



# **National Highways and Infrastructure Development Corporation Ltd.**

## **Technical Schedule**

**FOR**

“Package-I - Improvement to 2 lane with paved shoulder/ 4 lane of NH-40 section from Km 81+740 to Km 93+490 (design Km 0+000 to Km 10+670) & Improvement to 4 lane section of NH-44 from design Km 0+000 to Km 0+930, total length 11.600 Km in the state of Meghalaya on EPC mode under JICA Loan Assistance.” (Balance Works)

**NATIONAL HIGHWAYS & INFRASTRUCTURE DEVELOPMENT CORPORATION LTD  
(MINISTRY OF ROAD TRANSPORT & HIGHWAYS, GOVT. OF INDIA)**

**January, 2023**

NHIDCL, 3RD FLOOR, PRESS TRUST OF INDIA BUILDING, 4, PARLIAMENT STREET,  
NEW DELHI – 110001

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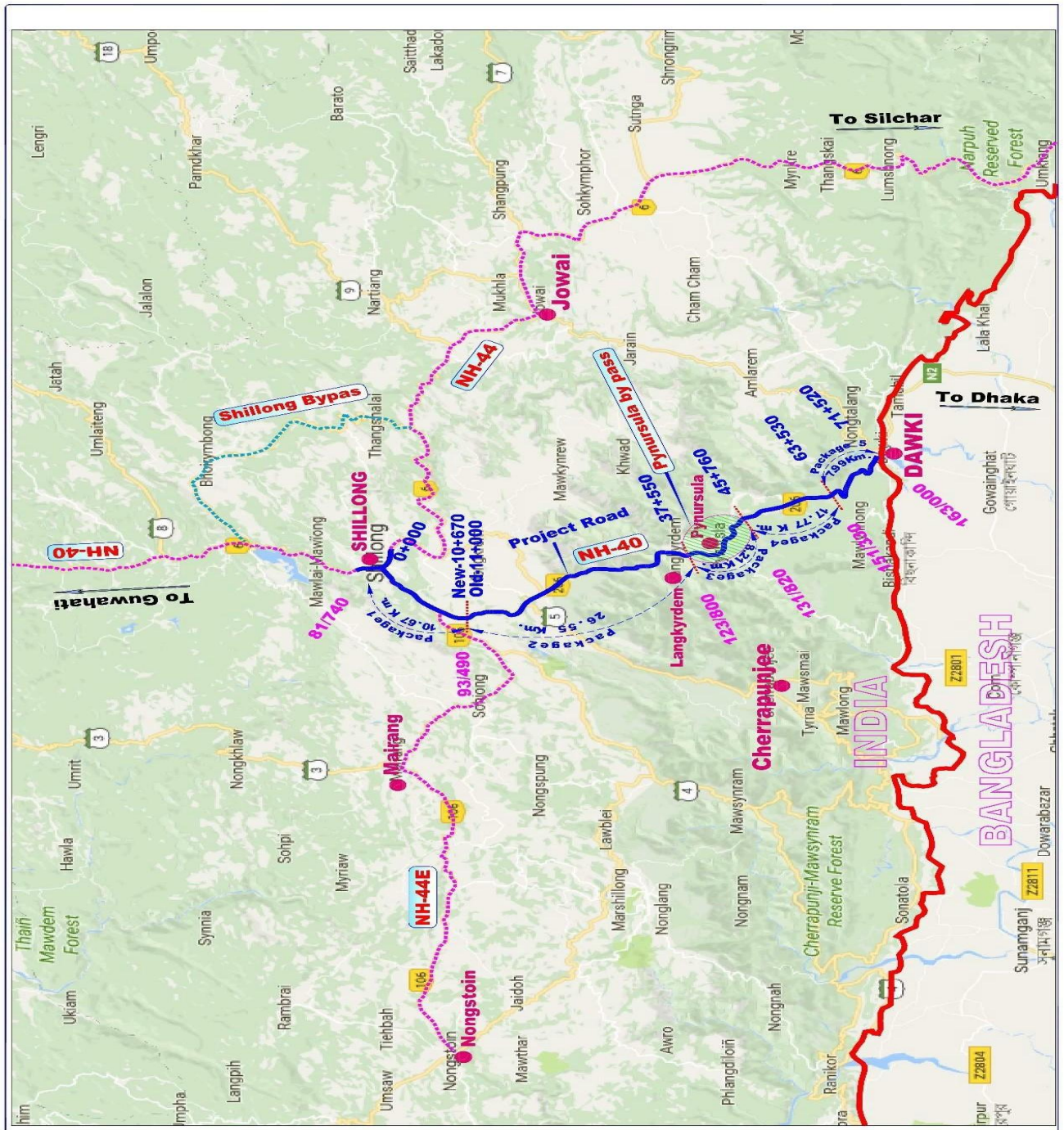
## SCHEDULE - A

*(See Clauses 2.1 and 8.1)*

### SITE OF THE PROJECT

#### 1. The Site

- (i) Site of the 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 Highway shall be followed by the contractor with minimum FRL as indicated in the alignment plan. The Contractor, however, improve/upgrade the road profile indicated in **Annex-III** based on site/design requirement.
- (v) The status of the environment clearances obtained or awaited is given in **Annex IV**.



**Annex I**  
**(Schedule A)**

**1. Site**

The project road from Shillong to Dawki is a section of NH-40 and starts from existing Km. 81/740 (Design ch. 0+000), at Rilbong intersection with NH-44 at Shillong and ends at existing km.93/490 (Design ch. 10+670) at junction with Marbanium village road and the section of NH-44/NH-40 (Design ch. 0+000 to 0+930) Guwahati – Shillong – Jowai road in the State of Meghalaya. The land, carriageway and structures comprising the site are described below.

**2. Land**

The Site of the Project Highway comprises the land as described below:

Sl. No.	Chainage (km)		ROW
	From	To	
1	81/740	93/490	12 m

**3. Carriageway**

The present carriageway of the Project Highway is two Lane. The type of existing pavement is flexible. The details are given below.

S. no	Existing Ch. From	Existing Ch. To	C/W width (m)
1	81/740	93/490	6.5 – 7.0

Work executed by previous Contractor partially and considered in existing road are-

**A) Widening and Strengthening / Geometric Improvement of existing road:**

- A total effective length of 0.385 km of Earthwork upto subgrade top has been partially executed.

**B) Reconstruction Realignment / Bypass (Flexible Pavement) :**

- A total effective length of 1.820 km of Earthwork upto Subgrade top has been partially executed.
- A total effective length of 0.440 km of GSB has been laid.

**4. Major Bridges**

The Site includes the following Major Bridges:

S. No.	Existing Chainage (Km)	Type of Structure			Span Arrangement (m)	Width (m)
		Found-ation	Sub structure	Super structure		
		Nil				

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

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

S. No.	Existing Chainage (Km)	Type of Structure			Span Arrangement (m)	Width (m)
		Found-ation	Sub structure	Super structure		
		Nil				

## 6. Grade separators

The Site includes the following grade separators:

S. No.	Existing Chainage (Km)	Type of Structure			Span Arrangement (m)	Width (m)
		Found-ation	Sub structure	Super structure		
		Nil				

## 7. Minor bridges

The Site includes the following minor bridges:

Sl. No.	Existing Chainage (km)	Type of Structure			Span arrangement	Width (m)
		Found-ation	Sub structure	Super Structure		
1	82/015	Open	RCC Wall/ Circular Pier	Box Girder	2 x 24.0	12.5
2	90/258	Open	RCC Wall	RCC Slab	1x8.0	15.3

## 8. Railway level crossings

S. No.	Location (km)	Remark
NIL		

The Site includes the following railway level crossings:

## 9. Underpasses (vehicular, non-vehicular)

The Site includes the following underpasses:

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**10. Culverts**

The Site has the following culverts

(a) Existing Culverts

SL. NO	Ex. Chainage	Type of Culvert	No. x span length	Width (m)
1	81/780	Pipe	1 x 0.60	15.00
2	82/140	Slab	1 x 0.70	10.50
3	82/280	Slab	1 x 0.45	12.50
4	82/560	Pipe	1 x 0.60	10.30
5	83/680	Pipe	1 x 0.90	10.30
6	84/050	Slab	1 x 0.70	12.00
7	84/090	Slab	1 x 0.80	10.00
8	84/420	Slab	1 x 0.80	10.70
9	85/670	Pipe	1 x 0.90	10.80
10	86/390	Pipe	1 x 0.90	9.20
11	86/400	Pipe	1 x 0.90	9.2
12	86/530	Box	1 x 0.50	13.8
13	87/340	Pipe	1 x 0.90	9.8
14	88/230	Pipe	1 x 1.00	11.2
15	88/830	Pipe	1 x 0.90	9.8
16	89/030	Pipe	1 x 0.90	10
17	89/240	Pipe	1 x 0.90	9.8
18	89/460	Pipe	1 x 0.60	8.1
19	89/750	Pipe	1 x 0.90	9.7
20	89/840	Box skew	1 x 3.00	9.7
21	89/940	Pipe	1 x 0.90	9.85
22	90/400	Pipe	1 x 0.90	9.45
23	91/105 (D.Ch.08+055)	Pipe	1 x 0.90	9.45
24	91/380 (D. Ch.08+330)	Pipe	1 x 0.90	9.45
25	91/490	Pipe	1 x 0.90	9.45
26	91/540	Pipe	1 x 0.60	9.1
27	91/760	Pipe	2 x 1.20	9.45
28	91/960	Slab	1 x 1.00	10.4
29	92/600	Pipe	2 x 0.90	9
30	92/630	Pipe	1 x 0.90	8.8
31	93/000	Pipe	1 x 0.90	13
32	93/100 (D.Ch.10+390)	Pipe	1 x 0.90	10
33	93/416 (D.Ch.10+593)	Pipe	1 x 0.90	11.5

**(b) Out of above Culverts, following Culverts executed partially:**

Sl. No.	Chainage	Clear span (m)/ (nos xLxH)	Type/ (Prop. Improvement)	Width of Culvert (m) (Scope)	Work Executed
1	8+055	1 x 2.0 x 1.5	Box (New)	19.610	6.0 m(RHS) Raft
2	8+330	1 x 2.0 x 1.5	Box (New)	20.022	14.0 m(RHS) PCC
3	10+390	1 x 2.0 x 1.5	Box (New)	12.0	12.0 m(2-lane) Raft
4	10+593	1 x 2.0 x 1.5	Box (New)	12.0	12.0 m(2-lane) PCC

**11. Bus bays**

The details of bus bays are as follows:

S. No.	Chainage (km)	Length (m)	LHS	RHS
NIL				

**12. Truck Lay byes**

The details of truck lay byes are as follows:

S. No.	Chainage (km)	Length (m)	LHS	RHS
NIL				

**13. Road side drains**

The details of the road side drains are as follows:

S. No.	Location		Type & Side	
	From	To	Masonry/cc (Pucca)	Earthen
1	81/800	82/000	RHS	-
2	82/400	82/700	RHS	-
3	83/000	83/300	LHS	-
4	83/900	84/300	LHS	-
5	84/900	86/100	RHS	-
6	86/900	87/300	RHS	-
7	87/600	87/800	RHS	-
8	88/300	88/900	RHS	-
9	88/900	89/100	LHS	-
10	90/400	90/500	RHS	-
11	90/500	90/700	LHS	-
12	91/000	91/100	RHS	-
13	92/700	92/800	RHS	-
14	92/900	93/000	RHS	-

#### 14. Major junctions

The details of major junctions are as follows:

S.No.	Existing Chainage	Lane Configuration	Type	Sides	Remarks
1	81/740	2-Lane	+ Junction	BHS	Between NH 40 & NH
2	83/850	2-Lane	T Junction	RHS	With Existing NH40
3	91/458	2-Lane	T Junction	RHS	With NH44E

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

#### 15. Minor junctions

The details of the minor junctions (all at grade) are as follows:

S.NO.	Location of Intersection	Type of intersection	Other features (Road Leading to)	
			LHS	RHS
1	81/820	T Junction		Upper Shillong
2	82/260	T Junction		
3	82/525	T Junction		Lummawbah
4	82/480	T Junction	Post Office	
5	82/650	T Junction	Signal Center	
6	83/870	T Junction	Finest Forever	
7	83/880	T Junction		Rhino Shopping
8	84/000	T Junction		Upper Shillong
9	86/000	T Junction		3rd Mile, Upper
10	86/755	T Junction		Shillong Sanmer
11	87/820	+ Junction		Shilong Peak
12	88/710	Y Junction		Mattl
13	89/220	T Junction		HQ eastern air command
14	89/960	T Junction		HQ eastern air



					command
15	89/630	+ Junction			7th Mile
16	91/680	T Junction			Sadew
17	92/220	+ Junction			Sadew
18	92/840	T Junction			Ritmawniew

## 16. Bypasses

The details of the bypasses are as follows:

S. No.	Name of bypass (town)	Chainage (km)	Design Length (Km)	Carriageway	
				Width (m)	Type
		Nil			

## 17. Other structures

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

## 18. Design Chainages corresponding to Existing references

Sl. no.	Existing Chainage	Proposed Chainage
1	81/740	0+000
2	82/000	0+260
3	83/000	0+990
4	84/000	1+640
5	84/280	1+960
6	86/000	3+052
7	86/540	3+550
8	87/000	4+020
9	87/570	4+550
10	88/000	4+990
11	88/580	5+550
12	89/000	5+980
13	89/590	6+551

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14	90/000	6+960
15	90/300	7+250
16	92/880	10+170
17	93/000	10+290
18	93/490	10+670

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**Annex – II**

*(See Clauses 8.3 (i))*

*(Schedule-A)*

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

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

Sl. No	From	To	Length (km)	Width ROW(m)	Date of providing RoW
1	0+000 (NH-40)	10+670 (NH-40)	10.67	24 to 60	Minimum 90% of length on Appointed Date and remaining within 150 days from Appointed Date
2	0+000 (NH-44)	0+930 (NH-44)	0.930	20 to 45	

**Note: Total Length : 11.600 km**

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## **Annex - III**

*(Schedule-A)*

### **Alignment Plans**

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

- (i) The alignment of the Project Highway is enclosed in alignment plan. Finished road level indicated in the alignment plan shall be followed by the contractor as minimum FRL. The contractor shall, however, improve/upgrade the Road profile as indicated in **Annex-III** based on site/design requirement within the RoW.
- (ii) Signage plan of the project highway is enclosed. The contractor shall, however, improve/upgrade upon the traffic signage plan as indicated in **Annex-III** based on site/design requirement as per the relevant specifications/IRC codes/Manual.
- (iii) Alignment of the project Highway from Ch. 5+600 to Ch. 5+800 (Design chainage), has been shifted by 2 m RHS as per order of Honorable High Court to safeguard the existing trees. Therefore the EPC Contractor has to develop the project highway as per the modified alignment plan for the stretch mentioned above (affected stretch attached in P&P separately).

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## **Annex - IV**

*(Schedule-A)*

### **Environment Clearances**

The project highway does not require environment clearance as per MoEF circular F. No. 21-270/2008-1A.III (dated 22<sup>nd</sup> August 2013).

Diversion of forest land of 16.107 Ha is required. Forest Proposal (16.107 Ha) has been submitted on 26.06.2019 and got approval from Forest Department.

The muck dumping sites should be identified by the EPC contractor in consultation with the Authority Engineer and forest department for dumping of muck as stated in Schedule F.

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***Schedule B***

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## 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

Widening and upgradation shall include Two-Laning with Paved shoulder/4-Laning 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 PROJECT

**Pkg. I** - Improvement to 2 lane with paved shoulder/ 4 lane of NH-40 section from Km 81+740 to Km 93+490 (design Km 0+000 to Km 10+670) & Improvement to 4 lane section of NH-44 from design Km 0+000 to 0+930, total length 11.600 in the state of Meghalaya on EPC mode under JICA Loan Assistance

#### 1. Widening of existing Highway

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

##### (ii) Width of Carriageway

(a) Two-Laning with paved shoulders/4-Laning shall be undertaken. The paved carriageway shall be in accordance with the typical cross sections given in **Appendix B-I of Schedule –B**. Additional widths for widening at horizontal curve shall be as per the Schedule D.

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

S. No.	Built-up Section Township	Design Chainage		Width of Paved carriageway (m)
		From	To	
1	Upper Shillong	0+000	2+680	2 x 8
2	5 <sup>th</sup> Mile	2+680	7+350	2 x 8
3	Ritmawniew	7+350	8+270	2 x 8
4	Ritmawniew	8+270	8+900	1 x 11

(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.

(c) All the cross-sectional elements are to be accommodated within the proposed ROW. If required, suitable retaining structures along with drainage system shall be provided as per site condition and this will not attract any change of scope

#### 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 ruling speed of 60 km per hour and minimum speed of 40 km per hour.

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

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;



(iv) Total Scope of Project Highway works: As follows

**A) Scope of Widening and Strengthening / Geometric Improvement of existing road:**

Sl. No.	Design Ch. From	Design Ch. To	Existing NH	Side	Effective Length(m)
1	00+000	01+960	NH 40	B/S	1960
2	03+050	07+250	NH 40	B/S	4200
3	10+170	10+670	NH 40	B/S	500
4	00+000	00+930	NH 44	B/S	930
<b>Total, A:</b>					<b>7590 m</b>

**B) Reconstruction Realignment / Bypass (Flexible Pavement):**

Sl. No.	From	To	Side	Effective Length(m)
1	01+960	03+050	B/S	1090
2	07+250	10+170	B/S	2920
<b>Total, B:</b>				<b>4010 m</b>

<b>Total, A+B:</b>				<b>11600 m</b>
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**Note:**

- 1) The above length of 11.6 km includes the partially executed works in Earthwork upto subgrade top and GSB as mentioned in Schedule-A, which shall be rectified as per extant Ministry's Specifications and IRC Codal Provisions in case any deficiencies are found during execution and shall not attract any Change of Scope (CoS).

**(ii) Right of Way**

The site of the project highway comprises the land as described in **Annex-II** of Schedule-A.

**(iii) Type of shoulders**

(a) In built-up sections, footpaths/covered drains shall be provided in the following stretches:

Sl. No.	Left Side			Right Side		
	From	To	Length (m)	From	To	Length (m)
1	0+000	0+070	70	0+000	0+210	210
2	0+300	1+420	1120	0+610	0+920	310
3	3+020	7+390	4370	1+100	1+400	300
4	7+890	8+900	1010	3+020	4+550	1530
5	-	-		4+830	7+390	2560
6	-	-		8+190	8+900	710

Other Locations of Footpath shall be as per TCS/Schedule D

(b) In open country, paved shoulders of 1.5 m width shall be provided and balance 1.0 m shall be covered with granular material in full depth up to GSB layer as shown in typical cross section.

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

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

(a) Lateral and vertical clearances at underpasses and provision of guardrails/crash barriers shall be as per paragraph 2.10 of the Manual.

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

Sl. No	Design Chainage	Clear span/opening (m)	Vertical Clearance	Remarks
			(m)	
1	1+220/NH40	1 X 7.0	4.5	SVUP
2	8+655/NH40	1 x 35.0	5.5	VUP
3	9+622/NH40	1 x 7.0	4	SVUP
4	0+510/NH44	1 x 7.0	4	SVUP

*VUP: Vehicular Underpass; LVUP: Light Vehicular Underpass; SVUP: Small Vehicular Underpass;*

Note: - IRC Class Special Vehicle loading shall be taken into account in the structural design of bridges/Flyover/VUP.

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

(a) Lateral and vertical clearances at overpasses shall be as per paragraph 2.11 of the Manual.

(b) Lateral clearances at overpasses shall be as follows:

S. No.	Design Chainage	Clear Span (m)	Vertical Clearance (m)	Remarks
1	0+010/NH40	1 x 35.0	5.50	VOP

**(vi) Slip Roads/Service Roads:** Slip roads along Project highway shall be constructed at the locations and for the lengths indicated below-

Ch. From	Ch. To	Width	Length (m)	Remarks
1+070	1+370	3.5	300	On both sides
8+270	8+900	5.5	630	On both sides
0+190/NH-44	0+730/NH-44	5.5	540	On both sides along Guwahati-Shillong-Jowai Road (NH44)
		<b>Total</b>	<b>1470</b>	

**\*Total length of Slip road/ Service road excluding taper/acceleration/deceleration length is  $2 \times 1.470 = 2.940$  km (Including Both Sides)**

**Note:**

1. The length of slip road shown in above tables is minimum and increase in length/ width of slip road/ approach road, if required, shall be deemed to be part of project and no Change of Scope shall be admissible on this account.
2. Stone pitching/ Toe wall shall be provided as per site condition for maintaining level difference between main carriageway and service road, and shall not attract any Change of Scope (CoS).

**(vii) Grade separated structures**

- (a) Grade separated structures shall be provided as per paragraph 2.13 of the Manual. The requisite particulars are given below:

**i) Overpass**

Sl. No.	Design Chainage	Span arrangement(m)	Road to be carried under the structure	Width of Structure (m)
1	0+010	1x35.0	NH-40	12

**ii) Vehicular Underpass (VUP) :**

	Design Chainage	Span arrangement (m)	Road to be carried under the structure	Min. Vertical clearance (m)	Width of Structure (m)
1	8+655	1 x 35	Shillong – Nongstoin Road (NH-44)	5.50	12

**iii) Light Vehicular Underpass**

S. No.	Design Chainage	Span arrangement (m)	Road to be carried under the structure	Min. Vertical clearance (m)	Width of Structure (m)
NIL					

**iv) Small Vehicular Underpass**

	Design Chainage	Span arrangement(m)	Road to be carried under the structure	Min. Vertical clearance (m)	Width of structure (m)
1	1+220	1 X 7	Army opening gate (Both side)	4.5	21
2	9+622/NH40	1 x 7	Village Road	4.0	12
3	0+510/NH44	1 x 7	Village Road	4.0	12

**Note: -**

- (i) Any Change in location/width shall not constitute as Change of Scope or any other claim whatsoever.

(ii) **IRC Class Special Vehicle loading shall be taken into account in the structural design of bridges/Flyover/VUP**

(iii) **The Design and drawings of the above structure is within the scope of EPC Contractor. The same may be finalized as per actual site conditions and FRL of P&P.**

(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 (Design Chainage)	Type of Structure	Cross road at		
			Existing level	Raised Level	Lowered Level
1	0+010	VOP	NH-40	NH-44	----
2	1+220	SVUP	NH-40	-----	Access to Army office
3	8+655	VUP	NH-44E	NH-40	---
4	9+622	SVUP	Village Road	NH-40	---
5	0+510/NH44	SVUP	Access to Army Hospital	NH-44	---

(viii) **Cattle and pedestrian under pass / over pass**

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

Sl. No.	Location	Type of crossing
NIL		

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

The typical cross-sections shall be developed as applicable, in accordance with clause 2.16 of the Manual (IRC:SP:73-2018). 4 lane divided carriageway (with or without footpath) shall be done from design km. 0+000 to km. 8+270. Indicative TCS are presented in Appendix B-I. Additional TCS as required shall be developed by EPC Contractor.

The indicative TCS for Project Highway are as follows-

S.No.	Design Chainage		Length (m)	TCS Type
	From	To		
NH 40 (Shillong-Dawki Road)				
1	0+000	1+420	1420	Type 1
2	1+420	3+020	1600	Type 2
3	3+020	7+400	4380	Type 1
4	7+400	7+850	450	Type 2
5	7+850	8+270	420	Type 1
6	8+270	8+900	630	Type 4
7	8+900	10+670	1770	Type 3
	Sub-Total:		10670	
NH 44 (Guwahati-Jowai Road)				
S.No.	Design Chainage		Length (m)	TCS Type
	From	To		
8	0+000	0+190	190	Type 5
9	0+190	0+730	540	Type 4
10	0+730	0+930	200	Type 5

		<b>Sub-Total:</b>	<b>930</b>	
		<b>Grand Total:</b>	<b>11600</b>	

**Note:** 1) Any Change in location/length shall not constitute as Change of Scope (CoS) or any other claim whatsoever.

- 2) The length shown in the above table for TCS are minimum and increase in length for Type TCS will not attract any COS.

### 3. Intersections and Grade Separators

All intersections and grade separators shall be as per section 3 of the Manual.

Existing intersections which are deficient shall be improved to the prescribed standards.

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

#### (i) At grade Intersections

All intersections as per the site requirement shall be designed and constructed in accordance with the manual. A list of intersections is given in below table. Draft layout of major junctions is given in indicative Plan & Profile drawings for reference.

Sl. No	Proposed Chainage	Classification of Road	Type of Junction (T, Y, +)	Type of cross road	Side	Road leading to
<b>Major Junctions</b>						
1	0+000	NH 40/NH 44	+ Junction	2-Lane BT	Both	Left- Guwahati Right- Jowai
2	1+990	Existing NH40	T Junction	2-Lane BT	Right	3rd Mile, Upper Shillong
3	8+655	NH 44E	T Junction	2-Lane BT	Right	Nongstoin
<b>Minor Junctions</b>						
1	0+080	City Road	T Junction	2-Lane BT	Right	Upper Shillong
2	0+210	City Road	Y Junction	Intermediate BT	Left	Upper Shillong
3	0+570	City Road	T Junction	Intermediate BT	Right	Lummawbah
4	0+610	City Road	T Junction	Intermediate BT	Right	Lummawbah
5	0+740	City Road	T Junction	Lane BT	Left	Post Office
6	0+800	City Road	T Junction	1-Lane BT	Left	Signal Center
7	0+840	City Road	Y Junction	2-Lane BT	Right	HQ 101
8	1+310	City Road	T Junction	1-Lane BT	Right	Upper Shillong
9	3+052	City Road	T Junction	2-Lane BT	Right	3rd Mile, Upper Shillong
10	3+730	City Road	T Junction	1-Lane BT	Right	Sanmer

Sl. No	Proposed Chainage	Classification of Road	Type of Junction (T, Y, +)	Type of cross road	Side	Road leading to
11	4+800	Village Road	+ Junction	1-Lane BT	Both	Shillong Peak, Mawklot
12	5+710	Village Road	Y Junction	1-Lane BT	Right	Mattlang
13	6+201	City Road	T Junction	2-Lane BT	Left	A.H. & Veterinary
14	6+400	City Road	T Junction	4-Lane BT	Left	HQ eastern air command
15	6+660	City Road	Y Junction	2-Lane BT	Right	ALG Area, EAC
16	6+920	City Road	T Junction	4-Lane BT	Left	HQ Eastern air command
17	7+290	Existing NH40	+ Junction	2-Lane BT	Both	Elephant falls, 7 <sup>th</sup> Mile
18	8+280	Village Road	Y Junction	1-Lane BT	Left	Baniun
19	9+515	Village Road	+ Junction	1-Lane BT	Both	Baniun
20	10+130	Existing NH40	Y Junction	2-Lane BT	Left	Ritmawniew
21	10+670	Village Road	Y Junction	1-Lane BT	Right	Marbanium

**Note:** It is clarified that if any other junction is identified during development of the project highway in addition to those mentioned above shall also be improved with proper drainage facilities as per standards. It shall be covered within the scope of work. The Number, location & type of junction shown in above table are minimum and increase in number will not attract change of Scope on this account.

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

S. No.	Design Chainage	Salient Feature (Formation width) (m)	Minimum Length of Viaduct (m)	Road to be carried Under structure	Type of Structure
Nil					

#### 4. Road Embankment and Cut Section

(i) Widening and improvement of the existing road embankment/cuttings and construction of new road embankment/ cuttings shall conform to the Specifications and Standards given in Section 4 of the Manual and the specified cross-sectional details. Deficiencies in the plan and profile of the existing road shall be corrected.

(ii) Raising of the existing road/New carriageway the existing road shall be raised as per design requirements in accordance with the manual in conformity to the minimum FRL.

The Contractor may adopt suitable slope (angle) for the embankment as per the availability of fill material/design requirements. The slopes shall be checked for safety against failure. The slopes shall be protected with turfing/geo synthetics /geo green blanket/geo cells/stone pitching or any other method as per schedule D.

Wherever required, toe wall/retaining wall/Breast Wall/other protection works along with drainage system shall be provided to contain the toe of the earthwork, so that all the features shown in the TCS are accommodated in the ROW provided.

(iii) All of surplus cutting soils shall be transported and be disposed to the Spoil Banks in accordance with the Clause 3.1 of Schedule D.

## 5 Pavement Design

(i) Pavement design shall be carried out in accordance with Section 5 of the Manual.

(ii) Type of pavement

Flexible pavement shall be provided for the entire length of project highway.

(iii) Design requirements - as per paragraph 5.4, 5.9 and 5.10 of the manuals.

(a) Design Period and strategy Flexible pavement shall be designed for a minimum design period of 20 years. Stage construction shall not be permitted.

(b) Design Traffic

Notwithstanding anything to the contrary contained in this Agreement or the Manual, the Contractor shall design the pavement for design traffic of not less than 30 MSA.

(iv) Reconstruction of Stretches

The entire stretch of the existing road shall be reconstructed.

## 6. Road Side Drainage

Drainage system including surface and subsurface drains for the Project Highway shall be provided as per Section 6 of the Manual.

**(a) Covered drain / open drain shall be provided in the following stretches**

a) Covered drain/ open drain shall be provided in the following stretches

Sl. No.	Left			Right		
	From	To	Length (m)	From	To	Length (m)
<b>i) Covered Drain Locations</b>						
1	0+000	0+070	70	0+000	0+210	210
2	0+300	1+420	1120	0+610	0+920	310
3	3+000	7+390	4390	1+100	1+400	300
4	7+890	8+900	1010	3+000	4+550	1550
5	-	-	-	4+830	7+390	2560
6	-	-	-	8+190	8+900	710
<b>Along NH-44</b>						
7	0+000	0+930	930	0+000	0+930	930
	<b>Total Length (m)</b>		<b>7520</b>	<b>Total Length (m)</b>		<b>6570</b>
<b>ii) Lined Open drain locations (Hill Side)</b>						
1	1+420	2+050	630	1+810	2+500	690
2	2+610	2+980	370	7+390	8+190	800
3	7+390	7+890	500	9+870	10+670	800
	<b>Total Length (m)</b>		<b>1500</b>	<b>Total Length (m)</b>		<b>2290</b>
<b>iii) Lined Open drain locations (Valley Side)</b>						
1	2+210	2+280	70	1+510	1+640	130
2	2+320	2+610	290	1+640	1+810	170
3	-	-	-	2+640	2+930	290
4	-	-	-	9+260	9+870	610
	<b>Total Length (m)</b>		<b>360</b>	<b>Total Length (m)</b>		<b>1200</b>

*Note: The above locations are minimum. Additional locations if any required as per site condition shall be provided as per manual. It shall not be treated as change in scope of work.*

## 7. Designs of Structures

### (i) General

(a) All bridges, culverts and other structures shall be designed and constructed in accordance with section 7 of the Manual and shall conform the cross-sectional features and other details specified therein.

b) Width of new bridges are shown as follows:

S. No.	Design Chainage	Existing Chainage	Width of structure and cross-sectional features	Remarks
1	0+275	82/015	13.00m	Existing Retain + New 2 lane, NH-40
2	8+940	-	12.00m	New 2 lane, NH-40
3	9+870	-	16.00m	New 2 lane, NH-40

c) The following structures shall be provided with footpaths

Sl. No.	Design Chainage	Existing Chainage	Remarks
1	0+275	82/015	2 lane bridge with One side footpath
2	7+218	90/258	4 lane bridge with both side footpath
3	8+940	-	2 lane bridge with both side footpath
4	9+870	-	2 lane bridge with both side footpath

(d) All bridges shall be high level bridges.

(e) The structures shall be designed to carry utility services like electric cable, water pipe line, OFC etc. as per the requirement of site.

(f) Cross-section of the new culverts and bridges at deck level shall conform to the typical cross-sections given in section 7 of the Manual.

(g) IRC Class Special Vehicle loading shall be taken into account in the structural design of bridges/Flyover/VUP.

### (ii) Culverts

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

(b) Scope for Reconstruction of existing culverts/ New additional culverts / Partially Executed culverts:

Sl. No.	Design Chainage	Clear Span (m)/ (nos. x L x H/dia)	Prop. Type	Proposal for improvement	Remarks
1	0+064	1 x 2.0 x 2.0	Box	New	
2	0+600	1 x 2.0 x 1.5	Box	New	



Sl. No.	Design Chainage	Clear Span (m)/ (nos. xLxH/dia)	Prop.	Proposal for improvement	Remarks
			Type		
3	0+960	1 x 2.0 x 1.5	Box	New	
4	1+150	1 x 2.0 x 1.5	Box	New	
5	1+430	1 x 2.0 x 1.5	Box	New	
6	1+654	1 x 2.0 x 2.0	Box	New	
7	2+060	1 x 2.0 x 1.5	Box	New	
8	2+315	1 x 2.0 x 1.5	Box	New	
9	2+550	1 x 3.0 x 3.0	Box	New	
10	2+625	1 x 2.0 x 1.5	Box	New	
11	2+755	1 x 2.0 x 2.0	Box	New	
12	2+978	1 x 2.0 x 1.5	Box	New	
13	3+432	1 x 2.0 x 1.5	Box	Reconstruction	
14	4+135	1 x 2.0 x 2.0	Box	New	
15	4+650	1 x 2.0 x 2.0	Box	New	
16	4+840	1 x 2.0 x 1.5	Box	New	
17	5+100	1 x 2.0 x 1.5	Box	Reconstruction	
18	5+785	1 x 2.0 x 1.5	Box	Reconstruction	
19	6+005	1 x 2.0 x 1.5	Box	Reconstruction	
20	6+210	1 x 2.0 x 1.5	Box	Reconstruction	
21	6+430	1 x 2.0 x 1.5	Box	Reconstruction	
22	6+810	1 x 2.0 x 1.5	Box	Reconstruction	
23	8+055	1 x 2.0 x 1.5	Box	New	Partially Executed upto (RHS) Raft
24	8+330	1 x 2.0 x 1.5	Box	New	Partially Executed upto(RHS) PCC
25	9+250	1 x 2.0 x 2.0	Box	New	
26	10+390	1 x 2.0 x 1.5	Box	New	Partially Executed upto (RHS) Raft
27	10+593	1 x 2.0 x 1.5	Box	New	Partially Executed upto(RHS) PCC

**Note:**

- 1. The proposed locations are minimum. Any change in number/length/span/height shall not be treated as change in scope of work.**
- 2. The culvert location planned as Table above shall be adjusted accordingly to the exact location of cross-water stream or existing culvert located based on the topographic survey performed by the Contractor for the final drawings of the Detailed Design.**
- 3. Cross road culvert to be provided at the location of Major Junction/ Minor Junctions for proper drainage facilities and utility purposes etc. as per manual and shall not be treated as change of scope.**
- 4. For partially executed culverts at Ch. 8+055, Ch. 8+330, Ch. 10+390 & Ch. 10+593, the balance scope shall be remaining items and components as per approved design & drawing.**

**(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 section 7 of the 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
		Nil	

### (iii) Bridges

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

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

Sl. No.	Bridge location (Ch)	Salient details of existing bridge	Adequacy or otherwise of the existing waterway, vertical clearance, etc.	Remarks
			Nil	

(ii) The following narrow bridges shall be widened:

Sl. No.	Design Chainage	Existing Chainage	Span Arrangement	Existing width (m)	Proposed Total Width (m)	Cross-section at deck level for widening
1	7+218	90/258	1 x 8.0	15.30	25.6	4-Lane

#### (b) Additional new bridges

##### Major Bridges

Sl. No	Design Chainage	Name of Nallah	Span arrangement (m)	Total Width of Structure (m)
			nil	

##### Minor Bridges

S No.	Design Chainage	Existing Chainage	Proposed Span (m)	Proposed Width (m)	Remarks
1	0+275	82/015	1x50	13.0	Existing Retain + Additional new 2 lane, NH-40
2	8 + 940	Bypass	1x14	12.0	Ritmawniew Bypass New 2 lane, NH-40
3	9+870	Bypass	1x14 (skew)	16.0	Ritmawniew Bypass New 2 lane, NH-40

##### Note:

1. Proposed span arrangement is minimum and any increase in length/span/height shall not be treated as change in scope of work.
2. IRC Class Special Vehicle loading shall be taken into account in the structural design of bridges/Flyover/VUP.
3. The typical GAD of Minor Bridges attached in this CA may be considered as indicative. Design and drawings may be finalized as per actual site conditions.

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

Sl. No.	Location at Chainage	Remarks
	NIL	

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

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

The following bridges shall be retained with repairs:

S. No.	Design Chainage	Existing Chainage	Remarks
1	0+275	82/015	<ul style="list-style-type: none"> <li>Wearing coat shall be replaced.</li> <li>Damaged expansion joint shall be replaced.</li> <li>Spalling of concrete shall be repaired with epoxy grouting.</li> <li>Abutment quadrant slopes shall be maintained along with stone pitching on slopes and suitable protection as per site requirement.</li> <li>Damaged railing/parapet to be replaced.</li> <li>Missing drainage spouts and gratings with down-take pipe to be provided.</li> <li>Any other repair required as per site condition in consent with Authority's Engineer/Authority.</li> </ul>

**(e)** Drainage system for bridge decks

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

#### **(iv) Rail-road bridges**

(a) Design, construction and detailing of ROB shall be as specified in section 7 of the Manual.

(b) Road over-bridges

Road over-bridges (road over rail) shall be provided at the following locations

	Design Chainage	Route	Span arrangement (m)	Total Length (m)	Width (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 (Ch)	Number and length of span(m)
	NIL	

#### **Grade separated structures**

The grade separated structures shall be provided at the locations and of the type and length specified

in paragraphs 2 (vi), 2 (vii) and 2 (ix) of this Annex-I.

#### **(v) 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:

##### **Bridges**

Sl. No.	Location	Nature and extent of repairs to be carried out
	As per table on para 7 (iii) d	

##### **ROB / RUB**

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

##### **Overpasses/Underpasses and other structures**

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

#### **(vi) List of Major/Minor Bridges, VOP & SVUP**

The following is the list of the Major bridges/ Minor Bridges / VOP / SVUP .

Sl. No.	Location/ Design Chainage	Type
1	0+510/NH-44	SVUP
2	0+010 NH-40/NH-44	VOP
3	0+275	Additional 2 Lane Minor Bridge
4	1+220	SVUP
5	7+218.10	Minor Bridge widening
6	8+655	VUP
7	8+940	New 2 Lane Minor Bridge
8	9+622	SVUP
9	9+870	New 2 Lane Minor Bridge

#### **(vii) Slope Protection Structures**

Structures for Slope protection and Retaining/ Breast Walls shall be designed and constructed as stipulated in Schedule-D.

Structures to be constructed for slope protection shown in the following Table:

**(a) Breast wall**

S. no.	LHS				RHS			
	From	To	Length (m)	Height above FRL	From	To	Length (m)	Height above FRL
1	At junction 0+000		90	3.0	0+080	0+210	130	3.0
2	0+320	0+370	50	3.0	1+840	1+920	80	3.0
3	0+540	0+600	60	3.0	2+350	2+500	150	3.0
4	0+600	0+720	120	1.5	2+640	2+720	80	1.5
5	0+810	0+920	110	3.0	2+760	2+930	170	1.5
6	0+920	1+090	170	1.5	3+180	3+670	490	1.5
7	1+090	1+220	130	3.0	5+310	5+520	210	3.0
8	1+310	1+420	110	3.0	6+330	6+390	60	1.5
9	2+630	2+790	160	1.5	6+440	6+570	130	3.0
10	2+790	2+890	100	3.0	6+640	6+760	120	1.5
11	2+890	2+970	80	1.5	-	-	-	-
12	5+980	6+100	120	1.5	-	-	-	-
13	8+500	8+810	310	3.0	-	-	-	-
14	9+040	9+090	50	3.0				
15	10+250	10+450	200	3.0				
	<b>Total Length (m)</b>		<b>1860</b>		<b>Total Length (m)</b>		<b>1620</b>	

*Note: The proposed locations are minimum and change in length/height shall not be treated as change in scope of work.*

**(b) Retaining wall**

Sl. No.	LHS			RHS		
	From	To	Length (m)	From	To	Length (m)
1	2+500	2+610	110	0+200	0+350	150
2	2+970	3+000	30	0+350	0+420	70
3	3+050	3+110	60	0+450	0+520	70
4	3+110	3+690	580	0+550	0+610	60
5	4+560	4+730	170	0+870	0+970	100
6	5+300	5+390	90	0+970	1+050	80
7	6+170	6+250	80	1+050	1+330	280
8	6+420	6+500	80	1+700	1+810	110
9	7+160	7+215	55	1+810	1+840	30
10	7+220	7+240	20	2+500	2+640	140
11	8+810	8+855	45	2+930	3+000	70
12	8+980	9+020	40	4+850	5+220	370
13	9+100	9+238	138	5+980	6+100	120
14	9+260	9+350	90	7+190	7+215	25
15	9+350	9+430	80	7+220	7+240	20

Sl. No.	LHS			RHS		
	From	To	Length (m)	From	To	Length (m)
16	9+445	9+890	445	7+680	7+730	50
17	10+240	10+310	70	8+470	8+855	385
18	10+490	10+600	110	8+980	9+130	150
19	--	--	--	9+130	9+238	108
20	--	--	--	9+260	9+350	90
21	--	--	--	9+350	9+440	90
22	--	--	--	9+445	9+600	155
23	--	--	--	9+610	9+890	280
	Total Length (m)		2293	Total Length (m)		3003

**(c) Retaining Wall Partially Executed**

Sl. No.	Chainage		LHS	
	From	To	Length (m)	Executed Work
1	10+260	10+310	50	PCC Work done
2	10+260	10+285	25	Foundation 1 <sup>st</sup> Lift Completed

**(viii) Boundary wall including Barbed wire Fencing, View Blockers, RCC Columns and Gates:**

Boundary wall shall be constructed by the Contractor in the Army/ Air Force Area with a minimum height of 3.0 m above the Ground Level.

The location of Boundary wall to be provided after demolition of existing boundary wall is given as follows:

Sr. No.	Chainage (m)		Side	Type of Proposal	Proposal as per Site	Length (m) Including Junction Locations
	From	To				
Auxiliary Alignment (NH 44, Guwahati-Jowai Road)						
1	0+055	0+300	LHS	1	Boundary wall including Barbed wire Fencing, View Blockers, RCC Columns and Gates	272.5
2	0+400	0+938	LHS	1		517.5
3	0+055	0+200	RHS	1		143.0
4	0+200	0+360	RHS	1		160.0
5	0+360	0+370	RHS	1		34.00
6	0+440	0+520	RHS	1		79.5
7	0+530	0+938	LHS	1		419.0
Main Alignment (NH 40, Shillong-Dawki Road)						
8	0+080	0+200	RHS	1		120.5
9	0+220	0+260	RHS	1		44.5
10	0+350	0+365	RHS	1		15.0
11	0+365	0+400	RHS	1		35.0
12	0+445	0+455	RHS	1		10.0
13	0+455	0+505	RHS	1		50.0

14	0+505	0+560	RHS	1	Boundary wall including Barbed wire Fencing, View Blockers, RCC Columns and Gates.	85.00
15	0+580	0+600	RHS	1		30.0
16	0+620	0+810	RHS	1		177.5
17	0+825	0+845	RHS	1		21.0
18	0+880	0+940	RHS	1		59.0
19	0+940	1+230	RHS	1		291.0
20	1+250	1+320	RHS	1		80.5
21	0+290	0+450	LHS	1		161.0
22	0+530	0+720	LHS	1		173.5
23	0+800	1+220	LHS	1		417.5
24	1+240	1+430	LHS	1		198.5
25	6+340	7+160	RHS	1		820.0
TOTAL LENGTH (m) :						4415.00

**Location of Gates adjacent to Boundary wall-**

S. No	Chainages	LHS / RHS
1.	Km 0+140 (Jhalupara, NH 44)	LHS
2.	Km 0+500 (MH Shillong, NH 44)	RHS
3.	Km 0+520 (MH Shillong, NH 44)	LHS
4.	Km 0+690 (MH Shillong, NH 44 )	RHS
5.	Km 0+150 ( Garrison Engineer, NH 40)	RHS
6.	Km 0+ 370 ( Infantry T A C O Y, NH 40)	LHS
7.	Km 0+570 ( LMO QTRS, NH 40)	LHS
8.	Km 0+840 ( Workshop Area, NH 40)	RHS
9.	Km 0+870 ( HQ 101, NH 40)	RHS
10.	Km 1+220 (HQ 101, NH – 40)	RHS

**Note:**

**1. The above proposed locations are minimum and minor change in length shall not be treated as change in scope of work.**

**2. The Design and drawings of the above structure is within the scope of EPC Contractor. The same may be finalized in consultation with Authority's Engineer and Defence Officials as per actual site conditions.**

**3. The quality of construction shall be strictly maintained as per Good Industry Practice/ Technical Specifications as per requirement of Defence Establishment. Minor upside variation within 5% of the scope shall be constructed by the EPC Contractor without**

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### **Change of Scope (CoS).**

**4. The Boundary wall shall be constructed in lieu of the existing wall after demolishing the same. The executed work of boundary wall shall in no case be downgraded w.r.t. the current infrastructure in terms of Dimensions, Technical Specifications and Quality Standards and shall be constructed in accordance with the feasibility of Defence Establishment.**

**5. The Gates shall be provided at the indicated locations mentioned above along the Boundary wall openings, without attracting any Change of Scope (CoS).**

### **(ix) Slope Protection**

As the project involve cutting of existing hill slopes, it is imperative that slopes are stabilized for insuring longevity of the slopes and the roads.

The contractor shall be responsible for accurate assessment of the actual requirement as per schedule D & prepare design for slope protection & stabilization as per schedule D.

*Any increase in quantity over the above will not be considered as change of scope. Therefore, contractor should carry out thorough investigation at site and assess the requirement of slope protection and slide prone zone and other safety features at his own before submission of bid.*

**(x) Disposal of Debris:** - As per Manual.

## **8. Traffic Control Devices and Road Safety Works**

(i) Traffic control devices and road safety devices and road furniture shall be provided in accordance with Section 9 of the Manual.

(a) Traffic/ Road Signs:

Traffic signs viz roadside signs, overhead signs, kerb mounted signs etc. along the entire Project highway shall be provided in accordance with section 9 of the manual.

Overhead traffic signs: - Full Width Overhead signs shall be provided in accordance with section 9 of the manual

Minimum number of full overhead gantry sign – 3 nos and cantilever overhead gantry sign – 3 nos shall be provided.

(b) Pavement Marking:

Pavement markings shall cover road marking for the entire Project Highway as per manual.

(c) Safety Barrier:

Semi rigid W-beam crash barriers shall be installed all along the project highway on earthen shoulders on either side of main carriageway at the locations given below:

Sl. No	LHS		Length (m)	RHS		Length (m)
	From	To		From	To	
1	2+050	2+200	150	2+280	2+340	60
2	2+280	2+340	60	2+500	2+640	140
3	2+500	2+640	140	2+920	3+000	80



4	2+970	3+000	30	8+900	9+950	1050
5	8+900	9+950	1050			
6	10+170	10+670	500			
<b>Total Length (m)</b>		<b>1930</b>	<b>Total Length (m)</b>		<b>1330</b>	

*Note: The above proposed length/ locations are minimum. Crash barrier/other suitable safety barriers along the Project highway shall be provided as per schedule D and Any change in length shall not be treated as change in scope of work.*

(ii) Specifications of the reflecting sheeting

Retro reflective sheeting should be of high intensity grade with encapsulated lens or with micro prismatic retro reflective element in accordance with ASTM Standard D 956-04 in accordance with Clause 9.2.3 of the Manual.

## 9. Roadside Furniture

Roadside furniture shall be provided in accordance with the provisions of the Manual.

- a) Road studs - Road studs shall be provided for the entire Project highway at median openings, bridges, VUP/Interchange/Flyover structures, approaches of bridges, VUP/Interchange/ Flyover, at curves on shoulder edge line, junctions, slip roads on both side of edge lines etc. in accordance with the manual.
- b) LED traffic beacons - Shall be provided on entire project highway near pedestrian crossings, public gathering places, junctions etc. in accordance with the manual.
- c) Pedestrian Guard Rail: Provide pedestrian guardrail at each bus stop location and other locations as per manual.
- d) Delineators: Delineators for the entire Project Highway at the locations as suggested in relevant IRC Manual recommended in Schedule D.
- e) Noise barriers: shall be provided in accordance with manual; Locations shall be decided as per site condition in consent with Authority.
- f) Concrete Crash Barrier, Metal Beam Crash Barrier, Separators (MS Railings) – as per manual.
- g) Traffic Safety Devices wherever required.
- h) Hectometer/ Kilometer Stones.

## 10. COMPULSORY AFFORESTATION

The roadside plantations and its maintenance shall be taken up through outsourcing to an Agency or Contractor or local NGO authorized or empanelled by MoRTH. The planning and execution of roadside plantations and its maintenance shall be carried out as per the specifications mentioned in IRC “Guidelines on Landscaping & Tree Plantation” (IRC: SP 21-2009) and guidelines given in “Green Highways (Plantation, Transplantation, Beautification & Maintenance) Policy, 2015” of MoRTH.

A landscape plan or plantation plan shall be prepared by the EPC Contractor in consultation with the executing Agency, the Authority and the local Forest Department for ensuring compliance to any regulation in force that may affect raising and maintenance of the plantation. The plantation plan has to be got approved from the concerned Forest Department before starting any plantation at site. The selection of species shall be done as per the guidelines and the recommendation of local Forest

Department with site specific native species.

The number of trees which are required to be planted by the Agency as compensatory afforestation should be at least 10 times the number of trees felled as per local norms stipulated in the tree felling permission granted by the concerned Forest Department plus 20% extra (assuming 80% survival).

EPC Contractor in association with the Executing Agency will be responsible for monitoring the plantation status on continuous basis and carry out field verification to check survival, growth and size of plantation and maintenance of the same, and submit Monthly Progress Report during execution period and Quarterly Status Report during maintenance period.

## 11. HAZARDOUS LOCATIONS

The safety measures shall be provided at all hazardous/sinking/land slide locations as per the manual in consultation with the Authority's Engineer. The safety barriers shall also be provided at the following hazardous structure (Bridges, culverts) locations:

Sl. No.	Location stretch from (Ch) to (Ch)	LHS/RHS
	As per schedule D	

## 12. SPECIAL REQUIREMENTS FOR HILL ROADS

In accordance with Section 13 of the Manual (from IRC: SP: 73-2018), IRC: SP: 1998 & recommended practice for treatment of embankment and road side slopes for erosion control (first revision) IRC: 56-2011 and relevant IRC codes & The cutting slope surface except on Hard Rock classified as per Clause 301.2 of MORTH Specifications for Road and Bridge Works shall be protected by the Seeding and Mulching as per Clause 301.8 of MORTH Specification, and the embankment slope shall be protected by Turfing as per Clause 301.7 of MORTH Specification.

Sl. No.	Design Ch (From)	Design Ch (To)	LHS/RHS
	As per schedule D		

## 15. UTILITY DUCT

(a) Utility Ducts in Defence area shall be provided as follows-

Sl. No.	Location	Type	Size (Nos x Span x Height/ Dia)	Remarks
1	Opp. MH Shillong (Rilbong to Anjali Segment)	Box Type	1 nos. x 2.0 m x 1.5 m	All these Utility Ducts should have provision of Inspection Box/ Chamber
2	Opp. GE Shillong	Pipe	1 nos. x 0.9 m dia	
3	Opp. 101 Area Gate	Box Type	1 nos. x 1.5 m x 1.5 m	
4	Opp. 101 Area CSD	Box Type	1 nos. 1.5 m x 1.5 m	
5	Opp. QM office MH (Rilbong to Garikhana Segment)	Pipe	1 nos. x 0.6 m dia	

**Note:**

**1. The above proposed locations are minimum and change location/dimension shall not be treated as change in scope of work.**

**2. The Design and drawings of the above structure is within the scope of EPC Contractor. The**

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*same may be finalized as per actual site conditions / Defence specifications.*

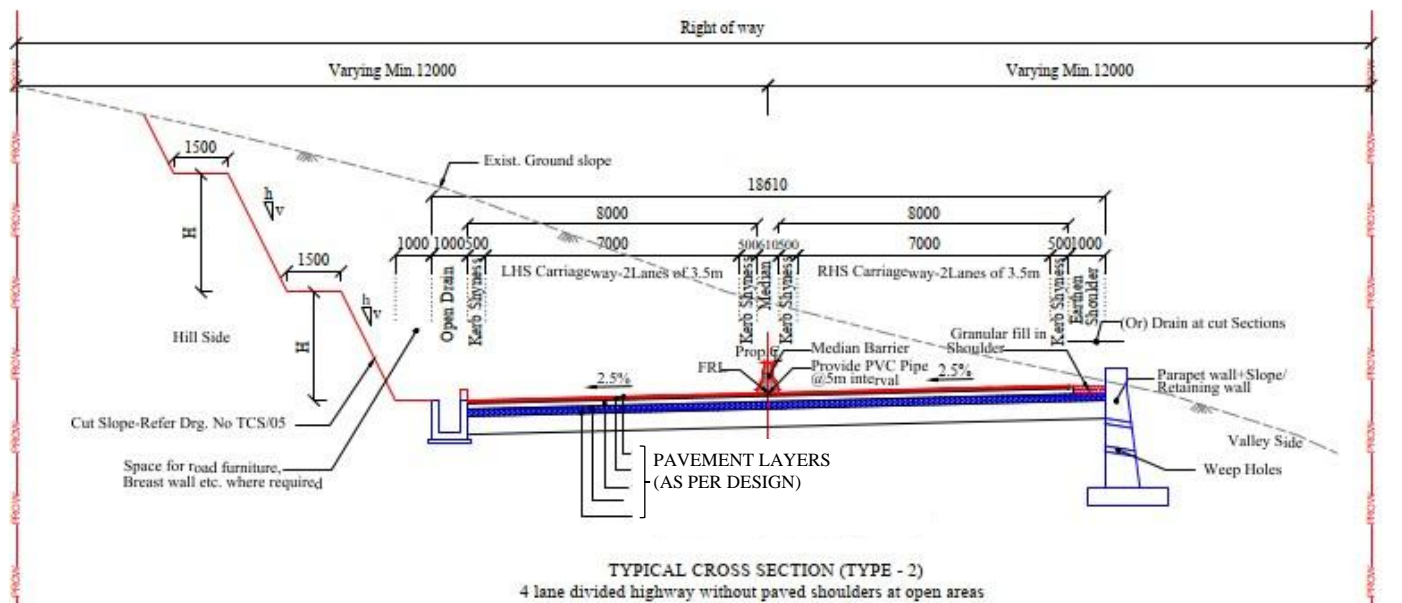
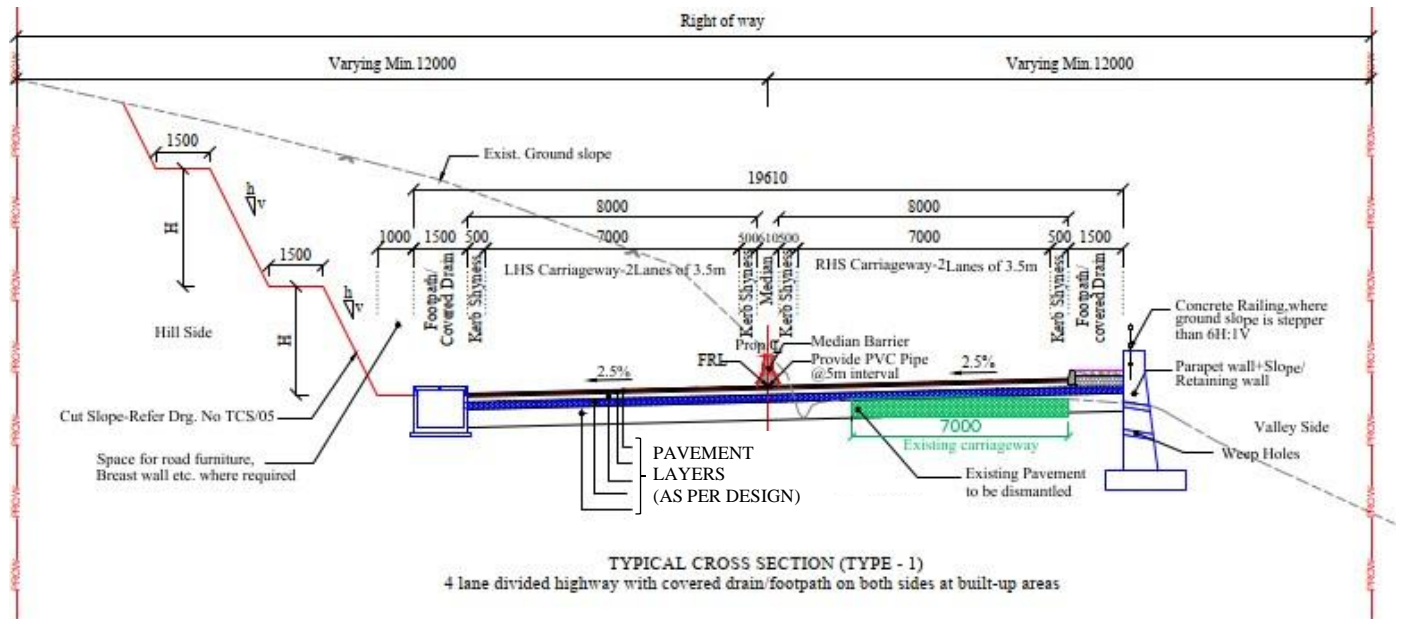
**3. The quality of construction shall be strictly maintained as per Good Industry Practice/  
Technical Specifications as per requirement of Defence Establishment.**

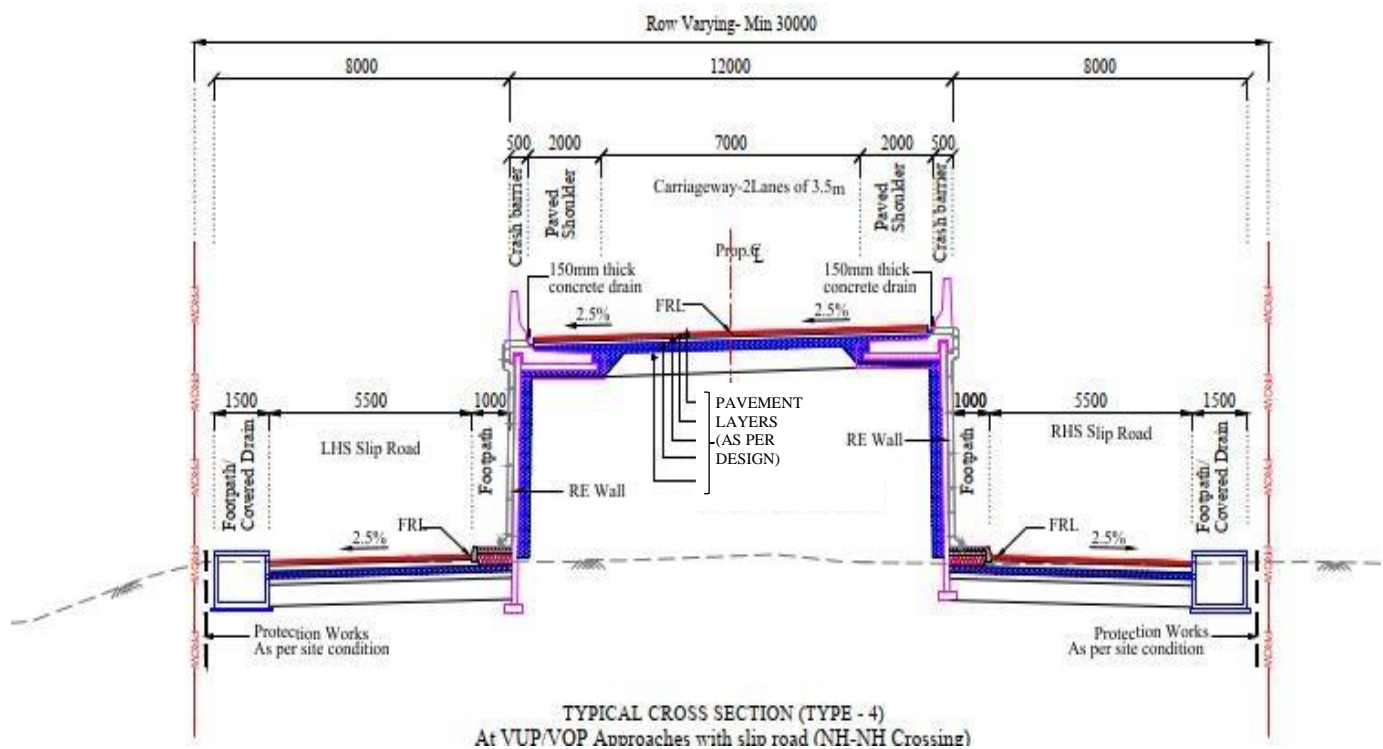
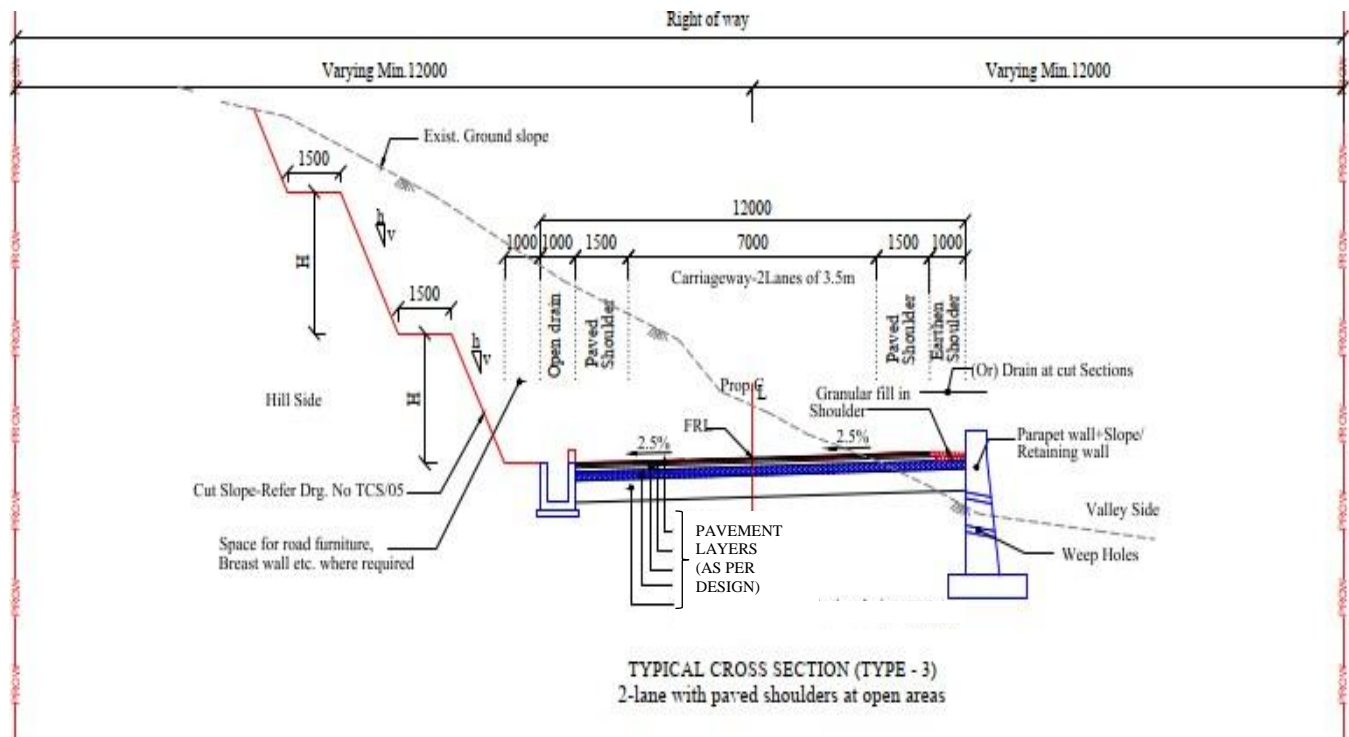
(b) Utility Ducts across the remaining project highway shall be provided as per manual/site conditions.

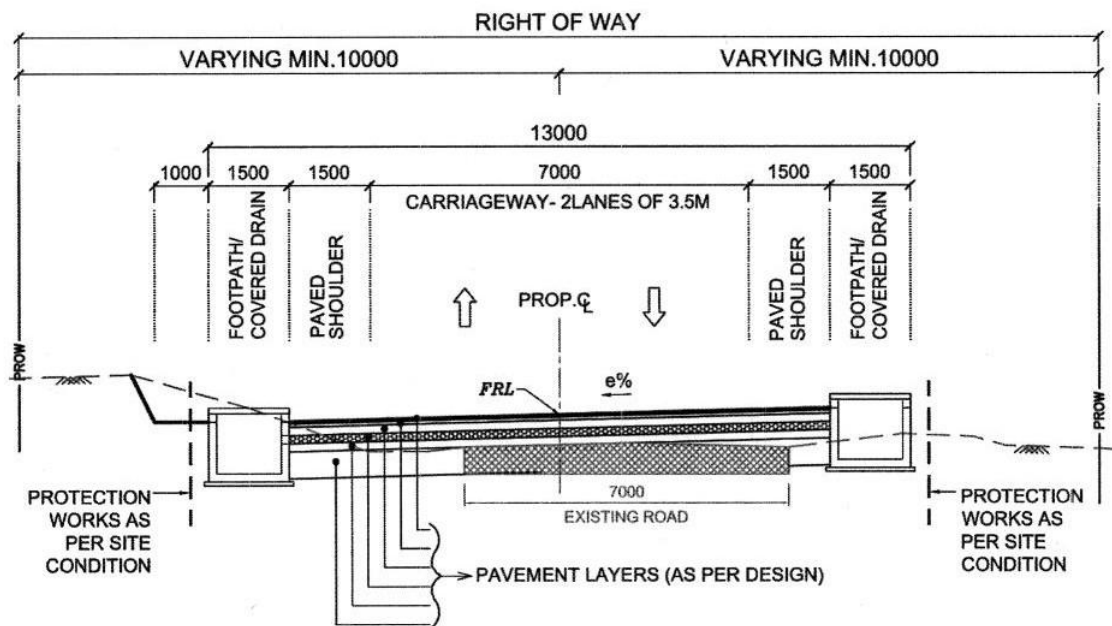
## **16. CHANGE OF SCOPE**

The length of Structures, bridges, culverts, underpasses, flyovers etc. 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.

## Appendix B-I







**Typical Cross Section (Type - 5)**  
2-lane with paved shoulders at built-up areas

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***Schedule-C***

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## SCHEDULE – C

(See Clause 2.1)

### 1 Project Facilities

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

- (a) Toll plazas.
- (b) Roadside furniture.
- (c) Pedestrian facilities.
- (d) Land Scaping and Tree Plantation.
- (e) Truck lay-byes.
- (f) Wayside amenities.
- (g) Bus-bays and Passenger shelters.
- (h) Others.
  - 1. Highway Patrol Units
  - 2. Highway lighting
  - 3. Emergency Medical Services
  - 4. Crane Services
  - 5. Communication System
  - 6. Advance Traffic Management System (A. T. M. S.)
  - 7. Operation and Maintenance Center

### 2 Description of Project Facilities

#### (a) Toll Plazas

Toll Plaza shall be provided as per as stipulated in section 10 of the Manual. Canopy of Toll plaza should be designed to withstand load of solar panels in addition to other design loads. Location of toll plaza is as per the following details.

Sl. No.	Toll Plaza ID	Design Chainage	Side	Min Number of Lanes
NIL				

**Note:** Installation of two number dedicated ETC lane (one lane in each direction) and Hybrid ETC System with provision of medium speed WIM with bending plate technology in each lane, and Static Weigh Bridge (one lane in each direction) at Toll Plaza and Configuration with Advance Traffic Management System.

Above mentioned toll lanes are indicative. However, the actual requirement of toll lanes shall be assessed by Contractor as per actual site condition and Manual. The increase in number of toll lanes shall not be treated as change of scope.



Solar panels shall be erected over the Toll Plaza Canopy to generate the green energy. Same shall be utilized for toll plaza lighting and other energy requirement within toll plaza area along with conventional lighting.

**(b) Roadside furniture as per clause 9 of Annex-I Schedule B**

**(c) Pedestrian facilities.**

Pedestrian Guard rails shall be provided at junctions, Truck lay byes, bus bays and near schools and hospitals as per provisions in section 9.8 of the Manual

- i. Pedestrian guardrail : Provide pedestrian guardrail at each bus stop location and at other locations as per manual.
- ii. Pedestrian Crossings: Provide pedestrian crossing facilities on locations as recommended in Schedule D.

**(d) Land Scaping and Tree Plantation.**

Land Scaping and tree plantation of the highway shall be provided as per section 11 of the manual. The locations for these provisions shall be finalized in consultation with Authority Engineer.

**(e) Truck lay-byes**

Truck Lay bye shall be provided at the following locations in accordance with section 12.5 of the manual.

Sl. No.	Design Chainage	Side	Nearest Village
Nil			

**(f) Way-side Amenities**

As stipulated in section 12.10 of the manual, Way-side Amenities shall be provided at the following locations:

S. No.	Design Chainage	Side
Nil		

**(g) Bus-bays and Passenger shelters**

Minimum 2x4 nos. of Bus Bays with Bus Shelter shall be provided along the project highway. Tentative locations for Bus Bays are indicated below, however, the same shall be finalized as per suitability of location and site requirement in consultation with the Authority's Engineer/ Authority. As stipulated in section 12.6 of the Manual, Bus-bays and shelters shall be provided at below indicative locations.

S. No.	Design Chainage		Location
	Left	Right	
1	1+290	1+370	Mahadev Khola
2	3+470	3+500	4th Mile
3	4+500	4+520	5th Mile
4	7+250	7+250	Elephant Falls

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Note: However, the location of bus bays and passenger shelters shall be finalized as per suitability of location and site requirement in consultation with Authority. Any change in location shall not be treated as change of scope.

(h) Others

1. Highway Patrol unit – as per manual
2. Highway LED Lighting: LED Lighting shall be provided at the following locations:
  - a. LED Lighting shall be provided at approach to bridges, Flyover, built up areas, Toll Plaza, Bus stops, truck Lay-byes and rest areas as per manual recommended in Schedule D.
  - b. Apart from above locations lighting shall be provided at underpasses and ROB/RUB and as per site condition in consultation with Engineer and shall not be treated as change of scope. On all grade separated structures Lightings will be provided on Top & Underside as per clause 12.4 of IRC SP 73-2018.
  - c. High Mast Lighting shall be provided at all Major Junctions, Toll plaza locations or any other location as per clause 12.4.3 of IRC SP 73-2018.
3. Emergency Medical Services: Emergency medical Services shall be provided as per provisions of the manual.
4. Cranes services: One Cranes with 30 MT Capacity.
5. Communication System: Communication System shall be provided as per provisions of the manual.
6. Advance Traffic Management System (ATMS) as per technical specification: Provisions of other facilities, if required may be made in similar manner.
7. Operation and Maintenance Centre: Operation and Maintenance Centre shall be provided as per provisions of the manual.

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***Schedule-D***

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## SCHEDULE - D

*(See Clause 2.1)*

### **SPECIFICATIONS AND STANDARDS**

#### **1 Construction**

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

#### **2 Design Standards**

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

- a) Manual of Specifications and Standards for Two Laning of Highways with paved shoulder (IRC: SP: 73-2018), referred to herein as the Manual.

## Annex - I

(Schedule-D)

### Specifications and Standards for Construction

#### 1 Specifications and Standards

All Materials, works and construction operations shall conform to the Manual of Specifications and Standards for Two-Laning of Highways with paved shoulder (IRC: SP:73-2018), referred to as the Manual 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 the aforesaid Manual, the following Specifications and Standards shall apply to the Project Highway, and for purposes of this Agreement, the aforesaid Manual shall be deemed to be amended to the extent set forth below;
- 1) IRC Class Special Vehicle loading shall be taken into account in the structural design of bridges/Flyover/VUP.
  - 2) Width of bridges

Sl. No.	Item	Description of Deviation	As per manual	Clause Reference
1	Width of bridges	Width bridges on hill road – 16m $(0.5+1.5+0.5)+(0.5+1.5+7+1.5+0.5)+(0.5+1.5+0.5)$ $= 2.5+11+2.5$ 1) At Minor bridge 7+218 width is 26m due to 4 lane bridge. 2) At Minor bridge 9+916 width is 16.m	Width of bridge on plain/rolling terrain – 18m $(0.5+1.5+0.5)+(0.5+2.5+7+2.5+0.5)+(0.5+1.5+0.5)$ $= 2.5+13+2.5$	Clause 7.3 (ii) Figure 7.6

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**Schedule - E**  
*(See Clause 2.1 and 14.2)*  
**MAINTENANCE REQUIREMENTS**

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**1. Maintenance Requirements**

- 1.1. The Contractor shall, at all-time maintain the Project Highway in accordance with the provisions of this Agreement, Applicable Laws and Applicable Permits.
- 1.2. The Contractor shall repair or rectify any Defect or deficiency set forth in Paragraph 2 of this Schedule-E within the time limit specified therein and any failure in this behalf shall constitute non-fulfillment of the Maintenance obligations by the Contractor. Upon occurrence of any breach hereunder, the Authority shall be entitled to effect reduction in monthly lump sum payment as set forth in Clause 14.6 of this Agreement, without prejudice to the rights of the Authority under this Agreement, including Termination thereof.
- 1.3. All Materials, works and construction operations shall conform to the "SPECIFICATIONS FOR ROAD AND BRIDGE WORKS (FIFTH REVISION, April 2013)", including latest corrections slips, issued by the Ministry of Surface Transport & Highways, Government of India and published by the Indian Roads Congress.

Where the specifications for a work are not given, Good Industry Practice shall be adopted to the satisfaction of the Authority's Engineer.

**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.

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**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: SP:35. 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 torrential rains, floods, earthquake or other natural disasters shall be undertaken by the Contractor at its own cost and/or out of the proceeds of insurance.

## Annex - I

### (Schedule-E)

#### Repair/rectification of Defects and deficiencies

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

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

Asset Type	Performance Parameter	Level of Service (LOS)		Frequency of Inspection	Tools/Equipment	Standards and References for Inspection and Data Analysis
		Desirable	Acceptable			
Flexible Pavement (Pavement of MCW, Service Road, approaches	Potholes	Nil	< 0.1 % of area and subject to limit of 10 mm in depth	Daily	Length Measurement Unit like Scale, Tape, odometer etc.	IRC 82: 2015 and Distress Identification Manual for Long Term Pavement Performance Program, FHWA 2000 ( <a href="http://www.tfhr.com/pavement/reports/03031/">http://www.tfhr.com/pavement/reports/03031/</a> )
S of Grade structure, approaches of connecting roads, slip roads, lay byes etc. as applicable)	Cracking	Nil	< 5 % subject to limit of 0.5 sqm for any 50m length	Daily		
	Rutting	Nil	< 5 mm	Daily	Straight Edge	
	Corrugations and Shoving	Nil	< 0.1 % of area	Daily	Length Measurement Unit like	

Asset Type	Performance Parameter	Level of Service (LOS)		Frequency of Inspection	Tools/Equipment	Standards and References for Inspection and Data Analysis
		Desirable	Acceptable			
S of Grade structure, approaches of connecting roads, slip roads, lay byes etc. as applicable)	Bleeding	Nil	< 1 % area	Daily	Scale, Tape odometer etc.	
	Ravelling / Stripping	Nil	< 1 % area	Daily		
	Edge Deformation / Breaking	Nil	< 1 m for any 100m section and width < 0.1m at	Daily		



			any location, restricted to 30cm from the edge			
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Asset Type	Performance Parameter	Level of Service (LOS)		Frequency of Inspection	Tools/Equipment	Standards and References for Inspection and Data Analysis
		Desirable	Acceptable			
	Roughness	2000 mm/km	2400 mm/km	Bi-Annually	Class I Profilometer SCRIM (Sideway force Coefficient Routine Investigation Machine or equipment)	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 Automated Pavement Condition Survey Equipment
	Skid Number	60SN	50SN	Bi-Annually		
	Pavement Condition Index	3	2.1	Bi-Annually		
	Other Pavement Distresses			Bi-Annually		
	Deflection / Remaining Life			Annually	Falling Weight Deflectometer	IRC 115:2014
<b>Rigid Pavement (Pavement of MCW, Service Road, Grade structure,</b>	Roughness BI	2200mm/km	2400mm /km	Bi-Annually	Class I Profilometer	ASTME950(98) :2004 and ASTM E1656-94:2000
Asset Type	Performance Parameter	Level of Service (LOS)		Frequency of Inspection	Tools/Equipment	Standards and References for Inspection and Data Analysis
		Desirable	Acceptable			
<b>Approaches of</b>	Skid	Skid Resistance no. at different speed of vehicles		Bi-Annually	SCRIM (Sideway-force	IRC:SP:83-2008
		<b>Minimum SN</b>	<b>Traffic</b>		Coefficient	

connecting roads, slip roads, lay byes etc. as applicable)			<b>Speed (Km/h)</b>		Routine Investigation Machine or equivalent)	
		36	50			
		33	65			
		32	80			
		31	95			
		31	110			
Embankment/ Slopes	Edge drop at shoulders	Nil	40mm	Daily	Length Measurement Unit like Scale, Tape, odometer etc.	IRC
	Slope of camber/cross fall	Nil	<20% variation in prescribed slope camber / cross fall	Daily		
	Embankment Slopes	Nil	<15% variation in prescribe	Daily		
Asset Type	Performance Parameter	Level of Service (LOS)		Frequency of Inspection	Tools/Equipment	Standards and References for Inspection and Data Analysis
		Desirable	Acceptable			
			Side slope			
	Embankment Protection	Nil	Nil	Daily	NA	
	Rain Cuts/ Gullies in slope	Nil	Nil	Daily Specially During Rainy Season	NA	

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< 0.2mm.hair cracks		
			2	w= 0.2 -0.5 mm, discernible from slow-moving car	Seal without delay	Seal, and stitch if L >1m. Within 7 days
			3	w= 0.5 -1.5 mm, discernible from fast-moving car		
			4	w= 1.5-3.0 mm	Seal, and stitch if L > 1m. Within 7 days	Staple or Dowel Bar Retrofit, FDR for affected portion. Within 15 days
			5	w > 3 mm		

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

		D= depth of slab			Within 7 days	
			4	w= 3.0 - 6.0 mm	Dowel Bar Retrofit. Within 15 days	Full Depth Repair Dismantle and reconstruct affected.
			5	w > 6 mm, usually associated with spalling, and/or slab rocking under traffic	Not Applicable, as it may be full depth	Portion with norms and specifications - See Para 5.5 & 9.2 Within 15 days
3	Single Longitudinal Crack intersecting with one or more joints	w= width of crack L= length of crack d= depth of crack D= depth of slab	0	Nil, Not discernible	No, Action	
			1	w= 0.5 mm, discernible from slow-moving vehicle	Seal with epoxy, if L > 1m. Within 7 days	Staple or Dowel Bar Retrofit. Within 15 days
			2	w= 0.5 - 3.0 mm, discernible from fast vehicle	Route seal and stitch, if L > 1m. 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	w= 3.0 - 6.0 mm	Staple, if L> 1m. Within 15 days	Partial Depth Repair with stapling. Within15 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 See Para 5.6.4 Within 15 days
4	Multiple Crack intersecting with one or more	w= width of crack	0	Nil, Not discernible	No, Action	-
			1	w < 0.2 mm, hair	Seal and stitch	

	joints			cracks	if L > 1m. Within 15 days	
			2	w= 0.2 - 0.5 mm, discernible from slow vehicle		
			3	w= 0.5 - 3.0 mm, discernible from fast vehicle	Full depth repair within 15 days	Dismantle, Reinstall subbase, Reconstruct whole slab as per specifications within 30 days
			4	w= 3.0 - 6.0 mm panel broken into 2 or 3 pieces		
			5	w > 6 mm and /or panel broken into more than 4 pieces		

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	Corner Break	w= width of crack L= length of crack	0	Nil, not discernible	No Action	-
			1	w < 0.5mm, only 1 corner broken	Seal with low viscosity epoxy to secure broken parts Within 7 days	Seal with epoxy seal with epoxy Within 7 days
			2	w < 1.5mm, L < 0.6m, only one corner broken		
			3	w < 1.5mm, L < 0.6m, two corners broken	Partial Depth (Refer Figure 8.3 of IRC:83-2008) Within 15 days	Full depth repair
			4	w > 1.5mm, L > 0.6m or three corners broken		
			5	Three or four corners broken		Reinstall sub-base and reconstruct the slab as per norms and specifications Within 30 days
6	Punchout (Applicable to Continuous Reinforced Concrete)	w= width of crack L= length (m/m2)	0	Nil, Not discernible		No, Action
			1	w < 0.5 mm, L < 3m / m <sup>2</sup>	Not Applicable, as it may be full depth	Seal with low viscosity epoxy to secure broken parts.
			2	either w > 0.5 mm or L < 3m / m <sup>2</sup>		
			3	w > 1.5mm and L < 3m / m <sup>2</sup>		
			4	w > 3mm, L < 3m		Full depth repair

	<b>Pavement (CRCP) only)</b>			/m <sup>2</sup> and deformation		Cutout and replace damaged area taking care not to damage reinforcement. Within 30 days
			5	w > 3mm, L < 3m /m <sup>2</sup> and deformation		

S.No.	Type of Distress	Measured Parameter	Degree of Severity	Assessment Rating	Repair Action	
					For the case d < D/2	For the case d > D/2
Surface Defects						
7	Ravelling or Honeycomb surface type	r= area damaged surface / total surface of slab (%) h = maximum depth of damage	0	Nil, not discernible	Short Term	Long Term
					No action.	Not Applicable
			1	r < 2 %	Local repair of area damaged and liable to be damaged.	
			2	r = 2 - 10 %	Within 15 days	
			3	r = 10 - 25 %	Bonded Inlay, 2 or 3 slabs if affecting.	
			4	r = 25 - 50 %	Within 30 days	
			5	r > 50% and h > 25mm	Reconstruct slabs, 4 or more slabs if affecting. Within 30 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
Surface Defects						
8	Scalling	r= damaged surface / total surface of slab (%)	0	Nil, not discernible	Short Term	Long Term
					No action.	Not Applicable

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
		h = maximum depth of damage	1	r < 2 %	Local repair of area damaged  and liable to be damaged.	
			2	r = 2 - 10 %	Within 7 days	
			3	r = 10 - 20 %	Bonded Inlay Within 15 days	
			4	r = 20 - 30 %		
			5	r > 30% and h > 25mm	Reconstruct slabs Within 30 days	

S.No.	Type of Distress	Measured Parameter	Degree of Severity	Assessment Rating	Repair Action	
					For the case $d < D/2$	For the case $d > D/2$
9	Polished Surface /Glazing	t = texture depth, sand patch test	0		No action.	Not Applicable
			1	t >1 mm		
			2	t = 1 - 0.6 mm	Monitor rate of deterioration Diamond Grinding if affecting 50% or more slabs in a continuous stretch of minimum 5 km. Within 30 days	
			3	t = 0.6 - 0.3 mm		
			4	t = 0.3 - 0.1 mm		
			5	t < 0.1 mm		
10	Popout (Small Hole), Pothole Refer Para 8.4	n = number/m <sup>2</sup> d = diameter h = maximum depth	0	d < 50 mm; h < 25 mm ; n < 1 per 5 m <sup>2</sup>	No action	
			1	d = 50 – 100 mm; h < 50 mm; n < 1 per 5 m <sup>2</sup>	Partial depth repair 65 mm deep.	
			2	d = 50 – 100 mm; h > 50 mm; n < 1 per	Within 15 days	

				5 m <sup>2</sup>		Not Applicable
			3	d = 100 – 300 mm; h < 100 mm; n < 1 per 5 m <sup>2</sup>	Partial depth repair 110 mm i.e. 10mm more than the depth of the hole. Within 30 days	
			4	d = 10 – 300 mm; h > 100 mm; n < 1 per 5 m <sup>2</sup>		
			5	d > 300 mm; h > 100 mm ; n > 1 per 5 m <sup>2</sup>	Full depth repair. Within 30 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
Joints Defects						
11	Joint Seal Defects	loss or damage L = Length as % total joint length			Short Term	Long Term
			0	Difficult to discern	No action	Not Applicable
			1	Discernible, L < 25% but of little immediate consequence with regard to ingress of water or trapping incompressible material.	Clean joint, inspect later.	
			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 and trapping incompressible material.	Clean, widen and reseal the joint. Within 7 days	
12	Spalling of Joints	w = width on either side of the joint L = length of spalled portion ( as % joint length)	0	Nil, not discernible	No action.	Not Applicable
			1	w < 10 mm	Apply low viscosity epoxy resin / mortar in cracked portion. Within 7 days	
			2	w = 10 - 20 mm, L < 25%		



S.No.	Type of Distress	Measured Parameter	Degree of Severity	Assessment Rating	Repair Action	
					For the case $d < D/2$	For the case $d > D/2$
<b>Joints Defects</b>						
			3	$w = 20 - 40 \text{ mm}$ , $L > 25\%$	Partial Depth Repair. Within 15 days	Not Applicable
			4	$w = 40 - 80 \text{ mm}$ , $L > 25\%$	30 - 50 mm deep, $h = w + 20\%$ of $w$ , within 30 days	
			5	$w > 80 \text{ mm}$ , and $L > 25\%$	50 - 100 mm deep repair. $H = w + 20\%$ of $w$ . Within 30 days	
13	Faulting (or Stepping) in Cracks or Joints	$f = \text{difference of level}$	0	not discernible, $< 1 \text{ mm}$	No action.	No action
			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. Within 30 days
			3	$f = 6 - 12 \text{ mm}$	Diamond Grinding	
			4	$f = 12 - 18 \text{ mm}$	Raise sunken slab	Replace the slab as appropriate. Within 30 days
			5	$f > 18 \text{ mm}$	Strengthen subgrade and sub - base by grouting and raising sunken slab	

S.No.	Type of Distress	Measured Parameter	Degree of Severity	Assessment Rating	Repair Action	
					For the case $d < D/2$	For the case $d > D/2$
<b>Joints Defects</b>						
					Short Term	Long Term

14	Blowup or Buckling	h = vertical displacement from normal profile	0	Nil, not discernible	No action	
			1	h < 6 mm		
			2	h = 6 - 12 mm	Install Signs to Warn Traffic Within 7 days	
			3	h = 12 - 25 mm		
			4	h > 25 mm	Full Depth Repair. Within 30 days	
			5	shattered slab, 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 if L < 20 m. Within 30 days	
			5	h > 100 mm		

S.No.	Type of Distress	Measured Parameter	Degree of Severity	Assessment Rating	Repair Action	
					For the case $d < D/2$	For the case $d > D/2$
Joints Defects						
					Short Term	Long Term
16	Heave	$h$ = positive vertical displacement from normal profile. $L$ = length	0	Not discernible, $h < 5 \text{ mm}$	No action	scrabble
			1	$h = 5 - 15 \text{ mm}$	Follow up	
			2	$h = 15 - 30 \text{ mm}$ , $Nos < 20\%$ joints	Install Signs to Warn Traffic Within 7 days	
			3	$h = 30 - 50 \text{ mm}$		
			4	$h > 50 \text{ mm}$ or $> 20\%$ joints	Stabilise subgrade. Reinstate pavement at normal level if length $< 20 \text{ m}$ . Within 30 days	
			5	$h > 100 \text{ mm}$		
			5	$f > 18 \text{ mm}$	Strengthen subgrade and sub - base by grouting and raising sunken	

					slab	
17	Bump	h = vertical displacement from normal profile.	0	$h < 4 \text{ mm}$	No action	
			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 on going maintenance Within 15 days	Replace in case of new construction. Within 30 days.
			5	$h > 15 \text{ mm}$	Full Depth Repair. Within 30 days	Full Depth Repair. Within 30 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
Joints Defects						
					Short Term	Long Term
18	Lane Shoulder Dropoff	to f = difference of level	0	Nil, Not discernible, < 3 mm	No action	
			1	f = 3 – 10 mm	Spot repair of shoulder Within 7 days	
			2	f = 10 – 25 mm		
			3	f = 25 – 50 mm	Fill up shoulder Within 7 days	For any 100 m stretch Reconstruct shoulder, if affecting 25% or more of stretch. Within 30 days
			4	f = 50 – 75 mm		
			5	f > 75 mm		
Drainage						
19	Pumping	quantity of fines and water expelled through open joints and cracks Nos	0	not discernible	No Action	Inspect and repair sub-drainage at distressed sections and upstream.
			1 to 2	slight/ occasional Nos < 10%	Repair cracks and joints without delay.	
			3 to 4	Appreciable/ Frequent 10- 25%	Lift or jack slab within 30 days	
		Nos/100m stretch	5	abundant, crack development > 25%	Repair distressed pavement sections. Strengthen subgrade and	

					subbase. Replace slab. Within 30 days	
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S.No.	Type of Distress	Measured Parameter	Degree of Severity	Assessment Rating	Repair Action	
					For the case d < D/2	For the case d > D/2
20	Ponding	Ponding on slabs due to blockage of drains	0-2	not discernible problem	No Action	
			3 to 4	Blockage observed in drains, but water flowing	Clean drains etc within 7days 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	Time limit for Rectification	Specifications and Standards
		As per IRC SP :84-2014, a minimum of safe stopping sight distance shall be available throughout.		Manual Measurements with Odometer	Removal of obstruction within 24 hours, in case of sight line affected by temporary objects such		IRC:SP 84-2014

<b>Highway</b>	Availability of Safe Sight Distance	Design Speed, kmph	Desirable Minimum Sight Distance (m)	Safe Stopping Sight Distance (m)	Monthly	along with video/image backup	as trees, temporary encroachments.  In case of permanent structure or design deficiency:  Removal of obstruction/improvement of deficiency at the earliest  Speed Restriction	
		100	360	180				
		80	260	130				
<b>Pavement Marking</b>	Wear	<70% of marking remaining			Bi-Annually	Visual Assessment as per Annexure-F of IRC:35-	Re - painting  Cat-1 Defect - within 24 hours Cat-2 Defect -	IRC:35-2015

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

Asset Ty	Performance Parame	Level of Service (LOS)	Frequency of Measurem	Testing Method	Recommended Remediation	Time limit for Rectification	Specifications and Standards
		Initial 7 days Retro reflectivity: 100 mcd/m <sup>2</sup> /lux Minimum Threshold Level:					
	Skid Resistance	Initial and Minimum performance for Skid Resistance: Initial (7days): 55BPN Min. Threshold: 44BPN *Note: shall be considered under urban/city traffic condition encompassing the locations like pedestrian crossings, bus bay, bus stop,	Bi-Annually	As per Annexure -G of IRC:35-2015		Within 24 hours	IRC:35-2015
Road Signs	Shape and Position	Shape and Position as per IRC:67-2012. Signboard should be clearly visible for the design speed of the section.	Daily	Visual with video/image backup	Improvement of shape, in case if shape is damaged.  Relocation as per requirement	48 hours in case of Mandatory Signs, Cautionary and Informatory Signs (Single and Dual post signs)	IRC:67-2012

Asset Type	Performance Parameter	Level of Service	Frequency of Measurement	Testing Method	Recommended Remedial Measures	Time limit for Rectification	Specifications and Standards
	Retro reflectivity	As per specification in IRC:67-2012	Bi-Annually	Testing of each signboard using Retro Reflectivity Measuring Device. In accordance with ASTM D 4956-09.	Change of signboard	48 hours in case of Mandatory Signs, Cautionary and Informatory Signs (Single and Dual post signs)  1 Month in case of Gantry/Cantilever Sign boards	IRC:67-2012

<b>Kerb</b>	Kerb Height	As per IRC 86:1983	Bi-Annually	Use of distance R	Raising Ker	Within 1 Month	RC 86:1983
	Kerb Painting	Functionality: Functioning of Kerb	Daily	Visual with video/image backup	Kerb Repainting	Within 7-days	RC 35:2015
<b>Other Road Furniture</b>	Reflective Pavement Markers (Road Studs)	Numbers and Functionality as per	Daily	Counting	New Installation	Within 2 months	IRC:SP:84-2014, IRC:35-2015
	Pedestrian Guardrail	Functionality: Functioning of guardrail	Daily	Visual with video/image backup	Rectification	Within 15 days	IRC:SP:84-2014
	Traffic Safety Barriers	Functionality: Functioning of Safety Barriers as	Daily	Visual with video/image backup	Rectification	Within 7 days	IRC:SP:84-2014, IRC:119-2015
<b>Asset Type</b>	<b>Performance Parameter</b>	<b>Level of Service</b>	<b>Frequency of Measurement</b>	<b>Testing Method</b>	<b>Recommended Remedial</b>	<b>Time limit for Rectification</b>	<b>Specifications and Standards</b>
	End Treatment	Functionality: Functioning of End Treatment	Daily	Visual with video/image backup	Rectification	Within 7 days	IRC:SP:84-2014,
	Traffic Safety			backup			IRC:119-2015
	Attenuators	Functionality: Functioning of Attenuators	Daily	Visual with video/image backup	Rectification	Within 7 days	IRC:SP-2014, IRC:119-
	Guard Posts and Delineators	Functionality: Functioning of Guard Posts and Delineators	Daily	Visual with video/image backup	Rectification	Within 15 days	IRC: 79 - 1981
	Overhead Sign	Overhead sign structure	Daily	Visual with video/image backup	Rectification	Within 15 days	IRC:67-2012
	Traffic Blinkers	Functionality: Functioning of Traffic Blinkers	Daily	Visual with video/image backup	Rectification	Within 7 days	IRC:SP:84-2014
<b>Highway Lighting System</b>	Highway Lights	Illumination: Minimum 40 Lux	Daily	The illumination level shall be measured	Improvement in Lighting System	24 hours	IRC:SP:84-2014
		No major failure in	Daily	-	Rectification of failure	24 hours	IRC:SP:84-2014
		No minor failure in	Monthly	-	Rectification of failure	8 hours	IRC:SP:84-2014

<b>Asset Type</b>	<b>Performance Parameter</b>	<b>Level of Service</b>	<b>Frequency of Measurement</b>	<b>Testing Method</b>	<b>Recommended Remedial measures</b>	<b>Time limit for Rectification</b>	<b>Specifications and Standards</b>
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		Minimum 40 Lux illumination on the road	Daily	The illumination level shall be measured	Improvement in Lighting System	24 hours	IRC:SP:84-2014
	Toll Plaza Canopy Lights	No major/minor	Daily	-	Rectification failure	8 hours	IRC:SP:84-2014
Trees and Plantation including median plantation	Obstruction in a minimum head-room of 5.5 m above carriageway or	No obstruction due to trees	Monthly	Visual with video/image backup	Removal of trees	Immediate	IRC:SP:84-2014
	Deterioration in health of trees and bushes	Health of plantation shall be as per requirement	Daily	Visual with video/image backup	Timely watering and treatment. Or Replacement of Trees and Bushes	Within 90 days	IRC:SP:84-2014
	Vegetation affecting sight line and road	Sight line shall be free from obstruction by	Daily	Visual with video/image backup	Removal of Trees	Immediate	IRC:SP 84-2014

Asset Type	Performance Parameter	Level of Service	Frequency of Measurement	Testing Method	Recommended Remedial measures	Time limit for Rectification	Specifications and Standards
Rest Areas	Cleaning of toilets	-	Daily	-	-	Every 4 hours	
	Defects in electrical, water and sanitary installations	-	Daily	-	Rectification	24 hours	
Other Project Facilities and Approach roads	Damage or deterioration in Approach Roads, pedestrian facilities, truck lay- bys, bus-bays, bus- shelters, cattle crossings, Traffic Aid Posts, Medical Aid Posts and other works		Daily	-	Rectification	15days	IRC:SP 84-2014



Asset Type	Performance Parameter	Level of Service (LOS)	Frequency of Measurement	Testing Method	Recommended Remedial measures	Time limit for Rectification	Specifications and Standards
Pipe/B box/slab culverts	Free waterway / unobstructed flow section	85% of culvert normal flow area to available.	2 times in a year (before and after rainy season)	Inspection by Bridge Engineer as per IRC SP: 35-1990 and recording of depth of	Cleaning silt up soils and debris in culvert barrel after rainy season, removal of bushes and vegetation, U/s of barrel, under barrel and	15 days before onset of monsoon and within 30 days	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	Fixing with sealant suitably	30 days or before onset of rains whichever comes	IRC SP:40-1993 and IRC SP:69-2011
	Structurally sound	Spalling of concrete not more	Bi-Annually	Detailed inspection of all components of culvert as per IRC SP:35-1990	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
		Delamination of concrete not more					
		Cracks wider than 0.3 mm not more					
Asset Type	Performance Parameter	Level of Service (LOS)	Frequency of Measurement	Testing Method	Recommended Remedial measures	Time limit for Rectification	Specifications and Standards
	Protection work in good condition	Damaged of rough stone apron or bank revetment not more than 3 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	IRC: SP 40-1993 and IRC:SP: 13-2004.

		damage to solid apron (concrete apron) not more than 1 sqm				rainy season whichever is earlier	
<b>Bridges including ROBS Flyover etc. as applicable</b>	Riding quality or user comfort	No pothole in wearing coat on bridge deck	Daily	Visual inspections per IRCSP:35-1990	Repairs to BC or wearing coat	15 days	MORTH Specification 2811
<b>Bridge –Super Structure</b>	Bumps	No bump at expansion joint	Daily	Visual inspections per IRCSP:35-1990	Repairs to BC or either side of expansion joints, profile correction course on approach slab in case of settlement to approach embankment	15 days	MORTH 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 inspections and detailed condition survey as per IRC SP:35-1990	Repairs and replacement of safety barriers as the case may be	3 days	IRC: 5-1998 IRC:SP: 84-2004. And IRC SP: 40- 1993

Asset Type	Performance Parameter	Level of Service (LOS)	Frequency of Measurement	Testing Method	Recommended Remedial measures	Time limit for Rectification	Specifications and Standards
	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 repair 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	Not more	Bi-	Detailed	Grouting with	48 hours	IRC:SP: 40-

	wider than 0.30 mm	than 1m total length.	Annually	condition survey as per IRC SP: 35-1990 Using Mobile Bridge Inspection Unit	epoxy mortar, investigation causes for cracks development and carry out necessary rehabilitation.		1993. And MORTH Specification 2800.
	Rain seepage through deck slab	Leakage-nil	Quarterly	Detailed condition survey as per IRC SP: 35-1990 Using Mobile Bridge Inspection Unit	Grouting with slab at leakage areas, waterproofing, repairs to drainage spouts.	1months	MORTH Specification 2600 & 2700.
	Deflection due to permanent loads and live loads	Within design limits.	Once in every 10 years for spans more than 40 m	Load test method	Carry out major rehabilitation works on bridge to retain original design loads capacity.	6months	IRC:SP: 51-1999.

Asset Type	Performance Parameter	Level of Service (LOS)	Frequency of Measurement	Testing Method	Recommended Remedial measures	Time limit for Rectification	Specifications and Standards
	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 30m.	Laser displacement sensors or laser vibrometers	Strengthening of super structure	4 months	AASHTO LRFD Specification
	Leakage in Expansion Joints	No damage to elastomeric sealant compound in strip expansion joint, no leakage of rain water through	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 Specification 2600 and IRC SP: 40-1993.

		expansion joint in case of buried and asphalt plug and copper strip joint.					
	Debris and dust in strip seal expansion joint	No dust or debris in expansion joint gap.	Monthly	Detailed condition survey as per IRC SP: 35-1990 Using Mobile Bridge Inspection Unit	Cleaning of expansion joint gaps thoroughly	3 days	MORTH Specification 2600 and IRC SP: 40-1993.

Asset Type	Performance Parameter	Level of Service (LOS)	Frequency of Measurement	Testing Method	Recommended Remedial measures	Time limit for Rectification	Specifications and Standards
	Drainage spouts	No down take pipe missing/broken below soffit of the deck slab. No silt, debris, clogging of drainage spout collection chamber.	Monthly	Detailed condition survey as per IRC SP: 35-1990 Using Mobile Bridge Inspection Unit	Cleaning of drainage spouts thoroughly. Replacement of missing/broken down take pipes with a minimum pipe extension of 500mm below soffit of slab. Providing sealant around the drainage spout if any leakages observed.	3 days	MORTH Specification 2700
Bridge substructure	Cracks/spalling of concrete / rusted steel	No cracks spalling of concrete and rusted steel	Bi-Annually	Detailed condition survey as per IRC SP: 35-1990 using Mobile Bridge Inspection Unit	All the corroded reinforcement shall need to be thoroughly cleaned from rusting and applied with anti-corrosive coating before carrying out repairs to substructure by grouting/guniting and micro concreting depending on type of defect noticed.	30 days	IRC:SP: 40-1993. And MORTH Specification 2800.

	Bearings	Delamination of bearing reinforcement not more than 5%, cracking or tearing of rubber not more	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.
Asset Type	Performance Parameter	Level of Service (LOS)	Frequency of Measurement	Testing Method	Recommended Remedial measures	Time limit for Rectification	Specifications and Standards
		than 2 locations per side, no rupture of reinforcement or rubber.					
<b>Bridge Foundations</b>	Scouring around foundations	Scouring shall not be lower than maximum scour level from the bridge	Bi-Annually	Condition survey 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 months	IRC:SP: 40-1993. IRC: 83-2014 MORTH Specification 2500.
	Protection works in good condition	Damaged of rough stone apron or bank revetment not more than 3 sq.m. damage to apron (concrete apron) not more than 1 sq.m.	2 times in a year (before and after rainy season)	Condition survey as per IRC SP: 35-1990	Repairs to damaged aprons and pitching.	30 days after defect observation or 2 weeks before onset of rainy season whichever is earlier	MORTH Specification 2810 and IRC SP: 40-199.

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:**

**ble 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)	Landslids requiring clearance	12 (Twelve) hours
(iii)	Snow requiring clearance	24 (Twenty Four) hours

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

## A. Flexible Pavement

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

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



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

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

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

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**Schedule-F**  
(See Clause 3.1.5(a))  
**APPLICABLE PERMITS**

**1. Applicable Permits**

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 Panchayat 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, clearances or approvals required under Applicable Laws.

1.2 Applicable permits, as required, relating to environmental protection and conservation shall have been produced by the Authority in accordance with the provisions of this Agreement

**Schedule-G**  
(See Clause 7.1.1, 7.5.3 and 19.2)  
**FORM OF BANK GUARANTEE**  
Annex-I  
(See Clause 7.1.1)  
**PERFORMANCE SECURITY**

**The Managing Director,  
NHIDCL,  
3<sup>rd</sup> Floor, PTI Building, 4, Parliament Street,  
New Delhi-110001**

WHEREAS:

(A) \_\_\_\_\_ [name and address of contractor] (hereinafter called "the Contractor") and [NHIDCL], ("the Authority") have entered into an agreement (the "Agreement") for "Construction of 2/4 Lane with paved shoulder of Shillong Western Bypass starting from NH-06 near Ladumsaw (Existing km 60.900 of old NH-40) to NH-106 (old NH-44E), km 0+000 to km 12+800 (Package-I) under SARDP-NE 'PHASE A' in the State of Meghalaya 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 and Defects Liability Period (as defined in the Agreement) in a sum of Rs. .... Crore (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 Construction Period and Defects Liability 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 NHIDCL 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 difference between the Authority and the Contractor, or any dispute between them pending before any court, tribunal, arbitrators or any other Authority or body, or by the discharge of the Contractor for any reason whatsoever.
3. In order to give effect to this Guarantee, the Authority shall be entitled to act as if the Bank were the principal debtor and any change in the constitution of the Contractor and/or the Bank, whether by their absorption with any other body or corporation or otherwise, shall not in any way or manner affect the liability or obligation of the Bank under this Guarantee.
4. It shall not be necessary, and the Bank hereby waives any necessity, for the Authority to proceed against the Contractor before presenting to the Bank its demand under this Guarantee.
5. The Authority shall have the liberty, without affecting in any manner the liability of the Bank under this Guarantee, to vary at any time, the terms and conditions of the Agreement or to extend the time or period for the compliance with, fulfillment and/or performance of all or any of the obligations of the Contractor contained in the Agreement or to postpone for any time, and from time to time, any of the rights and powers exercisable by the Authority against the Contractor, and either to enforce or forbear from enforcing any of the terms and conditions contained in the Agreement and/or the securities available to the Authority, and the Bank shall not be released from its liability and obligation under these presents by any exercise by the Authority of the liberty with reference to the matters aforesaid or by reason of time being given to the Contractor or any other forbearance, indulgence, act or omission on the part of the Authority or of any other matter or thing whatsoever which under any law relating to sureties and guarantors would but for this provision have the effect of releasing the Bank from its liability and obligation under this Guarantee and the Bank hereby waives all of its rights under any such law.
6. This Guarantee is in addition to and not in substitution of any other guarantee or security now or which may hereafter be held by the Authority in respect of or relating to the Agreement or for the fulfillment, compliance and/or performance of all or any of the obligations of the Contractor under the Agreement.

7. Notwithstanding anything contained hereinbefore, the liability of the Bank under this Guarantee is restricted to the Guarantee amount and this Guarantee will remain in force for the period specified in paragraph 8 below and unless a demand or claim in writing is made by the Authority on the Bank under this Guarantee all rights of the Authority under this Guarantee shall be forfeited and the Bank shall be relieved from its liabilities hereunder.
8. The Guarantee shall cease to be in force and effect on \*\*\*\*\$<sup>1</sup>. Unless a demand or claim under this Guarantee is made in writing before expiry of the Guarantee, the Bank shall be discharged from its liabilities hereunder.
9. The Bank undertakes not to revoke this Guarantee during its currency, except with the previous express consent of the Authority in writing, and declares and warrants that it has the power to issue this Guarantee and the undersigned has full powers to do so on behalf of the Bank.
10. Any notice by way of request, demand or otherwise hereunder may be sent by post addressed to the Bank at its above referred branch, which shall be deemed to have been duly 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 Para 8 above or until it is released earlier by the Authority pursuant to the provisions of the Agreement.
12. This guarantee shall also be operable at our..... Branch at New Delhi, from whom, confirmation regarding the issue of this guarantee or extension/ renewal thereof shall be made available on demand. In the contingency of this guarantee being invoked and payment thereunder claimed, the said branch shall accept such invocation letter and make payment of amounts so demanded under the said invocation.
13. Intimation regarding issuance of this Bank Guarantee shall be sent to Authority's Bank through SFMS gateway as per the details below:

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

<sup>1</sup> Insert date being 2 (two) years from the date of issuance of this Guarantee (in accordance with Clause 7.2 of the Agreement).

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

14. 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.

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 7.5.3)

**Form for Guarantee for Withdrawal of Retention Money**

The Managing Director,  
NHIDCL,  
3<sup>rd</sup> Floor, PTI Building, 4, Parliament Street  
New Delhi-110001

WHEREAS:

[Name and address of contractor] (hereinafter called "**the Contractor**") has executed an agreement (hereinafter called the "Agreement") with the [NHIDCL], (hereinafter called "the Authority") for the "**Construction of 2/4 Lane with paved shoulder of Shillong Western Bypass starting from NH-06 near Ladumsaw (Existing km 60.900 of old NH-40) to NH-106 (old NH-44E), km 0+000 to km 12+800 (Package-I) under SARDP-NE 'PHASE A' in the State of Meghalaya on EPC Mode.**" subject to and in accordance with the provisions of the Agreement.

- (A) In accordance with the Clause 7.5.3 of the Agreement, the Contractor may withdraw the retention money (hereinafter called "**Retention Money**") after furnishing to the Authority a bank guarantee for an amount equal to the proposed withdrawal.
- (B) We, ..... through our branch at ..... (the "**Bank**") have agreed to furnish this bank guarantee (hereinafter called the "**Guarantee**") for the amount of Rs. ....Cr. (Rs..... in words) (the "**Guarantee Amount**").

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

1. The Bank hereby unconditionally and irrevocably 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 NHIDCL 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 difference 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 Retention Money and 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 Retention Money.
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 90 (ninety) days after the date of the Completion Certificate specified in Clause 12.4 of the Agreement.
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 para 8 above or until it is released earlier by the Authority pursuant to the provisions of the Agreement.
12. This guarantee shall also be operable at our..... Branch at New Delhi, from whom, confirmation regarding the issue of this guarantee or extension/ renewal thereof shall be made available on demand. In the contingency of this guarantee being invoked and payment there under claimed, the said branch shall accept such invocation letter and make payment of amounts so demanded under the said invocation.
13. Intimation regarding issuance of this Bank Guarantee shall be sent to Authority's Bank through SFMS gateway as per the details below:

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

14. 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

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-III**  
(Schedule-G)  
(See Clause 19.2)

### **Form for Guarantee for Advance Payment**

**The Managing Director,  
NHIDCL,  
3<sup>rd</sup> Floor, PTI Building, 4, Parliament Street,  
New Delhi-110001**

WHEREAS:

[name and address of contractor] (hereinafter called "**the Contractor**") has executed an agreement (hereinafter called the "Agreement") with the [NHIDCL], (hereinafter called "**the Authority**") for the "**Construction of 2/4 Lane with paved shoulder of Shillong Western Bypass starting from NH-06 near Ladumsaw (Existing km 60.900 of old NH-40) to NH-106 (old NH-44E), km 0+000 to km 12+800 (Package-I) under SARDP-NE 'PHASE A' in the State of Meghalaya on EPC Mode**" subject to and in accordance with the provisions of the Agreement.

- (A) In accordance with the Clause 19.2 of the Agreement, the Authority shall make to the Contractor an interest bearing (@ Bank Rate) advance payment (hereinafter called "**Advance Payment**") equal to 10% (ten per cent) of the contract price; and that the Advance Payment shall be made in two installments subject to the Contractor furnishing an irrevocable and unconditional guarantee by a scheduled bank for an amount equivalent to 110% (one hundred and ten percent) of such installment to remain effective till the complete and full repayment of the installment of the Advance Payment as security for compliance with its obligations in

*Package-V - Improvement to 2 Lane with paved shoulder / 4 lane of NH-40 section from Km 151+330 to Km 163+400 (design Km 63+530 to Km 71+520) design length 7.99 Km in the State of Meghalaya on EPC Mode under JICA loan Assistance"*

accordance with the Agreement. The amount of {first/second} installment of the Advance Payment is Rs. ----- cr. (Rupees ----- crore) and the amount of this Guarantee is Rs. ----- cr. (Rupees ----- crore) (the “**Guarantee Amount**”) <sup>\$2</sup>.

(B) 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 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 NHIDCL, that the Contractor has committed default in the due and faithful performance of all or any of its obligations for the repayment of the installment 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 difference 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.

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

5. The Authority shall have the liberty, without affecting in any manner the liability of the Bank under this Guarantee, to vary at any time, the terms and conditions of the Advance Payment or to extend the time or period of its repayment or to postpone for any time, and from time to time, any of the rights and powers exercisable by the Authority against the Contractor, and either to enforce or forbear from enforcing any of the terms and conditions contained in the Agreement and/or the securities available to the Authority, and the Bank shall not be released from its liability and obligation under these presents by any exercise by the Authority of the liberty with reference to the matters aforesaid or by reason of time being given to the Contractor or any other forbearance, indulgence, act or omission on the part of the Authority or of any other matter or thing whatsoever which under any law relating to sureties and guarantors would but for this provision have the effect of releasing the Bank from its liability and obligation under this Guarantee and the Bank hereby waives all of its rights under any such law.
6. This Guarantee is in addition to and not in substitution of any other guarantee or security now or which may hereafter be held by the Authority in respect of or relating to the Advance Payment.
7. Notwithstanding anything contained hereinbefore, the liability of the Bank under this Guarantee is restricted to the Guarantee amount and this Guarantee will remain in force for the period specified in paragraph 8 below and unless a demand or claim in writing is made by the Authority on the Bank under this Guarantee all rights of the Authority under this Guarantee shall be forfeited and the Bank shall be relieved from its liabilities hereunder.
8. The guarantee shall cease to be in force and effect on \*\*\*\*. <sup>\$3</sup> Unless a demand or claim under this Guarantee is made in writing on or before the aforesaid date, the Bank shall be discharged from its liabilities hereunder.
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

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<sup>\$</sup>Insert a date being 90 (ninety) days after the end of one year from the date of payment of the Advance payment to the Contractor (in accordance with Clause 19.2 of the Agreement).

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 Para 8 above or until it is released earlier by the Authority pursuant to the provisions of the Agreement.
12. This guarantee shall also be operable at our..... Branch at New Delhi, from whom, confirmation regarding the issue of this guarantee or extension/ renewal thereof shall be made available on demand. In the contingency of this guarantee being invoked and payment thereunder claimed, the said branch shall accept such invocation letter and make payment of amounts so demanded under the said invocation.
13. Intimation regarding issuance of this Bank Guarantee shall be sent to Authority's Bank through SFMS gateway as per the details below:

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

14. 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.

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

SIGNED, SEALED AND DELIVERED

For and on behalf of the Bank by:

(Signature)

(Name)

(Designation)

(Code Number)

(Address)

**Schedule-H**  
(See Clauses 10.1 (iv) and  
19.3)

## 1 Contract Price Weightages

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

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

S. No.	Item	Weightage in percentage to the Contract Price	Stage for Payment	Percentage weightage
	1	2	3	4
1	Road works including culverts, widening and repair of culverts	39.030%	<b>A.1 - Widening and strengthening of existing road</b>	
			(1) Earthwork up to top of the subgrade	19.930%
			(2) Subbase course (GSB)	7.310%
			(3) Non-bituminous base course (WMM)	12.700%
			(4) Bituminous base	11.830%
			(5) wearing coat	5.750%
			(6) widening and repair of culverts	0.000%
			<b>A.2 - Widening and strengthening of existing road(Rigid Pavement)</b>	
			(1) Earthwork up to top of the subgrade	0.000%
			(2) Subbase course (GSB)	0.000%
			(3) Dry lean concrete (DLC)	0.000%
			(4) Pavement quality concrete (PQC) course	0.000%
			<b>B.1 - Reconstruction/ realignment/ bypass/Geometric Improvement (Flexible pavement)</b>	
			(1) Earthwork up to top of the subgrade	8.300%
			(2) Subbase course (GSB)	3.050%
			(3) Non-bituminous base course (WMM)	5.290%
			(4) Bituminous base	4.930%
			(5) wearing coat	2.390%
			<b>B.2 - Reconstruction/ realignment/ bypass/Geometric Improvement (Rigid Pavement)</b>	
			(1) Earthwork up to top of the subgrade	0.000%
			(2) Subbase course (GSB)	0.000%
			(3) Dry lean concrete	0.000%

Package-V - Improvement to 2 Lane with paved shoulder / 4 lane of NH-40 section from Km 151+330 to Km 163+400 (design Km 63+530 to Km 71+520) design length 7.99 Km in the State of Meghalaya on EPC Mode under JICA loan Assistance"

S. No.	Item	Weightage in percentage to the Contract Price	Stage for Payment	Percentage weightage
	1	2	3	4
			(DLC)	
			(4) Pavement quality concrete (PQC) course	0.000%
			<b>C.1 - Reconstruction/ New Service Road (flexible Pavement)</b>	
			(1) Earthwork up to top of the subgrade	3.320%
			(2) Subbase course (GSB)	1.220%
			(3) Non-bituminous base course (WMM)	2.120%
			(4) Bituminous base	1.970%
			(5) wearing coat	0.960%
			<b>C.2 - Reconstruction/ New Service Road (Rigid Pavement)</b>	
			(1) Earthwork up to top of the subgrade	0.000%
1	Road works including culverts, widening and repair of culverts	39.030%	(2) Subbase course (GSB)	0.000%
			(3) Dry lean concrete (DLC)	0.000%
			(4) Pavement quality concrete (PQC) course	0.000%
			<b>D. - Reconstruction/ New culverts on existing road, realignment, bypasses, Geometric Improvement</b>	
			(1) Hume Pipe Culvert	0.000%
			(2) Box culvert	8.930%
			(3) Slab Culvert	0.000%
2	Minor Bridges/ Underpasses/ Overpasses/ Viaduct	9.919%	<b>A.1 - Widening and repairs of Minor Bridges</b>	
			Widening of existing bridges	3.600%
			rehabilitation of existing bridges	0.560%
			<b>A.2 - New of Minor Bridges</b>	
			(1) <b>Foundation</b> : on completion of foundation work including foundation for wing and return wall	5.290%
			(2) <b>Sub-structure</b> : on completion of abutments, piers upto the abutment/pier cap.	2.260%



S. No.	Item	Weightage in percentage to the Contract Price	Stage for Payment	Percentage weightage
	1	2	3	4
			(3) <b>Super-structure:</b> 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.	24.810%
			(4) <b>Approaches:</b> On completion of approaches including Retaining walls, stone pitching, protection works complete in all respect and fit for use.	2.030%
			(5) <b>Guide Bunds and River Training works:</b> (On completion of Guide Bunds and river training works complete in all respects.)	
			<b>B.1 - Widening and repairs of Underpasses/Overpasses</b>	
			Underpasses/Overpasses	
			<b>B.2 - New Underpasses/Overpasses</b>	
			<b>For Box Structures-</b>	
			In case of Single Cell Box Structure of Underpass	29.470%
			In case of Multi Cell Box Structure of Underpass	
			<b>For Pier Structures-</b>	
			(1) <b>Foundation :</b> on completion of foundation work including foundation for wing and return wall	0.000%
			(2) <b>Sub-structure:</b> on completion of abutments, piers upto the abutment/pier cap.	0.000%
			(2) <b>Super-structure:</b> 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.	0.000%
			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	

S. No.	Item	Weightage in percentage to the Contract Price	Stage for Payment	Percentage weightage
	1	2	3	4
			specified as specified.	
			(3) <b>Approaches:</b> On completion of approaches including Retaining walls, stone pitching, protection works complete in all respect and fit for use.	31.980%
3	Major Bridge works and ROB/RUB/elevated sections	0.000%	<b>A.1 - Widening and repairs of existing major bridges</b>	
			(1) Foundation:	0.000%
			(2) Sub-structure:	0.000%
			(3) Super-structure: (including bearings.)	0.000%
			(4) Wearing Coat including expansion joints	0.000%
			(5) Miscellaneous Items like hand rails, crash barrier, road markings etc.	0.000%
			(6) Wing walls/return walls	0.000%
			(7) Guide bunds, river training works etc.	0.000%
			(8) Approaches (including retaining walls, stone pitching, protection works).	0.000%
			<b>A.2 - New major bridges</b>	
			(1) Foundation:	0.000%
			(2) Sub-structure:	0.000%
			(3) Super-structure: (including bearings.)	0.000%
			(4) Wearing Coat including expansion joints	0.000%
			(5) Miscellaneous Items like hand rails, crash barrier, road markings etc.	0.000%
			(6) Wing walls/return walls	0.000%
			(7) Guide bunds, river training works etc.	
			(8) Approaches (including retaining walls, stone pitching, protection works).	0.000%
			<b>B.1 - Widening and repairs of (a) ROB and (b) RUB</b>	
			(1) Foundation	0.000%
			(2) Sub structure	0.000%

S. No.	Item	Weightage in percentage to the Contract Price	Stage for Payment	Percentage weightage
	1	2	3	4
			(3) Superstructure (including bearing)	0.000%
			(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 respect as specified.	0.000%
			(5) Miscellaneous items (like hand rails, crash barriers, road markings etc.)	0.000%
			(6) wing walls/return walls	0.000%
			(7) Approaches (including retaining walls, stone pitching, protection works).	0.000%
			<b>B.2 - New ROB / RUB</b>	
			(1) Foundation	0.000%
			(2) Sub structure	0.000%
			(3) Superstructure (including bearing)	0.000%
			(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 respect as specified.	0.000%
			(5) Miscellaneous items (like hand rails, crash barriers, road markings etc.)	0.000%
			(6) wing walls/return walls	0.000%
3	Major Bridge works and ROB/RUB/elevated sections	0.000%	(7) Approaches (including Retaining walls/Reinforced Earth wall, stone pitching and protection works)	0.000%
			<b>C.1 - Widening and repairs of Elevated section/Flyover/Grade Separators</b>	
			(1) Foundation	0.000%
			(2) Sub structure	0.000%
			(3) Superstructure (including bearing)	0.000%
			(4) wearing coat including expansion joint	0.000%
			(5) Miscellaneous items (like hand rails, crash barriers, road	0.000%

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## Technical Schedule

S. No.	Item	Weightage in percentage to the Contract Price	Stage for Payment	Percentage weightage
	1	2	3	4
			markings etc.)	
			(6) wing walls/return walls	0.000%
			(7) Approaches (including Retaining walls/Reinforced Earth wall, stone pitching and protection works)	0.000%
			<b>C.2 - New Elevated section/Flyover/Grade Separators</b>	
			(1) Foundation:	0.000%
			(2) Sub-structure:	0.000%
			(3) Superstructure (including bearing)	0.000%
			(4) wearing coat including expansion joint	0.000%
			(5) Miscellaneous items (like hand rails, crash barriers, road markings etc.)	0.000%
			(6) wing walls/return walls	0.000%
			(7) Approaches (including Retaining walls/Reinforced Earth wall, stone pitching and protection works)	0.000%
4	Other works	51.051%	<b>Other works</b>	
			(i) Toll plaza	0.000%
			(ii) Road side drains	15.980%
			(iii) Road signs, markings, km stones safety Devices etc.	10.880%
			(iv) Project facilities	
			(a) Bus Bay with shelter	0.100%
			(b) Truck laybys	0.000%
			(c) Rest areas	0.000%
			(d) others (to be specified)	
			(i) Street Lighting	1.060%
			(ii) Maintenance of existing road	2.150%
			(iii) Utility Ducts	0.130%
			(iv) Utility Ducts in Defence Area	1.250%
			(v) Junction improvement works including Connecting Road & Junction under Grade separator, noise barrier.	3.660%
			(v) Road side plantation	0.940%

S. No.	Item	Weightage in percentage to the Contract Price	Stage for Payment	Percentage weightage
	1	2	3	4
			(vi) Repair of protection works other than approaches to the bridges, elevated sections/ flyovers/grade separators and ROB/RUBs.	0.000%
			(vii) Protection works Retaining Walls other than approaches to the bridges, elevated sections, flyovers/grade separators and ROB/RUBs.	44.090%
			(viii) Protection works RRM Walls/ Breast Walls other than approaches to the bridges, elevated sections, flyovers/grade separators and ROB/RUBs.	10.240%
			(ix) Protection works Parapet walls other than approaches to the bridges, elevated sections, flyovers/grade separators and ROB/RUBs.	0.000%
			(x) Safety and traffic management during construction	0.100%
			(xi) Side Slope Protection works Turfing and stone pitching	1.340%
			(xii) Boundary wall including Barbed wire Fencing, View Blockers, RCC Columns and Gates	8.080%
	Other works	51.051%		

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

1.3.1 **Road Works-** Procedure for estimating the value of road work done shall be as follows:

Table 1.3.1		
Stage of Payment	Percentage -weightage	Payment Procedure
<b>A.1 - Widening and strengthening of existing road</b>		
(1) Earthwork up to top of the sub- grade including excavation of soil, soft rock and hard rock, removal of unserviceable soil etc.	19.930%	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 500 m <b>OR</b> Stage in Full length, whichever is less. <b>In case of Hill Cutting, the payment procedure will be as under:</b>
Hill Cutting		Weightage of Hill cutting shall be 40 % of total cost of Earthwork (A.1 (1) as above). Payment of each stage shall be made on pro rata basis on completion of a stage in

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Table 1.3.1		
Stage of Payment	Percentage -weightage	Payment Procedure
		a length of not less than 500 m OR Stage in full length, whichever is less.
Preparation of Sub grade		Weightage of Subgrade shall be 60 % of total cost of Earthwork (A.1 (1) as above). Payment of each stage shall be made on pro rata basis on completion of a stage in a length of not less than 500 OR Stage in full length, whichever is less.
(2) Sub-base Course	7.310%	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 500 m OR Stage in Full length, whichever is less.
(3) Non bituminous Base course	12.700%	
(4) Bituminous Base course	11.830%	
(5) Wearing Coat	5.750%	
(6) widening and repair of culverts	0.000%	Cost of completed culverts shall be determined on pro rata basis with respect to the total no. of culverts. The payment shall be made on the completion of at least five culverts.
<b>A.2 - Widening and strengthening of existing road (Rigid Pavement)</b>		
(1) Earthwork up to top of the subgrade	0.000%	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 500 m OR Stage in Full length, whichever is less.
(2) Subbase course (GSB)	0.000%	
(3) Dry lean concrete (DLC)	0.000%	
(4) Pavement quality concrete (PQC) course	0.000%	
<b>B.1 - Reconstruction/ realignment/ bypass/Geometric Improvement (Flexible pavement)</b>		
(1) Earthwork up to top of the sub- grade	8.300%	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 500 m <b>OR</b> Stage in Full length, whichever is less. <b>In case of Hill Cutting, the payment procedure will be as under:</b>
Hill Cutting		Weightage of Hill cutting shall be 40 % of total cost of Earthwork (B.1 (1) as above). Payment of each stage shall be made on pro rata basis on completion of a stage in a length of not less than 500 m OR Stage in full length, whichever is less.
Preparation of Sub grade		Weightage of Subgrade shall be 60 % of total cost of Earthwork (B.1 (1) as above). Payment of each stage shall be made on pro rata basis on completion of a stage in a length of not less than 500 OR Stage in full length, whichever is less.
(2) Sub-base Course	3.050%	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 500 m OR Stage in Full length, whichever is less.
(3) Non bituminous Base course	5.290%	
(4) Bituminous Base course	4.930%	
(5) Wearing Coat	2.390%	
<b>B.2 - Reconstruction</b>		

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Table 1.3.1		
Stage of Payment	Percentage -weightage	Payment Procedure
<b>realignment/ bypass/Geometric Improvement (Rigid Pavement)</b>		
(1) Earthwork up to top of the sub- grade	0.000%	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 500 m OR Stage in Full length, whichever is less.
(2) Sub-base Course	0.000%	
(3) Dry lean concrete (DLC)	0.000%	
(4) Pavement quality concrete (PQC) course	0.000%	
<b>C.1 - Reconstruction/ New Service Road (flexible Pavement)</b>		
(1) Earthwork up to Subgrade top	3.320%	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 500 m OR Stage in Full length, whichever is less. <b>In case of Hill Cutting, the payment procedure will be as under:</b>
Hill Cutting		Weightage of Hill cutting shall be 40 % of total cost of Earthwork (C.1 (1) as above). Payment of each stage shall be made on pro rata basis on completion of a stage in a length of not less than 500 m OR Stage in full length, whichever is less.
Preparation of Sub grade		Weightage of Subgrade shall be 60 % of total cost of Earthwork (C.2 (1) as above). Payment of each stage shall be made on pro rata basis on completion of a stage in a length of not less than 500 OR Stage in full length, whichever is less.
(2) Subbase course (GSB)	1.220%	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 500 m OR Stage in Full length, whichever is less.
(3) Non-bituminous base course (WMM)	2.120%	
(4) Bituminous base	1.970%	
(5) wearing coat	0.960%	
<b>C.2 - Reconstruction/ New Service Road (Rigid Pavement)</b>		
(1) Earthwork up to Subgrade top	0.000%	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 500 m OR Stage in Full length, whichever is less.
(2) Subbase course (GSB)	0.000%	
(3) Dry lean concrete (DLC)	0.000%	
(4) Pavement quality concrete (PQC) course	0.000%	
<b>D. - Reconstruction &amp; New Culverts on existing road, realignments, bypasses, Geometric Improvement</b>		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 1 (One) culvert.
(1) Hume Pipe Culvert	0.000%	
(2) Box culvert	8.930%	
(3) Slab Culvert	0.000%	

@. 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 =  $P \times \text{weightage for road work} \times \text{weightage for bituminous work} \times (1/L)$  Where P = Contract Price. And L = Total length in km.

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

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

1.3.2 **Minor Bridges and Underpasses/Overpasses**- Procedure for estimating the value of Minor Bridge and underpasses/Overpasses shall be as stated in table 1.3.2:

Table 1.3.2		
Stage of Payment	Weightage	Payment Procedure
<b>A.1 - Widening and repairs of Minor Bridges</b>		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.
Widening of existing bridges	3.600%	
rehabilitation of existing bridges	0.560%	
<b>A.2 - New of Minor Bridges</b>		
(1) <b>Foundation</b> : on completion of foundation work including foundation for wing and return wall	5.290%	(i) Foundation: Payment against Foundation shall be made on pro rata basis on completion of atleast two foundations. In case where load testing is required for foundation, the trigger of first payment shall include load testing also where specified.
(2) <b>Sub-structure</b> : on completion of abutments, piers upto the abutment/pier cap.	2.260%	(ii) Sub Structure: Payment against Sub Structure shall be made on pro rata basis on completion of atleast two sub structures upto abutment / pier cap level of each bridge.
(3) <b>Super-structure</b> : 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.	24.810%	(iii) 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.
(4) <b>Approaches</b> : On completion of approaches including Retaining walls, stone pitching, protection works complete in all respect and fit for use.	2.030%	(iv) 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.
(5) <b>Guide Bunds and River Training Works</b> : On completion of Guide Bunds and river training works complete in all respects	0.000%	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>B.1 - Widening and repairs of Underpasses/Overpasses</b>	0.000%	Cost of each underpass/overpass shall be determined on pro rata basis with respect to the total linear length of the underpass/overpasses. Payment shall be made on the completion of widening & repair works of an underpass/overpass.



Table 1.3.2		
Stage of Payment	Weightage	Payment Procedure
<b>B.2 - New Underpasses/Overpasses</b>		
<b>In case of Box Structure</b>		
In case of Single Cell Box Structure of Underpass	29.470%	Payment shall be made on the completion of Underpass in all respect.
In case of Multi Cell Box Structure of Underpass		Unit of measurements shall be linear nos. of cells in Box Structure. Payment procedure shall be as under: Cost of completion of one Cell of structure (in full length measured in direction of traffic in Underpass) of the Underpass shall be determined from total cost of Underpass divided by total nos. of Cells in Structure at particular location. Payment of each stage shall be made on pro rata basis on completion of one cell (in full length measured in direction of traffic flow) of Structure in all respects.
<b>In case of Pier Structure</b>		Payment procedure shall be as under-
(1) <b>Foundation</b> : on completion of foundation work including foundation for wing and return wall	0.000%	(i) Foundation: Payment against Foundation shall be made on pro rata basis on completion of atleast two foundations. In case where load testing is required for foundation, the trigger of first payment shall include load testing also where specified.
(2) <b>Sub-structure</b> : on completion of abutments, piers upto the abutment/pier cap.	0.000%	(ii) Sub Structure: Payment against Sub Structure shall be made on pro rata basis on completion of atleast two sub structures upto abutment / pier cap level of each underpass / overpass.
(3) <b>Super-structure</b> : 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	0.000%	(iii) 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.
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 as specified.		
(4) <b>Approaches</b> : On completion of approaches including Retaining walls, stone pitching, protection works complete in all respect and fit for use.	31.980%	(iv) 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.

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

Table 1.3.3		
Stage of payment	Weightage	Payment procedure
<b>A.1 - Widening and repairs of existing major bridges</b>		
(1) Foundation:	0.000%	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 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.
(2) Sub-structure:	0.000%	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 sub- structure of the major bridge subject to completion of at least two sub-structures of abutments/piers up to abutment/pier cap level of the major bridge.
(3) Super-structure: (including bearings.)	0.000%	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.
(4) Wearing Coat including expansion joints	0.000%	Wearing Coat: Payment shall be made on completion of wearing coat including expansion joints complete in all respects as specified.
(5) Miscellaneous Items like hand rails, crash barrier, road markings etc.	0.000%	Miscellaneous: Payments shall be made on completion of all miscellaneous works like hand rails, crash barriers, road markings etc. complete in all respects as specified.
(6) Wing walls/return walls	0.000%	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.	0.000%	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.

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Table 1.3.3		
Stage of payment	Weightage	Payment procedure
(8) Approaches (including Retaining walls, stone pitching and protection works)	0.000%	Approaches: Payments shall be made on completion of both approaches including stone pitching, protection works, etc. complete in all respects as specified.
<b>A.2 - New major bridges</b>		
(1) Foundation:	0.000%	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 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.
(2) Sub-structure:	0.000%	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 sub-structure of the major bridge subject to completion of at least two sub-structures of abutments/piers up to abutment/pier cap level of the major bridge.
(3) Super-structure: (including bearings.)	0.000%	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.
(4) Wearing Coat including expansion joints	0.000%	Wearing Coat: Payment shall be made on completion of wearing coat including expansion joints complete in all respects as specified.
(5) Miscellaneous Items like hand rails, crash barrier, road markings etc.	0.000%	Miscellaneous: Payments shall be made on completion of all miscellaneous works like hand rails, crash barriers, road markings etc. complete in all respects as specified.
(6) Wing walls/return walls	0.000%	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.	0.000%	Guide Bunds, River Training works: Payments shall be made on completion of all guide bunds/river training works etc. complete in all respects as specified.
(8) Approaches (including Retaining walls, stone pitching and protection works)	0.000%	Approaches: Payments shall be made on completion of both approaches including stone pitching, protection works, etc. complete in all respects as specified.
<b>B.1 - Widening and repairs of (a) ROB and (b) RUB</b>		
(1) Foundation	0.000%	Foundation: Cost of each ROB/RUB shall be determined on pro rata basis with respect to the total linear length (m) of the ROB/RUB. Payment against foundation shall be made on pro-rata basis on

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Table 1.3.3		
Stage of payment	Weightage	Payment procedure
		completion of a stage i.e. not less than 25% of the scope of foundation of the ROB/RUB subject to completion of at least 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.
(2) Sub-structure	0.000%	Sub-structure: Payment against sub-structure shall be made on pro-rata basis on completion of a stage i.e. not less than 25% of the scope of sub-structure of ROB/RUB subject to completion of at least two sub-structures of abutments/piers up to abutment/pier cap level of the ROB/RUB.
(3) Super-structure (including bearing)	0.000%	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.
(4) Wearing Coat including expansion joints in case of ROB. In case of RUB-rigid pavement under RUB including drainage facility as specified	0.000%	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.
(5) Miscellaneous Items like hand rails, crash barrier, road markings etc.	0.000%	Miscellaneous: Payments shall be made on completion of all miscellaneous works like hand rails, crash barriers, road markings etc. complete in all respects as specified.
(6) Wing walls/return walls	0.000%	Wing walls/return walls: Payments shall be made on completion of all wing walls/return walls complete in all respects as specified.
(7) Approaches (including retaining walls, stone pitching, protection works)..	0.000%	Approaches: Payments shall be made on completion of both approaches including stone pitching, protection works, etc. complete in all respects as specified
<b>B.2 - New ROB / RUB</b>		
(1) Foundation	0.000%	Foundation: Cost of each ROB/RUB shall be determined on pro rata basis with respect to the total linear length (m) of the ROB/RUB. Payment against foundation shall be made on pro-rata basis on completion of a stage i.e. not less than 25% of the scope of foundation of the ROB/RUB subject to completion of at least 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.
(2) Sub-structure	0.000%	Sub-structure: Payment against sub-structure shall be made on pro-rata basis on completion of a stage i.e. not less than

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Table 1.3.3		
Stage of payment	Weightage	Payment procedure
		25% of the scope of sub- structure of ROB/RUB bridge subject to completion of at least two sub-structures of abutments/piers up to abutment/pier cap level of the ROB/RUB.
(3) Super-structure (including bearing)	0.000%	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.
(4) Wearing Coat including expansion joints in case of ROB. In case of RUB-rigid pavement under RUB including drainage facility as specified	0.000%	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.
(5) Miscellaneous Items like hand rails, crash barrier, road markings etc.	0.000%	Miscellaneous: Payments shall be made on completion of all miscellaneous works like hand rails, crash barriers, road markings etc. complete in all respects as specified.
(6) Wing walls/return walls	0.000%	Wing walls/return walls: Payments shall be made on completion of all wing walls/return walls complete in all respects as specified.
(7) Approaches (including Retaining walls / Reinforced Earth wall, stone pitching and protection works)	0.000%	Approaches: Payments shall be made on completion of both approaches including stone pitching, protection works, etc. complete in all respects as specified
<b>C.1 - Widening and repairs of Elevated section/Flyover/Grade Separators</b>		
(1) Foundation	0.000%	Foundation: Cost of each structure shall be determined on pro rata basis with respect to the total linear length (m) of the structure. Payment against foundation shall be made on pro-rata basis on completion of a stage i.e. not less than 25% of the scope of foundation of the structure subject to completion of at least 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.
(2) Sub-structure	0.000%	Sub-structure: Payment against sub-structure shall be made on pro-rata basis on completion of a stage i.e. not less than 25% of the scope of sub- structure of structure subject to completion of at least two sub-structures of abutments/piers up to abutment/pier cap level of the structure.
(3) Super-structure (including bearing)	0.000%	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

Table 1.3.3		
Stage of payment	Weightage	Payment procedure
		all respects as specified.
(4) Wearing Coat including expansion joints	0.000%	Wearing Coat: Payment shall be made on completion of wearing coat including expansion joints complete in all respects as specified.
(5) Miscellaneous Items like hand rails, crash barrier, road markings etc.	0.000%	Miscellaneous: Payments shall be made on completion of all miscellaneous works like hand rails, crash barriers, road markings etc. complete in all respects as specified.
(6) Wing walls/return walls	0.000%	Wing walls/return walls: Payments shall be made on completion of all wing walls/return walls complete in all respects as specified.
(7) Approaches (including Retaining walls/Reinforced Earth wall, stone pitching and protection works)	0.000%	Approaches: Payments shall be made on completion of both approaches including stone pitching, protection works, etc. complete in all respects as specified
<b>C.2 - New Elevated section/Flyover/Grade Separators</b>		
(1) Foundation	0.000%	Foundation: Cost of each structure shall be determined on pro rata basis with respect to the total linear length (m) of the structure. Payment against foundation shall be made on pro-rata basis on completion of a stage i.e. not less than 25% of the scope of foundation of the structure subject to completion of at least 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.
(2) Sub-structure	0.000%	Sub-structure: Payment against sub-structure shall be made on pro-rata basis on completion of a stage i.e. not less than 25% of the scope of sub-structure of structure subject to completion of at least two sub-structures of abutments/piers up to abutment/pier cap level of the structure.
(3) Super-structure (including bearing)	0.000%	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.
(4) Wearing Coat including expansion joints	0.000%	Wearing Coat: Payment shall be made on completion of wearing coat including expansion joints complete in all respects as specified.
(5) Miscellaneous Items like hand rails, crash barrier, road markings etc.	0.000%	Miscellaneous: Payments shall be made on completion of all miscellaneous works like hand rails, crash barriers, road markings etc. complete in all respects as specified.
(6) Wing walls/return walls	0.000%	Wing walls/return walls: Payments shall be made on completion of all wing walls/return walls complete in all respects

Table 1.3.3		
Stage of payment	Weightage	Payment procedure
		as specified.
(7) Approaches (including Retaining walls / Reinforced Earth wall, stone pitching and protection works)	0.000%	Approaches: Payments shall be made on completion of both approaches including stone pitching, protection works, etc. complete in all respects as specified

1.3.4 **Other works-** Procedure for estimating the value of other works done shall be as stated in table 1.3.4:

Table 1.3.4		
Stage of Payment	Weightage	Payment Procedure
(i) Toll plaza	0.000%	Unit of measurement is each completed toll plaza. Payment of each toll plaza shall be made on pro rata basis with respect to the total of all toll plazas.
(ii) Road side drains	15.980%	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.  Payment shall be made on pro rata basis for completed facilities.
(iii) Road signs, markings, km stones safety Devices etc.	10.880%	
(vi) Project Facilities		
a) Bus bays	0.100%	
b) Truck laybys	0.000%	
c) Rest areas	0.000%	
d) Others (To be specified)		
(i) Street Lighting	1.060%	
(ii) Maintenance of existing road	2.150%	
(iii) Utility Ducts	0.130%	
(iv) Utility Ducts in Defence Area	1.250%	
(v) Rainwater Harvesting	0.000%	
(vi) Junction improvement works including Connecting Road & Junction under Grade separator etc.	3.660%	
(vi) Road side Plantation	0.940%	Unit of measurement is linear length.
(vii) Repair of protection works other than approaches to the bridges, elevated sections, flyovers/ grade separators and ROBs/RUBs.	0.000%	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.
(vii) Protection works Retaining Walls other than approaches to the bridges, elevated sections, flyovers/grade separators and ROBs/RUBs.	44.090%	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.
(viii) Protection works RRM Walls/ Breast Walls other than approaches to the bridges, elevated sections, flyovers/grade separators and ROBs/RUBs.	10.240%	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.
(ix) Protection works Parapet	0.000%	Payment shall be made on pro rata

walls other than approaches to the bridges, elevated sections, flyovers/grade separators and ROB/RUBs.		basis on completion of a stage in a length of not less than 5 % (five per cent) of the total length.
(x) Safety and traffic management during construction	0.100%	Payment shall be made on prorata basis every six months.
(xi) Side Slope Protection works Turfinf and stone pitching	1.340%	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
(xii) Boundary wall including Barbed wire Fencing, View Blockers, RCC Columns and Gates	8.080%	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

## 2 Procedure for payment for Maintenance.

2.1 The cost for maintenance shall be as stated in Clause 14.1.(i)

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

Note 1: The weightage for the stages of superstructure for New Major Bridges, New ROB/RUB, New Elevated sections / Flyovers / Grade separators as mentioned in sl. no. 3 of A2, B2 & C2 of table 1.3.3 will be as under:

- a) Casting of girders-40%
- b) Erection of girders -60%
- c) Casting of segments-40%
- d) Erection of segments 60%

Note 2: The weightage for the stage of Retaining walls/Reinforced Earth Wall for New Major Bridges, New ROB/RUB, New Elevated sections / Flyovers / Grade separators mentioned in sl. no. 8 of A2 and sl. no. 7 of B2 & C2 respectively of table 1.3.3 will be as under:

- a) Casting of Panels-40%
- b) Erection of Panels 60 %

Note 3: The weightages pertaining to the sub-stages of Toll Plaza mentioned in sl. no. (i) of other works as in table 1.3.4 will be as under :

- a) Rigid pavement upto DLC (LHS) -12.5 %
- b) Rigid pavement upto DLC (RHS)- 12.5 %
- c) PQC (LHS)-25 %
- d) PQC (RHS)-25 %
- e) Admin Building, Maintenance Building & Misc. Works-10%
- f) Canopy, Toll Booth, Safety Items & Miscellaneous Works-12.5 %
- g) Toll Plaza Tunnel-2.5 %



### **Schedule - I**

(See Clause 10.2 (iv))

#### **1. Drawings**

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

#### **2. Additional Drawings: -**

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

## Annex – I (Schedule - I)

### List of Drawings

1. A minimum list of the drawings of the various components/elements of the project highway and project facility required to be submitted by the Contractor is given below:

- (a) Drawing of horizontal alignment, vertical profile and detailed cross sections;
- (b) Drawings of cross drainage works, i.e. Bridges/Culverts/Flyovers and Other Structures;
- (c) Drawings for River Training works;
- (d) Drawings of interchanges, major intersections and underpasses;
- (e) Drawing of control centre;
- (f) Drawings of road furniture items including traffic signage, marking, safety barriers, etc;
- (g) Drawings of traffic diversions plans and traffic control measures;
- (h) Drawings of road drainage measures;
- (i) Drawings of typical details slope protection measures;
- (j) Drawings of landscaping and horticulture;
- (k) Drawings of pedestrian crossing;
- (l) Drawings of street lighting;
- (m) General Arrangement showing Base Camp and Administrative Block;
- (n) Any other drawings as per instruction of Authority Engineer.

## Schedule-J

(See Clause 10.3.2)

### 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<sup>§</sup>

2.1 Project Milestone-I shall occur on the date falling on the 255<sup>th</sup> (Two Hundred and Fifty Five) days from the Appointed Date (the “**Project Milestone-I**”).

2.2 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<sup>§</sup>

3.1 Project Milestone-II shall occur on the date falling on the 438<sup>th</sup> (Four hundred and Thirty Eight) days from the Appointed Date (the “**Project Milestone-II**”).

3.2 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 30% (thirty per cent) of the Contract Price.

#### 4. Project Milestone-III<sup>§</sup>

4.1 Project Milestone-III shall occur on the date falling on the 620<sup>th</sup> (Six hundred and Twenty) day from the Appointed Date (the “**Project Milestone-III**”).

4.2 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 60% (sixty per cent) of the Contract Price.

<sup>§</sup> If total project length is say ‘L’ km and the unencumbered length along existing road as handed over on the appointed date is ‘L<sub>1</sub>’ km (including bypasses, re-alignment, structure etc.) and balance length i.e. ‘L<sub>2</sub>’ km (L-L<sub>1</sub>) is to be handed over on a later date as per the memorandum signed under provision of Clause 8.2.1 of the Contract Document, then the Project Milestone-I, II and III shall be linked to stage payment statement for amount in percentage of the contract price worked out on prorata basis for the ‘L<sub>1</sub>’ km length handed over of balance length, the subsequent Project Milestone shall be linked to stage payment statement for amount in percentage of the total contract price.

For example:

If the date for Milestone-I and Milestone-II is 180<sup>th</sup> and 300<sup>th</sup> day from appointed date and balance ‘L<sub>2</sub>’ km length is handed over after 300<sup>th</sup> day from appointed date, then the stage payment statement required for achieving Milestone-I and Milestone-II should be linked to Contract Price worked out on prorata basis for the L<sub>1</sub> km length [i.e. for Contract Price x L<sub>1</sub>/L]. Subsequent Milestone i.e. Milestone-III will be linked to stage payment statement for amount in percentage of the total contract price. **In no case, there shall be any change in the schedule completion date unless extension of time has been granted by the Authority under Clause 10.3 and 10.5 of the contract agreement.**

In order for the above dispensation to come into operation, it is necessary that a suitable mechanism (like escrow account) is evolved between the parties to the effect that the payments released to the contractor under the above dispensation would be used for completion of the project in the first instance and shall be available to the Contractor only after meeting his project related commitments.

### **5 Schedule Completion Date**

- 5.1 The Scheduled Completion Date shall occur on the 730<sup>th</sup> (Seven Hundred and Thirty) day from the Appointed Date.
- 5.2 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 12.1.2) **Tests on Completion**

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

- 1.1 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.
- 1.2 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**

- 2.1 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 all the tests specified in IRC code, manual and MORTH specifications for the road and Bridge works, 5th revision, 2013.
- 2.2 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 [2,000 (two thousand)] mm for each kilometer.
- 2.3 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) meters or more shall also be subjected to load testing.
- 2.4 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.
- 2.5 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.
- 2.6 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.

## Schedule-L

(See Clause 12.2 and 12.4)

### PROVISIONAL CERTIFICATE

1. I, ..... (Name of the Authority's Engineer), acting as the Authority's Engineer, under and in accordance with the Agreement dated ..... (the "**Agreement**"), for construction of the "**Package-I - Improvement to 2 lane with paved shoulder/ 4 lane of NH-40 section from Km 81+740 to Km 93+490 (design Km 0+000 to Km 10+670) & Improvement to 4 lane section of NH-44 from design Km 0+000 to Km 0+930, total length 11.600 Km in the state of Meghalaya on EPC mode under JICA Loan Assistance.**" (Balance Works).", through .....(Name of Contractor), hereby certify that the Tests in accordance with Article 12 of the Agreement have been undertaken to determine compliance of the Project Highway with the provisions of the Agreement.
2. Works that are incomplete on account of Time Extension have been specified in the Punch List appended hereto, and the Contractor has agreed and accepted that it shall complete all such works in the time and manner set forth in the Agreement. In addition, certain minor works are incomplete and these are not likely to cause material inconvenience to the Users of the Project Highway or affect their safety. The Contractor has agreed and accepted that as a condition of this Provisional Certificate, it shall complete such minor works within 30 (thirty) days hereof. These minor works have also been specified in the aforesaid Punch List.
3. In view of the foregoing, I am satisfied that that Project Highway from km 8.000 to km 65.000 can be safely and reliably placed in service of the users thereof, and in terms of the Agreement, the Project Highway is hereby provisionally declared fit for entry into operation on this the ...day of..... 20 .....

ACCEPTED, SIGNED, SEALED

AND

AND DELIVERED

For and on behalf of

behalf of

CONTRACTOR by

ENGINEER by:

(Signature)

SIGNED, SEALED

DELIVERED

For and on

AUTHORITY's

(Signature)

### COMPLETION CERTIFICATE

1. I, .....(Name of the Authority's Engineer), acting as Authority's Engineer, under and in accordance with the Agreement dated .....(the "**Agreement**"), for construction of the "**Package-I - Improvement to 2 lane with paved shoulder/ 4 lane of NH-40 section from Km 81+740 to Km 93+490 (design Km 0+000 to Km 10+670) & Improvement to 4 lane section of NH-44 from design Km 0+000 to Km 0+930, total length 11.600 Km in the state of Meghalaya on EPC mode under JICA Loan Assistance.**", through ..... (Name of Contractor), hereby certify that the Tests in accordance with Article 12 of the Agreement have been successfully undertaken to determine compliance of the Project Highway with the provisions of the Agreement, and I am satisfied that the Project Highway can be safely and reliably placed in service of the Users thereof.
2. It is certified that, in terms of the aforesaid Agreement, all works forming part of Project Highway have been completed, and the Project Highway is hereby declared fit for entry into operation on this the.....day of..... 20.....

SIGNED, SEALED AND DELIVERED

For and on behalf of

The Authority's Engineer by:

(Signature)

(Name)

(Designation)

(Address)



### **Schedule-M**

(See Clauses 14.6., 15.2 and 19.7)

### **PAYMENT REDUCTION FOR NON-COMPLIANCE**

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

- 1.1 Monthly lump sum payments for maintenance shall be reduced in the case of non-compliance with the Maintenance Requirements set forth in Schedule-E.
- 1.2 Any deduction made on account of non-compliance with the maintenance Requirements shall not be paid even after compliance subsequently. The deduction shall continue to be made every month until compliance is done.
- 1.3 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**

- 2.1 The following percentages shall govern the payment reduction:

*Package-V - Improvement to 2 Lane with paved shoulder / 4 lane of NH-40 section from Km 151+330 to Km 163+400 (design Km 63+530 to Km 71+520) design length 7.99 Km in the State of Meghalaya on EPC Mode under JICA loan Assistance"*

S. No.	Item/Defect/Deficiency	Percentage
<b>(a)</b>	<b>Carriageway/Pavement</b>	
(i)	Potholes, cracks, other surface defects	15%
(ii)	Repairs of Edges, Rutting	5%
<b>(b)</b>	<b>Road, Embankment, Cuttings, Shoulders</b>	
(i)	Edge drop, inadequate crossfall, undulations, settlement, potholes, ponding, obstructions	10%
(ii)	Deficient slopes, raincuts, disturbed pitching, vegetation growth, pruning of trees	5%
<b>(c)</b>	<b>Bridges and Culverts</b>	
(i)	Desilting, cleaning, vegetation growth, damaged pitching, flooring, parapets, wearing course, footpaths, any damage to foundations	20%
(ii)	Any Defects in superstructures, bearings and sub-structures	10%
(iii)	Painting, repairs/replacement kerbs, railings, parapets, guideposts/crash barriers	5%
<b>(d)</b>	<b>Roadside Drains</b>	
(i)	Cleaning and repair of drains	5%
<b>(e)</b>	<b>Road Furniture</b>	
(i)	Cleaning, painting, replacement of road signs, delineators, road markings, 200 m/km/5th km stones	5%
<b>(f)</b>	<b>Miscellaneous Items</b>	
(i)	Removal of dead animals, broken down/accidented vehicles, fallen trees, road blockades or malfunctioning of mobile crane	10%
(ii)	Any other Defects in accordance with paragraph 1.	5%
<b>(g)</b>	<b>Defects in Other Project Facilities</b>	5%

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

$$R = P/100 \times M \times L1/L$$

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

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

L1 = Non-complying length

L = Total length of the road,

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

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

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

**Schedule-N**

(See Clause 18.1.1)

**SELECTION OF AUTHORITY'S ENGINEER****1 Selection of Authority's Engineer**

- 1.1 The provisions of the Model Request for Proposal for Selection of Technical Consultants, issued by the Ministry of Finance in May 2009, or any substitute thereof or 'Guidelines for Employment of Consultants under Japanese ODA Loans' or a combination of certain provisions thereof shall apply for selection of an experienced firm to discharge the functions and duties of an Authority's Engineer.
- 1.2 The Authority shall invite Expression of Interest from Consulting Engineering firms or bodies corporate to undertake and perform the duties and functions set forth in Annexure-I of Schedule-N and thereupon shortlist qualified firms in accordance with pre-determined criteria.
- 1.3 The Authority shall invite the aforesaid shortlisted firms to submit their respective technical and financial offers, each in separate sealed cover and/or upload online. All the technical bids so received shall be opened and pursuant to the evaluation thereof, the Authority shall open the financial bids in respect of each shortlisted firm and the order of priority as among these firms shall be determined on the basis of a weighted evaluation where technical and financial score shall be assigned respective weights of 80:20.
- 1.4 In the event of termination of the Technical Consultants appointed in accordance with the provisions of above Paragraphs 1.1 to 1.3, 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**

1.1 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 Ministry of Road Transport and Highways (the “**Authority**”) and ..... (the “**Contractor**”) for “**Package-I - Improvement to 2 lane with paved shoulder/ 4 lane of NH-40 section from Km 81+740 to Km 93+490 (design Km 0+000 to Km 10+670) & Improvement to 4 lane section of NH-44 from design Km 0+000 to Km 0+930, total length 11.600 Km in the state of Meghalaya on EPC mode under JICA Loan Assistance.**” (Balance Works).”, and a copy of which is annexed hereto and marked as Annex-A to form part of this TOR.

1.2 The TOR shall apply to construction and maintenance of the Project Highway.

**2. Definitions and interpretation**

2.1 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.

2.2 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.

2.3 The rules of interpretation stated in Clauses 1.2, 1.3 and 1.4 of the Agreement shall apply, *mutatis mutandis*, to this TOR.

**3. General**

3.1 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.

3.2 The Authority’s Engineer shall perform the duties and exercise the authority in accordance with the provisions of this Agreement, but subject to obtaining prior written approval of the Authority before determining:

- (a) any Time extension;
- (b) any additional cost to be paid by the Authority to the Contractor;
- (c) the Termination Payment; or
- (d) any other matter which is not specified in (a), (b) or (c) above and which creates an obligation or liability on either Party for a sum exceeding 0.2% of Contract Price.

3.3 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.

3.4 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.

- 3.5 The Authority's Engineer shall aid and advise the Authority on any proposal for Change of Scope under Article 13.
- 3.6 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**

- 4.1 During the Construction Period, the Authority's Engineer shall review 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 10.1.6. The Authority's Engineer shall complete such review 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.
- 4.2 The Authority's Engineer shall review any revised Drawings sent to it by the Contractor and furnish its comments within 10 (ten) days of receiving such Drawings.
- 4.3 The Authority's Engineer shall review the Quality Assurance Plan submitted by the Contractor and shall convey its comments to the Contractor within a period of 21 (twenty-one) days stating the modifications, if any, required thereto.
- 4.4 The Authority's Engineer shall complete the review 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.
- 4.5 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.
- 4.6 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.
- 4.7 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.
- 4.8 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.
- 4.9 For determining that the Works conform to Specifications and Standards, the Authority's Engineer shall require the Contractor to carry out, or cause to be carried out, tests at such time and frequency and in such manner as specified in the Agreement and in accordance with Good Industry Practice for quality

assurance. For purposes of this Paragraph 4.9, the tests specified in the IRC Special Publication-11 (Handbook of Quality Control for Construction of Roads and Runways) and the Specifications for Road and Bridge Works issued by MORTH (the "Quality Control Manuals") or any modification/substitution thereof shall be deemed to be tests conforming to Good Industry Practice for quality assurance.

- 4.10 The Authority's Engineer shall test check at least 20 (twenty) percent of the quantity or number of tests prescribed for each category or type of test for quality control by the Contractor.
- 4.11 The timing of tests referred to in Paragraph 4.9, and the criteria for acceptance/rejection of their results shall be determined by the Authority's Engineer in accordance with the Quality Control Manuals. The tests shall be undertaken on a random sample basis and shall be in addition to, and independent of, the tests that may be carried out by the Contractor for its own quality assurance in accordance with Good Industry Practice.
- 4.12 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.
- 4.13 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.
- 4.14 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.
- 4.15 The Authority's Engineer shall obtain from the Contractor a copy of all the Contractor's quality control records and documents before the Completion Certificate is issued pursuant to Clause 12.4.
- 4.16 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.
- 4.17 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.
- 4.18 The Authority's Engineer shall carry out, or cause to be carried out, all the Tests specified in Schedule-K and issue a Completion Certificate or Provisional

Certificate, as the case may be. For carrying out its functions under this Paragraph 4.18 and all matters incidental thereto, the Authority's Engineer shall act under and in accordance with the provisions of Article 12 and Schedule-K.

### **5. Maintenance Period**

- 5.1 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.
- 5.2 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.
- 5.3 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.
- 5.4 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.
- 5.5 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**

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

### **7. Payments**

- 7.1 The Authority's Engineer shall withhold payments for the affected works for which the Contractor fails to revise and resubmit the Drawings to the Authority's Engineer in accordance with the provisions of Clause 10.2.4 (d).
- 7.2 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.
- 7.3 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.

- 7.4 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**

- 9.1 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.
- 9.2 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.
- 9.3 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.
- 9.4 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.
- 9.5 The Authority's Engineer shall inform the Authority and the Contractor of any event of Contractor's Default within one week of its occurrence.

**SCHEDULE - O**

*(See Clauses 19.4.1, 19.6.1, and 19.8.1)*

**Forms of Payment Statements****1. Stage Payment Statement for Works**

The Stage Payment Statement for Works shall state:

- (a) The estimated amount for the Works executed in accordance with Clause 19.3.1 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 13.2.3 (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.

#### **4. Monthly Maintenance Payment Statement**

The monthly Statement for Maintenance Payment shall state:

- (f) the monthly payment admissible in accordance with the provisions of the agreement;
- (g) the deductions for maintenance work not done;
- (h) net payment for maintenance due, (a) minus (b);
- (i) amounts reflecting adjustments in price under Clause 19.12; and
- (j) amount towards deduction of taxes

#### **5. 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**

- 1.1 The Contractor shall effect and maintain at its own cost, from the Appointed Date till the date of issue of the last 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.
- 1.2 The insurance under paragraph 1.1 (a) and (b) above shall cover the authority and the Contractor against all loss or damage from whatsoever 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 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 arises from a cause occurring prior to the issue of 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**

- 3.1. The Contractor shall insure against each Party's liability for any loss, damage, death or bodily injury which may occur to any physical property (except things insured under Paragraph 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. [\*\*\*\*\*]
- 3.2 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 and 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 2,500 (two thousand five hundred) mm for each kilometer.

**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 the permissible values are given below:

- Area of cracking not more than 2 % area
- Area of rutting with rut depth more than 10 mm - not more than 1 .... % area
- Area of stripping: not more than 2 % area
- Area of potholes: Nil
- Edge drop – Shall not be more than 15 mm

**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 **"Package-I - Improvement to 2 lane with paved shoulder/ 4 lane of NH-40 section from Km 81+740 to Km 93+490 (design Km 0+000 to Km 10+670) & Improvement to 4 lane section of NH-44 from design Km 0+000 to Km 0+930, total length 11.600 Km in the state of Meghalaya on EPC mode under JICA Loan Assistance." (Balance Works).**", ..... (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 of Authority's Engineer)

(Address)

**SCHEDULE-S**  
**(See Clause 17.7.2)**

**Performance Certificate**

I, ..... (Name and designation of the Authority's representative) under and in accordance with the Agreement dated ..... (the "Agreement"), for [construction and maintenance of the **"Package-I - Improvement to 2 lane with paved shoulder/ 4 lane of NH-40 section from Km 81+740 to Km 93+490 (design Km 0+000 to Km 10+670) & Improvement to 4 lane section of NH-44 from design Km 0+000 to Km 0+930, total length 11.600 Km in the state of Meghalaya on EPC mode under JICA Loan Assistance."** (Balance Works).", ..... (Name of Contractor), hereby certify that the Contractor has discharged all its obligations under the Agreement and in accordance with Article 17 of the Agreement I hereby issue Performance Certificate to the Contractor on this day.....

SIGNED, SEALED AND DELIVERED

(Signature)  
(Name of Authority's Engineer)  
(Address)



**SCHEDULE-T**  
**(See Clause 19.1.6)**

<b>Name of Currency</b>	<b>A Amount of Currency</b>	<b>B Rate of Exchange* (Local Currency per Unit of Foreign Currency)</b>	<b>C Local Currency Equivalent</b>	<b>D Percentage of Net Bid Price (NTP) (100 x C) / NTP</b>
Local Currency (Indian Rupees)				
Foreign Currency 1 (Japanese Yen)				
Foreign Currency 2 (US Dollar)				
Net Bid Price				100.00

\* The fixed rates of exchange shall be the selling rates 28 days prior to the deadline for submission of bids published by the **Reserve Bank of India**.

1. Change in scope would require agreement between parties on currency.
2. Regarding damages by the Authority, financing charges for a payment delays will be in corresponding currency amounts.
3. Delay damages will be recovered in currencies in proportion which in which contract price is payable.