

**SCHEDULE – A**  
*(See Clauses 2.1 and 8.1)*

**SITE OF THE PROJECT**

**1 The Site**

- 1.1 Site of the Two-Laning of Existing Joram – Koloriang Road on EPC basis from design km 138+000 to km 154+036 (Existing km 138+000 to km 158+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.  
The Project alignment is approachable for all location for execution of works.
- 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 Clause 8.2.1 of this Agreement.
- 1.4 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 modified.
- 1.5 The status of the environment clearances obtained or awaited is given in **Annex-IV**.

**Annex I**  
*(Schedule-A)***1. Site**

The Site of the [Two-Lane] Project Highway comprises the section of Joram – Koloriang road commencing from design km 138+000 to km 154+036(Existing km 138.000 to km 158.000) i.e km 138.000 - Koloriang Section in the State of Arunachal Pradesh. The road is of sub-standard two lane with poor road surface, passing through mountainous terrain, in general. The road is deficient in geometric features at almost all locations. The stretch lies within Lower Subansiri and Kra Daadi districts.

The project corridor i.e. Joram - Koloriang passes through one major settlement Koloriang.

The Index Map is appended at the end of this Schedule–A.

**2. Chainage References (Existing vs Design)**

“Existing Chainage” means Km Stones existing on the Project Highway. During topography survey, observations are made to these Km stones and after finalization of alignment by improving the existing geometry the chainage has been referred to “Design Chainage”. The relationship between the “Existing Chainage” and the “Design Chainage” as per field surveys of the location of existing Km stones for the “Project Highway” is given below:

Sl No.	Existing Chainage (Km)	Design chainage (Km)	Remarks
1	138+000	138+000	
2	138+500	138+480	
3	139+000	138+900	
4	139+500	139+330	
5	140+000	139+800	

Sl No.	Existing Chainage (Km)	Design chainage (Km)	Remarks
6	140+500	140+260	
7	141+000	140+840	
8	141+500	141+220	
9	142+000	141+640	
10	142+500	142+140	
11	143+000	142+615	
12	143+500	143+030	
13	144+000	143+400	
14	144+500	143+900	
15	145+000	144+385	
16	145+500	144+860	
17	146+000	145+190	
18	146+500	145+665	
19	147+000	145+975	
20	147+500	146+380	
21	148+000	146+820	
22	148+500	147+190	
23	149+000	147+580	
24	149+500	147+930	
25	150+000	148+425	
26	150+500	148+900	
27	151+000	149+390	
28	151+500	149+800	
29	152+000	150+200	
30	152+500	150+700	
31	153+000	151+190	
32	153+500	151+600	
33	154+000	151+950	
34	154+500	152+330	
35	155+000	152+790	
36	155+500	153+180	
37	156+000	153+505	
38	156+500	153+700	
39	157+000	153+900	
40	157+500	153+970	
41	158+000	154+036	

Two Laning of Joram – koloriang Road (NH-713) on EPC basis from design km 138+000 to km 154+036 [Existing km 138.000 to km 158.000] in the State of Arunachal Pradesh under SARDP-NE

**3. Land**

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

Sl. No.	Existing Chainage (km)		Design Chainage (km)		Length in m (Design)	Existing/Available ROW (m)	Remarks
	From	To	From	To			
1	138+000	158+000	138+000	154+036	16036	9m to 12m	No ROW available in realignment stretch of total 14036m as given

**4. Carriageway**

The present carriageway of the Project Highway is substandard single lane configuration. The type of the existing pavement is flexible.

Sl. No.	Existing Chainage (km)		Design Chainage (km)		Length in m (Design)	Lane Width (m)	Remarks
	From	To	From	To			
1	138+000	158+000	138+000	154+036	16036	3.0-3.25*	*Lane width other than realignment portion

**5. Major Bridges**

The Site includes no major bridges.

The site includes no major bridges.						
Sl. No.	Chainage (km)	Type of Structures			No. of Spans with span length (m)	Width (m)
		Foundation	Sub-Structure	superstructure		
NIL						

**6. Railway over-bridges (ROB)**

Two Laning of Joram – koloriang Road (NH-713) on EPC basis from design km 138+000 to km 154+036 [Existing km 138.000 to km 158.000] in the State of Arunachal Pradesh under SARDP-NE

The Site includes the following Railway Over Bridges

Sl. No.	Chainage (km)	Type of Structures			No. of Spans with span length (m)	Width (m)
		Foundation	Sub-Structure	superstructure		
NIL						

## 7. Grade Separators

The Site includes the following Grade separators

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

## 8. Minor Bridges

The Site includes the following minor Bridges:

Sl. No.	Existing Chainage (km)	Type of Structures			No. of Spans with Span Length (m)	Total Width (m)
		Foundation	Sub-Structure	Super Structure		
1	140+450	Open	Wall type	PSC I Girder	Single span, L = 34.0m	5.50
2	143+400	Open	Stone masonry wall type	RCC Box Type	Single span, L = 10.0m	6.00
3	144+640	Open	Stone masonry wall type	PSC I Girder	Single span, L = 39.0m	5.50
4	147+100	Open	Stone masonry wall type	RCC Box Type	Single span, L = 6.5m	5.75
5	152+640	Open	Stone masonry wall type	RCC T Girder	Single span, L = 25.0m	5.75

Two Laning of Joram – koloriang Road (NH-713) on EPC basis from design km 138+000 to km 154+036 [Existing km 138.000 to km 158.000] in the State of Arunachal Pradesh under SARDP-NE

**9. Railway level crossings/ Railway Track**

The Site includes the following railway level crossings:

Sl. No.	Road Segment	Existing Chainage (km)	Remarks
Nil			

**10. Underpasses (vehicular, non vehicular)**

The Site includes the following underpasses:

Sl. No.	Road Segment	Existing Chainage (km)	Type of Structure	No. of Spans with Span Length (m)	Width (m)
Nil					

**11. Culverts**

The Site includes the 98 Nos of culverts at the following locations and types:

Sl no.	Existing Chainage	Type of Culvert	Span/Dia (m)	Width (m)	Remarks
1	138+020	Slab	1x2.6	6.7	
2	138+760	Slab	1x1.5	7.0	
3	138+800	Slab	1x1.0	6.2	
4	138+900	Slab	1x1.5	6.3	
5	139+090	Slab	1x1.6	6.1	
6	139+125	Slab	1x1.5	6.3	
7	139+310	Slab	1x1.6	6.5	
8	139+490	Slab	1x1.5	6.3	
9	139+540	Slab	1x1.5	5.9	
10	139+910	Slab	1x1.5	6.3	
11	140+970	Slab	1x3.0	6.3	
12	141+000	Not visible	-	6.2	
13	141+135	Slab	1x1.5	6.1	
14	141+300	Slab	1x2.8	8.2	
15	141+450	Slab	1x2.0	6.4	
16	141+500	Slab	1x1.8	6.0	
17	141+770	Slab	1x3.0	6.6	

Two Laning of Joram – koloriang Road (NH-713) on EPC basis from design km 138+000 to km 154+036 [Existing km 138.000 to km 158.000] in the State of Arunachal Pradesh under SARDP-NE

Sl no.	Existing Chainage	Type of Culvert	Span/Dia (m)	Width (m)	Remarks
18	142+045	Slab	1x1.8	6.0	
19	142+100	Slab	1x1.8	6.0	
20	142+320	Slab	1x2.0	6.0	
21	142+590	Slab	1x2.5	6.0	
22	142+640	Slab	1x2.0	6.0	
23	142+695	Slab	1x2.0	6.0	
24	142+795	Slab	1x2.0	6.0	
25	143+020	Slab	1x2.0	6.0	
26	143+120	Slab	1x1.5	6.3	
27	143+455	Slab	1x1.8	5.8	
28	143+820	Slab	1x2.0	6.0	
29	144+010	Slab	1x1.8	6.0	
30	144+150	Slab	1x2.0	6.0	
31	144+315	Not visible	-	5.9	
32	144+840	Slab	1x3.0	5.9	
33	145+090	Slab	1x1.5	6.3	
34	145+445	Slab	1x2.8	6.0	
35	145+495	Slab	1x1.0	6.8	
36	146+165	Slab	1x1.0	6.0	
37	146+440	Slab	1x1.5	6.0	
38	146+520	Slab	1x3.4	6.0	
39	146+930	Slab	1x6.0	6.0	
40	147+280	Slab	1x4.3	6.0	
41	147+900	Slab	1x5.0	5.9	
42	147+590	Slab	1x1.6	5.9	
43	147+820	Slab	1x1.6	5.9	
44	148+155	Slab	1x3.5	6.0	
45	148+730	Slab	1x1.5	5.8	
46	149+175	Slab	1x3.9	6.0	
47	149+240	Slab	1x6.0	6.0	
48	149+290	Slab	1x2.1	6.0	
49	149+405	Slab	1x3.0	6.0	
50	149+500	Slab	1x2.8	6.0	
51	149+575	Slab	1x2.0	6.0	
52	149+720	Slab	1x4.5	6.0	
53	149+960	Slab	1x2.7	6.0	
54	150+180	Slab	1x2.7	6.0	
55	150+420	Slab	1x2.5	6.0	

Two Laning of Joram – koloriang Road (NH-713) on EPC basis from design km 138+000 to km 154+036 [Existing km 138.000 to km 158.000] in the State of Arunachal Pradesh under SARDP-NE

Sl no.	Existing Chainage	Type of Culvert	Span/Dia (m)	Width (m)	Remarks
56	150+455	Slab	1x3.8	6.0	
57	150+520	Slab	1x2.2	6.0	
58	150+585	Slab	1x2.3	6.0	
59	150+650	Slab	1x2.0	6.0	
60	150+750	Slab	1x1.5	6.0	
61	150+775	Slab	1x2.0	6.0	
62	150+850	Slab	1x1.6	5.8	
63	151+070	Slab	1x2.7	6.0	
64	151+100	Slab	1x1.5	5.8	
65	151+350	Slab	1x2.7	6.0	
66	151+410	Slab	1x3.0	6.0	
67	151+490	Slab	1x1.5	6.0	
68	151+580	Slab	1x2.8	6.0	
69	151+720	Slab	1x1.5	6.0	
70	151+765	Slab	1x3.0	6.0	
71	151+810	Slab	1x2.3	6.0	
72	151+870	Slab	1x2.0	6.0	
73	152+080	Slab	1x2.7	6.0	
74	152+205	Slab	1x2.6	6.0	
75	152+260	Slab	1x2.4	6.0	
76	152+305	Slab	1x3.2	6.0	
77	152+890	Slab	1x2.7	6.0	
78	153+070	Slab	1x5.7	6.0	
79	153+180	Slab	1x3.7	6.0	
80	153+310	Slab	1x3.7	6.0	
81	153+450	Slab	1x4.0	6.0	
82	153+775	Slab	1x4.6	6.0	
83	153+960	Slab	1x5.7	6.0	
84	154+020	Slab	1x2.4	6.0	
85	154+085	Slab	1x3.8	6.0	
86	154+205	Slab	1x3.7	6.0	
87	154+340	Slab	1x2.5	6.0	
88	154+400	Slab	1x2.4	6.0	
89	154+575	Slab	1x2.3	6.0	
90	154+760	Slab	1x4.0	6.0	
91	154+900	Slab	1x2.5	6.0	
92	155+100	Slab	1x6.0	6.0	
93	155+420	Slab	1x2.0	6.0	
94	155+370	Slab	1x2.1	6.0	
95	155+600	Slab	1x2.1	6.0	
96	155+850	Slab	1x2.1	6.0	
97	156+180	Slab	1x5.9	6.0	
98	156+400	Slab	-	5.8	

Two Laning of Joram – koloriang Road (NH-713) on EPC basis from design km 138+000 to km 154+036 [Existing km 138.000 to km 158.000] in the State of Arunachal Pradesh under SARDP-NE



**12. Bus Shelters**

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

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

**13. Truck Lay Bye**

The details of truck lay byes on the Site are as follows:

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

**14. Road side drains**

The details of the road side drains on the Site are as follows:

Sl. No.	Existing Location		Side	Type	
	From (km)	To (km)		Masonry/CC (Pucca)	Earthen (Kutcha)
1	138.00	138.80	Left	-	✓
2	138.25	138.892	Left	-	✓
3	138.91	138.892	Left	-	✓
4	139.073	139.300	Left	-	✓
5	139.318	139.491	Left	-	✓
6	139.500	139.724	Left	-	✓
7	139.975	140.425	Left	-	✓
8	140.450	140.767	Left	-	✓
9	141.000	141.300	Left	-	✓

Sl. No.	Existing Location		Side	Type	
	From (km)	To (km)		Masonry/CC (Pucca)	Earthen (Kutcha)
10	141.350	141.450	Left	-	✓
11	141.450	142.000	Left	-	✓
12	142.000	142.410	Left	-	✓
13	142.500	142.550	Left	-	✓
14	142.675	142.800	Left	-	✓
15	144.113	144.640	Left	-	✓
16	144.700	144.800	Right	-	✓
17	144.850	145.390	Right	-	✓
18	145.450	145.580	Right	-	✓
19	145.810	146.150	Right	-	✓
20	146.198	146.325	Right	-	✓
21	146.513	146.910	Right	-	✓
22	146.982	147.025	Right	-	✓
23	146.982	147.600	Right	-	✓
24	146.982	147.900	Right	-	✓
25	148.000	148.150	Right	-	✓
26	148.175	148.700	Right	-	✓
27	148.750	148.900	Right	-	✓
28	148.750	148.900	Right	-	✓
29	149.176	149.250	Right	-	✓
30	149.580	150.100	Right	-	✓

Two Laning of Joram – koloriang Road (NH-713) on EPC basis from design km 138+000 to km 154+036 [Existing km 138.000 to km 158.000] in the State of Arunachal Pradesh under SARDP-NE

Sl. No.	Existing Location		Side	Type	
	From (km)	To (km)		Masonry/CC (Pucca)	Earthen (Kutcha)
31	151.110	151.325	Right	-	✓
32	151.450	151.510	Right	-	✓
33	151.510	152.200	Right	-	✓
34	152.205	152.225	Right	-	✓
35	152.650	152.300	Right	-	✓
36	152.650	152.900	Right	-	✓
37	153.000	153.100	Right	-	✓
38	153.212	153.300	Right	-	✓
39	153.312	153.725	Right	-	✓
40	153.780	153.800	Right	-	✓
41	153.875	154.030	Right	-	✓
42	154.400	154.525	Right	-	✓
43	154.812	154.900	Right	-	✓
44	154.900	155.125	Right	-	✓
45	155.190	155.210	Right	-	✓
46	155.450	155.975	Right	-	✓
47	156.090	156.300	Right	-	✓
48	156.405	156.425	Right	-	✓

**15. Major Junctions**

The details of major junctions are as follows:

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*Two Laning of Joram – koloriang Road (NH-713) on EPC basis from design km 138+000 to km 154+036 [Existing km 138.000 to km 158.000] in the State of Arunachal Pradesh under SARDP-NE*

Sl. No.	Location		At Grade	Separated	Category of Cross Roads			
	Existing Ch.	Design Ch.			NH	SH	MDR	Others
1	158.000	154.036	√	-	-	-	-	√

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

**16. Minor Junctions**

The details of minor junctions are as follows:

S. No.	Existing Chainage	Design Chainage	Type	
	(Km)	(Km)	'T' Junction	Cross Road both sides
1	142+953	142+603	√	-
2	144+700	144+095	√	-
3	149+560	148+030	√	-
4	149+950	148+420	√	-
5	152+070	150+330	√	-
6	154+300	152+260	√	-
7	156+000	153+500	√	-
8	156+100	153+600	√	-
9	156+250	153+750	√	-
10	156+300	153+800	√	-

**17. Bypasses**

The details of bypasses are as follows:

S. No.	Name of Bypass (Town)	Road Segment	Existing Chainage		Length (km)	Carriageway	
			From (km)	To (km)		Width m)	Type
Nil							

**18. Other Structures**

The details of other structures are as follows: <b>S No.</b>	<b>Type</b>	<b>Existing Chainage (km)</b>	<b>Length (m)</b>	<b>Width</b>
	Nil			

Two Laning of Joram – koloriang Road (NH-713) on EPC basis from design km 138+000 to km 154+036 [Existing km 138.000 to km 158.000] in the State of Arunachal Pradesh under SARDP-NE

**Annex-II**  
(Schedule-A)

**Details for Providing Right of Way**

The dates on which the Authority shall provide Right of Way (ROW) to the Contractor on Different stretches of the Site are stated below:

Sl. No	Design Chainage		Length	Existing ROW	Proposed ROW Width (m)	Date of Providing proposed ROW
	From	To				
(i) 90% of ROW (full width)	138.000	154.036	16.036	9-12 m	18m - 35 m	At appointed date
(ii) Balance ROW (Full width)						Within 90 days after the appointed Date as per clause 8.2 of DCA

**Annex-III**  
*(Schedule-A)*

**Alignment Plans**

It is enclosed.

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**Annex-IV**  
*(Schedule-A)*

**Environmental Clearances**

The project Highway does not require Environment Clearance as per MoEF corrigendum dated 22.08.2013.

In addition, the Stage-I Clearance is applied online dated 05.10.2016 which is likely to be received shortly. The Money will be deposited with MoEF for final approval on receipt of Stage-I clearance. Temporary working provision will be ensured before appointed date. All conditions imposed by MoEF while issuing the Approval in Principle(AIP) and final forest clearance(FC) to be adhered during construction stage and after construction stage are to be complied with.

The muck dumping sites in forest area stand identified and freezed by Forest department to be abided by agency during dumping of muck as stated in Schedule 'F'

## INDEX MAP OF PROJECT HIGHWAY SECTIONS

It is enclosed.