

Schedules

Schedule-A

(See Clauses 2.1 and 8.1)

Site of the Project

1 The Site

- (i) Site of the [Two-Lane] Project Highway shall include the land, buildings, structures and road works as described in Annex-I of this Schedule-A.
- (ii) The dates of handing over the Right of Way to the Contractor are specified in Annex-II of this Schedule-A.
- (iii) An inventory of the Site including the land, buildings, structures, road works, trees and any other immovable property on, or attached to, the Site shall be prepared jointly by the Authority Representative and the Contractor, and such inventory shall form part of the memorandum referred to in Clause 8.2 (i) of this Agreement.
- (iv) The alignment plans of the Project Highway are specified in Annex-III. In the case of sections where no modification in the existing alignment of the Project Highway is contemplated, the alignment plan has not been provided. Alignment plans have only been given for sections where the existing alignment is proposed to be upgraded. The proposed profile of the Project Highways shall be followed by the contractor with minimum FRL as indicated in the alignment plan. The Contractor, however, improve/upgrade the Road Profile as indicated in Annex-III based on site/design requirement.
- (v) The status of the environment clearances obtained or awaited is given in Annex-IV.

Annex –I

(Schedule-A)

Site

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

1. Site

The Site of the [Two-Lane] Project Highway comprises the section of NH-129A commencing from km 88+520 to km 101+475 i.e. Liwai Khunou to Paomata Village in the state of Manipur.

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

2. Land

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

Sl. No.	Existing Chainage (km)		Design Chainage (km)		Length in m (Design)	Existing/Available ROW (m)
	From	To	From	To		
1	88+520	101+475	81+870	93+800	11930	5m-12m

3. Carriageway

The present carriageway of the Project Highway is Two Lane from km 88+520 to km 101+475. The type of the existing pavement is [flexible].

4. Major Bridges

The Site includes the following Major Bridges: -

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

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

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

under railway line):

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

6. Grade separators

The Site includes the following grade separators:

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

7. Minor bridges

The Site includes the following minor bridges:

S. No.	Chainage (km)	Type of Structure			No. of Spans with span length (m)	Width (m)
		Foundation	Sub-structure	Super-structure		
1	99+750	Open	RCC	RCC	7.0mX4.8M	5.9
2	100+390	Open	RCC	RCC	5.5mX5.0M	5.8
3	101+465	Open	RCC	RCC	7.5mX5.0M	5.8

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)
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Sl. No.	Chainage (km)	Type of Culvert	Span/Opening with Span Length	Width of Culvert (m)
1	88+927	Covered By Soil	-	6.80
2	89+647	Hume Pipe	1x 1.0 m Dia	8.20
3	90+183	Hume Pipe	1x 1.0 m Dia	7.50
4	90+253	Hume Pipe	1x 1.0 m Dia	8.00
5	90+581	Hume Pipe	1x 1.0 m Dia	10.20
6	91+081	Hume Pipe	1x 0.9m Dia	8.00
7	91+493	Hume Pipe	1x 1.0m Dia	7.40
8	91+686	Hume Pipe	1x 0.9m Dia	7.80
9	91+975	Hume Pipe	1x 0.9m Dia	6.20
10	92+482	Hume Pipe	1x 0.9m Dia	6.80
11	93+160	Hume Pipe	1x 0.9m Dia	6.20
12	93+224	Hume Pipe	1x 0.9m Dia	6.10
13	93+730	Hume Pipe	1x 0.9m Dia	7.00
14	93+842	Hume Pipe	1x 1.0m Dia	6.20
15	94+446	Hume Pipe	1x 1.2m Dia	6.50
16	95+319	Hume Pipe	1x 0.6m Dia	7.00
17	95+403	Hume Pipe	1x 0.9m Dia	6.40
18	95+478	Hume Pipe	1x 1.0m Dia	9.60
19	95+501	Hume Pipe	1x 0.9m Dia	7.10
20	95+710	Hume Pipe	1x 1.0m Dia	6.80
21	96+078	Hume Pipe	1x 1.5m Dia	7.40
22	96+170	Hume Pipe	1x 1.8m Dia	6.50
23	96+521	Hume Pipe	1x 0.75m Dia	7.40
24	97+225	Hume Pipe	1x 1.2m Dia	7.00
25	97+338	Slab Culvert	1.76mx6.44m	6.40
26	97+610	Hume Pipe	1x 0.9m Dia	7.30
27	97+896	Hume Pipe	1x 0.6m Dia	7.70
28	98+100	Hume Pipe	1x 0.75m Dia	7.70
29	98+640	Hume Pipe	1x 1.0m Dia	16.30
30	99+024	Hume Pipe	1x 0.75m Dia	9.80
31	99+159	Hume Pipe	1x 1.0m Dia	10.50
32	99+376	Hume Pipe	1x 1.0m Dia	7.80
33	100+022	Hume Pipe	1x 1.2m Dia	7.50
34	100+443	Hume Pipe	1x 1.0m Dia	7.80
35	100+646	Hume Pipe	1x 1.2m Dia	11.00
36	100+748	Hume Pipe	1x 1.0m Dia	8.00
37	101+076	Hume Pipe	1x 0.9m Dia	8.50
38	101+221	Hume Pipe	1x 1.0m Dia	10.50

11. Bus bays

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

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

12. Truck Lay byes

The details of truck lay byes are as follows:

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

13. Roadside drains

The details of the roadside drains are as follows:

Sl. No.	Location		Type	
	From km	To km	Masonry/cc (Pucca)	Earthen (Kutch)
Nil				

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	89+650		✓	-	-	-	-	✓

(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	98+300		Y	3-legged
2	98+500		Y	3-legged
3	99+110		Y	3-legged

6. Bypasses

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

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

17. Other structures

Existing Breast Wall

Chainage(m)		Side		Length(L)	Length (R)
From	To	Left	Right		
90875	90881	L	-	6	-

Chainage(m)		Side		Length(L)	Length (R)
From	To	Left	Right		
99026	99052	L	-	26	-
99026	99061	-	R	-	35
99085	99100	-	R	-	15
		Total Length=		32	50

Annex – II

(As per Clause 8.3 (i))

(Schedule-A)

Dates for providing Right of Way of Construction Zone

Sl. No	Design Chainage(km)		Length in km	Existing ROW	Proposed ROW Width (m)	Date of Providing proposed ROW
	From	To				
(i) Full Right of Way (full width)	81.870	93.800	11.930	5m-12m	16m -34m wide for construction work.	90 % at Appointed Date
ii) Balance Right of Way (full width)	81.870	93.800	11.930	5m-12m	16m -34 m wide for construction work.	Within 90 days after the appointed date as per clause 8.2 of DCA

Annex - III

(Schedule-A)

Alignment Plans

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

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

Annex – IV

(Schedule-A)

Environment Clearances

MOEF Clearance: The project highway does not required Environmental clearance as per MoEF corrigendum dated 22.08.2013

Forest Clearance: Forest clearance is required.

Wildlife Clearance: The project highway does not require Wildlife Clearance as per letter no F. No.8-64/2013-FC dt.20.08.2014 of the Ministry of Environment, Forest and Climate Change (FC Division), Govt. of India.

Schedule - B

(See Clause 2.1)

Development of the Project Highway

1. Development of the Project Highway

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

2. [Rehabilitation and augmentation]

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

3. Specifications and Standards

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

Annex – I

(Schedule-B)

Description of Construction of Two laning with Hard shoulder of Ukhrul – Tolo - Tadubi section of NH-102A for Package 4A (Design Chainage 81+870 Km to 93+800 Km) in the State of Manipur on EPC Mode

1. Widening of the Existing Highway

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

(ii) Width of Carriageway

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

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

Sl. No.	Built-up stretch (Township)	Location		Width (m)	Typical Cross Section (Refer to Manual)	Remarks
1	Tungjoy & Liwai Khunou to Paomata	81+870	93+800	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.	HIP No.	Stretch (from km to km)	Type of Deficiency	Remarks
1	605	88+135 to 88+163	Sharp Bend	Design Speed = 30 Kmph
2	623	91+290 to 91+294	Sharp Bend	Design Speed = 30 Kmph
3	624	91+344 to 91+398	Sharp Bend	Design Speed = 20 Kmph
4	625	91+442 to 91+471	Sharp Bend	Design Speed = 20 Kmph
5	626	91+520 to 91+534	Sharp Bend	Design Speed = 20 Kmph
6	627	91+577 to 91+601	Sharp Bend	Design Speed = 20 Kmph
7	629	91+720 to 91+735	Sharp Bend	Design Speed = 30 Kmph
8	630	91+784 to 91+830	Sharp Bend	Design Speed = 30 Kmph
9	631	91+873 to 91+880	Sharp Bend	Design Speed = 20 Kmph
10	632	91+926 to 91+934	Sharp Bend	Design Speed = 20 Kmph
11	633	91+971 to 92+007	Sharp Bend	Design Speed = 20 Kmph
12	634	92+067 to 92+108	Sharp Bend	Design Speed = 20 Kmph
13	639	92+681 to 92+743	Sharp Bend	Design Speed = 20 Kmph
14	640	92+782 to 92+820	Sharp Bend	Design Speed = 20 Kmph
15	641	92+900 to 92+909	Sharp Bend	Design Speed = 25 Kmph
16	642	92+965 to 92+975	Sharp Bend	Design Speed = 25 Kmph
17	643	93+019 to 93+028	Sharp Bend	Design Speed = 25 Kmph
18	644	93+075 to 93+081	Sharp Bend	Design Speed = 25 Kmph
19	645	93+125 to 93+138	Sharp Bend	Design Speed = 30 Kmph
20	646	93+220 to 93+237	Sharp Bend	Design Speed = 20 Kmph
21	647	93+282 to 93+293	Sharp Bend	Design Speed = 30 Kmph
22	648	93+409 to 93+449	Sharp Bend	Design Speed = 20 Kmph
23	649	93+530 to 93+538	Sharp Bend	Design Speed = 30 Kmph
24	650	93+603 to 93+651	Sharp Bend	Design Speed = 30 Kmph
25	651	93+719 to 93+732	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

Sl. No	Design Chainage(km)		Length(km)	Width (m)
	From	To		
1	81.870	93.800	11.930	16 m - 34 m wide for construction work.

(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	82+265 to 82+425	2 X 1.5 m width Footpath	TCS-3
2	82+425 to 82+465	2 X 1.5 m width Footpath	TCS-1B
3	82+465 to 82+505	2 X 1.5 m width Footpath	TCS-3
4	82+505 to 82+515	2 X 1.5 m width Footpath	TCS-2A
5	82+515 to 82+555	2 X 1.5 m width Footpath	TCS-3
6	82+555 to 82+585	2 X 1.5 m width Footpath	TCS-2C
7	82+585 to 82+625	2 X 1.5 m width Footpath	TCS-2A
8	82+625 to 82+645	2 X 1.5 m width Footpath	TCS-2C
9	82+645 to 82+705	2 X 1.5 m width Footpath	TCS-1B
10	82+705 to 82+725	2 X 1.5 m width Footpath	TCS-3
11	82+725 to 82+785	2 X 1.5 m width Footpath	TCS-1B
12	82+785 to 82+905	2 X 1.5 m width Footpath	TCS-1
13	82+905 to 82+915	2 X 1.5 m width Footpath	TCS-1B
14	82+915 to 82+935	2 X 1.5 m width Footpath	TCS-2C
15	82+935 to 83+045	2 X 1.5 m width Footpath	TCS-1
16	83+045 to 83+055	2 X 1.5 m width Footpath	TCS-1B
17	83+055 to 83+155	2 X 1.5 m width Footpath	TCS-2A
18	83+155 to 83+185	2 X 1.5 m width Footpath	TCS-1B
19	90+295 to 90+425	2 X 1.5 m width Footpath	TCS-1B
20	90+425 to 90+545	2 X 1.5 m width Footpath	TCS-1
21	90+545 to 90+655	2 X 1.5 m width Footpath	TCS-1B
22	90+655 to 90+705	2 X 1.5 m width Footpath	TCS-2C
23	90+705 to 90+915	2 X 1.5 m width Footpath	TCS-1B
24	90+915 to 91+545	2 X 1.5 m width Footpath	TCS-1
25	91+545 to 91+645	2 X 1.5 m width Footpath	TCS-1B
26	91+645 to 91+715	2 X 1.5 m width Footpath	TCS-1
27	91+715 to 91+765	2 X 1.5 m width Footpath	TCS-1B

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

- (c) Design and specifications of paved shoulders and granular material shall conform to the requirements specified in the relevant Manual.
- (vi) Lateral and vertical clearances at underpasses
- (a) Lateral and vertical clearances at underpasses and provision of guardrails/crash barriers shall be as per requirements specified in the relevant Manual.
- (b) Lateral clearance: The width of the opening at the underpasses shall be as follows:

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

- (vii) Lateral and vertical clearances at overpasses
- (a) Lateral and vertical clearances at overpasses shall be as per requirements specified in the relevant Manual.
- (b) Lateral clearance: The width of the opening at the overpasses shall be as follows:

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

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

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

- (ix) Grade separated structures
- (a) Grade separated structures shall be provided as per provision of the Manual. The requisite 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

Sl No	TCS Type	Description
1	TCS-1:	2 -Lane carriageway with paved shoulder in cutting with both side cover drain cum footpath at built up area
2	TCS-1A:	2 -Lane carriageway with paved shoulder in cutting with both side cover drain cum footpath & Left side breast wall at built up area
3	TCS-1B:	2 -Lane carriageway with paved shoulder in cutting with both side cover drain cum footpath & right side breast wall at built up area
4	TCS-2:	2 -Lane carriageway with paved shoulder in filling with both side cover drain cum footpath at built up area with both side retaining wall
5	TCS-2A:	2 -Lane carriageway with paved shoulder in filling with both side cover drain cum footpath & left side retaining wall at built up area
6	TCS-2B:	2 -Lane carriageway with paved shoulder in filling with both side cover drain cum footpath & right side retaining wall at built up area
7	TCS-2C:	2 -Lane carriageway with paved shoulder in filling with both side cover drain cum footpath & left side retaining wall & right side breast wall at built up area
8	TCS-2D:	2 -Lane carriageway with paved shoulder in filling with both side cover drain cum footpath & left side breast wall & right side retaining wall at built up area
9	TCS-3:	2 -Lane carriageway with paved shoulder with both side cover drain in built up area
10	TCS-4A:	2 -Lane carriageway with paved shoulder with stone masonry trapezoidal drain on right side
11	TCS-4B:	2 -Lane carriageway with paved shoulder with stone masonry trapezoidal drain on left side
12	TCS-4C:	2 -Lane carriageway with paved shoulder with stone masonry trapezoidal both side drain
13	TCS-5:	2 -Lane carriageway with paved shoulder with both side retaining wall
14	TCS-6:	2 -Lane carriageway with paved shoulder with both side breast wall
15	TCS-	2 -Lane carriageway with paved shoulder with left side breast wall

Sl No	TCS Type	Description
	7A:	
16	TCS-7B:	2 -Lane carriageway with paved shoulder with Right side breast wall
17	TCS-8A:	2 -Lane carriageway with paved shoulder with Left side breast wall with right side Trapezoidal drain
18	TCS-8B:	2 -Lane carriageway with paved shoulder with Left side Trapezoidal drain & right side breast wall
19	TCS-9A:	2 -Lane carriageway with paved shoulder with Left side Retaining wall & right side trapezoidal drain
20	TCS-9B:	2 -Lane carriageway with paved shoulder with Left side trapezoidal drain & right side Retaining wall
21	TCS-9C:	2 -Lane carriageway with paved shoulder & right side Retaining wall
22	TCS-9D:	2 -Lane carriageway with paved shoulder & Left side Retaining wall
23	TCS-10A:	2 -Lane carriageway with paved shoulder With Left side Retaining wall & right side breast wall
24	TCS-10B:	2 -Lane carriageway with paved shoulder With Left side breast wall & right side Retaining wall
25	TCS-11:	2 -Lane carriageway with paved shoulder

Sl No	Design Chainage(km)		Length(m)	Tcs Type	Remarks / Location
	From	To			
1	81870	82005	135	TCS-4C	Reconstruction and Widening
2	82005	82165	160	TCS-4A	Reconstruction and Widening
3	82165	82225	60	TCS-4C	Reconstruction and Widening
4	82225	82265	40	TCS-4A	Reconstruction and Widening
5	82265	82425	160	TCS-3	Reconstruction and Widening
6	82425	82465	40	TCS-1B	Reconstruction and Widening
7	82465	82505	40	TCS-3	Reconstruction and Widening
8	82505	82515	10	TCS-2A	Reconstruction and Widening
9	82515	82555	40	TCS-3	Reconstruction and Widening
10	82555	82585	30	TCS-2C	Reconstruction and Widening
11	82585	82625	40	TCS-2A	Reconstruction and Widening
12	82625	82645	20	TCS-	Reconstruction and

SI No	Design Chainage(km)		Length(m)	Tcs Type	Remarks / Location
	From	To			
				2C	Widening
13	82645	82705	60	TCS-1B	Reconstruction and Widening
14	82705	82725	20	TCS-3	Reconstruction and Widening
15	82725	82785	60	TCS-1B	Reconstruction and Widening
16	82785	82905	120	TCS-1	Reconstruction and Widening
17	82905	82915	10	TCS-1B	Reconstruction and Widening
18	82915	82930	15	TCS-2C	Reconstruction and Widening
19	82930	82935	5	TCS-2C	Realignment
20	82935	83045	110	TCS-1	Realignment
21	83045	83055	10	TCS-1B	Realignment
22	83055	83060	5	TCS-2A	Realignment
23	83060	83155	95	TCS-2A	Reconstruction and Widening
24	83155	83185	30	TCS-1B	Reconstruction and Widening
25	83185	83245	60	TCS-4A	Reconstruction and Widening
26	83245	83275	30	TCS-10A	Reconstruction and Widening
27	83275	83500	225	TCS-8B	Reconstruction and Widening
28	83500	83515	15	TCS-8B	Realignment
29	83515	83745	230	TCS-4C	Realignment
30	83745	83765	20	TCS-9A	Realignment
31	83765	83785	20	TCS-4C	Realignment
32	83785	83905	120	TCS-8B	Realignment
33	83905	83995	90	TCS-4C	Realignment
34	83995	84015	20	TCS-4A	Realignment
35	84015	84050	35	TCS-9A	Realignment

SI No	Design Chainage(km)		Length(m)	Tcs Type	Remarks / Location
	From	To			
36	84050	84065	15	TCS-9A	Reconstruction and Widening
37	84065	84145	80	TCS-4C	Reconstruction and Widening
38	84145	84200	55	TCS-4A	Reconstruction and Widening
39	84200	84205	5	TCS-4A	Realignment
40	84205	84385	180	TCS-4C	Realignment
41	84385	84500	115	TCS-4A	Realignment
42	84500	84515	15	TCS-4A	Reconstruction and Widening
43	84515	84535	20	TCS-9A	Reconstruction and Widening
44	84535	84615	80	TCS-4A	Reconstruction and Widening
45	84615	84750	135	TCS-4C	Reconstruction and Widening
46	84750	84795	45	TCS-4C	Realignment
47	84795	84845	50	TCS-4A	Realignment
48	84845	84885	40	TCS-4C	Realignment
49	84885	84925	40	TCS-4A	Realignment
50	84925	84995	70	TCS-4C	Realignment
51	84995	85005	10	TCS-4A	Realignment
52	85005	85025	20	TCS-9A	Realignment
53	85025	85050	25	TCS-9D	Realignment
54	85050	85065	15	TCS-9D	Reconstruction and Widening
55	85065	85155	90	TCS-9A	Reconstruction and Widening
56	85155	85185	30	TCS-4A	Reconstruction and Widening
57	85185	85305	120	TCS-9A	Reconstruction and Widening
58	85305	85575	270	TCS-4A	Reconstruction and Widening

SI No	Design Chainage(km)		Length(m)	Tcs Type	Remarks / Location
	From	To			
59	85575	85645	70	TCS-4C	Reconstruction and Widening
60	85645	85735	90	TCS-4A	Reconstruction and Widening
61	85735	85755	20	TCS-10A	Reconstruction and Widening
62	85755	86150	395	TCS-4A	Reconstruction and Widening
63	86150	86250	100	TCS-4A	Realignment
64	86250	86725	475	TCS-4A	Reconstruction and Widening
65	86725	86750	25	TCS-9A	Reconstruction and Widening
66	86750	86785	35	TCS-9A	Realignment
67	86785	86855	70	TCS-4A	Realignment
68	86855	86935	80	TCS-9A	Realignment
69	86935	87015	80	TCS-4C	Realignment
70	87015	87045	30	TCS-4A	Realignment
71	87045	87065	20	TCS-9A	Realignment
72	87065	87150	85	TCS-4A	Realignment
73	87150	87645	495	TCS-4A	Reconstruction and Widening
74	87645	87705	60	TCS-7B	Reconstruction and Widening
75	87705	87765	60	TCS-4A	Reconstruction and Widening
76	87765	87835	70	TCS-9A	Reconstruction and Widening
77	87835	87855	20	TCS-4A	Reconstruction and Widening
78	87855	87875	20	TCS-9A	Reconstruction and Widening
79	87875	87915	40	TCS-4A	Reconstruction and Widening
80	87915	87955	40	TCS-4C	Reconstruction and Widening
81	87955	88005	50	TCS-4A	Reconstruction and Widening

Sl No	Design Chainage(km)		Length(m)	Tcs Type	Remarks / Location
	From	To			
82	88005	88035	30	TCS-4C	Reconstruction and Widening
83	88035	88165	130	TCS-4A	Reconstruction and Widening
84	88165	88255	90	TCS-4C	Reconstruction and Widening
85	88255	88350	95	TCS-4A	Reconstruction and Widening
86	88350	88445	95	TCS-4A	Realignment
87	88445	88635	190	TCS-4C	Realignment
88	88635	88655	20	TCS-9A	Realignment
89	88655	88845	190	TCS-4B	Realignment
90	88845	88900	55	TCS-4C	Realignment
91	88900	88905	5	TCS-4C	Reconstruction and Widening
92	88905	89015	110	TCS-4A	Reconstruction and Widening
93	89015	89025	10	TCS-9A	Reconstruction and Widening
94	89025	89095	70	TCS-4A	Reconstruction and Widening
95	89095	89215	120	TCS-4C	Reconstruction and Widening
96	89215	89300	85	TCS-4A	Reconstruction and Widening
97	89300	89435	135	TCS-4A	Realignment
98	89435	89475	40	TCS-4C	Realignment
99	89475	89530	55	TCS-4A	Realignment
100	89530	89800	270	TCS-4A	Reconstruction and Widening
101	89800	89825	25	TCS-4A	Realignment
102	89825	89875	50	TCS-4C	Realignment
103	89875	90100	225	TCS-4A	Realignment
104	90100	90295	195	TCS-4A	Reconstruction and Widening

SI No	Design Chainage(km)		Length(m)	Tcs Type	Remarks / Location
	From	To			
105	90295	90425	130	TCS-1B	Reconstruction and Widening
106	90425	90545	120	TCS-1	Reconstruction and Widening
107	90545	90655	110	TCS-1B	Reconstruction and Widening
108	90655	90705	50	TCS-2C	Reconstruction and Widening
109	90705	90915	210	TCS-1B	Reconstruction and Widening
110	90915	91545	630	TCS-1	Reconstruction and Widening
111	91545	91645	100	TCS-1B	Reconstruction and Widening
112	91645	91715	70	TCS-1	Reconstruction and Widening
113	91715	91765	50	TCS-1B	Reconstruction and Widening
114	91765	91915	150	TCS-4C	Reconstruction and Widening
115	91915	92045	130	TCS-4A	Reconstruction and Widening
116	92045	92075	30	TCS-9A	Reconstruction and Widening
117	92075	92165	90	TCS-4A	Reconstruction and Widening
118	92165	92255	90	TCS-4A	Reconstruction and Widening
119	92255	92275	20	TCS-9A	Reconstruction and Widening
120	92275	92395	120	TCS-4A	Reconstruction and Widening
121	92395	92495	100	TCS-9A	Reconstruction and Widening
122	92495	92695	200	TCS-4A	Reconstruction and Widening
123	92695	92725	30	TCS-4C	Reconstruction and Widening
124	92725	92765	40	TCS-7B	Reconstruction and Widening
125	92765	92785	20	TCS-4A	Reconstruction and Widening
126	92785	92805	20	TCS-11	Reconstruction and Widening
127	92805	93095	290	TCS-4A	Reconstruction and Widening

Sl No	Design Chainage(km)		Length(m)	Tcs Type	Remarks / Location
	From	To			
128	93095	93115	20	TCS-9A	Reconstruction and Widening
129	93115	93300	185	TCS-4A	Reconstruction and Widening
130	93300	93425	125	TCS-4A	Realignment
131	93425	93445	20	TCS-11	Realignment
132	93445	93615	170	TCS-4A	Realignment
133	93615	93725	110	TCS-4C	Realignment
134	93725	93745	20	TCS-4A	Realignment
135	93745	93755	10	Bridge	Realignment
136	93755	93785	30	Bridge	Realignment
137	93785	93800	15	TCS-9B	Realignment
		Total	11930		

3. Intersections and Grade Separators

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

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

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

(i) At-grade intersections

Major Intersections

Sl. No.	Location of intersection (Km)	Type of intersection	Other features	Remarks
1	82+930	3 Legged	RHS- Towards Pfutsero	At-grade improvement proposed

Minor Intersections

Sl. No.	Location of intersection (Km)	Type of intersection	Other features
1	90+750	Y-Type	3-legged
2	90+940	Y-Type	3-legged
3	91+550	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
Nil				

4. Road Embankment and Cut Section

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

The existing road shall be raised in the following sections:

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

5. Pavement Design

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

Flexible Pavement

- (iii) Design requirements

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

- (a) Design Period and strategy

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

- (b) Design Traffic

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

(iv) Reconstruction of stretches

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

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

SL NO.	Stretch from Km to Km	Remarks	TCS Type
1	81+870 to 82+005	Reconstruction	TCS-4C
2	82+005 to 82+165	Reconstruction	TCS-4A
3	82+165 to 82+225	Reconstruction	TCS-4C
4	82+225 to 82+265	Reconstruction	TCS-4A
5	82+265 to 82+425	Reconstruction	TCS-3
6	82+425 to 82+465	Reconstruction	TCS-1B
7	82+465 to 82+505	Reconstruction	TCS-3
8	82+505 to 82+515	Reconstruction	TCS-2A
9	82+515 to 82+555	Reconstruction	TCS-3
10	82+555 to 82+585	Reconstruction	TCS-2C
11	82+585 to 82+625	Reconstruction	TCS-2A
12	82+625 to 82+645	Reconstruction	TCS-2C
13	82+645 to 82+705	Reconstruction	TCS-1B
14	82+705 to 82+725	Reconstruction	TCS-3
15	82+725 to 82+785	Reconstruction	TCS-1B
16	82+785 to 82+905	Reconstruction	TCS-1
17	82+905 to 82+915	Reconstruction	TCS-1B
18	82+915 to 82+930	Reconstruction	TCS-2C
19	83+060 to 83+155	Reconstruction	TCS-2A
20	83+155 to 83+185	Reconstruction	TCS-1B
21	83+185 to 83+245	Reconstruction	TCS-4A
22	83+245 to 83+275	Reconstruction	TCS-10A
23	83+275 to 83+500	Reconstruction	TCS-8B
24	84+050 to 84+065	Reconstruction	TCS-9A
25	84+065 to 84+145	Reconstruction	TCS-4C
26	84+145 to 84+200	Reconstruction	TCS-4A
27	84+500 to 84+515	Reconstruction	TCS-4A
28	84+515 to 84+535	Reconstruction	TCS-9A
29	84+535 to 84+615	Reconstruction	TCS-4A
30	84+615 to 84+750	Reconstruction	TCS-4C
31	85+050 to 85+065	Reconstruction	TCS-9D
32	85+065 to 85+155	Reconstruction	TCS-9A
33	85+155 to 85+185	Reconstruction	TCS-4A
34	85+185 to 85+305	Reconstruction	TCS-9A
35	85+305 to 85+575	Reconstruction	TCS-4A
36	85+575 to 85+645	Reconstruction	TCS-4C
37	85+645 to 85+735	Reconstruction	TCS-4A
38	85+735 to 85+755	Reconstruction	TCS-10A

SL NO.	Stretch from Km to Km	Remarks	TCS Type
39	85+755 to 86+150	Reconstruction	TCS-4A
40	86+250 to 86+725	Reconstruction	TCS-4A
41	86+725 to 86+750	Reconstruction	TCS-9A
42	87+150 to 87+645	Reconstruction	TCS-4A
43	87+645 to 87+705	Reconstruction	TCS-7B
44	87+705 to 87+765	Reconstruction	TCS-4A
45	87+765 to 87+835	Reconstruction	TCS-9A
46	87+835 to 87+855	Reconstruction	TCS-4A
47	87+855 to 87+875	Reconstruction	TCS-9A
48	87+875 to 87+915	Reconstruction	TCS-4A
49	87+915 to 87+955	Reconstruction	TCS-4C
50	87+955 to 88+005	Reconstruction	TCS-4A
51	88+005 to 88+035	Reconstruction	TCS-4C
52	88+035 to 88+165	Reconstruction	TCS-4A
53	88+165 to 88+255	Reconstruction	TCS-4C
54	88+255 to 88+350	Reconstruction	TCS-4A
55	88+900 to 88+905	Reconstruction	TCS-4C
56	88+905 to 89+015	Reconstruction	TCS-4A
57	89+015 to 89+025	Reconstruction	TCS-9A
58	89+025 to 89+095	Reconstruction	TCS-4A
59	89+095 to 89+215	Reconstruction	TCS-4C
60	89+215 to 89+300	Reconstruction	TCS-4A
61	89+530 to 89+800	Reconstruction	TCS-4A
62	90+100 to 90+295	Reconstruction	TCS-4A
63	90+295 to 90+425	Reconstruction	TCS-1B
64	90+425 to 90+545	Reconstruction	TCS-1
65	90+545 to 90+655	Reconstruction	TCS-1B
66	90+655 to 90+705	Reconstruction	TCS-2C
67	90+705 to 90+915	Reconstruction	TCS-1B
68	90+915 to 91+545	Reconstruction	TCS-1
69	91+545 to 91+645	Reconstruction	TCS-1B
70	91+645 to 91+715	Reconstruction	TCS-1
71	91+715 to 91+765	Reconstruction	TCS-1B
72	91+765 to 91+915	Reconstruction	TCS-4C
73	91+915 to 92+045	Reconstruction	TCS-4A
74	92+045 to 92+075	Reconstruction	TCS-9A
75	92+075 to 92+165	Reconstruction	TCS-4A
76	92+165 to 92+255	Reconstruction	TCS-4A
77	92+255 to 92+275	Reconstruction	TCS-9A
78	92+275 to 92+395	Reconstruction	TCS-4A
79	92+395 to 92+495	Reconstruction	TCS-9A
80	92+495 to 92+695	Reconstruction	TCS-4A
81	92+695 to 92+725	Reconstruction	TCS-4C
82	92+725 to 92+765	Reconstruction	TCS-7B
83	92+765 to 92+785	Reconstruction	TCS-4A
84	92+785 to 92+805	Reconstruction	TCS-11

SL NO.	Stretch from Km to Km	Remarks	TCS Type
85	92+805 to 93+095	Reconstruction	TCS-4A
86	93+095 to 93+115	Reconstruction	TCS-9A
87	93+115 to 93+300	Reconstruction	TCS-4A

6. Roadside Drainage

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

RR Masonry Covered Drain

CHAINAGE (M)		Side	Net Length (m)
From	To		
82265	82425	Both	320
82425	82465	Both	80
82465	82505	Both	80
82505	82515	Both	20
82515	82555	Both	80
82555	82585	Both	60
82585	82625	Both	80
82625	82645	Both	40
82645	82705	Both	120
82705	82725	Both	40
82725	82785	Both	120
82785	82905	Both	240
82905	82915	Both	20
82915	82935	Both	40
82935	83045	Both	220
83045	83055	Both	20
83055	83155	Both	200
83155	83185	Both	60
90295	90425	Both	260
90425	90545	Both	240
90545	90655	Both	220
90655	90705	Both	100
90705	90915	Both	420
90915	91545	Both	1260
91545	91645	Both	200
91645	91715	Both	140
91715	91765	Both	100
Total=			4780m

RR Masonry Open Trapezoidal Drain

Left Side		
Chainage		Length
From	To	
81870	82005	135
82165	82225	60

Left Side		
Chainage		Length
From	To	
83275	83515	240
83515	83745	230
83765	83785	20
83785	83905	120
83905	83995	90
84065	84145	80
84205	84385	180
84615	84795	180
84845	84885	40
84925	84995	70
85575	85645	70
86935	87015	80
87915	87955	40
88005	88035	30
88165	88255	90
88445	88635	190
88655	88845	190
88845	88905	60
89095	89215	120
89435	89475	40
89825	89875	50
91765	91915	150
92695	92725	30
93615	93725	110
93795	93800	5
Total Length=		2700

Right Side		
Chainage		Length
From	To	
81870	82005	135
82005	82165	160
82165	82225	60
82225	82265	40
83185	83245	60
83515	83745	230
83745	83765	20
83765	83785	20
83905	83995	90
83995	84015	20
84015	84065	50
84065	84145	80
84145	84205	60
84205	84385	180
84385	84515	130

Right Side		
Chainage		Length
From	To	
84515	84535	20
84535	84615	80
84615	84795	180
84795	84845	50
84845	84885	40
84885	84925	40
84925	84995	70
84995	85005	10
85005	85025	20
85065	85155	90
85155	85185	30
85185	85305	120
85305	85575	270
85575	85645	70
85645	85735	90
85755	86725	970
86725	86785	60
86785	86855	70
86855	86935	80
86935	87015	80
87015	87045	30
87045	87065	20
87065	87645	580
87705	87765	60
87765	87835	70
87835	87855	20
87855	87875	20
87875	87915	40
87915	87955	40
87955	88005	50
88005	88035	30
88035	88165	130
88165	88255	90
88255	88445	190
88445	88635	190
88635	88655	20
88845	88905	60
88905	89015	110
89015	89025	10
89025	89095	70
89095	89215	120
89215	89435	220
89435	89475	40
89475	89825	350
89825	89875	50

Right Side		
Chainage		Length
From	To	
89875	90295	420
91765	91915	150
91915	92045	130
92045	92075	30
92075	92165	90
92165	92255	90
92255	92275	20
92275	92395	120
92395	92495	100
92495	92695	200
92695	92725	30
92765	92785	20
92785	92805	20
92805	93095	290
93095	93115	20
93115	93425	310
93425	93445	20
93445	93615	170
93615	93725	110
93725	93745	20
Total Length=		8745

Catch water Drain:

Sl No	Design Chainage (m)		Side	Length (m)	Nos. of Catch pit required	Length of Catch water Drain (m)
	From	To				
1	81970	82005	Left	35	4	140
2	84065	84145	Left	80	1	80
3	84205	84385	Left	180	2	360
4	84615	84795	Left	180	2	360
5	84845	84885	Left	40	1	40
6	84925	84995	Left	70	1	70
7	88158	88355	Right	197	1	197
8	88355	88645	Right	290	1	290
9	91765	91805	Right	40	1	40
10	92695	92704	Left	9	2	18
11	92704	92725	Left	21	2	42
12	92704	92790	Right	86	2	172
13	93795	93800	Left	5	2	10
Total Length (m)=						1819

Outlet Drain:

Sl. No.	Design Chainage (km)	Side	No of out let drain
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carriageway of new bridges and structures of more than 60 (sixty) metre length. if the carriageway width is different from 7.5 (seven point five) metres in the table below.]

Sl. No.	Bridge/Structure at km	Width of carriageway and cross-sectional features
1	99+750	7.5
2	100+390	7.5
3	101+465	7.5

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

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

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

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

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

exception] (e) The following structures shall be designed to carry utility services specified in

Table below:

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

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

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

(ii) Culverts

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

(b) Reconstruction of existing culverts:

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

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

Sl. No.	Culvert Location	Span /Opening (m)	Remarks*
1	82+245	2X2X1 Cell	Single Span
2	82+925	2 X 3 X 1 Cell	Single Span
3	83+399	2X2X1 Cell	Single Span
4	83+730	2X2X1 Cell	Single Span
5	84+188	2X2X1 Cell	Single Span
6	84+740	2X2X1 Cell	Single Span
7	84+898	2X2X1 Cell	Single Span
8	85+291	2X2X1 Cell	Single Span
9	85+955	2X2X1 Cell	Single Span
10	86+020	2X2X1 Cell	Single Span
11	86+498	2X2X1 Cell	Single Span
12	86+618	2X2X1 Cell	Single Span
13	87+138	2X3X1 Cell	Single Span
14	87+978	2X2X1 Cell	Single Span
15	88+058	2X2X1 Cell	Single Span
16	88+132	2X2X1 Cell	Single Span
17	88+158	2X2X1 Cell	Single Span
18	88+355	2X2X1 Cell	Single Span
19	88+645	2X2X1 Cell	Single Span
20	88+738	2X2X1 Cell	Single Span
21	89+685	2X2X1 Cell	Single Span
22	90+078	2X2X1 Cell	Single Span
23	90+350	2X2X1 Cell	Single Span
24	91+453	2X2X1 Cell	Single Span
25	91+595	2X2X1 Cell	Single Span
26	91+805	2X3X1 Cell	Single Span
27	92+432	2X2X1 Cell	Single Span
28	92+856	2X2X1 Cell	Single Span
29	93+025	2X2X1 Cell	Single Span
30	93+118	2X2X1 Cell	Single Span
31	93+431	2X2X1 Cell	Single Span
32	93+578	2X2X1 Cell	Single Span

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

(c) Widening of existing culverts:

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

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

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

Sl. No.	Culvert Location	Span /Opening (m)	Remarks*
1	82+611	2X2X1 Cell	Single Span
2	84+045	2X2X1 Cell	Single Span
3	85+068	2X2X1 Cell	Single Span
4	86+248	2X2X1 Cell	Single Span
5	86+768	2X2X1 Cell	Single Span
6	86+906	2X2X1 Cell	Single Span
7	87+473	2X2X1 Cell	Single Span
8	87+800	2X3X1 Cell	Single Span
9	89+000	2X2X1 Cell	Single Span
10	89+350	2X2X1 Cell	Single Span
11	89+612	2X2X1 Cell	Single Span
12	89+790	2X2X1 Cell	Single Span
13	89+994	2X2X1 Cell	Single Span
14	90+663	2X2X1 Cell	Single Span

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

[Refer provision of the relevant Manual and provide details]

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

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

(iii) Bridges

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

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

[Refer provision of the relevant Manual and provide details]

Sl. No.	Bridge location	Salient details of existing bridge		Adequacy or otherwise of the existing waterway, vertical clearance etc.*	Remarks
	(km)	Type of Structures	Span Arrangement and Total Vent way (No. x Length) (m)		
1	92+165	RCC Slab Bridge	1X10m		
2	92+790	RCC Slab Bridge	1X10m		
3	93+770	RCC PSC Girder Bridge	1X40m		

(ii) The following narrow bridges shall be widened:

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

(b) Additional new bridges

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

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

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

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

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

Sl. No.	Location at km	Remarks
Nil		

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

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

Sl. No.	Location at km	Remarks
Nil		

(e) Drainage system for bridge decks

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

(f) Structures in marine environment

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

(v) Rail-road bridges

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

(b) Road over-bridges

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

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

(c) Road under-bridges

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

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

(v) Grade separated structures

[Refer provision of the relevant Manual]

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

(vi) Repairs and strengthening of bridges and structures

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

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

(a) Bridges

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

(b) ROB / RUB

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

(c) Overpasses/Underpasses and other structures

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

(vii) List of Major Bridges and Structures

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

Sl. No.	Location (Km)
---------	---------------

Nil

8. Traffic Control Devices and Road Safety Works

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

Traffic Signages, Road Marking and other appurtenances	Quantity	unit
Kilometre stones=	10	Nos
5th Kilometre stones=	2	Nos
Boundary Stones=	122	Nos
Delineators (100 cm long and circular shaped)+Hazard marker =	916	Nos
900 mm Octagonal	1	Nos
600 mm circular	373	Nos
900 mm Triangular	265	Nos
800 mm x 600 mm rectangular	3	Nos
Direction Sign < 0.9 sqm	4	sqm
Convex Mirror for Blind Curve	4	Nos
Rumble Strip=	0.1	sqm

- (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
1	At Liwai Khunou (Ch. 81+870 km)	12 m X 1.2 m (Double Pole)

10. Compulsory Afforestation

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

11. Hazardous Locations

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

a) Breast Wall

Chainage		side	Length (m)
From	To		
82425	82465	Right	40
82555	82585	Right	30
82625	82645	Right	20

82645	82705	Right	60
82725	82785	Right	60
82785	82905	Both	240
82905	82915	Right	10
82915	82935	Right	20
82935	83045	Both	220
83045	83055	Right	10
83155	83185	Right	30
83245	83275	Right	30
83275	83515	Right	240
83785	83905	Right	120
85735	85755	Right	20
87645	87705	Right	60
90295	90425	Right	130
90425	90545	Both	240
90545	90655	Right	110
90655	90705	Right	50
90705	90915	Right	210
90915	91545	Both	1260
91545	91645	Right	100
91645	91715	Both	140
91715	91765	Right	50
92725	92765	Right	40
Total=			3540

b) Retaining Wall

Chainage		side	Length
From	To		
82505	82515	Left	10
82555	82585	Left	30
82585	82625	Left	40
82625	82645	Left	20
82915	82935	Left	20
83055	83155	Left	100
83245	83275	Left	30
83745	83765	Left	20
84015	84065	Left	50
84515	84535	Left	20
85005	85025	Left	20
85025	85065	Left	40
85065	85155	Left	90
85185	85305	Left	120
85735	85755	Left	20
86725	86785	Left	60
86855	86935	Left	80

Chainage		side	Length
From	To		
87045	87065	Left	20
87765	87835	Left	70
87855	87875	Left	20
88635	88655	Left	20
89015	89025	Left	10
90655	90705	Left	50
92045	92075	Left	30
92255	92275	Left	20
92395	92495	Left	100
93095	93115	Left	20
93745	93755	Left	10
93755	93785	Both	60
93785	93800	Right	15
Total =			1215

Metal Beam Crash Barrier:

Design Chainage (m)		Side	Length
From	To		(m)
85350	85450	Left	100
Total			100

12. Special Requirement for Hill Roads

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

13. Change of Scope

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

(Schedule-B1)

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

Schedule - C

(See Clause 2.1)

Project Facilities

1. Project Facilities

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

- (a) Toll plaza[s]
- (b) Roadside furniture;
- (c) Pedestrian facilities;
- (d) Truck Lay byes;
- (e) Bus-bays and passenger shelters;
- (f) Rest areas; and
- (g) Others to be specified

2. Description of Project Facilities

Each of the Project Facilities is described below:

a) Toll Plaza: -

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

b) Roadside furniture: -

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

c) Pedestrian Facility:-

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

pedestrians while crossing in consultation with NHIDCL.

d) Truck Lay bye:-

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

e) Bus Bay & Passenger shelter: -

Sl. No.	Project Facility	Location (km)	Design Requirements	Other Essential Details
1	Bus Bay & Passenger shelter	82+020 (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	89+750 (Both side)		
3	Bus Bay & Passenger shelter	90+250 (Both side)		

f) Rest Areas

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

g) Others to be specified

Street Lighting:

Street lighting shall be provided in the built up area and bus bay locations.

Environment

The Project Highway during design, construction and maintenance during implementation period shall conform to the environmental rules and regulations in force. The Construction Contractor shall be responsible for the same.

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

Schedule - D

(See Clause 2.1)

Specifications and Standards

1. Construction

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

2. Design Standards

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

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

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

Annex – I

(Schedule-D)

Specifications and Standards for Construction

1. Specifications and Standards

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

2. Deviations from the Specifications and Standards

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

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

Item	Manual Clause Reference	Provision as per Manual					Modified Provision				
Shoulder	2.6	<u>Mountainous Terrain</u>					<u>Mountainous Terrain</u>				
		Type of Section		Width of Shoulder (m)			Type of Section		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	-	-	-
			Valley Side	1.5	1	2.5		Valley Side	-	Up to 1.0 m	1
		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	-	-	-
			Valley Side	0.25 m + 1.5 m (Raised)	-	1.75		Valley Side	-	-	-
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: 73-2015					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					

Item	Manual Clause Reference	Provision as per Manual			Modified Provision		
		101-300 m	0.6 m		41-60 m	1.2 m	
					61-100 m	0.9 m	
					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 40 kmph

Sl. No.	HIP No.	Stretch (from km to km)	Type of Deficiency	Remarks
1	605	88+135 to 88+163	Sharp Bend	Design Speed = 30 Kmph
2	623	91+290 to 91+294	Sharp Bend	Design Speed = 30 Kmph
3	624	91+344 to 91+398	Sharp Bend	Design Speed = 20 Kmph
4	625	91+442 to 91+471	Sharp Bend	Design Speed = 20 Kmph
5	626	91+520 to 91+534	Sharp Bend	Design Speed = 20 Kmph
6	627	91+577 to 91+601	Sharp Bend	Design Speed = 20 Kmph
7	629	91+720 to 91+735	Sharp Bend	Design Speed = 30 Kmph
8	630	91+784 to 91+830	Sharp Bend	Design Speed = 30 Kmph
9	631	91+873 to 91+880	Sharp Bend	Design Speed = 20 Kmph
10	632	91+926 to 91+934	Sharp Bend	Design Speed = 20 Kmph
11	633	91+971 to 92+007	Sharp Bend	Design Speed = 20 Kmph
12	634	92+067 to 92+108	Sharp Bend	Design Speed = 20 Kmph
13	639	92+681 to 92+743	Sharp Bend	Design Speed = 20 Kmph
14	640	92+782 to 92+820	Sharp Bend	Design Speed = 20 Kmph
15	641	92+900 to 92+909	Sharp Bend	Design Speed = 25 Kmph
16	642	92+965 to 92+975	Sharp Bend	Design Speed = 25 Kmph
17	643	93+019 to 93+028	Sharp Bend	Design Speed = 25 Kmph
18	644	93+075 to 93+081	Sharp Bend	Design Speed = 25 Kmph
19	645	93+125 to 93+138	Sharp Bend	Design Speed = 30 Kmph
20	646	93+220 to 93+237	Sharp Bend	Design Speed = 20 Kmph
21	647	93+282 to 93+293	Sharp Bend	Design Speed = 30 Kmph
22	648	93+409 to 93+449	Sharp Bend	Design Speed = 20 Kmph
23	649	93+530 to 93+538	Sharp Bend	Design Speed = 30 Kmph
24	650	93+603 to 93+651	Sharp Bend	Design Speed = 30 Kmph
25	651	93+719 to 93+732	Sharp Bend	Design Speed = 30 Kmph

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

Sl. No.	HIP No.	Stretch (from km to km)	Radius
1	566	81+923 to 81+928	70
2	571	82+803 to 82+815	50

Sl. No.	HIP No.	Stretch (from km to km)	Radius
3	572	82+908 to 82+958	50
4	574	83+191 to 83+219	50
5	575	83+459 to 83+487	50
6	579	84+165 to 84+213	50
7	580	84+355 to 84+398	50
8	581	84+493 to 84+557	50
9	582	84+639 to 84+646	50
10	583	84+729 to 84+752	60
11	585	85+164 to 85+183	60
12	586	85+275 to 85+294	50
13	587	85+382 to 85+432	70
14	590	85+785 to 85+802	50
15	593	86+203 to 86+213	50
16	595	86+426 to 86+435	70
17	597	86+688 to 86+694	50
18	598	86+864 to 86+929	70
19	600	87+254 to 87+275	70
20	605	88+135 to 88+163	30
21	608	88+851 to 88+899	50
22	610	89+299 to 89+378	70
23	615	90+525 to 90+538	60
24	619	90+929 to 90+938	50
25	620	91+020 to 91+024	60
26	623	91+290 to 91+294	60
27	624	91+344 to 91+398	26
28	625	91+442 to 91+471	20
29	626	91+520 to 91+534	30
30	627	91+577 to 91+601	20
31	629	91+720 to 91+735	40
32	630	91+784 to 91+830	35
33	631	91+873 to 91+880	20
34	632	91+926 to 91+934	25
35	634	92+067 to 92+108	20
36	639	92+681 to 92+743	35
37	640	92+782 to 92+820	20
38	642	92+965 to 92+975	25
39	643	93+019 to 93+028	30
40	644	93+075 to 93+081	30
41	646	93+220 to 93+237	20
42	648	93+409 to 93+449	22
43	650	93+603 to 93+651	50
44	651	93+719 to 93+732	50

(iii) [Note 1: Deviations from the aforesaid Specifications and Standards shall be listed

out here. Such deviations shall be specified only if they are considered essential in view of project-specific requirements.]

Schedule -E

(See Clauses 2.1 and 14.2)

Maintenance Requirements

1. Maintenance Requirements

- (i) The Contractor shall, at all times maintain the Project Highway in accordance with the provisions of this Agreement, Applicable Laws and Applicable Permits.
- (ii) The Contractor shall repair or rectify any Defect or deficiency set forth in Paragraph 2 of this Schedule-E within the time limit specified therein and any failure in this behalf shall constitute non-fulfilment of the Maintenance obligations by the Contractor. Upon occurrence of any breach hereunder, the Authority shall be entitled to effect reduction in monthly lump sum payment as set forth in Clause 14.6 of this Agreement, without prejudice to the rights of the Authority under this Agreement, including Termination thereof.
- (iii) All Materials, works and construction operations shall conform to the MORTH Specifications for Road and Bridge Works, and the relevant IRC publications. Where the specifications for a work are not given, Good Industry Practice shall be adopted.

[Specify all the relevant documents]

2. Repair/rectification of Defects and deficiencies

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

3. Other Defects and deficiencies

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

4. Extension of time limit

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

5. Emergency repairs/restoration

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

6. Daily inspection by the Contractor

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

7. Pre-monsoon inspection / Post-monsoon inspection

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

8. Repairs on account of natural calamities

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

Annex –I

(Schedule-E)

Repair/rectification of Defects and deficiencies

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

Table -1: Maintenance Criteria for Pavements:

Asset Type	Performance Parameter	Level of Service (LOS)		Frequency of Inspection	Tools/Equipment	Standards and References for Inspection and Data Analysis	Time limit for Rectification/Repair	Maintenance Specifications
		Desirable	Acceptable					
Flexible Pavement (Pavement of MCW, Service Road, approach)	Potholes	Nil	< 0.1% of area and subject to limit of 10 mm in depth	Daily	Length Measurement Unit like Scale, Tape, odometer etc.	IRC 82: 2015 and Distress Identification Manual for Long Term Pavement Performance Program, FHWA 2003 (http://www.tfhr.com/pavement/ltp/reports/03031/)	24-48 hours	MORT&H Specification 3004.2

Asset Type s of Grade structure, approache s of connecting roads, slip roads, lay byes etc. as applicable)	Perform ance Paramet er	Level of Service (LOS)		Freque ncy of Inspect ion	Tools/Equip ment	Standards and References for Inspection and Data Analysis	Time limit for Rectification/ Repair	Maintena nce Specificati ons
		Desirable	Accepta ble					
	Cracking	Nil	< 5% subject to limit of 0.5sqm for any 50 m length	Daily			7-15 days	MORT&H Specification 3004.3
	Rutting	Nil	< 5mm	Daily	Straight Edge		15 -30 days	MORT&H Specification 3004.2
	Corrugatio ns and Shoving	Nil	< 0.1% of area	Daily	Length Measurement Unit like		2-7 days	IRC:82- 2015

AssetType	Perform ance Paramet er	Level ofService (LOS)		Freque ncy of Inspect ion	Tools/Equip ment	Standards and Referencesfor Inspection and DataAnalysis	Time limitfor Rectification/ Repair	Maintena nce Specificati ons
		Desirable	Accepta ble					
	Bleeding	Nil	< 1 %of area	Daily	Scale,Tape, odometer etc.		3-7days	MORT&H Specificatio n3004.4
	Ravelling / Stripping	Nil	< 1 %of area	Daily			7-15 days	IRC:82- 2015read with IRCSP 81
	Edge Deformati on/ Breaking	Nil	< 1 mfor any100 msection and width < 0.1 mat any location,r estricte	Daily			7- 15days	IRC:82- 2015

Asset Type	Performance Parameter	Level of Service (LOS)		Frequency of Inspection	Tools/Equipment	Standards and References for Inspection and Data Analysis	Time limit for Rectification/Repair	Maintenance Specifications
		Desirable	Acceptable					
			30 cm from the edge					
	Roughness BI	2000 mm/km	2400 mm/km	Bi-Annually	Class I Profilometer SCRIM (Sideway-force Coefficient Routine Investigation Machine or equivalent)	Class I Profilometer : ASTM E950 (98) :2004 –Standard Test Method for measuring Longitudinal Profile of Travelled Surfaces with Accelerometer Established Inertial Profiling Reference ASTM E1656 -94: 2000- Standard Guide for Classification of Automatic Pavement Condition Survey Equipment	180 days	IRC:82-2015
	Skid Number	60 SN	50 SN	Bi-Annually			180 days	BS:7941-1:2006
	Pavement Condition Index	3	2.1	Bi-Annually			180 days	IRC:82-2015

Asset Type	Performance Parameter	Level of Service (LOS)		Frequency of Inspection	Tools/Equipment	Standards and References for Inspection and Data Analysis	Time limit for Rectification/Repair	Maintenance Specifications
		Desirable	Acceptable					
	Other Pavement Distresses			Bi-Annually			2-7 days	IRC:82-2015
	Deflection/Remaining Life			Annually	Falling Weight Deflectometer	IRC 115: 2014	180 days	IRC:115-2014
Rigid Pavement (Pavement of MCW, Service Road, Grade structure,	Roughness BI	2200m m/km	2400mm /km	Bi-Annually	Class I Profilometer	ASTM E950 (98) :2004 and ASTM E1656-94:2000	180 days	IRC:SP:83-2008
	Skid	Skid Resistance no. at different speed of vehicles		Bi-Annually	SCRIM (Sideway-force	IRC:SP:83-2008	180 days	IRC:SP:83-2008

Asset Type	Performance Parameter	Level of Service (LOS)		Frequency of Inspection	Tools/Equipment	Standards and References for Inspection and Data Analysis	Time limit for Rectification/Repair	Maintenance Specifications
		Desirable	Acceptable					
	approaches of connecting roads, slip roads, lay byes etc. as applicable)	Minimum SN	Traffic Speed (Km/h)		Coefficient Routine Investigation Machine or equivalent)			
		36	50					
		33	65					
		32	80					
		31	95					
		31	110					

Asset Type	Performance Parameter	Level of Service (LOS)		Frequency of Inspection	Tools/Equipment	Standards and References for Inspection and Data Analysis	Time limit for Rectification/Repair	Maintenance Specifications
		Desirable	Acceptable					
Embankment/Slope	Edge drop at shoulders	Nil	40mm	Daily	Length Measurement Unit like Scale, Tape, odometer	IRC	7-15 days	MORT&H Specification 408.4
	Slope of camber/cross fall	Nil	<2% variation in prescribed slope of camber/cross fall	Daily			7-15 days	MORT&H Specification 408.4
	Embankment Slopes	Nil	<15% variation in prescribed	Daily			7-15 days	MORT&H Specification 408.4

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

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

Table -2: **Maintenance Criteria for Rigid Pavements:**

S.No.	Type ofDistress	Measured Parameter	Degreeof Severity	AssessmentRating	RepairAction	
					For the case d < D/2	For the case d > D/2
CRACKING						
1	Single Discrete Cracks Not intersecting with any joint	w = width ofcrack L = length ofcrack d = depth of crack D = depth ofslab	0	Nil, notdiscernible	NoAction	Not applicable
			1	w < 0.2 mm. hair cracks		
			2	w = 0.2 - 0.5 mm, discerniblefrom slow-movingcar	Seal withoutdelay	Seal, and stitch if L> 1m. Within7days
			3	w = 0.5 - 1.5 mm, discerniblefrom fast-movingcar		

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

S.No.	Type of Distress	Measured Parameter	Degree of Severity	Assessment Rating	Repair Action	
					For the case $d < D/2$	For the case $d > D/2$
			4	$w = 3.0 - 6.0 \text{ mm}$	Dowel Bar Retrofit. Within 15 days	Full Depth Repair Dismantle and reconstruct affected. Portion with norms and specifications- See Para 5.5 & 9.2
			5	$w > 6 \text{ mm}$, usually associated with spalling, and/or slab rocking under traffic	Not Applicable, as it may be full depth	Within 15 days
			0	Nil, not discernible	No Action	
3	Single Longitudinal Crack intersecting with one or more joints	w = width of crack L = length of crack d = depth of crack D = depth of slab	1	$w < 0.5 \text{ mm}$, discernible from slow moving vehicle	Seal with epoxy, if $L > 1 \text{ m}$. Within 7 days	Staple or dowel bar retrofit. Within 15 days

S.No.	Type of Distress	Measured Parameter	Degree of Severity	Assessment Rating	Repair Action	
					For the case $d < D/2$	For the case $d > D/2$
			2	$w = 0.5 - 3.0$ mm, discernible from fast vehicle	Route seal and stitch, if $L > 1$ m. Within 15 days	-
			3	$w = 3.0 - 6.0$ mm	Staple, if $L > 1$ m. Within 15 days	Partial Depth Repair with stapling.
			4	$w = 6.0 - 12.0$ mm, usually associated with spalling	Not Applicable, as it may be full depth	Within 15 days
			5	$w > 12$ mm, usually associated with spalling, and/or slab rocking under traffic		Full Depth Repair Dismantle and reconstruct affected portion as per norms and specifications -

S.No.	Type of Distress	Measured Parameter	Degree of Severity	Assessment Rating	Repair Action	
					For the case $d < D/2$	For the case $d > D/2$
						See Para 5.6.4 Within 15 days
4	Multiple Cracks intersecting with one or more joints	w = width of crack	0	Nil, not discernible	No Action	-
			1	$w < 0.2$ mm, hair cracks	Seal, and stitch if $L > 1$ m.	
			2	$w = 0.2 - 0.5$ mm. discernible from slow vehicle	Within 15 days	
			3	$w = 0.5 - 3.0$ mm, discernible from fast vehicle	Full depth repair within 15 days	Dismantle, Reinstall subbase, Reconstruct whole slab as per specifications within 30 days
			4	$w = 3.0 - 6.0$ mm panel broken into 2 or 3 pieces		
			5	$w > 6$ mm and/or panel broken		

S.No.	Type of Distress	Measured Parameter	Degree of Severity	Assessment Rating	Repair Action	
					For the case $d < D/2$	For the case $d > D/2$
				into more than 4 pieces		
5	Corner Break	w = width of crack L = length of crack	0	Nil, not discernible	No Action	-
			1	$w < 0.5$ mm; only 1 corner broken	Seal with low viscosity epoxy to	Seal with epoxy seal with epoxy Within 7 days
			2	$w < 1.5$ mm; $L < 0.6$ m, only one corner broken	secure broken parts Within 7 days	
			3	$w < 1.5$ mm; $L < 0.6$ m, two corners broken	Partial Depth (Refer Figure 8.3 of IRC:SP:83-2008)	Full depth repair
			4	$w > 1.5$ mm; $L > 0.6$ m or three corners broken		
			5	three or four corners broken	Within 15 days	Reinstate sub-base, and reconstruct the

S.No.	Type of Distress	Measured Parameter	Degree of Severity	Assessment Rating	Repair Action	
					For the case $d < D/2$	For the case $d > D/2$
						slab as per norms and specifications within 30 days
6	Punchout (Applicable to Continuous Reinforced Concrete Pavement (CRCP) only)	w = width of crack L = length (m/m ²)	0	Nil, not discernible		No Action
			1	$w < 0.5$ mm; $L < 3$ m/m ²	Not Applicable, as it may be full depth	Seal with low viscosity epoxy to secure broken parts.
			2	either $w > 0.5$ mm or $L < 3$ m/m ²		Within 15 days
			3	$w > 1.5$ mm and $L < 3$ m/m ²		
			4	$w > 3$ mm, $L < 3$ m/m ² and deformation		Full depth repair- Cut out and replace damaged area taking care not to damage reinforcement.
			5	$w > 3$ mm, $L > 3$ m/m ² and deformation		Within 30 days

S.No.	Type ofDistress	Measured Parameter	Degreeof Severity	AssessmentRating	RepairAction	
					For the case d < D/2	For the case d > D/2
Surface Defects						
7	Ravelling or Honeycomb surface	r = areadamaged surface/totalsurface of slab (%) h = maximumdepth ofdamage	0	Nil, notdiscernible	ShortTerm	LongTerm
					Noaction.	NotApplicable
			1	r < 2%	Local repair of areas damaged	
			2	r = 2 - 10%	and liable to be damaged. Within 15days	
			3	r =10-25%	Bonded Inlay, 2 or 3 slabs if	
			4	r = 25 - 50%	affecting.	

S.No.	Type of Distress	Measured Parameter	Degree of Severity	Assessment Rating	Repair Action	
					For the case $d < D/2$	For the case $d > D/2$
					Within 30 days	
			5	$r > 50\%$ and $h > 25\text{mm}$	Reconstruct slabs, 4 or more slabs if affecting. Within 30 days	
8	Scaling	$r = \frac{\text{damaged surface}}{\text{total surface of slab}} (\%)$ $h = \text{maximum depth of damage}$	0	Nil, not discernible	Short Term	Long Term
					No action.	Not Applicable
			1	$r < 2\%$	Local repair of areas damaged	
			2	$r = 2 - 10\%$	and liable to be damaged. Within 7 days	

S.No.	Type ofDistress	Measured Parameter	Degreeof Severity	AssessmentRating	RepairAction	
					For the case d < D/2	For the case d > D/2
			3	r = 10 - 20%	Bonded Inlay within15 days	
			4	r = 20 - 30%		
			5	r > 30 % and h > 25mm	Reconstruct slabwithin 30days	
9	Polished Surface/Glazing	t = texturedepth, sand patchtest	0		Noaction.	NotApplicable
			1	t > 1mm		
			2'	t = 1 - 0.6mm	Monitor rate of deterioration	
			3	t = 0.6 - 0.3mm		
			4	t = 0.3 - 0.1mm		

S.No.	Type of Distress	Measured Parameter	Degree of Severity	Assessment Rating	Repair Action	
					For the case $d < D/2$	For the case $d > D/2$
			5	$t < 0.1 \text{ mm}$	Diamond Grinding if affecting 50% or more slabs in a continuous stretch of minimum 5km. Within 30 days	
10	Popout (Small Hole), Pothole Refer Para 8.4	$n = \text{number/m}^2$ $d = \text{diameter}$ $h = \text{maximum depth}$	0	$d < 50 \text{ mm}; h < 25 \text{ mm}; n < 1 \text{ per } 5 \text{ m}^2$	No action.	Not Applicable
			1	$d = 50 - 100 \text{ mm}; h < 50 \text{ mm}; n < 1 \text{ per } 5 \text{ m}^2$	Partial depth repair 65 mm deep.	
			2	$d = 50 - 100 \text{ mm}; h > 50 \text{ mm}; n < 1 \text{ per } 5 \text{ m}^2$	Within 15 days	

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

Joint Defects						
11	Joint Seal Defects	loss or damage L = Length as %total joint length	0	Difficult to discern.	Short Term	Long Term
					No action.	Not Applicable
			1	Discernible, L < 25% but of little immediate consequence with regard to ingress of water or trapping incompressible material.	Clean joint, inspect later.	
			3	Notable. L > 25% insufficient protection against ingress of water and trapping incompressible material.	Clean and reapply sealant in selected locations. Within 7 days	
			5	Severe; w > 3mm negligible protection against ingress of water	Clean, widen and reseal the joint. Within 7 days	

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

	in Cracks or Joints		1	f < 3mm		
			2	f = 3 - 6mm	Determine cause and observe,take action for diamondgrinding	Replace the slabas appropriate.
			3	f = 6 - 12mm	DiamondGrinding	Within 30days
			4	f= 12 - 18 mm	Raise sunkenslab.	Replace the slabas appropriate. Within 30days
			5	f> 18mm	Strengthen subgrade andsub-base by groutingand raising sunkenslab	
14	Blowup or Buckling	h = vertical displacementfrom normalprofile	0	Nil, notdiscernible	ShortTerm	LongTerm
					NoAction	
			1	h < 6mm		
			2	h = 6 - 12mm	Install Signs to WarnTraffic	

			3	h = 12 - 25 mm	within 7days	
			4	h > 25mm	Full DepthRepair. Within 30days	
			5	shattered slabs, ie 4or more pieces	Replace broken slabs. Within 30days	
15	Depression	h = negativevertical displacementfrom normal profile L =length	0	Not discernible, h < 5mm	Noaction.	NotApplicable
			1	h = 5 - 15mm		
			2	h = 15-30 mm, Nos<20% joints	Install Signs to WarnTraffic within 7days	
			3	h = 30 - 50 mm		
			4	h > 50 mm or >20% joints	Strengthensubgrade. Reinstate pavement at normallevel	

			5	h > 100mm	if L < 20m. Within 30days	
16	Heave	h = positivevertical displacementfrom normalprofile. L = length	0	Not discernible. h <5 mm	ShortTerm	LongTerm
					Noaction.	scrabble
			1	h = 5 - 15mm	Followup.	
			2	h = 15 - 30 mm, Nos <20%joints	Install Signs toWarn Traffic within 7days	
			3	h = 30 - 50 mm		
			4	h > 50 mm or >20% joints	Stabilise subgrade. Reinstate pavement at normal level if length < 20 m. Within 30days	
			5	h > 100mm		
17	Bump	h = vertical	0	h < 4mm	Noaction	

		displacement from normal profile	1	$h = 4 - 7\text{mm}$	Grind, in case of new construction within 7days	Construction Limit for New Construction.
			3	$h = 7 - 15\text{mm}$	Grind, in case of ongoing Maintenance within 15days	Replace in case of new construction. Within 30days
			5	$h > 15\text{mm}$	Full Depth Repair. Within 30days	Full Depth Repair. Within 30days
18	Lane Shoulder Drop-off	to f = difference of level	0	Nil, not discernible $< 3\text{mm}$	Short Term	Long Term
					No action.	
			1	$f = 3 - 10\text{mm}$	Spot repair of shoulder within 7 days	
			2	$f = 10 - 25\text{mm}$		
			3	$f = 25 - 50\text{mm}$	Fill up shoulder	

			4	f = 50 - 75 mm	within 7days	For any 100m stretchReconstruct shoulder, if affecting 25%or more ofstretch. Within 30days
			5	f > 75mm		
Drainage						
19	Pumping	quantity offines and waterexpelled through open joints andcracks Nos	0	not discernible	NoAction	
			1 to2	slight/ occasional Nos< 10%	Repair cracks and jointsWithout delay.	Inspect andrepair sub-drainageat distressedsections andupstream.
			3 to4	appreciable/ Frequent 10 -25%	Lift or jack slab within 30 days.	
		Nos/100 m stretch	5	abundant, crack development > 25%	Repair distressedpavement sections. Strengthensubgrade and subbase. Replaceslab. Within 30days	

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

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

Asset Type	Performance Parameter	Level of Service(LOS)			Frequency of Measurement	Testing Method	Recommended Remedial measures	Time limit for Rectification	Specifications and Standards
Highway	Availability of Safe Sight Distance	As per IRC SP :84-2014, a minimum of safe stopping sight distance shall be available throughout.			Monthly	Manual Measurements with Odometer along with video/image backup	Removal of obstruction within 24 hours, in case of sight line affected by temporary objects such as trees, temporary encroachments. In case of permanent structure or design deficiency: Removal of obstruction/improvement of deficiency at the earliest Speed Restriction boards and suitable traffic calming measures such as transverse bar marking, blinkers, etc. shall be applied during the period of rectification.		IRC:SP84-2014
		Design Speed, kmph	Desirable Minimum Sight Distance (m)	Safe Stopping Sight Distance (m)					
		100	360	180					
		80	260	130					
Pavement Marking	Wear	<70% of marking remaining			Bi-Annually	Visual Assessment as per Annexure-F of IRC:35-2015	Re - painting	Cat-1 Defect – within 24 hours Cat-2 Defect – within 2 months	IRC:35-2015

Asset Type	Performance Parameter	Level of Service(LOS)			Frequency of Measurement	Testing Method	Recommended Remedial measures	Time limit for Rectification	Specifications and Standards
	Day time Visibility	During expected life Service Time Cement Road - 130mcd/m ² /lux Bituminous Road - 100mcd/m ² /lux			Monthly	As per Annexure-D of IRC:35-2015	Re - painting	Cat-1 Defect – within 24 hours Cat-2 Defect – within 2 months	IRC:35-2015
	Night Time Visibility	<u>Initial and Minimum Performance for Dry Retro reflectivity during night time:</u>			Bi-Annually	As per Annexure-E of IRC:35-2015	Re - painting	Cat-1 Defect – within 24 hours Cat-2 Defect – within 2 months	IRC:35-2015
		Design Speed	(RL) Retro Reflectivity (mcd/ m ² /lux)						
			Initial (7 days)	Minimum Threshold level (TL) & warranty period required up to 2 years					
		Up to 65	200	80					
		65 -100	250	120					
		Above 100	350	150					
		<u>Initial and Minimum Performance for Night Visibility under wet condition (Retro reflectivity):</u>							

Asset Type	Performance Parameter	Level of Service(LOS)	Frequency of Measurement	Testing Method	Recommended Remedial measures	Time limit for Rectification	Specifications and Standards
		Initial 7 days Retro reflectivity:100 mcd/m ² /lux Minimum Threshold Level:50 mcd/m ² /lux					
	Skid Resistance	Initial and Minimum performance for Skid Resistance: Initial (7days):55BPN Min. Threshold: 44BPN *Note: shall be considered under urban/city traffic condition encompassing the locations like pedestrian crossings, bus bay, bus stop, cycle track intersection delineation, transverse bar markings etc	Bi-Annually	As per Annexure-G of IRC:35-2015		Within 24 hours	IRC:35-2015
Road Signs	Shape and Position	Shape and Position as per IRC:67-2012. Signboard should be clearly visible for the design speed of this section.	Daily	Visual with video/image backup	Improvement of shape, in case if shape is damaged. Relocation as per requirement	48 hours in case of Mandatory Signs, Cautionary and Informatory Signs (Single and Dual post signs) 15 Days in case of Gantry/Cantilever Signboards	IRC:67-2012
	Retro reflectivity	As per specifications in IRC:67-2012	Bi-Annually	Testing of each	Change of signboard	48 hours in case of Mandatory	IRC:67-2012

Asset Type	Performance Parameter	Level of Service(LOS)	Frequency of Measurement	Testing Method	Recommended Remedial measures	Time limit for Rectification	Specifications and Standards
				signboard using Retro Reflectivity Measuring Device. In accordance with ASTM D 4956-09.		Signs, Cautionary and Informatory Signs (Single and Dual post signs) 1 Month in case of Gantry/Cantilever Signboards	
Kerb	Kerb Height	As per IRC 86:1983 depending upon type of Kerb	Bi-Annually	Use of distance measuring tape	Raising Kerb Height	Within 1 Month	RC 86:1983
	Kerb Painting	<u>Functionality:</u> Functioning of Kerb painting as intended	Daily	Visual with video/image backup	Kerb Repainting	Within 7-days	RC 35:2015
Other Road Furniture	Reflective Pavement Markers (Road Studs)	Numbers and Functionality as per specifications in IRC:SP:84-2014 and IRC:35-2015, unless specified in Schedule-B.	Daily	Counting	New Installation	Within 2 months	IRC:SP:84-2014, IRC:35-2015
	Pedestrian Guardrail	<u>Functionality:</u> Functioning of guardrail as intended	Daily	Visual with video/image backup	Rectification	Within 15 days	IRC:SP:84-2014
	Traffic Safety Barriers	<u>Functionality:</u> Functioning of Safety Barriers as intended	Daily	Visual with video/image backup	Rectification	Within 7 days	IRC:SP:84-2014, IRC:119-2015
	End Treatment of	<u>Functionality:</u> Functioning of End Treatment as intended	Daily	Visual with video/image	Rectification	Within 7 days	IRC:SP:84-2014,

Asset Type	Performance Parameter	Level of Service(LOS)	Frequency of Measurement	Testing Method	Recommended Remedial measures	Time limit for Rectification	Specifications and Standards
	Traffic Safety Barriers			backup			IRC:119-2015
	Attenuators	Functionality: _____ Functioning of Attenuators as intended	Daily	Visual with video/image backup	Rectification	Within 7days	IRC:SP-2014,IRC:119-2015
	Guard Posts and Delineators	Functionality: Functioning of Guard Posts and Delineators as intended	Daily	Visual with video/image backup	Rectification	Within 15days	IRC: 79 - 1981
	Overhead Sign Structure	Overhead sign structure shall be structurally adequate	Daily	Visual with video/image backup	Rectification	Within 15days	IRC:67-2012
	Traffic B linkers	Functionality: Functioning of Traffic B linkers as intended	Daily	Visual with video/image backup	Rectification	Within 7days	IRC:SP:84-2014
Highway Lighting System	Highway Lights	Illumination: Minimum 40 Lux illumination on the road surface	Daily	The illumination level shall be measured with luxmeter	Improvement in Lighting System	24hours	IRC:SP:84-2014
		No major failure in the lighting system	Daily	-	Rectification of failure	24hours	IRC:SP:84-2014
		No minor failure in the lighting system	Monthly	-	Rectification of failure	8hours	IRC:SP:84-2014
	Toll Plaza Canopy Lights	Minimum 40 Lux illumination on the road surface	Daily	The illumination level shall be measured with luxmeter	Improvement in Lighting System	24hours	IRC:SP:84-2014
		No major/minor failure in the lighting system	Daily	-	Rectification of failure	8hours	IRC:SP:84-2014

Asset Type	Performance Parameter	Level of Service(LOS)	Frequency of Measurement	Testing Method	Recommended Remedial measures	Time limit for Rectification	Specifications and Standards
Trees and Plantation including median plantation	Obstruction in a minimum head-room of 5.5 m above carriageway or obstruction in visibility of road signs	No obstruction due to trees	Monthly	Visual with video/image backup	Removal of trees	Immediate	IRC:SP:84-2014
	Deterioration in health of trees and bushes	Health of plantation shall be as per requirement of specifications & instructions issued by Authority from time to time	Daily	Visual with video/image backup	Timely watering and treatment. Or Replacement of Trees and Bushes.	Within 90 days	IRC:SP:84-2014
	Vegetation affecting sight line and road structures	Sight line shall be free from obstruction by vegetation	Daily	Visual with video/image backup	Removal of Trees	Immediate	IRC:SP 84-2014
Rest Areas	Cleaning of toilets	-	Daily	-	-	Every 4 hours	
	Defects in electrical, water and sanitary installations	-	Daily	-	Rectification	24 hours	

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

AssetType	PerformanceParameter	Level ofService (LOS)	Frequencyof Measurement	TestingMethod	RecommendedRemedial measures	Timelimit for Rectification	Specifications andStandards
Pipe/box/slab culverts	Free waterway/unobstructed flow section	85% ofculvert normal flowarea to available.	2 times in a year(before andafter rainyseason)	Inspection byBridge Engineer as perIRC SP: 35-1990 and recording of depthof silting and areaof vegetation.	Cleaning silt up soilsand debris in culvert barrel after rainy season,removal of bushes andvegetation, U/s of barrel, underbarrel and D/s of barrelbefore rainyseason.	15 days beforeonset ofmonsoon andwithin 30 daysafter end ofrainy season.	IRC5-2015, IRC SP:40-1993 and IRC SP:13-2004
	Leak-proof expansionjoints if any	No leakage throughexpansionjoints	Bi-Annually	Physicalinspection of expansionjoints as per IRC SP:35-1990 if any,for leakage strainson walls at joints.	Fixing with sealant suitably	30 days or beforeonset of rains whichever comesearlier	IRCSP:40-1993 andIRC SP:69-2011
	Structural sound	Spalling of concrete not more than0.25 sqm	Bi-Annually	Detailedinspection of all componentsof culvert as perIRC SP:35-1990 and recording the defects	Repairs tospalling, cracking,delamination, rusting shall befollowed as perIRC:SP:40-1993.	15days	IRC SP 40-1993 and MORTH Specifications clause 2800
		Delaminationof concrete notmore than 0.25 sq.m.					
		Cracks wider than 0.3 mmnot more than1m aggregatelength					

	Protection works in good condition	Damaged of rough stone apron or bank revetment not more than 3 sqm, damage to solid apron (concrete apron) not more than 1	2 times in a year (before and after rainy season)	Condition survey as per IRC SP:35-1990	Repairs to damaged aprons and pitching	30 days after defect observation or 2 weeks before onset of rainy season whichever is earlier.	IRC: SP 40-1993 and IRC:SP:13-2004.
Bridges including ROBs Flyover etc. as applicable	Riding quality or user comfort	No pothole in wearing coat on bridge deck	Daily	Visual inspection as per IRC SP:35-1990	Repairs to BC or wearing coat	15 days	MORT&H Specification 2811
	Bumps	No bump at expansion joint	Daily	Visual inspection as per IRC SP:35-1990	Repairs to BC on either side of expansion joints, profile correction course on approach slab in case of settlement to approach embankment	15 days	MORT&H Specification 3004.2 & 2811.
Bridge - Super Structure	User safety (condition of crash barrier and guard rail)	No damaged or missing stretch of crash barrier or pedestrian handrailing	Daily	Visual inspection and detailed condition survey as per IRC SP:35-1990.	Repairs and replacement of safety barriers as the case may be	3 days	IRC: 5-1998, IRC SP: 84-2014 and IRC SP: 40-1993.

Rusted reinforcement	Not more than 0.25sq.m	Bi-Annually	Detailed condition survey as per IRC SP: 35-1990 using Mobile Bridge Inspection Unit	All the corroded reinforcement shall need to be thoroughly cleaned from rusting and applied with anti-corrosive coating before carrying out the repairs to affected concrete portion with epoxy mortar / concrete.	15 days	IRC SP: 40-1993 and MORTH Specification 1600.
Spalling of concrete	Not more than 0.50sq.m					
Delamination	Not more than 0.50sq.m					
Crack wider than 0.30mm	Not more than 1m total length	Bi-Annually	Detailed condition survey as per IRC SP: 35-1990 using Mobile Bridge Inspection Unit	Grouting with epoxy mortar, investigating causes for cracks development and carry out necessary rehabilitation.	48 Hours	IRC SP: 40-1993 and MORTH Specification 2800.
Rainwater seepage through deck slab	Leakage - nil	Quarterly	Detailed condition survey as per IRC SP: 35-1990 using Mobile Bridge Inspection Unit	Grouting of deck slab at leakage areas, waterproofing, repairs to drainagespouts	1 months	MORTH specifications 2600 & 2700.
Deflection due to permanent loads and	Within design limits.	Once in every 10 years for spans more	Load test method	Carry out major rehabilitation work on bridge to retain original design loads capacity	6 months	IRC SP: 51-1999.

liveloads		than 40m				
Vibrations in bridge deck due to moving trucks	Frequency of vibrations shall not be more than 5Hz	Once in every 5 years for spans more than 30m and every 10 years for spans between 15 to 30m	Laser displacement sensors or laser vibro-meters	Strengthening of super structure	4 months	AASHTO LRFD specifications
Leakage in Expansion joints	No damage to elastomeric sealant compound in strip seal expansion joint, no leakage of rain water through expansion joint in case of buried and asphalt plug and copper strip joint.	Bi-Annually	Detailed condition survey as per IRC SP:35-1990 using Mobile Bridge Inspection Unit	Replace of seal in expansion joint	15 days	MORTH specifications 2600 and IRC SP:40-1993.
Debris and dust in strip seal	No dust or debris expansion joint	Monthly	Detailed condition survey as per IRC SP:35-1990 using	Cleaning of expansion joint gap thoroughly	3 days	MORTH specifications 2600 and

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

	Bearings	Delamination of bearing reinforcement not more than 5%, cracking or tearing of rubber not more than 2 locations per side, nor rupture of reinforcement or rubber	Bi-Annually	Detailed condition survey as per IRC SP: 35-1990 using Mobile Bridge Inspection Unit	In case of failure of even one bearing on any pier/abutment, all the bearings on that pier/abutment shall be replaced, in order to get uniform load transfer on to bearings.	3 months	MORTH specification 2810 and IRC SP: 40-199.
Bridge Foundations	Scouring around foundations	Scouring shall not be lower than maximum scour level for the bridge	Bi-Annually	Condition survey and visual inspection as per IRC SP: 35-1990 using Mobile Bridge Inspection Unit. In case of doubt, use Underwater camera for inspection of deep wells in major	Suitable protection works around pier/abutment	1 month	IRC SP: 40-1993, IRC 83-2014, MORTH specification 2500
	Protection works in good condition	Damaged or rough stone apron or bank revetment not more than 3	2 times in a year (before and after rainy season)	Condition survey as per IRC SP: 35-1990	Repairs to damaged aprons and pitching.	30 days after defect observed or 2	IRC: SP 40-1993 and IRC: SP: 13-2004.

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

Table 4: Maintenance Criteria for Structures and Culverts:

Table 5: Maintenance Criteria for Hill Roads

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

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

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

A. Flexible Pavement

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

Nature of Defect or deficiency		Time limit for repair/ rectification
(i)	Obstruction in a minimum head- room of 5m above carriageway or obstruction in visibility of road signs	24 (twenty four) hours
(ii)	Removal of fallen trees from carriageway	4 (four) hours
(iii)	Deterioration in health of trees and bushes	Timely watering and treatment
(iv)	Trees and bushes requiring replacement	30 (thirty) days
(v)	Removal of vegetation affecting sight line and road structures	15 (fifteen) days
(f) Rest area		
(i)	Cleaning of toilets	Every 4 (four) hours
(ii)	Defects in electrical, water and sanitary installations	24 (twenty four) hours
(g) [Toll Plaza]		
(h) Other Project Facilities and Approach roads		
(i)	Damage in approach roads, pedestrian facilities, truck lay- byes, bus-bays, bus-shelters, cattle crossings, [Traffic Aid Posts, Medical Aid Posts] and service roads	15 (fifteen) days
(ii)	Damaged vehicles or debris on the road	4 (four) hours
(iii)	Malfunctioning of the mobile crane	4 (four) hours
Bridges		
(a) Superstructure		
(i)	Any damage, cracks, spalling/scaling Temporary measures Permanent measures	within 48 (forty eight) hours within 15 (fifteen) days or as specified by the Authority's Engineer
(b) Foundations		

Nature of Defect or deficiency		Time limit for repair/rectification
(i)	Scouring and/or cavitation	15 (fifteen) days
(c) Piers, abutments, return walls and wing walls		
(i)	Cracks and damages including settlement and tilting, spalling, scaling	30 (thirty) days
(d) Bearings (metallic) of bridges		
(i)	Deformation, damages, tilting or shifting of bearings	15 (fifteen) days Greasing of metallic bearings once in a year
(e) Joints		
(i)	Malfunctioning of joints	15 (fifteen) days
(f) Other items		
(i)	Deforming of pads in elastomeric bearings	7 (seven) days
(ii)	Gathering of dirt in bearings and joints; or clogging of spouts, weep holes and vent-holes	3 (three) days
(iii)	Damage or deterioration in kerbs, parapets, handrails and crash barriers	3 (three) days (immediately within 24 hours if posing danger to safety)
(iv)	Rain-cuts or erosion of banks of the side slopes of approaches	7 (seven) days
(v)	Damage to wearing coat	15 (fifteen) days
(vi)	Damage or deterioration in approach slabs, pitching, apron, toes, floor or guide bunds	30 (thirty) days
(vii)	Growth of vegetation affecting the structure or obstructing the waterway	15 (fifteen) days
(g) Hill Roads		
(i)	Damage to retaining wall/breastwall	7 (seven) days
(ii)	Landslides requiring clearance	12 (twelve) hours

Nature of Defect or deficiency		Time limit for repair/ rectification
(iii)	Snow requiring clearance	24 (twenty four) hours

Schedule -F

(See Clause 4.1(vii)(a))

Applicable Permits

1. Applicable Permits

- (i) The Contractor shall obtain, as required under the Applicable Laws, the following Applicable Permits:
 - (a) Permission of the State Government for extraction of boulders from quarry;
 - (b) Permission of Village Panchayats and Pollution Control Board for installation of crushers;
 - (c) Licence for use of explosives;
 - (d) Permission of the State Government for drawing water from river/reservoir;
 - (e) Licence from inspector of factories or other competent Authority for setting up batching plant;
 - (f) Clearance of Pollution Control Board for setting up batching plant;
 - (g) Clearance of Village Panchayats and Pollution Control Board for setting up asphalt plant;
 - (h) Permission of Village Panchayats and State Government for borrow earth; and
 - (i) Any other permits or clearances required under Applicable Laws.
- (ii) Applicable Permits, as required, relating to environmental protection and conservation shall have been procured by the Authority in accordance with the provisions of this Agreement.

Schedule – G

(See Clauses 7.1 and 19.2)

Annex-I

(See Clause 7.1)

Annex-I : Form of Bank Guarantee [Performance Security/Additional Performance Security]

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

- (A) _____ [name and address of contractor] (hereinafter called the “**Contractor**”) and [name and address of the authority], (hereinafter called the “**Authority**”) have entered into an agreement (hereinafter called the “**Agreement**”) for the “**Name of Work**” (the “**EPC**”) basis, subject to and in accordance with the provisions of the Agreement
- (B) The Agreement requires the Contractor to furnish a Performance Security for due and faithful performance of its obligations, under and in accordance with the Agreement, during the {Construction Period/ Defects Liability Period and Maintenance Period} (as defined in the Agreement) in a sum of Rs..... cr. (Rupees crore) (the “**Guarantee Amount**”).
- (C) We, through our branch at (the “**Bank**”) have agreed to furnish this bank guarantee (*hereinafter called the “**Guarantee**”*) by way of Performance Security.

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

1. The Bank hereby unconditionally and irrevocably guarantees the due and faithful performance of the Contractor’s obligations during the {Construction Period/ Defects Liability Period and Maintenance Period} under and in accordance with the Agreement, and agrees and undertakes to pay to the Authority, upon its mere first written demand, and without any demur, reservation, recourse, contest or protest, and without any reference to the Contractor, such sum or sums up to an aggregate sum of the Guarantee Amount as the Authority shall claim, without the Authority being required to prove or to show grounds or reasons for its demand and/or for the sum specified therein.
2. A letter from the Authority, under the hand of an officer not below the rank of General Manager in the National Highways & Infrastructure Development Corporation Ltd. , that the Contractor has committed default in the due and faithful performance of all or any of its obligations under and in accordance with the Agreement shall be conclusive, final and binding on the Bank. The Bank further agrees that the Authority shall be the sole judge as to whether the Contractor is in default in due and faithful performance of its obligations during and under the Agreement and its decision that the Contractor is in default shall be final and binding on the Bank, notwithstanding any differences between the Authority and the Contractor, or any dispute between them pending before any court, tribunal,

arbitrators or any other authority or body, or by the discharge of the Contractor for any reason whatsoever.

3. In order to give effect to this Guarantee, the Authority shall be entitled to act as if the Bank were the principal debtor and any change in the constitution of the Contractor and/or the Bank, whether by their absorption with any other body or corporation or otherwise, shall not in any way or manner affect the liability or obligation of the Bank under this Guarantee.
4. It shall not be necessary, and the Bank hereby waives any necessity, for the Authority to proceed against the Contractor before presenting to the Bank its demand under this Guarantee.
5. The Authority shall have the liberty, without affecting in any manner the liability of the Bank under this Guarantee, to vary at any time, the terms and conditions of the Agreement or to extend the time or period for the compliance with, fulfillment and/ or performance of all or any of the obligations of the Contractor contained in the Agreement or to postpone for any time, and from time to time, any of the rights and powers exercisable by the Authority against the Contractor, and either to enforce or forbear from enforcing any of the terms and conditions contained in the Agreement and/or the securities available to the Authority, and the Bank shall not be released from its liability and obligation under these presents by any exercise by the Authority of the liberty with reference to the matters aforesaid or by reason of time being given to the Contractor or any other forbearance, indulgence, act or omission on the part of the Authority or of any other matter or thing whatsoever which under any law relating to sureties and guarantors would but for this provision have the effect of releasing the Bank from its liability and obligation under this Guarantee and the Bank hereby waives all of its rights under any such law.
6. This Guarantee is in addition to and not in substitution of any other guarantee or security now or which may hereafter be held by the Authority in respect of or relating to the Agreement or for the fulfillment, compliance and/or performance of all or any of the obligations of the Contractor under the Agreement.
7. Notwithstanding anything contained hereinbefore, the liability of the Bank under this Guarantee is restricted to the Guarantee Amount and this Guarantee will remain in force for the period specified in paragraph 8 below and unless a demand or claim in writing is made by the Authority on the Bank under this Guarantee all rights of the Authority under this Guarantee shall be forfeited and the Bank shall be relieved from its liabilities hereunder.
8. The Guarantee shall cease to be in force and effect on ****^{\$}. Unless a demand or claim under this Guarantee is made in writing before expiry of the Guarantee, the Bank shall be discharged from its liabilities hereunder.
9. The Bank undertakes not to revoke this Guarantee during its currency, except with the previous express consent of the Authority in writing, and declares and warrants that it has the power to issue this Guarantee and the undersigned has full powers to do so on behalf of the Bank.

^{\$} Insert date being 2 (two) years from the date of issuance of this Guarantee (in accordance with Clause 7.2 of the Agreement).

10. Any notice by way of request, demand or otherwise hereunder may be sent by post addressed to the Bank at its above referred branch, which shall be deemed to have been duly authorised to receive such notice and to effect payment thereof forthwith, and if sent by post it shall be deemed to have been given at the time when it ought to have been delivered in due course of post and in proving such notice, when given by post, it shall be sufficient to prove that the envelope containing the notice was posted and a certificate signed by an officer of the Authority that the envelope was so posted shall be conclusive.
11. This Guarantee shall come into force with immediate effect and shall remain in force and effect for up to the date specified in paragraph 8 above or until it is released earlier by the Authority pursuant to the provisions of the Agreement.
12. This guarantee shall also be operatable at our..... Branch at New Delhi (Complete Address of bank branch is mandatory), from whom, confirmation regarding the issue of this guarantee or extension / renewal thereof shall be made available on demand. In the contingency of this guarantee being invoked and payment there under claimed, the said branch shall accept such invocation letter and make payment of amounts so demanded under the said invocation.
13. The guarantor/bank hereby confirms that it is on the SFMS (Structural Finance Messaging System) platform & shall invariably send an advice of this Bank Guarantee to the designated bank of NHIDCL, details of which is as under:

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

Signed and sealed this day of, 20..... at

SIGNED, SEALED AND DELIVERED

For and on behalf of the Bank by:

(Signature)

(Name)

(Designation)

(Code Number)

(Address)

NOTES:

- (i) The bank guarantee should contain the name, designation and code number of the officer(s) signing the guarantee.
- (ii) The address, telephone number and other details of the head office of the Bank as well as of issuing branch should be mentioned on the covering letter of issuing branch.

Annex – II

(Schedule - G)

(See Clause 19.2)

Annex-II : Form for Guarantee for Advance Payment

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

- (A) [name and address of contractor] (hereinafter called the “**Contractor**”) has executed an agreement (hereinafter called the “**Agreement**”) with the [name and address of the authority], (hereinafter called the “**Authority**”) for the “**Name of Work**” (the “**EPC**”) basis, subject to and in accordance with the provisions of the Agreement
- (B) In accordance with Clause 19.2 of the Agreement, the Authority shall make to the Contractor an interest bearing @*Bank Rate* + 3% advance payment (herein after called “**Advance Payment**”) equal to 10% (ten per cent) of the Contract Price; and that the Advance Payment shall be made in two installments subject to the Contractor furnishing an irrevocable and unconditional guarantee by a scheduled bank for an amount equivalent to 110% (one hundred and ten percent) of such installment to remain effective till the complete and full repayment of the installment of the Advance Payment as security for compliance with its obligations in accordance with the Agreement. The amount of {first/second} installment of the Advance Payment is Rs. ----- cr. (Rupees ----- crore) and the amount of this Guarantee is Rs. ----- cr. (Rupees ----- crore) (the “**Guarantee Amount**”)§.
- (C) We, through our branch at (the “**Bank**”) have agreed to furnish this bank guarantee (*hereinafter called the “**Guarantee**”*) for the Guarantee Amount.

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

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

A letter from the Authority, under the hand of an officer not below the rank of General Manager in the National Highways & Infrastructure Development Corporation Ltd., that the Contractor has committed default in the due and faithful performance of all or any of its obligations for the repayment of the instalment of the Advance Payment under and in

§ The Guarantee Amount should be equivalent to 110% of the value of the applicable instalment.

accordance with the Agreement shall be conclusive, final and binding on the Bank. The Bank further agrees that the Authority shall be the sole judge as to whether the Contractor is in default in due and faithful performance of its obligations during and under the Agreement and its decision that the Contractor is in default shall be final and binding on the Bank, notwithstanding any differences between the Authority and the Contractor, or any dispute between them pending before any court, tribunal, arbitrators or any other authority or body, or by the discharge of the Contractor for any reason whatsoever.

2. In order to give effect to this Guarantee, the Authority shall be entitled to act as if the Bank were the principal debtor and any change in the constitution of the Contractor and/or the Bank, whether by their absorption with any other body or corporation or otherwise, shall not in any way or manner affect the liability or obligation of the Bank under this Guarantee.
3. It shall not be necessary, and the Bank hereby waives any necessity, for the Authority to proceed against the Contractor before presenting to the Bank its demand under this Guarantee.
4. The Authority shall have the liberty, without affecting in any manner the liability of the Bank under this Guarantee, to vary at any time, the terms and conditions of the Advance Payment or to extend the time or period of its repayment or to postpone for any time, and from time to time, any of the rights and powers exercisable by the Authority against the Contractor, and either to enforce or forbear from enforcing any of the terms and conditions contained in the Agreement and/or the securities available to the Authority, and the Bank shall not be released from its liability and obligation under these presents by any exercise by the Authority of the liberty with reference to the matters aforesaid or by reason of time being given to the Contractor or any other forbearance, indulgence, act or omission on the part of the Authority or of any other matter or thing whatsoever which under any law relating to sureties and guarantors would but for this provision have the effect of releasing the Bank from its liability and obligation under this Guarantee and the Bank hereby waives all of its rights under any such law.
5. This Guarantee is in addition to and not in substitution of any other guarantee or security now or which may hereafter be held by the Authority in respect of or relating to the Advance Payment.
6. Notwithstanding anything contained hereinbefore, the liability of the Bank under this Guarantee is restricted to the Guarantee Amount and this Guarantee will remain in force for the period specified in paragraph 8 below and unless a demand or claim in writing is made by the Authority on the Bank under this Guarantee all rights of the Authority under this Guarantee shall be forfeited and the Bank shall be relieved from its liabilities hereunder.
7. The Guarantee shall cease to be in force and effect on ****.* Unless a demand or claim under this Guarantee is made in writing on or before the aforesaid date, the Bank shall be discharged from its liabilities hereunder.
8. The Bank undertakes not to revoke this Guarantee during its currency, except with the previous express consent of the Authority in writing, and declares and warrants that it has

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

the power to issue this Guarantee and the undersigned has full powers to do so on behalf of the Bank.

9. Any notice by way of request, demand or otherwise hereunder may be sent by post addressed to the Bank at its above referred branch, which shall be deemed to have been duly authorised to receive such notice and to effect payment thereof forthwith, and if sent by post it shall be deemed to have been given at the time when it ought to have been delivered in due course of post and in proving such notice, when given by post, it shall be sufficient to prove that the envelope containing the notice was posted and a certificate signed by an officer of the Authority that the envelope was so posted shall be conclusive.
10. This Guarantee shall come into force with immediate effect and shall remain in force and effect up to the date specified in paragraph 8 above or until it is released earlier by the Authority pursuant to the provisions of the Agreement.
11. This guarantee shall also be operatable at our..... Branch at New Delhi (Complete Address of bank branch is mandatory), from whom, confirmation regarding the issue of this guarantee or extension / renewal thereof shall be made available on demand. In the contingency of this guarantee being invoked and payment there under claimed, the said branch shall accept such invocation letter and make payment of amounts so demanded under the said invocation.
12. The guarantor/bank hereby confirms that it is on the SFMS (Structural Finance Messaging System) platform & shall invariably send an advice of this Bank Guarantee to the designated bank of NHIDCL, details of which is as under:

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

Signed and sealed this day of, 20..... at

SIGNED, SEALED AND DELIVERED

For and on behalf of the Bank by:

(Signature)

(Name)

(Designation)

(Code Number)

(Address)

NOTES:

- (i) The bank guarantee should contain the name, designation and code number of the officer(s) signing the guarantee.
- (ii) The address, telephone number and other details of the head office of the Bank as well as of issuing branch should be mentioned on the covering letter of issuing branch.

Schedule - H

(See Clauses 10.1 (iv) and
19.3)

Contract Price Weightages

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

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

Item	Weightage in % of CP	Stage for Payment	Percentage
1	2	3	4
Road Works including Culverts, widening and repair of culverts	61.34 %	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	26.17%
		(2) Sub-base Course	24.82%
		(3) Non bituminous Base course	16.5%
		(4) Bituminous Basecourse	13.99%
		(5) Wearing Coat	6.74%
		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) DryLean Concrete (DLC) Course	[Nil]
		(4) Pavement Quality Control (PQC) Course	[Nil]
		D- Reconstruction &New Culverts onexisting road, realignments, bypasses Culverts (length <6m)	11.78%

Item	Weightage in % of CP	Stage for Payment	Percentage
Minor bridge/ Underpasses/ Overpasses	8.11 %	A.1-widening and repairing of Minor Bridges (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 upto the abutment/pier cap.	53.97%
		(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.	37.44%
		(3)Approaches:On completionof approaches includingRetainingwalls, stonepitching, protection works complete in all and fit for use	8.58%
		(4) GuideBundsand River Training Works:On completion of GuideBunds andriver training works complete in all respects	[Nil]
		B.1- Widening and repairs of underpasses/overpasses	
		Underpasses/ Overpasses	[Nil]
		B.2-NewUnderpasses/Overpasses	
		(1)Foundation + Sub-Structure: On completion of the foundation work including foundations for wing and return walls, abutments, piers upto the abutment/pier cap.	[Nil]
		(2)Super-structure:On completion of the super-structure in all respects including wearing coat, bearings, expansion joints, hand rails,crash barriers, road signs & markings, tests on completion etc. complete in all respect. Wearing Coat (a) in case of Overpass-wearing coat including expansion joints complete in all respects as specified and (b) in case of underpass- rigid pavement including drainage facility complete in all respects as specified.	[Nil]
		(3) Approaches: On completion of approaches including Retaining walls/ Reinforced Earth walls, stone pitching, protection works complete in all respect and fit for use.	[Nil]

Item	Weightage in % of CP	Stage for Payment	Percentage
Major bridge (length > 60 m) works and ROB/RUB/elevated sections/flyovers including viaducts, if any	0.000 %	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]
		(7) Guide bunds, River Training works etc.	[Nil]
		(8) Approaches (including Retaining walls, stone pitching and protection works)	[Nil]
		A.2- New 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]
		(7) Guide bunds, River Training works etc.	[Nil]
		(8) Approaches (including Retaining walls, stone pitching and protection works)	[Nil]
		B.1- Widening and repair of (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- New ROB/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	[Nil]

Item	Weightage in % of CP	Stage for Payment	Percentage
		walls/Reinforced Earth wall, stone pitching and protection works)	
		C.1- Widening and repair of Elevated Section/Flyovers/Grade Separators	
		(1) Foundations	[Nil]
		(2) Sub-Structure	[Nil]
		(3)Super-Structure(Including bearings)	[Nil]
		(4)WearingCoatincludingexpansion joints	[Nil]
		(5) Miscellaneous Items like handrails, crash barrier, road markings etc.	[Nil]
		(6) Wing walls/Return walls	[Nil]
		(7)Approaches (including Retaining walls/Reinforced Earth wall, stone pitching and protection works)	[Nil]
		C.2- New Elevated Section/Flyovers/GradeSeparators	
		(1) Foundations	[Nil]
		(2) Sub-Structure	[Nil]
		(3)Super-Structure(Including bearings)	[Nil]
		(4)WearingCoatincludingexpansion joints	[Nil]
		(5) Miscellaneous Items like handrails, crash barrier, road markings etc.	[Nil]
		(6) Wing walls/Return walls	[Nil]
		(7)Approaches (including Retaining walls/Reinforced Earth wall, stone pitching and protection works)	[Nil]
Other Works	30.55 %	(i) Toll Plaza	[Nil]
		(ii) Road side drains	35.41%
		(iii) Road signs,markings,km stones,safety devices etc	2.66%
		(iv) Project facilities	
		a) Bus Bays	3.28%
		b) Truck Lay-byes	[Nil]
		c) Passenger Shelter	0.32%
		d) Rest Area	[Nil]
		(v) Road side Plantation	[Nil]
		(vi)Repair of Protection Works other than approaches to the bridges, elevated sections/flyover/grade separators and ROBs/ RUBs	[Nil]
		(vii) Safety &Traffic Management during const.	[Nil]
		(viii) Breast Wall	32.57%
		(ix) Toe Wall	[Nil]
		(x) Retaining Wall	15.09%
		(xi) Boundary wall	[Nil]
		(xii) Site Clearance & Dismantling	0.28%
		(xiii) Protection Works (Erosion Control and Parapet wall)	10.39%

Item	Weightage in % of CP	Stage for Payment	Percentage

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 prorata basis on completion of a stage in a length of not less than 10(ten) percent of the total length.
(1)Earthwork up to top of the sub-grade	[Nil]	
(3) Sub-base Course	[Nil]	
(4) Non bituminous Base course	[Nil]	
(5) Bituminous Base course	[Nil]	
(6) Wearing Coat	[Nil]	
(7) Widening and repair of culverts	[Nil]	Cost of ten completed culverts shall be determined on pro rata basis with respect to the total number of culverts.
B.1- Reconstruction/New2-Lane Realignment/Bypass(Flexible Pavement)		Unit of measurement is linear length. Payment of each stage shall be made on prorata basis on completion of a stage in full length or 5(five) km length, whichever is less.
(1)Earthwork up to top of the sub-grade	26.17%	
(3) Sub-base Course	24.82%	
(4) Non bituminous Base course	16.5%	
(5) Bituminous Base course	13.99%	
(6) Wearing Coat	6.74%	
(7) Widening and repair of culverts		
B.2- Reconstruction/New 8-Lane Realignment/Bypass(Rigid Pavement)		Unit of measurement is linear length. Payment of each stage shall be made on pro rata basis on completion of a stage in full length or 5(five) km length, whichever is less.
(1)Earthwork up to top of the sub-grade	[Nil]	
(2) Sub-base Course	[Nil]	
(3) DryLean 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 culvert shall be determined on pro rata basis with respect to the total number of culverts.
Culverts (length <6m)	11.78%	

Stage of Payment	Percentage weightage	Payment Procedure
		Payment shall be made on the completion of at 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,

$$P = \frac{\text{Contract Price}}{\text{Total length in km}}$$

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.	53.97%	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.

Stage of Payment	Weightage	Payment Procedure
(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.	37.44%	Super-structure: Payment shall be made on pro-rata basis on completion of a stage i.e. completion of super structure of at least one span in all respects as specified in the column of "Stage of Payment" in this sub-clause. In case of structures where pre-cast girders have been proposed by the Contractor, 50% of the stage payment shall be due and payable on casting of girders for each span and balance 50% of the stage payment shall be made on completion of stage specified as above
(3)Approaches :On completion of approaches including Retaining walls, stone pitching, protection works complete in all and fit for use	8.58%	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 and 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 upto 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	[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

Stage of Payment	Weightage	Payment Procedure
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.		
(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. Incase 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 majorbridge.
(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)Guidebunds, 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

Stage of Payment	Weightage	Payment Procedure
		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. complete in all respects as specified.
(6) Wing walls/return walls	[Nil]	Wingwalls/return walls: Payments shall be made on completion of all wing walls/return walls complete in all respects as specified.
(7)Guide bunds, River Training works etc.	[Nil]	Guide Bunds, River Training works: Payments shall be made on completion of all guide bunds/river training works etc. complete in all respects as specified.
(8)Approaches(including Retaining walls, stone pitching and protection works)	[Nil]	Approaches: Payments shall be made on pro rata basis on completion of 10% of the scope of each stage.
B.1- Widening and repairs of (a)ROB (b)RUB		
(1) Foundations	[Nil]	Foundation: Cost of each ROB/RUB shall be determined on pro rata basis with respect to the total linear length (m) of the ROB/RUB. Payment against foundation shall be made on pro-rata basis on completion of a stage i.e. not less than 25% of the scope of foundation of the ROB/RUB. In case where load testing is required for foundation, the trigger of first payment shall include load testing also where specified.

Stage of Payment	Weightage	Payment Procedure
(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.
(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]	Wing walls/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-New ROB/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

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

Stage of Payment	Weightage	Payment Procedure
expansion joints		wearing coat including expansion joints complete in all respects as specified.
(5) Miscellaneous Items like handrails, crash barrier, road markings etc.	[Nil]	Miscellaneous: Payments shall be made on completion of all miscellaneous works like handrails, crash barriers, road markings etc. Complete in all respects as specified.
(6) Wing walls/Return walls	[Nil]	Wingwalls/return walls: Payments shall be made on completion of all wing walls/return walls complete in all respects as specified.
(7)Approaches (including Retaining walls/Reinforced Earth wall, stone pitching and protection works)	[Nil]	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)WearingCoatincludingexpansion 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]	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	35.41%	Unit of measurement is linear length.
(3) Road signs, markings, km stones, safety devices etc.	2.66%	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.
(4) Project Facilities		Payment shall be made on pro rata basis for completed facilities.
a) Bus Bays	3.28%	
b) Truck Lay-byes	[Nil]	
c) Passenger Shelter	0.32%	
d) Rest Area	[Nil]	
(5) Road side Plantation including Horticulture in Wayside Amenities	[Nil]	Unit of measurement is linear length
(6) Repair of Protection Works other than approaches to the bridges, elevated sections/flyover/grade separators and ROBs/ RUBs	[Nil]	Unit of measurement is linear length. Payment shall be made on pro rata basis on completion of a stage in a length of not less than 10% (ten percent) of the total length.
(7) Safety and traffic management during construction	[Nil]	Payment shall be made on prorated basis every six months.
(8) Protection Works		Unit of measurement is linear length. Payment shall be made
(a) Breast Wall	32.57%	

Stage of Payment	Weightage	Payment Procedure
(b) Toe Wall	[Nil]	on pro rata basis on completion of a stage in a length of not less than 5% (five percent) of the total length.
(c) Retaining Wall	15.09%	
(9) Site Clearance & Dismantling	0.28%	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 (Erosion Control and Parapet wall)	10.39%	Unit of measurement is square metre.

2. Procedure for payment for Maintenance

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

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

Schedule -I

(See Clause 10.2(iv))

Drawings**1. Drawings**

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

2. Additional Drawings

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

Annex - I
(Schedule - I)

List of Drawings

- a) Working Drawings of all the components/elements of the project Highway as determined by Authority Engineer/ Authority, and
- b) As-built drawings for the Project Highway components/elements as determined by Authority Engineer/ Authority. As-built drawings shall be duly certified by Authority Engineer.
- a) A broad list of the drawings of the various components/elements of the project Highway and project facilities required to be submitted by the Contractor is given below:
 - a) Horizontal and Vertical Alignment (Plan & Profile) with:
 - Details of Reference Pillars,
 - Horizontal Intersection Point
 - Vertical Intersection Point
 - Elements of Curves, Details of Structures, etc.
 - b) Detailed Designed Cross Sections with Pavement layers at 20 m interval
 - c) Detailed Drawings of individual Cross Drainage Structures
 - d) Detailed drawing of Individual Minor & Major Bridges
 - e) Detailed Drawing of Breast wall, PPC wall, Retaining walls and Slope Protection work
 - f) Detailed Drawing of Drainage including lined drain and other drains.
 - g) Drawings of Major and Minor junctions,
 - h) Detailed Drawing of Light Vehicular Underpass
 - i) Drawings of a Truck lay bye and Bus bay with furniture and drainage system
 - j) Drawings of road furniture items including traffic signage, markings, safety barriers, etc.
 - k) Drawings of traffic diversion plans and traffic control measures
 - l) Drawings of landscaping and horticulture
 - m) Drawings of pedestrian crossings
 - n) General arrangement of Base camp and Administrative Block

Schedule - J

(See Clause 10.3 (ii))

Project Completion Schedule

1. ***Project Completion Schedule***

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

2. ***Project Milestone-I***

- (i) Project Milestone-I shall occur on the date falling on the **[35% of the Scheduled Construction Period]** day from the Appointed Date (the “**Project Milestone- I**”).
- (i) Prior to the occurrence of Project Milestone-I, the Contractor shall have commenced construction of the Project Highway and submitted to the Authority duly and validly prepared Stage Payment Statements for an amount not less than 10% (ten per cent) of the Contract Price.

3. ***Project Milestone-II***

- (i) Project Milestone-II shall occur on the date falling on the **[60% of the Scheduled Construction Period]** day from the Appointed Date (the “**Project Milestone- II**”).
- (ii) Prior to the occurrence of Project Milestone-II, the Contractor shall have continued with construction of the Project Highway and submitted to the Authority duly and validly prepared Stage Payment Statements for an amount not less than 35% (thirty five per cent) of the Contract Price **and should have started construction of all bridges**

4. ***Project Milestone-III***

- (i) Project Milestone-III shall occur on the date falling on the **[85% of the Scheduled Construction Period]** day from the Appointed Date (the “**Project Milestone- III**”).
- (ii) Prior to the occurrence of Project Milestone-III, the Contractor shall have continued with construction of the Project Highway and submitted to the Authority duly and validly prepared Stage Payment Statements for an amount not less than 70% (seventy per cent) of the Contract Price and **should have started construction of all project facilities.**

5. ***Scheduled Completion Date***

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

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

6. *Extension of time*

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

Schedule - K

(See Clause 12.1 (ii))

Tests on Completion

1. *Schedule for Tests*

- (i) The Contractor shall, no later than 30 (thirty) days prior to the likely completion of construction, notify the Authority's Engineer and the Authority of its intent to subject the Project Highway to Tests, and no later than 10 (ten) days prior to the actual date of Tests, furnish to the Authority's Engineer and the Authority detailed inventory and particulars of all works and equipment forming part of Works.
- (ii) The Contractor shall notify the Authority's Engineer of its readiness to subject the Project Highway to Tests at any time after 10 (ten) days from the date of such notice, and upon receipt of such notice, the Authority's Engineer shall, in consultation with the Contractor, determine the date and time for each Test and notify the same to the Authority who may designate its representative to witness the Tests. The Authority's Engineer shall thereupon conduct the Tests itself or cause any of the Tests to be conducted in accordance with Article 12 and this Schedule-K.

2. *Tests*

- (i) Visual and physical test: The Authority's Engineer shall conduct a visual and physical check of construction to determine that all works and equipment forming part thereof conform to the provisions of this Agreement. The physical tests shall include [***].
- (ii) Riding quality test: Riding quality of each lane of the carriageway shall be checked with the help of a Network Survey Vehicle (NSV) fitted with latest equipments and the maximum permissible roughness for purposes of this Test shall be [2,000 (two thousand)] mm for each kilometre.
- (iii) Tests for bridges: All major and minor bridges shall be subjected to the rebound hammer and ultrasonic pulse velocity tests, to be conducted in accordance with the procedure described in Special Report No. 17: 1996 of the IRC Highway Research Board on Nondestructive Testing Techniques, at two spots in every span, to be chosen at random by the Authority's Engineer. Bridges with a span of 15 (fifteen) metres or more shall also be subjected to load testing.
- (iv) Other tests: The Authority's Engineer may require the Contractor to carry out or cause to be carried additional tests, in accordance with Good Industry Practice, for determining the compliance of the Project Highway with Specifications and Standards, except tests as specified in clause 5, but shall include measuring the reflectivity of road markings and road signs; and measuring the illumination level (lux) of lighting using requisite testing equipment.

- (v) Environmental audit: The Authority's Engineer shall carry out a check to determine conformity of the Project Highway with the environmental requirements set forth in Applicable Laws and Applicable Permits.
- (vi) Safety Audit: The Authority's Engineer shall carry out, or cause to be carried out, a safety audit to determine conformity of the Project Highway with the safety requirements and Good Industry Practice.

3. Agency for conducting Tests

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

4. Completion Certificate

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

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

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

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

Schedule -L

(See Clause12.2)

Completion Certificate

- 1 I, (Name of the Authority's Engineer), acting as the Authority's Engineer, under and in accordance with the Agreement dated(the "**Agreement**"), for "**.....Name of Work.....**" on Engineering, Procurement and Construction(EPC) basis through (Name of Contractor), hereby certify that the Tests in accordance with Article 12 of the Agreement have been successfully undertaken to determine compliance of the Project Highway with the provisions of the Agreement, and I am satisfied that the Project Highway can be safely and reliably placed in service of the Users there of.
- 2 It is certified that, in terms of the aforesaid Agreement, all works forming part of Project Highway have been completed, and the Project Highway is hereby declared fit for entry into operation on this the day of 20..... , Scheduled Completed Date for which was the day of20.....

SIGNED, SEALED AND DELIVERED

For and on behalf of the Authority's Engineer by:

(Signature)

(Name)

(Designation)(Address)

Schedule - M
(See Clauses 14.6, 15.2 and 19.7)
Payment Reduction for Non-Compliance

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

- (i) Monthly lump sum payments for maintenance shall be reduced in the case of non-compliance with the Maintenance Requirements set forth in Schedule-E.
- (ii) Any deduction made on account of non-compliance with the Maintenance Requirements shall not be paid even after compliance subsequently. The deductions shall continue to be made every month until compliance is done.
- (iii) The Authority's Engineer shall calculate the amount of payment reduction on the basis of weightage in percentage assigned to non-conforming items as given in Paragraph 2.

2. Percentage reductions in lump sum payments on monthly basis

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

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

S. No.	Item/Defect/Deficiency	Percentage
(e)	Road Furniture	
(i)	Cleaning, painting, replacement of road signs, delineators, road markings, 200 m/km/5 th km stones	5%
(f)	Miscellaneous Items	
(i)	Removal of dead animals, broken down/accident vehicles, fallen trees, road blockades or malfunctioning of mobile crane	10%
(ii)	Any other Defects in accordance with paragraph 1.	5%
(g)	Defects in Other Project Facilities	5%

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

$$R = \frac{P}{100} \times (M1 \text{ or } M2) \times \frac{L1}{L}$$

Where,

P= Percentage of particular item/Defect/deficiency for deduction

M1= Monthly lump-sum payment in accordance para 1.2 above of this Schedule

M2= Monthly lump-sum payment in accordance para 1.2 above of this Schedule

L1= Non-complying length L = Total length of the road,

R= Reduction (the amount to be deducted for non-compliance for a particular item/Defect/deficiency)

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

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

Schedule -N

(See Clause 18.1(i))

Selection of Authority's Engineer

1. Selection of Authority's Engineer

- (i) The provisions of the Model Request for Proposal for Selection of Technical Consultants, issued by the Ministry of Finance in May 2009, or any substitute thereof shall apply for selection of an experienced firm to discharge the functions and duties of an Authority's Engineer.
- (ii) In the event of termination of the Technical Consultants appointed in accordance with the provisions of Paragraph 1.1, the Authority shall appoint another firm of Technical Consultants forthwith and may engage a government-owned entity in accordance with the provisions of Paragraph 3 of this Schedule-N.

2. Terms of Reference

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

3. Appointment of Government entity as Authority's Engineer

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

Annex – I
(Schedule - N)

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

1. Scope

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

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

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

2. Definitions and interpretation

- (i) The words and expressions beginning with or in capital letters and not defined herein but defined in the Agreement shall have, unless repugnant to the context, the meaning respectively assigned to them in the Agreement.
- (ii) References to Articles, Clauses and Schedules in this TOR shall, except where the context otherwise requires, be deemed to be references to the Articles, Clauses and Schedules of the Agreement, and references to Paragraphs shall be deemed to be references to Paragraphs of this TOR.
- (iii) The rules of interpretation stated in Article 1 of the Agreement shall apply, mutatis mutandis, to this TOR.

3. General

- (i) The Authority’s Engineer shall discharge its duties in a fair, impartial and efficient manner, consistent with the highest standards of professional integrity and Good Industry Practice.
- (ii) The Authority’s Engineer shall perform the duties and exercise the authority in accordance with the provisions of this Agreement, but subject to obtaining prior written approval of the Authority before determining:
- (a) any Time Extension;
 - (b) any additional cost to be paid by the Authority to the Contractor;
 - (c) the Termination Payment; or
 - (d) issuance of Completion Certificate or

- (e) any other matter which is not specified in (a), (b), (c) or (d) above and which creates a financial liability on either Party.
- (iii) The Authority's Engineer shall submit regular periodic reports, at least once every month, to the Authority in respect of its duties and functions under this Agreement. Such reports shall be submitted by the Authority's Engineer within 10 (ten) days of the beginning of every month.
- (iv) The Authority's Engineer shall inform the Contractor of any delegation of its duties and responsibilities to its suitably qualified and experienced personnel; provided, however, that it shall not delegate the authority to refer any matter for the Authority's prior approval in accordance with the provisions of Clause 18.2.
- (v) The Authority's Engineer shall aid and advise the Authority on any proposal for Change of Scope under Article 13.
- (vi) In the event of any disagreement between the Parties regarding the meaning, scope and nature of Good Industry Practice, as set forth in any provision of the Agreement, the Authority's Engineer shall specify such meaning, scope and nature by issuing a reasoned written statement relying on good industry practice and authentic literature.

4. Construction Period

- (i) During the Construction Period, the Authority's Engineer shall review and approve the Drawings furnished by the Contractor along with supporting data, including the geo-technical and hydrological investigations, characteristics of materials from borrow areas and quarry sites, topographical surveys, and the recommendations of the Safety Consultant in accordance with the provisions of Clause 10.1 (vi). The Authority's Engineer shall complete such review and approval and send its observations to the Authority and the Contractor within 15 (fifteen) days of receipt of such Drawings; provided, however that in case of a Major Bridge or Structure, the aforesaid period of 15 (fifteen) days may be extended upto 30 (thirty) days. In particular, such comments shall specify the conformity or otherwise of such Drawings with the Scope of the Project and Specifications and Standards.
- (ii) The Authority's Engineer shall review and approve any revised Drawings sent to it by the Contractor and furnish its comments within 10 (ten) days of receiving such Drawings.
- (iii) The Authority's Engineer shall review and approve the Quality Assurance Plan submitted by the Contractor and shall convey its comments to the Contractor within a period of 21 (twenty one) days stating the modifications, if any, required thereto.
- (iv) The Authority's Engineer shall complete the review and approve of the methodology proposed to be adopted by the Contractor for executing the Works, and convey its comments to the Contractor within a period of 10 (ten) days from the date of receipt of the proposed methodology from the Contractor.
- (v) The Authority's Engineer shall grant written approval to the Contractor, where necessary, for interruption and diversion of the flow of traffic in the existing lane(s) of the Project Highway for purposes of maintenance during the Construction Period in accordance with the provisions of Clause 10.4.

- (vi) The Authority's Engineer shall review the monthly progress report furnished by the Contractor and send its comments thereon to the Authority and the Contractor within 7 (seven) days of receipt of such report.
- (vii) The Authority's Engineer shall inspect the Construction Works and the Project Highway and shall submit a monthly Inspection Report bringing out the results of inspections and the remedial action taken by the Contractor in respect of Defects or deficiencies. In particular, the Authority's Engineer shall include in its Inspection Report, the compliance of the recommendations made by the Safety Consultant.
- (viii) The Authority's Engineer shall conduct the pre-construction review of manufacturer's test reports and standard samples of manufactured Materials, and such other Materials as the Authority's Engineer may require.
- (ix) For determining that the Works conform to Specifications and Standards, the Authority's Engineer shall require the Contractor to carry out, or cause to be carried out, tests at such time and frequency and in such manner as specified in the Agreement and in accordance with Good Industry Practice for quality assurance. For purposes of this Paragraph 4 (ix), the tests specified in the IRC Special Publication-11 (Handbook of Quality Control for Construction of Roads and Runways) and the Specifications for Road and Bridge Works issued by MORTH (the "Quality Control Manuals") or any modification/substitution thereof shall be deemed to be tests conforming to Good Industry Practice for quality assurance.
- (x) The Authority's Engineer shall test check at least 50 (fifty) percent of the quantity or number of tests prescribed for each category or type of test for quality control by the Contractor.
- (xi) The timing of tests referred to in Paragraph 4 (ix), and the criteria for acceptance/ rejection of their results shall be determined by the Authority's Engineer in accordance with the Quality Control Manuals. The tests shall be undertaken on a random sample basis and shall be in addition to, and independent of, the tests that may be carried out by the Contractor for its own quality assurance in accordance with Good Industry Practice.
- (xii) In the event that results of any tests conducted under Clause 11.10 establish any Defects or deficiencies in the Works, the Authority's Engineer shall require the Contractor to carry out remedial measures.
- (xiii) The Authority's Engineer may instruct the Contractor to execute any work which is urgently required for the safety of the Project Highway, whether because of an accident, unforeseeable event or otherwise; provided that in case of any work required on account of a Force Majeure Event, the provisions of Clause 21.6 shall apply.
- (xiv) In the event that the Contractor fails to achieve any of the Project Milestones, the Authority's Engineer shall undertake a review of the progress of construction and identify potential delays, if any. If the Authority's Engineer shall determine that completion of the Project Highway is not feasible within the time specified in the Agreement, it shall require the Contractor to indicate within 15 (fifteen) days the steps proposed to be taken to expedite progress, and the period within which the Project Completion Date shall be achieved. Upon receipt of a report from the Contractor, the Authority's Engineer shall review the same and send its comments to the Authority and the Contractor forthwith.

- (xv) The Authority's Engineer shall obtain from the Contractor a copy of all the Contractor's quality control records and documents before the Completion Certificate is issued pursuant to Clause 12.2.
- (xvi) Authority's Engineer may recommend to the Authority suspension of the whole or part of the Works if the work threatens the safety of the Users and pedestrians. After the Contractor has carried out remedial measure, the Authority's Engineer shall inspect such remedial measures forthwith and make a report to the Authority recommending whether or not the suspension hereunder may be revoked.
- (xvii) In the event that the Contractor carries out any remedial measures to secure the safety of suspended works and Users, and requires the Authority's Engineer to inspect such works, the Authority's Engineer shall inspect the suspended works within 3 (three) days of receiving such notice, and make a report to the Authority forthwith, recommending whether or not such suspension may be revoked by the Authority.
- (xviii) The Authority's Engineer shall carry out, or cause to be carried out, all the Tests specified in Schedule-K and issue a Completion Certificate, as the case may be. For carrying out its functions under this Paragraph 4 (xviii) and all matters incidental thereto, the Authority's Engineer shall act under and in accordance with the provisions of Article 12 and Schedule-K.

5. Maintenance Period

- (i) The Authority's Engineer shall aid and advise the Contractor in the preparation of its monthly Maintenance Programme and for this purpose carry out a joint monthly inspection with the Contractor.
- (ii) The Authority's Engineer shall undertake regular inspections, at least once every month, to evaluate compliance with the Maintenance Requirements and submit a Maintenance Inspection Report to the Authority and the Contractor.
- (iii) The Authority's Engineer shall specify the tests, if any, that the Contractor shall carry out, or cause to be carried out, for the purpose of determining that the Project Highway is in conformity with the Maintenance Requirements. It shall monitor and review the results of such tests and the remedial measures, if any, taken by the Contractor in this behalf.
- (iv) In respect of any defect or deficiency referred to in Paragraph 3 of Schedule- E, the Authority's Engineer shall, in conformity with Good Industry Practice, specify the permissible limit of deviation or deterioration with reference to the Specifications and Standards and shall also specify the time limit for repair or rectification of any deviation or deterioration beyond the permissible limit.
- (v) The Authority's Engineer shall examine the request of the Contractor for closure of any lane(s) of the Project Highway for undertaking maintenance/repair thereof, and shall grant permission with such modifications, as it may deem necessary, within 5 (five) days of receiving a request from the Contractor. Upon expiry of the permitted period of closure, the Authority's Engineer shall monitor the reopening of such lane(s), and in case of delay, determine the Damages payable by the Contractor to the Authority under Clause 14.5.

6. Determination of costs and time

- (i) The Authority's Engineer shall determine the costs, and/or their reasonableness, that are required to be determined by it under the Agreement.
- (ii) The Authority's Engineer shall determine the period of Time Extension that is required to be determined by it under the Agreement.
- (iii) The Authority's Engineer shall consult each Party in every case of determination in accordance with the provisions of Clause 18.5.

7. Payments

- (i) The Authority's Engineer shall withhold payments for the affected works for which the Contractor fails to revise and resubmit the Drawings to the Authority's Engineer in accordance with the provisions of Clause 10.2 (iv) (d).
- (ii) Authority's Engineer shall -
 - (a) within 10 (ten) days of receipt of the Stage Payment Statement from the Contractor pursuant to Clause 19.4, determine the amount due to the Contractor and recommend the release of 90 (ninety) percent of the amount so determined as part payment, pending issue of the Interim Payment Certificate; and
 - (b) within 15 (fifteen) days of the receipt of the Stage Payment Statement referred to in Clause 19.4, deliver to the Authority and the Contractor an Interim Payment Certificate certifying the amount due and payable to the Contractor, after adjustments in accordance with the provisions of Clause 19.10.
- (iii) The Authority's Engineer shall, within 15 (fifteen) days of receipt of the Monthly Maintenance Statement from the Contractor pursuant to Clause 19.6, verify the Contractor's monthly statement and certify the amount to be paid to the Contractor in accordance with the provisions of the Agreement.
- (iv) The Authority's Engineer shall certify final payment within 30 (thirty) days of the receipt of the final payment statement of Maintenance in accordance with the provisions of Clause 19.16.

8. Other duties and functions

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

9. Miscellaneous

- (i) A copy of all communications, comments, instructions, Drawings or Documents sent by the Authority's Engineer to the Contractor pursuant to this TOR, and a copy of all the test results with comments of the Authority's Engineer thereon, shall be furnished by the Authority's Engineer to the Authority forthwith.
- (ii) The Authority's Engineer shall retain at least one copy each of all Drawings and Documents received by it, including 'as-built' Drawings, and keep them in its safe custody.
- (iii) Within 90 (ninety) days of the Project Completion Date, the Authority's Engineer shall obtain a complete set of as-built Drawings, in 2 (two) hard copies and in micro film form or in such other medium as may be acceptable to the Authority, reflecting the Project Highway as

actually designed, engineered and constructed, including an as-built survey illustrating the layout of the Project Highway and setback lines, if any, of the buildings and structures forming part of Project Facilities; and shall hand them over to the Authority against receipt thereof.

- (iv) The Authority's Engineer, if called upon by the Authority or the Contractor or both, shall mediate and assist the Parties in arriving at an amicable settlement of any Dispute between the Parties.
- (v) The Authority's Engineer shall inform the Authority and the Contractor of any event of Contractor's Default within one week of its occurrence.

Schedule - 0

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

Forms of Payment Statements

1. *Stage Payment Statement for Works*

The Stage Payment Statement for Works shall state:

- (a) the estimated amount for the Works executed in accordance with Clause 19.3 (i) subsequent to the last claim;
- (b) amounts reflecting adjustments in price for the aforesaid claim;
- (c) the estimated amount of each Change of Scope Order executed subsequent to the last claim;
- (d) amounts reflecting adjustment in price, if any, for (c) above in accordance with the provisions of Clause 13.2 (iii) (a);
- (e) total of (a), (b), (c) and (d) above;
- (f) Deductions:
 - i. Any amount to be deducted in accordance with the provisions of the Agreement except taxes;
 - ii. Any amount towards deduction of taxes; and
 - iii. Total of (i) and (ii) above.
- (g) Net claim: (e) – (f) (iii);
- (h) The amounts received by the Contractor upto the last claim:
 - i. For the Works executed (excluding Change of Scope orders);
 - ii. For Change of Scope Orders, and
 - iii. Taxes deducted

2. *Monthly Maintenance Payment Statement*

The monthly Statement for Maintenance Payment shall state:

- a) the monthly payment admissible in accordance with the provisions of the Agreement;
- b) the deductions for maintenance work not done;
- c) net payment for maintenance due, (a) minus (b);
- d) amounts reflecting adjustments in price under Clause 19.12; and
- e) amount towards deduction of taxes

3. *Contractor's claim for Damages*

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

Schedule - P
(See Clause 20.1)
Insurance

1. *Insurance during Construction Period*

- (i) The Contractor shall effect and maintain at its own cost, from the Appointed Date till the date of issue of the Completion Certificate, the following insurances for any loss or damage occurring on account of Non Political Event of Force Majeure, malicious act, accidental damage, explosion, fire and terrorism:
 - (a) insurance of Works, Plant and Materials and an additional sum of [15 (fifteen)] per cent of such replacement cost to cover any additional costs of and incidental to the rectification of loss or damage including professional fees and the cost of demolishing and removing any part of the Works and of removing debris of whatsoever nature; and
 - (b) insurance for the Contractor's equipment and Documents brought onto the Site by the Contractor, for a sum sufficient to provide for their replacement at the Site.
- (ii) The insurance under sub para (a) and (b) of paragraph 1(i) above shall cover the Authority and the Contractor against all loss or damage from any cause arising under paragraph 1.1 other than risks which are not insurable at commercial terms.

2. *Insurance for Contractor's Defects Liability*

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

3. *Insurance against injury to persons and damage to property*

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

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

- (ii) The insurance shall be extended to cover liability for all loss and damage to the Authority's property arising out of the Contractor's performance of this Agreement excluding:
 - (a) the Authority's right to have the construction works executed on, over, under, in or through any land, and to occupy this land for the Works; and
 - (b) damage which is an unavoidable result of the Contractor's obligations to execute the Works.

4. *Insurance to be in joint names*

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

Schedule-Q

(See Clause 14.10)

Tests on Completion of Maintenance Period

1. *Riding Quality test:*

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

2. *Visual and physical test:*

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

Schedule-R

(See Clause 14.10)

Taking Over Certificate

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

SIGNED, SEALED AND DELIVERED

(Signature)

(Name and designation of Authority's Representative)

(Address)