

Schedules

SCHEDULE - A

(See Clauses 2.1 and 8.1)

SITE OF THE PROJECT

1 The Site

- (i) Site of the [Intermediate 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.

Site

1. Site

2. Land

S. No.	Chainage (km)		Existing Right of Way (m)	Right of Way (m)	Remarks
	From	To			
1	0+000	46+704	Nil	24.0	

4. Major Bridges

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

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

6. Grade separators

The Site includes the following grade separators:

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

7. Minor bridges

(i) The Site includes the following minor bridges:

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

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:

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

10. Culverts

The Site has following culverts:

S. No.	Chainage (km)	Type of Culvert	Span /Opening with span length (m)
Nil			

11. Bus bays

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

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

12. Truck Lay byes

The details of truck lay byes are as follows:

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

13. Road side drain

The details of the roadside drains are as follows:

S. No.	Existing Location		Type	
	From Km	To Km	Masonry/cc (Pucca)	Earthen (Kutcha)
NIL				

14. Major junctions

The details of major junctions are as follows:

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

15. Minor junctions

The details of the minor junctions are as follows:

Sl. No.	Location (Km)		Type	
	From km	To km	T-junction	Cross Road
NIL				

16. Bypasses

The details of the existing bypass sections:

S. No.	Name of Town to be bypassed	Location From km to km	Length (in km)
1	NIL		

17. Existing Utilities

(i) Electrical utilities

The site includes the following electrical utilities: -

(a) Extra High-Tension lines (EHT Lines)

S No	Design Chainage Km		Length (in Km) (Existing Length Between Crossing Locations)					Crossings				
	From	To	400 KV	220 KV	132 KV	110 KV	66 KV	400 KV	220 KV	132 KV	110 KV	66 KV
1	NIL											

(b) High Tension/Low tension (HT/LT) lines

S No	Design Chainage Km		Length (in Km) (Existing Length Between Crossing Locations)			Crossings			Transformers	
	From	To	33 KV	11 KV	LT	33 KV	11 KV	LT	No	Capacity
1	3+000	4+000			0.1					
2	4+000	5+000			0.25					
3	27+000	28+000			0.05					
4	39+000	40+000			0.05					
5	44+000	45+000			0.05					

(ii) Public Health utilities (Water/Sewage Pipelines)

S. No	Chainage		Length (in Km)				Crossing			
	From	To	Water supply line		Sewage line		Water supply line		Sewage line	
			With pumping	With gravity flow	With pumping	With gravity flow	With pumping	With gravity flow	With pumping	With gravity flow
1	NIL									

18. Other Structures

S. No.	Type of Structure	Existing Chainage (km) From km to km	Length (in Km)
1	NIL		

Annex – II

(Schedule-A)

Dates for providing Right of Way

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

S. No.	Chainage (km)		Length (km)	PROW (m)	Date of Providing proposed ROW
	From	To			
(1)	(2)		(3)	(4)	(5)
(i) Full Right of Way (full width)	0+000	46+704	46.704	24	90% Right of Way of Construction Zone to be handed over on appointed date and balance within 150 days from appointed date as per Concession Agreement.

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.
- (iii) The contractor shall, however, improve/upgrade upon the traffic signage plan as indicated in Annex-III based on site/design requirement as per the relevant specifications/IRC Codes/Manual.

Annex – IV

(Schedule-A)

Environment Clearances

The proposed project does not require Environmental clearance as per the notification of MoEF&CC Notification No S.O. 3194(E) dated 14th July, 2022 which states that “**All Highway projects are exempted upto 100 km from line of control or border subject to compliance of Standard Operating Procedure notified in this regard from time to time**”.

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

Intermediate laning shall include [constriction of the Intermediate Lane with hard shoulder] of the project highway as described in Annex-I of this Schedule-B and in Schedule-C.

3 Specifications and Standards

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

Annex – I

(Schedule-B)

Description of Intermediate Laning with Hard shoulder

[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 [Intermediate Laning of Highways (Hill roads – IRC: 52-2019 and Hill Road manual IRC: SP 48 - 1998 and IRC SP 73-2018 referred to as the Manual, and MORTH Specifications for Road and Bridge Works 5th Revision 2013 or latest version), referred to as the Manual. If any standards, specifications or details are not given in the Manual, the minimum design/construction requirements shall be specified in this Schedule. In addition to these particulars, all other essential project specific details, as required, should be provided in order to define the Scope of the Project clearly and precisely]

1 WIDENING OF THE EXISTING HIGHWAY

- (i) The Project Highway shall follow the 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) Intermediate lane with hard shoulders shall be undertaken. The paved carriageway shall be [5.5 m] wide in accordance with the typical cross sections drawings in the Manual.

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

Sl. No.	Built-up stretch (Township)	Location (km to km)	Width (m)	Typical cross section (Ref. to Manual)
Nil				

- (b) Except as otherwise provided in this Agreement, the width of the paved carriageway and cross-sectional features shall conform to paragraph 1(i) above.

2 GEOMETRIC DESIGN AND GENERAL FEATURES

(i) General

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

(ii) Design speed

The design speed shall be as be the minimum design speed of 40 km per hr for hilly terrain

(iii) Improvement of the existing road geometrics

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

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

Sl. No.	Stretch (from km to km)	Type of deficiency	Remarks
NIL			

(iv) Right of Way

Details of Right of way are given in Annexure II of Schedule A.

(v) Type of Shoulders

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

Sl. No.	Stretch (from km to km)	Fully paved shoulders/ footpaths	Reference to cross section
Nil			

- (b) In open country, hard shoulders of 1.45 m width shall be provided with 150 mm thick compacted layer of granular material.

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

(vi) Lateral and vertical clearances at underpasses:

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

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

S. No.	Location (Chainage) (from km to km)	Span/Opening (m)	Remarks
NIL			

(vii) Lateral and vertical clearances at overpasses

(a) Lateral and vertical clearances at overpasses shall be as per the provision of relevant Manual.

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

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

(viii) Service Roads

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

S. 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 the provision of relevant Manual. The requisite particulars are given below:

Sl. No	Location of structure	Length (m)	Number and length of spans (m)	Approach Gradient	Remarks, if any
NIL					

(b) In the case of grade separated structures, the type of structure and the level of the Project Highway and the cross roads shall be as follows:

S. 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:

S. No.	Location	Type of Crossing
NIL		

(xi) Typical cross-sections of the Project Highway

(a) Cross section schedule along the project highway:

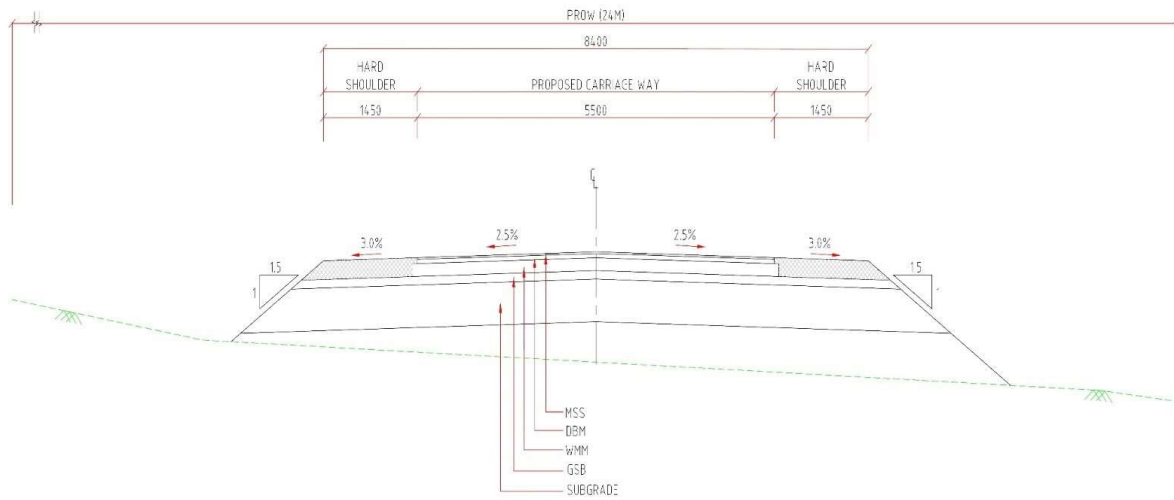
S.No	Design Chainage		Length (m)	TCS
	From (km)	To (km)		
1	0+000	0+130	130	TCS - 5
2	0+130	0+180	50	TCS - 4
3	0+180	0+260	80	TCS - 3
4	0+260	0+640	380	TCS - 5
5	0+640	0+871	231	TCS - 1
6	0+871	0+889	18	MNB
7	0+889	0+950	61	TCS - 1
8	0+950	1+270	320	TCS - 5
9	1+270	1+291	21	TCS - 1
10	1+291	1+309	18	MNB
11	1+309	1+360	51	TCS - 1
12	1+360	1+500	140	TCS - 6
13	1+500	1+600	100	TCS - 1
14	1+600	2+100	500	TCS - 5
15	2+100	2+375	275	TCS - 1
16	2+375	2+425	50	MNB
17	2+425	2+930	505	TCS - 1
18	2+930	3+005	75	TCS - 2
19	3+005	3+025	20	MNB
20	3+025	3+090	65	TCS - 1
21	3+090	3+390	300	Overpass
22	3+390	3+560	170	TCS - 1
23	3+560	3+700	140	TCS - 5
24	3+700	3+745	45	TCS - 1
25	3+745	3+755	10	MNB
26	3+755	3+850	95	TCS - 1
27	3+850	4+000	150	TCS - 5
28	4+000	4+300	300	TCS - 1
29	4+300	5+250	950	TCS - 5
30	5+250	5+470	220	TCS - 1
31	5+470	5+660	190	TCS - 5
32	5+660	5+680	20	MNB
33	5+680	5+750	70	TCS - 1
34	5+750	6+200	450	TCS - 5

S.No	Design Chainage		Length (m)	TCS
	From (km)	To (km)		
35	6+200	6+450	250	TCS - 1
36	6+450	6+760	310	TCS - 5
37	6+760	6+830	70	MJB
38	6+830	7+050	220	TCS - 5
39	7+050	7+150	100	TCS - 3
40	7+150	7+220	70	TCS - 1
41	7+220	7+370	150	TCS - 5
42	7+370	7+650	280	TCS - 1
43	7+650	8+450	800	TCS - 5
44	8+450	8+540	90	TCS - 3
45	8+540	8+670	130	TCS - 4
46	8+670	8+820	150	TCS - 1
47	8+820	9+030	210	TCS - 5
48	9+030	9+220	190	MJB
49	9+220	9+580	360	TCS - 5
50	9+580	9+750	170	TCS - 4
51	9+750	9+920	170	TCS - 5
52	9+920	10+170	250	TCS - 3
53	10+170	10+470	300	TCS - 5
54	10+470	10+850	380	TCS - 3
55	10+850	11+150	300	TCS - 5
56	11+150	11+300	150	TCS - 4
57	11+300	11+380	80	TCS - 3
58	11+380	11+410	30	MNB
59	11+410	11+450	40	TCS - 1
60	11+450	11+600	150	TCS - 5
61	11+600	11+900	300	TCS - 3
62	11+900	12+100	200	TCS - 6
63	12+100	12+130	30	TCS - 2
64	12+130	12+160	30	MNB
65	12+160	12+200	40	TCS - 2
66	12+200	12+470	270	TCS - 5
67	12+470	12+650	180	TCS - 3
68	12+650	13+150	500	TCS - 5
69	13+150	13+400	250	TCS - 4
70	13+400	13+640	240	TCS - 5
71	13+640	13+740	100	MJB
72	13+740	13+830	90	TCS - 4
73	13+830	14+050	220	TCS - 5
74	14+050	14+200	150	TCS - 4
75	14+200	14+330	130	TCS - 5
76	14+330	15+200	870	TCS - 4

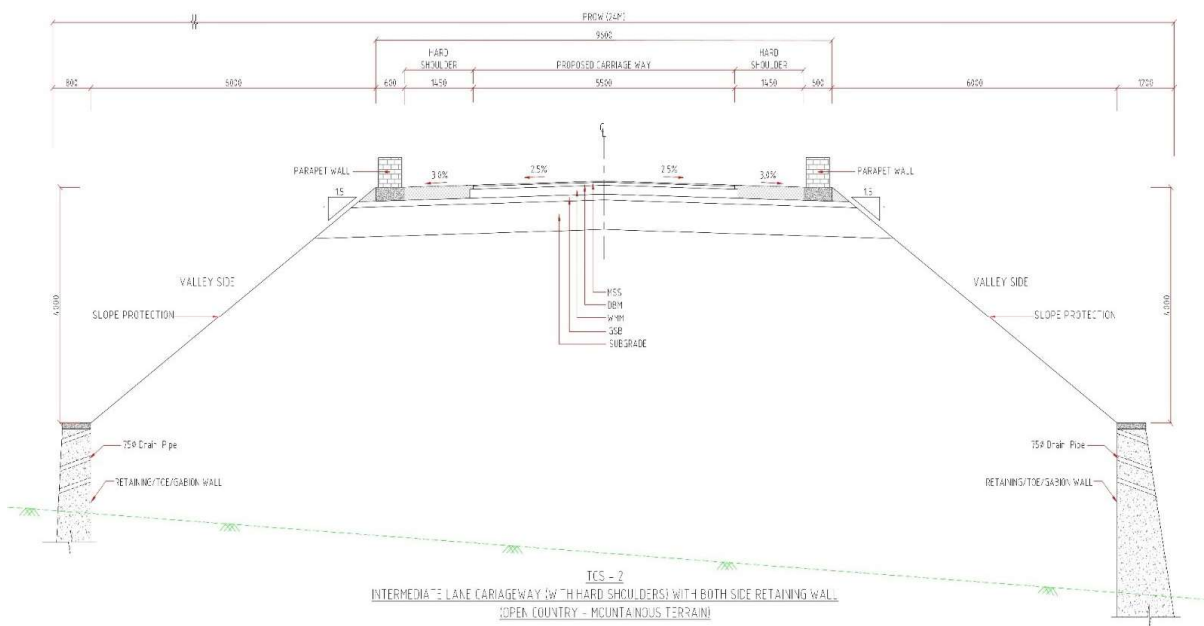
S.No	Design Chainage		Length (m)	TCS
	From (km)	To (km)		
77	15+200	15+700	500	TCS - 5
78	15+700	16+220	520	TCS - 4
79	16+220	16+750	530	TCS - 5
80	16+750	17+120	370	TCS - 4
81	17+120	17+700	580	TCS - 5
82	17+700	18+070	370	TCS - 4
83	18+070	20+820	2750	TCS - 5
84	20+820	21+130	310	TCS - 4
85	21+130	21+500	370	TCS - 5
86	21+500	21+630	130	TCS - 4
87	21+630	21+950	320	TCS - 6
88	21+950	22+035	85	TCS - 1
89	22+035	22+065	30	MNB
90	22+065	22+100	35	TCS - 1
91	22+100	22+230	130	TCS - 6
92	22+230	23+800	1570	TCS - 5
93	23+800	23+980	180	TCS - 4
94	23+980	24+420	440	TCS - 5
95	24+420	24+500	80	TCS - 4
96	24+500	24+730	230	TCS - 5
97	24+730	25+150	420	TCS - 4
98	25+150	25+520	370	TCS - 5
99	25+520	25+820	300	TCS - 4
100	25+820	26+200	380	TCS - 5
101	26+200	26+330	130	TCS - 3
102	26+330	26+850	520	TCS - 5
103	26+850	27+010	160	MJB
104	27+010	27+150	140	TCS - 5
105	27+150	27+230	80	TCS - 3
106	27+230	27+620	390	TCS - 5
107	27+620	27+730	110	TCS - 3
108	27+730	29+650	1920	TCS - 1
109	29+650	30+650	1000	TCS - 5
110	30+650	30+770	120	TCS - 4
111	30+770	30+930	160	TCS - 5
112	30+930	31+130	200	TCS - 3
113	31+130	32+145	1015	TCS - 5
114	32+145	32+295	150	Viaduct
115	32+295	32+680	385	TCS - 5
116	32+680	32+800	120	TCS - 3
117	32+800	33+000	200	TCS - 5
118	33+000	33+150	150	TCS - 4

S.No	Design Chainage		Length (m)	TCS
	From (km)	To (km)		
119	33+150	33+480	330	TCS - 5
120	33+480	33+670	190	TCS - 3
121	33+670	33+810	140	TCS - 5
122	33+810	33+910	100	MJB
123	33+910	34+370	460	TCS - 5
124	34+370	34+450	80	TCS - 4
125	34+450	35+400	950	TCS - 5
126	35+400	35+560	160	TCS - 4
127	35+560	37+220	1660	TCS - 5
128	37+220	37+310	90	TCS - 3
129	37+310	37+635	325	TCS - 5
130	37+635	37+645	10	MNB
131	37+645	37+950	305	TCS - 5
132	37+950	38+100	150	TCS - 3
133	38+100	38+655	555	TCS - 5
134	38+655	38+685	30	MNB
135	38+685	40+330	1645	TCS - 5
136	40+330	40+410	80	MJB
137	40+410	40+620	210	TCS - 5
138	40+620	40+700	80	TCS - 4
139	40+700	40+915	215	TCS - 5
140	40+915	40+945	30	MNB
141	40+945	42+605	1660	TCS - 5
142	42+605	42+755	150	Viaduct
143	42+755	43+550	795	TCS - 5
144	43+550	43+780	230	TCS - 4
145	43+780	44+025	245	TCS - 5
146	44+025	44+055	30	MNB
147	44+055	44+440	385	TCS - 5
148	44+440	44+740	300	TCS - 4
149	44+740	45+030	290	TCS - 5
150	45+030	45+150	120	MJB
151	45+150	45+300	150	TCS - 4
152	45+300	46+030	730	TCS - 5
153	46+030	46+250	220	TCS - 4
154	46+250	46+580	330	TCS - 5
155	46+580	46+704	124	TCS - 4

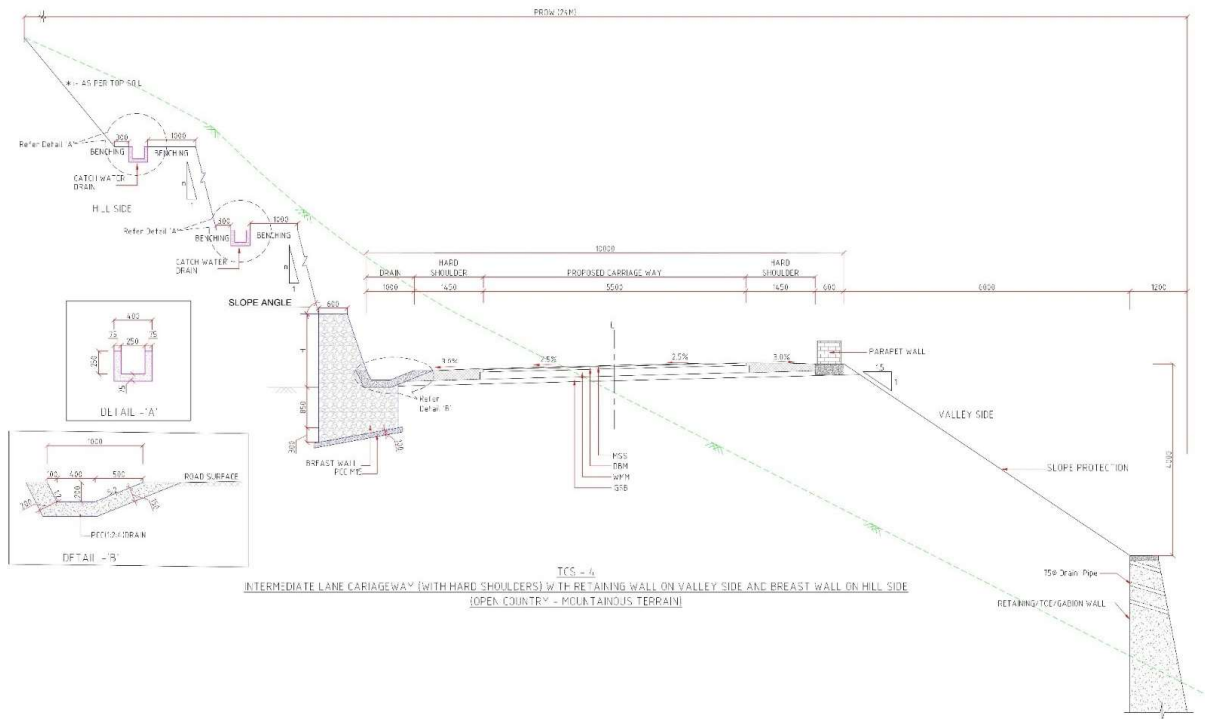
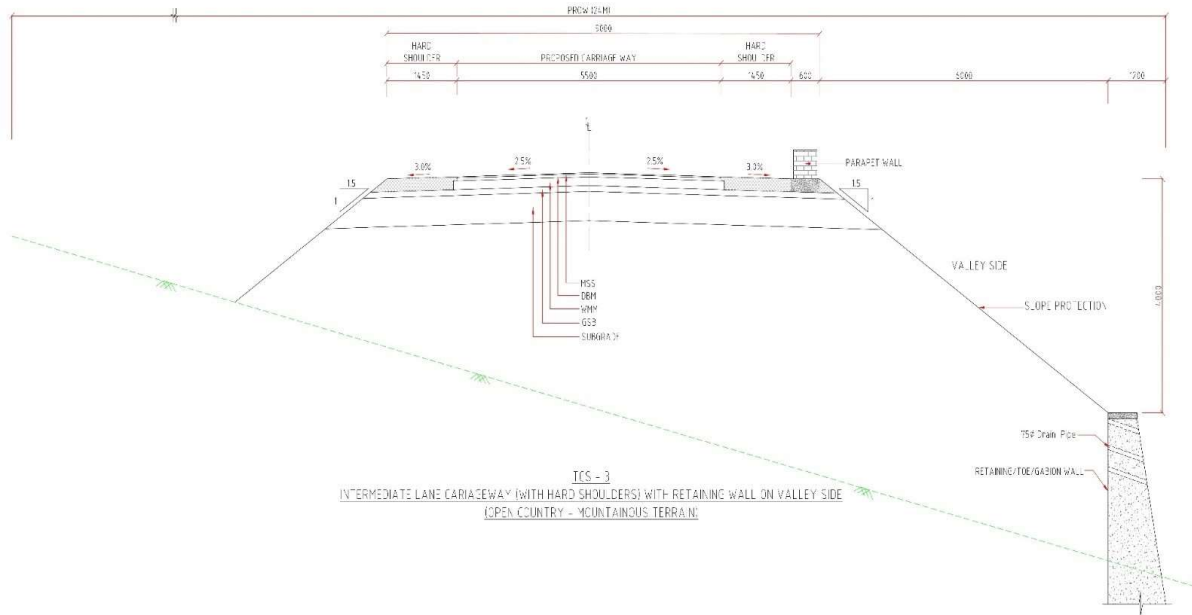
Typical Cross-Sectional Drawings:

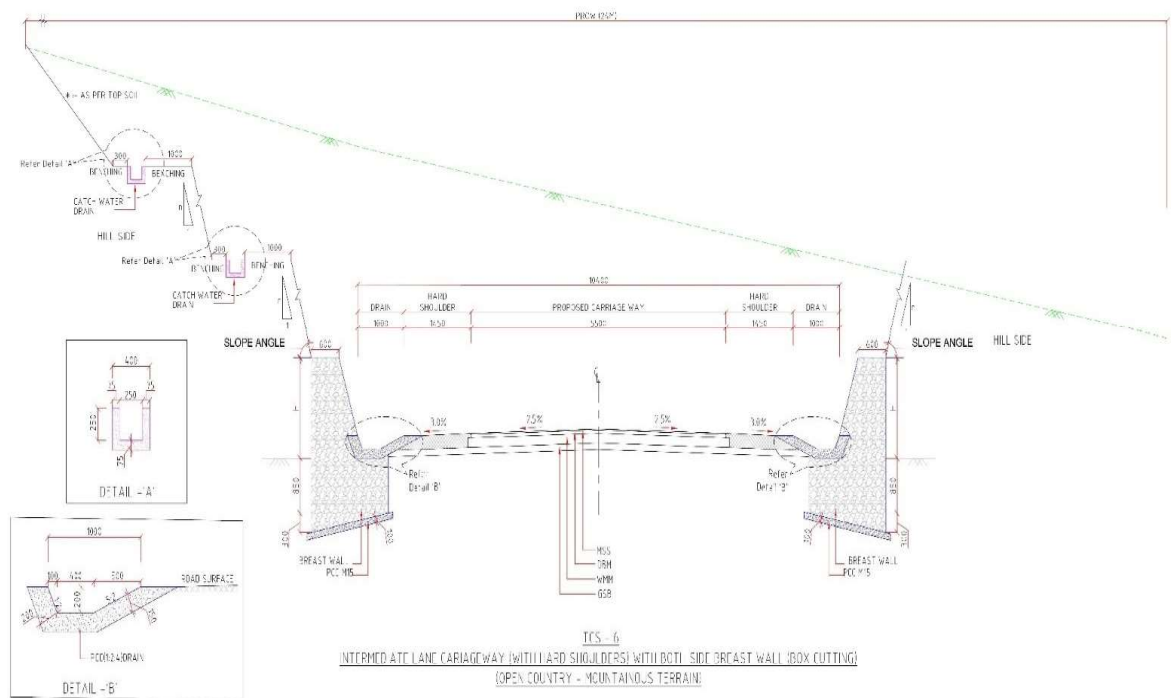
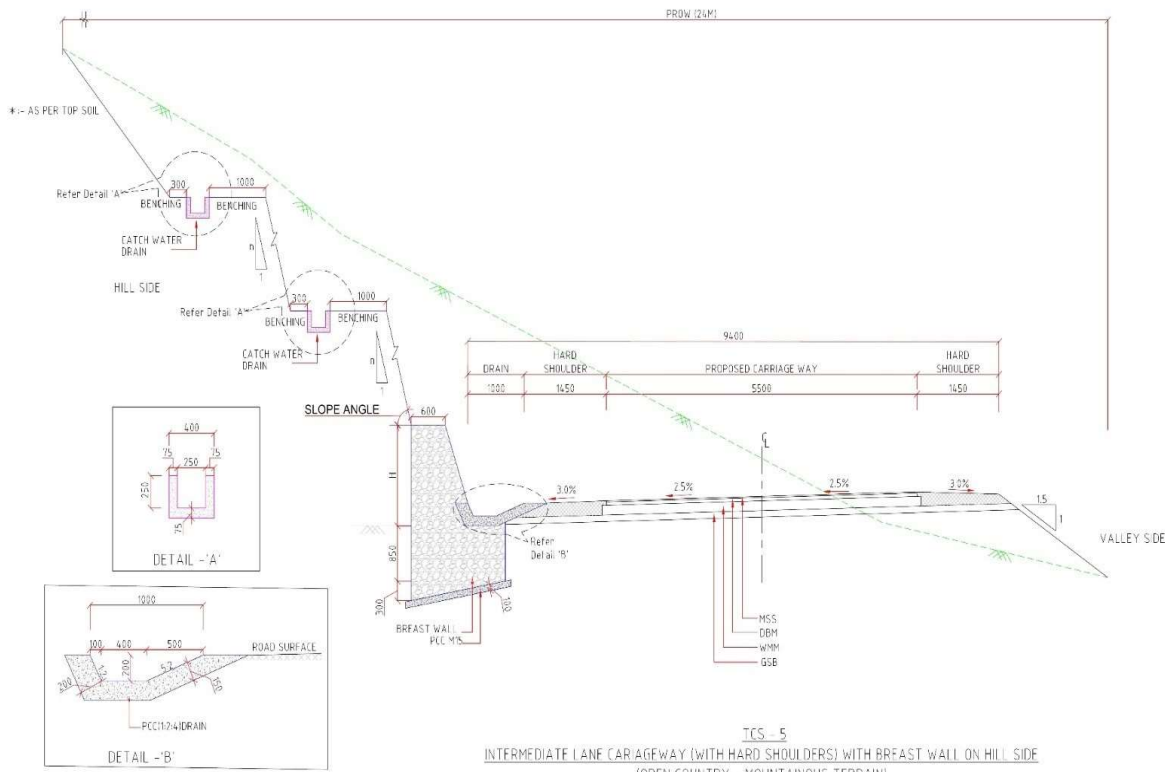


TCS - 1
INTERMEDIATE LANE CARRIAGEWAY (WITH HARD SHOULDERS) WITHOUT RETAINING WALL
(OPEN COUNTRY - MOUNTAINOUS TERRAIN)



TCS - 2
INTERMEDIATE LANE CARRIAGEWAY (WITH HARD SHOULDERS) WITH BOTH SIDE RETAINING WALL
(OPEN COUNTRY - MOUNTAINOUS TERRAIN)





3. INTERSECTIONS AND GRADE SEPARATORS

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

[As per the Section 3 of the Manual]

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

(a) At-Major intersection

Sl. No.	Location (km)	Type of intersection	Leads Towards
1	0+000	T	Singha

(b) Grade separated intersection with/without ramps

S. 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 IRC: 52-2019 and IRC: SP 48 -1998 and the specified typical cross section. Deficiencies in the plan and profile of the existing road shall be corrected.
- (ii) Raising of the existing road

The existing road shall be raised in the following sections:

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

5 PAVEMENT DESIGN

- (i) Pavement with following composition shall be adopted for the project road: 20 mm- MSS, 50 mm -DBM, 150 mm- WMM, 100 mm- GSB as drainage layer.
- (ii) **Type of pavement**
Flexible pavement shall be adopted for the project road.
- (iii) **Design requirements**

Deleted.

(a) **Design Period and strategy**

Deleted.

(b) **Design Traffic**

Deleted.

(iv) **Reconstruction of stretches**

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
NIL		

6. ROADSIDE DRAINAGE

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

See Clause 2 xi(a) of schedule-B

7. DESIGN OF STRUCTURES

(i) General

(a) All bridges, culverts and structures shall be designed and constructed in accordance with the provision of 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 the provision of relevant Manual and specify the width of carriageway of new bridges and structures of more than 60(sixty) meter length, if the carriageway width is different from 7.5(seven point five) meters in the table below.]:

Sl. No.	Bridge at Km	Width of carriageway and cross-sectional features
1	6+795	8 m
2	9+125	-do-
3	13+690	-do-
4	26+930	-do-
5	32+220	-do-
6	33+860	-do-
7	40+370	-do-
8	42+680	-do-
9	45+090	-do-

* GADs attached

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

Sl. No.	Location at km	Remarks
Nil		

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

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

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

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

(ii) Culverts

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

(b) Reconstruction of existing culverts:

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

Sl. No.	Culvert location	Span/Opening (m)	Remarks, if any
Nil			

(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 the provision of 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:

S.No.	Culvert location	Span/Opening (m)
1	0.020	2x2

S.No.	Culvert location	Span/Opening (m)
2	0.160	5x3
3	0.270	2x2
4	0.380	2x2
5	0.520	2x2
6	0.680	3x3
7	0.780	3x3
8	1.120	2x2
9	1.450	2x2
10	1.530	5x5
11	1.640	2x2
12	1.800	2x2
13	1.920	2x2
14	2.130	5x3
15	2.810	3x3
16	3.420	5x3
17	3.500	3x3
18	3.620	2x2
19	3.890	3x3
20	4.030	5x3
21	4.160	5x3
22	4.230	3x3
23	4.370	2x2
24	4.560	2x2
25	4.650	2x2
26	4.800	3x3
27	4.990	3x3
28	5.200	2x2
29	5.360	3x3
30	5.560	5x3
31	5.830	2x2
32	6.000	2x2
33	6.230	2x2
34	6.430	2x2
35	6.620	2x2
36	6.900	2x2
37	7.020	2x2
38	7.180	3x3
39	7.390	2x2

S.No.	Culvert location	Span/Opening (m)
40	7.570	3x3
41	7.730	2x2
42	7.900	2x2
43	8.080	5x3
44	8.270	3x3
45	8.510	5x3
46	8.730	5x3
47	8.900	2x2
48	9.490	2x2
49	9.640	5x3
50	9.860	2x2
51	9.960	3x3
52	10.130	3x3
53	10.360	2x2
54	10.530	5x3
55	10.700	3x3
56	10.770	3x3
57	11.030	2x2
58	11.190	3x3
59	11.640	3x3
60	11.840	3x3
61	12.370	2x2
62	12.570	3x3
63	12.820	3x3
64	13.070	5x3
65	13.230	5x3
66	14.140	5x3
67	14.380	5x3
68	14.610	5x3
69	14.850	3x3
70	15.130	2x2
71	15.460	2x2
72	15.790	5x3
73	16.130	5x5
74	16.530	5x3
75	16.820	2x2
76	16.980	3x3

S.No.	Culvert location	Span/Opening (m)
77	17.330	2x2
78	17.590	3x3
79	17.780	5x3
80	18.000	3x3
81	18.220	2x2
82	18.470	2x2
83	18.660	2x2
84	18.810	2x2
85	19.060	2x2
86	19.340	2x2
87	19.560	2x2
88	19.910	2x2
89	20.220	2x2
90	20.530	3x3
91	20.830	2x2
92	21.070	2x2
93	21.220	2x2
94	21.400	2x2
95	21.580	5x3
96	21.810	2x2
97	22.250	2x2
98	22.430	2x2
99	22.630	5x3
100	22.820	5x3
101	22.980	2x2
102	23.100	3x3
103	23.320	2x2
104	23.590	5x3
105	23.860	5x3
106	24.040	2x2
107	24.160	2x2
108	24.320	2x2
109	24.460	5x3
110	24.780	5x3
111	24.920	5x3
112	25.110	2x2
113	25.310	5x3

S.No.	Culvert location	Span/Opening (m)
114	25.570	5x3
115	25.770	5x3
116	26.000	3x3
117	26.250	5x3
118	26.510	2x2
119	26.750	2x2
120	27.200	5x3
121	27.380	2x2
122	27.540	2x2
123	27.680	5x3
124	29.690	5x3
125	29.960	3x3
126	30.200	5x3
127	30.440	2x2
128	30.690	5x3
129	30.970	5x3
130	31.150	2x2
131	31.310	3x3
132	31.510	2x2
133	31.650	2x2
134	31.860	5x3
135	32.060	5x3
136	32.530	2x2
137	32.770	5x3
138	33.060	5x3
139	33.230	2x2
140	33.510	5x3
141	34.040	2x2
142	34.240	2x2
143	34.390	3x3
144	34.730	3x3
145	34.910	2x2
146	35.090	2x2
147	35.300	2x2
148	35.480	5x3
149	35.790	2x2
150	36.010	3x3

S.No.	Culvert location	Span/Opening (m)
151	36.220	2x2
152	36.480	3x3
153	36.760	2x2
154	36.940	5x3
155	37.110	2x2
156	37.260	5x3
157	37.390	2x2
158	37.500	2x2
159	37.820	2x2
160	37.980	5x3
161	38.150	2x2
162	38.320	3x3
163	38.500	2x2
164	38.960	2x2
165	39.130	2x2
166	39.270	2x2
167	39.400	2x2
168	39.520	2x2
169	39.670	2x2
170	39.830	5x3
171	39.990	2x2
172	40.150	2x2
173	40.660	3x3
174	41.140	2x2
175	41.290	2x2
176	41.510	2x2
177	41.650	2x2
178	41.760	2x2
179	41.880	5x3
180	42.100	3x3
181	42.280	2x2
182	42.440	2x2
183	42.930	2x2
184	43.040	3x3
185	43.230	2x2
186	43.390	2x2
187	43.610	3x3

S.No.	Culvert location	Span/Opening (m)
188	43.860	2x2
189	44.160	3x3
190	44.340	2x2
191	44.510	5x3
192	44.710	3x3
193	44.890	2x2
194	45.230	3x3
195	45.390	5x3
196	45.510	2x2
197	45.630	5x3
198	45.810	2x2
199	45.910	2x2
200	46.060	2x2
201	46.160	3x3
202	46.400	2x2
203	46.650	3x3

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

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:**

Sl. No	Bridge Location (Km)	Salient details of existing bridge	Adequacy or otherwise of the existing waterway, vertical clearance, etc*	Remarks
NIL				

* Attach GAD

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

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

(b) Additional New bridges

(i) 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.	Design Chainage	Total length (m)	Total Width (m)
1	0+880	17(1x17)	9
2	1+300	17(1x17)	9
3	2+400	50(5x10)	9
4	3+015	20(1X20)	9
5	3+750	10(1X10)	9
6	5+670	20(1X20)	9
7	6+795	70(1 x 70)	9
8	9+125	190(1 x 30 + 1 x 70 + 3 x 30)	9
9	11+395	(30)1x30	9
10	12+145	(30)1x30	9
11	13+690	(100)(1 x 70 + 1 x 30)	9
12	22+050	(30)1x30	9
13	26+930	160(1 x 30 + 1 x 100 + 1 x 30)	9
14	32+220	150(5 x 30)	9
15	33+860	100(1 x 100)	9
16	37+640	1X10	9
17	38+670	1x30	9
18	40+370	80(1 x 30 + 1 x 50)	9
19	40+930	30(1x30)	9
20	42+680	150(5 x 30)	9
21	44+040	30(1x30)	9
22	45+090	120(1 x 70 + 1 x 30 + 1 x 20)	9

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

Sl. No	Location at Km	Remarks
NIL		

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

Sl. No.	Location at (km)	Remarks
NIL		

- (e) Drainage system for bridge decks

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

- (f) Structures in marine environment

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

(iv) Rail-road bridges

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

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

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

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 the Bridge (km)	Nature and extent of repairs / strengthening to be carried out
Nil		

(b) **ROB / RUB**

Sl. No.	Location of the Bridge (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 at Km	Remarks
1	3+240	VUP by cut and cover method
2	6+795	MJB
3	9+125	-do-
4	13+690	-do-
5	26+930	-do-
6	32+220	Viaduct
7	33+860	MJB
8	40+370	-do-
9	42+680	Viaduct
10	45+090	MJB

*GADs attached ,total width=9m

8 TRAFFIC CONTROL DEVICES AND ROAD SAFETY WORKS

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

9 ROADSIDE FURNITURE

- (i) Roadside furniture shall be provided in accordance with the provisions of the Manual.
- (ii) Full width Overhead traffic signs: 2 nos.

SI No.	Design Chainage
1	Km 0+000
2	Km 46+704

- (iii) Cantilever Overhead traffic signs: 4 nos.

Locations as per site requirement in consultation with the Authority's Engineer.

10 COMPULSORY AFFORESTATION

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

11 HAZARDOUS LOCATIONS

- a) **Breast walls-** Breast wall shall be provided at the following locations:

Sl. No.	Chainage		Side	Length, m	Height. m
	From	To			
1	0	0.13	LHS	130	2.5
2	0.13	0.18	LHS	50	-do-
3	0.26	0.64	LHS	380	-do-
4	0.95	1.27	LHS	320	-do-
5	1.36	1.5	BHS	280	-do-
6	1.6	2.1	LHS	500	-do-
7	3.56	3.7	LHS	140	-do-
8	3.85	4	LHS	150	-do-
9	4.3	5.25	LHS	950	-do-

10	5.47	5.66	LHS	190	-do-
11	5.75	6.2	LHS	450	-do-
12	6.45	6.76	LHS	310	-do-
13	6.83	7.05	LHS	220	-do-
14	7.22	7.37	LHS	150	-do-
15	7.65	8.45	LHS	800	-do-
16	8.54	8.67	LHS	130	-do-
17	8.82	9.03	LHS	210	-do-
18	9.22	9.58	LHS	360	-do-
19	9.58	9.75	LHS	170	-do-
20	9.75	9.92	LHS	170	-do-
21	10.17	10.47	LHS	300	-do-
22	10.85	11.15	LHS	300	-do-
23	11.15	11.3	LHS	150	-do-
24	11.45	11.6	LHS	150	-do-
25	11.9	12.1	BHS	400	-do-
26	12.2	12.47	LHS	270	-do-
27	12.65	13.15	LHS	500	-do-
28	13.15	13.4	LHS	250	-do-
29	13.4	13.64	LHS	240	-do-
30	13.74	13.83	LHS	90	-do-
31	13.83	14.05	LHS	220	-do-
32	14.05	14.2	LHS	150	-do-
33	14.2	14.33	LHS	130	-do-
34	14.33	15.2	LHS	870	-do-
35	15.2	15.7	LHS	500	-do-
36	15.7	16.22	LHS	520	-do-
37	16.22	16.75	LHS	530	-do-
38	16.75	17.12	LHS	370	-do-
39	17.12	17.7	LHS	580	-do-
40	17.7	18.07	LHS	370	-do-
41	18.07	20.82	LHS	2750	-do-
42	20.82	21.13	LHS	310	-do-
43	21.13	21.5	LHS	370	-do-

44	21.5	21.63	LHS	130	-do-
45	21.63	21.95	BHS	640	-do-
46	22.1	22.23	BHS	260	-do-
47	22.23	23.8	LHS	1570	-do-
48	23.8	23.98	LHS	180	-do-
49	23.98	24.42	LHS	440	-do-
50	24.42	24.5	LHS	80	-do-
51	24.5	24.73	LHS	230	-do-
52	24.73	25.15	LHS	420	-do-
53	25.15	25.52	LHS	370	-do-
54	25.52	25.82	LHS	300	-do-
55	25.82	26.2	LHS	380	-do-
56	26.33	26.85	LHS	520	-do-
57	27.01	27.15	LHS	140	-do-
58	27.23	27.62	LHS	390	-do-
59	29.65	30.65	LHS	1000	-do-
60	30.65	30.77	LHS	120	-do-
61	30.77	30.93	LHS	160	-do-
62	31.13	32.15	LHS	1015	-do-
63	32.3	32.68	LHS	385	-do-
64	32.8	33	LHS	200	-do-
65	33	33.15	LHS	150	-do-
66	33.15	33.48	LHS	330	-do-
67	33.67	33.81	LHS	140	-do-
68	33.91	34.37	LHS	460	-do-
69	34.37	34.45	LHS	80	-do-
70	34.45	35.4	LHS	950	-do-
71	35.4	35.56	LHS	160	-do-
72	35.56	37.22	LHS	1660	-do-
73	37.31	37.64	LHS	325	-do-
74	37.65	37.95	LHS	305	-do-
75	38.1	38.66	LHS	555	-do-
76	38.69	40.33	LHS	1645	-do-
77	40.41	40.62	LHS	210	-do-

78	40.62	40.7	LHS	80	-do-
79	40.7	40.92	LHS	215	-do-
80	40.95	42.61	LHS	1660	-do-
81	42.76	43.55	LHS	795	-do-
82	43.55	43.78	LHS	230	-do-
83	43.78	44.03	LHS	245	-do-
84	44.06	44.44	LHS	385	-do-
85	44.44	44.74	LHS	300	-do-
86	44.74	45.03	LHS	290	-do-
87	45.15	45.3	LHS	150	-do-
88	45.3	46.03	LHS	730	-do-
89	46.03	46.25	LHS	220	-do-
90	46.25	46.58	LHS	330	-do-
91	46.58	46.7	LHS	124	-do-
Total Length				38034	

b) **RCC Retaining wall:** RCC Retaining wall shall be provided at the following locations:

S. No.	Chainage		Side	Length (m)	Height (m)
	Form	To			
1	160	253	RHS	93	3
2	2960	3000	Both	80	3
3	7080	7140	RHS	60	4
4	8500	8640	RHS	140	5
5	9580	9740	RHS	160	3
6	9920	10160	RHS	240	5
7	10470	10840	RHS	370	5
8	11190	11220	RHS	30	3
9	11230	11260	RHS	30	4
10	11740	11790	RHS	50	4
11	11800	11890	RHS	90	3
12	12160	12180	Both	40	3
13	12490	12542	RHS	52	4
14	12542	12630	RHS	88	5
15	13180	13350	RHS	170	4
16	13740	13770	RHS	30	5
17	14100	14170	RHS	70	5
18	14370	14400	RHS	30	5
19	14590	14680	Both	180	7
20	14840	14930	RHS	90	5
21	15080	15147	RHS	67	5
22	15740	15970	Both	460	6
23	15970	16139	Both	338	7

24	16139	16200	Both	122	8
25	16800	16870	RHS	70	3
26	16960	17080	RHS	120	3
27	17740	17810	RHS	70	3
28	18000	18030	RHS	30	3
29	20860	20940	RHS	80	3
30	21560	21600	RHS	40	4
31	23830	23960	RHS	130	4
32	24440	24490	RHS	50	4
33	24920	24940	RHS	20	3
34	25540	25670	RHS	130	4
35	25760	25810	RHS	50	3
36	26220	26300	RHS	80	4
37	27180	27220	RHS	40	4
38	27650	27720	RHS	70	4
39	27890	28157	Both	533	6
40	28157	28260	Both	207	7
41	28270	28557	RHS	287	9
42	28260	28330	LHS	70	8
43	28557	28700	Both	285	8
44	28950	29060	RHS	110	9
45	28950	29060	LHS	110	6
46	30670	30750	RHS	80	4
47	30960	31080	RHS	120	4
48	32750	32790	RHS	40	4
49	33030	33120	RHS	90	5
50	33490	33650	RHS	160	3
51	34390	34430	RHS	40	5
52	35460	35530	RHS	70	4
53	37250	37290	RHS	40	3
54	37970	38050	RHS	80	4
55	40650	40690	RHS	40	4
56	44480	44540	RHS	60	5
57	45150	45190	RHS	40	3
58	45190	45260	Both	140	7
59	46060	46210	RHS	150	3
Total Length				6812	

*Parapet walls of length 6812 m shall be provided at Retaining wall locations.

- c) **Gabion wall:** Gabion wall shall be provided at the following locations:

S.No.	Chainage		Side	Length (m)	Height (m)
	Form	To			
1	130	160	RHS	30	3
2	253	260	RHS	7	3
3	2930	2960	BHS	60	3
4	7050	7080	RHS	30	3
5	7140	7150	RHS	10	3
6	8450	8500	RHS	50	3
7	8640	8670	RHS	30	3
8	9740	9750	RHS	10	3

9	10160	10170	RHS	10	3
10	10840	10850	RHS	10	3
11	11150	11190	RHS	40	3
12	11220	11230	RHS	10	3
13	12100	12130	BHS	60	3
14	12180	12200	BHS	40	3
15	12470	12490	RHS	20	3
16	12630	12650	RHS	20	3
17	13150	13180	RHS	30	3
18	13350	13400	RHS	50	3
19	13770	13830	RHS	60	3
20	14050	14100	RHS	50	3
21	14170	14200	RHS	30	3
22	14330	14370	RHS	40	3
23	15147	15200	RHS	53	3
24	15700	15740	RHS	40	3
25	16200	16220	RHS	20	3
26	16750	16800	RHS	50	3
27	16870	16960	RHS	90	3
28	17080	17120	RHS	40	3
29	17700	17740	RHS	40	3
30	18030	18070	RHS	40	3
31	20820	20860	RHS	40	3
32	21500	21560	RHS	60	3
33	21600	21630	RHS	30	3
34	23800	23830	RHS	30	3
35	23960	23980	RHS	20	3
36	24420	24440	RHS	20	3
37	24490	24500	RHS	10	3
38	25520	25540	RHS	20	3
39	25670	25760	RHS	90	3
40	25810	25820	RHS	10	3
41	26200	26220	RHS	20	3
42	26300	26330	RHS	30	3
43	27150	27180	RHS	30	3
44	27220	27230	RHS	10	3
45	27620	27650	RHS	30	3
46	27720	27730	RHS	10	3
47	30650	30670	RHS	20	3
48	30750	30770	RHS	20	3
49	30930	30960	RHS	30	3
50	31080	31122	RHS	42	3
51	32680	32750	RHS	70	3
52	32790	32800	RHS	10	3
53	33000	33030	RHS	30	3
54	33120	33150	RHS	30	3
55	33480	33490	RHS	10	3

56	33650	33670	RHS	20	3
57	34370	34390	RHS	20	3
58	34430	34450	RHS	20	3
59	35400	35460	RHS	60	3
60	35530	35560	RHS	30	3
61	37220	37250	RHS	30	3
62	37290	37310	RHS	20	3
63	37950	37970	RHS	20	3
64	40620	40650	RHS	30	3
65	40690	40700	RHS	10	3
66	44440	44480	RHS	40	3
67	46030	46060	RHS	30	3
68	46210	46250	RHS	40	3
Total length				2162	

12 SPECIAL REQUIREMENT FOR HILL ROADS

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

13 CHANGE OF SCOPE

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

14 Utility Shifting

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

Notes:

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

department shall be on the contractor/concessionaire.

b) The supervision charges at the rates/charges applicable of the utility owning department shall be paid directly by the Authority to the utility Owning department as and when contractor/concessionaire furnishes demand of utility Owning Department along with a copy of estimated cost given by later.

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

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

SCHEDULE - 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 plazas;
- b) Roadside furniture;
- c) Pedestrian facilities;
- d) Tree plantation;
- e) Truck lay-byes;
- f) Bus-bays and bus shelters;
- g) Rest areas; and
- h) Others to be specified

2. Description of Project Facilities

Each of the Project Facilities is described below:

a) Toll plaza

Sl. No	Existing Location (km)	Design Chainage (km)
NIL		

b) Roadside Furniture

The roadside furniture shall include the provision of:

i. Traffic Signs

Traffic signs include roadside signs, overhead signs and kerb-mounted signs along the entire Project Highway as per the manual of specifications.

ii. Pavement Markings

Pavement markings shall cover road marking as per the manual of specifications.

iii. LED Traffic Blinkers

LED Traffic Blinkers for the entire project highway at the locations as suggested in Manual.

iv. Parapet wall

The parapet wall shall be provided along the project highway of minimum length of 6812 m

v. Delineators

Delineators for the entire Project Highway at the locations as suggested in Manual.

vi. Hectometre / Kilometre stones

Hectometer / Kilometer Stones for the entire Project Highway at the locations as suggested in Manual.

vii. Solar studs

The Solar Studs shall be provided throughout the project highway in accordance with table 5.2 of IRC: 35 and clause 9.5 of IRC: SP:73. Color of road studs shall be provided as per clause 5.4 of IRC 35.

c) Tree Plantation

Landscaping & Tree Plantation shall be as per the Manual of Specifications & IRC Standards.

d) Truck Lay-byes

Sl. No.	Existing Location	Design Chainage (km)	Side	Remarks
Nil				

e) Bus-Shelters shall be provided at the following locations:

Sl. No.	Design Chainage (km)	Side	Remarks
1	3+800	BHS	02 nos
2	10+400	BHS	02 nos
3	44+600	RHS	01 no

f) Rest Areas

Sl. No	Design Chainage (km)	Side
Nil		

- g) **Providing min 300 mm dia NP4 pipes (double row) across the road at the following locations:**

Sl. No.	Design Chainage (km)	Length(m)
1	0+00	12.5
2	2+000	12.5
3	6+000	12.5
4	8+000	12.5
5	10+000	12.5
6	12+000	12.5
7	14+000	12.5
8	16+000	12.5
9	18+000	12.5
10	20+000	12.5
11	22+000	12.5
12	24+000	12.5
13	26+000	12.5
14	28+000	12.5
15	30+000	12.5
16	32+000	12.5
17	34+000	12.5
18	36+000	12.5
19	38+000	12.5
20	40+000	12.5
21	42+000	12.5
22	44+000	12.5
23	46+000	15.0
Total		290

- h) **Operation & Maintenance Centre**

Operation & Maintenance Centre shall be provided as per para 12.16 of IRC: SP: 73-2018

- i) **Others**

1. Lighting shall be provided at the following locations:

- a. Lighting shall be provided at Major Junctions & Lighting on Bridges shall be provided at approach to bridges, bus stops, and rest areas as per manual recommended in Schedule D.

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 Manual of Guidelines for Alignment survey and Geometric design of Hill roads – IRC: 52-2019 and Hill Road manual IRC: SP 48 - 1998 and IRC SP 73-2018 referred to as the Manual, and MORTH Specifications for Road and Bridge Works 5th Revision 2013 or latest version. Where the specification for a work is not given, Good Industry Practice shall be adopted to the satisfaction of the Authority's Engineer.

Annex - I
(Schedule-D)

Specifications and Standards for Construction

1. Specifications and Standards

All Materials, works and construction operations shall conform to the Guidelines for the Alignment Survey and Geometric Design of Hill Roads (IRC:52-2019) and Manual of Specifications and Standards for Intermediate Lane with hard Shoulder, referred to as the Manual or all other latest IRC Codes and Indian Road Congress (IRC) Codes and Standards and MORTH Specifications for Road and Bridge Works. Where the aforesaid Manuals, guidelines, codes, standards and specifications are silent on any aspect, Good Industry Practice shall be adopted to the satisfaction of the Authority's Engineer.

2 Deviations from the Specifications and Standards

- 2.1 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.
- 2.2 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:

Sl. No.	Item	Clause referred in Manual	Provision as per Manual	Modified Provision
1	Typical Cross section	IRC : SP : 73: 2018- 2.16	Typical Cross Sections	Typical Cross – Section shall be as specified at cl. 2(xi) of schedule B
2	Width of structures	IRC SP 73 2018 – 7.3	Width of structures	Width of structures shall be as specified in Annexure-I of Schedule B

Schedule - E

(See Clauses 2.1 and 14.2)

Maintenance Requirements

1. Maintenance Requirements

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

[Specify all the relevant documents]

2. Repair/rectification of Defects and deficiencies

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

3. Other Defects and deficiencies

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

4. Extension of time limit

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

5. Emergency repairs/restoration

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

6. Daily inspection by the Contractor

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

7. Pre-monsoon inspection/Post-monsoon inspection

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

8. Repairs on account of natural calamities

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

Annex – I

(Schedule-E)

Repair/rectification of Defects and deficiencies

The Contractor shall repair and rectify the Defects and deficiencies specified in this Annex-I of Schedule-E within the time limit set forth in the table 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					
Flexible Pavement (Pavement of MCW, Service Road, approache	Potholes	Nil	< 0.1 % of area and subject to limit of 10 mm in depth	Daily	Length Measuremen t Unit like Scale, Tape, odometer etc.	IRC 82: 2015 and Distress Identification Manual for Long Term Pavement Performance Program, FHWA 2003 (http://www.tfhrcc.com/pavement/ltp/reports/03031/)	24-48 hours	MORT&H Specificatio n 3004.2

Asset Types of Grade structure, approache s of connecting roads, slip roads, lay byes etc. as applicable)	Perform ance Paramet er	Level of Service (LOS)		Freque ncy of Inspect ion	Tools/Equip ment	Standards and References for Inspection and Data Analysis	Time limit for Rectification/ Repair	Maintena nce Specificati ons
		Desirable	Accepta ble					
	Cracking	Nil	< 5 % subject to limit of 0.5 sqm for any 50 m length	Daily			7-15 days	MORT&H Specificatio n 3004.3
	Rutting	Nil	< 5 mm	Daily	Straight Edge		15 -30 days	MORT&H Specificatio n 3004.2
	Corrugatio ns 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	Nil	< 1 % of area	Daily	Scale, Tape, odometer etc.		3-7 days	MORT&H Specification 3004.4
	Ravelling / Stripping	Nil	< 1 % of area	Daily			7-15 days	IRC:82-2015 read with IRC SP 81
	Edge Deformation/ Breaking	Nil	< 1 m for any 100 m section and width < 0.1 m at any location, restricte	Daily			7- 15 days	IRC:82-2015

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

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

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

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

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

In addition to the above performance criterion, the contractor shall strictly maintain the rigid pavements as per requirements in the following table Table -2:

Maintenance Criteria for Rigid Pavements:

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

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

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

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

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

S.No.	Type of Distress	Measured Parameter	Degree of Severity	Assessment Rating	Repair Action	
					For the case $d < D/2$	For the case $d > D/2$
				into more than 4 pieces		
5	Corner Break	w = width of crack L = length of crack	0	Nil, not discernible	No Action	-
			1	w < 0.5 mm; only 1 corner broken	Seal with low viscosity epoxy to	Seal with epoxy seal with epoxy Within 7days
			2	w < 1.5 mm; L < 0.6 m, only one corner broken	secure broken parts Within 7 days	
			3	w < 1.5 mm; L < 0.6 m, two corners broken	Partial Depth (Refer Figure 8.3 of IRC:SP: 83-2008) Within 15 days	Full depth repair
			4	w > 1.5 mm; L > 0.6 m or three corners broken		
			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
6	Punch out (Applicable to Continuous Reinforced Concrete Pavement (CRCP) only)	w = width of crack L = length(m/m ²)	0	Nil, not discernible		No Action
			1	$w < 0.5 \text{ mm}; L < 3 \text{ m/m}^2$	Not Applicable, as it may be full depth	Seal with low viscosity epoxy to secure broken parts.
			2	either $w > 0.5 \text{ mm}$ or $L < 3 \text{ m/m}^2$		Within 15days
			3	$w > 1.5 \text{ mm}$ and $L < 3 \text{ m/m}^2$		Full depth repair - Cut out and replace damaged area taking care not to damage reinforcement. Within 30days
			4	$w > 3 \text{ mm}$, $L < 3 \text{ m/m}^2$ and deformation		
			5	$w > 3 \text{ mm}$, $L > 3 \text{ m/m}^2$ 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						
7	Ravelling Honeycomb surface	r = area damaged or surface/total surface of slab (%) h = maximum depth of damage	0	Nil, not discernible	No action.	Not Applicable
			1	$r < 2 \%$	Local repair of areas damaged	
			2	$r = 2 - 10 \%$	and liable to be damaged. Within 15 days	
			3	$r = 10-25\%$	Bonded Inlay, 2 or 3 slabs if	
			4	$r = 25 - 50 \%$	affecting.	

S.No.	Type of Distress	Measured Parameter	Degree of Severity	Assessment Rating	Repair Action	
					For the case $d < D/2$	For the case $d > D/2$
					Within 30 days	
			5	$r > 50\%$ and $h > 25 \text{ mm}$	Reconstruct slabs, 4 or more slabs if affecting. Within 30 days	
8	Scaling	$r = \frac{\text{damaged surface}}{\text{total surface of slab}} (\%)$ $h = \text{maximum depth of damage}$	0	Nil, not discernible	Short Term No action.	Long Term
			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	
9	Polished Surface/Glazing	t = texture depth, sand patchtest	0		No action.	Not Applicable
			1	$t > 1 \text{ mm}$		
			2 '	$t = 1 - 0.6 \text{ mm}$	Monitor rate of deterioration	
			3	$t = 0.6 - 0.3 \text{ mm}$		
			4	$t = 0.3 - 0.1 \text{ mm}$		

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

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

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

				and trapping incompressible material.		
12	Spalling of Joints	w = width on either side of the joint L = length of spalled portion (as % joint length)	0	Nil, not discernible	No action.	Not Applicable
			1	w < 10 mm	Apply low viscosity epoxy resin/ mortar in cracked portion.	
			2	w = 10 - 20 mm, L < 25%	Within 7 days	
			3	w = 20 - 40 mm, L > 25%	Partial Depth Repair. Within 15 days	
			4	w = 40 - 80 mm, L > 25%	30 - 50 mm deep, h = w + 20% of w, within 30 days	
			5	w > 80 mm, and L > 25%	50 - 100 mm deep repair. H = w + 20% of w. Within 30 days	
13	Faulting (orStepping)	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 sub grade and sub-base by grouting and raising sunken slab	
14	Blowup or Buckling	h = vertical displacement from normal profile	0	Nil, not discernible	Short Term	Long Term
					No Action	
			1	$h < 6 \text{ mm}$		
			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	
15	Depression	h = negative vertical displacement from normal profile L=length	0	Not discernible, h < 5 mm	No action.	Not Applicable
			1	h = 5 - 15 mm		
			2	h = 15-30 mm, Nos<20% joints	Install Signs to Warn Traffic within 7 days	
			3	h = 30 - 50 mm		
			4	h > 50 mm or >20% joints	Strengthen subgrade. Reinstate pavement at normal level	

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

		displacement from normal profile	1	$h = 4 - 7 \text{ mm}$	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
18	Lane Shoulder Dropoff	to f = difference of level	0	Nil, not discernible $< 3\text{mm}$	Short Term	Long Term
					No action.	
			1	$f = 3 - 10 \text{ mm}$	Spot repair of shoulder within 7 days	
			2	$f = 10 - 25 \text{ mm}$		
			3	$f = 25 - 50 \text{ mm}$	Fill up shoulder	

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

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

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

Asset Type	Performance Parameter	Level of Service (LOS)			Frequency of Measurement	Testing Method	Recommended Remedial measures	Time limit for Rectification	Specifications and Standards
Highway	Availability of Safe Sight Distance	As per IRC SP :73-2018, 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 theearliest 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 :73-2018
		Design Speed, km ph	Desirable Minimum Sight Distance(m)	Safe Stoppin g Sight Distance (m)					
		100	360	180					
		80	240	120					
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 2months	IRC:35-2015

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

Asset Type	Performance Parameter	Level of Service (LOS)	Frequency of Measurement	Testing Method	Recommended Remedial measures	Time limit for Rectification	Specifications and Standards
		Initial 7 days Retro reflectivity: 100 mcd/m ² /lux Minimum Threshold Level: 50 mcd/m ² /lux					
	Skid Resistance	Initial and Minimum performance for SkidResistance: Initial (7days): 55BPN Min. Threshold: 44BPN *Note: shall be considered under urban/city traffic condition encompassing the locations like pedestrian crossings, bus bay, bus stop, cycle track intersection delineation, transverse bar markings etc	Bi-Annually	As per Annexure-G of IRC:35-2015		Within 24 hours	IRC:35-2015
Road Signs	Shape Position and	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 sign board	48 hours in case of Mandatory	IRC:67-2012

Asset Type	Performance Parameter	Level of Service (LOS)	Frequency of Measurement	Testing Method	Recommended Remedial measures	Time limit for Rectification	Specifications and Standards
				signboard using Retro Reflectivity Measuring Device. In accordance with ASTM D 4956-09.		Signs, Cautionary and Informatory Signs (Single and Dual postsigns) 1 Month in case of Gantry/Cantilever Sign boards	
Kerb	Kerb Height	As per IRC 86:1983 depending upon type of Kerb	Bi-Annually	Use of distance measuring tape	Raising Kerb Height	Within 1 Month	RC 86:1983
	Kerb Painting	Functionality: Functioning of Kerb painting as intended	Daily	Visual with video/image backup	Kerb Repainting	Within 7-days	RC 35:2015
Other Road Furniture	Reflective Pavement Markers (Road Studs)	Numbers and Functionality as per specifications in IRC:SP:73-2018 and IRC:35-2015, unless specified in Schedule-B.	Daily	Counting	New Installation	Within 2 months	IRC SP :73-2018,IRC:35-2015
	Pedestrian Guardrail	Functionality: Functioning of guardrail asintended	Daily	Visual with video/image backup	Rectification	Within 15 days	IRC SP :73-2018
	Traffic Safety Barriers	Functionality: Functioning of Safety Barriers as intended	Daily	Visual with video/image backup	Rectification	Within 7 days	IRC SP :73-2018, IRC:119-2015
	End Treatment of	Functionality: Functioning of End Treatment as intended	Daily	Visual with video/image	Rectification	Within 7 days	IRC SP :73-2018,

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-73: 2018, 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 :73-2018
Highway Lighting System	Highway Lights	Illumination: Minimum 40 Lux illumination on the road surface	Daily	The illumination level shall be measured with luxmeter	Improvement in Lighting System	24 hours	IRC SP :73-2018
		No major failure in the lighting system	Daily	-	Rectification of failure	24 hours	IRC SP :73-2018
		No minor failure in the lighting system	Monthly	-	Rectification of failure	8 hours	IRC SP :73-2018
	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 :73-2018
		No major/minor failure in the lighting system	Daily	-	Rectification of failure	8 hours	IRC SP :73-2018

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 :73-2018
	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 :73-2018
	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 73-2018
Rest Areas	Cleaning of toilets	-	Daily	-	-	Every 4 hours	
	Defects in electrical, water and sanitary installations	-	Daily	-	Rectification	24 hours	

Asset Type	Performance Parameter	Level of Service (LOS)	Frequency of Measurement	Testing Method	Recommended Remedial measures	Time limit for Rectification	Specifications and Standards
Other Project Facilities and Approach roads	Damage or deterioration in Approach Roads, pedestrian facilities, truck lay-bys, bus-bays, bus-shelters, cattle crossings, Traffic Aid Posts, Medical Aid Posts and other works		Daily	-	Rectification	15 days	IRC:SP 73-2018

Asset Type	Performance Parameter	Level of Service (LOS)	Frequency of Measurement	Testing Method	Recommended Remedial measures	Time limit for Rectification	Specifications and Standards
Pipe/box/slab culverts	Free waterway/ un obstructed flow section	85% of culvert normal flow area to available.	2 times in a year (before and after rainy season)	Inspection by Bridge Engineer as per IRC SP: 35-1990 and recording of depth of silting and area of vegetation.	Cleaning silt up soils and debris in culvert barrel after rainy season, removal of bushes and vegetation, U/s of barrel, under barrel and D/s of barrel before rainy season.	15 days before onset of monsoon and within 30 days after end of rainy season.	IRC 5-2015, IRC SP:40-1993 and IRC SP:13-2004
	Leak-proof expansion joints if any	No leakage through expansion joints	Bi-Annually	Physical inspection of expansion joints as per IRC SP: 35- 1990 if any, for leakage strains on walls at joints.	Fixing with sealant suitably	30 days or before onset of rains whichever comes earlier	IRC SP:40-1993 and IRC SP:69-2011
	Structurally sound	Spalling of concrete not more than 0.25 sqm	Bi-Annually	Detailed inspection of all components of culvert as per IRC SP:35-1990 and recording the defects	Repairs to spalling, cracking, delamination, rusting shall be followed as per IRC:SP:40-1993.	15 days	IRC SP 40-1993 and MORTH Specifications clause 2800
		Delamination of concrete not more than 0.25 sq.m.					
		Cracks wider than 0.3 mm not more than 1m aggregate length					

	Protection works in good condition	Damaged of rough stone apron or bank revetment not more than 3 sqm, damage to solid apron (concrete apron) not more than 1 sqm	2 times in a year (before and after rainy season)	Condition survey as per IRC SP:35-1990	Repairs to damaged aprons and pitching	30 days after defect observation or 2 weeks before onset of rainy season whichever is earlier.	IRC: SP 40-1993 and IRC:SP:13-2004.
Bridges including ROB's Flyover etc. as applicable	Riding quality or user comfort	No pothole in wearing coat on bridge deck	Daily	Visual inspection as per IRC SP:35-1990	Repairs to BC or wearing coat	15 days	MORT&H Specification 2811
Bridge -Super Structure	Bumps	No bump at expansion joint	Daily	Visual inspection as per IRC SP:35- 1990	Repairs to BC on either side of expansion joints, profile correction course on approach slab in case of settlement to approach embankment	15 days	MORT&H Specification 3004.2 & 2811.
	User safety (condition of crash barrier and guard rail)	No damaged or missing stretch of crash barrier or pedestrian hand railing	Daily	Visual inspection and detailed condition survey as per IRC SP: 35-1990.	Repairs and replacement of safety barriers as the case may be	3days	IRC: 5-1998, IRC SP: 73-2018 and IRC SP: 40-1993.

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

	live loads		than 40 m				
	Vibrations in bridge deck due to moving trucks	Frequency of vibrations shall not be more than 5 Hz	Once in every 5 years for spans more than 30m and every 10 years for spans between 15 to 30 m	Laser displacement sensors or laser vibrometers	Strengthening of super structure	4 months	AASHTO LRFD specifications
	Leakage in Expansion joints	No damage to elastomeric sealant compound in strip seal expansion joint, no leakage of rain water through expansion joint in case of buried and asphalt plug and copper strip joint.	Bi-Annually	Detailed condition survey as per IRC SP:35-1990 using Mobile Bridge Inspection Unit	Replace of seal in expansion joint	15 days	MORTH specifications 2600 and IRC SP: 40-1993.
	Debris and dust in strip seal	No dust or debris in expansion joint	Monthly	Detailed condition survey as per IRC SP:35-1990 using	Cleaning of expansion joint gaps thoroughly	3 days	MORTH 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 drainages pout if any leakages observed.	3 days	MORTH specification 2700.
Bridge-substructure	Cracks/spalling of concrete/rusted steel	No cracks, spalling of concrete and rusted steel	Bi-Annually	Detailed condition survey as per IRC SP: 35-1990 using Mobile Bridge Inspection Unit	All the corroded reinforcement shall need to be thoroughly cleaned from rusting and applied with anti-corrosive coating before carrying out repairs to substructure by grouting/guniting and micro concreting depending on type of defect noticed	30 days	IRC SP: 40-1993 and MORTH specification 2800.

	Bearings	Delamination of bearing reinforcement not more than 5%, cracking or tearing of rubber not more than 2 locations per side, no rupture of reinforcement or rubber	Bi-Annually	Detailed condition survey as per IRC SP: 35-1990 using Mobile Bridge Inspection Unit	In case of failure of even one bearing on any pier/abutment, all the bearings on that pier/abutment shall be replaced, in order to get uniform load transfer on to bearings.	3 months	MORTH specification 2810 and IRC SP: 40-199.
Bridge Foundations	Scouring around foundations	Scouring shall not be lower than maximum scour level for the bridge	Bi-Annually	Condition survey and visual inspection as per IRC SP:35-1990 using Mobile Bridge Inspection Unit. In case of doubt, use Underwater camera for inspection of deep wells in major Rivers.	Suitable protection works around pier/abutment	1 month	IRC SP: 40-1993, IRC 83-2014, MORTH specification 2500
	Protection works in good condition	Damaged of rough stone apron or bank revetment not more than 3	2 times in a year (before and after rainy season)	Condition survey as per IRC SP:35-1990	Repairs to damaged aprons and pitching.	30 days after defect observation or 2	IRC: SP 40-1993 and IRC:SP:13-2004.

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

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

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

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

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

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

Schedule - F

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

Schedule – G

(See Clauses 7.1 and 19.2)

Annex-I

(See Clause 7.1)

Form of Bank Guarantee

[Performance Security/Additional Performance Security]

The Managing Director,
National Highways & Infrastructural Development Corporation Ltd.
PTI Building, 3rd Floor,
4, Parliament Street
New Delhi - 110001
WHEREAS:

- (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 “**Construction of Intermediate Lane Road with hard Shoulder from design Km 0.000 to Km 46.704(Total length:46.704 Km) of Zido –Singha section on NH-913 (Frontier Highway) in the State of Arunachal Pradesh on EPC Mode**” 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 MaintenancePeriod}(asdefinedintheAgreement)inasumofRs.....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 Limited], that the Contractor has committed default in the due and faithful performance of all or any of its obligations under and in accordance with the Agreement shall be conclusive, final and binding on the Bank. The Bank further agrees that the Authority shall be the sole judge as to whether the Contractor is in default in due and faithful performance of its obligations during and under the Agreement and its decision that the Contractor is in default shall be final and binding on the Bank, notwithstanding any differences between the Authority and the Contractor, or any dispute between them pending before any court, tribunal, arbitrators or any other authority or body, or by the discharge of the Contractor for any reason whatsoever.

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

the Bank shall be relieved from its liabilities hereunder.

8. The Guarantee shall cease to be in force and effect on ****\$. Unless a demand or claim under this Guarantee is made in writing before expiry of the Guarantee, the Bank shall be discharged from its liabilities hereunder.
9. The Bank undertakes not to revoke this Guarantee during its currency, except with the previous express consent of the Authority in writing, and declares and warrants that it has the power to issue this Guarantee and the undersigned has full powers to do so on behalf of the Bank.
10. Any notice by way of request, demand or otherwise hereunder may be sent by post addressed to the Bank at its above referred branch, which shall be deemed to have been duly authorized to receive such notice and to effect payment thereof forthwith, and if sent by post it shall be deemed to have been given at the time when it ought to have been delivered in due course of post and in proving such notice, when given by post, it shall be sufficient to prove that the envelope containing the notice was posted and a certificate signed by an officer of the Authority that the envelope was so posted shall be conclusive.
11. This Guarantee shall come into force with immediate effect and shall remain in force and effect for up to the date specified in paragraph 8 above or until it is released earlier by the Authority pursuant to the provisions of the Agreement.
12. This Guarantee is subject to the Uniform Rules for Demand Guarantees (URDG) 2010 Revision, ICC Publication No. 758, except that the supporting statement under Article 15(a) is hereby excluded.
13. This guarantee shall also be operatable at our Branch at New Delhi, from whom confirmation regarding the issue of this guarantee or extension / renewal thereof shall be made available on demand. In the contingency of this guarantee being invoked and payment thereunder claimed, the said branch shall accept such invocation letter and make payment of amounts so demanded under the said invocation.
14. The guarantor/bank hereby confirms that it is on the SFMS (Structural Finance Messaging System) platform & shall invariably send an advice of this Bank Guarantee to the designated bank of NHIDCL, details of which is as under:

(Insert date at least 2 (two) years from the date of issuance of this Guarantee (in accordance with Clause 2.21 of the RFP). The Contractors can submit the BG for periods of two years at one time and keep on renewing the same till the DLP is over if they have problems in getting the BG in one go for the entire DLP.)

S.No.	Particulars	Details
1	Name of Beneficiary	National Highways & Infrastructure Development Corporation Limited
2	Beneficiary Bank Account No.	90621010002659
3	Beneficiary Bank Branch	CNRB0019062

4	Beneficiary Bank Branch Name	Transport Bhawan, New Delhi
5	Beneficiary Bank Address	Canara Bank (erstwhile Syndicate Bank) transport Bhawan, 1st Parliament Street, New Delhi-110001

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

SIGNED, SEALED AND DELIVERED

For and on behalf of the Bank by:

(Signature)

(Name)

(Designation)

(Code Number)

(Address)

NOTES:

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

Annex – II

(Schedule - G)

(See Clause 19.2)

Form for Guarantee for Advance Payment

The Managing Director,
National Highways & Infrastructural Development Corporation Ltd.
PTI Building, 3rd Floor,
4, Parliament Street
New Delhi – 110001

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 “**Construction of Intermediate Lane Road with hard Shoulder from design Km 0.000 to Km 46.704 (Total length: 46.704 km) of Zido – Singha section on NH-913 (Frontier Highway) in the State of Arunachal Pradesh on EPC Mode**”, 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 percent) 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 installment of the Advance Payment under and in accordance with the Agreement, and agrees and undertakes to pay to then Authority, upon its mere first written demand, and without any demur, reservation, recourse, contest or protest, and without any reference to the Contractor, such sum or sums up to an aggregate sum of the Guarantee Amount as the Authority shall claim, without the Authority being required to prove or to show grounds or reasons for its demand and/or for the sum specified therein.

A letter from the Authority, under the hand of an officer not below the rank of [General Manager in the National Highways Authority of India], that the Contractor has committed default in the due and faithful performance of all or any of its obligations for the repayment of the instalment of the Advance Payment under and in accordance with the Agreement shall be conclusive, final and binding on the Bank. The Bank further agrees that the Authority shall be the sole judge as to whether the Contractor is in default in due and faithful performance of its obligations during and under the Agreement and its decision that the Contractor is in default shall be final and binding on the Bank, notwithstanding any differences between the Authority and the Contractor, or any dispute between them pending before any court, tribunal, arbitrators or any other authority or body, or by the discharge of the Contractor for any reason whatsoever.

2. In order to give effect to this Guarantee, the Authority shall be entitled to act as if the Bank were the principal debtor and any change in the constitution of the Contractor and/or the Bank, whether by their absorption with any other body or corporation or otherwise, shall not in any way or manner affect the liability or obligation of the Bank under this Guarantee.
3. It shall not be necessary, and the Bank hereby waives any necessity, for the Authority to proceed against the Contractor before presenting to the Bank its demand under this Guarantee.
4. The Authority shall have the liberty, without affecting in any manner the liability of the Bank under this Guarantee, to vary at any time, the terms and conditions of the Advance Payment or to extend the time or period of its repayment or to postpone for any time, and from time to time, any of the rights and powers exercisable by the Authority against the Contractor, and either to enforce or forbear from enforcing any of the terms and conditions contained in the Agreement and/or the securities available to the Authority, and the Bank shall not be released from its liability and obligation under these presents by any exercise by the Authority of the liberty with reference to the matters aforesaid or by reason of time being given to the Contractor or any other forbearance, indulgence, act or omission on the part of the Authority or of any other matter or thing whatsoever which under any law relating to sureties and guarantors would but for this provision have the effect of releasing the Bank from its liability and obligation under this

Guarantee and the Bank hereby waives all of its rights under any such law.

5. This Guarantee is in addition to and not in substitution of any other guarantee or security now or which may hereafter be held by the Authority in respect of or relating to the Advance Payment.
6. Notwithstanding anything contained hereinbefore, the liability of the Bank under this Guarantee is restricted to the Guarantee Amount and this Guarantee will remain in force for the period specified in paragraph 8 below and unless a demand or claim in writing is made by the Authority on the Bank under this Guarantee all rights of the Authority under this Guarantee shall be forfeited and the Bank shall be relieved from its liabilities hereunder.
7. The Guarantee shall cease to be in force and effect on ****. Unless a demand or claim under this Guarantee is made in writing on or before the aforesaid date, the Bank shall be discharged from its liabilities hereunder.
8. The Bank undertakes not to revoke this Guarantee during its currency, except with the previous express consent of the Authority in writing, and declares and warrants that it has the power to issue this Guarantee and the undersigned has full powers to do so on behalf of the Bank.
9. Any notice by way of request, demand or otherwise hereunder may be sent by post addressed to the Bank at its above referred branch, which shall be deemed to have been duly authorised to receive such notice and to effect payment thereof forthwith, and if sent by post it shall be deemed to have been given at the time when it ought to have been delivered in due course of post and in proving such notice, when given by post, it shall be sufficient to prove that the envelope containing the notice was posted and a certificate signed by an officer of the Authority that the envelope was so posted shall be conclusive.
10. This Guarantee shall come into force with immediate effect and shall remain in force and effect up to the date specified in paragraph 8 above or until it is released earlier by the Authority pursuant to the provisions of the Agreement.
11. This Guarantee is subject to the Uniform Rules for Demand Guarantees (URDG) 2010 Revision, ICC Publication No. 758, except that the supporting statement under Article 15(a) is hereby excluded.
12. This guarantee shall also be operatable at our..... Branch at New Delhi, from whom, confirmation regarding the issue of this guarantee or extension / renewal thereof shall be made available on demand. In the contingency of this guarantee being invoked and payment thereunder claimed, the said branch shall accept such invocation letter and make payment of amounts so demanded under the said invocation
13. The guarantor/bank hereby confirms that it is on the SFMS (Structural Finance Messaging System) platform & shall invariably send an advice of this Bank Guarantee to the designated bank of NHIDCL, details of which is as under:

S.No.	Particulars	Details
1	Name of Beneficiary	National Highways & Infrastructure Development Corporation Limited
2	Beneficiary Bank Account No.	90621010002659
3	Beneficiary Bank Branch	CNRB0019062
4	Beneficiary Bank Branch Name	Transport Bhawan, New Delhi
5	Beneficiary Bank Address	Canara Bank (erstwhile Syndicate Bank) transport Bhawan, 1st Parliament Street, New Delhi-110001

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

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

(Name)

(Designation)

(Code Number)

(Address)

NOTES:

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

[§] 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).

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 (1)	Weightage in percentage to the Contract price (2)	Stage for payment (3)	Percentage weightage (4)
Road works including culverts, widening and repair of culverts.	41.73%	A- Widening and strengthening of existing road	
		(1) Earthwork up to top of the sub- grade	0.00%
		(2) Sub-Base Course	0.00%
		(3) Non Bituminous Base course	0.00%
		(4) Bituminous Base course	0.00%
		(5) Wearing Coat	0.00%
		(6) Widening and repair of culverts	0.00%
		B.1- Reconstruction/New intermediate lane realignment/bypass(Flexible Pavement)	
		(1) Earthwork up to top of the sub- grade	42.31%
		(2) Sub-base Course	6.26%
		(3) Non Bituminous Base Course	5.72%
		(4) Bituminous Base Course	9.93%
		(5) Mixed Seal Surfacing (MSS)	3.68%
		B.2-Reconstruction/New Intermediate Lane Realignment/Bypass (Rigid Pavement)	
		(1) Earthwork up to top of the sub- grade	0.00%
		(2) Sub Base Course	0.00%
		(3) Dry Lean Concrete (DLC) Course	0.00%

Item (1)	Weightage in percentage to the Contract price (2)	Stage for payment (3)	Percentage weightage (4)
		(4) Pavement Quality Control (PQC) Course	0.00%
		C.1-Reconstruction/ New Service Road (Flexible Pavement)	
		(1) Earthwork up to top of the sub-grade	0.00%
		(2) Sub Base Course	0.00%
		(3) Non Bituminous Base course	0.00%
		(4) Bituminous Base course	0.00%
		(5) Wearing Coat	0.00%
		C.2- Reconstruction/New Service Road (Rigid Pavement)	
		(1) Earthwork up to top of the sub-grade	0.00%
		(2) Sub Base Course	0.00%
		(3) Dry Lean Concrete (DLC) Course	0.00%
		(4) Pavement Quality Control (PQC) Course	0.00%
		D- Reconstruction and New Culverts on Existing Road, realignments, Bypasses.	0.00%
		Culverts (length <6m)	32.10%
		A.1-Widening and Repair of Minor bridges (length >6 m and<60m).	
		Minor Bridges	0.00%
		A.2- New/Reconstruction Minor Bridges (Length>6m and<60 m)	
		(1) Foundation + Sub Structure: On completion of the foundation work including foundations for wing and return walls, abutments, piers upto the abutment/pier cap.	27.62%
		(2) Super Structure :- On completion of the super structure in all respects including wearing coat, expansion joints, hand rails, crash barriers, road signs & markings, tests on completion in all respect.	35.08%

Item (1)	Weightage in percentage to the Contract price (2)	Stage for payment (3)	Percentage weightage (4)
Minor Bridges/Underpasses/ Overpasses	7.14%	(3) Approaches : On completion of approaches including retaining walls, stone pitching, protection works complete in all respect, tests on completion in all respect and fit for use.	5.62%
		(4) Guide bunds and River Training Works. On Completion of Guide Bunds and River Training Works complete in all respect.	1.40%
		B.1- Widening and Repair of underpasses/overpasses	
		Underpasses/ Overpasses	0.00%
		B.2-New underpasses/overpasses	
		(1) Foundation+Sub structure : On completion of the foundation work including foundations for wing and return walls, abutments, piers upto the abutment/pier cap	14.37%
		(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.	15.91%
Major Bridge (Length > 60m) works and ROB/RUB/Elevated	16.11%	(3). Approaches : On completion of Retaining / Reinforced earth walls, RE/Embankment earth filling ,stone pitching, protection works, completion in all respect and fit for use.	-
		A.1- Widening and repairs of Major Bridges	
		(1) Foundation	0.00%
		(2) Sub-structure	0.00%

Item (1)	Weightage in percentage to the Contract price (2)	Stage for payment (3)	Percentage weightage (4)
sections/flyovers including viaducts if any.		(3) Super-structure (including bearings)	0.00%
		(4) Wearing Coat including expansion joints	0.00%
		(5) Miscellaneous Items like hand rails, crash barriers, road markings etc.	0.00%
		(6) Wing walls/return walls	0.00%
		(7) Guide Bunds, River Training works etc.	0.00%
		(8) Approaches(including Retaining walls, stone pitching and protection works)	0.00%
		A2.- New Major Bridges	
		(1) Foundation: On Completion of the Foundation work Including Foundation for return walls, abutments, piers.	24.34%
		(2) Sub-structure: On completion of abutments, piers upto the abutment/ pier cap	7.85%
		(3) Super-structure: On completion of the super-structure in all respects including Girder, Deck slab, bearings.	51.75%
		(4) Wearing Coat including expansion joints	2.07%
		(5) Miscellaneous Items like hand rails, crash barriers, road marking etc.)	2.74%
		(6) Wing wall / Return Wall upto top	-
		(7) Guide Bunds, river Training Works etc.	-
		(8) Approaches (including Retaining walls, Stone Pitching and Protection Work).	11.25%
		B.1-Widening and repair of	
		(a) ROB	
		(b) RUB	
		(1) Foundation	0.00%
		(2) Sub-Structure	0.00%
		(3) Super-structure (including bearings)	0.00%

Item (1)	Weightage in percentage to the Contract price (2)	Stage for payment (3)	Percentage weightage (4)
		(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	0.00%
		(5) Miscellaneous Items like hand rails, crash barriers, road markings etc.	0.00%
		(6) Wing walls/return walls	0.00%
		(7) Approaches (including Retaining walls, stone pitching and protection works)	0.00%
		B.2-New ROB/RUB (a) ROB (b) RUB	
		(1) Foundation	0.00%
		(2) Sub-Structure	0.00%
		(3) Super-structure (including bearings)	0.00%
		(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	0.00%
		(5) Miscellaneous Items like hand rails, crash barriers, road markings etc.	0.00%
		(6) Wing walls/return walls	0.00%
		(7) Approaches (including Retaining walls/ Reinforced Earth wall, stone pitching and protection works)	0.00%
		C.1- Widening and repair of Elevated Section/Flyovers/Grade Separators	
		(1) Foundation	0.00%
		(2) Sub-structure	0.00%
		(3) Super-structure (including bearings)	0.00%
		(4) Wearing Coat including expansion joints	0.00%

Item (1)	Weightage in percentage to the Contract price (2)	Stage for payment (3)	Percentage weightage (4)
		(5) Miscellaneous Items like handrails, crash barriers, road markings etc.	0.00%
		(6) Wing walls/return walls	0.00%
		(7) Approaches (including Retaining walls/ Reinforced Earth wall, stone pitching and protection works)	0.00%
		C.2- New Elevated Section/Flyovers/Grade Separators	
		(1) Foundation	0.00%
		(2) Sub-structure	0.00%
		(3) Super-structure (including bearings)	0.00%
		(4) Wearing Coat including expansion joints	0.00%
		(5) Miscellaneous Items like handrails, crash barriers, road markings etc.	0.00%
		(6) Wing walls/return walls	0.00%
		(7) Approaches (including Retaining walls/ Reinforced Earth wall, stone pitching and protection works)	0.00%
Other Works	33.06%	(i) Toll Plaza	0.00%
		(ii) Road side drains	
		Catch pit drain	9.93%
		RCC Drain	-
		(iii) Road signs, Road markings, Km Stone, safety Devices, RCC Crash Barrier, W Metal Beam Crash Barrier, Kerb	1.34%
		(iv) Project facilities	
		a) Bus Bays & Bus Shelters	0.03%
		(v) Other (to be specified)	
		a) Lightning	0.04%
		b) Junction	0.22%
		c) Protection Work like Parapet wall etc	1.00%
		d) Site clearance and Dismantling	0.28%
		e) NP4 pipe	0.01%

Item (1)	Weightage in percentage to the Contract price (2)	Stage for payment (3)	Percentage weightage (4)
		f) Gabion Wall	3.04%
		g) Retaining Wall	50.93%
		h) Breast Wall	33.18%
Electrical utilities and Public Health Utilities (Water pipe lines and Sewage lines)	1.96%	(i) EHT line	100%
		(ii) EHT Crossings	
		(iii) HT/LT line	
		(iv) HT/LT crossings	
		(v) Water Pipeline	
		(vi) Water Pipeline crossing	
		(vii) Sewage lines	
		(viii) Sewage lines crossing	

1.3 Procedure of estimating the value of work done

1.3.1 Road works.

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

Table 1.3.1		
Stage for payment	Percentage weightage	Payment Procedure
A- Widening & strengthening of existing road		Unit of measurement is linear length. Payment of each stage shall be made on pro rata basis on completion of a stage in a length of not less than 10 (ten) percent of the total length.
(1) Earthwork up to top of the sub-grade	0.00%	
(2) Sub-Base Course	0.00%	
(3) Non Bituminous Base Course	0.00%	
(4) Bituminous Base Course	0.00%	
(5) Wearing Coat	0.00%	
(6) Widening and repair of culverts	0.00%	Cost of completed culverts shall be determined pro rata basis with respect to the total no. of culverts. The payment shall be made on the completion of atleast five culverts
B.1- Reconstruction/New 2- Lane realignment/bypass(Flexible Pavement)		Unit of measurement is linear length. Payment of each stage shall be made on pro rata basis on completion of a stage in full length or 5(five) km. length, whichever is less.
(1) Earthwork up to top of the sub-grade	42.31%	
(2) Sub-base Course with GSB	6.26%	
(3) Non Bituminous Base Course	5.72%	

(4) Bituminous Base Course	9.93%	
(5) Mixed Seal Surfacing (MSS)	3.68%	
B.2- Reconstruction/New Intermediate Lane realignment / bypass (Rigid pavement)		Unit of measurement is linear length. Payment of each stage shall be made on pro rata basis on completion of a stage in full length or 5(five) km. length, whichever is less.
(1) Earthwork up to top of the sub- grade	0.00%	
(2) Sub Base Course	0.00%	
(3) Dry Lean Concrete (DLC) Course	0.00%	
(4) Pavement Quality Control (PQC) Course	0.00%	
C.1- Reconstruction/ New service road (Flexible pavement)		Unit of measurement is linear length. Payment of each stage shall be made on pro rata basis on completion of a stage in full length or 5(five) km. length, whichever is less.
(1) Earthwork up to top of the sub- grade	0.00%	
(2) Sub Base Course	0.00%	
(3) Non-Bituminous Base Course	0.00%	
(4) Bituminous Base Course	0.00%	
(5) Wearing Coat	0.00%	
C.2- Reconstruction/ New service road (Rigid pavement)		
(1) Earthwork up to top of the sub- grade	0.00%	Unit of measurement is linear length. Payment of each stage shall be made on pro rata basis on completion of a stage in full length or 5(five) km. length, whichever is less.
(2) Sub Base Course	0.00%	
(3) Dry Lean Concrete (DLC) Course	0.00%	
(4) Pavement Quality Control (PQC) Course	0.00%	
D- Reconstruction and New Culverts on Existing Road, realignments, Bypasses.		Cost of each culvert 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 five culverts.
(1) Culverts (length <6m)	32.10%	

@. 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 for payment	Percentage weightage	Payment Procedure
A.1-Widening and repair of minor bridges (length > 6m and < 60m)	0.00%	Cost of each minor bridge shall be determined on pro rata basis with respect to the total linear length of the minor bridges. Payment shall be made on the completion of widening & repair works of a minor bridge
A.2- New Minor Bridges		
i) Foundation +Sub- Structure: On completion of the foundation work including foundations for wing and return walls, abutments, piers upto the abutment/pier cap.	27.62%	(i) Foundation +Sub- Structure: 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 + sub-structure shall be made on pro-rata basis on completion of a stage i.e. not less than 25% of the scope of foundation +sub-structure of each bridge subject to completion of atleast two foundations along with sub-structure upto abutment/pier cap level of each bridge. In case where load testing is required for foundation, the trigger of first payment shall include load testing also where specified
(ii) Super Structure :- On completion of the super structure in all respects including wearing coat, expansion joints, hand rails, crash barriers, road signs & markings, tests on completion in all respect.	35.08%	(ii) 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.
(iii) Approaches : On completion of approaches including retaining walls, stone pitching, protection works complete in all respect, tests on completion in all respect and fit for use.	5.62%	(iii) 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.

(iv) Guide bunds and River Training Works. On Completion of Guide Bunds and River Training Works complete in all respect.	1.40%	(v) Guide Bunds and River Training Works: Payment shall be made on pro-rata basis on completion of a stage i.e. completion of Guide Bunds and River training Works in all respects as specified.
B.1-Widening and repair of underpasses/overpasses	0.00%	Cost of each underpass/overpass shall be determined on pro rata basis with respect to the total linear length of the underpasses/overpasses. Payment shall be made on the completion of widening & repair works of a underpass/ overpass.
B.2-New underpasses/overpasses		(i) Foundation +Sub- Structure: 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 + sub- structure shall be made on pro-rata basis on completion of a stage i.e. not less than 25 of the scope of foundation +sub- structure of each Underpasses/Overpasses subject to completion of atleast two foundations along with sub-structure upto abutment/ pier cap level each underpass/ overpass. In case where load testing is required for foundation, the trigger of first payment shall include load testing also where specified.
(i) Foundation +Sub-Structure: On completion of the foundation work including foundations for wing and return walls, abutments, piers upto the abutment/pier cap.	14.37%	
(ii) Super Structure :- On completion of the super structure in all respects including wearing coat, expansion joints, hand rails, crash barriers, road signs & markings, tests on completion in all respect. Wearing Coat (a) in case of overpasses - Wearing Coat including expansion joints complete in all respects as specified and (b) in case of underpasses - rigid pavement including drainage facility complete in all respects as specified.	15.91%	(ii) 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.
(iii). Approaches: On completion of Retaining / Reinforced earth walls, RE/Embankment earth filling ,stone pitching, protection works, completion in all respect and fit for use.	0.00	(iii) Approaches: Payment shall be made on pro-rata basis on completion of a stage i.e. completion of approaches in all respect 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 for payment	Percentage weightage	Payment Procedure
A.1- Widening and repairs of Major Bridges		
(i) Foundation	0.00%	(i) 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 subject to completion of atleast two foundations of the major Bridge. In case where load testing is required for foundation, the trigger of first payment shall include load testing also where specified.
(ii) Sub-structure	0.00%	(ii) Sub-Structure: Payment against Sub-structure shall be made on pro-rata basis on completion of a stage i.e. not less than 25 of the scope of sub-structure of the major bridge subject to completion of atleast two sub-structures of abutments/piers upto abutment/pier cap level of the major bridge.
(iii) Super-structure (including bearings)	0.00%	(iii) Super-structure: Payment shall be made on pro-rata basis on completion of a stage i.e. completion of super-structure including bearings of atleast one span in all respects as specified.
(iv) Wearing Coat including expansion joints	0.00%	(iv) Wearing Coat: Payment shall be made on completion of wearing coat including expansion joints complete in all respects as specified.
(v) Miscellaneous Items like hand rails, crash barriers, road markings etc	0.00%	(v) Miscellaneous: Payments shall be made on completion of all miscellaneous works like hand rails, crash barriers, road markings etc. complete in all respects as specified.
(vi) Wing walls/return walls	0.00%	(vi) Wing walls/return walls: Payments shall be made on completion of all wing walls/return walls complete in all respects as specified.

(vii) Guide Bunds, River Training works etc.	0.00%	(vii) 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.
(viii) Approaches (including Retaining walls, stone pitching and protection works)	0.00%	(viii) Approaches: Payments shall be made on completion of both approaches including stone pitching, protection works, etc. complete in all respects as specified.
A2.- New Major Bridges		(i) 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 prorata basis on completion of a stage i.e. not less than 25% of the scope of foundation of the major Bridge subject to completion of at least two foundations of the major Bridge . In case where load testing is required for foundation, the trigger of first payment shall include load testing also where specified.
(1) Foundation: On Completion of the Foundation work Including Foundation for return walls, abutments, piers.	24.34%	
(2) Sub-structure: On completion of abutments, piers upto the abutment/ pier cap	7.85%	(ii) Sub-Structure:. Payment against Substructure shall be made on pro-rata basis on completion of a stage i.e. not less than 25% of the scope of substructure of the major bridge subject to completion of at least two sub-structures of abutments/piers upto abutment/pier cap level of the major bridge.
(3) Super-structure: On completion of the super-structure in all respects including Girder, Deck slab, bearings.	51.75%	(iii)Super-structure: Payment shall be made on pro-rata basis on completion of a stage i.e. completion of super-structure including bearings of atleast one span in all respects as specified.
(4) Wearing Coat including expansion joints	2.07%	(iv) Wearing Coat: Payment shall be made on completion of wearing coat including expansion joints complete in all respects as specified.
(5) Miscellaneous Items like hand rails, crash barriers, road marking etc.)	2.74%	(v) Miscellaneous: Payments shall be made on completion of all miscellaneous works like hand rails, crash barriers, road markings etc. complete in all respects as specified.
(6) Wing wall / Return Wall upto top	-	(vi) 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.	-	(vii) 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 Work).	11.25%	(viii) Approaches: Payments shall be made on completion of both approaches including stone

		pitching, protection works, etc. complete in all respects as specified.
B.1 -Widening and repairs of (a)ROB (b) RUB		
(i) Foundation	0.00%	i) Foundation: Cost of each ROB/RUB shall be determined on pro rata basis with respect to the total linear length (m) of the ROB/RUBs. 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 subject to completion of atleast two foundations 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.
(ii) Sub-structure	0.00%	(ii) Sub-Structure: Payment against Sub-structure shall be made on pro-rata basis on completion of a stage i.e. not less than 25 of the scope of sub- structure of the ROB/RUB subject to completion of atleast two sub-structures of abutments/piers upto abutment/pier cap level of the ROB/RUB.
(iii)Super-structure (including bearings)	0.00%	(iii)Super-structure: Payment shall be made on pro-rata basis on completion of a stage i.e. completion of super-structure including bearings of at-least one span in all respects as specified.
(iv) Wearing Coat including expansion joints in case of ROB. In case of RUB, rigid pavement under RUB including drainage facility as specified.	0.00%	(iv) Wearing Coat: Payment shall be made on completion of (a) in case of ROB- wearing coat including expansion joints complete in all respects as specified and (b) in case of RUB- rigid pavement under RUB including drainage facility complete in all respects as specified as specified.
(v) Miscellaneous Items like hand rails, crash barriers, road markings etc.	0.00%	(v) Miscellaneous: Payments shall be made on completion of all miscellaneous works like hand rails, crash barriers, road markings etc. complete in all respects as specified.
(vi) Wing walls/return walls	0.00%	(vi) Wing walls/return walls: Payments shall be made on completion of all wing walls/return walls complete in all respects as specified.
(vii) Approaches (including Retaining walls, stone pitching and protection works)	0.00%	(vii) Approaches: Payments shall be made on completion of both approaches including

		stone pitching, protection works, etc. complete in all respects as specified.
B.2 -New (a) ROB (b) RUB		
(i) Foundation	0.00%	i) Foundation: Cost of each ROB/RUB shall be determined on pro rata basis with respect to the total linear length (m) of the ROB/RUBs. 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 subject to completion of atleast two foundations 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.
(ii) Sub-structure	0.00%	(ii) Sub-Structure: Payment against Sub-structure shall be made on pro-rata basis on completion of a stage i.e. not less than 25 of the scope of sub- structure of the ROB/RUB subject to completion of atleast two sub-structures of abutments/piers upto abutment/pier cap level of the ROB/RUB.
(iii) Super-structure (including bearings)	0.00%	(iii) Super-structure: Payment shall be made on pro-rata basis on completion of a stage i.e. completion of super-structure including bearings of atleast one span in all respects as specified.
(iv) Wearing Coat including expansion joints in case of ROB. In case of RUB, rigid pavement under RUB including drainage facility as specified.	0.00%	(iv) Wearing Coat: Payment shall be made on completion of (a) in case of ROB- wearing coat including expansion joints complete in all respects as specified and (b) in case of RUB- rigid pavement under RUB including drainage facility complete in all respects as specified as specified.
(v) Miscellaneous Items like hand rails, crash barriers, road markings etc.	0.00%	(v) Miscellaneous: Payments shall be made on completion of all miscellaneous works like hand rails, crash barriers, road markings etc. complete in all respects as specified.
(vi) Wing walls/return walls	0.00%	(vi) Wing walls/return walls: Payments shall be made on completion of all wing walls/return walls complete in all respects as specified.
(vii) Approaches (including Retaining walls, stone pitching and protection works)	0.00%	(vii) Approaches: Payments shall be made on completion of both approaches including stone pitching, protection works, etc. complete in all respects as specified.

C.1- Widening and repairs of Elevated Section/Flyovers/ Grade Separators		
(i) Foundation	0.00%	(i) Foundation: Cost of each structure shall be determined on pro rata basis with respect to the total linear length (m) of the structures. 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 subject to completion of atleast two foundations of the structure. In case where load testing is required for foundation, the trigger of first payment shall include load testing also where specified.
(ii) Sub-structure	0.00%	(ii) Sub-Structure: Payment against Sub-structure shall be made on pro-rata basis on completion of a stage i.e. not less than 25 of the scope of sub- structure of the structure subject to completion of atleast two sub-structures of abutments/piers upto abutment/pier cap level of the structure.
(iii) Super-structure (including bearings)	0.00%	(iii) Super-structure: Payment shall be made on pro-rata basis on completion of a stage i.e. completion of super-structure including bearings of atleast one span in all respects as specified.
(iv) Wearing Coat including expansion joints	0.00%	(iv) Wearing Coat: Payment shall be made on completion of wearing coat including expansion joints complete in all respects as specified.
(v) Miscellaneous Items like hand rails, crash barriers, road markings etc.	0.00%	(v) Miscellaneous: Payments shall be made on completion of all miscellaneous works like hand rails, crash barriers, road markings etc. complete in all respects as specified.
(vi) Wing walls/return walls	0.00%	(vi) Wing walls/return walls: Payments shall be made on completion of all wing walls/return walls complete in all respects as specified.
(vii) Approaches (including Retaining walls, stone pitching and protection works)	0.00%	(vii) Approaches: Payments shall be made on completion of both approaches including stone pitching, protection works, etc. complete in all respects as specified.
C.2- New Elevated Section/Flyovers/ Grade Separators		
(i) Foundation	0.00%	(i) Foundation: Cost of each structure shall be determined on pro rata basis with respect to the total linear length (m) of the

		<p>structures. 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 subject to completion of atleast two foundations of the structure .</p> <p>In case where load testing is required for foundation, the trigger of first payment shall include load testing also where specified.</p>
(ii) Sub-structure	0.00%	(ii) Sub-Structure: Payment against Sub-structure shall be made on pro-rata basis on completion of a stage i.e. not less than 25 of the scope of sub- structure of the structure subject to completion of atleast two sub-structures of abutments/piers upto abutment/pier cap level of the structure.
(iii) Super-structure (including bearings)	0.00%	(iii) Super-structure: Payment shall be made on pro-rata basis on completion of a stage i.e. completion of super-structure including bearings of atleast one span in all respects as specified.
(iv) Wearing Coat including expansion joints	0.00%	(iv) Wearing Coat: Payment shall be made on completion of wearing coat including expansion joints complete in all respects as specified.
(v) Miscellaneous Items like hand rails, crash barriers, road markings etc.	0.00%	(v) Miscellaneous: Payments shall be made on completion of all miscellaneous works like hand rails, crash barriers, road markings etc. complete in all respects as specified.
(vi) Wing walls/return walls	0.00%	(vi) Wing walls/return walls: Payments shall be made on completion of all wing walls/return walls complete in all respects as specified.
(vii) Approaches (including Retaining walls, stone pitching and protection works)	0.00%	(vii) Approaches: Payments shall be made on completion of both approaches including stone pitching, protection works, etc. complete in all respects as specified.

Note:

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

1.3.4 Other works.

Procedure for estimating the value of Other Works shall be as stated in Table 1.3.4.

Table 1.3.4		
Stage for payment	Percentage weightage	Payment Procedure
(i) Toll Plaza		
(ii) Road side drains		Unit of measurement is linear length in km. Payment shall be made on pro rata basis on completion of a stage in a length of not less than 5 % (five per cent) of the total length.
Catch pit drain	9.93%	
RCC Drain	-	
(iii) Road signs, Road markings, Km Stone, safety Devices, RCC Crash Barrier, W Metal Beam Crash Barrier, Kerb	1.34%	
(iv) Project facilities		Payment shall be made on pro rata basis for completion facilities
a) Bus Bays & Bus Shelters	0.03%	
(iv) Other (to be specified)		
a) Lightning	0.04%	
b) Junction Improvement & Median Opening at Minor Junctions	0.22%	
c) Protection Work like Parapet wall etc	1.00%	
d) Site clearance and Dismantling	0.28%	
e) NP4 pipe	0.01%	
f) Gabion Wall	3.04%	Payment shall be made on pro rata basis on completion of a stage in a length of not less than 100 m of length.
g) Retaining Wall	50.93%	
h) Breast Wall	33.18%	

1.3.5 Utility

Procedure for estimating the value of utilities shifting done shall be as stated in Table 1.3.5

Table 1.3.5		
Stage for payment	Percentage weightage	Payment Procedure
Electrical utilities and public health utilities (water pipe line and sewage lines)		
(i) EHT line	100%	Unit of measurement is as per completed activities. Cost per activity shall be determined on pro-rata basis as per its weightage. With reference to total cost of EHT line. Payment shall be made for completed activity .(The average weightage of major activities(only for payment purpose) in shifting work is (i) Erection of Poles-20%,(ii) Conductor stringing including laying of cable-30%,(iii) DTR erection (if involved) -15% and (iv) Charging of line including dismantling and site clearance-35% (with DTR) and 50% without DTR)
(ii) EHT Crossings		Cost of each crossing shall be determined on pro-rata basis with reference to total no. of crossing. payment shall be made for not less than 25% of the crossing subject to a minimum of 4 crossing.
(iii) HT/LT line (including Transformers if any)		Unit of measurement is as per completed activities. Cost per activity shall be determined on pro-rata basis as per its weightage. With reference to total cost of LT/HT line. Payment shall be made for completed activity .(The average weightage of major activities (only for payment purpose) in shifting work is (i) Erection of Poles-20%,(ii) Conductor stringing including laying of cable-30%,(iii) DTR erection (if involved) - 10% and (iv) Charging of line including dismantling and site clearance-40% (with DTR) and 50% without DTR)
(iv) HT/LT crossings		Cost of each crossing shall be determined on pro-rata basis with reference to total no. of crossing payment shall be made for not less than 25% of the crossing subject to a minimum of 10 crossing.
(v) Water pipeline		Unit of measurement is as per completed activities. Cost per activity shall be determined on pro-rata basis as per its weightage with reference to total cost of pipe line. Payment shall be made for completed activity. (The average weightage of major activities (only for payment purpose) in shifting work is laying of pipe-50%, Charging of line including all miscellaneous works and dismantling and site clearance-50%)

(vi) Water pipeline crossings		Cost of each crossing shall be determined on pro-rata basis with reference to total no. of crossings. Payment shall be made for not less than 25 of the crossings subject to a minimum of 8 crossings.
(vii) Sewage lines		Unit of measurement is as per completed activities. Cost per activity shall be determined on pro-rata basis as per its weightage with reference to total cost of pipe line. Payment shall be made for completed activity. (The average weightage of major activities (only for payment purpose) in shifting work is laying of pipe-50%, Charging of line including all miscellaneous works and dismantling and site clearance-50%)
(vii) Sewage lines crossings		Cost of each crossing shall be determined on pro-rata basis with reference to total no. of crossings. Payment shall be made for completed activity. (The average weightage pf major activities in shifting work is laying pipe-50%, Charging of line including all miscellaneous works and dismantling and site clearance-50%)

2. Procedure for payment for Maintenance

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

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

Schedule - I

(See Clause 10.2 (iv))

Drawings

1. Drawings

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

2. Additional Drawings

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

Annex - I

(Schedule - I)

List of Drawings

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

Schedule - J

(See Clause 10.3 (ii))

Project Completion Schedule

1. Project Completion Schedule

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

2. Project Milestone-I

- (i) Project Milestone-I shall occur on the date falling on the 256th **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 438th **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 621st 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 730th day from the Appointed Date.
- (ii) On or before the Scheduled Completion Date, the Contractor shall have completed construction in accordance with this Agreement.

6. Extension of time

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

Schedule - K
(See Clause 12.1 (ii))
Tests on Completion

1. Schedule for Tests

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

2. Tests

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

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

3. Agency for conducting Tests

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

4. Completion Certificate

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

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

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

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

Schedule - L

(See Clause 12.2)

Completion Certificate

- 1 I, (Name of the Authority's Engineer), acting as the Authority's Engineer, under and in accordance with the Agreement dated (the "**Agreement**"), for Construction of Intermediate Lane Road with hard Shoulder from design Km 0.000 to Km 46.704 (Total length: 46.704 km) of Zido - Singha section on NH-913 (Frontier Highway) in the State of Arunachal Pradesh on EPC Mode " work an Engineering, Procurement and Construction (EPC) Contract (the "**Project Highway**") on Engineering, Procurement and Construction (EPC) basis through (Name of Contractor), hereby certify that the Tests in accordance with Article 12 of the Agreement have been successfully undertaken to determine compliance of the Project Highway with the provisions of the Agreement, and I am satisfied that the Project Highway can be safely and reliably placed in service of the Users thereof.
- 2 It is certified that, in terms of the aforesaid Agreement, all works forming part of Project Highway have been completed, and the Project Highway is hereby declared fit for entry into operation on this the day of 20... , Scheduled Completed
Date for which was the day 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
(a)	Carriageway/Pavement	
(i)	Potholes, cracks, other surface defects	15%
(ii)	Repairs of Edges, Rutting	5%
(b)	Road, Embankment, Cuttings, Shoulders	
(i)	Edge drop, inadequate cross fall, undulations, settlement, potholes, ponding, obstructions	10%
(ii)	Deficient slopes, raincuts, disturbed pitching, vegetation growth, pruning of trees	5%
(c)	Bridges and Culverts	
(i)	Desilting, cleaning, vegetation growth, damaged pitching, flooring, parapets, wearing course, footpaths, any damage to foundations	20%
(ii)	Any Defects in superstructures, bearings and sub-structures	10%

S. No.	Item/Defect/Deficiency	Percentage
(iii)	Painting, repairs/replacement kerbs, railings, parapets, guideposts/crash barriers	5%
(d)	Roadside Drains	
(i)	Cleaning and repair of drains	5%
(e)	Road Furniture	
(i)	Cleaning, painting, replacement of road signs, delineators, road markings, 200 m/km/5 th km stones	5%
(f)	Miscellaneous Items	
(i)	Removal of dead animals, broken down/accidented vehicles, fallen trees, road blockades or malfunctioning of mobile crane	10%
(ii)	Any other Defects in accordance with paragraph 1.	5%
(g)	Defects in Other Project Facilities	5%

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

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

Where,

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

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

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

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

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

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

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

Schedule - N

(See Clause 18.1 (i))

Selection of Authority's Engineer

1. Selection of Authority's Engineer

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

2. Terms of Reference

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

3. Appointment of Government entity as Authority's Engineer

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

Annex – I

(Schedule - N)

Terms of Reference for Authority's Engineer

1. Scope

- (i) These Terms of Reference (the “**TOR**”) for the Authority's Engineer are being specified pursuant to the EPC Agreement dated (the “**Agreement**”), which has been entered into between the [name and address of the Authority] (the “**Authority**”) and

..... (the “**Contractor**”)[#] for Construction of Intermediate Lane Road with hard Shoulder from design Km 0.000 to Km 46.704 (Total length: 46.704 km) of Zido – Singha section on NH-913 (Frontier Highway) in the State of Arunachal Pradesh on EPC Mode, and a copy of which is annexed hereto and marked as Annex-A to form part of this TOR.

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

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

2. Definitions and interpretation

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

3. General

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

written approval of the Authority before determining:

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

4. Construction Period

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

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

the Contractor.

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

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

5. Maintenance Period

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

6. Determination of costs and time

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

accordance with the provisions of Clause 18.5.

7. Payments

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

8. Other duties and functions

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

9. Miscellaneous

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

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

Schedule - O

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

Forms of Payment Statements

1. Stage Payment Statement for Works

The Stage Payment Statement for Works shall state:

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

2. Monthly Maintenance Payment Statement

The monthly Statement for Maintenance Payment shall state:

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

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

Schedule - P

(See Clause 20.1)

Insurance

1. Insurance during Construction Period

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

2. Insurance for Contractor's Defects Liability

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

3. Insurance against injury to persons and damage to property

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

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

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

4. Insurance to be in joint names

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

Schedule-Q

(See Clause 14.10)

Tests on Completion of Maintenance Period

1. Riding Quality test:

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

2. Visual and physical test:

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

Schedule-R

(See Clause 14.10)

Taking Over Certificate

I, (Name and designation of the Authority's Representative) under and in accordance with the Agreement dated (the "**Agreement**"), for "Construction of Intermediate Lane Road with hard Shoulder from design Km 0.000 to Km 46.704(Total length:46.704 km) of Zido –Singha section on NH-913 (Frontier Highway) in the State of Arunachal Pradesh on EPC Mode" (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)