

## Schedule-A

(See Clauses 2.1 and 8.1)

### Site of the Project

#### 1 The Site

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

## (Schedule-A)

### Site

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

#### 1. Site

The Site of the [Two-Lane] Project Highway comprises the section of NH-129A commencing from km 0+000 to km 22+912 i.e. Maram to Sangkungmai Village in the state of Manipur.

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

#### 2. Land

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

SL No.	Chainage (Km)		Existing Right of Way (m)	Proposed Right of Way (m)	Remarks
	From	To			
1	0	100	10.5	14	
2	100	200	10	14	
3	200	300	12.9	14	
4	300	400	10.6	14	
5	400	500	10.9	14	
6	500	600	10.1	14	
7	600	700	9.8	14	
8	700	800	9.7	14	
9	800	900	10	14	
10	900	1000	15.2	14	
11	1000	1100	10.1	14	
12	1100	1200	9.3	14	
13	1200	1300	9.8	14	
14	1300	1400	8.9	14	
15	1400	1500	10	24	
16	1500	1600	9.7	24	
17	1600	1700	9.7	24	
18	1700	1800	10.5	20	
19	1800	1900	11.7	20	
20	1900	2000	12.3	20	
21	2000	2100	10.6	20	
22	2100	2200	13	20	
23	2200	2300	11.3	20	
24	2300	2400	10.1	20	
25	2400	2500	11.5	20	
26	2500	2600	9.1	20	

SL No.	Chainage (Km)		Existing Right of Way (m)	Proposed Right of Way (m)	Remarks
	From	To			
27	2600	2700	10.1	20	
28	2700	2800	10.1	20	
29	2800	2900	9.9	24	
30	2900	3000	11.4	20	
31	3000	3100	10	24	
32	3100	3200	10.1	24	
33	3200	3300	10.6	24	
34	3300	3400	9.8	24	
35	3400	3500	9.9	24	
36	3500	3600	10.2	24	
37	3600	3700	9.4	24	
38	3700	3800	9.2	24	
39	3800	3900	9.3	20	
40	3900	4000	9.9	20	
41	4000	4100	10	20	
42	4100	4200	9.7	24	
43	4200	4300	10	24	
44	4300	4400	9.6	24	
45	4400	4500	10.3	24	
46	4500	4600	8.4	24	
47	4600	4700	9.3	20	
48	4700	4800	9.4	20	
49	4800	4900	10.6	24	
50	4900	5000	14.2	24	
51	5000	5100	12.9	24	
52	5100	5200	10.8	20	
53	5200	5300	9.6	20	
54	5300	5400	11.8	20	
55	5400	5500	12.8	20	
56	5500	5600	10.5	20	
57	5600	5700	10	20	
58	5700	5800	9.1	20	
59	5800	5900	12.8	24	
60	5900	6000	10.6	24	
61	6000	6100	10.3	24	
62	6100	6200	10.6	24	
63	6200	6300	12.4	24	
64	6300	6400	10.6	20	
65	6400	6500	11.1	20	
66	6500	6600	10.2	20	
67	6600	6700	13.2	24	
68	6700	6800	10.8	24	
69	6800	6900	10.1	20	
70	6900	7000	9.5	20	
71	7000	7100	10.3	24	
72	7100	7200	10	24	
73	7200	7300	10.2	24	
74	7300	7400	9.9	24	

SL No.	Chainage (Km)		Existing Right of Way (m)	Proposed Right of Way (m)	Remarks
	From	To			
75	7400	7500	9.8	24	
76	7500	7600	10.5	24	
77	7600	7700	10.4	20	
78	7700	7800	8.9	20	
79	7800	7900	16.4	20	
80	7900	8000	9.8	20	
81	8000	8100	11	24	
82	8100	8200	8.3	20	
83	8200	8300	9.4	20	
84	8300	8400	9.6	20	
85	8400	8500	10.5	20	
86	8500	8600	9.6	20	
87	8600	8700	10.2	20	
88	8700	8800	9.7	20	
89	8800	8900	10.1	20	
90	8900	9000	9.5	20	
91	9000	9100	9.1	20	
92	9100	9200	9.9	20	
93	9200	9300	9.3	20	
94	9300	9400	9.7	20	
95	9400	9500	10	20	
96	9500	9600	9.8	20	
97	9600	9700	12.3	20	
98	9700	9800	10.8	20	
99	9800	9900	9.2	20	
100	9900	10000	10.9	20	
101	10000	10100	10.1	24	
102	10100	10200	10.7	24	
103	10200	10300	11.5	24	
104	10300	10400	10.5	20	
105	10400	10500	10.3	20	
106	10500	10600	11.4	20	
107	10600	10700	10.6	24	
108	10700	10800	10.6	20	
109	10800	10900	9.9	20	
110	10900	11000	11.7	20	
111	11000	11100	8.1	20	
112	11100	11200	13.3	20	
113	11200	11300	9.3	24	
114	11300	11400	10.2	24	
115	11400	11500	10	24	
116	11500	11600	10	20	
117	11600	11700	10.2	20	
118	11700	11800	10.8	20	
119	11800	11900	10.6	24	
120	11900	12000	11.7	24	
121	12000	12100	9.2	24	
122	12100	12200	9.8	24	

SL No.	Chainage (Km)		Existing Right of Way (m)	Proposed Right of Way (m)	Remarks
	From	To			
123	12200	12300	9.8	24	
124	12300	12400	11.7	24	
125	12400	12500	9.6	24	
126	12500	12700	9.9	24	
127	12700	12800	10.3	24	
128	12800	12900	10.2	24	
129	12900	13000	10.2	24	
130	13000	13100	11.8	24	
131	13100	13200	10.4	24	
132	13200	13300	12.3	24	
133	13300	13400	11.9	24	
134	13400	13500	11.8	24	
135	13500	13600	10.2	24	
136	13600	13700	10.1	24	
137	13700	13800	10	24	
138	13800	13900	10.2	24	
139	13900	14000	10.4	24	
140	14000	14100	10.7	24	
141	14100	14200	11.7	24	
142	14200	14300	9.6	24	
143	14300	14400	10.6	24	
144	14400	14500	10.2	24	
145	14500	14600	10.6	24	
146	14600	14700	10.3	24	
147	14700	14800	10.4	24	
148	14800	14900	9.5	24	
149	14900	15000	11.6	24	
150	15000	15100	10.8	24	
151	15100	15200	9.5	24	
152	15200	15300	10.5	24	
153	15300	15400	11.8	24	
154	15400	15500	9.2	24	
155	15500	15600	10.4	24	
156	15600	15700	10.3	24	
157	15700	15800	11.9	24	
158	15800	15900	9	24	
159	15900	16000	9.5	24	
160	16000	16100	9.3	24	
161	16100	16200	9.5	24	
162	16200	16300	10.5	24	
163	16300	16400	10.6	24	
164	16400	16500	11	24	
165	16500	16600	10.1	24	
166	16600	16700	10.8	24	
167	16700	16800	11.4	24	
168	16800	16900	10.4	24	
169	16900	17000	11.3	24	
170	17000	17100	10.6	24	

SL No.	Chainage (Km)		Existing Right of Way (m)	Proposed Right of Way (m)	Remarks
	From	To			
171	17100	17200	11.5	24	
172	17200	17300	10	24	
173	17300	17400	12.9	24	
174	17400	17500	8.9	24	
175	17500	17600	11.5	24	
176	17600	17700	10.7	24	
177	17700	17800	11.1	24	
178	17800	17900	9.3	24	
179	17900	18000	11	24	
180	18000	18100	14	24	
181	18100	18200	12.1	24	
182	18200	18300	10.9	24	
183	18300	18400	11.2	24	
184	18400	18500	11.5	24	
185	18500	18600	11.2	24	
186	18600	18700	10.9	24	
187	18700	18800	11.4	24	
188	18800	18900	12.8	24	
189	18900	19000	10.8	24	
190	19000	19100	10	24	
191	19100	19200	12.2	24	
192	19200	19300	10.5	24	
193	19300	19400	9.9	24	
194	19400	19500	10.1	24	
195	19500	19600	10.9	24	
196	19600	19700	10.2	24	
197	19700	19800	12.2	24	
198	19800	19900	11	24	
199	19900	20000	10.4	20	
200	20000	20100	10.7	24	
201	20100	20200	11.4	24	
202	20200	20300	11.2	24	
203	20300	20400	10.3	20	
204	20400	20500	9.9	20	
205	20500	20600	13.1	20	
206	20600	20700	11.3	24	
207	20700	20800	12	20	
208	20800	20900	12	20	
209	20900	21000	11.1	20	
210	21000	21100	9.1	24	
211	21100	21200	9.7	24	
212	21200	21300	9.6	24	
213	21300	21400	12	24	
214	21400	21500	10	20	
215	21500	21600	11.1	20	
216	21600	21700	11.9	20	
217	21700	21800	12.4	20	
218	21800	21900	8.7	20	

SL No.	Chainage (Km)		Existing Right of Way (m)	Proposed Right of Way (m)	Remarks
	From	To			
219	21900	22000	10.9	20	
220	22000	22100	10.3	24	
221	22100	22200	10.7	24	
222	22200	22300	9.8	24	
223	22300	22400	9.4	20	
224	22400	22500	11.6	20	
225	22500	22600	11.3	20	
226	22600	22700	11.9	24	
227	22700	22800	9	24	
228	22800	22912	12.2	24	

### 3. Carriageway

The present carriageway of the Project Highway is Two Lane from km 0+000 to km 22+912. The type of the existing pavement is [flexible].

### 4. Major Bridges

The Site includes the following Major Bridges: -

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

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

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

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

### 6. Grade separators

The Site includes the following grade separators:

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

### 7. Minor bridges

The Site includes the following minor bridges:

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S. No.	Chainage (km)	Type of Structure			No. of Spans with span length (m)	Width (m)
		Foundation	Sub- structure	Super- structure		
1	7.102	Open	Wall	RCC SLAB BRIDGE	1 X 5.88	10.20
2	14.740	Open	Wall	PSC BOX BRIDGE	1 X 30.90	11.90
3	15.275	Open	Wall	RCC SLAB BRIDGE	1 X 5.60	10.00

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	0.285	Pipe culvert	2X1.00	10
2	0.508	Pipe culvert	2X1.00	-
3	0.628	Pipe culvert	2X1.00	9.2
4	1.648	Pipe culvert	2X0.600	10
5	1.925	Pipe culvert	2X1.00	10.5
6	2.223	Pipe culvert	2X1.00	-
7	2.488	Pipe culvert	2X1.00	10
8	2.620	Pipe culvert	2X1.20	10.3
9	2.702	Pipe culvert	2X1.20	10
10	2.861	Pipe culvert	2X1.20	10.5
11	2.972	Slab culvert	1X2.00	10.2
12	3.176	Pipe culvert	2X1.00	7.2
13	3.260	Pipe culvert	2X1.00	8.6
14	3.810	Pipe culvert	2X1.20	8.4
15	3.930	Pipe culvert	2X1.20	7.1
16	4.150	Pipe culvert	2X0.900	10
17	4.325	Pipe culvert	2X0.800	10
18	4.515	Pipe culvert	2X.750	9.5
19	4.760	Pipe culvert	2X1.00	9.4
20	5.048	Pipe culvert	2X0.70	10.2
21	5.352	Pipe culvert	2X1.00	-
22	5.475	Pipe culvert	2X0.900	9
23	5.625	Pipe culvert	2X1.00	-
24	5.698	Pipe culvert	2X1.20	9.5



Sl. No.	Chainage (km)	Type of Culvert	Span/Opening with Span Length	Width of Culvert (m)
25	5.852	Pipe culvert	2X1.00	9
26	6.105	Pipe culvert	2X1.00	11.5
27	6.336	Pipe culvert	2X1.00	10
28	7.015	Pipe culvert	2X1.00	10.5
29	7.298	Pipe culvert	2×1.0	7.7
30	8.455	Pipe culvert	2×0.98	7.5
31	8.080	Pipe culvert	2×0.9	-
32	8.535	Slab culvert	1X3.0	-
33	8.692	Pipe culvert	2×0.8	-
34	8.950	Pipe culvert	2×1.0	9.7
35	10.220	Pipe culvert	2×1.0	-
36	10.498	Pipe culvert	2×0.8	9.7
37	10.910	Pipe culvert	2×1.0	-
38	12.170	Pipe culvert	2X1.20	9.7
39	13.130	Pipe culvert	2X1.20	9.5
40	13.498	Pipe culvert	2×0.8	9.5
41	13.705	Pipe culvert	2×0.8	-
42	13.819	Pipe culvert	2×1.0	9.7
43	13.861	Pipe culvert	2×1.0	-
44	14.303	Pipe culvert	2×1.0	15.6
45	14.507	Pipe culvert	2×1.0	-
46	14.578	Pipe culvert	2×1.0	9.5
47	14.852	Pipe culvert	1×1.0	9
48	15.034	Pipe culvert	2×1.0	9.5
49	15.500	Pipe culvert	2×1.0	9
50	16.299	Pipe culvert	2×1.0	9
51	16.670	Pipe culvert	2×0.9	-
52	16.885	Pipe culvert	2×0.9	-
53	17.105	Pipe culvert	2×0.9	-
54	17.256	Pipe culvert	2×1.0	-
55	17.470	Pipe culvert	2×1.0	-
56	17.745	Pipe culvert	2×0.9	-
57	17.980	Pipe culvert	2×1.0	-
58	18.035	Pipe culvert	2×1.0	-
59	18.325	Pipe culvert	2×0.9	-
60	19.095	Pipe culvert	2×0.8	-
61	19.280	Pipe culvert	2×0.9	-
62	19.872	Pipe culvert	2×0.8	-
63	20.094	Pipe culvert	2×0.8	-
64	20.150	Pipe culvert	2×0.9	-
65	20.205	Pipe culvert	2×0.8	-
66	20.277	Slab culvert	1×3.0	-
67	20.530	Pipe culvert	2×0.9	-
68	20.646	Pipe culvert	2×1.0	-
69	20.723	Slab culvert	1×2.5	-
70	21.297	Pipe culvert	2×0.8	-
71	21.450	Pipe culvert	2×1.0	-
72	21.627	Pipe culvert	2X1.00	-

Sl. No.	Chainage (km)	Type of Culvert	Span/Opening with Span Length	Width of Culvert (m)
73	21.910	Pipe culvert	2×1.0	-
74	22.572	Pipe culvert	2×0.8	-
75	22.845	Pipe culvert	2×1.0	-
76	22.910	Slab culvert	1×2.5	-

#### 11. Bus bays

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

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

#### 12. Truck Lay byes

The details of truck lay byes are as follows:

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

#### 13. Roadside drains

The details of the roadside drains are as follows:

Sl. No.	Location		Type	
	From km	To km	Masonry/cc (Pucca)	Earthen (Kutcha)
1	0+000	0+170	Pucca (Both Side)	
2	2+000	7+235	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
1	0.000		✓		Kohima (via NH-39)			

(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	0.230		Y	3-legged
2	0.380		Y	3-legged
3	0.625		Y	3-legged
4	0.710		X	4-legged
5	0.740		Y	3-legged
6	0.800		X	4-legged
7	0.920		Y	3-legged
8	0.960		Y	3-legged

Sl. No.	Location		Type of intersection	
	From Km	To Km	T-Junction	Cross Road
9	1.220		Y	3-legged
10	5.325		Y	3-legged
11	7.800		Y	3-legged
12	7.990		Y	3-legged
13	8.010		Y	3-legged
14	8.125		Y	3-legged
15	20.425		Y	3-legged

6. Bypasses

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

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

17. Other structures

[Provide details of other structures, if any.]

Annex – II

(As per Clause 8.3 (i))

(Schedule-A)

Dates for providing Right of Way of Construction Zone

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

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

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## Annex - III

### (Schedule-A)

#### Alignment Plans

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

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

(Schedule-A)

Environment Clearances

Environmental Clearances are not required for the project.

## Schedule - B

(See Clause 2.1)

### Development of the Project Highway

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

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

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

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

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

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

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Annex – I

(Schedule-B)

Description of [Two-Lanning]

[Note: Description of the Project Highway shall be given by the Authority in detail together with explanatory drawings (where necessary) to explain the Authority's requirements precisely in order to avoid subsequent changes in the Scope of the Project. The particulars that must be specified in this Schedule-B are listed below as per the requirements of the Manual of Specifications and Standards for [Two Lanning of Highways (IRC: SP: 73-2015)] referred to as the Manual. If any standards specifications or details are not given in the Manual the minimum design/construction requirements shall be specified in this Schedule. In addition to these 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	Maram Centre	0+000	0+920	7	As per attached TCS drawing	7 m Carriageway
2	Maram Kavanam	0+920	3+130	7		7 m Carriageway
3	Maram Khullen	3+130	5+540	7		7 m Carriageway
4	Makha Sagai			7		7 m Carriageway
5	Bongram	5+540	5+740	7		7 m Carriageway
6	New Magaimai	5+740	14+510	7		7 m Carriageway
7	Maram	14+510	22+340	7		7 m Carriageway

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

**2. Geometric Design and General Features**

(i) General

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

(ii) Design speed

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

(iii) Improvement of the existing road geometrics

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

Sl. No.	Stretch (from km to km)	Type of Deficiency	Remarks
1	0+027 to 0+037	Sharp Bend	Design Speed = 30 Kmph
2	0+132 to 0+17	Sharp Bend	Design Speed = 20 Kmph
3	0+223 to 0+259	Sharp Bend	Design Speed = 20 Kmph
4	0+900 to 0+912	Sharp Bend	Design Speed = 20 Kmph
5	0+962 to 0+971	Sharp Bend	Design Speed = 30 Kmph
6	1+020 to 1+035	Sharp Bend	Design Speed = 30 Kmph
7	1+303 to 1+312	Sharp Bend	Design Speed = 20 Kmph
8	1+371 to 1+381	Sharp Bend	Design Speed = 30 Kmph
9	1+781 to 1+887	Sharp Bend	Design Speed = 30 Kmph
10	2+416 to 2+435	Sharp Bend	Design Speed = 20 Kmph
11	2+482 to 2+503	Sharp Bend	Design Speed = 30 Kmph
12	2+555 to 2+596	Sharp Bend	Design Speed = 20 Kmph
13	2+705 to 2+764	Sharp Bend	Design Speed = 20 Kmph
14	2+818 to 2+824	Sharp Bend	Design Speed = 20 Kmph
15	2+924 to 2+94	Sharp Bend	Design Speed = 20 Kmph
16	4+247 to 4+272	Sharp Bend	Design Speed = 20 Kmph
17	4+425 to 4+441	Sharp Bend	Design Speed = 30 Kmph
18	4+494 to 4+538	Sharp Bend	Design Speed = 30 Kmph
19	4+577 to 4+589	Sharp Bend	Design Speed = 20 Kmph
20	4+674 to 4+696	Sharp Bend	Design Speed = 20 Kmph
21	4+741 to 4+757	Sharp Bend	Design Speed = 20 Kmph
22	4+830 to 4+850	Sharp Bend	Design Speed = 30 Kmph
23	4+918 to 4+939	Sharp Bend	Design Speed = 30 Kmph
24	5+529 to 5+560	Sharp Bend	Design Speed = 20 Kmph
25	5+888 to 5+928	Sharp Bend	Design Speed = 30 Kmph
26	5+983 to 5+996	Sharp Bend	Design Speed = 30 Kmph
27	6+070 to 6+082	Sharp Bend	Design Speed = 20 Kmph
28	6+193 to 6+262	Sharp Bend	Design Speed = 30 Kmph
29	6+341 to 6+382	Sharp Bend	Design Speed = 20 Kmph
30	6+436 to 6+466	Sharp Bend	Design Speed = 30 Kmph
31	6+620 to 6+632	Sharp Bend	Design Speed = 20 Kmph
32	6+800 to 6+806	Sharp Bend	Design Speed = 30 Kmph
33	6+840 to 6+844	Sharp Bend	Design Speed = 20 Kmph
34	6+954 to 6+987	Sharp Bend	Design Speed = 20 Kmph
35	7+082 to 7+096	Sharp Bend	Design Speed = 20 Kmph
36	7+127 to 7+156	Sharp Bend	Design Speed = 20 Kmph
37	7+177 to 7+364	Sharp Bend	Design Speed = 20 Kmph
38	8+134 to 8+194	Sharp Bend	Design Speed = 20 Kmph
39	8+247 to 8+265	Sharp Bend	Design Speed = 30 Kmph
40	8+354 to 8+391	Sharp Bend	Design Speed = 20 Kmph

Sl. No.	Stretch (from km to km)	Type of Deficiency	Remarks
41	8+452 to 8+470	Sharp Bend	Design Speed = 30 Kmph
42	8+512 to 8+573	Sharp Bend	Design Speed = 30 Kmph
43	8+671 to 8+686	Sharp Bend	Design Speed = 20 Kmph
44	9+646 to 9+663	Sharp Bend	Design Speed = 30 Kmph
45	9+699 to 9+710	Sharp Bend	Design Speed = 20 Kmph
46	10+518 to 10+534	Sharp Bend	Design Speed = 20 Kmph
47	10+913 to 10+943	Sharp Bend	Design Speed = 20 Kmph
48	10+987 to 10+991	Sharp Bend	Design Speed = 30 Kmph
49	11+151 to 11+182	Sharp Bend	Design Speed = 30 Kmph
50	11+215 to 11+226	Sharp Bend	Design Speed = 20 Kmph
51	11+958 to 11+974	Sharp Bend	Design Speed = 30 Kmph
52	12+016 to 12+025	Sharp Bend	Design Speed = 20 Kmph
53	12+077 to 12+095	Sharp Bend	Design Speed = 30 Kmph
54	12+253 to 12+264	Sharp Bend	Design Speed = 30 Kmph
55	12+780 to 12+807	Sharp Bend	Design Speed = 20 Kmph
56	12+862 to 12+897	Sharp Bend	Design Speed = 20 Kmph
57	12+968 to 12+984	Sharp Bend	Design Speed = 30 Kmph
58	13+054 to 13+07	Sharp Bend	Design Speed = 20 Kmph
59	13+247 to 13+285	Sharp Bend	Design Speed = 30 Kmph
60	13+591 to 13+634	Sharp Bend	Design Speed = 30 Kmph
61	13+75 to 13+763	Sharp Bend	Design Speed = 20 Kmph
62	13+829 to 13+848	Sharp Bend	Design Speed = 30 Kmph
63	14+021 to 14+053	Sharp Bend	Design Speed = 30 Kmph
64	14+087 to 14+106	Sharp Bend	Design Speed = 20 Kmph
65	14+145 to 14+171	Sharp Bend	Design Speed = 30 Kmph
66	14+228 to 14+240	Sharp Bend	Design Speed = 30 Kmph
67	14+460 to 14+478	Sharp Bend	Design Speed = 20 Kmph
68	14+536 to 14+544	Sharp Bend	Design Speed = 20 Kmph
69	15+254 to 15+255	Sharp Bend	Design Speed = 30 Kmph
70	18+207 to 18+297	Sharp Bend	Design Speed = 30 Kmph
71	18+436 to 18+446	Sharp Bend	Design Speed = 30 Kmph
72	18+526 to 18+535	Sharp Bend	Design Speed = 30 Kmph
73	18+578 to 18+636	Sharp Bend	Design Speed = 30 Kmph
74	18+749 to 18+758	Sharp Bend	Design Speed = 30 Kmph
75	18+791 to 18+803	Sharp Bend	Design Speed = 30 Kmph
76	19+239 to 19+273	Sharp Bend	Design Speed = 20 Kmph
77	19+719 to 19+780	Sharp Bend	Design Speed = 30 Kmph
78	19+844 to 19+859	Sharp Bend	Design Speed = 30 Kmph
79	19+898 to 19+909	Sharp Bend	Design Speed = 30 Kmph
80	19+974 to 19+981	Sharp Bend	Design Speed = 30 Kmph
81	20+612 to 20+620	Sharp Bend	Design Speed = 30 Kmph
82	20+673 to 20+761	Sharp Bend	Design Speed = 30 Kmph
83	20+822 to 20+838	Sharp Bend	Design Speed = 30 Kmph
84	20+888 to 20+907	Sharp Bend	Design Speed = 30 Kmph
85	21+052 to 21+054	Sharp Bend	Design Speed = 30 Kmph
86	21+172 to 21+172	Sharp Bend	Design Speed = 30 Kmph
87	21+337 to 21+347	Sharp Bend	Design Speed = 30 Kmph
88	21+432 to 21+441	Sharp Bend	Design Speed = 30 Kmph
89	21+521 to 21+533	Sharp Bend	Design Speed = 30 Kmph
90	21+593 to 21+602	Sharp Bend	Design Speed = 30 Kmph
91	21+676 to 21+677	Sharp Bend	Design Speed = 30 Kmph

Sl. No.	Stretch (from km to km)	Type of Deficiency	Remarks
92	21+721 to 21+724	Sharp Bend	Design Speed = 30 Kmph

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

(iv) Right of Way

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

(v) Type of shoulders

[Refer to provision of relevant Manual and specify]

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

Sl. No.	Stretch (from Km to Km)	Fully Paved shoulders/footpaths	Reference to cross section
1	0+000 to 1+400	2 X 1.0 m width 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 requirements specified in the relevant Manual.

(vi) Lateral and vertical clearances at underpasses

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

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

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

(vii) Lateral and vertical clearances at overpasses

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

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

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

(viii) Service roads

Service roads shall be constructed at the locations and for the lengths indicated below:

[Refer requirements specified in the relevant Manual]

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

(ix) Grade separated structures

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

[Refer to requirements specified in the relevant Manual]

Sl. No.	Location of Structure (VUP)	Length (m)	Number and length of spans	Approach gradient	Remarks. if any
Nil					

(b) In the case of grade separated structures the type of structure and the level of the Project Highway and the cross roads shall be as follows: [Refer to provision of the Manual and specify the type of vehicular under pass/ overpass structure and whether the cross road is to be carried at the existing Level. raised or lowered]

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

(x) Cattle and pedestrian underpass /overpass

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

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

Sl. No.	Location	Type of crossing
Nil		

(xi) Typical cross-sections of the Project Highway

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

TCS TYPE	DESCRIPTION	Length (m)
TCS-1	Typical Cross Section of Two-lane Carriageway in Built up area with both side footpath cum RCC Rectangular Drain (Reconstruction of Existing Pavement)	1400
TCS-2	Typical Cross Section of Two-Lane Carriageway in Rural Area with RR Masonry Trapezoidal Drain on Hill Side and Earthen Shoulder on valley side (Reconstruction of Existing Pavement)	14755
TCS-3	Typical Cross Section of Two-lane Carriageway in Rural area with breast wall on hill side and earthen shoulder on valley side (Reconstruction of Existing Pavement)	3280
TCS-4	Typical Cross Section of Two lane Carriageway at reconstruction stretch in rural area with one side retaining wall and other side RR masonry Trapezoidal drain (Reconstruction of Existing Pavement)	2480
TCS-5	Typical Cross Section of Two lane Carriageway in Rural area with one side retaining wall and other side breast wall (Reconstruction of Existing Pavement)	0
TCS-6	Typical Cross Section of Two lane Carriageway due to presence of hill in Rural area with both side RR Masonry Trapezoidal Drain(Reconstruction of Existing Pavement)	225
TCS-7	Typical Cross Section of Two lane Carriageway in Rural area with one side RR Masonry Trapezoidal Drain and earthen shoulder on valley side (New construction)	200
TCS-8	Typical Cross Section of Two lane Carriageway at realignment stretch due to presence of hill in Rural area with both side RR Masonry Trapezoidal Drain(New construction)	0

TCS TYPE	DESCRIPTION	Length (m)
TCS-9	Typical Cross Section of Two lane Carriageway in rural area with one side retaining wall and other side RR Masonry Trapezoidal Drain(New construction)	0
TCS-10	Typical Cross Section of Two lane Carriageway in Built up area with both side footpath and open RR masonry trapezoidal drain(Reconstruction of Existing Pavement)	0
TCS-11	Typical Cross Section of Two lane Carriageway in rural area with one side breast wall and other side RR masonry trapezoidal drain(Reconstruction of Existing Pavement)	0
Total length =		22340

Chainage (Km)		Net Length (m)	TCS No.
From	To		
0	1400	1400	TCS-1
1400	1535	135	TCS-2
1535	1585	50	TCS-3
1585	1635	50	TCS-4
1635	1685	50	TCS-2
1685	1785	100	TCS-4
1785	2280	495	TCS-2
2280	2380	100	TCS-4
2380	2485	105	TCS-2
2485	2535	50	TCS-3
2535	2780	245	TCS-4
2780	2810	30	TCS-3
2810	2980	170	TCS-2
2980	3060	80	TCS-4
3060	3310	250	TCS-3
3310	3460	150	TCS-4
3460	3810	350	TCS-3
3810	3910	100	TCS-4
3910	4060	150	TCS-2
4060	4085	25	TCS-4
4085	4410	325	TCS-2
4410	4685	275	TCS-4
4685	4880	195	TCS-2
4880	4935	55	TCS-4
4935	5135	200	TCS-2
5135	5185	50	TCS-4
5185	5785	600	TCS-2
5785	6010	225	TCS-3
6010	6610	600	TCS-2
6610	6860	250	TCS-3
6860	6985	125	TCS-2
6985	7035	50	TCS-5
7035	7085	50	TCS-4
7085	7185	100	TCS-2
7185	7310	125	TCS-4
7310	7560	250	TCS-3
7560	8060	500	TCS-2
8060	8110	50	TCS-3
8110	9085	975	TCS-2

Chainage (Km)		Net Length (m)	TCS No.
From	To		
9085	9185	100	TCS-4
9185	10085	900	TCS-2
10085	10235	150	TCS-3
10235	10660	425	TCS-2
10660	10735	75	TCS-3
10735	11735	1000	TCS-2
11735	11860	125	TCS-3
11860	11985	125	TCS-4
11985	12135	150	TCS-3
12135	12235	100	TCS-2
12235	12310	75	TCS-3
12310	12485	175	TCS-5
12485	12985	500	TCS-2
12985	13185	200	TCS-3
13185	13685	500	TCS-2
13685	13960	275	TCS-3
13960	15410	1450	TCS-2
15410	15785	375	TCS-3
15785	15985	200	TCS-6
15985	16335	350	TCS-2
16335	16410	75	TCS-4
16410	17885	1475	TCS-2
17885	17985	100	TCS-3
17985	18110	125	TCS-4
18110	19785	1675	TCS-2
19785	20010	225	TCS-4
20010	20385	375	TCS-2
20385	20560	175	TCS-4
20560	20660	100	TCS-2
20660	20810	150	TCS-4
20810	21510	700	TCS-2
21510	21610	100	TCS-4
21610	21985	375	TCS-2
21985	22235	250	TCS-3
22235	22340	105	TCS-2
Total Length		22340	m

### 3. Intersections and Grade Separators

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

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

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

#### (i) At-grade intersections

Major Intersections

Sl. No.	Location of intersection (Km)	Type of intersection	Other features	Remarks
1	0+000	3 Legged	RHS- NH-39 Towards Kohima	At-grade improvement proposed

#### Minor Intersections

Sl. No.	Location of intersection (Km)	Type of intersection	Other features
1	0.225	Y-Type	3-legged
2	0.375	Y-Type	3-legged
3	0.620	Y-Type	3-legged
4	0.700	X-Type	4-legged
5	0.740	Y-Type	3-legged
6	0.800	X-Type	4-legged
7	0.920	Y-Type	3-legged
8	0.950	Y-Type	3-legged
9	1.210	Y-Type	3-legged
10	5.260	Y-Type	3-legged
11	7.640	Y-Type	3-legged
12	7.810	Y-Type	3-legged
13	7.850	Y-Type	3-legged
14	7.960	Y-Type	3-legged
15	19.910	Y-Type	3-legged

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

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

#### 4. Road Embankment and Cut Section

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

The existing road shall be raised in the following sections:

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

#### 5. Pavement Design

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

## Flexible Pavement

### (iii) Design requirements

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

#### (a) Design Period and strategy

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

#### (b) Design Traffic

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

### (iv) Reconstruction of stretches

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

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

SL NO.	Stretch from Km to Km	Remarks	TCS Type
1	0+000 Km to 1+400 Km	Reconstruction	TCS-1
2	1+400 Km to 1+535 Km	Reconstruction	TCS-2
3	1+535 Km to 1+585 Km	Reconstruction	TCS-3
4	1+585 Km to 1+635 Km	Reconstruction	TCS-4
5	1+635 Km to 1+685 Km	Reconstruction	TCS-2
6	1+685 Km to 1+785 Km	Reconstruction	TCS-4
7	1+785 Km to 2+280 Km	Reconstruction	TCS-2
8	2+280 Km to 2+380 Km	Reconstruction	TCS-4
9	2+380 Km to 2+485 Km	Reconstruction	TCS-2
10	2+485 Km to 2+535 Km	Reconstruction	TCS-3
11	2+535 Km to 2+780 Km	Reconstruction	TCS-4
12	2+780 Km to 2+810 Km	Reconstruction	TCS-3
13	2+810 Km to 2+980 Km	Reconstruction	TCS-2
14	2+980 Km to 3+060 Km	Reconstruction	TCS-4
15	3+060 Km to 3+310 Km	Reconstruction	TCS-3
16	3+310 Km to 3+460 Km	Reconstruction	TCS-4
17	3+460 Km to 3+810 Km	Reconstruction	TCS-3
18	3+810 Km to 3+910 Km	Reconstruction	TCS-4
19	3+910 Km to 4+060 Km	Reconstruction	TCS-2
20	4+060 Km to 4+085 Km	Reconstruction	TCS-4
21	4+085 Km to 4+410 Km	Reconstruction	TCS-2
22	4+410 Km to 4+685 Km	Reconstruction	TCS-4
23	4+685 Km to 4+880 Km	Reconstruction	TCS-2
24	4+880 Km to 4+935 Km	Reconstruction	TCS-4
25	4+935 Km to 5+135 Km	Reconstruction	TCS-2
26	5+135 Km to 5+185 Km	Reconstruction	TCS-4
27	5+185 Km to 5+785 Km	Reconstruction	TCS-2
28	5+785 Km to 6+010 Km	Reconstruction	TCS-3
29	6+010 Km to 6+610 Km	Reconstruction	TCS-2
30	6+610 Km to 6+860 Km	Reconstruction	TCS-3



SL NO.	Stretch from Km to Km	Remarks	TCS Type
31	6+860 Km to 6+985 Km	Reconstruction	TCS-2
32	6+985 Km to 7+035 Km	Reconstruction	TCS-5
33	7+035 Km to 7+085 Km	Reconstruction	TCS-4
34	7+085 Km to 7+185 Km	Reconstruction	TCS-2
35	7+185 Km to 7+310 Km	Reconstruction	TCS-4
36	7+310 Km to 7+560 Km	Reconstruction	TCS-3
37	7+560 Km to 8+060 Km	Reconstruction	TCS-2
38	8+060 Km to 8+110 Km	Reconstruction	TCS-3
39	8+110 Km to 9+085 Km	Reconstruction	TCS-2
40	9+085 Km to 9+185 Km	Reconstruction	TCS-4
41	9+185 Km to 10+085 Km	Reconstruction	TCS-2
42	10+085 Km to 10+235 Km	Reconstruction	TCS-3
43	10+235 Km to 10+660 Km	Reconstruction	TCS-2
44	10+660 Km to 10+735 Km	Reconstruction	TCS-3
45	10+735 Km to 11+735 Km	Reconstruction	TCS-2
46	11+735 Km to 11+860 Km	Reconstruction	TCS-3
47	11+860 Km to 11+985 Km	Reconstruction	TCS-4
48	11+985 Km to 12+135 Km	Reconstruction	TCS-3
49	12+135 Km to 12+235 Km	Reconstruction	TCS-2
50	12+235 Km to 12+310 Km	Reconstruction	TCS-3
51	12+310 Km to 12+485 Km	Reconstruction	TCS-5
52	12+485 Km to 12+985 Km	Reconstruction	TCS-2
53	12+985 Km to 13+185 Km	Reconstruction	TCS-3
54	13+185 Km to 13+685 Km	Reconstruction	TCS-2
55	13+685 Km to 13+960 Km	Reconstruction	TCS-3
56	13+960 Km to 15+410 Km	Reconstruction	TCS-2
57	15+410 Km to 15+785 Km	Reconstruction	TCS-3
58	15+785 Km to 15+985 Km	Reconstruction	TCS-6
59	15+985 Km to 16+335 Km	Reconstruction	TCS-2
60	16+335 Km to 16+410 Km	Reconstruction	TCS-4
61	16+410 Km to 17+885 Km	Reconstruction	TCS-2
62	17+885 Km to 17+985 Km	Reconstruction	TCS-3
63	17+985 Km to 18+110 Km	Reconstruction	TCS-4
64	18+110 Km to 19+785 Km	Reconstruction	TCS-2
65	19+785 Km to 20+010 Km	Reconstruction	TCS-4
66	20+010 Km to 20+385 Km	Reconstruction	TCS-2
67	20+385 Km to 20+560 Km	Reconstruction	TCS-4
68	20+560 Km to 20+660 Km	Reconstruction	TCS-2
69	20+660 Km to 20+810 Km	Reconstruction	TCS-4
70	20+810 Km to 21+510 Km	Reconstruction	TCS-2
71	21+510 Km to 21+610 Km	Reconstruction	TCS-4
72	21+610 Km to 21+985 Km	Reconstruction	TCS-2
73	21+985 Km to 22+235 Km	Reconstruction	TCS-3
74	22+235 Km to 22+340 Km	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 (Km)		Length of CD	Net Length (m)
From	To		
0	1400	7.8	2784
Junction Part			400
Total length =			3184

**RR Masonry Trapezoidal Drain**

Chainage (Km)		Side	Net Length (m)
From	To		
1400	1535	Single	135
1585	1635	Single	50
1635	1685	Single	47
1685	1785	Single	100
1785	2280	Single	487
2280	2380	Single	97
2380	2485	Single	102
2535	2780	Single	242
2810	2980	Single	170
2980	3060	Single	80
3310	3460	Single	147
3810	3910	Single	97
3910	4060	Single	150
4060	4085	Single	25
4085	4410	Single	320
4410	4685	Single	272
4685	4880	Single	192
4880	4935	Single	55
4935	5135	Single	200
5135	5185	Single	47
5185	5785	Single	595
6010	6610	Single	595
6860	6985	Single	122
7035	7085	Single	50
7085	7185	Single	97
7185	7310	Single	122
7560	8060	Single	497
8110	9085	Single	970
9085	9185	Single	100
9185	10085	Single	887
10235	10660	Single	420
10735	11735	Single	992
11860	11985	Single	122
12135	12235	Single	100
12485	12985	Single	495
13185	13685	Single	495
13960	15410	Single	1423
15785	15985	Both	400
15985	16335	Single	350
16335	16410	Single	75
16410	17885	Single	1459

Chainage (Km)		Side	Net Length (m)
From	To		
17985	18110	Single	122
18110	19785	Single	1663
19785	20010	Single	222
20010	20385	Single	372
20385	20560	Single	172
20560	20660	Single	100
20660	20810	Single	147
20810	21510	Single	692
21510	21610	Single	97
21610	21985	Single	372
22235	22340	Single	98
Length =			<b>17444</b>

Length of chute drain = 272 m

Length of Side Drain = 17444 m

Length of catch water Drain = 6792 m

Length of Outlet = 1744 m

Total Length of Drain = 25981 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) metre length. if the carriageway width is different from 7.5 (seven point five) metres in the table below.]

Sl. No.	Bridge/Structure at km	Width of carriageway and cross-sectional features
1 no. existing bridge retained and 2 Nos. will be replaced by box culvert.		

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

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

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

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

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

The following structures shall be designed to carry utility services specified in Table below:

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

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

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

(ii) Culverts

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

- (b) Reconstruction of existing culverts:

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

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

Sl. No.	Culvert Location	Span /Opening (m)	Remarks*
1	0.285	2.0 X 2.0	Single Span
2	0.508	2.0 X 2.0	Single Span
3	0.627	2.0 X 2.0	Single Span
4	1.645	2.0 X 2.0	Single Span
5	1.915	2.0 X 2.0	Single Span
6	2.206	2.0 X 2.0	Single Span
7	2.482	2.0 X 3.0	Single Span
8	2.596	2.0 X 2.0	Single Span
9	2.676	2.0 X 2.0	Single Span
10	2.830	2.0 X 2.0	Single Span
11	2.938	2.0 X 3.0	Single Span
12	3.127	2.0 X 3.0	Single Span
13	3.211	2.0 X 3.0	Single Span
14	3.754	2.0 X 3.0	Single Span
15	3.883	2.0 X 3.0	Single Span
16	4.087	2.0 X 3.0	Single Span
17	4.258	2.0 X 2.0	Single Span
18	4.446	2.0 X 2.0	Single Span
19	4.691	2.0 X 2.0	Single Span
20	4.969	2.0 X 2.0	Single Span
21	5.273	2.0 X 3.0	Single Span
22	5.390	2.0 X 2.0	Single Span
23	5.535	3.0 X 4.0	Single Span
24	5.606	2.0 X 3.0	Single Span
25	5.741	2.0 X 2.0	Single Span
26	5.991	2.0 X 2.0	Single Span
27	6.223	2.0 X 3.0	Single Span
28	6.893	2.0 X 3.0	Single Span
29	6.970	5.0 X 4.0	Single Span
30	7.138	2.0 X 3.0	Single Span
31	7.295	2.0 X 2.0	Single Span
32	7.918	2.0 X 2.0	Single Span
33	8.369	3.0 X 3.0	Single Span
34	8.565	2.0 X 3.0	Single Span

Sl. No.	Culvert Location	Span /Opening (m)	Remarks*
35	8.769	2.0 X 3.0	Single Span
36	10.036	2.0 X 2.0	Single Span
37	10.311	2.0 X 3.0	Single Span
38	10.720	3.0 X 4.0	Single Span
39	11.966	2.0 X 3.0	Single Span
40	12.907	2.0 X 2.0	Single Span
41	13.262	2.0 X 3.0	Single Span
42	13.469	2.0 X 3.0	Single Span
43	14.051	2.0 X 2.0	Single Span
44	14.259	2.0 X 3.0	Single Span
45	14.327	2.0 X 2.0	Single Span
46	14.614	2.0 X 2.0	Single Span
47	14.788	2.0 X 2.0	Single Span
48	14.960	5.0 X 3.0	Single Span
49	15.126	2.0 X 3.0	Single Span
50	16.450	2.0 X 3.0	Single Span
51	16.793	2.0 X 2.0	Single Span
52	16.990	2.0 X 2.0	Single Span
53	17.261	2.0 X 3.0	Single Span
54	17.496	2.0 X 2.0	Single Span
55	17.554	2.0 X 2.0	Single Span
56	17.842	2.0 X 3.0	Single Span
57	19.580	2.0 X 3.0	Single Span
58	19.637	2.0 X 3.0	Single Span
59	19.694	2.0 X 2.0	Single Span
60	19.766	3.0 X 3.0	Single Span
61	20.016	2.0 X 3.0	Single Span
62	20.124	2.0 X 3.0	Single Span
63	20.195	3.0 X 3.0	Single Span
64	20.739	2.0 X 3.0	Single Span
65	20.890	2.0 X 3.0	Single Span
66	21.067	2.0 X 2.0	Single Span
67	21.333	2.0 X 2.0	Single Span
68	21.997	2.0 X 3.0	Single Span
69	22.265	2.0 X 2.0	Single Span
70	22.340	3.0 X 3.0	Single Span

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

(c) Widening of existing culverts:

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

Sl. No.	Culvert location	Type, span, height and width of existing culvert (m)	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	2.071	2.0 X 2.0	Single Span

Sl. No.	Culvert Location	Span /Opening (m)	Remarks*
2	2.283	2.0 X 2.0	Single Span
3	3.416	2.0 X 2.0	Single Span
4	5.144	2.0 X 2.0	Single Span
5	6.349	2.0 X 2.0	Single Span
6	6.611	2.0 X 2.0	Single Span
7	6.824	2.0 X 2.0	Single Span
8	9.042	2.0 X 2.0	Single Span
9	9.396	2.0 X 2.0	Single Span
10	9.503	2.0 X 2.0	Single Span
11	9.597	2.0 X 2.0	Single Span
12	9.875	2.0 X 2.0	Single Span
13	10.606	2.0 X 2.0	Single Span
14	11.124	2.0 X 2.0	Single Span
15	11.196	2.0 X 2.0	Single Span
16	11.538	2.0 X 2.0	Single Span
17	11.845	2.0 X 2.0	Single Span
18	12.436	2.0 X 2.0	Single Span
19	12.705	2.0 X 3.0	Single Span
20	13.153	2.0 X 2.0	Single Span
21	14.176	2.0 X 3.0	Single Span
22	15.191	2.0 X 2.0	Single Span
23	15.336	2.0 X 2.0	Single Span
24	18.056	2.0 X 2.0	Single Span
25	19.925	2.0 X 2.0	Single Span
26	20.519	2.0 X 2.0	Single Span
27	21.600	2.0 X 2.0	Single Span
28	21.853	2.0 X 2.0	Single Span

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

[Refer provision of the relevant Manual and provide details]

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

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

- (iii) Bridges

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

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

[Refer provision of the relevant Manual and provide details]

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

Sl. No.	Location at km	Remarks
Nil		

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

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

Sl. No.	Location at km	Remarks
Nil		

(e) Drainage system for bridge decks

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

(f) Structures in marine environment

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

(v) Rail-road bridges

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

(b) Road over-bridges

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

---

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

(c) Road under-bridges

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

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

(v) Grade separated structures

[Refer provision of the relevant Manual]

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

(vi) Repairs and strengthening of bridges and structures

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

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

(a) Bridges

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

(b) ROB / RUB

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

(c) Overpasses/Underpasses and other structures

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

(vii) List of Major Bridges and Structures

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

Sl. No.	Location (Km)
Nil	

## 8. Traffic Control Devices and Road Safety Works

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

Sl. No	Traffic Signages, Road Marking and other appurtenances	unit	Quantity
1	Total No of Street Light=	Nos	115
2	Kilometre stones=	Nos	19
3	5th Kilometre stones=	Nos	4



Sl. No	Traffic Signages, Road Marking and other appurtenances	unit	Quantity
4	Boundary Stones=	Nos	226
5	Delineators (100 cm long and circular shaped) + Hazard marker =	Nos	2267
6	Road Stud=	Nos	11844
7	900 mm Octagonal	Nos	16
8	600 mm circular	Nos	123
9	900 mm Triangular	Nos	268
10	800 mm x 600 mm rectangular	Nos	6
11	500x600 Rectangular (Chevron)	Nos	528
12	450 mm x 600 mm rectangular	Nos	194
13	Direction Sign < 0.9 sqm	sqm	29
14	Direction Sign > 0.9 sqm	sqm	4
15	Convex Mirror for Blind Curve	Nos	24
16	Object Hazard Marker (one way)	Nos	4

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

## 9. Roadside Furniture

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

Sl. No.	Location (Km)	Size
1	At Maram (Ch. 0+000 km)	16 m X 1.2 m (Double Pole)

## 10. Compulsory Afforestation

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

## 11. Hazardous Locations

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

### a) Breast Wall

Chainage		Side	Net Length (m)
From (m)	To (m)		
1535	1585	Hill	50
2485	2535	Hill	50
2780	2810	Hill	30
3060	3310	Hill	245
3460	3810	Hill	347
5785	6010	Hill	225
6610	6860	Hill	245
6985	7035	Hill	50
7310	7560	Hill	250
8060	8110	Hill	50
10085	10235	Hill	150
10660	10735	Hill	75
11735	11860	Hill	122
11985	12135	Hill	150
12235	12310	Hill	75
12310	12485	Hill	172
12985	13185	Hill	197
13685	13960	Hill	275

Chainage		Side	Net Length (m)
From (m)	To (m)		
15410	15785	Hill	375
17885	17985	Hill	100
21985	22235	Hill	247
<b>Total =</b>			<b>3481 m</b>

b) Retaining Wall

Chainage		Side	Net Length (m)
From (m)	To (m)		
1585	1635	Valley	50
1685	1785	Valley	100
2280	2380	Valley	97
2535	2780	Valley	242
2980	3060	Valley	80
3310	3460	Valley	147
3810	3910	Valley	97
4060	4085	Valley	25
4410	4685	Valley	272
4880	4935	Valley	55
5135	5185	Valley	47
6985	7035	Valley	50
7035	7085	Valley	50
7185	7310	Valley	122
9085	9185	Valley	100
11860	11985	Valley	122
12310	12485	Valley	172
16335	16410	Valley	75
17985	18110	Valley	122
19785	20010	Valley	222
20385	20560	Valley	172
20660	20810	Valley	147
21510	21610	Valley	97
<b>Total Net Length =</b>			<b>2668 m</b>

**12. Special Requirement for Hill Roads**

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

**13. Change of Scope**

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

**(Schedule-B1)**

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

## Schedule - C

(See Clause 2.1)

### Project Facilities

#### 1. Project Facilities

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

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

#### 2. Description of Project Facilities

Each of the Project Facilities is described below:

##### a) Toll Plaza: -

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

##### b) Roadside furniture: -

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

##### c) Pedestrian Facility:-

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

##### d) Truck Lay bye:-

---

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

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

Sl. No.	Project Facility	Location (km)	Design Requirements	Other Essential Details
1	Bus Bay & Passenger shelter	0+080 (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	1+440 (Both side)		
3	Bus Bay & Passenger shelter	7+800 (Both side)		

**f) Rest Areas**

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

**g) Others to be specified**

**Street Lighting:**

Total 115 Nos. Street lighting shall be provided in junction and passenger shelters locations.

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

## Schedule - D

(See Clause 2.1)

### Specifications and Standards

#### 1. Construction

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

#### 2. Design Standards

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

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

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

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# Annex – I

## (Schedule-D)

### Specifications and Standards for Construction

#### 1. Specifications and Standards

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

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

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

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

Item	Manual Clause Reference	Provision as per Manual					Modified Provision				
Shoulder	2.6	<u>Mountainous Terrain</u>					<u>Mountainous Terrain</u>				
		Type of Section		Width of Shoulder (m)			Type of Section		Width of Shoulder (m)		
				Paved	Earthen	Total			Paved	Earthen	Total
		Open Country with Isolated Built-up Area	Hill Side	1.5	-	1.5	Open Country with Isolated Built-up Area	Hill Side	-	-	-
			Valley Side	1.5	1	2.5		Valley Side	-	Up to 1.0 m	1
		Built-up Area and Approaches to grade separated structures/ bridges	Hill Side	0.25 m + 1.5 m (Raised)	-	1.75	Built-up Area and Approaches to grade separated structures/ bridges	Hill Side	-	-	-
			Valley Side	0.25 m + 1.5 m (Raised)	-	1.75		Valley Side	-	-	-
Design Speed	2.2	<u>Mountainous Terrain:</u>  Ruling : 60 Kmph  Minimum : 40 Kmph					<u>Mountainous Terrain:</u>  Design Speed followed 40-60 kmph in general. However design speed has been reduced to 20 kmph due to site constraints and to accommodate the proposal within EROW.  (Refer Horizontal Alignment Drawing and Table 1.1 below)				
Extra Widening	2.7	Extra Widening has been proposed as per IRC: SP: 73-2015					Extra Widening has been proposed as per IRC: SP: 48-1998 (Table 6.9) of Hill Road Manual.				
		Radius	Extra Widening				Radius	Extra Widening			
		75-100 m	0.9 m				21-40 m	1.5 m			
		101-300 m	0.6 m				41-60 m	1.2 m			
							61-100 m	0.9 m			

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

**Table 1.1: Locations where Design Speed is less than 40 kmph**

Sl. No.	Stretch (from km to km)	Type of Deficiency	Remarks
1	0+027 to 0+037	Sharp Bend	Design Speed = 30 Kmph
2	0+132 to 0+170	Sharp Bend	Design Speed = 20 Kmph
3	0+223 to 0+259	Sharp Bend	Design Speed = 20 Kmph
4	0+900 to 0+912	Sharp Bend	Design Speed = 20 Kmph
5	0+962 to 0+971	Sharp Bend	Design Speed = 30 Kmph
6	1+020 to 1+035	Sharp Bend	Design Speed = 30 Kmph
7	1+303 to 1+312	Sharp Bend	Design Speed = 20 Kmph
8	1+371 to 1+381	Sharp Bend	Design Speed = 30 Kmph
9	1+781 to 1+887	Sharp Bend	Design Speed = 30 Kmph
10	2+416 to 2+435	Sharp Bend	Design Speed = 20 Kmph
11	2+482 to 2+503	Sharp Bend	Design Speed = 30 Kmph
12	2+555 to 2+596	Sharp Bend	Design Speed = 20 Kmph
13	2+705 to 2+764	Sharp Bend	Design Speed = 20 Kmph
14	2+818 to 2+824	Sharp Bend	Design Speed = 20 Kmph
15	2+924 to 2+940	Sharp Bend	Design Speed = 20 Kmph
16	4+247 to 4+272	Sharp Bend	Design Speed = 20 Kmph
17	4+425 to 4+441	Sharp Bend	Design Speed = 30 Kmph
18	4+494 to 4+538	Sharp Bend	Design Speed = 30 Kmph
19	4+577 to 4+589	Sharp Bend	Design Speed = 20 Kmph
20	4+674 to 4+696	Sharp Bend	Design Speed = 20 Kmph
21	4+741 to 4+757	Sharp Bend	Design Speed = 20 Kmph
22	4+830 to 4+850	Sharp Bend	Design Speed = 30 Kmph
23	4+918 to 4+939	Sharp Bend	Design Speed = 30 Kmph
24	5+529 to 5+560	Sharp Bend	Design Speed = 20 Kmph
25	5+888 to 5+928	Sharp Bend	Design Speed = 30 Kmph
26	5+983 to 5+996	Sharp Bend	Design Speed = 30 Kmph
27	6+070 to 6+082	Sharp Bend	Design Speed = 20 Kmph
28	6+193 to 6+262	Sharp Bend	Design Speed = 30 Kmph
29	6+341 to 6+382	Sharp Bend	Design Speed = 20 Kmph
30	6+436 to 6+466	Sharp Bend	Design Speed = 30 Kmph
31	6+620 to 6+632	Sharp Bend	Design Speed = 20 Kmph
32	6+800 to 6+806	Sharp Bend	Design Speed = 30 Kmph
33	6+840 to 6+844	Sharp Bend	Design Speed = 20 Kmph
34	6+954 to 6+987	Sharp Bend	Design Speed = 20 Kmph
35	7+082 to 7+096	Sharp Bend	Design Speed = 20 Kmph
36	7+127 to 7+156	Sharp Bend	Design Speed = 20 Kmph
37	7+177 to 7+364	Sharp Bend	Design Speed = 20 Kmph



Sl. No.	Stretch (from km to km)	Type of Deficiency	Remarks
38	8+134 to 8+194	Sharp Bend	Design Speed = 20 Kmph
39	8+247 to 8+265	Sharp Bend	Design Speed = 30 Kmph
40	8+354 to 8+391	Sharp Bend	Design Speed = 20 Kmph
41	8+452 to 8+470	Sharp Bend	Design Speed = 30 Kmph
42	8+512 to 8+573	Sharp Bend	Design Speed = 30 Kmph
43	8+671 to 8+686	Sharp Bend	Design Speed = 20 Kmph
44	9+646 to 9+663	Sharp Bend	Design Speed = 30 Kmph
45	9+699 to 9+710	Sharp Bend	Design Speed = 20 Kmph
46	10+518 to 10+534	Sharp Bend	Design Speed = 20 Kmph
47	10+913 to 10+943	Sharp Bend	Design Speed = 20 Kmph
48	10+987 to 10+991	Sharp Bend	Design Speed = 30 Kmph
49	11+151 to 11+182	Sharp Bend	Design Speed = 30 Kmph
50	11+215 to 11+226	Sharp Bend	Design Speed = 20 Kmph
51	11+958 to 11+974	Sharp Bend	Design Speed = 30 Kmph
52	12+016 to 12+025	Sharp Bend	Design Speed = 20 Kmph
53	12+077 to 12+095	Sharp Bend	Design Speed = 30 Kmph
54	12+253 to 12+264	Sharp Bend	Design Speed = 30 Kmph
55	12+780 to 12+807	Sharp Bend	Design Speed = 20 Kmph
56	12+862 to 12+897	Sharp Bend	Design Speed = 20 Kmph
57	12+968 to 12+984	Sharp Bend	Design Speed = 30 Kmph
58	13+054 to 13+070	Sharp Bend	Design Speed = 20 Kmph
59	13+247 to 13+285	Sharp Bend	Design Speed = 30 Kmph
60	13+591 to 13+634	Sharp Bend	Design Speed = 30 Kmph
61	13+750 to 13+763	Sharp Bend	Design Speed = 20 Kmph
62	13+829 to 13+848	Sharp Bend	Design Speed = 30 Kmph
63	14+021 to 14+053	Sharp Bend	Design Speed = 30 Kmph
64	14+087 to 14+106	Sharp Bend	Design Speed = 20 Kmph
65	14+145 to 14+171	Sharp Bend	Design Speed = 30 Kmph
66	14+228 to 14+240	Sharp Bend	Design Speed = 30 Kmph
67	14+460 to 14+478	Sharp Bend	Design Speed = 20 Kmph
68	14+536 to 14+544	Sharp Bend	Design Speed = 20 Kmph
69	15+254 to 15+255	Sharp Bend	Design Speed = 30 Kmph
70	18+207 to 18+297	Sharp Bend	Design Speed = 30 Kmph
71	18+436 to 18+446	Sharp Bend	Design Speed = 30 Kmph
72	18+526 to 18+535	Sharp Bend	Design Speed = 30 Kmph
73	18+578 to 18+636	Sharp Bend	Design Speed = 30 Kmph
74	18+749 to 18+758	Sharp Bend	Design Speed = 30 Kmph
75	18+791 to 18+803	Sharp Bend	Design Speed = 30 Kmph
76	19+239 to 19+273	Sharp Bend	Design Speed = 20 Kmph
77	19+719 to 19+780	Sharp Bend	Design Speed = 30 Kmph
78	19+844 to 19+859	Sharp Bend	Design Speed = 30 Kmph
79	19+898 to 19+909	Sharp Bend	Design Speed = 30 Kmph
80	19+974 to 19+981	Sharp Bend	Design Speed = 30 Kmph
81	20+612 to 20+620	Sharp Bend	Design Speed = 30 Kmph
82	20+673 to 20+761	Sharp Bend	Design Speed = 30 Kmph
83	20+822 to 20+838	Sharp Bend	Design Speed = 30 Kmph
84	20+888 to 20+907	Sharp Bend	Design Speed = 30 Kmph
85	21+052 to 21+054	Sharp Bend	Design Speed = 30 Kmph

Sl. No.	Stretch (from km to km)	Type of Deficiency	Remarks
86	21+172 to 21+172	Sharp Bend	Design Speed = 30 Kmph
87	21+337 to 21+347	Sharp Bend	Design Speed = 30 Kmph
88	21+432 to 21+441	Sharp Bend	Design Speed = 30 Kmph
89	21+521 to 21+533	Sharp Bend	Design Speed = 30 Kmph
90	21+593 to 21+602	Sharp Bend	Design Speed = 30 Kmph
91	21+676 to 21+677	Sharp Bend	Design Speed = 30 Kmph
92	21+721 to 21+724	Sharp Bend	Design Speed = 30 Kmph

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

Sl. No.	HIP NO.	CHAINAGE (KM)		RADIUS
		From	To	
1	2	0.132	0.170	60
2	3	0.223	0.259	20
3	4	0.388	0.463	50
4	8	0.900	0.912	30
5	9	0.962	0.971	50
6	12	1.208	1.217	50
7	13	1.303	1.312	60
8	15	1.478	1.495	60
9	20	2.071	2.101	50
10	23	2.416	2.435	45
11	24	2.482	2.503	40
12	25	2.555	2.596	30
13	26	2.705	2.764	60
14	27	2.818	2.824	30
15	28	2.924	2.940	20
16	34	3.680	3.728	50
17	38	4.072	4.077	60
18	40	4.247	4.272	30
19	44	4.577	4.589	60
20	45	4.674	4.696	60
21	46	4.741	4.757	30
22	47	4.830	4.850	50
23	48	4.918	4.939	50
24	49	5.085	5.090	52
25	51	5.332	5.354	60
26	53	5.529	5.560	30
27	54	5.662	5.692	50
28	56	5.888	5.928	50
29	57	5.983	5.996	40
30	58	6.070	6.082	20
31	59	6.193	6.262	40
32	60	6.341	6.382	60
33	63	6.620	6.632	60
34	67	6.840	6.844	40
35	68	6.954	6.987	20
36	69	7.082	7.096	25
37	70	7.127	7.156	20

Sl. No.	HIP NO.	CHAINAGE (KM)		RADIUS
		From	To	
38	75	7.655	7.664	50
39	78	8.134	8.194	33
40	80	8.354	8.391	20
41	81	8.452	8.470	50
42	83	8.671	8.686	25
43	84	8.752	8.780	60
44	90	9.478	9.493	50
45	93	9.699	9.710	60
46	101	10.518	10.534	60
47	104	10.913	10.943	28
48	108	11.215	11.226	60
49	112	11.737	11.755	50
50	114	11.958	11.974	50
51	115	12.016	12.025	60
52	116	12.077	12.095	50
53	118	12.253	12.264	50
54	123	12.780	12.807	20
55	124	12.862	12.897	60
56	125	12.968	12.984	50
57	126	13.054	13.070	35
58	127	13.247	13.285	40
59	128	13.364	13.367	50
60	129	13.452	13.455	60
61	130	13.591	13.634	50
62	131	13.750	13.763	25
63	132	13.829	13.848	50
64	135	14.087	14.106	20
65	137	14.228	14.240	50
66	139	14.460	14.478	20
67	140	14.536	14.544	25
68	141	14.648	14.680	50
69	145	15.254	15.255	50
70	148	15.609	15.620	50
71	154	16.495	16.566	50
72	156	16.786	16.789	60
73	157	16.866	16.894	60
74	158	16.983	17.001	60
75	161	17.318	17.326	70
76	163	17.546	17.569	50
77	168	18.207	18.297	47
78	169	18.436	18.446	50
79	170	18.526	18.535	50
80	171	18.578	18.636	60
81	172	18.749	18.758	70
82	177	19.239	19.273	25
83	181	19.719	19.780	45
84	182	19.844	19.859	70
85	183	19.898	19.909	70

Sl. No.	HIP NO.	CHAINAGE (KM)		RADIUS
		From	To	
86	184	19.974	19.981	40
87	185	20.130	20.201	70
88	186	20.317	20.360	55
89	189	20.612	20.620	30
90	191	20.822	20.838	40
91	192	20.888	20.907	50
92	194	21.052	21.054	35
93	195	21.172	21.172	30
94	196	21.337	21.347	40
95	197	21.433	21.441	40
96	198	21.521	21.533	50
97	199	21.593	21.602	30
98	200	21.676	21.677	40
99	203	21.896	21.900	50
100	207	22.300	22.356	55

(iii) [Note 1: Deviations from the aforesaid Specifications and Standards shall be listed out here. Such deviations shall be specified only if they are considered essential in view of project-specific requirements.]

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## **Schedule - E**

*(See Clauses 2.1 and 14.2)*

### **Maintenance Requirements**

#### **1. Maintenance Requirements**

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

[Specify all the relevant documents]

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

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

#### **3. Other Defects and deficiencies**

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

#### **4. Extension of time limit**

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

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**5. Emergency repairs/restoration**

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

**6. Daily inspection by the Contractor**

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

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

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

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

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

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## Annex – I

### (Schedule-E) Repair/rectification of Defects and deficiencies

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

**Table -1: Maintenance Criteria for Pavements:**

Asset Type	Perform ance Paramet er	Level of Service (LOS)		Freque ncy of Inspect ion	Tools/Equip ment	Standards and References for Inspection and Data Analysis	Time limit for Rectification/ Repair	Maintena nce Specificati ons
		Desirable	Accepta ble					

<b>Flexible Pavement</b>			< 0.1 % of area and subject to limit of 10 mm in depth		Length Measuremen t Unit like Scale, Tape, odometer etc.	IRC 82: 2015 and Distress Identification Manual for Long Term Pavement Performance Program, FHWA 2003 ( <a href="http://www.tfhr.com/pavement/http/reports/03031/">http://www.tfhr.com/pavement/http/reports/03031/</a> )	24-48 hours	MORT&H Specification 3004.2
(Pavement of MCW, Service Road, approache	Potholes	Nil		Daily				



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					
			< 5 % subject to limit of 0.5 sqm for any 50 m length					
sofGrade structure, approaches of connecting roads, slip roads, lay byes etc. as	Cracking	Nil		Daily			7-15 days	MORT&H Specification 3004.3

applicable )	Rutting	Nil	< 5 mm	Daily	Straight Edge	15 -30 days	MORT&H Specification n 3004.2
	Corrugations and Shoving	Nil	< 0.1 % of area	Daily	Length Measuremen t Unit like	2-7 days	IRC:82- 2015

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

	Stripping	Nil		Daily		
	Edge Deformation/ Breaking	Nil	<p>&lt; 1 m for any 100 m section and width</p> <p>&lt;</p> <p>0.1 m at any location, restricte</p>	Daily	7- 15 days	IRC:82-2015

Asset Type		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					
	Performance Parameter							
			10 to 30 cm from the edge					
	Roughness BI	2000 mm/km	2400 mm/km	Bi-Annually	Class I Profilometer	Class I Profilometer : ASTM E950 (98) :2004 –Standard Test Method for measuring Longitudinal Profile of Travelled Surfaces with Accelerometer Established Inertial Profiling Reference	180 days	IRC:82-2015
	Skid			Bi-Annually	SCRIM (Sideway-		180	

	Number	60SN	50SN		force Coefficient Routine Investigation Machine or equivalent)	ASTM E1656 -94: 2000- Standard Guide for Classification of Automatic Pavement Condition Survey Equipment	days	BS: 7941-1:  2006
	Pavement Condition Index	3	2.1	Bi- Annuall y			180 days	IRC:82- 2015

Asset Type		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					
	Performance Parameter							
	Other Pavement Distresses			Bi-Annually			2-7 days	IRC:82-2015
	Deflection/Remaining Life			Annually	Falling Weight Deflectometer	IRC 115: 2014	180 days	IRC:115-2014

<b>Rigid Pavement</b>  <b>(Pavement of MCW Service Road, Grade structure,</b>	Roughness BI	2200m m/km	2400mm /km	Bi- Annuall y	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- Annuall y	SCRIM  (Sideway- force	IRC:SP:83-2008	180 days	IRC:SP:83- 2008



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

		31	95						
		31	110						

Asset Type	Perform ance Paramet er	Level of Service (LOS)		Frequ ncy of Inspect ion	Tools/Equip ment	Standards and References for Inspection and Data Analysis	Time limit for Rectification/ Repair	Maintena nce Specificati ons
		Desirable	Accepta ble					
	Edge drop at shoulders	Nil	40m m	Daily			7-15 days	MORT&H Specificatio n 408.4

Embankment/ Slope	Slope of camber/cross fall	Nil	<2% variation in prescribed slope of camber /cross fall	Daily	Length Measurement Unit like Scale, Tape, odometer etc.	IRC	7-15 days	MORT&H Specification 408.4
	Embankment Slopes	Nil	<15 % variation in prescribe	Daily			7-15 days	MORT&H Specification 408.4

Asset Type		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					
	Performance Parameter							
			side slope					
	Embankment Protection	Nil	Nil	Daily	N A		7-15 days	MORT&H Specification

	Rain Cuts/ Gullies in slope	Nil	Nil	Daily Speciall y During Rainy Season	N A		7-15 days	MORT&H Specification
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In addition to the above performance criterion, the contractor shall strictly maintain the rigid pavements as per requirements in the following table Table -2:

**Maintenance Criteria for Rigid Pavements:**

S.No.	Type of Distress	Measured Parameter	Degree of Severity	Assessment Rating	Repair Action	
					For the case $d < D/2$	For the case $d > D/2$
CRACKING						
	Single Discrete	$w$ = width of crack $L$ = length of crack $d$ =	0	Nil, not discernible	No Action	Not applicable
			1	$w < 0.2$ mm. hair cracks		
			2	$w = 0.2 - 0.5$ mm, discernible from slow-moving car		Seal, and stitch if $L >$

1	Cracks intersecting with any joint	Not any	depth of crack D = depth of slab	3	w = 0.5 - 1.5 mm, discernible from fast-moving car	Seal without delay	lm.  Within 7days
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S.No.	Type of Distress	Measured Parameter	Degree of Severity	Assessment Rating	Repair Action	
					For the case $d < D/2$	For the case $d > D/2$
			4	$w = 1.5 - 3.0 \text{ mm}$	Seal, and stitch if $L > 1 \text{ m}$ . Within 7 days	Staple or Dowel Bar Retrofit, FDR for affected portion.  Within 15days
			5	$w > 3 \text{ mm}$ .		
			0	Nil, not discernible	No Action	
			1	$w < 0.2 \text{ mm}$ , hair cracks	Route and seal with epoxy.  Within 7 days	Staple or Dowel Bar Retrofit.  Within 15days
			2	$w = 0.2 - 0.5 \text{ mm}$ , discernible from slow vehicle		
	Single Transverse (or	$w = \text{width of crack}$ L				

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

3	Single Longitudinal Crack intersecting with one or more joints	w = width of crack L = length of crack d = depth of crack D = depth of slab	1	w < 0.5 mm, discernable from slow moving vehicle	Seal with epoxy, if L > 1 m.  Within 7 days	Staple or dowel bar retrofit.  Within 15days
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S.No.	Type of Distress	Measured Parameter	Degree of Severity	Assessment Rating	Repair Action	
					For the case $d < D/2$	For the case $d > D/2$
			2	$w = 0.5 - 3.0$ mm, discernible from fast vehicle	Route seal and stitch, if $L > 1$ m.  Within 15 days	-
			3	$w = 3.0 - 6.0$ mm	Staple, if $L > 1$ m. Within 15 days	Partial Depth Repair with stapling.  Within 15 days
			4	$w = 6.0 - 12.0$ mm, usually associated with spalling		

			5	w > 12 mm, usually associated with spalling, and/or slab rocking under traffic	Not Applicable, as it may be full depth	Full Depth Repair Dismantle and reconstruct affected portion as per norms and specifications -
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S.No.	Type of Distress	Measured Parameter	Degree of Severity	Assessment Rating	Repair Action	
					For the case $d < D/2$	For the case $d > D/2$
						See Para 5.6.4  Within 15 days
			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		

4	Multiple Cracks intersecting with one or more joints	w=width of crack	4	w = 3.0 - 6.0 mm panel broken into 2 or 3 pieces	Full depth repair within 15 days	Dismantle, Reinstall subbase, Reconstruct whole slab as per specifications within 30 days
			5	w > 6 mm and/or panel broken		



S.No.	Type of Distress	Measured Parameter	Degree of Severity	Assessment Rating	Repair Action	
					For the case $d < D/2$	For the case $d > D/2$
				into more than 4 pieces		
			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 Within 7 days	Within 7days
			3	$w < 1.5$ mm; $L < 0.6$ m, two corners broken		

5	<b>Corner Break</b>	w = width of crack L = length of crack	4	w > 1.5 mm; L > 0.6 m or three corners broken	Partial Depth (Refer Figure 8.3 of IRC:SP: 83-2008)  Within 15 days	Full depth repair
			5	ree or four corners broken		Reinstate sub-base, and reconstruct the

S.No.	Type of Distress	Measured Parameter	Degree of Severity	Assessment Rating	Repair Action	
					For the case $d < D/2$	For the case $d > D/2$
						slab as per norms and specifications within 30days
	Punchout (Applicable to Continuous Reinforced Concrete Pavement)		0	Nil, not discernible		No Action
			1	$w < 0.5 \text{ mm}; L < 3 \text{ m/m}^2$		Seal with low viscosity epoxy to secure broken parts.  Within 15days
			2	either $w > 0.5 \text{ mm}$ or $L < 3 \text{ m/m}^2$		
			3	$w > 1.5 \text{ mm}$ and $L < 3 \text{ m/m}^2$		

6	only)	(CRCP)	w = width of crack L = length (m/m <sup>2</sup> )	4	w > 3 mm, L < 3 m/m <sup>2</sup> and deformation	Not Applicable, as it may be full depth	Full depth repair - Cut out and replace damaged area taking care not to damage reinforcement.  Within 30days
				5	w > 3 mm, L > 3 m/m <sup>2</sup> and deformation		

S.No.	Type of Distress	Measured Parameter	Degree of Severity	Assessment Rating	Repair Action	
					For the case $d < D/2$	For the case $d > D/2$
Surface Defects						
		$r = \frac{\text{area damaged surface}}{\text{total surface of slab}} \times 100$			Short Term	Long Term
			0	Nil, not discernible	No action.	
			1	$r < 2 \%$	Local repair of areas damaged	
			2	$r = 2 - 10 \%$	and liable to be damaged.	
	Ravelling					

7	Honeycomb surface	type	maximum depth of damage			Within 15 days	Not Applicable
				3	r = 10-25%	Bonded Inlay, 2 or 3 slabs if	
				4	r = 25 - 50 %	affecting.	

S.No.	Type of Distress	Measured Parameter	Degree of Severity	Assessment Rating	Repair Action	
					For the case $d < D/2$	For the case $d > D/2$
					Within 30 days	
			5	$r > 50\%$ and $h > 25\text{ mm}$	Reconstruct slabs, 4 or more slabs if affecting.  Within 30 days	
		$r =$ damaged	0	Nil, not discernible	Short Term	Long Term
					No action.	

8	Scaling	surface/total surface of slab (%) h = maximum depth of damage	1	$r < 2 \%$	Local repair of areas damaged	Not Applicable
			2	$r = 2 - 10 \%$	and liable to be damaged.  Within 7days	



S.No.	Type of Distress	Measured Parameter	Degree of Severity	Assessment Rating	Repair Action	
					For the case $d < D/2$	For the case $d > D/2$
			3	$r = 10 - 20\%$	Bonded Inlay within 15 days	
			4	$r = 20 - 30 \%$		
			5	$r > 30 \%$ and $h > 25 \text{ mm}$	Reconstruct slab within 30 days	
			0		No action.	
			1	$t > 1 \text{ mm}$		

9	Polished Surface/Glazing	t = texture depth, sand patch test	2 '	t = 1 - 0.6 mm	Monitor rate of deterioration	Not Applicable
			3	t = 0.6 - 0.3 mm		
			4	t = 0.3 - 0.1 mm		

S.No.	Type of Distress	Measured Parameter	Degree of Severity	Assessment Rating	Repair Action	
					For the case $d < D/2$	For the case $d > D/2$
			5	$t < 0.1 \text{ mm}$	<p>Diamond Grinding if affecting</p> <p>50% or more slabs in a</p> <p>continuous stretch of minimum</p> <p>5 km.</p> <p>Within 30 days</p>	

10	<b>Popout (Small Hole),</b> <b>Pothole Refer Para 8.4</b>	n = number/m <sup>2</sup> d = diameter h = maximum depth	0	d < 50 mm; h < 25 mm; n < 1 per 5 m <sup>2</sup>	No action.	Not Applicable
			1	d = 50 - 100 mm; h < 50 mm; n < 1 per 5 m <sup>2</sup>	Partial depth repair 65 mm deep.	
			2	d = 50 - 100 mm; h > 50 mm; n < 1 per 5 m <sup>2</sup>	Within 15 days	

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

Joint Defects						
					Short Term	Long Term
					No action.	
					Clean joint, inspect later.	
					Clean and reapply sealant in selected locations.	

11	Joint Seal Defects	joint length	3	incompressible material.	Within 7 days	Not Applicable
			5	Severe; w > 3 mm negligible protection against ingress of water	Clean, widen and reseal the joint. Within 7 days	

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



			5	w > 80 mm, and L > 25%	Within 30 days	
13	<b>Faulting (or Stepping)</b>	f = difference of level	0	not discernible, < 1 mm	No action.	No action.

	in Cracks or Joints		1	$f < 3 \text{ mm}$		
			2	$f = 3 - 6 \text{ mm}$	Determine cause and observe, take action for diamond grinding	Replace the slab as appropriate.
			3	$f = 6 - 12 \text{ mm}$	Diamond Grinding	Within 30days
			4	$f = 12 - 18 \text{ mm}$	Raise sunken slab.	Replace the slab as appropriate.  Within 30days
			5	$f > 18 \text{ mm}$	Strengthen subgrade and sub-base by grouting and raising sunken slab	
					<b>Short Term</b>	<b>Long Term</b>
			0	Nil, not discernible		

14	<b>Blowup or Buckling</b>	h = vertical displacement from normal profile	1	$h < 6 \text{ mm}$	No Action	
			2	$h = 6 - 12 \text{ mm}$	Install Signs to Warn Traffic	

			3	h = 12 - 25 mm	within 7 days	
			4	h > 25 mm	Full Depth Repair. Within 30 days	
			5	shattered slabs, ie 4 or more pieces	Replace broken slabs.  Within 30 days	
		h = negative vertical displacement from	0	Not discernible, h < 5 mm	No action.	
			1	h = 5 - 15 mm		
			2	h = 15-30 mm, Nos <20% joints	Install Signs to Warn Traffic	

15	<b>Depression</b>	normal profile L =length	3	h = 30 - 50 mm	within 7 days	Not Applicable
			4	h > 50 mm or > 20% joints	Strengthen subgrade.  Reinstate pavement at normal level	

			5	$h > 100 \text{ mm}$	<div>if <math>L &lt; 20 \text{ m}</math>.</div> <div>Within 30 days</div>	
16	Heave	<div><math>h</math> = positive vertical displacement from normal profile.</div> <div><math>L</math> = length</div>	0	Not discernible. $h < 5 \text{ mm}$	Short Term	Long Term
					No action.	
			1	$h = 5 - 15 \text{ mm}$	Follow up.	
			2	$h = 15 - 30 \text{ mm}$ , Nos <20% joints	Install Signs to Warn Traffic	
			3	$h = 30 - 50 \text{ mm}$		within 7 days
			4	$h > 50 \text{ mm}$ or $> 20\% \text{ joints}$	Stabilise subgrade. Reinstate	scrabble

			5	$h > 100 \text{ mm}$	pavement at normal level if length < 20 m. Within 30 days	
17	<b>Bump</b>	$h = \text{vertical}$	0	$h < 4 \text{ mm}$	No action	

		displacement from normal profile	1	$h = 4 - 7 \text{ mm}$	Grind, in case of new construction within 7 days	Construction Limit for New Construction.
			3	$h = 7 - 15 \text{ mm}$	Grind, in case of ongoing Maintenance within 15 days	Replace in case of new construction. Within 30days
			5	$h > 15 \text{ mm}$	Full Depth Repair. Within 30 days	Full Depth Repair. Within 30days
			0	Nil, not discernible $< 3\text{mm}$	<b>Short Term</b>	<b>Long Term</b>
					No action.	
			1	$f = 3 - 10 \text{ mm}$		



18	Lane  Shoulder Dropoff	to f = difference of level	2	f = 10 - 25 mm	Spot repair of shoulder within 7 days	
			3	f = 25 - 50 mm	Fill up shoulder	

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

19	<b>Pumping</b>	Nos/100 m stretch	5	abundant, crack development > 25%	Repair distressed pavement sections. Strengthen subgrade and subbase. Replace slab.  Within 30 days	
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20	<b>Ponding</b>	Ponding on slabs due to blockage of drains	0-2	No discernible problem	No action.	Action required to stop water damaging foundation within 30 days.
			3 to 4	Blockages observed in drains, but water flowing	Clean drains etc within 7 days, Follow up	
			5	Ponding, accumulation of water observed	-do-	

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

Asset Type	Performance Parameter	Level of Service (LOS)			Frequency of Measurement	Testing Method	Recommended Remedial measures	Time limit for Rectification	Specifications and Standards
Highway	Availability of Safe Sight Distance	As per IRC SP:84-2014, a minimum of safe stopping sight distance shall be available throughout.			Monthly	Manual Measurements with Odometer along with video/ image backup	Removal of obstruction within 24 hours, in case of sight line affected by temporary objects such as trees, temporary encroachments.  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	18					

		<table><tr><td></td><td></td><td>0</td></tr><tr><td>80</td><td>260</td><td>130</td></tr><tr><td colspan="3"></td></tr></table>			0	80	260	130								
		0														
80	260	130														
Pavement Marking	Wear	<70% of marking remaining	Bi-Annually	Visual  Assessment as per Annexure-F of IRC:35-2015	Re - painting	Cat-1 Defect –  within 24 hours Cat-2 Defect within 2 months	IRC:35-2015									

Asset Type	Performance Parameter	Level of Service (LOS)	Frequency of Measurement	Testing Method	Recommended Remedial measures	Time limit for Rectification	Specifications and Standards
	Day time Visibility	During expected life Service Time Cement Road - 130mcd/m <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
		<u>Initial and Minimum Performance for Dry Retro reflectivity during night time:</u>		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
		<div>Design</div> <div>Specified</div> <div>(RL) Retro</div> <div>Reflectivity</div> <div>(mcd/m<sup>2</sup>/lux)</div>					

Night Time  
Visibility

	Initial  (7 days)	Minimum  Threshold level  (TL) & warranty  period required up to 2 years
U p t o 6 5	200	80
6 5 - 1 0 0	250	120
A b o v e  1 0	350	150

Bi-Annually



		0							
		<u>Initial and Minimum Performance for</u> <u>Night Visibility under wet condition</u> <u>(Retro reflectivity):</u>							

Asset Type	Performance Parameter	Level of Service (LOS)	Frequency of Measurement	Testing Method	Recommended Remedial measures	Time limit for Rectification	Specifications and Standards
		Initial 7 days Retro reflectivity: 100 mcd/m <sup>2</sup> /lux  Minimum Threshold Level: 50 mcd/m <sup>2</sup> /lux					
	Skid Resistance	Initial and Minimum performance for Skid Resistance:  Initial (7days): 55BPN Min. Threshold: 44BPN  *Note: shall be considered under urban/city traffic condition encompassing the locations like pedestrian crossings, bus bay, bus stop, cycle track intersection delineation, transverse bar markings  etc	Bi-Annually	As per Annexure-G of IRC:35-2015		Within 24 hours	IRC:35-2015

<b>Road Signs</b>	Shape and Position	Shape and Position as per IRC:67- 2012. Signboard should be clearly visible for the design speed of the section.	Daily	Visual with video/image backup	Improvement of shape, in case if shape is damaged.  Relocation as per requirement	48 hours in case of Mandatory Signs, Cautionary and Informatory Signs (Single and Dual post signs)  15 Days in case of Gantry/Cantilever Sign boards	IRC:67-2012
	Retro reflectivity	As per specifications in IRC:67-2012	Bi-Annually	Testing of each	change of signboard	48 hours in case of Mandatory	RC:67-2012

Asset Type	Performance Parameter	Level of Service (LOS)	Frequency of Measurement	Testing Method	Recommended Remedial measures	Time limit for Rectification	Specifications and Standards
				signboard using Retro Reflectivity Measuring Device. In accordance with ASTM D 4956-09.		Signs, Cautionary and Informatory Signs (Single and Dual post signs)  1 Month in case of Gantry/Cantilever Sign boards	
<b>Kerb</b>	Kerb Height	As per IRC 86:1983 depending upon type of Kerb	Bi-Annually	Use of distance measuring tape	Raising Kerb Height	Within 1 Month	RC 86:1983
	Kerb Painting	<u>Functionality</u> : Functioning of Kerb painting as intended	Daily	Visual with video/image backup	Kerb Repainting	Within 7-days	RC 35:2015
	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

<b>Other Road Furniture</b>	Pedestrian Guardrail	<u>Functionality:</u> Functioning of guardrail as intended	Daily	Visual with video/image backup	Rectification	Within 15 days	IRC:SP:84-2014
	Traffic Safety Barriers	<u>Functionality:</u> Functioning of Safety Barriers as intended	Daily	Visual with video/image backup	Rectification	Within 7 days	IRC:SP:84-2014, IRC:119-2015
	End Treatment of	<u>Functionality:</u> Functioning of End Treatment as intended	Daily	Visual with video/image backup	Rectification	Within 7 days	IRC:SP:84-2014,

Asset Type	Performance Parameter	Level of Service (LOS)	Frequency of Measurement	Testing Method	Recommended Remedial measures	Time limit for Rectification	Specifications and Standards
	Traffic Safety Barriers			backup			IRC:119-2015
	Attenuators	Functionality: _____ Functioning of Attenuators as intended	Daily	Visual with video/image backup	Rectification	Within 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
		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

<b>Highway Lighting System</b>	Highway Lights	No major failure in the lighting system	Daily	-	Rectification of failure	24 hours	IRC:SP:84-2014
		No minor failure in the lighting system	Monthly	-	Rectification of failure	8 hours	IRC:SP:84-2014
	Toll Plaza Canopy Lights	Minimum 40 Lux illumination on the road surface	Daily	The illumination level shall be measured with luxmeter	Improvement in Lighting System	24 hours	IRC:SP:84-2014
		No major/minor failure in the lighting system	Daily	-	Rectification of failure	8 hours	IRC:SP:84-2014

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



<b>Rest Areas</b>	Defects in electrical, water and sanitary installations	-	Daily	-	Rectification	24 hours	

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

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	Free waterway/unobstructed flow section	85% of culvert normal flow area to be 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
		Spalling of concrete not more than 0.25 sqm					
		Delamination of concrete not more					

culverts	Structurally sound	than 0.25 sq.m.	Bi-Annually	Detailed inspection of all components of culvert as per IRC SP:35-1990 and recording the defects	Repairs to spalling, cracking, delamination, rusting shall be followed as per IRC:SP:40-1993.	15 days	IRC SP 40-1993 and MORTH Specifications clause 2800
		Cracks wider than 0.3 mm not more than 1m aggregate length					

	Protection works in good condition	Damaged of rough stone apron or bank revetment not more than 3 sqm, damage to solid apron (concrete apron) not more than 1 sqm	2 times in a year (before and after rainy season)	Condition survey as per IRC SP:35-1990	Repairs to damaged aprons and pitching	30 days after defect observation or 2 weeks before onset of rainy season whichever is earlier.	IRC: SP 40-1993 and IRC:SP:13-2004.
<b>Bridges including ROB's 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
	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.

<b>Bridge -Super Structure</b>	User safety (condition of crash barrier and guard rail)	No damaged or missing stretch of crash barrier or pedestrian hand railing	Daily	Visual inspection and detailed condition survey as per IRC SP: 35- 1990.	Repairs and replacement of safety barriers as the case may be	3days	IRC: 5-1998,  IRC SP: 84-  2014 and  IRC SP: 40-  1993.
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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	1 months	MORTH specifications 2600 & 2700.

				drainage spouts		
Deflection due to permanent loads and	Within design limits.	Once in every 10 years for spans more	Load test method	Carry out major rehabilitation works on bridge to retain original design loads capacity	6 months	IRC SP: 51-1999.



	live loads		than 40 m				
	Vibrations in bridge deck due to moving trucks	Frequency of vibrations shall not be more than 5 Hz	Once in every 5 years for spans more than 30m and every 10 years for spans between 15 to 30 m	Laser displacement sensors or laser vibrometers	Strengthening of structure	4 months	AASHTO LRFD specifications
	Leakage in Expansion	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		Detailed condition survey as per IRC SP:35-1990 using Mobile Bridge	Replace of seal		MORTH specifications

	joints	copper strip joint.	Bi-Annually	Inspection Unit	expansion joint	15 days	2600 and IRC SP: 40-1993.
	Debris and dust in strip seal	No dust or debris in expansion joint	Monthly	Detailed condition survey as per IRC SP:35-1990 using	Cleaning of expansion joint gaps thoroughly	3 days	MORTH specifications 2600 and

	expansion joint	gap.		Mobile Bridge Inspection Unit			IRC SP: 40-1993.
	Drainage spouts	No down take pipe missing/broken below soffit of the deck slab. No silt, debris, clogging of drainage spout collection chamber.	Monthly	Detailed condition survey as per IRC SP: 35-1990 using Mobile Bridge Inspection Unit	Cleaning of drainage spouts thoroughly. Replacement of missing/broken down take pipes with a minimum pipe extension of 500mm below soffit of slab. Providing sealant around the drainage spout if any leakages observed.	3 days	MORTH specification 2700.
<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	Delamination of bearing reinforcement not more than 5%, cracking or tearing of rubber not more than 2 locations per side, no rupture of reinforcement or rubber	Bi-Annually	Detailed condition survey as per IRC SP: 35-1990 using Mobile Bridge Inspection Unit	In case of failure of even one bearing on any pier/abutment, all the bearings on that pier/abutment shall be replaced, in order to get uniform load transfer on to bearings.	3 months	MORTH specification 2810 and IRC SP: 40-199.
<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 doubt, use Underwater camera for inspection of deep wells in major	Suitable protection around pier/abutment works	1 month	IRC SP: 40-1993, IRC 83-2014, MORTH specification 2500

				Rivers.			
	Protectio n works in good condition	Damaged of rough stone apron or bank revetment not more than 3	2 times in a year (before and after rainy season)	Condition survey as per IRC SP:35- 1990	Repairs to damaged aprons and pitching.	30 days after defect observatio n or 2	IRC: SP 40- 1993 and IRC:SP:13- 2004.

		sq.m, damage to solid apron (concrete apron) not more than 1 sq.m				weeks before onset of rainy season whichever  is earlier.	
<p><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.</p>							

**Table 4: Maintenance Criteria for Structures and Culverts:**

**Table 5: Maintenance Criteria for Hill Roads**

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

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

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

**A. Flexible Pavement**

Nature of Defect or deficiency		Time limit for repair/rectification
<b>(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
(iv)	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>		
<b>Nature of Defect or deficiency</b>		<b>Time limit for repair/rectification</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
(iv)	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 installations	24 (twenty four) hours
<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>		
	<b>Nature of Defect or deficiency</b>	<b>Time limit for repair/ rectification</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)
(iv)	Rain-cuts or erosion of banks of the side slopes of approaches	7 (seven) days
(v)	Damage to wearing coat	15 (fifteen) days
(vi)	Damage or deterioration in approach slabs,	30 (thirty) days

	pitching, apron, toes, floor or guide bunds	
(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
<b>Nature of Defect or deficiency</b>		<b>Time limit for repair/rectification</b>
(iii)	Snow requiring clearance	24 (twenty four) hours

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

## **Schedule - F**

*(See Clause 4.1 (vii)(a))*

### **Applicable Permits**

#### **1. Applicable Permits**

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

## Schedule – G

(See Clauses 7.1 and 19.2)

### Annex-I

(See Clause 7.1)

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

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

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

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

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

and/or the Bank, whether by their absorption with any other body or corporation or otherwise, shall not in any way or manner affect the liability or obligation of the Bank under this Guarantee.

4. It shall not be necessary, and the Bank hereby waives any necessity, for the Authority to proceed against the Contractor before presenting to the Bank its demand under this Guarantee.
5. The Authority shall have the liberty, without affecting in any manner the liability of the Bank under this Guarantee, to vary at any time, the terms and conditions of the Agreement or to extend the time or period for the compliance with, fulfillment and/ or performance of all or any of the obligations of the Contractor contained in the Agreement or to postpone for any time, and from time to time, any of the rights and powers exercisable by the Authority against the Contractor, and either to enforce or forbear from enforcing any of the terms and conditions contained in the Agreement and/or the securities available to the Authority, and the Bank shall not be released from its liability and obligation under these presents by any exercise by the Authority of the liberty with reference to the matters aforesaid or by reason of time being given to the Contractor or any other forbearance, indulgence, act or omission on the part of the Authority or of any other matter or thing whatsoever which under any law relating to sureties and guarantors would but for this provision have the effect of releasing the Bank from its liability and obligation under this Guarantee and the Bank hereby waives all of its rights under any such law.
6. This Guarantee is in addition to and not in substitution of any other guarantee or security now or which may hereafter be held by the Authority in respect of or relating to the Agreement or for the fulfillment, compliance and/or performance of all or any of the obligations of the Contractor under the Agreement.
7. Notwithstanding anything contained hereinbefore, the liability of the Bank under this Guarantee is restricted to the Guarantee Amount and this Guarantee will remain in force for the period specified in paragraph 8 below and unless a demand or claim in writing is made by the Authority on the Bank under this Guarantee all rights of the Authority under this Guarantee shall be forfeited and the Bank shall be relieved from its liabilities hereunder.
8. The Guarantee shall cease to be in force and effect on \*\*\*\*<sup>\$</sup>. Unless a demand or claim under this Guarantee is made in writing before expiry of the Guarantee, the Bank shall be discharged from its liabilities hereunder.
9. The Bank undertakes not to revoke this Guarantee during its currency, except with the previous express consent of the Authority in writing, and declares and warrants that it has the power to issue this Guarantee and the undersigned has full powers to do so on behalf of the Bank.
10. Any notice by way of request, demand or otherwise hereunder may be sent by post addressed to the Bank at its above referred branch, which shall be deemed to have been duly authorised to receive such notice and to effect payment thereof forthwith, and if sent by post it shall be deemed to have been given at the time when it ought to have been delivered in due course of post and in proving such notice, when given by post, it shall be sufficient to prove that the envelope containing the notice was posted and a certificate signed by an officer of the Authority that the envelope was so posted shall be conclusive.

11. This Guarantee shall come into force with immediate effect and shall remain in force and effect for up to the date specified in paragraph 8 above or until it is released earlier by the Authority pursuant to the provisions of the Agreement.
12. This guarantee shall also be operatable at our..... Branch at New Delhi (Complete Address of bank branch is mandatory), from whom, confirmation regarding the issue of this guarantee or extension / renewal thereof shall be made available on demand. In the contingency of this guarantee being invoked and payment there under claimed, the said branch shall accept such invocation letter and make payment of amounts so demanded under the said invocation.
13. The guarantor/bank hereby confirms that it is on the SFMS (Structural Finance Messaging System) platform & shall invariably send an advice of this Bank Guarantee to the designated bank of NHIDCL, details of which is as under:

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

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

..... SIGNED, SEALED AND DELIVERED

For and on behalf of the Bank by:

(Signature)

(Name)

(Designation)

(Code Number)

(Address)

NOTES:

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

## Annex – II

(Schedule - G)

(See Clause 19.2)

### Annex-II : Form for Guarantee for Advance Payment

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

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

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

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

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

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



Bank, notwithstanding any differences between the Authority and the Contractor, or any dispute between them pending before any court, tribunal, arbitrators or any other authority or body, or by the discharge of the Contractor for any reason whatsoever.

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

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<sup>\$</sup> 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).

sufficient to prove that the envelope containing the notice was posted and a certificate signed by an officer of the Authority that the envelope was so posted shall be conclusive.

10. This Guarantee shall come into force with immediate effect and shall remain in force and effect up to the date specified in paragraph 8 above or until it is released earlier by the Authority pursuant to the provisions of the Agreement.
11. This guarantee shall also be operatable at our..... Branch at New Delhi (Complete Address of bank branch is mandatory), from whom, confirmation regarding the issue of this guarantee or extension / renewal thereof shall be made available on demand. In the contingency of this guarantee being invoked and payment there under claimed, the said branch shall accept such invocation letter and make payment of amounts so demanded under the said invocation.
12. The guarantor/bank hereby confirms that it is on the SFMS (Structural Finance Messaging System) platform & shall invariably send an advice of this Bank Guarantee to the designated bank of NHIDCL, details of which is as under:

Sl. No	Particulars	Details
1	Name of the Beneficiary	National Highways and Infrastructure Development Corporation Limited
2	Beneficiary Bank Account No.	90621010002659
3	Beneficiary Bank Branch	IFSC SYNB0009062
4	Beneficiary Bank Branch Name	Transport Bhawan, New Delhi
5	Beneficiary Bank Address	Syndicate Bank, Transport Bhawan, 1 <sup>st</sup> 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	76.39 %	<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	34.2%
		(2) Sub-base Course	17.9%
		(3) Non bituminous Base course	14.85%
		(4) Bituminous Basecourse	12.59%
		(5) Wearing Coat	7.23%
		<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) DryLean 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) DryLean 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>	13.21%
Minor bridge/ Underpasses/ Overpasses	0.00 %	<b>A.1-widening and repairing of Minor Bridges (length &gt;6 m &amp; &lt;60m)</b>	
		Minor Bridges	[Nil]
		<b>A.2- New Minor bridges (length &gt;6 m and &lt;60m)</b>	

Item	Weightage in % of CP	Stage for Payment	Percentage
		(1)Foundation + Sub-Structure: On completion of the foundation work including foundations for wing and return walls, abutments, piers upto the abutment/pier cap.	[Nil]
		(2)Super-structure:On completion of the super-structure in all respects including wearing coat, bearings, expansion joints, hand rails, crash barriers, road,signs & markings, tests on completion etc. complete in all respect.	[Nil]
		(3)Approaches:On completionof approaches includingRetainingwalls, stonepitching, protection works complete in all and fit for use	[Nil]
		(4) GuideBundsand River Training Works:On completion of GuideBunds andriver training works complete in all respects	[Nil]
		<b>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.	[Nil]
		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.	
		(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]
<b>Major bridge(length&gt;60 m)worksand ROB/RUB/elevatedsections/flyovers including viaducts,ifany</b>	0.000 %	<b>A.1- Wideningand repairs of Major Bridges</b>	
		(1)Foundation	[Nil]
		(2)Sub-structure	[Nil]
		(3)Super-structure(including bearings)	[Nil]
		(4)WearingCoatincludingexpansion joints	[Nil]
		(5) Miscellaneous Items like handrails, crash barrier, road markings etc.	[Nil]
		(6) Wing walls/return walls	[Nil]
		(7)Guidebunds,RiverTrainingworks etc.	[Nil]
		(8)Approaches(including Retaining walls, stone	[Nil]

Item	Weightage in % of CP	Stage for Payment	Percentage
		pitching and protection works)	
		<b>A.2-New 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]
		(8) Approaches (including Retaining walls, stone pitching and protection works)	[Nil]
		<b>B.1-Widening and repair of (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-New ROB/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 walls/Reinforced Earth wall, stone pitching and protection works)	22 [Nil]

Item	Weightage in % of CP	Stage for Payment	Percentage
		<b>C.2- New Elevated Section/Flyovers/GradeSeparators</b>	
		(1) Foundations	[Nil]
		(2) Sub-Structure	[Nil]
		(3)Super-Structure(Including bearings)	[Nil]
		(4)WearingCoatincludingexpansion joints	[Nil]
		(5) Miscellaneous Items like handrails, crash barrier, road markings etc.	[Nil]
		(6) Wing walls/Return walls	[Nil]
		(7)Approaches (including Retaining walls/Reinforced Earth wall, stone pitching and protection works)	[Nil]
<b>Other Works</b>	23.61 %	(i) Toll Plaza	[Nil]
		(ii) Road side drains	40.07%
		(iii) Road signs,markings,km stones,safety devices etc	5.1%
		(iv) Project facilities	
		a) Bus Bays	2.18%
		b) Truck Lay-byes	[Nil]
		c) Passenger Shelter	0.31%
		d) Rest Area	[Nil]
		(v) Road side Plantation	[Nil]
		(vi)Repair of Protection Works other than approaches to the bridges, elevated sections/flyover/grade separators and ROBs/ RUBs	[Nil]
		(vii) Safety &Traffic Management during const.	[Nil]
		(viii) Breast Wall	27.71%
		(ix) Toe Wall	[Nil]
		(x) Retaining Wall	16.5%
		(xi) Boundarywall	[Nil]
		(xii) Site Clearance & Dismanteling	4.54%
		(xiii) Other works (turbing & Hydro seeding etc.)	3.59%
		(xiv) Composite RE Wall	[Nil]

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

#### 1.3.1 Road works

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

Table 1.3.1

Stage of Payment	Percentage weightage	Payment Procedure
<b>A- Widening &amp; Strengthening of road</b>		Unit of measurement is linear length. Payment of each stage shall be made on pro rata basis on completion of a stage in a length of not less than 10(ten) percent of the total length.
(1)Earthwork up to top of the sub-grade	[Nil]	
(3) Sub-base Course	[Nil]	
(4) Non bituminous Base course	[Nil]	
(5) Bituminous Base course	[Nil]	
(6) Wearing Coat	[Nil]	
(7) Widening 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>		Unit of measurement is linear length. Payment of each stage shall be made on prorata basis on completion of a stage in full length or 5 (five) km length, whichever is less.
(1)Earthwork up to top of the sub-grade	34.2%	
(3) Sub-base Course	17.9%	
(4) Non bituminous Base course	14.85%	
(5) Bituminous Base course	12.59%	
(6) Wearing Coat	7.23%	
(7) Widening and repair of culverts		
<b>B.2- Reconstruction/New 8-Lane Realignment/Bypass(Rigid Pavement)</b>		Unit of measurement is linear length. Payment of each stage shall be made on pro rata basis on completion of a stage in full length or 5 (five) km length, whichever is less.
(1)Earthwork up to top of the sub-grade	[Nil]	
(2) Sub-base Course	[Nil]	
(3) Dry Lean Concrete (DLC) Course	[Nil]	
(4) Pavement Quality Control (PQC) Course	[Nil]	
<b>C.1- Reconstruction/New Service Road/ Slip Road (Flexible Pavement)</b>		Unit of measurement is linear length. Payment of each stage shall be made on pro rata basis on completion of a stage in full length or 5 (five) km length, whichever is less.
(1)Earthwork up to top of the sub-grade	[Nil]	
(2) Sub-base Course	[Nil]	
(3) Non bituminous Base course	[Nil]	
(4) Bituminous Basecourse	[Nil]	
(5) Wearing Coat	[Nil]	
<b>C.2- Reconstruction/New Service road (Rigid Pavement)</b>		Unit of measurement is linear length. Payment of each stage shall be made on pro rata basis on completion of a stage in full length or 5 (five) km length, whichever is less.
(1)Earthwork up to top of the sub-grade	[Nil]	
(2) Sub-base Course	[Nil]	
(3) Dry Lean Concrete (DLC)Course	[Nil]	
(4) Pavement Quality Control (PQC) Course	[Nil]	
<b>D- Reconstruction &amp; New Culverts on existing road, realignments, bypasses</b>		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 culverts
Culverts (length <6m)	13.21%	

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

Cost per km = P x weightage for road work x weightage for bituminous work x (1/L)

Where,

P = Contract Price

L = Total length in km

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

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

### 1.3.2 Minor Bridges and Underpasses/Overpasses.

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

Table 1.3.2

Stage of Payment	Weightage	Payment Procedure
1	2	3
<b>A.1-Widening and repairs of Minor Bridges(length&gt;6m&amp;&lt;60m)</b>	[Nil]	Cost of each minor bridge shall be determined on pro-rata basis with respect to the total linear length of the minor bridges. Payment shall be made on the completion of widening & repair works of a minor bridge
<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 and fit for use	[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.
(4) Guide Bunds and River Training Works: On completion	[Nil]	Guide Bunds and River Training Works:



Stage of Payment	Weightage	Payment Procedure
of Guide Bunds and river training works complete in all respects		Payment shall be made on pro-rata basis on completion of a stage i.e. completion of Guide Bund and River training Works in all respects as specified
<b>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-NewMajorBridges</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

Stage of Payment	Weightage	Payment Procedure
		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]	Wing walls/return walls: Payments shall be made on completion of all wing walls/return walls complete in all respects as specified.
(7) Guide bunds, River Training works etc.	[Nil]	Guide Bunds, River Training works: Payments shall be made on completion of all guide bunds/river training works etc. complete in all respects as specified.
(8) Approaches (including Retaining walls, stone pitching and protection works)	[Nil]	Approaches: Payments shall be made on pro-rata basis on completion of 10% of the scope of each stage.
<b>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
(4) Wearing Coat (a) in case of ROB-wearing coat including expansion joints complete in all respects as specified and (b) in case of RUB-rigid pavement under RUB including drainage facility	[Nil]	Wearing Coat: Payment shall be made on completion  (a) in case of ROB-wearing coat including expansion joints complete in all respects as specified  and

Stage of Payment	Weightage	Payment Procedure
complete in all respects as specified		(b) in case of RUB-rigid pavement under RUB including drainage facility complete in all respects as specified.
(5) Miscellaneous Items like handrails, crash barrier, road markings etc.	[Nil]	Miscellaneous: Payments shall be made on completion of all miscellaneous works like handrails, crash barriers, road markings etc. complete in all respects as specified.
(6) Wing walls/Return walls	[Nil]	Wingwalls/return walls: Payments shall be made on completion of all wing walls/return walls complete in all respects as specified.
(7) Approaches (Including Retaining walls, Stone Pitching and protection works)	[Nil]	Payments shall be made on pro-rata basis on completion of 20% of the total area.
<b>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.
(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-Wideningandrepairs 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

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

Stage of Payment	Weightage	Payment Procedure
expansion joints		wearing coat including expansion joints complete in all respects as specified.
(5) Miscellaneous Items like handrails, crash barrier, road markings etc.	[Nil]	Miscellaneous: Payments shall be made on completion of all miscellaneous works like handrails, crash barriers, road markings etc. complete in all respects as specified.
(6) Wing walls/Return walls	[Nil]	Wingwalls/return walls: Payments shall be made on completion of all wing walls/return walls complete in all respects as specified.
(7) Approaches (including Retaining walls/Reinforced Earth wall, stone pitching and protection works)	[Nil]	Payments shall be made on pro-rata basis on completion of 20% of the total area.

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

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

#### 1.3.4 Other works.

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

Table 1.3.4

Stage of Payment	Weightage	Payment Procedure
1	2	3
(1) Toll Plaza	[Nil]	Unit of measurement is each completed toll plaza. Payment of each toll plaza shall be made on pro-rata basis with respect to the total of all toll plaza.
(2) Roadside drains	40.07%	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 05% (five percent) of the total length.
(3) Road signs, markings, km stones, safety devices etc.	5.1%	
(4) Project Facilities		
a) Bus Bays	2.18%	
b) Truck Lay-byes	[Nil]	
c) Passenger Shelter	0.31%	Payment shall be made on pro-rata basis for completed facilities.
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 10% (ten percent) of the total length.
(7) Safety and traffic management during	[Nil]	Payment shall be made on prorata basis every six months.

Stage of Payment	Weightage	Payment Procedure
construction		
(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 05% (five percent) of the total length.
(a) Retaining Wall	16.5%	
(b) Breast Wall	27.71%	
(c) Toe Wall	[Nil]	
(9) Site Clearance & Dismantling	4.54%	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 05% (five percent) of the total length.
(10) Other Works (turfing & Hydro seeding etc.)	3.59%	Unit of measurement is square metre.

## 2. Procedure for payment for Maintenance

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

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

## **Schedule - I**

*(See Clause 10.2 (iv))*

### **Drawings**

#### **1. Drawings**

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

#### **2. Additional Drawings**

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



## **Annex – I**

*(Schedule - I)*

### **Annex-I : List of Drawings**

[**Note:** The Authority shall describe in this Annex-I, all the Drawings that the Contractor is required to furnish under Clause 10.2.]

## **Schedule - J**

*(See Clause 10.3 (ii))*

### **Project Completion Schedule**

#### **1. Project Completion Schedule**

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

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

(i) Project Milestone-I shall occur on the date falling on the **[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**

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

## **Schedule - K**

*(See Clause 12.1 (ii))*

### **Tests on Completion**

#### **1. Schedule for Tests**

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

#### **2. Tests**

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

### 3. Agency for conducting Tests

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

### 4. Completion Certificate

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

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

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

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

**Schedule - L**  
(See 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 [construction of the \*\*\*\*section (km \*\* to km \*\*) of National Highway No. \*\*\*] (the "**Project Highway**") on Engineering, Procurement and Construction (EPC) basis through ..... (Name of Contractor), hereby certify that the Tests in accordance with Article 12 of the Agreement have been successfully undertaken to determine compliance of the Project Highway with the provisions of the Agreement, and I am satisfied that the Project Highway can be safely and reliably placed in service of the Users thereof.
- 2 It is certified that, in terms of the aforesaid Agreement, all works forming part of Project Highway have been completed, and the Project Highway is hereby declared fit for entry into operation on this the ..... day of ..... 20....., Scheduled Completed Date for which was the ..... day 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 on monthly basis**

- (i) 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 cross fall, 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%
(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%

S. No.	Item/Defect/Deficiency	Percentage
(f)	<b>Miscellaneous Items</b>	
(i)	Removal of dead animals, broken down/accidented vehicles, fallen trees, road blockades or malfunctioning of mobile crane	10%
(ii)	Any other Defects in accordance with paragraph 1.	5%
(g)	<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:

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

Where,

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

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

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

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

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

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

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



**Schedule - N**  
*(See Clause 18.1 (i))*

**Selection of Authority's Engineer**

**1. Selection of Authority's Engineer**

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

**2. Terms of Reference**

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

**3. Appointment of Government entity as Authority's Engineer**

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

Annex – I  
(Schedule - N)

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

**1. Scope**

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

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

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

**2. Definitions and interpretation**

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

**3. General**

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

#### **4. Construction Period**

- (i) During the Construction Period, the Authority's Engineer shall review and approve the Drawings furnished by the Contractor along with supporting data, including the geo-technical and hydrological investigations, characteristics of materials from borrow areas and quarry sites, topographical surveys, and the recommendations of the Safety Consultant in accordance with the provisions of Clause 10.1 (vi). The Authority's Engineer shall complete such review and approval and send its observations to the Authority and the Contractor within 15 (fifteen) days of receipt of such Drawings; provided, however that in case of a Major Bridge or Structure, the aforesaid period of 15 (fifteen) days may be extended upto 30 (thirty) days. In particular, such comments shall specify the conformity or otherwise of such Drawings with the Scope of the Project and Specifications and Standards.
  - (ii) The Authority's Engineer shall review and approve any revised Drawings sent to it by the Contractor and furnish its comments within 10 (ten) days of receiving such Drawings.
  - (iii) The Authority's Engineer shall review and approve the Quality Assurance Plan submitted by the Contractor and shall convey its comments to the Contractor within a period of 21 (twenty one) days stating the modifications, if any, required thereto.
  - (iv) The Authority's Engineer shall complete the review and approve of the methodology proposed to be adopted by the Contractor for executing the Works, and convey its comments to the Contractor within a period of 10 (ten) days from the date of receipt of the proposed methodology from the Contractor.
  - (v) The Authority's Engineer shall grant written approval to the Contractor, where necessary, for interruption and diversion of the flow of traffic in the existing lane(s) of the Project Highway for purposes of maintenance during the Construction Period in accordance with the provisions of Clause 10.4.
  - (vi) The Authority's Engineer shall review the monthly progress report furnished by the Contractor and send its comments thereon to the Authority and the Contractor within 7 (seven) days of receipt of such report.
  - (vii) The Authority's Engineer shall inspect the Construction Works and the Project Highway and shall submit a monthly Inspection Report bringing out the results of inspections and the remedial action taken by the Contractor in respect of Defects or deficiencies. In particular, the Authority's Engineer shall include in its Inspection Report, the compliance of the recommendations made by the Safety Consultant.
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- (viii) The Authority's Engineer shall conduct the pre-construction review of manufacturer's test reports and standard samples of manufactured Materials, and such other Materials as the Authority's Engineer may require.
  - (ix) For determining that the Works conform to Specifications and Standards, the Authority's Engineer shall require the Contractor to carry out, or cause to be carried out, tests at such time and frequency and in such manner as specified in the Agreement and in accordance with Good Industry Practice for quality assurance. For purposes of this Paragraph 4 (ix), the tests specified in the IRC Special Publication-11 (Handbook of Quality Control for Construction of Roads and Runways) and the Specifications for Road and Bridge Works issued by MORTH (the "Quality Control Manuals") or any modification/substitution thereof shall be deemed to be tests conforming to Good Industry Practice for quality assurance.
  - (x) The Authority's Engineer shall test check at least 50 (fifty) percent of the quantity or number of tests prescribed for each category or type of test for quality control by the Contractor.
  - (xi) The timing of tests referred to in Paragraph 4 (ix), and the criteria for acceptance/ rejection of their results shall be determined by the Authority's Engineer in accordance with the Quality Control Manuals. The tests shall be undertaken on a random sample basis and shall be in addition to, and independent of, the tests that may be carried out by the Contractor for its own quality assurance in accordance with Good Industry Practice.
  - (xii) In the event that results of any tests conducted under Clause 11.10 establish any Defects or deficiencies in the Works, the Authority's Engineer shall require the Contractor to carry out remedial measures.
  - (xiii) The Authority's Engineer may instruct the Contractor to execute any work which is urgently required for the safety of the Project Highway, whether because of an accident, unforeseeable event or otherwise; provided that in case of any work required on account of a Force Majeure Event, the provisions of Clause 21.6 shall apply.
  - (xiv) In the event that the Contractor fails to achieve any of the Project Milestones, the Authority's Engineer shall undertake a review of the progress of construction and identify potential delays, if any. If the Authority's Engineer shall determine that completion of the Project Highway is not feasible within the time specified in the Agreement, it shall require the Contractor to indicate within 15 (fifteen) days the steps proposed to be taken to expedite progress, and the period within which the Project Completion Date shall be achieved. Upon receipt of a report from the Contractor, the Authority's Engineer shall review the same and send its comments to the Authority and the Contractor forthwith.
  - (xv) The Authority's Engineer shall obtain from the Contractor a copy of all the Contractor's quality control records and documents before the Completion Certificate is issued pursuant to Clause 12.2.
  - (xvi) Authority's Engineer may recommend to the Authority suspension of the whole or part of the Works if the work threatens the safety of the Users and pedestrians. After the Contractor has carried out remedial measure, the Authority's Engineer shall inspect such remedial measures forthwith and make a report to the Authority recommending whether or not the suspension hereunder may be revoked.
  - (xvii) In the event that the Contractor carries out any remedial measures to secure the safety of suspended works and Users, and requires the Authority's Engineer to inspect such works, the
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Authority's Engineer shall inspect the suspended works within 3 (three) days of receiving such notice, and make a report to the Authority forthwith, recommending whether or not such suspension may be revoked by the Authority.

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

## **5. Maintenance Period**

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

## **6. Determination of costs and time**

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

## **7. Payments**

- (i) The Authority's Engineer shall withhold payments for the affected works for which the Contractor fails to revise and resubmit the Drawings to the Authority's Engineer in accordance with the provisions of Clause 10.2 (iv) (d).
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- (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.
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## **Schedule - O**

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

### **Forms of Payment Statements**

#### **1. Stage Payment Statement for Works**

The Stage Payment Statement for Works shall state:

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

#### **2. Monthly Maintenance Payment Statement**

The monthly Statement for Maintenance Payment shall state:

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

#### **3. Contractor's claim for Damages**

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

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**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**

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

## **Schedule-Q**

*(See Clause 14.10)*

### **Tests on Completion of Maintenance Period**

**1. Riding Quality test:**

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

**2. Visual and physical test:**

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

## Schedule-R

*(See Clause 14.10)*

### Taking Over Certificate

I, ..... (Name and designation of the Authority's Representative) under and in accordance with the Agreement dated ..... (the "**Agreement**"), for [construction of the \*\*\*\*section (km \*\* to km \*\*) of

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

SIGNED, SEALED AND DELIVERED

(Signature)

(Name and designation of Authority's Representative)

(Address)

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