
SCHEDULE - A

(See Clauses 2.1 and 8.1)

SITE OF THE PROJECT

1. The Site

- (i) The Project Road starts from km 21.400 near Bijoy nagar (near the end of Mohanpur Bypass) and ends at km 35.000 (after the end of hill section).

The existing length of this section is 13.600 km.

Existing lane of Project Road varies from Intermediate Lane to two lane with fair to poor riding quality.

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 Project road starts from km 21.400 near Bijoy nagar (near the end of Mohanpur Bypass) and ends at km 35.000 (after the end of hill section).The existing length of this section is 13.600 km.

Project Highway shall include the land, buildings, structures and road works as described in Annex-I of this Schedule-A.

The Land, Carriageway and structures comprising the site are described below.

Sl.no	Design Chainage		Length (in Mt.)	Side	Improvement Proposal	Detail of work done by previous contractor	Remarks
	From	To					
1	19300	19350	50	BHS	Built up	No work	-
2	19350	19900	550	BHS	New Construction	No work	-
3	19900	20140	240	BHS	New Construction	Subgrade	Rectification needed
4	20140	21000	860	BHS	New Construction	No work	-
5	21000	21160	160	BHS	Built up	No work	-
6	21160	21300	140	RHS	Built up	WMM	Rectification needed
7	21160	21300	140	LHS	Built up	No work	-
8	21300	21405	105	RHS	Over Existing	WMM	Rectification needed
9	21300	21415	115	LHS	Over Existing	WMM	Rectification needed
10	21405	21415	10	RHS	Over Existing	WMM	Rectification needed
11	21415	21640	225	BHS	Over Existing	DBM Laid	-
12	21640	21800	160	BHS	Over Existing	WMM	Rectification needed
13	21800	21826	26	LHS	Over Existing	WMM	
14	21800	21826	26	RHS	Over Existing	DBM Laid	
15	21826	22235	409	BHS	Over Existing	DBM Laid	-
16	22235	22250	15	BHS	Over Existing	WMM	Rectification needed
17	22250	22270	20	RHS	New Construction	WMM	Rectification needed
18	22270	22330	60	BHS	New Construction	Subgrade	Rectification needed

19	22330	22540	210	BHS	New Construction	Subgrade	Rectification needed
20	22540	22600	60	BHS	New Construction	Subgrade	Rectification needed
21	22600	22800	200	BHS	New Construction	Subgrade	Rectification needed
22	22800	23100	300	BHS	New Construction	Subgrade	Rectification needed
23	23100	23320	220	BHS	New Construction	No work	-
24	23320	23400	80	BHS	New Construction	Subgrade	Rectification needed
25	23400	23970	570	BHS	New Construction	No work	-
26	23970	24000	30	BHS	New Construction	WMM	Rectification needed
27	24000	24380	380	BHS	Over Existing	WMM	Rectification needed
28	24380	24400	20	BHS	Over Existing	No work	
29	24400	24500	100	BHS	Over Existing	No work	-
30	24500	24800	300	LHS	Over Existing	Subgrade	Rectification needed
31	24500	24800	300	RHS	Over Existing	No work	-
32	24800	24950	150	BHS	Over Existing	Subgrade	Rectification needed
33	24950	25000	50	BHS	Over Existing	No work	-
34	25000	25030	30	BHS	Over Existing	GSB	Rectification needed
35	25030	25200	170	BHS	Over Existing	DBM Laid	
36	25200	25240	40	BHS	Built up	DBM Laid	
37	25240	25260	20	BHS	Built up	GSB	Rectification needed
38	25260	25800	540	BHS	Built up	No work	-
39	25800	27000	1200	BHS	New Construction	No work	-
40	27000	28000	1000	BHS	New Construction	No work	-
41	28000	29000	1000	BHS	New Construction	No work	-
42	29000	30000	1000	BHS	New Construction	No work	-
43	30000	31300	1300	BHS	New Construction	No work	-

Note: - Bidders are requested to visit the site/stretch to understand the requirement of rectification as per their own assessment. The locations and length given above are tentative. The distressed locations should be identified with their exact chainages. The distresses should be marked up in a grid pattern covering the distressed portion and also beyond the distresses portion. Then the entire DBM/WMM/GSB/Sub-grade (as the case may be) within the identified grid must be scrapped of thoroughly. After scrapping of DBM layer, the top WMM surface must be thoroughly checked with respect to degree of compaction and plasticity (within the grid) randomly by doing the test pits at few locations.

Further it should be extended for GSB and subgrade layer with extraction of layer materials to observe CBR value. If result does not comply in any of the layers, then in that grid all the material including subgrade should be excavated and reconstructed freshly. If subgrade soil is complying with the physical properties while GSB does not, the excavation should be made up to GSB layer and reconstruction should be from GSB layer. The same should be done for WMM/GSB/Sub-grade also.

2. Land

The Site of the Project highway comprises the land as described below –

Sl. No.	Design Chainage (Km)		Total PROW (m)	Remarks
	From	To		
1	19+300	19+350	18	
2	19+350	20+900	30	
3	20+900	21+350	18	
4	21+350	22+200	30	
5	22+200	23+960	45	
6	23+960	25+100	30	
7	25+100	26+000	18	
8	26+000	26+200	30	
9	26+200	26+600	40	
10	26+600	26+800	40	
11	26+800	26+900	14	
12	26+900	27+100	35	
13	27+100	27+700	30	
14	27+700	29+100	30	
15	29+100	29+300	30	
16	29+300	29+800	30	
17	29+800	30+000	30	
18	30+000	30+550	14	
19	30+550	31+300	30	

3. Carriageway

The present carriageway of the Project Highway is as described below –

Sl. No.	Chainage (km)		Carriageway Width (m)	Remarks
	From	To		
1	21.400	25.000	7.00	
2	25.000	35.000	5.50	

The type of the existing pavement is Flexible.

4. Major Bridges

The Site includes the following Major Bridges

Sl. 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)

Sl. No.	Chainage (km)	Type of Structure		No. of Spans with Span length (m)	Width (m)	ROB/ RUB
		Foundation	Super Structure			
Nil						

6 Grade separators

The Site includes the following grade separators:

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

7 Minor bridges

The Site includes the following minor bridges:

Sl. No.	Chainage (km)	Type of Structure			No. of Spans with span length (m)	Width (m)
		Foundation	Sub-Structure	Super-structure		
1	22+800		RCC	RCC GIRDER	1 No., Length = 23.3m	11.00
2	27+500		RCC	GIRDER	1 No., Length = 30.4m	11.00
3	28+150		RCC	RCC/GIRDER	1 No., Length = 17.1m	11.10
4	28+970		RCC/BOX	RCC/SLAB	2 No., Length = 17.3m	11.10

8 Railway level crossings

The Site includes the following railway level crossings:

Sl. No.	Location (km)	Remarks
Nil		

9 Underpasses (vehicular, Non-vehicular)

The Site includes the following underpasses:

Sl. 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 Structure	Span / Opening (m)	Remarks
1	19+383	Box culvert	1x2x2	Completed up to Deck Slab (LHS)
2	19+625	Box culvert	1x3x3	Completed up to 2 nd Lift (BHS)
3	19+880	Box culvert	1x3x4	Deck Slab completed up to parapet wall (BHS)
4	20+160	Box culvert	1x2x2	Completed
5	20+400	Box culvert	1x2x2	Deck Slab completed (RHS)
6	21+330	Box culvert	1x2x2	Deck Slab completed up to parapet wall (BHS)
7	21+450	SLAB	1 x 3.3	-
8	21+600	SLAB	1 x 3	-
9	21+640	Box culvert	1x3x4	Completed up to Deck Slab & Parapet (BHS)
10	21+750	SLAB	1 x 3	-
11	21+950	Box culvert	1x2x2	Completed
12	21+970	SLAB	1 x 2.9	-
13	22+550	SLAB	1 x 1.8	-

Sl. No.	Chainage (km)	Type of Structure	Span / Opening (m)	Remarks
14	22+625	Box culvert	1X3X4	Completed up to 2 nd Lift (BHS)
15	23+150	Box culvert	1x2x2	Completed up to First lift (BHS)
16	23+200	SLAB	1 x 3	-
17	23+300	Box culvert	1x3x4	Completed up to raft (BHS)
18	23+445	Box Culvert	1x2x5	Completed up to 2 nd lift BHS
19	23+800	SLAB	1 x 2.8	-
20	24+780	SLAB	1 x 2.9	-
21	25+100	Box culvert	1x2x3	Deck Slab (BHS)
22	25+260	Box culvert	1x2x2	Deck Slab (BHS)
23	25+350	SLAB	1 x 1.9	-
24	26+000	Box culvert	1x3x2	-
25	26+800	SLAB	1 x 3	-
26	27+220	SLAB	1 x 2	-
27	27+950	SLAB	1 x 2.9	-
28	28+250	SLAB	1 x 1.8	-
29	28+430	SLAB	1 x 2	-
30	28+800	SLAB	1 x 2	-
31	34+230	SLAB	1 x 1	-

11 Bus Bays

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

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

12 Truck Lay bays

The details of truck lay byes are as follows:

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

13 Road side drains

The details of the roadside drains are as follows:

Sl. No.	Location (km)		Type		
	From	To	RCC Drain	Masonry/cc	Earthen
			(length)	(Pucca)	(Kutcha)
1	21.000	21.180	180 m RHS up to Wall completed	Nil	Nil

14 Major junctions

The detail of major junction are as follows:

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

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

15 Minor junctions

The details of the minor junctions are as follows:-

Sl. No.	Existing Chainage (km)	Type of Junction	
		T or Y - Junction	Cross Road
1	21+450	Y	
2	22+000	T	
3	22+275	T	
4	22+290	T	
5	22+350	T	
6	22+400	T	
7	22+475	Y	
8	22+550	T	
9	23+000	Y	
10	24+400		4 Arm (+)
11	22+425	Y	
12	24+975	T	

Sl. No.	Existing Chainage (km)	Type of Junction	
		T or Y - Junction	Cross Road
13	25+080	T	
14	25+475	Y	
15	25+925	T	
16	26+530	T	
17	26+700	Y	
18	27+700	T	
19	28+775	Y	
20	30+800	T	
21	34+100	Y	
22	34+310	T	

16 Bypasses

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

Sl. No.	Name of Bypass (town)	Chainage (km)		Length (km)
		From	To	
Nil				

17 Other structures

Nil

Annex - II
(Schedule-A)

**Dates for providing Right of Way of
construction Zone**

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

Sl. No.	From km To km	Length (Km)	Proposed Width (m)	Date of providing ROW*
1	2	3	4	5
(i) Full Right of Way (Full Width)				
(a) Stretch				
(b) Stretch				
(c) Stretch				
(ii) Part Right of Way (Part Width)				
(a) Stretch				
(b) Stretch				
(c) Stretch				
(iii) Balance Right of Way (Width)				
(a) Stretch				
(b) Stretch				
(c) Stretch				

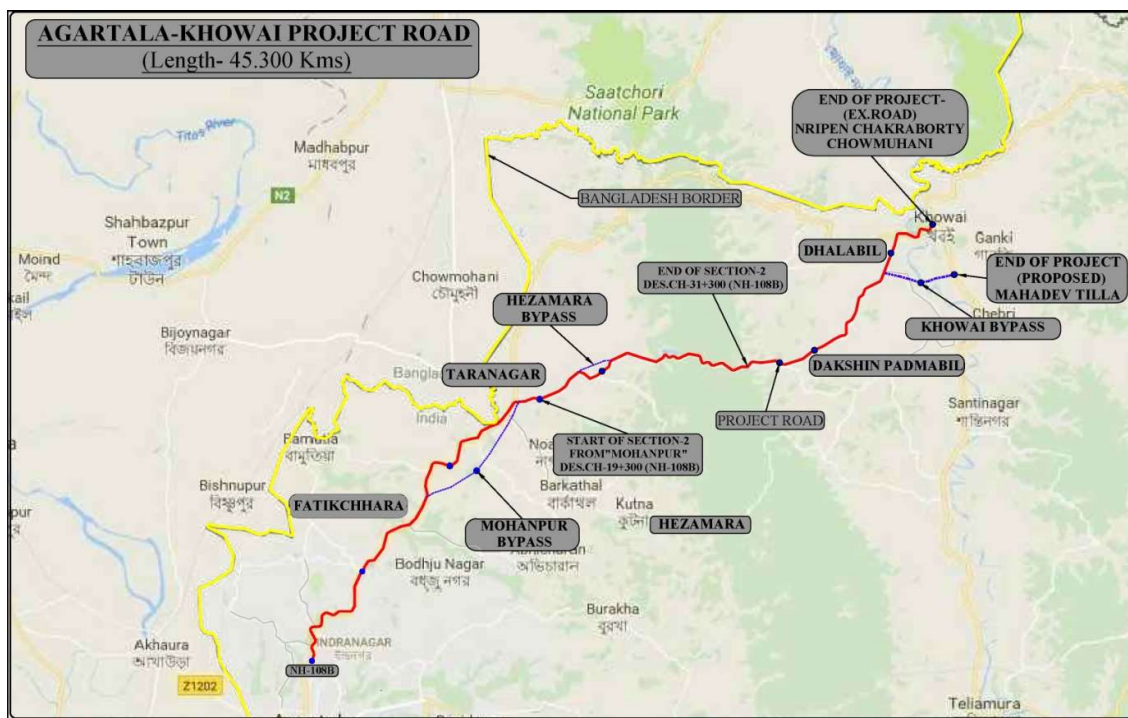
*The dates specified herein shall in no case be beyond 150 (one hundred and fifty) days after the Appointed Date.

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:

An alignment plan is given in soft copy.



- (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 IRC: SP: 99 & IRC: 67.

Annex - IV
(Schedule-A)

Environment Clearances

The following clearances have been obtained:

Sl. No.	Clearances	Present Status
1	Environment clearance	Environment Clearance is not required for two lanning of Project Highway as per MOEF Notification on 22nd Aug, 2013.
2	Forest Clearance	Final approved (Stage-II) received from Forest Department

SCHEDULE - B

SCHEDULE - B
(See Clause 2.1)

Development of the Project Highway

1 Development of the Project Highway

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

2 Rehabilitation and Augmentation

[Rehabilitation and Augmentation] shall include (Two laning and strengthening) of the Project highway as described in Annexure I of this schedule B & in schedule C.

3 Specifications and Standards

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

Annex-I
(Schedule-B)

DESCRIPTION OF TWO LANE WITH PAVED SHOULDER

The Project Road starts from km 19.300 near Bijoy nagar (near end of Mohanpur bypass) and ends at km 31.300 (after the end of hill section).

The design length of this section (with geometric improvement) is 12.000 km.

1 Widening of the Existing Highway

- (i) The Project Highway shall follow the proposed alignment as 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 Plain / Rolling terrain to the extent land is available.

(ii) Width of Carriageway

- (a) Two-Lane with paved shoulders shall be undertaken. The paved carriageway shall be 7 (Seven) m wide in accordance with the typical cross sections drawings in the manual (IRC SP -73:2018)

Provided that in the built-up areas [refer to paragraphs 2.1 (ii) (a) of the manual and provide necessary details]: the width of the carriageway (including paved shoulder) shall be as specified in the following table:

Sl. No.	Built-up Stretch (Township)	Location / Design Chainage (km)		Width (m)	Typical Cross Section
		From	To		
1.	Mohanpur	19.300	19.350	14	Refer TCS - 3
2.	Mohanpur (Chai bagan)	20.900	21.300	14	Refer TCS - 3
3	Subal singh	25.100	26.000	14	Refer TCS-3

- (b) Except as otherwise provided in this Agreement, the width of the paved carriageway and

cross-sectional features shall confirm 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 two lane manual.

(ii) Design speed

The design speed shall be the minimum design speed of 80 km per hr for plain/rolling terrain and 40 km per hr. for hilly terrain.

(iii) Improvement of the existing road geometrics

[Refer to paragraph 2.1 (v) of the manual and provide details]

In the following sections where improvement of the existing road geometrics to the prescribed standard is not possible, the existing road geometrics shall be improved to the extent possible within the given ROW and proper road signs and safety measures shall be provided:

Sl. No.	Stretch (from km to km)	Type of deficiency	Remarks
1	26+650 to 26+800	Speed less than 40kmph	Hill Section
2	28+000 to 28+050	Speed less than 40kmph	Hill Section
3	30+000 to 30+400	Speed less than 40kmph	Hill Section
4	30+550 to 30+860	Speed less than 40kmph	Hill Section

(iv) Right of Way

Details of the Right of Way are given in annex – II of schedule A.

(v) Type of shoulders

- (a) In Built up sections, Footpath/Fully paved shoulders shall be provided in the following stretches:

Sl. No.	Stretch (km)		Fully Paved shoulders/Footpaths	References to Cross Section
	From	To		
1	19.300	19.350	2.5m wide paved shoulder + 1.0m wide RCC Drain cum footpath	Refer TCS-3
2	20.900	21.350	2.5m wide paved shoulder + 1.0m wide RCC Drain cum footpath	Refer TCS-3
3	25.100	26.000	2.5m wide paved shoulder + 1.0m wide RCC Drain cum footpath	Refer TCS-3

(b) In open country, [paved shoulders of 2.5 m width shall be provided and balance 1.5m width shall be covered with local earth material.

(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 the provision of relevant manual.

(b) Lateral and 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 the provision of 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 /Slip roads shall be constructed at the locations and for the lengths indicated below:

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

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 relevant Manual. The requisite particulars are given below:

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

Sl. No.	Length of Structure (km)	Length (m)	Number and length of spans (m)	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:

Sl. No.	Location of structure (km)	Type of Structure Length (m)	Cross road at			Remarks, If any
			Existing level	Raised Level	Lowered Level	
Nil						

(x) Cattle and pedestrian underpass /overpass

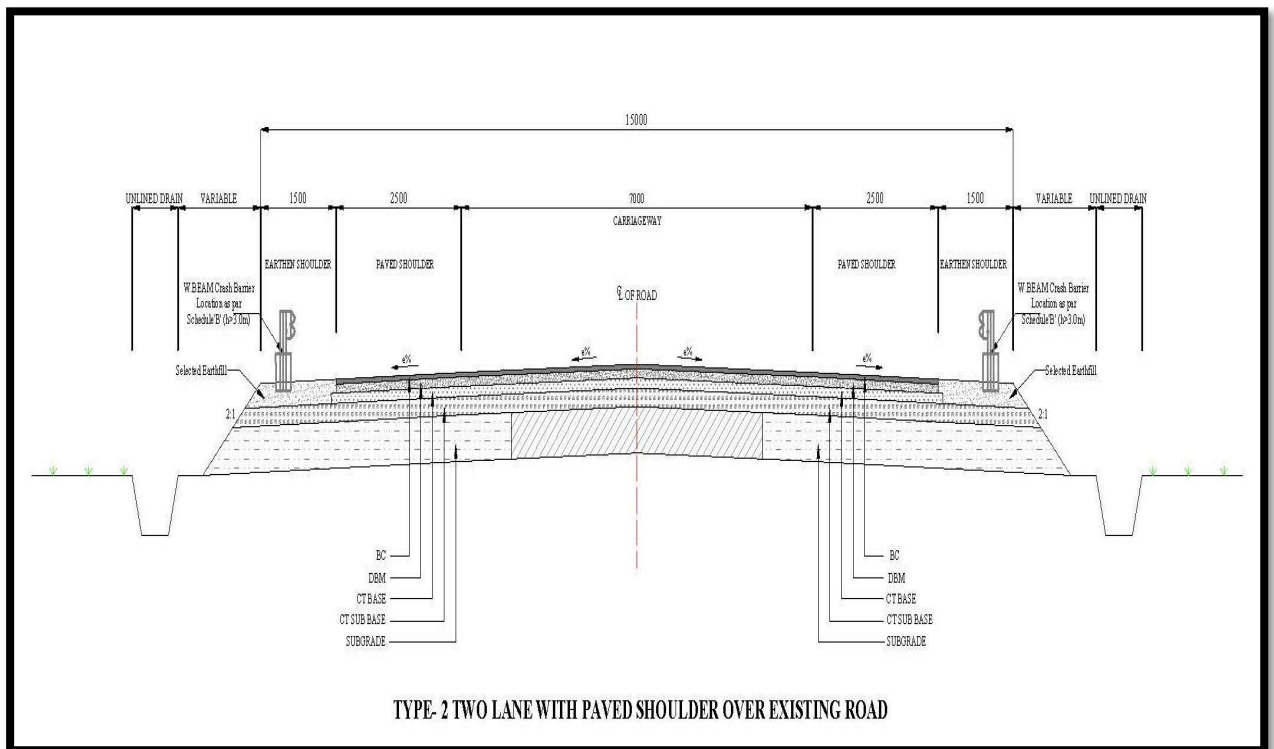
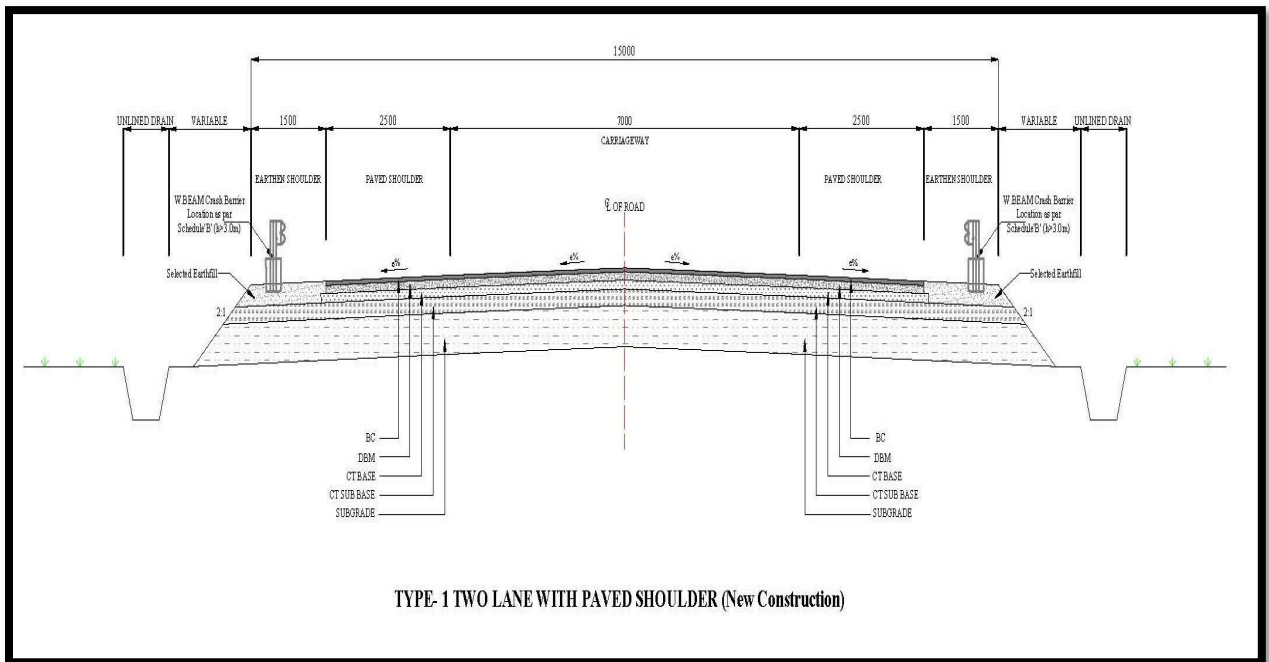
Cattle and pedestrian underpass/ overpass shall be constructed as follows:

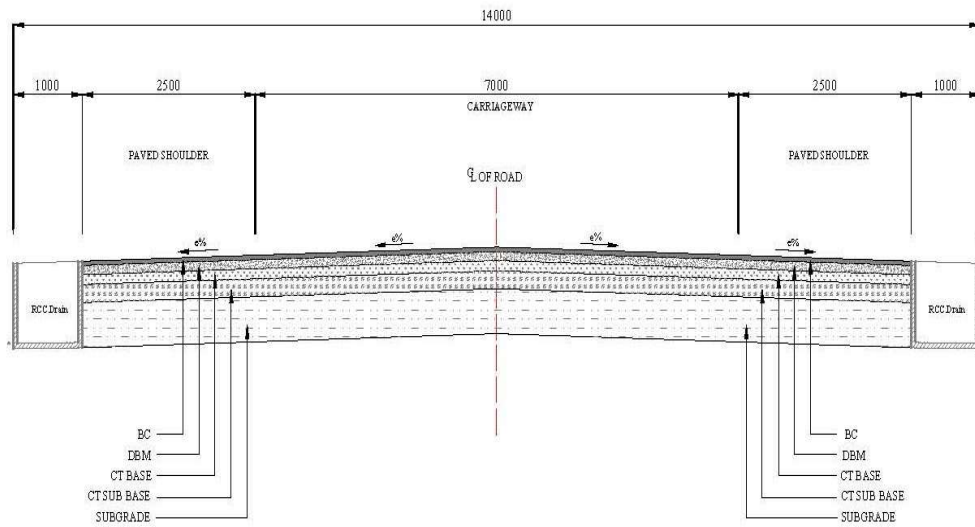
[Refer to the provision of relevant Manual and specify the requirements of Cattle and pedestrian underpass/ overpass]

Sl. No.	Location	Type of Crossing
Nil		

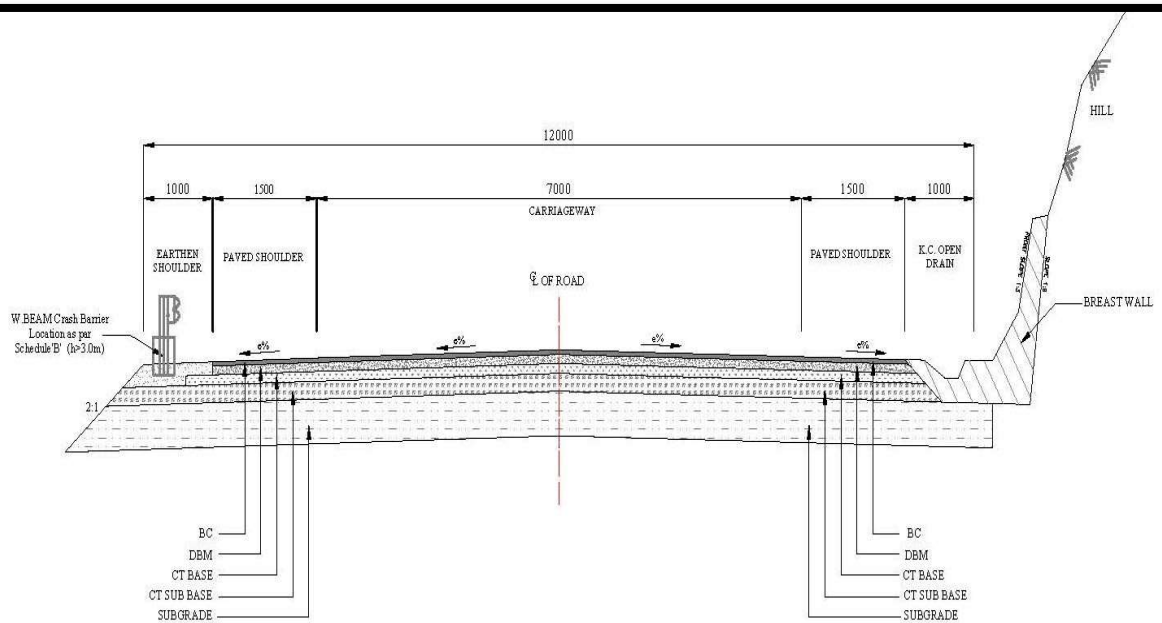
(xi) Typical cross-sections of the Project Highway

Typical Cross section of Project Road is as shown below –

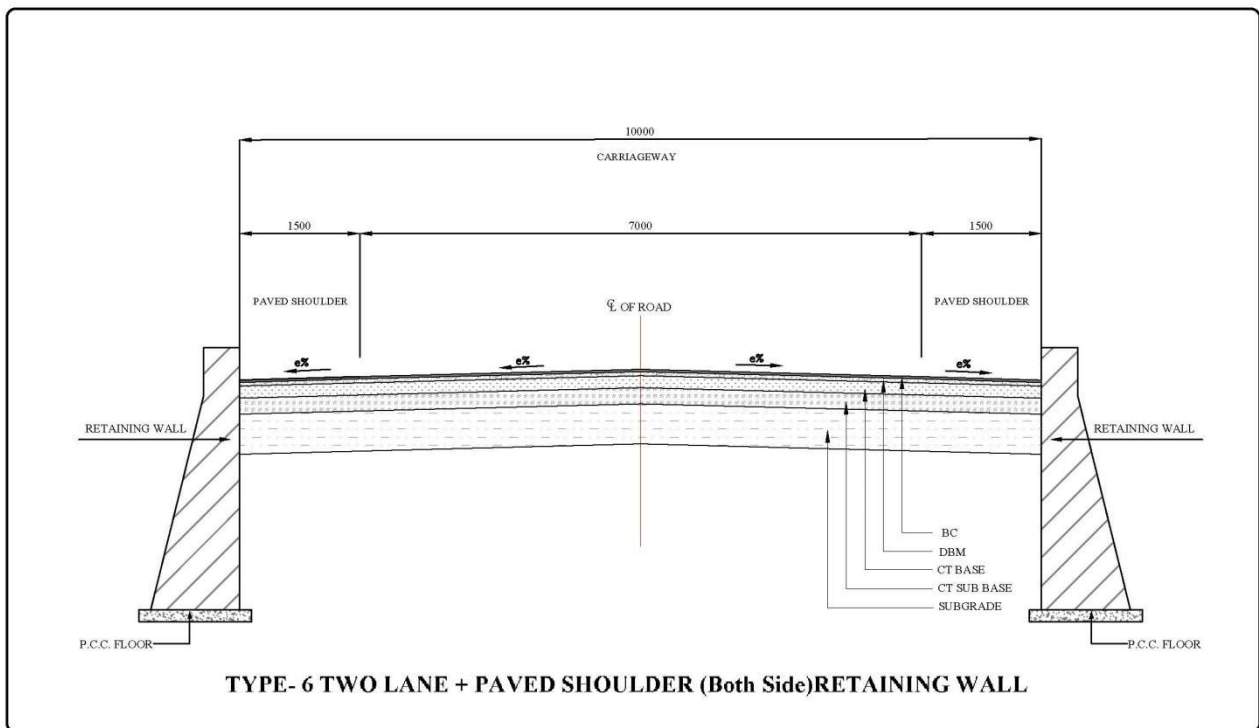
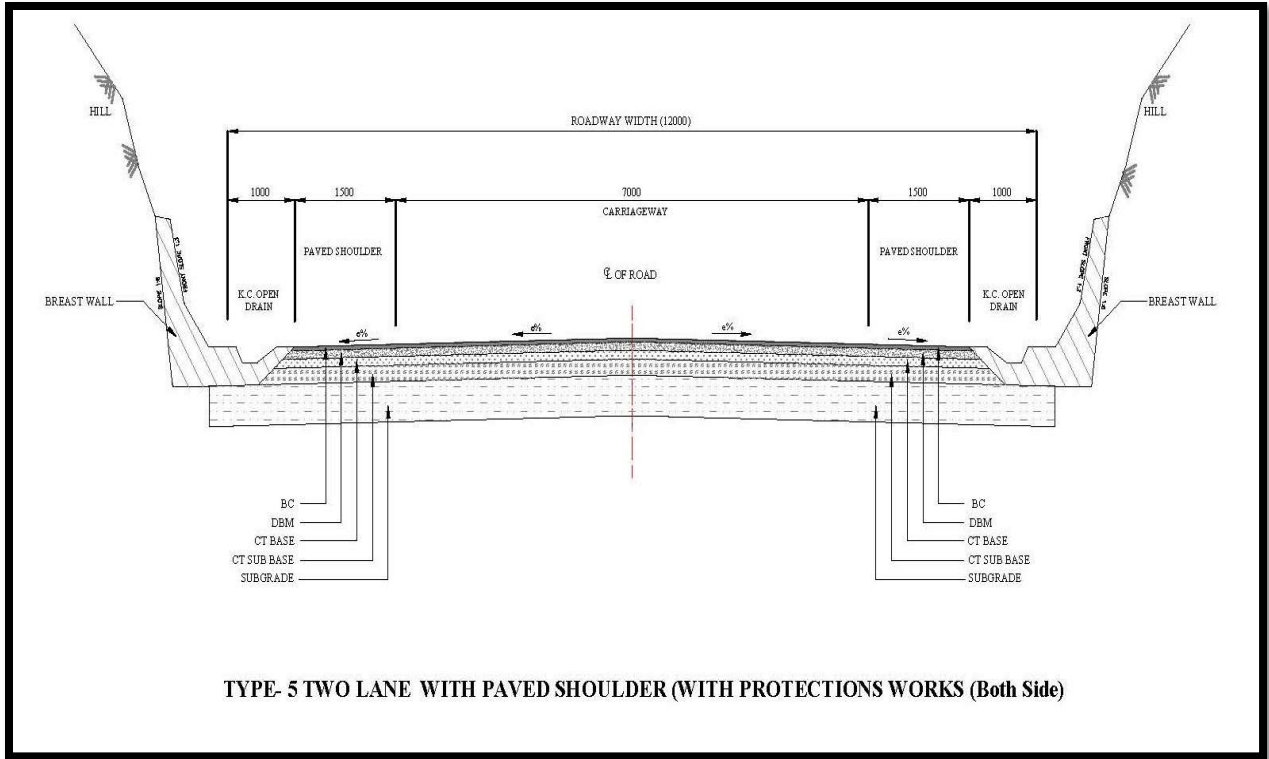




TYPE- 3 TWO LANE WITH PAVED SHOULDER WITH RCC DRAIN (Built-up Section)



TYPE- 4 TWO LANE WITH PAVED SHOULDER (WITH PROTECTIONS WORKS)



Widening pattern of the Project Highway are tabulated below-

Sl. No.	Design Chainage (m)		Bridge Length (m)	Length (m)	TCS Type	Description
	From	To				
1	19300	19350		50	TCS-III	Two lane with paved shoulder with RCC Drain (Built-up section)
2	19350	21000	25	1625	TCS-I	Two Lane With Paved Shoulder (New Construction)
3	21000	21300		300	TCS-III	Two lane with paved shoulder with RCC Drain (Built-up section)
4	21300	22250		950	TCS-II	Two Lane With Paved Shoulder over existing road
5	22250	24000		1750	TCS-I	Two Lane With Paved Shoulder (New Construction) - Hezamara Bypass
6	24000	25200	33	1167	TCS-II	Two Lane With Paved Shoulder over existing road
7	25200	25800	19	581	TCS-III	Two lane with paved shoulder with RCC Drain (Built-up section)
8	25800	26240	25	415	TCS-IV	Two lane with paved shoulder (with protection works)
9	26240	26640		400	TCS-V	Two lane with paved shoulder (with protection works (BHS))
10	26640	26880		240	TCS-IV	Two lane with paved shoulder (with protection works)
11	26880	27080		200	TCS-V	Two lane with paved shoulder (with protection works (BHS))
12	27080	27400		320	TCS-IV	Two lane with paved shoulder (with protection works)
13	27400	27720		320	TCS-VI	Two Lane with paved shoulder (Both side retaining wall)
14	27720	27820		100	TCS-IV	Two lane with paved shoulder (with protection works)
15	27820	28100		280	TCS-IV	Two lane with paved shoulder (with protection works)
16	28100	28300		200	TCS-VI	Two Lane with paved shoulder (Both side retaining wall)
17	28300	29300		1000	TCS-IV	Two lane with paved shoulder (with protection works)
18	29300	29500		200	TCS-VI	Two Lane with paved shoulder (Both side retaining wall)

Sl. No.	Design Chainage (m)		Bridge Length (m)	Length (m)	TCS Type	Description
	From	To				
19	29500	30000		500	TCS-IV	Two lane with paved shoulder (with protection works)
20	30000	30500		500	TCS-VI	Two Lane with paved shoulder (Both side retaining wall)
21	30500	30740		240	TCS-IV	Two lane with paved shoulder (with protection works)
22	30740	31000		260	TCS-VI	Two Lane with paved shoulder (Both side retaining wall)
23	31000	31140		140	TCS-IV	Two lane with paved shoulder (with protection works)
24	31140	31300		160	TCS-V	Two lane with paved shoulder (with protection works (BHS))
Total			102	11898		

3. Intersections and Grade Separators

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

[Refer to the provision of 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:

Sl. No.	Location of Intersection (Design Chainage)	Type of Intersection	Other Features	
			Side	Village Name
1	19+350	Y	RHS	Village Road
2	20+120	T	LHS	Mohini Pur
3	20+250	T	LHS	-
4	20+350	Y	RHS	-
5	20+390	T	RHS	Ranga Chhera
6	20+850	Y	RHS	Bor gata
7	22+240	4 Arm (+)	BHS	Khowai Chowmuhan

Sl. No.	Location of Intersection (Design Chainage)	Type of Intersection	Other Features	
			Side	Village Name
8	22+270	Y	RHS	-
9	23+970	Y	RHS	-
10	24+940	T	LHS	Baikunthapur
11	26+010	Y	LHS	-
12	27+570	T	RHS	Chargoriya
13	30+600	Y	LHS	Mohan Bari
14	30+810	T	RHS	Tuishakmaa basti

(ii) **Grade separated intersection with / without ramps**

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

4. Road Embankment and Cut section

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

5. Pavement Design

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

(ii) Type of pavement

Flexible pavement shall be adopted for Project Highway.

(iii) Pavement length

Component	Item Description	Unit	Planned in Scope (As per Scope of Work)	Balance Qty
1	3	5	6	11
Road works including culverts, widening and repair of culverts.	A-Widening and Strengthening of existing road			
	(1) Earthwork up to top of the sub-grade including excavation in soil, soft rock and hard rock, removal of unserviceable soil etc	Km	2.996	1.296
	(2) Sub Base courses	Km	2.996	1.369
	(3) Non-Bituminous Base Course	Km	2.996	1.408
	(4) Bituminous Base Course	Km	2.996	2.174
	(5) Wearing coat	Km	2.996	2.996
	(6) Widening and repair of culverts			
	B 1- Reconstruction / New two-lane alignment / bypass (Flexible pavement)			
	(1) Earthwork up to top of the sub-grade	Km	8.902	7.217
	(2) Sub Base Course	Km	8.902	8.812
	(3) Non-Bituminous Base Course	Km	8.902	8.812
	(4) Bituminous Base Course	Km	8.902	8.862
	(5) Wearing coat	Km	8.902	8.902

(iv) Design requirements

(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 15 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 entire Project Highway for design traffic of not less than 20 million standards axles (MSA).

(iv) Reconstruction of stretches

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

Sl. No.	Stretch (km)		Remarks
	From	To	
1	19.300	19.350	Refer TCS-3
2	21.000	21.300	
3	25.200	25.800	
4	21.300	22.250	Refer TCS -2
5	24.000	25.200	
Total		3.10 Km	

6. Road side drainage

Drainage system including surface and subsurface drains for the Project Highway shall be provided as per the provision of relevant manual.

Sl. No.	Design Chainage (km)		Length (km)	Side	Remarks	Work completed (item wise)
	From	To				
<u>RCC Drain</u>						
1	19.300	19.350	0.050	BHS	RCC Line Drain (1m) Wide	-
2	21.000	21.300	0.300	BHS	RCC Line Drain (1m) Wide	161 m RHS up to Wall completed
3	25.200	25.800	0.581	BHS	RCC Line Drain (1m) Wide	-
	Total length both side....		0.931 x 2 = 1.862 km			-
<u>PCC Drain</u>						
1	25.800	26.240	0.415 (after deduction of 25m bridge)	RHS	PCC Drain (1m) wide	-
2	26.240	26.640	0.400	BHS	PCC Drain (1m) wide	-

Sl. No.	Design Chainage (km)		Length (km)	Side	Remarks	Work completed (item wise)
	From	To				
3	26.640	26.880	0.240	RHS	PCC Drain (1m) wide	-
4	26.880	27.080	0.200	BHS	PCC Drain (1m) wide	-
5	27.080	27.400	0.320	RHS	PCC Drain (1m) wide	-
6	27.720	27.820	0.100	RHS	PCC Drain (1m) wide	-
7	27.820	28.100	0.280	RHS	PCC Drain (1m) wide	-
8	28.300	29.300	1.000	RHS	PCC Drain (1m) wide	-
9	29.500	30.000	0.500	RHS	PCC Drain (1m) wide	-
10	30.500	30.740	0.240	RHS	PCC Drain (1m) wide	-
11	31.000	31.140	0.140	RHS	PCC Drain (1m) wide	-
12	31.140	31.300	0.160	BHS	PCC Drain (1m) wide	-
	Total.. (Both side)		0.760	BHS	Refer TCS – 5	-
	Total.. (Hill side)		3.235	Hill side	Refer TCS – 4	-
	Total = (0.760 x 2) + 3.235		4.755 km			-

- Unlined surface drain shall be provided in **10985m** length (Both side) (minimum), [refer TCS-1 & TCS-2]

7. Design of structures

(i) General

- All bridges, culverts and structures shall be designed and constructed in accordance with provision of relevant manual and shall conform to the cross-sectional features and other details specified therein.
- Width of the carriageway of new bridges and structures shall be as follows:

Sl. No.	Bridge (km)	Width of carriage way and Cross – Sectional feature
Nil		

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

[Refer to provision of relevant manual and provide details of new structures with footpath].

Sl. No.	Location (km)	Remarks
1	20.680	New Bridge
2	24.720	Widening of bridge
3	25.390	Widening of bridge
4	26.190	New Bridge

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

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

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

Sl. No.	Location (Km)	Utility service to be carried	Remarks
1.	20.680	As per manual	-
2	24.720	As per manual	-
3	25.390	As per manual	-
4	26.190	As per manual	-

- (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 the provision of 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 box culverts:

Sl. No.	Culvert location (km)	Span/Opening (m)	Work completed (item wise)	Remarks, if any*
1	20+400	1 x 2 x 2	Deck Slab (RHS)	
2	21+050	1 x 3 x 3	-	
3	24+060	1 x 3 x 3	-	
4	24+450	1 x 2 x 2	-	
5	25+480	1 x 2 x 2	-	

(c) Widening of existing culverts

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

Sl. No.	Culvert Location (km)	Type, Span, Height and width of existing culvert (m)	Repair to be carried out [Specify]
Nil			

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

Sl. No.	Culvert location [Design Chainage (km)]	Span /Opening (m)	Work completed (item wise)	Remarks
1	19+520	1 x 3 x 3	Completed up to 2 nd Lift (BHS)	Shifted to 19+625
2	19+900	1 x 3 x 4	Deck Slab completed up to parapet wall (BHS)	Shifted to 19+880
3	20+120	1 x 2 x 2	Completed	Shifted to 20+160

Sl. No.	Culvert location [Design Chainage (km)]	Span /Opening (m)	Work completed (item wise)	Remarks
4	21+340	1 x 2 x 2	Deck Slab completed up to parapet (BHS)	Shifted to 21+330
5	21+640	1 x 3 x 4	Completed up to Deck Slab & Parapet(BHS)	Box Culvert
6	21+940	1 x 2 x 2	Completed	Shifted to 21+950
7	22+240	1 x 2 x 2	Completed up to Deck Slab (LHS)	Shifted to 19+383
8	22+600	1 x 3 x 4	Completed up to 2 nd Lift (BHS)	Shifted to 22+625
9	22+920	1 x 2 x 2	Completed up to First lift (BHS)	Shifted to 23+150
10	23+260	1 x 3 x 4	Completed up to raft (BHS)	Shifted to 23+300
11	23+560	1 x 2 x 5	Completed up to 2 nd lift BHS	Shifted to 23+445
12	23+820	1 x 2 x 2	-	Box Culvert
13	25+100	1 x 2 x 3	Deck Slab (BHS)	Box Culvert
14	25+260	1 x 2 x 2	Deck Slab (BHS)	Box Culvert
15	26+000	1 x 3 x 2	-	Box Culvert
16	26+680	1 x 2 x 2	-	Box Culvert
17	26+870	1 x 2 x 2	-	Box Culvert
18	27+160	1 x 3 x 2	-	Box Culvert
19	27+380	1 x 2 x 2	-	Box Culvert
20	27+660	1 x 2 x 2	-	Box Culvert
21	27+960	1 x 2 x 2	-	Box Culvert
22	28+260	1 x 2 x 2	-	Box Culvert
23	28+460	1 x 2 x 2	-	Box Culvert
24	28+660	1 x 2 x 2	-	Box Culvert
25	28+980	1 x 2 x 2	-	Box Culvert
26	29+300	1 x 2 x 2	-	Box Culvert
27	29+600	1 x 2 x 2	-	Box Culvert
28	29+840	1 x 2 x 2	-	Box Culvert
29	30+220	1 x 2 x 2	-	Box Culvert
30	30+500	1 x 2 x 2	-	Box Culvert
31	30+760	1 x 2 x 2	-	Box Culvert
32	30+980	1 x 2 x 2	-	Box Culvert

Sl. No.	Culvert location [Design Chainage (km)]	Span /Opening (m)	Work completed (item wise)	Remarks
33	31+220	1 x 3 x 4	-	Box Culvert

- (e) Repairs/ Replacement of Railing/Parapets, flooring and protection works of the existing culverts shall be undertaken as follows:

[Refer to the provision of 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 reconstructed / widened

- (i) The existing bridges at the following locations shall be reconstructed as new structures]

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

- (ii) The following narrow bridges shall be widened:

Sl. No.	Location (km)	Existing width (m)	Extent of widening (m)	Cross-section at deck level for widening @
1	24.720	11	18m	-
2	25.390	11	18m	-

*Cross sections attached

(b) Additional New Bridges

- (i) Major Bridges:** - New major bridge 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)	Span Arrangement (m)	Total Length (m)	Remarks
Nil				

- (ii) Minor Bridges:** - New minor 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)	Span Arrangement (m)	Total Length (m)	Remarks
1	20.680	1 x 25	25	RCC Slab
2	26.190	1 x 25	25	RCC Slab

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

Sl. No.	Location (km)	Remarks
Nil		

- (d)** Repairs/ replacements of railing/parapets of the existing bridges shall be under taken as follows:

Sl. No.	Location (Km)	Remarks
Nil		

(e) Drainage system for bridge decks

An effective drainage system for bridge decks shall be provided as specified in paragraph 7.21 of the Manual.

(f) Structures in marine environment

Nil

(iv) Rail- Road Bridges

- (a)** Design, construction and detailing of ROB / RUB shall be as specified in section 7 of the Manual. (Refer to the provision of relevant manual and specify modification, if any)

Sl. No.	Location (km)	Remarks
Nil		

(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 to the provision of 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) Repair and strengthening of bridges and structures

[Refer to the provision of 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. Overpass / Underpass 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 (Design Chainage Km)
Nil	

8. TRAFFIC CONTROL DEVICES AND ROAD SAFETYWORKS

- (i) Traffic control devices and road safety works shall be provided in accordance with the provision of relevant Manual.
- (ii) Specifications of the reflecting sheeting [Refer to the provision of relevant Manual and specify]

9. ROADSIDE FURNITURE

- (i) Roadside furniture shall be provided in accordance with the provisions of section 11 of the Manual.
- (ii) Overhead traffic signs: 2 nos. (Locations may change in consultation with Authority's Engineer)

10. COMPULSORY AFFORESTATION

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

11. HAZARDOUS LOCATIONS

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

Sl. No.	Location stretches from (km) to (km)	LHS/RHS
This shall be Provided at High Embankment and Bridge approaches locations.		

- a) **W- Beam Crash Barriers:** - The location of W Beam crash Barriers shall be as follows: -

Sl. No.	Chainage (m)		Side	Length (m)	Remarks
	From	To			
1	19560	19680	RHS	120	Height > 3.0m
2	19860	19880	RHS	20	Height > 3.0m
3	20520	20660	RHS	140	Height > 3.0m
4	20720	20760	RHS	40	Height > 3.0m
5	20920	21040	RHS	120	Height > 3.0m
6	23560	23600	RHS	40	Height > 3.0m
7	20802	20918	BHS	231	Radius < 450m
8	25457	25552	BHS	190	Radius < 450m
9	25655	25732	BHS	155	Radius < 450m
10	25911	26031	BHS	240	Radius < 450m
		Total....		1297	

Note: The above Crash barrier length is minimum & indicative and shall be estimated by EPC contractor. Any increase in the length of Crash barrier beam as per site requirements may not be considered as positive change of scope.

- (b) **Breast Wall** - Breast wall shall be used at following locations: -

Sl. No.	Description	LHS	RHS
1	Breast Wall 1m height	260	140
2	Breast Wall 2m height	740	640
3	Breast Wall 3m height	200	200
4	Breast Wall 4m height	0	0
	Total..	1200	980

Note: The above length & height of breast wall is minimum & any increase in the length/Qty of Breast wall as per site requirements may not be considered as positive change of scope.

- c) **Retaining wall** – Retaining wall (for embankment protection in Pond areas / water logged areas shall be used at following locations: -

Sl. No.	Design Chainage (Km)	Side	Length (m)	Remarks
1	19+400	LHS	20	-
2	19+600	BHS	10	-
3	25+300	LHS	25	-
4	25+500	RHS	10	-
5	25+800	BHS	10	-
6	22+600 to 22+720	-	240	-
	Total		315	

Note: The above length & height of retaining wall is minimum & any increase in the length/Qty of retaining wall as per site requirements may not be considered as positive change of scope.

(d) The traffic signs installed will be minimum but not limited to as specified in under table:-

Item	Description	Unit	Quantity
8.01	Road Marking: - Lane, Centre Line, Pedestrian crossing		
	Centre line on straight portion	Sqm	316.80
	Centre line on curve portion	Sqm	120.00
	Edge Line at C'way edge / Paved Shoulder	Sqm	2400.00
	Add 15% for Misc. including Pedestrian X-ings etc		425.52
	Total		3263.00
8.02	Directional Arrows, letter marking etc.	Sqm	220.00
8.03	Advance Direction signs size 1800X1200 mm	Sqm	17.28
8.04	Village name boards size 600X900 mm	Sqm	6.48
8.05	Place Identification signs size 600X800 mm	Sqm	4.32
8.06	90 cm Triangle	Nos.	30.00
8.07	90 cm Octagon	Nos.	25.00
8.08	Hazard plate 300X900 mm	Sqm	5.40
8.09	60 Cm circular	Nos.	10.00

Item	Description	Unit	Quantity
8.10	Providing and erecting overhead signs with a corrosion resistance 2mm thick aluminium alloy sheet reflectorized with high intensity rectroreflective sheeting of encapsulated lense type with vertical and lateral clearnace given in clause 802.2 an 802.3 and installed as per clause 802.7 over a designed support system of alumunium alloy or galvinised steel trestless and trusses of section and type as per structural design requirements and approve plans and MorT&H technical specification clause 802		
a	Truss and Vertical support	MT	3.00
b	Aluminum alloy plate for over head sign	Sqm	23.54
8.11	Boundary Stone	Nos.	122.00
8.12	Reinforced Cement concrete M15 grade kilometre stone of standard design as per IRC 8, fixing in position including printing and painting, etc. as per drawing and MoRTH&H Technical specification clause 804.		
a	5th Km Stone (Precast)	Nos.	2.00
b	Ordinary Km Stone (Precast)	Nos.	10.00
c	Hectometer Stone (Precast)	Nos.	48.00
8.13	<u>Road Delineators-</u> Supplying and installation of delineators (road way indicators, hazard markers, object marker), 80-100cm high above ground level, painted black and white in 15cm white strips, fitted with 80x100mm rectangular or 75mm dia circular reflectorized panel at the top, buried or pressed into the ground and confirming to IRC 79 and the drawings and MoRTH&H Technical specification clause 805.	Nos.	265.00
8.14	Painting two coats after filling the surface with synthetic enamel paint in all shades on new plastered concrete surfaces as per MoRT&H technical specification clause 803.	Sqm	15.30

12. Special Requirement for Hill Roads:

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

13. Change of Scope

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

14. Utility Shifting

Shifting of obstructing existing utilities indicated in Schedule A to an appropriate location in accordance with the standards and specification of concerned Utility Owning Department is part of the scope of work of the Contractor/Concessionaire*. The bidders may visit the site and assess the quantum of shifting of utilities for the projects before submission of their bid. Copy of utility relocation plan is enclosed. The specification of concerned Utility Owning Department shall be applicable and followed.

Notes:

a) The type/spacing/size/specifications of poles/towers/lines/cables to be used in shifting work shall be as per the guidelines of utility owning department and it is to be agreed solely between the contractor/Concessionaire* and the utility owning department. No change of scope shall be admissible and no cost shall be paid for using different type/spacing/size/specifications in shifted work in comparison to those in the existing work or for making any overhead crossing to underground as per requirement of utility owning department and/or construction of project highway. The contractor/concessionaire* shall carry out joint inspection with utility owning department and get the estimates from the utility owning department. The assistance of the Authority is limited to giving forwarding letter on the proposal of contractor/concessionaire* to utility owning department whenever asked by the contractor/concessionaire*. The decision/ approval of utility owning department shall be on the contractor/concessionaire*.

b) The supervision charges at the rates/charges applicable of the utility owning department shall be paid directly by the Authority to the utility Owning department as and when contractor/concessionaire* furnishes

demand of utility Owning Department along with a copy of estimated cost given by later.

c) The dismantled material/scrap of existing Utility to be shifted/Dismantled shall belong to the contractor/concessionaire* who would be free to dispose-off the dismantled material as deemed fit by them unless the contractor/concessionaire* is required to deposit the dismantled material may be availed by the contractor/concessionaire* as per estimate agreed between them.

d) The utilities shall be handed over after shifting work is completed to utility Owning Department to their entire satisfaction. The maintenance liability shall rest with the Utility Owning Department after Handing over Process is complete as far as utility shifting works are concerned.

(Schedule B-1)
Schedule B-1)

The shifting of utilities and felling of trees shall be carried out by the Contractor. The cost of the same shall be borne by the Authority. The details of utilities are as follows:

Sl. No	Type of Utility	Unit	Quantity	Location/stretch(LHS/RHS)
A	Electrical Utilities			
A1	Electrical Poles	Nos.	As per Site condition	
A2	Electrical cables	m	7000	33KV/11kKV/LT composite line with crossings
A3	High Tension Tower	Nos.	03	
-	-		
-	-		
B	Water/Sewage pipeline		As per Site condition	
B1	Sewage	m	As per Site condition	
B2	Water supply	m	2845	DI pipe, 40mm/90mm/ 110mm/ 140mm UPVC pipelines & one pump house with necessary accessories

-	-		
-	-		
C	Felling of Tress	Nos.	As per Site condition	

** Electric cables, water pipe line and all other utilities (underground / on ground) falling within proposed RoW, have to be accessed at site for its accuracy and to be shifted by contractor. The actual quantities shall be verified by utility owning agency (TSECL/DWS Tripura Govt) as per estimate.

** The trees felling within proposed RoW have to be shifted by the contractor.

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;
- (b) Roadside furniture;
- (c) Pedestrian facilities;
- (d) Tree plantation;
- (e) Truck lay-byes;
- (f) Bus stop and shelters;
- (h) Rest areas; and
- (i) Others to be specified

2 Description of Project Facilities

Each of the Project Facilities is described below showing:

(a) Toll Plaza

Toll plaza shall be designed as per the guidelines of manual and it is provided at following locations:

Sl. No.	Toll Plaza Location (Design Chainage in km)
	Nil

(b) Landscaping and Tree Plantation

The landscaping and tree plantation shall be provided. The locations for these provisions shall be finalized in consultation with Authority Engineer.

(c) Truck Lay-byes

Truck lay byes shall be provided at the following locations.

Sl. No.	Proposed Chainage (km)
1.	19.750 (LHS)

(d) Bus Bays

The Contractor shall provide Bus Bays along the project highway and the locations are given below. The design of Bus Bays should be aesthetically pleased with surrounding. The locations of these bus bays shall be finalized by the Contractor in consultation with the Authority's Engineer.

Sl. No.	Design Chainage (km)	RHS	Remarks
1	22.050	RHS	
2	22.400	LHS	

(e) Rest Areas,

Nil.

(f) Others

1. Highway Lighting

Lighting shall be provided at the following locations (Minimum 40 Lux to be maintained):

- (i) Lighting shall be provided at approach to bridges, Built up areas, Bus stops and as per manual recommended in Schedule D.

2. Highway Patrol

Not applicable

3. Ambulances

Not applicable

4. Cranes

Not applicable

5. Traffic Aid Post

Traffic aid post shall be provided in consultation with Authority Engineer

6. Advance Traffic Management System (ATMS)

Typical Drawing of Advance Traffic Management System (ATMS) is given and location of the same shall be as per IRC: 67: 2001 and IRC: SP: 73-2015. Provisions of other facilities, if required may be made in similar manner.

7. Rainwater Harvesting

As per Ministry of Environment and Forests Notification, New Delhi dated 14/01/1997 (as amended on 13/01/1998, 05/01/1999 & 6/11/2000), the construction of Rain water, harvesting structure is mandatory in and around Water Crisis area, notified by the Central Ground Water Board.

SCHEDULE - D
(See Clause 2.1)

SPECIFICATIONS AND STANDARDS

1 Construction

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

2 Design Standards

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

Manual of Specifications and Standards for Two Lanning of Highways (IRC: SP: 73-2018), referred to herein as the Manual.

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

Annex - I
(Schedule-D)

Specifications and Standards for Construction

1 Specifications and Standards

All Materials, works and construction operations shall conform to the Manual of Specifications and Standards for Two-Laning 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 as set forth below:-
- (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.]

Clause Referred in Manual	Item	Provision as per Manual	Modified Provision	Remarks
2.2.1	Minimum design speed in Plain & Rolling Terrain	100/80 kmph (Plain or Rolling) and 65/40 kmph (Hilly) terrain	At 13 locations listed below, where the horizontal curve radius is not meeting the criteria as per clause 2.9.4 and table 2.5 of IRC:SP:73-2018.	Speed is restricted for Curve having radius 20m, 30m, 50m, 60m, 70m & 125m

3 DEFICIENT CURVE DETAILS:

Curve No.	HORIZONTAL CURVE				Terrain	Transition length (m)	Speed
	Start Chainage (m)	End Chainage (m)	Radius (m)	Direction			(Kmph)
1	26+650.448	26+768.307	125	Right	Hilly	15	35
2	28+000.091	28+043.397	50	Right	Hilly	20	30
3	30+023.109	30+041.767	30	Right	Hilly	15	20
4	30+089.415	30+112.971	20	Left	Hilly	10	20
5	30+145.906	30+157.248	20	Right	Hilly	10	20
6	30+182.528	30+190.922	20	Left	Hilly	10	20
7	30+224.012	30+265.747	60	Right	Hilly	20	30
8	30+332.375	30+345.980	50	Left	Hilly	20	30
9	30+387.111	30+394.360	125	Right	Hilly	15	35
10	30+586.582	30+613.620	30	Left	Hilly	15	20
11	30+662.930	30+685.932	30	Right	Hilly	20	25
12	30+766.973	30+812.704	70	Left	Hilly	20	35
13	30+837.170	30+860.730	50	Right	Hilly	30	35

4 Deviations in Vertical improvement of Project Road are –

Total 33 vertical curves proposed along this section in which no any curves whose gradient is above 7%.

Schedule-E

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-fulfillment 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.

2. Repair/rectification of Defects and deficiencies

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

3. Other Defects and deficiencies

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

4. Extension of time limit

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

5. Emergency repairs/restoration

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

6. Daily inspection by the Contractor

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

7. Pre-monsoon inspection / Post-monsoon inspection

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

8. Repairs on account of natural calamities

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

Annex – I
(Schedule-E)

Repair/rectification of Defects and deficiencies

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

Table -1: Maintenance Criteria for Pavements:

Asset Type	Performance Parameter	Level of Service (LOS)		Frequency of Inspection	Tools/ Equipment	Standards and References for Inspection and Data Analysis	Time limit for Rectification/ Repair	Maintenance Specifications
		Desirable	Acceptable					
Flexible Pavement (Pavement of MCW, Service Road, approaches	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	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					
Types of Grade structure, approaches of connecting roads, slip roads, lay bays etc. as applicable)	Cracking	Nil	< 5 % subject to limit of 0.5 sqm for any 50 m length	Daily			7-15 days	MORT&H Specification 3004.3
	Rutting	Nil	< 5 mm	Daily	Straight Edge		15 -30 days	MORT&H Specification 3004.2
	Corrugations and Shoving	Nil	< 0.1 % of area	Daily	Length Measurement Unit like		2-7 days	IRC:82-2015

Asset Type	Performance Parameter	Level of Service (LOS)		Frequency of Inspection	Tools/Equipment	Standards and References for Inspection and Data Analysis	Time limit for Rectification/Repair	Maintenance Specifications
		Desirable	Acceptable					
	Bleeding	Nil	< 1 % of area	Daily	Scale, Tape, odometer etc.		3-7 days	MORT&H Specification 3004.4
	Ravelling / Stripping	Nil	< 1 % of area	Daily			7-15 days	IRC:82-2015 read with IRC SP 81
	Edge Deformation/ Breaking	Nil	< 1 m for any 100 m section and width < 0.1 m at any location, restricted	Daily			7- 15 days	IRC:82-2015

Asset Type	Performance Parameter	Level of Service (LOS)		Frequency of Inspection	Tools/Equipment	Standards and References for Inspection and Data Analysis	Time limit for Rectification/Repair	Maintenance Specifications
		Desirable	Acceptable					
			ed to 30 cm from the edge					
	Roughness BI	2000 mm/km	2400 mm/km	Bi-Annually	Class I Profilometer	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	60SN	50SN	Bi-Annually	SCRIM (Sideway-force Coefficient Routine Investigation Machine or equivalent)		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	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					
approach es of connectin g roads, slip roads, lay byes etc. as applicabl e)		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 etc.	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 prescribe	Daily			7-15 days	MORT&H Specification 408.4

Asset Type	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					
			side slope					
	Embankme nt Protection	Nil	Nil	Daily	NA		7-15 days	MORT&H Specification
	Rain Cuts/ Gullies in slope	Nil	Nil	Daily Speciall y During Rainy Season	NA		7-15 days	MORT&H Specification

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

2: Maintenance Criteria for Rigid Pavements:

S.No.	Type of Distress	Measured Parameter	Degree of Severity	Assessment Rating	Repair Action	
					For the case $d < D/2$	For the case $d > D/2$
CRACKING						
1	Single Discrete Cracks Not intersecting with any joint	w = width of crack L = length of crack d = depth of crack D = depth of slab	0	Nil, not discernible	No Action	Not applicable
			1	w < 0.2 mm. hair cracks		
			2	w = 0.2 - 0.5 mm, discernible from slow-moving car	Seal without delay	Seal, and stitch if L > 1m. Within 7days
			3	w = 0.5 - 1.5 mm, discernible from fast-moving car		

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 15days
			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 15days
			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 15days
			0	Nil, not discernible	No Action	
3	Single Longitudinal Crack intersecting with one or more joints	w = width of crack L = length of crack d = depth of crack D = depth of slab	1	$w < 0.5 \text{ mm}$, discernable from slow moving vehicle	Seal with epoxy, if $L > 1 \text{ m}$. Within 7 days	Staple or dowel bar retrofit. Within 15days

S.No.	Type of Distress	Measured Parameter	Degree of Severity	Assessment Rating	Repair Action	
					For the case $d < D/2$	For the case $d > D/2$
			2	w = 0.5 - 3.0 mm, discernible from fast vehicle	Route seal and stitch, if L > 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. Within 15 days
			4	w = 6.0 - 12.0 mm, usually associated with spalling	Not Applicable, as it may be full depth	
			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 7days
			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 30days
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 15days
			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 30days

S.No.	Type of Distress	Measured Parameter	Degree of Severity	Assessment Rating	Repair Action	
					For the case $d < D/2$	For the case $d > D/2$
Surface Defects						
7	Ravelling Honeycomb surface	$r = \frac{\text{area damaged or surface/total surface type of slab } (\%) }{h = \text{maximum depth of damage}}$	0	Nil, not discernible	Short Term No action.	Long Term Not Applicable
			1	$r < 2 \%$	Local repair of areas damaged	
			2	$r = 2 - 10 \%$	and liable to be damaged. Within 15 days	
			3	$r = 10-25\%$	Bonded Inlay, 2 or 3 slabs if affecting.	
			4	$r = 25 - 50 \%$		

S.No.	Type of Distress	Measured Parameter	Degree of Severity	Assessment Rating	Repair Action	
					For the case $d < D/2$	For the case $d > D/2$
					Within 30 days	
			5	$r > 50\%$ and $h > 25 \text{ mm}$	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 7days	

S.No.	Type of Distress	Measured Parameter	Degree of Severity	Assessment Rating	Repair Action	
					For the case $d < D/2$	For the case $d > D/2$
			3	$r = 10 - 20\%$	Bonded Inlay within 15 days	
			4	$r = 20 - 30 \%$		
			5	$r > 30 \%$ and $h > 25 \text{ mm}$	Reconstruct slab within 30 days	
9	Polished Surface/Glazing	t = texture depth, sand patch test	0		No action.	Not Applicable
			1	$t > 1 \text{ mm}$		
			2 '	$t = 1 - 0.6 \text{ mm}$	Monitor rate of deterioration	
			3	$t = 0.6 - 0.3 \text{ mm}$		
			4	$t = 0.3 - 0.1 \text{ mm}$		

S.No.	Type of Distress	Measured Parameter	Degree of Severity	Assessment Rating	Repair Action	
					For the case $d < D/2$	For the case $d > D/2$
			5	$t < 0.1 \text{ mm}$	Diamond Grinding if affecting 50% or more slabs in a continuous stretch of minimum 5 km. Within 30 days	
10	Popout (Small Hole), Pothole Refer Para 8.4	$n = \text{number/m}^2$ $d = \text{diameter}$ $h = \text{maximum depth}$	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; $w > 3$ mm negligible protection against ingress of water	Clean, widen and reseal the joint. Within 7 days	
				and trapping incompressible material.		
12	Spalling of Joints	w = width on either side of the joint L = length of spalled portion (as % joint length)	0	Nil, not discernible	No action.	Not Applicable
			1	$w < 10$ mm	Apply low viscosity epoxy resin/ mortar in cracked portion.	
			2	$w = 10 - 20$ mm, $L < 25\%$	Within 7 days	
			3	$w = 20 - 40$ mm, $L > 25\%$	Partial Depth Repair. Within 15 days	
			4	$w = 40 - 80$ mm, $L > 25\%$	30 - 50 mm deep, $h = w + 20\%$ of w, within 30 days	
			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 < 3 mm		
			2	f = 3 - 6 mm	Determine cause and observe, take action for diamond grinding	Replace the slab as appropriate.
			3	f = 6 - 12 mm	Diamond Grinding	Within 30days
			4	f= 12 - 18 mm	Raise sunken slab.	Replace the slab as appropriate. Within 30days
			5	f> 18 mm	Strengthen subgrade and sub-base by grouting and raising sunken slab	
14	Blowup or Buckling	h = vertical displacement from normal profile	0	Nil, not discernible	Short Term	Long Term
			1	h < 6 mm	No Action	
			2	h = 6 - 12 mm		
					Install Signs to Warn Traffic	

			3	h = 12 - 25 mm	within 7 days	
			4	h > 25 mm	Full Depth Repair. Within 30 days	
			5	shattered slabs, ie 4 or more pieces	Replace broken slabs. Within 30 days	
15	Depression	h = negative vertical displacement from normal profile L =length	0	Not discernible, h < 5 mm	No action.	Not Applicable
			1	h = 5 - 15 mm		
			2	h = 15-30 mm, Nos <20% joints	Install Signs to Warn Traffic within 7 days	
			3	h = 30 - 50 mm		
			4	h > 50 mm or > 20% joints	Strengthen subgrade. Reinstate pavement at normal level	

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

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

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

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

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

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.		IRC:SP 84-2014
		Design Speed, kmph	Desirable Minimum Sight Distance (m)	Safe Stopping Sight Distance (m)			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.		
		100	360	180					
		80	260	130					
						Visual	Re - painting	Cat-1 Defect –	IRC:35-

Pavement Marking	Wear	<70% of marking remaining			Bi-Annually	Assessment as per Annexure-F of IRC:35-2015		within 24 hours Cat-2 Defect within 2 months	2015
	Day time Visibility	During expected life Service Time Cement Road - 130mcd/m²/lux Bituminous Road - 100mcd/m²/lux			Monthly	As per Annexure-D of IRC:35-2015	Re - painting	Cat-1 Defect – within 24 hours Cat-2 Defect – within 2 months	IRC:35-2015
	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/m²/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 the section.	Daily	Visual with video/image backup	Improvement of shape, in case if shape is damaged. Relocation as per requirement	48 hours in case of Mandatory Signs, Cautionary and Informatory Signs (Single and Dual post signs) 15 Days in case of Gantry/Cantilever Sign boards	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 Sign boards	
Kerb	Kerb Height	As per IRC 86:1983 depending upon type of Kerb	Bi-Annually	Use of distance measuring tape	Raising Kerb Height	Within 1 Month	RC 86:1983
	Kerb Painting	Functionality: Functioning of Kerb painting as intended	Daily	Visual with video/image backup	Kerb Repainting	Within 7-days	RC 35:2015
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	Functionality: Functioning of guardrail as intended	Daily	Visual with video/image backup	Rectification	Within 15 days	IRC:SP:84-2014
	Traffic Safety Barriers	Functionality: Functioning of Safety Barriers as intended	Daily	Visual with video/image backup	Rectification	Within 7 days	IRC:SP:84-2014, IRC:119-2015
	End Treatment of	Functionality: Functioning of End Treatment as intended	Daily	Visual with video/image	Rectification	Within 7 days	IRC:SP:84-2014,

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

Asset Type	Performance Parameter	Level of Service (LOS)	Frequency of 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

Table -4: Maintenance Criteria for Structures and culverts:

Asset Type	Performance Parameter	Level of Service (LOS)	Frequency of Measurement	Testing Method	Recommended Remedial measures	Time limit for Rectification	Specifications and Standards
	Free waterway/unobstructed flow section	85% of culvert normal flow area to available.	2 times in a year (before and after rainy season)	Inspection by Bridge Engineer as per IRC SP: 35-1990 and Recording of depth of silting and area of vegetation.	Cleaning silt up soils and debris in culvert barrel after rainy season, removal of bushes and vegetation, U/s of barrel, under barrel and D/s of barrel before Rainy season.	15 days before onset of monsoon and within 30 days after end of rainy Season.	IRC 5-2015, IRC SP:40-1993 and IRC SP:13-2004
	Leak-proof expansion joints if any	No leakage through expansion joints	Bi-Annually	Physical inspection of expansion joints as per IRC SP: 35- 1990 if any, for leakage strains on Walls at joints.	Fixing with sealant suitably	30 days or before onset of rains whichever comes earlier	IRC SP:40-1993 and IRC SP:69-2011

Pipe/box/slab culverts	Structurally sound	Spalling of concrete not more than 0.25 sqm	Bi-Annually	Detailed inspection of all components of culvert as per IRC SP:35-1990 and recording the defects	Repairs to spalling, cracking, delamination, rusting shall be followed as per IRC:SP:40-1993.	15 days	IRC SP 40-1993 and MORTH Specifications clause 2800
		Delamination of concrete not more than 0.25 sq.m.					
		Cracks wider than 0.3 mm not more than 1m aggregate length					
	Protection works in good condition	Damaged of rough stone apron or bank revetment not more than 3 sqm, damage to solid apron (concrete apron) not more than 1 sqm	2 times in a year (before and after rainy season)	Condition survey as per IRC SP:35-1990	Repairs to damaged aprons and pitching	30 days after defect observation or 2 weeks before onset of rainy season whichever is earlier.	IRC: SP 40-1993 and IRC:SP:13-2004.
Bridges including ROBs Flyover etc. as applicable	Riding quality or user comfort	No pothole in wearing coat on bridge deck	Daily	Visual inspection as per IRC SP:35-1990	Repairs to BC or wearing coat	15 days	MORT&H Specification 2811

Bridge -Super Structure	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.
	User safety (condition of crash barrier and guard rail)	No damaged or missing stretch of crash barrier or pedestrian hand railing	Daily	Visual inspection and detailed condition survey as per IRC SP: 35- 1990.	Repairs and replacement of safety barriers as the case may be	3days	IRC: 5-1998, IRC SP: 84-2014 and IRC SP: 40-1993.
	Rusted reinforcement	Not more than 0.25 sq.m	Bi-Annually	Detailed condition survey as per IRC SP: 35-1990 using Mobile Bridge Inspection Unit	All the corroded reinforcement shall need to be thoroughly cleaned from rusting and applied 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 0.50 sq.m					
	Delamination	Not more than 0.50 sq.m					
	Cracks wider than 0.30 mm	Not more than 1m total length	Bi-Annually	Detailed condition survey as per IRC SP: 35-1990 using Mobile Bridge Inspection Unit	Grouting with epoxy mortar, investigating causes for cracks development and carry out necessary rehabilitation.	48 Hours	IRC SP: 40-1993 and MORTH Specification 2800.

	Rainwater seepage through deck slab	Leakage - nil	Quarterly	Detailed condition survey as per IRC SP: 35-1990 using Mobile Bridge Inspection Unit	Grouting of deck slab at leakage areas, waterproofing, repairs to drainage spouts	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 works on bridge to retain original design loads capacity	6 months	IRC SP: 51-1999.
	live loads		than 40 m				
	Vibrations in bridge deck due to moving trucks	Frequency of vibrations shall not be more than 5 Hz	Once in every 5 years for spans more than 30m and every 10 years for spans between 15 to 30 m	Laser displacement sensors or laser vibro-meters	Strengthening of 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 in expansion joint	Monthly	Detailed condition survey as per IRC SP:35-1990 using	Cleaning of expansion joint gaps thoroughly	3 days	MORTH specification s 2600 and
	expansion joint	gap.		Mobile Bridge Inspection Unit			IRC SP: 40-1993.
	Drainage spouts	No down take pipe missing/broken below soffit of the deck slab. No silt, debris, clogging of drainage spout collection chamber.	Monthly	Detailed condition survey as per IRC SP: 35-1990 using Mobile Bridge Inspection Unit	Cleaning of drainage spouts thoroughly. Replacement of missing/broken down take pipes with a minimum pipe extension of 500mm below soffit of slab. Providing sealant around the drainage spout if any leakages observed.	3 days	MORTH specification 2700.

Bridge-substructure	Cracks/spalling of concrete/rusted steel	No cracks, spalling of concrete and rusted steel	Bi-Annually	Detailed condition survey as per IRC SP: 35-1990 using Mobile Bridge Inspection Unit	All the corroded reinforcement shall need to be thoroughly cleaned from rusting and applied with anti-corrosive coating before carrying out repairs to substructure by grouting/guniting and micro concreting depending on type of defect noticed	30 days	IRC SP: 40-1993 and MORTH specification 2800.
	Bearings	Delamination of bearing reinforcement not more than 5%, cracking or tearing of rubber not more than 2 locations per side, no rupture of reinforcement or rubber	Bi-Annually	Detailed condition survey as per IRC SP: 35-1990 using Mobile Bridge Inspection Unit	In case of failure of even one bearing on any pier/abutment, all the bearings on that pier/abutment shall be replaced, in order to get uniform load transfer on to bearings.	3 months	MORTH specification 2810 and IRC SP: 40-199.

Bridge Foundations	Scouring around foundations	Scouring shall not be lower than maximum scour level for the bridge	Bi-Annually	Condition survey and visual inspection as per IRC SP:35-1990 using Mobile Bridge Inspection Unit. In case of doubt, use Underwater camera for inspection of deep wells in major Rivers.	Suitable protection works around pier/abutment	1 month	IRC SP: 40-1993, IRC 83-2014, MORTH specification 2500
	Protection works in good condition	Damaged of rough stone apron or bank revetment not more than 3	2 times in a year (before and after rainy season)	Condition survey as per IRC SP:35- 1990	Repairs to damaged aprons and pitching.	30 days after defect observation 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 whichever is earlier.	

Note: Any Structure during the entire contract period which is found that does not complies with all requirements of this Table will be prepared, rehabilitated or even reconstructed under the scope of the contractor.

Table 5: Maintenance Criteria for Hill Roads

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

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

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

A. Flexible Pavement

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

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

Nature of Defect or deficiency		Time limit for repair/ rectification
(i)	Scouring and/or cavitation	15 (fifteen) days
(c) Piers, abutments, return walls and wing walls		
(i)	Cracks and damages including settlement and tilting, spalling, scaling	30 (thirty) days
(d) Bearings (metallic) 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/breast wall	7 (seven) days
(ii)	Landslides requiring clearance	12 (twelve) hours

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

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

Schedule - F

Applicable Permits

(See Clause 4.1 (vii)(a))

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) License for use of explosives;
 - (d) Permission of the State Government for drawing water from river/reservoir;
 - (e) License 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 clause 7.1.1, 7.5.3 and 19.2)

FORM OF BANK GUARANTEE

Annex-I
(See clause 7.1.1)
PERFORMANCE SECURITY

To

_____ [name of Authority]

_____ [address of Authority]

WHEREAS _____ [name and address of Contractor]
(hereafter called the “Contractor”) has undertaken, in pursuance of Letter of Acceptance (LOA) No. _____ Dated _____ for construction of _____ [name of the Project] (hereinafter called the “Contract”).

AND WHEREAS the Contract requires the Contractor to furnish an {Performance Security/ Additional Performance Security} for due and faithful performance of its obligations, under and in accordance with the Contract, during the {Construction Period/ Defects Liability Period and Maintenance Period} in a sum of Rs..... cr. (Rupees..... crore) (the “**Guarantee Amount**”). AND WHEREAS 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 Contract, 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, National Highway & Infrastructure Corporation Limited, 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 Contract 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 Contract 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 Contract 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 Contract 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 Contract 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 Contract or for the fulfillment, compliance and/or performance of all or any of the obligations of the Contractor under the Contract.

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

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

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

10. Any notice by way of request, demand or otherwise hereunder may be sent by post addressed to the Bank at its above referred branch, which shall be deemed to have been duly authorized 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 Contract.

12. This Guarantee is subject to the Uniform Rules for Demand Guarantees (URDG) 2010 Revision, ICC Publication No. 758, except that the supporting statement under Article 15(a) is hereby excluded.

13. This guarantee shall also be operable at our.....Branch at New Delhi, 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 thereunder claimed, the said branch shall accept such invocation letter and make payment of amounts so demanded under the said invocation.

14. 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 [Ministry/NHAI/NHIDCL/State PWD/BRO], details of which is as under:

S.No	Particulars	Details
1	Name of Beneficiary	National Highways & Infrastructure Development Corporation Ltd
2	Beneficiary Bank Account No.	90621010002610
3	Beneficiary Bank Branch	IFSC SYNB0009062
4	Beneficiary Bank Branch Name	Transport Bhawan, New Delhi
5	Beneficiary Bank Address	Canara Bank (erstwhile Syndicate Bank) transport Bhawan, 1st Parliament Street, New Delhi-110001

Signed and sealed this day of 20..... atSIGNED, SEALED AND

DELIVERED

For and on behalf of the Bank by:

(Signature)(Name) (Designation) (Code Number) (Address)

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-G)

19.2)

**The Managing
Director, NHIDCL,
3rd Floor, PTI
Building, Sansad
Marg, New Delhi**

(A) [name and address of contractor] (hereinafter called “the Contractor”) has executed an agreement (hereinafter called the “Agreement”) with the [NHIDCL], (hereinafter called “the Authority”) for the “Slope Protection at 4 locations in Jarwa Area of NH-223 (New NH-4) from Km 59.400 to Km 107.000 in the Union territory of Andaman and Nicobar Islands through Engineering, Procurement & Construction (EPC) Basis Contract”, 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

(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 Authority of India], that the Contractor has committed default in the due and faithful performance of all or any of its obligations for the repayment of the instalment of the Advance Payment under and in accordance with the Agreement shall be conclusive, final and binding on the Bank. The Bank further agrees that the Authority shall be the sole judge as to whether the Contractor is in default in due and faithful performance of its obligations during and under the Agreement and its decision that the Contractor is in default shall be final and binding on the 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 90 (ninety) days after the end of the one year from the date of payment of the installment of the Advance Payment, as set forth in Clause 19.2 of the Agreement.
8. The Bank undertakes not to revoke this Guarantee during its currency, except with the previous express consent of the Authority in writing, and declares and warrants that it has the power to issue this Guarantee and the undersigned has full powers to do so on behalf of the Bank.
9. Any notice by way of request, demand or otherwise hereunder may be sent by post addressed to the Bank at its above referred branch, which shall be deemed to have been duly authorized 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 for up to the date specified in para 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, 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 thereunder claimed, the said branch shall accept such invocation letter and make payment of amounts so demanded under the said invocation

12. Intimation regarding issuance of this Bank Guarantee shall be sent to Authority's Bank through SFMS gateway as per the details below:

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

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

SIGNED, SEALED AND DELIVERED

For and on behalf of the Bank by:

(Signature)

(Name)

(Designation)

(Code Number)

(Address)

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 PERCENTAGE TO THE CONTRACT PRICE	STAGE FOR PAYMENT	PERCENTAGE WEIGHTAGE
1	2	3	4
Road works including culverts, widening and repair of culverts.	62.68%	A-Widening and Strengthening of existing road	
		(1) Earthwork up to top of the sub-grade including excavation in soil, soft rock and hard rock, removal of unserviceable soil etc	5.66%
		(2) Sub Base courses	17.92%
		(3) Non Bituminous Base Course	11.41%
		(4) Bituminous Base Course	17.72%
		(5) Wearing coat	11.99%
		(6) Widening and repair of culverts	0.00%
		B 1- Reconstruction / New two lane alignment / bypass (Flexible pavement)	
		(1) Earthwork up to top of the sub-grade	1.97%
		(2) Sub Base Course	6.24%
		(3) Non Bituminous Base Course	3.98%
		(4) Bituminous Base Course	6.17%
		(5) Wearing coat	4.17%
		B 2- Reconstruction / New two lane alignment / bypass (Rigid pavement)	
		(1) Earthwork up to top of the sub-grade	0.00%
		(2) Sub Base Course	0.00%
		(3) Dry Lean Concrete (DLC) Course	0.00%
		(4) Pavement Quality Control (PQC) course	0.00%
		C 1- Reconstruction / New Service road/ Slip Road (Flexible pavement)	
		(1) Earthwork up to top of the sub-grade	0.00%

ITEM	WEIGHTAGE IN PERCENTAGE TO THE CONTRACT PRICE	STAGE FOR PAYMENT	PERCENTAGE WEIGHTAGE
1	2	3	4
		(2) Sub Base Course	0.00%
		(3) Non-Bituminous Base Course	0.00%
		(4) Bituminous Base Course	0.00%
		(5) Wearing coat	0.00%
		C 2- Reconstruction / New Service road (Rigid pavement)	
		(1) Earthwork up to top of the sub-grade	0.00%
		(2) Sub Base Course	0.00%
		(3) Dry Lean Concrete (DLC) Course	0.00%
		(4) Pavement Quality Control (PQC) course	0.00%
		D - Reconstruction and New culverts on existing road, Realignments, bypasses:	
		Culverts (Length <6m)	
		a - Pipe Culverts	0.00%
		b - Box Culverts	12.77%
Minor Bridges / underpasses / over passes	19.58%	A 1- Widening and repairs of Minor Bridges (length >6m and <60m)	
		Minor Bridges	20.00%
		A 2- New Minor Bridges (length >6m and <60m)	
		(1) Foundation + Sub-structure: on completion of foundation work including foundation for wing and return wall, abutments, piers upto the abutment/pier cap.	26.00%
		(2) Superstructure: on completion of super-structure in all respects including wearing coat, bearings, expansion joints, hand rails, crash barriers, road sign & markings, tests on completion etc. complete in all respect.	24.00%
		(3) Approaches: on completion of approaches including Retaining walls, stone pitching, protection works complete in all respect, test on completion in all respects and fit for use.	20.00%

ITEM	WEIGHTAGE IN PERCENTAGE TO THE CONTRACT PRICE	STAGE FOR PAYMENT	PERCENTAGE WEIGHTAGE
1	2	3	4
		(4) Guide bunds and river training works: on completion of guide bunds and repair training works complete in all respects.	10.00%
		B 1 - Widening and repair of underpasses / overpasses	
		Underpasses / Overpasses	0.00%
		B 2 - New Underpasses / Overpasses	
		(1) Foundation + Sub-structure: on completion of foundation work including foundation for wing and return wall, abutments, piers upto the abutment/pier cap.	0.00%
		(2) Superstructure: on completion of super-structure in all respects including wearing coat, bearings, expansion joints, hand rails, crash barriers, road sign & markings, tests on completion etc. complete in all respect.	0.00%
		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.	0.00%
		(3) Approaches: On completion of approaches including Retaining walls/ Reinforced earth walls, stone pitching, protection works complete in all respect and fit for use.	0.00%
Major bridge (length > 60m) works and RoB / RUB / Elevated sections /	0.00%	A 1 - Widening and repair of major bridges	
		(1) Foundation	0.00%
		(2) Sub-structure	0.00%
		(3) Super-structure (including bearings)	0.00%
		(4) Wearing Coat including expansion	0.00%

ITEM	WEIGHTAGE IN PERCENTAGE TO THE CONTRACT PRICE	STAGE FOR PAYMENT	PERCENTAGE WEIGHTAGE
1	2	3	4
Flyovers including viaducts, if any		joints	
		(5) Miscellaneous Items like hand rails, crash barrier, road markings etc.	0.00%
		(6) Wing walls/return walls	0.00%
		(7) Guide bunds, River Training works etc.	0.00%
		(8) Approaches (including Retaining walls, stone pitching and protection works)	0.00%
		A 2 - New Major bridges	
		(1) Foundation	0.00%
		(2) Sub-structure	0.00%
		(3) Super-structure (including bearings)	0.00%
		(4) Wearing Coat including expansion joints	0.00%
		(5) Miscellaneous Items like hand rails, crash barrier, road markings etc.	0.00%
		(6) Wing walls/return walls upto top	0.00%
		(7) Guide bunds, River Training works etc.	0.00%
		(8) Approaches (including Retaining walls, stone pitching and protection works)	0.00%
		B 1 - Widening and repair of	
		a) RoB	
		b) RuB	
		1) Foundation	0.00%
		2) Sub Structure	0.00%
		3) Super Structure (Including bearings)	0.00%
		4) Wearing coat (a) in case of RoB - wearing coat including expansion joints complete in all respect as specified and (b) in case of RuB - rigid pavement under RuB including drainage facility complete in all respect as specified	0.00%
		5) miscellaneous items like hand rails, crash barrier, road markings etc	0.00%
		6) wing walls / return walls	0.00%
		7) Approaches (including Retaining walls, stone pitching and protection works)	0.00%
		B 2 - New RoB / RuB	
		a) RoB	
		b) RuB	
		1) Foundation	0.00%
		2) Sub Structure	0.00%

ITEM	WEIGHTAGE IN PERCENTAGE TO THE CONTRACT PRICE	STAGE FOR PAYMENT	PERCENTAGE WEIGHTAGE
1	2	3	4
		3) Super Structure (Including bearings)	0.00%
		4) Wearing coat (a) in case of RoB - wearing coat including expansion joints complete in all respect as specified and (b) in case of RuB - rigid pavement under RuB including drainage facility complete in all respect as specified	0.00%
		5) miscellaneous items like hand rails, crash barrier, road markings etc	0.00%
		6) wing walls / return walls	0.00%
		7) Approaches (including Retaining walls, stone pitching and protection works)	0.00%
		C 1 - Widening and repair of Elevated sections / Fly overs / Grade Separators	
		1) Foundation	0.00%
		2) Sub Structure	0.00%
		3) Super Structure (Including bearings)	0.00%
		4) Wearing coat including expansion joints	0.00%
		5) miscellaneous items like hand rails, crash barrier, road markings etc	0.00%
		6) wing walls / return walls	0.00%
		7) Approaches (including Retaining walls, stone pitching and protection works)	0.00%
		C 2 - New Elevated sections / Fly overs / Grade Separators	
		1) Foundation	0.00%
		2) Sub Structure	0.00%
		3) Super Structure (Including bearings)	0.00%
		4) Wearing coat including expansion joints	0.00%
		5) miscellaneous items like hand rails, crash barrier, road markings etc	0.00%
		6) wing walls / return walls	0.00%
		7) Approaches (including Retaining walls, stone pitching and protection works)	0.00%
Other Works	17.74%	(i) Toll Plaza	0.00%
		(ii) Road side drains	
		Lined Drain	16.50%
		Unlined Drain	0.40%

ITEM	WEIGHTAGE IN PERCENTAGE TO THE CONTRACT PRICE	STAGE FOR PAYMENT	PERCENTAGE WEIGHTAGE
1	2	3	4
		(iii) Road Signs, markings, km stones, safety devices, Road furnitures etc	2.00%
		(iv) Project facilities	
		(a) Bus Bays	1.76%
		(b) Truck lay byes	1.56%
		© Rest Areas	0.00%
		(d) Others	
		a) Clearing n Grubbing & Dismantling works	0.36%
		b) improvement of Junctions	3.07%
		c) Sand Filling in embankment in Pond Locations	0.30%
		d) Turfing and hydroseeding	4.21%
		e) Traffic Aid Post	0.34%
		f) Lighting in Built-up areas	0.58%
		(v) Road side Plantation	0.00%
		(vi) Repair of Protection works other than approaches to the bridges, elevated sections / flyovers / grade separators and RoBs/RuBs	
		(a) Crash Barrier	2.65%
		(b) Parapet wall	0.00%
		© Retaining wall	14.53%
		(d) Breast Wall	35.63%
		(e) Gabion	0.00%
		f) River Training works /Pitching on Slopes	0.00%
		(vii) Safety and traffic management during construction	
		Utility Shifting	

ITEM	WEIGHTAGE IN PERCENTAGE TO THE CONTRACT PRICE	STAGE FOR PAYMENT	PERCENTAGE WEIGHTAGE
1	2	3	4
		a) Electrical lines	4.64%
		b) Water pipelines/pump house	4.33%
		c) High Tension Tower	7.14%

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 FOR PAYMENT	PERCENTAGE WEIGHTAGE	PAYMENT PROCEDURE
A-Widening and Strengthening of existing road		
(1) Earthwork up to top of the sub-grade including excavation in soil, soft rock and hard rock, removal of unserviceable soil etc.	5.66%	Unit of measurement is linear length. Payment of each stage shall be made on pro rata basis on completion of a stage in a length of not less than 10 (ten) percent of the total length.
(2) Sub Base courses	17.92%	
(3) Non-Bituminous Base Course	11.41%	
(4) Bituminous Base Course	17.72%	
(5) Wearing coat	11.99%	
(6) Widening and repair of culverts	0.00%	Cost of completed culverts shall be determined on pro rata basis with respect to the total no. of culverts. The payment shall be made on the completion of at least one culvert .
B 1- Reconstruction / New two-lane alignment / bypass (Flexible pavement)		
(1) Earthwork up to top of the sub-grade	1.97%	Unit of measurement is linear length. Payment of each stage shall be made on pro rata basis on completion of a stage in full length or 0.5 (Zero point five) km. length, whichever is less.
(2) Sub Base Course	6.24%	
(3) Non-Bituminous Base Course	3.98%	
(4) Bituminous Base Course	6.17%	
(5) Wearing coat	4.17%	

STAGE FOR PAYMENT	PERCENTAGE WEIGHTAGE	PAYMENT PROCEDURE
B 2- Reconstruction / New two-lane alignment / bypass (Rigid pavement)		
(1) Earthwork up to top of the sub-grade	0.00%	Unit of measurement is linear length. Payment of each stage shall be made on pro rata basis on completion of a stage in full length or 0.5 (Zero point five) km. length, whichever is less.
(2) Earthwork in shoulders	0.00%	
(3) Sub Base Course	0.00%	
(4) Dry Lean Concrete (DLC) Course	0.00%	
(5) Pavement Quality Control (PQC) course	0.00%	
C 1- Reconstruction / New Service road/ Slip Road (Flexible pavement)		
(1) Earthwork up to top of the sub-grade including shoulder	0.00%	Unit of measurement is linear length. Payment of each stage shall be made on pro rata basis on completion of a stage in full length or 0.5 (Zero point five) km. length, whichever is less.
(2) Sub Base Course	0.00%	
(3) Non Bituminous Base Course	0.00%	
(4) Bituminous Base Course	0.00%	
(5) Wearing coat	0.00%	
C 2- Reconstruction / New Service road (Rigid pavement)		
(1) Earthwork up to top of the sub-grade	0.00%	Unit of measurement is linear length. Payment of each stage shall be made on pro rata basis on completion of a stage in full length or 0.5 (Zero point five) km. length, whichever is less.
(2) Sub Base Course	0.00%	
(3) Dry Lean Concrete (DLC) Course	0.00%	
(4) Pavement Quality Control (PQC) course	0.00%	
D - Reconstruction and New culverts on existing road, Realignments, bypasses:		
Culverts (Length <6m)		Cost of each culverts shall be determined on pro rata basis with respect to the total no. of culverts. The payment shall be made on the completion of at least one culvert.
a - Pipe Culverts	0.00%	
b - Box Culverts	12.77%	

@ For example, if the total length of bituminous work to be done is 100 km, the cost per km of bituminous work shall be determined as follows:

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

Where,

P = Contract

Price

L = Total length in km

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

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

1.3.2 Minor Bridges and Underpasses/Overpasses.

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

Table 1.3.2

STAGE of PAYMENT	PERCENTAGE WEIGHTAGE	Payment Procedure
A 1- Widening and repairs of Minor Bridges (length >6m and <60m)		
Minor Bridges	20.00%	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 completion of widening and repair works of a minor bridge.
A 2- New Minor Bridges (length >6m and <60m)		
(1) Foundation + Sub-structure: on completion of foundation work including foundation for wing and return wall, abutments, piers upto the abutment/pier cap.	26.00%	(1) Foundation + Sub Structure: Cost of each minor bridge shall be determined on pro rata basis with respect to the total linear length of the minor bridges. Payment against Foundation + Sub Structure shall be made on pro rata basis on completion of a stage ie. not less than 10% of the scope of Foundation + Sub Structure of each bridge subject to completion of atleast two foundations along with sub structure upto abutment/pier cap level of each bridge. In case where load testing is required for foundation, the trigger of first payment shall include load testing also where specified.
(2) Superstructure : on completion of 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.	24.00%	(2) 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 respect as specified in the column of "Stage of Payment" in this Sub-clause.
(3) Approaches: on completion of approaches including Retaining walls, stone pitching, protection works complete in all respect and fit for use.	20.00%	(3) Approaches: Payment shall be made on pro rata basis on completion of a stage ie. completion of approaches in all respect as specified in the column of "Stage of Payment" in this Sub-clause.

STAGE of PAYMENT	PERCENTAGE WEIGHTAGE	Payment Procedure
(4) Guide bunds and river training works: on completion of guide bunds and repair training works complete in all respects.	10.00%	(4) Guide bunds and river training works: Payment shall be made on pro rata basis on completion of a stage i.e., completion of guide bunds and river training works in all respect as specified.
B 1 - Widening and repair of underpasses / overpasses		
Underpasses / Overpasses	0.00%	Cost of each underpass / overpass shall be determined on pro rata basis with respect to the total linear length of the underpass / overpass. Payment shall be made on completion of widening and repair works of a underpass / overpass.
B 2 - New Underpasses / Overpasses		
(1) Foundation + Sub-structure: on completion of foundation work including foundation for wing and return wall, abutments, piers upto the abutment/pier cap.	0.00%	(1) Foundation + Sub Structure: Cost of each underpass / overpass shall be determined on pro rata basis with respect to the total linear length of the underpass / overpass. Payment against Foundation + Sub Structure shall be made on pro rata basis on completion of a stage ie. not less than 10% of the scope of Foundation + Sub Structure of each underpass / overpass subject to completion of atleast two foundations along with sub structure upto abutment/pier cap level of each underpass / overpass. In case where load testing is required for foundation, the trigger of first payment shall include load testing also where specified.
(2) Superstructure: on completion of 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.	0.00%	(2) Super structure: Payment shall be made on pro rata basis on completion of a stage ie. completion of super structure of atleast one span in all respect as specified in the column of "Stage of Payment" in this Sub-clause.
(3) Approaches: on completion of approaches including Retaining walls, stone pitching, protection works complete in all respect and fit for use.	0.00%	(3) Approaches: Payment shall be made on pro rata basis on completion of a stage ie. completion of approaches in all respect as specified in the column of "Stage of Payment" in this Sub-clause.

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	PERCENTAGE WEIGHTAGE	Payment Procedure
A 1 - Widening and repair of major bridges		
(1) Foundation	0.00%	(i) Foundation: Cost of each Major Bridge shall be determined on prorata 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 10% of the scope of foundation of the major Bridge subject to completion of atleast two foundations of the major bridge. In case where load testing is required for foundation, the trigger of first payment shall include load testing also were specified.
(2) Sub-structure	0.00%	(ii) Sub-Structure: Payment against Sub-structure shall be made on pro-rata basis on completion of a stage i.e. not less than 10% of the scope of sub-structure of the major bridge subject to completion of atleast two sub structures of abutment / pier cap level of the major bridge..
(3) Super-structure (including bearings)	0.00%	(iii) Super-structure: Payment shall be made on pro rata basis on completion of a stage i.e. completion of super structure including bearings of atleast one span in all respects as specified.
(4) Wearing Coat including expansion joints	0.00%	(iv) Wearing Coat: Payment shall be made on completion of wearing coat including expansion joints complete in all respects as specified.
(5) Miscellaneous Items like hand rails, crash barrier, road markings etc.	0.00%	(v) Miscellaneous: Payments shall be made on completion of all miscellaneous works like hand rails, crash barriers, road markings etc. complete in all respects as specified.
(6) Wing walls/return walls upto top	0.00%	(vi) Wing walls/return walls: Payments shall be made on completion of all wing walls/returnwalls complete in all respects as specified.
(7) Guide bunds, River Training works etc.	0.00%	(vii) Guide Bonds, River Training works: Payments shall be made on completion of all guide bunds/river training works etc. complete in all respects as specified.

STAGE of PAYMENT	PERCENTAGE WEIGHTAGE	Payment Procedure
(8) Approaches (including Retaining walls, stone pitching and protection works)	0.00%	(viii) Approaches: Payment shall be made on completion of both approaches including stone pitching, protection works, etc. complete in all respects as specified.
A 2 - New Major bridges		
(1) Foundation	0.00%	(i) Foundation: Cost of each Major Bridge shall be determined on prorata 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 10% of the scope of foundation of the major Bridge subject to completion of atleast two foundations of the major bridge. In case where load testing is required for foundation, the trigger of first payment shall include load testing also were specified.
(2) Sub-structure	0.00%	(ii) Sub-Structure: Payment against Sub-structure shall be made on pro-rata basis on completion of a stage i.e. not less than 10% of the scope of sub-structure of the major bridge subject to completion of atleast two sub structures of abutment / pier cap level of the major bridge..
(3) Super-structure (including bearings)	0.00%	(iii) Super-structure: Payment shall be made on pro rata basis on completion of a stage i.e. completion of super structure including bearings of atleast one span in all respects as specified.
(4) Wearing Coat including expansion joints	0.00%	(iv) Wearing Coat: Payment shall be made on completion of wearing coat including expansion joints complete in all respects as specified.
(5) Miscellaneous Items like hand rails, crash barrier, road markings etc.	0.00%	(v) Miscellaneous: Payments shall be made on completion of all miscellaneous works like hand rails, crash barriers, road markings etc. complete in all respects as specified.
(6) Wing walls/return walls upto top	0.00%	(vi) Wing walls/return walls: Payments shall be made on completion of all wing walls/returnwalls complete in all respects as specified.
(7) Guide bunds, River Training works etc.	0.00%	(vii) Guide Bonds, 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)	0.00%	(viii) Approaches: Payment shall be made on completion of both approaches including stone pitching, protection works, etc. complete in all respects as specified.
B 1 - Widening and repair of		

STAGE of PAYMENT	PERCENTAGE WEIGHTAGE	Payment Procedure
a) RoB		
b) RuB		
1) Foundation	0.00%	<p>(i) 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 10% of the scope of foundation of the RoB / RuB subject to completion of atleast two foundations of the RuB/ROB.</p> <p>In case where load testing is required for foundation, the trigger of first payment shall include load testing also where specified.</p>
2) Sub Structure	0.00%	<p>(ii) Sub-Structure: Payment against Sub-structure shall be made on pro-rata basis on completion of a stage i.e. not less than 10% of the scope of sub-structure of the RoB / RuB subject to completion of atleast two sub structure of abutments / pier cap level of the RuB/ROB.</p>
3) Super Structure (Including bearings)	0.00%	<p>(iii) Super-structure: Payment shall be made on pro rata basis on completion of a stage i.e. completion of super structure including bearings of atleast one span in all respects as specified.</p>
4) Wearing coat (a) in case of RoB - wearing coat including expansion joints complete in all respect as specified and (b) in case of RuB - rigid pavement under RuB including drainage facility complete in all respect as specified	0.00%	<p>(iv) Wearing Coat: Payment shall be made on completion of (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.</p>
5) miscellaneous items like hand rails, crash barrier, road markings etc	0.00%	<p>(v) Miscellaneous: Payments shall be made on completion of all miscellaneous works like hand rails, crash barriers, road markings etc. complete in all respects as specified.</p>
6) wing walls / return walls	0.00%	<p>(vi) Wing walls/return walls: Payments shall be made on completion of all wing walls/return walls complete in all respects as specified.</p>
7) Approaches (including Retaining walls, stone pitching and protection works)	0.00%	<p>(vii) Approaches: Payment shall be made on completion of both approaches including stone pitching, protection works, etc. complete in all respects as specified.</p>
B 2 - New RoB / RuB		

STAGE of PAYMENT	PERCENTAGE WEIGHTAGE	Payment Procedure
1) Foundation	0.00%	<p>(i) 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 10% of the scope of foundation of the RoB / RuB subject to completion of atleast two foundations of the RuB/ROB.</p> <p>In case where load testing is required for foundation, the trigger of first payment shall include load testing also where specified.</p>
2) Sub Structure	0.00%	<p>(ii) Sub-Structure: Payment against Sub-structure shall be made on pro-rata basis on completion of a stage i.e. not less than 10% of the scope of sub-structure of the RoB / RuB subject to completion of atleast two sub structure of abutments / pier cap level of the RuB/ROB.</p>
3) Super Structure (Including bearings)	0.00%	<p>(iii) Super-structure: Payment shall be made on pro rata basis on completion of a stage i.e. completion of super structure including bearings of atleast one span in all respects as specified.</p>
4) Wearing coat (a) in case of RoB - wearing coat including expansion joints complete in all respect as specified and (b) in case of RuB - rigid pavement under RuB including drainage facility complete in all respect as specified	0.00%	<p>(iv) Wearing Coat: Payment shall be made on completion of (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.</p>
5) miscellaneous items like hand rails, crash barrier, road markings etc	0.00%	<p>(v) Miscellaneous: Payments shall be made on completion of all miscellaneous works like hand rails, crash barriers, road markings etc. complete in all respects as specified.</p>
6) wing walls / return walls	0.00%	<p>(vi) Wing walls/return walls: Payments shall be made on completion of all wing walls/return walls complete in all respects as specified.</p>
7) Approaches (including Retaining walls, stone pitching and protection works)	0.00%	<p>(vii) Approaches: Payment shall be made on completion of both approaches including stone pitching, protection works, etc. complete in all respects as specified.</p>
C 1 - Widening and repair of Elevated sections / Fly overs / Grade Separators		

STAGE of PAYMENT	PERCENTAGE WEIGHTAGE	Payment Procedure
1) Foundation	0.00%	<p>(i) Foundation: Cost of each RoB / RuB 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 10% of the scope of foundation of the structure subject to completion of atleast two foundations of the structure.</p> <p>In case where load testing is required for foundation, the trigger of first payment shall include load testing also where specified.</p>
2) Sub Structure	0.00%	<p>(ii) Sub-Structure: Payment against Sub-structure shall be made on pro-rata basis on completion of a stage i.e. not less than 10% of the scope of sub-structure of the structure subject to completion of atleast two sub structure of abutments / pier cap level of the structure.</p>
3) Super Structure (Including bearings)	0.00%	<p>(iii) Super-structure: Payment shall be made on pro rata basis on completion of a stage i.e. completion of super structure including bearings of atleast one span in all respects as specified.</p>
4) Wearing coat including expansion joints	0.00%	<p>(iv) Wearing Coat: Payment shall be made on completion of wearing coat including expansion joints complete in all respects as specified.</p>
5) miscellaneous items like hand rails, crash barrier, road markings etc	0.00%	<p>(v) Miscellaneous: Payments shall be made on completion of all miscellaneous works like hand rails, crash barriers, road markings etc. complete in all respects as specified.</p>
6) wing walls / return walls	0.00%	<p>(vi) Wing walls/return walls: Payments shall be made on completion of all wing walls / return walls complete in all respects as specified.</p>
7) Approaches (including Retaining walls, stone pitching and protection works)	0.00%	<p>(vii) Approaches: Payment shall be made on completion of both approaches including stone pitching, protection works, etc. complete in all respects as specified.</p>
C 2 - New Elevated sections / Fly overs / Grade Separators		
1) Foundation	0.00%	<p>(i) Foundation: Cost of each RoB / RuB 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 10% of the scope of foundation of the structure subject to completion of atleast two foundations of the structure.</p> <p>In case where load testing is required for foundation, the trigger of first payment shall include</p>

STAGE of PAYMENT	PERCENTAGE WEIGHTAGE	Payment Procedure
		load testing also where specified.
2) Sub Structure	0.00%	(ii) Sub-Structure: Payment against Sub-structure shall be made on pro-rata basis on completion of a stage i.e. not less than 10% of the scope of sub-structure of the structure subject to completion of atleast two sub structure of abutments / pier cap level of the structure.
3) Super Structure (Including bearings)	0.00%	(iii) Super-structure: Payment shall be made on pro rata basis on completion of a stage i.e. completion of super structure including bearings of atleast one span in all respects as specified.
4) Wearing coat including expansion joints	0.00%	(iv) Wearing Coat: Payment shall be made on completion of wearing coat including expansion joints complete in all respects as specified.
5) miscellaneous items like hand rails, crash barrier, road markings etc	0.00%	(v) Miscellaneous: Payments shall be made on completion of all miscellaneous works like hand rails, crash barriers, road markings etc. complete in all respects as specified.
6) wing walls / return walls	0.00%	(vi) 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)	0.00%	(vii) Approaches: Payment shall be made on completion of both approaches including stone pitching, protection works, etc. complete in all respects as specified.

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

1.3.4 Other works.

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

Table 1.3.4

STAGE FOR PAYMENT	PERCENTAGE WEIGHTAGE	PAYMENT PROCEDURE
Other Works		
(i) Toll Plaza	0.00%	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.
(ii) Road side drains		
Lined Drain	16.50%	Unit of measurement is linear length in km. 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.
Unlined Drain	0.40%	
(iii) Road Signs, markings, km stones, safety devices, Road furnitures etc	2.00%	
(iv) Project facilities		
(a) Bus Bays	1.76%	Payment shall be made on pro rata basis for completed facilities.
(b) Truck lay byes	1.56%	
© Rest Areas	0.00%	
(d) Others		
a) Clearing n Grubbing & Dismantling works	0.36%	
b) improvement of Junctions	3.07%	
c) Sand Filling in embankment in Pond Locations	0.30%	
d) Turfing and hydroseeding	4.21%	
e) Traffic Aid Post	0.34%	
f) Lighting in Built-up areas	0.58%	
(v) Road side Plantation	0.00%	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.
(vi) Repair of Protection works other than approaches to the bridges, elevated sections / flyovers / grade separators and RoBs/RuBs		
(a) Crash Barrier	2.65%	
(b) Parapet wall	0.00%	
© Retaining wall	14.53%	

STAGE FOR PAYMENT	PERCENTAGE WEIGHTAGE	PAYMENT PROCEDURE
(d) Breast Wall	35.63%	
(e) Gabion	0.00%	
f) River Training works /Pitching on Slopes	0.00%	
(vii) Safety and traffic management during construction	0.00%	Payment shall be made on pro rata basis every six months.

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 installments 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

[Note: All the Drawings that the Contractor is required to furnish under Clause 10.2.]

Schedule - J

(See Clause 10.3 (ii))

Project Completion Schedule

1. Project Completion Schedule

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

2. Project Milestone-I

- (i) Project Milestone-I shall occur on the date falling on the 192nd day from the Appointed Date (the “**Project Milestone-I**”).
- (ii) Prior to the occurrence of Project Milestone-I, the Contractor shall have commenced construction of the Project Highway and submitted to the Authority duly and validly prepared Stage Payment Statements for an amount not less than 10% (ten per cent) of the Contract Price.

3. Project Milestone-II

- (i) Project Milestone-II shall occur on the date falling on the 329th 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 466th 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 548th 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 Vehicle Survey (NSV)	At least twice a year (As per survey months defined for the state basis rainy season)
2	Roughness of pavement	Network Vehicle Survey (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-reflect meter	At least twice a year (As per survey months defined for the state basis rainy season)

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

Schedule - L

(See Clause 12.2)

Completion Certificate

- 1 I, (Name of the Authority's Engineer), acting as the Authority's Engineer, under and in accordance with the Agreement dated (the "**Agreement**"), for Rehabilitation and up-gradation of road from design km 19.300 to km 31.300 (Total length: 12.000 km) of Agartala – Khowai section on NH 108 B to two lane with paved shoulder in the state of Tripura on EPC basis" work an Engineering, Procurement and Construction (EPC) Contract (the "**Project Highway**") on Engineering, Procurement and Construction (EPC) basis through.....(Name of Contractor), hereby certify that the Tests in accordance with Article 12 of the Agreement have been successfully undertaken to determine compliance of the Project Highway with the provisions of the Agreement, and I am satisfied that the Project Highway can be safely and reliably placed in service of the Users thereof.
- 2 It is certified that, in terms of the aforesaid Agreement, all works forming part of Project Highway have been completed, and the Project Highway is hereby declared fit for entry into operation on this the day of 20... , Scheduled Completed
Date for which was the day 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%

S. No.	Item/Defect/Deficiency	Percentage
(iii)	Painting, repairs/replacement kerbs, railings, parapets, guideposts/crash barriers	5%
(d)	Roadside Drains	
(i)	Cleaning and repair of drains	5%
(e)	Road Furniture	
(i)	Cleaning, painting, replacement of road signs, delineators, road markings, 200 m/km/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)

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 Rehabilitation and up-gradation of road from design km 19.300 to km 31.300 (Total length: 12.000 km) of Agartala – Khowai section on NH 108 B to two lane with paved shoulder in the state of Tripura on EPC basis on Engineering, Procurement, Construction (EPC) basis, and a copy of which is annexed hereto and marked as Annex-A to form part of this TOR.

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

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

2. Definitions and interpretation

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

3. General

- (i) The Authority's Engineer shall discharge its duties in a fair, impartial and efficient manner, consistent with the highest standards of professional integrity and Good Industry Practice.
- (ii) The Authority's Engineer shall perform the duties and exercise the authority in accordance with the provisions of this Agreement, but subject to obtaining prior

written approval of the Authority before determining:

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

4. Construction Period

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

- (ii) The Authority's Engineer shall review and approve any revised Drawings sent to it by the Contractor and furnish its comments within 10 (ten) days of receiving such Drawings.
- (iii) The Authority's Engineer shall review and approve the Quality Assurance Plan submitted by the Contractor and shall convey its comments to the Contractor within a period of 21 (twenty one) days stating the modifications, if any, required thereto.
- (iv) The Authority's Engineer shall complete the review and approve of the methodology proposed to be adopted by the Contractor for executing the Works, and convey its comments to the Contractor within a period of 10 (ten) days from the date of receipt of the proposed methodology from the Contractor.
- (v) The Authority's Engineer shall grant written approval to the Contractor, where necessary, for interruption and diversion of the flow of traffic in the existing lane(s) of the Project Highway for purposes of maintenance during the Construction Period in accordance with the provisions of Clause 10.4.
- (vi) The Authority's Engineer shall review the monthly progress report furnished by the Contractor and send its comments thereon to the Authority and the Contractor within 7 (seven) days of receipt of such report.
- (vii) The Authority's Engineer shall inspect the Construction Works and the Project Highway and shall submit a monthly Inspection Report bringing out the results of inspections and the remedial action taken by the Contractor in respect of Defects or deficiencies. In particular, the Authority's Engineer shall include in its Inspection Report, the compliance of the recommendations made by the Safety Consultant.
- (viii) The Authority's Engineer shall conduct the pre-construction review of manufacturer's test reports and standard samples of manufactured Materials, and such other Materials as the Authority's Engineer may require.
- (ix) For determining that the Works conform to Specifications and Standards, the Authority's Engineer shall require the Contractor to carry out, or cause to be carried out, tests at such time and frequency and in such manner as specified in the Agreement and in accordance with Good Industry Practice for quality assurance. For purposes of this Paragraph 4 (ix), the tests specified in the IRC Special Publication-11 (Handbook of Quality Control for Construction of Roads and Runways) and the Specifications for Road and Bridge Works issued by MORTH (the "Quality Control Manuals") or any modification/substitution thereof shall be deemed to be tests conforming to Good Industry Practice for quality assurance.
- (x) The Authority's Engineer shall test check at least 50 (fifty) percent of the quantity or number of tests prescribed for each category or type of test for quality control by

the Contractor.

- (xi) The timing of tests referred to in Paragraph 4 (ix), and the criteria for acceptance/rejection of their results shall be determined by the Authority's Engineer in accordance with the Quality Control Manuals. The tests shall be undertaken on a random sample basis and shall be in addition to, and independent of, the tests that may be carried out by the Contractor for its own quality assurance in accordance with Good Industry Practice.
- (xii) In the event that results of any tests conducted under Clause 11.10 establish any Defects or deficiencies in the Works, the Authority's Engineer shall require the Contractor to carry out remedial measures.
- (xiii) The Authority's Engineer may instruct the Contractor to execute any work which is urgently required for the safety of the Project Highway, whether because of an accident, unforeseeable event or otherwise; provided that in case of any work required on account of a Force Majeure Event, the provisions of Clause 21.6 shall apply.
- (xiv) In the event that the Contractor fails to achieve any of the Project Milestones, the Authority's Engineer shall undertake a review of the progress of construction and identify potential delays, if any. If the Authority's Engineer shall determine that completion of the Project Highway is not feasible within the time specified in the Agreement, it shall require the Contractor to indicate within 15 (fifteen) days the steps proposed to be taken to expedite progress, and the period within which the Project Completion Date shall be achieved. Upon receipt of a report from the Contractor, the Authority's Engineer shall review the same and send its comments to the Authority and the Contractor forthwith.
- (xv) The Authority's Engineer shall obtain from the Contractor a copy of all the Contractor's quality control records and documents before the Completion Certificate is issued pursuant to Clause 12.2.
- (xvi) Authority's Engineer may recommend to the Authority suspension of the whole or part of the Works if the work threatens the safety of the Users and pedestrians. After the Contractor has carried out remedial measure, the Authority's Engineer shall inspect such remedial measures forthwith and make a report to the Authority recommending whether or not the suspension hereunder may be revoked.
- (xvii) In the event that the Contractor carries out any remedial measures to secure the safety of suspended works and Users, and requires the Authority's Engineer to inspect such works, the Authority's Engineer shall inspect the suspended works within 3 (three) days of receiving such notice, and make a report to the Authority forthwith, recommending whether or not such suspension may be revoked by the Authority.

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

5. Maintenance Period

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

6. Determination of costs and time

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

accordance with the provisions of Clause 18.5.

7. Payments

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

8. Other duties and functions

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

9. Miscellaneous

- (i) A copy of all communications, comments, instructions, Drawings or Documents sent by the Authority's Engineer to the Contractor pursuant to this TOR, and a copy of all the test results with comments of the Authority's Engineer thereon, shall be furnished by the Authority's Engineer to the Authority forthwith.
- (ii) The Authority's Engineer shall retain at least one copy each of all Drawings and Documents received by it, including 'as-built' Drawings, and keep them in its safe custody.

- (iii) Within 90 (ninety) days of the Project Completion Date, the Authority's Engineer shall obtain a complete set of as-built Drawings, in 2 (two) hard copies and in micro film form or in such other medium as may be acceptable to the Authority, reflecting the Project Highway as actually designed, engineered and constructed, including an as-built survey illustrating the layout of the Project Highway and setback lines, if any, of the buildings and structures forming part of Project Facilities; and shall hand them over to the Authority against receipt thereof.
- (iv) The Authority's Engineer, if called upon by the Authority or the Contractor or both, shall mediate and assist the Parties in arriving at an amicable settlement of any Dispute between the Parties.
- (v) The Authority's Engineer shall inform the Authority and the Contractor of any event of Contractor's Default within one week of its occurrence.

Schedule - O

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

Forms of Payment Statements

1. Stage Payment Statement for Works

The Stage Payment Statement for Works shall state:

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

2. Monthly Maintenance Payment Statement

The monthly Statement for Maintenance Payment shall state:

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

- 3. Contractor's claim for Damages: Note:** The Contractor shall submit its claims in a form acceptable to the Authority.

Schedule - P

(See Clause 20.1)

Insurance

1. Insurance during Construction Period

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

2. Insurance for Contractor's Defects Liability

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

3. Insurance against injury to persons and damage to property

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

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

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

4. Insurance to be in joint names

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

Schedule-Q

(See Clause 14.10)

Tests on Completion of Maintenance Period

1. Riding Quality test:

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

2. Visual and physical test:

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

Schedule-R

(See Clause 14.10)

Taking Over Certificate

I, (Name and designation of the Authority's Representative) under and in accordance with the Agreement dated (the "**Agreement**"), for Rehabilitation and up-gradation of road from design km 19.300 to km 31.300 (Total length:

12.000 km) of Agartala – Khowai section on NH 108 B to two lane with paved shoulder in the state of Tripura on EPC basis (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)

(Address)