SCHEDULE - A

SITE OF THE PROJECT

1. The Site

1.1 Site of the Two-Laning of Existing Akajan - Likabali - Bame Road on EPC basis from design km. 33.000 to km. 65.610 (Existing km. 36.000 to km. 71.000) in the state of Arunachal Pradesh under SARDP-NE,Project Highway shall include the land, buildings, structures and road works as described in Annex-I of this Schedule-A.

1.2 The dates of handing over the Right of Way to the Contractor are specified in Annex-II of this Schedule-A.

1.3 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 Clause8.2.1 of this Agreement.

1.4 The alignment plans of the Project Highway are specified in Annex-III. Alignment plans have been given for sections where the existing alignment is proposed to be modifiedas well as where existing alignment is to be followed.

1.5 The status of the environment clearances obtained or awaited is given in Annex IV.

Annex - I
(Schedule-A)

1. Site

The Site for the Two-Laning Project Highway comprises the section of Akajan - Likabali - Bame Road commencing from Km 36.000 to Km 71.000 (Existing) and from Km 33 .000 toKm 65.610 (Design) i.e. Akajan - Likabali - Bame Section in the State of Arunachal Pradesh. The land, carriageway and structures comprising the Site are described below.

2. Land

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

S. No.	Existing Chainage (Km)		Design Chainage (Km)		Design Length (Km)	ROW (m)	Remarks
	From	To	From	To			
1	36.000	71.000	33.000	65.610	32.610	24	Details given in drawings indicating existing alignment and improvements in alignment.

3. Carriageway

The present carriageway detail is shown in the table below.

The type of the existing pavement is flexible.

S. No.	Existing Chainage (km)		Design Chainage (km)		Design Length (Km)	Lane width (m)	Remarks
	From	To	From	To			
1	36.000	71.000	33.000	65.610	32.610	3.66	Single Lane

3.1 Earth work

The present Earth work detail is shown in the table below.

S. No.	Design Chainage (Km)		Length (m)	Remarks
	From	To		
1	33000	33500	500	
2	33500	33580	80	
3	33580	33600	20	

4	33600	33700	100	
5	33700	33760	60	
6	33760	33820	60	
7	33820	33920	100	
8	33920	34400	480	
9	34400	34450	50	
10	34450	34500	50	
11	34500	34660	160	
12	34660	34770	110	
13	34770	34850	80	
14	34850	35020	170	
15	35020	35550	530	
16	35550	35620	70	
17	35620	35720	100	
18	35720	36350	630	
19	36350	36420	70	
20	36420	37150	730	
21	37150	37220	70	
22	37220	37320	100	
23	37320	37620	300	
24	37620	37650	30	
25	37650	38300	650	
26	38300	39200	900	
27	39620	39720	100	
28	39720	39820	100	
29	39820	40370	550	
30	40370	40450	80	

31	40500	40800	300	
32	40970	41100	130	
33	41100	41300	200	
34	41300	41630	330	
35	41630	41650	20	
36	41650	41840	190	
37	41840	41880	40	
38	41880	41950	70	
39	42050	42200	150	
40	42200	42290	90	
41	42600	42880	280	
42	42880	42900	20	
43	42900	43200	300	
44	43200	43220	20	
45	43500	43620	120	
46	43620	44220	600	
47	44220	44270	50	
48	44270	44320	50	
49	44320	44500	180	
50	44500	44540	40	
51	44540	44700	160	
52	44700	44750	50	
53	44750	44820	70	
54	44820	44850	30	
55	44850	44900	50	
56	44900	45070	170	
57	45070	45160	90	

58	45160	45250	90	
59	45250	45400	150	
60	45400	45500	100	
61	45500	45780	280	
62	45780	45850	70	
63	45850	46040	190	
64	46040	46100	60	
65	46100	46200	100	
66	46200	46250	50	
67	46400	46500	100	
68	46500	46530	30	
69	46530	46600	70	
70	46800	46900	100	
71	46900	46970	70	
72	47350	47700	350	
73	48300	48400	100	
74	48400	48700	300	
75	48700	48800	100	
76	48800	49000	200	
77	49000	49120	120	
78	49120	49284	164	
79	49284	49400	116	
80	49400	49500	100	
81	49500	50150	650	
82	50150	50180	30	
83	50180	50300	120	
84	50300	50380	80	

85	50380	50750	370	
86	50750	50800	50	
87	50800	51080	280	
88	51080	51200	120	
89	51200	52280	1080	
90	52280	52350	70	
91	52350	52550	200	
92	52550	52780	230	
93	52780	52830	50	
94	52830	53064	234	
95	53064	53400	336	
96	53500	53800	300	
97	53800	53900	100	
98	53900	54230	330	
99	54230	54560	330	
100	54560	54600	40	
101	54600	54800	200	
102	54800	54950	150	
103	54950	55300	350	
104	55300	55400	100	
105	55400	55430	30	
106	55430	55830	400	
107	55830	56300	470	
108	56300	56900	600	
109	56900	57000	100	
110	57000	57250	250	
111	57300	57570	270	

112	57570	57740	170	
113	57740	57900	160	
114	58000	58400	400	
115	58400	58600	200	
116	60530	60650	120	
117	60650	60800	150	
118	60800	60880	80	
119	60880	61050	170	
120	61050	61700	650	
121	61700	62000	300	
122	62000	62500	500	
123	62500	62600	100	
124	62600	62660	60	
125	62660	62700	40	
126	62700	62800	100	
127	63080	63200	120	
128	63200	64030	830	
129	64030	64050	20	
130	64050	64090	40	
131	64090	64290	200	
132	64290	64450	160	
133	64450	64630	180	
134	64630	64900	270	
135	64900	64970	70	
136	64970	65000	30	
137	65020	65150	130	
138	65190	65250	60	

139	65400	65450	50	
140	65450	65610	160	
			27280	

3.2 GSB

The present GSB detail is shown in the table below.

S. No.	Design Chainage (Km)		Length (m)	Remarks
	From	To		
1	33000	33500	500	
2	33500	33580	80	
3	33580	33600	20	
4	33600	33700	100	
5	33760	33820	60	
6	33820	33920	100	
7	33920	34400	480	
8	34400	34450	50	
9	34450	34500	50	
10	34500	34660	160	
11	34660	34770	110	
12	34850	35020	170	
13	35550	35620	70	
14	35720	36350	630	
19	36350	36420	70	
15	40370	40450	80	
16	43620	44220	600	
17	44270	44320	50	
18	44320	44500	180	

19	44540	44700	160	
20	44700	44750	50	
21	44750	44820	70	
22	44820	44850	30	
23	44850	44900	50	
24	44900	45070	170	
25	45070	45160	90	
26	48300	48400	100	
27	48400	48700	300	
28	48700	48800	100	
29	49000	49120	120	
30	49120	49284	164	
31	49284	49400	116	
32	49400	49500	100	
33	49500	50150	650	
34	50150	50180	30	
35	50180	50300	120	
36	50750	50800	50	
37	50800	51080	280	
38	51200	52280	1080	
39	52350	52550	200	
40	54560	54600	40	
41	54600	54800	200	
42	55300	55400	100	
43	55400	55430	30	
44	55430	55830	400	
45	56300	56900	600	

46	60650	60800	150	
47	61700	62000	300	
48	62500	62600	100	
49	63200	64030	830	
50	64630	64900	270	
51	65450	65610	160	
			10770	

3.3 WMM

The present WMM detail is shown in the table below.

S. No.	**Design Chainage (Km)**		**Length (m)**	**Remarks**
	From	**To**		
1	33000	33500	500	
2	33500	33580	80	
3	33580	33600	20	
4	33600	33700	100	
5	33760	33820	60	
6	33920	34400	480	
7	34450	34500	50	
8	34660	34770	110	
9	43620	44220	600	
10	44270	44320	50	
11	44700	44750	50	
12	44750	44820	70	
13	44820	44850	30	
14	44850	44900	50	
15	45070	45160	90	

16	48400	48700	300	
17	49120	49284	164	
18	49284	49400	116	
19	49400	49500	100	
20	49500	50150	650	
21	50150	50180	30	
			3700	

3.4 DBM

The present DBM detail is shown in the table below.

S. No.	**Design Chainage (Km)**		**Length (m)**	**Remarks**
	From	**To**		
1	33000	33500	500	
2	33580	33600	20	
3	33600	33700	100	
4	33760	33820	60	
5	33920	34400	480	
6	34660	34770	110	
7	49500	50150	650	
			1920	

4. Major Bridges

The Site includes the following Major Bridges:

S. No.	**Location (Km)**	**Span of the Bridge (m)**	**Structural condition of the Bridge**
1	Nil		

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

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

Sl. No.	Chainage (Km)	Type of Structure		No. of spans with span length (m)	Width (m)	ROB/ RUB
		Foundation	Superstructure			
Nil						

6. Grade separators

The Site includes the following grade separators:

Sl. No.	Chainage (Km)	Type of Structure		No. of spans with span length (m)	Width (m)
		Foundation	Superstructure		
Nil					

7. Minor bridges

The Site includes the following minor bridges:

Sl. No.	Chainage (Km)	Span of Bridge (m)	Structural condition of Bridge
1	38.011	10.00	To be replaced with new bridge
2	51.080	10.00	10 m span New Minor Bridge constructed at Ch: 48.910. **Retaining wall on both sides, RCC Parapet wall with Crash Barrier above the Top slab for Earth cushion, Upstream & Downstream floor protection work with river training work and Approach Slab work to be done.**
3	52.335	7.00	To be replaced with new bridge
4	54.70 (Design 50.407 New Location)	60 ft	New minor bridge 18 m span proposed to replace existing bailey bridge.
5	58.956	7.00	To be replaced with new bridge
6	64.786	8.00	To be replaced with new bridge
7	**63.640**	**52.00**	**Good and in functional condition**

8. Railway level crossings

The Site includes the following railway level crossings:

S. No.	Location (Km)	Remarks
Nil		

9. Underpasses (vehicular, non-vehicular)

The Site includes the following underpasses:

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

10. Culverts

The culverts are in damaged condition and proposed to be replaced as mentioned in Schedule-B:

The Site includes the following culverts:

Sl. No.	Culvert location	Span/Opening (m)	LHS	RHS
1	33+105	2.0 X 2.0	Top slab completed	Top slab completed
2	33+271	2.0 X 2.0	Top slab completed	Top slab completed
3	33+390	2.0 X 2.0	Top slab completed	Top slab completed
4	33+530	2.0 X 2.0	Top slab completed	Top slab completed
5	34+010	2.0 X 2.0	Top Slab with Crash barrier completed	Top Slab with Crash barrier completed
6	34+210	2.0 X 2.0	Top slab completed	Top slab completed
7	34+310	2.0 X 2.0	Top Slab with Crash barrier completed	Top Slab with Crash barrier completed
8	34+925	2.0 X 2.0	Top Slab with Crash barrier completed	Top Slab with Crash barrier completed
9	35+130	2.0 X 2.0	Top slab completed	Top slab completed
10	35+412	2.0 X 2.0	Top Slab with Crash barrier completed	Top Slab with Crash barrier completed
11	35+669	2.0 X 2.0	Top slab completed	Top slab completed
12	36+130	2.0 X 2.0	Top Slab with Crash barrier completed	Top slab completed
13	36+282	2.0 X 2.0	Top slab completed	Top slab completed

14	36+552	2.0 X 2.0	Top Slab with Crash barrier completed	Top Slab with Crash barrier completed
15	36+726	2.0 X 2.0	Top Slab with Crash barrier completed	Top Slab with Crash barrier completed
16	36+882	2.0 X 2.0	Top Slab with Crash barrier completed	Top Slab with Crash barrier completed
17	37+050	2.0 X 2.0	Top Slab with Crash barrier completed	Top Slab with Crash barrier completed
18	37+464	2.0 X 2.0	Top slab completed	Top Slab with Crash barrier completed
19	37+818	3.0 X 2.0	Top Slab with Crash barrier completed	Top slab completed
20	38+152	2.0 X 2.0	Top Slab with Crash barrier completed	Top Slab with Crash barrier completed
21	38+220	2.0 X 2.0	Top Slab with Crash barrier completed	Top Slab with Crash barrier completed
22	38+283	2.0 X 2.0	Top Slab with Crash barrier completed	Top slab completed
23	38+562	2.0 X 2.0	Top slab completed	Top slab completed
24	38+610	2.0 X 2.0	Top slab completed	Top slab completed
25	38+726	2.0 X 2.0	Top slab completed	Top slab completed
26	38+952	2.0 X 2.0	Top slab completed	Top slab completed
27	39+702	2.0 X 2.0	Top slab completed	Top slab completed
28	39+955	2.0 X 2.0	Top Slab with Crash barrier completed	Top Slab with Crash barrier completed
29	40+230	3.0 X 2.0	Top slab completed	Top slab completed
30	41+806	2.0 X 2.0	Top slab completed	Top slab completed
31	41+927	2.0 X 2.0	Top slab completed	Top slab completed
32	42+130	2.0 X 2.0	Top Slab with Crash barrier completed	Top Slab with Crash barrier completed
33	43+163	2.0 X 2.0	Top Slab with Crash barrier completed	Top Slab with Crash barrier completed
34	43+570	2.0 X 2.0	Top Slab with Crash barrier completed	Top Slab with Crash barrier completed
35	43+672	2.0 X 2.0	Top Slab with Crash barrier completed	Top Slab with Crash barrier completed
36	43+724	2.0 X 2.0	Top Slab with Crash barrier completed	Top Slab with Crash barrier completed
37	43+785	2.0 X 2.0	Top Slab with Crash barrier completed	Top Slab with Crash barrier completed
38	44+060	2.0 X 2.0	Top Slab with Crash barrier completed	Top Slab with Crash barrier completed

39	44+177	2.0 X 2.0	Top slab completed	Top Slab with Crash barrier completed
40	44+244	2.0 X 2.0	Top Slab with Crash barrier completed	Top Slab with Crash barrier completed
41	44+368	2.0 X 2.0	Top Slab with Crash barrier completed	Top Slab with Crash barrier completed
42	45+164	2.0 X 2.0	Top Slab with Crash barrier completed	Top Slab with Crash barrier completed
43	45+394	2.0 X 2.0	Top Slab with Crash barrier completed	Top Slab with Crash barrier completed
44	45+561	2.0 X 2.0	Top Slab with Crash barrier completed	Top Slab with Crash barrier completed
45	48+436	2.0 X 2.0	Top Slab with Crash barrier completed	Top Slab with Crash barrier completed
46	48+618	2.0 X 2.0	Top Slab with Crash barrier completed	Top Slab with Crash barrier completed
47	48+788	2.0 X 2.0	Top Slab with Crash barrier completed	Top Slab with Crash barrier completed
48	49+007	2.0 X 2.0	Top Slab with Crash barrier completed	Top Slab with Crash barrier completed
49	49+284	2.0 X 2.0	Top Slab with Crash barrier completed	Top Slab with Crash barrier completed
50	49+414	2.0 X 2.0	Top Slab with Crash barrier completed	Top Slab with Crash barrier completed
51	49+637	2.0 X 2.0	Top Slab with Crash barrier completed	Top Slab with Crash barrier completed
52	49+691	2.0 X 2.0	Top Slab with Crash barrier completed	Top Slab with Crash barrier completed
53	49+751	2.0 X 2.0	Top Slab with Crash barrier completed	Top Slab with Crash barrier completed
54	49+851	2.0 X 2.0	Top Slab with Crash barrier completed	Top Slab with Crash barrier completed
55	49+934	2.0 X 2.0	Top Slab with Crash barrier completed	Top Slab with Crash barrier completed
56	49+998	2.0 X 2.0	Top Slab with Crash barrier completed	Top Slab with Crash barrier completed
57	50+183	2.0 X 2.0	Top Slab with Crash barrier completed	Top Slab with Crash barrier completed
58	50+644	2.0 X 2.0	Top Slab with Crash barrier completed	Top Slab with Crash barrier completed
59	50+810	2.0 X 2.0	Top Slab with Crash barrier completed	Top Slab with Crash barrier completed
60	50+946	2.0 X 2.0	Top Slab with Crash barrier completed	Top Slab with Crash barrier completed
61	51+028	2.0 X 2.0	Top Slab with Crash barrier completed	Top Slab with Crash barrier completed

62	51+237	2.0 X 2.0	Top Slab with Crash barrier completed	Top Slab with Crash barrier completed
63	51+380	2.0 X 2.0	Top Slab with Crash barrier completed	Top Slab with Crash barrier completed
64	51+575	2.0 X 2.0	Top Slab with Crash barrier completed	Top Slab with Crash barrier completed
65	51+736	2.0 X 2.0	Top Slab with Crash barrier completed	Top Slab with Crash barrier completed
66	51+774	2.0 X 2.0	Top Slab with Crash barrier completed	Top Slab with Crash barrier completed
67	51+939	2.0 X 2.0	Top Slab with Crash barrier completed	Top Slab with Crash barrier completed
68	52+037	2.0 X 2.0	Top Slab with Crash barrier completed	Top Slab with Crash barrier completed
69	52+286	2.0 X 2.0	Top Slab with Crash barrier completed	Top slab completed
70	52+353	2.0 X 2.0	Top Slab with Crash barrier completed	Top Slab with Crash barrier completed
71	52+477	2.0 X 2.0	Top Slab with Crash barrier completed	Top Slab with Crash barrier completed
72	52+684	2.0 X 2.0	Top Slab with Crash barrier completed	Top Slab with Crash barrier completed
73	52+837	2.0 X 2.0	Top slab completed	Top Slab with Crash barrier completed
74	52+966	3.0 X 2.0	Top Slab with Crash barrier completed	Top slab completed
75	53+064	2.0 X 2.0	Top Slab with Crash barrier completed	Top slab completed
76	53+566	2.0 X 2.0	Top Slab with Crash barrier completed	Top Slab with Crash barrier completed
77	53+724	2.0 X 2.0	Top slab completed	Top slab completed
78	53+824	2.0 X 2.0	Top Slab with Crash barrier completed	Top Slab with Crash barrier completed
79	54+066	2.0 X 2.0	Top Slab with Crash barrier completed	Top Slab with Crash barrier completed
80	54+650	2.0 X 2.0	Top slab completed	Top slab completed
81	55+209	2.0 X 2.0	Top Slab with Crash barrier completed	Top Slab with Crash barrier completed
82	55+508	2.0 X 2.0	Top Slab with Crash barrier completed	Top Slab with Crash barrier completed
83	55+633	2.0 X 2.0	Top Slab with Crash barrier completed	Top slab completed
84	56+211	2.0 X 2.0	Top Slab with Crash barrier completed	Top Slab with Crash barrier completed

85	56+390	2.0 X 2.0	Top slab completed	Top slab completed
86	56+622	2.0 X 2.0	Top Slab with Crash barrier completed	Top Slab with Crash barrier completed
87	56+824	2.0 X 2.0	Top Slab with Crash barrier completed	Top Slab with Crash barrier completed
88	57+173	2.0 X 2.0	Top Slab with Crash barrier completed	Top Slab with Crash barrier completed
89	57+395	2.0 X 2.0	Top Slab with Crash barrier completed	Top Slab with Crash barrier completed
90	57+501	2.0 X 2.0	Top Slab with Crash barrier completed	Top Slab with Crash barrier completed
91	61+657	2.0 X 2.0	Top slab completed	Top slab completed
92	61+711	2.0 X 2.0	Top slab completed	Top slab completed
93	62+079	2.0 X 2.0	Top slab completed	Top slab completed
94	62+337	2.0 X 2.0	Top Slab with Crash barrier completed	Top slab completed
95	62+588	2.0 X 2.0	Top Slab with Crash barrier completed	Top Slab with Crash barrier completed
96	62+679	2.0 X 2.0	Top slab completed	Top slab completed
		96 No's		

11. Bus bays

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

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

12. Truck Lay byes

The details of truck lay byes are as follows:

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

13. Road side drains

The details of the roadside drains are as follows:

S. No.	Location		Side	Type	
	From Km	to Km		Masonry/cc (Pucca)	Earthen (Kutcha)
Nil					

14. Major junctions

The details of major junctions are as follows:

S. No.	Location		At grade	Separated	Category of Cross Road			
	Existing Ch.	Design Ch.			NH	SH	MDR	Others
Nil								

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

15. Minor junctions

The details of the minor junctions are as follows:

S. No.	Existing Ch.	Design Ch.	Side	Type of junction	Remarks
Nil					

16. Bypasses

The details of the bypasses are as follows:

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

17. Other structures

17.1 Breast walls

The Site includes the following Breast wall locations:

Location of Breast walls			
Design Chainage		Length of B/Wall of 3m height (m)	Side
From	To		
49+286	49+300	14	LHS
49+424	49+454	30	LHS
49+454	49+465	11	LHS
49+880	49+910	30	LHS
50+200	50+240	40	LHS
50+310	50+325	15	LHS
50+740	50+760	20	LHS

		160	

17.2 Retaining wall

The Site includes the following Retaining wall locations:

Location of Retaining walls			
Design Chainage		**Length of R/Wall (m)**	**Side**
From	**To**		
36+132	36+137	5	LHS
37+455	37+463	8	LHS
38+017	38+027	10	LHS
38+154	38+163	9	LHS
38+954	38+965	11	LHS
		43	

17.3 Road side-lined drain

The Site includes the following Road side-lined drain locations:

Location of Road side-lined drain			
Design Chainage		**Length(m)**	**Side**
From	**To**		
36+950	37+049	99	RHS
48+437	48+506	69	LHS
48+437	48+617	180	RHS
48+619	48+787	168	LHS
49+285	49+413	128	LHS
49+415	49+500	85	LHS
49+500	49+636	136	LHS
49+638	49+690	52	LHS
49+752	49+850	98	LHS
49+852	49+933	81	LHS
49+935	49+997	62	LHS

49+999	50+182	183	LHS
51+289	51+389	100	LHS
51+576	51+735	159	LHS
51+737	51+773	36	LHS
52+355	52+476	121	LHS
53+567	53+723	156	LHS
53+725	53+823	98	LHS
55+211	55+291	80	LHS
55+569	55+632	63	LHS
56+212	56+312	100	LHS
61+800	61+950	150	LHS
62+005	62+076	71	LHS
62+165	62+250	85	LHS
		2560	

Annex - II
(Schedule-A)

Dates for providing Right of Way

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

Sl. No	Design Chainage (Km)		Length (Km)	Width (m)	Date of providing ROW*
	From Km	to Km			
1	2	3	4	5	6
Right of Way (full width)	33.000	65.610	32.610	24.0	100 % at Appointed Date

Annex - III
(Schedule-A)

Alignment Plans

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

Annex - IV
(Schedule-A)

Environment Clearances

The Project Highway does not attract EJA notification 2006.

The following Forest clearances have been obtained:

In principle Approval and Final Approval have been obtained from Km 36.000 to Km 71.000

The following environment clearances are awaited:

-Nil-