to 93+921	Sharp Bend	Design Speed = 20 Kmph
175	93+964 to 93+982	Sharp Bend	Design Speed = 20 Kmph
176	94+036 to 94+059	Sharp Bend	Design Speed = 20 Kmph
177	94+099 to 94+106	Sharp Bend	Design Speed = 20 Kmph
178	94+141 to 94+150	Sharp Bend	Design Speed = 20 Kmph
179	94+180 to 94+186	Sharp Bend	Design Speed = 20 Kmph
180	94+221 to 94+228	Sharp Bend	Design Speed = 20 Kmph
181	94+273 to 94+284	Sharp Bend	Design Speed = 30 Kmph
182	94+314 to 94+332	Sharp Bend	Design Speed = 30 Kmph
183	94+377 to 94+412	Sharp Bend	Design Speed = 20 Kmph
184	94+463 to 94+535	Sharp Bend	Design Speed = 30 Kmph
185	95+086 to 95+097	Sharp Bend	Design Speed = 30 Kmph
186	95+141 to 95+186	Sharp Bend	Design Speed = 30 Kmph
187	95+317 to 95+341	Sharp Bend	Design Speed = 30 Kmph
188	95+388 to 95+395	Sharp Bend	Design Speed = 30 Kmph
189	95+436 to 95+443	Sharp Bend	Design Speed = 30 Kmph
190	95+472 to 95+515	Sharp Bend	Design Speed = 30 Kmph
191	95+536 to 95+547	Sharp Bend	Design Speed = 30 Kmph
192	95+587 to 95+597	Sharp Bend	Design Speed = 30 Kmph
193	95+636 to 95+657	Sharp Bend	Design Speed = 30 Kmph
194	95+690 to 95+768	Sharp Bend	Design Speed = 20 Kmph

Sl. No.	Stretch (from km to km)	Type of Deficiency	Remarks
195	95+843 to 95+871	Sharp Bend	Design Speed = 30 Kmph
196	95+889 to 95+905	Sharp Bend	Design Speed = 30 Kmph
197	95+948 to 95+976	Sharp Bend	Design Speed = 30 Kmph
198	96+194 to 96+216	Sharp Bend	Design Speed = 30 Kmph
199	96+385 to 96+412	Sharp Bend	Design Speed = 30 Kmph
200	96+475 to 96+481	Sharp Bend	Design Speed = 30 Kmph
201	97+042 to 97+055	Sharp Bend	Design Speed = 30 Kmph
202	97+131 to 97+157	Sharp Bend	Design Speed = 30 Kmph
203	97+284 to 97+290	Sharp Bend	Design Speed = 30 Kmph
204	97+350 to 97+369	Sharp Bend	Design Speed = 30 Kmph
205	97+433 to 97+451	Sharp Bend	Design Speed = 30 Kmph
206	97+548 to 97+565	Sharp Bend	Design Speed = 30 Kmph
207	97+619 to 97+652	Sharp Bend	Design Speed = 30 Kmph
208	97+876 to 97+909	Sharp Bend	Design Speed = 20 Kmph
209	98+681 to 98+788	Sharp Bend	Design Speed = 30 Kmph
210	98+953 to 98+986	Sharp Bend	Design Speed = 30 Kmph
211	99+419 to 99+488	Sharp Bend	Design Speed = 30 Kmph
212	99+671 to 99+698	Sharp Bend	Design Speed = 30 Kmph
213	99+749 to 99+754	Sharp Bend	Design Speed = 30 Kmph
214	99+796 to 99+882	Sharp Bend	Design Speed = 30 Kmph
215	99+946 to 99+969	Sharp Bend	Design Speed = 30 Kmph
216	100+081 to 100+109	Sharp Bend	Design Speed = 30 Kmph
217	100+155 to 100+165	Sharp Bend	Design Speed = 30 Kmph
218	100+213 to 100+218	Sharp Bend	Design Speed = 30 Kmph
219	100+351 to 100+401	Sharp Bend	Design Speed = 20 Kmph
220	100+454 to 100+482	Sharp Bend	Design Speed = 30 Kmph
221	100+508 to 100+514	Sharp Bend	Design Speed = 30 Kmph
222	100+543 to 100+599	Sharp Bend	Design Speed = 30 Kmph
223	100+666 to 100+705	Sharp Bend	Design Speed = 30 Kmph
224	100+736 to 100+745	Sharp Bend	Design Speed = 30 Kmph
225	100+760 to 100+858	Sharp Bend	Design Speed = 30 Kmph
226	100+906 to 100+970	Sharp Bend	Design Speed = 30 Kmph
227	101+008 to 101+019	Sharp Bend	Design Speed = 20 Kmph
228	101+057 to 101+064	Sharp Bend	Design Speed = 20 Kmph
229	101+118 to 101+123	Sharp Bend	Design Speed = 30 Kmph
230	101+168 to 101+191	Sharp Bend	Design Speed = 30 Kmph
231	101+224 to 101+240	Sharp Bend	Design Speed = 30 Kmph

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

(iv) Right of Way

Refer to provision of relevant Manual]

Details of the Right of Way are given in Annex II of Schedule-A

(v) Type of shoulders

[Refer to provision of relevant Manual and specify]

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

Sl. No.	Stretch (from Km to Km)	Fully Paved shoulders/footpaths	Reference to cross section
1	66+180 to 68+280	2X1.5 m paved shoulder & 1X1.0 m footpath	TCS-6
2	75+880 to 77+030	2X1.5 m paved shoulder & 2X1.0 m footpath	TCS-6
3	98+600 to 98+700	2X1.5 m paved shoulder & 2X1.0 m footpath	TCS-7
4	98+700 to 98+790	2X1.5 m paved shoulder & 2X1.0 m footpath	TCS-6
5	100+840 to 101+280	2X1.5 m paved shoulder & 2X1.0 m footpath	TCS-6

- (b) Earthen shoulders of 1.0 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) Lateral and vertical clearances at overpasses shall be as per requirements specified in the relevant Manual.

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

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

(viii) Service roads

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

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

(ix) Grade separated structures

- (a) Grade separated structures shall be provided as 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 Number	TCS Description	Length (km)
TCS-1	Typical Cross Section of Two Lane Carriageway with Paved Shoulder in Built up area with Both side covered drain cum footpath in plain terrain (Reconstruction)	0.000
TCS-2	Typical Cross Section of Two Lane Carriageway with Paved Shoulder in Rural area in Plain Terrain (Reconstruction)	0.000
TCS-2A	Typical Cross Section of Two Lane Carriageway with Paved Shoulder in Rural area in Hilly Terrain (Reconstruction)	0.125
TCS-3	Typical Cross Section of Two Lane Carriageway with Paved Shoulder in Rural area with trapezoidal open drain on hill side and earthen shoulder on valley side (Reconstruction)	22.400
TCS-3A	Typical Cross Section of Two Lane Carriageway with Paved Shoulder in Rural area with trapezoidal open drain on hill side and earthen shoulder on valley side (New Construction)	4.195
TCS-4	Typical Cross Section of Two Lane Carriageway In Rural Area With Retaining Wall on Valley Side And Trapezoidal Open drain on Hill side (Reconstruction)	1.605
TCS-4A	Typical Cross Section of Two Lane Carriageway In Rural Area With Retaining Wall on Valley Side And Trapezoidal Open drain on Hill side (New Construction)	0.085
TCS-5	Typical Cross Section of Two Lane Carriageway In Rural Area With Breast Wall on Hill Side And Earthen Shoulder on Valley side (Reconstruction)	2.830
TCS-5A	Typical Cross Section of Two Lane Carriageway In Rural Area With Breast Wall on Hill Side And Earthen Shoulder on Valley side (Reconstruction)	1.850
TCS-6	Typical Cross Section of Two Lane Carriageway In Built Up Area With Both Side Footpath Cum RCC Rectangular Covered Drain in Hilly Terrain (New Construction)	1.780
TCS-7	Typical Cross Section of Two Lane Carriageway In Built-Up Area With Breast Wall on Hill Side and Footpath Cum RCC Rectangular Covered Drain on Valley side (Reconstruction)	0.100
TCS-7A	Typical Cross Section of Two Lane Carriageway In Rural Area With Breast Wall on One Side and trapezoidal drain on other side (Reconstruction)	0.200
Total =		35.170

Design Chainage (m)		Length of CD (m)	Net Length (m)	TCS No.
From	To			
66110	66180		70	TCS-3
66180	66280		100	TCS-6
66280	66550	3.84	266.16	TCS-3
66550	66600	2.6	47.4	TCS-4

Design Chainage (m)		Length of CD (m)	Net Length (m)	TCS No.
From	To			
66600	66650	3.96	46.04	TCS-3
66650	66860		210	TCS-5A
66860	67010	2.6	147.4	TCS-3
67010	67090		80	TCS-4
67090	67310	2.6	217.4	TCS-3
67310	67360		50	TCS-4
67360	67410		50	TCS-3
67410	67480		70	TCS-5
67480	67690	5.2	204.8	TCS-3
67690	67745	8	47	TCS-3A
67745	68055	7.8	302.2	TCS-3
68055	68105		50	TCS-5
68105	68155		50	TCS-5A
68155	68205		50	TCS-5
68205	68265		60	TCS-4
68265	68850	7.8	577.2	TCS-3
68850	68910		60	TCS-4
68910	69010	2.6	97.4	TCS-3
69010	69140		130	TCS-4
69140	69280	5.3	134.7	TCS-3
69280	69520	8	232	TCS-5A
69520	69570		50	TCS-3
69570	69670		100	TCS-5A
69670	69720	2.7	47.3	TCS-3
69720	69820	2.6	97.4	TCS-5
69820	70240	16.56	403.44	TCS-3
70240	70355		115	TCS-5
70355	70420		65	TCS-4
70420	70630		210	TCS-5A
70630	70805	2.6	172.4	TCS-3
70805	70955		150	TCS-5
70955	71105	2.6	147.4	TCS-3
71105	71155		50	TCS-5
71155	71555	7.8	392.2	TCS-3
71555	71750	5	190	TCS-5A
71750	71930	2.7	177.3	TCS-3
71930	72055		125	TCS-5A
72055	72305		250	TCS-3A
72305	72380		75	TCS-3
72380	72510	2.6	127.4	TCS-4
72510	72655	3.84	141.16	TCS-5
72655	72715		60	TCS-3
72715	72765	2.6	47.4	TCS-4
72765	72900		135	TCS-3
72900	72950	2.6	47.4	TCS-3A
72950	73030		80	TCS-3
73030	73080	2.6	47.4	TCS-4
73080	73200	3.96	116.04	TCS-5
73200	73465	2.6	262.4	TCS-3
73465	73520		55	TCS-5
73520	73700		180	TCS-3

Design Chainage (m)		Length of CD (m)	Net Length (m)	TCS No.
From	To			
73700	73830	14.06	115.94	TCS-5
73830	73910		80	TCS-3
73910	74010		100	TCS-5A
74010	74070		60	TCS-3
74070	74180	2.6	107.4	TCS-4
74180	75230	25.58	1024.42	TCS-3
75230	75355	2.6	122.4	TCS-5
75355	75880	7.86	517.14	TCS-3
75880	77030	21.92	1128.08	TCS-6
77030	77100		70	TCS-3
77100	77150	2.6	47.4	TCS-4
77150	77295		145	TCS-3
77295	77450		155	TCS-5A
77450	77880	5.2	424.8	TCS-3
77880	77960		80	TCS-5
77960	78280	5.3	314.7	TCS-3
78280	78480	5.3	194.7	TCS-4
78480	79080	7.9	592.1	TCS-3
79080	79150		70	TCS-4
79150	79210		60	TCS-3
79210	79295		85	TCS-3A
79295	79345	2.7	47.3	TCS-3
79345	79395		50	TCS-3A
79395	79445	3.84	46.16	TCS-4
79445	79510	5.26	59.74	TCS-3
79510	79590		80	TCS-5
79590	79820	6.14	223.86	TCS-3
79820	79890		70	TCS-5
79890	80190	11.84	288.16	TCS-3
80190	80330	5.26	134.74	TCS-5A
80330	81315	13.2	971.8	TCS-3
81315	81630	2.7	312.3	TCS-5
81630	82040	2.6	407.4	TCS-3
82040	82120		80	TCS-3A
82120	82620	5.3	494.7	TCS-3
82620	82670		50	TCS-3A
82670	83180	5.2	504.8	TCS-3
83180	83300		120	TCS-5
83300	83380		80	TCS-3A
83380	83730	5.2	344.8	TCS-3
83730	83800	6.54	63.46	TCS-4
83800	84600	9.04	790.96	TCS-3
84600	84675	2.7	72.3	TCS-5A
84675	84750	5	70	TCS-3
84750	84830		80	TCS-3A
84830	85175	9.16	335.84	TCS-3
85175	85320		145	TCS-3A
85320	85370	2.6	47.4	TCS-3
85370	85420		50	TCS-3A
85420	85575		155	TCS-3
85575	85630	2.6	52.4	TCS-3A

Design Chainage (m)		Length of CD (m)	Net Length (m)	TCS No.
From	To			
85630	85680		50	TCS-3
85680	85780	2.6	97.4	TCS-5
85780	85840		60	TCS-4
85840	85900		60	TCS-5
85900	86100	2.6	197.4	TCS-3
86100	86300	5.2	194.8	TCS-3A
86300	86600	2.6	297.4	TCS-3
86600	86650	6.14	43.86	TCS-3A
86650	87180	11.34	518.66	TCS-3
87180	87250		70	TCS-4
87250	87400		150	TCS-3
87400	87650	2.6	247.4	TCS-5
87650	87700		50	TCS-5A
87700	87775		75	TCS-5
87775	87820	5.12	39.88	TCS-3
87820	87880		60	TCS-3A
87880	88060	2.6	177.4	TCS-3
88060	88100		40	TCS-3A
88100	88270	2.6	167.4	TCS-3
88270	88350		80	TCS-3A
88350	88450	5.12	94.88	TCS-5
88450	88550		100	TCS-3A
88550	89850	18.3	1281.7	TCS-3
89850	89970		120	TCS-3A
89970	90510	9.04	530.96	TCS-3
90510	90560		50	TCS-3A
90560	90630		70	TCS-3
90630	90970	5	335	TCS-3A
90970	91015	2.7	42.3	TCS-4A
91015	91110		95	TCS-3A
91110	91150		40	TCS-4A
91150	91240		90	TCS-5A
91240	91280		40	TCS-5
91280	91400		120	TCS-3A
91400	91460	2.6	57.4	TCS-3
91460	91770		310	TCS-3A
91770	92010	5.3	234.7	TCS-3
92010	92080		70	TCS-3A
92080	92180	2.6	97.4	TCS-3
92180	92240		60	TCS-5
92240	92390		150	TCS-3
92390	92420	2.6	27.4	TCS-4
92420	92500		80	TCS-3A
92500	92575	2.6	72.4	TCS-3
92575	92625		50	TCS-4
92625	92820	5.2	189.8	TCS-3
92820	92980	2.6	157.4	TCS-3A
92980	93060	5.26	74.74	TCS-3
93060	93090		30	TCS-4
93090	93270	2.6	177.4	TCS-3A
93270	93580		310	TCS-3

Design Chainage (m)		Length of CD (m)	Net Length (m)	TCS No.
From	To			
93580	93630	2.6	47.4	TCS-4
93630	93880	123	127	TCS-3A
93880	93940		60	TCS-7A
93940	94275	9.14	325.86	TCS-3
94275	94375		100	TCS-5
94375	94430	2.6	52.4	TCS-3
94430	94490		60	TCS-3A
94490	94610	2.6	117.4	TCS-3
94610	94660		50	TCS-3A
94660	94800	2.7	137.3	TCS-3
94800	94850		50	TCS-3A
94850	94930		80	TCS-3
94930	94970		40	TCS-4
94970	95550	10.6	569.4	TCS-3
95550	95640		90	TCS-5
95640	95700		60	TCS-5A
95700	95940	8.84	231.16	TCS-3
95940	96020		80	TCS-3A
96020	96475	10.46	444.54	TCS-3
96475	96560		85	TCS-5
96560	96630	2.6	67.4	TCS-3
96630	96690		60	TCS-3A
96690	96880	2.6	187.4	TCS-3
96880	96930		50	TCS-3A
96930	97120	2.6	187.4	TCS-3
97120	97165	2.6	42.4	TCS-5
97165	98460	11.64	1283.36	TCS-3
98460	98600		140	TCS-7A
98600	98700	2.6	97.4	TCS-7
98700	98790		90	TCS-6
98790	98900		110	TCS-3A
98900	99025	2.6	122.4	TCS-2A
99025	99350	2.7	322.3	TCS-3
99350	99400		50	TCS-5A
99400	99650	5.2	244.8	TCS-3A
99650	99970	5.3	314.7	TCS-3
99970	100120	2.6	147.4	TCS-3A
100120	100840	22.38	697.62	TCS-3
100840	101280	10.28	429.72	TCS-6
Total Length =		695	34475	

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
1	101+090	T-Type	3-Legged	NH-137 towards Tamenglong

Minor Intersections

Sl. No.	Location of intersection (Km)	Type of intersection	Other features
1	66.247	Y-Type	3-Legged
2	74.163	Y-Type	3-Legged
3	76.280	Y-Type	3-Legged
4	77.269	Y-Type	3-Legged
5	66.247	Y-Type	3-Legged
6	74.163	Y-Type	3-Legged
7	76.280	Y-Type	3-Legged
8	77.269	Y-Type	3-Legged
9	83.970	Y-Type	3-Legged
10	85.350	Y-Type	3-Legged
11	88.465	Y-Type	3-Legged
12	88.945	Y-Type	3-Legged

(ii) Grade separated intersection with/without ramps

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

4. Road Embankment and Cut Section

- (i) Widening and improvement of the existing road embankment/cuttings and construction of new road embankment/ cuttings shall conform to the Specifications and Standards given in section 4 of the Manual and the specified cross sectional details. Deficiencies in the plan and profile of the existing road shall be corrected.
- (ii) Raising of the existing road [Refer to provision of the relevant Manual and specify sections to be raised]

The existing road shall be raised in the following sections:

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

5. Pavement Design

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

Flexible Pavement

(iii) Design requirements

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

(a) Design Period and strategy

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

(b) Design Traffic

Notwithstanding anything to the contrary contained in this Agreement or the Manual. The Contractor shall design the pavement for design traffic of 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	66+110 to 66+180	Reconstruction	TCS-3
2	66+180 to 66+280	Reconstruction	TCS-6
3	66+280 to 66+550	Reconstruction	TCS-3
4	66+550 to 66+600	Reconstruction	TCS-4
5	66+600 to 66+650	Reconstruction	TCS-3
6	66+860 to 67+010	Reconstruction	TCS-3
7	67+010 to 67+090	Reconstruction	TCS-4
8	67+090 to 67+310	Reconstruction	TCS-3
9	67+310 to 67+360	Reconstruction	TCS-4
10	67+360 to 67+410	Reconstruction	TCS-3
11	67+410 to 67+480	Reconstruction	TCS-5
12	67+480 to 67+690	Reconstruction	TCS-3
13	67+745 to 68+055	Reconstruction	TCS-3
14	68+055 to 68+105	Reconstruction	TCS-5
15	68+155 to 68+205	Reconstruction	TCS-5
16	68+205 to 68+265	Reconstruction	TCS-4
17	68+265 to 68+850	Reconstruction	TCS-3
18	68+850 to 68+910	Reconstruction	TCS-4
19	68+910 to 69+010	Reconstruction	TCS-3
20	69+010 to 69+140	Reconstruction	TCS-4
21	69+140 to 69+280	Reconstruction	TCS-3
22	69+520 to 69+570	Reconstruction	TCS-3
23	69+670 to 69+720	Reconstruction	TCS-3
24	69+720 to 69+820	Reconstruction	TCS-5
25	69+820 to 70+240	Reconstruction	TCS-3
26	70+240 to 70+355	Reconstruction	TCS-5
27	70+355 to 70+420	Reconstruction	TCS-4
28	70+630 to 70+805	Reconstruction	TCS-3
29	70+805 to 70+955	Reconstruction	TCS-5
30	70+955 to 71+105	Reconstruction	TCS-3
31	71+105 to 71+155	Reconstruction	TCS-5
32	71+155 to 71+555	Reconstruction	TCS-3

SL NO.	Stretch from Km to Km	Remarks	TCS Type
33	71+750 to 71+930	Reconstruction	TCS-3
34	72+305 to 72+380	Reconstruction	TCS-3
35	72+380 to 72+510	Reconstruction	TCS-4
36	72+510 to 72+655	Reconstruction	TCS-5
37	72+655 to 72+715	Reconstruction	TCS-3
38	72+715 to 72+765	Reconstruction	TCS-4
39	72+765 to 72+900	Reconstruction	TCS-3
40	72+950 to 73+030	Reconstruction	TCS-3
41	73+030 to 73+080	Reconstruction	TCS-4
42	73+080 to 73+200	Reconstruction	TCS-5
43	73+200 to 73+465	Reconstruction	TCS-3
44	73+465 to 73+520	Reconstruction	TCS-5
45	73+520 to 73+700	Reconstruction	TCS-3
46	73+700 to 73+830	Reconstruction	TCS-5
47	73+830 to 73+910	Reconstruction	TCS-3
48	74+010 to 74+070	Reconstruction	TCS-3
49	74+070 to 74+180	Reconstruction	TCS-4
50	74+180 to 75+230	Reconstruction	TCS-3
51	75+230 to 75+355	Reconstruction	TCS-5
52	75+355 to 75+880	Reconstruction	TCS-3
53	75+880 to 77+030	Reconstruction	TCS-6
54	77+030 to 77+100	Reconstruction	TCS-3
55	77+100 to 77+150	Reconstruction	TCS-4
56	77+150 to 77+295	Reconstruction	TCS-3
57	77+450 to 77+880	Reconstruction	TCS-3
58	77+880 to 77+960	Reconstruction	TCS-5
59	77+960 to 78+280	Reconstruction	TCS-3
60	78+280 to 78+480	Reconstruction	TCS-4
61	78+480 to 79+080	Reconstruction	TCS-3
62	79+080 to 79+150	Reconstruction	TCS-4
63	79+150 to 79+210	Reconstruction	TCS-3
64	79+295 to 79+345	Reconstruction	TCS-3
65	79+395 to 79+445	Reconstruction	TCS-4
66	79+445 to 79+510	Reconstruction	TCS-3
67	79+510 to 79+590	Reconstruction	TCS-5
68	79+590 to 79+820	Reconstruction	TCS-3
69	79+820 to 79+890	Reconstruction	TCS-5
70	79+890 to 80+190	Reconstruction	TCS-3
71	80+330 to 81+315	Reconstruction	TCS-3
72	81+315 to 81+630	Reconstruction	TCS-5
73	81+630 to 82+040	Reconstruction	TCS-3
74	82+120 to 82+620	Reconstruction	TCS-3
75	82+670 to 83+180	Reconstruction	TCS-3
76	83+180 to 83+300	Reconstruction	TCS-5
77	83+380 to 83+730	Reconstruction	TCS-3
78	83+730 to 83+800	Reconstruction	TCS-4
79	83+800 to 84+600	Reconstruction	TCS-3
80	84+675 to 84+750	Reconstruction	TCS-3
81	84+830 to 85+175	Reconstruction	TCS-3
82	85+320 to 85+370	Reconstruction	TCS-3
83	85+420 to 85+575	Reconstruction	TCS-3
84	85+630 to 85+680	Reconstruction	TCS-3

SL NO.	Stretch from Km to Km	Remarks	TCS Type
85	85+680 to 85+780	Reconstruction	TCS-5
86	85+780 to 85+840	Reconstruction	TCS-4
87	85+840 to 85+900	Reconstruction	TCS-5
88	85+900 to 86+100	Reconstruction	TCS-3
89	86+300 to 86+600	Reconstruction	TCS-3
90	86+650 to 87+180	Reconstruction	TCS-3
91	87+180 to 87+250	Reconstruction	TCS-4
92	87+250 to 87+400	Reconstruction	TCS-3
93	87+400 to 87+650	Reconstruction	TCS-5
94	87+700 to 87+775	Reconstruction	TCS-5
95	87+775 to 87+820	Reconstruction	TCS-3
96	87+880 to 88+060	Reconstruction	TCS-3
97	88+100 to 88+270	Reconstruction	TCS-3
98	88+350 to 88+450	Reconstruction	TCS-5
99	88+550 to 89+850	Reconstruction	TCS-3
100	89+970 to 90+510	Reconstruction	TCS-3
101	90+560 to 90+630	Reconstruction	TCS-3
102	91+240 to 91+280	Reconstruction	TCS-5
103	91+400 to 91+460	Reconstruction	TCS-3
104	91+770 to 92+010	Reconstruction	TCS-3
105	92+080 to 92+180	Reconstruction	TCS-3
106	92+180 to 92+240	Reconstruction	TCS-5
107	92+240 to 92+390	Reconstruction	TCS-3
108	92+390 to 92+420	Reconstruction	TCS-4
109	92+500 to 92+575	Reconstruction	TCS-3
110	92+575 to 92+625	Reconstruction	TCS-4
111	92+625 to 92+820	Reconstruction	TCS-3
112	92+980 to 93+060	Reconstruction	TCS-3
113	93+060 to 93+090	Reconstruction	TCS-4
114	93+270 to 93+580	Reconstruction	TCS-3
115	93+580 to 93+630	Reconstruction	TCS-4
116	93+880 to 93+940	Reconstruction	TCS-7A
117	93+940 to 94+275	Reconstruction	TCS-3
118	94+275 to 94+375	Reconstruction	TCS-5
119	94+375 to 94+430	Reconstruction	TCS-3
120	94+490 to 94+610	Reconstruction	TCS-3
121	94+660 to 94+800	Reconstruction	TCS-3
122	94+850 to 94+930	Reconstruction	TCS-3
123	94+930 to 94+970	Reconstruction	TCS-4
124	94+970 to 95+550	Reconstruction	TCS-3
125	95+550 to 95+640	Reconstruction	TCS-5
126	95+700 to 95+940	Reconstruction	TCS-3
127	96+020 to 96+475	Reconstruction	TCS-3
128	96+475 to 96+560	Reconstruction	TCS-5
129	96+560 to 96+630	Reconstruction	TCS-3
130	96+690 to 96+880	Reconstruction	TCS-3
131	96+930 to 97+120	Reconstruction	TCS-3
132	97+120 to 97+165	Reconstruction	TCS-5
133	97+165 to 98+460	Reconstruction	TCS-3
134	98+460 to 98+600	Reconstruction	TCS-7A
135	98+600 to 98+700	Reconstruction	TCS-7
136	98+700 to 98+790	Reconstruction	TCS-6

SL NO.	Stretch from Km to Km	Remarks	TCS Type
137	99+025 to 99+350	Reconstruction	TCS-3
138	99+650 to 99+970	Reconstruction	TCS-3
139	100+120 to 100+840	Reconstruction	TCS-3
140	100+840 to 101+280	Reconstruction	TCS-6

6. Roadside Drainage

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

RCC Covered Drain

Chainage (m)		Length of CD	Net Length (m)	TCS No.	Side
From	To				
66180	66280	0	200.0	TCS-6	Both
75880	77030	21.92	2256.2	TCS-6	Both
98600	98700	2.6	97.4	TCS-7	Valley
98700	98790	0	180.0	TCS-6	Both
100840	101280	10.28	859.4	TCS-6	Both
Total =			3593		

RR Masonry Trapezoidal Drain

Chainage (m)		Length of CD	Net Length (m)	TCS No.	Side
From	To				
66110	66180	0	70.0	TCS-3	Hill
66280	66550	3.84	266.2	TCS-3	Hill
66550	66600	2.6	47.4	TCS-4	Hill
66600	66650	3.96	46.0	TCS-3	Hill
66860	67010	2.6	147.4	TCS-3	Hill
67010	67090	0	80.0	TCS-4	Hill
67090	67310	2.6	217.4	TCS-3	Hill
67310	67360	0	50.0	TCS-4	Hill
67360	67410	0	50.0	TCS-3	Hill
67480	67690	5.2	204.8	TCS-3	Hill
67690	67745	8	47.0	TCS-3A	Hill
67745	68055	7.8	302.2	TCS-3	Hill
68205	68265	0	60.0	TCS-4	Hill
68265	68850	7.8	577.2	TCS-3	Hill
68850	68910	0	60.0	TCS-4	Hill
68910	69010	2.6	97.4	TCS-3	Hill
69010	69140	0	130.0	TCS-4	Hill
69140	69280	5.3	134.7	TCS-3	Hill
69520	69570	0	50.0	TCS-3	Hill
69670	69720	2.7	47.3	TCS-3	Hill
69820	70240	16.56	403.4	TCS-3	Hill
70355	70420	0	65.0	TCS-4	Hill
70630	70805	2.6	172.4	TCS-3	Hill
70955	71105	2.6	147.4	TCS-3	Hill
71155	71555	7.8	392.2	TCS-3	Hill
71750	71930	2.7	177.3	TCS-3	Hill
72055	72305	0	250.0	TCS-3A	Hill
72305	72380	0	75.0	TCS-3	Hill
72380	72510	2.6	127.4	TCS-4	Hill

Chainage (m)		Length of CD	Net Length (m)	TCS No.	Side
From	To				
72655	72715	0	60.0	TCS-3	Hill
72715	72765	2.6	47.4	TCS-4	Hill
72765	72900	0	135.0	TCS-3	Hill
72900	72950	2.6	47.4	TCS-3A	Hill
72950	73030	0	80.0	TCS-3	Hill
73030	73080	2.6	47.4	TCS-4	Hill
73200	73465	2.6	262.4	TCS-3	Hill
73520	73700	0	180.0	TCS-3	Hill
73830	73910	0	80.0	TCS-3	Hill
74010	74070	0	60.0	TCS-3	Hill
74070	74180	2.6	107.4	TCS-4	Hill
74180	75230	25.58	1024.4	TCS-3	Hill
75355	75880	7.86	517.1	TCS-3	Hill
77030	77100	0	70.0	TCS-3	Hill
77100	77150	2.6	47.4	TCS-4	Hill
77150	77295	0	145.0	TCS-3	Hill
77450	77880	5.2	424.8	TCS-3	Hill
77960	78280	5.3	314.7	TCS-3	Hill
78280	78480	5.3	194.7	TCS-4	Hill
78480	79080	7.9	592.1	TCS-3	Hill
79080	79150	0	70.0	TCS-4	Hill
79150	79210	0	60.0	TCS-3	Hill
79210	79295	0	85.0	TCS-3A	Hill
79295	79345	2.7	47.3	TCS-3	Hill
79345	79395	0	50.0	TCS-3A	Hill
79395	79445	3.84	46.2	TCS-4	Hill
79445	79510	5.26	59.7	TCS-3	Hill
79590	79820	6.14	223.9	TCS-3	Hill
79890	80190	11.84	288.2	TCS-3	Hill
80330	81315	13.2	971.8	TCS-3	Hill
81630	82040	2.6	407.4	TCS-3	Hill
82040	82120	0	80.0	TCS-3A	Hill
82120	82620	5.3	494.7	TCS-3	Hill
82620	82670	0	50.0	TCS-3A	Hill
82670	83180	5.2	504.8	TCS-3	Hill
83300	83380	0	80.0	TCS-3A	Hill
83380	83730	5.2	344.8	TCS-3	Hill
83730	83800	6.54	63.5	TCS-4	Hill
83800	84600	9.04	791.0	TCS-3	Hill
84675	84750	5	70.0	TCS-3	Hill
84750	84830	0	80.0	TCS-3A	Hill
84830	85175	9.16	335.8	TCS-3	Hill
85175	85320	0	145.0	TCS-3A	Hill
85320	85370	2.6	47.4	TCS-3	Hill
85370	85420	0	50.0	TCS-3A	Hill
85420	85575	0	155.0	TCS-3	Hill
85575	85630	2.6	52.4	TCS-3A	Hill
85630	85680	0	50.0	TCS-3	Hill
85780	85840	0	60.0	TCS-4	Hill
85900	86100	2.6	197.4	TCS-3	Hill
86100	86300	5.2	194.8	TCS-3A	Hill

Chainage (m)		Length of CD	Net Length (m)	TCS No.	Side
From	To				
86300	86600	2.6	297.4	TCS-3	Hill
86600	86650	6.14	43.9	TCS-3A	Hill
86650	87180	11.34	518.7	TCS-3	Hill
87180	87250	0	70.0	TCS-4	Hill
87250	87400	0	150.0	TCS-3	Hill
87775	87820	5.12	39.9	TCS-3	Hill
87820	87880	0	60.0	TCS-3A	Hill
87880	88060	2.6	177.4	TCS-3	Hill
88060	88100	0	40.0	TCS-3A	Hill
88100	88270	2.6	167.4	TCS-3	Hill
88270	88350	0	80.0	TCS-3A	Hill
88450	88550	0	100.0	TCS-3A	Hill
88550	89850	18.3	1281.7	TCS-3	Hill
89850	89970	0	120.0	TCS-3A	Hill
89970	90510	9.04	531.0	TCS-3	Hill
90510	90560	0	50.0	TCS-3A	Hill
90560	90630	0	70.0	TCS-3	Hill
90630	90970	5	335.0	TCS-3A	Hill
91015	91110	0	95.0	TCS-3A	Hill
91280	91400	0	120.0	TCS-3A	Hill
91400	91460	2.6	57.4	TCS-3	Hill
91460	91770	0	310.0	TCS-3A	Hill
91770	92010	5.3	234.7	TCS-3	Hill
92010	92080	0	70.0	TCS-3A	Hill
92080	92180	2.6	97.4	TCS-3	Hill
92240	92390	0	150.0	TCS-3	Hill
92390	92420	2.6	27.4	TCS-4	Hill
92420	92500	0	80.0	TCS-3A	Hill
92500	92575	2.6	72.4	TCS-3	Hill
92575	92625	0	50.0	TCS-4	Hill
92625	92820	5.2	189.8	TCS-3	Hill
92820	92980	2.6	157.4	TCS-3A	Hill
92980	93060	5.26	74.7	TCS-3	Hill
93060	93090	0	30.0	TCS-4	Hill
93090	93270	2.6	177.4	TCS-3A	Hill
93270	93580	0	310.0	TCS-3	Hill
93580	93630	2.6	47.4	TCS-4	Hill
93630	93880	123	127.0	TCS-3A	Hill
93880	93940	0	60.0	TCS-7A	Hill
93940	94275	9.14	325.9	TCS-3	Hill
94375	94430	2.6	52.4	TCS-3	Hill
94430	94490	0	60.0	TCS-3A	Hill
94490	94610	2.6	117.4	TCS-3	Hill
94610	94660	0	50.0	TCS-3A	Hill
94660	94800	2.7	137.3	TCS-3	Hill
94800	94850	0	50.0	TCS-3A	Hill
94850	94930	0	80.0	TCS-3	Hill
94930	94970	0	40.0	TCS-4	Hill
94970	95550	10.6	569.4	TCS-3	Hill
95700	95940	8.84	231.2	TCS-3	Hill
95940	96020	0	80.0	TCS-3A	Hill

Chainage (m)		Length of CD	Net Length (m)	TCS No.	Side
From	To				
96020	96475	10.46	444.5	TCS-3	Hill
96560	96630	2.6	67.4	TCS-3	Hill
96630	96690	0	60.0	TCS-3A	Hill
96690	96880	2.6	187.4	TCS-3	Hill
96880	96930	0	50.0	TCS-3A	Hill
96930	97120	2.6	187.4	TCS-3	Hill
97165	98460	11.64	1283.4	TCS-3	Hill
98460	98600	0	140.0	TCS-7A	Hill
98790	98900	0	110.0	TCS-3A	Hill
99025	99350	2.7	322.3	TCS-3	Hill
99400	99650	5.2	244.8	TCS-3A	Hill
99650	99970	5.3	314.7	TCS-3	Hill
99970	100120	2.6	147.4	TCS-3A	Hill
100120	100840	22.38	697.6	TCS-3	Hill
Total =			27809		

Catchwater Drain

Chainage (m)		Length of CD	Net Length (m)
From	To		
66650	66860	0	210.0
67410	67480	0	70.0
68055	68105	0	50.0
68105	68155	0	50.0
68155	68205	0	50.0
69280	69520	8	232.0
69570	69670	0	100.0
69720	69820	2.6	97.4
70240	70355	0	115.0
70420	70630	0	210.0
70805	70955	0	150.0
71105	71155	0	50.0
71555	71750	5	190.0
71930	72055	0	125.0
72510	72655	3.84	141.2
73080	73200	3.96	116.0
73465	73520	0	55.0
73700	73830	14.06	115.9
73910	74010	0	100.0
75230	75355	2.6	122.4
77295	77450	0	155.0
77880	77960	0	80.0
79510	79590	0	80.0
79820	79890	0	70.0
80190	80330	5.26	134.7
81315	81630	2.7	312.3
83180	83300	0	120.0
84600	84675	2.7	72.3
85680	85780	2.6	97.4
85840	85900	0	60.0
87400	87650	2.6	247.4
87650	87700	0	50.0

Chainage (m)		Length of CD	Net Length (m)
From	To		
87700	87775	0	75.0
88350	88450	5.12	94.9
91150	91240	0	90.0
91240	91280	0	40.0
92180	92240	0	60.0
93880	93940	0	60.0
94275	94375	0	100.0
95550	95640	0	90.0
95640	95700	0	60.0
96475	96560	0	85.0
97120	97165	2.6	42.4
98460	98600	0	140.0
99350	99400	0	50.0
Total =			4816

Total Length of Trapezoidal Drain = 32625 m
Chute Drain (of avg 8 m height @ 50m Interval) = 771 m

7. Design of Structures

(i) General

- (a) All bridges culverts and structures shall be designed and constructed in accordance with provision of the relevant Manual and shall conform to the cross- sectional features and other details specified therein.
- (b) Width of the 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
1	66+765	Carriageway Width = 11.0m Width of Railings = 1.0m (2x0.50m) Overall width = 12 m
2	69+308	
3	70+112	
4	75+110	
5	79+806	
6	92+270	
7	93+810	
8	97+891	
9	98+767	

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

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

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

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

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

- (e) The following structures shall be designed to carry utility services specified in Table below:

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

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

- (f) Cross-section of the new culverts and bridges at deck level If 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	66.405	3.0 x 3.0	Single Span
2	66.580	2.0 X 2.0	Single Span
3	66.662	3.0 x 4.0	Single Span
4	67.129	2.0 X 2.0	Single Span
5	67.605	2.0 X 2.0	Single Span
6	67.701	2.0 X 2.0	Single Span
7	67.885	2.0 X 2.0	Single Span
8	67.949	2.0 X 2.0	Single Span
9	68.249	2.0 X 2.0	Single Span
10	68.455	2.0 X 2.0	Single Span
11	68.690	2.0 X 2.0	Single Span
12	69.080	2.0 X 3.0	Single Span
13	69.148	2.0 X 2.0	Single Span
14	69.635	2.0 X 3.0	Single Span
15	69.870	2.0 X 2.0	Single Span
16	70.140	3.0 x 4.0	Single Span
17	70.680	2.0 X 2.0	Single Span
18	70.935	2.0 X 2.0	Single Span
19	71.559	4.0 X 3.0	Single Span
20	71.722	2.0 X 3.0	Single Span
21	72.515	3.0 X 3.0	Single Span
22	72.974	2.0 X 2.0	Single Span
23	73.055	3.0 X 4.0	Single Span
24	73.265	2.0 X 2.0	Single Span
25	73.685	5.0 X 4.0	Single Span
26	74.170	3.0 X 3.0	Single Span
27	74.651	4.0 X 3.0	Single Span
28	74.859	5.0 X 3.0	Single Span
29	75.578	4.0 X 5.0	Single Span
30	75.898	2.0 X 2.0	Single Span
31	76.055	3.0 X 3.0	Single Span
32	76.120	2.0 X 2.0	Single Span
33	76.242	3.0 X 3.0	Single Span

Sl. No.	Culvert Location	Span /Opening (m)	Remarks*
34	76.340	3.0 X 3.0	Single Span
35	76.496	2.0 X 2.0	Single Span
36	76.900	2.0 X 2.0	Single Span
37	77.546	2.0 X 2.0	Single Span
38	77.990	2.0 X 2.0	Single Span
39	78.177	2.0 X 3.0	Single Span
40	78.325	2.0 X 2.0	Single Span
41	78.381	2.0 X 3.0	Single Span
42	78.550	2.0 X 3.0	Single Span
43	78.690	2.0 X 2.0	Single Span
44	78.970	2.0 X 2.0	Single Span
45	79.207	2.0 X 3.0	Single Span
46	79.300	3.0 X 3.0	Single Span
47	79.399	4.0 X 5.0	Single Span
48	79.562	5.0 X 3.0	Single Span
49	80.185	3.0 X 3.0	Single Span
50	80.410	4.0 X 5.0	Single Span
51	80.560	2.0 X 2.0	Single Span
52	80.745	2.0 X 2.0	Single Span
53	80.860	2.0 X 2.0	Single Span
54	81.125	2.0 X 3.0	Single Span
55	81.199	2.0 X 3.0	Single Span
56	81.510	2.0 X 3.0	Single Span
57	82.025	2.0 X 3.0	Single Span
58	82.290	2.0 X 2.0	Single Span
59	82.585	2.0 X 2.0	Single Span
60	83.075	2.0 X 2.0	Single Span
61	83.305	2.0 X 2.0	Single Span
62	83.685	3.0 X 3.0	Single Span
63	83.789	2.0 X 3.0	Single Span
64	84.013	3.0 X 3.0	Single Span
65	84.504	2.0 X 2.0	Single Span
66	84.615	2.0 X 3.0	Single Span
67	84.707	4.0 X 3.0	Single Span
68	84.844	3.0 X 4.0	Single Span
69	85.163	2.0 X 2.0	Single Span
70	85.367	2.0 X 2.0	Single Span
71	85.579	2.0 X 2.0	Single Span
72	85.938	2.0 X 2.0	Single Span
73	86.104	2.0 X 2.0	Single Span
74	86.223	2.0 X 2.0	Single Span
75	86.605	5.0 X 3.0	Single Span
76	86.891	5.0 X 3.0	Single Span
77	87.089	2.0 X 2.0	Single Span
78	87.797	4.0 X 4.0	Single Span
79	88.367	4.0 X 4.0	Single Span
80	89.136	3.0 X 4.0	Single Span
81	89.318	3.0 X 3.0	Single Span
82	89.588	2.0 X 3.0	Single Span
83	90.253	3.0 X 3.0	Single Span
84	90.724	4.0 X 3.0	Single Span
85	90.994	2.0 X 3.0	Single Span

Sl. No.	Culvert Location	Span /Opening (m)	Remarks*
86	91.787	2.0 X 3.0	Single Span
87	92.000	2.0 X 2.0	Single Span
88	92.093	2.0 X 2.0	Single Span
89	92.418	2.0 X 2.0	Single Span
90	92.697	2.0 X 2.0	Single Span
91	92.746	2.0 X 2.0	Single Span
92	92.893	2.0 X 2.0	Single Span
93	92.996	4.0 X 5.0	Single Span
94	93.205	2.0 X 2.0	Single Span
95	93.964	3.0 X 3.0	Single Span
96	94.100	2.0 X 2.0	Single Span
97	94.177	2.0 X 3.0	Single Span
98	94.390	2.0 X 2.0	Single Span
99	94.795	2.0 X 3.0	Single Span
100	95.366	2.0 X 3.0	Single Span
101	95.535	2.0 X 3.0	Single Span
102	95.731	5.0 X 3.0	Single Span
103	95.934	2.0 X 3.0	Single Span
104	96.035	2.0 X 2.0	Single Span
105	96.230	2.0 X 2.0	Single Span
106	96.465	4.0 X 5.0	Single Span
107	96.706	2.0 X 2.0	Single Span
108	96.942	2.0 X 2.0	Single Span
109	97.134	2.0 X 2.0	Single Span
110	97.354	2.0 X 2.0	Single Span
111	97.622	2.0 X 2.0	Single Span
112	98.327	3.0 X 3.0	Single Span
113	98.679	2.0 X 2.0	Single Span
114	99.195	2.0 X 3.0	Single Span
115	99.427	2.0 X 2.0	Single Span
116	99.754	2.0 X 2.0	Single Span
117	99.965	2.0 X 3.0	Single Span
118	100.071	2.0 X 2.0	Single Span
119	100.150	3.0 X 4.0	Single Span
120	100.391	4.0 X 5.0	Single Span
121	100.511	2.0 X 3.0	Single Span
122	100.686	2.0 X 2.0	Single Span
123	100.769	4.0 X 5.0	Single Span
124	100.912	3.0 X 3.0	Single Span
125	101.028	2.0 X 2.0	Single Span
126	101.192	3.0 X 3.0	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)	Repair 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	69.709	2.0 X 2.0	Single Span
2	71.075	2.0 X 2.0	Single Span
3	71.240	2.0 X 2.0	Single Span
4	71.384	2.0 X 2.0	Single Span
5	72.332	2.0 X 2.0	Single Span
6	72.655	2.0 X 2.0	Single Span
7	72.849	2.0 X 2.0	Single Span
8	74.020	2.0 X 2.0	Single Span
9	74.930	2.0 X 2.0	Single Span
10	75.220	2.0 X 2.0	Single Span
11	75.368	2.0 X 2.0	Single Span
12	77.040	2.0 X 2.0	Single Span
13	77.693	2.0 X 2.0	Single Span
14	81.771	2.0 X 2.0	Single Span
15	83.520	2.0 X 2.0	Single Span
16	69.709	2.0 X 2.0	Single Span
17	71.075	2.0 X 2.0	Single Span
18	71.240	2.0 X 2.0	Single Span
19	84.184	2.0 X 2.0	Single Span
20	85.000	2.0 X 2.0	Single Span
21	85.766	2.0 X 2.0	Single Span
22	86.403	2.0 X 2.0	Single Span
23	86.750	2.0 X 2.0	Single Span
24	87.503	2.0 X 2.0	Single Span
25	88.005	2.0 X 2.0	Single Span
26	88.157	2.0 X 2.0	Single Span
27	88.697	2.0 X 2.0	Single Span
28	88.900	2.0 X 2.0	Single Span
29	89.775	2.0 X 2.0	Single Span
30	89.992	2.0 X 2.0	Single Span
31	90.500	2.0 X 2.0	Single Span
32	91.411	2.0 X 2.0	Single Span
33	92.566	2.0 X 2.0	Single Span
34	93.593	2.0 X 2.0	Single Span
35	94.572	2.0 X 2.0	Single Span
36	95.020	2.0 X 2.0	Single Span
37	95.175	2.0 X 2.0	Single Span
38	96.605	2.0 X 2.0	Single Span
39	98.135	2.0 X 2.0	Single Span
40	98.993	2.0 X 2.0	Single Span
41	99.581	2.0 X 2.0	Single Span
42	100.261	2.0 X 2.0	Single Span

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

[Refer provision of the relevant Manual and provide details]

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

- (f) Floor protection works shall be as specified in the relevant IRC Codes and Specifications
- (iii) Bridges
- (a) Existing bridges to be re-constructed/widened.

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

[Refer provision of the relevant Manual and provide details]

Sl. No.	Bridge location (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)		
1	66+765	RCC SLAB BRIDGE	1X8.0M	Insufficient width and not conform to IRC Loading	Proposed as RCC SLAB Bridge (1 x 10m)
2	69+308	RCC SLAB BRIDGE	1X7.9M	Insufficient width and not conform to IRC Loading	Proposed as RCC SLAB Bridge (1 x 10m)
3	70+112	RCC BOX BRIDGE	6.0M X 3.8M_2 CELL	Insufficient width and not conform to IRC Loading	Proposed as RCC T-BEAM Bridge (1 x 16m)
4	75+110	RCC SLAB BRIDGE	1X6.8M	Insufficient width and not conform to IRC Loading	Proposed as RCC SLAB Bridge (1 x 8m)
5	79+806	RCC SLAB BRIDGE	1X6.0M	Insufficient width and not conform to IRC Loading	Proposed as RCC SLAB Bridge (1 x 8m)
6	92+270	RCC SLAB BRIDGE	1X6.0M	Insufficient width and not conform to IRC Loading	Proposed as RCC SLAB Bridge (1 x 8m)
7	97+891	RCC SLAB BRIDGE	1X6.0M	Insufficient width and not conform to IRC Loading	Proposed as RCC SLAB Bridge (1 x 8m)
8	98+767	RCC SLAB BRIDGE	1X6.0M	Insufficient width and not conform to IRC Loading	Proposed as RCC SLAB Bridge (1 x 8m)

(ii) The following narrow bridges shall be widened:

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

(b) Additional new bridges

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

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

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

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

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

Sl. No.	Location at km	Remarks
Nil		

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

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

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

(e) Drainage system for bridge decks

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

(f) Structures in marine environment

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

(v) Rail-road bridges

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

(b) Road over-bridges

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

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

(c) Road under-bridges

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

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

(v) Grade separated structures

[Refer provision of the relevant Manual]

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

(vi) Repairs and strengthening of bridges and structures

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

The existing bridges and structures to be repaired/strengthened and the nature and extent of repairs /strengthening required are given below:

(a) Bridges

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

(b) ROB / RUB

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

(b) Overpasses/Underpasses and other structures

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

(vii) List of Major Bridges and Structures

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

Sl. No.	Location (Km)
1	1 No. Major bridge (3 X 41.0m) under construction at Ch. 93+800 Km

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	126
2	Kilometer stones=	Nos	28
3	5th Kilometer stones=	Nos	7
4	Boundary Stones=	Nos	354
5	Delineators (100 cm long and circular shaped)+Hazard marker =	Nos	3717
6	Road Stud=	Nos	19344
7	900 mm Octagonal	Nos	24
8	600 mm circular	Nos	84
9	900 mm Triangular	Nos	480
10	800 mm x 600 mm rectangular	Nos	4
11	Convex Mirror for Blind Curve	Nos	0
12	Rumble Strip=	sqm	760

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

9. Roadside Furniture

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

(ii) Overhead traffic signs: location and size

Sl. No.	Location (Km)	Size
Nil		

10. Compulsory Afforestation

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

11. Hazardous Locations

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

a) Retaining Wall

Chainage (m)		Length of CD	Net Length (m)	TCS No.	Side	Avg. Height (m)
From	To					

Chainage (m)		Length of CD	Net Length (m)	TCS No.	Side	Avg. Height (m)
From	To					
66550	66600	2.6	47.4	TCS-4	Valley	2
67010	67090	0	80.0	TCS-4	Valley	2
67310	67360	0	50.0	TCS-4	Valley	3
68205	68265	0	60.0	TCS-4	Valley	2
68850	68910	0	60.0	TCS-4	Valley	2
69010	69140	0	130.0	TCS-4	Valley	2
70355	70420	0	65.0	TCS-4	Valley	2
72380	72510	2.6	127.4	TCS-4	Valley	3
72715	72765	2.6	47.4	TCS-4	Valley	2
73030	73080	2.6	47.4	TCS-4	Valley	2
74070	74180	2.6	107.4	TCS-4	Valley	2
77100	77150	2.6	47.4	TCS-4	Valley	2
78280	78480	5.3	194.7	TCS-4	Valley	2
79080	79150	0	70.0	TCS-4	Valley	2
79395	79445	3.84	46.2	TCS-4	Valley	2
83730	83800	6.54	63.5	TCS-4	Valley	2
85780	85840	0	60.0	TCS-4	Valley	2
87180	87250	0	70.0	TCS-4	Valley	2
90970	91015	2.7	42.3	TCS-4A	Valley	4
91110	91150	0	40.0	TCS-4A	Valley	2
92390	92420	2.6	27.4	TCS-4	Valley	2
92575	92625	0	50.0	TCS-4	Valley	2
93060	93090	0	30.0	TCS-4	Valley	2
93580	93630	2.6	47.4	TCS-4	Valley	2
94930	94970	0	40.0	TCS-4	Valley	2
Total =			1651			

b) Breast Wall

Chainage (m)		Length of CD	Net Length (m)	TCS No.	Side	Avg. Height (m)
From	To					
66650	66860	0	210.0	TCS-5A	Hill	3
67410	67480	0	70.0	TCS-5	Hill	3
68055	68105	0	50.0	TCS-5	Hill	3
68105	68155	0	50.0	TCS-5A	Hill	3
68155	68205	0	50.0	TCS-5	Hill	3
69280	69520	8	232.0	TCS-5A	Hill	3
69570	69670	0	100.0	TCS-5A	Hill	3
69720	69820	2.6	97.4	TCS-5	Hill	3
70240	70355	0	115.0	TCS-5	Hill	3
70420	70630	0	210.0	TCS-5A	Hill	3
70805	70955	0	150.0	TCS-5	Hill	3
71105	71155	0	50.0	TCS-5	Hill	3
71555	71750	5	190.0	TCS-5A	Hill	3
71930	72055	0	125.0	TCS-5A	Hill	3
72510	72655	3.84	141.2	TCS-5	Hill	3
73080	73200	3.96	116.0	TCS-5	Hill	3
73465	73520	0	55.0	TCS-5	Hill	3
73700	73830	14.06	115.9	TCS-5	Hill	3
73910	74010	0	100.0	TCS-5A	Hill	3
75230	75355	2.6	122.4	TCS-5	Hill	3
77295	77450	0	155.0	TCS-5A	Hill	3

Chainage (m)		Length of CD	Net Length (m)	TCS No.	Side	Avg. Height (m)
From	To					
77880	77960	0	80.0	TCS-5	Hill	3
79510	79590	0	80.0	TCS-5	Hill	3
79820	79890	0	70.0	TCS-5	Hill	3
80190	80330	5.26	134.7	TCS-5A	Hill	3
81315	81630	2.7	312.3	TCS-5	Hill	3
83180	83300	0	120.0	TCS-5	Hill	3
84600	84675	2.7	72.3	TCS-5A	Hill	3
85680	85780	2.6	97.4	TCS-5	Hill	3
85840	85900	0	60.0	TCS-5	Hill	3
87400	87650	2.6	247.4	TCS-5	Hill	3
87650	87700	0	50.0	TCS-5A	Hill	3
87700	87775	0	75.0	TCS-5	Hill	3
88350	88450	5.12	94.9	TCS-5	Hill	3
91150	91240	0	90.0	TCS-5A	Hill	3
91240	91280	0	40.0	TCS-5	Hill	3
92180	92240	0	60.0	TCS-5	Hill	3
93880	93940	0	60.0	TCS-7A	Hill	3
94275	94375	0	100.0	TCS-5	Hill	3
95550	95640	0	90.0	TCS-5	Hill	3
95640	95700	0	60.0	TCS-5A	Hill	3
96475	96560	0	85.0	TCS-5	Hill	3
97120	97165	2.6	42.4	TCS-5	Hill	3
98460	98600	0	140.0	TCS-7A	Hill	3
99350	99400	0	50.0	TCS-5A	Hill	3
Total =			4816			

c) Metal Beam Crash Barrier

Chainage (m)		Net Length (m)	Side
From	To		
66950	67100	150.0	Valley
67230	67310	80.0	Valley
68700	68950	250.0	Valley
69850	69900	50.0	Valley
70000	70100	100.0	Valley
71200	71350	150.0	Valley
72100	72250	150.0	Valley
63200	63250	50.0	Valley
72550	72630	80.0	Valley
72765	72850	85.0	Valley
73300	73550	250.0	Valley
77950	78300	350.0	Valley
78650	78750	100.0	Valley
78900	79000	100.0	Valley
79950	80100	150.0	Valley
80250	80350	100.0	Valley
80800	80900	100.0	Valley
81250	81550	300.0	Valley
82100	82200	100.0	Valley
82300	82400	100.0	Valley
82800	82950	150.0	Valley
83350	83450	100.0	Valley

Chainage (m)		Net Length (m)	Side
From	To		
83850	83950	100.0	Valley
85050	85150	100.0	Valley
85350	85450	100.0	Valley
86550	86700	150.0	Valley
88030	88130	100.0	Valley
89200	89350	150.0	Valley
90000	90100	100.0	Valley
91570	91700	130.0	Valley
91150	91300	150.0	Valley
94400	94500	100.0	Valley
95300	95400	100.0	Valley
96350	96450	100.0	Valley
97200	97450	250.0	Valley
98950	99100	150.0	Valley
100050	100150	100.0	Valley
Total =		4925.0	

Total no. of Bridges on the project=

4 nos.

Approach length on valley side for each bridge (25 m on both side)

50 m

Hence, Crash barrier length for 4 bridges =

400 m

Therefore, total length of crash barrier =

5325 m

d) Hydroseeding

Chainage (m)		Length of CD	Net Length (m)	TCS No.
From	To			
66650	66860		210	TCS-5A
67410	67480		70	TCS-5
67690	67745	8	47	TCS-3A
68055	68105		50	TCS-5
68105	68155		50	TCS-5A
68155	68205		50	TCS-5
69280	69520	8	232	TCS-5A
69570	69670		100	TCS-5A
69720	69820	2.6	97.4	TCS-5
70240	70355		115	TCS-5
70420	70630		210	TCS-5A
70805	70955		150	TCS-5
71105	71155		50	TCS-5
71555	71750	5	190	TCS-5A
71930	72055		125	TCS-5A
72055	72305		250	TCS-3A
72510	72655	3.84	141.16	TCS-5
72900	72950	2.6	47.4	TCS-3A
73080	73200	3.96	116.04	TCS-5
73465	73520		55	TCS-5
73700	73830	14.06	115.94	TCS-5
73910	74010		100	TCS-5A
75230	75355	2.6	122.4	TCS-5
77295	77450		155	TCS-5A
77880	77960		80	TCS-5
79210	79295		85	TCS-3A
79345	79395		50	TCS-3A

Chainage (m)		Length of CD	Net Length (m)	TCS No.
From	To			
79510	79590		80	TCS-5
79820	79890		70	TCS-5
80190	80330	5.26	134.74	TCS-5A
81315	81630	2.7	312.3	TCS-5
82040	82120		80	TCS-3A
82620	82670		50	TCS-3A
83180	83300		120	TCS-5
83300	83380		80	TCS-3A
84600	84675		75	TCS-5A
84750	84830		80	TCS-3A
85175	85320		145	TCS-3A
85370	85420		50	TCS-3A
85575	85630		55	TCS-3A
85680	85780		100	TCS-5
85840	85900		60	TCS-5
86100	86300		200	TCS-3A
86600	86650		50	TCS-3A
87400	87650		250	TCS-5
87650	87700		50	TCS-5A
87700	87775		75	TCS-5
87820	87880		60	TCS-3A
88060	88100		40	TCS-3A
88270	88350		80	TCS-3A
88350	88450		100	TCS-5
88450	88550		100	TCS-3A
89850	89970		120	TCS-3A
90510	90560		50	TCS-3A
90630	90970		340	TCS-3A
91015	91110		95	TCS-3A
91150	91240		90	TCS-5A
91240	91280		40	TCS-5
91280	91400		120	TCS-3A
91460	91770		310	TCS-3A
92010	92080		70	TCS-3A
92180	92240		60	TCS-5
92420	92500		80	TCS-3A
92820	92980		160	TCS-3A
93090	93270		180	TCS-3A
93630	93880		250	TCS-3A
94275	94375		100	TCS-5
94430	94490		60	TCS-3A
94610	94660		50	TCS-3A
94800	94850		50	TCS-3A
95550	95640		90	TCS-5
95640	95700		60	TCS-5A
95940	96020		80	TCS-3A
96475	96560		85	TCS-5
96630	96690		60	TCS-3A
96880	96930		50	TCS-3A
97120	97165		45	TCS-5
98790	98900		110	TCS-3A

Chainage (m)		Length of CD	Net Length (m)	TCS No.
From	To			
99350	99400		50	TCS-5A
99400	99650		250	TCS-3A
99970	100120		150	TCS-3A
Total =			8816.38	

Avg. Height of Hydroseeding =

8 m

Area of Hydroseeding =

70531.04 sqm

12. Special Requirement for Hill Roads

Nil

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.

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) Roadside furniture: -

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

c) Pedestrian Facility:-

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

d) Truck Lay bye:-

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

e) Bus Bay & Passenger shelter: -

Sl. No.	Project Facility	Location (km)	Design Requirements	Other Essential Details
1	Bus Bay & Passenger shelter	66+342 (Both side)	Bus Bays & Passenger shelter have been placed on both side of proposed roadway	Dimension of Bus Bay (L X B = 59.0 m X 3.0 m) Dimension of Passenger Shelter (L X B = 6.0 m X 2.0 m) (Refer Passenger Shelter Drawing)
2	Bus Bay & Passenger shelter	77+007 (Both side)		
3	Bus Bay & Passenger shelter	93+515 (Both side)		
4	Bus Bay & Passenger shelter	98+620 (Both side)		
5	Bus Bay & Passenger shelter	100+300 (Both side)		

f) Rest Areas

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

g) Others to be specified

Street Lighting:

Total 82 Nos. Street lighting shall be provided in built-up areas, bus bays and passenger shelters locations.

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

Schedule - D

(See Clause 2.1)

Specifications and Standards

1. Construction

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

2. Design Standards

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

[Manual of Specifications and Standards for Two Lanning of Highways (IRC: SP: 73-2018), 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: 73-2018)], 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:]

Item	Manual Clause Reference	Provision as per Manual					Modified Provision				
Shoulder	2.6	<u>Mountainous Terrain</u>					<u>Mountainous Terrain</u>				
		Type of Section	Side	Width of Shoulder (m)			Type of Section	Side	Width of Shoulder (m)		
				Paved	Earthen	Total			Paved	Earthen	Total
		Open Country with Isolated Built-up Area	Hill Side	1.5	-	1.5	Open Country with Isolated Built-up Area	Hill Side	1.5	-	1.5
			Valley Side	1.5	1	2.5		Valley Side	1.5	1.0 m	2.5
		Built-up Area and Approaches to grade separated structures/ bridges	Hill Side	0.25 m + 1.5 m (Raised)	-	1.75	Built-up Area and Approaches to grade separated structures/ bridges	Hill Side	1.5	-	1.5
			Valley Side	0.25 m + 1.5 m (Raised)	-	1.75		Valley Side	1.5	-	1.5
Design Speed	2.2	<u>Mountainous Terrain:</u> Ruling: 60 Kmph Minimum: 40 Kmph					<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)				
Extra Widening	2.7	Extra Widening has been proposed as per IRC: SP: 73-2018					Extra Widening has been proposed as per IRC: SP: 48-1998 (Table 6.9) of Hill Road Manual.				
		Radius	Extra Widening		Radius	Extra Widening					
		75-100 m	0.9 m		21-40 m	1.5 m					
		101-300 m	0.6 m		41-60 m	1.2 m					
					61-100 m	0.9 m					

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	<u>Mountainous Terrain:</u> 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 than 40kmph.

Sl. No.	Stretch (from km to km)	Type of Deficiency	Remarks
1	66+239 to 66+289	Sharp Bend	Design Speed = 30 Kmph
2	66+393 to 66+411	Sharp Bend	Design Speed = 30 Kmph
3	66+541 to 66+563	Sharp Bend	Design Speed = 30 Kmph
4	66+607 to 66+616	Sharp Bend	Design Speed = 30 Kmph
5	66+647 to 66+653	Sharp Bend	Design Speed = 30 Kmph
6	66+736 to 66+795	Sharp Bend	Design Speed = 30 Kmph
7	66+995 to 67+056	Sharp Bend	Design Speed = 30 Kmph
8	67+509 to 67+574	Sharp Bend	Design Speed = 30 Kmph
9	67+634 to 67+668	Sharp Bend	Design Speed = 30 Kmph
10	67+821 to 67+889	Sharp Bend	Design Speed = 30 Kmph
11	68+004 to 68+014	Sharp Bend	Design Speed = 30 Kmph
12	68+123 to 68+163	Sharp Bend	Design Speed = 30 Kmph
13	68+212 to 68+284	Sharp Bend	Design Speed = 30 Kmph
14	68+467 to 68+476	Sharp Bend	Design Speed = 30 Kmph
15	68+544 to 68+552	Sharp Bend	Design Speed = 30 Kmph
16	68+682 to 68+692	Sharp Bend	Design Speed = 30 Kmph
17	68+736 to 68+799	Sharp Bend	Design Speed = 30 Kmph
18	68+847 to 68+857	Sharp Bend	Design Speed = 30 Kmph
19	68+911 to 68+936	Sharp Bend	Design Speed = 30 Kmph
20	69+269 to 69+329	Sharp Bend	Design Speed = 30 Kmph
21	69+423 to 69+459	Sharp Bend	Design Speed = 30 Kmph
22	69+630 to 69+637	Sharp Bend	Design Speed = 30 Kmph
23	69+687 to 69+740	Sharp Bend	Design Speed = 30 Kmph
24	69+792 to 69+810	Sharp Bend	Design Speed = 30 Kmph
25	69+879 to 69+890	Sharp Bend	Design Speed = 30 Kmph
26	69+984 to 69+990	Sharp Bend	Design Speed = 30 Kmph
27	70+041 to 70+050	Sharp Bend	Design Speed = 30 Kmph
28	70+112 to 70+198	Sharp Bend	Design Speed = 30 Kmph
29	70+375 to 70+405	Sharp Bend	Design Speed = 30 Kmph
30	70+454 to 70+470	Sharp Bend	Design Speed = 30 Kmph
31	70+593 to 70+600	Sharp Bend	Design Speed = 30 Kmph
32	71+265 to 71+302	Sharp Bend	Design Speed = 30 Kmph
33	71+533 to 71+581	Sharp Bend	Design Speed = 30 Kmph
34	71+643 to 71+650	Sharp Bend	Design Speed = 30 Kmph
35	71+701 to 71+708	Sharp Bend	Design Speed = 30 Kmph
36	72+152 to 72+184	Sharp Bend	Design Speed = 20 Kmph
37	72+812 to 72+846	Sharp Bend	Design Speed = 30 Kmph
38	73+031 to 73+056	Sharp Bend	Design Speed = 30 Kmph
39	73+112 to 73+117	Sharp Bend	Design Speed = 30 Kmph
40	73+246 to 73+265	Sharp Bend	Design Speed = 30 Kmph
41	73+330 to 73+342	Sharp Bend	Design Speed = 30 Kmph

Sl. No.	Stretch (from km to km)	Type of Deficiency	Remarks
42	73+414 to 73+445	Sharp Bend	Design Speed = 30 Kmph
43	73+497 to 73+503	Sharp Bend	Design Speed = 30 Kmph
44	73+651 to 73+704	Sharp Bend	Design Speed = 30 Kmph
45	73+766 to 73+770	Sharp Bend	Design Speed = 30 Kmph
46	73+825 to 73+916	Sharp Bend	Design Speed = 30 Kmph
47	74+033 to 74+095	Sharp Bend	Design Speed = 30 Kmph
48	74+646 to 74+663	Sharp Bend	Design Speed = 30 Kmph
49	74+717 to 74+736	Sharp Bend	Design Speed = 30 Kmph
50	75+106 to 75+133	Sharp Bend	Design Speed = 30 Kmph
51	76+109 to 76+127	Sharp Bend	Design Speed = 30 Kmph
52	76+182 to 76+201	Sharp Bend	Design Speed = 20 Kmph
53	76+244 to 76+260	Sharp Bend	Design Speed = 20 Kmph
54	76+408 to 76+432	Sharp Bend	Design Speed = 30 Kmph
55	76+480 to 76+509	Sharp Bend	Design Speed = 20 Kmph
56	76+550 to 76+575	Sharp Bend	Design Speed = 20 Kmph
57	76+616 to 76+636	Sharp Bend	Design Speed = 20 Kmph
58	76+680 to 76+691	Sharp Bend	Design Speed = 20 Kmph
59	76+747 to 76+771	Sharp Bend	Design Speed = 30 Kmph
60	76+886 to 76+937	Sharp Bend	Design Speed = 30 Kmph
61	77+508 to 77+532	Sharp Bend	Design Speed = 30 Kmph
62	77+596 to 77+612	Sharp Bend	Design Speed = 30 Kmph
63	77+834 to 77+837	Sharp Bend	Design Speed = 30 Kmph
64	77+918 to 77+929	Sharp Bend	Design Speed = 30 Kmph
65	77+960 to 77+976	Sharp Bend	Design Speed = 30 Kmph
66	78+018 to 78+049	Sharp Bend	Design Speed = 30 Kmph
67	78+126 to 78+182	Sharp Bend	Design Speed = 30 Kmph
68	78+241 to 78+275	Sharp Bend	Design Speed = 30 Kmph
69	78+369 to 78+395	Sharp Bend	Design Speed = 30 Kmph
70	78+467 to 78+563	Sharp Bend	Design Speed = 30 Kmph
71	78+625 to 78+630	Sharp Bend	Design Speed = 30 Kmph
72	78+680 to 78+699	Sharp Bend	Design Speed = 30 Kmph
73	78+807 to 78+869	Sharp Bend	Design Speed = 30 Kmph
74	78+919 to 78+956	Sharp Bend	Design Speed = 30 Kmph
75	79+589 to 79+606	Sharp Bend	Design Speed = 30 Kmph
76	79+731 to 79+741	Sharp Bend	Design Speed = 30 Kmph
77	79+782 to 79+818	Sharp Bend	Design Speed = 20 Kmph
78	79+944 to 79+965	Sharp Bend	Design Speed = 30 Kmph
79	80+022 to 80+058	Sharp Bend	Design Speed = 30 Kmph
80	80+143 to 80+205	Sharp Bend	Design Speed = 30 Kmph
81	80+275 to 80+335	Sharp Bend	Design Speed = 30 Kmph
82	80+803 to 80+865	Sharp Bend	Design Speed = 30 Kmph
83	81+275 to 81+298	Sharp Bend	Design Speed = 30 Kmph
84	81+340 to 81+348	Sharp Bend	Design Speed = 30 Kmph
85	81+411 to 81+418	Sharp Bend	Design Speed = 30 Kmph
86	81+463 to 81+506	Sharp Bend	Design Speed = 30 Kmph
87	81+783 to 81+803	Sharp Bend	Design Speed = 30 Kmph
88	82+034 to 82+052	Sharp Bend	Design Speed = 30 Kmph
89	82+145 to 82+182	Sharp Bend	Design Speed = 30 Kmph
90	82+288 to 82+294	Sharp Bend	Design Speed = 30 Kmph
91	82+340 to 82+374	Sharp Bend	Design Speed = 30 Kmph
92	82+409 to 82+452	Sharp Bend	Design Speed = 30 Kmph

Sl. No.	Stretch (from km to km)	Type of Deficiency	Remarks
93	82+583 to 82+620	Sharp Bend	Design Speed = 30 Kmph
94	82+689 to 82+705	Sharp Bend	Design Speed = 30 Kmph
95	82+841 to 82+897	Sharp Bend	Design Speed = 30 Kmph
96	82+947 to 82+962	Sharp Bend	Design Speed = 30 Kmph
97	82+995 to 83+033	Sharp Bend	Design Speed = 30 Kmph
98	83+065 to 83+080	Sharp Bend	Design Speed = 30 Kmph
99	83+288 to 83+316	Sharp Bend	Design Speed = 30 Kmph
100	83+373 to 83+392	Sharp Bend	Design Speed = 30 Kmph
101	83+434 to 83+444	Sharp Bend	Design Speed = 20 Kmph
102	83+483 to 83+519	Sharp Bend	Design Speed = 20 Kmph
103	83+646 to 83+651	Sharp Bend	Design Speed = 30 Kmph
104	83+688 to 83+707	Sharp Bend	Design Speed = 30 Kmph
105	83+749 to 83+765	Sharp Bend	Design Speed = 30 Kmph
106	83+827 to 83+892	Sharp Bend	Design Speed = 30 Kmph
107	83+982 to 84+007	Sharp Bend	Design Speed = 30 Kmph
108	84+092 to 84+100	Sharp Bend	Design Speed = 30 Kmph
109	84+199 to 84+209	Sharp Bend	Design Speed = 30 Kmph
110	84+262 to 84+338	Sharp Bend	Design Speed = 30 Kmph
111	84+377 to 84+446	Sharp Bend	Design Speed = 30 Kmph
112	84+484 to 84+517	Sharp Bend	Design Speed = 30 Kmph
113	84+630 to 84+740	Sharp Bend	Design Speed = 20 Kmph
114	84+787 to 84+797	Sharp Bend	Design Speed = 30 Kmph
115	84+846 to 84+863	Sharp Bend	Design Speed = 30 Kmph
116	84+961 to 85+051	Sharp Bend	Design Speed = 30 Kmph
117	85+087 to 85+094	Sharp Bend	Design Speed = 30 Kmph
118	85+173 to 85+173	Sharp Bend	Design Speed = 30 Kmph
119	85+623 to 85+629	Sharp Bend	Design Speed = 30 Kmph
120	85+708 to 85+766	Sharp Bend	Design Speed = 30 Kmph
121	85+860 to 85+865	Sharp Bend	Design Speed = 30 Kmph
122	85+917 to 85+948	Sharp Bend	Design Speed = 30 Kmph
123	85+999 to 86+040	Sharp Bend	Design Speed = 30 Kmph
124	86+153 to 86+246	Sharp Bend	Design Speed = 30 Kmph
125	86+301 to 86+319	Sharp Bend	Design Speed = 30 Kmph
126	86+533 to 86+546	Sharp Bend	Design Speed = 30 Kmph
127	86+588 to 86+676	Sharp Bend	Design Speed = 30 Kmph
128	86+771 to 86+809	Sharp Bend	Design Speed = 30 Kmph
129	86+883 to 86+895	Sharp Bend	Design Speed = 30 Kmph
130	86+953 to 86+963	Sharp Bend	Design Speed = 30 Kmph
131	86+998 to 87+011	Sharp Bend	Design Speed = 30 Kmph
132	87+055 to 87+099	Sharp Bend	Design Speed = 30 Kmph
133	87+157 to 87+175	Sharp Bend	Design Speed = 30 Kmph
134	87+217 to 87+228	Sharp Bend	Design Speed = 30 Kmph
135	87+268 to 87+280	Sharp Bend	Design Speed = 30 Kmph
136	87+323 to 87+328	Sharp Bend	Design Speed = 30 Kmph
137	87+371 to 87+381	Sharp Bend	Design Speed = 30 Kmph
138	87+756 to 87+807	Sharp Bend	Design Speed = 30 Kmph
139	87+938 to 87+970	Sharp Bend	Design Speed = 30 Kmph
140	88+056 to 88+086	Sharp Bend	Design Speed = 30 Kmph
141	88+131 to 88+188	Sharp Bend	Design Speed = 30 Kmph
142	88+355 to 88+399	Sharp Bend	Design Speed = 30 Kmph
143	88+519 to 88+531	Sharp Bend	Design Speed = 30 Kmph

Sl. No.	Stretch (from km to km)	Type of Deficiency	Remarks
144	89+058 to 89+068	Sharp Bend	Design Speed = 30 Kmph
145	89+121 to 89+132	Sharp Bend	Design Speed = 30 Kmph
146	89+252 to 89+286	Sharp Bend	Design Speed = 20 Kmph
147	89+635 to 89+640	Sharp Bend	Design Speed = 30 Kmph
148	89+692 to 89+718	Sharp Bend	Design Speed = 30 Kmph
149	89+843 to 89+900	Sharp Bend	Design Speed = 30 Kmph
150	89+928 to 89+964	Sharp Bend	Design Speed = 30 Kmph
151	89+998 to 90+003	Sharp Bend	Design Speed = 30 Kmph
152	90+058 to 90+091	Sharp Bend	Design Speed = 30 Kmph
153	90+151 to 90+158	Sharp Bend	Design Speed = 30 Kmph
154	90+198 to 90+208	Sharp Bend	Design Speed = 30 Kmph
155	90+253 to 90+260	Sharp Bend	Design Speed = 30 Kmph
156	90+328 to 90+348	Sharp Bend	Design Speed = 30 Kmph
157	90+414 to 90+436	Sharp Bend	Design Speed = 30 Kmph
158	90+514 to 90+537	Sharp Bend	Design Speed = 30 Kmph
159	90+719 to 90+745	Sharp Bend	Design Speed = 30 Kmph
160	91+781 to 91+793	Sharp Bend	Design Speed = 30 Kmph
161	91+846 to 91+855	Sharp Bend	Design Speed = 30 Kmph
162	91+910 to 91+915	Sharp Bend	Design Speed = 30 Kmph
163	92+025 to 92+035	Sharp Bend	Design Speed = 30 Kmph
164	92+082 to 92+100	Sharp Bend	Design Speed = 30 Kmph
165	92+671 to 92+687	Sharp Bend	Design Speed = 30 Kmph
166	92+736 to 92+749	Sharp Bend	Design Speed = 30 Kmph
167	92+805 to 92+808	Sharp Bend	Design Speed = 30 Kmph
168	92+856 to 92+929	Sharp Bend	Design Speed = 30 Kmph
169	93+045 to 93+075	Sharp Bend	Design Speed = 30 Kmph
170	93+199 to 93+199	Sharp Bend	Design Speed = 30 Kmph
171	93+263 to 93+271	Sharp Bend	Design Speed = 30 Kmph
172	93+605 to 93+642	Sharp Bend	Design Speed = 20 Kmph
173	93+687 to 93+728	Sharp Bend	Design Speed = 20 Kmph
174	93+894 to 93+921	Sharp Bend	Design Speed = 20 Kmph
175	93+964 to 93+982	Sharp Bend	Design Speed = 20 Kmph
176	94+036 to 94+059	Sharp Bend	Design Speed = 20 Kmph
177	94+099 to 94+106	Sharp Bend	Design Speed = 20 Kmph
178	94+141 to 94+150	Sharp Bend	Design Speed = 20 Kmph
179	94+180 to 94+186	Sharp Bend	Design Speed = 20 Kmph
180	94+221 to 94+228	Sharp Bend	Design Speed = 20 Kmph
181	94+273 to 94+284	Sharp Bend	Design Speed = 30 Kmph
182	94+314 to 94+332	Sharp Bend	Design Speed = 30 Kmph
183	94+377 to 94+412	Sharp Bend	Design Speed = 20 Kmph
184	94+463 to 94+535	Sharp Bend	Design Speed = 30 Kmph
185	95+086 to 95+097	Sharp Bend	Design Speed = 30 Kmph
186	95+141 to 95+186	Sharp Bend	Design Speed = 30 Kmph
187	95+317 to 95+341	Sharp Bend	Design Speed = 30 Kmph
188	95+388 to 95+395	Sharp Bend	Design Speed = 30 Kmph
189	95+436 to 95+443	Sharp Bend	Design Speed = 30 Kmph
190	95+472 to 95+515	Sharp Bend	Design Speed = 30 Kmph
191	95+536 to 95+547	Sharp Bend	Design Speed = 30 Kmph
192	95+587 to 95+597	Sharp Bend	Design Speed = 30 Kmph
193	95+636 to 95+657	Sharp Bend	Design Speed = 30 Kmph
194	95+690 to 95+768	Sharp Bend	Design Speed = 20 Kmph

Sl. No.	Stretch (from km to km)	Type of Deficiency	Remarks
195	95+843 to 95+871	Sharp Bend	Design Speed = 30 Kmph
196	95+889 to 95+905	Sharp Bend	Design Speed = 30 Kmph
197	95+948 to 95+976	Sharp Bend	Design Speed = 30 Kmph
198	96+194 to 96+216	Sharp Bend	Design Speed = 30 Kmph
199	96+385 to 96+412	Sharp Bend	Design Speed = 30 Kmph
200	96+475 to 96+481	Sharp Bend	Design Speed = 30 Kmph
201	97+042 to 97+055	Sharp Bend	Design Speed = 30 Kmph
202	97+131 to 97+157	Sharp Bend	Design Speed = 30 Kmph
203	97+284 to 97+290	Sharp Bend	Design Speed = 30 Kmph
204	97+350 to 97+369	Sharp Bend	Design Speed = 30 Kmph
205	97+433 to 97+451	Sharp Bend	Design Speed = 30 Kmph
206	97+548 to 97+565	Sharp Bend	Design Speed = 30 Kmph
207	97+619 to 97+652	Sharp Bend	Design Speed = 30 Kmph
208	97+876 to 97+909	Sharp Bend	Design Speed = 20 Kmph
209	98+681 to 98+788	Sharp Bend	Design Speed = 30 Kmph
210	98+953 to 98+986	Sharp Bend	Design Speed = 30 Kmph
211	99+419 to 99+488	Sharp Bend	Design Speed = 30 Kmph
212	99+671 to 99+698	Sharp Bend	Design Speed = 30 Kmph
213	99+749 to 99+754	Sharp Bend	Design Speed = 30 Kmph
214	99+796 to 99+882	Sharp Bend	Design Speed = 30 Kmph
215	99+946 to 99+969	Sharp Bend	Design Speed = 30 Kmph
216	100+081 to 100+109	Sharp Bend	Design Speed = 30 Kmph
217	100+155 to 100+165	Sharp Bend	Design Speed = 30 Kmph
218	100+213 to 100+218	Sharp Bend	Design Speed = 30 Kmph
219	100+351 to 100+401	Sharp Bend	Design Speed = 20 Kmph
220	100+454 to 100+482	Sharp Bend	Design Speed = 30 Kmph
221	100+508 to 100+514	Sharp Bend	Design Speed = 30 Kmph
222	100+543 to 100+599	Sharp Bend	Design Speed = 30 Kmph
223	100+666 to 100+705	Sharp Bend	Design Speed = 30 Kmph
224	100+736 to 100+745	Sharp Bend	Design Speed = 30 Kmph
225	100+760 to 100+858	Sharp Bend	Design Speed = 30 Kmph
226	100+906 to 100+970	Sharp Bend	Design Speed = 30 Kmph
227	101+008 to 101+019	Sharp Bend	Design Speed = 20 Kmph
228	101+057 to 101+064	Sharp Bend	Design Speed = 20 Kmph
229	101+118 to 101+123	Sharp Bend	Design Speed = 30 Kmph
230	101+168 to 101+191	Sharp Bend	Design Speed = 30 Kmph
231	101+224 to 101+240	Sharp Bend	Design Speed = 30 Kmph

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

Sl. No.	HIP NO.	CHAINAGE (KM)		RADIUS
		From	To	
1	482	66.239	66.289	32
2	483	66.393	66.411	30
3	484	66.541	66.563	70
4	485	66.607	66.616	70
5	487	66.736	66.795	30
6	490	66.995	67.056	30
7	492	67.273	67.28	60
8	493	67.35	67.389	60
9	494	67.509	67.574	40

Sl. No.	HIP NO.	CHAINAGE (KM)		RADIUS
		From	To	
10	495	67.634	67.668	50
11	496	67.821	67.889	50
12	498	68.123	68.163	50
13	499	68.212	68.284	50
14	500	68.467	68.476	35
15	501	68.544	68.552	60
16	502	68.682	68.692	50
17	503	68.736	68.799	45
18	505	68.911	68.936	30
19	506	69.099	69.131	70
20	508	69.269	69.329	30
21	509	69.423	69.459	60
22	510	69.63	69.637	30
23	512	69.792	69.81	35
24	513	69.879	69.89	30
25	514	69.984	69.99	40
26	515	70.041	70.05	40
27	516	70.112	70.198	45
28	517	70.375	70.405	30
29	519	70.593	70.6	30
30	520	70.704	70.736	50
31	522	70.978	71.036	60
32	523	71.103	71.12	70
33	524	71.265	71.302	30
34	525	71.533	71.581	30
35	526	71.643	71.65	45
36	527	71.701	71.708	30
37	532	72.152	72.184	20
38	535	72.521	72.531	50
39	536	72.602	72.62	70
40	537	72.694	72.715	70
41	538	72.812	72.846	30
42	541	73.031	73.056	30
43	542	73.112	73.117	40
44	543	73.246	73.265	30
45	544	73.33	73.342	35
46	546	73.497	73.503	30
47	547	73.651	73.704	30
48	548	73.766	73.77	36
49	550	74.033	74.095	32
50	552	74.207	74.221	60
51	555	74.646	74.663	40
52	556	74.717	74.736	40
53	559	75.106	75.133	30
54	560	75.288	75.31	70
55	562	75.461	75.473	60
56	563	75.552	75.614	70
57	564	75.735	75.823	66
58	565	75.919	75.948	70
59	567	76.109	76.127	30
60	568	76.182	76.201	25

Sl. No.	HIP NO.	CHAINAGE (KM)		RADIUS
		From	To	
61	569	76.244	76.26	25
62	570	76.408	76.432	40
63	571	76.48	76.509	20
64	572	76.55	76.575	20
65	573	76.616	76.636	20
66	574	76.68	76.691	30
67	576	76.886	76.937	30
68	577	77.207	77.269	50
69	578	77.355	77.416	50
70	579	77.508	77.532	30
71	580	77.596	77.612	40
72	582	77.834	77.837	30
73	584	77.96	77.976	70
74	585	78.018	78.049	40
75	586	78.126	78.182	40
76	587	78.241	78.275	30
77	588	78.369	78.395	30
78	591	78.68	78.699	30
79	593	78.919	78.956	30
80	598	79.589	79.606	40
81	599	79.731	79.741	60
82	600	79.782	79.818	20
83	601	79.944	79.965	50
84	602	80.022	80.058	60
85	603	80.143	80.205	34
86	604	80.275	80.335	50
87	608	80.803	80.865	50
88	611	81.198	81.217	70
89	612	81.275	81.298	60
90	613	81.34	81.348	60
91	614	81.411	81.418	40
92	615	81.463	81.506	70
93	618	81.783	81.803	30
94	621	82.034	82.052	30
95	622	82.145	82.182	40
96	623	82.288	82.294	30
97	624	82.34	82.374	60
98	625	82.409	82.452	60
99	626	82.583	82.62	30
100	627	82.689	82.705	50
101	628	82.841	82.897	35
102	629	82.947	82.962	50
103	631	83.065	83.08	30
104	632	83.288	83.316	30
105	633	83.373	83.392	40
106	634	83.434	83.444	30
107	635	83.483	83.519	22
108	636	83.646	83.651	50
109	637	83.688	83.707	60
110	638	83.749	83.765	70
111	640	83.982	84.007	30

Sl. No.	HIP NO.	CHAINAGE (KM)		RADIUS
		From	To	
112	642	84.199	84.209	50
113	643	84.262	84.338	60
114	644	84.377	84.446	60
115	645	84.484	84.517	60
116	646	84.630	84.740	43
117	647	84.787	84.797	30
118	648	84.846	84.863	60
119	650	85.087	85.094	30
120	651	85.173	85.173	30
121	652	85.323	85.450	70
122	654	85.623	85.629	30
123	656	85.860	85.865	50
124	657	85.917	85.948	30
125	658	85.999	86.040	50
126	659	86.153	86.246	47
127	660	86.301	86.319	30
128	661	86.533	86.546	60
129	662	86.588	86.676	40
130	663	86.771	86.809	50
131	664	86.883	86.895	70
132	665	86.953	86.963	60
133	666	86.998	87.011	50
134	667	87.055	87.099	50
135	668	87.157	87.175	40
136	669	87.217	87.228	60
137	670	87.268	87.280	40
138	671	87.323	87.328	60
139	672	87.371	87.381	40
140	673	87.457	87.457	50
141	675	87.756	87.807	30
142	676	87.938	87.970	60
143	677	88.056	88.086	30
144	679	88.355	88.399	30
145	680	88.519	88.531	30
146	684	89.058	89.068	40
147	685	89.121	89.132	50
148	686	89.252	89.286	20
149	687	89.454	89.463	60
150	688	89.534	89.552	60
151	689	89.635	89.640	40
152	690	89.692	89.718	50
153	691	89.843	89.900	40
154	693	89.998	90.003	40
155	694	90.058	90.091	30
156	696	90.198	90.208	40
157	697	90.253	90.260	60
158	698	90.328	90.348	50
159	699	90.414	90.436	30
160	700	90.514	90.537	30
161	701	90.719	90.745	30
162	702	90.956	91.066	70

Sl. No.	HIP NO.	CHAINAGE (KM)		RADIUS
		From	To	
163	703	91.151	91.230	50
164	705	91.615	91.658	50
165	706	91.781	91.793	70
166	707	91.846	91.855	35
167	708	91.910	91.915	55
168	709	92.025	92.035	50
169	710	92.082	92.100	40
170	712	92.256	92.283	70
171	715	92.671	92.687	50
172	716	92.736	92.749	40
173	717	92.805	92.808	30
174	719	93.045	93.075	50
175	720	93.199	93.199	30
176	721	93.263	93.271	30
177	723	93.427	93.454	70
178	726	93.687	93.728	35
179	727	93.894	93.921	45
180	728	93.964	93.982	20
181	729	94.036	94.059	20
182	730	94.099	94.106	20
183	731	94.141	94.150	30
184	732	94.180	94.186	40
185	733	94.221	94.228	25
186	734	94.273	94.284	60
187	736	94.377	94.412	20
188	737	94.463	94.535	40
189	738	94.593	94.677	70
190	741	95.086	95.097	50
191	743	95.317	95.341	30
192	745	95.436	95.443	40
193	747	95.536	95.547	50
194	750	95.690	95.768	30
195	751	95.843	95.871	60
196	753	95.948	95.976	30
197	754	96.194	96.216	50
198	755	96.385	96.412	30
199	756	96.475	96.481	30
200	761	97.042	97.055	60
201	762	97.131	97.157	50
202	763	97.284	97.290	30
203	764	97.350	97.369	30
204	765	97.433	97.451	35
205	766	97.548	97.565	50
206	767	97.619	97.652	50
207	771	97.876	97.909	20
208	775	98.248	98.256	60
209	778	98.681	98.788	50
210	779	98.953	98.986	30
211	781	99.220	99.286	60
212	782	99.419	99.488	35
213	783	99.671	99.698	50

Sl. No.	HIP NO.	CHAINAGE (KM)		RADIUS
		From	To	
214	784	99.749	99.754	50
215	785	99.796	99.882	50
216	786	99.946	99.969	30
217	787	100.081	100.109	30
218	789	100.213	100.218	30
219	790	100.351	100.401	25
220	791	100.454	100.482	45
221	793	100.543	100.599	60
222	794	100.666	100.705	30
223	798	101.008	101.019	30
224	799	101.057	101.064	20
225	800	101.118	101.123	30

(iii) [Note1: Deviations from the aforesaid Specifications and Standards shall be listed out here. Such deviations shall be specified only if they are considered essential in view of project-specific requirements.]

Schedule - 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	78.43 %	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	31.67%
		(2) Sub-base Course	12.89%
		(3) Non bituminous Base course	15.13%
		(4) Bituminous Basecourse	14.47%
		(5) Wearing Coat	8.33%
		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) Dry Lean 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) Dry Lean Concrete (DLC) Course	[Nil]
		(4) Pavement Quality Control (PQC) Course	[Nil]
		D- Reconstruction & New Culverts on existing road, realignments, bypasses Culverts (length <6m)	17.51%
Minor bridge/	2.47%	A.1-widening and repairing of Minor Bridges	

Item	Weightage in % of CP	Stage for Payment	Percentage
Underpasses/ Overpasses		(length >6 m<60m)	
		Minor Bridges	[Nil]
		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 up to the abutment/pier cap.	54.23%
		(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.	39.82%
		(3) Approaches: On completion of approaches including Retaining walls, stone pitching, protection works complete in all and fit for use	5.95%
		(4) Guide Bunds and River Training Works: On completion of Guide Bunds and river 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) works and ROB/RUB/elevated sections/flyovers including viaducts, if any	0.00 %	A.1- Widening and repairs of Major Bridges	
		(1)Foundation	[Nil]
		(2)Sub-structure	[Nil]
		(3)Super-structure(including bearings)	[Nil]
		(4)Wearing Coat including expansion joints	[Nil]
		(5) Miscellaneous Items like handrails, crash barrier, road markings etc.	[Nil]
		(6) Wing walls/return walls	[Nil]

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

Item	Weightage in % of CP	Stage for Payment	Percentage
		(4)Wearing Coat including expansion 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/Grade Separators	
		(1) Foundations	[Nil]
		(2) Sub-Structure	[Nil]
		(3)Super-Structure(Including bearings)	[Nil]
		(4)Wearing Coat including expansion 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	19.09 %	(i) Toll Plaza	[Nil]
		(ii) Road side drains	34.63%
		(iii) Road signs, markings, km stones, safety devices etc	4.89%
		(iv) Project facilities	
		a) Bus Bays	2.26%
		b) Truck Lay-byes	[Nil]
		c) Passenger Shelter	0.33%
		d) Rest Area	[Nil]
		e) Diversion Works	1.86%
		(v) Road side Plantation	[Nil]
		(vi) Repair of Protection Works other than approaches to the bridges, elevated sections/flyover/grade separators and ROB/ RUBs	[Nil]
		(vii) Safety &Traffic Management during const.	[Nil]
		(viii) Breast Wall	36.84%
		(ix) Toe Wall	[Nil]
		(x) Retaining Wall	7.58%
		(xi) Crash Barrier	2.94%
		(xi) Boundary wall	[Nil]
		(xii) Site Clearance & Dismantling	5%
		(xiii) Protection Works	3.67%
		(xiv) Tunnel	[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 5(five)percent of the total length.
(1)Earthwork up to top of the sub-grade	[Nil]	
(2) Sub-base Course	[Nil]	
(3) Non bituminous Base course	[Nil]	
(4) Bituminous Base course	[Nil]	
(5) Wearing Coat	[Nil]	
(6) Widening and repair of culverts	[Nil]	Cost of ten completed culverts shall be determined on pro-rata basis with respect to the total number of culverts.
B.1- Reconstruction/New2-Lane Realignment/Bypass(Flexible Pavement)		Unit of measurement is linear length. Payment of each stage shall be made on pro-rata basis on completion of a stage in full length or 0.5(half) km length, whichever is less.
(1)Earthwork up to top of the sub-grade	31.67%	
(2) Sub-base Course	12.89%	
(3) Non bituminous Base course	15.13%	
(4) Bituminous Base course	14.47%	
(5) Wearing Coat	8.33%	
B.2- Reconstruction/New 8-Lane Realignment/Bypass (Rigid Pavement)		Unit of measurement is linear length. Payment of each stage shall be made on pro-rata basis on completion of a stage in full length or 5(five) km length, whichever is less.
(1)Earthwork up to top of the sub-grade	[Nil]	
(2) Sub-base Course	[Nil]	
(3) Dry Lean Concrete (DLC) Course	[Nil]	
(4) Pavement Quality Control (PQC) Course	[Nil]	
C.1- Reconstruction/New Service Road/ Slip Road (Flexible Pavement)		Unit of measurement is linear length. Payment of each stage shall be made on pro-rata basis on completion of a stage in full length or 5(five) km length, whichever is less.
(1)Earthwork up to top of the sub-grade	[Nil]	
(2) Sub-base Course	[Nil]	
(3) Non bituminous Base course	[Nil]	
(4) Bituminous Basecourse	[Nil]	
(5) Wearing Coat	[Nil]	
C.2- Reconstruction/New Service road (Rigid Pavement)		Unit of measurement is linear length. Payment of each stage shall be made on pro-rata basis on completion of a stage in full length or 5(five) km length, whichever is less.
(1)Earthwork up to top of the sub-grade	[Nil]	
(2) Sub-base Course	[Nil]	
(3) Dry Lean Concrete (DLC)Course	[Nil]	
(4) Pavement Quality Control (PQC) Course	[Nil]	
D-Reconstruction & New Culverts on existing road, 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
Culverts (length <6m)	17.51%	

Stage of Payment	Percentage weightage	Payment Procedure
		least one culverts

@ 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:

$$\text{Cost per km} = P \times \text{weightage for road work} \times \text{weightage for bituminous work} \times (1/L)$$

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.	54.23%	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.	39.82%	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 of Payment	Weightage	Payment Procedure
		stage specified as above
(3)Approaches :On completion of approaches including Retaining walls, stone pitching, protection works complete in all and fit for use	5.95%	Approaches: Payment shall be made on pro-rata basis on completion of a stage i.e. completion of approaches in all respect as specified in the column of "Stage of Payment" in this sub-clause.
(4) Guide Bunds and River Training Works: On completion of Guide Bunds and river training works complete in all respects	[Nil]	Guide Bunds and River Training Works: Payment shall be made on pro-rata basis on completion of a stage i.e. completion of Guide Bund sand River training Works in all respects as specified
B.1- Widening and repairs of underpasses/overpasses	[Nil]	Cost of each underpass/overpass shall be determined on pro-rata basis with respect to the total linear length of the underpasses/ overpasses. Payment shall be made on the completion of widening & repair works of a underpass/overpass.
B.2- New Underpasses/Overpasses		
(1)Foundation + Sub-Structure: On completion of the foundation work including foundations for wing and return walls, abutments, piers up to the abutment/pier cap.	[Nil]	Foundation: Cost of each Underpass/ Overpass shall be determined on pro- rata basis with respect to the total linear length (m) of the Underpasses/Overpasses. Payment against foundation shall be made on pro-rata basis on completion of a stage i.e. Not less than 25% of the scope of foundation of each Underpasses/ Overpasses. In case where load testing is required for foundation, the trigger of first payment shall include load testing also where specified.
(2)Super-structure: On completion of the super-structure in all respects including wearing coat, bearings, expansion joints, hand rails, crash barriers, road signs & markings, tests on completion etc. complete in all respect. Wearing Coat (a) in case of Overpass-wearing coat including expansion joints complete in all respects as specified and (b) in case of underpass- rigid pavement including drainage facility complete in all respects as specified.	[Nil]	Super-structure: Payment shall be made on pro-rata basis on completion of a stage i.e. completion of super- structure of at least one span in all respects as specified in the column of "Stage of Payment" in this sub-clause. In case of structures where pre-cast girders have been proposed by the Contractor,50% of the stage payment shall be due and payable on casting of girders for each span and balance 50% of the stage payment shall be made on completion of stage specified as above
(3) Approaches: On completion of approaches including Retaining walls/ Reinforced Earth walls, stone pitching, protection works complete in all respect and fit for use.	[Nil]	Payment shall be made on pro-rata basis on completion of a stage in all respects as specified

1.3.3 Major Bridge works, ROB/RUB and Structures.

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

Table 1.3.3

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

Stage of Payment	Weightage	Payment Procedure
		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. complete in all respects as specified.
(6) Wing walls/return walls	[Nil]	Wing walls/return walls: Payments shall be made on completion of all wing walls/return walls complete in all respects as specified.
(7) Guide bunds, River Training works etc.	[Nil]	Guide Bunds, River Training works: Payments shall be made on completion of all guide bunds/river training works etc. complete in all respects as specified.
(8) Approaches (including Retaining walls, stone pitching and protection works)	[Nil]	Approaches: Payments shall be made on pro-rata basis on completion of 10% of the scope of each stage.
B.1- Widening and repairs of (a) ROB (b) RUB	[Nil]	
(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% 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.

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

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

Stage of Payment	Weightage	Payment Procedure
		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 innovative 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	34.63%	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.	4.89%	
(4) Project Facilities		Payment shall be made on pro-rata basis for completed facilities.
a) Bus Bays	2.26%	
b) Truck Lay-byes	[Nil]	
c) Passenger Shelter	0.33%	
d) Rest Area	[Nil]	
e) Diversion Works	1.86%	
(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 prorata basis every six months.
(8) Protection Works		Unit of measurement is linear length. Payment shall be made on pro-rata basis on completion of a stage in a length of not less than 5% (five percent) of the total length.
(a) Breast Wall	36.84%	
(b) Toe Wall	[Nil]	

Stage of Payment	Weightage	Payment Procedure
(c)Retaining Wall	7.58%	
(c) Crash Barrier	2.94%	
(9) Site Clearance & Dismantling	5%	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	3.67%	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.
(11) Tunnel	[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.

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.