

## Schedules

## SCHEDULE - A

*(See Clauses 2.1 and 8.1)*

### **SITE OF THE PROJECT**

#### **1 The Site**

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

Annex - I  
(Schedule-A)

**Site**

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

**1. Site**

The Site of the [Two-Lane] Project Highway comprises the section of NH-37 commencing from km 3.275 to km 15.700 i.e. Khamnam Market to Keithelmanbi Village in the state of Manipur. The land, carriageway and structures comprising the Site are described below.

**2. Land**

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

SL No.	Chainage (Km)		Existing Right of Way (m)		Total Existing Right of Way (m)	Proposed Right of Way (m)	Remarks
	From	To	LHS	RHS			
1	3.275	15.700	11.250	11.250	22.500	Not required	

**3. Carriageway**

The present carriageway of the Project Highway is Two Lane from km 3.275 to km 15.945. The type of the existing pavement is [flexible].

**4. Major Bridges**

The Site includes the following Major Bridges:

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

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

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

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

NIL
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## 6 Grade separators

The Site includes the following grade separators:

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

## 7 Minor bridges

The Site includes the following minor bridges:

S. No.	Chainage (km)	Type of Structure			No. of Spans with span length (m)	Width (m)
		Foundation	Sub-structure	Super-structure		
1	8.805	Open	Wall	RCC Box Bridge	6.0M X 4.0M_3 CELL	11.7
2	12.751	Open	Wall	RCC Slab Bridge	3.0M X 3.0M_3 CELL	12

## 8 Railway level crossings

The Site includes the following railway level crossings:

S. No.	Location (km)	Remarks
NIL		

## 9 Underpasses (vehicular, non vehicular)

The Site includes the following underpasses:

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

## 10 Culverts

The Site has the following culverts:

Sl. No.	Chainage (km)	Type of Culvert	Span/Opening with Span Length	Width of Culvert (m)
1	3.783	Not Clearly Visible (Remarks: After	1 X 0.90	10.5

Sl. No.	Chainage (km)	Type of Culvert	Span/Opening with Span Length	Width of Culvert (m)
		Excavation It has found a Single Row HP of 0.90M Dia)		
2	5.009	HP	1 X 0.90	12.5
3	5.058	HP	1 X 0.90	12.1
4	5.383	R.C.C SLAB	2X1.20	12.5
5	5.532	R.C.C SLAB (Skew)	1X1.50	12.7
6	5.976	HP	1 X 1.00	12
7	6.031	R.C.C SLAB	1X1.00	12.5
8	6.813	R.C.C SLAB	1X1.00	12.2
9	7.044	R.C.C SLAB	1X1.50	12.5
10	7.582	HP	2 X 1.00	12.6
11	8.544	HP	1 X 1.00	10.5
12	9.805	R.C.C SLAB	1X1.00	12.5
13	10.108	R.C.C SLAB	1X1.50	12.9
14	11.21	R.C.C SLAB	1X2.00	11.8
15	11.581	HP	2 X 1.20	11.9
16	12.407	HP	1 X 1.20	12.1
17	12.679	Not Clearly Visible (Remarks: After Excavation It has found a Single Row HP of 0.90M Dia)	1 X 0.90	13.2
18	12.847	HP (Skew)	1 X 0.90	13.5
19	12.97	R.C.C SLAB	1X1.00	12
20	13.295	HP	1 X 0.90	12.1
21	13.665	R.C.C SLAB	1X1.20	13
22	13.904	R.C.C SLAB (Skew)	1X5.00	13
23	14.023	HP	2 X 0.60	13
24	14.118	HP	2 X 0.90	12.5
25	14.438	HP	1 X 1.00	13
26	14.474	Not Clearly Visible (Remarks: After Excavation It has found a Single Row HP of 0.90M Dia)	1 X 0.90	12.1
27	14.66	HP	1 X 0.600	12.1
28	14.74	Not Clearly Visible (Remarks: After Excavation It has found a Single Row HP of 0.90M Dia)	1 X 0.90	13
29	14.948	HP	1 X 1.00	15.6
30	15.444	HP (Skew)	2 X 0.90	14
31	15.703	HP (Skew)	2 X 0.90	15.2

## 11 Bus bays

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

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

## 12 Truck Lay byes

The details of truck lay byes are as follows:

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

## 13 Road side drains

The details of the roadside drains are as follows:

Sl. No.	Location		Type	
	From km	To km	Masonry/cc (Pucca)	Earthen (Kutcha)
1	6.039	6.560	Pucca (Single Side)	
2	7.660	7.725	Pucca (Single Side)	
3	8.675	8.729	Pucca (Single Side)	
4	5.149	5.237	Earthen (Hill Side)	
5	5.803	5.975	Earthen (Hill Side)	
6	6.018	6.041	Earthen (Hill Side)	
7	6.559	6.575	Earthen (Hill Side)	
8	6.767	6.950	Earthen (Hill Side)	
9	7.251	7.325	Earthen (Hill Side)	
10	7.565	7.654	Earthen (Hill Side)	
11	7.718	7.820	Earthen (Hill Side)	
12	8.543	8.598	Earthen (Hill Side)	
13	8.598	8.785	Earthen (Hill Side)	

## 14 Major junctions

The details of major junctions are as follows:

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

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

## 15 Minor junctions

The details of the minor junctions are as follows:

Sl. No.	Location		Type of intersection	
	From Km	To Km	T-Junction	Cross Road
1	3.250	-	T	3-legged
2	3.270	-	T	3-legged
3	3.525	-	T	3-legged
4	3.540	-	T	3-legged
5	3.600	-	T	3-legged
6	3.650	-	T	3-legged

Sl. No.	Location		Type of intersection	
	From Km	To Km	T-Junction	Cross Road
7	3.760	-	T	3-legged
8	3.880	-	T	3-legged
9	3.890	-	T	3-legged
10	3.950	-	T	3-legged
11	4.010	-	T	3-legged
12	4.050	-	T	3-legged
13	4.110	-	T	3-legged
14	4.250	-	Y	3-legged
15	4.350	-	T	3-legged
16	4.400	-	T	3-legged
17	4.450	-	T	3-legged
18	4.700	-	Y	3-legged
19	5.190	-	T	3-legged
20	5.210	-	Y	3-legged
21	5.330	-	T	3-legged
22	6.350	-	Y	3-legged
23	7.060	-	Y	3-legged
24	7.370	-	T	3-legged
25	7.400	-	X	4-legged
26	7.540	-	T	3-legged
27	7.650	-	Y	3-legged
28	8.150	-	X	4-legged
29	9.000	-	X	4-legged
30	9.150	-	Y	3-legged
31	9.550	-	Y	3-legged
32	10.190	-	Y	3-legged
33	10.350	-	T	3-legged
34	11.950	-	X	4-legged
35	12.500	-	T	3-legged
36	12.520	-	X	4-legged
37	12.750	-	Y	3-legged
38	13.550	-	T	3-legged
39	13.950	-	T	3-legged
40	14.200	-	X	4-legged
41	14.450	-	T	3-legged

## 16 Bypasses

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

S. No.	Name of bypass (town)	Chainage (km) From km to km	Length (in Km)
NIL			

## [17 Other structures] -NIL

[Provide details of other structures, if any.]

Annex – II

*(Schedule-A)*

**Dates for providing Right of Way**

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:

<b>Sl. No</b>	<b>From km to km</b>	<b>Length (km)</b>	<b>Width (m)</b>	<b>Date of providing ROW*</b>
<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>
(i) Full Right of Way (full width) (a) Stretch (b) Stretch (c) Stretch				The Construction of Project Highway will be implemented within the existing ROW as much as possible and acquiring additional land wherever necessary, details of which are already given in Article-2 of Annexure – I of Schedule – A.
(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:

- (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 relevant specifications/IRC Codes/Manual.

Annex - IV

*(Schedule-A)*

**Environment Clearances**

The following environment clearances have been obtained:

- Environmental Clearance is not required as per new Notification of MoEF dated 22/08/2013.

## **SCHEDULE - B**

*(See Clause 2.1)*

### **Development of the Project Highway**

#### **1 Development of the Project Highway**

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

#### **2 [Rehabilitation and augmentation]**

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

#### **3 Specifications and Standards**

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

Annex - I  
(Schedule-B)

**Description of [Two-Laning]**

[Note: Description of the Project Highway shall be given by the Authority in detail together with explanatory drawings (where necessary) to explain the Authority's requirements precisely in order to avoid subsequent changes in the Scope of the Project. The particulars that must be specified in this Schedule-B are listed below as per the requirements of the Manual of Specifications and Standards for [Two Laning of Highways (IRC:SP:73-2018)], referred to as the Manual. If any standards, specifications or details are not given in the Manual, the minimum design/construction requirements shall be specified in this Schedule. In addition to these particulars, all other essential project specific details, as required, should be provided in order to define the Scope of the Project clearly and precisely.]

**1 WIDENING OF THE EXISTING HIGHWAY**

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

- (ii) Width of Carriageway

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

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

Sl. No.	Built-up stretch (Township)	Location		Width (m)	Typical Cross Section (Refer to Manual)	Remarks
1	Khamnam	3+750	3+950	7	As per attached TCS drawing	7 m Carriageway
2	Patsoi	5+500	5+700	7	As per attached TCS drawing	7 m Carriageway
3	Mansonbi	9+250	9+450	7	As per attached TCS drawing	7 m Carriageway
4	Luker	12+170	12+370	7	As per attached TCS drawing	7 m Carriageway
5	Khumbong	12+750	12+950	7	As per attached TCS drawing	7 m Carriageway
6	Maidanpouk	13+800	14+000	7	As per attached TCS drawing	7 m Carriageway
7	Keithelmanbi	15+940	16+140	7	As per attached TCS drawing	7 m Carriageway

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

## 2 GEOMETRIC DESIGN AND GENERAL FEATURES

### (i) General

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

### (ii) Design speed

For Plain terrain design speed shall be the minimum design speed of 80 km/hr and for sharp curve locations and to accommodate the alignment within existing ROW, the speed reduces up-to 40-50 kmph.

### (iii) Improvement of the existing road geometrics

The stretches where design speed reduces below 80 kmph are summarized below:

Sl. No.	Stretch (from km to km)	Type of Deficiency	Remarks
1	3+792 to 3+919	Below Ruling Design Speed	Design Speed = 60 Kmph
2	3+985 to 4+119	Below Ruling Design Speed	Design Speed = 50 Kmph
3	4+197 to 4+369	Below Ruling Design Speed	Design Speed = 50 Kmph
4	4+452 to 4+498	Below Ruling Design Speed	Design Speed = 50 Kmph
5	4+579 to 4+610	Below Ruling Design Speed	Design Speed = 50 Kmph
6	4+937 to 4+979	Below Ruling Design Speed	Design Speed = 65 Kmph
7	5+061 to 5+264	Below Ruling Design Speed	Design Speed = 65 Kmph
8	5+416 to 5+522	Below Ruling Design Speed	Design Speed = 65 Kmph
9	5+589 to 5+642	Below Ruling Design Speed	Design Speed = 65 Kmph
10	6+542 to 6+609	Below Ruling Design Speed	Design Speed = 65 Kmph
11	8+649 to 8+709	Below Ruling Design Speed	Design Speed = 65 Kmph
12	8+743 to 8+784	Below Ruling Design Speed	Design Speed = 50 Kmph
13	8+799 to 8+833	Below Ruling Design Speed	Design Speed = 40 Kmph
14	8+924 to 8+962	Below Ruling Design Speed	Design Speed = 65 Kmph
15	9+192 to 9+279	Below Ruling Design Speed	Design Speed = 50 Kmph
16	9+328 to 9+405	Below Ruling Design Speed	Design Speed = 50 Kmph
17	9+514 to 9+557	Below Ruling Design Speed	Design Speed = 50 Kmph
18	9+630 to 9+662	Below Ruling Design Speed	Design Speed = 65 Kmph
19	9+767 to 9+777	Below Ruling Design Speed	Design Speed = 50 Kmph
20	9+991 to 10+047	Below Ruling Design Speed	Design Speed = 65 Kmph
21	10+792 to 10+999	Below Ruling Design Speed	Design Speed = 60 Kmph
22	11+105 to 11+143	Below Ruling Design Speed	Design Speed = 65 Kmph
23	12+748 to 12+837	Below Ruling Design Speed	Design Speed = 65 Kmph
24	12+920 to 13+121	Below Ruling Design Speed	Design Speed = 65 Kmph
25	13+123 to 13+243	Below Ruling Design Speed	Design Speed = 65 Kmph
26	13+318 to 13+732	Below Ruling Design Speed	Design Speed = 65 Kmph
27	13+770 to 13+930	Below Ruling Design Speed	Design Speed = 60 Kmph
28	15+826 to 15+864	Below Ruling Design Speed	Design Speed = 65 Kmph

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

**(iv) Right of Way**

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

**(v) Type of shoulders**

Refer to provision of relevant Manual and specify

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

Sl. No.	Stretch (from Km to Km)	Fully Paved shoulders/footpaths	Reference to cross section
1	3+275 to 5+700	2X1.5 m paved shoulder& 2X1.75 m footpath	TCS-1
2	7+500 to 8+400	2X1.5 m paved shoulder & 2X1.75 m footpath	TCS-1
3	9+150 to 9+400	2X1.5 m paved shoulder & 2X1.75 m footpath	TCS-1
4	11+850 to 12+375	2X1.5 m paved shoulder & 2X1.75 m footpath	TCS-1
5	12+700 to 13+175	2X1.5 m paved shoulder & 2X1.75 m footpath	TCS-1

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

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

**(vi) Lateral and vertical clearances at underpasses**

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

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

Sl. No.	Location (chainage) (from km to km)	Span/opening (m)	Remarks
NIL			

**(vii) Lateral and vertical clearances at overpasses**

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

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

Sl. No.	Location (chainage) (from km to km)	Span/opening (m)	Remarks
NIL			

**(viii) Service roads**

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

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

**(ix) Grade separated structures**

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

[Refer to requirements specified in the relevant Manual]

Sl. No.	Location of structure	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: [Refer to provision of the Manual and specify the type of vehicular under pass/ overpass structure and whether the cross road is to be carried at the existing level, raised or lowered]

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

**(x) Cattle and pedestrian underpass /overpass**

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

Sl. No.	Location	Type of crossing
NIL		

**(xi) Typical cross-sections of the Project Highway**

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

TCS Type	Description	Length (M)
TCS- 1	Reconstruction of Two-Lane Carriageway with Paved Shoulder in Built up area with Both sides covered drain cum footpath in plain terrain	4481

TCS Type	Description	Length (M)
TCS- 2	Reconstruction of Two-Lane Carriageway with Paved Shoulder in Rural area	7885
TCS- 3	Reconstruction of Two-Lane Carriageway with Paved Shoulder in Rural area with one side Toe Wall	130
<b>Total Proposed Length of Project Road = 12665 m</b>		

Chainage (m)		CD Length (m)	Net Length (m)	TCS Type
From	To			
3275	5700	16.94	2408.06	TCS-1
5700	7500	18.5	1781.5	TCS-2
7500	8400	7.9	892.1	TCS-1
8400	8900	23.7	476.3	TCS-2
8900	8980		80	TCS-3
8980	9150	2.6	167.4	TCS-2
9150	9400		250	TCS-1
9400	10200	10.5	789.5	TCS-2
10200	10250		50	TCS-3
10250	11850	15.82	1584.18	TCS-2
11850	12375	2.6	522.4	TCS-1
12375	12700	5.3	319.7	TCS-2
12700	13125	16.4	408.6	TCS-1
13125	15940	48.26	2766.74	TCS-2
<b>Total =</b>		<b>169</b>	<b>12496</b>	

### 3 INTERSECTIONS AND GRADE SEPARATORS

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

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

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

#### (i) At-grade intersections

Major Intersections

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

Minor Intersections

Sl. No.	Location of intersection (Km)	Type of intersection	Other features
1	3+250	T-Type	3-Legged
2	3+270	T-Type	3-Legged
3	3+525	T-Type	3-Legged
4	3+540	T-Type	3-Legged



Sl. No.	Location of intersection (Km)	Type of intersection	Other features
5	3+600	T-Type	3-Legged
6	3+650	T-Type	3-Legged
7	3+760	T-Type	3-Legged
8	3+880	T-Type	3-Legged
9	3+890	T-Type	3-Legged
10	3+950	T-Type	3-Legged
11	4+010	T-Type	3-Legged
12	4+050	T-Type	3-Legged
13	4+110	T-Type	3-Legged
14	4+250	Y-Type	3-Legged
15	4+350	T-Type	3-Legged
16	4+400	T-Type	3-Legged
17	4+450	T-Type	3-Legged
18	4+700	Y-Type	3-Legged
19	5+190	T-Type	3-Legged
20	5+210	Y-Type	3-Legged
21	5+330	T-Type	3-Legged
22	6+350	Y-Type	3-Legged
23	7+060	Y-Type	3-Legged
24	7+370	T-Type	3-Legged
25	7+400	X-Type	4-Legged
26	7+540	T-Type	3-Legged
27	7+650	Y-Type	3-Legged
28	8+150	X-Type	4-Legged
29	9+000	X-Type	4-Legged
30	9+150	Y-Type	3-Legged
31	9+550	Y-Type	3-Legged
32	10+190	Y-Type	3-Legged
33	10+350	T-Type	3-Legged
34	11+950	X-Type	4-Legged
35	12+500	T-Type	3-Legged
36	12+520	X-Type	4-Legged
37	12+750	Y-Type	3-Legged
38	13+550	T-Type	3-Legged
39	13+950	T-Type	3-Legged
40	14+200	X-Type	4-Legged
41	14+450	T-Type	3-Legged

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

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

#### 4 ROAD EMBANKMENT AND CUT SECTION

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

The existing road shall be raised in the following sections:

Sl. No.	Section (from km to km)	Length (km)	Extent of raising [Top of finished road level]
1	3+275 to 3+300	0.025	0.208 m. (EGL = 784.123 m & FRL = 784.331 m)
2	3+300 to 3+325	0.025	0.15 m. (EGL = 784.284 m & FRL = 784.434 m)
3	3+325 to 3+350	0.025	0.185 m. (EGL = 784.353 m & FRL = 784.537 m)
4	3+350 to 3+375	0.025	0.218 m. (EGL = 784.423 m & FRL = 784.641 m)
5	3+375 to 3+400	0.025	0.303 m. (EGL = 784.44 m & FRL = 784.743 m)
6	3+400 to 3+425	0.025	0.318 m. (EGL = 784.51 m & FRL = 784.827 m)
7	3+425 to 3+450	0.025	0.248 m. (EGL = 784.639 m & FRL = 784.887 m)
8	3+450 to 3+475	0.025	0.203 m. (EGL = 784.717 m & FRL = 784.92 m)
9	3+475 to 3+500	0.025	0.226 m. (EGL = 784.703 m & FRL = 784.929 m)
10	3+500 to 3+525	0.025	0.299 m. (EGL = 784.613 m & FRL = 784.912 m)
11	3+525 to 3+550	0.025	0.446 m. (EGL = 784.425 m & FRL = 784.87 m)
12	3+550 to 3+575	0.025	0.437 m. (EGL = 784.367 m & FRL = 784.803 m)
13	3+575 to 3+600	0.025	0.225 m. (EGL = 784.5 m & FRL = 784.724 m)
14	3+600 to 3+625	0.025	0.155 m. (EGL = 784.49 m & FRL = 784.645 m)
15	3+625 to 3+650	0.025	0.163 m. (EGL = 784.405 m & FRL = 784.567 m)
16	3+650 to 3+675	0.025	0.099 m. (EGL = 784.39 m & FRL = 784.488 m)
17	3+675 to 3+700	0.025	0.089 m. (EGL = 784.32 m & FRL = 784.409 m)
18	3+700 to 3+725	0.025	0.132 m. (EGL = 784.199 m & FRL = 784.33 m)
19	3+725 to 3+750	0.025	0.285 m. (EGL = 783.966 m & FRL = 784.251 m)
20	3+750 to 3+775	0.025	0.319 m. (EGL = 783.854 m & FRL = 784.173 m)
21	3+775 to 3+800	0.025	0.4 m. (EGL = 783.711 m & FRL = 784.11 m)
22	3+800 to 3+825	0.025	0.382 m. (EGL = 783.723 m & FRL = 784.104 m)
23	3+825 to 3+850	0.025	0.205 m. (EGL = 783.951 m & FRL = 784.156 m)
24	3+850 to 3+875	0.025	0.279 m. (EGL = 783.977 m & FRL = 784.256 m)
25	3+875 to 3+900	0.025	0.263 m. (EGL = 784.099 m & FRL = 784.362 m)
26	3+900 to 3+925	0.025	0.198 m. (EGL = 784.271 m & FRL = 784.468 m)
27	3+925 to 3+950	0.025	0.053 m. (EGL = 784.521 m & FRL = 784.574 m)
28	3+950 to 3+975	0.025	0.002 m. (EGL = 784.678 m & FRL = 784.68 m)
29	3+975 to 4+000	0.025	0.08 m. (EGL = 784.708 m & FRL = 784.787 m)
30	4+000 to 4+025	0.025	0.224 m. (EGL = 784.67 m & FRL = 784.893 m)
31	4+025 to 4+050	0.025	0.352 m. (EGL = 784.647 m & FRL = 784.999 m)
32	4+050 to 4+075	0.025	0.45 m. (EGL = 784.656 m & FRL = 785.105 m)
33	4+075 to 4+100	0.025	0.491 m. (EGL = 784.721 m & FRL = 785.211 m)
34	4+100 to 4+125	0.025	0.444 m. (EGL = 784.873 m & FRL = 785.317 m)
35	4+125 to 4+150	0.025	0.324 m. (EGL = 785.099 m & FRL = 785.423 m)
36	4+150 to 4+175	0.025	0.153 m. (EGL = 785.377 m & FRL = 785.529 m)
37	4+175 to 4+200	0.025	0.151 m. (EGL = 785.48 m & FRL = 785.631 m)

Sl. No.	Section (from km to km)	Length (km)	Extent of raising [Top of finished road level]
38	4+200 to 4+225	0.025	0.181 m. (EGL = 785.517 m & FRL = 785.698 m)
39	4+225 to 4+250	0.025	0.217 m. (EGL = 785.512 m & FRL = 785.728 m)
40	4+250 to 4+275	0.025	0.202 m. (EGL = 785.519 m & FRL = 785.721 m)
41	4+275 to 4+300	0.025	0.138 m. (EGL = 785.566 m & FRL = 785.704 m)
42	4+300 to 4+325	0.025	0.161 m. (EGL = 785.527 m & FRL = 785.688 m)
43	4+325 to 4+350	0.025	0.2 m. (EGL = 785.472 m & FRL = 785.671 m)
44	4+350 to 4+375	0.025	0.223 m. (EGL = 785.431 m & FRL = 785.654 m)
45	4+375 to 4+400	0.025	0.177 m. (EGL = 785.462 m & FRL = 785.638 m)
46	4+400 to 4+425	0.025	0.235 m. (EGL = 785.387 m & FRL = 785.621 m)
47	4+425 to 4+450	0.025	0.355 m. (EGL = 785.251 m & FRL = 785.605 m)
48	4+450 to 4+475	0.025	0.534 m. (EGL = 785.054 m & FRL = 785.588 m)
49	4+475 to 4+500	0.025	0.556 m. (EGL = 785.016 m & FRL = 785.571 m)
50	4+500 to 4+525	0.025	0.57 m. (EGL = 784.985 m & FRL = 785.555 m)
51	4+525 to 4+550	0.025	0.609 m. (EGL = 784.93 m & FRL = 785.538 m)
52	4+550 to 4+575	0.025	0.57 m. (EGL = 784.953 m & FRL = 785.522 m)
53	4+575 to 4+600	0.025	0.308 m. (EGL = 785.198 m & FRL = 785.505 m)
54	4+600 to 4+625	0.025	0.049 m. (EGL = 785.44 m & FRL = 785.488 m)
55	4+625 to 4+650	0.025	0.029 m. (EGL = 785.445 m & FRL = 785.474 m)
56	4+650 to 4+675	0.025	0.109 m. (EGL = 785.363 m & FRL = 785.472 m)
57	4+675 to 4+700	0.025	0.213 m. (EGL = 785.272 m & FRL = 785.485 m)
58	4+700 to 4+725	0.025	0.332 m. (EGL = 785.179 m & FRL = 785.511 m)
59	4+725 to 4+750	0.025	0.335 m. (EGL = 785.205 m & FRL = 785.54 m)
60	4+750 to 4+775	0.025	0.299 m. (EGL = 785.27 m & FRL = 785.569 m)
61	4+775 to 4+800	0.025	0.266 m. (EGL = 785.332 m & FRL = 785.598 m)
62	4+800 to 4+825	0.025	0.199 m. (EGL = 785.428 m & FRL = 785.627 m)
63	4+825 to 4+850	0.025	0.098 m. (EGL = 785.558 m & FRL = 785.656 m)
64	4+850 to 4+875	0.025	0.092 m. (EGL = 785.593 m & FRL = 785.685 m)
65	4+875 to 4+900	0.025	0.04 m. (EGL = 785.675 m & FRL = 785.714 m)
66	4+900 to 4+925	0.025	-0.002 m. (EGL = 785.745 m & FRL = 785.743 m)
67	4+925 to 4+950	0.025	0.308 m. (EGL = 785.464 m & FRL = 785.772 m)
68	4+950 to 4+975	0.025	0.509 m. (EGL = 785.293 m & FRL = 785.801 m)
69	4+975 to 5+000	0.025	0.545 m. (EGL = 785.284 m & FRL = 785.829 m)
70	5+000 to 5+025	0.025	0.586 m. (EGL = 785.261 m & FRL = 785.846 m)
71	5+025 to 5+050	0.025	0.595 m. (EGL = 785.257 m & FRL = 785.851 m)
72	5+050 to 5+075	0.025	0.557 m. (EGL = 785.288 m & FRL = 785.844 m)
73	5+075 to 5+100	0.025	0.474 m. (EGL = 785.35 m & FRL = 785.824 m)
74	5+100 to 5+125	0.025	0.295 m. (EGL = 785.497 m & FRL = 785.791 m)
75	5+125 to 5+150	0.025	-0.005 m. (EGL = 785.751 m & FRL = 785.746 m)
76	5+150 to 5+175	0.025	0.101 m. (EGL = 785.588 m & FRL = 785.688 m)
77	5+175 to 5+200	0.025	0.262 m. (EGL = 785.357 m & FRL = 785.618 m)
78	5+200 to 5+225	0.025	0.256 m. (EGL = 785.291 m & FRL = 785.547 m)
79	5+225 to 5+250	0.025	0.222 m. (EGL = 785.254 m & FRL = 785.475 m)
80	5+250 to 5+275	0.025	0.271 m. (EGL = 785.133 m & FRL = 785.404 m)
81	5+275 to 5+300	0.025	0.268 m. (EGL = 785.07 m & FRL = 785.338 m)
82	5+300 to 5+325	0.025	0.278 m. (EGL = 785.015 m & FRL = 785.292 m)
83	5+325 to 5+350	0.025	0.278 m. (EGL = 784.99 m & FRL = 785.267 m)
84	5+350 to 5+375	0.025	0.332 m. (EGL = 784.928 m & FRL = 785.26 m)
85	5+375 to 5+400	0.025	0.406 m. (EGL = 784.849 m & FRL = 785.255 m)
86	5+400 to 5+425	0.025	0.354 m. (EGL = 784.897 m & FRL = 785.251 m)

Sl. No.	Section (from km to km)	Length (km)	Extent of raising [Top of finished road level]
87	5+425 to 5+450	0.025	0.279 m. (EGL = 784.967 m & FRL = 785.246 m)
88	5+450 to 5+475	0.025	0.241 m. (EGL = 785.001 m & FRL = 785.241 m)
89	5+475 to 5+500	0.025	0.175 m. (EGL = 785.062 m & FRL = 785.237 m)
90	5+500 to 5+525	0.025	0.106 m. (EGL = 785.127 m & FRL = 785.232 m)
91	5+525 to 5+550	0.025	0.108 m. (EGL = 785.12 m & FRL = 785.228 m)
92	5+550 to 5+575	0.025	0.127 m. (EGL = 785.096 m & FRL = 785.223 m)
93	5+575 to 5+600	0.025	0.152 m. (EGL = 785.068 m & FRL = 785.219 m)
94	5+600 to 5+625	0.025	0.162 m. (EGL = 785.053 m & FRL = 785.214 m)
95	5+625 to 5+650	0.025	0.195 m. (EGL = 785.016 m & FRL = 785.21 m)
96	5+650 to 5+675	0.025	0.193 m. (EGL = 785.013 m & FRL = 785.205 m)
97	5+675 to 5+700	0.025	0.188 m. (EGL = 785.018 m & FRL = 785.205 m)
98	5+700 to 5+725	0.025	0.23 m. (EGL = 784.997 m & FRL = 785.226 m)
99	5+725 to 5+750	0.025	0.205 m. (EGL = 785.066 m & FRL = 785.271 m)
100	5+750 to 5+775	0.025	0.189 m. (EGL = 785.149 m & FRL = 785.338 m)
101	5+775 to 5+800	0.025	0.183 m. (EGL = 785.227 m & FRL = 785.409 m)
102	5+800 to 5+825	0.025	0.257 m. (EGL = 785.224 m & FRL = 785.481 m)
103	5+825 to 5+850	0.025	0.334 m. (EGL = 785.219 m & FRL = 785.553 m)
104	5+850 to 5+875	0.025	0.409 m. (EGL = 785.216 m & FRL = 785.624 m)
105	5+875 to 5+900	0.025	0.4 m. (EGL = 785.296 m & FRL = 785.696 m)
106	5+900 to 5+925	0.025	0.421 m. (EGL = 785.348 m & FRL = 785.768 m)
107	5+925 to 5+950	0.025	0.445 m. (EGL = 785.395 m & FRL = 785.839 m)
108	5+950 to 5+975	0.025	0.502 m. (EGL = 785.409 m & FRL = 785.911 m)
109	5+975 to 6+000	0.025	0.541 m. (EGL = 785.442 m & FRL = 785.983 m)
110	6+000 to 6+025	0.025	0.528 m. (EGL = 785.519 m & FRL = 786.046 m)
111	6+025 to 6+050	0.025	0.467 m. (EGL = 785.62 m & FRL = 786.087 m)
112	6+050 to 6+075	0.025	0.469 m. (EGL = 785.633 m & FRL = 786.102 m)
113	6+075 to 6+100	0.025	0.48 m. (EGL = 785.618 m & FRL = 786.098 m)
114	6+100 to 6+125	0.025	0.484 m. (EGL = 785.608 m & FRL = 786.091 m)
115	6+125 to 6+150	0.025	0.459 m. (EGL = 785.627 m & FRL = 786.085 m)
116	6+150 to 6+175	0.025	0.424 m. (EGL = 785.655 m & FRL = 786.079 m)
117	6+175 to 6+200	0.025	0.448 m. (EGL = 785.624 m & FRL = 786.072 m)
118	6+200 to 6+225	0.025	0.509 m. (EGL = 785.558 m & FRL = 786.066 m)
119	6+225 to 6+250	0.025	0.489 m. (EGL = 785.57 m & FRL = 786.059 m)
120	6+250 to 6+275	0.025	0.366 m. (EGL = 785.688 m & FRL = 786.053 m)
121	6+275 to 6+300	0.025	0.368 m. (EGL = 785.68 m & FRL = 786.047 m)
122	6+300 to 6+325	0.025	0.397 m. (EGL = 785.643 m & FRL = 786.04 m)
123	6+325 to 6+350	0.025	0.37 m. (EGL = 785.665 m & FRL = 786.034 m)
124	6+350 to 6+375	0.025	0.266 m. (EGL = 785.762 m & FRL = 786.027 m)
125	6+375 to 6+400	0.025	0.237 m. (EGL = 785.784 m & FRL = 786.021 m)
126	6+400 to 6+425	0.025	0.26 m. (EGL = 785.755 m & FRL = 786.015 m)
127	6+425 to 6+450	0.025	0.223 m. (EGL = 785.786 m & FRL = 786.008 m)
128	6+450 to 6+475	0.025	0.21 m. (EGL = 785.792 m & FRL = 786.002 m)
129	6+475 to 6+500	0.025	0.187 m. (EGL = 785.809 m & FRL = 785.995 m)
130	6+500 to 6+525	0.025	0.291 m. (EGL = 785.699 m & FRL = 785.989 m)
131	6+525 to 6+550	0.025	0.313 m. (EGL = 785.67 m & FRL = 785.983 m)
132	6+550 to 6+575	0.025	0.31 m. (EGL = 785.666 m & FRL = 785.976 m)
133	6+575 to 6+600	0.025	0.366 m. (EGL = 785.604 m & FRL = 785.97 m)
134	6+600 to 6+625	0.025	0.361 m. (EGL = 785.603 m & FRL = 785.963 m)
135	6+625 to 6+650	0.025	0.496 m. (EGL = 785.461 m & FRL = 785.957 m)

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136	6+650 to 6+675	0.025	0.556 m. (EGL = 785.396 m & FRL = 785.951 m)
137	6+675 to 6+700	0.025	0.576 m. (EGL = 785.368 m & FRL = 785.944 m)
138	6+700 to 6+725	0.025	0.678 m. (EGL = 785.26 m & FRL = 785.938 m)
139	6+725 to 6+750	0.025	0.801 m. (EGL = 785.131 m & FRL = 785.931 m)
140	6+750 to 6+775	0.025	0.849 m. (EGL = 785.076 m & FRL = 785.925 m)
141	6+775 to 6+800	0.025	0.891 m. (EGL = 785.028 m & FRL = 785.919 m)
142	6+800 to 6+825	0.025	0.875 m. (EGL = 785.038 m & FRL = 785.912 m)
143	6+825 to 6+850	0.025	0.847 m. (EGL = 785.06 m & FRL = 785.906 m)
144	6+850 to 6+875	0.025	0.889 m. (EGL = 785.011 m & FRL = 785.899 m)
145	6+875 to 6+900	0.025	0.806 m. (EGL = 785.088 m & FRL = 785.893 m)
146	6+900 to 6+925	0.025	0.714 m. (EGL = 785.173 m & FRL = 785.887 m)
147	6+925 to 6+950	0.025	0.587 m. (EGL = 785.293 m & FRL = 785.88 m)
148	6+950 to 6+975	0.025	0.45 m. (EGL = 785.425 m & FRL = 785.874 m)
149	6+975 to 7+000	0.025	0.231 m. (EGL = 785.637 m & FRL = 785.867 m)
150	7+000 to 7+025	0.025	0.226 m. (EGL = 785.636 m & FRL = 785.861 m)
151	7+025 to 7+050	0.025	0.299 m. (EGL = 785.556 m & FRL = 785.855 m)
152	7+050 to 7+075	0.025	0.361 m. (EGL = 785.487 m & FRL = 785.848 m)
153	7+075 to 7+100	0.025	0.402 m. (EGL = 785.44 m & FRL = 785.842 m)
154	7+100 to 7+125	0.025	0.623 m. (EGL = 785.213 m & FRL = 785.835 m)
155	7+125 to 7+150	0.025	0.829 m. (EGL = 785 m & FRL = 785.829 m)
156	7+150 to 7+175	0.025	0.938 m. (EGL = 784.886 m & FRL = 785.823 m)
157	7+175 to 7+200	0.025	0.916 m. (EGL = 784.901 m & FRL = 785.816 m)
158	7+200 to 7+225	0.025	0.921 m. (EGL = 784.889 m & FRL = 785.81 m)
159	7+225 to 7+250	0.025	0.928 m. (EGL = 784.876 m & FRL = 785.803 m)
160	7+250 to 7+275	0.025	0.818 m. (EGL = 784.98 m & FRL = 785.797 m)
161	7+275 to 7+300	0.025	0.717 m. (EGL = 785.071 m & FRL = 785.787 m)
162	7+300 to 7+325	0.025	0.644 m. (EGL = 785.092 m & FRL = 785.735 m)
163	7+325 to 7+350	0.025	0.625 m. (EGL = 785.005 m & FRL = 785.63 m)
164	7+350 to 7+375	0.025	0.587 m. (EGL = 784.888 m & FRL = 785.474 m)
165	7+375 to 7+400	0.025	0.518 m. (EGL = 784.781 m & FRL = 785.298 m)
166	7+400 to 7+425	0.025	0.417 m. (EGL = 784.707 m & FRL = 785.123 m)
167	7+425 to 7+450	0.025	0.317 m. (EGL = 784.632 m & FRL = 784.948 m)
168	7+450 to 7+475	0.025	0.254 m. (EGL = 784.52 m & FRL = 784.773 m)
169	7+475 to 7+500	0.025	0.318 m. (EGL = 784.282 m & FRL = 784.6 m)
170	7+500 to 7+525	0.025	0.375 m. (EGL = 784.093 m & FRL = 784.468 m)
171	7+525 to 7+550	0.025	0.319 m. (EGL = 784.076 m & FRL = 784.395 m)
172	7+550 to 7+575	0.025	0.257 m. (EGL = 784.127 m & FRL = 784.383 m)
173	7+575 to 7+600	0.025	0.276 m. (EGL = 784.152 m & FRL = 784.428 m)
174	7+600 to 7+625	0.025	0.371 m. (EGL = 784.122 m & FRL = 784.492 m)
175	7+625 to 7+650	0.025	0.462 m. (EGL = 784.094 m & FRL = 784.556 m)
176	7+650 to 7+675	0.025	0.519 m. (EGL = 784.102 m & FRL = 784.62 m)
177	7+675 to 7+700	0.025	0.493 m. (EGL = 784.191 m & FRL = 784.684 m)
178	7+700 to 7+725	0.025	0.465 m. (EGL = 784.284 m & FRL = 784.748 m)
179	7+725 to 7+750	0.025	0.306 m. (EGL = 784.506 m & FRL = 784.811 m)
180	7+750 to 7+775	0.025	0.034 m. (EGL = 784.842 m & FRL = 784.875 m)
181	7+775 to 7+800	0.025	0.098 m. (EGL = 784.841 m & FRL = 784.939 m)
182	7+800 to 7+825	0.025	0.202 m. (EGL = 784.802 m & FRL = 785.003 m)
183	7+825 to 7+850	0.025	0.226 m. (EGL = 784.841 m & FRL = 785.067 m)
184	7+850 to 7+875	0.025	0.205 m. (EGL = 784.924 m & FRL = 785.128 m)

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185	7+875 to 7+900	0.025	0.273 m. (EGL = 784.905 m & FRL = 785.177 m)
186	7+900 to 7+925	0.025	0.486 m. (EGL = 784.725 m & FRL = 785.211 m)
187	7+925 to 7+950	0.025	0.676 m. (EGL = 784.556 m & FRL = 785.232 m)
188	7+950 to 7+975	0.025	0.597 m. (EGL = 784.654 m & FRL = 785.25 m)
189	7+975 to 8+000	0.025	0.481 m. (EGL = 784.787 m & FRL = 785.268 m)
190	8+000 to 8+025	0.025	0.446 m. (EGL = 784.842 m & FRL = 785.287 m)
191	8+025 to 8+050	0.025	0.381 m. (EGL = 784.924 m & FRL = 785.305 m)
192	8+050 to 8+075	0.025	0.42 m. (EGL = 784.903 m & FRL = 785.323 m)
193	8+075 to 8+100	0.025	0.404 m. (EGL = 784.939 m & FRL = 785.342 m)
194	8+100 to 8+125	0.025	0.306 m. (EGL = 785.055 m & FRL = 785.36 m)
195	8+125 to 8+150	0.025	0.332 m. (EGL = 785.046 m & FRL = 785.378 m)
196	8+150 to 8+175	0.025	0.347 m. (EGL = 785.049 m & FRL = 785.396 m)
197	8+175 to 8+200	0.025	0.217 m. (EGL = 785.198 m & FRL = 785.415 m)
198	8+200 to 8+225	0.025	0.252 m. (EGL = 785.181 m & FRL = 785.433 m)
199	8+225 to 8+250	0.025	0.304 m. (EGL = 785.147 m & FRL = 785.451 m)
200	8+250 to 8+275	0.025	0.361 m. (EGL = 785.11 m & FRL = 785.47 m)
201	8+275 to 8+300	0.025	0.455 m. (EGL = 785.034 m & FRL = 785.488 m)
202	8+300 to 8+325	0.025	0.436 m. (EGL = 785.07 m & FRL = 785.506 m)
203	8+325 to 8+350	0.025	0.322 m. (EGL = 785.203 m & FRL = 785.524 m)
204	8+350 to 8+375	0.025	0.197 m. (EGL = 785.346 m & FRL = 785.542 m)
205	8+375 to 8+400	0.025	0.249 m. (EGL = 785.305 m & FRL = 785.553 m)
206	8+400 to 8+425	0.025	0.331 m. (EGL = 785.226 m & FRL = 785.556 m)
207	8+425 to 8+450	0.025	0.395 m. (EGL = 785.157 m & FRL = 785.551 m)
208	8+450 to 8+475	0.025	0.491 m. (EGL = 785.053 m & FRL = 785.544 m)
209	8+475 to 8+500	0.025	0.714 m. (EGL = 784.824 m & FRL = 785.537 m)
210	8+500 to 8+525	0.025	0.869 m. (EGL = 784.661 m & FRL = 785.529 m)
211	8+525 to 8+550	0.025	0.976 m. (EGL = 784.546 m & FRL = 785.522 m)
212	8+550 to 8+575	0.025	1.105 m. (EGL = 784.411 m & FRL = 785.515 m)
213	8+575 to 8+600	0.025	1.156 m. (EGL = 784.351 m & FRL = 785.507 m)
214	8+600 to 8+625	0.025	1.233 m. (EGL = 784.267 m & FRL = 785.5 m)
215	8+625 to 8+650	0.025	1.279 m. (EGL = 784.215 m & FRL = 785.493 m)
216	8+650 to 8+675	0.025	1.294 m. (EGL = 784.192 m & FRL = 785.485 m)
217	8+675 to 8+700	0.025	1.272 m. (EGL = 784.206 m & FRL = 785.478 m)
218	8+700 to 8+725	0.025	1.056 m. (EGL = 784.416 m & FRL = 785.472 m)
219	8+725 to 8+750	0.025	0.842 m. (EGL = 784.627 m & FRL = 785.468 m)
220	8+750 to 8+775	0.025	0.826 m. (EGL = 784.641 m & FRL = 785.466 m)
221	8+775 to 8+800	0.025	0.609 m. (EGL = 784.858 m & FRL = 785.466 m)
222	8+800 to 8+825	0.025	0.039 m. (EGL = 785.427 m & FRL = 785.466 m)
223	8+825 to 8+850	0.025	0.38 m. (EGL = 785.086 m & FRL = 785.466 m)
224	8+850 to 8+875	0.025	1.049 m. (EGL = 784.417 m & FRL = 785.466 m)
225	8+875 to 8+900	0.025	1.351 m. (EGL = 784.086 m & FRL = 785.437 m)
226	8+900 to 8+925	0.025	1.32 m. (EGL = 784.042 m & FRL = 785.362 m)
227	8+925 to 8+950	0.025	1.194 m. (EGL = 784.047 m & FRL = 785.241 m)
228	8+950 to 8+975	0.025	0.963 m. (EGL = 784.109 m & FRL = 785.072 m)
229	8+975 to 9+000	0.025	0.753 m. (EGL = 784.133 m & FRL = 784.886 m)
230	9+000 to 9+025	0.025	0.669 m. (EGL = 784.03 m & FRL = 784.699 m)
231	9+025 to 9+050	0.025	0.699 m. (EGL = 783.813 m & FRL = 784.512 m)
232	9+050 to 9+075	0.025	0.644 m. (EGL = 783.682 m & FRL = 784.325 m)
233	9+075 to 9+100	0.025	0.479 m. (EGL = 783.666 m & FRL = 784.145 m)

Sl. No.	Section (from km to km)	Length (km)	Extent of raising [Top of finished road level]
234	9+100 to 9+125	0.025	0.357 m. (EGL = 783.672 m & FRL = 784.029 m)
235	9+125 to 9+150	0.025	0.279 m. (EGL = 783.711 m & FRL = 783.989 m)
236	9+150 to 9+175	0.025	0.241 m. (EGL = 783.782 m & FRL = 784.023 m)
237	9+175 to 9+200	0.025	0.218 m. (EGL = 783.863 m & FRL = 784.081 m)
238	9+200 to 9+225	0.025	0.163 m. (EGL = 783.977 m & FRL = 784.139 m)
239	9+225 to 9+250	0.025	0.236 m. (EGL = 783.961 m & FRL = 784.197 m)
240	9+250 to 9+275	0.025	0.28 m. (EGL = 783.975 m & FRL = 784.255 m)
241	9+275 to 9+300	0.025	0.226 m. (EGL = 784.088 m & FRL = 784.313 m)
242	9+300 to 9+325	0.025	0.217 m. (EGL = 784.154 m & FRL = 784.371 m)
243	9+325 to 9+350	0.025	0.3 m. (EGL = 784.129 m & FRL = 784.429 m)
244	9+350 to 9+375	0.025	0.428 m. (EGL = 784.059 m & FRL = 784.487 m)
245	9+375 to 9+400	0.025	0.551 m. (EGL = 783.994 m & FRL = 784.545 m)
246	9+400 to 9+425	0.025	0.561 m. (EGL = 784.035 m & FRL = 784.595 m)
247	9+425 to 9+450	0.025	0.486 m. (EGL = 784.132 m & FRL = 784.617 m)
248	9+450 to 9+475	0.025	0.571 m. (EGL = 784.04 m & FRL = 784.61 m)
249	9+475 to 9+500	0.025	0.634 m. (EGL = 783.945 m & FRL = 784.579 m)
250	9+500 to 9+525	0.025	0.616 m. (EGL = 783.929 m & FRL = 784.545 m)
251	9+525 to 9+550	0.025	0.606 m. (EGL = 783.905 m & FRL = 784.511 m)
252	9+550 to 9+575	0.025	0.625 m. (EGL = 783.853 m & FRL = 784.477 m)
253	9+575 to 9+600	0.025	0.522 m. (EGL = 783.921 m & FRL = 784.443 m)
254	9+600 to 9+625	0.025	0.499 m. (EGL = 783.911 m & FRL = 784.409 m)
255	9+625 to 9+650	0.025	0.553 m. (EGL = 783.823 m & FRL = 784.375 m)
256	9+650 to 9+675	0.025	0.606 m. (EGL = 783.735 m & FRL = 784.341 m)
257	9+675 to 9+700	0.025	0.582 m. (EGL = 783.725 m & FRL = 784.307 m)
258	9+700 to 9+725	0.025	0.553 m. (EGL = 783.716 m & FRL = 784.269 m)
259	9+725 to 9+750	0.025	0.486 m. (EGL = 783.74 m & FRL = 784.226 m)
260	9+750 to 9+775	0.025	0.531 m. (EGL = 783.646 m & FRL = 784.176 m)
261	9+775 to 9+800	0.025	0.545 m. (EGL = 783.577 m & FRL = 784.122 m)
262	9+800 to 9+825	0.025	0.462 m. (EGL = 783.604 m & FRL = 784.065 m)
263	9+825 to 9+850	0.025	0.357 m. (EGL = 783.652 m & FRL = 784.009 m)
264	9+850 to 9+875	0.025	0.371 m. (EGL = 783.582 m & FRL = 783.953 m)
265	9+875 to 9+900	0.025	0.388 m. (EGL = 783.51 m & FRL = 783.897 m)
266	9+900 to 9+925	0.025	0.428 m. (EGL = 783.412 m & FRL = 783.84 m)
267	9+925 to 9+950	0.025	0.468 m. (EGL = 783.324 m & FRL = 783.791 m)
268	9+950 to 9+975	0.025	0.458 m. (EGL = 783.302 m & FRL = 783.76 m)
269	9+975 to 10+000	0.025	0.39 m. (EGL = 783.357 m & FRL = 783.746 m)
270	10+000 to 10+025	0.025	0.348 m. (EGL = 783.397 m & FRL = 783.745 m)
271	10+025 to 10+050	0.025	0.389 m. (EGL = 783.357 m & FRL = 783.745 m)
272	10+050 to 10+075	0.025	0.441 m. (EGL = 783.305 m & FRL = 783.745 m)
273	10+075 to 10+100	0.025	0.486 m. (EGL = 783.259 m & FRL = 783.745 m)
274	10+100 to 10+125	0.025	0.428 m. (EGL = 783.318 m & FRL = 783.745 m)
275	10+125 to 10+150	0.025	0.388 m. (EGL = 783.372 m & FRL = 783.759 m)
276	10+150 to 10+175	0.025	0.409 m. (EGL = 783.424 m & FRL = 783.832 m)
277	10+175 to 10+200	0.025	0.452 m. (EGL = 783.516 m & FRL = 783.967 m)
278	10+200 to 10+225	0.025	0.549 m. (EGL = 783.61 m & FRL = 784.158 m)
279	10+225 to 10+250	0.025	0.588 m. (EGL = 783.77 m & FRL = 784.358 m)
280	10+250 to 10+275	0.025	0.592 m. (EGL = 783.965 m & FRL = 784.557 m)
281	10+275 to 10+300	0.025	0.481 m. (EGL = 784.276 m & FRL = 784.756 m)
282	10+300 to 10+325	0.025	0.507 m. (EGL = 784.413 m & FRL = 784.92 m)

Sl. No.	Section (from km to km)	Length (km)	Extent of raising [Top of finished road level]
283	10+325 to 10+350	0.025	0.565 m. (EGL = 784.454 m & FRL = 785.018 m)
284	10+350 to 10+375	0.025	0.733 m. (EGL = 784.319 m & FRL = 785.051 m)
285	10+375 to 10+400	0.025	0.732 m. (EGL = 784.308 m & FRL = 785.04 m)
286	10+400 to 10+425	0.025	0.565 m. (EGL = 784.464 m & FRL = 785.029 m)
287	10+425 to 10+450	0.025	0.484 m. (EGL = 784.535 m & FRL = 785.018 m)
288	10+450 to 10+475	0.025	0.505 m. (EGL = 784.502 m & FRL = 785.007 m)
289	10+475 to 10+500	0.025	0.486 m. (EGL = 784.511 m & FRL = 784.996 m)
290	10+500 to 10+525	0.025	0.465 m. (EGL = 784.521 m & FRL = 784.985 m)
291	10+525 to 10+550	0.025	0.388 m. (EGL = 784.587 m & FRL = 784.974 m)
292	10+550 to 10+575	0.025	0.438 m. (EGL = 784.526 m & FRL = 784.963 m)
293	10+575 to 10+600	0.025	0.549 m. (EGL = 784.403 m & FRL = 784.951 m)
294	10+600 to 10+625	0.025	0.503 m. (EGL = 784.438 m & FRL = 784.94 m)
295	10+625 to 10+650	0.025	0.53 m. (EGL = 784.399 m & FRL = 784.929 m)
296	10+650 to 10+675	0.025	0.568 m. (EGL = 784.351 m & FRL = 784.918 m)
297	10+675 to 10+700	0.025	0.64 m. (EGL = 784.267 m & FRL = 784.907 m)
298	10+700 to 10+725	0.025	0.71 m. (EGL = 784.186 m & FRL = 784.896 m)
299	10+725 to 10+750	0.025	0.472 m. (EGL = 784.413 m & FRL = 784.885 m)
300	10+750 to 10+775	0.025	0.496 m. (EGL = 784.378 m & FRL = 784.874 m)
301	10+775 to 10+800	0.025	0.621 m. (EGL = 784.241 m & FRL = 784.862 m)
302	10+800 to 10+825	0.025	0.693 m. (EGL = 784.159 m & FRL = 784.851 m)
303	10+825 to 10+850	0.025	0.669 m. (EGL = 784.171 m & FRL = 784.84 m)
304	10+850 to 10+875	0.025	0.659 m. (EGL = 784.17 m & FRL = 784.829 m)
305	10+875 to 10+900	0.025	0.736 m. (EGL = 784.083 m & FRL = 784.818 m)
306	10+900 to 10+925	0.025	0.725 m. (EGL = 784.083 m & FRL = 784.807 m)
307	10+925 to 10+950	0.025	0.774 m. (EGL = 784.023 m & FRL = 784.796 m)
308	10+950 to 10+975	0.025	0.578 m. (EGL = 784.203 m & FRL = 784.781 m)
309	10+975 to 11+000	0.025	0.483 m. (EGL = 784.258 m & FRL = 784.741 m)
310	11+000 to 11+025	0.025	0.473 m. (EGL = 784.196 m & FRL = 784.669 m)
311	11+025 to 11+050	0.025	0.463 m. (EGL = 784.103 m & FRL = 784.565 m)
312	11+050 to 11+075	0.025	0.43 m. (EGL = 784.002 m & FRL = 784.431 m)
313	11+075 to 11+100	0.025	0.375 m. (EGL = 783.898 m & FRL = 784.272 m)
314	11+100 to 11+125	0.025	0.574 m. (EGL = 783.537 m & FRL = 784.111 m)
315	11+125 to 11+150	0.025	0.753 m. (EGL = 783.198 m & FRL = 783.95 m)
316	11+150 to 11+175	0.025	0.74 m. (EGL = 783.05 m & FRL = 783.789 m)
317	11+175 to 11+200	0.025	0.57 m. (EGL = 783.059 m & FRL = 783.628 m)
318	11+200 to 11+225	0.025	0.347 m. (EGL = 783.128 m & FRL = 783.474 m)
319	11+225 to 11+250	0.025	0.459 m. (EGL = 782.891 m & FRL = 783.349 m)
320	11+250 to 11+275	0.025	0.575 m. (EGL = 782.68 m & FRL = 783.254 m)
321	11+275 to 11+300	0.025	0.577 m. (EGL = 782.613 m & FRL = 783.19 m)
322	11+300 to 11+325	0.025	0.635 m. (EGL = 782.52 m & FRL = 783.155 m)
323	11+325 to 11+350	0.025	0.586 m. (EGL = 782.565 m & FRL = 783.151 m)
324	11+350 to 11+375	0.025	0.552 m. (EGL = 782.618 m & FRL = 783.17 m)
325	11+375 to 11+400	0.025	0.567 m. (EGL = 782.624 m & FRL = 783.19 m)
326	11+400 to 11+425	0.025	0.533 m. (EGL = 782.679 m & FRL = 783.211 m)
327	11+425 to 11+450	0.025	0.528 m. (EGL = 782.704 m & FRL = 783.231 m)
328	11+450 to 11+475	0.025	0.63 m. (EGL = 782.621 m & FRL = 783.251 m)
329	11+475 to 11+500	0.025	0.73 m. (EGL = 782.543 m & FRL = 783.272 m)
330	11+500 to 11+525	0.025	0.842 m. (EGL = 782.45 m & FRL = 783.292 m)
331	11+525 to 11+550	0.025	0.984 m. (EGL = 782.329 m & FRL = 783.312 m)



Sl. No.	Section (from km to km)	Length (km)	Extent of raising [Top of finished road level]
332	11+550 to 11+575	0.025	1.061 m. (EGL = 782.272 m & FRL = 783.333 m)
333	11+575 to 11+600	0.025	1.034 m. (EGL = 782.319 m & FRL = 783.353 m)
334	11+600 to 11+625	0.025	0.942 m. (EGL = 782.432 m & FRL = 783.373 m)
335	11+625 to 11+650	0.025	0.805 m. (EGL = 782.589 m & FRL = 783.394 m)
336	11+650 to 11+675	0.025	0.673 m. (EGL = 782.742 m & FRL = 783.414 m)
337	11+675 to 11+700	0.025	0.601 m. (EGL = 782.834 m & FRL = 783.434 m)
338	11+700 to 11+725	0.025	0.561 m. (EGL = 782.895 m & FRL = 783.455 m)
339	11+725 to 11+750	0.025	0.629 m. (EGL = 782.847 m & FRL = 783.475 m)
340	11+750 to 11+775	0.025	0.574 m. (EGL = 782.916 m & FRL = 783.49 m)
341	11+775 to 11+800	0.025	0.444 m. (EGL = 783.055 m & FRL = 783.498 m)
342	11+800 to 11+825	0.025	0.424 m. (EGL = 783.074 m & FRL = 783.497 m)
343	11+825 to 11+850	0.025	0.327 m. (EGL = 783.164 m & FRL = 783.491 m)
344	11+850 to 11+875	0.025	0.156 m. (EGL = 783.33 m & FRL = 783.486 m)
345	11+875 to 11+900	0.025	0.163 m. (EGL = 783.319 m & FRL = 783.481 m)
346	11+900 to 11+925	0.025	0.313 m. (EGL = 783.162 m & FRL = 783.475 m)
347	11+925 to 11+950	0.025	0.33 m. (EGL = 783.141 m & FRL = 783.47 m)
348	11+950 to 11+975	0.025	0.248 m. (EGL = 783.217 m & FRL = 783.464 m)
349	11+975 to 12+000	0.025	0.127 m. (EGL = 783.332 m & FRL = 783.459 m)
350	12+000 to 12+025	0.025	0.175 m. (EGL = 783.29 m & FRL = 783.464 m)
351	12+025 to 12+050	0.025	0.287 m. (EGL = 783.22 m & FRL = 783.507 m)
352	12+050 to 12+075	0.025	0.377 m. (EGL = 783.21 m & FRL = 783.587 m)
353	12+075 to 12+100	0.025	0.46 m. (EGL = 783.241 m & FRL = 783.7 m)
354	12+100 to 12+125	0.025	0.369 m. (EGL = 783.449 m & FRL = 783.817 m)
355	12+125 to 12+150	0.025	0.245 m. (EGL = 783.689 m & FRL = 783.933 m)
356	12+150 to 12+175	0.025	0.127 m. (EGL = 783.923 m & FRL = 784.05 m)
357	12+175 to 12+200	0.025	0.148 m. (EGL = 784.008 m & FRL = 784.156 m)
358	12+200 to 12+225	0.025	0.1 m. (EGL = 784.146 m & FRL = 784.245 m)
359	12+225 to 12+250	0.025	0.106 m. (EGL = 784.213 m & FRL = 784.318 m)
360	12+250 to 12+275	0.025	0.099 m. (EGL = 784.283 m & FRL = 784.382 m)
361	12+275 to 12+300	0.025	0.185 m. (EGL = 784.262 m & FRL = 784.446 m)
362	12+300 to 12+325	0.025	0.188 m. (EGL = 784.322 m & FRL = 784.51 m)
363	12+325 to 12+350	0.025	0.318 m. (EGL = 784.256 m & FRL = 784.573 m)
364	12+350 to 12+375	0.025	0.418 m. (EGL = 784.219 m & FRL = 784.637 m)
365	12+375 to 12+400	0.025	0.506 m. (EGL = 784.195 m & FRL = 784.701 m)
366	12+400 to 12+425	0.025	0.597 m. (EGL = 784.169 m & FRL = 784.765 m)
367	12+425 to 12+450	0.025	0.626 m. (EGL = 784.203 m & FRL = 784.829 m)
368	12+450 to 12+475	0.025	0.606 m. (EGL = 784.287 m & FRL = 784.893 m)
369	12+475 to 12+500	0.025	0.678 m. (EGL = 784.279 m & FRL = 784.956 m)
370	12+500 to 12+525	0.025	0.729 m. (EGL = 784.291 m & FRL = 785.02 m)
371	12+525 to 12+550	0.025	0.748 m. (EGL = 784.336 m & FRL = 785.084 m)
372	12+550 to 12+575	0.025	0.749 m. (EGL = 784.4 m & FRL = 785.148 m)
373	12+575 to 12+600	0.025	0.757 m. (EGL = 784.455 m & FRL = 785.212 m)
374	12+600 to 12+625	0.025	0.709 m. (EGL = 784.567 m & FRL = 785.276 m)
375	12+625 to 12+650	0.025	0.678 m. (EGL = 784.662 m & FRL = 785.339 m)
376	12+650 to 12+675	0.025	0.564 m. (EGL = 784.839 m & FRL = 785.403 m)
377	12+675 to 12+700	0.025	0.411 m. (EGL = 785.041 m & FRL = 785.452 m)
378	12+700 to 12+725	0.025	0.158 m. (EGL = 785.324 m & FRL = 785.481 m)
379	12+725 to 12+750	0.025	-0.009 m. (EGL = 785.498 m & FRL = 785.49 m)
380	12+750 to 12+775	0.025	0.068 m. (EGL = 785.423 m & FRL = 785.49 m)

Sl. No.	Section (from km to km)	Length (km)	Extent of raising [Top of finished road level]
381	12+775 to 12+800	0.025	0.309 m. (EGL = 785.181 m & FRL = 785.49 m)
382	12+800 to 12+825	0.025	0.667 m. (EGL = 784.824 m & FRL = 785.49 m)
383	12+825 to 12+850	0.025	0.719 m. (EGL = 784.758 m & FRL = 785.477 m)
384	12+850 to 12+875	0.025	0.687 m. (EGL = 784.759 m & FRL = 785.445 m)
385	12+875 to 12+900	0.025	0.599 m. (EGL = 784.794 m & FRL = 785.392 m)
386	12+900 to 12+925	0.025	0.575 m. (EGL = 784.753 m & FRL = 785.328 m)
387	12+925 to 12+950	0.025	0.582 m. (EGL = 784.682 m & FRL = 785.263 m)
388	12+950 to 12+975	0.025	0.547 m. (EGL = 784.652 m & FRL = 785.199 m)
389	12+975 to 13+000	0.025	0.506 m. (EGL = 784.628 m & FRL = 785.134 m)
390	13+000 to 13+025	0.025	0.418 m. (EGL = 784.653 m & FRL = 785.07 m)
391	13+025 to 13+050	0.025	0.529 m. (EGL = 784.477 m & FRL = 785.005 m)
392	13+050 to 13+075	0.025	0.446 m. (EGL = 784.496 m & FRL = 784.941 m)
393	13+075 to 13+100	0.025	0.424 m. (EGL = 784.453 m & FRL = 784.877 m)
394	13+100 to 13+125	0.025	0.319 m. (EGL = 784.493 m & FRL = 784.812 m)
395	13+125 to 13+150	0.025	0.231 m. (EGL = 784.517 m & FRL = 784.748 m)
396	13+150 to 13+175	0.025	0.52 m. (EGL = 784.164 m & FRL = 784.683 m)
397	13+175 to 13+200	0.025	0.78 m. (EGL = 783.839 m & FRL = 784.619 m)
398	13+200 to 13+225	0.025	0.649 m. (EGL = 783.906 m & FRL = 784.554 m)
399	13+225 to 13+250	0.025	0.582 m. (EGL = 783.909 m & FRL = 784.49 m)
400	13+250 to 13+275	0.025	0.481 m. (EGL = 783.946 m & FRL = 784.426 m)
401	13+275 to 13+300	0.025	0.341 m. (EGL = 784.021 m & FRL = 784.361 m)
402	13+300 to 13+325	0.025	0.295 m. (EGL = 784.003 m & FRL = 784.298 m)
403	13+325 to 13+350	0.025	0.269 m. (EGL = 783.992 m & FRL = 784.26 m)
404	13+350 to 13+375	0.025	0.348 m. (EGL = 783.908 m & FRL = 784.256 m)
405	13+375 to 13+400	0.025	0.341 m. (EGL = 783.947 m & FRL = 784.287 m)
406	13+400 to 13+425	0.025	0.39 m. (EGL = 783.963 m & FRL = 784.353 m)
407	13+425 to 13+450	0.025	0.444 m. (EGL = 784.01 m & FRL = 784.454 m)
408	13+450 to 13+475	0.025	0.557 m. (EGL = 784.031 m & FRL = 784.587 m)
409	13+475 to 13+500	0.025	0.569 m. (EGL = 784.162 m & FRL = 784.731 m)
410	13+500 to 13+525	0.025	0.62 m. (EGL = 784.255 m & FRL = 784.874 m)
411	13+525 to 13+550	0.025	0.573 m. (EGL = 784.445 m & FRL = 785.018 m)
412	13+550 to 13+575	0.025	0.595 m. (EGL = 784.566 m & FRL = 785.161 m)
413	13+575 to 13+600	0.025	0.623 m. (EGL = 784.682 m & FRL = 785.305 m)
414	13+600 to 13+625	0.025	0.601 m. (EGL = 784.847 m & FRL = 785.448 m)
415	13+625 to 13+650	0.025	0.599 m. (EGL = 784.993 m & FRL = 785.592 m)
416	13+650 to 13+675	0.025	0.519 m. (EGL = 785.217 m & FRL = 785.735 m)
417	13+675 to 13+700	0.025	0.528 m. (EGL = 785.352 m & FRL = 785.879 m)
418	13+700 to 13+725	0.025	0.627 m. (EGL = 785.396 m & FRL = 786.022 m)
419	13+725 to 13+750	0.025	0.709 m. (EGL = 785.458 m & FRL = 786.166 m)
420	13+750 to 13+775	0.025	0.702 m. (EGL = 785.608 m & FRL = 786.309 m)
421	13+775 to 13+800	0.025	0.78 m. (EGL = 785.673 m & FRL = 786.453 m)
422	13+800 to 13+825	0.025	0.736 m. (EGL = 785.843 m & FRL = 786.578 m)
423	13+825 to 13+850	0.025	0.72 m. (EGL = 785.949 m & FRL = 786.668 m)
424	13+850 to 13+875	0.025	0.594 m. (EGL = 786.128 m & FRL = 786.722 m)
425	13+875 to 13+900	0.025	0.4 m. (EGL = 786.34 m & FRL = 786.74 m)
426	13+900 to 13+925	0.025	0.008 m. (EGL = 786.733 m & FRL = 786.74 m)
427	13+925 to 13+950	0.025	0.222 m. (EGL = 786.518 m & FRL = 786.74 m)
428	13+950 to 13+975	0.025	0.395 m. (EGL = 786.346 m & FRL = 786.74 m)
429	13+975 to 14+000	0.025	0.29 m. (EGL = 786.438 m & FRL = 786.728 m)

Sl. No.	Section (from km to km)	Length (km)	Extent of raising [Top of finished road level]
430	14+000 to 14+025	0.025	0.279 m. (EGL = 786.42 m & FRL = 786.699 m)
431	14+025 to 14+050	0.025	0.275 m. (EGL = 786.378 m & FRL = 786.653 m)
432	14+050 to 14+075	0.025	0.265 m. (EGL = 786.327 m & FRL = 786.591 m)
433	14+075 to 14+100	0.025	0.331 m. (EGL = 786.181 m & FRL = 786.512 m)
434	14+100 to 14+125	0.025	0.361 m. (EGL = 786.056 m & FRL = 786.417 m)
435	14+125 to 14+150	0.025	0.357 m. (EGL = 785.96 m & FRL = 786.317 m)
436	14+150 to 14+175	0.025	0.289 m. (EGL = 785.929 m & FRL = 786.217 m)
437	14+175 to 14+200	0.025	0.226 m. (EGL = 785.89 m & FRL = 786.116 m)
438	14+200 to 14+225	0.025	0.386 m. (EGL = 785.63 m & FRL = 786.016 m)
439	14+225 to 14+250	0.025	0.589 m. (EGL = 785.328 m & FRL = 785.916 m)
440	14+250 to 14+275	0.025	0.618 m. (EGL = 785.199 m & FRL = 785.816 m)
441	14+275 to 14+300	0.025	0.626 m. (EGL = 785.089 m & FRL = 785.715 m)
442	14+300 to 14+325	0.025	0.816 m. (EGL = 784.8 m & FRL = 785.615 m)
443	14+325 to 14+350	0.025	0.539 m. (EGL = 784.977 m & FRL = 785.515 m)
444	14+350 to 14+375	0.025	0.672 m. (EGL = 784.746 m & FRL = 785.417 m)
445	14+375 to 14+400	0.025	0.741 m. (EGL = 784.629 m & FRL = 785.369 m)
446	14+400 to 14+425	0.025	0.824 m. (EGL = 784.563 m & FRL = 785.387 m)
447	14+425 to 14+450	0.025	0.727 m. (EGL = 784.744 m & FRL = 785.471 m)
448	14+450 to 14+475	0.025	0.563 m. (EGL = 785.02 m & FRL = 785.583 m)
449	14+475 to 14+500	0.025	0.417 m. (EGL = 785.277 m & FRL = 785.694 m)
450	14+500 to 14+525	0.025	0.545 m. (EGL = 785.262 m & FRL = 785.806 m)
451	14+525 to 14+550	0.025	0.583 m. (EGL = 785.335 m & FRL = 785.918 m)
452	14+550 to 14+575	0.025	0.659 m. (EGL = 785.372 m & FRL = 786.03 m)
453	14+575 to 14+600	0.025	0.771 m. (EGL = 785.35 m & FRL = 786.121 m)
454	14+600 to 14+625	0.025	0.823 m. (EGL = 785.345 m & FRL = 786.167 m)
455	14+625 to 14+650	0.025	0.731 m. (EGL = 785.437 m & FRL = 786.168 m)
456	14+650 to 14+675	0.025	0.595 m. (EGL = 785.542 m & FRL = 786.137 m)
457	14+675 to 14+700	0.025	0.47 m. (EGL = 785.633 m & FRL = 786.103 m)
458	14+700 to 14+725	0.025	0.499 m. (EGL = 785.572 m & FRL = 786.07 m)
459	14+725 to 14+750	0.025	0.47 m. (EGL = 785.568 m & FRL = 786.037 m)
460	14+750 to 14+775	0.025	0.489 m. (EGL = 785.516 m & FRL = 786.004 m)
461	14+775 to 14+800	0.025	0.49 m. (EGL = 785.481 m & FRL = 785.97 m)
462	14+800 to 14+825	0.025	0.515 m. (EGL = 785.422 m & FRL = 785.937 m)
463	14+825 to 14+850	0.025	0.48 m. (EGL = 785.425 m & FRL = 785.904 m)
464	14+850 to 14+875	0.025	0.503 m. (EGL = 785.368 m & FRL = 785.871 m)
465	14+875 to 14+900	0.025	0.482 m. (EGL = 785.356 m & FRL = 785.838 m)
466	14+900 to 14+925	0.025	0.517 m. (EGL = 785.287 m & FRL = 785.804 m)
467	14+925 to 14+950	0.025	0.568 m. (EGL = 785.204 m & FRL = 785.771 m)
468	14+950 to 14+975	0.025	0.542 m. (EGL = 785.199 m & FRL = 785.74 m)
469	14+975 to 15+000	0.025	0.52 m. (EGL = 785.213 m & FRL = 785.733 m)
470	15+000 to 15+025	0.025	0.488 m. (EGL = 785.268 m & FRL = 785.756 m)
471	15+025 to 15+050	0.025	0.38 m. (EGL = 785.429 m & FRL = 785.808 m)
472	15+050 to 15+075	0.025	0.346 m. (EGL = 785.545 m & FRL = 785.89 m)
473	15+075 to 15+100	0.025	0.356 m. (EGL = 785.646 m & FRL = 786.002 m)
474	15+100 to 15+125	0.025	0.431 m. (EGL = 785.712 m & FRL = 786.142 m)
475	15+125 to 15+150	0.025	0.476 m. (EGL = 785.812 m & FRL = 786.287 m)
476	15+150 to 15+175	0.025	0.367 m. (EGL = 786.065 m & FRL = 786.432 m)
477	15+175 to 15+200	0.025	0.361 m. (EGL = 786.218 m & FRL = 786.578 m)
478	15+200 to 15+225	0.025	0.492 m. (EGL = 786.231 m & FRL = 786.723 m)

Sl. No.	Section (from km to km)	Length (km)	Extent of raising [Top of finished road level]
479	15+225 to 15+250	0.025	0.609 m. (EGL = 786.26 m & FRL = 786.868 m)
480	15+250 to 15+275	0.025	0.742 m. (EGL = 786.272 m & FRL = 787.014 m)
481	15+275 to 15+300	0.025	0.76 m. (EGL = 786.399 m & FRL = 787.159 m)
482	15+300 to 15+325	0.025	0.695 m. (EGL = 786.609 m & FRL = 787.304 m)
483	15+325 to 15+350	0.025	0.618 m. (EGL = 786.833 m & FRL = 787.45 m)
484	15+350 to 15+375	0.025	0.594 m. (EGL = 787.002 m & FRL = 787.595 m)
485	15+375 to 15+400	0.025	0.659 m. (EGL = 787.082 m & FRL = 787.74 m)
486	15+400 to 15+425	0.025	0.503 m. (EGL = 787.383 m & FRL = 787.886 m)
487	15+425 to 15+450	0.025	0.433 m. (EGL = 787.598 m & FRL = 788.031 m)
488	15+450 to 15+475	0.025	0.409 m. (EGL = 787.768 m & FRL = 788.177 m)
489	15+475 to 15+500	0.025	0.186 m. (EGL = 788.137 m & FRL = 788.322 m)
490	15+500 to 15+525	0.025	0.09 m. (EGL = 788.386 m & FRL = 788.475 m)
491	15+575 to 15+600	0.025	0.009 m. (EGL = 788.99 m & FRL = 788.998 m)
492	15+600 to 15+625	0.025	0.167 m. (EGL = 789.027 m & FRL = 789.194 m)
493	15+625 to 15+650	0.025	0.136 m. (EGL = 789.265 m & FRL = 789.401 m)
494	15+650 to 15+675	0.025	0.255 m. (EGL = 789.365 m & FRL = 789.62 m)
495	15+675 to 15+700	0.025	0.481 m. (EGL = 789.368 m & FRL = 789.849 m)
496	15+700 to 15+725	0.025	0.642 m. (EGL = 789.446 m & FRL = 790.088 m)
497	15+725 to 15+750	0.025	0.663 m. (EGL = 789.677 m & FRL = 790.339 m)
498	15+750 to 15+775	0.025	0.519 m. (EGL = 790.083 m & FRL = 790.601 m)
499	15+775 to 15+800	0.025	0.464 m. (EGL = 790.411 m & FRL = 790.874 m)
500	15+800 to 15+825	0.025	0.549 m. (EGL = 790.601 m & FRL = 791.15 m)
501	15+825 to 15+850	0.025	0.608 m. (EGL = 790.819 m & FRL = 791.426 m)
502	15+850 to 15+875	0.025	0.738 m. (EGL = 790.964 m & FRL = 791.702 m)
503	15+875 to 15+900	0.025	0.944 m. (EGL = 791.036 m & FRL = 791.979 m)
504	15+900 to 15+925	0.025	0.963 m. (EGL = 791.292 m & FRL = 792.255 m)

## 5 PAVEMENT DESIGN

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

Flexible Pavement

- (iii) Design requirements

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

- (a) Design Period and strategy

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

- (b) Design Traffic

Notwithstanding anything to the contrary contained in this Agreement or the Manual. The Contractor shall design the pavement for design traffic of 33 MSA.

(iv) Reconstruction of stretches

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

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

SL NO.	Stretch from Km to Km	Remarks	TCS Type
1	3+275 to 5+700	Reconstruction	TCS-1
2	5+700 to 7+500	Reconstruction	TCS-2
3	7+500 to 8+400	Reconstruction	TCS-1
4	8+400 to 8+900	Reconstruction	TCS-2
5	8+900 to 8+980	Reconstruction	TCS-3
6	8+980 to 9+150	Reconstruction	TCS-2
7	9+150 to 9+400	Reconstruction	TCS-1
8	9+400 to 10+200	Reconstruction	TCS-2
9	10+200 to 10+250	Reconstruction	TCS-3
10	10+250 to 11+850	Reconstruction	TCS-2
11	11+850 to 12+375	Reconstruction	TCS-1
12	12+375 to 12+700	Reconstruction	TCS-2
13	12+700 to 13+125	Reconstruction	TCS-1
14	13+125 to 15+940	Reconstruction	TCS-2

## 6 ROADSIDE DRAINAGE

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

### RCC Covered Drain

Chainage (m)		Length of CD	Net Length (m)	TCS No.	Side
From	To				
3275	5700	16.94	4816.1	TCS-1	Both
7500	8400	7.9	1784.2	TCS-1	Both
9150	9400		500.0	TCS-1	Both
11850	12375	2.6	1044.8	TCS-1	Both
12700	13125	16.4	817.2	TCS-1	Both
Total =			8962		

Railings have also been provided at built-up locations = 8962 m

## 7 DESIGN OF STRUCTURES

### (i) General

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

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

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

Sl. No.	Bridge/Structure at km	Width of carriageway and cross-sectional features
2 Nos. bridges will be retained with repairing.		

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

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

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

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

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

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

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

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

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

## (ii) Culverts

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

(b) *Reconstruction of existing culverts:*

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

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

Sl. No.	Culvert Location	Span /Opening (m)	Remarks*
1	3.781	2.0 X 2.0	Single Span
2	5.007	2.0 X 2.0	Single Span
3	5.056	2.0 X 2.0	Single Span
4	5.382	3.0 X 3.0	Single Span
5	5.531	2.0 X 3.0	Single Span
6	5.975	2.0 X 3.0	Single Span
7	6.04	2.0 X 2.0	Single Span
8	6.811	2.0 X 3.0	Single Span
9	7.043	2.0 X 3.0	Single Span
10	7.58	2.0 X 3.0	Single Span

Sl. No.	Culvert Location	Span /Opening (m)	Remarks*
11	8.542	2.0 X 3.0	Single Span
12	9.803	2.0 X 3.0	Single Span
13	10.106	2.0 X 2.0	Single Span
14	11.206	3.0 X 4.0	Single Span
15	11.577	3.0 X 4.0	Single Span
16	12.402	2.0 X 3.0	Single Span
17	12.678	2.0 X 2.0	Single Span
18	12.843	2.0 X 3.0	Single Span
19	12.964	2.0 X 3.0	Single Span
20	13.29	2.0 X 3.0	Single Span
21	13.66	3.0 X 4.0	Single Span
22	13.899	5.0 X 3.0	Single Span
23	14.017	3.0 X 3.0	Single Span
24	14.123	2.0 X 3.0	Single Span
25	14.433	2.0 X 3.0	Single Span
26	14.468	2.0 X 2.0	Single Span
27	14.654	2.0 X 2.0	Single Span
28	14.734	2.0 X 2.0	Single Span
29	14.942	2.0 X 3.0	Single Span
30	15.438	3.0 X 4.0	Single Span
31	15.697	3.0 X 4.0	Single Span

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

(c) *Widening of existing culverts*

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

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

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

Sl. No.	Culvert Location	Span /Opening (m)	Remarks*
1	4.531	2.0 X 2.0	Single Span
2	5.702	2.0 X 2.0	Single Span
3	6.400	2.0 X 2.0	Single Span
4	7.234	2.0 X 2.0	Single Span
5	7.920	2.0 X 2.0	Single Span
6	8.142	2.0 X 2.0	Single Span
7	9.130	2.0 X 2.0	Single Span
8	9.525	2.0 X 2.0	Single Span
9	9.950	2.0 X 2.0	Single Span
10	10.369	2.0 X 2.0	Single Span
11	10.690	2.0 X 2.0	Single Span
12	11.114	2.0 X 3.0	Single Span
13	12.078	2.0 X 2.0	Single Span

Sl. No.	Culvert Location	Span /Opening (m)	Remarks*
14	13.450	2.0 X 2.0	Single Span
15	14.329	2.0 X 2.0	Single Span
16	15.250	2.0 X 2.0	Single Span

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

Refer to the provision of the relevant Manual and provide details

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

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

### (iii) Bridges

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

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

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

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

(ii) The following narrow bridges shall be widened:

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

(b) *Additional new bridges*

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

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

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

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



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

Sl. No.	Location at km	Remarks
NIL		

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

Sl. No.	Location at km	Remarks
NIL		

- (e) *Drainage system for bridge decks*

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

- (f) *Structures in marine environment*

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

**(iv) Rail-road bridges**

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

- (b) *Road over-bridges*

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

Sl. No.	Location of Level crossing (chainage km)	Length of bridge (m)
NIL		

- (c) *Road under-bridges*

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

Sl. No.	Location of Level crossing (chainage km)	Number and length of span (m)
<b>1 No. RUB has been proposed at 10+057 Km by North-East Frontier Railways as a part of proposed Jiribam-Tupul-Imphal railway line corridor.</b>		

**(v) Grade separated structures**

[Refer to provision of the relevant Manual]

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

**(vi) Repairs and strengthening of bridges and structures**

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

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

**A. Bridges**

Sl. No.	Location of bridge (km)	Nature and extent of repairs /strengthening to be carried out
1	8.804	Grouting using Concrete, Removal of existing wearing coat, laying of wearing Course (Bituminous Concrete), Laying of wearing Course (Mastic Asphalt), Laying of wearing Course (Tack Coat), Repairing of kerb below railing, Repairing of railing, Reinforcement HYSD, Slope pitching, Filter blanket, Toe wall, Painting on concrete surface.
2	12.747	Grouting using Concrete, Removal of existing wearing coat, laying of wearing Course (Bituminous Concrete), Laying of wearing Course (Mastic Asphalt), Laying of wearing Course (Tack Coat), Repairing of kerb below railing, Repairing of railing, Reinforcement HYSD, Slope pitching, Filter blanket, Toe wall, Painting on concrete surface.

**B. ROB / RUB**

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

**C. Overpasses/Underpasses and other structures**

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

**(vii) List of Major Bridges and Structures**

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

Sl. No.	Location
NIL	

**8 TRAFFIC CONTROL DEVICES AND ROAD SAFETY WORKS**

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

Sl. No	Traffic Signages, Road Marking and other appurtenances	unit	Quantity
1	Total No of Street Light=	Nos	212
2	Kilometer stones=	Nos	9
3	5th Kilometer stones=	Nos	3
4	Boundary Stones=	Nos	131
5	Delineators (100 cm long and circular shaped)+Hazard marker =	Nos	542

Sl. No	Traffic Signages, Road Marking and other appurtenances	unit	Quantity
6	Road Stud=	Nos	1869
7	900 mm Triangular	Nos	288
8	800 mm x 600 mm rectangular	Nos	6
9	Rumble Strip=	sqm	1160

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

## 9. Roadside Furniture

- (i) Road side furniture shall be provided in accordance with article 8(i) of this schedule.
- (ii) Overhead traffic signs: location and size

Sl. No.	Location (Km)	Size
1	3+275	16.0 m X 1.2 m

## 10 COMPULSORY AFFORESTATION

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

## 11 HAZARDOUS LOCATIONS

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

### a) Toe Wall

Chainage (m)		Length of CD	Net Length (m)	TCS No.	Side
From	To				
8900	8980	0	80	TCS-3	One
10200	10250	0	50	TCS-3	One
Total =			130		

Also, a total of 200 m Metal Beam Crash Barrier has been proposed in bridge approach locations.

## 12 Special Requirement for Hill Roads

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

## 13 CHANGE OF SCOPE

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

**Schedule-B1)**

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

SCHEDULE - C  
(See Clause 2.1)

**PROJECT FACILITIES**

**1 Project Facilities**

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

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

**2. Description of Project Facilities**

Each of the Project Facilities is described below:

**a) Toll Plaza: -**

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

**b) Road side furniture: -**

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

**c)**

**D) Pedestrian Facility:-**

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

**d) Truck Lay bye:-**

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

**e) Bus Bay & Passenger shelter:-**

Sl. No.	Project Facility	Location (km)	Design Requirements	Other Essential Details
1	Bus Bay & Passenger shelter	5+750 (Both side)	Bus Bays & Passenger shelter have been placed on both side of proposed roadway	Dimension of Bus Bay (L X B = 59.0 m X 3.0 m) Dimension of Passenger Shelter (L X B = 6.0 m X 2.0 m) (Refer Passenger Shelter Drawing)
2	Bus Bay & Passenger shelter	10+600 (Both side)		
3	Bus Bay & Passenger shelter	12+600 (Both side)		

**f) Rest Areas**

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

**g) Others to be specified**

**Street Lighting:**

Total 212 Nos. Street lighting shall be provided in junction, passenger shelters & bridge locations.

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

## Schedule - D

(See Clause 2.1)

### Specifications and Standards

#### 1. Construction

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

#### 2. Design Standards

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

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

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

## Annex – I

### (Schedule-D)

#### Specifications and Standards for Construction

#### 1. Specifications and Standards

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

#### 2. Deviations from the Specifications and Standards

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

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

Item	Manual Clause Reference	Provision as per Manual	Modified Provision						
Shoulder	2.6	<b>Plain &amp; Rolling Terrain</b>	<b>Plain &amp; Rolling Terrain</b>						
		Type of Section	Width of Shoulder (m)			Type of Section	Width of Shoulder (m)		
			Paved	Earthen	Total		Paved	Earthen	Total
		Open Country with Isolated Built-up Area	2.5	1.5	4.0	Open Country with Isolated Built-up Area	1.5	1.0	2.5
		Built-up Area (2 Lane Section)	2.5	-	2.5	Built-up Area (2 Lane Section)	1.5	-	1.5
		Built-up Area (4 Lane Section)	-	-	-	Built-up Area (4 Lane Section)	-	-	-
		Approaches to grade separated structures	2.5	-	2.5	Approaches to grade separated structures	-	-	-
		Approaches to bridges	2.5	1.5	4.0	Approaches to bridges	-	-	-
Design Speed	2.2	<b>Plain Terrain:</b>  Ruling: 100 Kmph  Minimum: 40 Kmph	<b>Plain Terrain:</b> Design Speed followed 80 kmph in general. However, design speed has been reduced to 40 kmph to accommodate the proposal within EROW. (Refer Horizontal Alignment Drawing and Table 1.1 below)						
Radii Of Horizontal Curve	2.9.4	<b>Plain &amp; Rolling Terrain:</b> Desirable Minimum Radius: 400 m Absolute Minimum Radius: 150 m	Radius below 400 m has been provided in the location listed in table 1.2 to accommodate the improvement proposal within EROW.						
Design Traffic	5.4.1 (ii)	Flexible Pavement shall be designed for a minimum design period of 15 years subject to the condition that design traffic shall not be less than 20 msa.	Flexible Pavement has been designed for a design period of 20 years. Pavement has been designed for 33msa traffic.						
Minor	3.2.4	Fig 3.1	Minor Junction has been developed within available ROW.						



Item	Manual Clause Reference	Provision as per Manual	Modified Provision
Junction			

**Table 1.1: Locations where Design Speed is less than 80 kmph**

Sl. No.	Stretch (from km to km)	Type of Deficiency	Remarks
1	3+792 to 3+919	Below Ruling Design Speed	Design Speed = 60 Kmph
2	3+985 to 4+119	Below Ruling Design Speed	Design Speed = 50 Kmph
3	4+197 to 4+369	Below Ruling Design Speed	Design Speed = 50 Kmph
4	4+452 to 4+498	Below Ruling Design Speed	Design Speed = 50 Kmph
5	4+579 to 4+610	Below Ruling Design Speed	Design Speed = 50 Kmph
6	4+937 to 4+979	Below Ruling Design Speed	Design Speed = 65 Kmph
7	5+061 to 5+264	Below Ruling Design Speed	Design Speed = 65 Kmph
8	5+416 to 5+522	Below Ruling Design Speed	Design Speed = 65 Kmph
9	5+589 to 5+642	Below Ruling Design Speed	Design Speed = 65 Kmph
10	6+542 to 6+609	Below Ruling Design Speed	Design Speed = 65 Kmph
11	8+649 to 8+709	Below Ruling Design Speed	Design Speed = 65 Kmph
12	8+743 to 8+784	Below Ruling Design Speed	Design Speed = 50 Kmph
13	8+799 to 8+833	Below Ruling Design Speed	Design Speed = 40 Kmph
14	8+924 to 8+962	Below Ruling Design Speed	Design Speed = 65 Kmph
15	9+192 to 9+279	Below Ruling Design Speed	Design Speed = 50 Kmph
16	9+328 to 9+405	Below Ruling Design Speed	Design Speed = 50 Kmph
17	9+514 to 9+557	Below Ruling Design Speed	Design Speed = 50 Kmph
18	9+630 to 9+662	Below Ruling Design Speed	Design Speed = 65 Kmph
19	9+767 to 9+777	Below Ruling Design Speed	Design Speed = 50 Kmph
20	9+991 to 10+047	Below Ruling Design Speed	Design Speed = 65 Kmph
21	10+792 to 10+999	Below Ruling Design Speed	Design Speed = 60 Kmph
22	11+105 to 11+143	Below Ruling Design Speed	Design Speed = 65 Kmph
23	12+748 to 12+837	Below Ruling Design Speed	Design Speed = 65 Kmph
24	12+920 to 13+121	Below Ruling Design Speed	Design Speed = 65 Kmph
25	13+123 to 13+243	Below Ruling Design Speed	Design Speed = 65 Kmph
26	13+318 to 13+732	Below Ruling Design Speed	Design Speed = 65 Kmph
27	13+770 to 13+930	Below Ruling Design Speed	Design Speed = 60 Kmph
28	15+826 to 15+864	Below Ruling Design Speed	Design Speed = 65 Kmph

**Table 1.2: Locations where Radii of Horizontal Curve is less than 400 m**

Sl. No.	HIP NO.	CHAINAGE (KM)		RADIUS
		From	To	
1	2	3.792	3.919	220
2	5	4.452	4.498	220
3	6	4.579	4.610	220
4	8	4.937	4.979	240
5	9	5.061	5.264	370
6	10	5.416	5.522	360
7	16	6.542	6.609	200
8	23	8.799	8.833	300
9	26	9.328	9.405	200
10	27	9.514	9.557	240

Sl. No.	HIP NO.	CHAINAGE (KM)		RADIUS
		From	To	
11	28	9.630	9.662	300
12	29	9.767	9.777	150
13	33	10.325	10.415	240
14	35	11.105	11.143	240
15	38	11.649	11.659	300
16	41	12.252	12.293	300
17	43	12.748	12.837	240
18	52	15.273	15.333	250
19	53	15.826	15.864	250

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

SCHEDULE - E  
(See Clauses 2.1 and 14.2)

**MAINTENANCE REQUIREMENTS**

**1 Maintenance Requirements**

- (i) The Contractor shall, at all times maintain the Project Highway in accordance with the provisions of this Agreement, Applicable Laws and Applicable Permits.
- (ii) The Contractor shall repair or rectify any Defect or deficiency set forth in Paragraph 2 of this Schedule-E within the time limit specified therein and any failure in this behalf shall constitute non-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.

[Specify all the relevant documents]

**2. Repair/rectification of Defects and deficiencies**

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

**3. Other Defects and deficiencies**

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

**4. Extension of time limit**

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

reasons thereof.

**5. Emergency repairs/restoration**

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

**6. Daily inspection by the Contractor**

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

**7. Pre-monsoon inspection / Post-monsoon inspection**

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

**8. Repairs on account of natural calamities**

All damages occurring to the Project Highway on account of a Force Majeure Event or 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.

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 of Grade structure, approaches of connecting roads, slip roads, lay byes etc. as applicable)	Potholes	Nil	< 0.1 % of area and subject to limit of 10 mm indepth	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.tfhrc.com/pavement/ltp/reports/03031/)	24-48 hours	MORT&H Specification 3004.2
	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
	Bleeding	Nil	< 0.1 % of area	Daily	Scale, Tape, odometer etc.		3-7 days	MORT&H Specification 3004.4
	Raveling / Stripping	Nil	< 0.1 % 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 to 30 cm from the edge	Daily	Scale, Tape, odometer etc.		IRC:82- 2015	
	Roughness BI	2000 mm/km	2400 mm/km	Bi- Annually	Class I Profilometer SCRIM	Class I Profilometer : ASTM E950 (98) :2004 –Standard Test Method for measuring Longitudinal Profile of	180 days	IRC:82-2015
	Skid Number	60SN	50SN	Bi-			180 days	BS: 7941-1: 2006

				Annually	(Sideway-force Coefficient Routine Investigation Machine or equivalent)	Travelled Surfaces with Accelerometer Established Inertial Profiling Reference ASTM E1656 -94: 2000- Standard Guide for Classification of Automatic Pavement Condition Survey Equipment		
	Pavement Condition Index	3	2.1	Bi-Annually			180 days	IRC:82- 2015
	Other Pavement Distresses			Bi-Annually			2-7 days	IRC:82- 2015
	Deflection/ Remaining Life			Annually	Falling Weight Deflect meter	IRC 115: 2014	180 days	IRC:115-2014
Rigid Pavement (Pavement of MCW, Service Road, Grade Structure, approaches of connecting roads, slip roads, lay byes etc. as applicable)	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 Coefficient Routine Investigation Machine or equivalent)	RC:SP:83-2008	180 days	IRC:SP:83-2008
		Minimum SN	Traffic Speed (Km/h)					
		36	50					
		33	65					
		32	80					
		31	95					
		31	110					

Embankment/ Slope	Edge drop at shoulders	Nil	40 mm	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 side slope	Daily			7-15 days	MORT&H Specification 408.4
	Embankment Protection	Nil	Nil	Daily	NA		7-15 days	MORT&H Specification
	Rain Cuts/ Gullies in slope	Nil	Nil	Daily Specially During Rainy Season	NA		7-15 days	MORT&H Specification

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

Table -2: Maintenance Criteria for Rigid Pavements:

S.No .	Type of Distress	Measured Parameter	Degree of Severity	Assessment Rating	Repair Action		
					For the case d < D/2 Short Term	For the case d > D/2 Long Term	
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			
				3	w = 0.5 - 1.5 mm, discernible from fast-moving car	Seal without delay	Within 7days
				4	w = 1.5 - 3.0 mm	Seal, and stitch if L > l m.	Staple or Dowel Bar Retrofit, FDR for affected portion.
			5	w > 3 mm.	Within 7 days	Within 15days	
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	0	Nil, not discernible	No Action		
			1	w < 0.2 mm, hair cracks	Route and seal with epoxy.	Staple or Dowel Bar Retrofit.	
			2	w = 0.2 - 0.5 mm, discernible from slow vehicle	Within 7 days	Within 15 days	
			3	w = 0.5 - 3.0 mm, discernible from fast vehicle	Route, seal and stitch, if L > 1 m.  Within 7 days		
			4	w = 3.0 - 6.0 mm	Dowel Bar Retrofit.	Full Depth Repair Dismantle and	



			5	w > 6 mm, usually associated with spalling, and/or slab rocking under traffic	<p>Within 15 days</p> <p>Not Applicable, as it may be full depth</p>	<p>reconstruct affected.</p> <p>Portion with norms and specifications - See Para 5.5 &amp; 9.2</p> <p>Within 15days</p>
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	0	Nil, not discernible	No Action	
			1	w < 0.5 mm, discernible from slow moving vehicle	<p>Seal with epoxy, if L &gt; 1 m.</p> <p>Within 7 days</p>	<p>Staple or dowel bar retrofit.</p> <p>Within 15days</p>
			2	w = 0.5 - 3.0 mm, discernible from fast vehicle	<p>Route seal and stitch, if L &gt; 1 m.</p> <p>Within 15 days</p>	
			3	w = 3.0 – 6.0 mm	<p>Staple, if L &gt; 1 m.</p> <p>Within 15 days</p>	<p>Partial Depth Repair with stapling.</p> <p>Within 15days</p>
			4	w = 6.0 - 12.0 mm, usually associated with spalling	<p>Not Applicable, as it may be full depth</p>	
			5	w > 12 mm, usually associated with spalling, and/or slab rocking under traffic	<p>depth</p>	<p>Full Depth Repair</p> <p>Dismantle and reconstruct affected portion as per norms and specifications - See Para 5.6.4</p> <p>Within 15days</p>

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, Reinstale Sub-base, 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 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
			2	w < 1.5 mm; L < 0.6 m, only one corner broken	secure broken parts	
			3	w < 1.5 mm; L < 0.6 m, two corners broken	Within 7 days	Full depth repair
			4	w > 1.5 mm; L > 0.6 m or three corners broken	Partial Depth (Refer Figure 8.3 of IRC:SP: 83-2008)	
			5	three or four corners broken	Within 15 days	Reinstale sub-base, and reconstruct the

						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/m2)	0	Nil, not discernible	<b>Not Applicable, as it may be full depth</b>	No Action
			1	w < 0.5 mm; L < 3 m/m2		Seal with low viscosity epoxy to secure broken parts.
			2	either w > 0.5 mm or L < 3 m/m2		Within 15 days
			3	w > 1.5 mm and L < 3 m/m2		Full depth repair - Cut out and replace damaged area taking care not to damage Reinforcement.
			4	w > 3 mm, L < 3 m/m2 and deformation		
			5	w > 3 mm, L > 3 m/m2 and deformation		Within 30days
7	Raveling or Honeycomb type surface	r = area damaged surface/total surface of slab (%) h = maximum depth of damage	0	Nil, not discernible	No Action	
			1	r < 2 %	Local repair of areas Damaged	
			2	r = 2 - 10 %	and liable to be damaged.	
			3	r = 10-25%	Bonded Inlay, 2 or 3 slabs if	

			4	r = 25 - 50 %	Affecting Within 30 days	
			5	r > 50% and h > 25 mm	Reconstruct slabs, 4 or more slabs if affecting. Within 30 days	
8	Scaling	r = damaged surface/total surface of slab (%) h = maximum depth of damage	0	Nil, not discernible	Short Term No Action	Long Term
			1	r < 2 %	Local repair of areas Damaged  and liable to be damaged.  Within 7days  Bonded Inlay within 15 Days  Reconstruct slab within 30 days	
			2	r = 2 - 10 %		
			3	r = 10 - 20%		
			4	r = 10 - 30%		
			5	r>30 % and h> 25mm		
9	Polished Surface/Glazing	t = texture depth, sand patch test	0		No action	
			1	t > 1 mm		

						Not Applicable
			2	$t = 1 - 0.6 \text{ mm}$		
			3	$t = 0.6 - 0.3 \text{ mm}$	Monitor rate of deterioration	
			4	$t = 0.3 - 0.1 \text{ mm}$	Diamond Grinding if Affecting	
			5	$t < 0.1 \text{ mm}$	50% or more slabs in a Continuous stretch of minimum 5 km. Within 30 days	
10	Popout (Small Hole), Pothole Refer Para 8.4	n = number/m <sup>2</sup> d = diameter h = 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	
			3	$d = 100 - 300 \text{ mm}; h < 100 \text{ mm}; n < 1 \text{ per } 5 \text{ m}^2$	Partial depth repair 110mm	
			4	$d = 100 - 300 \text{ mm}; h > 100$	i.e. 10 mm more than the depth of the hole.	

			5	mm; n < 1 per 5 m <sup>2</sup>  d > 300 mm; h > 100 mm: n > 1 per 5 m <sup>2</sup>	Within 30 days  Full depth repair.  Within 30 days	
11	Joint Seal Defects	loss or damage L = Length as % total joint length	0	Difficult to discern.	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.	
			2	Notable. L > 25% insufficient protection against ingress of water and trapping incompressible material.	Clean and reapply sealant in  Selected locations.  Within 7 days	
			4	Severe; w > 3 mm negligible protection against ingress of water and trapping incompressible material.	Clean, widen and reseal the joint.  Within 7 days	
12	Spalling of Joints	w = width on either side of the joint L = length of spalled portion (as % joint	0	Nil, not discernible	No action.	
			1	w < 10 mm	Apply low viscosity epoxy resin/ mortar	

		length)	2	w = 10 - 20 mm, L < 25%	in cracked portion. Within 7 days Partial Depth Repair.	Not Applicable
			3	w = 20 - 40 mm, L > 25%	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) in Cracks or Joints	f = difference of level	0	not discernible, < 1 mm	No action.	No action.
			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	$f = 12 - 18 \text{ mm}$	Raise sunken slab.	
			5	$f > 18 \text{ mm}$	Strengthen sub-grade and sub-base by grouting and raising sunken slab	Replace the slab as appropriate.  Within 30days
14	Blowup or Buckling	$h$ = vertical displacement from normal profile	0	Nil, not discernible	No Action	
			1	$h < 6 \text{ mm}$		
			2	$h = 6 - 12 \text{ mm}$	Install Signs to Warn Traffic	
			3	$h = 12 - 25 \text{ mm}$	within 7 days	
			4	$h > 25 \text{ mm}$	Full Depth Repair.	
			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, $h < 5 \text{ mm}$	No action.	
			1	$h = 5 - 15 \text{ mm}$		



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

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

			3	f = 25 - 50 mm	Fill up shoulder  within 7 dayss	For any 100 m Stretch Reconstruct shoulder, if affecting 25% or more of stretch.
			4	f = 50 - 75 mm		
			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.	
				5	abundant, crack development > 25%	Repair distressed pavement sections. Strengthen subgrade and subbase. Replace slab.  Within 30 days
20	Ponding	Ponding on slabs due to blockage of drains	0-2	No discernible problem	No action.	

			3 to 4	Blockages observed in drains, but water flowing	Clean drains etc within 7 days, Follow up	Action required to stop water damaging foundation within 30 days.
			5	Ponding, accumulation of water observed	-do	

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

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

				of IRC:35-2015		within 2 months	
	Day time Visibility	During expected life Service Time Cement Road - 130mcd/m <sup>2</sup> /lux Bituminous Road - 100mcd/m <sup>2</sup> /lux	Monthly	As per Annexure-D of IRC:35-2015	Re - painting	Cat-1 Defect – within 24 hours Cat-2 Defect – within 2 months	IRC:35-2015
	Night Time Visibility	<u>Initial and Minimum Performance for Dry Retro reflectivity during night time:</u>	Bi-Annually	As per Annexure-E of IRC:35-2015	Re - painting	Cat-1 Defect – within 24 hours Cat-2 Defect – within 2 months	IRC:35-2015
		Design Speed (RL) Retro Reflectivity (mcd/m <sup>2</sup> /lux)					
		Up to 65 200 80					
		65-100 250 120					
		Above 100 350 150					
		Initial and Minimum Performance for Night Visibility under wet condition (Retro reflectivity):					
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	IRC:67-2012

						Gantry/Cantilever Sign boards	
	Retro reflectivity	As per specifications in IRC:67-2012	Bi-Annually	Testing of Each signboard using Retro Reflectivity Measuring Device. In accordance with ASTM D 4956-09.	Change of signboard	48 hours in case of Mandatory Signs, Cautionary and Informatory Signs (Single and Dual post signs) 1 Month in case of Gantry/Cantilever Sign boards	IRC:67-2012
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	IRC 86:1983
	Kerb Painting	Functionality: Functioning of Kerb painting as intended	Daily	Visual with video/image backup	Kerb Repainting	Within 7-days	IRC 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	Rectification	Within 7 days	IRC:SP:84-2014,

				backup			IRC:119- 2015
	End Treatment of Traffic Safety Barriers	Functionality: Functioning of End Treatment as intended	Daily	Visual with video/image backup	Rectification	Within 7 days	IRC:SP:84-2014, IRC:119- 2015
	Attenuators	Functionality: Functioning of Attenuators as intended	Daily	Visual with video/image backup	Rectification	Within 7 days	IRC:SP-2014, IRC:119- 2015
	Guard Posts and Delineators	Functionality: Functioning of Guard Posts and Delineators as intended	Daily	Visual with video/image backup	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	Functionality: 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

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	
Other Project Facilities and Approach roads	Damage or deterioration in Approach Roads, pedestrian facilities, truck lay-bys, bus-bays, busshelters, cattle crossings, Traffic Aid Posts, Medical Aid Posts and other works		Daily	-	Rectification	15 days	IRC:SP 84-2014



Asset Type	Performance Parameter	Level of Service (LOS)	Frequency of Measurement	Testing Method	Recommended Remedial measures	Time limit for Rectification	Specifications and Standards
Pipe/box/slab culverts	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
	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 Specification s clause 2800
		Delamination of concrete not more than 0.25 sq.m.					
		Cracks wider than 0.3 mm not					

		more than 1m aggregatelength					
	Protection works in good condition	Damaged of rough stone apron or bank revetment not more than 3 sqm, damage to solid apron (concreteapron) 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.
<b>Bridges including ROBs Flyover etc. as applicable</b>	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
<b>Bridge -Super Structure</b>	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	<b>3</b> days	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 live loads	Within design limits.	Once in every 10 years for spans more than 40 m	Load test method	Carry out major rehabilitation works on bridge to retain original design loads	6 months	IRC SP: 51-1999.

					capacity		
	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 expansion joint	No dust or debris in expansion joint gap.	Monthly	Detailed condition survey as per IRC SP:35-1990 using Mobile Bridge Inspection Unit	Cleaning of expansion joint gaps thoroughly	3 days	MORTH specifications 2600 and IRC SP: 40-1993.
	Drainage spouts	No down take pipe missing/broken below soffit of the deck slab. No	Bi-Annually	Detailed condition survey as per IRC SP: 35-1990 using	Cleaning of drainage spouts thoroughly. Replacement of missing/broken down take pipes	3 days	MORTH specification 2700.

		silt, debris, clogging of drainage spout collection chamber.		Mobile Bridge Inspection Unit	with a minimum pipe extension of 500mm below soffit of slab. Providing sealant around the drainage spout if any leakages observed		
<b>Bridge-substructure</b>	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	Delaminating of bearing reinforcement not more than 5%, cracking or tearing of rubber not more than 2 locations per	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	3 months	MORTH specification 2810 and IRC SP: 40-199.

		side, no rupture of reinforcement or rubber			load transfer on to bearings.		
<b>Bridge Foundations</b>	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 oubt, use Underwater camera for inspection of deep wells in major Rivers.	suitable protection works around pier/abutment	1 months	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 sq.m, damage to solid apron (concrete apron) not more than 1 sq.m	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.
<b>Note:</b> Any Structure during the entire contract period which is found that does not complies with all requirements of this Table will be prepared, rehabilitated or even reconstructed under the scope of the contractor.							

**Table 4:** Maintenance Criteria for Structures and Culverts:**Table 5: Maintenance Criteria for Hill Roads**

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

<b>Hill Roads</b>		
(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**

<b>Nature of Defect or deficiency</b>		<b>Time limit for repair/ rectification</b>
<b>(b) Granular earth shoulders, side slopes, drains and culverts</b>		
(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)
<b>(c) Road side furniture including road sign and pavement marking</b>		
(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
(vi)	Damage to road mark ups	7 (seven) days
<b>(d) Road lighting</b>		
(i)	Any major failure of the system	24 (twenty four) hours
(ii)	Faults and minor failures	8 (eight) hours
<b>(e) Trees and plantation</b>		
(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
(vi)	Trees and bushes requiring replacement	30 (thirty) days
(v)	Removal of vegetation affecting sight line and road structures	15 (fifteen) days
<b>(f) Rest area</b>		
(i)	Cleaning of toilets	Every 4 (four) hours
(ii)	Defects in electrical, water and sanitary	24 (twenty four) hours

	installations	
<b>(g) [Toll Plaza]</b>		
<b>(h)</b>	<b>Other Project Facilities and Approach roads</b>	
(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
<b>Bridges</b>		
<b>(a) Superstructure</b>		
(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>(b) Foundations</b>		
(i)	Scouring and/or cavitation	15 (fifteen) days
<b>(c) Piers, abutments, return walls and wing walls</b>		
(i)	Cracks and damages including settlement and tilting, spalling, scaling	30 (thirty) days
<b>(d) Bearings (metallic) of bridges</b>		
(i)	Deformation, damages, tilting or shifting of bearings	15 (fifteen) days Greasing of metallic bearings once in a year
<b>(e) Joints</b>		
(i)	Malfunctioning of joints	15 (fifteen) days
<b>(f) Other items</b>		
(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)
(vi)	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
<b>(g) Hill Roads</b>		
(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
<b>[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.]</b>		



SCHEDULE - F  
(See Clause 3.1.7(a))

**APPLICABLE PERMITS**

**1 Applicable Permits**

- (i) The Contractor shall obtain, as required under the Applicable Laws, the following Applicable Permits:
  - (a) Permission of the State Government for extraction of boulders from quarry;
  - (b) Permission of Village Panchayats and Pollution Control Board for installation of crushers;
  - (c) 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 Clauses 7.1 and 19.2)

### Annex-I

(See Clause 7.1)

#### Form of Bank Guarantee

#### [Performance Security/Additional Performance Security]

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

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

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

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

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

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

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

under this Guarantee is made in writing before expiry of the Guarantee, the Bank shall be discharged from its liabilities hereunder.

9. The Bank undertakes not to revoke this Guarantee during its currency, except with the previous express consent of the Authority in writing, and declares and warrants that it has the power to issue this Guarantee and the undersigned has full powers to do so on behalf of the Bank.
10. Any notice by way of request, demand or otherwise hereunder may be sent by post addressed to the Bank at its above referred branch, which shall be deemed to have been duly authorised to receive such notice and to effect payment thereof forthwith, and if sent by post it shall be deemed to have been given at the time when it ought to have been delivered in due course of post and in proving such notice, when given by post, it shall be sufficient to prove that the envelope containing the notice was posted and a certificate signed by an officer of the Authority that the envelope was so posted shall be conclusive.
11. This Guarantee shall come into force with immediate effect and shall remain in force and effect for up to the date specified in paragraph 8 above or until it is released earlier by the Authority pursuant to the provisions of the Agreement.
12. This guarantee shall also be operatable at our..... Branch at New Delhi (Complete Address of bank branch is mandatory), from whom, confirmation regarding the issue of this guarantee or extension / renewal thereof shall be made available on demand. In the contingency of this guarantee being invoked and payment there under claimed, the said branch shall accept such invocation letter and make payment of amounts so demanded under the said invocation.
13. The guarantor/bank hereby confirms that it is on the SFMS (Structural Finance Messaging System) platform & shall invariably send an advice of this Bank Guarantee to the designated bank of NHIDCL, details of which is as under:

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	Canara Bank (erstwhile Syndicate Bank) transport Bhawan, 1st Parliament Street, New Delhi-110001

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

For and on behalf of the Bank by:  
(Signature)

(Name)

(Designation)

(Code Number)

(Address)

**NOTES:**

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

**Annex – II**  
(Schedule - G)  
(See Clause 19.2)  
**Form for Guarantee for Advance Payment**

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

WHEREAS:

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

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<sup>\$</sup> The Guarantee Amount should be equivalent to 110% of the value of the applicable instalment.

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

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 Advance Payment.
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 on or before the aforesaid date, the Bank shall be discharged from its liabilities hereunder.
9. The Bank undertakes not to revoke this Guarantee during its currency, except with the previous express consent of the Authority in writing, and declares and warrants that it has the power to issue this Guarantee and the undersigned has full powers to do so on behalf of the Bank.
10. Any notice by way of request, demand or otherwise hereunder may be sent by post addressed to the Bank at its above referred branch, which shall be deemed to have been duly authorised to receive such notice and to effect payment thereof forthwith, and if sent by post it shall be deemed to have been given at the time when it ought to have been delivered in due course of post and in proving such notice, when given by post, it shall be sufficient to prove that the envelope containing the notice was posted and a certificate signed by an officer of the Authority that the envelope was so posted shall be conclusive.
11. This Guarantee shall come into force with immediate effect and shall remain in force and effect up to the date specified in paragraph 8 above or until it is released earlier by the Authority pursuant to the provisions of the Agreement.
12. This guarantee shall also be operatable at our..... Branch at New Delhi (Complete Address of bank branch is mandatory), from whom, confirmation regarding the issue of this guarantee or extension / renewal thereof shall be made available on demand. In the contingency of this guarantee being invoked and payment there under claimed, the said branch shall accept such invocation letter and make payment of amounts so demanded under the said invocation.
13. The guarantor/bank hereby confirms that it is on the SFMS (Structural Finance Messaging System) platform & shall invariably send an advice of this Bank Guarantee to the designated bank of NHIDCL, details of which is as under:

S.No.	Particulars	Details
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\* Insert a date being 90 (ninety) days after the end of one year from the date of payment of the Advance payment to the Contractor (in accordance with Clause 19.2 of the Agreement).



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	Canara Bank (erstwhile Syndicate Bank) transport Bhawan, 1st Parliament Street, New Delhi-110001

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

For and on behalf of the Bank by:

(Signature)

(Name)

(Designation)

(Code Number)

(Address)

NOTES:

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

## Schedule - H

(See Clauses 10.1 (iv) and 19.3)

### Contract Price Weightages

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

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

Item	Weightage in % of CP	Stage for Payment	Percentage
1	2	3	4
Road Works including Culverts, widening and repair of culverts	74.68 %	<b>A- Widening and strengthening of existing road</b>	
		(1) Earthwork up to top of the sub- grade	[Nil]
		(2) Sub-base Course	[Nil]
		(3) Non bituminous Base course	[Nil]
		(4) Bituminous Basecourse	[Nil]
		(5) Wearing Coat	[Nil]
		(6) Widening and repair of culverts	[Nil]
		<b>B.1-Reconstruction/New 2-Lane Realignment /Bypass (Flexible Pavement)</b>	
		(1) Earthwork up to top of the sub- grade	3.28%
		(2) Sub-base Course	18.13%
		(3) Non bituminous Base course	19.47%
		(4) Bituminous Basecourse	22.78%
		(5) Wearing Coat	9.52%
		<b>B.2-Reconstruction/New 8-Lane Realignment/ Bypass (Rigid Pavement)</b>	
		(1) Earthwork up to top of the sub- grade	[Nil]
		(2) Sub-base Course	[Nil]
		(3) Dry Lean Concrete (DLC) Course	[Nil]
		(4) Pavement Quality Control (PQC) Course	[Nil]
		<b>C.1-Reconstruction/ New Service Road (Flexible Pavement)</b>	
		(1) Earthwork up to top of the sub- grade	[Nil]
		(2) Sub-base Course	[Nil]
		(3) Non bituminous Base course	[Nil]
		(4) Bituminous Basecourse	[Nil]
		(5) Wearing Coat	[Nil]
		<b>C.2- Reconstruction/New Service road (Rigid Pavement)</b>	
		(1) Earthwork up to top of the sub- grade	[Nil]
		(2) Sub-base Course	[Nil]
		(3) Dry Lean Concrete (DLC) Course	[Nil]
		(4) Pavement Quality Control (PQC) Course	[Nil]
		<b>D- Reconstruction &amp; New Culverts on existing road, realignments, bypasses Culverts (length &lt;6m)</b>	26.83%
Minor bridge/ Underpasses/	2.10%	<b>A.1-widening and repairing of Minor Bridges (length &gt;6 m&lt;60m)</b>	

Item	Weightage in % of CP	Stage for Payment	Percentage
Overpasses		Minor Bridges	100%
		<b>A.2- New Minor bridges (length &gt;6 mand&lt;60m)</b>	
		(1) Foundation + Sub-Structure: On completion of the foundation work including foundations for wing and return walls, abutments, piers up to the abutment/pier cap.	[Nil]
		(2) Super-structure: On completion of the super-structure in all respects including wearing coat, bearings, expansion joints, hand rails, crash barriers, road, signs & markings, tests on completion etc. complete in all respect.	[Nil]
		(3) Approaches: On completion of approaches including Retaining walls, stone pitching, protection works complete in all and fit for use	[Nil]
		(4) Guide Bunds and River Training Works: On completion of Guide Bunds and river training works complete in all respects	[Nil]
		<b>B.1- Widening and repairs of underpasses/overpasses</b>	
		Underpasses/ Overpasses	[Nil]
		<b>B.2-NewUnderpasses/Overpasses</b>	
		(1)Foundation + Sub-Structure: On completion of the foundation work including foundations for wing and return walls, abutments, piers upto the abutment/pier cap.	[Nil]
		(2)Super-structure: On completion of the super-structure in all respects including wearing coat, bearings, expansion joints, hand rails, crash barriers, road signs & markings, tests on completion etc. complete in all respect.  Wearing Coat (a) in case of Overpass-wearing coat including expansion joints complete in all respects as specified and (b) in case of underpass- rigid pavement including drainage facility complete in all respects as specified.	[Nil]
		(3) Approaches: On completion of approaches including Retaining walls/ Reinforced Earth walls, stone pitching, protection works complete in all respect and fit for use.	[Nil]
Major bridge(length>60 m) works and ROB/RUB/elevated sections/flyovers including viaducts, if any	0.000 %	<b>A.1- Widening and repairs of Major Bridges</b>	
		(1)Foundation	[Nil]
		(2)Sub-structure	[Nil]
		(3)Super-structure(including bearings)	[Nil]
		(4)Wearing Coat including expansion joints	[Nil]
		(5) Miscellaneous Items like handrails, crash barrier, road markings etc.	[Nil]
		(6) Wing walls/return walls	[Nil]
		(7)Guide Bunds,River Training works etc.	[Nil]

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

Item	Weightage in % of CP	Stage for Payment	Percentage
		walls/Reinforced Earth wall, stone pitching and protection works)	
		<b>C.2- New Elevated Section/Flyovers/Grade Separators</b>	
		(1) Foundations	[Nil]
		(2) Sub-Structure	[Nil]
		(3)Super-Structure(Including bearings)	[Nil]
		(4)Wearing Coat including expansion joints	[Nil]
		(5) Miscellaneous Items like handrails, crash barrier, road markings etc.	[Nil]
		(6) Wing walls/Return walls	[Nil]
		(7)Approaches (including Retaining walls/Reinforced Earth wall, stone pitching and protection works)	[Nil]
<b>Other Works</b>	23.22 %	(i) Toll Plaza	[Nil]
		(ii) Road side drains	53.97%
		(iii) Road signs, markings, km stones, safety devices etc	21.42%
		(iv) Project facilities	
		a) Bus Bays	18.34%
		b) Truck Lay-byes	[Nil]
		c) Passenger Shelter	0.46%
		d) Rest Area	[Nil]
		(v) Road side Plantation	[Nil]
		(vi) Repair of Protection Works other than approaches to the bridges, elevated sections/flyover/grade separators and ROB's/ RUBs	[Nil]
		(vii) Safety &Traffic Management during const.	[Nil]
		(viii) Breast Wall	[Nil]
		(ix) Toe Wall	0.48%
		(x) Retaining Wall	[Nil]
		(xi) Crash Barrier	0.26%
		(xi) Boundary wall	[Nil]
		(xii) Site Clearance & Dismantling	5.08%
		(xiii) Protection Works	[Nil]

### 1.3 Procedure of estimating the value of work done

#### 1.3.1 Road works

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

Table 1.3.1

Stage of Payment	Percentage weightage	Payment Procedure
<b>A- Widening &amp; Strengthening of road</b>		
(1)Earthwork up to top of the sub-grade	[Nil]	Unit of measurement is linear length. Payment of each stage shall be made on pro-rata basis on completion of a stage in a length of not less than 5(five) percent of the total length.
(2) Sub-base Course	[Nil]	
(3) Non bituminous Base course	[Nil]	
(4) Bituminous Base course	[Nil]	
(5) Wearing Coat	[Nil]	
(6) Widening and repair of culverts	[Nil]	Cost of ten completed culverts shall be determined on pro-rata basis with respect to the total number of culverts.
<b>B.1- Reconstruction/New 2-Lane Realignment/Bypass(Flexible Pavement)</b>		
(1)Earthwork up to top of the sub-grade	3.28%	Unit of measurement is linear length. Payment of each stage shall be made on pro-rata basis on completion of a stage in full length or 0.5(half) km length, whichever is less.
(2) Sub-base Course	18.13%	
(3) Non bituminous Base course	19.47%	
(4) Bituminous Base course	22.78%	
(5) Wearing Coat	9.52%	
<b>B.2- Reconstruction/New 8-Lane Realignment/Bypass (Rigid Pavement)</b>		
(1)Earthwork up to top of the sub-grade	[Nil]	Unit of measurement is linear length. Payment of each stage shall be made on pro-rata basis on completion of a stage in full length or 5(five) km length, whichever is less.
(2) Sub-base Course	[Nil]	
(3) Dry Lean Concrete (DLC) Course	[Nil]	
(4) Pavement Quality Control (PQC) Course	[Nil]	
<b>C.1- Reconstruction/New Service Road/ Slip Road (Flexible Pavement)</b>		
(1)Earthwork up to top of the sub-grade	[Nil]	Unit of measurement is linear length. Payment of each stage shall be made on pro-rata basis on completion of a stage in full length or 5(five) km length, whichever is less.
(2) Sub-base Course	[Nil]	
(3) Non bituminous Base course	[Nil]	
(4) Bituminous Basecourse	[Nil]	
(5) Wearing Coat	[Nil]	
<b>C.2- Reconstruction/New Service road (Rigid Pavement)</b>		
(1)Earthwork up to top of the sub-grade	[Nil]	Unit of measurement is linear length. Payment of each stage shall be made on pro-rata basis on completion of a stage in full length or 5(five) km length, whichever is less.
(2) Sub-base Course	[Nil]	
(3) Dry Lean Concrete (DLC)Course	[Nil]	
(4) Pavement Quality Control (PQC) Course	[Nil]	
<b>D-Reconstruction &amp; New Culverts on existing road, realignments, bypasses</b>		
Culverts (length <6m)	26.83%	Cost of each culverts shall be determined on pro-rata basis with respect to the total number of culverts. Payment shall be made on the completion of at least one culvert.

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

bituminous work shall be determined as follows:

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

Where,

P = Contract Price

L = Total length in km

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

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

### 1.3.2 Minor Bridges and Underpasses/Overpasses.

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

Table 1.3.2

Stage of Payment	Weightage	Payment Procedure
1	2	3
<b>A.1-Widening and repairs of Minor Bridges(length&gt;6m&amp;&lt;60m)</b>	100%	Cost of each minor bridge shall be determined on pro-rata basis with respect to the total linear length of the minor bridges. Payment shall be made on the completion of widening & repair works of a minor bridge
<b>A.2- New Minor Bridges (length &gt; 6m &amp; &lt; 60m)</b>		
(1)Foundation + Sub-Structure: On completion of the foundation work including foundations for wing and return walls, abutments, piers up to the abutment/pier cap.	NIL	Foundation: Cost of each minor bridge shall be determined on pro-rata basis with respect to the total linear length (m) of the minor bridges. Payment against foundation shall be made on pro-rata basis on completion of a stage i.e. Not less than 25% of the scope of foundation of each bridge.  In case where load testing is required for foundation, the trigger of first payment shall include load testing also where specified.
(2)Super-structure: On completion of the super-structure in all respects including wearing coat, bearings, expansion joints, hand rails, crash barriers, road,signs & markings, tests on completion etc. complete in all respect.	NIL	Super-structure: Payment shall be made on pro-rata basis on completion of a stage i.e. completion of super structure of at least one span in all respects as specified in the column of "Stage of Payment" in this sub-clause. In case of structures where pre-cast girders have been proposed by the Contractor, 50% of the stage payment shall be due and payable on casting of girders for each span and balance 50% of the stage payment shall be made on completion of stage specified as above
(3)Approaches :On completion of approaches including Retaining walls, stone pitching, protection works complete in all	[Nil]	Approaches: Payment shall be made on pro-rata basis on completion of a stage i.e. completion of approaches in all respect as specified in the column of "Stage of Payment" in this sub-clause.

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



### 1.3.3 Major Bridge works, ROB/RUB and Structures.

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

Table 1.3.3

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

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

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

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

Stage of Payment	Weightage	Payment Procedure
(2) Sub-Structure	[Nil]	Sub-structure: Payment against sub- structure shall be made on pro-rata basis on completion of a stage i.e. not less than 25% of the scope of sub- structure of structure.
(3)Super-Structure(Including bearings)	[Nil]	Super-structure: Payment shall be made on pro-rata basis on completion of a stage i.e. completion of super- structure including bearings of at least one span in all respects as specified. In case of structures where pre-cast girders have been proposed by the Contractor,50% of the stage payment shall be due and payable on casting of girders foreach span and balance 50% of the stage payment shall be made on completion of stage specified as above
(4)Wearing Coat including expansion joints	[Nil]	Wearing Coat: Payment shall be made on completion of wearing coat including expansion joints complete in all respects as specified.
(5) Miscellaneous Items like handrails, crash barrier, road markings etc.	[Nil]	Miscellaneous: Payments shall be made on completion of all miscellaneous works like handrails, crash barriers, road markings etc. complete in all respects as specified.
(6) Wing walls/Return walls	[Nil]	Wingwalls/return walls: Payments shall be made on completion of all wing walls/return walls complete in all respects as specified.
(7)Approaches (including Retaining walls/Reinforced Earth wall, stone pitching and protection works)	[Nil]	Payments shall be made on pro-rata basis on completion of 20% of the total area.

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

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

#### 1.3.4 Other works.

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

Table 1.3.4

Stage of Payment	Weightage	Payment Procedure
1	2	3
(1) Toll Plaza	[Nil]	Unit of measurement is each completed toll plaza. Payment of each toll plaza shall be made on pro-rata basis with respect to the total of all toll plaza.
(2) Roadside drains	53.97%	Unit of measurement is linear length. Payment shall be made on pro-rata basis on completion of a stage in a length of not less than 5% (five percent) of the total length.
(3) Road signs, markings, km stones, safety devices etc.	21.42%	
(4) Project Facilities		
a) Bus Bays	18.34%	Payment shall be made on pro-rata basis for completed facilities.

Stage of Payment	Weightage	Payment Procedure
b) Truck Lay-byes	[Nil]	
c) Passenger Shelter	0.46%	
d) Rest Area	[Nil]	
(5) Road side Plantation including Horticulture in Wayside Amenities	[Nil]	Unit of measurement is linear length
(6) Repair of Protection Works other than approaches to the bridges, elevated sections/flyover/grade separators and ROB/ RUBs	[Nil]	Unit of measurement is linear length. Payment shall be made on pro-rata basis on completion of a stage in a length of not less than 5% (five percent)of the total length.
(7) Safety and traffic management during construction	[Nil]	Payment shall be made on prorata basis every six months.
(8) Protection Works		Unit of measurement is linear length. Payment shall be made on pro-rata basis on completion of a stage in a length of not less than 5% (five percent)of the total length.
(a) Breast Wall	[Nil]	
(b) Toe Wall	0.48%	
(c )Retaining Wall	[Nil]	
(c) Crash Barrier	0.26%	
(9) Site Clearance & Dismantling	5.08%	Unit of measurement is linear length. Payment shall be made on pro-rata basis on completion of a stage in a length of not less than 5% (five percent)of the total length.
(10) Protection Works	[Nil]	Unit of measurement is linear length. Payment shall be made on pro-rata basis on completion of a stage in a length of not less than 5% (five percent)of the total length.

## 2. Procedure for payment for Maintenance

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

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

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

1. A minimum list of the drawings of the various components/elements of the project highway and project facility required to be submitted by the Contractor is given below:
  - (a) Drawing of horizontal alignment, vertical profile and detailed cross sections
  - (b) Drawings of cross drainage works i.e. Bridges/Culverts/Flyovers and Other Structures.
  - (c) Drawings for River Training works
  - (d) Drawings of interchanges, major intersections and underpasses
  - (e) Drawing of control centre
  - (f) Drawings of road furniture items including traffic signage, marking, safety barriers, etc.
  - (g) Drawings of traffic diversions plans and traffic control measures
  - (h) Drawings of road drainage measures
  - (i) Drawings of typical details slope protection measures
  - (j) Drawings of landscaping and horticulture
  - (k) Drawings of pedestrian crossing
  - (k) Drawings of street lighting
  - (l) Any other drawings as per instruction of Authority Engineer
  - (m) General Arrangement showing Base Camp and Administrative Block



## Schedule - J

(See Clause 10.3 (ii))

### Project Completion Schedule

#### 1. Project Completion Schedule

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

#### 2. Project Milestone-I

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

#### 3. Project Milestone-II

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

#### 4. Project Milestone-III

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

5. Scheduled Completion Date

- (i) The Scheduled Completion Date shall occur on the [Scheduled Construction Period] day from the Appointed Date.
- (ii) On or before the Scheduled Completion Date, the Contractor shall have completed construction in accordance with this Agreement.

6. Extension of time

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

SCHEDULE - K  
(See Clause 12.1 (ii))

**Tests on Completion**

**1 Schedule for Tests**

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

**2 Tests**

- (i) Visual and physical test: The Authority's Engineer shall conduct a visual and physical check of construction to determine that all works and equipment forming part thereof conform to the provisions of this Agreement. The physical tests shall include [\*\*\*].
- (ii) Riding quality test: Riding quality of each lane of the carriageway shall be checked with the help of a Network Survey Vehicle (NSV) fitted with latest equipments and the maximum permissible roughness for purposes of this Test shall be [2,000 (two thousand)] mm for each kilometer.
- (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.

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

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

Schedule – L

(See Clause 12.2)

**Completion Certificate**

- 1 I, ..... (Name of the Authority's Engineer), acting as the Authority's Engineer, under and in accordance with the Agreement dated ..... (the "**Agreement**"), for "**Name of work**" (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.....

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**

- The following percentages shall govern the payment reduction:

S. No.	Item/Defect/Deficiency	Percentage
<b>(a)</b>	<b>Carriageway/Pavement</b>	
(i)	Potholes, cracks, other surface defects	15%
(ii)	Repairs of Edges, Rutting	5%
<b>(b)</b>	<b>Road, Embankment, Cuttings, Shoulders</b>	
(i)	Edge drop, inadequate crossfall, undulations, settlement, potholes, ponding, obstructions	10%
(ii)	Deficient slopes, raincuts, disturbed pitching, vegetation growth, pruning of trees	5%
<b>(c)</b>	<b>Bridges and Culverts</b>	
(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%
<b>S. No.</b>	<b>Item/Defect/Deficiency</b>	<b>Percentage</b>
(iii)	Painting, repairs/replacement kerbs, railings, parapets, guideposts/crash barriers	5%
<b>(d)</b>	<b>Roadside Drains</b>	
(i)	Cleaning and repair of drains	5%
<b>(e)</b>	<b>Road Furniture</b>	
(i)	Cleaning, painting, replacement of road signs, delineators, road markings, 200 m/km/5 <sup>th</sup> km stones	5%
<b>(f)</b>	<b>Miscellaneous Items</b>	
(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%
<b>(g)</b>	<b>Defects in Other Project Facilities</b>	5%

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

$$R=P/100 \times (M_1 \text{ or } M_2) \times L1/L$$

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

M = Monthly lump-sum payment in accordance with the Bid

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 18.1.1)

**SELECTION OF AUTHORITY'S ENGINEER**

**1 Selection of Authority's Engineer**

- 1.1 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.
- 1.2 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 NHIDCL(the “Authority”) and ..... (the “Contractor”)# **“Name of Work** 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) any other matter which is not specified in (a), (b) or (c) above and which creates an obligation or liability on either Party for a sum exceeding Rs. 5,000,000 (Rs. fifty lakh).
- (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 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 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 4.9, 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 20 (twenty) 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 4.9, 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 12.4.

- (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 or Provisional Certificate, as the case may be. For carrying out its functions under this Paragraph 4.18 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 10.2.4 (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 19.4.1, 19.6.1, and 19.8.1)*

### **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 **"Name of work"** (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)

\*\*\*\*\* End of the Document \*\*\*\*\*