



**National Highway Infrastructure
Development Corporation Limited**
(Ministry of Road, Transport & Highways)
Government of India

**Development, Maintenance, Management and
Operation of Greenfield High-Speed Corridor from
Mawlyngkhung (near Shillong) in Meghalaya to
Panchgram (near Silchar) in Assam by 4-Laning
with Paved Shoulders on Hybrid Annuity Basis.
(Package-1: From Km 0+000 to Km 45+645,
Design Length – 45.645 Km)**

TECHNICAL SCHEDULES (A to D)

June, 2026

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SCHEDULE-A

(See Clause 2.1 and 8.1)

SITE OF THE PROJECT

1. THE SITE

- 1.1. Site of the Four Lane 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 Concessionaire 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 attach to, the Site shall be prepared jointly by the Authority Representative and the Concessionaire, and such inventory shall form part of the memorandum referred to in Clause 8.2(i) of this Agreement.
- 1.4. The alignment plans of the Project Highway are specified in Annex-III of Schedule-A. The proposed profile of the Project Highways shall be followed by the Concessionaire with minimum FRL as indicated in the alignment plan. The Concessionaire, however, improve/upgrade the Road Profile as indicated in Annex-III based on site/design requirement.
- 1.5. The status of the environment clearances obtained or awaited is given in Annex-IV of Schedule-A.

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Annex – I (Schedule-A)

Site for Four Laning

1. Site

The Site of the [Four-Lane] Project Highway starts from Design Chainage 0+000 near Pyllun Village in Ri Bhoi District, and terminates at Design Chainage 45+645 near Wahiajer Village in West Jaintia Hills District. The total design length of the project alignment is 45.645 km in the State of Meghalaya. The land, carriageway and structures comprising the Site are described below.

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

S. No.	Existing Chainage (km)		Design Chainage (km)		Remarks
	Start	End	Start	End	
1	-	-	0+000	45+645	Proposed alignment for PKG-1 (Entirely Greenfield)

2. Land

The site of the project highway comprises the land (existing right of way) as described below. An Index map showing the features of Project Highway is given in Appendix A-I.

The Proposed Right of Way Coordinates are given in Appendix A-II.

The Index Map/location plan of the project highway is given at **Appendix A-I of Schedule-A.**

Sl. No.	Existing Chainage (km)		EROW (m)	Remarks
	From	To		
Proposed alignment for High-Speed Corridor PKG-1 (Entire Length Greenfield)				

3. Carriageway

The carriageway width and type of the existing pavement shown in table below.

S. No.	Existing Chainage (km)		Length (km)	Carriageway Width (m)	Pavement Type	Remarks
	From	To				
Proposed alignment for High-Speed Corridor PKG-1 (Entire Length Greenfield)						

4. Major Bridges-

The site includes the following major bridge:

S. No.	Existing Chainage (km)	Design Chainage (km)	Type of Structure	Span arrangement (No. x Span) (m)	Width (m)
.					

5. Nil

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

S. No.	Existing Chainage (km)	Design Chainage (km)	Type of Structure	No. of Spans	Width (m)	No. of Tracks	Remarks
Nil							

6. Grade Separators

The site includes the following Grade Separators:

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

7. Minor Bridges

The Site includes the following Minor Bridges:

S. No.	Existing Chainage (km)	Design Chainage (km)	Type of Structure	Span arrangement (No. x Span) (m)	Width (m)
Nil					

8. Railway Line / Level Crossings

The Site includes the following Railway Line / Level Crossing:

S. No.	Existing Chainage (km)	Design Chainage (km)	Railway Crossing Type	No. of Tracks
Nil				

9. Vehicular Underpasses

S. No.	Existing Chainage (km)	Design Chainage (km)	Type of Structure	Clear Span arrangement (No. x Span) (m)	Width (m)
Nil					

10. Culverts

The Site has the following culverts:

S. No.	Existing Chainage (km)	Design Chainage (km)	Type of Culvert	Span / Opening with span length (m)	Width (m)
1	-	11+195	-	1 x 3	5.50
2	-	11+858	-	1 x 1.2	5.50
3	0+135	0+430	Box	1 x 2	23.00

S. No.	Existing Chainage (km)	Design Chainage (km)	Type of Culvert	Span / Opening with span length (m)	Width (m)
			Culvert		
4	0+295	0+590 on Existing NH-06 to Silchar Ramp near 1st Proposed Access Point	Box Culvert	1 x 2	23.00
5	0+525	0+815 on Existing NH-06 to Silchar Ramp near 1st Proposed Access Point	Box Culvert	1 x 2	26.00
6	0+760	1+060 on Existing NH-06 to Silchar Ramp near 1st Proposed Access Point	Box Culvert	1 x 2	23.00

11. Toll Plaza:

S. No.	Existing Chainage (km)	Type of Structure	Remarks
Nil			

12. Total Number of Structures

The total number of structures on the Site indicated below:

- (a) No. of Major Bridges – Nil
- (b) No. of Railway Over Bridges – Nil
- (c) No. of Grade Separators – Nil
- (d) No. of Underpasses – Nil
- (e) No. of Minor Bridges – Nil
- (f) No. of Culverts – 06 Nos.
- (g) Toll Plaza – Nil

13. Bus bays/Bus shelters and Truck lay-byes

The location of existing Bus bays/Bus shelters and truck lay-byes are given below:

S. No.	Existing Chainage (km)	Side	Village
Nil			

14. Road Side Drains (Lined)

S. No.	Existing Chainage (km)		Side
	From	To	

Nil

15. Major Junction

The details of major junctions are as follows:

S. No.	Existing Chainage (km)	Design Chainage (km)	Side (Left/ Right/ Both)	Type of Junction	Category of Road	Remarks
Nil						

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

16. Minor Junction

The details of minor junctions are as follows:

S. No.	Existing Chainage (km)	Design Chainage (km)	Side (Left/ Right/ Both)	Type of Junction	Remarks
Nil					

17. Built up Area

The existing highway passes through the following built-up areas:

S. No.	Existing Chainage (km)		Length (km)	Side	Village name
	From	To		(LHS / RHS / Both)	
Nil					

18. Bypasses under consideration

S. No.	Name of Bypass	Existing Chainage (km)		Design Length (km)	Remarks
		Start	End		
Nil					

19. Electrical Utilities

The site includes the following electrical utilities:

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

S. No.	Design Chainage(m)	Crossings						Remarks	Authority
		765KV	400KV	500KV	230KV	132KV	110KV		
1	42+160		1					Towers outside ROW. Requisite	NETCL

								vertical clearance available	
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- SC – Single Circuit, DC – Double Circuit

(b) Low Tension Lines (LT Lines)

S. No.	Design Chainage		Length (in Km)			LT (UG)	Crossings			Transformer (63 Kv/100 KV/200KV)
	From	To	33 KV	11 KV	LT		33 KV	11 KV	L T	No.
1	4000		-	0.11		-	-	2		
2	6530	6630			0.1					
3	10000	10080			0.1					
4	10000	10080		0.1						
5	10200	10280			0.1			2		
6	11200				0.1					
7	11180				0.04					
8	11220				0.1					
9	11770				0.1					
10	11880		0.2							
11	11900	12000			0.1				1	
12	12080				0.1					
13	12200	12300			0.1				2	
14	15680			0.11				2		
15	17180		0.15				4			
16	27200				0.026				1	
17	27200				0.052				1	
18	27200				0.03				1	
19	27200				0.03				1	
20	29660				0.048					
21	29680				0.15				1	
22	29700				0.023				1	
23	29800				0.023					
24	30260	30430			0.17				1	
25	30720				0.32				1	
26	36600	36700			0.1				1	
27	39500	39600		0.1					1	

S. No.	Design Chainage		Length (in Km)			LT (UG)	Crossings			Transformer (63 Kv/100 KV/200KV)
	From	To	33 KV	11 KV	LT		33 KV	11 KV	LT	No.
28	42200			0.04					1	
29	45600			0.05						

20. Water Pipeline Utilities

The site includes the following water pipeline utilities:

S. No.	Design Chainage (m)		Length (m)	Dia (mm)	Type of pipe	Crossings (Nos.)
	From	To				
1	3980	4020	60	65	G.I	1
2	4020		10,000 ltr water tank			
3	8860		10,000 ltr water tank			
4	8760	8860	100	65	G.I	
5	8860		80	65	G.I	1
6	8860	9040	100	65	G.I	
7	10020		10,000 ltr water tank			2
8	10020		60	65	G.I	
9	11200		100	80	G.I	3
10	11855		100	100	D.I	1
11	11855		100	65	G.I	
12	11900		Spring Tapped Chamber			
13	12100		50	65	G.I	
14	12200		150	65	G.I	1
15	12400		20	65	G.I	
16	27200		10,000 ltr water tank			
17	27200		80	80	G.I	1
18	29680		80	65	G.I	4
19	30020		60	65	G.I	
20	30240		80	100	D.I	1
21	30240		80	65	G.I	1
22	30+860	32+400	1500	750	MS	2
23	30+675		60	100	D.I.	1
24	34+440		60	150	D.I.	1
25	36+260		60	150	D.I.	1
26	36+260		60	80	G.I.	1
27	36+260		60	65	G.I.	1
28	36+260		60	50	G.I.	1
29	36+260		60	40	G.I.	1

S. No.	Design Chainage (m)		Length (m)	Dia (mm)	Type of pipe	Crossings (Nos.)
	From	To				
30	36+260		60	25	G.I.	1
31	36+770		75	65	G.I.	1
32	36+870		70	40	G.I.	2
33	36+870		70	25	G.I.	2
34	36+870		70	250	D.I.	1
35	36+950		80	40	G.I.	1
36	36+950		80	15	G.I.	1
37	36+950		80	25	G.I.	1
38	36+950		10,000 ltr water tank			

21. IGGL

The site includes the following Gas pipeline utilities:

S. No.	Design Chainage (m)		Length (m)	Dia (mm)	Type of pipe	Crossings (Nos.)
	From	To				
1	30+685	30+700	15	458	Cast Steel	1
2	33+090	33+290	200	458	Cast Steel	1
3	36+880	36+990	110	458	Cast Steel	1
4	40+650	40+900	250	458	Cast Steel	1
5	42+320	42+680	360	458	Cast Steel	1

Annex - II

(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 Concessionaire on different stretches of the Site are stated below:

Sl. No	From km to km	Length (km)	Width (m)	Date of providing Right of Way*
(1)	(2)	(3)	(4)	(5)
(i) Full Right of Way (full width)	Table Mentioned below	Table Mentioned below	Table Mentioned below	80% on appointed date and remaining within 150 days from appointed date.
(ii) Part Right of Way (part width)	—	—	—	—
(a) Stretch				
(b) Stretch				
(c) Stretch				
(iii) Balance Right of Way (width)	—	—	—	—
(a) Stretch				
(b) Stretch				
(c) Stretch				

For Main Carriageway & Interchanges Included PROW

PROW SUMMARY						
S. No.	Design Chainage (m)		Length (m)	Row Width (m)		Total Width (m)
	From	To		Left	Right	
1	600	700	100	110.0	65.0	175.0
2	700	960	260	110.0	75.0	185.0
3	960	970	10	110.0	60.0	170.0
4	970	1060	90	80.0	60.0	140.0
5	1060	1660	600	80.0	50.0	130.0
6	1660	1930	270	48.0	50.0	98.0
7	1930	2030	100	58.0	50.0	108.0
8	2030	2180	150	74.0	50.0	124.0
9	2180	2290	110	74.0	38.0	112.0
10	2290	2380	90	104.0	38.0	142.0
11	2380	2440	60	104.0	30.0	134.0

PROW SUMMARY						
S. No.	Design Chainage (m)		Length (m)	Row Width (m)		Total Width (m)
	From	To		Left	Right	
12	2440	2480	40	86.0	30.0	116.0
13	2480	2580	100	86.0	23.0	109.0
14	2580	2610	30	50.0	23.0	73.0
15	2610	2710	100	50.0	34.0	84.0
16	2710	2750	40	68.0	34.0	102.0
17	2750	2880	130	117.0	34.0	151.0
18	2880	2940	60	78.0	34.0	112.0
19	2940	3030	90	40.0	34.0	74.0
20	3030	3090	60	40.0	50.0	90.0
21	3090	3120	30	108.0	50.0	158.0
22	3120	3220	100	108.0	26.0	134.0
23	3220	3290	70	74.0	26.0	100.0
24	3290	3310	20	94.0	38.0	132.0
25	3310	3460	150	135.0	38.0	173.0
26	3460	3480	20	135.0	28.0	163.0
27	3480	3550	70	75.0	28.0	103.0
28	3550	3640	90	120.0	28.0	148.0
29	3640	3670	30	74.0	28.0	102.0
30	3670	3760	90	74.0	30.0	104.0
31	3760	3800	40	46.0	30.0	76.0
32	3800	3850	50	46.0	23.0	69.0
33	3850	3890	40	46.0	30.0	76.0
34	3890	3990	100	76.0	30.0	106.0
35	3990	4010	20	82.0	30.0	112.0
36	4010	4120	110	82.0	36.0	118.0
37	4120	4130	10	82.0	34.0	116.0
38	4130	4200	70	84.0	34.0	118.0
39	4200	4280	80	56.0	34.0	90.0
40	4280	4350	70	40.0	34.0	74.0
41	4350	4390	40	40.0	30.0	70.0
42	4390	4470	80	48.0	30.0	78.0
43	4470	4520	50	48.0	24.0	72.0
44	4520	4550	30	34.0	24.0	58.0
45	4550	4630	80	34.0	36.0	70.0
46	4630	4670	40	56.0	42.0	98.0
47	4670	4700	30	56.0	74.0	130.0
48	4700	4710	10	56.0	74.0	130.0

PROW SUMMARY						
S. No.	Design Chainage (m)		Length (m)	Row Width (m)		Total Width (m)
	From	To		Left	Right	
49	4710	4740	30	27.5	74.0	101.5
50	4740	4870	130	27.5	27.5	55.0
51	4870	4990	120	27.5	36.0	63.5
52	4990	5030	40	27.5	72.0	99.5
53	5030	5050	20	27.5	72.0	99.5
54	5050	5070	20	44.0	72.0	116.0
55	5070	5090	20	44.0	80.0	124.0
56	5090	5110	20	44.0	80.0	124.0
57	5110	5140	30	72.0	80.0	152.0
58	5140	5190	50	40.0	80.0	120.0
59	5190	5250	60	40.0	84.0	124.0
60	5250	5330	80	136.0	84.0	220.0
61	5330	5350	20	110.0	84.0	194.0
62	5350	5360	10	110.0	36.0	146.0
63	5360	5410	50	110.0	36.0	146.0
64	5410	5470	60	27.5	27.5	55.0
65	5470	5590	120	58.0	28.0	86.0
66	5590	5610	20	58.0	36.0	94.0
67	5610	5620	10	46.0	36.0	82.0
68	5620	5730	110	46.0	36.0	82.0
69	5730	5760	30	46.0	28.0	74.0
70	5760	5850	90	46.0	28.0	74.0
71	5850	5890	40	46.0	30.0	76.0
72	5890	6070	180	50.0	30.0	80.0
73	6070	6130	60	27.5	27.5	55.0
74	6130	6150	20	38.0	34.0	72.0
75	6150	6270	120	130.0	34.0	164.0
76	6270	6280	10	130.0	36.0	166.0
77	6280	6330	50	130.0	36.0	166.0
78	6330	6350	20	123.0	36.0	159.0
79	6350	6410	60	123.0	27.0	150.0
80	6410	6430	20	123.0	64.0	187.0
81	6430	6510	80	146.0	64.0	210.0
82	6510	6560	50	151.0	134.0	285.0
83	6560	6610	50	151.0	134.0	285.0
84	6610	6730	120	147.0	82.0	229.0
85	6730	6890	160	147.0	58.0	205.0

PROW SUMMARY						
S. No.	Design Chainage (m)		Length (m)	Row Width (m)		Total Width (m)
	From	To		Left	Right	
86	6890	6930	40	128.0	58.0	186.0
87	6930	7010	80	128.0	38.0	166.0
88	7010	7110	100	112.0	38.0	150.0
89	7110	7150	40	100.0	36.0	136.0
90	7150	7210	60	32.0	36.0	68.0
91	7210	7220	10	36.0	36.0	72.0
92	7220	7250	30	36.0	30.0	66.0
93	7250	7310	60	32.0	30.0	62.0
94	7310	7350	40	32.0	40.0	72.0
95	7350	7410	60	48.0	31.0	79.0
96	7410	7430	20	48.0	28.0	76.0
97	7430	7470	40	36.0	28.0	64.0
98	7470	7570	100	32.0	28.0	60.0
99	7570	7630	60	32.0	44.0	76.0
100	7630	7710	80	40.0	44.0	84.0
101	7710	7750	40	40.0	32.0	72.0
102	7750	7790	40	44.0	32.0	76.0
103	7790	7810	20	44.0	32.0	76.0
104	7810	7840	30	44.0	50.0	94.0
105	7840	8070	230	27.5	27.5	55.0
106	8070	9290	1220	27.5	27.5	55.0
107	9290	9330	40	56.0	50.0	106.0
108	9330	9370	40	56.0	25.0	81.0
109	9370	9390	20	38.0	25.0	63.0
110	9390	9450	60	38.0	62.0	100.0
111	9450	9530	80	94.0	38.0	132.0
112	9530	9590	60	110.0	38.0	148.0
113	9590	9630	40	100.0	38.0	138.0
114	9630	9650	20	100.0	30.0	130.0
115	9650	9730	80	112.0	30.0	142.0
116	9730	9770	40	132.0	30.0	162.0
117	9770	9850	80	90.0	30.0	120.0
118	9850	9910	60	146.0	30.0	176.0
119	9910	9950	40	146.0	36.0	182.0
120	9950	9990	40	160.0	36.0	196.0
121	9990	10030	40	120.0	36.0	156.0
122	10030	10090	60	76.0	36.0	112.0

PROW SUMMARY						
S. No.	Design Chainage (m)		Length (m)	Row Width (m)		Total Width (m)
	From	To		Left	Right	
123	10090	10100	10	154.0	36.0	190.0
124	10100	10130	30	154.0	36.0	190.0
125	10130	10150	20	122.0	36.0	158.0
126	10150	10170	20	122.0	26.0	148.0
127	10170	10230	60	100.0	26.0	126.0
128	10230	10250	20	40.0	26.0	66.0
129	10250	10330	80	40.0	38.0	78.0
130	10330	10470	140	27.5	27.5	55.0
131	10470	10490	20	27.5	27.5	55.0
132	10490	10510	20	27.5	40.0	67.5
133	10510	10590	80	27.5	40.0	67.5
134	10590	10810	220	27.5	27.5	55.0
135	10810	10880	70	43.0	43.0	86.0
136	10880	11010	130	43.0	43.0	86.0
137	11010	11050	40	43.0	43.0	86.0
138	11050	11170	120	33.0	43.0	76.0
139	11170	11190	20	36.0	43.0	79.0
140	11190	11290	100	36.0	36.0	72.0
141	11290	12330	1040	37.5	37.5	75.0
142	12330	13010	680	45.0	45.0	90.0
143	13010	13230	220	27.5	27.5	55.0
144	13230	13360	130	38.0	35.0	73.0
145	13360	13400	40	34.0	35.0	69.0
146	13400	13460	60	34.0	30.0	64.0
147	13460	13520	60	29.0	30.0	59.0
148	13520	13580	60	29.0	25.0	54.0
149	13580	13620	40	23.0	25.0	48.0
150	13620	13750	130	23.0	22.0	45.0
151	13750	13820	70	23.0	32.0	55.0
152	13820	13870	50	23.0	26.0	49.0
153	13870	13910	40	30.0	26.0	56.0
154	13910	13970	60	42.0	32.0	74.0
155	13970	14010	40	42.0	44.0	86.0
156	14010	14100	90	50.0	62.0	112.0
157	14100	14160	60	38.0	49.0	87.0
158	14160	14240	80	25.0	49.0	74.0
159	14240	14310	70	25.0	25.0	50.0

PROW SUMMARY						
S. No.	Design Chainage (m)		Length (m)	Row Width (m)		Total Width (m)
	From	To		Left	Right	
160	14310	14610	300	28.0	25.0	53.0
161	14610	14630	20	28.0	30.0	58.0
162	14630	14840	210	30.0	30.0	60.0
163	14840	14900	60	30.0	27.0	57.0
164	14900	15050	150	27.0	27.0	54.0
165	15050	15090	40	33.0	27.0	60.0
166	15090	15170	80	33.0	34.0	67.0
167	15170	15200	30	38.0	34.0	72.0
168	15200	15300	100	38.0	30.0	68.0
169	15300	15390	90	29.0	30.0	59.0
170	15390	15430	40	29.0	37.0	66.0
171	15430	15820	390	39.0	37.0	76.0
172	15820	15840	20	39.0	22.0	61.0
173	15840	16030	190	23.0	22.0	45.0
174	16030	16270	240	28.0	27.0	55.0
175	16270	16370	100	28.0	24.0	52.0
176	16370	16470	100	28.0	29.0	57.0
177	16470	16570	100	28.0	25.0	53.0
178	16570	16630	60	26.0	25.0	51.0
179	16630	16650	20	26.0	23.0	49.0
180	16650	16770	120	23.0	23.0	46.0
181	16770	16790	20	23.0	30.0	53.0
182	16790	16870	80	30.0	30.0	60.0
183	16870	16890	20	30.0	42.0	72.0
184	16890	17050	160	42.0	42.0	84.0
185	17050	17070	20	35.0	42.0	77.0
186	17070	17170	100	35.0	49.0	84.0
187	17170	17330	160	47.0	49.0	96.0
188	17330	17430	100	37.0	49.0	86.0
189	17430	17470	40	37.0	27.0	64.0
190	17470	17630	160	100.0	27.0	127.0
191	17630	17650	20	92.0	27.0	119.0
192	17650	17750	100	92.0	34.0	126.0
193	17750	17790	40	56.0	34.0	90.0
194	17790	17850	60	56.0	26.0	82.0
195	17850	17910	60	37.0	42.0	79.0
196	17910	17990	80	23.0	42.0	65.0

PROW SUMMARY						
S. No.	Design Chainage (m)		Length (m)	Row Width (m)		Total Width (m)
	From	To		Left	Right	
197	17990	18030	40	23.0	34.0	57.0
198	18030	18150	120	28.0	34.0	62.0
199	18150	18190	40	28.0	30.0	58.0
200	18190	18290	100	118.0	30.0	148.0
201	18290	18330	40	118.0	53.0	171.0
202	18330	18430	100	138.0	53.0	191.0
203	18430	18450	20	138.0	49.0	187.0
204	18450	18570	120	109.0	49.0	158.0
205	18570	18580	10	88.0	49.0	137.0
206	18580	18610	30	88.0	49.0	137.0
207	18610	18620	10	88.0	64.0	152.0
208	18620	18670	50	88.0	64.0	152.0
209	18670	18680	10	56.0	64.0	120.0
210	18680	18790	110	56.0	64.0	120.0
211	18790	18830	40	56.0	64.0	120.0
212	18830	18950	120	26.0	24.0	50.0
213	18950	18970	20	54.0	24.0	78.0
214	18970	19050	80	54.0	31.0	85.0
215	19050	19070	20	36.0	31.0	67.0
216	19070	19130	60	36.0	46.0	82.0
217	19130	19150	20	36.0	23.0	59.0
218	19150	19230	80	76.0	23.0	99.0
219	19230	19250	20	76.0	49.0	125.0
220	19250	19370	120	33.0	49.0	82.0
221	19370	19390	20	33.0	26.0	59.0
222	19390	19470	80	62.0	26.0	88.0
223	19470	19830	360	27.5	27.5	55.0
224	19830	19930	100	59.0	30.0	89.0
225	19930	20090	160	27.5	27.5	55.0
226	20090	20230	140	42.0	44.0	86.0
227	20230	20380	150	42.0	40.0	82.0
228	20380	20970	590	27.5	27.5	55.0
229	20970	21030	60	39.0	46.0	85.0
230	21030	21070	40	39.0	82.0	121.0
231	21070	21190	120	34.0	82.0	116.0
232	21190	21250	60	28.0	54.0	82.0
233	21250	21360	110	28.0	46.0	74.0

PROW SUMMARY						
S. No.	Design Chainage (m)		Length (m)	Row Width (m)		Total Width (m)
	From	To		Left	Right	
234	21360	21430	70	27.5	27.5	55.0
235	21430	21510	80	34.0	40.0	74.0
236	21510	21570	60	34.0	40.0	74.0
237	21570	21660	90	26.0	40.0	66.0
238	21660	21670	10	26.0	40.0	66.0
239	21670	21770	100	26.0	25.0	51.0
240	21770	21910	140	26.0	30.0	56.0
241	21910	21920	10	26.0	30.0	56.0
242	21920	22030	110	26.0	30.0	56.0
243	22030	22060	30	34.0	65.0	99.0
244	22060	22130	70	34.0	65.0	99.0
245	22130	22190	60	34.0	118.0	152.0
246	22190	22210	20	37.0	118.0	155.0
247	22210	22330	120	37.0	128.0	165.0
248	22330	22390	60	37.0	98.0	135.0
249	22390	22430	40	31.0	98.0	129.0
250	22430	22570	140	31.0	85.0	116.0
251	22570	22650	80	52.0	76.0	128.0
252	22650	22710	60	52.0	30.0	82.0
253	22710	22790	80	34.0	30.0	64.0
254	22790	22810	20	34.0	34.0	68.0
255	22810	22950	140	27.0	34.0	61.0
256	22950	22970	20	42.0	34.0	76.0
257	22970	23130	160	42.0	42.0	84.0
258	23130	23230	100	28.0	31.0	59.0
259	23230	23310	80	42.0	31.0	73.0
260	23310	23350	40	42.0	22.0	64.0
261	23350	23410	60	39.0	22.0	61.0
262	23410	23470	60	39.0	30.0	69.0
263	23470	23570	100	28.0	30.0	58.0
264	23570	23590	20	28.0	49.0	77.0
265	23590	23690	100	39.0	49.0	88.0
266	23690	23760	70	39.0	65.0	104.0
267	23760	23770	10	39.0	65.0	104.0
268	23770	23810	40	24.0	65.0	89.0
269	23810	23930	120	24.0	50.0	74.0
270	23930	23970	40	40.0	50.0	90.0

PROW SUMMARY						
S. No.	Design Chainage (m)		Length (m)	Row Width (m)		Total Width (m)
	From	To		Left	Right	
271	23970	24030	60	40.0	63.0	103.0
272	24030	24050	20	40.0	63.0	103.0
273	24050	24190	140	29.0	63.0	92.0
274	24190	24330	140	29.0	28.0	57.0
275	24330	24450	120	36.0	30.0	66.0
276	24450	24530	80	32.0	30.0	62.0
277	24530	24670	140	32.0	72.0	104.0
278	24670	24790	120	24.0	36.0	60.0
279	24790	24990	200	39.0	36.0	75.0
280	24990	25010	20	39.0	54.0	93.0
281	25010	25090	80	26.0	54.0	80.0
282	25090	25140	50	26.0	72.0	98.0
283	25140	25220	80	52.0	72.0	124.0
284	25220	25360	140	52.0	98.0	150.0
285	25360	25610	250	52.0	103.0	155.0
286	25610	25680	70	52.0	69.0	121.0
287	25680	26210	530	95.0	69.0	164.0
288	26210	26290	80	64.0	69.0	133.0
289	26290	26850	560	64.0	84.0	148.0
290	26850	26980	130	64.0	90.0	154.0
291	26980	27110	130	87.0	90.0	177.0
292	27110	27140	30	87.0	97.0	184.0
293	27140	27220	80	107.0	97.0	204.0
294	27220	27370	150	97.0	79.0	176.0
295	27370	27400	30	62.0	79.0	141.0
296	27400	27610	210	62.0	58.0	120.0
297	27610	27910	300	58.0	58.0	116.0
298	27910	27950	40	30.0	58.0	88.0
299	27950	28030	80	30.0	24.0	54.0
300	28030	28130	100	28.0	28.0	56.0
301	28130	28210	80	40.0	28.0	68.0
302	28210	28230	20	40.0	40.0	80.0
303	28230	28240	10	22.0	40.0	62.0
304	28240	28310	70	22.0	40.0	62.0
305	28310	28350	40	22.0	38.0	60.0
306	28350	28420	70	44.0	38.0	82.0
307	28420	28450	30	44.0	38.0	82.0

PROW SUMMARY						
S. No.	Design Chainage (m)		Length (m)	Row Width (m)		Total Width (m)
	From	To		Left	Right	
308	28450	28510	60	44.0	30.0	74.0
309	28510	28570	60	36.0	30.0	66.0
310	28570	28610	40	36.0	54.0	90.0
311	28610	28750	140	42.0	54.0	96.0
312	28750	28830	80	42.0	34.0	76.0
313	28830	28850	20	42.0	34.0	76.0
314	28850	28970	120	38.0	34.0	72.0
315	28970	29020	50	38.0	50.0	88.0
316	29020	29090	70	38.0	50.0	88.0
317	29090	29170	80	30.0	40.0	70.0
318	29170	29210	40	30.0	48.0	78.0
319	29210	29270	60	37.0	48.0	85.0
320	29270	29330	60	37.0	38.0	75.0
321	29330	29390	60	28.0	38.0	66.0
322	29390	29450	60	28.0	28.0	56.0
323	29450	29550	100	36.0	28.0	64.0
324	29550	29650	100	44.0	50.0	94.0
325	29650	29670	20	44.0	50.0	94.0
326	29670	29790	120	44.0	64.0	108.0
327	29790	29810	20	44.0	49.0	93.0
328	29810	29870	60	32.0	49.0	81.0
329	29870	29970	100	32.0	27.0	59.0
330	29970	30060	90	37.0	39.0	76.0
331	30060	30750	690	27.5	27.5	55.0
332	30750	30850	100	37.0	36.0	73.0
333	30850	30980	130	40.0	43.0	83.0
334	30980	31550	570	27.5	27.5	55.0
335	31550	31650	100	30.0	56.0	86.0
336	31650	31710	60	30.0	81.0	111.0
337	31710	31790	80	36.0	81.0	117.0
338	31790	31810	20	36.0	67.0	103.0
339	31810	31970	160	30.0	67.0	97.0
340	31970	32030	60	40.0	67.0	107.0
341	32030	32090	60	40.0	45.0	85.0
342	32090	32110	20	38.0	40.0	78.0
343	32110	32150	40	38.0	40.0	78.0
344	32150	32190	40	38.0	52.0	90.0

PROW SUMMARY						
S. No.	Design Chainage (m)		Length (m)	Row Width (m)		Total Width (m)
	From	To		Left	Right	
345	32190	32310	120	45.0	52.0	97.0
346	32310	32330	20	35.0	52.0	87.0
347	32330	32360	30	35.0	37.0	72.0
348	32360	32410	50	35.0	37.0	72.0
349	32410	32450	40	35.0	30.0	65.0
350	32450	32460	10	48.0	30.0	78.0
351	32460	32490	30	48.0	30.0	78.0
352	32490	32590	100	48.0	40.0	88.0
353	32590	32630	40	66.0	40.0	106.0
354	32630	32670	40	66.0	60.0	126.0
355	32670	32730	60	74.0	60.0	134.0
356	32730	32750	20	60.0	60.0	120.0
357	32750	32810	60	60.0	75.0	135.0
358	32810	32850	40	39.0	75.0	114.0
359	32850	32910	60	39.0	82.0	121.0
360	32910	32960	50	65.0	82.0	147.0
361	32960	32990	30	65.0	82.0	147.0
362	32990	33040	50	65.0	61.0	126.0
363	33040	33060	20	30.0	61.0	91.0
364	33060	33100	40	30.0	27.5	57.5
365	33100	33180	80	68.0	27.5	95.5
366	33180	33250	70	68.0	76.0	144.0
367	33250	33350	100	27.5	76.0	103.5
368	33350	33620	270	27.5	27.5	55.0
369	33620	33630	10	24.0	27.5	51.5
370	33630	33710	80	24.0	40.0	64.0
371	33710	33730	20	52.0	40.0	92.0
372	33730	33910	180	52.0	58.0	110.0
373	33910	33970	60	84.0	58.0	142.0
374	33970	34020	50	84.0	73.0	157.0
375	34020	34070	50	46.0	73.0	119.0
376	34070	34080	10	46.0	73.0	119.0
377	34080	34090	10	46.0	60.0	106.0
378	34090	34100	10	48.0	60.0	108.0
379	34100	34110	10	48.0	60.0	108.0
380	34110	34120	10	48.0	60.0	108.0
381	34120	34150	30	48.0	60.0	108.0

PROW SUMMARY						
S. No.	Design Chainage (m)		Length (m)	Row Width (m)		Total Width (m)
	From	To		Left	Right	
382	34150	34160	10	48.0	60.0	108.0
383	34160	34170	10	26.0	44.0	70.0
384	34170	34180	10	26.0	44.0	70.0
385	34180	34190	10	26.0	44.0	70.0
386	34190	34200	10	26.0	44.0	70.0
387	34200	34230	30	26.0	44.0	70.0
388	34230	34240	10	26.0	44.0	70.0
389	34240	34250	10	26.0	44.0	70.0
390	34250	34260	10	26.0	44.0	70.0
391	34260	34270	10	26.0	44.0	70.0
392	34270	34280	10	40.0	58.0	98.0
393	34280	34360	80	40.0	58.0	98.0
394	34360	34410	50	40.0	48.0	88.0
395	34410	34460	50	48.0	48.0	96.0
396	34460	34560	100	48.0	30.0	78.0
397	34560	34590	30	34.0	30.0	64.0
398	34590	34640	50	34.0	34.0	68.0
399	34640	34850	210	27.5	27.5	55.0
400	34850	34950	100	48.0	44.0	92.0
401	34950	34960	10	48.0	56.0	104.0
402	34960	35000	40	42.0	56.0	98.0
403	35000	35310	310	27.5	27.5	55.0
404	35310	35320	10	27.5	27.5	55.0
405	35320	35330	10	27.5	27.5	55.0
406	35330	35340	10	27.5	27.5	55.0
407	35340	35350	10	27.5	27.5	55.0
408	35350	35360	10	27.5	27.5	55.0
409	35360	35430	70	27.5	27.5	55.0
410	35430	35440	10	27.5	27.5	55.0
411	35440	35450	10	27.5	27.5	55.0
412	35450	35460	10	27.5	27.5	55.0
413	35460	35470	10	27.5	27.5	55.0
414	35470	35480	10	56.0	58.0	114.0
415	35480	35490	10	56.0	58.0	114.0
416	35490	35500	10	56.0	58.0	114.0
417	35500	35510	10	56.0	58.0	114.0
418	35510	35520	10	56.0	58.0	114.0

PROW SUMMARY						
S. No.	Design Chainage (m)		Length (m)	Row Width (m)		Total Width (m)
	From	To		Left	Right	
419	35520	35530	10	56.0	58.0	114.0
420	35530	35540	10	56.0	58.0	114.0
421	35540	35550	10	56.0	58.0	114.0
422	35550	35560	10	56.0	108.0	164.0
423	35560	35570	10	48.0	108.0	156.0
424	35570	35580	10	48.0	108.0	156.0
425	35580	35590	10	48.0	108.0	156.0
426	35590	35600	10	48.0	108.0	156.0
427	35600	35610	10	48.0	108.0	156.0
428	35610	35620	10	48.0	108.0	156.0
429	35620	35630	10	48.0	108.0	156.0
430	35630	35640	10	48.0	108.0	156.0
431	35640	35650	10	48.0	108.0	156.0
432	35650	35660	10	48.0	108.0	156.0
433	35660	35670	10	48.0	108.0	156.0
434	35670	35680	10	50.0	108.0	158.0
435	35680	35690	10	50.0	28.0	78.0
436	35690	35700	10	50.0	28.0	78.0
437	35700	35710	10	50.0	28.0	78.0
438	35710	35720	10	50.0	28.0	78.0
439	35720	35730	10	50.0	28.0	78.0
440	35730	35740	10	50.0	28.0	78.0
441	35740	35770	30	36.0	28.0	64.0
442	35770	35780	10	36.0	28.0	64.0
443	35780	35790	10	36.0	28.0	64.0
444	35790	35800	10	36.0	34.0	70.0
445	35800	35810	10	36.0	34.0	70.0
446	35810	35820	10	36.0	34.0	70.0
447	35820	35830	10	36.0	34.0	70.0
448	35830	35840	10	36.0	34.0	70.0
449	35840	35850	10	36.0	34.0	70.0
450	35850	35860	10	56.0	34.0	90.0
451	35860	35870	10	56.0	34.0	90.0
452	35870	35880	10	56.0	34.0	90.0
453	35880	35890	10	56.0	30.0	86.0
454	35890	35900	10	56.0	30.0	86.0
455	35900	35940	40	56.0	30.0	86.0

PROW SUMMARY						
S. No.	Design Chainage (m)		Length (m)	Row Width (m)		Total Width (m)
	From	To		Left	Right	
456	35940	35990	50	30.0	30.0	60.0
457	35990	36050	60	30.0	44.0	74.0
458	36050	36090	40	38.0	44.0	82.0
459	36090	36150	60	38.0	92.0	130.0
460	36150	36190	40	56.0	92.0	148.0
461	36190	36300	110	56.0	120.0	176.0
462	36300	36330	30	56.0	90.0	146.0
463	36330	36340	10	56.0	90.0	146.0
464	36340	36350	10	56.0	90.0	146.0
465	36350	36360	10	56.0	90.0	146.0
466	36360	36370	10	56.0	90.0	146.0
467	36370	36380	10	56.0	90.0	146.0
468	36380	36390	10	50.0	90.0	140.0
469	36390	36400	10	50.0	90.0	140.0
470	36400	36410	10	50.0	50.0	100.0
471	36410	36420	10	50.0	50.0	100.0
472	36420	36430	10	50.0	50.0	100.0
473	36430	36440	10	50.0	50.0	100.0
474	36440	36450	10	50.0	50.0	100.0
475	36450	36460	10	50.0	50.0	100.0
476	36460	36470	10	50.0	50.0	100.0
477	36470	36480	10	50.0	50.0	100.0
478	36480	36490	10	50.0	50.0	100.0
479	36490	36500	10	50.0	50.0	100.0
480	36500	36510	10	50.0	50.0	100.0
481	36510	36520	10	50.0	50.0	100.0
482	36520	36530	10	50.0	50.0	100.0
483	36530	36540	10	50.0	66.0	116.0
484	36540	36550	10	50.0	66.0	116.0
485	36550	36560	10	50.0	66.0	116.0
486	36560	36570	10	50.0	66.0	116.0
487	36570	36590	20	80.0	66.0	146.0
488	36590	36600	10	80.0	66.0	146.0
489	36600	36610	10	80.0	66.0	146.0
490	36610	36620	10	80.0	66.0	146.0
491	36620	36630	10	80.0	66.0	146.0
492	36630	36640	10	80.0	74.0	154.0

PROW SUMMARY						
S. No.	Design Chainage (m)		Length (m)	Row Width (m)		Total Width (m)
	From	To		Left	Right	
493	36640	36650	10	80.0	74.0	154.0
494	36650	36660	10	80.0	74.0	154.0
495	36660	36670	10	80.0	74.0	154.0
496	36670	36680	10	80.0	74.0	154.0
497	36680	36690	10	80.0	74.0	154.0
498	36690	36700	10	80.0	74.0	154.0
499	36700	36710	10	80.0	74.0	154.0
500	36710	36720	10	80.0	74.0	154.0
501	36720	36730	10	66.0	74.0	140.0
502	36730	36740	10	66.0	74.0	140.0
503	36740	36770	30	66.0	40.0	106.0
504	36770	36780	10	66.0	40.0	106.0
505	36780	36790	10	66.0	40.0	106.0
506	36790	36800	10	66.0	40.0	106.0
507	36800	36810	10	66.0	40.0	106.0
508	36810	36820	10	66.0	40.0	106.0
509	36820	36830	10	66.0	28.0	94.0
510	36830	36840	10	66.0	28.0	94.0
511	36840	36850	10	66.0	28.0	94.0
512	36850	36860	10	66.0	28.0	94.0
513	36860	36910	50	76.0	72.0	148.0
514	36910	36950	40	76.0	28.0	104.0
515	36950	37030	80	76.0	34.0	110.0
516	37030	37050	20	54.0	34.0	88.0
517	37050	37060	10	54.0	40.0	94.0
518	37060	37140	80	32.0	40.0	72.0
519	37140	37210	70	32.0	30.0	62.0
520	37210	37220	10	60.0	30.0	90.0
521	37220	37230	10	60.0	30.0	90.0
522	37230	37240	10	60.0	30.0	90.0
523	37240	37250	10	60.0	30.0	90.0
524	37250	37260	10	60.0	34.0	94.0
525	37260	37270	10	60.0	34.0	94.0
526	37270	37280	10	60.0	34.0	94.0
527	37280	37290	10	60.0	34.0	94.0
528	37290	37300	10	60.0	34.0	94.0
529	37300	37310	10	60.0	34.0	94.0

PROW SUMMARY						
S. No.	Design Chainage (m)		Length (m)	Row Width (m)		Total Width (m)
	From	To		Left	Right	
530	37310	37320	10	60.0	34.0	94.0
531	37320	37330	10	60.0	34.0	94.0
532	37330	37340	10	60.0	34.0	94.0
533	37340	37350	10	60.0	34.0	94.0
534	37350	37360	10	60.0	38.0	98.0
535	37360	37370	10	60.0	38.0	98.0
536	37370	37380	10	60.0	38.0	98.0
537	37380	37390	10	60.0	38.0	98.0
538	37390	37400	10	60.0	38.0	98.0
539	37400	37410	10	60.0	38.0	98.0
540	37410	37420	10	60.0	38.0	98.0
541	37420	37430	10	60.0	38.0	98.0
542	37430	37440	10	60.0	38.0	98.0
543	37440	37450	10	60.0	38.0	98.0
544	37450	37460	10	60.0	50.0	110.0
545	37460	37470	10	60.0	50.0	110.0
546	37470	37480	10	86.0	50.0	136.0
547	37480	37490	10	86.0	50.0	136.0
548	37490	37500	10	86.0	50.0	136.0
549	37500	37510	10	86.0	50.0	136.0
550	37510	37520	10	86.0	50.0	136.0
551	37520	37530	10	86.0	50.0	136.0
552	37530	37540	10	86.0	50.0	136.0
553	37540	37550	10	86.0	36.0	122.0
554	37550	37560	10	86.0	36.0	122.0
555	37560	37570	10	86.0	36.0	122.0
556	37570	37580	10	86.0	36.0	122.0
557	37580	37590	10	86.0	36.0	122.0
558	37590	37600	10	86.0	36.0	122.0
559	37600	37610	10	86.0	36.0	122.0
560	37610	37620	10	86.0	36.0	122.0
561	37620	37640	20	86.0	36.0	122.0
562	37640	37650	10	36.0	36.0	72.0
563	37650	37720	70	36.0	64.0	100.0
564	37720	38050	330	27.5	27.5	55.0
565	38050	38110	60	34.0	36.0	70.0
566	38110	38120	10	34.0	36.0	70.0

PROW SUMMARY						
S. No.	Design Chainage (m)		Length (m)	Row Width (m)		Total Width (m)
	From	To		Left	Right	
567	38120	38130	10	34.0	36.0	70.0
568	38130	38140	10	34.0	36.0	70.0
569	38140	38150	10	34.0	36.0	70.0
570	38150	38160	10	62.0	46.0	108.0
571	38160	38170	10	62.0	46.0	108.0
572	38170	38180	10	62.0	46.0	108.0
573	38180	38190	10	62.0	46.0	108.0
574	38190	38200	10	62.0	46.0	108.0
575	38200	38210	10	62.0	46.0	108.0
576	38210	38220	10	62.0	46.0	108.0
577	38220	38230	10	62.0	46.0	108.0
578	38230	38240	10	62.0	46.0	108.0
579	38240	38250	10	30.0	46.0	76.0
580	38250	38260	10	30.0	60.0	90.0
581	38260	38270	10	30.0	60.0	90.0
582	38270	38280	10	30.0	60.0	90.0
583	38280	38290	10	30.0	60.0	90.0
584	38290	38300	10	30.0	60.0	90.0
585	38300	38310	10	30.0	60.0	90.0
586	38310	38320	10	30.0	60.0	90.0
587	38320	38330	10	30.0	60.0	90.0
588	38330	38340	10	30.0	60.0	90.0
589	38340	38350	10	30.0	54.0	84.0
590	38350	38360	10	30.0	54.0	84.0
591	38360	38370	10	30.0	54.0	84.0
592	38370	38380	10	30.0	54.0	84.0
593	38380	38390	10	30.0	54.0	84.0
594	38390	38400	10	30.0	54.0	84.0
595	38400	38420	20	30.0	54.0	84.0
596	38420	38660	240	30.0	30.0	60.0
597	38660	38750	90	35.0	30.0	65.0
598	38750	38760	10	55.0	30.0	85.0
599	38760	38810	50	55.0	25.0	80.0
600	38810	38880	70	63.0	25.0	88.0
601	38880	38970	90	53.0	25.0	78.0
602	38970	38980	10	53.0	27.5	80.5
603	38980	39360	380	27.5	27.5	55.0

PROW SUMMARY						
S. No.	Design Chainage (m)		Length (m)	Row Width (m)		Total Width (m)
	From	To		Left	Right	
604	39360	39380	20	27.5	60.0	87.5
605	39380	39400	20	36.0	60.0	96.0
606	39400	39460	60	36.0	28.0	64.0
607	39460	39480	20	61.0	28.0	89.0
608	39480	39540	60	61.0	36.0	97.0
609	39540	39590	50	61.0	27.5	88.5
610	39590	39800	210	27.5	27.5	55.0
611	39800	39860	60	27.5	37.0	64.5
612	39860	39900	40	27.5	56.0	83.5
613	39900	40030	130	35.0	56.0	91.0
614	40030	40060	30	40.0	56.0	96.0
615	40060	40070	10	40.0	27.5	67.5
616	40070	40180	110	27.5	27.5	55.0
617	40180	40200	20	27.5	30.0	57.5
618	40200	40260	60	35.0	30.0	65.0
619	40260	40280	20	35.0	27.5	62.5
620	40280	40520	240	27.5	27.5	55.0
621	40520	40620	100	22.0	44.0	66.0
622	40620	40640	20	27.5	44.0	71.5
623	40640	40650	10	27.5	100.0	127.5
624	40650	40710	60	75.0	100.0	175.0
625	40710	40860	150	27.5	100.0	127.5
626	40860	40870	10	57.0	100.0	157.0
627	40870	40890	20	57.0	38.0	95.0
628	40890	40970	80	57.0	49.0	106.0
629	40970	41080	110	44.0	49.0	93.0
630	41080	41160	80	44.0	38.0	82.0
631	41160	41240	80	52.0	38.0	90.0
632	41240	41260	20	29.0	38.0	67.0
633	41260	41360	100	29.0	42.0	71.0
634	41360	41440	80	29.0	35.0	64.0
635	41440	41460	20	65.0	35.0	100.0
636	41460	41570	110	65.0	55.0	120.0
637	41570	41580	10	75.0	55.0	130.0
638	41580	41600	20	75.0	34.0	109.0
639	41600	41680	80	45.0	34.0	79.0
640	41680	41690	10	45.0	53.0	98.0

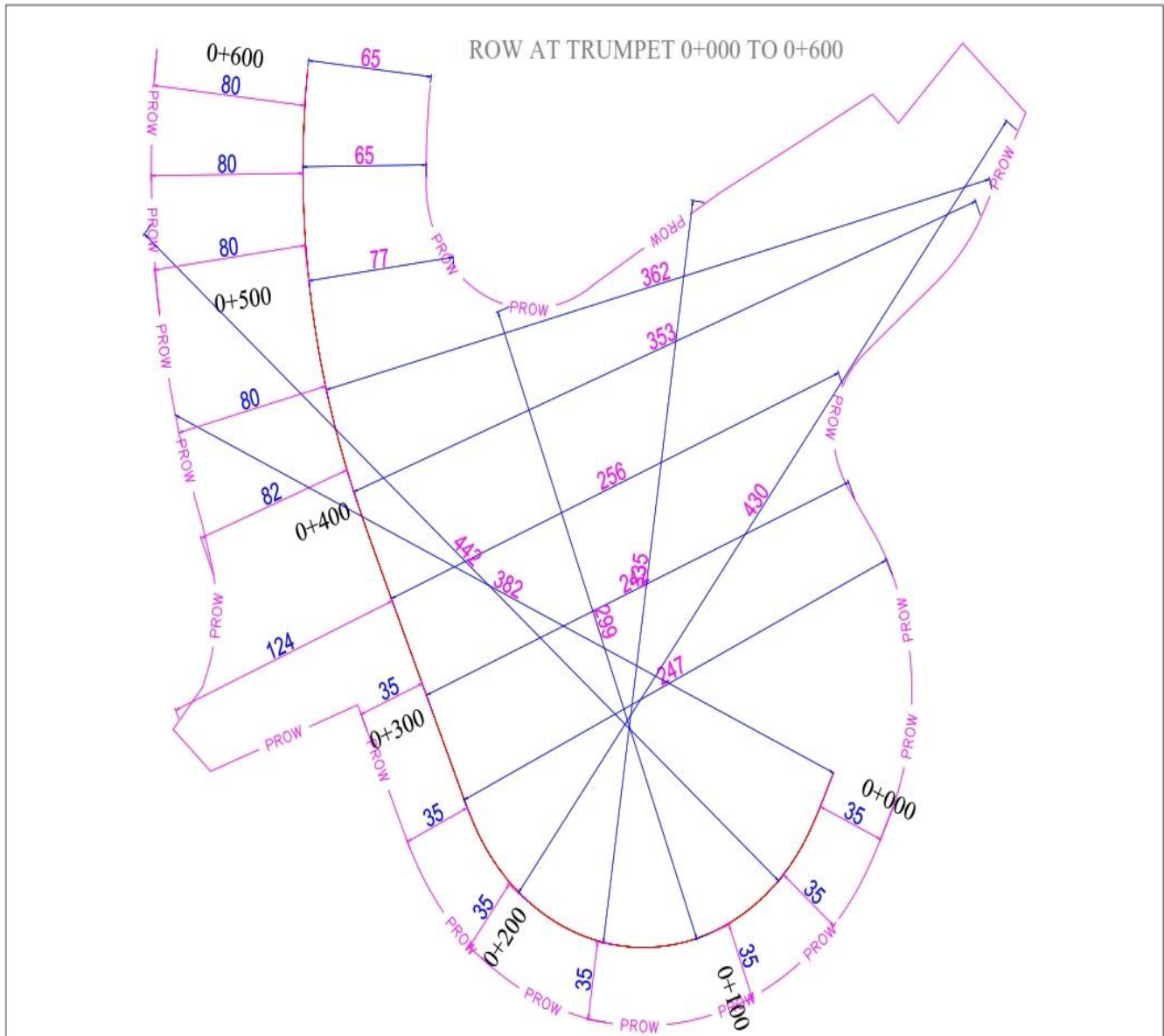
PROW SUMMARY						
S. No.	Design Chainage (m)		Length (m)	Row Width (m)		Total Width (m)
	From	To		Left	Right	
641	41690	41780	90	53.0	53.0	106.0
642	41780	41940	160	66.0	54.0	120.0
643	41940	41960	20	32.0	54.0	86.0
644	41960	42060	100	32.0	40.0	72.0
645	42060	42080	20	56.0	40.0	96.0
646	42080	42210	130	55.0	50.0	105.0
647	42210	42320	110	90.0	63.0	153.0
648	42320	42340	20	90.0	100.0	190.0
649	42340	42450	110	73.0	100.0	173.0
650	42450	42600	150	94.0	100.0	194.0
651	42600	42650	50	36.0	100.0	136.0
652	42650	42690	40	65.0	100.0	165.0
653	42690	42760	70	36.0	43.0	79.0
654	42760	42810	50	36.0	30.0	66.0
655	42810	42820	10	36.0	30.0	66.0
656	42820	42830	10	36.0	30.0	66.0
657	42830	42840	10	36.0	30.0	66.0
658	42840	42850	10	36.0	30.0	66.0
659	42850	42860	10	36.0	30.0	66.0
660	42860	42870	10	36.0	30.0	66.0
661	42870	42880	10	36.0	30.0	66.0
662	42880	42890	10	36.0	30.0	66.0
663	42890	42900	10	36.0	30.0	66.0
664	42900	42910	10	36.0	30.0	66.0
665	42910	42920	10	36.0	30.0	66.0
666	42920	42930	10	36.0	30.0	66.0
667	42930	43110	180	27.5	27.5	55.0
668	43110	43230	120	60.0	54.0	114.0
669	43230	43280	50	60.0	90.0	150.0
670	43280	43380	100	48.0	90.0	138.0
671	43380	43410	30	48.0	45.0	93.0
672	43410	43570	160	57.0	45.0	102.0
673	43570	43620	50	57.0	56.0	113.0
674	43620	43750	130	48.0	56.0	104.0
675	43750	43850	100	48.0	54.0	102.0
676	43850	44040	190	65.0	54.0	119.0
677	44040	44110	70	65.0	63.0	128.0

PROW SUMMARY						
S. No.	Design Chainage (m)		Length (m)	Row Width (m)		Total Width (m)
	From	To		Left	Right	
678	44110	44140	30	50.0	63.0	113.0
679	44140	44290	150	50.0	55.0	105.0
680	44290	44410	120	72.0	55.0	127.0
681	44410	44460	50	72.0	73.0	145.0
682	44460	44550	90	65.0	73.0	138.0
683	44550	44690	140	65.0	66.0	131.0
684	44690	44740	50	65.0	69.0	134.0
685	44740	44780	40	83.0	69.0	152.0
686	44780	45010	230	83.0	89.0	172.0
687	45010	45120	110	83.0	82.0	165.0
688	45120	45190	70	67.0	82.0	149.0
689	45190	45210	20	67.0	65.0	132.0
690	45210	45260	50	55.0	65.0	120.0
691	45260	45310	50	55.0	47.0	102.0
692	45310	45340	30	40.0	47.0	87.0
693	45340	45460	120	40.0	39.0	79.0
694	45460	45610	150	36.0	39.0	75.0
695	45610	45620	10	36.0	38.0	74.0
696	45620	45645	25	30.0	38.0	68.0

INTERCHANGE @0+000 Km

Design Chainage	ROW Width (m)		Total Width (m)
	Left	Right	
0	35	382	417
50	35	442	477
100	35	300	335
150	35	335	370
200	35	430	465
250	35	247	282
300	35	242	277
350	124	256	380
400	82	353	435
450	80	362	442
500	80	77	157
550	80	65	145

Design Chainage	ROW Width (m)		Total Width (m)
	Left	Right	
600	80	65	145



INTERCHANGE @12+700 Km Connecting Road HSC to Ex. NH-06

Sr. No.	Design Chainage		Length (m)	ROW WIDTH		Total Width (m)
	From	To		LHS ROW	RHS ROW	
1	0	300	300	16	16	32

INTERCHANGE @27+170 Km Ex. NH-06 Road PROW

S. No.	Design Chainage (m)		Length (m)	Row Width (m)		Total Width (m)
	From	To		Left	Right	
1	0	350	350	17	17	34
2	350	420	70	30	30	60
3	580	690	110	40	40	80
4	690	850	160	25	25	50
5	850	1081	231	17	17	34

EX. 4 Lane Under Construction Road PROW @Ch. 44+935 Km

Sr. No.	Design Chainage		ROW WIDTH		Total Width (m)
	From	To	LHS ROW	RHS ROW	
1	0	300	27.5	27.5	55
2	470	905	27.5	27.5	55

Additional PROW for development of Existing Road @Ch. 6+400 Km

Sr. No.	Design Chainage	ROW WIDTH	
		LHS ROW	RHS ROW
1	560	31.79	10.00
2	570	32.42	10.00
3	580	32.57	10.00
4	590	32.25	10.00
5	600	31.46	10.00
6	610	30.19	16.27
7	620	28.42	16.31
8	630	26.16	15.30
9	640	23.38	13.20
10	650	20.34	10.29
11	660	17.52	8.43

Sr. No.	Design Chainage	ROW WIDTH	
		LHS ROW	RHS ROW
12	670	14.55	7.20
13	680	11.57	6.60
14	690	8.76	6.62
15	700	7.00	7.00
16	710	7.00	7.00
17	720	7.00	7.00
18	730	7.00	7.00
19	740	7.00	7.00
20	750	7.00	7.00
21	760	7.00	7.00
22	770	7.00	7.00
23	780	7.00	7.00
24	790	7.00	7.00
25	800	7.00	7.00

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ANNEX-III

(Schedule-A)

ALIGNMENT PLAN

The alignment plan of the Project Highway is available on E - Tendering portal of NHIDCL.

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 enclosed in alignment plan (Plan & Profile given with Drawing Volume). Finished road level indicated in the alignment plan shall be minimum requirement. In any case, the finished road level of the project highway shall not be less than those indicated in the alignment plan. The Concessionaire shall, however, improve/upgrade the Road profile as indicated in Annex-III based on site/design requirement.
- (ii) Traffic Signage plan of the Project Highway showing numbers & location of traffic signs is enclosed, which is minimum requirement. The Concessionaire shall, however, improve/upgrade upon the traffic signage plan as indicated in Annex-III of Schedule-A based on site/design requirement as per IRC: SP: 84 & IRC: 67 and other project facilities/road furniture as per IRC standards/Manual.

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ANNEX-IV

(Schedule-A)

ENVIRONMENTAL CLEARANCES

Environmental Clearance : Not Applicable

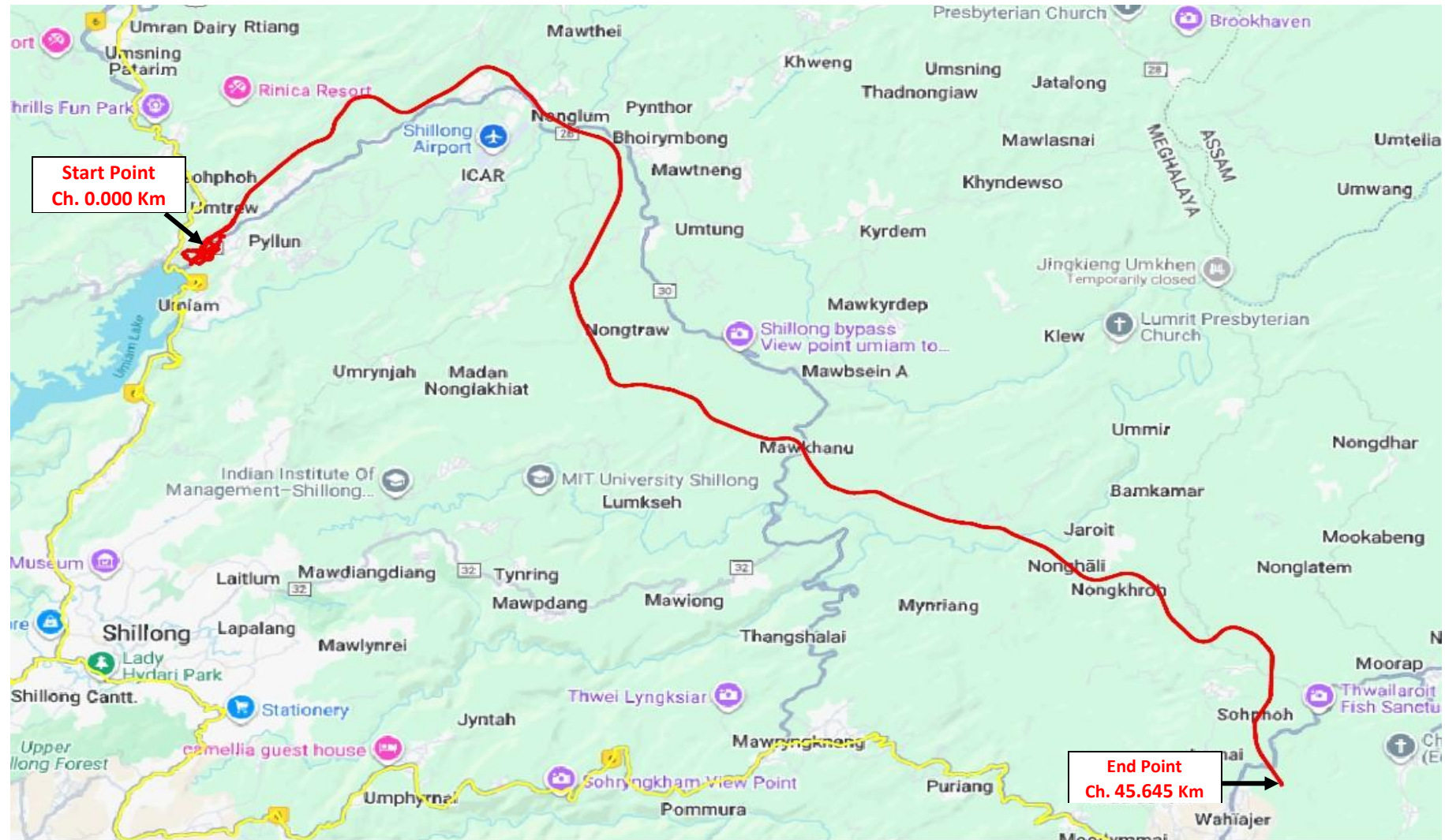
Forest Clearance : **Protected Forest 9.31 Ha., Deemed Forest Area-196.99 Ha
affecting a total length of 21.367 km**

Wildlife Clearance : **Not Applicable**

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Appendix A-I (Schedule-A)

INDEX MAP/LOCATION



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Appendix A-II (Schedule-A)

Proposed ROW Co-ordinates

S. No.	Design Chainage	CENTRELINE		LEFT		RIGHT	
		Easting	Northing	Easting	Northing	Easting	Northing
1	600	390205.73	2840781.09	390096.42	2840793.42	390270.32	2840773.81
2	650	390214.41	2840830.30	390107.49	2840856.15	390277.59	2840815.02
3	700	390229.17	2840878.04	390126.30	2840917.02	390299.30	2840851.46
4	750	390249.76	2840923.57	390152.56	2840975.07	390316.03	2840888.45
5	800	390275.86	2840966.17	390185.84	2841029.39	390337.24	2840923.07
6	850	390307.08	2841005.19	390225.64	2841079.14	390362.60	2840954.77
7	900	390342.91	2841040.01	390271.33	2841123.54	390391.72	2840983.07
8	950	390382.81	2841070.10	390322.20	2841161.89	390424.14	2841007.51
9	1000	390425.75	2841095.69	390386.69	2841165.50	390455.05	2841043.32
10	1050	390469.42	2841120.05	390430.44	2841189.91	390498.65	2841067.65
11	1100	390513.08	2841144.41	390474.10	2841214.27	390537.44	2841100.74
12	1150	390556.74	2841168.77	390517.77	2841238.63	390581.10	2841125.10
13	1200	390600.41	2841193.13	390561.43	2841262.99	390624.77	2841149.46
14	1250	390644.07	2841217.49	390605.10	2841287.35	390668.43	2841173.82
15	1300	390687.74	2841241.85	390648.76	2841311.71	390712.10	2841198.18
16	1350	390731.40	2841266.21	390692.43	2841336.07	390755.76	2841222.54
17	1400	390775.07	2841290.57	390736.09	2841360.43	390799.43	2841246.91
18	1450	390818.22	2841315.81	390775.22	2841383.28	390845.09	2841273.65
19	1500	390858.97	2841344.75	390809.46	2841407.58	390889.92	2841305.47
20	1550	390896.63	2841377.60	390841.09	2841435.18	390931.34	2841341.62
21	1600	390930.82	2841414.05	390869.81	2841465.80	390968.96	2841381.71
22	1650	390961.21	2841453.74	390895.34	2841499.14	391002.38	2841425.36
23	1700	390987.48	2841496.26	390945.43	2841519.41	391031.27	2841472.13
24	1750	391009.65	2841541.06	390966.03	2841561.08	391055.10	2841520.20
25	1800	391030.42	2841586.54	390986.75	2841606.46	391075.91	2841565.79
26	1850	391051.17	2841632.03	391007.50	2841651.95	391096.66	2841611.28
27	1900	391071.92	2841677.52	391028.25	2841697.44	391117.41	2841656.77
28	1950	391092.68	2841723.01	391039.92	2841747.10	391138.17	2841702.27
29	2000	391113.43	2841768.50	391060.67	2841792.59	391158.93	2841747.76
30	2050	391134.18	2841813.99	391066.87	2841844.72	391179.68	2841793.25
31	2100	391154.94	2841859.48	391087.62	2841890.21	391200.43	2841838.74
32	2150	391175.69	2841904.97	391108.37	2841935.70	391221.19	2841884.23
33	2200	391196.44	2841950.46	391129.13	2841981.19	391231.02	2841934.70
34	2250	391217.20	2841995.95	391149.88	2842026.68	391251.78	2841980.19
35	2300	391237.95	2842041.44	391143.34	2842084.62	391272.53	2842025.68
36	2350	391258.70	2842086.93	391164.09	2842130.11	391293.28	2842071.17
37	2400	391279.46	2842132.42	391184.85	2842175.60	391306.76	2842119.98
38	2450	391300.22	2842177.90	391222.08	2842213.83	391327.49	2842165.39
39	2500	391322.46	2842222.67	391247.02	2842263.95	391342.65	2842211.65

Development, Maintenance, Management and Operation of Greenfield High-Speed Corridor from Mawlyngkhung (near Shillong) in Meghalaya to Panchgram (near Silchar) in Assam by 4-Laning with Paved Shoulders on Hybrid Annuity Basis. (Package-1: From Km 0+000 to Km 45+645, Design Length - 45.645 Km)

S. No.	Design Chainage	CENTRELINE		LEFT		RIGHT	
		Easting	Northing	Easting	Northing	Easting	Northing
40	2550	391348.25	2842265.49	391276.51	2842312.91	391367.45	2842252.82
41	2600	391377.52	2842306.01	391338.25	2842336.96	391395.60	2842291.79
42	2650	391410.05	2842343.96	391373.50	2842378.07	391434.93	2842320.78
43	2700	391445.11	2842379.60	391409.81	2842415.01	391469.14	2842355.54
44	2750	391480.51	2842414.92	391397.89	2842497.76	391504.53	2842390.86
45	2800	391515.91	2842450.23	391433.28	2842533.07	391539.93	2842426.17
46	2850	391551.30	2842485.54	391468.68	2842568.38	391575.33	2842461.48
47	2900	391586.70	2842520.86	391531.62	2842576.09	391610.72	2842496.80
48	2950	391622.10	2842556.17	391593.86	2842584.50	391646.12	2842532.11
49	3000	391657.49	2842591.48	391629.25	2842619.81	391681.52	2842567.43
50	3050	391692.89	2842626.80	391664.65	2842655.13	391728.22	2842591.41
51	3100	391728.29	2842662.11	391652.02	2842738.58	391763.61	2842626.73
52	3150	391763.68	2842697.43	391687.42	2842773.89	391782.06	2842679.03
53	3200	391799.08	2842732.74	391722.81	2842809.21	391817.46	2842714.34
54	3250	391834.48	2842768.05	391782.23	2842820.45	391852.85	2842749.66
55	3300	391869.87	2842803.37	391803.50	2842869.92	391896.72	2842776.48
56	3350	391905.27	2842838.68	391809.94	2842934.26	391932.12	2842811.79
57	3400	391940.67	2842873.99	391845.33	2842969.58	391967.52	2842847.10
58	3450	391976.07	2842909.31	391880.73	2843004.89	392002.92	2842882.42
59	3500	392011.46	2842944.62	391958.50	2842997.73	392031.25	2842924.81
60	3550	392046.86	2842979.94	391962.12	2843064.90	392066.65	2842960.12
61	3600	392082.26	2843015.25	391997.51	2843100.21	392102.04	2842995.44
62	3650	392117.65	2843050.56	392065.40	2843102.96	392137.44	2843030.75
63	3700	392153.17	2843085.75	392101.62	2843138.84	392174.09	2843064.24
64	3750	392189.29	2843120.33	392138.20	2843173.87	392210.02	2843098.64
65	3800	392225.45	2843154.86	392193.70	2843188.14	392241.35	2843138.23
66	3850	392261.62	2843189.38	392229.87	2843222.67	392282.35	2843167.70
67	3900	392297.78	2843223.91	392245.31	2843278.89	392318.51	2843202.22
68	3950	392333.95	2843258.44	392281.48	2843313.42	392354.68	2843236.75
69	4000	392370.11	2843292.96	392313.50	2843352.29	392390.84	2843271.28
70	4050	392406.28	2843327.49	392349.67	2843386.81	392431.15	2843301.46
71	4100	392442.44	2843362.02	392385.83	2843421.34	392467.31	2843335.99
72	4150	392478.68	2843396.47	392421.38	2843457.89	392501.89	2843371.62
73	4200	392515.92	2843429.83	392479.45	2843472.32	392538.09	2843404.04
74	4250	392554.52	2843461.60	392519.85	2843505.58	392575.59	2843434.92
75	4300	392594.41	2843491.74	392570.98	2843524.16	392614.35	2843464.21
76	4350	392635.50	2843520.22	392613.28	2843553.48	392652.20	2843495.30
77	4400	392677.11	2843547.96	392650.50	2843587.91	392693.76	2843523.00
78	4450	392718.71	2843575.69	392692.11	2843615.64	392735.36	2843550.73
79	4500	392760.32	2843603.41	392733.71	2843643.37	392773.64	2843583.45
80	4550	392801.93	2843631.14	392783.08	2843659.44	392821.90	2843601.19

Development, Maintenance, Management and Operation of Greenfield High-Speed Corridor from Mawlyngkhung (near Shillong) in Meghalaya to Panchgram (near Silchar) in Assam by 4-Laning with Paved Shoulders on Hybrid Annuity Basis. (Package-1: From Km 0+000 to Km 45+645, Design Length - 45.645 Km)

S. No.	Design Chainage	CENTRELINE		LEFT		RIGHT	
		Easting	Northing	Easting	Northing	Easting	Northing
81	4600	392843.53	2843658.87	392824.69	2843687.17	392863.51	2843628.92
82	4650	392885.14	2843686.60	392854.10	2843733.21	392908.45	2843651.66
83	4700	392927.03	2843713.90	392897.41	2843761.42	392966.20	2843651.11
84	4750	392970.27	2843738.98	392957.24	2843763.19	392983.33	2843714.78
85	4800	393015.00	2843761.31	393003.50	2843786.29	393026.52	2843736.34
86	4850	393061.02	2843780.84	393051.00	2843806.44	393071.08	2843755.24
87	4900	393107.73	2843798.68	393097.99	2843824.40	393120.51	2843765.03
88	4950	393154.48	2843816.42	393144.74	2843842.13	393167.26	2843782.76
89	5000	393201.15	2843834.35	393190.86	2843859.86	393228.13	2843767.60
90	5050	393246.54	2843855.26	393225.81	2843894.07	393280.50	2843791.77
91	5100	393289.05	2843881.52	393263.64	2843917.45	393335.28	2843816.23
92	5150	393327.95	2843912.88	393300.96	2843942.40	393381.96	2843853.86
93	5200	393362.64	2843948.84	393332.18	2843974.77	393426.64	2843894.43
94	5250	393392.58	2843988.85	393278.82	2844063.38	393462.86	2843942.84
95	5300	393417.29	2844032.28	393295.13	2844092.04	393492.76	2843995.39
96	5350	393436.40	2844078.45	393332.34	2844114.09	393470.47	2844066.80
97	5400	393450.16	2844126.50	393343.45	2844153.16	393485.10	2844117.79
98	5450	393462.03	2844175.07	393435.32	2844181.60	393488.76	2844168.57
99	5500	393473.87	2844223.65	393417.53	2844237.40	393501.08	2844217.03
100	5550	393485.71	2844272.23	393429.36	2844285.97	393512.92	2844265.61
101	5600	393498.00	2844320.69	393442.11	2844336.21	393532.69	2844311.08
102	5650	393513.57	2844368.18	393470.62	2844384.67	393547.18	2844355.30
103	5700	393533.78	2844413.89	393492.70	2844434.59	393565.94	2844397.72
104	5750	393558.45	2844457.36	393519.64	2844482.05	393582.09	2844442.35
105	5800	393586.95	2844498.43	393549.90	2844525.68	393609.53	2844481.86
106	5850	393616.73	2844538.60	393579.79	2844566.01	393640.83	2844520.74
107	5900	393646.51	2844578.75	393606.37	2844608.56	393670.62	2844560.89
108	5950	393675.84	2844619.24	393634.83	2844647.85	393700.47	2844602.10
109	6000	393703.64	2844660.80	393661.56	2844687.81	393728.90	2844644.62
110	6050	393729.83	2844703.39	393686.87	2844728.98	393755.61	2844688.07
111	6100	393755.40	2844746.36	393731.77	2844760.44	393779.04	2844732.31
112	6150	393780.97	2844789.33	393669.26	2844855.83	393810.19	2844771.95
113	6200	393806.54	2844832.29	393694.83	2844898.79	393835.76	2844814.92
114	6250	393832.33	2844875.12	393722.25	2844944.27	393861.14	2844857.06
115	6300	393861.00	2844916.06	393759.18	2844996.88	393889.21	2844893.69
116	6350	393894.44	2844953.19	393808.39	2845041.07	393913.35	2844933.91
117	6400	393932.25	2844985.85	393857.83	2845083.78	393948.61	2844964.36
118	6450	393973.84	2845013.55	393900.68	2845139.89	394005.93	2844958.17
119	6500	394018.56	2845035.84	393961.72	2845170.32	394043.50	2844976.90
120	6550	394065.71	2845052.39	394024.72	2845197.72	394102.11	2844923.43
121	6600	394114.41	2845063.66	394084.84	2845211.74	394140.68	2844932.26

Development, Maintenance, Management and Operation of Greenfield High-Speed Corridor from Mawlyngkhung (near Shillong) in Meghalaya to Panchgram (near Silchar) in Assam by 4-Laning with Paved Shoulders on Hybrid Annuity Basis. (Package-1: From Km 0+000 to Km 45+645, Design Length - 45.645 Km)

S. No.	Design Chainage	CENTRELINE		LEFT		RIGHT	
		Easting	Northing	Easting	Northing	Easting	Northing
122	6650	394163.47	2845073.31	394135.16	2845217.56	394179.28	2844992.85
123	6700	394212.54	2845082.91	394184.97	2845227.31	394227.94	2845002.37
124	6750	394261.93	2845090.58	394246.16	2845236.73	394268.18	2845032.91
125	6800	394311.83	2845093.46	394310.72	2845240.45	394312.29	2845035.46
126	6850	394361.76	2845091.34	394375.34	2845237.71	394356.43	2845033.58
127	6900	394411.23	2845084.25	394435.72	2845209.88	394400.16	2845027.32
128	6950	394459.75	2845072.26	394496.66	2845194.82	394448.82	2845035.86
129	7000	394506.83	2845055.48	394555.79	2845173.74	394492.32	2845020.36
130	7050	394552.00	2845034.09	394604.96	2845132.77	394534.05	2845000.59
131	7100	394594.81	2845008.29	394657.35	2845101.20	394573.60	2844976.75
132	7150	394635.14	2844978.75	394654.64	2845004.12	394613.23	2844950.19
133	7200	394674.79	2844948.29	394694.30	2844973.66	394652.87	2844919.73
134	7250	394714.44	2844917.83	394733.95	2844943.19	394696.17	2844894.03
135	7300	394754.09	2844887.37	394773.60	2844912.73	394735.82	2844863.57
136	7350	394793.74	2844856.90	394822.99	2844894.95	394774.86	2844832.31
137	7400	394833.38	2844826.44	394862.64	2844864.49	394814.51	2844801.85
138	7450	394873.03	2844795.98	394894.98	2844824.51	394855.99	2844773.76
139	7500	394912.68	2844765.51	394932.19	2844790.88	394895.64	2844743.30
140	7550	394952.33	2844735.05	394971.84	2844760.41	394935.28	2844712.84
141	7600	394992.22	2844704.91	395010.89	2844730.90	394966.59	2844669.15
142	7650	395034.30	2844677.96	395053.79	2844712.90	395012.90	2844639.52
143	7700	395079.39	2844656.41	395094.36	2844693.50	395062.94	2844615.60
144	7750	395126.80	2844640.65	395138.06	2844683.19	395118.64	2844609.71
145	7800	395175.81	2844630.93	395181.68	2844674.54	395171.58	2844599.21
146	7850	395225.66	2844627.39	395225.90	2844654.89	395225.44	2844599.89
147	7900	395275.55	2844630.09	395272.37	2844657.41	395278.77	2844602.78
148	7950	395324.72	2844638.99	395318.15	2844665.70	395331.32	2844612.30
149	8000	395372.39	2844653.96	395362.55	2844679.64	395382.27	2844628.29
150	8050	395417.83	2844674.75	395404.86	2844699.00	395430.83	2844650.51
151	8100	395460.52	2844700.74	395445.27	2844723.63	395475.79	2844677.87
152	8150	395501.87	2844728.85	395486.39	2844751.57	395517.38	2844706.14
153	8200	395543.18	2844757.02	395527.69	2844779.75	395558.69	2844734.31
154	8250	395584.48	2844785.20	395569.00	2844807.92	395599.99	2844762.49
155	8300	395625.79	2844813.37	395610.31	2844836.10	395641.30	2844790.66
156	8350	395667.09	2844841.55	395651.61	2844864.27	395682.60	2844818.84
157	8400	395708.40	2844869.72	395692.92	2844892.45	395723.91	2844847.01
158	8450	395749.71	2844897.90	395734.22	2844920.62	395765.22	2844875.19
159	8500	395791.01	2844926.07	395775.53	2844948.80	395806.52	2844903.36
160	8550	395832.32	2844954.25	395816.84	2844976.97	395847.83	2844931.54
161	8600	395873.63	2844982.41	395858.21	2845005.18	395889.08	2844959.66
162	8650	395915.42	2845009.86	395900.72	2845033.10	395930.15	2844986.64

Development, Maintenance, Management and Operation of Greenfield High-Speed Corridor from Mawlyngkhung (near Shillong) in Meghalaya to Panchgram (near Silchar) in Assam by 4-Laning with Paved Shoulders on Hybrid Annuity Basis. (Package-1: From Km 0+000 to Km 45+645, Design Length - 45.645 Km)

S. No.	Design Chainage	CENTRELINE		LEFT		RIGHT	
		Easting	Northing	Easting	Northing	Easting	Northing
163	8700	395958.09	2845035.91	395944.14	2845059.61	395972.07	2845012.23
164	8750	396001.26	2845061.14	395987.42	2845084.90	396015.14	2845037.39
165	8800	396044.45	2845086.34	396030.61	2845110.10	396058.32	2845062.59
166	8850	396087.64	2845111.54	396073.79	2845135.30	396101.51	2845087.79
167	8900	396130.82	2845136.73	396116.98	2845160.49	396144.70	2845112.99
168	8950	396174.01	2845161.93	396160.16	2845185.69	396187.88	2845138.19
169	9000	396217.19	2845187.13	396203.35	2845210.89	396231.07	2845163.39
170	9050	396260.33	2845212.42	396246.27	2845236.05	396274.42	2845188.80
171	9100	396302.96	2845238.54	396288.31	2845261.82	396317.63	2845215.28
172	9150	396344.93	2845265.72	396329.70	2845288.62	396360.18	2845242.84
173	9200	396386.20	2845293.94	396370.41	2845316.45	396402.02	2845271.44
174	9250	396426.75	2845323.18	396410.41	2845345.30	396443.13	2845301.09
175	9300	396466.57	2845353.43	396432.15	2845397.60	396497.32	2845314.01
176	9350	396505.61	2845384.66	396470.09	2845427.96	396521.48	2845365.35
177	9400	396543.86	2845416.86	396519.04	2845445.64	396584.39	2845369.95
178	9450	396581.29	2845450.01	396518.11	2845519.61	396606.85	2845421.89
179	9500	396617.96	2845484.00	396553.71	2845552.62	396643.95	2845456.28
180	9550	396654.45	2845518.18	396579.27	2845598.48	396680.44	2845490.46
181	9600	396690.95	2845552.36	396622.60	2845625.36	396716.93	2845524.64
182	9650	396727.44	2845586.54	396650.89	2845668.30	396747.96	2845564.66
183	9700	396763.93	2845620.72	396687.38	2845702.48	396784.45	2845598.84
184	9750	396800.57	2845654.74	396711.71	2845752.35	396820.78	2845632.57
185	9800	396837.92	2845687.98	396778.87	2845755.90	396857.62	2845665.36
186	9850	396876.02	2845720.37	396782.74	2845832.68	396895.20	2845697.30
187	9900	396914.72	2845752.02	396822.55	2845865.24	396933.68	2845728.76
188	9950	396953.49	2845783.59	396852.48	2845907.67	396976.24	2845755.68
189	10000	396992.27	2845815.16	396916.51	2845908.22	397015.01	2845787.25
190	10050	397031.04	2845846.73	396983.15	2845905.74	397053.74	2845818.79
191	10100	397070.71	2845877.14	396982.85	2846003.61	397091.27	2845847.58
192	10150	397113.45	2845903.03	397056.88	2846011.12	397125.52	2845880.01
193	10200	397159.08	2845923.40	397124.12	2846017.09	397168.18	2845899.05
194	10250	397206.89	2845937.92	397197.70	2845976.85	397215.65	2845900.94
195	10300	397256.14	2845946.36	397251.87	2845986.13	397260.22	2845908.58
196	10350	397306.05	2845948.60	397306.56	2845976.10	397305.58	2845921.11
197	10400	397355.86	2845944.60	397359.79	2845971.82	397351.96	2845917.38
198	10450	397404.78	2845934.42	397412.07	2845960.94	397397.52	2845907.90
199	10500	397452.05	2845918.22	397462.59	2845943.62	397436.75	2845881.26
200	10550	397497.30	2845896.99	397509.66	2845921.56	397479.36	2845861.24
201	10600	397541.95	2845874.48	397554.35	2845899.03	397529.59	2845849.92
202	10650	397586.60	2845851.97	397598.99	2845876.52	397574.23	2845827.41
203	10700	397631.25	2845829.47	397643.64	2845854.01	397618.88	2845804.90

Development, Maintenance, Management and Operation of Greenfield High-Speed Corridor from Mawlyngkhung (near Shillong) in Meghalaya to Panchgram (near Silchar) in Assam by 4-Laning with Paved Shoulders on Hybrid Annuity Basis. (Package-1: From Km 0+000 to Km 45+645, Design Length - 45.645 Km)

S. No.	Design Chainage	CENTRELINE		LEFT		RIGHT	
		Easting	Northing	Easting	Northing	Easting	Northing
204	10750	397675.89	2845806.96	397688.29	2845831.50	397663.53	2845782.39
205	10800	397720.54	2845784.45	397732.93	2845808.99	397708.17	2845759.88
206	10850	397765.12	2845761.80	397785.15	2845799.85	397745.11	2845723.73
207	10900	397808.18	2845736.44	397832.17	2845772.13	397784.21	2845700.74
208	10950	397847.84	2845706.05	397876.09	2845738.46	397819.61	2845673.61
209	11000	397883.40	2845670.94	397915.47	2845699.58	397851.34	2845642.27
210	11050	397914.72	2845631.99	397941.15	2845651.75	397880.30	2845606.22
211	11100	397944.53	2845591.85	397971.04	2845611.50	397910.00	2845566.21
212	11150	397974.32	2845551.69	398000.83	2845571.34	397939.80	2845526.06
213	11200	398004.11	2845511.54	398033.03	2845532.97	397975.21	2845490.07
214	11250	398034.16	2845471.58	398062.69	2845493.53	398005.65	2845449.60
215	11300	398065.17	2845432.35	398094.30	2845455.96	398036.05	2845408.72
216	11350	398097.14	2845393.91	398125.68	2845418.24	398068.62	2845369.56
217	11400	398130.06	2845356.28	398157.99	2845381.32	398102.16	2845331.23
218	11450	398163.80	2845319.38	398191.41	2845344.75	398136.21	2845293.98
219	11500	398197.64	2845282.58	398225.26	2845307.95	398170.05	2845257.18
220	11550	398231.49	2845245.77	398259.10	2845271.14	398203.90	2845220.38
221	11600	398265.33	2845208.97	398292.95	2845234.34	398237.74	2845183.57
222	11650	398299.18	2845172.16	398326.79	2845197.54	398271.59	2845146.77
223	11700	398333.02	2845135.36	398360.64	2845160.73	398305.43	2845109.96
224	11750	398366.86	2845098.55	398394.53	2845123.87	398339.22	2845073.21
225	11800	398399.69	2845060.85	398428.80	2845084.50	398370.61	2845037.18
226	11850	398429.83	2845020.97	398460.55	2845042.48	398399.14	2844999.43
227	11900	398457.09	2844979.06	398489.12	2844998.57	398425.08	2844959.53
228	11950	398482.91	2844936.25	398515.04	2844955.58	398450.80	2844916.89
229	12000	398508.71	2844893.42	398540.83	2844912.76	398476.58	2844874.07
230	12050	398534.50	2844850.58	398566.63	2844869.93	398502.38	2844831.24
231	12100	398560.30	2844807.75	398592.42	2844827.10	398528.18	2844788.40
232	12150	398586.10	2844764.92	398618.22	2844784.27	398553.97	2844745.57
233	12200	398611.91	2844722.10	398643.98	2844741.53	398579.83	2844702.66
234	12250	398638.89	2844680.01	398669.65	2844701.47	398608.13	2844658.56
235	12300	398669.50	2844640.50	398697.96	2844664.92	398641.03	2844616.09
236	12350	398703.89	2844604.24	398734.95	2844636.80	398672.83	2844571.68
237	12400	398741.74	2844571.60	398769.39	2844607.10	398714.08	2844536.10
238	12450	398782.49	2844542.65	398807.35	2844580.16	398757.63	2844505.14
239	12500	398824.36	2844515.32	398848.91	2844553.04	398799.81	2844477.61
240	12550	398866.27	2844488.05	398890.81	2844525.76	398841.72	2844450.33
241	12600	398908.17	2844460.77	398932.72	2844498.49	398883.63	2844423.06
242	12650	398950.08	2844433.50	398974.63	2844471.21	398925.53	2844395.78
243	12700	398991.99	2844406.23	399016.53	2844443.94	398967.44	2844368.51
244	12750	399033.89	2844378.95	399058.44	2844416.67	399009.34	2844341.23

Development, Maintenance, Management and Operation of Greenfield High-Speed Corridor from Mawlyngkhung (near Shillong) in Meghalaya to Panchgram (near Silchar) in Assam by 4-Laning with Paved Shoulders on Hybrid Annuity Basis. (Package-1: From Km 0+000 to Km 45+645, Design Length - 45.645 Km)

S. No.	Design Chainage	CENTRELINE		LEFT		RIGHT	
		Easting	Northing	Easting	Northing	Easting	Northing
245	12800	399075.80	2844351.68	399100.34	2844389.39	399051.25	2844313.96
246	12850	399117.70	2844324.40	399142.25	2844362.12	399093.16	2844286.69
247	12900	399159.61	2844297.13	399184.16	2844334.84	399135.06	2844259.41
248	12950	399201.52	2844269.85	399226.06	2844307.57	399176.97	2844232.14
249	13000	399243.42	2844242.58	399267.97	2844280.30	399218.88	2844204.86
250	13050	399285.33	2844215.31	399300.33	2844238.35	399270.33	2844192.26
251	13100	399327.23	2844188.03	399342.24	2844211.08	399312.23	2844164.98
252	13150	399369.14	2844160.76	399384.12	2844183.82	399354.16	2844137.70
253	13200	399411.67	2844134.48	399425.25	2844158.39	399398.09	2844110.57
254	13250	399456.44	2844112.28	399471.41	2844147.21	399442.66	2844080.11
255	13300	399503.26	2844094.76	399515.41	2844130.77	399492.07	2844061.60
256	13350	399550.72	2844079.04	399562.65	2844115.12	399539.74	2844045.80
257	13400	399598.19	2844063.35	399608.86	2844095.63	399588.78	2844034.86
258	13450	399645.67	2844047.66	399656.34	2844079.94	399636.25	2844019.17
259	13500	399693.14	2844031.96	399702.24	2844059.50	399683.73	2844003.48
260	13550	399740.62	2844016.27	399749.72	2844043.81	399732.77	2843992.54
261	13600	399788.09	2844000.58	399795.31	2844022.42	399780.25	2843976.85
262	13650	399835.57	2843984.89	399842.78	2844006.73	399828.66	2843964.00
263	13700	399883.04	2843969.20	399890.26	2843991.04	399876.14	2843948.31
264	13750	399930.51	2843953.51	399937.73	2843975.35	399920.47	2843923.13
265	13800	399977.99	2843937.82	399985.21	2843959.66	399967.95	2843907.44
266	13850	400025.46	2843922.13	400032.69	2843943.96	400017.30	2843897.44
267	13900	400072.62	2843905.53	400083.39	2843933.53	400063.29	2843881.26
268	13950	400118.70	2843886.14	400136.19	2843924.33	400105.37	2843857.05
269	14000	400163.48	2843863.91	400183.32	2843900.93	400142.69	2843825.13
270	14050	400206.78	2843838.93	400233.11	2843881.44	400174.13	2843786.22
271	14100	400248.44	2843811.29	400270.42	2843842.28	400220.08	2843771.33
272	14150	400288.29	2843781.10	400312.17	2843810.66	400257.49	2843742.99
273	14200	400326.17	2843748.49	400343.07	2843766.92	400293.06	2843712.37
274	14250	400361.95	2843713.57	400379.96	2843730.91	400343.93	2843696.23
275	14300	400395.47	2843676.48	400414.53	2843692.66	400376.41	2843660.31
276	14350	400426.61	2843637.38	400449.05	2843654.13	400406.58	2843622.42
277	14400	400455.25	2843596.40	400478.69	2843611.72	400434.32	2843582.73
278	14450	400481.28	2843553.72	400505.63	2843567.54	400459.54	2843541.38
279	14500	400504.58	2843509.49	400529.75	2843521.76	400482.11	2843498.53
280	14550	400525.08	2843463.90	400550.97	2843474.57	400501.97	2843454.36
281	14600	400542.69	2843417.11	400569.19	2843426.15	400519.03	2843409.04
282	14650	400557.35	2843369.31	400586.29	2843377.21	400528.41	2843361.42
283	14700	400568.99	2843320.70	400598.37	2843326.77	400539.61	2843314.62
284	14750	400577.57	2843271.45	400607.27	2843275.67	400547.87	2843267.22
285	14800	400583.06	2843221.76	400612.97	2843224.12	400553.15	2843219.40

Development, Maintenance, Management and Operation of Greenfield High-Speed Corridor from Mawlyngkhung (near Shillong) in Meghalaya to Panchgram (near Silchar) in Assam by 4-Laning with Paved Shoulders on Hybrid Annuity Basis. (Package-1: From Km 0+000 to Km 45+645, Design Length - 45.645 Km)

S. No.	Design Chainage	CENTRELINE		LEFT		RIGHT	
		Easting	Northing	Easting	Northing	Easting	Northing
286	14850	400586.00	2843171.84	400615.96	2843173.42	400559.04	2843170.43
287	14900	400588.63	2843121.91	400615.59	2843123.33	400561.66	2843120.50
288	14950	400591.25	2843071.98	400618.21	2843073.40	400564.29	2843070.57
289	15000	400593.87	2843022.05	400620.84	2843023.47	400566.91	2843020.63
290	15050	400596.50	2842972.12	400629.45	2842973.85	400569.53	2842970.70
291	15100	400599.12	2842922.19	400632.07	2842923.92	400565.17	2842920.40
292	15150	400601.74	2842872.26	400634.70	2842873.99	400567.79	2842870.47
293	15200	400604.37	2842822.33	400642.31	2842824.32	400574.41	2842820.75
294	15250	400606.99	2842772.40	400644.94	2842774.39	400577.03	2842770.82
295	15300	400609.61	2842722.46	400638.57	2842723.98	400579.65	2842720.89
296	15350	400612.23	2842672.53	400641.19	2842674.05	400582.28	2842670.96
297	15400	400614.68	2842622.59	400643.66	2842623.70	400577.70	2842621.18
298	15450	400615.75	2842572.61	400654.75	2842572.79	400578.75	2842572.43
299	15500	400615.15	2842522.61	400654.13	2842521.50	400578.16	2842523.67
300	15550	400612.89	2842472.67	400651.81	2842470.25	400575.96	2842474.96
301	15600	400608.96	2842422.82	400647.78	2842419.11	400572.13	2842426.34
302	15650	400603.38	2842373.14	400642.05	2842368.14	400566.68	2842377.88
303	15700	400596.14	2842323.67	400634.63	2842317.38	400559.62	2842329.63
304	15750	400587.25	2842274.46	400625.51	2842266.90	400550.96	2842281.64
305	15800	400576.74	2842225.59	400614.72	2842216.75	400540.70	2842233.97
306	15850	400564.60	2842177.08	400586.81	2842171.13	400543.35	2842182.78
307	15900	400550.85	2842129.01	400572.85	2842122.32	400529.80	2842135.42
308	15950	400535.50	2842081.43	400557.27	2842074.01	400514.68	2842088.53
309	16000	400518.58	2842034.38	400540.09	2842026.24	400498.01	2842042.17
310	16050	400500.10	2841987.93	400525.94	2841977.14	400475.18	2841998.32
311	16100	400480.49	2841941.93	400506.22	2841930.90	400455.67	2841952.57
312	16150	400460.79	2841895.98	400486.53	2841884.94	400435.97	2841906.61
313	16200	400441.09	2841850.02	400466.82	2841838.97	400416.27	2841860.64
314	16250	400421.39	2841804.06	400447.12	2841793.02	400396.57	2841814.69
315	16300	400401.69	2841758.11	400427.42	2841747.06	400379.63	2841767.55
316	16350	400382.00	2841712.15	400407.72	2841701.11	400359.93	2841721.59
317	16400	400362.30	2841666.20	400388.03	2841655.15	400335.64	2841677.61
318	16450	400342.60	2841620.24	400368.33	2841609.19	400315.94	2841631.65
319	16500	400322.90	2841574.28	400348.63	2841563.24	400299.91	2841584.12
320	16550	400303.20	2841528.33	400328.93	2841517.28	400280.22	2841538.16
321	16600	400283.50	2841482.37	400307.39	2841472.11	400260.52	2841492.21
322	16650	400263.80	2841436.42	400284.94	2841427.34	400242.66	2841445.46
323	16700	400244.10	2841390.46	400265.24	2841381.38	400222.96	2841399.51
324	16750	400224.41	2841344.50	400245.54	2841335.43	400203.26	2841353.55
325	16800	400204.71	2841298.55	400232.27	2841286.71	400177.13	2841310.35
326	16850	400185.01	2841252.59	400212.58	2841240.76	400157.43	2841264.39

Development, Maintenance, Management and Operation of Greenfield High-Speed Corridor from Mawlyngkhung (near Shillong) in Meghalaya to Panchgram (near Silchar) in Assam by 4-Laning with Paved Shoulders on Hybrid Annuity Basis. (Package-1: From Km 0+000 to Km 45+645, Design Length - 45.645 Km)

S. No.	Design Chainage	CENTRELINE		LEFT		RIGHT	
		Easting	Northing	Easting	Northing	Easting	Northing
327	16900	400165.31	2841206.64	400203.91	2841190.07	400126.70	2841223.17
328	16950	400145.61	2841160.68	400184.21	2841144.12	400107.00	2841177.21
329	17000	400125.91	2841114.72	400164.51	2841098.16	400087.30	2841131.25
330	17050	400105.89	2841068.91	400137.92	2841054.81	400067.43	2841085.80
331	17100	400085.76	2841023.14	400117.80	2841009.03	400040.90	2841042.84
332	17150	400065.64	2840977.37	400097.67	2840963.26	400020.78	2840997.07
333	17200	400045.51	2840931.60	400088.53	2840912.66	400000.65	2840951.30
334	17250	400025.39	2840885.82	400068.41	2840866.89	399980.53	2840905.53
335	17300	400005.26	2840840.05	400048.28	2840821.12	399960.40	2840859.76
336	17350	399985.14	2840794.28	400019.00	2840779.37	399940.28	2840813.99
337	17400	399965.01	2840748.51	399998.88	2840733.60	399920.15	2840768.22
338	17450	399944.89	2840702.74	399978.75	2840687.83	399920.17	2840713.59
339	17500	399924.76	2840656.97	400016.30	2840616.70	399900.04	2840667.82
340	17550	399904.64	2840611.20	399996.18	2840570.93	399879.92	2840622.05
341	17600	399884.51	2840565.43	399976.05	2840525.16	399859.79	2840576.28
342	17650	399864.39	2840519.66	399948.60	2840482.61	399833.26	2840533.32
343	17700	399844.27	2840473.88	399928.48	2840436.84	399813.13	2840487.55
344	17750	399824.14	2840428.11	399875.40	2840405.56	399793.01	2840441.78
345	17800	399804.02	2840382.34	399855.27	2840359.79	399780.21	2840392.79
346	17850	399783.89	2840336.57	399817.76	2840321.66	399745.44	2840353.46
347	17900	399763.77	2840290.80	399797.63	2840275.89	399725.31	2840307.69
348	17950	399743.64	2840245.03	399764.69	2840235.75	399705.19	2840261.92
349	18000	399722.93	2840199.52	399743.67	2840189.58	399692.25	2840214.18
350	18050	399700.42	2840154.88	399725.14	2840141.74	399670.38	2840170.80
351	18100	399676.07	2840111.22	399700.22	2840097.06	399646.72	2840128.38
352	18150	399649.92	2840068.60	399673.46	2840053.45	399624.67	2840084.81
353	18200	399622.14	2840027.03	399719.59	2839960.49	399597.35	2840043.93
354	18250	399593.95	2839985.74	399691.40	2839919.20	399569.16	2840002.63
355	18300	399565.76	2839944.44	399663.21	2839877.90	399521.98	2839974.30
356	18350	399537.58	2839903.14	399651.55	2839825.33	399493.79	2839933.01
357	18400	399509.39	2839861.84	399623.36	2839784.03	399465.60	2839891.71
358	18450	399481.20	2839820.55	399571.22	2839759.08	399440.72	2839848.16
359	18500	399453.67	2839778.82	399546.69	2839722.00	399411.84	2839804.34
360	18550	399430.14	2839734.73	399529.31	2839689.49	399385.55	2839755.05
361	18600	399412.29	2839688.06	399496.28	2839661.80	399365.51	2839702.66
362	18650	399400.39	2839639.53	399487.00	2839623.95	399337.40	2839650.84
363	18700	399394.63	2839589.90	399450.56	2839586.92	399330.72	2839593.27
364	18750	399395.11	2839539.93	399450.97	2839543.95	399331.28	2839535.31
365	18800	399401.80	2839490.42	399456.75	2839501.21	399339.01	2839478.05
366	18850	399412.89	2839441.67	399438.17	2839447.76	399389.57	2839436.01
367	18900	399424.65	2839393.07	399449.92	2839399.16	399401.32	2839387.41

Development, Maintenance, Management and Operation of Greenfield High-Speed Corridor from Mawlyngkhung (near Shillong) in Meghalaya to Panchgram (near Silchar) in Assam by 4-Laning with Paved Shoulders on Hybrid Annuity Basis. (Package-1: From Km 0+000 to Km 45+645, Design Length - 45.645 Km)

S. No.	Design Chainage	CENTRELINE		LEFT		RIGHT	
		Easting	Northing	Easting	Northing	Easting	Northing
368	18950	399436.40	2839344.47	399488.89	2839357.15	399413.08	2839338.81
369	19000	399448.16	2839295.87	399500.65	2839308.55	399418.03	2839288.57
370	19050	399459.91	2839247.27	399494.91	2839255.72	399429.79	2839239.97
371	19100	399471.67	2839198.67	399506.66	2839207.12	399426.96	2839187.84
372	19150	399483.43	2839150.08	399557.30	2839167.93	399461.07	2839144.65
373	19200	399495.18	2839101.48	399569.05	2839119.33	399472.83	2839096.05
374	19250	399506.94	2839052.88	399539.02	2839060.62	399459.31	2839041.34
375	19300	399518.69	2839004.28	399550.77	2839012.02	399471.07	2838992.74
376	19350	399530.45	2838955.68	399562.53	2838963.42	399482.83	2838944.14
377	19400	399542.20	2838907.08	399602.47	2838921.64	399516.94	2838900.95
378	19450	399553.96	2838858.48	399614.23	2838873.05	399528.69	2838852.36
379	19500	399566.33	2838810.04	399592.85	2838817.32	399539.82	2838802.73
380	19550	399580.51	2838762.10	399606.73	2838770.39	399554.30	2838753.77
381	19600	399596.53	2838714.74	399622.41	2838724.03	399570.66	2838705.41
382	19650	399614.36	2838668.03	399639.87	2838678.31	399588.87	2838657.71
383	19700	399633.97	2838622.04	399659.06	2838633.29	399608.90	2838610.75
384	19750	399655.07	2838576.71	399679.97	2838588.39	399630.19	2838564.99
385	19800	399676.35	2838531.46	399701.24	2838543.14	399651.47	2838519.74
386	19850	399697.62	2838486.21	399751.02	2838511.30	399670.48	2838473.43
387	19900	399718.89	2838440.96	399772.29	2838466.05	399691.75	2838428.18
388	19950	399740.16	2838395.71	399765.06	2838407.40	399715.29	2838384.00
389	20000	399761.44	2838350.46	399786.33	2838362.15	399736.56	2838338.75
390	20050	399782.71	2838305.22	399807.60	2838316.90	399757.83	2838293.50
391	20100	399803.98	2838259.97	399842.00	2838277.82	399764.17	2838241.23
392	20150	399825.26	2838214.72	399863.27	2838232.57	399785.44	2838195.98
393	20200	399846.53	2838169.47	399884.54	2838187.32	399806.72	2838150.73
394	20250	399867.80	2838124.22	399905.82	2838142.07	399831.61	2838107.19
395	20300	399889.07	2838078.97	399927.09	2838096.82	399852.88	2838061.94
396	20350	399910.35	2838033.72	399948.36	2838051.58	399874.15	2838016.69
397	20400	399931.62	2837988.47	399956.51	2838000.16	399906.74	2837976.76
398	20450	399952.89	2837943.22	399977.79	2837954.91	399928.01	2837931.51
399	20500	399974.17	2837897.97	399999.06	2837909.66	399949.29	2837886.26
400	20550	399995.44	2837852.73	400020.33	2837864.41	399970.56	2837841.01
401	20600	400016.71	2837807.48	400041.60	2837819.16	399991.83	2837795.76
402	20650	400037.98	2837762.23	400062.88	2837773.91	400013.10	2837750.51
403	20700	400059.26	2837716.98	400084.15	2837728.66	400034.38	2837705.26
404	20750	400080.53	2837671.73	400105.42	2837683.41	400055.65	2837660.01
405	20800	400101.80	2837626.48	400126.70	2837638.17	400076.92	2837614.77
406	20850	400123.07	2837581.23	400147.97	2837592.92	400098.19	2837569.52
407	20900	400144.35	2837535.98	400169.24	2837547.67	400119.47	2837524.27
408	20950	400165.62	2837490.73	400190.51	2837502.42	400140.74	2837479.02

Development, Maintenance, Management and Operation of Greenfield High-Speed Corridor from Mawlyngkhung (near Shillong) in Meghalaya to Panchgram (near Silchar) in Assam by 4-Laning with Paved Shoulders on Hybrid Annuity Basis. (Package-1: From Km 0+000 to Km 45+645, Design Length - 45.645 Km)

S. No.	Design Chainage	CENTRELINE		LEFT		RIGHT	
		Easting	Northing	Easting	Northing	Easting	Northing
409	21000	400186.89	2837445.48	400222.19	2837462.06	400145.27	2837425.90
410	21050	400207.93	2837400.13	400243.57	2837415.98	400133.03	2837366.76
411	21100	400227.31	2837354.04	400258.93	2837366.55	400151.09	2837323.82
412	21150	400244.76	2837307.19	400276.87	2837318.37	400167.34	2837280.17
413	21200	400260.24	2837259.65	400287.04	2837267.74	400208.56	2837243.99
414	21250	400273.72	2837211.50	400300.84	2837218.47	400229.18	2837200.01
415	21300	400285.36	2837162.88	400312.64	2837169.19	400240.56	2837152.46
416	21350	400296.67	2837114.17	400323.95	2837120.49	400251.86	2837103.76
417	21400	400307.97	2837065.47	400334.76	2837071.67	400281.19	2837059.23
418	21450	400319.27	2837016.76	400352.40	2837024.44	400280.32	2837007.70
419	21500	400331.59	2836968.31	400364.21	2836977.92	400293.23	2836956.97
420	21550	400348.66	2836921.35	400379.83	2836934.92	400312.00	2836905.35
421	21600	400371.44	2836876.88	400393.80	2836890.14	400337.06	2836856.43
422	21650	400399.59	2836835.60	400420.13	2836851.55	400368.03	2836811.03
423	21700	400432.67	2836798.15	400451.06	2836816.53	400415.02	2836780.45
424	21750	400470.16	2836765.11	400486.11	2836785.65	400454.85	2836745.35
425	21800	400511.48	2836737.01	400524.74	2836759.37	400496.20	2836711.19
426	21850	400555.98	2836714.28	400566.35	2836738.12	400544.04	2836686.76
427	21900	400602.96	2836697.27	400610.28	2836722.22	400594.55	2836668.48
428	21950	400651.70	2836686.25	400655.85	2836711.92	400646.94	2836656.63
429	22000	400701.43	2836681.40	400702.35	2836707.38	400700.40	2836651.42
430	22050	400751.38	2836682.78	400748.33	2836716.65	400757.25	2836618.05
431	22100	400800.89	2836689.65	400795.22	2836723.17	400811.77	2836625.56
432	22150	400850.16	2836698.15	400844.38	2836731.66	400870.28	2836581.88
433	22200	400899.43	2836706.67	400893.14	2836743.13	400919.55	2836590.40
434	22250	400948.73	2836714.99	400943.16	2836751.57	400968.08	2836588.46
435	22300	400998.36	2836721.00	400995.09	2836757.85	401009.77	2836593.50
436	22350	401048.27	2836723.89	401047.30	2836760.87	401050.89	2836625.92
437	22400	401098.26	2836723.65	401099.39	2836754.63	401094.76	2836625.71
438	22450	401148.14	2836720.30	401151.20	2836751.15	401139.81	2836635.71
439	22500	401197.71	2836713.83	401202.70	2836744.43	401184.11	2836629.93
440	22550	401246.80	2836704.37	401253.35	2836734.67	401228.92	2836621.28
441	22600	401295.67	2836693.80	401306.69	2836744.62	401279.62	2836619.52
442	22650	401344.54	2836683.23	401355.55	2836734.05	401338.22	2836653.91
443	22700	401393.41	2836672.66	401404.42	2836723.48	401387.09	2836643.33
444	22750	401442.28	2836662.09	401449.49	2836695.31	401435.96	2836632.76
445	22800	401491.15	2836651.52	401498.36	2836684.74	401483.98	2836618.28
446	22850	401540.02	2836640.94	401545.75	2836667.33	401532.85	2836607.71
447	22900	401588.89	2836630.37	401594.62	2836656.76	401581.72	2836597.14
448	22950	401637.76	2836619.80	401646.66	2836660.85	401630.59	2836586.56
449	23000	401686.63	2836609.23	401695.53	2836650.27	401677.77	2836568.17

Development, Maintenance, Management and Operation of Greenfield High-Speed Corridor from Mawlyngkhung (near Shillong) in Meghalaya to Panchgram (near Silchar) in Assam by 4-Laning with Paved Shoulders on Hybrid Annuity Basis. (Package-1: From Km 0+000 to Km 45+645, Design Length - 45.645 Km)

S. No.	Design Chainage	CENTRELINE		LEFT		RIGHT	
		Easting	Northing	Easting	Northing	Easting	Northing
450	23050	401735.50	2836598.66	401744.40	2836639.70	401726.64	2836557.60
451	23100	401784.37	2836588.08	401793.27	2836629.13	401775.51	2836547.03
452	23150	401833.22	2836577.44	401839.44	2836604.74	401826.37	2836547.21
453	23200	401881.52	2836564.56	401889.86	2836591.28	401872.32	2836534.95
454	23250	401928.58	2836547.72	401944.39	2836586.63	401916.95	2836518.98
455	23300	401974.47	2836527.87	401991.44	2836566.29	401961.98	2836499.50
456	23350	402020.22	2836507.69	402035.97	2836543.37	402011.36	2836487.56
457	23400	402065.97	2836487.52	402081.72	2836523.19	402057.11	2836467.38
458	23450	402111.72	2836467.34	402127.47	2836503.02	402099.63	2836439.89
459	23500	402157.47	2836447.17	402168.78	2836472.78	402145.38	2836419.71
460	23550	402203.22	2836426.99	402214.53	2836452.60	402191.13	2836399.54
461	23600	402248.97	2836406.82	402264.72	2836442.49	402229.21	2836361.98
462	23650	402294.72	2836386.64	402310.47	2836422.32	402274.96	2836341.80
463	23700	402340.47	2836366.47	402356.22	2836402.14	402314.25	2836306.99
464	23750	402385.98	2836345.78	402403.18	2836380.79	402357.37	2836287.42
465	23800	402429.73	2836321.61	402442.39	2836342.00	402395.50	2836266.35
466	23850	402470.84	2836293.19	402485.47	2836312.22	402440.40	2836253.53
467	23900	402508.91	2836260.81	402525.37	2836278.28	402474.67	2836224.38
468	23950	402543.56	2836224.79	402573.75	2836251.03	402505.85	2836191.96
469	24000	402574.44	2836185.49	402607.10	2836208.59	402523.03	2836149.08
470	24050	402601.37	2836143.39	402626.35	2836158.12	402547.14	2836111.34
471	24100	402626.52	2836100.17	402651.60	2836114.72	402572.04	2836068.52
472	24150	402651.63	2836056.93	402676.71	2836071.48	402597.15	2836025.28
473	24200	402676.73	2836013.69	402701.82	2836028.24	402652.53	2835999.62
474	24250	402701.84	2835970.45	402726.93	2835985.00	402677.64	2835956.38
475	24300	402726.95	2835927.22	402752.03	2835941.78	402702.76	2835913.12
476	24350	402753.07	2835884.59	402783.08	2835904.48	402728.08	2835867.99
477	24400	402782.42	2835844.13	402810.67	2835866.45	402758.90	2835825.50
478	24450	402815.04	2835806.25	402838.41	2835828.11	402793.15	2835785.73
479	24500	402850.69	2835771.22	402872.16	2835794.95	402830.59	2835748.95
480	24550	402889.14	2835739.28	402908.56	2835764.71	402845.49	2835682.02
481	24600	402930.11	2835710.65	402947.35	2835737.61	402891.38	2835649.95
482	24650	402973.33	2835685.52	402988.26	2835713.83	402939.78	2835621.82
483	24700	403018.29	2835663.66	403028.44	2835685.41	403003.10	2835631.02
484	24750	403063.61	2835642.54	403073.76	2835664.28	403048.42	2835609.90
485	24800	403108.93	2835621.42	403125.42	2835656.76	403093.73	2835588.78
486	24850	403154.25	2835600.29	403170.74	2835635.64	403139.05	2835567.66
487	24900	403199.57	2835579.17	403216.06	2835614.51	403184.37	2835546.53
488	24950	403244.89	2835558.05	403261.38	2835593.39	403229.69	2835525.41
489	25000	403290.21	2835536.93	403306.70	2835572.27	403267.41	2835487.97
490	25050	403335.52	2835515.80	403346.52	2835539.36	403312.73	2835466.85

Development, Maintenance, Management and Operation of Greenfield High-Speed Corridor from Mawlyngkhung (near Shillong) in Meghalaya to Panchgram (near Silchar) in Assam by 4-Laning with Paved Shoulders on Hybrid Annuity Basis. (Package-1: From Km 0+000 to Km 45+645, Design Length - 45.645 Km)

S. No.	Design Chainage	CENTRELINE		LEFT		RIGHT	
		Easting	Northing	Easting	Northing	Easting	Northing
491	25100	403380.84	2835494.68	403391.83	2835518.25	403350.43	2835429.42
492	25150	403426.16	2835473.56	403448.13	2835520.69	403395.75	2835408.30
493	25200	403471.48	2835452.44	403493.45	2835499.57	403441.07	2835387.18
494	25250	403516.80	2835431.32	403538.77	2835478.45	403475.40	2835342.49
495	25300	403562.12	2835410.19	403584.09	2835457.33	403520.72	2835321.37
496	25350	403607.44	2835389.07	403629.41	2835436.20	403566.04	2835300.24
497	25400	403652.76	2835367.95	403674.73	2835415.08	403609.25	2835274.59
498	25450	403698.10	2835346.87	403719.74	2835394.15	403655.23	2835253.22
499	25500	403743.82	2835326.63	403764.27	2835374.44	403703.30	2835231.93
500	25550	403790.03	2835307.54	403809.28	2835355.84	403751.15	2835210.00
501	25600	403836.59	2835289.31	403855.49	2835337.75	403798.42	2835191.50
502	25650	403883.17	2835271.14	403902.07	2835319.58	403856.63	2835203.13
503	25700	403929.75	2835252.96	403963.19	2835338.66	403903.21	2835184.95
504	25750	403976.33	2835234.78	404009.77	2835320.49	403949.79	2835166.78
505	25800	404022.91	2835216.61	404056.35	2835302.31	403996.37	2835148.60
506	25850	404069.48	2835198.43	404102.93	2835284.14	404042.95	2835130.42
507	25900	404116.06	2835180.25	404137.88	2835236.15	404089.53	2835112.25
508	25950	404162.64	2835162.08	404184.46	2835217.97	404136.11	2835094.07
509	26000	404209.28	2835144.05	404230.95	2835202.14	404183.77	2835075.66
510	26050	404256.76	2835128.44	404273.32	2835188.19	404237.27	2835058.10
511	26100	404305.54	2835117.52	404316.05	2835178.62	404293.16	2835045.58
512	26150	404355.15	2835111.52	404359.51	2835173.37	404350.03	2835038.70
513	26200	404405.12	2835110.51	404403.64	2835160.49	404407.29	2835037.54
514	26250	404454.96	2835114.32	404449.25	2835163.99	404463.30	2835041.80
515	26300	404504.57	2835120.55	404498.85	2835165.18	404515.26	2835037.23
516	26350	404554.16	2835126.91	404548.44	2835171.55	404564.86	2835043.60
517	26400	404603.76	2835133.28	404598.03	2835177.91	404614.45	2835049.96
518	26450	404653.35	2835139.64	404647.63	2835184.27	404664.04	2835056.32
519	26500	404702.97	2835145.77	404698.23	2835190.52	404711.84	2835062.24
520	26550	404752.87	2835148.43	404753.20	2835193.42	404752.26	2835064.43
521	26600	404802.72	2835144.94	404808.66	2835189.55	404791.64	2835061.67
522	26650	404851.74	2835135.27	404868.03	2835197.16	404830.37	2835054.03
523	26700	404899.18	2835119.56	404923.05	2835178.94	404867.84	2835041.62
524	26750	404944.28	2835098.06	404975.38	2835153.99	404903.47	2835024.64
525	26800	404986.35	2835071.10	405024.18	2835122.72	404936.71	2835003.34
526	26850	405024.74	2835039.11	405068.70	2835085.61	404962.91	2834973.71
527	26900	405058.83	2835002.58	405109.80	2835044.51	404989.33	2834945.40
528	26950	405088.11	2834962.09	405143.90	2834997.34	405012.02	2834914.02
529	27000	405112.14	2834918.27	405190.68	2834955.69	405030.88	2834879.57
530	27050	405132.52	2834872.62	405212.26	2834907.42	405050.04	2834836.63
531	27100	405152.52	2834826.80	405232.26	2834861.59	405070.03	2834790.80

Development, Maintenance, Management and Operation of Greenfield High-Speed Corridor from Mawlyngkhung (near Shillong) in Meghalaya to Panchgram (near Silchar) in Assam by 4-Laning with Paved Shoulders on Hybrid Annuity Basis. (Package-1: From Km 0+000 to Km 45+645, Design Length - 45.645 Km)

S. No.	Design Chainage	CENTRELINE		LEFT		RIGHT	
		Easting	Northing	Easting	Northing	Easting	Northing
532	27150	405172.52	2834780.97	405270.59	2834823.76	405083.62	2834742.17
533	27200	405192.52	2834735.14	405290.59	2834777.94	405103.61	2834696.35
534	27250	405212.51	2834689.32	405301.42	2834728.11	405140.11	2834657.72
535	27300	405232.51	2834643.49	405321.42	2834682.28	405160.11	2834611.89
536	27350	405252.51	2834597.66	405341.41	2834636.46	405180.10	2834566.06
537	27400	405272.64	2834551.89	405329.12	2834577.48	405219.81	2834527.96
538	27450	405294.03	2834506.70	405349.62	2834534.15	405242.02	2834481.02
539	27500	405316.91	2834462.25	405371.55	2834491.53	405265.79	2834434.85
540	27550	405341.26	2834418.58	405394.90	2834449.67	405291.08	2834389.49
541	27600	405367.05	2834375.75	405419.62	2834408.61	405317.87	2834345.00
542	27650	405394.25	2834333.80	405442.38	2834366.16	405346.13	2834301.43
543	27700	405422.83	2834292.77	405470.01	2834326.50	405375.65	2834259.04
544	27750	405451.91	2834252.10	405499.10	2834285.82	405404.74	2834218.35
545	27800	405480.99	2834211.43	405528.18	2834245.15	405433.82	2834177.68
546	27850	405510.07	2834170.75	405557.26	2834204.47	405462.90	2834137.00
547	27900	405539.15	2834130.08	405586.34	2834163.80	405491.98	2834096.33
548	27950	405568.24	2834089.41	405592.65	2834106.84	405548.72	2834075.43
549	28000	405597.32	2834048.73	405621.73	2834066.17	405577.80	2834034.76
550	28050	405626.40	2834008.06	405649.18	2834024.33	405603.63	2833991.76
551	28100	405655.48	2833967.39	405678.27	2833983.66	405632.71	2833951.09
552	28150	405684.56	2833926.72	405717.11	2833949.97	405661.79	2833910.42
553	28200	405713.67	2833886.06	405746.07	2833909.52	405691.01	2833869.62
554	28250	405744.47	2833846.70	405761.05	2833861.15	405714.35	2833820.38
555	28300	405779.61	2833811.18	405794.27	2833827.59	405753.01	2833781.31
556	28350	405818.91	2833780.32	405843.89	2833816.55	405797.37	2833749.02
557	28400	405861.75	2833754.60	405882.01	2833793.66	405844.28	2833720.86
558	28450	405907.34	2833734.12	405923.76	2833774.94	405896.17	2833706.27
559	28500	405953.89	2833715.86	405969.92	2833756.84	405942.99	2833687.92
560	28550	406000.46	2833697.66	406013.58	2833731.19	405989.56	2833669.72
561	28600	406047.03	2833679.47	406060.15	2833712.99	406027.39	2833629.16
562	28650	406093.60	2833661.27	406108.91	2833700.38	406073.96	2833610.96
563	28700	406140.17	2833643.07	406155.48	2833682.18	406120.53	2833592.77
564	28750	406186.74	2833624.87	406202.05	2833663.98	406174.38	2833593.19
565	28800	406233.33	2833606.71	406248.34	2833645.93	406221.20	2833574.94
566	28850	406280.63	2833590.56	406291.22	2833627.05	406271.18	2833557.89
567	28900	406329.27	2833579.06	406336.17	2833616.43	406323.13	2833545.62
568	28950	406378.81	2833572.48	406381.94	2833610.35	406376.04	2833538.59
569	29000	406428.77	2833570.88	406428.10	2833608.87	406429.68	2833520.89
570	29050	406478.65	2833574.04	406475.04	2833611.87	406483.45	2833524.27
571	29100	406528.41	2833579.01	406525.43	2833608.86	406532.41	2833539.21
572	29150	406578.16	2833584.00	406575.18	2833613.85	406582.16	2833544.20

Development, Maintenance, Management and Operation of Greenfield High-Speed Corridor from Mawlyngkhung (near Shillong) in Meghalaya to Panchgram (near Silchar) in Assam by 4-Laning with Paved Shoulders on Hybrid Annuity Basis. (Package-1: From Km 0+000 to Km 45+645, Design Length - 45.645 Km)

S. No.	Design Chainage	CENTRELINE		LEFT		RIGHT	
		Easting	Northing	Easting	Northing	Easting	Northing
573	29200	406627.91	2833588.98	406624.93	2833618.83	406632.71	2833541.22
574	29250	406677.66	2833593.97	406673.98	2833630.79	406682.46	2833546.21
575	29300	406727.41	2833598.96	406723.73	2833635.77	406731.22	2833561.15
576	29350	406777.16	2833603.95	406774.38	2833631.81	406780.97	2833566.14
577	29400	406826.91	2833608.92	406824.19	2833636.79	406829.66	2833581.06
578	29450	406876.79	2833612.24	406876.18	2833648.24	406877.29	2833584.25
579	29500	406926.70	2833609.99	406930.59	2833645.77	406923.71	2833582.15
580	29550	406975.95	2833601.52	406986.11	2833644.33	406964.43	2833552.87
581	29600	407023.75	2833586.99	407039.18	2833628.19	407006.26	2833540.14
582	29650	407069.37	2833566.60	407089.83	2833605.56	407046.16	2833522.32
583	29700	407112.73	2833541.71	407135.41	2833579.41	407079.77	2833486.85
584	29750	407155.58	2833515.94	407178.26	2833553.64	407122.62	2833461.08
585	29800	407198.43	2833490.18	407221.12	2833527.88	407173.20	2833448.18
586	29850	407241.28	2833464.42	407257.79	2833491.83	407216.05	2833422.41
587	29900	407284.13	2833438.66	407300.64	2833466.07	407270.24	2833415.51
588	29950	407326.99	2833412.89	407343.49	2833440.31	407313.09	2833389.74
589	30000	407369.84	2833387.13	407388.92	2833418.83	407349.76	2833353.70
590	30050	407412.78	2833361.52	407431.44	2833393.47	407393.14	2833327.82
591	30100	407456.28	2833336.87	407469.55	2833360.95	407443.04	2833312.77
592	30150	407500.38	2833313.31	407513.05	2833337.72	407487.74	2833288.89
593	30200	407545.06	2833290.87	407557.11	2833315.58	407533.04	2833266.13
594	30250	407590.28	2833269.54	407601.71	2833294.56	407578.88	2833244.52
595	30300	407635.89	2833249.05	407647.16	2833274.13	407624.65	2833223.95
596	30350	407681.51	2833228.59	407692.78	2833253.68	407670.28	2833203.49
597	30400	407727.14	2833208.13	407738.40	2833233.22	407715.90	2833183.03
598	30450	407772.76	2833187.67	407784.03	2833212.76	407761.52	2833162.57
599	30500	407818.38	2833167.22	407829.65	2833192.30	407807.15	2833142.12
600	30550	407864.01	2833146.76	407875.27	2833171.85	407852.77	2833121.66
601	30600	407909.63	2833126.30	407920.90	2833151.39	407898.39	2833101.20
602	30650	407955.25	2833105.84	407966.52	2833130.93	407944.02	2833080.74
603	30700	408000.88	2833085.39	408012.14	2833110.47	407989.64	2833060.29
604	30750	408046.50	2833064.93	408061.65	2833098.68	408031.78	2833032.07
605	30800	408092.12	2833044.47	408107.28	2833078.23	408077.41	2833011.62
606	30850	408137.75	2833024.01	408154.13	2833060.51	408120.17	2832984.77
607	30900	408183.37	2833003.56	408199.75	2833040.05	408165.79	2832964.31
608	30950	408228.99	2832983.10	408245.37	2833019.59	408211.41	2832943.86
609	31000	408274.62	2832962.64	408285.88	2832987.73	408263.38	2832937.54
610	31050	408320.24	2832942.18	408331.51	2832967.27	408309.00	2832917.08
611	31100	408365.86	2832921.73	408377.13	2832946.81	408354.63	2832896.63
612	31150	408411.49	2832901.27	408422.75	2832926.36	408400.25	2832876.17
613	31200	408457.11	2832880.81	408468.38	2832905.90	408445.87	2832855.71

Development, Maintenance, Management and Operation of Greenfield High-Speed Corridor from Mawlyngkhung (near Shillong) in Meghalaya to Panchgram (near Silchar) in Assam by 4-Laning with Paved Shoulders on Hybrid Annuity Basis. (Package-1: From Km 0+000 to Km 45+645, Design Length - 45.645 Km)

S. No.	Design Chainage	CENTRELINE		LEFT		RIGHT	
		Easting	Northing	Easting	Northing	Easting	Northing
614	31250	408502.77	2832860.43	408513.76	2832885.64	408491.80	2832835.21
615	31300	408548.93	2832841.23	408559.08	2832866.79	408538.81	2832815.66
616	31350	408595.71	2832823.58	408605.00	2832849.47	408586.45	2832797.69
617	31400	408643.05	2832807.50	408651.48	2832833.68	408634.66	2832781.31
618	31450	408690.90	2832793.01	408698.45	2832819.45	408683.39	2832766.55
619	31500	408739.21	2832780.12	408745.87	2832806.80	408732.58	2832753.43
620	31550	408787.92	2832768.84	408794.21	2832798.17	408776.22	2832714.08
621	31600	408836.92	2832758.91	408842.82	2832788.32	408825.97	2832703.99
622	31650	408885.95	2832749.11	408891.85	2832778.53	408870.10	2832669.68
623	31700	408934.98	2832739.31	408940.88	2832768.73	408919.13	2832659.88
624	31750	408984.01	2832729.52	408991.08	2832764.81	408968.16	2832650.08
625	31800	409033.04	2832719.72	409040.11	2832755.02	409019.93	2832654.01
626	31850	409082.21	2832710.63	409086.90	2832740.26	409071.78	2832644.45
627	31900	409131.80	2832704.27	409135.02	2832734.10	409124.65	2832637.65
628	31950	409181.52	2832698.99	409184.70	2832728.82	409174.46	2832632.36
629	32000	409231.24	2832693.71	409235.48	2832733.48	409224.18	2832627.08
630	32050	409280.96	2832688.43	409285.20	2832728.20	409276.22	2832643.68
631	32100	409330.56	2832682.21	409336.78	2832719.70	409324.05	2832642.75
632	32150	409379.28	2832671.10	409390.00	2832707.55	409364.64	2832621.20
633	32200	409426.59	2832654.95	409442.11	2832697.19	409408.68	2832606.13
634	32250	409473.52	2832637.70	409489.06	2832679.93	409455.59	2832588.89
635	32300	409520.45	2832620.45	409535.99	2832662.68	409502.52	2832571.64
636	32350	409567.52	2832603.59	409578.52	2832636.82	409555.92	2832568.46
637	32400	409615.68	2832590.25	409623.35	2832624.40	409607.61	2832554.14
638	32450	409664.94	2832581.78	409670.72	2832629.43	409661.36	2832551.99
639	32500	409714.77	2832577.72	409717.63	2832625.64	409712.41	2832537.79
640	32550	409764.68	2832574.77	409767.53	2832622.69	409762.34	2832534.84
641	32600	409814.59	2832571.83	409818.50	2832637.71	409812.25	2832531.89
642	32650	409864.51	2832568.88	409868.41	2832634.76	409860.98	2832508.98
643	32700	409914.42	2832565.93	409918.80	2832639.80	409910.90	2832506.03
644	32750	409964.33	2832562.98	409967.89	2832622.87	409959.92	2832488.11
645	32800	410014.16	2832559.00	410021.44	2832618.56	410005.11	2832484.55
646	32850	410063.31	2832549.97	410072.75	2832587.81	410043.51	2832470.40
647	32900	410110.95	2832534.89	410125.03	2832571.26	410081.38	2832458.41
648	32950	410156.33	2832513.99	410187.17	2832571.21	410117.46	2832441.79
649	33000	410199.06	2832488.05	410234.68	2832542.43	410165.66	2832437.01
650	33050	410240.79	2832460.51	410257.34	2832485.54	410207.19	2832409.60
651	33100	410282.51	2832432.96	410319.99	2832489.70	410267.37	2832410.00
652	33150	410324.24	2832405.40	410361.71	2832462.14	410309.09	2832382.45
653	33200	410366.05	2832377.99	410402.53	2832435.38	410325.28	2832313.85
654	33250	410409.06	2832352.50	410422.26	2832376.63	410372.37	2832285.94

Development, Maintenance, Management and Operation of Greenfield High-Speed Corridor from Mawlyngkhung (near Shillong) in Meghalaya to Panchgram (near Silchar) in Assam by 4-Laning with Paved Shoulders on Hybrid Annuity Basis. (Package-1: From Km 0+000 to Km 45+645, Design Length - 45.645 Km)

S. No.	Design Chainage	CENTRELINE		LEFT		RIGHT	
		Easting	Northing	Easting	Northing	Easting	Northing
655	33300	410453.57	2832329.75	410465.35	2832354.60	410421.05	2832261.06
656	33350	410498.96	2832308.78	410510.47	2832333.76	410487.49	2832283.79
657	33400	410544.39	2832287.89	410555.89	2832312.87	410532.91	2832262.90
658	33450	410589.81	2832267.00	410601.32	2832291.97	410578.34	2832242.01
659	33500	410635.24	2832246.11	410646.75	2832271.08	410623.76	2832221.11
660	33550	410680.67	2832225.21	410692.17	2832250.19	410669.19	2832200.22
661	33600	410726.09	2832204.32	410737.60	2832229.30	410714.62	2832179.33
662	33650	410771.52	2832183.43	410781.56	2832205.23	410754.82	2832147.08
663	33700	410816.94	2832162.54	410826.99	2832184.34	410800.25	2832126.19
664	33750	410862.37	2832141.65	410884.11	2832188.88	410838.15	2832088.95
665	33800	410907.80	2832120.76	410929.54	2832167.99	410883.58	2832068.05
666	33850	410953.22	2832099.86	410974.97	2832147.10	410929.00	2832047.16
667	33900	410998.65	2832078.97	411020.39	2832126.21	410974.43	2832026.27
668	33950	411044.08	2832058.08	411079.19	2832134.39	411019.86	2832005.38
669	34000	411089.40	2832036.96	411125.98	2832112.56	411057.62	2831971.23
670	34050	411133.82	2832014.02	411156.05	2832054.28	411098.56	2831950.09
671	34100	411177.03	2831988.89	411202.09	2832029.82	411145.74	2831937.69
672	34150	411218.94	2831961.63	411246.16	2832001.15	411184.94	2831912.18
673	34200	411259.44	2831932.30	411275.13	2831953.03	411232.92	2831897.19
674	34250	411298.41	2831901.00	411315.19	2831920.85	411270.04	2831867.35
675	34300	411335.80	2831867.80	411362.98	2831897.14	411296.41	2831825.22
676	34350	411372.40	2831833.74	411399.67	2831863.00	411332.89	2831791.27
677	34400	411409.00	2831799.67	411436.26	2831828.93	411376.30	2831764.52
678	34450	411445.59	2831765.60	411478.31	2831800.72	411412.90	2831730.45
679	34500	411482.19	2831731.53	411514.91	2831766.65	411461.76	2831709.56
680	34550	411518.78	2831697.46	411551.50	2831732.58	411498.35	2831675.49
681	34600	411555.38	2831663.39	411578.56	2831688.26	411532.22	2831638.49
682	34650	411591.97	2831629.32	411610.72	2831649.43	411573.25	2831609.18
683	34700	411628.57	2831595.25	411647.32	2831615.36	411609.84	2831575.11
684	34750	411665.16	2831561.18	411683.91	2831581.29	411646.44	2831541.04
685	34800	411701.76	2831527.11	411720.51	2831547.22	411683.03	2831506.97
686	34850	411738.35	2831493.04	411771.07	2831528.16	411708.38	2831460.82
687	34900	411774.95	2831458.97	411807.67	2831494.09	411744.98	2831426.75
688	34950	411811.55	2831424.90	411844.26	2831460.01	411773.40	2831383.90
689	35000	411848.14	2831390.83	411866.89	2831410.94	411829.41	2831370.69
690	35050	411884.74	2831356.76	411903.49	2831376.87	411866.01	2831336.62
691	35100	411921.33	2831322.68	411940.08	2831342.80	411902.61	2831302.55
692	35150	411957.93	2831288.61	411976.68	2831308.73	411939.20	2831268.48
693	35200	411994.52	2831254.54	412013.27	2831274.66	411975.80	2831234.40
694	35250	412031.12	2831220.47	412049.87	2831240.59	412012.39	2831200.33
695	35300	412068.13	2831186.86	412085.93	2831207.83	412050.36	2831165.88

Development, Maintenance, Management and Operation of Greenfield High-Speed Corridor from Mawlyngkhung (near Shillong) in Meghalaya to Panchgram (near Silchar) in Assam by 4-Laning with Paved Shoulders on Hybrid Annuity Basis. (Package-1: From Km 0+000 to Km 45+645, Design Length - 45.645 Km)

S. No.	Design Chainage	CENTRELINE		LEFT		RIGHT	
		Easting	Northing	Easting	Northing	Easting	Northing
696	35350	412107.43	2831155.98	412123.48	2831178.32	412091.42	2831133.64
697	35400	412149.17	2831128.48	412163.37	2831152.05	412135.02	2831104.91
698	35450	412193.06	2831104.55	412205.30	2831129.18	412180.85	2831079.92
699	35500	412238.78	2831084.35	412259.57	2831136.36	412217.29	2831030.48
700	35550	412286.03	2831068.04	412301.93	2831121.74	412255.43	2830964.47
701	35600	412334.47	2831055.71	412344.34	2831102.69	412312.33	2830950.01
702	35650	412383.77	2831047.45	412389.81	2831095.08	412370.24	2830940.32
703	35700	412433.59	2831043.33	412435.85	2831093.28	412432.34	2831015.36
704	35750	412483.57	2831043.37	412481.89	2831079.33	412484.92	2831015.40
705	35800	412533.38	2831047.57	412528.80	2831083.28	412537.75	2831013.85
706	35850	412582.67	2831055.90	412571.06	2831110.69	412589.74	2831022.65
707	35900	412631.09	2831068.30	412615.10	2831121.98	412639.68	2831039.56
708	35950	412678.49	2831084.19	412668.58	2831112.51	412688.44	2831055.89
709	36000	412725.67	2831100.74	412715.76	2831129.06	412740.25	2831059.23
710	36050	412772.85	2831117.29	412760.30	2831153.16	412787.44	2831075.78
711	36100	412820.04	2831133.84	412807.48	2831169.71	412850.50	2831047.03
712	36150	412867.22	2831150.39	412848.70	2831203.24	412897.69	2831063.58
713	36200	412914.40	2831166.94	412895.88	2831219.79	412954.14	2831053.71
714	36250	412961.58	2831183.49	412943.07	2831236.34	413001.32	2831070.26
715	36300	413008.77	2831200.02	412990.45	2831252.94	413038.25	2831114.99
716	36350	413056.46	2831215.02	413041.89	2831269.08	413079.93	2831128.12
717	36400	413105.19	2831226.12	413096.13	2831275.28	413114.30	2831176.95
718	36450	413154.68	2831233.13	413149.62	2831282.86	413159.79	2831183.39
719	36500	413204.59	2831235.99	413203.55	2831285.98	413205.66	2831186.00
720	36550	413254.56	2831234.70	413258.14	2831284.56	413249.88	2831168.86
721	36600	413304.24	2831229.24	413316.38	2831308.31	413294.26	2831163.99
722	36650	413353.30	2831219.67	413371.79	2831297.49	413336.24	2831147.66
723	36700	413401.40	2831206.05	413426.11	2831282.13	413378.58	2831135.65
724	36750	413448.19	2831188.48	413474.29	2831249.10	413432.41	2831151.72
725	36800	413493.36	2831167.07	413524.26	2831225.38	413474.66	2831131.70
726	36850	413536.59	2831141.97	413572.09	2831197.59	413521.55	2831118.34
727	36900	413577.59	2831113.37	413623.45	2831173.98	413534.14	2831055.96
728	36950	413617.06	2831082.69	413663.88	2831142.55	413596.13	2831055.89
729	37000	413656.45	2831051.88	413703.27	2831111.75	413635.52	2831025.09
730	37050	413695.83	2831021.08	413729.12	2831063.60	413671.21	2830989.56
731	37100	413735.21	2830990.27	413754.95	2831015.47	413710.59	2830958.75
732	37150	413774.60	2830959.47	413794.33	2830984.66	413756.13	2830935.83
733	37200	413813.76	2830928.38	413834.08	2830953.09	413794.73	2830905.18
734	37250	413851.23	2830895.30	413892.47	2830938.87	413827.88	2830870.57
735	37300	413886.57	2830859.93	413930.35	2830900.95	413861.78	2830836.65
736	37350	413919.63	2830822.44	413965.79	2830860.75	413890.41	2830798.13

Development, Maintenance, Management and Operation of Greenfield High-Speed Corridor from Mawlyngkhung (near Shillong) in Meghalaya to Panchgram (near Silchar) in Assam by 4-Laning with Paved Shoulders on Hybrid Annuity Basis. (Package-1: From Km 0+000 to Km 45+645, Design Length - 45.645 Km)

S. No.	Design Chainage	CENTRELINE		LEFT		RIGHT	
		Easting	Northing	Easting	Northing	Easting	Northing
737	37400	413950.28	2830782.94	413998.66	2830818.43	413919.67	2830760.43
738	37450	413978.41	2830741.62	414029.15	2830773.63	413936.14	2830714.89
739	37500	414003.90	2830698.61	414079.24	2830740.06	413960.11	2830674.47
740	37550	414026.66	2830654.10	414104.34	2830690.96	413994.14	2830638.63
741	37600	414046.59	2830608.25	414126.35	2830640.39	414013.21	2830594.76
742	37650	414063.74	2830561.29	414097.79	2830572.99	414003.24	2830540.44
743	37700	414080.01	2830514.01	414114.06	2830525.70	414019.50	2830493.17
744	37750	414096.27	2830466.73	414122.28	2830475.65	414070.27	2830457.76
745	37800	414112.53	2830419.45	414138.55	2830428.37	414086.54	2830410.48
746	37850	414128.80	2830372.17	414154.81	2830381.09	414102.80	2830363.20
747	37900	414145.06	2830324.89	414171.07	2830333.81	414119.06	2830315.92
748	37950	414161.32	2830277.60	414187.33	2830286.52	414135.33	2830268.64
749	38000	414177.58	2830230.32	414203.60	2830239.24	414151.59	2830221.35
750	38050	414193.85	2830183.04	414226.01	2830194.08	414159.81	2830171.31
751	38100	414210.35	2830135.84	414242.27	2830147.56	414176.57	2830123.39
752	38150	414229.03	2830089.47	414285.87	2830114.24	414186.88	2830071.06
753	38200	414250.56	2830044.36	414305.53	2830073.04	414209.80	2830023.04
754	38250	414274.88	2830000.68	414300.61	2830016.12	414223.48	2829969.75
755	38300	414301.87	2829958.60	414326.64	2829975.56	414252.42	2829924.64
756	38350	414331.44	2829918.29	414355.14	2829936.70	414288.85	2829885.11
757	38400	414363.47	2829879.91	414385.92	2829899.82	414323.13	2829844.02
758	38450	414397.17	2829842.97	414419.27	2829863.26	414375.11	2829822.65
759	38500	414431.01	2829806.16	414453.12	2829826.45	414408.95	2829785.84
760	38550	414464.85	2829769.36	414486.96	2829789.64	414442.79	2829749.03
761	38600	414498.69	2829732.55	414520.80	2829752.83	414476.63	2829712.22
762	38650	414532.54	2829695.74	414554.64	2829716.03	414510.47	2829675.42
763	38700	414566.38	2829658.93	414592.15	2829682.61	414544.30	2829638.62
764	38750	414600.22	2829622.13	414640.72	2829659.34	414578.14	2829601.81
765	38800	414634.06	2829585.32	414674.56	2829622.53	414615.67	2829568.39
766	38850	414667.90	2829548.51	414714.29	2829591.14	414649.51	2829531.58
767	38900	414701.74	2829511.71	414740.77	2829547.56	414683.35	2829494.77
768	38950	414735.58	2829474.90	414774.61	2829510.76	414717.19	2829457.96
769	39000	414769.42	2829438.09	414789.68	2829456.69	414749.19	2829419.47
770	39050	414803.26	2829401.28	414823.52	2829419.88	414783.03	2829382.66
771	39100	414837.70	2829365.04	414856.99	2829384.65	414818.44	2829345.42
772	39150	414875.38	2829332.22	414891.40	2829354.60	414859.42	2829309.82
773	39200	414916.84	2829304.34	414930.83	2829328.01	414902.93	2829280.61
774	39250	414961.46	2829281.84	414973.34	2829306.69	414949.70	2829256.97
775	39300	415008.54	2829265.09	415015.88	2829291.59	415001.34	2829238.54
776	39350	415057.33	2829254.33	415062.33	2829281.40	415052.52	2829227.25
777	39400	415107.09	2829249.74	415107.31	2829285.76	415107.12	2829221.74

Development, Maintenance, Management and Operation of Greenfield High-Speed Corridor from Mawlyngkhung (near Shillong) in Meghalaya to Panchgram (near Silchar) in Assam by 4-Laning with Paved Shoulders on Hybrid Annuity Basis. (Package-1: From Km 0+000 to Km 45+645, Design Length - 45.645 Km)

S. No.	Design Chainage	CENTRELINE		LEFT		RIGHT	
		Easting	Northing	Easting	Northing	Easting	Northing
778	39450	415157.03	2829251.39	415154.09	2829287.29	415159.53	2829223.51
779	39500	415206.37	2829259.26	415190.72	2829318.30	415215.82	2829224.50
780	39550	415254.35	2829273.21	415233.60	2829330.58	415263.92	2829247.44
781	39600	415300.22	2829293.04	415288.70	2829318.05	415312.03	2829268.21
782	39650	415343.25	2829318.43	415327.56	2829341.02	415359.26	2829296.07
783	39700	415382.79	2829348.99	415365.17	2829370.13	415400.70	2829328.14
784	39750	415418.51	2829383.94	415398.69	2829403.00	415438.63	2829365.19
785	39800	415452.62	2829420.51	415432.63	2829439.40	415479.85	2829395.46
786	39850	415486.68	2829457.11	415466.69	2829476.00	415513.91	2829432.06
787	39900	415520.74	2829493.72	415495.26	2829517.71	415561.88	2829455.72
788	39950	415554.82	2829530.30	415529.48	2829554.44	415595.75	2829492.08
789	40000	415590.31	2829565.50	415567.83	2829592.33	415626.73	2829522.91
790	40050	415629.56	2829596.43	415606.56	2829629.16	415662.20	2829550.90
791	40100	415672.35	2829622.23	415660.67	2829647.15	415684.46	2829597.52
792	40150	415718.02	2829642.49	415708.54	2829668.30	415727.99	2829616.85
793	40200	415765.87	2829656.90	415759.50	2829691.35	415771.82	2829627.47
794	40250	415815.13	2829665.24	415811.76	2829700.07	415818.56	2829635.43
795	40300	415865.06	2829667.36	415864.83	2829694.86	415865.89	2829639.83
796	40350	415914.85	2829663.25	415919.32	2829690.38	415911.01	2829636.02
797	40400	415963.75	2829652.96	415970.53	2829679.61	415957.60	2829626.12
798	40450	416010.99	2829636.66	416021.85	2829661.93	416000.76	2829611.13
799	40500	416056.53	2829616.05	416068.57	2829640.78	416045.12	2829591.03
800	40550	416101.76	2829594.73	416111.45	2829614.49	416083.31	2829554.79
801	40600	416146.99	2829573.41	416156.68	2829593.17	416128.54	2829533.47
802	40650	416192.21	2829552.09	416224.19	2829619.93	416149.58	2829461.64
803	40700	416237.44	2829530.77	416269.42	2829598.61	416194.80	2829440.32
804	40750	416282.67	2829509.46	416294.71	2829534.18	416240.03	2829419.00
805	40800	416327.60	2829487.54	416341.24	2829511.43	416281.03	2829399.05
806	40850	416370.83	2829462.43	416386.16	2829485.27	416317.04	2829378.13
807	40900	416411.81	2829433.82	416446.62	2829478.95	416382.43	2829394.60
808	40950	416450.27	2829401.89	416488.26	2829444.38	416418.13	2829364.88
809	41000	416485.94	2829366.87	416517.62	2829397.40	416451.21	2829332.26
810	41050	416518.57	2829329.01	416552.39	2829357.16	416481.43	2829296.98
811	41100	416548.66	2829289.07	416584.24	2829314.96	416518.38	2829266.12
812	41150	416578.44	2829248.91	416614.02	2829274.79	416548.16	2829225.95
813	41200	416608.22	2829208.75	416650.23	2829239.40	416577.94	2829185.79
814	41250	416638.00	2829168.58	416661.54	2829185.53	416607.72	2829145.63
815	41300	416667.78	2829128.42	416691.32	2829145.37	416634.29	2829103.08
816	41350	416697.57	2829088.26	416721.10	2829105.21	416664.07	2829062.92
817	41400	416727.35	2829048.10	416750.88	2829065.04	416699.47	2829026.92
818	41450	416756.86	2829007.74	416810.45	2829044.54	416728.36	2828987.42

Development, Maintenance, Management and Operation of Greenfield High-Speed Corridor from Mawlyngkhung (near Shillong) in Meghalaya to Panchgram (near Silchar) in Assam by 4-Laning with Paved Shoulders on Hybrid Annuity Basis. (Package-1: From Km 0+000 to Km 45+645, Design Length - 45.645 Km)

S. No.	Design Chainage	CENTRELINE		LEFT		RIGHT	
		Easting	Northing	Easting	Northing	Easting	Northing
819	41500	416783.20	2828965.27	416839.48	2828997.82	416735.91	2828937.05
820	41550	416804.10	2828919.88	416864.71	2828943.35	416753.08	2828899.30
821	41600	416819.17	2828872.24	416863.18	2828881.69	416786.09	2828864.36
822	41650	416828.18	2828823.10	416872.78	2828829.10	416794.56	2828817.78
823	41700	416831.02	2828773.21	416884.01	2828772.66	416778.01	2828772.84
824	41750	416829.50	2828723.23	416882.44	2828720.60	416776.53	2828724.96
825	41800	416827.44	2828673.28	416893.37	2828670.11	416773.47	2828675.04
826	41850	416825.39	2828623.32	416891.31	2828620.15	416771.41	2828625.08
827	41900	416823.33	2828573.36	416889.26	2828570.19	416769.36	2828575.13
828	41950	416821.27	2828523.40	416853.23	2828521.63	416767.30	2828525.17
829	42000	416819.22	2828473.45	416851.17	2828471.67	416779.23	2828474.63
830	42050	416817.16	2828423.49	416849.11	2828421.72	416777.17	2828424.68
831	42100	416815.10	2828373.53	416870.01	2828370.18	416765.10	2828374.49
832	42150	416813.05	2828323.57	416867.95	2828320.22	416763.04	2828324.54
833	42200	416810.99	2828273.62	416865.90	2828270.26	416760.99	2828274.58
834	42250	416808.93	2828223.66	416898.81	2828218.86	416745.94	2828225.16
835	42300	416806.88	2828173.70	416896.75	2828168.90	416743.88	2828175.20
836	42350	416804.82	2828123.74	416877.71	2828119.65	416704.90	2828127.86
837	42400	416802.76	2828073.78	416875.66	2828069.69	416702.85	2828077.90
838	42450	416800.71	2828023.83	416894.58	2828018.87	416700.79	2828027.94
839	42500	416798.65	2827973.87	416892.52	2827968.91	416698.73	2827977.98
840	42550	416796.59	2827923.91	416890.47	2827918.95	416696.68	2827928.02
841	42600	416794.53	2827873.95	416830.46	2827871.38	416694.62	2827878.07
842	42650	416792.48	2827824.00	416857.42	2827821.32	416692.56	2827828.11
843	42700	416790.42	2827774.04	416826.35	2827771.46	416747.41	2827774.71
844	42750	416788.36	2827724.08	416824.29	2827721.51	416745.36	2827724.76
845	42800	416785.50	2827674.17	416821.23	2827669.66	416755.53	2827675.93
846	42850	416777.85	2827624.79	416812.77	2827616.01	416748.30	2827630.15
847	42900	416764.11	2827576.75	416797.63	2827563.61	416735.48	2827585.82
848	42950	416744.48	2827530.80	416768.54	2827517.44	416719.43	2827542.20
849	43000	416720.30	2827487.05	416743.54	2827472.31	416695.95	2827499.89
850	43050	416695.22	2827443.78	416718.47	2827429.05	416670.88	2827456.63
851	43100	416670.15	2827400.52	416693.40	2827385.79	416645.81	2827413.37
852	43150	416645.08	2827357.26	416696.45	2827326.23	416597.81	2827383.39
853	43200	416620.01	2827314.00	416671.37	2827282.97	416572.74	2827340.13
854	43250	416594.94	2827270.74	416646.30	2827239.71	416516.52	2827314.92
855	43300	416569.87	2827227.48	416611.40	2827203.42	416492.00	2827272.61
856	43350	416544.80	2827184.22	416586.33	2827160.16	416466.93	2827229.35
857	43400	416519.73	2827140.96	416561.26	2827116.90	416480.79	2827163.53
858	43450	416494.66	2827097.70	416543.97	2827069.12	416455.72	2827120.27
859	43500	416469.58	2827054.44	416518.90	2827025.86	416430.65	2827077.01

Development, Maintenance, Management and Operation of Greenfield High-Speed Corridor from Mawlyngkhung (near Shillong) in Meghalaya to Panchgram (near Silchar) in Assam by 4-Laning with Paved Shoulders on Hybrid Annuity Basis. (Package-1: From Km 0+000 to Km 45+645, Design Length - 45.645 Km)

S. No.	Design Chainage	CENTRELINE		LEFT		RIGHT	
		Easting	Northing	Easting	Northing	Easting	Northing
860	43550	416444.71	2827011.07	416494.61	2826983.54	416405.31	2827032.81
861	43600	416422.74	2826966.19	416475.33	2826944.21	416371.07	2826987.77
862	43650	416406.39	2826918.97	416452.64	2826906.13	416352.43	2826933.95
863	43700	416396.06	2826870.08	416443.55	2826863.11	416340.66	2826878.21
864	43750	416391.91	2826820.29	416439.90	2826819.29	416335.92	2826821.45
865	43800	416393.46	2826770.33	416441.35	2826773.52	416338.93	2826777.22
866	43850	416397.07	2826720.46	416444.94	2826723.96	416342.48	2826726.49
867	43900	416400.71	2826670.59	416465.54	2826675.33	416346.13	2826676.63
868	43950	416404.36	2826620.72	416469.19	2826625.46	416349.77	2826626.76
869	44000	416408.01	2826570.86	416472.83	2826575.60	416353.42	2826576.89
870	44050	416411.65	2826520.99	416476.48	2826525.73	416348.09	2826526.37
871	44100	416415.30	2826471.12	416480.12	2826475.86	416351.73	2826476.50
872	44150	416419.28	2826421.28	416469.05	2826426.06	416355.61	2826425.75
873	44200	416425.09	2826371.63	416474.62	2826378.47	416369.22	2826374.46
874	44250	416432.97	2826322.25	416482.17	2826331.15	416377.03	2826322.76
875	44300	416442.89	2826273.25	416513.14	2826289.01	416386.98	2826271.43
876	44350	416454.85	2826224.71	416524.38	2826243.38	416399.06	2826220.55
877	44400	416468.82	2826176.70	416537.51	2826198.25	416413.25	2826170.23
878	44450	416484.77	2826129.32	416552.51	2826153.71	416412.54	2826114.58
879	44500	416502.69	2826082.64	416562.87	2826107.19	416431.13	2826064.91
880	44550	416522.53	2826036.75	416581.64	2826063.79	416451.78	2826016.05
881	44600	416544.27	2825991.73	416602.20	2826021.21	416480.70	2825971.22
882	44650	416567.87	2825947.65	416624.52	2825979.52	416505.21	2825924.52
883	44700	416593.13	2825904.51	416648.93	2825937.85	416528.75	2825877.73
884	44750	416618.78	2825861.59	416690.03	2825904.17	416554.43	2825834.77
885	44800	416644.43	2825818.67	416715.68	2825861.25	416562.91	2825781.59
886	44850	416670.09	2825775.75	416741.33	2825818.33	416588.56	2825738.67
887	44900	416695.74	2825732.83	416766.98	2825775.41	416614.21	2825695.76
888	44950	416721.39	2825689.91	416792.63	2825732.50	416639.86	2825652.84
889	45000	416747.04	2825647.00	416818.29	2825689.58	416665.52	2825609.92
890	45050	416772.69	2825604.08	416843.94	2825646.66	416697.18	2825570.59
891	45100	416798.34	2825561.16	416869.59	2825603.74	416722.83	2825527.67
892	45150	416824.00	2825518.24	416881.51	2825552.61	416748.48	2825484.76
893	45200	416849.65	2825475.32	416907.16	2825509.69	416774.13	2825441.84
894	45250	416875.30	2825432.40	416922.51	2825460.62	416814.37	2825407.64
895	45300	416900.95	2825389.49	416948.16	2825417.70	416860.61	2825365.37
896	45350	416926.60	2825346.57	416960.94	2825367.09	416893.13	2825326.56
897	45400	416952.25	2825303.65	416986.59	2825324.17	416918.78	2825283.64
898	45450	416977.91	2825260.73	417012.24	2825281.25	416944.43	2825240.72
899	45500	417003.56	2825217.81	417034.46	2825236.28	416970.08	2825197.80
900	45550	417028.94	2825174.74	417060.28	2825192.45	416994.99	2825155.54

Development, Maintenance, Management and Operation of Greenfield High-Speed Corridor from Mawlyngkhung (near Shillong) in Meghalaya to Panchgram (near Silchar) in Assam by 4-Laning with Paved Shoulders on Hybrid Annuity Basis. (Package-1: From Km 0+000 to Km 45+645, Design Length - 45.645 Km)

S. No.	Design Chainage	CENTRELINE		LEFT		RIGHT	
		Easting	Northing	Easting	Northing	Easting	Northing
901	45600	417051.54	2825130.16	417084.53	2825144.59	417015.81	2825114.53
902	45645	417067.22	2825088.01	417095.91	2825096.75	417030.87	2825076.92

TRUMPET INTERCHANGE (CH. 0+000-0+600 KM)

TRUMPET INTERCHANGE (CH. 0+000-0+600 KM)				
S. No.	TRUMPET LHS PART		TRUMPET RHS PART	
	Easting	Northing	Easting	Northing
1	390577.08	2840768.35	390270.32	2840773.81
2	390584.39	2840761.52	390269.34	2840763.86
3	390579.97	2840752.62	390268.67	2840753.88
4	390575.44	2840743.71	390268.29	2840743.89
5	390570.92	2840734.79	390268.22	2840733.89
6	390566.39	2840725.87	390268.48	2840723.90
7	390561.87	2840716.95	390270.40	2840714.10
8	390556.96	2840708.25	390274.05	2840704.81
9	390551.09	2840700.16	390279.30	2840696.31
10	390544.47	2840692.67	390285.98	2840688.89
11	390537.17	2840685.84	390293.88	2840682.79
12	390529.51	2840679.41	390302.75	2840678.20
13	390521.85	2840672.98	390312.30	2840675.27
14	390514.20	2840666.55	390322.22	2840674.10
15	390506.54	2840660.11	390332.19	2840674.72
16	390498.94	2840653.62	390341.88	2840677.12
17	390492.10	2840646.34	390350.99	2840681.21
18	390487.00	2840637.77	390359.44	2840686.55
19	390483.91	2840628.28	390367.95	2840691.81
20	390482.99	2840618.34	390376.46	2840697.05
21	390484.28	2840608.44	390384.98	2840702.29
22	390487.72	2840599.08	390393.50	2840707.53
23	390492.90	2840590.53	390402.01	2840712.77
24	390498.51	2840582.25	390410.53	2840718.01
25	390504.11	2840573.96	390419.05	2840723.25
26	390509.35	2840565.45	390427.69	2840728.28
27	390513.55	2840556.38	390436.49	2840733.03
28	390517.09	2840547.03	390445.28	2840737.79
29	390519.94	2840537.44	390454.08	2840742.55
30	390522.09	2840527.68	390462.88	2840747.30
31	390523.53	2840517.79	390471.64	2840752.12
32	390524.26	2840507.82	390480.39	2840756.95
33	390524.26	2840497.82	390489.1457	2840761.788
34	390523.55	2840487.85	390497.8991	2840766.623

TRUMPET INTERCHANGE (CH. 0+000-0+600 KM)				
S. No.	TRUMPET LHS PART		TRUMPET RHS PART	
	Easting	Northing	Easting	Northing
35	390522.12	2840477.95	390506.1377	2840767.406
36	390519.97	2840468.19	390513.4045	2840760.537
37	390517.13	2840458.60	390520.4921	2840760.274
38	390513.48	2840449.30	390527.3758	2840767.527
39	390509.29	2840440.22	390534.2595	2840774.781
40	390504.98	2840431.20	390541.1432	2840782.035
41	390500.29	2840422.37	390548.0269	2840789.288
42	390495.05	2840413.85	390555.1454	2840788.813
43	390489.20	2840405.74		
44	390482.77	2840398.09		
45	390475.79	2840390.93		
46	390468.30	2840384.31		
47	390460.33	2840378.27		
48	390451.95	2840372.83		
49	390443.18	2840368.02		
50	390434.08	2840363.88		
51	390424.70	2840360.42		
52	390415.09	2840357.67		
53	390405.30	2840355.63		
54	390395.39	2840354.33		
55	390385.41	2840353.76		
56	390375.41	2840353.93		
57	390365.45	2840354.84		
58	390355.59	2840356.49		
59	390345.88	2840358.86		
60	390336.37	2840361.94		
61	390327.11	2840365.72		
62	390318.16	2840370.17		
63	390309.56	2840375.27		
64	390301.37	2840381.00		
65	390293.62	2840387.32		
66	390286.36	2840394.19		
67	390279.63	2840401.58		
68	390273.46	2840409.45		
69	390267.89	2840417.75		
70	390262.95	2840426.44		
71	390258.55	2840435.42		
72	390254.51	2840444.57		
73	390250.57	2840453.76		
74	390246.64	2840462.96		

TRUMPET INTERCHANGE (CH. 0+000-0+600 KM)				
S. No.	TRUMPET LHS PART		TRUMPET RHS PART	
	Easting	Northing	Easting	Northing
75	390242.71	2840472.15		
76	390238.78	2840481.35		
77	390234.85	2840490.54		
78	390229.33	2840495.98		
79	390219.98	2840492.41		
80	390210.64	2840488.84		
81	390201.30	2840485.27		
82	390191.96	2840481.70		
83	390182.62	2840478.13		
84	390173.28	2840474.55		
85	390163.94	2840470.98		
86	390154.60	2840467.41		
87	390147.32	2840474.16		
88	390140.07	2840481.04		
89	390136.42	2840488.15		
90	390142.77	2840495.87		
91	390149.13	2840503.60		
92	390153.05	2840512.70		
93	390155.73	2840522.33		
94	390157.22	2840532.21		
95	390157.50	2840542.20		
96	390156.58	2840552.15		
97	390154.46	2840561.92		
98	390151.78	2840571.55		
99	390148.97	2840581.15		
100	390145.84	2840590.64		
101	390142.90	2840600.20		
102	390140.17	2840609.82		
103	390137.64	2840619.49		
104	390135.30	2840629.22		
105	390133.17	2840638.99		
106	390131.25	2840648.80		
107	390129.53	2840658.65		
108	390128.01	2840668.54		
109	390126.71	2840678.45		
110	390125.60	2840688.39		
111	390124.71	2840698.35		
112	390124.02	2840708.33		
113	390123.54	2840718.31		
114	390123.27	2840728.31		

Development, Maintenance, Management and Operation of Greenfield High-Speed Corridor from Mawlyngkhung (near Shillong) in Meghalaya to Panchgram (near Silchar) in Assam by 4-Laning with Paved Shoulders on Hybrid Annuity Basis. (Package-1: From Km 0+000 to Km 45+645, Design Length - 45.645 Km)

TRUMPET INTERCHANGE (CH. 0+000-0+600 KM)				
S. No.	TRUMPET LHS PART		TRUMPET RHS PART	
	Easting	Northing	Easting	Northing
115	390123.21	2840738.31		
116	390123.35	2840748.31		
117	390123.71	2840758.30		
118	390124.27	2840768.29		
119	390125.04	2840778.26		
120	390126.02	2840788.21		

INTERCHANGE @12+700 Km Connecting Road HSC to Ex. NH-06)

Coordinate System - Universal Transverse Mercator (UTM)-WGS84 (Zone 46N) _PKG -01 INTERCHANGE @12+700 Km _Connecting Road HSC to Ex. NH-06)							
Sr. no.	Design Chainage	CENTRELINE		LEFT SIDE		RIGHT SIDE	
		Easting	Northing	Easting	Northing	Easting	Northing
1	0.0	398984.5	2844398.0				
2	10.0	398980.3	2844388.9				
3	20.0	398976.1	2844379.8				
4	30.0	398972.0	2844370.7				
5	40.0	398967.8	2844361.6	398982.4	2844355.0	398953.3	2844368.3
6	50.0	398963.7	2844352.5	398978.2	2844345.9	398949.1	2844359.2
7	60.0	398959.5	2844343.4	398974.1	2844336.8	398945.0	2844350.1
8	70.0	398955.4	2844334.3	398969.9	2844327.7	398940.8	2844341.0
9	80.0	398951.2	2844325.2	398965.8	2844318.6	398936.6	2844331.9
10	90.0	398947.0	2844316.1	398961.6	2844309.5	398932.5	2844322.8
11	100.0	398942.9	2844307.0	398957.4	2844300.4	398928.3	2844313.7
12	110.0	398938.7	2844298.0	398953.3	2844291.3	398924.2	2844304.6
13	120.0	398934.6	2844288.9	398949.1	2844282.2	398920.0	2844295.5
14	130.0	398930.4	2844279.8	398945.0	2844273.1	398915.9	2844286.4
15	140.0	398926.3	2844270.7	398940.8	2844264.0	398911.7	2844277.3
16	150.0	398922.1	2844261.6	398936.7	2844254.9	398907.6	2844268.2
17	160.0	398918.0	2844252.5	398932.5	2844245.8	398903.4	2844259.1
18	170.0	398913.8	2844243.4	398928.3	2844236.7	398899.2	2844250.0
19	180.0	398909.6	2844234.3	398924.2	2844227.6	398895.1	2844240.9
20	190.0	398905.5	2844225.2	398920.0	2844218.5	398890.9	2844231.8
21	200.0	398901.3	2844216.1	398915.9	2844209.4	398886.8	2844222.7
22	210.0	398897.2	2844207.0	398911.7	2844200.4	398882.6	2844213.6
23	220.0	398893.0	2844197.9	398907.6	2844191.3	398878.5	2844204.6
24	230.0	398888.9	2844188.8	398903.4	2844182.2	398874.3	2844195.5
25	240.0	398884.7	2844179.7	398899.3	2844173.1	398870.2	2844186.4
26	250.0	398880.5	2844170.6	398895.1	2844164.0	398866.0	2844177.3
27	260.0	398876.4	2844161.5	398890.9	2844154.9	398861.8	2844168.2

Coordinate System - Universal Transverse Mercator (UTM)-WGS84 (Zone 46N) _PKG -01							
INTERCHANGE @12+700 Km _Connecting Road HSC to Ex. NH-06)							
Sr. no.	Design Chainage	CENTRELINE		LEFT SIDE		RIGHT SIDE	
		Easting	Northing	Easting	Northing	Easting	Northing
28	270.0	398872.2	2844152.4	398886.8	2844145.8	398857.7	2844159.1
29	280.0	398868.1	2844143.3	398882.6	2844136.7	398853.5	2844150.0
30	290.0	398863.9	2844134.2	398878.5	2844127.6	398849.4	2844140.9
31	300.0	398859.8	2844125.1	398874.3	2844118.5	398845.2	2844131.8

INTERCHANGE @27+170 Km Ex. NH-06

Coordinate System - Universal Transverse Mercator (UTM)-WGS84 (Zone 46N)							
INTERCHANGE @27+170 Km Ex. NH-06 Road PROW							
Sr. no.	Design Chainage	CENTRELINE		LEFT SIDE		RIGHT SIDE	
		Easting	Northing	Easting	Northing	Easting	Northing
1	0	405220.8	2835162	405236.0391	2835169.424	405205.5292	2835154.419
2	10	405225.2	2835153	405240.4523	2835160.45	405209.9424	2835145.445
3	20	405229.6	2835144	405244.8655	2835151.477	405214.3557	2835136.472
4	30	405234	2835135	405249.2787	2835142.503	405218.7689	2835127.498
5	40	405238.4	2835126	405253.692	2835133.53	405223.1821	2835118.525
6	50	405242.9	2835117	405258.1052	2835124.556	405227.5954	2835109.552
7	60	405247.3	2835108	405262.5184	2835115.583	405232.0086	2835100.578
8	70	405251.7	2835099	405266.9317	2835106.61	405236.4218	2835091.605
9	80	405256.1	2835090	405271.3449	2835097.636	405240.835	2835082.631
10	90	405260.5	2835081	405275.7581	2835088.663	405245.2483	2835073.658
11	100	405264.9	2835072	405280.1713	2835079.689	405249.6615	2835064.684
12	110	405269.3	2835063	405284.5846	2835070.716	405254.0747	2835055.711
13	120	405273.7	2835054	405288.9978	2835061.742	405258.4879	2835046.737
14	130	405278.2	2835045	405293.411	2835052.769	405262.9012	2835037.764
15	140	405282.6	2835036	405297.8242	2835043.795	405267.3144	2835028.79
16	150	405287	2835027	405302.2375	2835034.822	405271.7276	2835019.817
17	160	405291.4	2835018	405306.6507	2835025.848	405276.1409	2835010.843
18	170	405295.8	2835009	405311.0639	2835016.875	405280.5541	2835001.87
19	180	405300.2	2835000	405315.4847	2835007.883	405284.9573	2834992.914
20	190	405304.6	2834991	405319.9481	2834998.627	405289.1819	2834984.155
21	200	405308.7	2834982	405324.3042	2834988.965	405293.0469	2834975.586

Coordinate System - Universal Transverse Mercator (UTM)-WGS84 (Zone 46N) INTERCHANGE @27+170 Km Ex. NH-06 Road PROW							
Sr. no.	Design Chainage	CENTRELINE		LEFT SIDE		RIGHT SIDE	
		Easting	Northing	Easting	Northing	Easting	Northing
22	210	405312.4	2834973	405328.3423	2834978.817	405296.4048	2834967.155
23	220	405315.5	2834963	405331.8106	2834968.243	405299.1692	2834958.728
24	230	405318	2834954	405334.5679	2834957.459	405301.3651	2834950.139
25	240	405319.8	2834944	405336.6006	2834946.515	405302.984	2834941.423
26	250	405321	2834934	405337.8998	2834935.46	405304.0186	2834932.619
27	260	405321.5	2834924	405338.4596	2834924.342	405304.4645	2834923.765
28	270	405321.3	2834914	405338.2775	2834913.213	405304.3195	2834914.901
29	280	405320.5	2834904	405337.3545	2834902.12	405303.5844	2834906.067
30	290	405319	2834894	405335.6945	2834891.113	405302.2623	2834897.301
31	300	405316.8	2834884	405333.3049	2834880.241	405300.3593	2834888.643
32	310	405314	2834875	405330.1964	2834869.553	405297.8837	2834880.13
33	320	405310.6	2834865	405326.3828	2834859.095	405294.8465	2834871.802
34	330	405306.6	2834856	405321.881	2834848.915	405291.2612	2834863.694
35	340	405301.9	2834847	405316.711	2834839.057	405287.1438	2834855.843
36	350	405296.7	2834839	405321.7483	2834822.408	405271.6601	2834855.441
37	360	405290.9	2834831	405314.8128	2834812.618	405267.0364	2834848.914
38	370	405284.6	2834823	405307.2405	2834803.312	405261.9882	2834842.71
39	380	405277.8	2834816	405299.0651	2834794.531	405256.538	2834836.856
40	390	405270.5	2834809	405290.3229	2834786.314	405250.7098	2834831.378
41	400	405262.8	2834802	405281.0527	2834778.697	405244.5297	2834826.3
42	410	405254.7	2834797	405271.2957	2834771.715	405238.025	2834821.646
43	420	405246.2	2834791	405261.0953	2834765.399	405231.2247	2834817.435
44	430	405237.3	2834787				
45	440	405228.3	2834783				
46	450	405219	2834779				
47	460	405209.8	2834775				
48	470	405200.5	2834771				
49	480	405191.2	2834767				

Coordinate System - Universal Transverse Mercator (UTM)-WGS84 (Zone 46N) INTERCHANGE @27+170 Km Ex. NH-06 Road PROW							
Sr. no.	Design Chainage	CENTRELINE		LEFT SIDE		RIGHT SIDE	
		Easting	Northing	Easting	Northing	Easting	Northing
50	490	405181.9	2834764				
51	500	405172.6	2834760				
52	510	405163.3	2834756				
53	520	405154.1	2834753				
54	530	405144.8	2834749				
55	540	405135.5	2834745				
56	550	405126.2	2834741				
57	560	405116.9	2834738				
58	570	405107.6	2834734				
59	580	405098.3	2834730	405113.1863	2834693.221	405083.4925	2834767.506
60	590	405089.1	2834727	405103.9007	2834689.509	405074.2069	2834763.794
61	600	405079.8	2834723	405094.615	2834685.797	405064.9212	2834760.082
62	610	405070.5	2834719	405085.3294	2834682.085	405055.6356	2834756.371
63	620	405061.2	2834716	405076.0438	2834678.374	405046.35	2834752.659
64	630	405051.9	2834712	405066.7581	2834674.662	405037.0643	2834748.947
65	640	405042.6	2834708	405057.4725	2834670.95	405027.7787	2834745.235
66	650	405033.3	2834704	405048.1868	2834667.238	405018.493	2834741.524
67	660	405024.1	2834701	405038.9012	2834663.527	405009.2074	2834737.812
68	670	405014.8	2834697	405029.6156	2834659.815	404999.9218	2834734.1
69	680	405005.5	2834693	405020.3299	2834656.103	404990.6361	2834730.388
70	690	404996.2	2834690	405005.4767	2834666.32	404986.9181	2834712.748
71	700	404986.9	2834686	404996.135	2834662.592	404977.6846	2834709.063
72	710	404977.6	2834682	404986.5467	2834658.841	404968.6472	2834705.528
73	720	404968.2	2834679	404976.7191	2834655.181	404959.7331	2834702.207
74	730	404958.8	2834675	404966.8085	2834651.713	404950.7664	2834699.069
75	740	404949.3	2834672	404956.8526	2834648.449	404941.7176	2834696.104
76	750	404939.7	2834669	404947.0468	2834645.402	404932.4245	2834693.216
77	760	404930.2	2834666	404937.4407	2834642.478	404922.8972	2834690.316

Coordinate System - Universal Transverse Mercator (UTM)-WGS84 (Zone 46N) INTERCHANGE @27+170 Km Ex. NH-06 Road PROW							
Sr. no.	Design Chainage	CENTRELINE		LEFT SIDE		RIGHT SIDE	
		Easting	Northing	Easting	Northing	Easting	Northing
78	770	404920.6	2834663	404927.8827	2834639.572	404913.3202	2834687.404
79	780	404911	2834661	404918.4785	2834636.682	404903.6066	2834684.419
80	790	404901.5	2834658	404909.2941	2834633.755	404893.7357	2834681.273
81	800	404892	2834654	404900.353	2834630.723	404883.7365	2834677.882
82	810	404882.7	2834651	404891.6811	2834627.526	404873.6442	2834674.16
83	820	404873.4	2834647	404883.2441	2834624.09	404863.5597	2834670.052
84	830	404864.3	2834643	404874.9382	2834620.356	404853.6252	2834665.586
85	840	404855.3	2834639	404866.7709	2834616.328	404843.8565	2834660.768
86	850	404846.5	2834634	404854.8348	2834618.985	404838.1839	2834648.629
87	860	404837.9	2834629	404846.7293	2834614.24	404829.0306	2834643.27
88	870	404829.4	2834623	404838.7984	2834609.208	404820.0744	2834637.588
89	880	404821.2	2834618	404831.0522	2834603.897	404811.3268	2834631.59
90	890	404813.1	2834612	404823.5007	2834598.312	404802.799	2834625.283
91	900	404805.3	2834606	404816.1533	2834592.461	404794.5018	2834618.676
92	910	404797.7	2834599	404809.0196	2834586.352	404786.4458	2834611.777
93	920	404790.4	2834592	404802.1085	2834579.991	404778.6413	2834604.594
94	930	404783.3	2834585	404795.429	2834573.388	404771.0982	2834597.137
95	940	404776.4	2834578	404788.9895	2834566.551	404763.8263	2834589.416
96	950	404769.8	2834570	404782.7982	2834559.488	404756.8346	2834581.44
97	960	404763.5	2834563	404776.822	2834552.172	404750.1584	2834573.268
98	970	404757.4	2834555	404770.9753	2834544.581	404743.8003	2834565.015
99	980	404751.5	2834547	404765.2063	2834536.763	404737.6942	2834556.74
100	990	404745.6	2834539	404759.4584	2834528.763	404731.7726	2834548.498
101	1000	404739.8	2834530	404753.6774	2834520.633	404725.9632	2834540.329
102	1010	404734	2834522	404747.8846	2834512.482	404720.1703	2834532.178
103	1020	404728.2	2834514	404742.0917	2834504.331	404714.3775	2834524.026
104	1030	404722.4	2834506	404736.2989	2834496.179	404708.5846	2834515.875
105	1040	404716.6	2834498	404730.5061	2834488.028	404702.7918	2834507.724

Coordinate System - Universal Transverse Mercator (UTM)-WGS84 (Zone 46N) INTERCHANGE @27+170 Km Ex. NH-06 Road PROW							
Sr. no.	Design Chainage	CENTRELINE		LEFT SIDE		RIGHT SIDE	
		Easting	Northing	Easting	Northing	Easting	Northing
106	1050	404710.9	2834490	404724.7132	2834479.877	404696.9989	2834499.573
107	1060	404705.1	2834482	404718.9204	2834471.726	404691.2061	2834491.421
108	1070	404699.3	2834473	404713.1275	2834463.574	404685.4133	2834483.27
109	1080	404693.5	2834465	404707.3347	2834455.423	404679.6204	2834475.119
110	1081	404692.8	2834464	404706.7554	2834454.608	404679.0411	2834474.304

EX. 4 Lane Under Construction Road @Ch. 44+935 Km

Coordinate System - Universal Transverse Mercator (UTM)-WGS84 (Zone 46N) EX. 4 Lane Under Construction Road PROW @Ch. 44+935 Km							
Sr. no.	Design Chainage	CENTRELINE		LEFT SIDE		RIGHT SIDE	
		Easting	Northing	Easting	Northing	Easting	Northing
1	0	416360.4	2825622	416367.5	2825648	416353.2	2825595
2	10	416370	2825619	416377.2	2825646	416362.9	2825593
3	20	416379.7	2825617	416386.8	2825643	416372.5	2825590
4	30	416389.3	2825614	416396.5	2825641	416382.2	2825588
5	40	416399	2825612	416406.1	2825638	416391.9	2825585
6	50	416408.7	2825609	416415.8	2825636	416401.5	2825582
7	60	416418.3	2825606	416425	2825633	416411.6	2825580
8	70	416428.1	2825604	416433.7	2825631	416422.5	2825577
9	80	416437.9	2825602	416442.1	2825630	416433.7	2825575
10	90	416447.8	2825601	416450.7	2825628	416445	2825574
11	100	416457.8	2825600	416459.3	2825628	416456.3	2825573
12	110	416467.8	2825600	416467.9	2825627	416467.7	2825572
13	120	416477.8	2825600	416476.5	2825628	416479	2825573
14	130	416487.8	2825601	416485.1	2825628	416490.4	2825574
15	140	416497.7	2825602	416493.7	2825629	416501.7	2825575
16	150	416507.5	2825604	416502.2	2825631	416512.9	2825577
17	160	416517.3	2825606	416510.6	2825633	416524	2825579
18	170	416526.9	2825609	416518.9	2825635	416534.9	2825582
19	180	416536.4	2825612	416527.1	2825638	416545.7	2825586
20	190	416545.7	2825615	416535.1	2825641	416556.3	2825590
21	200	416554.9	2825620	416543	2825644	416566.7	2825595
22	210	416563.8	2825624	416550.7	2825648	416576.9	2825600
23	220	416572.5	2825629	416558.5	2825653	416586.4	2825605
24	230	416581.1	2825634	416566.8	2825658	416595.3	2825611
25	240	416589.6	2825639	416575.4	2825663	416603.8	2825616

Coordinate System - Universal Transverse Mercator (UTM)-WGS84 (Zone 46N)							
EX. 4 Lane Under Construction Road PROW @Ch. 44+935 Km							
Sr. no.	Design Chainage	CENTRELINE		LEFT SIDE		RIGHT SIDE	
		Easting	Northing	Easting	Northing	Easting	Northing
26	250	416598.2	2825644	416583.9	2825668	416612.4	2825621
27	260	416606.7	2825650	416592.5	2825673	416621	2825626
28	270	416615.3	2825655	416601.1	2825678	416629.5	2825631
29	280	416623.8	2825660	416609.6	2825684	416638.1	2825636
30	290	416632.4	2825665	416618.4	2825689	416646.6	2825642
31	300	416641	2825670				
32	310	416649.5	2825675				
33	320	416658.1	2825681				
34	330	416666.6	2825686				
35	340	416675.2	2825691				
36	350	416683.8	2825696				
37	360	416692.3	2825701				
38	370	416700.9	2825707				
39	380	416709.4	2825712				
40	390	416718	2825717				
41	400	416726.5	2825722				
42	410	416735.1	2825727				
43	420	416743.7	2825732				
44	430	416752.2	2825738				
45	440	416760.6	2825743				
46	450	416768.7	2825749				
47	460	416776.2	2825755				
48	470	416783	2825763	416761.9	2825780	416804.1	2825745
49	480	416789	2825771	416766.2	2825786	416811.8	2825755
50	490	416794.2	2825779	416770	2825792	416818.4	2825766
51	500	416798.5	2825788	416773.1	2825799	416823.9	2825778
52	510	416801.9	2825798	416775.6	2825806	416828.2	2825790
53	520	416804.3	2825807	416777.3	2825813	416831.3	2825802
54	530	416805.8	2825817	416778.4	2825820	416833.1	2825815
55	540	416806.2	2825827	416778.7	2825827	416833.7	2825827
56	550	416805.7	2825837	416778.3	2825834	416833	2825840
57	560	416804.1	2825847	416777.2	2825842	416831.1	2825853
58	570	416801.6	2825857	416775.4	2825849	416827.8	2825865
59	580	416798.1	2825866	416772.8	2825856	416823.5	2825877
60	590	416793.9	2825875	416769.3	2825863	416818.6	2825888
61	600	416789.4	2825884	416765	2825871	416813.7	2825897
62	610	416784.7	2825893	416760.4	2825880	416809	2825906
63	620	416780	2825902	416755.7	2825889	416804.4	2825915
64	630	416775.4	2825911	416751	2825898	416799.7	2825924

Coordinate System - Universal Transverse Mercator (UTM)-WGS84 (Zone 46N)							
EX. 4 Lane Under Construction Road PROW @Ch. 44+935 Km							
Sr. no.	Design Chainage	CENTRELINE		LEFT SIDE		RIGHT SIDE	
		Easting	Northing	Easting	Northing	Easting	Northing
65	640	416770.7	2825920	416746.4	2825907	416795.1	2825932
66	650	416766.1	2825928	416741.7	2825916	416790.4	2825941
67	660	416761.4	2825937	416737.1	2825925	416785.8	2825950
68	670	416756.8	2825946	416732.2	2825934	416781.5	2825958
69	680	416752.6	2825955	416727.4	2825944	416777.7	2825966
70	690	416748.7	2825964	416723.1	2825955	416774.4	2825974
71	700	416745.4	2825974	416719.3	2825965	416771.5	2825982
72	710	416742.5	2825983	416716	2825976	416769	2825991
73	720	416740.1	2825993	416713.2	2825987	416766.9	2825999
74	730	416738.2	2826003	416711.1	2825998	416765.3	2826008
75	740	416736.7	2826013	416709.4	2826010	416764.1	2826016
76	750	416735.8	2826023	416708.4	2826021	416763.3	2826025
77	760	416735.4	2826033	416707.9	2826032	416762.9	2826033
78	770	416735.5	2826043	416708	2826044	416762.9	2826042
79	780	416736	2826053	416708.6	2826055	416763.4	2826051
80	790	416736.8	2826063	416709.3	2826065	416764.2	2826061
81	800	416737.6	2826073	416710.2	2826075	416765	2826071
82	810	416738.4	2826083	416711	2826085	416765.8	2826080
83	820	416739.2	2826093	416711.8	2826095	416766.6	2826090
84	830	416740	2826103	416712.6	2826105	416767.4	2826100
85	840	416740.8	2826113	416713.4	2826115	416768.2	2826110
86	850	416741.6	2826123	416714.2	2826125	416769	2826120
87	860	416742.4	2826133	416715	2826135	416769.9	2826130
88	870	416743.3	2826143	416715.8	2826145	416770.7	2826140
89	880	416744.1	2826152	416716.7	2826155	416771.5	2826150
90	890	416744.9	2826162	416717.5	2826165	416772.3	2826160
91	900	416745.7	2826172	416718.3	2826175	416773.1	2826170
92	905	416746.1	2826177	416718.7	2826180	416773.5	2826175

Additional PROW for development of Existing Road @Ch. 6+400 Km

Coordinate System - Universal Transverse Mercator (UTM)-WGS84 (Zone 46N)							
Additional PROW for development of Existing Road @Ch. 6+400 Km							
Sr. no.	Design Chainage	CENTRELINE		LEFT SIDE		RIGHT SIDE	
		Easting	Northing	Easting	Northing	Easting	Northing
1	560	394089.44	2845191.8	394065.18	2845212.4		
2	570	394095.91	2845199.5	394071.17	2845220.4		
3	580	394102.37	2845207.1	394077.51	2845228.2		

Development, Maintenance, Management and Operation of Greenfield High-Speed Corridor from Mawlyngkhung (near Shillong) in Meghalaya to Panchgram (near Silchar) in Assam by 4-Laning with Paved Shoulders on Hybrid Annuity Basis. (Package-1: From Km 0+000 to Km 45+645, Design Length - 45.645 Km)

Coordinate System - Universal Transverse Mercator (UTM)-WGS84 (Zone 46N)							
Additional PROW for development of Existing Road @Ch. 6+400 Km							
Sr. no.	Design Chainage	CENTRELINE		LEFT SIDE		RIGHT SIDE	
		Easting	Northing	Easting	Northing	Easting	Northing
4	590	394108.83	2845214.7	394084.21	2845235.6		
5	600	394115.29	2845222.4	394091.28	2845242.7		
6	610	394121.75	2845230	394098.72	2845249.5	394134.17	2845219.5
7	620	394128.21	2845237.6	394106.52	2845256	394140.66	2845227.1
8	630	394134.68	2845245.3	394114.71	2845262.2	394146.35	2845235.4
9	640	394141.14	2845252.9	394123.3	2845268	394151.21	2845244.4
10	650	394147.56	2845260.6	394131.49	2845273	394155.7	2845254.3
11	660	394152.86	2845269	394137.16	2845276.8	394160.42	2845265.3
12	670	394156.37	2845278.4	394142.31	2845282.1	394163.34	2845276.5
13	680	394157.96	2845288.2	394146.41	2845288.9	394164.55	2845287.8
14	690	394157.56	2845298.2	394148.88	2845297	394164.11	2845299.1
15	700	394155.27	2845307.9	394148.54	2845306	394161.99	2845309.9
16	710	394152.51	2845317.5	394145.78	2845315.6	394159.24	2845319.5
17	720	394149.75	2845327.2	394143.02	2845325.2	394156.48	2845329.1
18	730	394147.28	2845336.8	394140.33	2845336	394154.23	2845337.7
19	740	394148.24	2845346.7	394141.58	2845348.9	394154.9	2845344.5
20	750	394153.25	2845355.3	394148.11	2845360	394158.4	2845350.5
21	760	394160.03	2845362.6	394154.89	2845367.4	394165.18	2845357.9
22	770	394166.81	2845370	394161.67	2845374.7	394171.96	2845365.2
23	780	394173.59	2845377.3	394168.45	2845382.1	394178.74	2845372.6
24	790	394180.37	2845384.7	394175.23	2845389.4	394185.52	2845379.9
25	800	394187.15	2845392	394182	2845396.8	394192.3	2845387.3

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SCHEDULE – B

(See Clause 2.1)

DEVELOPMENT OF THE PROJECT HIGHWAY

1. Development of the Project Highway

The Project Highway shall generally follow the alignment plan specified in Annex-III of Schedule-A, unless otherwise specified by the Authority. Notwithstanding anything to the contrary contained in this Agreement or IRC: SP:84, the proposed plan & profile, locations of different structures/drains/service & slip road/RE walls, Chainage of different structures/drains/service & slip road/RE walls, length of different structures/drains/service & slip road/RE walls etc. of the project highway as indicated in the Schedule A, Schedule B, Schedule C and their Annexures shall be treated as minimum requirement. Based on site/design requirement, the Concessionaire shall finalize their Detailed Designs (Development stage) including plan & profile of the project highway as described in this **Schedule-B** and in **Schedule-C** and submit the same to Authority & Independent Engineer for its Consent/Approval and Safety Audit by Safety Auditor, before the start of the execution of project.

The Concessionaire shall, at its own cost and expense, deploy grading, paving and compaction equipment fitted with Machine Guidance & Control System (MGCS) for finishing of all grades including Embankment, Subgrade, GSB, WMM, DBM/DLC & BC/SMA/PQC. The Machine Guidance & Control System used by the Concessionaire shall be capable of delivering accuracy as per the applicable IRC specifications. During the construction period, the concessionaire shall furnish all the physical Progress Data (All types of Surface Grading Data, Compaction, Temperature Data, etc.) obtained through Machine Control and Guidance System/CMS to Authority & Independent Engineer for monitoring of construction on daily basis. These digital data and desired output shall be made available at the location (Server/Cloud) finalised by Authority'.

NHIDCL reserves the right to check/verify design calculations and drawings of all components of the stretch of National Highway including the structures falling within the scope of work. The Concessionaire shall be required to furnish all data pertaining to detailed designs, drawings, calculations, Design Basis Report, input files of Design Software used in the project, etc. to the Authority and/or the Independent Engineer free of cost within a time as specified by the Authority and/or the Independent Engineer.

2. Rehabilitation and Augmentation

Rehabilitation and augmentation shall include Four lane road with Paved shoulders configuration & Six Lane structures including approaches as described in Annex-I of this Schedule-B and in Schedule-C.

3. Specifications & Standards

The Project Highway shall be designed and constructed in conformity with the specifications and standards set forth in **Annex-I** of **Schedule-D**.

ANNEX – I

(Schedule-B)

Description of the Project

1. DEVELOPMENT OF THE PROJECT HIGHWAY

The Project Highway shall generally follow the alignment plan specified in Annex-III of Schedule-A, unless otherwise specified by the Authority. Notwithstanding anything to the contrary contained in this Agreement or IRC: SP:84, the proposed plan & profile, locations of different structures/drains/service & slip road/RE walls, Chainage of different structures/drains/service & slip road/RE walls, length of different structures/drains/service & slip road/RE walls etc. of the project highway as indicated in the Schedule A, Schedule B, Schedule C and their Annexures shall be treated as minimum requirement. Based on site/design requirement, the Concessionaire shall finalize their Detailed Designs (Development stage) including plan & profile of the project highway as described in this **Schedule-B** and in **Schedule-C** and submit the same to Authority & Independent Engineer for its Consent/Approval and Safety Audit by Safety Auditor, before the start of the execution of project.

The concessionaire/contractor shall, at its own cost and expense adopt Automated & Intelligent Machine aided Construction (AI-MC) for execution of the project in line with MoRTH circular No. RW/NH-33044/31/2024-S&R(P&B)(Computer No. 245397) dt. 23.06.2025 The Concessionaire shall, at its own cost and expense, deploy grading, paving and compaction equipment fitted with Machine Guidance & Control System (MGCS) for finishing of all grades including Embankment, Subgrade, GSB/CTSB, WMM/CTB, DBM/DLC & BC/SMA/PQC. The Machine Guidance & Control System used by the Concessionaire shall be capable of delivering accuracy as per the applicable IRC specifications and MoRTH circular No. RW/NH-33044/31/2024-S&R(P&B)(Computer No. 245397) dt. 23.06.2025. During the construction period, the Concessionaire shall furnish all the physical Progress Data (All types of Surface Grading Data, Compaction, Temperature Data, etc.) obtained through Machine Control and Guidance System/CMS to Authority & Independent Engineer for monitoring of construction on daily basis. These digital data and desired output shall be made available at the location (Server/Cloud) finalised by Authority.

NHIDCL reserves the right to check/verify design calculations and drawings of all components of the stretch of National Highway including the structures falling within the scope of work. The Concessionaire shall be required to furnish all data

pertaining to detailed designs, drawings, calculations, Design Basis Report, input files of Design Software used in the project, etc. to the Authority and/or the Independent Engineer free of cost within a time as specified by the Authority and/or the Independent Engineer

1.1. Width of Carriageway

1.1.1. Four lane road with paved shoulders configuration & four/six Lane structures including approaches shall be undertaken. The paved carriageway shall be 18.0 metre for four laning (including paved shoulder of 1.5m and kerb shyness) and 25m for Six laning (including paved shoulder of 1.5m and kerb shyness). The earthen shoulder shall be 2.0 metre on valley side for main carriageway and 1.0 m on both sides for ramps/loops in case of embankment.

1.1.2. In built-up sections/areas the width of paved carriageway shall be 18.0 metre for four laning (including paved shoulder of 1.5m and kerb shyness).

The project road is passing through the built-up areas as given below:

S. No.	Existing Chainage (km)		Design Chainage (km)		Length (km)	Side	Village name
	From	To	From	To		(LHS / RHS / Both)	
Nil							

1.1.3. Except as otherwise provided in this Agreement, the width shall be adjusted to fit into appropriate plans and cross sections developed in accordance with TCS enclosed.

1.1.4. The entire cross-sectional elements shall be accommodated in the available/proposed ROW. If required, suitable retaining structures shall be provided to accommodate the highway cross-section within the available/proposed ROW. The details of such section are mentioned in Schedule-B. Retaining structures over and above the quantities mentioned in Sch-B shall not constitute a Change of Scope up to the positive variation of 10% of the Scope.

1.1 Width of Median

1.2.1 The width of median including kerb shyness shall be 5.0 metre with Flushed median (With turfing on either side) for all the sections including built up section.

1.2.2 The metal beam (Thrie-beam) crash barrier shall be provided on either side of median side as shown in TCS. Thrie beam crash barrier shall also be provided in at all places as shown in all TCS drawings.

1.2.3. Deleted

1.2.4. A suitable anti-glare measures shall be proposed. (Clause No. 2.5.6 IRC:SP:84)

2. GEOMETRIC DESIGN & GENERAL FEATURES OF PROJECT HIGHWAY

2.1. General: Geometric design and general features of the Project Highway shall be in accordance with Section 2 of the Manual. Intermediate sight distance (desirable minimum sight distance) shall be followed for design of all summit vertical curves and Headlight Sight Distance for all Valley curves including structures as well as highways.

2.2. Design Speed: The project road shall be designed for 80 Kmph considering High Speed Corridor.

2.3. Improvement of the existing road geometrics

2.3.1. The existing road geometrics shall be improved as per the codal provisions. 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 appropriate safety measures shall be provided in form of road signs, pavement markings etc.

The deficient stretches are as follows.

Sr. No.	Stretch (Design Chainage) (km)		Type of deficiency	Remarks
	From	To		
Nil				

2.3.2. The entire cross-sectional elements shall be accommodated in the available/proposed ROW. If required, suitable full height retaining structures shall be provided to accommodate the highway cross section within the available/proposed ROW. The details of such sections are mentioned in Schedule-B. Retaining structures over and above the quantities mentioned in Sch-B shall not constitute a Change of Scope up to the positive variation of 10% of the Scope.

2.3.3. Realignments

The existing road shall improve to the standards as specified in the Manual at the following locations:

Sr. No.	Existing Chainage (km)		Design Chainage (km)		Length (km)
	From	To	From	To	
	Nil				

2.3.4. Bypasses

The existing road shall be bypassed to the standards as specified in the Manual at the following locations:

Sr. No.	Name of Bypass	Existing Chainage(km)		Design Chainage (km)		Length (km)
		From	To	From	To	
Nil						

2.4. Right of Way

Details of the Right of Way along Project Highways are given in Annex-II of Schedule-A.

2.5. Type of shoulders

2.5.1. The Design Specification of paved shoulder shall conform to the requirements specified in Paragraph 5.10 of the Manual.

2.5.2. Paved shoulders and the edge strip on median side shall be of same specification and pavement composition as of main carriageway.

2.5.3. Deleted

2.5.4. Deleted

2.5.5. In open country, paved shoulders of 1.5m width shall be provided.

2.5.6. The Design Specification of earthen shoulder shall conform to the requirements specified in Paragraph 5.11 of the Manual.

2.5.7. The earthen shoulder of 2.0m width on Main Carriageway and 1.0m width on Ramps of Interchanges shall be provided with top 150 mm with well graded naturals or moorum gravel crust stones or combination thereof, confirming to Clause 401 of MoRTH specification.

2.6. Lateral and Vertical Clearance at Underpasses

2.6.1. In case of VUP/ LVUP/ SVUP, the proposed structure, the finish road level in VUP/ LVUP/ SVUP shall be kept 150 mm above the ground level/service road/

cross road (whichever is higher) to ensure that these VUP/ LVUP/ SVUP don't become water accumulation points. (Clause No. 2.10 IRC: SP:84)

2.6.2. The vertical and horizontal clearance at the underpasses shall be as per Clause 2.10.2 of the Manual. The provision of guardrails/crash barriers shall be as per clause 2.10.1 of the Manual.

2.7. Lateral and vertical clearances at Overpasses

2.7.1. Lateral and vertical clearances for overpasses shall be as per paragraph 2.11 of the Manual.

2.7.2. Lateral Clearance: The width of the opening at the Overpasses shall be as follows:

Main Carriageway

Sr. No.	Location Chainage (km)	No. of Spans	Span/opening (m)	Remarks
1	6+557	1	25	VOP
		1	40	
		1	25	
2	7+100	2	18.50	Overpass
3	9+850	2	18.50	VOP
4	10+135	2	18.50	VOP
5	18+650	1	25	VOP
		1	40	
		1	25	
6	21+792	2	18.50 (Skew Length-19.246m)	Overpass
7	22+595	2	18.50 (Skew Length-21.362m)	Overpass
8	28+685	1	30 (Skew Length-30.789m)	VOP
		1	40 (Skew Length-41.052m)	
		1	30 (Skew Length-30.789m)	
9	29+675	1	30 (Skew Length-32.839m)	VOP
		1	40 (Skew Length-43.785m)	
		1	30 (Skew Length-32.839m)	
10	31+770	2	18.50	VOP
11	32+160	2	18.50 (Skew Length-21.815m)	VOP
12	32+640	1	30	VOP
		1	40	
		1	30	

Sr. No.	Location Chainage (km)	No. of Spans	Span/opening (m)	Remarks
13	36+680	1 1 1	40 (Skew Length-43.141m) 40 (Skew Length-43.141m) 40 (Skew Length-43.141m)	VOP
14	42+140	1 1 1	30 (Skew Length-31.729m) 40 (Skew Length-42.305m) 30 (Skew Length-31.729m)	VOP
15	42+240	1 1 1	30 40 30	VOP
16	42+560	2	18.50	VOP
17	45+520	2	18.50 (Skew Length-18.913m)	Overpass

For Interchanges

Interchanges CH. 0+000Km				
Sr. No.	Location Chainage (km)	No. of Spans	Span / opening (m)	Remarks
	Nil			
Interchanges CH. 12+700 Km				
Sr. No.	Location Chainage (km)	No. of Spans	Span / opening (m)	Remarks
	Nil			
Interchanges CH. 27+170 Km				
Sr. No.	Location Chainage (km)	No. of Spans	Span / opening (m)	Remarks
1	0+000 (Rotary)	1	30.00	VOP
2	0+284 (Rotary)	1	30.00	VOP
Interchanges CH. 44+935 Km				
Sr. No.	Location Chainage (km)	No. of Spans	Span / opening (m)	Remarks
1	0+000 (Rotary)	1	30.00	VOP
2	0+284 (Rotary)	1	30.00	VOP

2.8. Service Roads/Slip Roads/Connecting Roads:

2.8.1. Service Road: The height of embankment of service road shall confirm to clause 4.2.1 of the Manual.

2.8.2. The Service Roads/Cross Roads shall be constructed at the locations and for the lengths indicated below:

Development, Maintenance, Management and Operation of Greenfield High-Speed Corridor from Mawlyngkhung (near Shillong) in Meghalaya to Panchgram (near Silchar) in Assam by 4-Laning with Paved Shoulders on Hybrid Annuity Basis. (Package-1: From Km 0+000 to Km 45+645, Design Length - 45.645 Km)

S. No.	Design Chainage (Km)		Length		Paved Carriageway width including shyness (m)	Total Length (m)	Cross Road Name	Remarks
	From	To	LHS	RHS				
1.	0+000	0+802	802		3.75	802	Cross Road No 1	MCW Chainage From 0+750 to 1+500
2.	0+000	0+083		83	3.75	83	Cross Road No 2	Interchange @ 0+000 km Ramp-03 Chainage From 0+000 to 0+050
3.	0+000	0+804	804		3.75	804	Cross Road No 3	MCW Chainage From 6+160 to 6+800
4.	0+000	0+240	240		3.75	240	Cross Road No 4	MCW Chainage From 6+400 to 6+560
5.	0+320	0+571		251	3.75	251		MCW Chainage From 6+400 to 6+560
6.	0+000	0+763	763		3.75	762	Cross Road No 5	MCW Chainage From 6+600 to 7+100
7.	0+000	0+274		274	3.75	274	Cross Road No 6	MCW Chainage From 21+000 to 21+200
8.	0+000	0+207	207		3.75	207	Cross Road No 7	MCW Chainage From 15+700 to 15+900
9.	0+000	0+339		339	2 X 8.5	339	Approach road to NH-06	MCW Chainage At 12+700

(MCW – Main carriageway, LHS – Left Hand Side and RHS – Right Hand Side)

2.8.3. The Parking bays shall be provided along service road.

Sr. No.	Design Chainage of Parking Bay		Remarks
	LHS Service Road	RHS Service Road	
1	Nil		

2.8.4. **Slip Road:** The height of embankment of slip road shall confirm to clause 4.2.1 of the Manual.

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

Sr. No.	Design Chainage (km)		Length (km)		Paved Carriageway Width including shyness (m)	Total (Km)	Remarks
	From	To	LHS	RHS			
Nil							

(MCW – main carriageway, LHS – Left Hand Side and RHS – Right Hand Side)

2.8.5. A Separator Between Main Carriageway and Service/Slip Road

A separator along with pedestrian railing between main carriageway and service/slip road shall be provided to prevent the pedestrians, local vehicles and animals entering the highway.

Sr. No.	Design Chainage (Km)		Length of Separator (km)		Total	Remarks
	From	To	LHS	RHS		
Nil						

(MCW – main carriageway, LHS – Left Hand Side and RHS – Right Hand Side)

Note:

- Above length of the service/slip roads is minimum specified. The actual length of the service/slip/connecting roads shall be determined by the Concessionaire in accordance with the approved plan & profile and design approved from the Independent Engineer. Any increase/ decrease up to 5 percent length from the length specified in this Clause of Schedule-B shall not constitute a CoS.
- The Acceleration, deceleration lane, right turning storage lane, entry/exit lanes shall be constructed in addition to length given in above table and shall be deemed to be part of the scope and no Change of Scope shall be considered for the same.
- Any structures falling within acceleration/deceleration lane /taper shall be constructed to the required width. This increase in width shall not be treated as change of scope.

2.9. Grade Separated Structures

Grade separated structures shall be constructed as per Clause 2.13 of the Manual. Proposed levels at structure locations as shown in plan & profile

specified in Annex-III of Schedule-A are minimum requirement and only for guidance and any increase in levels shall not constitute any change of scope. Entry/Exit arrangement from main carriageway shall be 50m before/after the start/end of approach road to grade separator i.e., start/end of valley curve (Clause No. 2.12.2.2 IRC:SP:84). RCC barrier shall start from start of valley curve and end after grade separator at end of valley curve.

The sub-structure shall be continued in the median portion with RCC barrier wherever superstructure has not been proposed in median portion. (Clause 7 .1 (vii) IRC: SP: 84).

Where, crash barrier on the median side is not continuous along the project highway, 50m long MBCB Safety barriers on median side shall be provided on both sides approaches of the structures. MBCB provided towards median side of each of the structure shall be joined on ends in semi-circular shape. (Clause No. 4.3.5 and 4.9, IRC 119).

Where crash barrier on the shoulder sides are not continuous along the project highway, 50m long MBCB Safety barriers on shoulder side shall be provided on both sides approaches of the bridge/ structures or till 3m embankment height whichever is more.

2.5m/1.5m/0.75m wide footpaths with guard rail shall be provided at grade intersection below structures for each direction of pedestrian movement (refer fig 3.1 to 3.6 IRC: SP:84).

The requisite particulars are given below:

2.9.1. Vehicle Overpass (VOP)/Overpasses

For Main Carriageway

Sr. No.	Design Chainage (km)	LHS Roadway Width (m)	RHS Roadway Width (m)	Super Structure Provision in Median	Span Arrangement (m)	Minimum Vertical Clearance (m)	Skew Angle (°)	Remarks
1	6+557	As per GAD		Yes	1 x 25 + 1 x 40 + 1 x 25	5.5		
2	7+100			Yes	2 x 18.50	5.5		
3	9+850			Yes	2 x 18.50	5.5		
4	10+135			Yes	2 x 18.50	5.5		

Sr. No.	Design Chainage (km)	LHS Roadway Width (m)	RHS Roadway Width (m)	Super Structure Provision in Median	Span Arrangement (m)	Minimum Vertical Clearance (m)	Skew Angle (°)	Remarks
5	18+650			Yes	1 x 25 + 1 x 40 + 1 x 25	5.5		
6	21+792			Yes	2 X 18.50 (Skew Length-19.246 m)	5.5	16	
7	22+595			Yes	2 X 18.50 (Skew Length-21.362 m)	5.5	30	
8	28+685			Yes	1 x 30 + 1 x 40 + 1 x 30 (Skew Length-30.789+41.052+30.789 m)	5.5	13	
9	29+675			Yes	1 x 30 + 1 x 40 + 1 x 30 (Skew Length-32.839+43.785+32.839 m)	5.5	24	
10	31+770			Yes	2 x 18.50	5.5		
11	32+160			Yes	2 X 18.50 (Skew Length-21.815 m)	5.5	32	
12	32+640			Yes	1 x 30 + 1 x 40 + 1 x 30	5.5		
13	36+680			Yes	3 x 40 (Skew Length-43.141 m)	5.5	22	
14	42+140			Yes	1 x 30 + 1 x 40 + 1 x 30 (Skew Length-31.729+42.305+31.729 m)	5.5	19	
15	42+240			Yes	1 x 30 + 1 x 40 + 1 x 30	5.5		
16	42+560			Yes	2 x 18.50	5.5		
17	45+520			Yes	2 X 18.50 (Skew Length-18.913 m)	5.5	12	

For Interchanges

Development, Maintenance, Management and Operation of Greenfield High-Speed Corridor from Mawlyngkhung (near Shillong) in Meghalaya to Panchgram (near Silchar) in Assam by 4-Laning with Paved Shoulders on Hybrid Annuity Basis. (Package-1: From Km 0+000 to Km 45+645, Design Length - 45.645 Km)

Sr. No.	Design Chainage (km)	LHS Roadway Width (m)	RHS Roadway Width (m)	Super Structure Provision in Median	Span Arrangement (m)	Minimum Vertical Clearance (m)	Skew Angle (°)	Remarks
Interchange at Ch 0+000								
	Nil							
Interchange at Ch 12+700								
	Nil							
Interchange at Ch 27+170								
1	0+000	As per GAD		-	1X30	5.5	-	Rotary
2	0+284	As per GAD		-	1X30	5.5	-	Rotary
Interchange at Ch 44+935								
3	0+000	As per GAD		-	1X30	5.5		Rotary
4	0+284	As per GAD		-	1X30	5.5		Rotary

Note: The connecting spans between viaducts and Overpasses in the Ramps of Interchanges is in the scope of the Concessionaire.

2.9.2. Vehicular Underpasses (VUP)

For Main Carriageway

Sr. No.	Design Chainage (km)	LHS Roadway Width (m)	RHS Roadway Width (m)	Super Structure Provision in Median	Span Arrangement (m)	Minimum Vertical Clearance (m)	Skew Angle (°)	Remarks
1	0+270	14.50	14.50	No	6 x 45	5.5	-	VUP cum Viaduct
2	12+700	14.50	14.50	No	1 x 33.40	5.5	-	
3	13+200	14.50 (Skew Width-21.67m)	14.50 (Skew Width-21.67m)	No	1 x 30 (Skew Length-44.830m)	5.5	48	
4	15+700	14.50 (Skew Width-16.422m)	14.50 (Skew Width-16.422m)	No	1 x 20 (Skew Length-22.651m)	5.5	28	
5	21+378	14.50	14.50	No	1 x 65	5.5	-	
6	25+545	14.50 (Skew	14.50 (Skew	No	1 x 35 (Skew	5.5	23	

Sr. No.	Design Chainage (km)	LHS Roadway Width (m)	RHS Roadway Width (m)	Super Structure Provision in Median	Span Arrangement (m)	Minimum Vertical Clearance (m)	Skew Angle (°)	Remarks
		Width- 15.752m)	Width- 15.752m)		Length- 38.023m)			

2.9.3. Light Vehicular Underpasses (LVUP)

Main Carriageway

Sr. No.	Design Chainage (Km)	LHS Roadway Width (m)	RHS Roadway Width (m)	Super Structure Provision in Median	Span Arrangement (m)	Minimum Vertical Clearance (m)	Skew Angle (°)	Remarks
1	11+860	1 x 14.50 (Skew Width- 14.824m)	1 x 14.50 (Skew Width- 14.824m)	-	1X12 (Skew Length- 12.268m)	4	12	-
2	39+600	1 x 14.50 (Skew Width- 15.872m)	1 x 14.50 (Skew Width- 15.872m)	-	1X12 (Skew Length- 13.136m)	4	24	-

2.9.4. Small Vehicular Underpasses (SVUP)/Utility Underpasses

Sr. No.	Design Chainage (km)	LHS Roadway Width(m)	RHS Roadway Width(m)	Super Structure Provision in Median	Span Arrangement (m)	Minimum Vertical Clearance (m)	Skew Angle (°)	Remarks
1	7+700	1 x 14.50	1 x 14.50	-	1X7	4	-	
2	10+270	1 x 14.50	1 x 14.50	-	1X7	4	-	(Umsawriang Spring) The Existing CC cross roads must be developed with a minimum vertical clearance of 4.0 m from the soffit Level.
3	11+185	1 x 14.50	1 x 14.50	-	1X7	4	-	-
4	12+275	1 x 14.50	1 x 14.50	-	1X7	4	-	-
5	13+385	1 x 14.50 (Skew Width- 15.431m)	1 x 14.50 (Skew Width- 15.431m)	-	1X7 (Skew Length- 7.449m)	4	20	-

Sr. No.	Design Chainage (km)	LHS Roadway Width(m)	RHS Roadway Width(m)	Super Structure Provision in Median	Span Arrangement (m)	Minimum Vertical Clearance (m)	Skew Angle (°)	Remarks
6	14+720	1 x 14.50 (Skew Width-17.490m)	1 x 14.50 (Skew Width-17.490m)	-	1X7 (Skew Length-8.444m)	4	34	
7	17+360	1 x 14.50	1 x 14.50	-	1X7	4		
8	20+330	1 x 14.50	1 x 14.50	-	1X7	4		
9	30+247	1 x 14.50 (Skew Width-17.289m)	1 x 14.50 (Skew Width-17.289m)	-	1X7 (Skew Length-8.347m)	4	33	
10	30+465	1 x 14.50 (Skew Width-19.213m)	1 x 14.50 (Skew Width-19.213m)	-	1X7 (Skew Length-9.275m)	4	41	
11	30+685	1 x 14.50	1 x 14.50	-	1X45	4		Utility Underpass
12	31+500	1 x 14.50	1 x 14.50	-	1X7	4		
13	33+210	1 x 14.50	1 x 14.50	-	1X30	4		Utility Underpass
14	36+880	1 x 14.50	1 x 14.50	-	1X30	4		Utility Underpass
15	40+677	1 x 14.50	1 x 14.50	-	1X45	4		Utility Underpass
16	42+660	1 x 14.50	1 x 14.50	-	1X30	4		Utility Underpass

2.9.5. Cattle and Pedestrian underpasses

Sr. No.	Design Chainage (Km)	LHS Roadway Width (m)	RHS Roadway Width (m)	Super Structure Provision in Median	Span Arrangement (m)	Minimum Vertical Clearance (m)	Skew Angle (°)	Remarks
Nil								

2.9.6. Interchanges (IC)

Sr. No.	Design Chainage (km)	Name of Structure	Span Arrangement (m)	Total Width (m)	Typical Cross Section	Remarks
1	0+000	VUP cum Viaduct	As Per GAD			Interchange-01

2	12+700	VUP with Ramp	As Per GAD	Interchange-02
3	27+170	Elongated Elevated Rotary	As Per GAD	Interchange-03
4	44+935	Elongated Elevated Rotary	As Per GAD	Interchange-04

Note: Layout, Geometric Design and Typical Cross Sections of Interchange are included in Annexure to Schedule-B.

2.9.7. Details of Ramps, Crossroads and Connecting Roads at Interchanges (IC)

Sr. No.	Carriageway Widths including Kerb Shyness (m)	Length (m)	Description of Ramps, Crossroads and Connecting Roads	Remarks
1	9.5	1541	Ramp-01	Interchange-01 At Km 0+000
2	9.5	1630	Ramp-02	
3	9.5	364	Ramp-03	
4	9.5	444	Loop	
5	2X8.5	1211	Existing Road NH-06	
6	9.5	658	Ramp-01	Interchange-02 At Km 12+700
7	9.5	665	Ramp-02	
8	2X8.5	339	Along Existing Road NH-06	
9	12	547	Rotary	Interchange-03 At Km 27+170
10	9.5	2098	Ramp-01	
11	9.5	2151	Ramp-02	
12	9.5	582	Ramp-03	
13	9.5	590	Ramp-04	
14	10	1081	Existing Road NH-06	
15	12	547	Rotary	Interchange-04 At Km 44+935
16	9.5	1700	Ramp-01	
17	9.5	1627	Ramp-02	
18	9.5	590	Ramp-03	
19	9.5	567	Ramp-04	
20	2X8.5	905	Existing Road	

Note: Layout, Geometric Design and Typical Cross Sections of Interchange are included in Annexure to Schedule-B.

2.10 Typical Cross Section (TCS) of the Project Highway

The Project Highway shall involve the new construction of a four-lane configuration with paved shoulders in greenfield alignment. It will be a controlled-access facility, with entry and exit points strategically limited to prevent congestion and ensure a high-speed corridor. Service roads will be provided at selected locations. Typical cross sections required to be developed in different sections of the Project Highway are given below:

Sr. No.	Design Chainage From	Design Chainage To	Length (Km)	TCS Type	TCS Description
1	0.000	0.100	0.100	TCS-5	4 - Lane Divided Highway (Filling Height 3m to 7m) New Construction Section
2	0.100	0.140	0.040	TCS-17	6- Lane Divided Highway for MNB/MJB Approach Road
3	0.140	0.410	0.270	VUP cum Viaduct	VUP cum Viaduct
4	0.410	0.460	0.050	TCS-17	6- Lane Divided Highway for MNB/MJB Approach Road
5	0.460	0.500	0.040	TCS-5	4 - Lane Divided Highway (Filling Height 3m to 7m) New Construction Section
6	0.500	0.520	0.020	TCS-6	4 - Lane Divided Highway (One side Filling <3m, One side Filling 3m to 7m) New Construction
7	0.520	0.540	0.020	TCS-3	4 - Lane Divided Highway (Partial F 3m to 7m, C<3m) New Construction Section
8	0.540	0.580	0.040	TCS-9	4 - Lane Divided Highway with Breast wall on one side (One side Cutting 3m to 7m) New Construction Section
9	0.580	0.600	0.020	TCS-7	4 - Lane Divided Highway with Breast wall on one side (One side Filling <3m) New Construction
10	0.600	1.020	0.420	TCS-10	4 - Lane Divided Highway (Both sides Breast wall) New Construction
11	1.020	1.040	0.020	TCS-8	4 - Lane Divided Highway with Breast wall on one side (One side Cutting <3m) New Construction Section
12	1.040	1.080	0.040	TCS-13	4 - Lane Divided Highway (One Breast wall & One Retaining wall) New Construction
13	1.080	1.100	0.020	TCS-11	4 - Lane Divided Highway (One side Retaining Wall, One side filling 3m to 7m) New Construction
14	1.100	1.120	0.020	TCS-2	4 - Lane Divided Highway (Partial Cut/Fill <3m) New Construction Section
15	1.120	1.220	0.100	TCS-13	4 - Lane Divided Highway (One Breast wall & One Retaining wall) New Construction
16	1.220	1.240	0.020	TCS-8	4 - Lane Divided Highway with Breast wall on one side (One side Cutting <3m) New Construction Section
17	1.240	1.260	0.020	TCS-10	4 - Lane Divided Highway (Both sides Breast wall) New Construction

Sr. No.	Design Chainage From	Design Chainage To	Length (Km)	TCS Type	TCS Description
18	1.260	1.300	0.040	TCS-8	4 - Lane Divided Highway with Breast wall on one side (One side Cutting <3m) New Construction Section
19	1.300	1.320	0.020	TCS-7	4 - Lane Divided Highway with Breast wall on one side (One side Filling <3m) New Construction
20	1.320	1.440	0.120	TCS-10	4 - Lane Divided Highway (Both sides Breast wall) New Construction
21	1.440	1.460	0.020	TCS-8	4 - Lane Divided Highway with Breast wall on one side (One side Cutting <3m) New Construction Section
22	1.460	1.480	0.020	TCS-7A	6 - Lane Divided Highway with Breast wall on one side (One side Filling <3m) New Construction
23	1.480	1.505	0.025	TCS-6A	6 - Lane Divided Highway (One side Filling <3m, One side Filling 3m to 7m) New Construction
24	1.505	1.515	0.010	Viaduct	Viaduct
25	1.515	1.540	0.025	TCS-5A	6 - Lane Divided Highway (Filling Height 3m to 7m) New Construction Section
26	1.540	1.580	0.040	TCS-6A	6 - Lane Divided Highway (One side Filling <3m, One side Filling 3m to 7m) New Construction
27	1.580	1.600	0.020	TCS-7A	6 - Lane Divided Highway with Breast wall on one side (One side Filling <3m) New Construction
28	1.600	1.660	0.060	TCS-10A	6 - Lane Divided Highway (Both sides Breast wall) New Construction
29	1.660	1.680	0.020	TCS-8A	6 - Lane Divided Highway with Breast wall on one side (One side Cutting <3m) New Construction Section
30	1.680	1.690	0.010	TCS-6A	6 - Lane Divided Highway (One side Filling <3m, One side Filling 3m to 7m) New Construction
31	1.690	1.850	0.160	Viaduct	Viaduct
32	1.850	1.880	0.030	TCS-9A	6 - Lane Divided Highway with Breast wall on one side (One side Cutting 3m to 7m) New Construction Section
33	1.880	1.900	0.020	TCS-8A	6 - Lane Divided Highway with Breast wall on one side (One side Cutting <3m) New Construction Section
34	1.900	2.260	0.360	TCS-10	4 - Lane Divided Highway (Both sides Breast wall) New Construction
35	2.260	2.280	0.020	TCS-8	4 - Lane Divided Highway with Breast wall on one side (One side Cutting <3m) New Construction Section
36	2.280	2.420	0.140	TCS-10	4 - Lane Divided Highway (Both sides Breast wall) New Construction
37	2.420	2.440	0.020	TCS-8	4 - Lane Divided Highway with Breast wall on one side (One side Cutting <3m) New Construction Section
38	2.440	2.460	0.020	TCS-13	4 - Lane Divided Highway (One Breast wall & One Retaining wall) New Construction

Sr. No.	Design Chainage From	Design Chainage To	Length (Km)	TCS Type	TCS Description
39	2.460	2.560	0.100	TCS-8	4 - Lane Divided Highway with Breast wall on one side (One side Cutting <3m) New Construction Section
40	2.560	2.640	0.080	TCS-13	4 - Lane Divided Highway (One Breast wall & One Retaining wall) New Construction
41	2.640	2.660	0.020	TCS-2	4 - Lane Divided Highway (Partial Cut/Fill <3m) New Construction Section
42	2.660	2.700	0.040	TCS-8	4 - Lane Divided Highway with Breast wall on one side (One side Cutting <3m) New Construction Section
43	2.700	2.840	0.140	TCS-10	4 - Lane Divided Highway (Both sides Breast wall) New Construction
44	2.840	2.860	0.020	TCS-8	4 - Lane Divided Highway with Breast wall on one side (One side Cutting <3m) New Construction Section
45	2.860	2.960	0.100	TCS-13	4 - Lane Divided Highway (One Breast wall & One Retaining wall) New Construction
46	2.960	2.980	0.020	TCS-3	4 - Lane Divided Highway (Partial F 3m to 7m, C<3m) New Construction Section
47	2.980	3.020	0.040	TCS-13A	6 - Lane Divided Highway (One Breast wall & One Retaining wall) New Construction
48	3.020	3.030	0.010	MNB	Minor Bridge
49	3.030	3.060	0.030	TCS-11A	6 - Lane Divided Highway (One side Retaining Wall, One side filling 3m to 7m) New Construction
50	3.060	3.080	0.020	TCS-13A	6 - Lane Divided Highway (One Breast wall & One Retaining wall) New Construction
51	3.080	3.140	0.060	TCS-8	4 - Lane Divided Highway with Breast wall on one side (One side Cutting <3m) New Construction Section
52	3.140	3.180	0.040	TCS-10	4 - Lane Divided Highway (Both sides Breast wall) New Construction
53	3.180	3.220	0.040	TCS-8	4 - Lane Divided Highway with Breast wall on one side (One side Cutting <3m) New Construction Section
54	3.220	3.240	0.020	TCS-13	4 - Lane Divided Highway (One Breast wall & One Retaining wall) New Construction
55	3.240	3.260	0.020	TCS-7	4 - Lane Divided Highway with Breast wall on one side (One side Filling <3m) New Construction
56	3.260	3.280	0.020	TCS-8	4 - Lane Divided Highway with Breast wall on one side (One side Cutting <3m) New Construction Section
57	3.280	3.480	0.200	TCS-10	4 - Lane Divided Highway (Both sides Breast wall) New Construction
58	3.480	3.500	0.020	TCS-8	4 - Lane Divided Highway with Breast wall on one side (One side Cutting <3m) New Construction Section
59	3.500	3.520	0.020	TCS-11	4 - Lane Divided Highway (One side Retaining Wall, One side filling 3m to 7m) New Construction

Sr. No.	Design Chainage From	Design Chainage To	Length (Km)	TCS Type	TCS Description
60	3.520	3.540	0.020	TCS-13	4 - Lane Divided Highway (One Breast wall & One Retaining wall) New Construction
61	3.540	3.680	0.140	TCS-8	4 - Lane Divided Highway with Breast wall on one side (One side Cutting <3m) New Construction Section
62	3.680	3.800	0.120	TCS-13	4 - Lane Divided Highway (One Breast wall & One Retaining wall) New Construction
63	3.800	3.820	0.020	TCS-3	4 - Lane Divided Highway (Partial F 3m to 7m, C<3m) New Construction Section
64	3.820	3.860	0.040	TCS-13	4 - Lane Divided Highway (One Breast wall & One Retaining wall) New Construction
65	3.860	3.900	0.040	TCS-8	4 - Lane Divided Highway with Breast wall on one side (One side Cutting <3m) New Construction Section
66	3.900	4.280	0.380	TCS-10	4 - Lane Divided Highway (Both sides Breast wall) New Construction
67	4.280	4.300	0.020	TCS-10A	6 - Lane Divided Highway (Both sides Breast wall) New Construction
68	4.300	4.320	0.020	TCS-9A	6 - Lane Divided Highway with Breast wall on one side (One side Cutting 3m to 7m) New Construction Section
69	4.320	4.350	0.030	Viaduct	Viaduct
70	4.350	4.480	0.130	TCS-13A	6 - Lane Divided Highway (One Breast wall & One Retaining wall) New Construction
71	4.480	4.540	0.060	TCS-8A	6 - Lane Divided Highway with Breast wall on one side (One side Cutting <3m) New Construction Section
72	4.540	4.550	0.010	TCS-17	6- Lane Divided Highway for MNB/MJB Approach Road
73	4.550	4.590	0.040	Viaduct	Viaduct
74	4.590	4.620	0.030	TCS-17	6- Lane Divided Highway for MNB/MJB Approach Road
75	4.620	4.680	0.060	TCS-13A	6 - Lane Divided Highway (One Breast wall & One Retaining wall) New Construction
76	4.680	4.720	0.040	TCS-6A	6 - Lane Divided Highway (One side Filling <3m, One side Filling 3m to 7m) New Construction
77	4.720	4.870	0.150	Viaduct	Viaduct
78	4.870	4.940	0.070	TCS-17	6- Lane Divided Highway for MNB/MJB Approach Road
79	4.940	4.980	0.040	TCS-7	4 - Lane Divided Highway with Breast wall on one side (One side Filling <3m) New Construction
80	4.980	5.020	0.040	TCS-8	4 - Lane Divided Highway with Breast wall on one side (One side Cutting <3m) New Construction Section
81	5.020	5.340	0.320	TCS-10	4 - Lane Divided Highway (Both sides Breast wall) New Construction
82	5.340	5.360	0.020	TCS-10A	6 - Lane Divided Highway (Both sides Breast wall) New Construction

Sr. No.	Design Chainage From	Design Chainage To	Length (Km)	TCS Type	TCS Description
83	5.360	5.380	0.020	TCS-7A	6 - Lane Divided Highway with Breast wall on one side (One side Filling <3m) New Construction
84	5.380	5.400	0.020	TCS-9A	6 - Lane Divided Highway with Breast wall on one side (One side Cutting 3m to 7m) New Construction Section
85	5.400	5.440	0.040	Viaduct	Viaduct
86	5.440	5.480	0.040	TCS-13A	6 - Lane Divided Highway (One Breast wall & One Retaining wall) New Construction
87	5.480	5.540	0.060	TCS-8A	6 - Lane Divided Highway with Breast wall on one side (One side Cutting <3m) New Construction Section
88	5.540	5.560	0.020	TCS-10A	6 - Lane Divided Highway (Both sides Breast wall) New Construction
89	5.560	5.580	0.020	TCS-8A	6 - Lane Divided Highway with Breast wall on one side (One side Cutting <3m) New Construction Section
90	5.580	5.630	0.050	TCS-13A	6 - Lane Divided Highway (One Breast wall & One Retaining wall) New Construction
91	5.630	5.650	0.020	Viaduct	Viaduct
92	5.650	5.680	0.030	TCS-13A	6 - Lane Divided Highway (One Breast wall & One Retaining wall) New Construction
93	5.680	5.700	0.020	TCS-8A	6 - Lane Divided Highway with Breast wall on one side (One side Cutting <3m) New Construction Section
94	5.700	5.760	0.060	TCS-13A	6 - Lane Divided Highway (One Breast wall & One Retaining wall) New Construction
95	5.760	5.800	0.040	TCS-10A	6 - Lane Divided Highway (Both sides Breast wall) New Construction
96	5.800	5.820	0.020	TCS-8A	6 - Lane Divided Highway with Breast wall on one side (One side Cutting <3m) New Construction Section
97	5.820	5.840	0.020	TCS-9A	6 - Lane Divided Highway with Breast wall on one side (One side Cutting 3m to 7m) New Construction Section
98	5.840	6.060	0.220	TCS-13A	6 - Lane Divided Highway (One Breast wall & One Retaining wall) New Construction
99	6.060	6.100	0.040	Viaduct	Viaduct
100	6.100	6.120	0.020	TCS-11A	6 - Lane Divided Highway (One side Retaining Wall, One side filling 3m to 7m) New Construction
101	6.120	6.160	0.040	TCS-13A	6 - Lane Divided Highway (One Breast wall & One Retaining wall) New Construction
102	6.160	6.180	0.020	TCS-8A	6 - Lane Divided Highway with Breast wall on one side (One side Cutting <3m) New Construction Section
103	6.180	6.200	0.020	TCS-8	4 - Lane Divided Highway with Breast wall on one side (One side Cutting <3m) New Construction Section
104	6.200	6.360	0.160	TCS-10	4 - Lane Divided Highway (Both sides Breast wall)

Sr. No.	Design Chainage From	Design Chainage To	Length (Km)	TCS Type	TCS Description
					New Construction
105	6.360	6.440	0.080	TCS-8	4 - Lane Divided Highway with Breast wall on one side (One side Cutting <3m) New Construction Section
106	6.440	7.220	0.780	TCS-10	4 - Lane Divided Highway (Both sides Breast wall) New Construction
107	7.220	7.263	0.043	TCS-8A	6 - Lane Divided Highway with Breast wall on one side (One side Cutting <3m) New Construction Section
108	7.263	7.277	0.014	MNB	Minor Bridge
109	7.277	7.300	0.023	TCS-8A	6 - Lane Divided Highway with Breast wall on one side (One side Cutting <3m) New Construction Section
110	7.300	7.420	0.120	TCS-10A	6 - Lane Divided Highway (Both sides Breast wall) New Construction
111	7.420	7.480	0.060	TCS-8A	6 - Lane Divided Highway with Breast wall on one side (One side Cutting <3m) New Construction Section
112	7.480	7.500	0.020	TCS-10A	6 - Lane Divided Highway (Both sides Breast wall) New Construction
113	7.500	7.520	0.020	TCS-8A	6 - Lane Divided Highway with Breast wall on one side (One side Cutting <3m) New Construction Section
114	7.520	7.540	0.020	TCS-2A	6 - Lane Divided Highway (Partial Cut/Fill <3m) New Construction Section
115	7.540	7.560	0.020	TCS-5A	6 - Lane Divided Highway (Filling Height 3m to 7m) New Construction Section
116	7.560	7.580	0.020	TCS-11A	6 - Lane Divided Highway (One side Retaining Wall, One side filling 3m to 7m) New Construction
117	7.580	7.600	0.020	TCS-2A	6 - Lane Divided Highway (Partial Cut/Fill <3m) New Construction Section
118	7.600	7.640	0.040	TCS-13A	6 - Lane Divided Highway (One Breast wall & One Retaining wall) New Construction
119	7.640	7.680	0.040	TCS-7A	6 - Lane Divided Highway with Breast wall on one side (One side Filling <3m) New Construction
120	7.680	7.696	0.016	TCS-9A	6 - Lane Divided Highway with Breast wall on one side (One side Cutting 3m to 7m) New Construction Section
121	7.696	7.704	0.008	SVUP	SVUP
122	7.704	7.760	0.056	TCS-13A	6 - Lane Divided Highway (One Breast wall & One Retaining wall) New Construction
123	7.760	7.780	0.020	TCS-8A	6 - Lane Divided Highway with Breast wall on one side (One side Cutting <3m) New Construction Section
124	7.780	7.800	0.020	TCS-7A	6 - Lane Divided Highway with Breast wall on one side (One side Filling <3m) New Construction
125	7.800	7.826	0.026	TCS-17	6- Lane Divided Highway for MNB/MJB Approach Road

Sr. No.	Design Chainage From	Design Chainage To	Length (Km)	TCS Type	TCS Description
126	7.826	8.665	0.839	Viaduct	Viaduct
127	8.665	8.800	0.135	TCS-17	6- Lane Divided Highway for MNB/MJB Approach Road
128	8.800	8.820	0.020	TCS-14A	6 - Lane Divided Highway (Both side Retaining wall in high Emb.) New Construction
129	8.820	8.950	0.130	Viaduct	Viaduct
130	8.950	9.020	0.070	TCS-17	6- Lane Divided Highway for MNB/MJB Approach Road
131	9.020	9.065	0.045	Viaduct	Viaduct
132	9.065	9.100	0.035	TCS-17	6- Lane Divided Highway for MNB/MJB Approach Road
133	9.100	9.205	0.105	TCS-13A	6 - Lane Divided Highway (One Breast wall & One Retaining wall) New Construction
134	9.205	9.250	0.045	Viaduct	Viaduct
135	9.250	9.300	0.050	TCS-13A	6 - Lane Divided Highway (One Breast wall & One Retaining wall) New Construction
136	9.300	9.340	0.040	TCS-8	4 - Lane Divided Highway with Breast wall on one side (One side Cutting <3m) New Construction Section
137	9.340	9.360	0.020	TCS-10	4 - Lane Divided Highway (Both sides Breast wall) New Construction
138	9.360	9.380	0.020	TCS-8	4 - Lane Divided Highway with Breast wall on one side (One side Cutting <3m) New Construction Section
139	9.380	9.400	0.020	TCS-13	4 - Lane Divided Highway (One Breast wall & One Retaining wall) New Construction
140	9.400	9.420	0.020	TCS-11	4 - Lane Divided Highway (One side Retaining Wall, One side filling 3m to 7m) New Construction
141	9.420	9.440	0.020	TCS-9	4 - Lane Divided Highway with Breast wall on one side (One side Cutting 3m to 7m) New Construction Section
142	9.440	9.820	0.380	TCS-10	4 - Lane Divided Highway (Both sides Breast wall) New Construction
143	9.820	9.860	0.040	TCS-8	4 - Lane Divided Highway with Breast wall on one side (One side Cutting <3m) New Construction Section
144	9.860	10.140	0.280	TCS-10	4 - Lane Divided Highway (Both sides Breast wall) New Construction
145	10.140	10.220	0.080	TCS-10A	6 - Lane Divided Highway (Both sides Breast wall) New Construction
146	10.220	10.265	0.045	TCS-8A	6 - Lane Divided Highway with Breast wall on one side (One side Cutting <3m) New Construction Section
147	10.265	10.275	0.010	SVUP	SVUP
148	10.275	10.320	0.045	TCS-17	6- Lane Divided Highway for MNB/MJB Approach Road
149	10.320	10.420	0.100	Viaduct	Viaduct
150	10.420	10.500	0.080	TCS-17	6- Lane Divided Highway for MNB/MJB Approach

Sr. No.	Design Chainage From	Design Chainage To	Length (Km)	TCS Type	TCS Description
					Road
151	10.500	10.520	0.020	TCS-2A	6 - Lane Divided Highway (Partial Cut/Fill <3m) New Construction Section
152	10.520	10.540	0.020	TCS-8A	6 - Lane Divided Highway with Breast wall on one side (One side Cutting <3m) New Construction Section
153	10.540	10.560	0.020	TCS-7A	6 - Lane Divided Highway with Breast wall on one side (One side Filling <3m) New Construction
154	10.560	10.575	0.015	TCS-17	6- Lane Divided Highway for MNB/MJB Approach Road
155	10.575	10.585	0.010	Viaduct	Viaduct
156	10.585	10.640	0.055	TCS-17	6- Lane Divided Highway for MNB/MJB Approach Road
157	10.640	10.840	0.200	TCS-14	4 - Lane Divided Highway (Both side Retaining wall in high Emb.) New Construction
158	10.840	11.140	0.300	TCS-5	4 - Lane Divided Highway (Filling Height 3m to 7m) New Construction Section
159	11.140	11.180	0.040	TCS-17	6- Lane Divided Highway for MNB/MJB Approach Road
160	11.180	11.189	0.009	SVUP	SVUP
161	11.189	11.260	0.071	TCS-17	6- Lane Divided Highway for MNB/MJB Approach Road
162	11.260	11.300	0.040	TCS-14	4 - Lane Divided Highway (Both side Retaining wall in high Emb.) New Construction
163	11.300	11.320	0.020	TCS-5	4 - Lane Divided Highway (Filling Height 3m to 7m) New Construction Section
164	11.320	11.400	0.080	TCS-6	4 - Lane Divided Highway (One side Filling <3m, One side Filling 3m to 7m) New Construction
165	11.400	11.760	0.360	TCS-5	4 - Lane Divided Highway (Filling Height 3m to 7m) New Construction Section
166	11.760	11.854	0.094	TCS-17	6- Lane Divided Highway for MNB/MJB Approach Road
167	11.854	11.866	0.012	LVUP	LVUP
168	11.866	11.940	0.074	TCS-17	6- Lane Divided Highway for MNB/MJB Approach Road
169	11.940	12.100	0.160	TCS-5	4 - Lane Divided Highway (Filling Height 3m to 7m) New Construction Section
170	12.100	12.160	0.060	TCS-6	4 - Lane Divided Highway (One side Filling <3m, One side Filling 3m to 7m) New Construction
171	12.160	12.220	0.060	TCS-5	4 - Lane Divided Highway (Filling Height 3m to 7m) New Construction Section
172	12.220	12.271	0.051	TCS-17	6- Lane Divided Highway for MNB/MJB Approach Road
173	12.271	12.279	0.008	SVUP	SVUP
174	12.279	12.400	0.121	TCS-17	6- Lane Divided Highway for MNB/MJB Approach Road

Development, Maintenance, Management and Operation of Greenfield High-Speed Corridor from Mawlyngkhung (near Shillong) in Meghalaya to Panchgram (near Silchar) in Assam by 4-Laning with Paved Shoulders on Hybrid Annuity Basis. (Package-1: From Km 0+000 to Km 45+645, Design Length - 45.645 Km)

Sr. No.	Design Chainage From	Design Chainage To	Length (Km)	TCS Type	TCS Description
175	12.400	12.480	0.080	TCS-14A	6 - Lane Divided Highway (Both side Retaining wall in high Emb.) New Construction
176	12.480	12.500	0.020	MNB	Minor Bridge
177	12.500	12.683	0.183	TCS-14A	6 - Lane Divided Highway (Both side Retaining wall in high Emb.) New Construction
178	12.683	12.717	0.034	VUP	VUP
179	12.717	12.880	0.163	TCS-14A	6 - Lane Divided Highway (Both side Retaining wall in high Emb.) New Construction
180	12.880	13.000	0.120	TCS-17	6- Lane Divided Highway for MNB/MJB Approach Road
181	13.000	13.120	0.120	MJB	Major Bridge
182	13.120	13.160	0.040	TCS-17	6- Lane Divided Highway for MNB/MJB Approach Road
183	13.160	13.180	0.020	TCS-17	6- Lane Divided Highway for MNB/MJB Approach Road
184	13.180	13.220	0.040	VUP	VUP
185	13.220	13.380	0.160	TCS-17	6- Lane Divided Highway for MNB/MJB Approach Road
186	13.380	13.390	0.010	SVUP	SVUP
187	13.390	13.440	0.050	TCS-17	6- Lane Divided Highway for MNB/MJB Approach Road
188	13.440	13.520	0.080	TCS-5	4 - Lane Divided Highway (Filling Height 3m to 7m) New Construction Section
189	13.520	13.540	0.020	TCS-6	4 - Lane Divided Highway (One side Filling <3m, One side Filling 3m to 7m) New Construction
190	13.540	13.720	0.180	TCS-4	4 - Lane Divided Highway (Filling Height <3m) New Construction Section
191	13.720	13.740	0.020	TCS-2	4 - Lane Divided Highway (Partial Cut/Fill <3m) New Construction Section
192	13.740	13.760	0.020	TCS-7	4 - Lane Divided Highway with Breast wall on one side (One side Filling <3m) New Construction
193	13.760	13.840	0.080	TCS-8	4 - Lane Divided Highway with Breast wall on one side (One side Cutting <3m) New Construction Section
194	13.840	13.860	0.020	TCS-2	4 - Lane Divided Highway (Partial Cut/Fill <3m) New Construction Section
195	13.860	13.880	0.020	TCS-1	4 - Lane Divided Highway Cutting Section (Cutting Height < 3m) New Construction Section
196	13.880	14.160	0.280	TCS-10	4 - Lane Divided Highway (Both sides Breast wall) New Construction
197	14.160	14.180	0.020	TCS-8	4 - Lane Divided Highway with Breast wall on one side (One side Cutting <3m) New Construction Section
198	14.180	14.240	0.060	TCS-10	4 - Lane Divided Highway (Both sides Breast wall) New Construction
199	14.240	14.260	0.020	TCS-8	4 - Lane Divided Highway with Breast wall on one side (One side Cutting <3m) New Construction

Sr. No.	Design Chainage From	Design Chainage To	Length (Km)	TCS Type	TCS Description
					Section
200	14.260	14.280	0.020	TCS-2	4 - Lane Divided Highway (Partial Cut/Fill <3m) New Construction Section
201	14.280	14.400	0.120	TCS-4	4 - Lane Divided Highway (Filling Height <3m) New Construction Section
202	14.400	14.420	0.020	TCS-6	4 - Lane Divided Highway (One side Filling <3m, One side Filling 3m to 7m) New Construction
203	14.420	14.440	0.020	TCS-4	4 - Lane Divided Highway (Filling Height <3m) New Construction Section
204	14.440	14.540	0.100	TCS-6	4 - Lane Divided Highway (One side Filling <3m, One side Filling 3m to 7m) New Construction
205	14.540	14.716	0.176	TCS-17	6- Lane Divided Highway for MNB/MJB Approach Road
206	14.716	14.724	0.008	SVUP	SVUP
207	14.724	14.860	0.136	TCS-17	6- Lane Divided Highway for MNB/MJB Approach Road
208	14.860	15.220	0.360	TCS-5	4 - Lane Divided Highway (Filling Height 3m to 7m) New Construction Section
209	15.220	15.240	0.020	TCS-6	4 - Lane Divided Highway (One side Filling <3m, One side Filling 3m to 7m) New Construction
210	15.240	15.540	0.300	TCS-5	4 - Lane Divided Highway (Filling Height 3m to 7m) New Construction Section
211	15.540	15.690	0.150	TCS-17	6- Lane Divided Highway for MNB/MJB Approach Road
212	15.690	15.710	0.020	VUP	VUP
213	15.710	15.800	0.090	TCS-17	6- Lane Divided Highway for MNB/MJB Approach Road
214	15.800	15.840	0.040	TCS-5	4 - Lane Divided Highway (Filling Height 3m to 7m) New Construction Section
215	15.840	15.860	0.020	TCS-6	4 - Lane Divided Highway (One side Filling <3m, One side Filling 3m to 7m) New Construction
216	15.860	15.880	0.020	TCS-4	4 - Lane Divided Highway (Filling Height <3m) New Construction Section
217	15.880	15.940	0.060	TCS-2	4 - Lane Divided Highway (Partial Cut/Fill <3m) New Construction Section
218	15.940	16.000	0.060	TCS-4	4 - Lane Divided Highway (Filling Height <3m) New Construction Section
219	16.000	16.020	0.020	TCS-11	4 - Lane Divided Highway (One side Retaining Wall, One side filling 3m to 7m) New Construction
220	16.020	16.220	0.200	TCS-5	4 - Lane Divided Highway (Filling Height 3m to 7m) New Construction Section
221	16.220	16.340	0.120	TCS-4	4 - Lane Divided Highway (Filling Height <3m) New Construction Section
222	16.340	16.380	0.040	TCS-6	4 - Lane Divided Highway (One side Filling <3m, One side Filling 3m to 7m) New Construction

Sr. No.	Design Chainage From	Design Chainage To	Length (Km)	TCS Type	TCS Description
223	16.380	16.460	0.080	TCS-5	4 - Lane Divided Highway (Filling Height 3m to 7m) New Construction Section
224	16.460	16.520	0.060	TCS-6	4 - Lane Divided Highway (One side Filling <3m, One side Filling 3m to 7m) New Construction
225	16.520	16.540	0.020	TCS-5	4 - Lane Divided Highway (Filling Height 3m to 7m) New Construction Section
226	16.540	16.620	0.080	TCS-6	4 - Lane Divided Highway (One side Filling <3m, One side Filling 3m to 7m) New Construction
227	16.620	16.760	0.140	TCS-4	4 - Lane Divided Highway (Filling Height <3m) New Construction Section
228	16.760	16.780	0.020	TCS-11	4 - Lane Divided Highway (One side Retaining Wall, One side filling 3m to 7m) New Construction
229	16.780	16.880	0.100	TCS-5	4 - Lane Divided Highway (Filling Height 3m to 7m) New Construction Section
230	16.880	16.900	0.020	TCS-11	4 - Lane Divided Highway (One side Retaining Wall, One side filling 3m to 7m) New Construction
231	16.900	17.060	0.160	TCS-5	4 - Lane Divided Highway (Filling Height 3m to 7m) New Construction Section
232	17.060	17.140	0.080	TCS-6	4 - Lane Divided Highway (One side Filling <3m, One side Filling 3m to 7m) New Construction
233	17.140	17.180	0.040	TCS-5	4 - Lane Divided Highway (Filling Height 3m to 7m) New Construction Section
234	17.180	17.356	0.176	TCS-17	6- Lane Divided Highway for MNB/MJB Approach Road
235	17.356	17.364	0.008	SVUP	SVUP
236	17.364	17.400	0.036	TCS-2A	6 - Lane Divided Highway (Partial Cut/Fill <3m) New Construction Section
237	17.400	17.420	0.020	TCS-8A	6 - Lane Divided Highway with Breast wall on one side (One side Cutting <3m) New Construction Section
238	17.420	17.500	0.080	TCS-10A	6 - Lane Divided Highway (Both sides Breast wall) New Construction
239	17.500	17.760	0.260	TCS-10	4 - Lane Divided Highway (Both sides Breast wall) New Construction
240	17.760	17.840	0.080	TCS-8	4 - Lane Divided Highway with Breast wall on one side (One side Cutting <3m) New Construction Section
241	17.840	17.880	0.040	TCS-7	4 - Lane Divided Highway with Breast wall on one side (One side Filling <3m) New Construction
242	17.880	17.900	0.020	TCS-9	4 - Lane Divided Highway with Breast wall on one side (One side Cutting 3m to 7m) New Construction Section
243	17.900	17.920	0.020	TCS-7	4 - Lane Divided Highway with Breast wall on one side (One side Filling <3m) New Construction
244	17.920	17.940	0.020	TCS-3	4 - Lane Divided Highway (Partial F 3m to 7m, C<3m) New Construction Section

Sr. No.	Design Chainage From	Design Chainage To	Length (Km)	TCS Type	TCS Description
245	17.940	17.960	0.020	TCS-9	4 - Lane Divided Highway with Breast wall on one side (One side Cutting 3m to 7m) New Construction Section
246	17.960	17.980	0.020	TCS-3	4 - Lane Divided Highway (Partial F 3m to 7m, C<3m) New Construction Section
247	17.980	18.000	0.020	TCS-4	4 - Lane Divided Highway (Filling Height <3m) New Construction Section
248	18.000	18.020	0.020	TCS-3	4 - Lane Divided Highway (Partial F 3m to 7m, C<3m) New Construction Section
249	18.020	18.060	0.040	TCS-6	4 - Lane Divided Highway (One side Filling <3m, One side Filling 3m to 7m) New Construction
250	18.060	18.080	0.020	TCS-5	4 - Lane Divided Highway (Filling Height 3m to 7m) New Construction Section
251	18.080	18.100	0.020	TCS-6	4 - Lane Divided Highway (One side Filling <3m, One side Filling 3m to 7m) New Construction
252	18.100	18.140	0.040	TCS-5	4 - Lane Divided Highway (Filling Height 3m to 7m) New Construction Section
253	18.140	18.160	0.020	TCS-6	4 - Lane Divided Highway (One side Filling <3m, One side Filling 3m to 7m) New Construction
254	18.160	18.180	0.020	TCS-9	4 - Lane Divided Highway with Breast wall on one side (One side Cutting 3m to 7m) New Construction Section
255	18.180	18.220	0.040	TCS-8	4 - Lane Divided Highway with Breast wall on one side (One side Cutting <3m) New Construction Section
256	18.220	18.860	0.640	TCS-10	4 - Lane Divided Highway (Both sides Breast wall) New Construction
257	18.860	18.880	0.020	TCS-1	4 - Lane Divided Highway Cutting Section (Cutting Height < 3m) New Construction Section
258	18.880	18.900	0.020	TCS-4	4 - Lane Divided Highway (Filling Height <3m) New Construction Section
259	18.900	18.920	0.020	TCS-6	4 - Lane Divided Highway (One side Filling <3m, One side Filling 3m to 7m) New Construction
260	18.920	18.940	0.020	TCS-2	4 - Lane Divided Highway (Partial Cut/Fill <3m) New Construction Section
261	18.940	18.980	0.040	TCS-6	4 - Lane Divided Highway (One side Filling <3m, One side Filling 3m to 7m) New Construction
262	18.980	19.000	0.020	TCS-11	4 - Lane Divided Highway (One side Retaining Wall, One side filling 3m to 7m) New Construction
263	19.000	19.080	0.080	TCS-13	4 - Lane Divided Highway (One Breast wall & One Retaining wall) New Construction
264	19.080	19.120	0.040	TCS-8	4 - Lane Divided Highway with Breast wall on one side (One side Cutting <3m) New Construction Section
265	19.120	19.140	0.020	TCS-7	4 - Lane Divided Highway with Breast wall on one side (One side Filling <3m) New Construction

Sr. No.	Design Chainage From	Design Chainage To	Length (Km)	TCS Type	TCS Description
266	19.140	19.240	0.100	TCS-13	4 - Lane Divided Highway (One Breast wall & One Retaining wall) New Construction
267	19.240	19.260	0.020	TCS-8	4 - Lane Divided Highway with Breast wall on one side (One side Cutting <3m) New Construction Section
268	19.260	19.380	0.120	TCS-10	4 - Lane Divided Highway (Both sides Breast wall) New Construction
269	19.380	19.400	0.020	TCS-13	4 - Lane Divided Highway (One Breast wall & One Retaining wall) New Construction
270	19.400	19.420	0.020	TCS-8	4 - Lane Divided Highway with Breast wall on one side (One side Cutting <3m) New Construction Section
271	19.420	19.440	0.020	TCS-13	4 - Lane Divided Highway (One Breast wall & One Retaining wall) New Construction
272	19.440	19.460	0.020	TCS-8	4 - Lane Divided Highway with Breast wall on one side (One side Cutting <3m) New Construction Section
273	19.460	19.500	0.040	TCS-11	4 - Lane Divided Highway (One side Retaining Wall, One side filling 3m to 7m) New Construction
274	19.500	19.520	0.020	TCS-9	4 - Lane Divided Highway with Breast wall on one side (One side Cutting 3m to 7m) New Construction Section
275	19.520	19.540	0.020	TCS-3	4 - Lane Divided Highway (Partial F 3m to 7m, C<3m) New Construction Section
276	19.540	19.640	0.100	TCS-11	4 - Lane Divided Highway (One side Retaining Wall, One side filling 3m to 7m) New Construction
277	19.640	19.660	0.020	TCS-3	4 - Lane Divided Highway (Partial F 3m to 7m, C<3m) New Construction Section
278	19.660	19.680	0.020	TCS-11	4 - Lane Divided Highway (One side Retaining Wall, One side filling 3m to 7m) New Construction
279	19.680	19.700	0.020	TCS-3	4 - Lane Divided Highway (Partial F 3m to 7m, C<3m) New Construction Section
280	19.700	19.720	0.020	TCS-13	4 - Lane Divided Highway (One Breast wall & One Retaining wall) New Construction
281	19.720	19.740	0.020	TCS-9	4 - Lane Divided Highway with Breast wall on one side (One side Cutting 3m to 7m) New Construction Section
282	19.740	19.760	0.020	TCS-6	4 - Lane Divided Highway (One side Filling <3m, One side Filling 3m to 7m) New Construction
283	19.760	19.780	0.020	TCS-3	4 - Lane Divided Highway (Partial F 3m to 7m, C<3m) New Construction Section
284	19.780	19.820	0.040	TCS-8	4 - Lane Divided Highway with Breast wall on one side (One side Cutting <3m) New Construction Section
285	19.820	19.840	0.020	TCS-10	4 - Lane Divided Highway (Both sides Breast wall) New Construction
286	19.840	19.860	0.020	TCS-13	4 - Lane Divided Highway (One Breast wall & One Retaining wall) New Construction

Sr. No.	Design Chainage From	Design Chainage To	Length (Km)	TCS Type	TCS Description
287	19.860	19.880	0.020	TCS-3	4 - Lane Divided Highway (Partial F 3m to 7m, C<3m) New Construction Section
288	19.880	19.920	0.040	TCS-8	4 - Lane Divided Highway with Breast wall on one side (One side Cutting <3m) New Construction Section
289	19.920	19.940	0.020	TCS-9	4 - Lane Divided Highway with Breast wall on one side (One side Cutting 3m to 7m) New Construction Section
290	19.940	19.960	0.020	TCS-3	4 - Lane Divided Highway (Partial F 3m to 7m, C<3m) New Construction Section
291	19.960	19.980	0.020	TCS-11	4 - Lane Divided Highway (One side Retaining Wall, One side filling 3m to 7m) New Construction
292	19.980	20.040	0.060	TCS-3	4 - Lane Divided Highway (Partial F 3m to 7m, C<3m) New Construction Section
293	20.040	20.080	0.040	TCS-11	4 - Lane Divided Highway (One side Retaining Wall, One side filling 3m to 7m) New Construction
294	20.080	20.120	0.040	TCS-7	4 - Lane Divided Highway with Breast wall on one side (One side Filling <3m) New Construction
295	20.120	20.140	0.020	TCS-8	4 - Lane Divided Highway with Breast wall on one side (One side Cutting <3m) New Construction Section
296	20.140	20.260	0.120	TCS-10	4 - Lane Divided Highway (Both sides Breast wall) New Construction
297	20.260	20.300	0.040	TCS-10A	6 - Lane Divided Highway (Both sides Breast wall) New Construction
298	20.300	20.326	0.026	TCS-8A	6 - Lane Divided Highway with Breast wall on one side (One side Cutting <3m) New Construction Section
299	20.326	20.334	0.008	SVUP	SVUP
300	20.334	20.536	0.202	TCS-14A	6 - Lane Divided Highway (Both side Retaining wall in high Emb.) New Construction
301	20.536	20.560	0.024	MNB	Minor Bridge
302	20.560	20.640	0.080	TCS-14A	6 - Lane Divided Highway (Both side Retaining wall in high Emb.) New Construction
303	20.640	20.920	0.280	TCS-11	4 - Lane Divided Highway (One side Retaining Wall, One side filling 3m to 7m) New Construction
304	20.920	20.960	0.040	TCS-5	4 - Lane Divided Highway (Filling Height 3m to 7m) New Construction Section
305	20.960	20.980	0.020	TCS-2	4 - Lane Divided Highway (Partial Cut/Fill <3m) New Construction Section
306	20.980	21.140	0.160	TCS-10	4 - Lane Divided Highway (Both sides Breast wall) New Construction
307	21.140	21.160	0.020	TCS-8	4 - Lane Divided Highway with Breast wall on one side (One side Cutting <3m) New Construction Section
308	21.160	21.180	0.020	TCS-13	4 - Lane Divided Highway (One Breast wall & One Retaining wall) New Construction

Sr. No.	Design Chainage From	Design Chainage To	Length (Km)	TCS Type	TCS Description
309	21.180	21.200	0.020	TCS-7	4 - Lane Divided Highway with Breast wall on one side (One side Filling <3m) New Construction
310	21.200	21.300	0.100	TCS-10	4 - Lane Divided Highway (Both sides Breast wall) New Construction
311	21.300	21.320	0.020	TCS-8A	6 - Lane Divided Highway with Breast wall on one side (One side Cutting <3m) New Construction Section
312	21.320	21.345	0.025	TCS-17	6- Lane Divided Highway for MNB/MJB Approach Road
313	21.345	21.410	0.065	VUP	VUP
314	21.410	21.440	0.030	TCS-17	6- Lane Divided Highway for MNB/MJB Approach Road
315	21.440	21.460	0.020	TCS-10A	6 - Lane Divided Highway (Both sides Breast wall) New Construction
316	21.460	21.500	0.040	TCS-10	4 - Lane Divided Highway (Both sides Breast wall) New Construction
317	21.500	21.520	0.020	TCS-6	4 - Lane Divided Highway (One side Filling <3m, One side Filling 3m to 7m) New Construction
318	21.520	21.560	0.040	TCS-10	4 - Lane Divided Highway (Both sides Breast wall) New Construction
319	21.560	21.580	0.020	TCS-2	4 - Lane Divided Highway (Partial Cut/Fill <3m) New Construction Section
320	21.580	21.620	0.040	TCS-8	4 - Lane Divided Highway with Breast wall on one side (One side Cutting <3m) New Construction Section
321	21.620	21.640	0.020	TCS-7	4 - Lane Divided Highway with Breast wall on one side (One side Filling <3m) New Construction
322	21.640	21.660	0.020	TCS-9	4 - Lane Divided Highway with Breast wall on one side (One side Cutting 3m to 7m) New Construction Section
323	21.660	21.680	0.020	TCS-6	4 - Lane Divided Highway (One side Filling <3m, One side Filling 3m to 7m) New Construction
324	21.680	21.720	0.040	TCS-4	4 - Lane Divided Highway (Filling Height <3m) New Construction Section
325	21.720	21.740	0.020	TCS-2	4 - Lane Divided Highway (Partial Cut/Fill <3m) New Construction Section
326	21.740	21.760	0.020	TCS-1	4 - Lane Divided Highway Cutting Section (Cutting Height < 3m) New Construction Section
327	21.760	21.780	0.020	TCS-8	4 - Lane Divided Highway with Breast wall on one side (One side Cutting <3m) New Construction Section
328	21.780	21.820	0.040	TCS-10	4 - Lane Divided Highway (Both sides Breast wall) New Construction
329	21.820	21.920	0.100	TCS-8	4 - Lane Divided Highway with Breast wall on one side (One side Cutting <3m) New Construction Section
330	21.920	21.940	0.020	TCS-1	4 - Lane Divided Highway Cutting Section (Cutting Height < 3m) New Construction Section
331	21.940	21.980	0.040	TCS-4	4 - Lane Divided Highway (Filling Height <3m) New

Sr. No.	Design Chainage From	Design Chainage To	Length (Km)	TCS Type	TCS Description
					Construction Section
332	21.980	22.000	0.020	TCS-3	4 - Lane Divided Highway (Partial F 3m to 7m, C<3m) New Construction Section
333	22.000	22.020	0.020	TCS-8	4 - Lane Divided Highway with Breast wall on one side (One side Cutting <3m) New Construction Section
334	22.020	22.100	0.080	TCS-10	4 - Lane Divided Highway (Both sides Breast wall) New Construction
335	22.100	22.120	0.020	TCS-8	4 - Lane Divided Highway with Breast wall on one side (One side Cutting <3m) New Construction Section
336	22.120	22.640	0.520	TCS-10	4 - Lane Divided Highway (Both sides Breast wall) New Construction
337	22.640	22.660	0.020	TCS-8	4 - Lane Divided Highway with Breast wall on one side (One side Cutting <3m) New Construction Section
338	22.660	22.700	0.040	TCS-7	4 - Lane Divided Highway with Breast wall on one side (One side Filling <3m) New Construction
339	22.700	22.740	0.040	TCS-9	4 - Lane Divided Highway with Breast wall on one side (One side Cutting 3m to 7m) New Construction Section
340	22.740	22.760	0.020	TCS-6	4 - Lane Divided Highway (One side Filling <3m, One side Filling 3m to 7m) New Construction
341	22.760	22.780	0.020	TCS-3	4 - Lane Divided Highway (Partial F 3m to 7m, C<3m) New Construction Section
342	22.780	22.840	0.060	TCS-9	4 - Lane Divided Highway with Breast wall on one side (One side Cutting 3m to 7m) New Construction Section
343	22.840	22.860	0.020	TCS-7	4 - Lane Divided Highway with Breast wall on one side (One side Filling <3m) New Construction
344	22.860	22.900	0.040	TCS-8	4 - Lane Divided Highway with Breast wall on one side (One side Cutting <3m) New Construction Section
345	22.900	22.920	0.020	TCS-2	4 - Lane Divided Highway (Partial Cut/Fill <3m) New Construction Section
346	22.920	22.960	0.040	TCS-17	6- Lane Divided Highway for MNB/MJB Approach Road
347	22.960	22.980	0.020	Viaduct	Viaduct
348	22.980	23.040	0.060	TCS-17	6- Lane Divided Highway for MNB/MJB Approach Road
349	23.040	23.060	0.020	TCS-4	4 - Lane Divided Highway (Filling Height <3m) New Construction Section
350	23.060	23.100	0.040	TCS-6	4 - Lane Divided Highway (One side Filling <3m, One side Filling 3m to 7m) New Construction
351	23.100	23.160	0.060	TCS-8	4 - Lane Divided Highway with Breast wall on one side (One side Cutting <3m) New Construction Section
352	23.160	23.180	0.020	TCS-1	4 - Lane Divided Highway Cutting Section (Cutting Height < 3m) New Construction Section

Sr. No.	Design Chainage From	Design Chainage To	Length (Km)	TCS Type	TCS Description
353	23.180	23.200	0.020	TCS-4	4 - Lane Divided Highway (Filling Height <3m) New Construction Section
354	23.200	23.220	0.020	TCS-5	4 - Lane Divided Highway (Filling Height 3m to 7m) New Construction Section
355	23.220	23.380	0.160	TCS-11	4 - Lane Divided Highway (One side Retaining Wall, One side filling 3m to 7m) New Construction
356	23.380	23.415	0.035	TCS-17	6- Lane Divided Highway for MNB/MJB Approach Road
357	23.415	23.425	0.010	Viaduct	Viaduct
358	23.425	23.460	0.035	TCS-17	6- Lane Divided Highway for MNB/MJB Approach Road
359	23.460	23.480	0.020	TCS-2	4 - Lane Divided Highway (Partial Cut/Fill <3m) New Construction Section
360	23.480	23.500	0.020	TCS-6	4 - Lane Divided Highway (One side Filling <3m, One side Filling 3m to 7m) New Construction
361	23.500	23.520	0.020	TCS-2	4 - Lane Divided Highway (Partial Cut/Fill <3m) New Construction Section
362	23.520	23.540	0.020	TCS-7	4 - Lane Divided Highway with Breast wall on one side (One side Filling <3m) New Construction
363	23.540	23.560	0.020	TCS-8	4 - Lane Divided Highway with Breast wall on one side (One side Cutting <3m) New Construction Section
364	23.560	23.760	0.200	TCS-10	4 - Lane Divided Highway (Both sides Breast wall) New Construction
365	23.760	23.780	0.020	TCS-8	4 - Lane Divided Highway with Breast wall on one side (One side Cutting <3m) New Construction Section
366	23.780	23.820	0.040	TCS-7	4 - Lane Divided Highway with Breast wall on one side (One side Filling <3m) New Construction
367	23.820	23.900	0.080	TCS-9	4 - Lane Divided Highway with Breast wall on one side (One side Cutting 3m to 7m) New Construction Section
368	23.900	23.920	0.020	TCS-4	4 - Lane Divided Highway (Filling Height <3m) New Construction Section
369	23.920	23.940	0.020	TCS-2	4 - Lane Divided Highway (Partial Cut/Fill <3m) New Construction Section
370	23.940	24.060	0.120	TCS-10	4 - Lane Divided Highway (Both sides Breast wall) New Construction
371	24.060	24.120	0.060	TCS-8	4 - Lane Divided Highway with Breast wall on one side (One side Cutting <3m) New Construction Section
372	24.120	24.200	0.080	TCS-10	4 - Lane Divided Highway (Both sides Breast wall) New Construction
373	24.200	24.220	0.020	TCS-2	4 - Lane Divided Highway (Partial Cut/Fill <3m) New Construction Section
374	24.220	24.260	0.040	TCS-6	4 - Lane Divided Highway (One side Filling <3m, One side Filling 3m to 7m) New Construction

Sr. No.	Design Chainage From	Design Chainage To	Length (Km)	TCS Type	TCS Description
375	24.260	24.310	0.050	TCS-14A	6 - Lane Divided Highway (Both side Retaining wall in high Emb.) New Construction
376	24.310	24.330	0.020	MNB	Minor Bridge
377	24.330	24.360	0.030	TCS-14A	6 - Lane Divided Highway (Both side Retaining wall in high Emb.) New Construction
378	24.360	24.400	0.040	TCS-6	4 - Lane Divided Highway (One side Filling <3m, One side Filling 3m to 7m) New Construction
379	24.400	24.420	0.020	TCS-9	4 - Lane Divided Highway with Breast wall on one side (One side Cutting 3m to 7m) New Construction Section
380	24.420	24.440	0.020	TCS-13	4 - Lane Divided Highway (One Breast wall & One Retaining wall) New Construction
381	24.440	24.480	0.040	TCS-9	4 - Lane Divided Highway with Breast wall on one side (One side Cutting 3m to 7m) New Construction Section
382	24.480	24.500	0.020	TCS-6	4 - Lane Divided Highway (One side Filling <3m, One side Filling 3m to 7m) New Construction
383	24.500	24.540	0.040	TCS-8	4 - Lane Divided Highway with Breast wall on one side (One side Cutting <3m) New Construction Section
384	24.540	24.680	0.140	TCS-10	4 - Lane Divided Highway (Both sides Breast wall) New Construction
385	24.680	24.700	0.020	TCS-8	4 - Lane Divided Highway with Breast wall on one side (One side Cutting <3m) New Construction Section
386	24.700	24.720	0.020	TCS-7A	6 - Lane Divided Highway with Breast wall on one side (One side Filling <3m) New Construction
387	24.720	24.740	0.020	TCS-8A	6 - Lane Divided Highway with Breast wall on one side (One side Cutting <3m) New Construction Section
388	24.740	24.775	0.035	TCS-14A	6 - Lane Divided Highway (Both side Retaining wall in high Emb.) New Construction
389	24.775	24.785	0.010	MNB	Minor Bridge
390	24.785	24.810	0.025	TCS-14A	6 - Lane Divided Highway (Both side Retaining wall in high Emb.) New Construction
391	24.810	24.820	0.010	MNB	Minor Bridge
392	24.820	24.880	0.060	TCS-14A	6 - Lane Divided Highway (Both side Retaining wall in high Emb.) New Construction
393	24.880	24.960	0.080	TCS-11A	6 - Lane Divided Highway (One side Retaining Wall, One side filling 3m to 7m) New Construction
394	24.960	24.980	0.020	TCS-2A	6 - Lane Divided Highway (Partial Cut/Fill <3m) New Construction Section
395	24.980	25.040	0.060	TCS-13A	6 - Lane Divided Highway (One Breast wall & One Retaining wall) New Construction
396	25.040	25.060	0.020	TCS-2A	6 - Lane Divided Highway (Partial Cut/Fill <3m) New Construction Section

Development, Maintenance, Management and Operation of Greenfield High-Speed Corridor from Mawlyngkhung (near Shillong) in Meghalaya to Panchgram (near Silchar) in Assam by 4-Laning with Paved Shoulders on Hybrid Annuity Basis. (Package-1: From Km 0+000 to Km 45+645, Design Length - 45.645 Km)

Sr. No.	Design Chainage From	Design Chainage To	Length (Km)	TCS Type	TCS Description
397	25.060	25.100	0.040	TCS-13A	6 - Lane Divided Highway (One Breast wall & One Retaining wall) New Construction
398	25.100	25.140	0.040	TCS-8A	6 - Lane Divided Highway with Breast wall on one side (One side Cutting <3m) New Construction Section
399	25.140	25.185	0.045	TCS-13A	6 - Lane Divided Highway (One Breast wall & One Retaining wall) New Construction
400	25.185	25.300	0.115	Viaduct	Viaduct
401	25.300	25.528	0.228	TCS-5A	6 - Lane Divided Highway (Filling Height 3m to 7m) New Construction Section
402	25.528	25.563	0.035	VUP	VUP
403	25.563	25.580	0.017	TCS-3A	6 - Lane Divided Highway (Partial F 3m to 7m, C<3m) New Construction Section
404	25.580	25.600	0.020	TCS-10A	6 - Lane Divided Highway (Both sides Breast wall) New Construction
405	25.600	26.940	1.340	TCS-10	4 - Lane Divided Highway (Both sides Breast wall) New Construction
406	26.940	26.960	0.020	TCS-8	4 - Lane Divided Highway with Breast wall on one side (One side Cutting <3m) New Construction Section
407	26.960	27.000	0.040	TCS-7	4 - Lane Divided Highway with Breast wall on one side (One side Filling <3m) New Construction
408	27.000	27.020	0.020	TCS-8	4 - Lane Divided Highway with Breast wall on one side (One side Cutting <3m) New Construction Section
409	27.020	27.940	0.920	TCS-10	4 - Lane Divided Highway (Both sides Breast wall) New Construction
410	27.940	28.040	0.100	TCS-8	4 - Lane Divided Highway with Breast wall on one side (One side Cutting <3m) New Construction Section
411	28.040	28.060	0.020	TCS-1	4 - Lane Divided Highway Cutting Section (Cutting Height < 3m) New Construction Section
412	28.060	28.100	0.040	TCS-8	4 - Lane Divided Highway with Breast wall on one side (One side Cutting <3m) New Construction Section
413	28.100	28.140	0.040	TCS-1	4 - Lane Divided Highway Cutting Section (Cutting Height < 3m) New Construction Section
414	28.140	28.180	0.040	TCS-6	4 - Lane Divided Highway (One side Filling <3m, One side Filling 3m to 7m) New Construction
415	28.180	28.200	0.020	TCS-5	4 - Lane Divided Highway (Filling Height 3m to 7m) New Construction Section
416	28.200	28.280	0.080	TCS-11	4 - Lane Divided Highway (One side Retaining Wall, One side filling 3m to 7m) New Construction
417	28.280	28.320	0.040	TCS-6	4 - Lane Divided Highway (One side Filling <3m, One side Filling 3m to 7m) New Construction
418	28.320	28.340	0.020	TCS-4	4 - Lane Divided Highway (Filling Height <3m) New Construction Section

Sr. No.	Design Chainage From	Design Chainage To	Length (Km)	TCS Type	TCS Description
419	28.340	28.360	0.020	TCS-8	4 - Lane Divided Highway with Breast wall on one side (One side Cutting <3m) New Construction Section
420	28.360	28.480	0.120	TCS-10	4 - Lane Divided Highway (Both sides Breast wall) New Construction
421	28.480	28.500	0.020	TCS-8	4 - Lane Divided Highway with Breast wall on one side (One side Cutting <3m) New Construction Section
422	28.500	28.540	0.040	TCS-4	4 - Lane Divided Highway (Filling Height <3m) New Construction Section
423	28.540	28.560	0.020	TCS-1	4 - Lane Divided Highway Cutting Section (Cutting Height < 3m) New Construction Section
424	28.560	28.820	0.260	TCS-10	4 - Lane Divided Highway (Both sides Breast wall) New Construction
425	28.820	28.840	0.020	TCS-13	4 - Lane Divided Highway (One Breast wall & One Retaining wall) New Construction
426	28.840	28.860	0.020	TCS-6	4 - Lane Divided Highway (One side Filling <3m, One side Filling 3m to 7m) New Construction
427	28.860	28.900	0.040	TCS-5	4 - Lane Divided Highway (Filling Height 3m to 7m) New Construction Section
428	28.900	28.940	0.040	TCS-11	4 - Lane Divided Highway (One side Retaining Wall, One side filling 3m to 7m) New Construction
429	28.940	28.960	0.020	TCS-9	4 - Lane Divided Highway with Breast wall on one side (One side Cutting 3m to 7m) New Construction Section
430	28.960	28.980	0.020	TCS-7	4 - Lane Divided Highway with Breast wall on one side (One side Filling <3m) New Construction
431	28.980	29.100	0.120	TCS-10	4 - Lane Divided Highway (Both sides Breast wall) New Construction
432	29.100	29.160	0.060	TCS-8	4 - Lane Divided Highway with Breast wall on one side (One side Cutting <3m) New Construction Section
433	29.160	29.320	0.160	TCS-10	4 - Lane Divided Highway (Both sides Breast wall) New Construction
434	29.320	29.340	0.020	TCS-7	4 - Lane Divided Highway with Breast wall on one side (One side Filling <3m) New Construction
435	29.340	29.380	0.040	TCS-4	4 - Lane Divided Highway (Filling Height <3m) New Construction Section
436	29.380	29.400	0.020	TCS-6	4 - Lane Divided Highway (One side Filling <3m, One side Filling 3m to 7m) New Construction
437	29.400	29.420	0.020	TCS-5	4 - Lane Divided Highway (Filling Height 3m to 7m) New Construction Section
438	29.420	29.480	0.060	TCS-11	4 - Lane Divided Highway (One side Retaining Wall, One side filling 3m to 7m) New Construction
439	29.480	29.500	0.020	TCS-5	4 - Lane Divided Highway (Filling Height 3m to 7m) New Construction Section
440	29.500	29.520	0.020	TCS-11	4 - Lane Divided Highway (One side Retaining Wall, One side filling 3m to 7m) New Construction

Sr. No.	Design Chainage From	Design Chainage To	Length (Km)	TCS Type	TCS Description
441	29.520	29.540	0.020	TCS-6	4 - Lane Divided Highway (One side Filling <3m, One side Filling 3m to 7m) New Construction
442	29.540	29.560	0.020	TCS-13	4 - Lane Divided Highway (One Breast wall & One Retaining wall) New Construction
443	29.560	29.580	0.020	TCS-9	4 - Lane Divided Highway with Breast wall on one side (One side Cutting 3m to 7m) New Construction Section
444	29.580	29.600	0.020	TCS-13	4 - Lane Divided Highway (One Breast wall & One Retaining wall) New Construction
445	29.600	29.620	0.020	TCS-9	4 - Lane Divided Highway with Breast wall on one side (One side Cutting 3m to 7m) New Construction Section
446	29.620	29.640	0.020	TCS-8	4 - Lane Divided Highway with Breast wall on one side (One side Cutting <3m) New Construction Section
447	29.640	29.880	0.240	TCS-10	4 - Lane Divided Highway (Both sides Breast wall) New Construction
448	29.880	29.900	0.020	TCS-8	4 - Lane Divided Highway with Breast wall on one side (One side Cutting <3m) New Construction Section
449	29.900	29.940	0.040	TCS-1	4 - Lane Divided Highway Cutting Section (Cutting Height < 3m) New Construction Section
450	29.940	30.020	0.080	TCS-10	4 - Lane Divided Highway (Both sides Breast wall) New Construction
451	30.020	30.040	0.020	TCS-7	4 - Lane Divided Highway with Breast wall on one side (One side Filling <3m) New Construction
452	30.040	30.060	0.020	TCS-9	4 - Lane Divided Highway with Breast wall on one side (One side Cutting 3m to 7m) New Construction Section
453	30.060	30.243	0.183	TCS-17	6- Lane Divided Highway for MNB/MJB Approach Road
454	30.243	30.251	0.008	SVUP	SVUP
455	30.251	30.460	0.209	TCS-17	6- Lane Divided Highway for MNB/MJB Approach Road
456	30.460	30.470	0.010	SVUP	SVUP
457	30.470	30.660	0.190	TCS-17	6- Lane Divided Highway for MNB/MJB Approach Road
458	30.660	30.710	0.050	Utility Underpass	Utility Underpass
459	30.710	30.740	0.030	TCS-17	6- Lane Divided Highway for MNB/MJB Approach Road
460	30.740	30.760	0.020	TCS-1A	6 - Lane Divided Highway Cutting Section (Cutting Height < 3m) New Construction Section
461	30.760	30.960	0.200	TCS-10	4 - Lane Divided Highway (Both sides Breast wall) New Construction
462	30.960	30.980	0.020	TCS-8	4 - Lane Divided Highway with Breast wall on one side (One side Cutting <3m) New Construction Section

Sr. No.	Design Chainage From	Design Chainage To	Length (Km)	TCS Type	TCS Description
463	30.980	31.000	0.020	TCS-1	4 - Lane Divided Highway Cutting Section (Cutting Height < 3m) New Construction Section
464	31.000	31.020	0.020	TCS-4	4 - Lane Divided Highway (Filling Height <3m) New Construction Section
465	31.020	31.040	0.020	TCS-11	4 - Lane Divided Highway (One side Retaining Wall, One side filling 3m to 7m) New Construction
466	31.040	31.200	0.160	TCS-14	4 - Lane Divided Highway (Both side Retaining wall in high Emb.) New Construction
467	31.200	31.240	0.040	TCS-11	4 - Lane Divided Highway (One side Retaining Wall, One side filling 3m to 7m) New Construction
468	31.240	31.300	0.060	TCS-3	4 - Lane Divided Highway (Partial F 3m to 7m, C<3m) New Construction Section
469	31.300	31.360	0.060	TCS-4	4 - Lane Divided Highway (Filling Height <3m) New Construction Section
470	31.360	31.460	0.100	TCS-17	6- Lane Divided Highway for MNB/MJB Approach Road
471	31.460	31.496	0.036	TCS-14A	6 - Lane Divided Highway (Both side Retaining wall in high Emb.) New Construction
472	31.496	31.504	0.008	SVUP	SVUP
473	31.504	31.540	0.036	TCS-14A	6 - Lane Divided Highway (Both side Retaining wall in high Emb.) New Construction
474	31.540	31.560	0.020	TCS-13A	6 - Lane Divided Highway (One Breast wall & One Retaining wall) New Construction
475	31.560	31.580	0.020	TCS-8A	6 - Lane Divided Highway with Breast wall on one side (One side Cutting <3m) New Construction Section
476	31.580	31.620	0.040	TCS-10A	6 - Lane Divided Highway (Both sides Breast wall) New Construction
477	31.620	32.340	0.720	TCS-10	4 - Lane Divided Highway (Both sides Breast wall) New Construction
478	32.340	32.360	0.020	TCS-7	4 - Lane Divided Highway with Breast wall on one side (One side Filling <3m) New Construction
479	32.360	33.040	0.680	TCS-10	4 - Lane Divided Highway (Both sides Breast wall) New Construction
480	33.040	33.060	0.020	TCS-10A	6 - Lane Divided Highway (Both sides Breast wall) New Construction
481	33.060	33.080	0.020	TCS-8A	6 - Lane Divided Highway with Breast wall on one side (One side Cutting <3m) New Construction Section
482	33.080	33.095	0.015	TCS-6A	6 - Lane Divided Highway (One side Filling <3m, One side Filling 3m to 7m) New Construction
483	33.095	33.105	0.010	MNB	Minor Bridge
484	33.105	33.160	0.055	TCS-6A	6 - Lane Divided Highway (One side Filling <3m, One side Filling 3m to 7m) New Construction
485	33.160	33.195	0.035	TCS-17	6- Lane Divided Highway for MNB/MJB Approach Road

Sr. No.	Design Chainage From	Design Chainage To	Length (Km)	TCS Type	TCS Description
486	33.195	33.225	0.030	Utility Underpass	Utility Underpass
487	33.225	33.250	0.025	TCS-5A	6 - Lane Divided Highway (Filling Height 3m to 7m) New Construction Section
488	33.250	33.570	0.320	MJB cum Viaduct	Major Bridge cum Viaduct
489	33.570	33.600	0.030	TCS-5A	6 - Lane Divided Highway (Filling Height 3m to 7m) New Construction Section
490	33.600	33.620	0.020	TCS-6	4 - Lane Divided Highway (One side Filling <3m, One side Filling 3m to 7m) New Construction
491	33.620	33.640	0.020	TCS-5	4 - Lane Divided Highway (Filling Height 3m to 7m) New Construction Section
492	33.640	33.700	0.060	TCS-11	4 - Lane Divided Highway (One side Retaining Wall, One side filling 3m to 7m) New Construction
493	33.700	34.140	0.440	TCS-10	4 - Lane Divided Highway (Both sides Breast wall) New Construction
494	34.140	34.160	0.020	TCS-1	4 - Lane Divided Highway Cutting Section (Cutting Height < 3m) New Construction Section
495	34.160	34.180	0.020	TCS-3	4 - Lane Divided Highway (Partial F 3m to 7m, C<3m) New Construction Section
496	34.180	34.200	0.020	TCS-7	4 - Lane Divided Highway with Breast wall on one side (One side Filling <3m) New Construction
497	34.200	34.260	0.060	TCS-8	4 - Lane Divided Highway with Breast wall on one side (One side Cutting <3m) New Construction Section
498	34.260	34.460	0.200	TCS-10	4 - Lane Divided Highway (Both sides Breast wall) New Construction
499	34.460	34.500	0.040	TCS-8	4 - Lane Divided Highway with Breast wall on one side (One side Cutting <3m) New Construction Section
500	34.500	34.540	0.040	TCS-10	4 - Lane Divided Highway (Both sides Breast wall) New Construction
501	34.540	34.580	0.040	TCS-8	4 - Lane Divided Highway with Breast wall on one side (One side Cutting <3m) New Construction Section
502	34.580	34.600	0.020	TCS-13A	6 - Lane Divided Highway (One Breast wall & One Retaining wall) New Construction
503	34.600	34.620	0.020	TCS-17	6- Lane Divided Highway for MNB/MJB Approach Road
504	34.620	34.820	0.200	Viaduct	Viaduct
505	34.820	34.840	0.020	TCS-17	6- Lane Divided Highway for MNB/MJB Approach Road
506	34.840	34.860	0.020	TCS-8A	6 - Lane Divided Highway with Breast wall on one side (One side Cutting <3m) New Construction Section
507	34.860	34.940	0.080	TCS-10A	6 - Lane Divided Highway (Both sides Breast wall) New Construction

Sr. No.	Design Chainage From	Design Chainage To	Length (Km)	TCS Type	TCS Description
508	34.940	34.960	0.020	TCS-7A	6 - Lane Divided Highway with Breast wall on one side (One side Filling <3m) New Construction
509	34.960	35.006	0.046	TCS-13A	6 - Lane Divided Highway (One Breast wall & One Retaining wall) New Construction
510	35.006	35.454	0.448	MJB cum Viaduct	Major Bridge cum Viaduct
511	35.454	35.480	0.026	TCS-5A	6 - Lane Divided Highway (Filling Height 3m to 7m) New Construction Section
512	35.480	35.500	0.020	TCS-1A	6 - Lane Divided Highway Cutting Section (Cutting Height < 3m) New Construction Section
513	35.500	35.700	0.200	TCS-10A	6 - Lane Divided Highway (Both sides Breast wall) New Construction
514	35.700	35.800	0.100	Viaduct	Viaduct
515	35.800	35.820	0.020	TCS-17	6- Lane Divided Highway for MNB/MJB Approach Road
516	35.820	35.840	0.020	TCS-13A	6 - Lane Divided Highway (One Breast wall & One Retaining wall) New Construction
517	35.840	35.880	0.040	TCS-9	4 - Lane Divided Highway with Breast wall on one side (One side Cutting 3m to 7m) New Construction Section
518	35.880	35.900	0.020	TCS-3	4 - Lane Divided Highway (Partial F 3m to 7m, C<3m) New Construction Section
519	35.900	35.920	0.020	TCS-7	4 - Lane Divided Highway with Breast wall on one side (One side Filling <3m) New Construction
520	35.920	35.960	0.040	TCS-13	4 - Lane Divided Highway (One Breast wall & One Retaining wall) New Construction
521	35.960	35.980	0.020	TCS-11	4 - Lane Divided Highway (One side Retaining Wall, One side filling 3m to 7m) New Construction
522	35.980	36.000	0.020	TCS-13	4 - Lane Divided Highway (One Breast wall & One Retaining wall) New Construction
523	36.000	36.020	0.020	TCS-4	4 - Lane Divided Highway (Filling Height <3m) New Construction Section
524	36.020	36.040	0.020	TCS-2	4 - Lane Divided Highway (Partial Cut/Fill <3m) New Construction Section
525	36.040	36.820	0.780	TCS-10	4 - Lane Divided Highway (Both sides Breast wall) New Construction
526	36.820	36.840	0.020	TCS-8A	6 - Lane Divided Highway with Breast wall on one side (One side Cutting <3m) New Construction Section
527	36.840	36.865	0.025	TCS-10A	6 - Lane Divided Highway (Both sides Breast wall) New Construction
528	36.865	36.895	0.030	Utility Underpass	Utility Underpass
529	36.895	36.920	0.025	TCS-17	6- Lane Divided Highway for MNB/MJB Approach Road
530	36.920	36.940	0.020	TCS-8A	6 - Lane Divided Highway with Breast wall on one side (One side Cutting <3m) New Construction

Development, Maintenance, Management and Operation of Greenfield High-Speed Corridor from Mawlyngkhung (near Shillong) in Meghalaya to Panchgram (near Silchar) in Assam by 4-Laning with Paved Shoulders on Hybrid Annuity Basis. (Package-1: From Km 0+000 to Km 45+645, Design Length - 45.645 Km)

Sr. No.	Design Chainage From	Design Chainage To	Length (Km)	TCS Type	TCS Description
					Section
531	36.940	37.080	0.140	TCS-10A	6 - Lane Divided Highway (Both sides Breast wall) New Construction
532	37.080	37.100	0.020	TCS-7A	6 - Lane Divided Highway with Breast wall on one side (One side Filling <3m) New Construction
533	37.100	37.130	0.030	TCS-17	6- Lane Divided Highway for MNB/MJB Approach Road
534	37.130	37.150	0.020	Viaduct	Viaduct
535	37.150	37.200	0.050	TCS-17	6- Lane Divided Highway for MNB/MJB Approach Road
536	37.200	37.240	0.040	TCS-8	4 - Lane Divided Highway with Breast wall on one side (One side Cutting <3m) New Construction Section
537	37.240	37.320	0.080	TCS-10	4 - Lane Divided Highway (Both sides Breast wall) New Construction
538	37.320	37.360	0.040	TCS-8	4 - Lane Divided Highway with Breast wall on one side (One side Cutting <3m) New Construction Section
539	37.360	37.400	0.040	TCS-10	4 - Lane Divided Highway (Both sides Breast wall) New Construction
540	37.400	37.420	0.020	TCS-8	4 - Lane Divided Highway with Breast wall on one side (One side Cutting <3m) New Construction Section
541	37.420	37.540	0.120	TCS-10	4 - Lane Divided Highway (Both sides Breast wall) New Construction
542	37.540	37.560	0.020	TCS-8	4 - Lane Divided Highway with Breast wall on one side (One side Cutting <3m) New Construction Section
543	37.560	37.600	0.040	TCS-10	4 - Lane Divided Highway (Both sides Breast wall) New Construction
544	37.600	37.620	0.020	TCS-7	4 - Lane Divided Highway with Breast wall on one side (One side Filling <3m) New Construction
545	37.620	37.640	0.020	TCS-7A	6 - Lane Divided Highway with Breast wall on one side (One side Filling <3m) New Construction
546	37.640	37.680	0.040	TCS-9A	6 - Lane Divided Highway with Breast wall on one side (One side Cutting 3m to 7m) New Construction Section
547	37.680	37.705	0.025	TCS-14A	6 - Lane Divided Highway (Both side Retaining wall in high Emb.) New Construction
548	37.705	38.026	0.321	MJB cum Viaduct	Major Bridge cum Viaduct
549	38.026	38.060	0.034	TCS-14A	6 - Lane Divided Highway (Both side Retaining wall in high Emb.) New Construction
550	38.060	38.080	0.020	TCS-8A	6 - Lane Divided Highway with Breast wall on one side (One side Cutting <3m) New Construction Section
551	38.080	38.100	0.020	TCS-6A	6 - Lane Divided Highway (One side Filling <3m, One side Filling 3m to 7m) New Construction

Sr. No.	Design Chainage From	Design Chainage To	Length (Km)	TCS Type	TCS Description
552	38.100	38.220	0.120	TCS-9A	6 - Lane Divided Highway with Breast wall on one side (One side Cutting 3m to 7m) New Construction Section
553	38.220	38.240	0.020	TCS-10A	6 - Lane Divided Highway (Both sides Breast wall) New Construction
554	38.240	38.260	0.020	TCS-3A	6 - Lane Divided Highway (Partial F 3m to 7m, C<3m) New Construction Section
555	38.260	38.280	0.020	TCS-9A	6 - Lane Divided Highway with Breast wall on one side (One side Cutting 3m to 7m) New Construction Section
556	38.280	38.300	0.020	TCS-3A	6 - Lane Divided Highway (Partial F 3m to 7m, C<3m) New Construction Section
557	38.300	38.320	0.020	TCS-5A	6 - Lane Divided Highway (Filling Height 3m to 7m) New Construction Section
558	38.320	38.340	0.020	TCS-9A	6 - Lane Divided Highway with Breast wall on one side (One side Cutting 3m to 7m) New Construction Section
559	38.340	38.360	0.020	TCS-13A	6 - Lane Divided Highway (One Breast wall & One Retaining wall) New Construction
560	38.360	38.380	0.020	TCS-17	6- Lane Divided Highway for MNB/MJB Approach Road
561	38.380	38.620	0.240	Viaduct	Viaduct
562	38.620	38.640	0.020	TCS-17	6- Lane Divided Highway for MNB/MJB Approach Road
563	38.640	38.660	0.020	TCS-8A	6 - Lane Divided Highway with Breast wall on one side (One side Cutting <3m) New Construction Section
564	38.660	38.960	0.300	TCS-10A	6 - Lane Divided Highway (Both sides Breast wall) New Construction
565	38.960	39.000	0.040	TCS-13A	6 - Lane Divided Highway (One Breast wall & One Retaining wall) New Construction
566	39.000	39.240	0.240	Viaduct	Viaduct
567	39.240	39.320	0.080	TCS-17	6- Lane Divided Highway for MNB/MJB Approach Road
568	39.320	39.340	0.020	TCS-6A	6 - Lane Divided Highway (One side Filling <3m, One side Filling 3m to 7m) New Construction
569	39.340	39.360	0.020	TCS-13A	6 - Lane Divided Highway (One Breast wall & One Retaining wall) New Construction
570	39.360	39.380	0.020	TCS-8A	6 - Lane Divided Highway with Breast wall on one side (One side Cutting <3m) New Construction Section
571	39.380	39.400	0.020	TCS-9A	6 - Lane Divided Highway with Breast wall on one side (One side Cutting 3m to 7m) New Construction Section
572	39.400	39.420	0.020	TCS-7A	6 - Lane Divided Highway with Breast wall on one side (One side Filling <3m) New Construction
573	39.420	39.580	0.160	TCS-10A	6 - Lane Divided Highway (Both sides Breast wall) New Construction

Sr. No.	Design Chainage From	Design Chainage To	Length (Km)	TCS Type	TCS Description
574	39.580	39.600	0.020	TCS-7A	6 - Lane Divided Highway with Breast wall on one side (One side Filling <3m) New Construction
575	39.600	39.620	0.020	LVUP	LVUP
576	39.620	39.635	0.015	TCS-14A	6 - Lane Divided Highway (Both side Retaining wall in high Emb.) New Construction
577	39.635	39.645	0.010	MNB	Minor Bridge
578	39.645	39.700	0.055	TCS-14A	6 - Lane Divided Highway (Both side Retaining wall in high Emb.) New Construction
579	39.700	39.720	0.020	TCS-5	4 - Lane Divided Highway (Filling Height 3m to 7m) New Construction Section
580	39.720	39.740	0.020	TCS-4	4 - Lane Divided Highway (Filling Height <3m) New Construction Section
581	39.740	40.000	0.260	TCS-10	4 - Lane Divided Highway (Both sides Breast wall) New Construction
582	40.000	40.020	0.020	TCS-8	4 - Lane Divided Highway with Breast wall on one side (One side Cutting <3m) New Construction Section
583	40.020	40.040	0.020	TCS-9A	6 - Lane Divided Highway with Breast wall on one side (One side Cutting 3m to 7m) New Construction Section
584	40.040	40.060	0.020	TCS-13A	6 - Lane Divided Highway (One Breast wall & One Retaining wall) New Construction
585	40.060	40.080	0.020	TCS-2A	6 - Lane Divided Highway (Partial Cut/Fill <3m) New Construction Section
586	40.080	40.105	0.025	TCS-11A	6 - Lane Divided Highway (One side Retaining Wall, One side filling 3m to 7m) New Construction
587	40.105	40.150	0.045	Viaduct	Viaduct
588	40.150	40.180	0.030	TCS-11A	6 - Lane Divided Highway (One side Retaining Wall, One side filling 3m to 7m) New Construction
589	40.180	40.200	0.020	TCS-1A	6 - Lane Divided Highway Cutting Section (Cutting Height < 3m) New Construction Section
590	40.200	40.220	0.020	TCS-8A	6 - Lane Divided Highway with Breast wall on one side (One side Cutting <3m) New Construction Section
591	40.220	40.240	0.020	TCS-10A	6 - Lane Divided Highway (Both sides Breast wall) New Construction
592	40.240	40.260	0.020	TCS-7A	6 - Lane Divided Highway with Breast wall on one side (One side Filling <3m) New Construction
593	40.260	40.280	0.020	TCS-6A	6 - Lane Divided Highway (One side Filling <3m, One side Filling 3m to 7m) New Construction
594	40.280	40.335	0.055	TCS-11A	6 - Lane Divided Highway (One side Retaining Wall, One side filling 3m to 7m) New Construction
595	40.335	40.345	0.010	Viaduct	Viaduct
596	40.345	40.435	0.090	TCS-11A	6 - Lane Divided Highway (One side Retaining Wall, One side filling 3m to 7m) New Construction
597	40.435	40.445	0.010	Viaduct	Viaduct

Sr. No.	Design Chainage From	Design Chainage To	Length (Km)	TCS Type	TCS Description
598	40.445	40.480	0.035	TCS-14A	6 - Lane Divided Highway (Both side Retaining wall in high Emb.) New Construction
599	40.480	40.520	0.040	TCS-11A	6 - Lane Divided Highway (One side Retaining Wall, One side filling 3m to 7m) New Construction
600	40.520	40.540	0.020	TCS-3A	6 - Lane Divided Highway (Partial F 3m to 7m, C<3m) New Construction Section
601	40.540	40.560	0.020	TCS-10A	6 - Lane Divided Highway (Both sides Breast wall) New Construction
602	40.560	40.620	0.060	TCS-8A	6 - Lane Divided Highway with Breast wall on one side (One side Cutting <3m) New Construction Section
603	40.620	40.640	0.020	TCS-10A	6 - Lane Divided Highway (Both sides Breast wall) New Construction
604	40.640	40.650	0.010	TCS-2A	6 - Lane Divided Highway (Partial Cut/Fill <3m) New Construction Section
605	40.650	40.700	0.050	Utility Underpass	Utility Underpass
606	40.700	40.720	0.020	TCS-5A	6 - Lane Divided Highway (Filling Height 3m to 7m) New Construction Section
607	40.720	40.740	0.020	TCS-13A	6 - Lane Divided Highway (One Breast wall & One Retaining wall) New Construction
608	40.740	40.780	0.040	TCS-11A	6 - Lane Divided Highway (One side Retaining Wall, One side filling 3m to 7m) New Construction
609	40.780	40.800	0.020	TCS-8A	6 - Lane Divided Highway with Breast wall on one side (One side Cutting <3m) New Construction Section
610	40.800	40.820	0.020	TCS-10A	6 - Lane Divided Highway (Both sides Breast wall) New Construction
611	40.820	40.840	0.020	TCS-8A	6 - Lane Divided Highway with Breast wall on one side (One side Cutting <3m) New Construction Section
612	40.840	40.865	0.025	TCS-13A	6 - Lane Divided Highway (One Breast wall & One Retaining wall) New Construction
613	40.865	40.875	0.010	Viaduct	Viaduct
614	40.875	40.940	0.065	TCS-13A	6 - Lane Divided Highway (One Breast wall & One Retaining wall) New Construction
615	40.940	41.020	0.080	TCS-13	4 - Lane Divided Highway (One Breast wall & One Retaining wall) New Construction
616	41.020	41.100	0.080	TCS-9	4 - Lane Divided Highway with Breast wall on one side (One side Cutting 3m to 7m) New Construction Section
617	41.100	41.120	0.020	TCS-8	4 - Lane Divided Highway with Breast wall on one side (One side Cutting <3m) New Construction Section
618	41.120	41.240	0.120	TCS-10	4 - Lane Divided Highway (Both sides Breast wall) New Construction
619	41.240	41.273	0.033	TCS-14A	6 - Lane Divided Highway (Both side Retaining wall in high Emb.) New Construction

Sr. No.	Design Chainage From	Design Chainage To	Length (Km)	TCS Type	TCS Description
620	41.273	41.288	0.015	MNB	Minor Bridge
621	41.288	41.340	0.052	TCS-14A	6 - Lane Divided Highway (Both side Retaining wall in high Emb.) New Construction
622	41.340	41.400	0.060	TCS-5A	6 - Lane Divided Highway (Filling Height 3m to 7m) New Construction Section
623	41.400	41.420	0.020	TCS-6A	6 - Lane Divided Highway (One side Filling <3m, One side Filling 3m to 7m) New Construction
624	41.420	41.440	0.020	TCS-8A	6 - Lane Divided Highway with Breast wall on one side (One side Cutting <3m) New Construction Section
625	41.440	41.620	0.180	TCS-10	4 - Lane Divided Highway (Both sides Breast wall) New Construction
626	41.620	41.640	0.020	TCS-7	4 - Lane Divided Highway with Breast wall on one side (One side Filling <3m) New Construction
627	41.640	41.660	0.020	TCS-2	4 - Lane Divided Highway (Partial Cut/Fill <3m) New Construction Section
628	41.660	41.980	0.320	TCS-10	4 - Lane Divided Highway (Both sides Breast wall) New Construction
629	41.980	42.020	0.040	TCS-4	4 - Lane Divided Highway (Filling Height <3m) New Construction Section
630	42.020	42.040	0.020	TCS-8	4 - Lane Divided Highway with Breast wall on one side (One side Cutting <3m) New Construction Section
631	42.040	42.060	0.020	TCS-2	4 - Lane Divided Highway (Partial Cut/Fill <3m) New Construction Section
632	42.060	42.080	0.020	TCS-8	4 - Lane Divided Highway with Breast wall on one side (One side Cutting <3m) New Construction Section
633	42.080	42.600	0.520	TCS-10	4 - Lane Divided Highway (Both sides Breast wall) New Construction
634	42.600	42.620	0.020	TCS-10A	6 - Lane Divided Highway (Both sides Breast wall) New Construction
635	42.620	42.645	0.025	TCS-2A	6 - Lane Divided Highway (Partial Cut/Fill <3m) New Construction Section
636	42.645	42.675	0.030	Utility Underpass	Utility Underpass
637	42.675	42.700	0.025	TCS-5A	6 - Lane Divided Highway (Filling Height 3m to 7m) New Construction Section
638	42.700	42.720	0.020	TCS-6A	6 - Lane Divided Highway (One side Filling <3m, One side Filling 3m to 7m) New Construction
639	42.720	42.743	0.023	TCS-2A	6 - Lane Divided Highway (Partial Cut/Fill <3m) New Construction Section
640	42.743	42.763	0.020	MNB	Minor Bridge
641	42.763	42.780	0.017	TCS-11A	6 - Lane Divided Highway (One side Retaining Wall, One side filling 3m to 7m) New Construction
642	42.780	42.800	0.020	TCS-6A	6 - Lane Divided Highway (One side Filling <3m, One side Filling 3m to 7m) New Construction

Sr. No.	Design Chainage From	Design Chainage To	Length (Km)	TCS Type	TCS Description
643	42.800	42.820	0.020	TCS-5A	6 - Lane Divided Highway (Filling Height 3m to 7m) New Construction Section
644	42.820	42.920	0.100	TCS-11A	6 - Lane Divided Highway (One side Retaining Wall, One side filling 3m to 7m) New Construction
645	42.920	42.980	0.060	TCS-14A	6 - Lane Divided Highway (Both side Retaining wall in high Emb.) New Construction
646	42.980	43.100	0.120	Viaduct	Viaduct
647	43.100	43.140	0.040	TCS-14A	6 - Lane Divided Highway (Both side Retaining wall in high Emb.) New Construction
648	43.140	43.160	0.020	TCS-8	4 - Lane Divided Highway with Breast wall on one side (One side Cutting <3m) New Construction Section
649	43.160	43.380	0.220	TCS-10	4 - Lane Divided Highway (Both sides Breast wall) New Construction
650	43.380	43.400	0.020	TCS-7	4 - Lane Divided Highway with Breast wall on one side (One side Filling <3m) New Construction
651	43.400	43.420	0.020	TCS-4	4 - Lane Divided Highway (Filling Height <3m) New Construction Section
652	43.420	43.520	0.100	TCS-10	4 - Lane Divided Highway (Both sides Breast wall) New Construction
653	43.520	43.540	0.020	TCS-1	4 - Lane Divided Highway Cutting Section (Cutting Height < 3m) New Construction Section
654	43.540	43.580	0.040	TCS-4	4 - Lane Divided Highway (Filling Height <3m) New Construction Section
655	43.580	43.600	0.020	TCS-6	4 - Lane Divided Highway (One side Filling <3m, One side Filling 3m to 7m) New Construction
656	43.600	43.680	0.080	TCS-5	4 - Lane Divided Highway (Filling Height 3m to 7m) New Construction Section
657	43.680	43.700	0.020	TCS-11	4 - Lane Divided Highway (One side Retaining Wall, One side filling 3m to 7m) New Construction
658	43.700	43.740	0.040	TCS-6	4 - Lane Divided Highway (One side Filling <3m, One side Filling 3m to 7m) New Construction
659	43.740	43.780	0.040	TCS-14A	6 - Lane Divided Highway (Both side Retaining wall in high Emb.) New Construction
660	43.780	43.820	0.040	MNB	Minor Bridge
661	43.820	43.860	0.040	TCS-14A	6 - Lane Divided Highway (Both side Retaining wall in high Emb.) New Construction
662	43.860	43.880	0.020	TCS-4	4 - Lane Divided Highway (Filling Height <3m) New Construction Section
663	43.880	43.900	0.020	TCS-8	4 - Lane Divided Highway with Breast wall on one side (One side Cutting <3m) New Construction Section
664	43.900	44.020	0.120	TCS-10	4 - Lane Divided Highway (Both sides Breast wall) New Construction
665	44.020	44.040	0.020	TCS-2	4 - Lane Divided Highway (Partial Cut/Fill <3m) New Construction Section
666	44.040	44.060	0.020	TCS-4	4 - Lane Divided Highway (Filling Height <3m) New

Sr. No.	Design Chainage From	Design Chainage To	Length (Km)	TCS Type	TCS Description
					Construction Section
667	44.060	44.080	0.020	TCS-1	4 - Lane Divided Highway Cutting Section (Cutting Height < 3m) New Construction Section
668	44.080	44.100	0.020	TCS-8	4 - Lane Divided Highway with Breast wall on one side (One side Cutting <3m) New Construction Section
669	44.100	44.380	0.280	TCS-10	4 - Lane Divided Highway (Both sides Breast wall) New Construction
670	44.380	44.400	0.020	TCS-7	4 - Lane Divided Highway with Breast wall on one side (One side Filling <3m) New Construction
671	44.400	44.420	0.020	TCS-2	4 - Lane Divided Highway (Partial Cut/Fill <3m) New Construction Section
672	44.420	44.440	0.020	TCS-1	4 - Lane Divided Highway Cutting Section (Cutting Height < 3m) New Construction Section
673	44.440	44.460	0.020	TCS-7	4 - Lane Divided Highway with Breast wall on one side (One side Filling <3m) New Construction
674	44.460	45.360	0.900	TCS-10	4 - Lane Divided Highway (Both sides Breast wall) New Construction
675	45.360	45.420	0.060	TCS-8	4 - Lane Divided Highway with Breast wall on one side (One side Cutting <3m) New Construction Section
676	45.420	45.645	0.225	TCS-10	4 - Lane Divided Highway (Both sides Breast wall) New Construction
			45.645	KM	

Note:

1. Any variations in the lengths of various TCS as specified in the Table 2.10 shall not constitute a Change of Scope.
2. Lengths mentioned in the above list for cross section types concerned to structures are inclusive of structure length.
3. RE wall to be provided for full height on all structures.
4. Toe wall to be provided where ROW is restricted and water bodies along the proposed highway on the sections specified in Schedule-B.
5. Chainage may be adjusted according to location of structures as per Site conditions.
6. Carriageway width tapering shall be provided 1 in 50 as per manual.
7. Intermediate Sight Distance (Desirable Minimum Sight Distance) shall be followed for design of all summit vertical curves and Headlight Sight Distance for all Valley Curves including structures as well as highways.

8. A utility corridor, along with earthen Drain/ Lined drain/Covered Drain as per TCS shall be accommodated in the ROW.

2. Intersections and Grade Separated Intersections

All at-grade intersections and grade separated intersections shall be as per Section 3 of the Manual. Existing at-grade intersections shall be improved to the prescribed standards.

The service road pavement composition shall be continued on crossroads of the intersections for the length specified for at-grade and grade separated intersections.

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

(a) At-grade intersections Major Junctions:

Improvement of major junctions shall be carried out at the following locations:

Sr. No.	Design Chainage (Km)	Type of Junction	Leads to		Median Opening	Category of Cross Road	Carriageway Width (m) of crossroad	Length of crossroad to be developed	
			Left	Right				LHS	RHS
1.	Nil								

(b) Minor Intersections:

Sr. No.	Design Chainage (Km)	Type of Junction	Leads to		Median Opening	Category of Cross Road	Carriageway Width (m) of crossroad	Length of crossroads to be developed	
			Left	Right				LHS	RHS
Nil									

Note:

1. "Typical Layout as per type Designs for Intersections on National Highways, 1992, Geometric Design and Typical Cross Sections of Major Junction is included in Annexure – IV to schedule-B."
2. Type of Junction to be improved as per Manual. (clause No. 3.2.5 IRC: SP:84)
3. The Concessionaire shall take up 'Detailed Engineering study' to ascertain further details of all intersections and treatment of the intersections shall be designed in accordance with the latest guidelines mentioned out in section-3 of the Manual.

Auxiliary lanes including storage, acceleration and deceleration lane along with physical islands to be provided.

The cross road at the junctions which are having a level difference from the main carriageway, are to be improved at the level of main carriageway for the length of 30 metre and then to be merged with the cross road at the gradient not more than 1:50.

4. For minor / major layout for left-in / left out arrangement with physical islands with hazard marking. Where there is space constraint to provide physical islands, the effect of junction kept wide opened can be avoided by ghost island with marking.
5. U-turn facility shall be created. (Fig. 3.7 of manual).

3.1. At-Grade Intersections below Grade Separators/interchanges: These shall be provided as given at para 2.9 of this Annexure-I of Schedule B (Clause No. 3.4.7 of IRC: SP:84)

S. No.	Design Chainage (Km)	Junction Type (T, Y, +)	Leads to		U-Turn provision in Viaduct Spans	Category of Cross Road	Carriageway Width of Cross Road (m)	Length of Cross Road to be Developed (m)	
			Left	Right				LHS	RHS
1	0+232	+	To Village	To Village	No	VR	3.75	The Concessionaire shall develop the cross roads up to the ROW of HSC, ensuring that the FRL matches and is maintained in continuity with the existing connecting road.	
2	0+229	+	To Village	To Village	No	VR	3.75		
3	6+557	+	To Village	To Village	No	VR	3.75		
4	7+095	+	To Village	To Village	No	VR	3.75		
5	7+700	+	To Village	To Village	No	VR	3.75		
6	9+850	+	To Village	To Village	No	VR	3.75		
7	10+135	+	To Village	To Village	No	VR	3.75		
8	10+270	+	To Village	To Village	No	VR	3.75		
9	11+185	+	To Village	To Village	No	VR	3.75		
10	11+860	+	To Village	To Village	No	VR	5.50		
11	12+275	+	To Village	To Village	No	VR	3.75		
12	12+700 *	+	To Village	To Airport	No	NH-06	7		
1	13+200	+	To	To	No	NH-06	7.0		

Development, Maintenance, Management and Operation of Greenfield High-Speed Corridor from Mawlyngkhung (near Shillong) in Meghalaya to Panchgram (near Silchar) in Assam by 4-Laning with Paved Shoulders on Hybrid Annuity Basis. (Package-1: From Km 0+000 to Km 45+645, Design Length - 45.645 Km)

S. No.	Design Chainage (Km)	Junction Type (T, Y, +)	Leads to		U-Turn provision in Viaduct Spans	Category of Cross Road	Carriageway Width of Cross Road (m)	Length of Cross Road to be Developed (m)	
			Left	Right				LHS	RHS
3			Village	Village					
14	13+385	+	To Village	To Village	No	VR	3.50		
15	14+720	+	To Village	To Village	No	VR	3.75		
16	15+700	+	To Village	To Village	No	VR	3.5		
17	17+360	+	To Village	To Village	No	VR	3.75		
18	18+650	+	To Village	To Village	No	VR	3.75		
19	20+330	+	To Village	To Village	No	VR	3.75		
20	21+378	+	To Village	To Village	No	VR	3.75		
21	21+792	+	To Village	To Village	No	VR	3.75		
22	22+595	+	To Village	To Village	No	VR	3.75		
23	25+545	+	To Village	To Village	No	VR	7.5		
24	28+685	+	To Village	To Village	No	VR	3.75		
25	29+675	+	To Maphlong	To Maphlong	No	MDR-30	5		
26	30+247	+	To Village	To Village	No	VR	3.75		
27	30+461	+	To Village	To Village	No	VR	3		
28	31+500	+	To Village	To Village	No	VR	3		
29	31+770	+	To Village	To Village	No	VR	3.5		
30	32+160	+	To Village	To Village	No	VR	3.5		
31	32+640	+	To Village	To Village	No	VR	3.5		
33	36+680	+	To	To	No	VR	3.5		

S. No.	Design Chainage (Km)	Junction Type (T, Y, +)	Leads to		U-Turn provision in Viaduct Spans	Category of Cross Road	Carriageway Width of Cross Road (m)	Length of Cross Road to be Developed (m)	
			Left	Right				LHS	RHS
2			Village	Village					
33	39+600	+	To Village	To Village	No	VR	5.5		
34	42+140	+	To Village	To Village	No	VR	3.5		
35	42+240	+	To Village	To Village	No	VR	3.75		
36	42+560	+	To Village	To Village	No	VR	3.5		
37	44+940	+	To Village	To Village	No	VR	3.0		
38	45+100	+	To Village	To Village	No	VR	5.50		
39	45+520	+	To Village	To Village	No	VR	3.5		

***Note-** The contractor shall develop the approach road from Interchange at Km 0+000, 12+700, 27+170 & 44+935 upto existing NH06/Roads as 4- Lane + PS configuration for the length of 1211m, 339m, 1081m & 905m & new junction forming at both ends are to be developed.

Note:

- The Concessionaire shall take up 'Detailed Engineering study' to ascertain further details of all intersections and treatment of the intersections shall be designed in accordance with the latest guidelines mentioned out in Section 3 of manual*
- Junction improvement under grade separators shall be carried out as per manual with proper entry/exit to crossroads and slip/service road, etc. Auxiliary lanes including storage, acceleration and deceleration lane along with physical islands to be provided*
- Location of grade-separated structures are indicative. Exact location should be decided in consultation with Independent Engineer. The list of above major & minor junctions is indicative only and any additional junctions required in the Project Highway shall have to be constructed by the Contractor in consultation with the Independent Engineer. However, no change of scope on account of additional junction will be accepted*
- Only Entry or Exit shall be designed at any location (provision of entry/exit by ghost island not permitted).*

5. *Intersection Layout, Entry/Exit, Right Turning Lane, U-Turns, Geometric Design and Typical Cross Sections of Interchange are included in Annexure to schedule-B."*
6. *For cross road drainage facility new HP culverts on cross / approach roads shall be constructed.*
7. *Improvement of culverts/drain up to 50m on the cross/connecting roads on Major & Minor junctions shall be in the scope of contractor.*
8. *The cross road at junctions shall be regraded to attain similar gradient as per MoRTH standards & Type Designs for Intersections on National Highways, whichever is more & repaved by existing paved material.*

4. Road Embankment and Cut Section

Construction of road embankment/cuttings shall conform to the Specifications and Standards given in **Section 4** of the manual. Notwithstanding anything to the contrary contained in this Agreement or manual, the difference of the proposed profile and the existing ground level of the project highway as indicated in the Annexure-III of Schedule A shall be treated as minimum requirement.

Based on site/design requirement, the Concessionaire shall design the alignment plans and profiles of the project highway based on site/design requirement mentioned in Schedule B with approval from the Independent Engineer within the available Right of Way. However, it is clarified that bottom of subgrade level shall be at-least 1000 mm above HFL/Existing ground level.

The side slopes shall not be steeper than 2H:1V. In case, there is a ROW constraint than, suitable soil retaining structures shall be provided.

For stability of slope upto 3 metre height, turfing can be adapted. For the slope from 3-6 metre, suitable geocell, geo-grid, geo-green etc. can be provided with suitable drainage chutes and suitable energy dissipaters as per IRC 56. For the slope more than 6 metre height, a complete slope stability analysis as per IRC:75 shall be done, and the slopes shall be compulsorily protected as per IRC codal provisions and suitable drains/chutes and energy dissipaters etc. shall be provided for effective drainage of the water. In case of cut section, hydro seeding & mulching shall be adapted.

Wherever the channel kerbs are placed for directing water in chute drains, it is to be ensured that they are flushed with the face of crash barrier. Further, the width of earthen shoulder between kerb channel and edge of paved shoulder, the same may be paved with PCC to stop erosion of earthen shoulder.

Where pond ash is used for embankment construction, the embankment shall be designed and constructed in accordance with IRC: SP: 58 (Clause No. 4.2.4 & 4.4.4.i (d) IRC: SP: 84)

The Concessionaire shall deploy grading, paving and compaction equipment fitted with Machine Guidance & Control System (MGCS) for finishing of all grades including Embankment, and Subgrade. 3D Machine Guidance and Control Systems for Motor Graders / Paver and 3D Machine Guidance System in Compactors and Dozers shall be done with help of 3D Digital model generated from Design to ensure quality standards as per IRC specifications and productivity improvement. Further, Concessionaire shall ensure the generation of measurable digital records that can be shared on a digital drive or can viewed in real time. The hardware and software used by the Concessionaire shall have features and specifications mentioned at Schedule D.

5. Pavement Design

5.1. Pavement design shall be carried out in accordance with Section 5 of the Manual.

5.1.1 Concessionaire shall develop 3D digital models and use 3D Machine Guidance and Control Systems for Motor Graders and Paver and 3D Machine Guidance System in Compactors and Dozers to ensure quality standards as per IRC specifications and productivity improvement. Further, Concessionaire shall generate measurable digital records that can be shared on a digital drive or can viewed in real time. The hardware and software used by the Concessionaire shall have features and specifications mentioned at Schedule D.

5.2. Type of Pavement and Design requirement

The pavement shall be Flexible type for entire length of project highway (For Main Carriageway and Service Road). However, the concessionaire is free to choose the type of pavement without any cost implication to the authority.

5.2.1. Design Period and Strategy: - Flexible Pavement shall be designed for a minimum design period of 20 years and minimum sub grade CBR of 8% and maximum subgrade CBR of 10%. whereas Rigid pavement shall be designed for a minimum design period of 30 years. Stage construction shall not be permitted.

5.2.2. Recommended Pavement Design: - Notwithstanding anything to the contrary contained in this Agreement or the manual, the Concessionaire shall design the pavement of main carriageway for a minimum design traffic of 110 MSA. Higher

design traffic shall be adopted if found during traffic survey. MCW shall be designed for 90% reliability as per IRC 37.

5.2.3. The pavement for slip/service roads at Ramps of Interchanges and other locations shall be designed for projected traffic of 50 MSA. All service road/slip roads/ramps shall be designed for 90% reliability as per IRC 37. The Cross roads along HSC for minimum 10 MSA shall be designed.

5.2.4. Deleted

5.2.5. Deleted

5.2.6. Deleted

5.2.7. Deleted

5.3. Deleted

5.4. Reconstruction of Stretches with New pavement

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

Sr. No.	Design Chainage (km)		Pavement composition	Remarks
	From	To		
Nil				

5.5. Bituminous Mix for Overlay

The following stretches of the existing road shall be provided bituminous overlay as follows:

Sr. No.	Design Chainage (km)		Overlay Pavement Composition	Remarks
	From	To		
	Nil			

6. Roadside Drainage

6.1. Drainage system including surface and subsurface drains for the Project Highway including crossroads shall be provided as per section 6 of the Manual. Concessionaire shall provide a drainage plan along with its drainage profile which should be reviewed and approved by the Independent Engineer. RCC Drain shall conform to the cross- sectional features and other details as given in Annexure II to Schedule-B and shall be provided as under:

Details of RCC Drain for Main Carriageway

LEFT			RIGHT			Min bottom Width x Min Depth of Drain Inner to Inner (m)
FROM CHAINAGE (M)	TO CHAINAGE (M)	LENGTH (M)	FROM CHAINAGE (M)	TO CHAINAGE (M)	LENGTH (M)	
0+520	1+080	560	0+600	1+040	440	1.2X1.2
1+100	1+480	380	1+220	1+300	80	1.2X1.2
1+580	1+680	100	1+320	1+460	140	1.2X1.2
1+850	3+020	1170	1+600	1+680	80	1.2X1.2
3+060	3+500	440	1+880	2+440	560	1.2X1.2
3+520	4+320	800	2+460	2+560	100	1.2X1.2
4+350	4+540	190	2+660	2+860	200	1.2X1.2
4+620	4+680	60	3+080	3+220	140	1.2X1.2
4+980	5+400	420	3+260	3+500	240	1.2X1.2
5+440	5+630	190	3+540	3+680	140	1.2X1.2
5+650	6+060	410	3+860	4+300	440	1.2X1.2
6+120	7+263	1143	4+480	4+540	60	1.2X1.2
7+277	7+520	243	4+940	5+360	420	1.2X1.2
7+580	7+696	116	5+480	5+580	100	1.2X1.2
7+704	7+800	96	5+680	5+700	20	1.2X1.2
9+100	9+205	105	5+760	5+820	60	1.2X1.2
9+250	9+400	150	6+160	7+263	1103	1.2X1.2
9+420	10+265	845	7+277	7+540	263	1.2X1.2
10+500	10+560	60	7+760	7+780	20	1.2X1.2
13+760	13+840	80	9+300	9+380	80	1.2X1.2
13+860	14+260	400	9+440	10+265	825	1.2X1.2
17+364	17+980	616	10+520	10+540	20	1.2X1.2
18+000	18+020	20	13+720	14+280	560	1.2X1.2
18+160	18+880	720	15+880	15+940	60	1.2X1.2
19+080	19+120	40	17+400	17+840	440	1.2X1.2
19+240	19+380	140	18+180	18+880	700	1.2X1.2
19+400	19+420	20	18+920	18+940	20	1.2X1.2
19+440	19+460	20	19+000	19+460	460	1.2X1.2
19+780	19+840	60	19+500	19+540	40	1.2X1.2
19+880	19+920	40	19+640	19+660	20	1.2X1.2
20+120	20+326	206	19+680	19+740	60	1.2X1.2
20+980	21+160	180	19+760	19+960	200	1.2X1.2
21+200	21+320	120	19+980	20+040	60	1.2X1.2
21+440	21+500	60	20+080	20+326	246	1.2X1.2
21+520	21+560	40	20+960	21+320	360	1.2X1.2
21+580	21+620	40	21+440	21+500	60	1.2X1.2

Development, Maintenance, Management and Operation of Greenfield High-Speed Corridor from Mawlyngkhung (near Shillong) in Meghalaya to Panchgram (near Silchar) in Assam by 4-Laning with Paved Shoulders on Hybrid Annuity Basis. (Package-1: From Km 0+000 to Km 45+645, Design Length - 45.645 Km)

LEFT			RIGHT			Min bottom Width x Min Depth of Drain Inner to Inner (m)
FROM CHAINAGE (M)	TO CHAINAGE (M)	LENGTH (M)	FROM CHAINAGE (M)	TO CHAINAGE (M)	LENGTH (M)	
21+720	21+940	220	21+520	21+660	140	1.2X1.2
22+000	22+740	740	21+740	21+940	200	1.2X1.2
22+860	22+920	60	21+980	22+660	680	1.2X1.2
23+100	23+180	80	22+760	22+900	140	1.2X1.2
23+540	23+780	240	23+100	23+180	80	1.2X1.2
23+920	24+220	300	23+460	23+480	20	1.2X1.2
24+500	24+700	200	23+500	23+900	400	1.2X1.2
24+720	24+740	20	23+940	24+200	260	1.2X1.2
25+100	25+140	40	24+400	24+480	80	1.2X1.2
25+563	28+140	2577	24+500	24+740	240	1.2X1.2
28+340	28+500	160	24+960	25+185	225	1.2X1.2
28+540	28+840	300	25+580	26+960	1380	1.2X1.2
28+980	29+340	360	27+000	28+140	1140	1.2X1.2
29+620	30+060	440	28+340	28+500	160	1.2X1.2
30+740	31+000	260	28+540	28+820	280	1.2X1.2
31+240	31+300	60	28+940	29+320	380	1.2X1.2
31+560	32+340	780	29+540	30+020	480	1.2X1.2
32+360	33+080	720	30+740	31+000	260	1.2X1.2
33+700	34+160	460	31+540	33+080	1540	1.2X1.2
34+200	34+600	400	33+700	34+580	880	1.2X1.2
34+840	35+006	166	34+840	34+940	100	1.2X1.2
35+480	35+700	220	35+480	35+700	220	1.2X1.2
35+900	35+960	60	35+820	35+900	80	1.2X1.2
36+040	36+865	825	35+980	36+000	20	1.2X1.2
36+920	37+080	160	36+020	36+865	845	1.2X1.2
37+200	37+680	480	36+920	37+100	180	1.2X1.2
38+060	38+080	20	37+200	37+600	400	1.2X1.2
38+100	38+300	200	38+060	38+080	20	1.2X1.2
38+320	38+360	40	38+220	38+240	20	1.2X1.2
38+640	39+000	360	38+640	38+960	320	1.2X1.2
39+340	39+600	260	39+360	39+380	20	1.2X1.2
39+740	40+020	280	39+420	39+580	160	1.2X1.2
40+180	40+240	60	39+740	40+080	340	1.2X1.2
40+520	40+640	120	40+180	40+260	80	1.2X1.2
40+780	40+840	60	40+540	40+650	110	1.2X1.2
41+100	41+240	140	40+720	40+740	20	1.2X1.2
41+420	41+640	220	40+780	40+865	85	1.2X1.2
41+660	41+980	320	40+875	41+240	365	1.2X1.2

Development, Maintenance, Management and Operation of Greenfield High-Speed Corridor from Mawlyngkhung (near Shillong) in Meghalaya to Panchgram (near Silchar) in Assam by 4-Laning with Paved Shoulders on Hybrid Annuity Basis. (Package-1: From Km 0+000 to Km 45+645, Design Length - 45.645 Km)

LEFT			RIGHT			Min bottom Width x Min Depth of Drain Inner to Inner (m)
FROM CHAINAGE (M)	TO CHAINAGE (M)	LENGTH (M)	FROM CHAINAGE (M)	TO CHAINAGE (M)	LENGTH (M)	
42+020	42+040	20	41+420	41+620	200	1.2X1.2
42+060	42+620	560	41+640	41+980	340	1.2X1.2
42+720	42+743	23	42+020	42+645	625	1.2X1.2
43+140	43+380	240	43+140	43+400	260	1.2X1.2
43+420	43+540	120	43+420	43+540	120	1.2X1.2
43+880	44+020	140	43+880	44+040	160	1.2X1.2
44+060	44+380	320	44+060	44+440	380	1.2X1.2
44+420	45+645	1225	44+460	45+645	1185	1.2X1.2
		25336	Total		24437	

Details of RCC Drain for Interchanges

<u>Left Side</u>			<u>Right Side</u>		
Ch. From	Ch. To	Length (m)	Ch. From	Ch. To	Length (m)
Interchange at km 0+000 including Approach/connecting roads		3811	Interchange at km 0+000 including Approach/connecting roads		3811
Interchange at km 12+700 including Approach/connecting roads		339	Interchange at km 12+700 including Approach/connecting roads		339
Interchange at km 27+170 including Approach/connecting roads		5182	Interchange at km 27+170 including Approach/connecting roads		5182
Interchange at km 44+935 including Approach/connecting roads		4405	Interchange at km 44+935 including Approach/connecting roads		4405
Total		13737	Total		13737

Note:

- *Unlined drain and lined covered drain/RCC drain/Footpath cum drain shall conform to the cross- sectional features and other details specified as per section 2.10 of Annex-I of Schedule-B.*
- *The water from main carriageway to be drained to the nearest RCC drain through piping network which will be laid below slip/service road. Interval to be decided based on-site conditions.*
- *The above locations are minimum. Additional locations, if any required to maintain continuity in drainage to the nearest outfall/cross drainage structure as per site condition shall be provided as per manual. Any increase in length*

upto 10% of the scope defined above shall not be treated as a change in scope of work.

- 6.2. Unlined Drains** other than the above-mentioned locations shall be provided in the entire project length which gets terminated at all crossroad locations. In case, the definite outfall is not available, a rainwater harvesting system shall be provided at the deepest location for dispersal of water.

The size of Unlined drain should have a minimum width of 0.6m at bottom, minimum depth of 0.6m and a minimum side slope of 2H to 1V. The Bed slope should be based on drainage profile.

The drainage plan shall account for the water from the ROW area along with the area outside the ROW as well.

6.3. Median Drain

Lined drain shall be provided in the centre of the median in the entire stretch of the Project Highway with depressed/Flushed median and turbing on both side of the Drain as per IRC SP 42. Draining of storm water from one carriageway to other carriageway is not permitted. The concessionaire shall design the median drain based on site/design requirement mentioned in schedule D with approval from the Independent Engineer and shall be connected with the nearest culvert/outfall.

6.4. Drainage arrangement between Main Carriageway and Service/Slip Roads

A suitable drainage arrangement for draining storm water of main carriageway shall be provided. Storm water of main carriageway to service road is not permitted.

6.5. Drainage where Embankment Height is more than 3m

Drainage chutes shall be provided at suitable interval (maximum spacing c/c 20m) on embankment slopes as per Typical cross section attached as ANNEX – II (SCHEDULE – B). The drainage arrangement shall include kerb, cement concrete drainage channel at the edge roadway, Cement Concrete Chutes, CC bedding, energy dissipation basin, etc. Mountable Kerb shall be provided beyond the post of MBCB to channelize storm water into chute (Clause No. 6.8.2.4 of IRC: SP:84)

6.6. Drainage for Structures (Clause No. 6.8 IRC: SP: 84)

A suitable drainage arrangement for draining storm water from deck slab shall be provided. Water shall not fall on any surface of the structures, or remain standing or flowing over the road below structure.

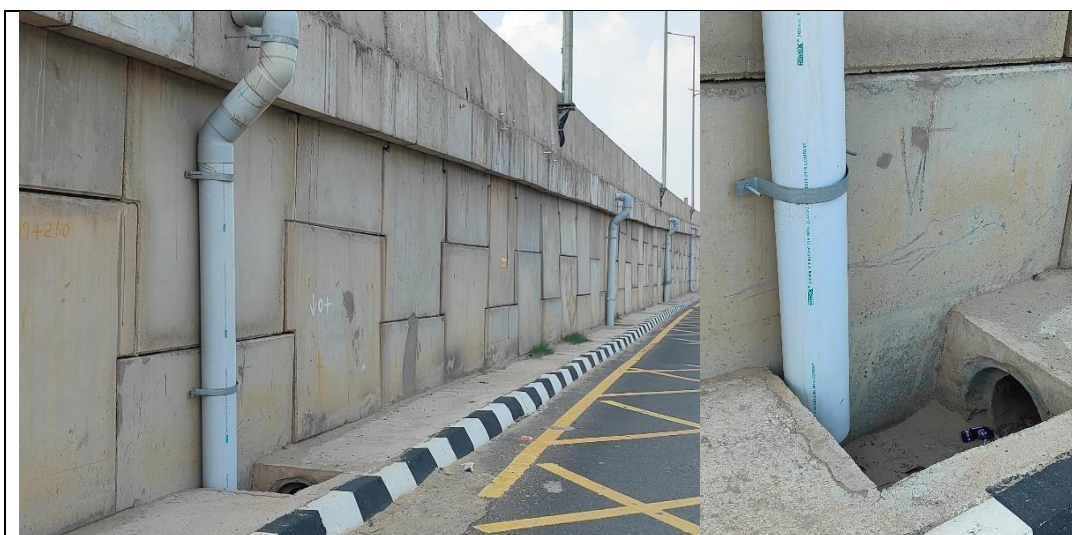
6.7. Drainage for Underpass and Subways Structures (Clause No. 6.8.3 IRC: SP: 84)

A suitable drainage arrangement for draining storm water from Underpass and Subways shall be provided.

6.8. Drainage arrangement of Retaining Structures

Vertical Drop-down drainage pipes with suitable cleaning provision shall be provided at suitable interval. Drainage fixtures and dropdown pipes shall be of rigid, corrosion resistant material not less than 100mm dia. The storm water of main carriageway draining on service road is not permitted.

Few photographs showing the drainage arrangement are presented for reference.



Takedown pipe at interval with 300mm Dia. HP in separator and cross connection to side drains.



Alternatively: Long pipe sloped along ramp with connection with drainage spout & vertical take down pipe and connected to main drain

7. Design of Structures

7.1. General

Project Highway is proposed to be constructed to Four lane configuration. As such, superstructure of all bridges, culverts and structures is to be designed for edge movement of the vehicle considering stitching of new superstructure in future due to widening for additional lane. **All bridges, culverts and structures to be designed for Special Vehicle (SV) loading, Class 70R, Class A and congestion factor, whichever is critical, as per latest IRC provisions.**

All structures except wherever expansion joints have been provided, the pavement layers (WMM, DBM & BC) shall be continued over the structures for smooth riding quality of the project highway. These structures shall be designed considering the dead load of pavement (WMM, DBM, BC, etc.) layers.

All major structures will be designed preferably as continuous slab to reduce the number of expansion joints on the MJB/ ROBs/ flyover/ interchange etc.

7.1.1. All structures to be designed for Special Vehicle (SV) loading, Class 70R, Class A and congestion factor, whichever is critical, as per latest IRC provisions. and constructed in accordance with section-7 of the manual and shall conform to the cross-sectional features and other details specified therein. **Seismic Design of Structures to conform as per the latest IS codes and Seismic Zones.**

7.1.2. Clear deck width of bridges/grade separated structures/ RoBs (measured from inside to inside of crash barrier) in their approaches shall be equal to the

roadway width (carriageway width+ paved shoulder width+ earthen shoulder width+ width of median including shyness for raised median /depressed median as applicable). In case of footpath on bridge/Rob, the width of earthen shoulder shall be tapered at the rate of 1:15 (MORTH Circular: RW/NH-33044/22/2020-S&R dated 4th June, 2024).

- 7.1.3. The Safety Barrier and Footpath on Bridges and ROB shall continue on approaches. The footpath shall be provided with paved surface & railing till the embankment height is more than 3m (Clause No. 7.17 IRC: SP:84)

Details of Structures with footpaths

Sr. No.	Location at km	Skew Angle	Footpath Width(m)	Remarks
1	6+557	-	1.5	Footpath on Bridges
2	7+100	-	1.5	Footpath on Bridges
3	9+850	-	1.5	Footpath on Bridges
4	10+135	-	1.5	Footpath on Bridges
5	18+650	-	1.5	Footpath on Bridges
6	21+792	16	1.5	Footpath on Bridges
7	22+595	30	1.5	Footpath on Bridges
8	28+685	13	1.5	Footpath on Bridges
9	29+675	24	1.5	Footpath on Bridges
10	31+770	-	1.5	Footpath on Bridges
11	32+160	32	1.5	Footpath on Bridges
12	32+640	-	1.5	Footpath on Bridges
13	36+680	22	1.5	Footpath on Bridges
14	42+140	19	1.5	Footpath on Bridges
15	42+240	-	1.5	Footpath on Bridges
16	42+560	-	1.5	Footpath on Bridges
17	45+520	12	1.5	Footpath on Bridges

- 7.1.4. All bridges shall be high-level bridges.
- 7.1.5. All structures shall be designed to carry utility services on outer side of RCC barrier/Railing as per site requirement. The design loads for the crash barriers shall be as per IRC-6.
- 7.1.6. Cross section of the new culverts and bridges at deck level for the Project Highway shall conform to the typical cross sections given in Section 2.10 of Annex-I Schedule-B.
- 7.1.7. An inspection gallery along with a caged ladder (access from the deck slab) to be provided at each pier location for facilitating regular inspection of structures.

An indicative General Arrangement Drawing (GAD) has been prepared and is attached at Appendix-A which may be made a part of Concession/Contract Agreement. For location where access for the deck slab is not possible from the top, the same may be provided from the bottom i.e. by providing staircase along the pier up to the top of pier cap along with an inspection platform all around the pier cap as shown in the indicative GAD. If this is not feasible, then some other kind of arrangement has to be made to provide access to the top of pier cap for inspecting bearings, underneath the box/slab structures etc.

- 7.1.8.** Staircase (with stone masonry/concrete) in the approaches to box/slab culverts (near the end of return wall)/minor and major bridge by the side of abutments on either side of the carriageway to access the underneath box/slab culverts/bridges. An indicative picture is shown below (for understanding purpose only)



7.2. Culverts

- 7.2.1.** Overall width of all culverts shall be equal to the roadway width of the approaches. The overall width of culverts shall be including width of main carriageway and slip/service roads/Entry ramps/Exit Ramps/Acceleration/Deceleration lanes, etc. All culverts shall also be continued in median and in gap between main carriageway and service road.

7.2.2. New/Reconstruction of existing RCC pipe culverts: The existing culverts at the following locations shall be re-constructed as new culverts:

Sr. No	Design Chainage	Culvert Type	Skew Angle	Span/ Opening (m)	New/ Reconstruction	Culvert Crossing Type (Balancing/Stream, etc.)	Remarks
Nil							

7.2.3. Widening of existing RCC Pipe culverts

All existing culverts which are to be retained shall be widened to the proposed 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.

Sr. No	Design Chainage	Culvert Type	Skew Angle	Span/ Opening (m)	Repairs / Rehabilitation proposals	Culvert Crossing Type (Balancing/ Stream, etc.)	Remarks
Nil							

7.2.4. Construction of Box Culverts:

7.2.5. New/Reconstruction of box culverts (given in table below) shall be constructed for width equal to the proposed roadway width of the Project Highway & as per typical cross-section given in schedule B. The details are given as under:

Main Carriageway

S. No.	Design chainage (Km)	Number of Spans	Span Arrangement (m)	Skew Angle	Culvert Crossing Type	Remarks
1	1+200	1	2	-	Drain	New Proposed
2	2+440	1	2	-	Drain	New Proposed
3	2+630	1	3	-	Drain	New Proposed
4	2+960	1	6	-	Drain	New Proposed
5	3+220	1	3	-	Drain	New Proposed
6	3+500	1	5	-	Drain	New Proposed
7	3+810	1	5	-	Drain	New Proposed
8	5+710	1	6	-	Drain	New Proposed
9	5+840	1	3	-	Drain	New Proposed
10	5+930	1	2	-	Drain	New Proposed
11	6+400	1	2	-	Drain	New Proposed
12	7+555	1	6	-	Drain	New Proposed

S. No.	Design chainage (Km)	Number of Spans	Span Arrangement (m)	Skew Angle	Culvert Crossing Type	Remarks
13	9+400	1	6	-	Drain	New Proposed
14	9+840	1	3	-	Drain	New Proposed
15	10+965	1	5 (Skew Length- 5.717m)	29	Drain	New Proposed
16	11+160	1	3	-	Drain	New Proposed
17	11+195	1	3	-	Drain	Reconstruction
18	11+220	1	5 (Skew Length- 6.434m)	39	Drain	New Proposed
19	11+280	1	3	-	Drain	New Proposed
20	11+490	1	5 (Skew Length- 7.472 m)	48	Drain	New Proposed
21	11+820	1	3	-	Drain	New Proposed
22	11+858	1	2	-	Drain	Reconstruction
23	11+980	1	5	-	Drain	New Proposed
24	12+085	1	5 (Skew Length- 6.951m)	44	Drain	New Proposed
25	12+200	1	3	-	Drain	New Proposed
26	12+545	1	5	-	Drain	New Proposed
27	12+775	1	5	-	Drain	New Proposed
28	13+360	1	3	-	Drain	New Proposed
29	13+490	1	2 (Skew Length- 2.504m)	37	Drain	New Proposed
30	13+685	1	5 (Skew Length- 5.962m)	33	Drain	New Proposed
31	13+845	1	2	-	Drain	New Proposed
32	14+450	1	2	-	Drain	New Proposed
33	14+580	1	2	-	Drain	New Proposed
34	14+900	1	3	-	Drain	New Proposed
35	15+320	1	3	-	Drain	New Proposed
36	15+455	1	3	-	Drain	New Proposed
37	15+780	1	6 (Skew Length- 6.471m)	22	Drain	New Proposed

S. No.	Design chainage (Km)	Number of Spans	Span Arrangement (m)	Skew Angle	Culvert Crossing Type	Remarks
38	15+785	1	3 (Skew Length- 3.236m)	22	Drain	New Proposed
39	16+035	1	3	-	Drain	New Proposed
40	16+110	1	3	-	Drain	New Proposed
41	16+230	1	3 (Skew Length- 3.236m)	22	Drain	New Proposed
42	16+410	1	3	-	Drain	New Proposed
43	17+040	1	5 (Skew Length- 5.717m)	29	Drain	New Proposed
44	17+215	1	5	-	Drain	New Proposed
45	17+940	1	5	-	Drain	New Proposed
46	18+900	1	5	-	Drain	New Proposed
47	18+960	1	5	-	Drain	New Proposed
48	19+185	1	6	-	Drain	New Proposed
49	19+480	1	5	-	Drain	New Proposed
50	19+610	1	6	-	Drain	New Proposed
51	19+745	1	2	-	Drain	New Proposed
52	19+960	1	5	-	Drain	New Proposed
53	20+050	1	3	-	Drain	New Proposed
54	20+350	1	3	-	Drain	New Proposed
55	20+425	1	5 (Skew Length- 6.261m)	37	Drain	New Proposed
56	20+860	1	5	-	Drain	New Proposed
57	21+160	1	5	-	Drain	New Proposed
58	21+315	1	3	-	Drain	New Proposed
59	21+500	1	2	-	Drain	New Proposed
60	21+560	1	2	-	Drain	New Proposed
61	21+640	1	2	-	Drain	New Proposed
62	21+710	1	3	-	Drain	New Proposed
63	21+940	1	5	-	Drain	New Proposed
64	21+975	1	5 (Skew Length- 6.345m)	38	Drain	New Proposed
65	21+995	1	2	-	Drain	New Proposed
66	22+740	1	3	-	Drain	New Proposed
67	22+725	1	3	-	Drain	New Proposed
68	23+070	1	5	-	Drain	New Proposed

S. No.	Design chainage (Km)	Number of Spans	Span Arrangement (m)	Skew Angle	Culvert Crossing Type	Remarks
69	23+200	1	5	-	Drain	New Proposed
70	23+270	1	6	-	Drain	New Proposed
71	23+485	1	2	-	Drain	New Proposed
72	23+860	1	5	-	Drain	New Proposed
73	24+200	1	2	-	Drain	New Proposed
74	24+450	1	2	-	Drain	New Proposed
75	24+750	1	2	-	Drain	New Proposed
76	24+920	1	6	-	Drain	New Proposed
77	26+970	1	3	-	Drain	New Proposed
78	28+200	1	5 (Skew Length- 6.527m)	40	Drain	New Proposed
79	28+520	1	3	-	Drain	New Proposed
80	28+840	1	6	-	Drain	New Proposed
81	28+920	1	5 (Skew Length- 5.774m)	30	Drain	New Proposed
82	29+380	1	2	-	Drain	New Proposed
83	29+560	1	5	-	Drain	New Proposed
84	29+920	1	2	-	Drain	New Proposed
85	30+070	1	2	-	Drain	New Proposed
86	30+140	1	2	-	Drain	New Proposed
87	31+040	1	2	-	Drain	New Proposed
88	31+140	1	5	-	Drain	New Proposed
89	31+460	1	6 (Skew Length- 6.158m)	13	Drain	New Proposed
90	31+535	1	2	-	Drain	New Proposed
91	32+350	1	2	-	Drain	New Proposed
92	34+160	1	3	-	Drain	New Proposed
93	34+470	1	2	-	Drain	New Proposed
94	35+920	1	6	-	Drain	New Proposed
95	36+820	1	2	-	Drain	New Proposed
96	37+345	1	2	-	Drain	New Proposed
97	37+590	1	2	-	Drain	New Proposed
98	38+160	1	5	-	Drain	New Proposed
99	38+270	1	5	-	Drain	New Proposed
100	41+010	1	6	-	Drain	New Proposed
101	41+240	1	2 (Skew Length- 2.103m)	18	Drain	New Proposed

Development, Maintenance, Management and Operation of Greenfield High-Speed Corridor from Mawlyngkhung (near Shillong) in Meghalaya to Panchgram (near Silchar) in Assam by 4-Laning with Paved Shoulders on Hybrid Annuity Basis. (Package-1: From Km 0+000 to Km 45+645, Design Length - 45.645 Km)

S. No.	Design chainage (Km)	Number of Spans	Span Arrangement (m)	Skew Angle	Culvert Crossing Type	Remarks
102	41+350	1	6	-	Drain	New Proposed
103	41+620	1	2	-	Drain	New Proposed
104	41+980	1	2	-	Drain	New Proposed
105	42+840	1	6 (Skew Length-9.746m)	52	Drain	New Proposed
106	42+905	1	6	-	Drain	New Proposed
107	43+400	1	2	-	Drain	New Proposed
108	43+615	1	3	-	Drain	New Proposed
109	43+690	1	6	-	Drain	New Proposed
110	44+040	1	2	-	Drain	New Proposed
111	44+390	1	3 (Skew Length-3.398m)	28	Drain	New Proposed

Culverts at Interchange Km 0+000

S. No.	Design chainage (Km)	Number of Spans	Span Arrangement (m)	Skew Angle	Culvert Crossing Type	Remarks
1	0+430 (EX NH-06 to Silchar Ramp 1)	1	2.0	-	Drain	New Proposed
2	0+590 (EX NH-06 to Silchar Ramp 1)	1	2.0	-	Drain	New Proposed
3	0+815 (EX NH-06 to Silchar Ramp 1)	1	2.0	-	Drain	New Proposed
4	0+1060 (EX NH-06 to Silchar Ramp 1)	1	2.0	-	Drain	New Proposed
5	0+020 (EX NH-06 to Silchar Ramp 1)	1	2.0	-	Drain	New Proposed
6	1+450 (EX NH-06 to Silchar Ramp 1)	1	2.0	-	Drain	New Proposed
7	0+355 (Ramp 2)	1	5.0	-	Drain	New Proposed
8	0+055 (Ramp 3)	1	2.00	-	Drain	New Proposed
9	0+120 (Loop)	1	5.00	-	Drain	New Proposed
10	0+145 (Loop)	1	5.00	-	Drain	New Proposed
11	0+375 (Loop)	1	5.00	-	Drain	New Proposed

Culverts at Interchange Km 27+170

Sl. No.	Design chainage (Km)	Number of Spans	Span Arrangement (m)	Skew Angle	Culvert Crossing Type	Remarks
1	0+220 (Ramp-1)	1	3.00	-	Drain	New Proposed
2	0+450 (Ramp-1)	1	2.00	-	Drain	New Proposed
3	1+035 (Ramp-1)	1	2.00	-	Drain	New Proposed
4	1+285 (Ramp-1)	1	2.00	-	Drain	New Proposed

Sl. No.	Design chainage (Km)	Number of Spans	Span Arrangement (m)	Skew Angle	Culvert Crossing Type	Remarks
5	1+225 (Ramp-2)	1	2.00	-	Drain	New Proposed
6	1+830 (Ramp-2)	1	2.00	-	Drain	New Proposed
7	1+900 (Ramp-2)	1	2.00	-	Drain	New Proposed
8	0+290 (Ramp-3)	1	2.00	-	Drain	New Proposed
9	0+260 (Ramp-4)	1	2.00	-	Drain	New Proposed
10	0+310 (Ramp-4)	1	2.00	-	Drain	New Proposed
11	0+180 (EX NH 06)	1	2.00	-	Drain	New Proposed
12	0+280 (EX NH 06)	1	2.00	-	Drain	New Proposed

Culverts at Interchange Km 44+935

Sl. No.	Design chainage (Km)	Number of Spans	Span Arrangement (m)	Skew Angle	Culvert Crossing Type	Remarks
1	0+265 (Ramp-1)	1	3.00	-	Drain	New Proposed
2	1+295 (Ramp-1)	1	6.00	-	Drain	New Proposed
3	1+374 (Ramp-1)	1	6.00	-	Drain	New Proposed
4	1+600 (Ramp-2)	1	6.00	-	Drain	New Proposed

Existing Cross Road

Sl. No.	Design chainage (Km)	Number of Spans	Span Arrangement (m)	Skew Angle	Culvert Crossing Type	Remarks
1	0+360 (Cross Road 1) MCW Chainage From 0+750 to 1+500	1	5	-	Drain	New Proposed
2	0+500 (Cross Road 1) MCW Chainage From 0+750 to	1	5	-	Drain	New Proposed

Sl. No.	Design chainage (Km)	Number of Spans	Span Arrangement (m)	Skew Angle	Culvert Crossing Type	Remarks
	1+500					
3	0+255 (Cross Road 3) MCW Chainage From 0+750 to 1+500	1	2	-	Drain	New Proposed
4	0+420 (Cross Road 3) MCW Chainage From 0+750 to 1+500	1	5	-	Drain	New Proposed
5	0+490 (Cross Road 3) MCW Chainage From 6+160 to 6+800	1	2	-	Drain	New Proposed
6	0+680 (Cross Road 3) MCW Chainage From 6+160 to 6+800	1	2	-	Drain	New Proposed
7	0+040 (Cross Road 4) MCW Chainage From 6+400 to 6+560	1	5	-	Drain	New Proposed
8	0+115 (Cross Road 4) MCW Chainage From 6+400 to 6+560	1	2	-	Drain	New Proposed
9	0+490 (Cross Road 4) MCW Chainage From 6+400 to 6+560	1	2	-	Drain	New Proposed
10	0+460 (Cross Road 5) MCW Chainage From 6+600 to 7+100	1	5	-	Drain	New Proposed
11	0+630 (Cross Road 5) MCW Chainage From 6+600 to 7+100	1	2	-	Drain	New Proposed
12	0+160 (Cross Road 6) MCW Chainage From 21+000 to 21+200	1	5	-	Drain	New Proposed
13	0+055 (Connecting Road at Ch 12+700)	1	2	-	Drain	New Proposed
14	0+110 (Connecting Road at Ch 12+700) MCW Chainage At 12+700	1	2	-	Drain	New Proposed
15	0+215 (Connecting Road at Ch 12+700) MCW Chainage At 12+700	1	2	-	Drain	New Proposed

Note:

Wherever an irrigation canal crosses the Cross Drainage structure, the Concessionaire shall construct the Cross Drainage structure without obstructing or adversely affecting the existing canal, natural waterway, drainage pattern, or flow conditions. Any damage, disturbance, modification, or diversion caused to the canal, watercourse, embankments, lining, hydraulic structures, or appurtenant works during execution of the Works shall be rectified by the Concessionaire at its own cost. The affected portions shall be restored and reinstated to their original condition or as approved by the Independent Engineer and the concerned authority.

7.2.6. Widening of existing box culverts

All existing culverts which are to be retained shall be widened to the proposed roadway width of the Project Highway as per the typical cross section given in Schedule-B. Repairs and strengthening of existing structures where required shall be carried out.

Sr. No	Design Chainage	Culvert Type	Skew Angle	Span/ Opening (m)	Repairs / Rehabilitation proposals	Culvert Crossing Type (Balancing/ Stream, etc.)	Remarks
Nil							

7.2.7. Culverts on Crossroads

Box Type Structures on Crossroads: (Clause No. 6.2.7 IRC: SP:84)

Sr. No	Design Chainage (km)	Span Arrangement (m)	Type (Box)	Length of Culvert	Remark
50 Nos. Box barrels of appropriate size shall be provided.					

7.2.8. Utility ducts in the form of NP-4 RCC Pipe dia. 600mm shall be provided across the Project Highway and along with inspection chamber for crossing of utilities as per details given below.

Sr. No	Design Chainage (km)		Remark
	From	To	
1	0.000	45.645	76 Nos. Single Row for one utility services @ 300m
2	0.000	45.645	76 Nos. Double Row for two utility services @ 600m
3	2283 m Length (Both side length- 4564 m)		Longitudinal duct

Note:

1. The locations of the utility ducts shall be finalized in consultation with Independent Engineer/Authority.

2. The span given above are minimum and the proposed dimensions shall be based on hydraulic calculations and approval from Independent Engineer. The barrel length of the culverts shall be as per requirement of the highway embankment and approval from the Independent Engineer. Any change in span/opening and barrel length shall not constitute a change of scope.
3. All Culverts structures shall be designed to carry utility services like OFC Cables, Electricity Lines etc
4. In addition to the above locations, the Concessionaire shall construct culverts at the depressed locations along the Profile of Proposed Highway wherever required for cross drainage. These additional Culverts if required shall not constitute a Change of Scope. It is clarified that as per site requirement New Culverts if required for drainage arrangement shall be identified & constructed if any during development shall be constructed as per standard set forth in Schedule 'D' & as per instruction of Independent Engineer without any cost to the client.

7.3. Bridges

7.3.1. Existing Bridges to be reconstructed/widened:

Existing bridges proposed for to be re-construction as new structures.

Sr. No	Design Chainage (Km)	Total Proposed length (m)	Span arrangement	Type of Crossing	Total Proposed width (m)		Typical Cross Section of Manual	Skew Angle	Remarks
					MCW	SR			
	Nil								

Existing narrow bridges proposed to be retained and widened:

Sr. No	Design Chainage (Km)	Total Proposed length (m)	Span arrangement	Type of Crossing	Total Proposed width (m)		Typical Cross Section of Manual	Skew Angle
					MCW	SR		
Nil								

Note:

- 1 All Major and Minor Bridges to be designed for approach protection with concrete Toe wall with filter media and stone/ block pitching up to HFL of bridge +0.6 m with full height stone/ block pitching in cone filling portion of all four sides of abutments.

- 2 All river bridges & underpasses without slip roads shall be provided with steps for accessing the bottom in all two-cone filling portion for easy assessable bridges and approaches.

7.3.2. Additional New Bridges: New bridges at the following locations on the Project Highway shall be constructed. GADs for the new bridges are attached in the drawings folder:

Main Carriageway

Sr. No	Design Chainage (Km)	Total Proposed length (m)	No. of Span	Span Arrangement (m)	Type of Crossing	Total Proposed width (m)		Skew Angle	Remarks
						MCW	SR		
1	1+510	10.00	1	10.00	Stream	2 x 14.50	-		New construction
2	1+770	160.00	4	40.00	Stream	2 x 14.50	-		New construction
3	3+025	8.00	1	8.00	Stream	2 x 14.50	-		New construction
4	4+335	30.00	1	30.00	Stream	2 x 14.50	-		New construction
5	4+570	40.00	1	40.00	Stream	2 x 14.50	-		New construction
6	4+795	150.00	5	30.00	Stream	2 x 14.50	-		New construction
7	5+420	40.00	1	40.00	Stream	2 x 14.50	-		New construction
8	5+640	20.00	1	20.00	Stream	2 x 14.50	-		New construction
9	6+080	40.00	1	40.00	Stream	2 x 14.50	-		New construction
10	7+270	12.00	2	6.00 (Skew Length- 7.238m)	Stream	2 x 14.50 (Skew Width- 17.490m)	-	34	New construction
11	8+246	839	3 7	30.0 107.0	Stream	2 x 14.50	-		New construction
12	8+885	130.00	2	65.00	Stream	2 x 14.50	-		New construction
13	9+043	45.00	1	45.00	Stream	2 x 14.50	-		New construction
14	9+228	45.00	1	45.00	Stream	2 x 14.50	-		New construction

Sr. No	Design Chainage (Km)	Total Proposed length (m)	No. of Span	Span Arrangement (m)	Type of Crossing	Total Proposed width (m)		Skew Angle	Remarks
						MCW	SR		
15	10+370	102.00	1	102.00	Stream	2 x 14.50	-		New construction
16	10+580	10.00	1	10.00	Stream	2 x 14.50	-		New construction
17	12+490	12.868	1	10.00 (Skew Length-12.868m)	Stream	2 x 14.50 (Skew Width-18.658m)	2X12.5 (Skew Width-16.084m)	39	New construction
18	13+060	120	3	40.00	Stream	2 x 14.50	-		New construction
19	20+549	26.152	1	15.00 (Skew Length-26.152m)	Stream	2 x 14.50 (Skew Width-25.280m)	-	55	New construction
20	22+970	20.00	2	10.00	Stream	2 x 14.50	-		New construction
21	23+420	10.00	1	10.00	Stream	2 x 14.50	-		New construction
22	24+320	20.00	1	20.00	Stream	2 x 14.50	-		New construction
23	24+780	10.00	1	10.00 (Skew Length-11.326m)	Stream	2 x 14.50 (Skew Width-16.422m)	-	28	New construction
24	24+815	10.00	1	10.00 (Skew Length-10.577m)	Stream	2 x 14.50 (Skew Width-15.335m)	-	19	New construction
25	25+245	120.00	4	30.00	Stream	2 x 14.50	-		New construction
26	33+100	10.00	1	10.00	Stream	2 x 14.50	-		New construction
27	33+410	320	1 1 1	105 110 105	Stream	2 x 14.50	-		New construction
28	34+720	204	2	102.00	Stream	2 x 14.50	-		New construction
29	35+230	448	4	112.00	Stream	2 x 14.50	-		New construction
30	35+750	102	1	102.00	Stream	2 x 14.50	-		New construction

Sr. No	Design Chainage (Km)	Total Proposed length (m)	No. of Span	Span Arrangement (m)	Type of Crossing	Total Proposed width (m)		Skew Angle	Remarks
						MCW	SR		
31	37+140	15.00	1	15.00	Stream	2 x 14.50	-		New construction
32	37+866	321	3	107	Stream	2 x 14.50	-		New construction
33	38+500	240	6	40.00	Stream	2 x 14.50	-		New construction
34	39+120	240	6	40.00	Stream	2 x 14.50	-		New construction
35	39+640	12.00	1	12.00 (Skew Length-15.026m)	Stream	2 x 14.50 (Skew Width-18.156m)	-	37	New construction
36	40+128	45.00	1	45.00	Stream	2 x 14.50	-		New construction
37	40+340	10.00	1	10.00	Stream	2 x 14.50	-		New construction
38	40+440	10.00	1	10.00	Stream	2 x 14.50	-		New construction
39	40+870	10.00	1	10.00	Stream	2 x 14.50	-		New construction
40	41+280	15.00	1	15.00	Stream	2 x 14.50	-		New construction
41	42+753	26.152	1	15.00 (Skew Length-26.152)	Stream	2 x 14.50 (Skew Width-25.280m)	-	55	New construction
42	43+040	120	3	40.00	Stream	2 x 14.50	-		New construction
43	43+800	40.0	1	40.00	Stream	2 x 14.50	-		New construction

Interchange at Ch 0.000 Km

Sr. No	Design Chainage (Km)	Total Proposed length (m)	No. of Span	Span Arrangement (m)	Type of Crossing	Total Proposed width (m)		Skew Angle	Remarks
						MCW	SR		
1	1+510 (Ramp-01)	45.00	1	45.00		12.50	-	-	New construction
2	0+085 (Ramp-	150.00	4	37.50		12.50		-	New Construction

Sr. No	Design Chainage (Km)	Total Proposed length (m)	No. of Span	Span Arrangement (m)	Type of Crossing	Total Proposed width (m)		Skew Angle	Remarks
						MCW	SR		
	02)								
3	1+420 (Ramp-02)	160.00	4	40.00		12.50	-	-	New Construction
4	0+220 (Ramp-03)	10.00	1	10.00		12.50	-	-	New Construction
5	0+280 (Ramp-03)	10.00	1	10.00		12.50	-	-	New Construction
6	0+070 (Loop)	10.00	1	10.00		12.50	-	-	New construction

Interchange at Ch 27.170 Km

Sr. No	Design Chainage (Km)	Total Proposed length (m)	No. of Span	Span Arrangement (m)	Type of Crossing	Total Proposed width (m)		Skew Angle	Remarks
						MCW	SR		
1	0+300 (Ramp-01)	10.00	1	10.00		12.50	-	-	New construction
2	0+380 (Ramp-01)	10.00	1	10.00		12.50		-	New Construction
3	1+843 (Ramp-01)	385.00	10	38.50		12.50	-	-	New Construction
4	0+253 (Ramp-02)	385.00	8 1	40.00 65.00		12.50	-	-	New Construction

Interchange at Ch 44.935 Km

Sr. No	Design Chainage (Km)	Total Proposed length (m)	No. of Span	Span Arrangement (m)	Type of Crossing	Total Proposed width (m)		Skew Angle	Remarks
						MCW	SR		
1	0+420 (Ramp-01)	10.00	1	10.00		12.50	-	-	New construction
2	0+540 (Ramp-01)	10.00	1	10.00		12.50		-	New Construction

Sr. No	Design Chainage (Km)	Total Proposed length (m)	No. of Span	Span Arrangement (m)	Type of Crossing	Total Proposed width (m)		Skew Angle	Remarks
3	0+940 (Ramp-01)	10.00	1	10.00		12.50	-	-	New Construction
4	1+170 (Ramp-01)	140.00	4	35.00		12.50	-	-	New Construction
5	0+405 (Ramp-02)	270.00	6	45.00		12.50	-	-	New construction
6	0+717 (Ramp-02)	10.00	1	10.00		12.50		-	New Construction
7	1+050 (Ramp-02)	10.00	1	10.00		12.50	-	-	New Construction

Note:

- The span & Length given above are minimum and the proposed dimensions shall be based on hydraulic calculations and approval from Independent Engineer. Any increase in length up to 10% of the proposed length will not constitute a Change of Scope. It is to clarify that for increase in length beyond 10%, the Change of scope shall be applicable only for quantity beyond additional 10%.*
- Concessionaire can adopt any type of structure (RCC/PSC - Slab/Box/Girder Type etc) for Bridge Construction in conformity with site conditions. Span arrangement of Bridge shall be designed by contractor on the basis of detailed surveys & investigations subject to minimum specified in GAD. Foundation levels/type shall be decided based on detailed Geo-Technical investigation. Waterway, Finished Road Level, soffit etc. shall be decided on the basis of survey conforming to various codal provision applicable. However, the minimum Proposed FRL as per enclosed GAD for all minor bridges shall be maintained.*
- All Major and Minor Bridges to be designed for approach protection with concrete Toe wall with filter media and stone/ block pitching up to HFL of bridge +0.6 m with full height stone/ block pitching in cone filling portion of all two sides of abutments.*

4. All river bridges & underpasses without slip roads shall be provided with steps for accessing the bottom in all two-cone filling portion for easy assessable bridges and approaches.
5. Requisite Stream/River Training work wherever required for the structures are to be considered within the scope of the work.
6. The connecting spans between viaducts in the Ramps of Interchanges is in the scope of the Concessionaire
7. Wherever an irrigation canal crosses the Cross Drainage structure, the Concessionaire shall construct the Cross Drainage structure without obstructing or adversely affecting the existing canal, natural waterway, drainage pattern, or flow conditions. Any damage, disturbance, modification, or diversion caused to the canal, watercourse, embankments, lining, hydraulic structures, or appurtenant works during execution of the Works shall be rectified by the Concessionaire at its own cost. The affected portions shall be restored and reinstated to their original condition or as approved by the Independent Engineer and the concerned authority.

- i. The railings of existing bridges shall be replaced by crash barriers at the following locations:

Sr. No.	Design Chainage		Length (km)	Remarks
	From	To		
Nil				

7.3.4. The existing bridges/ RoB/ Grade Separators/ RUB retained on the project highway shall be upgraded and rehabilitation measures/proposals shall be as follows:

Sr. No.	Design Chainage (km)	Rehabilitation Proposals	Remarks
Nil			

7.3.5. Structures in marine environment: Nil.

7.4. Railroad Bridges (ROB/RUB)

7.4.1. Design, construction and detailing of ROB/RUB shall be as specified in Section 7 of the manual.

7.4.2. Road over bridges (road over rail) shall be provided at the following locations, as per GAD drawings attached:

Sr. No.	Design Chainage (Km)	Proposed Span Arrangement (m)	Type of super-structure (i.e. Bow string, simply supported composite structure etc.	Name of crossing	Total Width m)	Skew Angle	Remarks
Nil							

Note:

If the length/width of the span/ type of super-structure is changed due to any reason the COS shall be considered.

1. ROB shall be designed, constructed and maintained as per the requirements of Railway authorities. The construction plan shall be prepared in consultation with the concerned railway authority.
2. The ROB shall be constructed and maintained by the concessionaire under supervision of the Railways.
3. All charges payable to the Railways like D&G, capitalized maintenance, signaling, cabling, OHE modification, earthing etc. except P&E charges shall be borne by the Concessionaire.

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

Sr. No.	Existing Chainage (km)	Design Chainage (km)	No. of Tracks	Proposed Structure Type	Proposed Span arrangement No of span x span length (m)	Skew Angle (degrees)	Total width of the structure (m)
Nil							

b. Grade Separated Structures

The grade separated structures shall be provided at the locations and of the type and length specified in paragraphs 2.9 ,2.10 and 3 of Annexure-I of Schedule-B.

c. FoB/Skywalks

FoB /Skywalks shall be provided in built-up areas/ near schools. DPR consultant to provide detailed drawings of FOB in schedule B.

Sr. No	Location at km	FoB Type	Remarks
Nil			

d. A summary of Culverts, Bridges and Structures shall be as follows:

For Main Carriageway

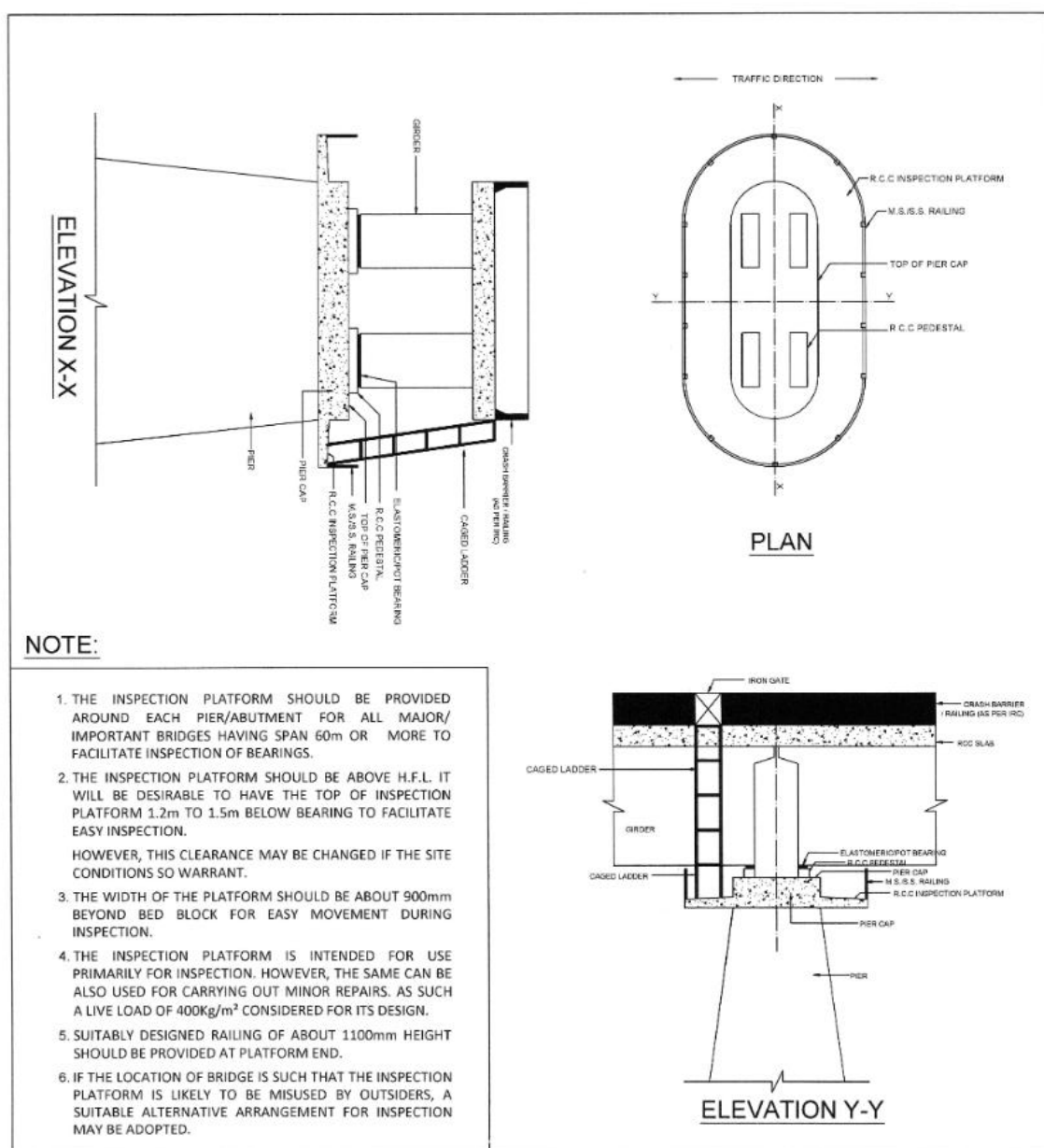
S. No.	Type of Structure	New Proposed
1	Major Bridge/ Major Bridge Cum Viaduct	4
2	Minor Bridge	12
3	Viaduct	27
4	Box Culvert	111 (109 New Proposed, 2 Reconstruction)
5	VOP	13
6	VUP	5
7	VUP cum Viaduct	1
8	LVUP	2
9	SVUP	11
10	Utility underpass	5
11	Overpass	4
12	Underpass	0
Total		195

For Interchanges/Existing Cross Roads

S. No.	Type of Structure	New Proposed
1	Major Bridge	0
2	Minor Bridge	2
3	Viaduct	15
4	Box Culvert	42
5	VOP	4
6	VUP	0
7	LVUP	0
8	SVUP	0
9	Utility underpass	0
10	Overpass	0
11	Underpass	0
Total		63

Note:

- a. Foundation levels shall be decided after detailed Geo-Technical investigation & will be finalized after consultation with Independent Engineer/Authority for approval of work in field. If the founding level of foundation required is deeper than the founding level shown in GAD due to site & design requirement, the extra depth of foundation shall not be treated under the clause of Change of Scope.
- b. Span arrangement should be adopted as per requirement and decision by IWAI/Irrigation Authority/Other concerned Authority guidelines wherever required considering navigational requirement. Any change in span arrangement due to this will not constitute change of scope.
- c. All structures to be designed for Special Vehicle (SV) loading, Class 70R, Class A and congestion factors, whichever is critical, as per latest IRC provisions
- d. Project highway is proposed to be constructed to four lane configurations with provision for widening in future. As such, superstructure of all bridges, culverts and structures is to be designed for edge movement of the vehicle considering stitching of new superstructure in future due to widening for additional lane.



8. Traffic Control Devices and Road Safety Works

8.1. Traffic control devices and road safety works shall provide in accordance with Section 9 of the IRC: SP: 84.

8.2. Traffic Signs:

Traffic signs shall be provided as per IRC 67 as mentioned in Schedule-C.

8.3. Pavement Marking

Pavement markings shall be completed as per IRC 35 as mentioned in Schedule-C.

8.4. Safety Barrier

The safety barriers (Thrie beam) shall be provided at all locations in median and outer edge, loops ramps etc. as shown in TCS drawings.

9. Roadside Furniture

9.1. It shall be provided as per the details mentioned in Schedule-C.

10. Hazardous Locations

The safety barriers shall be provided at the following hazardous location such as ponds, well, electric sub-station, Electric tower, spilt carriageway, etc.

Sr. No.	Location Stretch		Type of Safety Barrier	LHS/ RHS
	From (Km)	To (Km)		
	Nil			

11. Special Requirements

As the project road passes through hilly/mountainous terrain and involves significant hill cutting, stability of cut slopes and hills alongside the road is the essence of the contract for environment preservation, sustainability, and safety of all stake holders. Hence, the Concessionaire shall undertake detailed investigations and design of all cut/ fill slopes beyond 3m depth / height for safety & stability. Investigations shall inter-alia include fill soil, sub-soil/ rock strata for engineering properties, faults & fractures, geological studies. The stability of hills & the cut slopes are to be ensured with appropriate slope stabilization, erosion control and landslide correction measures in accordance with IRC: SP 48:1998, IRC: 56-2011 and manual for insuring safety & longevity of the slopes and the roads. The Concessionaire shall be responsible for precise assessment of the actual requirement & prepare design for slope protection & stabilization as per manual. Top down excavation, stable slopes with proper benches, and properly planned surface and sub-surface drainage arrangements shall be key part of the concessionaire's responsibility. The hill cutting should invariably be done in 1H:1V slope with a bench of 2m width with Catch Water Drain at a height of every of 6-7m. If the Concessionaire adopts a steeper cut slope, the same is to be substantiated with requisite soil investigations, design and the Slope Stabilisation Measures and will have to be done at the cost of the Concessionaire. Also, the Cut slopes should be designed in such a manner as to keep the toe line of cutting within available

RoW and protection measures like rock bolting/ soil nailing/ reinforcing, as appropriate, shall be applied to ensure both stability and protection from erosion/ withering as per Engineering Guidelines on Landslide Mitigation Measures for Indian Roads IRC: SP-106. Concessionaire shall obtain approval/ no objection from the Independent Engineer and Authority before implementation of slope protection work in steeper cut slope. Moreover, adequate Catch Water Drains, Berm Drains, Cascade Drains, Road Side Drains, Culverts and other types of cross drainage structures as may be required as per site conditions for eventual safe release to stable natural streams is imperative. Ensuring sub-surface drainage through perforated pipe drains, gravel filters, weep holes, chimney drains etc at appropriate places and sufficient sizes and spacing shall also become part of the overall scope of slope protection/stabilization.

Provision for Turfing as part of the slope protection/erosion control measures has been made for the exposed face of the cut in the entire project stretch. Additionally, Full-face shotcrete, welded mesh, weep holes, and full drainage provisions (As per Cross section attached as Annexure-II of Schedule B) shall be provided for rockfall measures in a length of 2160m (For Main Carriageway) and 4580m (For Interchanges). The turfing shall be installed in accordance with the approved drawings, manufacturer's recommendations, and relevant specifications to ensure effective erosion control and stabilization of the slope surface. Necessary turfing, seeding & mulching, or plantation works, wherever required, shall be carried out immediately after laying the Turfing/seeding Mulching to achieve vegetation growth and long-term stability. Moreover, slope management with drainage maintenance would be essential part of the maintenance period of concessionaire. The Concessionaire shall obtain approval / No Objection Certificate from the Independent Engineer and the Authority prior to implementation of Slope Protection/Erosion control measures and maintain records of source, quality, and installation for verification.

Protection measures including sub-surface & surface drainage provisions for cut slope and valley slope should be designed on the basis of detailed geotechnical investigation bore holes at identified critical locations-such as deep cut/fill sections, bridge abutments, soft ground zones, landslide-prone areas, or zones with abrupt changes in soil conditions carried out at an interval of 500m or closer as along the project alignment to determine subsurface soil stratification and engineering properties of slope forming materials. This will facilitate accurate characterization of soil types and support the design of appropriate protection measures. In case of deep cut sections having height more than 5.0m, the depth of bore hole should be minimum to the depth of cutting above finished road level or 5.0m below competent stratum whichever is achieved earlier.

Concessionaire shall submit the updated inventory and condition map of each and every structures/ building (commercial/ non-commercial), private land, land use, access roads, revenue & forest land within '100m each side of the edge of the proposed right of way (PROW), Also video evidence with date & time stamped should be submitted.

Construction in Stages: - Construction should be done in stages. The initial period of about one year should be given for the cutting of hill slopes for the road and completion of protection works for stabilization of the slopes. The subsequent works shall be taken up for those sections only where the formation cutting and protection measures remain stable after one monsoon season.

Any increase in the length up to 10% of the provision shall not constitute a Change of Scope, save and except any variations arising out of a Change of Scope expressly undertaken in accordance with the provisions of Article 16. It is to clarify that for increase in length beyond 10%, the Change of scope shall be applicable only for quantity beyond additional 10%. Therefore, the Concessionaire 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.

Disposal of Debris: - As per clause "13.13" of section 13 (Special Requirement for Hill Road) of IRC:SP-84 specified in Schedule-D.

Approximate quantity of **22822255** cum of muck/debris is anticipated to be generated from roadway cutting and excavation works. The Concessionaire/Contractor shall identify suitable muck disposal locations in consultation with the local village authorities, District Administration and Forest Department, as applicable.

All statutory approvals, permissions, and No-Objection Certificates (NOCs) required for muck disposal shall be obtained by the Concessionaire/Contractor at his own cost, in addition to the clearances stipulated under Schedule-E of the Contract.

No muck disposal shall be permitted within Reserved Forest areas. Disposal of approximately **22822255** cum of muck/debris shall be carried out only at designated approved locations by providing suitable retaining structures of adequate height and properly design for stability, complete in all respects, as per MoRTH Specifications and directions of the Engineer, including all leads, lifts, labour, materials, equipment, and incidentals.

Retaining structures and protection, works shall be provided at locations as provided in TCS Schedule in Clause 2.10 of Annex-I of Schedule-B. Location of the Retaining wall and Toe wall with stone pitching is given below and shall be considered as minimum requirement.

However, the concessionaire can propose the new innovative technology in consultation with Authority.

RCC Crash Barrier with Friction Slab

S. No.	Item	LHS		RHS		Total Length (m)	Location	Remarks
		Design Chainage (From)	Design Chainage (To)	Design Chainage (From)	Design Chainage (To)			
1	RCC Crash Barrier with Friction Slab for Main Carriageway	0.100	0.140	0.100	0.140	80	At the top of RE wall	At the top of RE wall (Structure length shall be deducted)
		0.410	0.460	0.410	0.460	100		
		4.540	4.550	4.540	4.550	20		
		4.590	4.620	4.590	4.620	60		
		4.870	4.940	4.870	4.940	140		
		7.800	7.826	7.800	7.826	52		
		8.665	8.800	8.665	8.800	270		
		8.950	9.020	8.950	9.020	140		
		9.065	9.100	9.065	9.100	70		
		10.275	10.320	10.275	10.320	90		
		10.420	10.500	10.420	10.500	160		
		10.560	10.575	10.560	10.575	30		
		10.585	10.640	10.585	10.640	110		
		11.140	11.180	11.140	11.180	80		
		11.189	11.260	11.189	11.260	142		
		11.760	11.854	11.760	11.854	188		
		11.866	11.940	11.866	11.940	148		
		12.220	12.271	12.220	12.271	102		
		12.279	12.400	12.279	12.400	242		
		12.880	13.000	12.880	13.000	240		
		13.120	13.160	13.120	13.160	80		
		13.160	13.180	13.160	13.180	40		
		13.220	13.380	13.220	13.380	320		
		13.390	13.440	13.390	13.440	100		
		14.540	14.716	14.540	14.716	352		
		14.724	14.860	14.724	14.860	272		

S. No.	Item	LHS		RHS		Total Length (m)	Location	Remarks
		Design Chainage (From)	Design Chainage (To)	Design Chainage (From)	Design Chainage (To)			
		15.540	15.690	15.540	15.690	300		
		15.710	15.800	15.710	15.800	180		
		17.180	17.356	17.180	17.356	352		
		21.320	21.345	21.320	21.345	50		
		21.410	21.440	21.410	21.440	60		
		22.920	22.960	22.920	22.960	80		
		22.980	23.040	22.980	23.040	120		
		23.380	23.415	23.380	23.415	70		
		23.425	23.460	23.425	23.460	70		
		30.060	30.243	30.060	30.243	366		
		30.251	30.460	30.251	30.460	418		
		30.470	30.660	30.470	30.660	380		
		30.710	30.740	30.710	30.740	60		
		31.360	31.460	31.360	31.460	200		
		33.160	33.195	33.160	33.195	70		
		34.600	34.620	34.600	34.620	40		
		34.820	34.840	34.820	34.840	40		
		35.800	35.820	35.800	35.820	40		
		36.895	36.920	36.895	36.920	50		
		37.100	37.130	37.100	37.130	60		
		37.150	37.200	37.150	37.200	100		
		38.360	38.380	38.360	38.380	40		
		38.620	38.640	38.620	38.640	40		
		39.240	39.320	39.240	39.320	160		
		Total Length (m)				6974		
2	RCC Crash Barrier with Friction Slab for Ramps and Loops	Interchange at Km 0+000				2400	At the top of RE wall	At the top of RE wall (Structure length shall be deducted)
		Interchange at km 12+700				1526		
		Interchange at km 27+170				280		
		Interchange at km 44+935				2480		
		Total Length (m)				6686		

Retaining Wall/ Stone Pitching/Toe Wall/Breast Wall

RCC Retaining Wall- (For Main Carriageway)

<u>Left Side</u>			<u>Right Side</u>		
Design Chainage (From)	Design Chainage (To)	Length (m)	Design Chainage (From)	Design Chainage (To)	Length (m)
8+800	8+820	20	1+040	1+220	180
10+640	10+840	200	2+440	2+460	20
11+260	11+300	40	2+560	2+640	80
12+400	12+480	80	2+860	2+960	100
12+500	12+683	183	2+980	3+020	40
12+717	12+880	163	3+030	3+080	50
13+120	13+160	40	3+220	3+240	20
16+000	16+020	20	3+500	3+540	40
16+880	16+900	20	3+680	3+800	120
18+980	19+080	100	3+820	3+860	40
19+140	19+240	100	4+350	4+480	130
19+380	19+400	20	4+620	4+680	60
19+420	19+440	20	5+440	5+480	40
19+460	19+500	40	5+580	5+630	50
19+540	19+640	100	5+650	5+680	30
19+660	19+680	20	5+700	5+760	60
19+700	19+720	20	5+840	6+060	220
19+840	19+860	20	6+100	6+160	60
19+960	19+980	20	7+560	7+580	20
20+040	20+080	40	7+600	7+640	40
20+334	20+536	202	7+704	7+760	56
20+560	20+640	80	8+800	8+820	20
21+160	21+180	20	9+100	9+205	105
23+220	23+380	160	9+250	9+300	50
24+260	24+310	50	9+380	9+420	40
24+330	24+360	30	10+640	10+840	200
24+420	24+440	20	11+260	11+300	40
24+740	24+775	35	12+400	12+480	80
24+785	24+810	25	12+500	12+683	183
24+820	24+880	60	12+717	12+880	163
24+880	24+960	80	13+120	13+160	40
24+980	25+040	60	16+760	16+780	20
25+060	25+100	40	20+334	20+536	202
25+140	25+185	45	20+560	20+640	80
28+900	28+940	40	20+640	20+920	280
29+420	29+480	60	24+260	24+310	50
29+500	29+520	20	24+330	24+360	30

Development, Maintenance, Management and Operation of Greenfield High-Speed Corridor from Mawlyngkhung (near Shillong) in Meghalaya to Panchgram (near Silchar) in Assam by 4-Laning with Paved Shoulders on Hybrid Annuity Basis. (Package-1: From Km 0+000 to Km 45+645, Design Length - 45.645 Km)

<u>Left Side</u>			<u>Right Side</u>		
Design Chainage (From)	Design Chainage (To)	Length (m)	Design Chainage (From)	Design Chainage (To)	Length (m)
29+540	29+560	20	24+740	24+775	35
29+580	29+600	20	24+785	24+810	25
31+040	31+200	160	24+820	24+880	60
31+460	31+496	36	28+200	28+280	80
31+504	31+540	25	28+820	28+840	20
31+540	31+560	20	31+020	31+240	220
33+640	33+700	60	31+460	31+496	36
35+820	35+840	20	31+504	31+540	25
35+960	36+000	40	34+580	34+600	20
37+680	37+705	25	34+960	35+006	46
38+026	30+060	34	35+920	35+960	40
39+620	39+635	15	37+680	37+705	25
39+645	39+700	55	38+026	30+060	34
40+040	40+060	20	38+340	38+360	20
40+080	40+105	25	38+960	39+000	40
40+150	40+180	30	39+340	39+360	20
40+280	40+335	55	39+620	39+635	15
40+345	40+435	90	39+645	39+700	55
40+445	40+480	35	40+445	40+520	75
40+445	40+480	35	41+240	41+273	33
40+720	40+780	60	41+288	41+340	52
40+840	40+865	25	42+763	42+780	17
40+875	41+020	145	42+920	42+980	60
41+240	41+273	33	43+100	43+140	40
41+288	41+340	52	43+740	43+780	40
42+820	42+920	100	43+820	43+860	40
42+920	42+980	60			
43+100	43+140	40			
43+680	43+700	20			
43+740	43+780	40			
43+820	43+860	40			
Total (m)		3728	Total (m)		4212

RCC Retaining Wall- (For Interchanges)

<u>Left Side</u>			<u>Right Side</u>		
Design Chainage (From)	Design Chainage (To)	Length (m)	Design Chainage (From)	Design Chainage (To)	Length (m)
Interchange at km 0+000		100	Interchange at km 0+000		100
Interchange at km 12+700		Nil	Interchange at km 12+700		Nil

<u>Left Side</u>			<u>Right Side</u>		
Design Chainage (From)	Design Chainage (To)	Length (m)	Design Chainage (From)	Design Chainage (To)	Length (m)
Interchange at km 27+170		Nil	Interchange at km 27+170		Nil
Interchange at km 44+935		Nil	Interchange at km 44+935		Nil
Total (m)		100	Total (m)		100

Note:

RCC Retaining wall of suitable height (as per site requirement) shall be provided to accommodate the highway cross section within the available/proposed ROW and the same shall not constitute a Change of Scope. However, the concessionaire can propose the new innovative technology in consultation with Authority.

- The location of retaining wall along main carriageway shall be placed in such a way that lane addition could be done without recasting/reconstruction. The design and construction of partial RE wall/ retaining wall shall be done for full height considering future widening.
- In addition to above retaining wall mentioned above, cross wall shall be provided behind each abutment.
- In addition to above, RE wall/Retaining wall shall be provided at toll plaza and other locations to restrict the embankment slope within the right of way.
- “Guidelines to discontinue construction practices for gap slabs between abutments and RS walls; closing/back RS walls behind abutments; RS walls exceeding 10 m in height; RS wall panels in wing walls; and use of geo-composites behind RS walls, relating to construction of RS walls for flyovers/underpasses/ROBs/structures/viaducts.” Should be adopted as per NHA Policy Circular No. 18.111./2025 dated 21st October, 2025.
- The length specified hereinabove shall be treated as an approximate assessment and minimum. The actual lengths as required on the basis of detailed investigations shall be determined by the Concessionaire in accordance with the Specifications and Standards. Any increase in the lengths specified in this Schedule-B up to 10% of shall not constitute a Change of Scope, save and except any variations arising out of a Change of Scope expressly undertaken in accordance with the provisions of Article 16. It is to clarify that for increase in length beyond 10%, the Change of scope shall be applicable only for quantity beyond additional 10%.

Breast wall (For Main Carriageway) (of appropriate type)

<u>Left Side</u>	<u>Right Side</u>
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Development, Maintenance, Management and Operation of Greenfield High-Speed Corridor from Mawlyngkhung (near Shillong) in Meghalaya to Panchgram (near Silchar) in Assam by 4-Laning with Paved Shoulders on Hybrid Annuity Basis. (Package-1: From Km 0+000 to Km 45+645, Design Length - 45.645 Km)

Design Chainage (From)	Design Chainage (To)	Length (m)	Design Chainage (From)	Design Chainage (To)	Length (m)
0+540	1+080	540	0+600	1+020	420
1+120	1+480	360	1+240	1+260	20
1+580	1+680	100	1+320	1+440	120
1+850	2+640	790	1+600	1+660	60
2+660	2+960	300	1+900	2+260	360
2+980	3+020	40	2+280	2+420	140
3+060	3+500	440	2+700	2+840	140
3+520	3+800	280	3+140	3+180	40
3+820	4+320	500	3+280	3+480	200
4+350	4+540	190	3+900	4+300	400
4+620	4+680	60	4+940	5+360	420
5+020	5+400	380	5+540	5+560	20
5+440	5+630	190	5+760	5+800	40
5+650	6+060	410	6+200	6+360	160
6+120	7+263	1143	6+440	7+220	780
7+300	7+500	200	7+277	7+420	143
7+600	7+696	96	7+480	7+520	40
7+704	7+800	96	9+340	9+360	20
9+100	9+205	105	9+440	9+820	380
9+250	9+400	150	9+860	10+220	360
9+420	10+265	845	13+740	13+840	100
10+520	10+560	40	13+880	14+260	380
13+880	14+160	280	17+420	17+760	340
14+180	14+240	60	18+220	18+860	640
17+400	17+920	520	19+000	19+460	460
17+940	17+960	20	19+500	19+520	20
18+160	18+860	700	19+700	19+740	40
19+260	19+380	120	19+780	19+860	80
19+820	19+840	20	19+880	19+940	60
20+140	20+300	160	20+080	20+326	246
20+980	21+140	160	20+980	21+320	340
21+200	21+300	100	21+440	21+500	60
21+440	21+500	60	21+520	21+560	40
21+520	21+560	40	21+580	21+660	80
21+780	21+820	40	21+760	21+920	160
22+020	22+100	80	22+000	22+640	640
22+120	22+740	620	22+780	22+900	120
23+560	23+760	200	23+100	23+160	60
23+940	24+060	120	23+520	23+900	380
24+120	24+200	80	23+940	24+200	260
24+540	24+680	140	24+400	24+480	80

Development, Maintenance, Management and Operation of Greenfield High-Speed Corridor from Mawlyngkhung (near Shillong) in Meghalaya to Panchgram (near Silchar) in Assam by 4-Laning with Paved Shoulders on Hybrid Annuity Basis. (Package-1: From Km 0+000 to Km 45+645, Design Length - 45.645 Km)

<u>Left Side</u>			<u>Right Side</u>		
Design Chainage (From)	Design Chainage (To)	Length (m)	Design Chainage (From)	Design Chainage (To)	Length (m)
25+580	28+040	2460	24+500	24+740	240
28+340	28+500	160	24+980	25+040	60
28+560	28+840	280	25+060	25+185	125
28+980	29+100	120	25+580	26+940	1360
29+160	29+340	180	27+020	27+940	920
29+640	29+900	260	28+060	28+100	40
29+940	30+060	120	28+360	28+480	120
30+760	30+980	220	28+560	28+820	260
31+580	32+340	760	28+940	29+320	380
32+360	33+060	700	29+540	29+880	340
33+700	34+140	440	29+940	30+020	80
34+260	34+600	340	30+760	30+960	200
34+860	35+006	146	31+540	33+080	1540
35+500	35+700	200	33+700	34+140	440
35+900	35+960	60	34+180	34+460	280
36+040	36+865	825	34+500	34+540	40
36+920	37+080	160	34+840	34+940	100
37+200	37+680	480	35+500	35+700	200
38+060	38+080	20	35+820	35+880	60
38+100	38+240	140	35+980	36+000	20
38+260	38+280	20	36+040	36+820	780
38+320	38+360	40	36+840	36+865	25
38+640	39+000	360	36+940	37+100	160
39+340	39+600	260	37+240	37+320	80
39+740	40+000	260	37+360	37+400	40
40+200	40+240	40	37+420	37+540	120
40+540	40+560	20	37+560	37+600	40
40+620	40+640	20	38+220	38+240	20
40+800	40+820	20	38+660	38+960	300
41+120	41+240	120	39+420	39+580	160
41+440	41+640	200	39+740	40+060	320
41+660	41+980	320	40+220	40+260	40
42+080	42+620	540	40+540	40+640	100
43+160	43+380	220	40+720	40+740	20
43+420	43+520	100	40+780	40+865	85
43+880	44+020	140	40+875	41+240	365
44+080	44+380	300	41+420	41+620	200
44+440	45+645	1205	41+660	41+980	320
			42+020	42+040	20

Development, Maintenance, Management and Operation of Greenfield High-Speed Corridor from Mawlyngkhung (near Shillong) in Meghalaya to Panchgram (near Silchar) in Assam by 4-Laning with Paved Shoulders on Hybrid Annuity Basis. (Package-1: From Km 0+000 to Km 45+645, Design Length - 45.645 Km)

<u>Left Side</u>			<u>Right Side</u>		
Design Chainage (From)	Design Chainage (To)	Length (m)	Design Chainage (From)	Design Chainage (To)	Length (m)
			42+060	42+620	560
			43+140	43+400	260
			43+420	43+520	100
			43+900	44+020	120
			44+100	44+400	300
			44+460	45+360	900
			45+420	45+645	225
Total (m)		23031	Total (m)		21314

Breast wall (For Interchanges)

<u>Left Side</u>			<u>Right Side</u>		
Design Chainage (From)	Design Chainage (To)	Length (m)	Design Chainage (From)	Design Chainage (To)	Length (m)
Interchange at km 0+000		2600	Interchange at km 0+000		2600
Interchange at km 12+700		Nil	Interchange at km 12+700		Nil
Interchange at km 27+170		4100	Interchange at km 27+170		4100
Interchange at km 44+935		3500	Interchange at km 44+935		3500
Total (m)		10200	Total (m)		10200

Note: Breast wall of suitable height (as per site requirement) shall be provided to accommodate the highway cross section within the available/proposed ROW. Above length of the Breast wall is minimum specified. The actual length shall be determined by the Concessionaire in accordance with the approved plan & profile and design approved from the Independent Engineer. Any increase in length upto 10% from the length specified in this Clause of Schedule-B shall not constitute a Change of Scope. It is to clarify that for increase in length beyond 10%, the Change of scope shall be applicable only for quantity beyond additional 10%. And the same upto an increase of 10% of the proposed scope shall not constitute a Change of Scope.

Stone Pitching for Main Carriageway

Left Side			Right Side		
Design Chainage (From)	Design Chainage (To)	Length (m)	Design Chainage (From)	Design Chainage (To)	Length (m)
0+460	0+500	40	0+460	0+580	120
1+080	1+100	20	1+040	1+080	40
1+515	1+540	25	1+120	1+220	100
3+030	3+060	30	1+480	1+505	25
3+500	3+520	20	1+515	1+580	65
6+100	6+120	20	1+680	1+690	10
7+540	7+580	40	1+850	1+880	30
9+400	9+420	20	2+440	2+460	20
10+640	11+140	500	2+560	2+640	80
11+260	11+760	500	2+860	3+020	160
11+940	12+220	280	3+060	3+080	20
13+120	13+160	40	3+220	3+240	20
13+440	13+540	100	3+520	3+540	20
14+400	14+420	20	3+680	3+860	180
14+440	14+540	100	4+300	4+320	20
14+860	15+540	680	4+350	4+480	130
15+800	15+860	60	4+620	4+720	100
16+020	16+220	200	5+380	5+400	20
16+340	16+620	280	5+440	5+480	40
16+760	16+880	120	5+580	5+630	50
16+900	17+060	160	5+650	5+680	30
17+140	17+180	40	5+700	5+760	60
18+060	18+080	20	5+820	6+060	240
18+100	18+140	40	6+140	6+160	20
18+900	18+920	20	7+540	7+560	20
18+940	18+980	40	7+600	7+640	40
19+000	19+080	80	7+680	7+696	16
19+140	19+240	100	7+704	7+760	56
19+380	19+400	20	9+100	9+205	105
19+420	19+440	20	9+250	9+300	50
19+500	19+540	40	9+380	9+400	20
19+640	19+660	20	9+420	9+440	20
19+680	19+780	100	10+640	11+140	500
19+840	19+880	40	11+260	11+320	60
19+920	19+960	40	11+400	11+760	360
19+980	20+040	60	11+940	12+100	160
20+640	20+960	320	12+160	12+220	60
21+160	21+180	20	13+120	13+160	40
21+500	21+520	20	13+440	13+520	80

Development, Maintenance, Management and Operation of Greenfield High-Speed Corridor from Mawlyngkhung (near Shillong) in Meghalaya to Panchgram (near Silchar) in Assam by 4-Laning with Paved Shoulders on Hybrid Annuity Basis. (Package-1: From Km 0+000 to Km 45+645, Design Length - 45.645 Km)

<u>Left Side</u>			<u>Right Side</u>		
Design Chainage (From)	Design Chainage (To)	Length (m)	Design Chainage (From)	Design Chainage (To)	Length (m)
21+640	21+680	40	14+860	15+220	360
21+980	22+000	20	15+240	15+540	300
22+740	22+840	100	15+800	15+840	40
23+060	23+100	40	16+000	16+220	220
23+200	23+220	20	16+380	16+460	80
23+480	23+500	20	16+520	16+540	20
23+820	23+900	80	16+780	17+180	400
24+240	24+260	20	17+880	17+900	20
24+360	24+500	140	17+920	17+980	60
24+980	25+040	60	18+000	18+180	180
25+060	25+100	40	18+980	19+000	20
25+140	25+185	45	19+460	19+500	40
25+300	25+528	228	19+540	19+640	100
28+140	28+280	140	19+660	19+680	20
28+860	28+900	40	19+960	19+980	20
28+940	28+960	20	20+040	20+080	40
29+380	29+420	40	20+920	20+960	40
29+480	29+500	20	22+700	22+740	40
29+520	29+620	100	23+200	23+380	180
31+020	31+240	220	24+220	24+240	20
31+540	31+560	20	24+880	24+960	80
33+080	33+095	15	25+300	25+528	228
33+225	33+250	25	25+563	25+580	17
33+570	33+600	30	28+180	28+200	20
33+620	33+640	20	28+280	28+320	40
34+160	34+180	20	28+820	28+940	120
35+454	35+480	26	29+400	29+520	120
35+820	35+900	80	30+040	30+060	20
35+980	36+000	20	31+040	31+200	160
38+300	38+320	20	31+240	31+300	60
39+700	39+720	20	33+105	33+160	55
40+020	40+060	40	33+225	33+250	25
40+260	40+280	20	33+570	33+700	130
40+445	40+520	75	34+580	34+600	20
40+700	40+740	40	34+960	35+006	46
40+840	40+865	25	35+454	35+480	26
40+875	41+100	225	35+920	35+980	60
41+340	41+420	80	37+640	37+680	40
42+675	42+700	25	38+080	38+220	140
42+763	42+820	57	38+240	38+360	120

<u>Left Side</u>			<u>Right Side</u>		
Design Chainage (From)	Design Chainage (To)	Length (m)	Design Chainage (From)	Design Chainage (To)	Length (m)
43+580	43+680	100	38+960	39+000	40
43+700	43+740	40	39+320	39+360	40
			39+380	39+400	20
			39+700	39+720	20
			40+080	40+105	25
			40+150	40+180	30
			40+280	40+335	55
			40+345	40+435	90
			40+445	40+480	35
			40+520	40+540	20
			40+700	40+720	20
			40+740	40+780	40
			41+340	41+400	60
			42+675	42+720	45
			42+800	42+920	120
			43+600	43+700	100
Total (m)		6751	Total (m)		7674

Note: Above length of the Stone Pitching is minimum specified. The actual length shall be determined by the Concessionaire in accordance with the approved plan & profile and design approved from the Independent Engineer. Any increase in length upto 10% from the length specified in this Clause of Schedule-B shall not constitute a Change of Scope. It is to clarify that for increase in length beyond 10%, the Change of scope shall be applicable only for quantity beyond additional 10%.and the same upto an increase of 10% of the proposed scope shall not constitute a Change of Scope.

RCC Toe Wall

<u>Left Side</u>			<u>Right Side</u>		
Design Chainage (From)	Design Chainage (To)	Length (m)	Design Chainage (From)	Design Chainage (To)	Length (m)
0+460	0+500	40	0+460	0+580	120
1+080	1+100	20	1+480	1+505	25
1+515	1+540	25	1+515	1+580	65
3+030	3+060	30	1+680	1+690	10
3+500	3+520	20	1+850	1+880	30
6+100	6+120	20	2+960	2+980	20
7+540	7+580	40	3+800	3+820	20
9+400	9+420	20	4+300	4+320	20
10+840	11+140	300	4+680	4+720	40

Development, Maintenance, Management and Operation of Greenfield High-Speed Corridor from Mawlyngkhung (near Shillong) in Meghalaya to Panchgram (near Silchar) in Assam by 4-Laning with Paved Shoulders on Hybrid Annuity Basis. (Package-1: From Km 0+000 to Km 45+645, Design Length - 45.645 Km)

<u>Left Side</u>			<u>Right Side</u>		
Design Chainage (From)	Design Chainage (To)	Length (m)	Design Chainage (From)	Design Chainage (To)	Length (m)
11+300	11+760	460	5+380	5+400	20
11+940	12+220	280	5+820	5+840	20
13+440	13+540	100	7+540	7+560	20
14+400	14+420	20	7+680	7+696	16
14+440	14+540	100	9+420	9+440	20
14+860	15+540	680	10+840	11+140	300
15+800	15+860	60	11+300	11+320	20
16+020	16+220	200	11+400	11+760	360
16+340	16+620	280	11+940	12+100	160
16+760	16+880	120	12+160	12+220	60
16+900	17+060	160	13+440	13+520	80
17+140	17+180	40	14+860	15+220	360
18+060	18+080	20	15+240	15+540	300
18+100	18+140	40	15+800	15+840	40
18+900	18+920	20	16+000	16+220	220
18+940	18+980	40	16+380	16+460	80
19+500	19+540	40	16+520	16+540	20
19+640	19+660	20	16+780	17+180	400
19+680	19+700	20	17+880	17+900	20
19+720	19+780	60	17+920	17+980	60
19+860	19+880	20	18+000	18+180	180
19+920	19+960	40	18+980	19+000	20
19+980	20+040	60	19+460	19+500	40
20+640	20+960	320	19+540	19+640	100
21+500	21+520	20	19+660	19+680	20
21+640	21+680	40	19+960	19+980	20
21+980	22+000	20	20+040	20+080	40
22+740	22+840	100	20+920	20+960	40
23+060	23+100	40	22+700	22+740	40
23+200	23+220	20	23+200	23+380	180
23+480	23+500	20	24+220	24+240	20
23+820	23+900	80	24+880	24+960	80
24+240	24+260	20	25+300	25+528	228
24+360	24+420	60	25+563	25+580	17
24+440	24+500	60	28+180	28+200	20
25+300	25+528	228	28+280	28+320	40
28+140	28+280	140	28+840	28+940	100
28+860	28+900	40	29+400	29+520	120
28+940	28+960	20	30+040	30+060	20
29+380	29+420	40	31+240	31+300	60

Left Side			Right Side		
Design Chainage (From)	Design Chainage (To)	Length (m)	Design Chainage (From)	Design Chainage (To)	Length (m)
29+480	29+500	20	33+105	33+160	55
29+520	29+540	20	33+225	33+250	25
29+560	29+580	20	33+570	33+700	130
29+600	29+620	20	35+454	35+480	26
31+020	31+040	20	35+960	35+980	20
31+200	31+240	40	37+640	37+680	40
33+080	33+095	15	38+080	38+220	140
33+225	33+250	25	38+240	38+340	100
33+570	33+600	30	39+320	39+340	20
33+620	33+640	20	39+380	39+400	20
34+160	34+180	20	39+700	39+720	20
35+454	35+480	26	40+080	40+105	25
35+840	35+900	60	40+150	40+180	30
38+300	38+320	20	40+280	40+335	55
39+700	39+720	20	40+345	40+435	90
40+020	40+040	20	40+520	40+540	20
40+260	40+280	20	40+700	40+720	20
40+480	40+520	40	40+740	40+780	40
40+700	40+720	20	41+340	41+400	60
41+020	41+100	80	42+675	42+720	45
41+340	41+420	80	42+780	42+920	140
42+675	42+700	25	43+600	43+700	100
42+763	42+820	57			
43+580	43+680	100			
43+700	43+740	40			
Total (m)		5521	Total (m)		5532

Note:

RCC Toe wall of suitable height (as per site requirement) shall be provided to accommodate the highway cross section within the available/proposed ROW and the same shall not constitute a Change of Scope.

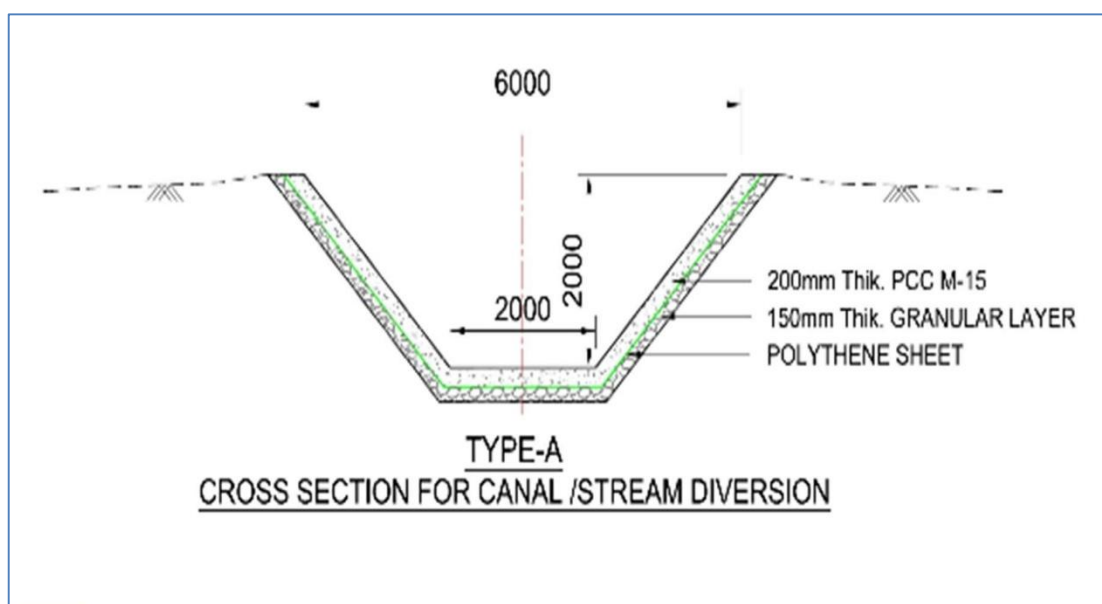
- The location of RCC Toe wall along main carriageway shall be placed in such a way that lane addition could be done without recasting/reconstruction.
- In addition to above, RCC Toe wall shall be provided at toll plaza and other locations to restrict the embankment slope within the right of way.
- The length of Toe Wall specified hereinabove shall be treated as an approximate assessment and minimum. The actual lengths as required on the basis of detailed investigations shall be determined by the Concessionaire in accordance

with the Specifications and Standards. Any increase in the lengths upto 10% specified in this Schedule-B shall not constitute a Change of Scope, save and except any variations arising out of a Change of Scope expressly undertaken in accordance with the provisions of Article 16.

All investigations, reports, designs, and rectification works shall comply with relevant IRC/MoRTH guidelines, ensuring long-term stability and safety of the project corridor.

Diversion of Nallah

Diversion of Nallah shall be constructed as per site requirement.



Note:

The actual cross-section of canal/ stream to be shifted and extent of such shifting (length) shall be determined by the Concessionaire as per the site/ design requirement with approval of concerned State Department/authority / Independent Engineer.

12. Open Well within RoW

The Open well shall be identified, and appropriate treatment shall be provided.

Sr. No.	Design Chainage	Well Dimension	Well Depth	Filling Material for Well	Slab on Top of Well Yes/No	Remarks
				Nil		

13. Shifting of Utilities

The Concessionaire shall undertake the work of shifting of Utilities (including electrical lines, water pipes, gas pipe lines and telephone cables) indicated in clause no 19 and 20 of Annexure –I Schedule -A to an appropriate location or alignment, in accordance with the provisions of Concession Agreement.

Note:

1. *The type/ spacing/ size/ specifications of poles/ towers/ lines/ cables to be used in shifting work shall be as per the guidelines of Utility Owning Department and it is to be agreed solely between the Concessionaire and the Utility Owning Department. No change of scope shall be admissible and no cost shall be paid for using different type/ spacing/ size/ specifications in shifted work in comparison to those in the existing work or for making any overhead crossings to underground as per requirement of Utility Owning Department and/or construction of project highway. The Concessionaire shall carry out joint inspection with Utility Owning Department and get the estimates from the Utility Owning Department. The assistance of the Authority is limited to giving forwarding letter on the proposal of Concessionaire to Utility Owning Department whenever asked by the Concessionaire. The decision/ approval of Utility Owning Department shall be binding on the Concessionaire.*
2. *The supervision charges at the rates/ charges applicable of the Utility Owning Department shall be paid directly by the Authority to the Utility Owning department as and when Concessionaire furnishes demand of Utility Owning Department along with a copy of estimated cost given by the later.*
3. *The dismantled material/scrap of existing Utility to be shifted/ dismantled shall belong to the Concessionaire who would be free to dispose-off the dismantled material as deemed fit by them, unless the Concessionaire is required to deposit the dismantled material to Utility Owning Department as per the norm and practice. In that case, the amount of credit for dismantled material may be availed by the Concessionaire as per estimate agreed between them.*
4. *The utilities shall be handed over after shifting work is complete to Utility Owning Department to their entire satisfaction. The maintenance liability shall rest with the Utility Owning Department after handing over process is complete as far as utility shifting works are concerned.*

5. Existing lights, junction boxes, connection to individual properties along the affected section shall be disconnected and reconnected as part of utility relocation and the same shall be in the scope of the Concessionaire.
6. The requisite Land for relocation/shifting of Utilities and Shutdown Charges wherever applicable shall be borne by the Authority.

Note II: It is obligation of successful bidder to keep all public utilities functional all time without any cost to Authority beyond quoted amount. Copy of Utility shifting/relocation plans enclosed as Annex-III to Schedule-A.

14. Work Zone Traffic Management Plans: Annexure-II schedule B-type cross sections

The traffic diversion plans shall be prepared as per IRC SP 55 for smooth flow of traffic and safety. A diversion plan shall be proposed for construction of Culvert, Grade Separated Structures, Bridges, RoB/RUB, etc. and traffic management plan for widening/ reconstruction of carriageway.

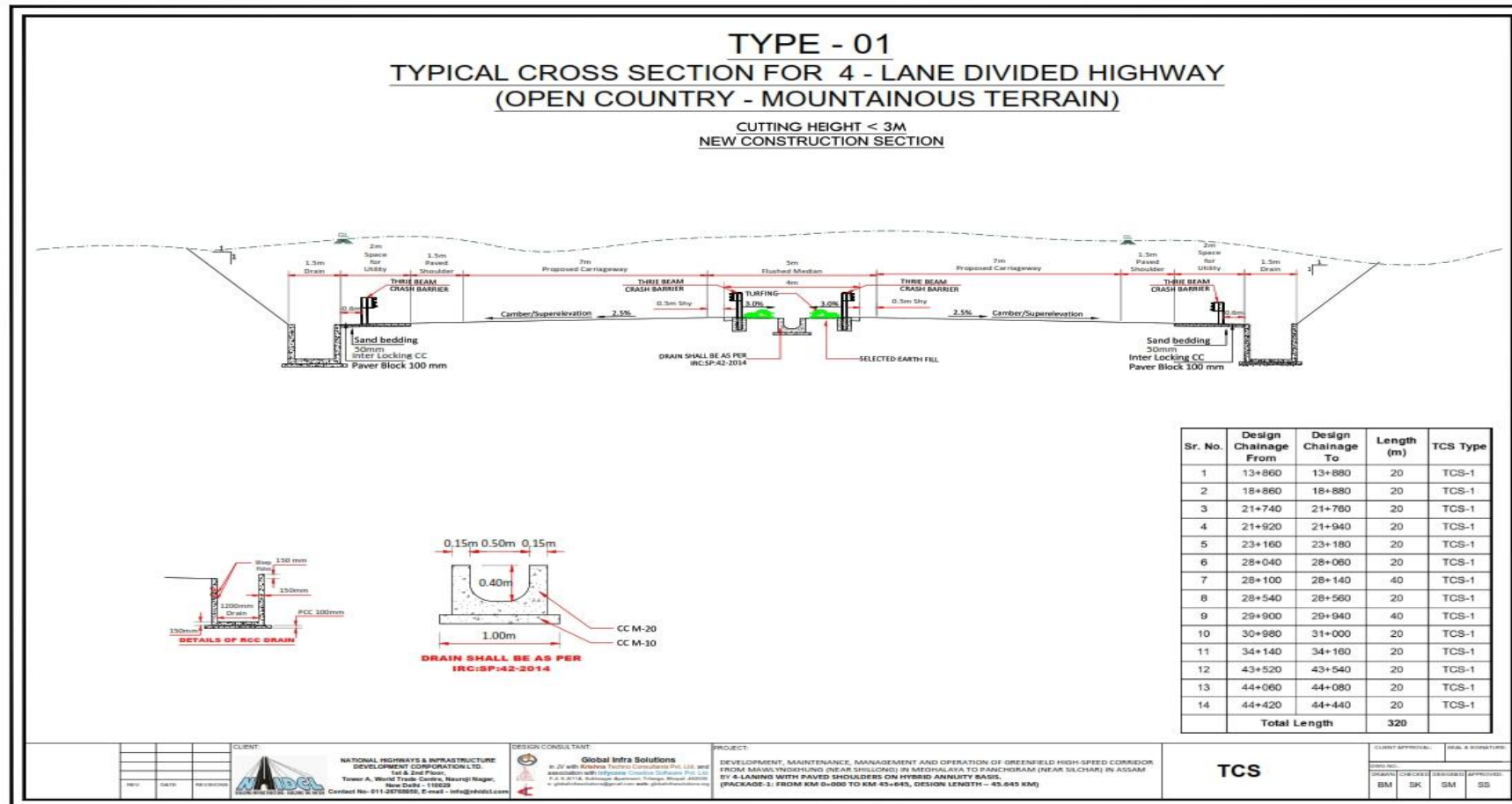
Sr. No.	Design Chainage (Km)	Construction Activity	Diversion	Traffic Management Plan	Barricading Type III/IV/CC Barrier with Lighting along barrier	Deployment of Flagman in Habitation/ Schools/ Hospital, etc.	Remarks
1	0+270	VUP	Yes	As per IRC SP 55	Type-IV	Flagman	
2	6+557	VOP	Yes	As per IRC SP 55	Type -IV	Flagman	
3	7+100	Overpass	Yes	As per IRC SP 55	Type-IV	Flagman	
4	7+700	SVUP	Yes	As per IRC SP 55	Type-IV	Flagman	
5	9+850	VOP	Yes	As per IRC SP 55	Type-IV	Flagman	
6	10+135	VOP	Yes	As per IRC SP 55	Type-IV	Flagman	
7	10+270	SVUP	Yes	As per IRC SP 55	Type-IV	Flagman	
8	11+185	SVUP	Yes	As per IRC SP 55	Type-IV	Flagman	
9	11+860	LVUP	Yes	As per IRC	Type-IV	Flagman	

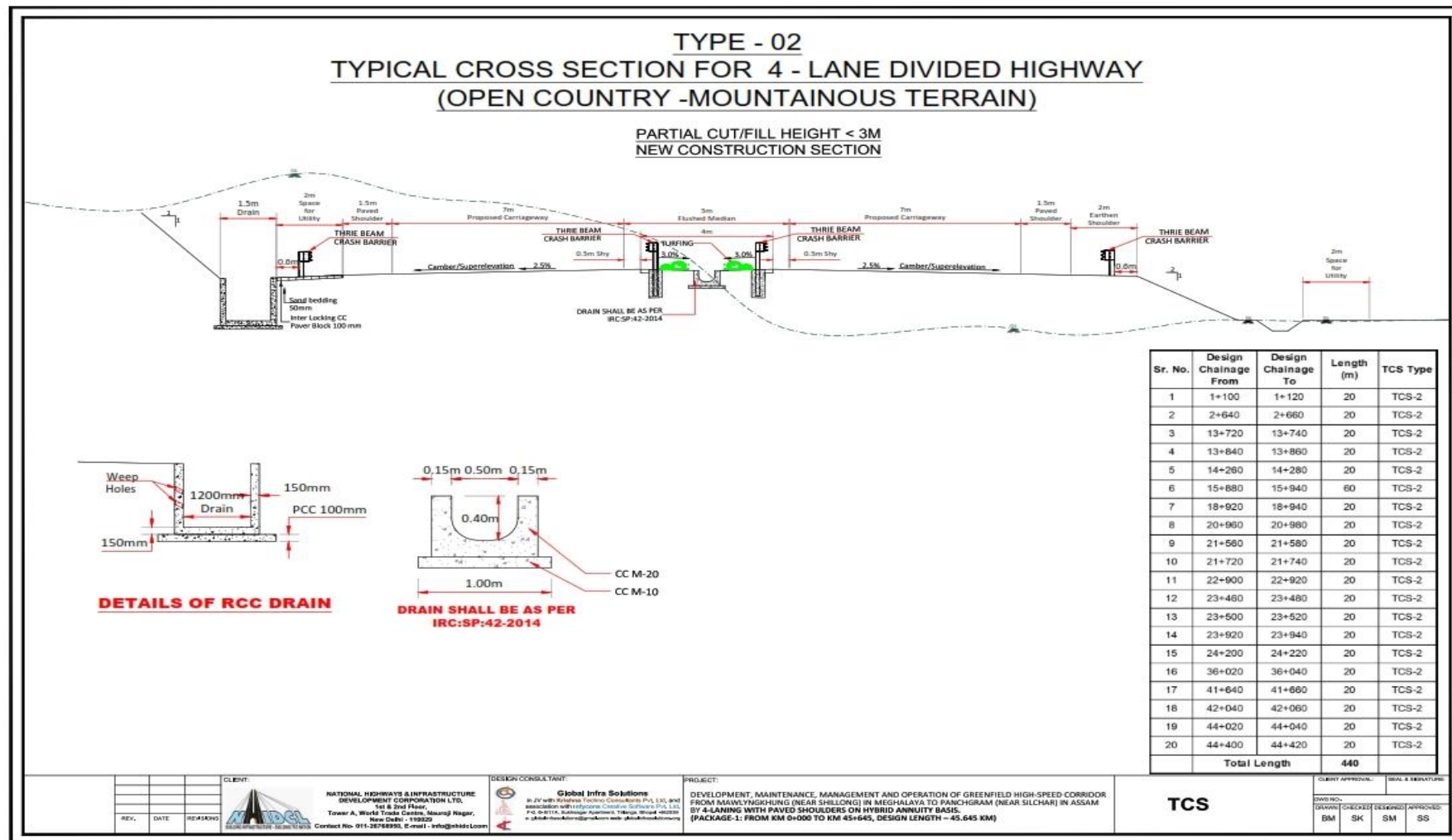
Sr. No.	Design Chainage (Km)	Construction Activity	Diversion	Traffic Management Plan	Barricading Type III/IV/CC Barrier with Lighting along barrier	Deployment of Flagman in Habitation/ Schools/ Hospital, etc.	Remarks
				SP 55			
10	12+275	SVUP	Yes	As per IRC SP 55	Type-IV	Flagman	
11	12+700	VUP	Yes	As per IRC SP 55	Type-IV	Flagman	
12	13+200	VUP	Yes	As per IRC SP 55	Type-IV	Flagman	
13	13+385	SVUP	Yes	As per IRC SP 55	Type-IV	Flagman	
14	14+720	SVUP	Yes	As per IRC SP 55	Type-IV	Flagman	
15	15+700	VUP	Yes	As per IRC SP 55	Type-IV	Flagman	
16	17+360	SVUP	Yes	As per IRC SP 55	Type-IV	Flagman	
17	18+650	VOP	Yes	As per IRC SP 55	Type-IV	Flagman	
18	20+330	SVUP	Yes	As per IRC SP 55	Type-IV	Flagman	
19	21+378	VUP	Yes	As per IRC SP 55	Type-IV	Flagman	
20	21+792	Overpass	Yes	As per IRC SP 55	Type-IV	Flagman	
21	22+595	Overpass	Yes	As per IRC SP 55	Type-IV	Flagman	
22	25+545	VUP	Yes	As per IRC SP 55	Type-IV	Flagman	
23	28+685	VOP	Yes	As per IRC SP 55	Type-IV	Flagman	
24	29+675	VOP	Yes	As per IRC SP 55	Type-IV	Flagman	
25	30+247	SVUP	Yes	As per IRC SP 55	Type-IV	Flagman	
26	30+465	SVUP	Yes	As per IRC SP 55	Type-IV	Flagman	
27	30+685	Utility Underpass	Yes	As per IRC SP 55	Type-IV	Flagman	

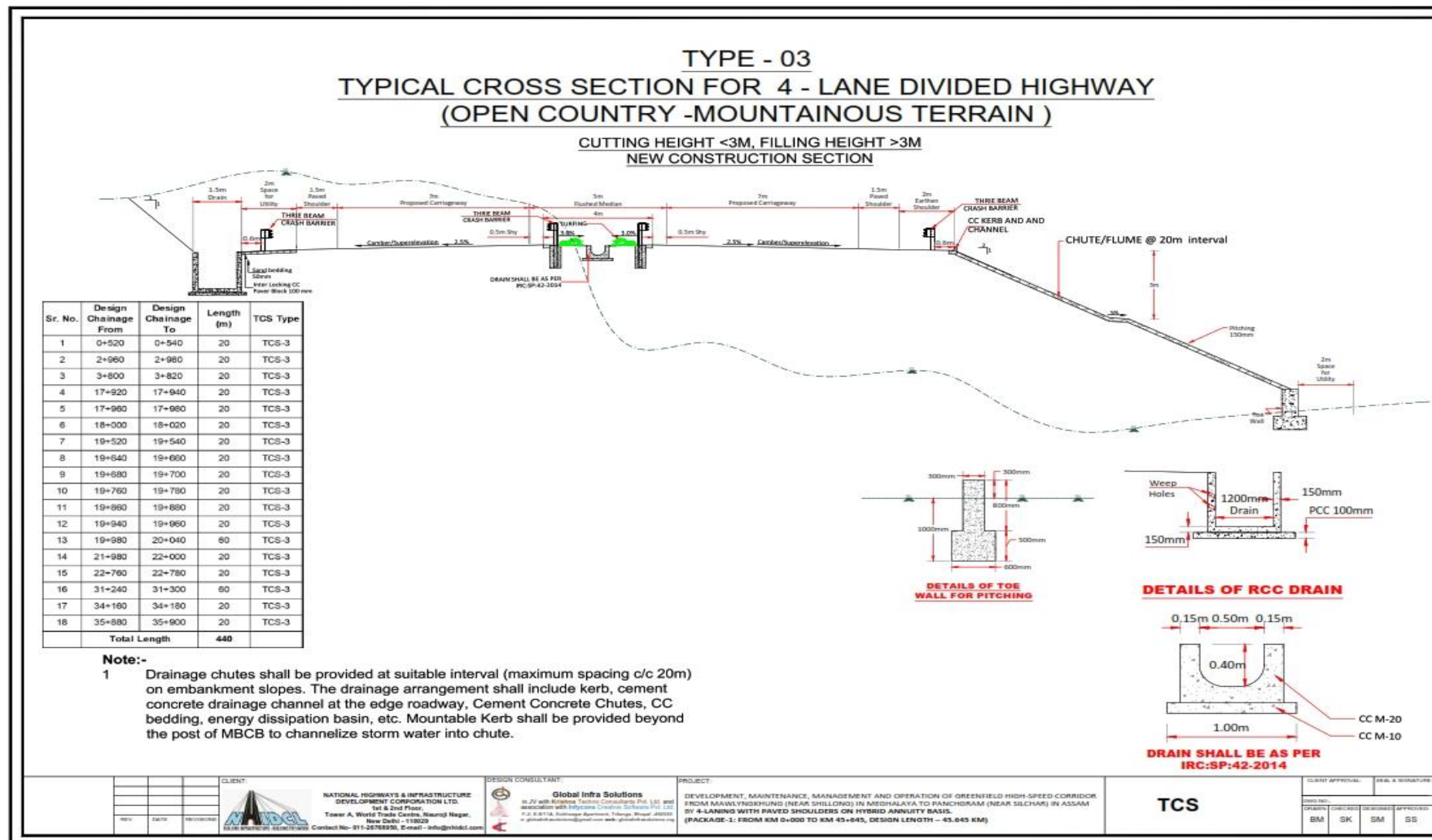
Development, Maintenance, Management and Operation of Greenfield High-Speed Corridor from Mawlyngkhung (near Shillong) in Meghalaya to Panchgram (near Silchar) in Assam by 4-Laning with Paved Shoulders on Hybrid Annuity Basis. (Package-1: From Km 0+000 to Km 45+645, Design Length - 45.645 Km)

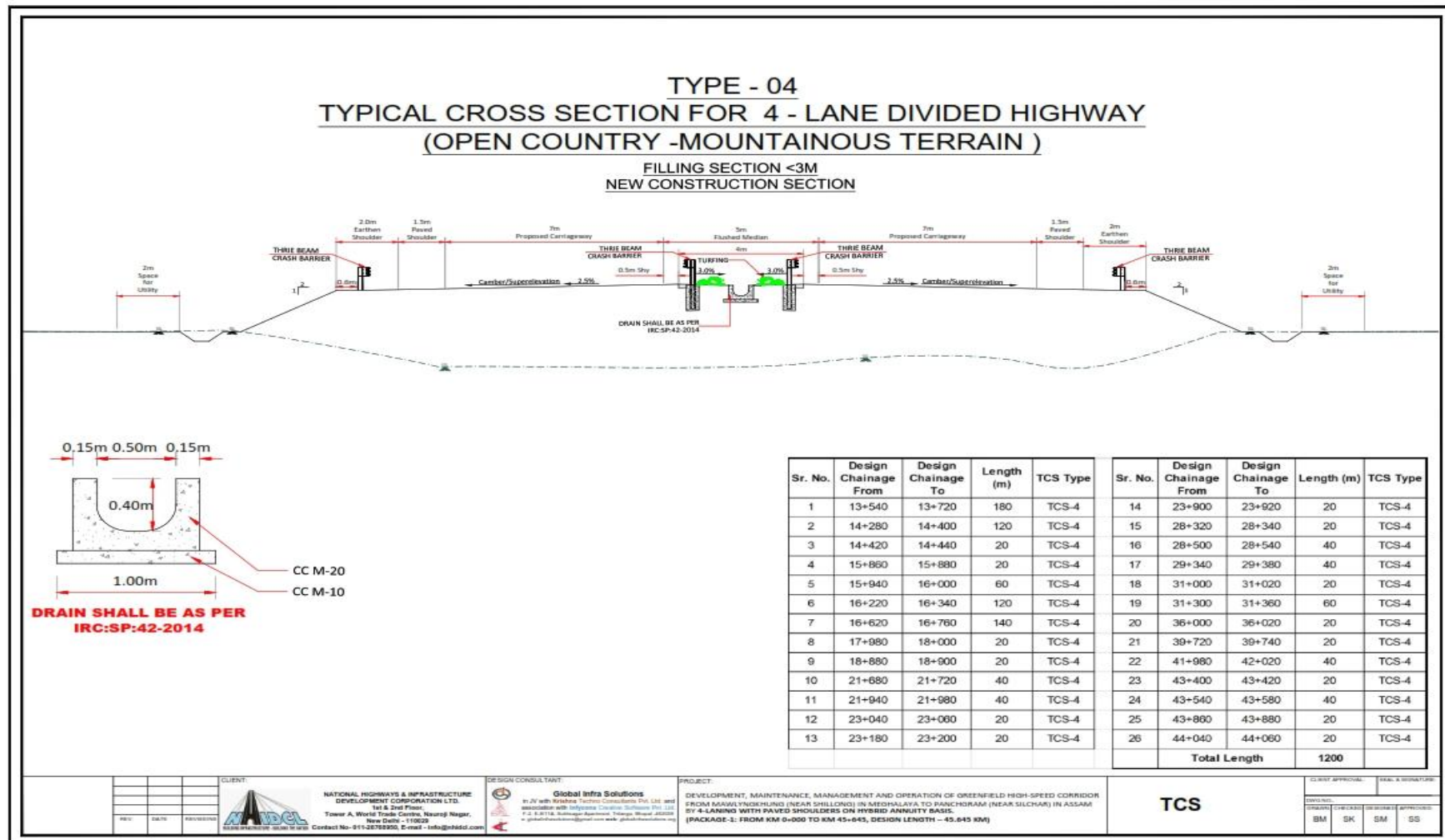
Sr. No.	Design Chainage (Km)	Construction Activity	Diversion	Traffic Management Plan	Barricading Type III/IV/CC Barrier with Lighting along barrier	Deployment of Flagman in Habitation/ Schools/ Hospital, etc.	Remarks
28	31+500	SVUP	Yes	As per IRC SP 55	Type-IV	Flagman	
29	31+770	VOP	Yes	As per IRC SP 55	Type-IV	Flagman	
30	32+160	VOP	Yes	As per IRC SP 55	Type-IV	Flagman	
31	32+640	VOP	Yes	As per IRC SP 55	Type-IV	Flagman	
32	33+210	Utility Underpass	Yes	As per IRC SP 55	Type-IV	Flagman	
33	36+680	VOP	Yes	As per IRC SP 55	Type-IV	Flagman	
34	36+880	Utility Underpass	Yes	As per IRC SP 55	Type-IV	Flagman	
35	39+600	LVUP	Yes	As per IRC SP 55	Type-IV	Flagman	
36	40+677	Utility Underpass	Yes	As per IRC SP 55	Type-IV	Flagman	
37	42+140	VOP	Yes	As per IRC SP 55	Type-IV	Flagman	
38	42+240	VOP	Yes	As per IRC SP 55	Type-IV	Flagman	
39	42+660	Utility Underpass	Yes	As per IRC SP 55	Type-IV	Flagman	
40	42+560	VOP	Yes	As per IRC SP 55	Type-IV	Flagman	
41	45+520	Overpass	Yes	As per IRC SP 55	Type-IV	Flagman	

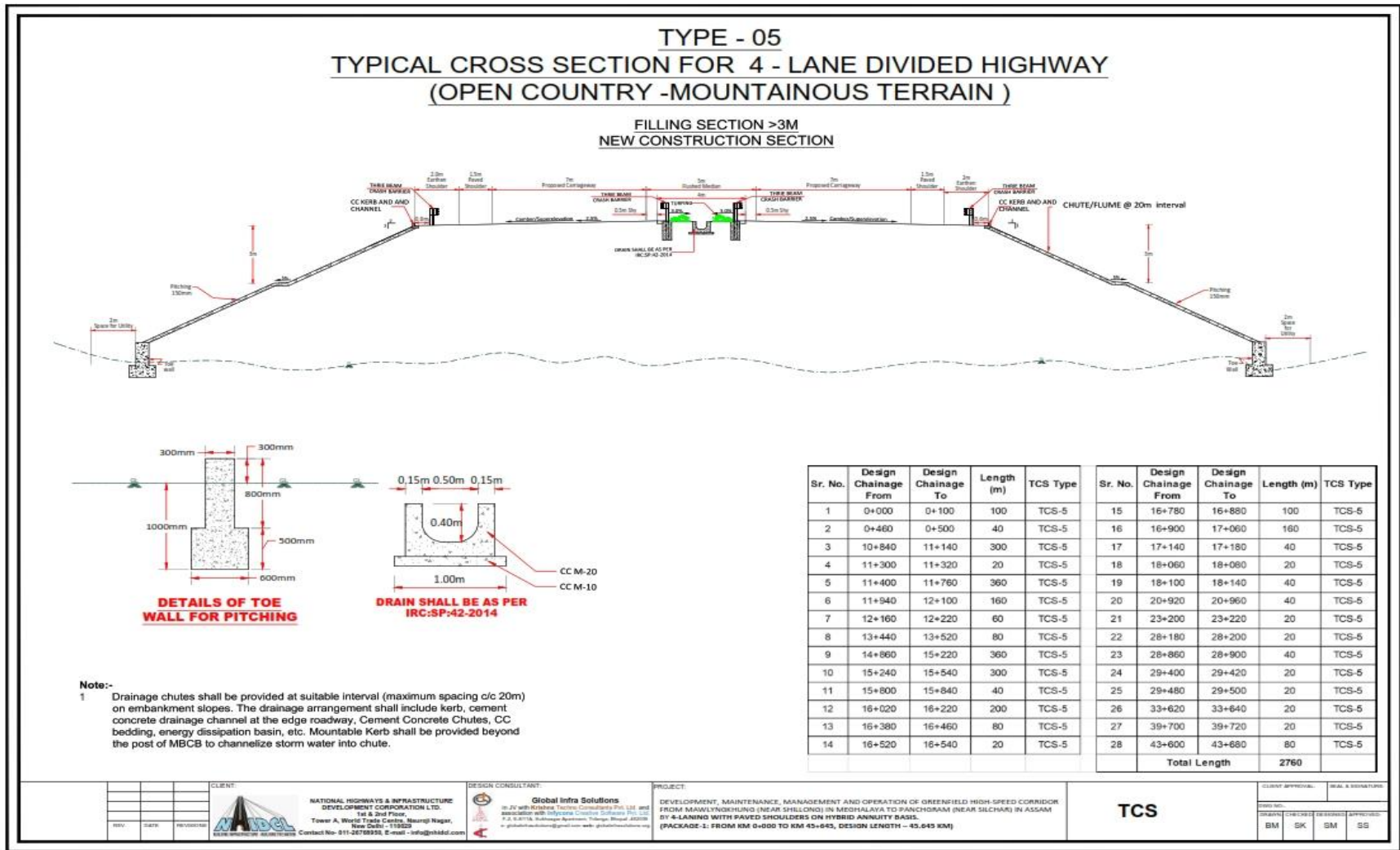
ANNEX – II (SCHEDULE – B) - TYPICAL CROSS SECTION

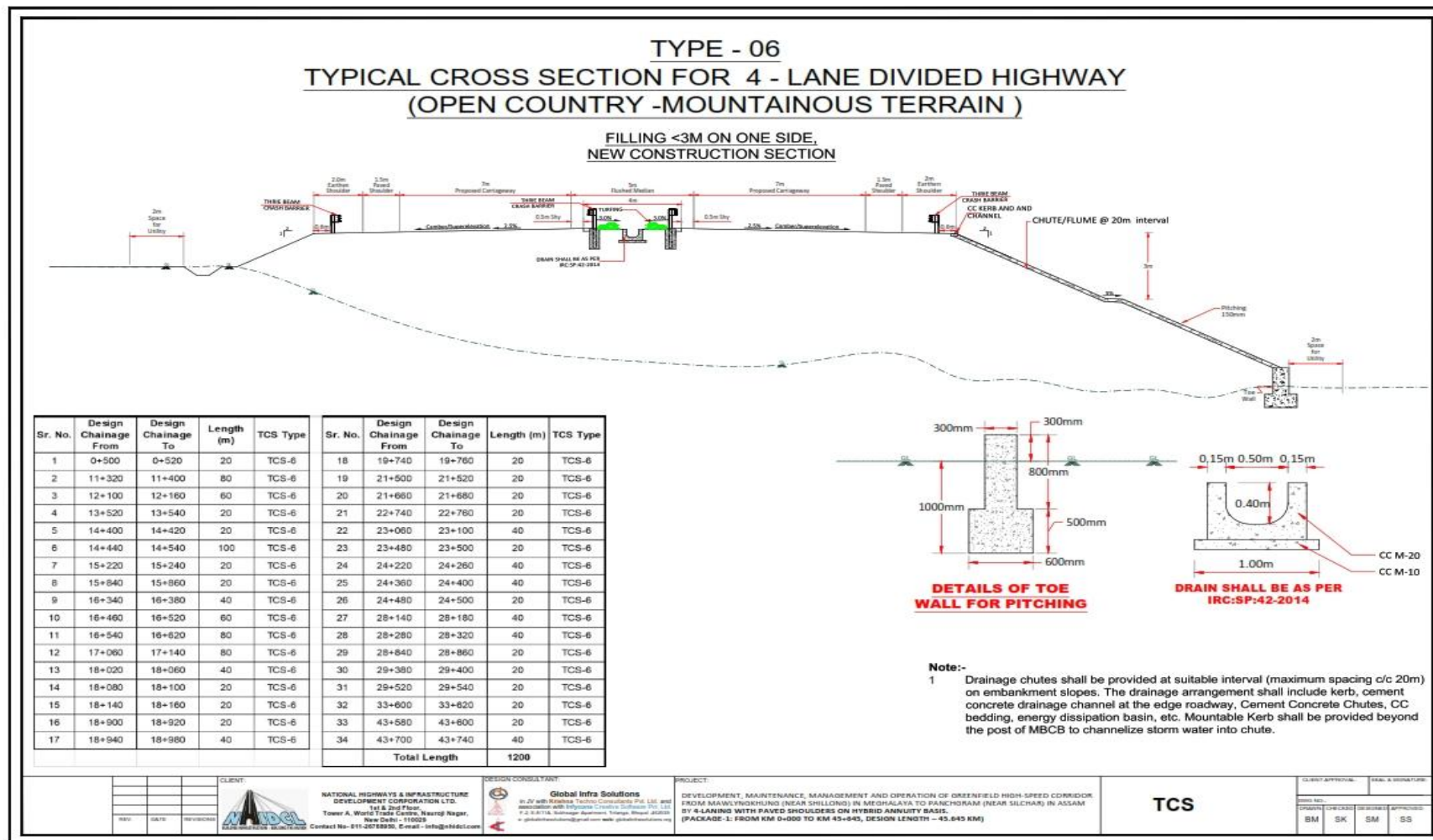


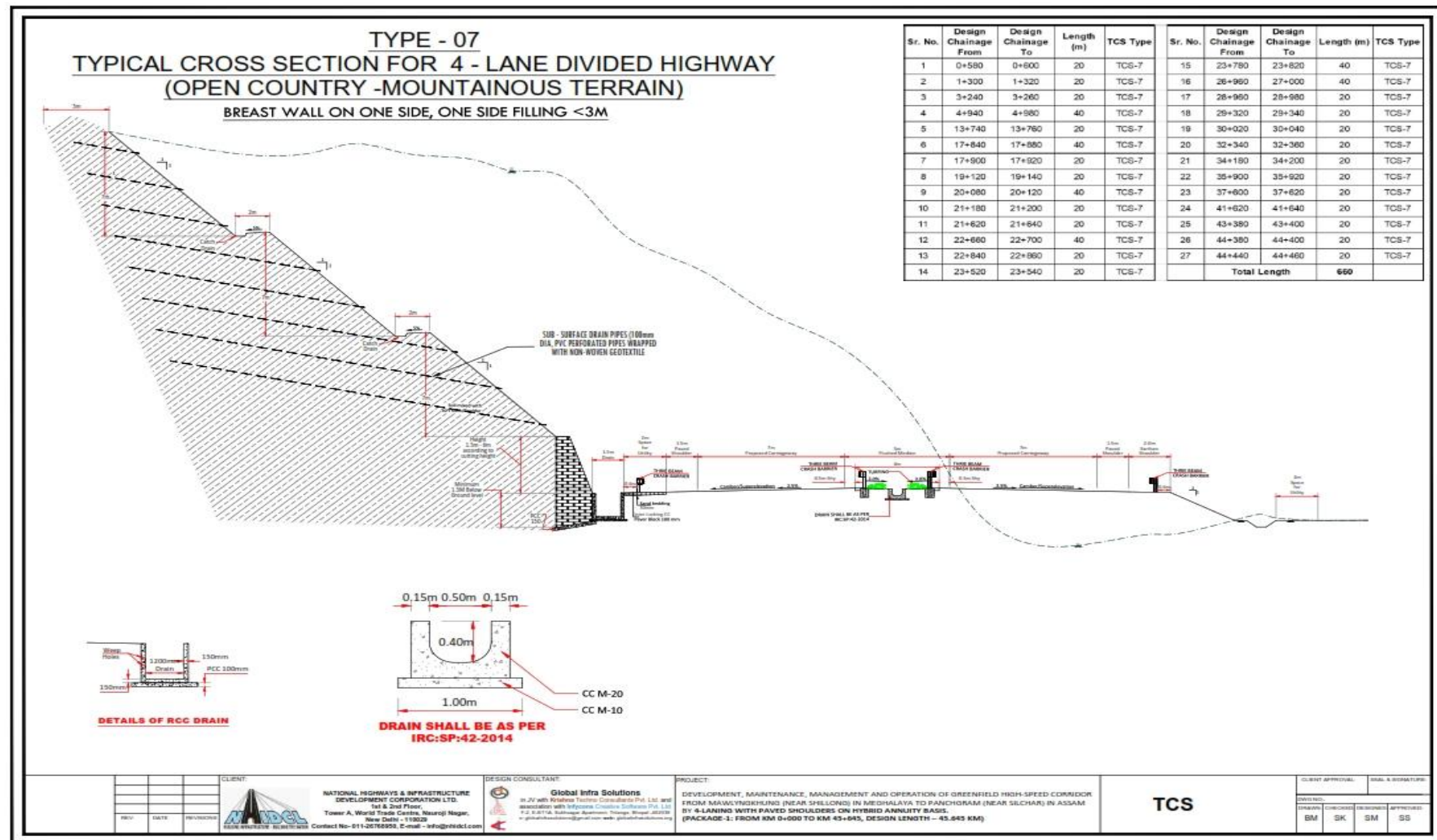


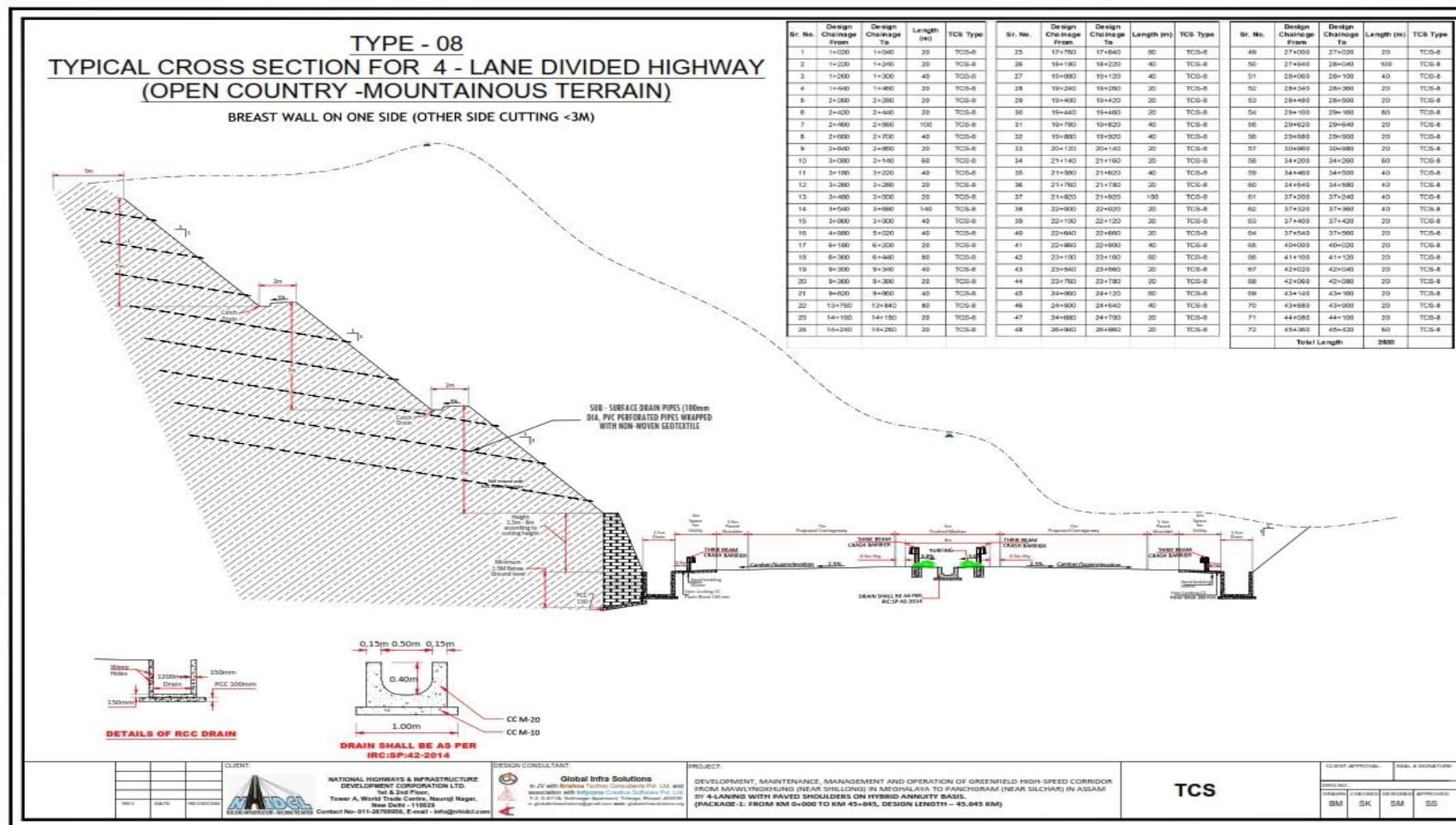


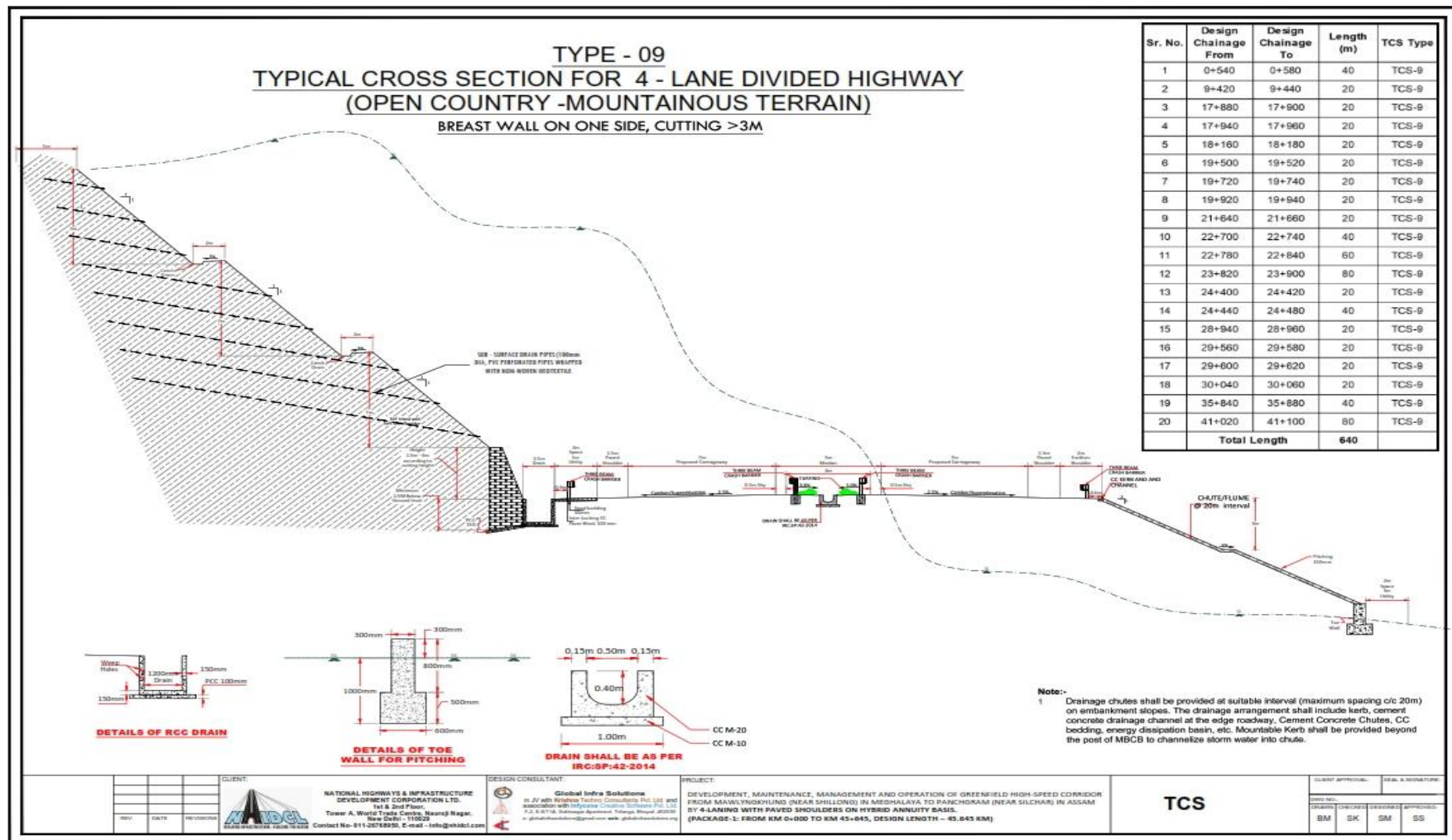


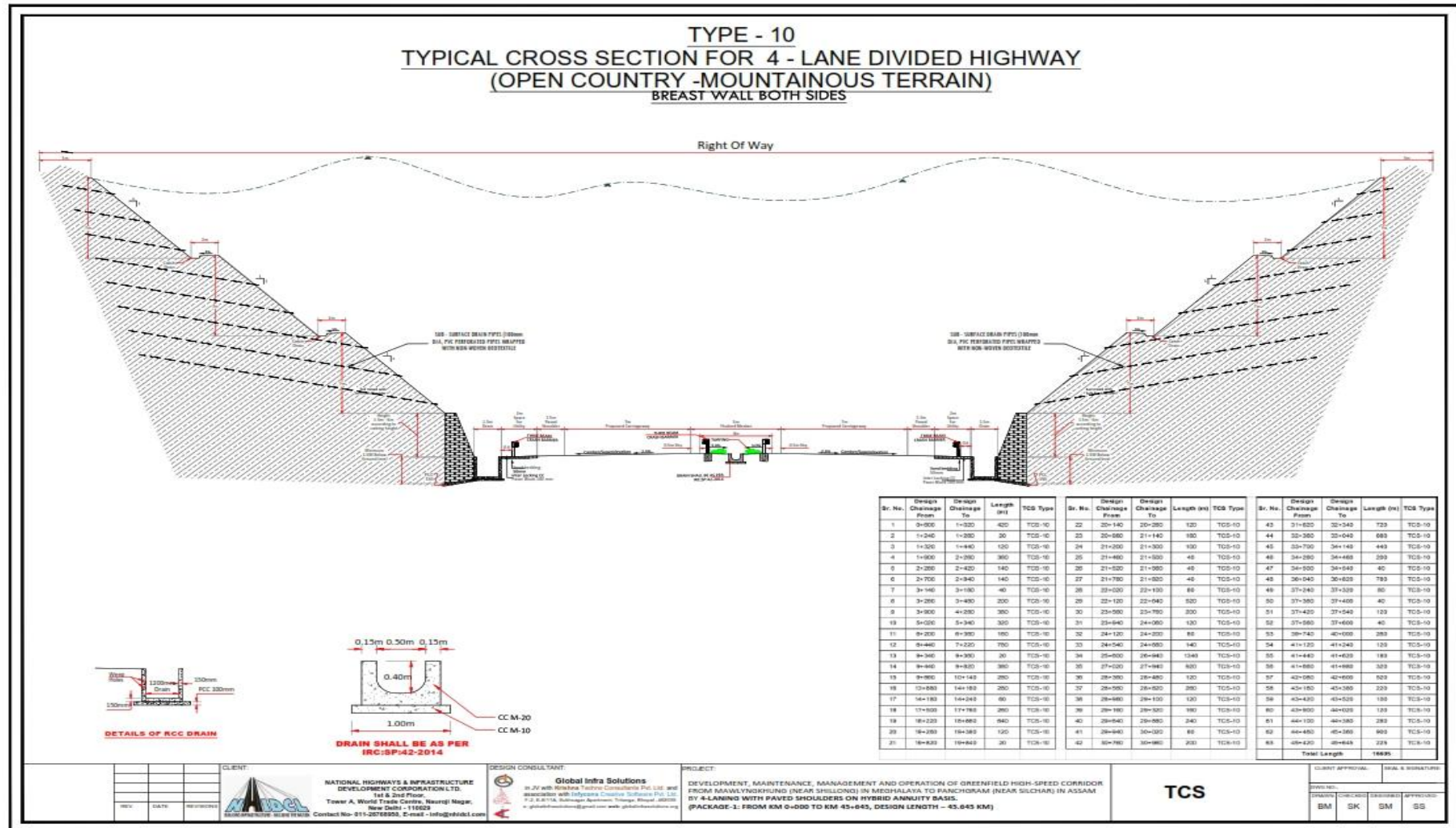


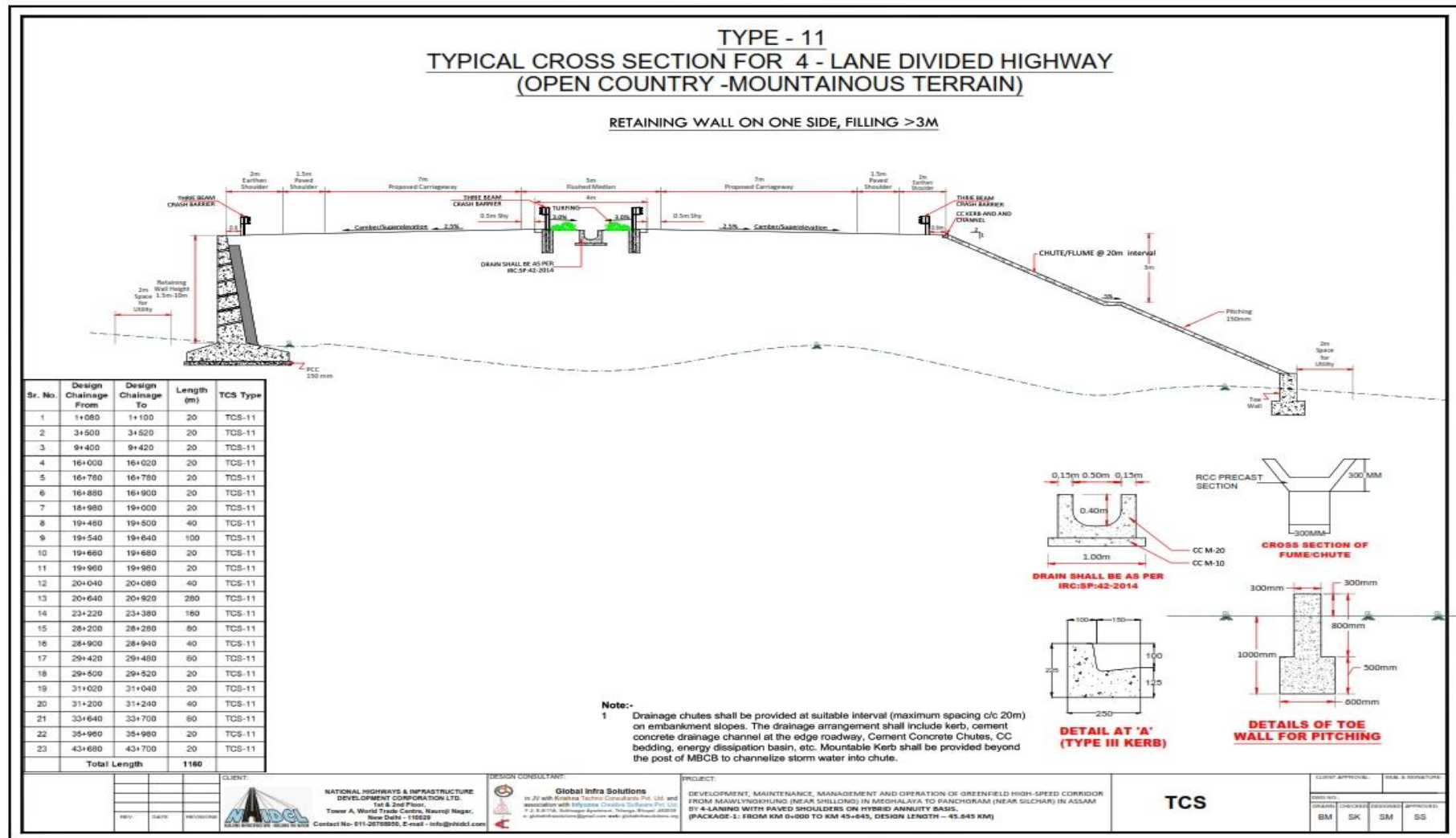


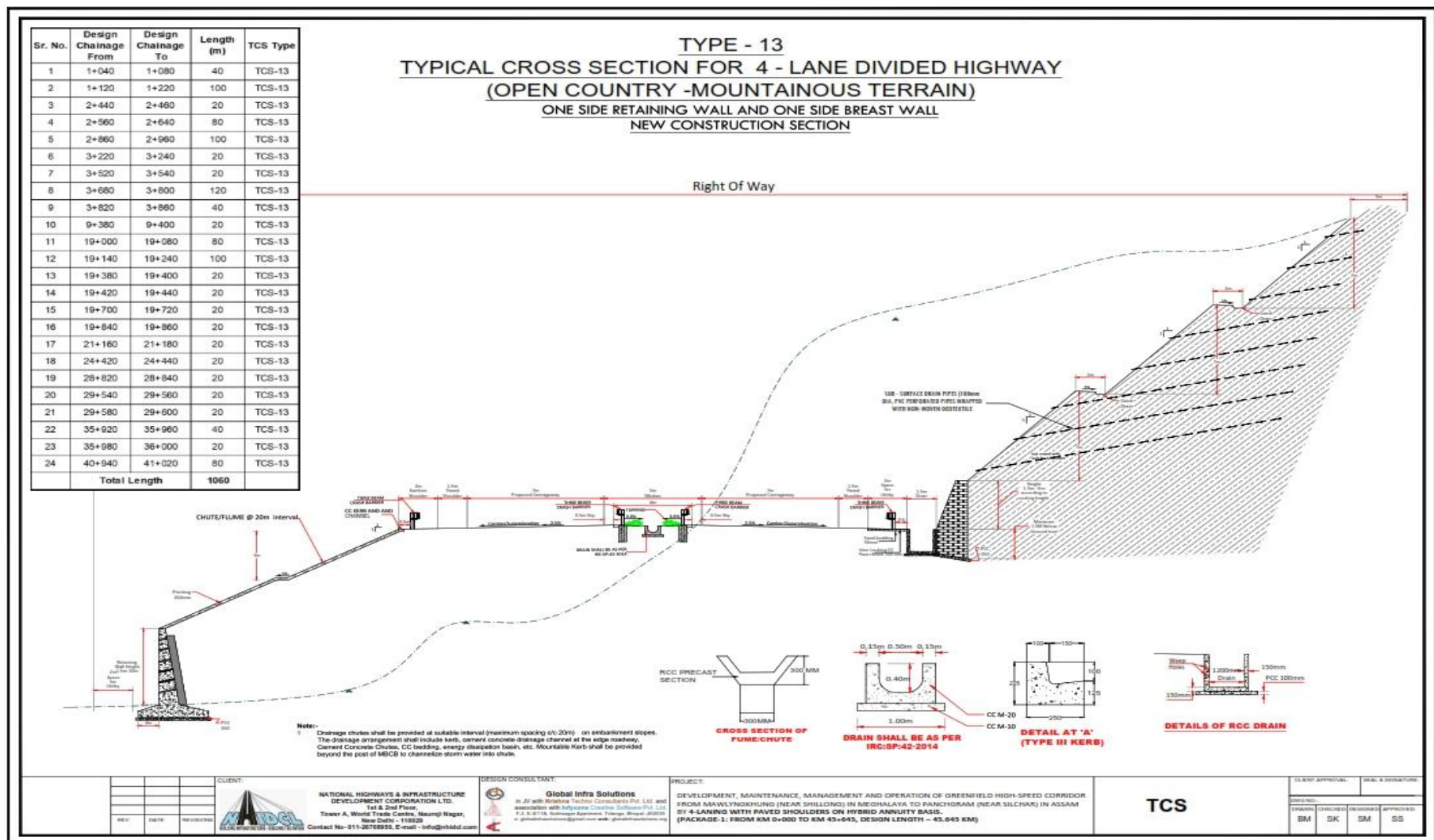


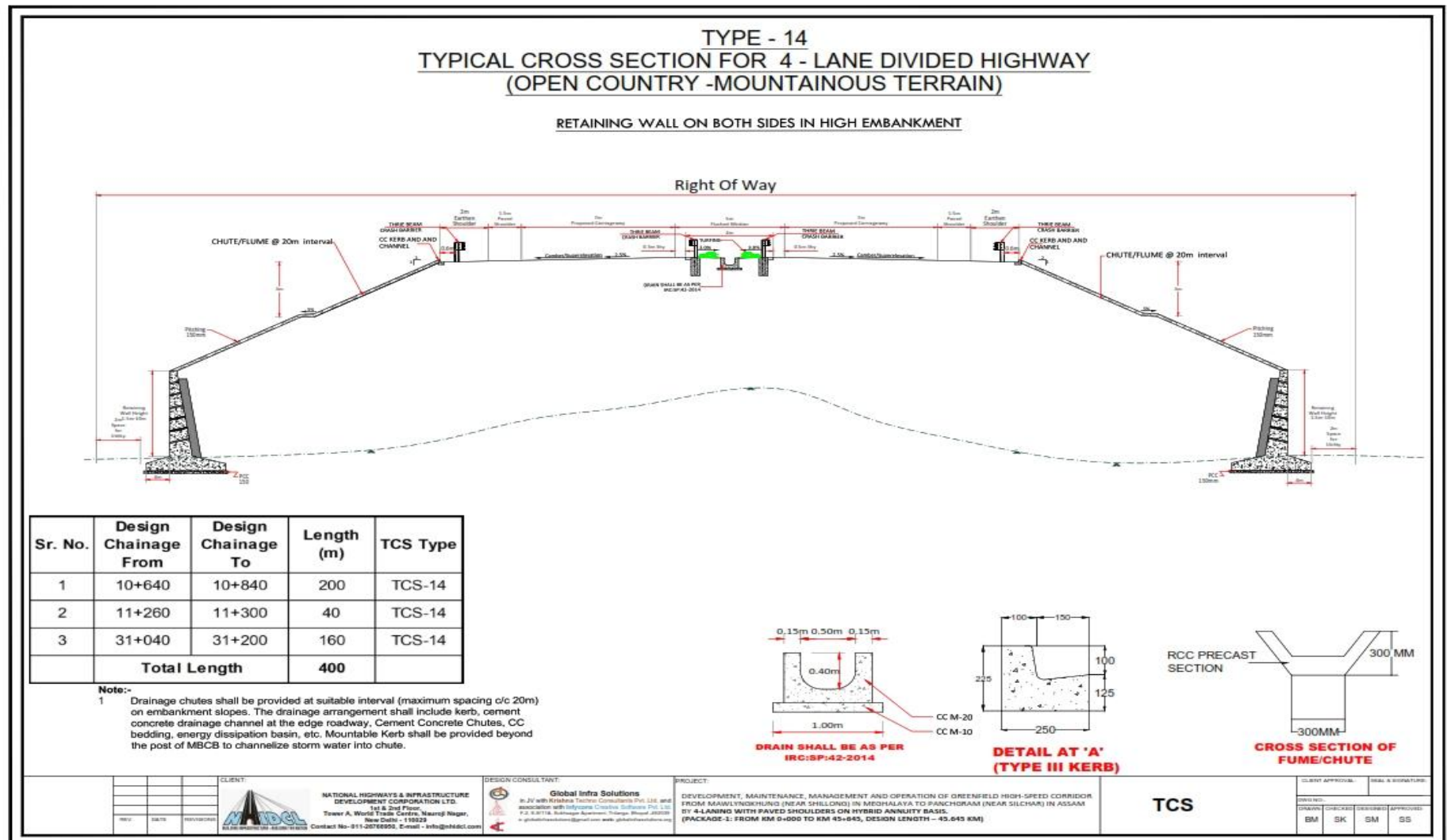


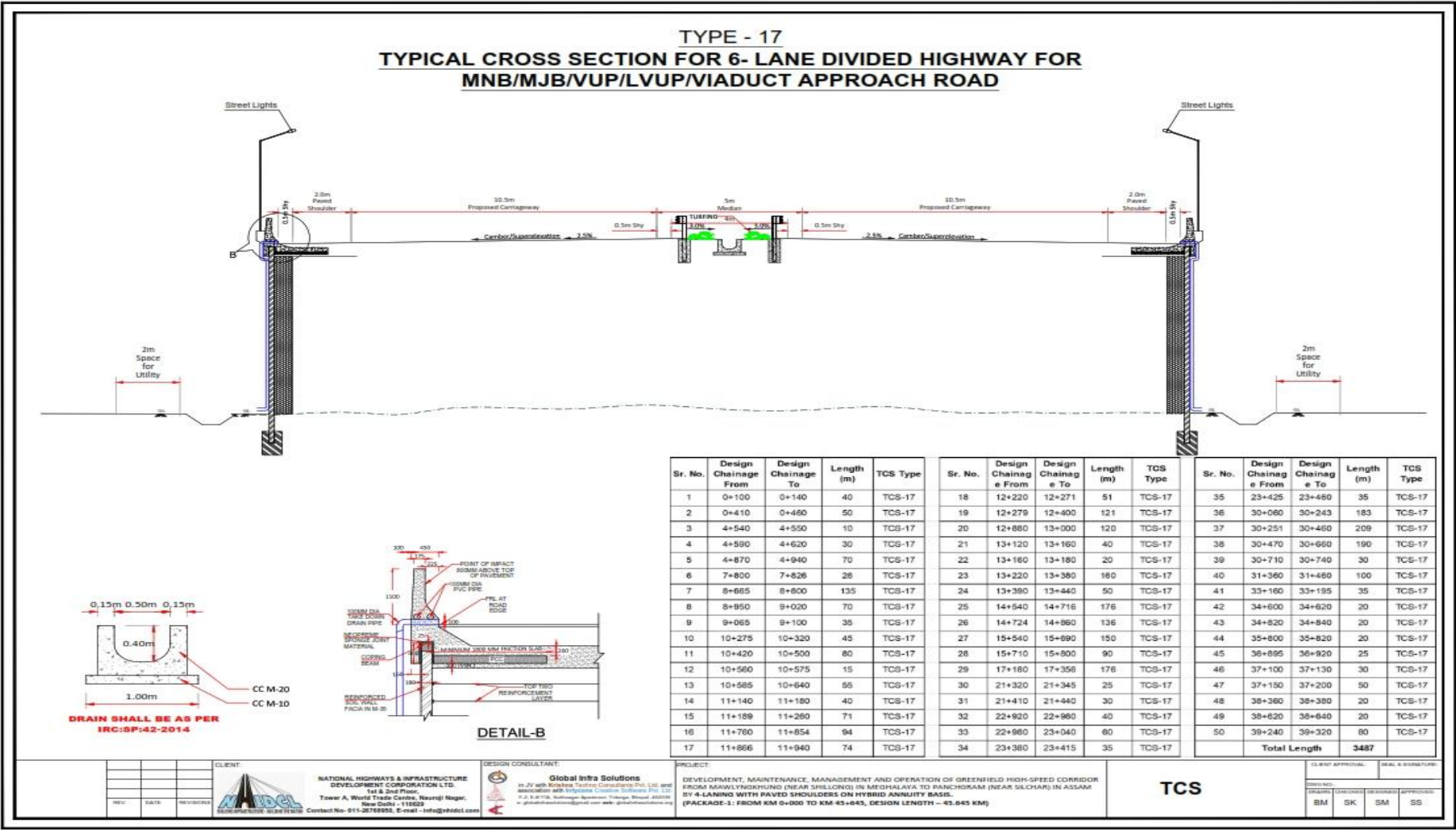






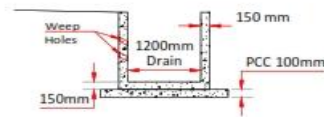
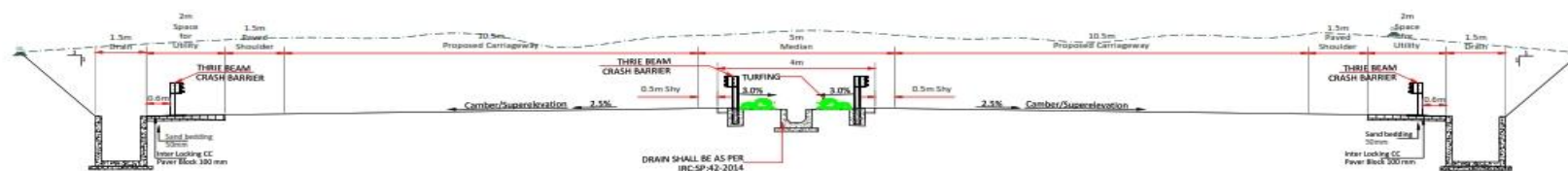




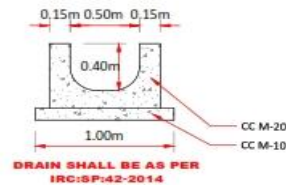


TYPE - 01 (A) TYPICAL CROSS SECTION FOR 6 - LANE DIVIDED HIGHWAY (OPEN COUNTRY - MOUNTAINOUS TERRAIN)

CUTTING HEIGHT < 3M
NEW CONSTRUCTION SECTION



DETAILS OF RCC DRAIN



Sr. No.	Design Chainage From	Design Chainage To	Length (m)	TCS Type
1	30+740	30+760	20	TCS-1A
2	35+480	35+500	20	TCS-1A
3	40+180	40+200	20	TCS-1A
Total Length			60	

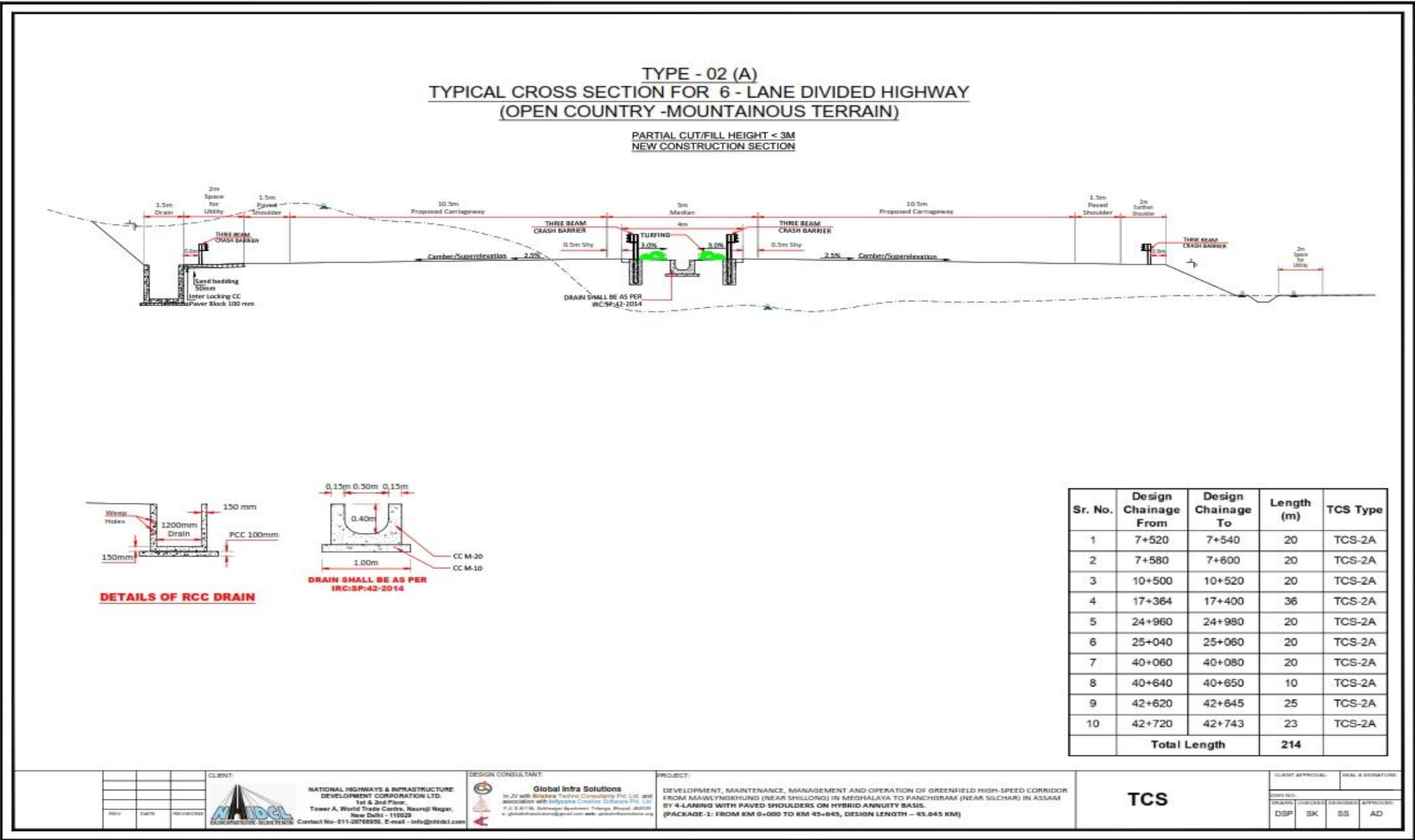
CLIENT:
NATIONAL HIGHWAYS & INFRASTRUCTURE DEVELOPMENT CORPORATION LTD.
Tower A, World Trade Centre, Naraina Nagar,
New Delhi - 110029
Contact No- 011-26760000, E-mail - info@nhidcl.com

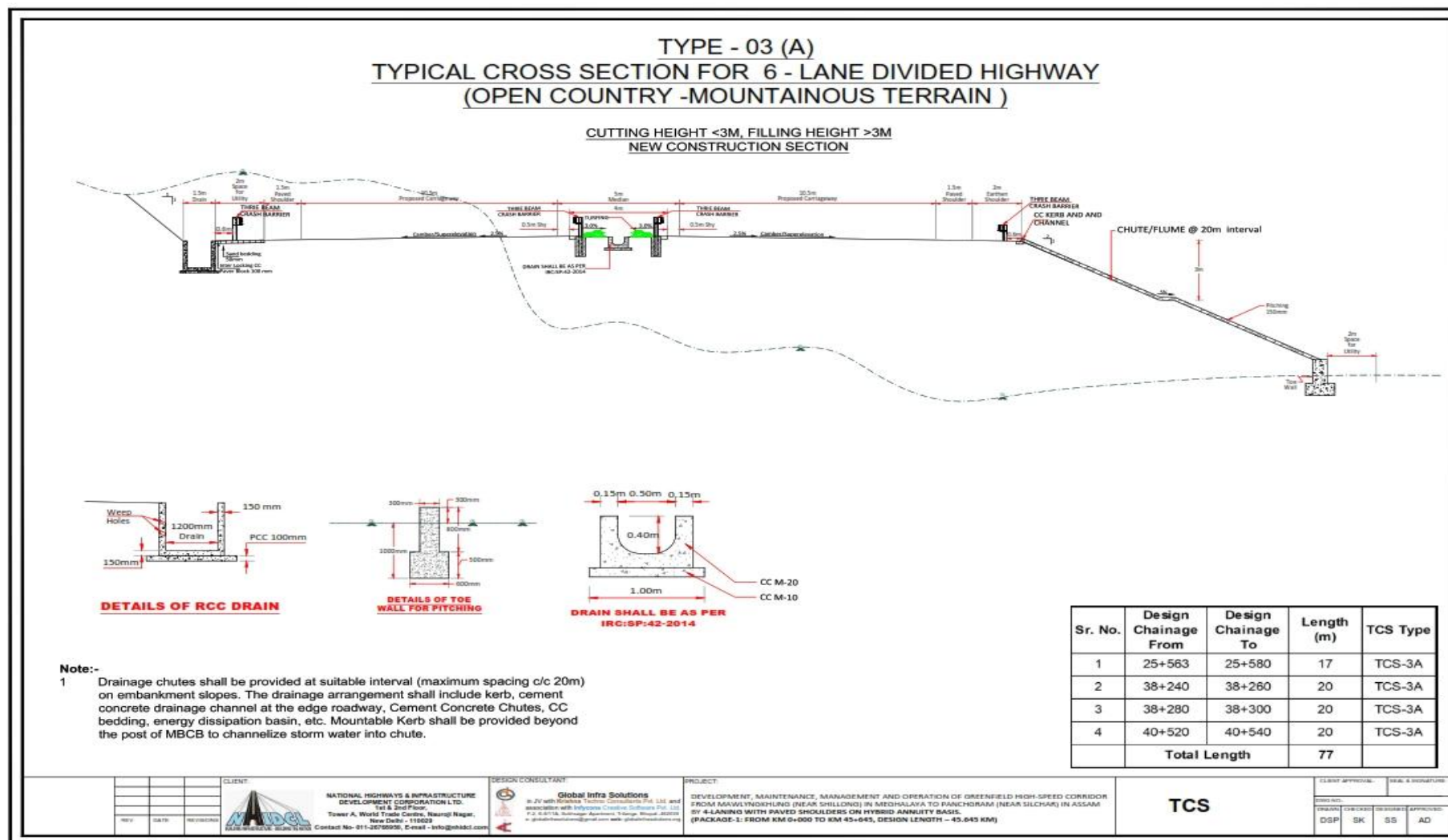
DESIGN CONSULTANT:
Global Infra Solutions
In JV with Kishore Techno Consultants Pvt. Ltd. and
association with Infocore Creative Software Pvt. Ltd.
P-2, 4th Floor, Indraprastha Apartment, Vasant Vihar, 40000
e- globalinfra@rediffmail.com web- globalinfra.com

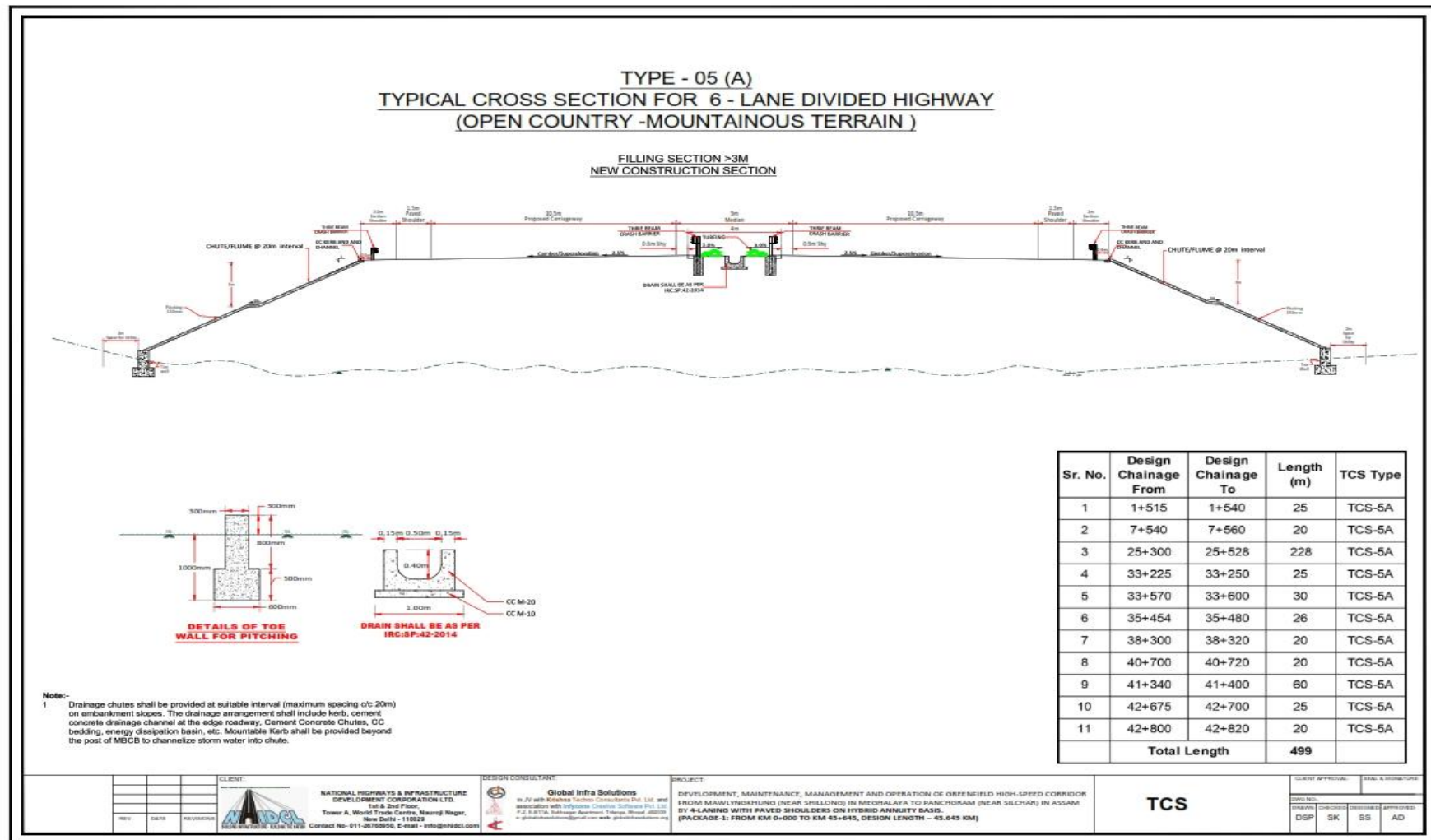
PROJECT:
DEVELOPMENT, MAINTENANCE, MANAGEMENT AND OPERATION OF GREENFIELD HIGH-SPEED CORRIDOR
FROM MAWLYNGKHUNG (NEAR SHILLONG) IN MEGHALAYA TO PANCHGRAM (NEAR SILCHAR) IN ASSAM
BY 4-LANING WITH PAVED SHOULDERS ON HYBRID ANNUITY BASIS.
(PACKAGE-1: FROM KM 0+000 TO KM 45+645, DESIGN LENGTH - 45.645 KM)

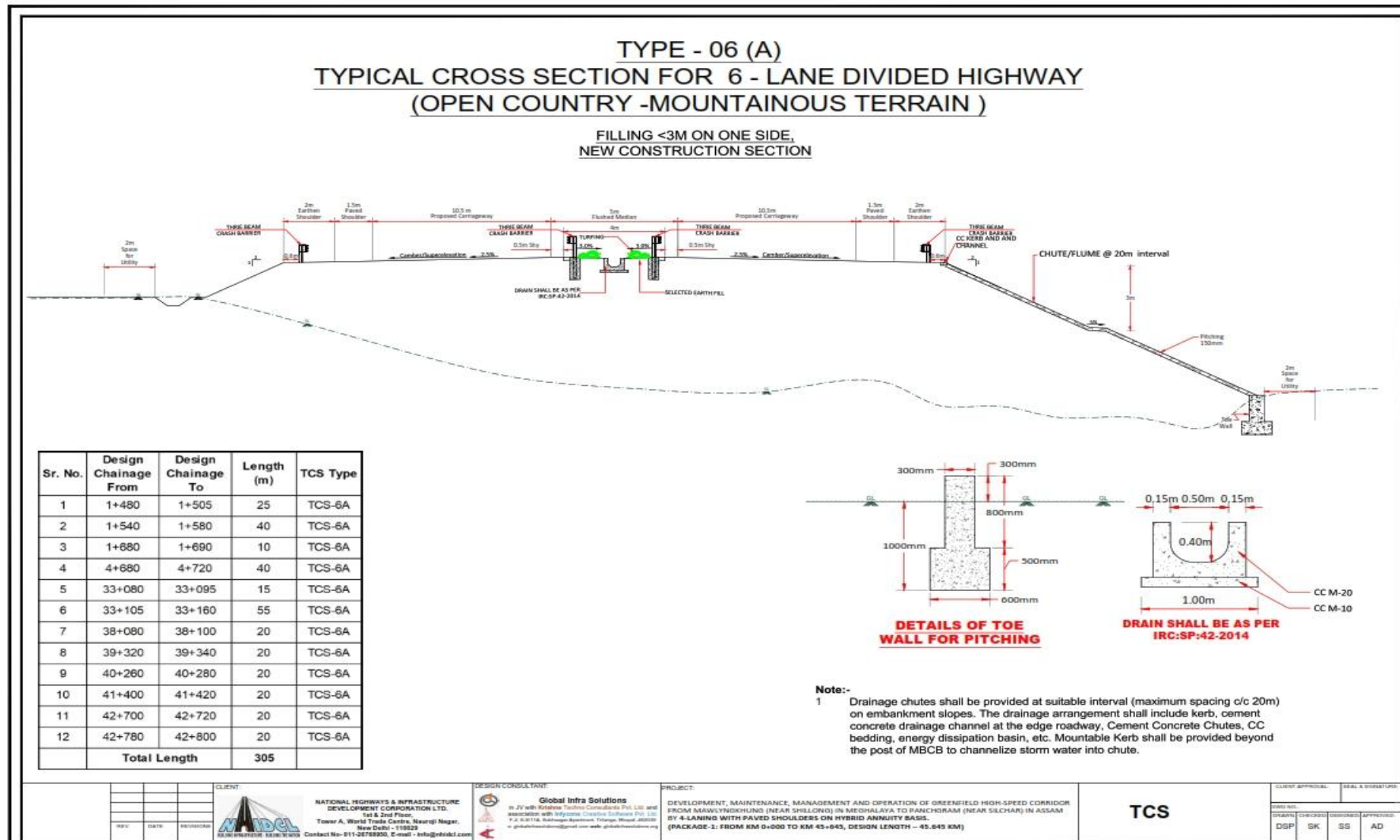
TCS

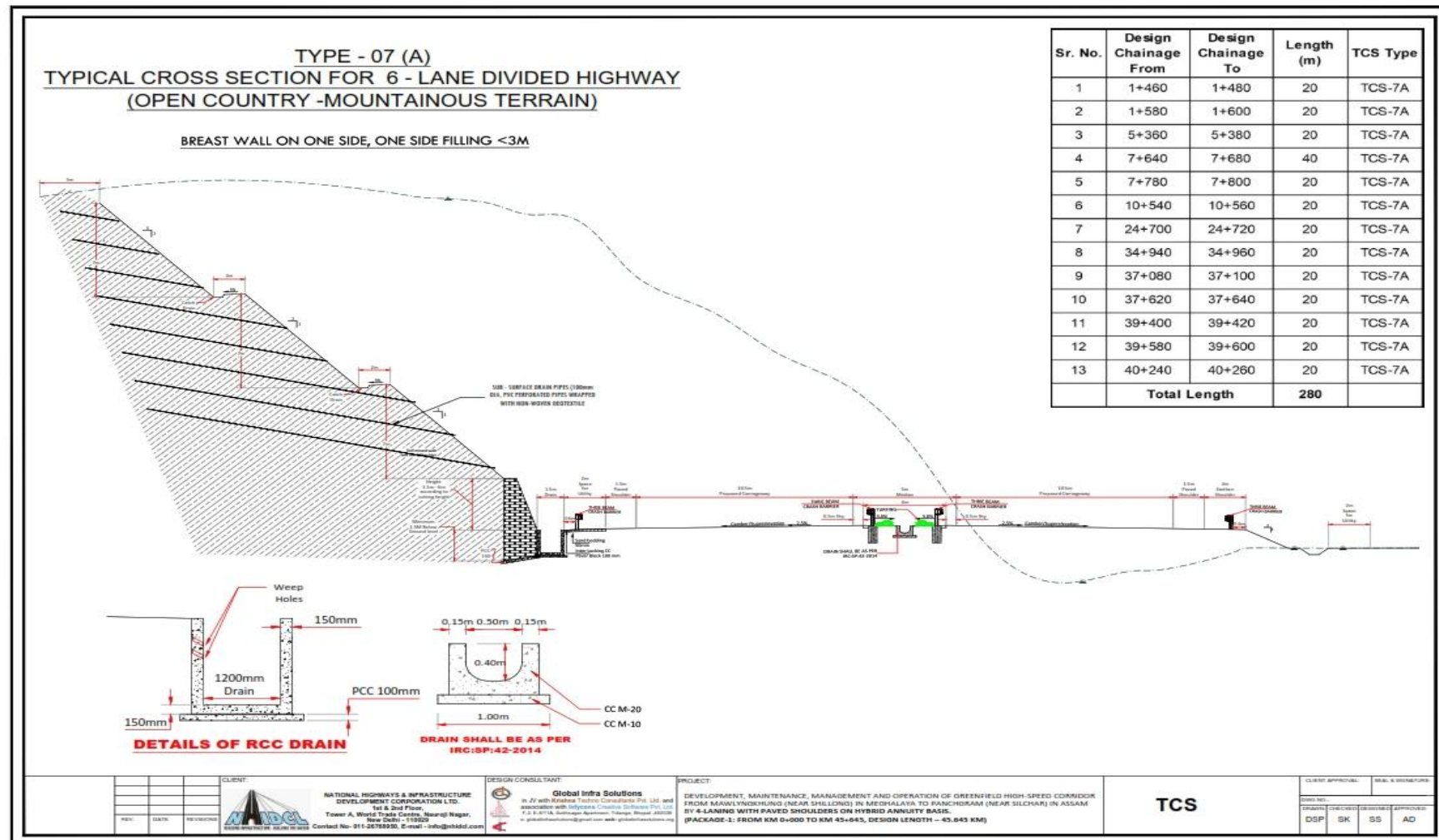
CLIENT APPROVAL:
DESIGNED BY: SK
CHECKED BY: SS
APPROVED BY: AD

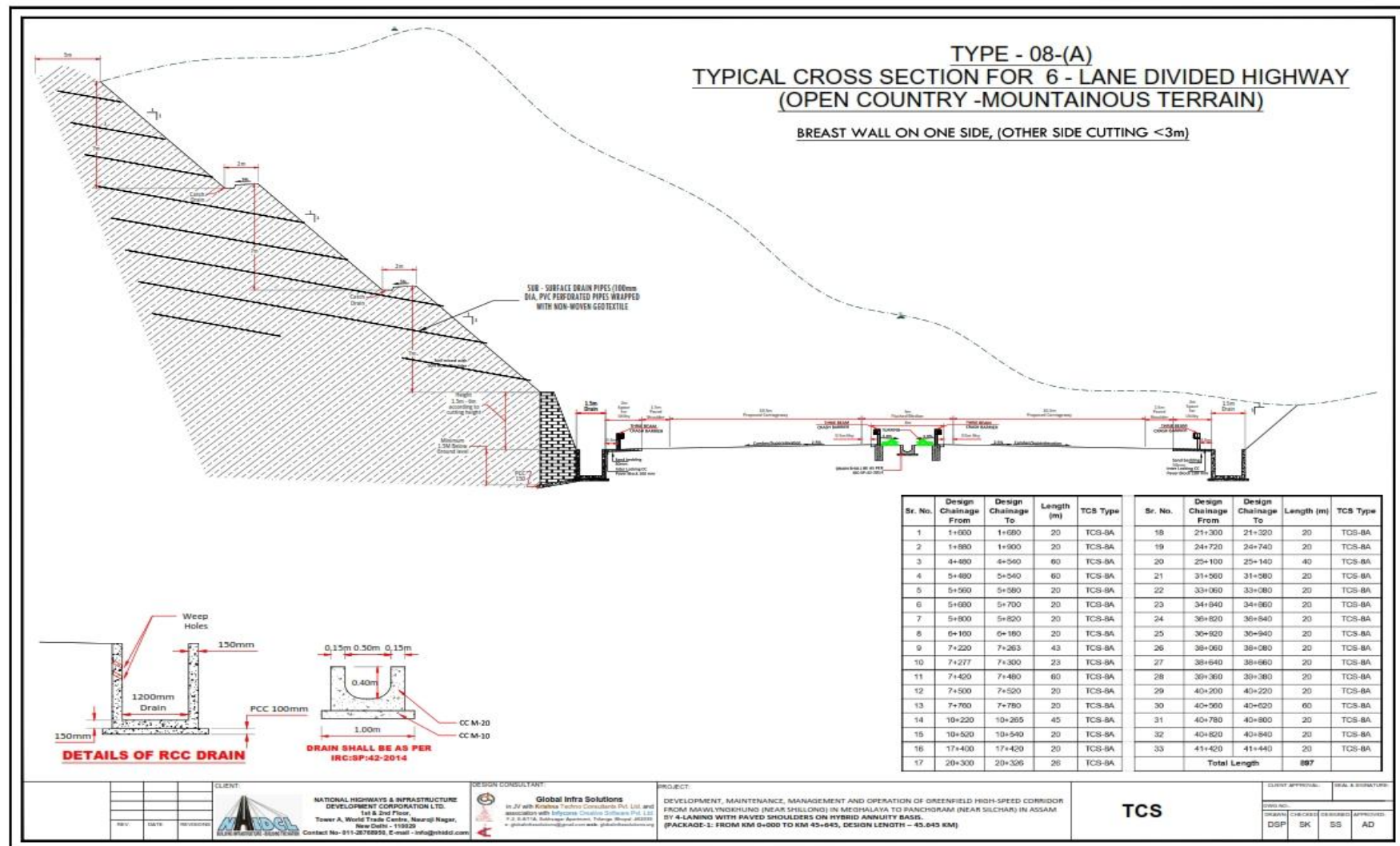


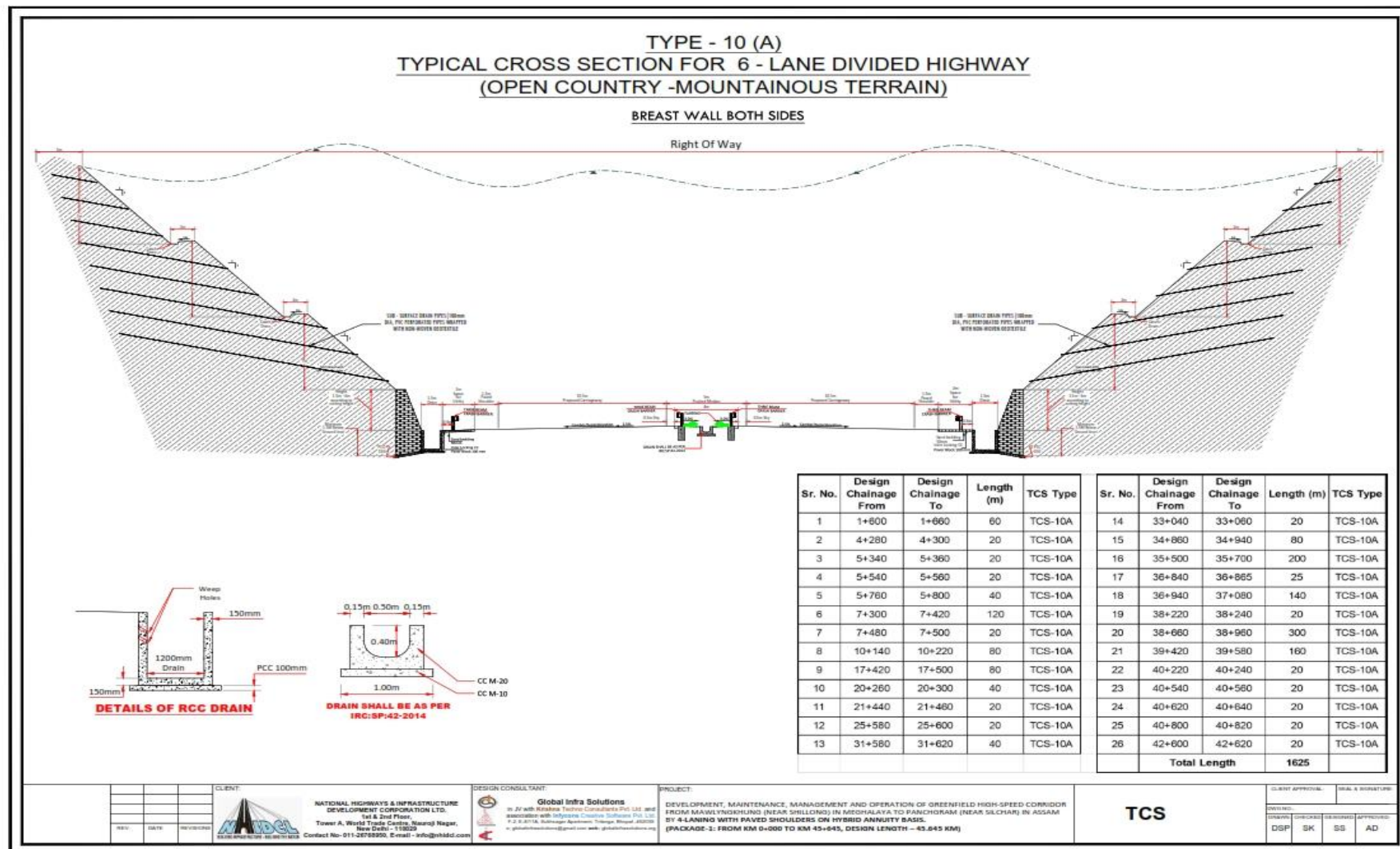


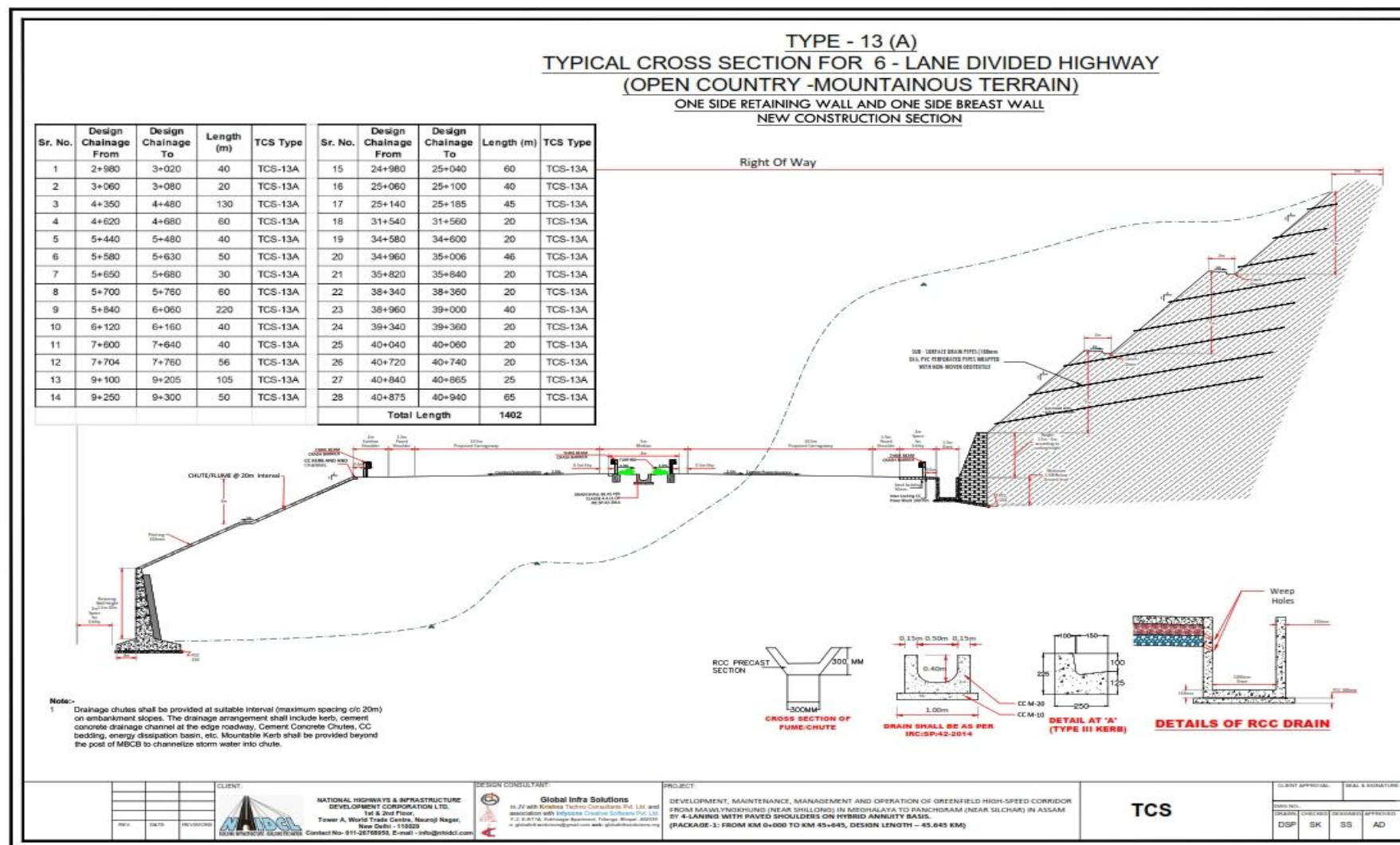


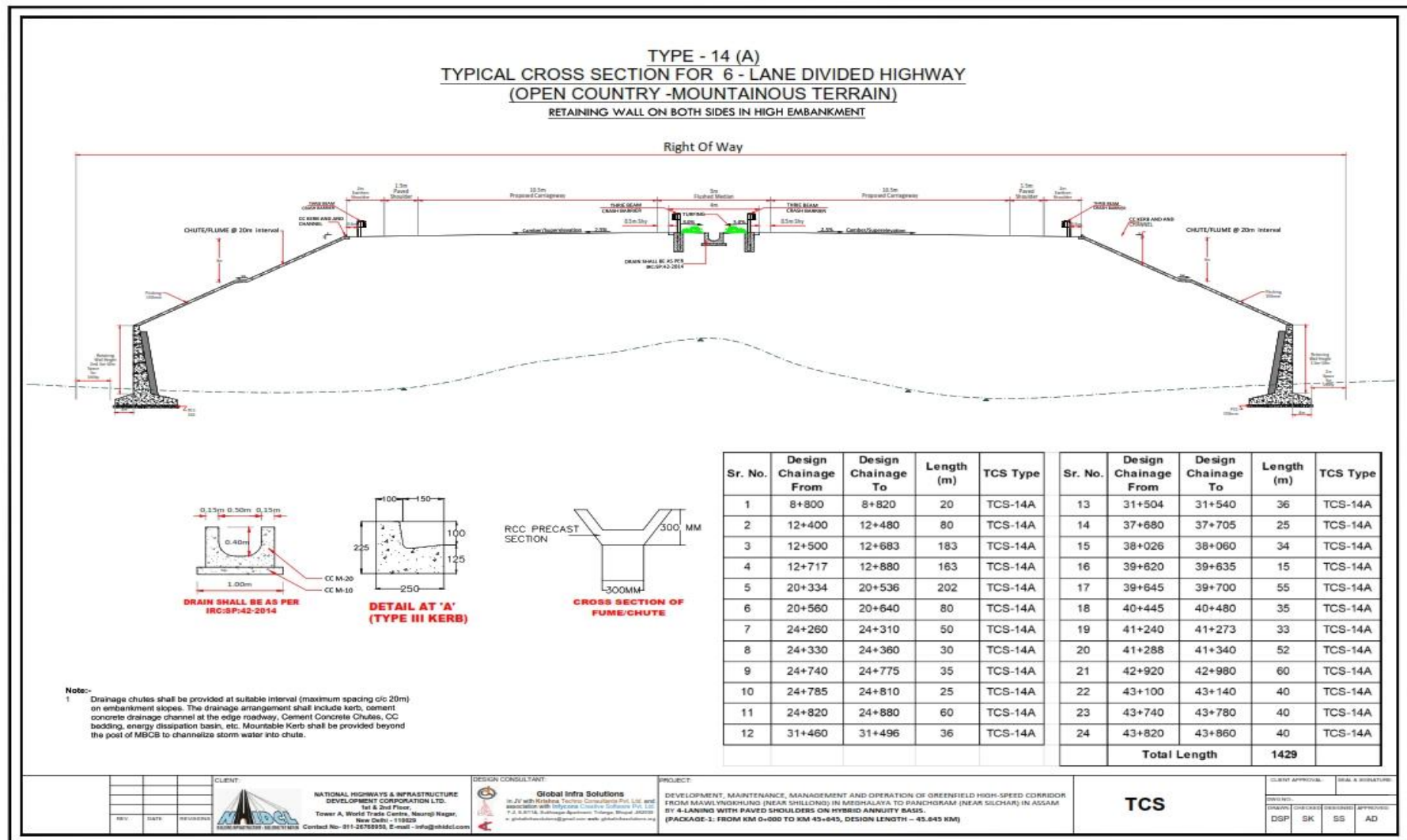






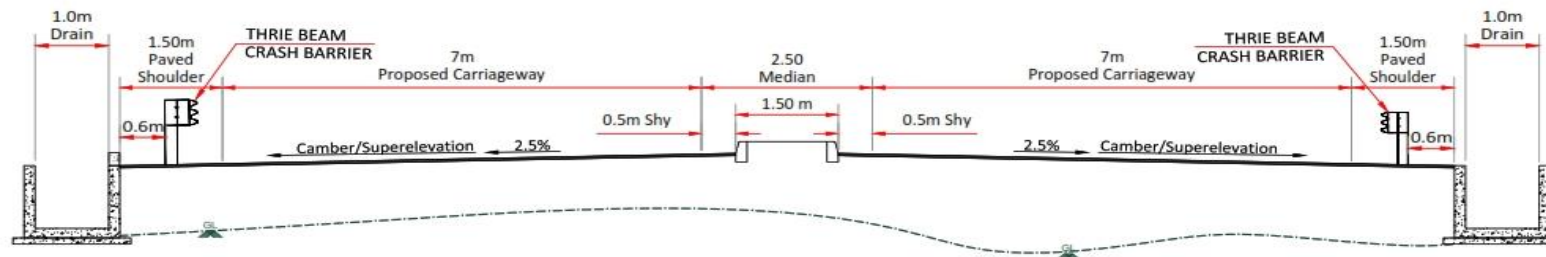






TYPE - 02 TYPICAL CROSS SECTION FOR 4 - LANE DIVIDED HIGHWAY (OPEN COUNTRY - MOUNTAINOUS TERRAIN)

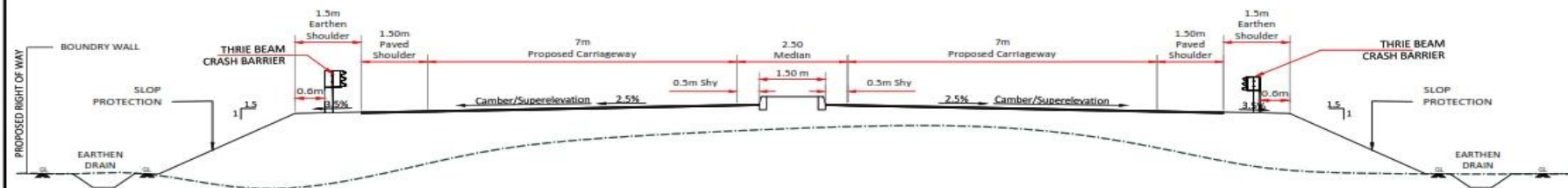
FILLING SECTION <3M
NEW CONSTRUCTION SECTION



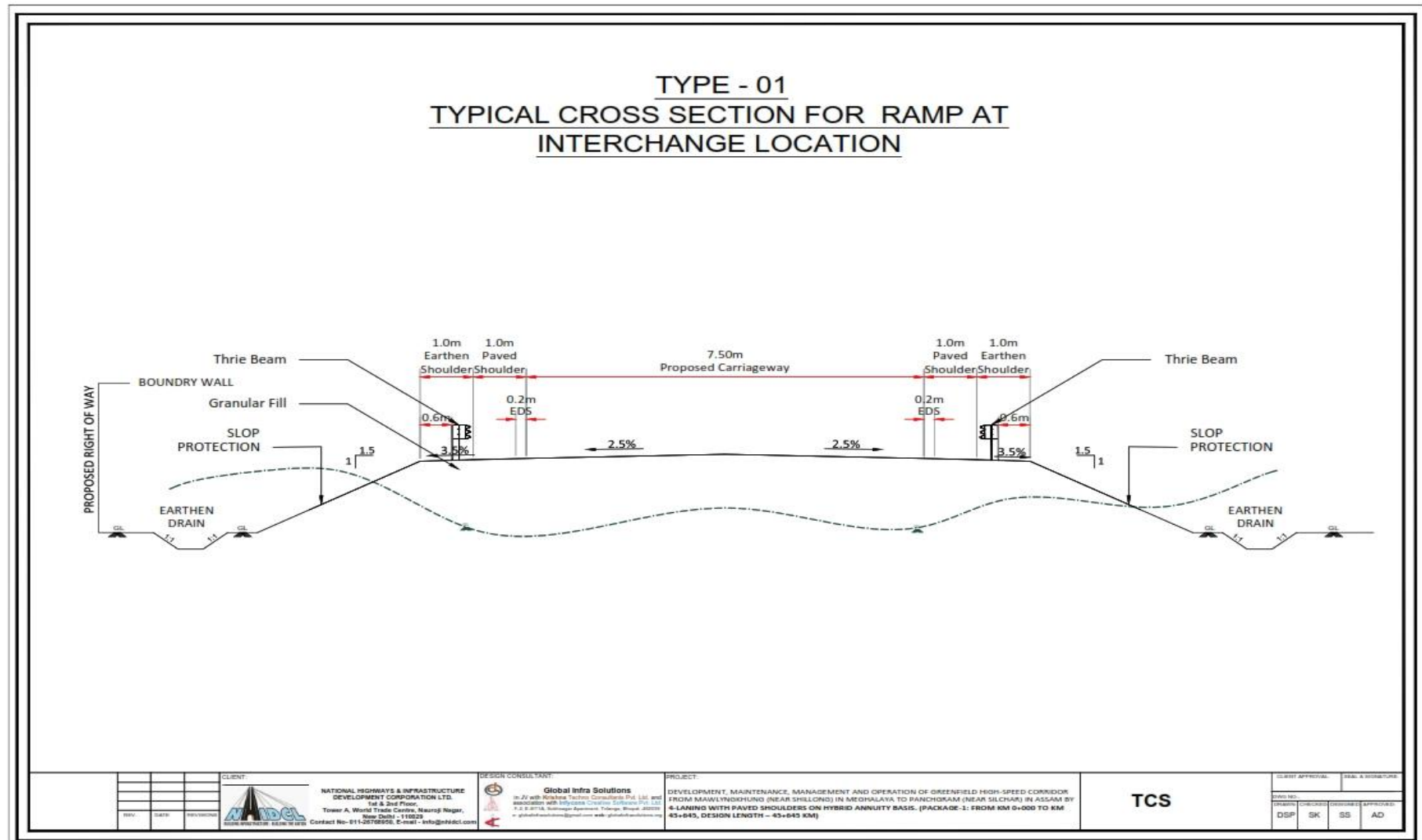
			CLIENT:		DESIGN CONSULTANT:		PROJECT:		TCS		CLIENT APPROVAL	SEAL & SIGNATURE
			NATIONAL HIGHWAYS & INFRASTRUCTURE DEVELOPMENT CORPORATION LTD. 1st & 2nd Floor, Tower A, World Trade Centre, Narayn Nagar, New Delhi - 110028 Contact No- 911-2678899, E-mail - info@nhidcl.com		Global Infra Solutions In JV with Kinfra Technical Consultants Pvt. Ltd. and association with Infomatrix Capital Software Pvt. Ltd. P.O. 8-871A, Subhanga, Barabanki, Uttar Pradesh - 220005 g.isolutions@globalinfra.com		DEVELOPMENT, MAINTENANCE, MANAGEMENT AND OPERATION OF GREENFIELD HIGH-SPEED CORRIDOR FROM MAWLYNGKHUNG (NEAR SHILLONG) IN MEGHALAYA TO PANCHGRAM (NEAR SILCHAR) IN ASSAM BY 4-LANING WITH PAVED SHOULDERS ON HYBRID ANNUITY BASIS. (PACKAGE-1: FROM KM 0+000 TO KM 45+645, DESIGN LENGTH - 45.645 KM)				DRAWN	CHECKED
											DSP	SK
											SS	AD

TYPE - 04
TYPICAL CROSS SECTION FOR 4 - LANE DIVIDED HIGHWAY
(OPEN COUNTRY -MOUNTAINOUS TERRAIN)

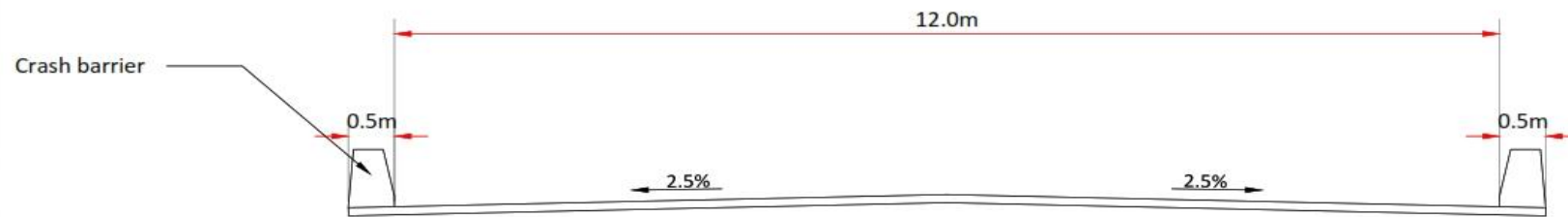
FILLING SECTION <3M
NEW CONSTRUCTION SECTION



			CLIENT		DESIGN CONSULTANT		PROJECT				CLIENT APPROVAL		SEAL & SIGNATURE								
			 NATIONAL HIGHWAYS & INFRASTRUCTURE DEVELOPMENT CORPORATION LTD. 1st & 2nd Floor, Tower A, World Trade Centre, Naraina Nagar, New Delhi - 110029 Contact No- 011-26788550, E-mail - info@nhai.co.in		 Global Infra Solutions In JV with Infra Tech Consultants Pvt. Ltd. and association with Infycons Creative Software Pvt. Ltd. P-2, E-41/10, Sakinaka, Sector-1, Vasant Vihar, New Delhi-110016 In: gis@globalinfra.com, info@globalinfra.com, www.globalinfra.com		DEVELOPMENT, MAINTENANCE, MANAGEMENT AND OPERATION OF GREENFIELD HIGH-SPEED CORRIDOR FROM MAWLYNGKHUNG (NEAR SHILLONG) IN MEGHALAYA TO PANCHGRAM (NEAR SILCHAR) IN ASSAM BY 4-LANING WITH PAVED SHOULDERS ON HYBRID ANNUITY BASIS. (PACKAGE-1: FROM KM 0+000 TO KM 45+645, DESIGN LENGTH - 45.645 KM)		TCS		DRAWING NO.										
REV.	DATE	REVISIONS	<table><tr><td>DESIGN NO.</td><td>CHECKED</td><td>DESIGNED</td><td>APPROVED</td></tr><tr><td>DSP</td><td>SK</td><td>SS</td><td>AD</td></tr></table>											DESIGN NO.	CHECKED	DESIGNED	APPROVED	DSP	SK	SS	AD
DESIGN NO.	CHECKED	DESIGNED	APPROVED																		
DSP	SK	SS	AD																		



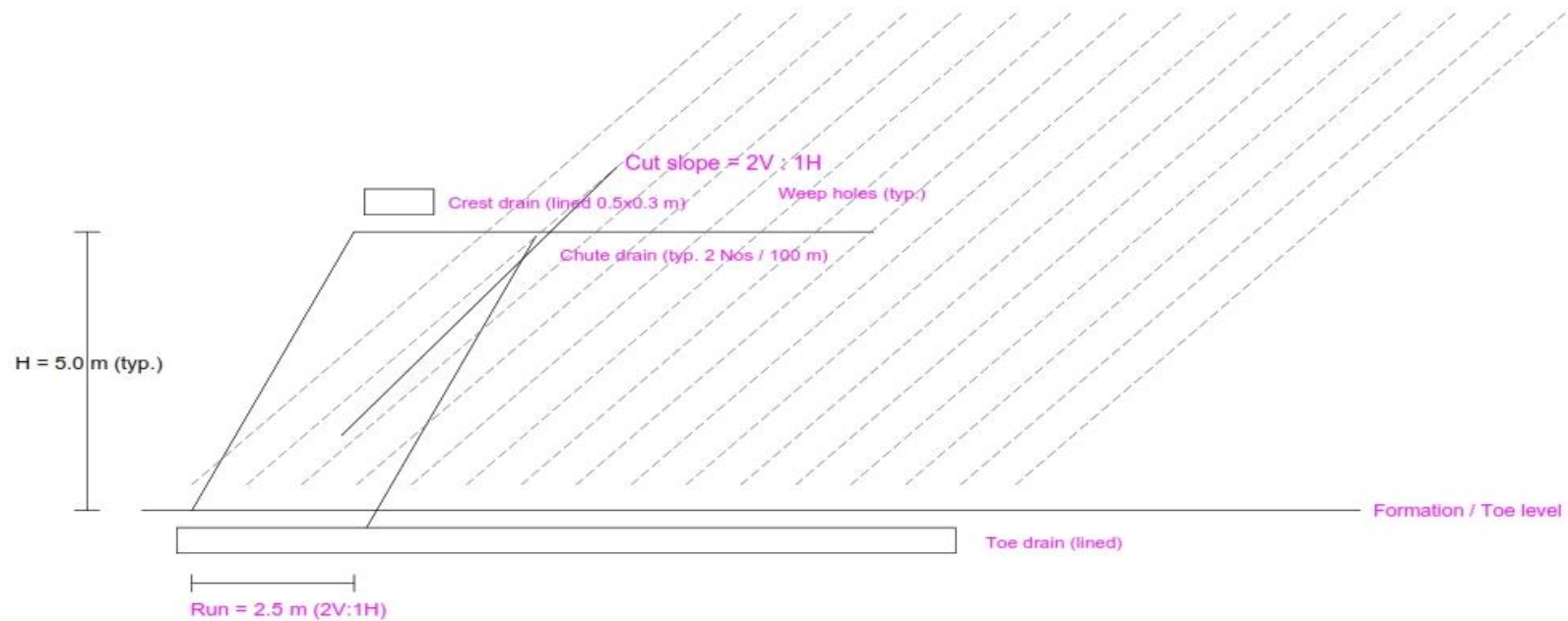
TYPE - 02 TYPICAL CROSS SECTION FOR ROTARY



			CLIENT:		DESIGN CONSULTANT:		PROJECT:		CLIENT APPROVAL:		SIGN. & SIGNATURE:		
			 NATIONAL HIGHWAYS & INFRASTRUCTURE DEVELOPMENT CORPORATION LTD. 1st & 2nd Floor, Tower A, World Trade Centre, Naraina Marg, New Delhi - 110029 Contact No- 011-26109930, E-mail - info@nhai.com		 Global Infra Solutions 2nd Floor with Kristina Techno Consultants Pvt. Ltd. and associated with Infocore Creative Software Pvt. Ltd. F-10, K-17/18, Sakinaka Extension, Vasant Vihar, New Delhi - 110029 E-mail - globalinfra@globalinfra.com, web - globalinfra.com		DEVELOPMENT, MAINTENANCE, MANAGEMENT AND OPERATION OF GREENFIELD HIGH-SPEED CORRIDOR FROM MAWLYNGKHUNG (NEAR SHILLONG) IN MEGHALAYA TO PANCHGRAM (NEAR SILCHAR) IN ASSAM BY 4-LANING WITH PAVED SHOULDERS ON HYBRID ANNUITY BASIS. (PACKAGE-1: FROM KM 0+000 TO KM 45+645, DESIGN LENGTH - 45.645 KM)						
REV	DATE	REVISION							DESIGN		CHECKED	DESIGNED	APPROVED
									DSP		SK	SS	AD

GAD-01 Typical Cut Slope Protection Arrangement (Cut Slope = 2V:1H, H = 5 m)

Basis: Full-face shotcrete (P = 100%) billed in m², welded mesh, weep holes, and drainage provisions.

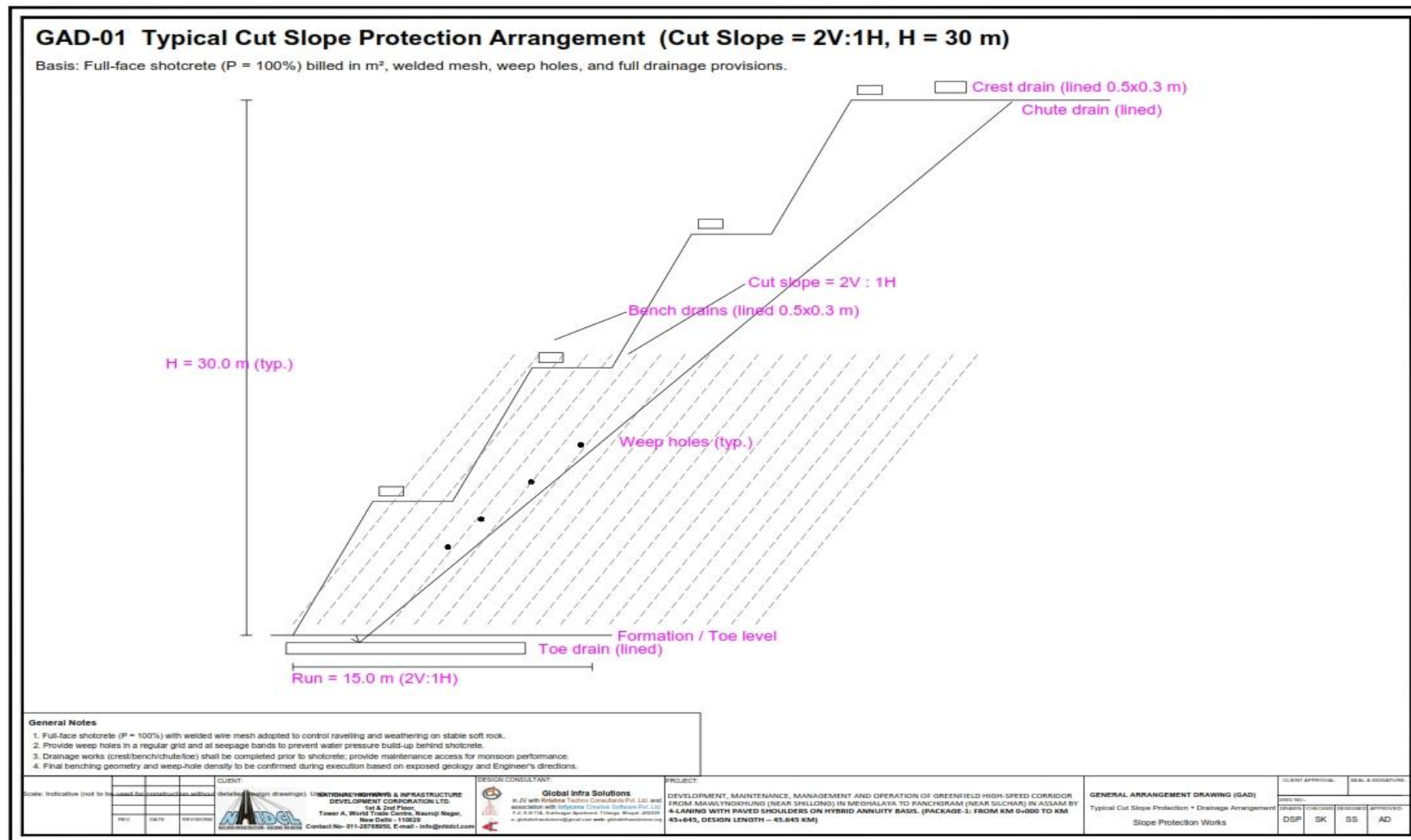


General Notes

1. Full-face shotcrete (P = 100%) with welded wire mesh adopted to control ravelling and weathering on stable soft rock.
2. Provide weep holes in a regular grid and at seepage bands to prevent water pressure build-up behind shotcrete.
3. Provide crest and toe drains continuously; chute drains at suitable spacing to carry surface runoff safely.
4. Final detailing to be confirmed during execution based on exposed geology and Engineer's directions.

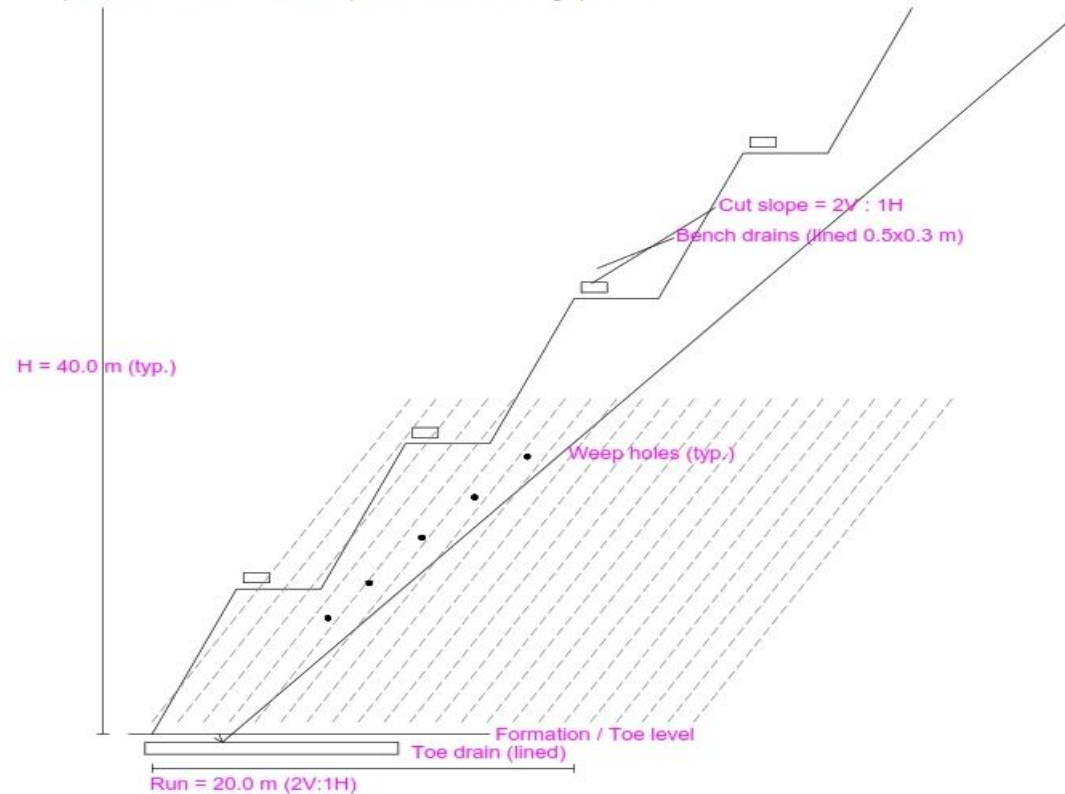
Scale: Indicative (not to be used for construction without detailed design drawings). Units: m, mm as noted.

CLIENT:  NATIONAL HIGHWAYS & INFRASTRUCTURE DEVELOPMENT CORPORATION LTD. 1st & 2nd Floor, Tower A, World Trade Centre, Maunij Nagar, New Delhi - 110029 Contact No- 011-2678990, E-mail - info@nhai.com			DESIGN CONSULTANT:  Global Infra Solutions in JV with Khatima Techno Consultants Pvt. Ltd. and association with Infynova Creative Software Pvt. Ltd. 1.2 K-8718, Subhagar Apartment, Village Shilpur, Jorhat Assam-781001 e- gisinfraconsultants@gmail.com web: globalinfraconsultants.com			PROJECT: DEVELOPMENT, MAINTENANCE, MANAGEMENT AND OPERATION OF GREENFIELD HIGH-SPEED CORRIDOR FROM MAWLYNGKHUNG (NEAR SHILLONG) IN MEGHALAYA TO PANCHGRAM (NEAR SILCHAR) IN ASSAM BY 4-LANING WITH PAVED SHOULDERS ON HYBRID ANNUITY BASIS. (PACKAGE-1: FROM KM 0+000 TO KM 45+645, DESIGN LENGTH - 45.645 KM)			GENERAL ARRANGEMENT DRAWING (GAD) Typical Cut Slope Protection + Drainage Arrangement Slope Protection Works		CLIENT APPROVAL DESIGNED: DSP CHECKED: SK REVISION: SS APPROVED: AD		DRAWN BY DESIGNED: DSP CHECKED: SK REVISION: SS APPROVED: AD	
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GAD-01 Typical Cut Slope Protection Arrangement (Cut Slope = 2V:1H, H = 40 m)

Basis: Full-face shotcrete (P = 100%) billed in m², welded mesh, weep holes, and full drainage provisions.

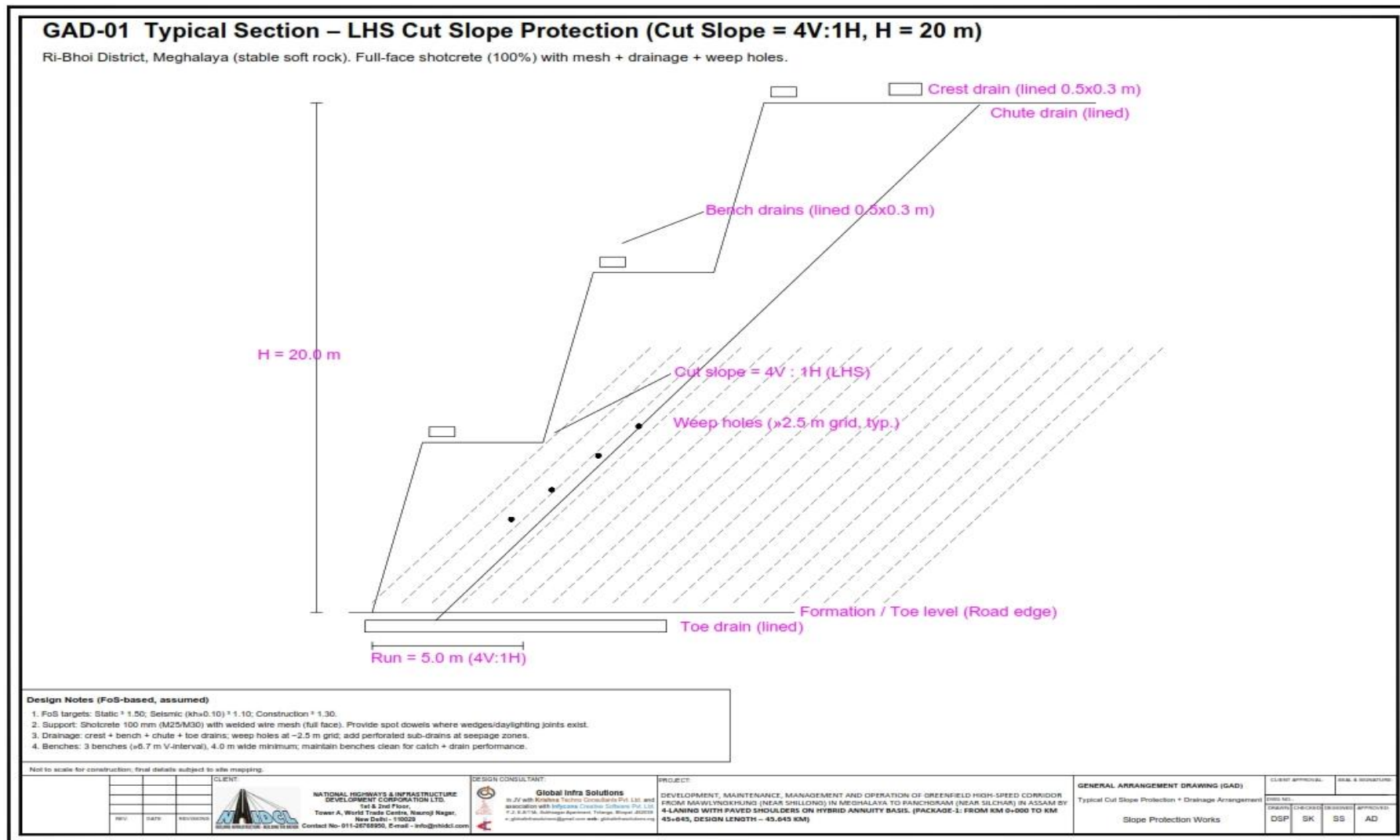


General Notes

1. Full-face shotcrete (P = 100%) with welded wire mesh adopted to control spalling and weathering on stable soft rock.
2. Provide weep holes in a regular grid and at leakage bands to prevent water pressure build-up behind shotcrete.
3. Drainage works (crest/bench/ditch/flow) shall be completed prior to shotcrete; provide maintenance access for monsoon performance.
4. Final benching geometry and weep-hole density to be confirmed during execution based on exposed geology and Engineer's directions.

Scale: Indicative (not to be used for construction without detailed design drawings). Units: m, mm as noted.

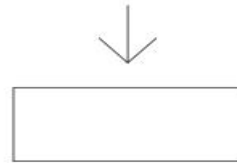
CLIENT			DESIGN CONSULTANT			PROJECT			GENERAL ARRANGEMENT DRAWING (GAD)				CLIENT APPROVAL		DESIGN & REVISIONS		
 NATIONAL HIGHWAYS & INFRASTRUCTURE DEVELOPMENT CORPORATION LTD. 1st & 2nd Floor, Tower A, World Trade Centre, Narodj Nagar, New Delhi - 110029 Contact No- 011-2676655, E-mail - info@nhidcl.com			 Global Infra Solutions In JV with Krishna Techno Consultants Pvt. Ltd. and associated with Krishna Civils Solutions Pvt. Ltd. F-2, B-11A, Subhaga Apartment, Tunga Bhawan, 202001 or globalinfra@rediffmail.com web: globalinfra.com			DEVELOPMENT, MAINTENANCE, MANAGEMENT AND OPERATION OF GREENFIELD HIGH-SPEED CORRIDOR FROM MAWLYNGKHUNG (NEAR SHILLONG) IN MEGHALAYA TO PANCHGRAM (NEAR SILCHAR) IN ASSAM BY 4-LANING WITH PAVED SHOULDERS ON HYBRID ANNUITY BASIS. (PACKAGE-1: FROM KM 0+000 TO KM 45+645, DESIGN LENGTH - 45.645 KM)			Typical Cut Slope Protection + Drainage Arrangement Slope Protection Works				DSP		SK	SS	AD
REV	DATE	REVISION															



GAD-03 Drainage Details – Full Shotcrete Runoff Control (4V:1H, H = 20 m)

Typical lined drains + weep holes for Meghalaya monsoon performance (CAD-trace monochrome).

Detail A – Crest Drain (Section)



Lined drain 0.50 m (w) x 0.30 m (d) typ.n
Concrete/stone masonry lining as per SOR.

Detail B – Bench Drain to Chute Junction



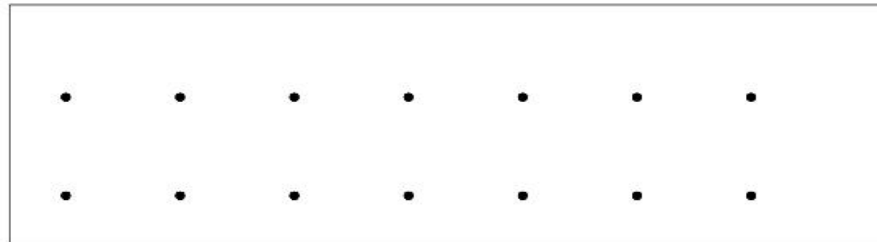
Provide silt trap/clean-out and proper
energy dissipation at chute toe.

Detail C – Toe Drain (Section)



Toe drain lined 0.50 x 0.30 m typ.n Provide
cover slabs where required.

Detail D – Weep Holes (Elevation on Shotcrete)



Weep holes: 75–100 mm dia PVC through shotcrete; typical grid ~2.5 m x 2.5 m; provide more at seepage bands.

Drainage Notes

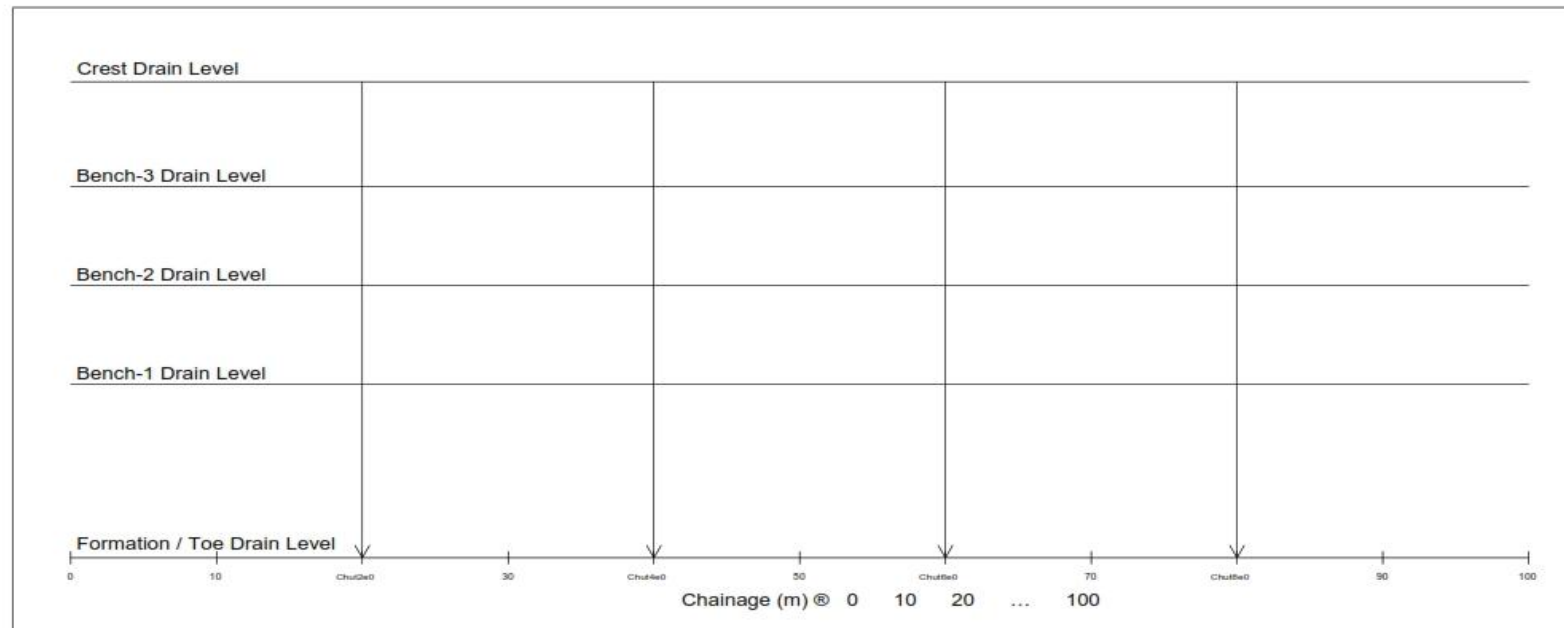
1. Complete crest drain and at least one chute before commencing shotcrete to avoid uncontrolled runoff on fresh lining.
2. Provide proper outfalls with erosion protection; avoid discharge onto carriageway/formation.
3. Maintain bench drains regularly during monsoon to prevent blockage and overflowing onto shotcrete face.
4. Add perforated sub-drains behind shotcrete at benches if persistent seepage is encountered during excavation.

DETAILS (Not to scale)

			CLIENT:		DESIGN CONSULTANT:		PROJECT:		GENERAL ARRANGEMENT DRAWING (GAD)		CLIENT APPROVAL:		DESIGNER SIGNATURE:	
REV:	DATE:	REVISION:	 NATIONAL HIGHWAYS & INFRASTRUCTURE DEVELOPMENT CORPORATION LTD. 1st & 2nd Floor, Tower A, World Trade Centre, Narungi Nagar, New Delhi - 110028 Contact No- 911-2676990, E-mail - info@nhidcl.com		 Global Infra Solutions In JV with Kinfra Techno Consultants Pvt. Ltd. and association with Infopace Creative Software Pvt. Ltd. P.O. 4, 8/11A, Sakinaka, Sector 17, Gurgaon, Haryana 122009 e. globalinfra@infosol.com web. globalinfra.com		DEVELOPMENT, MAINTENANCE, MANAGEMENT AND OPERATION OF GREENFIELD HIGH-SPEED CORRIDOR FROM MAWLYNGKHUNG (NEAR SHILLONG) IN MEGHALAYA TO RANCHORAM (NEAR SILCHAR) IN ASSAM BY 4-LANING WITH PAVED SHOULDERS ON HYBRID ANNUITY BASIS. (PACKAGE-1: FROM KM 0+000 TO KM 45+645, DESIGN LENGTH - 45.645 KM)		GENERAL ARRANGEMENT DRAWING (GAD) Typical Cut Slope Protection + Drainage Arrangement R-Bolt Slope Protection		DATE:		DRAWN BY:	
											CHECKED BY:		DESIGNED BY:	
											DGP		SK	
											SS		AD	

GAD-04 Longitudinal Drainage Profile – LHS Cut Slope (4V:1H, H = 20 m)

100 m Typical Length | Crest–Bench–Chute–Toe Drain Connectivity (Monsoon-safe design)



Longitudinal Drainage Notes

1. Crest drain runs continuously for full 100 m and discharges into chute drains.
2. Bench drains at each level collect runoff from shotcrete face and lead into nearest chute.
3. Chute drains convey water safely from crest/benches to toe drain without cascading on slope.
4. Toe drain runs continuously along formation and connects to natural outfall.

CLIENT:			DESIGN CONSULTANT:			PROJECT:			GENERAL ARRANGEMENT DRAWING (GAD):		
 NATIONAL HIGHWAYS & INFRASTRUCTURE DEVELOPMENT CORPORATION LTD. 1st & 2nd Floor, Tower A, World Trade Centre, Narail Nagar, New Delhi - 110029 Contact No- 011-26766559, E-mail - info@nhidc.com			 Global Infra Solutions P-2/V with Krishna, Techno Corporate Park, Ltd. B-2 Association with Infygate Creative Solutions Pvt. Ltd. P-2, V-2/11A, Sahayaga Apartment, Thiruvananthapuram, Kerala - 695004 E-mail - globalinfra@global.com web - globalinfra.com			DEVELOPMENT, MAINTENANCE, MANAGEMENT AND OPERATION OF GREENFIELD HIGH-SPEED CORRIDOR FROM MAWLYNGKHUNG (NEAR SHILLONG) IN MEGHALAYA TO PANCHGRAM (NEAR SILCHAR) IN ASSAM BY 4-LANING WITH PAVED SHOULDERS ON HYBRID ANNUITY BASIS. (PACKAGE-1: FROM KM 0+000 TO KM 45+645, DESIGN LENGTH - 45.645 KM)			Longitudinal Drainage Profile - Cut Slope Protection RI-Bhol Slope Protection		
REV	DATE	REVISION	DRAWING APPROVAL:			DESIGN APPROVAL:			SIGNATURE:		
			DSP			SK			SS		

SCHEDULE – C
(See Clause 2.1)
PROJECT FACILITIES

1 Project Facilities

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

- a)** Toll Plaza
- b)** Roadside furniture
 - i. Kilometer and Hectometer Stones
 - ii. Traffic Signs
 - iii. Overhead Signs
 - iv. Road Marking
 - v. Road Delineators
 - vi. Reflective Pavement Markers & Solar Studs
 - vii. Traffic Impact Attenuators
 - viii. Boundary pillars
- c)** Operation and Maintenance centers
- d)** Way side Amenities / Service Areas
- e)** Truck lay-byes
- f)** Bus Bay and Bus shelter
- g)** Pedestrian Facilities
- h)** Highway Lighting
- i)** Rainwater Harvesting
- j)** Environmental Management Plan
- k)** Landscaping and Tree Plantation
- l)** Advanced Traffic Management System (ATMS)
- m)** Highway Patrol Units
- n)** Emergency medical services
- o)** Crane Service

1.1 Project Facilities for Project Highway

Project Facilities to be completed on or before project completion date have been described in Annex-I of this Schedule-C.

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Annexure – I

(Schedule-C)

PROJECT FACILITIES

1. Project Facilities

The Concessionaire shall construct the Project Facilities described in this Annexure-I to form part of the Project Highway. The Project Facilities shall include:

- a) Toll Plaza**
- b) Roadside furniture**
 - i. Kilometer and Hectometer Stones
 - ii. Traffic Signs
 - iii. Overhead Signs
 - iv. Road Marking
 - v. Road Delineators
 - vi. Reflective Pavement Markers & Solar Studs
 - vii. Traffic Impact Attenuators
 - viii. Boundary pillars
- c) Operation and Maintenance centers**
- d) Wayside Amenities / Service Areas**
- e) Truck lay-byes**
- f) Bus Bay and Bus shelter**
- g) Pedestrian Facilities**
- h) Highway Lighting**
- i) Rainwater Harvesting**
- j) Environmental Management Plan**
- k) Landscaping and Tree Plantation**
- l) Advanced Traffic Management System (ATMS)**
- m) Highway Patrol Units**
- n) Emergency medical services**

o) Crane Service

Description of Project Facilities

Each of the Project Facilities is briefly described below:

1. Toll Plaza

Tolling system shall be provided in entire length of the project and the same is integrated with the adjoining packages. The toll plazas shall be provided as per NHAI circular No.17.5.82 dated 24/5/2021 and Schedule D. Minimum Lane requirement in the opening year are as follows.

Toll plaza shall be provided at the following locations.

S. No.	Existing Chainage (km)	Design Chainage (km)	Direction	Minimum number of Toll Lanes		Remarks
				Entry	Exit	
1	-	0+900	Ramp-01– Shillong to Silchar	3		Interchange-01 At Km 0+000
2	-	0+600	Ramp-02- Silchar to Shillong		3	
3	-	0+300	Loop- Silchar to Shillong		3	
4	-	0+100	Ramp-03- Silchar to Shillong	3		
5	-	0+260	Ramp-01– Shillong to Silchar		2	Interchange-02 At Km 12+700
6	-	0+280	Ramp-02- Silchar to Shillong	2		
7	-	0+460	Ramp-01– Shillong to Silchar	2		
8	-	0+475	Ramp-02- Silchar to Shillong		2	
9	-	0+275	Ramp-01- Silchar to Shillong	2		Interchange-03 At Km 27+170
10	-	1+890	Ramp-02– Shillong to Silchar		2	
11	-	0+260	Ramp-03– Shillong to Silchar	2		
12	-	0+310	Ramp-04- Silchar to Shillong		2	
13	-	0+265	Ramp-01- Silchar to Shillong	2		Interchange-04 At Km 44+935
14	-	1+360	Ramp-02– Shillong to Silchar		2	
15	-	0+250	Ramp-03– Shillong to Silchar	2		
16	-	0+330	Ramp-04- Silchar to Shillong		2	

Note:

- The Toll Plaza shall be constructed as per Manual (Schedule D) considering the modification as per NHAI Circular NHAI/Policy Guidelines/Management of Toll Plaza/2021 Policy Circular No. 17.5.82 dated 24th May, 2021. However, layout as mentioned in Schedule-C shall be followed.

2. Based on the toll lanes as given above, toll Booth complex, weigh bridges, electrical systems, and all other facilities required/ mentioned in manual shall be provided as per specification mentioned in Schedule D
3. No. of toll lane specified above are to be provided. The Concessionaire shall design and provide toll lane as per Manual (Schedule D) & NHAI Circular NHAI/Policy Guidelines/Management of Toll Plaza/2021 Policy Circular No.17.5.82 dated 24th May, 2021 subject to as specified above.
4. All Toll Lanes to be equipped with Hybrid ETC equipment's as per NHAI/Policy Guidelines/Management of Toll Plaza/2021 Policy Circular No. 17.5.82 dated 24th May, 2021.
5. A separate Highway Nest with toilet facility for road users shall be provided near toll plaza location along with parking facility. One toilet block on each direction shall be provided. These toilet facilities shall follow CPWD specifications for sanitary ware items and fittings such as WC, wash basin, Wash basin-Under counter, Urinal flat back, PVC Cistern, IWC Orissa Pan, Flush Value -CP, Wash Basin pillar cock-CP, Bib Cock-CP, Health Faucet, W/c Bib cock, Wash Basin angle cock. One WC shall be provided for specially challenged persons.
6. Point of Sale (POS) with card swapping machines shall be provided.
7. Provide Lane markings and Traffic Signs as per IRC: SP: 84, IRC 35 and IRC 67 (Clause No. 10.8 & 10.9 of IRC: SP:84)
8. Solar panels shall be erected over the either on FOB or over Toll plaza / Admin building 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.
9. Medium speed Weigh in Motion (MSWIM) devices shall be provided in all toll lanes at Toll plaza Location. In addition to MSWIM, Static weigh Bridge (SWBs) shall be provided on each direction as per manual. (Clause No. 10.6, IRC: SP:84)
10. Provide Impact Attenuators on Toll Plaza islands in the direction of traffic. Impact attenuators shall be self-restoring confirm to section 10.6 of IRC SP 99 i.e. Manual of Specifications and Standards for Expressways. (Clause No9.6, IRC: SP:84)

2. Roadside furniture

2.1. Kilometre and Hectometre Stones

	Item	Number	Remarks
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	Item	Number	Remarks
1	Kilometer Marker/ Stones (including 5th Kilometer stone)	93	The KM/Hectometer stones/ marker can be Concrete/ Stones and shall be placed on both outer side of the earthen shoulder. The size of Kilometer/ 5 th Kilometer/Hectometer will be as per Manual. In case KM/Hectometer marker are to be fixed on separator between Main Carriageway & Service Road then these should be fixed as reflective signs.
2	Hectometer Marker/ Stones	345	In case of Access Control Highway/ Expressway, KM/Hectometer marker should be fixed as reflective signs. Km/ Hectometre stones are required to provide on main carriageway and Service Road, both If continuous service road is provided throughout project length (Service Road length is more than 1 Km).

2.2. Traffic Signs

Traffic Signs include roadside signs, overhead signs and kerb mounted signs etc. shall be provided along the entire Project Highway and on all Side, Roads joining the main carriageway/service road. A QR code shall be marked on back of each sign as per IRC 67:2022.

All signs shall be of Micro Prismatic Grade Sheeting Corresponding to Class C sheeting as per ASTM D 4956 Type VIII, IX and XI.

All shoulder mounted signs shall be supported on GI Pipes. Overhead Signs shall be placed on a structurally sound gantry or cantilever structure made of GI pipes. On multi-lane roads (6 lanes or above), signs shall be mounted overhead.

The siting of signs shall confirm to Table 4.1 and Fig 4.1 of IRC 67 2022. The two successive signs shall be placed at a minimum distance of $0.6 \times V$ metre (V is design speed in Kmph).

The overhead gantry/Cantilever signs shall be placed as given below: **(Clause No. 16.3.2 of IRC 67 2022)**

S. No.	Item	Carriageway (Left, Right, Both)
1	Overhead Gantry signs	
a	Start of Project	-
b	End of project	-
2	Overhead Gantry signs	
a	Reassurance Sign- (Before 10 Km of exit) At 4 Nos. Interchanges exit	Both Side

S. No.	Item	Carriageway (Left, Right, Both)
3	Overhead Gantry signs (Vehicle Type) 2 nos. for each direction	Both Side
4	Cantilever Gantry signs	
a	Advance Direction Sign 2Km Before Exit At 4 Nos. Interchanges exit	Both Side
5	Cantilever Gantry signs at Fee Plaza	
a	At Ch. 1.700 Exit, 0.000 Entry, 13.000 Exit, 12.325 Entry. 27.700 Exit, 27.100 Entry, 45.465 Exit, 45.300 Entry.	Both Side

The detailed minimum number of signage indicating places, direction, distances, and other features shall be marked on the alignment plan and submitted, which are as mentioned below.

Note: The locations of the placement of signs shall be finalized in consultation with Independent Engineer/ NHIDCL, as per site requirement.

Sl. No.	Road Signs	Number	Remarks
I	Mandatory/Regulatory		
1	Stop signs	-	
2	Give Way Signs		
3	Prohibitory signs	16	
4	No Parking signs		
5	No Stopping signs		
6	Speed Limit signs (Circular)	37	
7	Speed Limit signs (Vehicle Type)	-	
8	Vehicle Control signs		
9	Restriction Ends sign		
10	Compulsory Direction Control and other signs		
II	Cautionary/Warning		
1	Left/Right Curve	120	
2	Left / Right Curve with side road		
2	Right/Left Hairpin Bend	-	
3	Right/Left Reverse Bend	-	
4	Series of Bends		
5	270 Degree Loop		
6	Side Road		
7	Y-intersection		
8	Cross Road		
9	Roundabout		

Sl. No.	Road Signs	Number	Remarks
10	Traffic Signals		
11	T-intersection		
12	Major Road Ahead		
13	Staggered Inter-section		
14	Merging Traffic Ahead	16	
15	Narrow Road Ahead		
16	Road Widens		
17	Narrow Bridge Ahead		
18	Steep Ascent/Descent		
20	Reduced Carriageway		
21	Start /End of Dual Carriageway		
23	Gap in Median		
24	Pedestrian Crossing		
25	Pedestrian crossing with backing board		
26	School Ahead		
27	Built Up Area		
28	Two Way Operation (on main carriage way /service road		Based on requirement by AE/IE
29	Two Way Traffic on Cross Road Ahead		
30	Danger Warning Sign		
31	Deaf or Blind Persons Likely on Road Ahead		
32	Cycle Crossing		
33	Cycle Route Ahead (Warning for Cycles on road ahead)		
34	Dangerous Dip		
35	Speed Breaker		
36	Rumble Strip	32	
37	Rough Road		
38	Dangerous Ditch		
39	Slippery Road		
40	Slippery Road because of Ice		
41	Opening or Swing Bridge		
42	Overhead Cable	4	
43	Play Ground Ahead		
44	Quay Side or River Bank		
45	Sudden Side Winds		
46	Tunnel Ahead Warning		
47	Falling Rocks		
48	Cattle Crossing		
49	Wild Animals likely to be on Road Ahead		
50	Queues Likely Ahead		

Sl. No.	Road Signs	Number	Remarks
51	Low flying Aircraft		
52	Unguarded Railway Crossing		
53	Guarded Railway Crossing		
54	Crash prone area ahead		
55	U- Turn	-	
III	Chevron Signs		
1	Single Chevron	339	
2	Double Chevron		
3	Triple Chevron		
IV	Object Hazard Marker Sign		
1	Left /Right side Object Hazard Marker	430	
2	Two-way Object Hazard Marker	-	
V	Informatory/Guide		
1	Direction and Place Identification signs	32	
2	Stack Type Advance Direction Sign (Shoulder Mounted)		
3	Stack Type Advance Direction Sign with cautionary / regulatory signs (Shoulder Mounted)		
4	Map Type Advance Direction Sign (Shoulder Mounted)		
5	Map Type Advance Direction Sign for roundabout (Shoulder Mounted)		
6	Flag Type Direction Sign	30	
7	Reassurance Sign	8	
8	Place Identification Sign		
9	Bus Lay Bay	-	
10	Toll Booth Ahead	16	
11	Weigh Bridge Ahead		
12	Shoulder Mounted Sign in Advance of a Grade Separated Junction/ Interchange		
13	Expressway Sign		
14	Gantry Mounted Advanced Direction Sign Ahead of a Flyover in Urban/City Roads		Instead of continuous sign board, Separate Signs shall be provided for each information
15	Gantry Mounted advance Direction Sign Ahead of a Grade Separated Junction		
16	Gantry Mounted advance Direction Sign Ahead of a At Grade Intersection		
17	Gantry Mounted Advance Direction Sign for Interchange	8	
18	Cantilever Gantry Mounted Advance Direction Sign for Interchange	8	

Sl. No.	Road Signs	Number	Remarks
19	Lane Dedicated Gantry Sign	2	
20	Definition/Supplementary Plates		
21	Tourism Related Sign		
22	Tourist Destination Direction Information Signs Without Photograph		
23	Tourist Destination Direction Information Signs With Photograph		
24	Finger Destination direction Information Sign for Pedestrians		
25	Tourist Map Information Sign		
26	Boundary Sign at Entrance to a City/Place		
27	Boundary Sign at Entrance to a Tourist Destination		
VI	Facility Information signs		
1	Eating Place	10	
2	Light Refreshment		
3	Resting Place		
4	First Aid Post		
5	Toilet		
6	Filling Station (Fuel Pump)	-	
7	Hospital	-	
9	U-Turn Ahead		
10	Pedestrian Subway		
11	Police Station		
12	Picnic Site		
13	Repair Facility		
14	Railway Station/Metro Station/Monorail Station	-	
15	Industrial Area		
16	Cycle Rickshaw Stand		
17	Taxi Stand		
18	Auto Rickshaw Stand		
19	Home Zone		
20	Camp Site		
21	Airport		
22	Golf Course		
23	National Heritage		
24	No Through Road		
25	No Through Side Road		
26	Toll Road Ahead	-	
27	Guide Sign on Toll Lane Portal		
28	Country Border		

Sl. No.	Road Signs	Number	Remarks
29	Entry Ramp for Expressway	16	
30	Exit Ramp for Expressway	16	
31	Expressway Symbol		
32	End of Expressway		
33	Bus Stop	-	
34	Bus Lane		
35	Contra Flow Bus Lane		
36	Cycle Lane		
37	Contra Flow Cycle Lane		
38	Holiday Chalets		
39	Emergency Exit		
VII	Other Useful Information Signs		
1	Signs For Persons with Disabilities		
2	International symbol of Accessibility		
3	Parking Information		
4	Parking Areas		
5	Ramped Entrance to Subway/Over Bridge		
6	Telephone Facilities	8	
7	Toilet Facilities	2	
8	Way Finding		
9	Parking Signs		
10	Auto Rickshaw Parking		
11	Cycle Parking		
12	Cycle Rickshaw Parking		
13	Scooter and Motorcycle Parking		
14	Taxi Parking		
15	Park and Ride		
16	Parking Restrictions Signs for Traffic Management		
17	Flood Gauge Sign		
VIII	Route Maker Signs		
1	State Highway Route Marker Sign		
2	National Highway Route Marker Sign		
3	Asian Highway Route Marker Sign		
4	Expressway Route Marker Sign	19	

2.3. Road Marking

Road Markings shall be Hot applied thermoplastic materials with reflectorized beads to achieve visibility confirming to clause 2.7.2 of IRC 35.

The cold applied plastics pavement markings shall be used for School Zone Markings, Audible Raised Profile Edge Lines and Block Markings (BM 01/02/03).

S. No.	Item	For Main Carriageway		Remarks
		Length/Area	Number	
1	Longitudinal Marking	-		As per Manual
2	Transverse Marking			As per Manual
3	Hazard Marking			As per Manual
4	Block Marking			As per Manual
5	Arrow Marking			As per Manual
6	Directional Marking			As per Manual
7	Facility Marking			As per Manual
8	Center Line			As per Manual
9	Traffic Lane Lines			As per Manual
10	No Overtaking Lines			As per Manual
11	Warning Lines			As per Manual
12	Border or Edge Lines			As per Manual
13	Longitudinal Markings for Undivided Roads			As per Manual
14	Longitudinal Markings for Divided Roads			As per Manual
15	Longitudinal Markings for Ramps/Slip Roads/One Way Streets			As per Manual
16	Stop Line			As per Manual
17	Give Way Lines			As per Manual
18	Ghost Island			As per Manual
19	Chevron Markings			As per Manual
20	Continuity Line			As per Manual
21	Word Messages			As per Manual
22	Lane Change			As per Manual
23	Merging/Diverging Markings			As per Manual
24	Hatch Markings			As per Manual
25	Raised Profile Edge Lines			As per Manual
26	Lane Reduction/Narrowing Situations and Transitions (lane Balancing)			As per Manual
27	Directional Arrows			As per Manual

S.	Item	For Main Carriageway		Remarks
28	Mandatory Turn Arrows			As per Manual
29	Guidance Arrows			As per Manual
30	Deflection Arrows			As per Manual
31	Bifurcation Arrows			As per Manual
32	Arrows on Side Road Approaches			As per Manual
33	Arrows on Main Road Approaches			As per Manual
34	Word Messages			As per Manual
35	Yellow Box Markings			As per Manual
36	Diagonal Markings for ramps			As per Manual
37	Marking for Speed Breakers			As per Manual
38	Pedestrian Crossing			As per Manual
39	Markings when highway passes through settlement fig 9.4 of IRC SP 84/87			As per Manual
40	Transverse Bar Markings			As per Manual
41	Bus bay Marking			As per Manual
42	Truck Lay-by Markings			As per Manual
43	Toll Plaza Marking		-	As per Manual
44	School Zone Markings			As per Manual
45	Object Markings within Carriageway			As per Manual
46	Objects Markings Adjacent to Carriageway			As per Manual
47	i. Subway Piers, Abutments, Culverts Head Walls, Concrete Barrier			As per Manual
48	ii. Electrical Poles			As per Manual
49	iii. Guard Rails			As per Manual
50	iv. Trees			As per Manual
51	v. Kerbs			As per Manual
52	Directional Markings as per Annexure: A 6 of IRC:35-2015			As per Manual
53	Facility Markings as per Annexure A 6 of IRC:35-2015			As per Manual

Note: The number & locations of the Road Marking mentioned above are minimum and shall be finalized in consultation with Independent Engineer/Authority, as per site requirement. It is clarified here that the above requirement is minimum only and actual layout of road marking shall be as per design of the Concessionaire and shall be

subjected to approval of Independent Engineer/Authority and any increase in number/length or change in locations shall not constitute COS.

2.4. Road Delineators: The road delineators shall be provided in accordance with Schedule-D.

S.No.	Item	Number/ Length (m)	Remarks
1	Roadway Indicators	-	On Curves & in Slip Road at underpass
2	Median Marker on Median/ RCC Barrier (Clause 4 of IRC 79 2019)	8130	
3	Object Markers	-	At Intersections, Grade Separators, Bridges & ROB locations
4	Road Delineators	172	
5	Flexible Object Markers (Clause 6 of IRC 79 2019) i. On Metal Beam Barrier ii. On Toll Booth/Toll Island iii. On Entry/Exit of Tunnel iv. On Exit from Main carriageway		On Thrie Beam Crash Barrier as shown in Typical cross section.
6	Solar Blinkers on Median opening, on exit from main carriageway and traffic island of grade separated intersections.	-	

Note: The number & locations of the Road Delineators/flexible object markers are minimum and shall be finalized in consultation with Independent Engineer/NHIDCL, as per site requirement.

2.5. Reflective Pavement Markers & Solar Studs

The Prismatic Retro-Reflective type conforming to ASTM D-4280 Pavement Markers & Solar Power Studs on Highway shall be provided in accordance with Schedule –D.

S.No.	Item	Number	Location	Remarks
A– For 4 Lane Projects				
1	White Colour one coloured face Road Studs	3782	Traffic lane line & center of carriageway	-
2	Red Colour one coloured face Road Studs	3782	Left hand edge of the carriageway, entry to bus bay,	

S.No.	Item	Number	Location	Remarks
			start of service road, chevron/diagonal markings on gorge	
3	Yellow / Amber Colour one coloured face Road Studs	3782	Median side edge line, zebra crossing	
4	Green Colour one coloured face Road Studs	As per Manual	Lay byes, left hand side of the carriageway in case of multi-lane divided carriageways, crossable continuous line like in acceleration/deceleration lanes involving lane changing	
5	Solar Studs on Major/Minor bridge, RoB, and all structures (Interchange/Flyover/VUP) and Builtup areas, In storage lane of median opening and Exit/Entry from main carriageway	-	NIL	

Note: The number & locations of Studs are minimum and shall be finalized in consultation with Independent Engineer/NHIDCL, as per site requirement.

2.6. Traffic Impact Attenuators: The Traffic Impact Attenuators shall be provided as per Schedule D.2.6.1 Provide Impact Attenuators in Gore Areas

It shall be self-restoring confirming to section 6 of IRC SP 84 at the following locations.

S.No.	Item	Chainage / Number	Remarks
1	On flyover/grade separated structure at exit from main carriageway	3 Interchanges- At Ch. 0.000, 12.700, 27+170 & 44.935	As per site requirement
2	Any other location which Safety Hazard -Before Toll Plaza	On the Ramps at 3 Interchanges- At Ch. 0.000, 12.700, 27.170 & 44.935	As per site requirement

2.6.2 Providing End Terminals

Provide End Terminals conforming to EN 1317 part-2 to Parapet Walls of Culverts, Structures ends for the safety of approaching traffic etc.

S.No.	Item	Chainage / Number	Remarks
At all bridges as per Sch-B			

2.7. Boundary Wall and Fencing (Clause No. 12.2 IRC-SP-84):

Boundary wall shall be provided along the entire length on either side (including transverse requirements at structure locations). Road boundary walls shall be provided at the boundary on both sides of the right of way in entire length for both Cutting & Filling locations available under the control of the Authority in except at ingress and egress points. The boundary walls shall be of reinforced cement concrete as per figure enclosed as Annexure A of Schedule C.

At all CD structure locations, the boundary wall shall be discontinued by turning and joining it with the wing/return wall to allow crossing through these structures during dry seasons.

3. Operation and Maintenance centers-

~~There shall be operation and maintenance center(s) as per Clause 12.15 of Schedule D, either near the toll plaza location or at any other location along the Project Highway, as identified by the Concessionaire. The minimum land for O & M center shall be 2000 sq.m and shall be acquired by the Concessionaire at his own cost and risk. Dedicated operation and maintenance center shall be provided in accordance to Schedule C.~~

4. Wayside Amenities / Service Areas/Rest Area

S. No	Item	Design Chainage (Km)	Side	Remarks
1	Way side amenities	-		Nil

The site needs to be levelled/graded/paved for the whole of way side amenities area and boundary wall of the height of 1.5m shall be constructed along the periphery of the area. The Site need to be connected to the Main Road by construction a approach Service road for both entry & exit.

5. Truck lay-byes:

5.1. The truck lay-by shall be provided at below given location and as per the design mentioned in Schedule-D.

Sr. No.	Existing Chainage (Km)	Design Chainage (Km)	Side	Remarks
NIL				

5.2. Deleted

5.3. Truck Lay Bye Pavement

Pavement Composition (Flexible/Rigid/ Paver Blocks)
NIL

6. Bus shelter:

Provision of bus shelter on highways as per IRC 80 including paving of laybye, signs, markings, speed calming measures, drainage, lighting etc., in built-up areas, intersections of NH/SH/MDR and roads leading to large settlements is as follows:

6.1. Bus Shelters locations

Bus shelters shall be constructed at the following locations:

Sr. No.	Chainage (Km)	SIDE
1	Interchange locations on each side (2 Nos.)	

6.2. Kerb Side Bus Stop with Pedestrian shelter

Kerb Side Bus Stop with Pedestrian shelter shall be provided at the following locations.

Sr. No.	Design (Existing) Chainage (Km)		Pedestrian Shelter Length	Remark
	Left	Right		
NIL				

6.3. Bus Bay Pavement

Flexible Pavement as per Clause-5 of Schedule-B.

7. Pedestrian Facilities

Pedestrian Facilities shall be provided in accordance with the Manual of Specifications and Standards as referred in Clause 9.8 of Schedule D and IRC 103 2022. This shall consist of footpath (sidewalks), pedestrian guard rails and pedestrian crossing.

The details are as mentioned below:

S. No.	Pedestrian Facilities	Chainage		Side	Remarks
		From	To		
1	Pedestrian guardrails shall be 150 mm from Carriageway/Paved Shoulder i. Hazardous Locations on Straight Stretches ii. At Junctions/Intersections iii. Schools iv. Bus Stop/Railway Stations v. Overpass, Subway vi. Central Reserve			Nil	
2	Footpath paving including fixing pavers			Nil	
3	Pedestrian Crossing i. With Zebra Marking ii. With Tabletop Crossing iii. At Intersections iv. At Schools			Nil	

8. Highway Lighting

The street light poles shall be 1 piece, continuous-tapered, Octagonal poles and shall be manufactured from one length of steel sheet, formed in continuous tapered tube, with one continuous arc-welded vertical seam. The minimum wall thickness for lighting poles shall not be less than 4 mm. The Bottom Diameter shall be minimum 175 mm. The Top Diameter shall be minimum 75 mm. The door on window of pole shall be antitheft. All electrical cable should be concealed. All electrical lighting fixers shall be LED. The fixtures shall be concealed except on poles. Lighting poles shall be fixed on outer side of steel/concrete barrier. The lighting shall be providing at the following location having an illumination of min. 40 lux at the extreme edge of Highway. (Drawing Attached as Annexure A of Schedule C) of steel/concrete barrier. The lighting shall be providing at the following location.

Sl. No.	Lighting facilities	Chainage		Side	Lighting Source: Electricity Board/ Generator/ Solar
		From	To		
1	High mast lighting of 25m height (In interchanges and Entry-Exit ramps)	1. 4 Interchanges- At Ch. 0.000, 12.700, 27.170 & 44.93 2. Ramp/Loop Entry-Exit- At Ch.			Electricity Board/ Generator/

Sl. No.	Lighting facilities	Chainage		Side	Lighting Source: Electricity Board/ Generator/ Solar
		From	To		
		0.250 Exit, 0.150 Entry, 0.575 Entry, 0.740 Exit, 0.260 Exit, 0.320 Entry, 0.460 Entry, 0.475 Exit. 0.275 Entry, 1.890 Exit, 0.260 Entry & 0.310 Exit, 0.340 Entry, 1.360 Exit, 0.250 Entry & 0.330 Exit 3. At Emergency Lay Bye location 2 nos.			Solar
2	On Major/Minor Bridges, viaducts and Underpasses and its approaches (Both side Over hanged) for main carriageway and service road	0.100	0.140	Both	Electricity Board/ Generator/ Solar
		0.140	0.410	Both	
		0.410	0.460	Both	
		1.505	1.515	Both	
		1.690	1.850	Both	
		3.020	3.030	Both	
		4.320	4.350	Both	
		4.540	4.550	Both	
		4.550	4.590	Both	
		4.590	4.620	Both	
		4.720	4.870	Both	
		4.870	4.940	Both	
		5.400	5.440	Both	
		5.630	5.650	Both	
		6.060	6.100	Both	
		7.263	7.277	Both	
		7.696	7.704	Both	
		7.800	7.826	Both	
		7.826	8.665	Both	
		8.665	8.800	Both	
		8.820	8.950	Both	
		8.950	9.020	Both	
		9.020	9.065	Both	
		9.065	9.100	Both	
		9.205	9.250	Both	
		10.265	10.275	Both	
		10.275	10.320	Both	
		10.320	10.420	Both	
10.420	10.500	Both			
10.560	10.575	Both			

Development, Maintenance, Management and Operation of Greenfield High-Speed Corridor from Mawlyngkhung (near Shillong) in Meghalaya to Panchgram (near Silchar) in Assam by 4-Laning with Paved Shoulders on Hybrid Annuity Basis. (Package-1: From Km 0+000 to Km 45+645, Design Length - 45.645 Km)

Sl. No.	Lighting facilities	Chainage		Side	Lighting Source: Electricity Board/ Generator/ Solar
		From	To		
		10.575	10.585	Both	
		10.585	10.640	Both	
		11.140	11.180	Both	
		11.180	11.189	Both	
		11.189	11.260	Both	
		11.760	11.854	Both	
		11.866	11.940	Both	
		12.220	12.271	Both	
		12.271	12.279	Both	
		12.279	12.400	Both	
		12.480	12.500	Both	
		12.683	12.717	Both	
		12.880	13.000	Both	
		13.000	13.120	Both	
		13.120	13.160	Both	
		13.160	13.180	Both	
		13.180	13.220	Both	
		13.220	13.380	Both	
		13.380	13.390	Both	
		13.390	13.440	Both	
		14.540	14.716	Both	
		14.716	14.724	Both	
		14.724	14.860	Both	
		15.540	15.690	Both	
		15.690	15.710	Both	
		15.710	15.800	Both	
		17.180	17.356	Both	
		17.356	17.364	Both	
		20.326	20.334	Both	
		20.536	20.560	Both	
		21.320	21.345	Both	
		21.345	21.410	Both	
		21.410	21.440	Both	
		22.920	22.960	Both	
		22.960	22.980	Both	
		22.980	23.040	Both	
		23.380	23.415	Both	

Sl. No.	Lighting facilities	Chainage		Side	Lighting Source: Electricity Board/ Generator/ Solar
		From	To		
		23.415	23.425	Both	
		23.425	23.460	Both	
		24.310	24.330	Both	
		24.775	24.785	Both	
		24.810	24.820	Both	
		25.185	25.300	Both	
		25.528	25.563	Both	
		30.060	30.243	Both	
		30.243	30.251	Both	
		30.251	30.460	Both	
		30.460	30.470	Both	
		30.470	30.660	Both	
		30.660	30.710	Both	
		30.710	30.740	Both	
		31.360	31.460	Both	
		31.496	31.504	Both	
		33.095	33.105	Both	
		33.160	33.195	Both	
		33.195	33.225	Both	
		33.250	33.570	Both	
		34.600	34.620	Both	
		34.620	34.820	Both	
		34.820	34.840	Both	
		35.006	35.454	Both	
		35.700	35.800	Both	
		35.800	35.820	Both	
		36.865	36.895	Both	
		36.895	36.920	Both	
		37.100	37.130	Both	
		37.130	37.150	Both	
		37.150	37.200	Both	
		37.705	38.026	Both	
		38.360	38.380	Both	
		38.380	38.620	Both	
		38.620	38.640	Both	
		39.000	39.240	Both	
		39.240	39.320	Both	

Sl. No.	Lighting facilities	Chainage		Side	Lighting Source: Electricity Board/ Generator/ Solar
		From	To		
		39.635	39.645	Both	
		40.105	40.150	Both	
		40.335	40.345	Both	
		40.435	40.445	Both	
		40.650	40.700	Both	
		40.865	40.875	Both	
		41.273	41.288	Both	
		42.645	42.675	Both	
		42.743	42.763	Both	
		42.980	43.100	Both	
		43.780	43.820	Both	
3	Grade separated interchanges, underpasses pedestrian) overpasses: Lighting requirement shall be as per section 12 of the manual. The top and underside of the grade separated structures including service road/ slip road, interchange area at the ground level up to 50m beyond the point from where flaring of the main carriageway takes place shall be provided with lighting. Also, on all legs of at grade interchange/ crossings the lighting shall be provided 50m beyond the point of Centre on all legs. The minimum illumination shall be 40 Lux., at the extreme edge of the Highway	Ch 0+000, Ch 12+700, Ch 27+170 & 44+935			Electricity Board/ Generator/ Solar

9. Rainwater Harvesting

A minimum 01 (One) Nos of Rainwater harvesting units per km length of the project stretch shall be provided as part of the scope of the project. Location shall be finalized by the Independent Engineer in consultation with the Authority. The Locations and design of stretch (i.e.) diameter/length of recharge shaft etc. shall be based on the rain fall intensity and geo-technical strata and based on enclosed drawing. The guidelines and norms issued by the Central Ground

Board may also be adopted while finalizing the location and design of rainwater harvesting units along with requirement given in IRC SP: 42 and IRC SP: 50.

S.No.	Rain water Harvesting Type	Chainage	Side	Depth of Recharge Structure
As Above				

10. Environmental Management Plan

The contractor shall ensure

1. Tree Plantation and Protection

The Contractor shall ensure the plantation of **1,00,000 (one lakh) trees**, each with a **tree guard**, at locations identified in coordination with the Authority or the Independent Engineer.

2. Sanitation and Environmental Management

The Concessionaire/Contractor shall:

- Provide adequate **sanitation arrangements** at the camp site;
- Implement effective **dust suppression measures** throughout the project area;
- Carry out **solid waste management** in accordance with relevant environmental guidelines and regulations.

3. Environmental Monitoring

The Concessionaire/Contractor shall:

- Monitor **Ambient Air Quality, Ambient Noise Levels, Surface Water Quality, and Soil Quality**;
- Engage a **NABL-accredited laboratory** for all environmental monitoring activities;

Submit environmental monitoring reports to the Authority on a **quarterly basis**, during both the construction and maintenance periods.

11. Land Scaping and Tree Plantation

The Concessionaire shall plant trees and shrubs (as per green Highway Policy) of required numbers and types at the appropriate locations within Right of Way and in the land earmarked by the Authority for compensatory afforestation. The number of trees which are required to be planted by the Concessionaire as compensatory afforestation should be as per Forest Conservation Act of state government.

Sl. No.	Types of Plantations	Location (Km)	Number of trees to be planted	Remarks
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Sl. No.	Types of Plantations	Location (Km)	Number of trees to be planted	Remarks
1	Shrubs	NIL		
2	Land Scaping	O & M Centers, Vacant land parcels, land within loops of flyovers, Toll Plaza building and surroundings Vacant spaces below the flyovers	Landscaping plans will be submitted by the Concessionaire/ Contractor which shall include ornamental trees, decorative statues and landscaping.	The number of Ornamental type plantations and other things shall be decided on the basis availability of land.
3	Plantations	Available open land within ROW towards edge of ROW & Land earmarked by authority for compensatory afforestation	13200/- (Thirteen Thousand two hundred) Trees on both sides of project highway at the edge of ROW @10m c/c in Two Rows. 100000/- (One Lakh) trees for compensatory afforestation	Trees on both sides of project highway at the edge of ROW @10m c/c in Two Rows preferably local like mango, Neem, Sheesham, Babul, Peepal etc. shall be planted

The Concessionaire shall maintain the trees and shrubs in good condition during concession period as per the concession agreement.

12. Advanced Traffic Management System (ATMS)

The Concessionaire is required to design, install, operate and maintain Advanced Traffic Management System (ATMS) as part of the project facilities. Advanced Traffic Management System shall be provided as per standards and specifications specified in the manual and as per NHAI circular and shall be maintained throughout the contract period. (NHA Policy circular no.11.53/2023 dated 10.10.2023).

The ATMS components to be deployed shall inter alia include:

12.1. General

The ATMS Project shall broadly include the following sub-systems to be

provided as per the standards & specifications mentioned in NHAI policy circular technical (NHAI Policy circular no.11.53/2023 dated 10.10.2023):

12.1.1.1. Video Surveillance System / Traffic Monitoring Camera System (TMCS)

12.1.1.2. Video Incident Detection and Enforcement System (VIDES)

12.1.1.3. Vehicle Actuated Speed Display System (VASD)

12.1.1.4. Fixed and Portable Variable Message Sign (VMS) System

12.1.1.5. Communication Network with OFC Backbone

12.1.1.6. Emergency Roadside Telephone System (ECB)

12.1.1.7. Emergency Call Box*

12.1.1.8. Mobile Radio Communication System*

12.1.1.9. ATMS Command & Control Center with ATMS Software.

12.1.1.10. Power Supply for Field Equipment as well as for ATMS Command & Control Center.

The requirements stated herein shall be construed as minimum requirement and meeting the respective requirements individually shall not relieve the Concessionaire from the responsibility. The entire system should function efficiently as an integrated solution during the entire O&M period.

12.1.1.1. Video Surveillance System / Traffic Monitoring Camera System (TMCS)

- (i) The system monitors vehicular and other road related activity along the highway stretch through PTZ Camera mounted on Poles. Generally, the camera should be placed at a distance not greater than 1km so as to effectively monitor all the lanes of the entire stretch of Highway. In case certain stretches include regular curves, ramps etc. not allowing central line of sight, then additional TMCS camera shall be put to ensure effective surveillance of the entire stretch. The TMCS cameras should also be placed on the following Junctions below the Grade Separated Structure.
- (ii) The TMCS should also be provided at the following locations so as to monitor the traffic at the following locations:

Development, Maintenance, Management and Operation of Greenfield High-Speed Corridor from Mawlyngkhung (near Shillong) in Meghalaya to Panchgram (near Silchar) in Assam by 4-Laning with Paved Shoulders on Hybrid Annuity Basis. (Package-1: From Km 0+000 to Km 45+645, Design Length - 45.645 Km)

Sr. no	Equipment name	Location (Km)	LHS/RHS/BHS	Remarks
1	TMCS+RSU	0+000	Median	Pole Mounted
2	TMCS+RSU	1+000	Median	Pole Mounted
3	TMCS+RSU	2+000	Median	Pole Mounted
4	TMCS+RSU	3+000	Median	Pole Mounted
5	TMCS+RSU	4+000	Median	Pole Mounted
6	TMCS+RSU	5+000	Median	Pole Mounted
7	TMCS+RSU	6+000	Median	Pole Mounted
8	TMCS+RSU	7+000	Median	Pole Mounted
9	TMCS+RSU	8+000	Median	Pole Mounted
10	TMCS+RSU	9+000	Median	Pole Mounted
11	TMCS+RSU	10+000	Median	Pole Mounted
12	TMCS+RSU	11+000	Median	Pole Mounted
13	TMCS+RSU	12+000	Median	Pole Mounted
14	TMCS+RSU	13+000	Median	Pole Mounted
15	TMCS+RSU	14+000	Median	Pole Mounted
16	TMCS+RSU	15+000	Median	Pole Mounted
17	TMCS+RSU	16+000	Median	Pole Mounted
18	TMCS+RSU	17+000	Median	Pole Mounted
19	TMCS+RSU	18+000	Median	Pole Mounted
20	TMCS+RSU	19+000	Median	Pole Mounted
21	TMCS+RSU	20+000	Median	Pole Mounted
22	TMCS+RSU	21+000	Median	Pole Mounted
23	TMCS+RSU	22+000	Median	Pole Mounted
24	TMCS+RSU	23+000	Median	Pole Mounted
25	TMCS+RSU	24+000	Median	Pole Mounted
26	TMCS+RSU	25+000	Median	Pole Mounted
27	TMCS+RSU	26+000	Median	Pole Mounted
28	TMCS+RSU	27+000	Median	Pole Mounted
29	TMCS+RSU	28+000	Median	Pole Mounted
30	TMCS+RSU	29+000	Median	Pole Mounted
31	TMCS+RSU	30+000	Median	Pole Mounted
32	TMCS+RSU	31+000	Median	Pole Mounted
33	TMCS+RSU	32+000	Median	Pole Mounted
34	TMCS+RSU	33+000	Median	Pole Mounted
35	TMCS+RSU	34+000	Median	Pole Mounted
36	TMCS+RSU	35+000	Median	Pole Mounted
37	TMCS+RSU	36+000	Median	Pole Mounted
38	TMCS+RSU	37+000	Median	Pole Mounted
39	TMCS+RSU	38+000	Median	Pole Mounted
40	TMCS+RSU	39+000	Median	Pole Mounted
41	TMCS+RSU	40+000	Median	Pole Mounted
42	TMCS+RSU	41+000	Median	Pole Mounted

Sr. no	Equipment name	Location (Km)	LHS/RHS/BHS	Remarks
43	TMCS+RSU	42+000	Median	Pole Mounted
44	TMCS+RSU	43+000	Median	Pole Mounted
45	TMCS+RSU	44+000	Median	Pole Mounted
46	TMCS+RSU	45+000	Median	Pole Mounted

12.1.2. Video Incident Detection and Enforcement System (VIDES)

The VIDES include Gantry Mounted ANPR Cameras, Overview Cameras and associated incident detection software system to effectively detect pre-defined actionable incidents which triggers enforcement and incident response system. The VIDES should also act as Automatic Traffic Counting and Classifying (ATCC) system. The VIDES should be provided at following locations:

SI No	Location (Km)	Remarks	Availability of Full Gantry
1	0+000	BHS	No
2	12+700	BHS	No
3	27+140	BHS	No
4	45+490	BHS	No

12.1.3. Vehicle Actuated Speed Display (VASD) System

The VASD system shall include gantry mounted Radar and Speed Display system for each lane to warn the road users of their speed. The system shall act as a Speed Calming Measure. VASD System should be provided at following locations along the Expressways:

SI No	Location (Km)	Remarks	Availability of Full Gantry
1	33+900	BHS VASD on Butterfly type Gantry	No

12.1.4. Fixed and Portable Variable Message Sign (VMS) System

The VMS shall provide road users advance information of road conditions ahead and shall be controlled from the local ATMS Control center. The VMS shall be installed at following locations:

12.1.4.1. Fixed VMS

12.1.4.1.1. Gantry (M Type)

SI No	Location (Km)	Remarks	Availability of Full Gantry
1	10+135 (Shillong-Silchar)	on VOP	No

SI No	Location (Km)	Remarks	Availability of Full Gantry
2	10+135 (Silchar-Shillong)	on VOP	No

12.1.4.1.2. Cantilever (L Type)

SI No	Location (Km)	Remarks	Availability of Gantry
1		Nil	

12.1.4.2. Portable VMS

The Concessionaire shall provide 02 (No.) Trolley Mounted Portable VMS.

12.1.5. Communication Network with OFC Backbone

The entire stretch shall be provided with a minimum of 24 Core OFC Backbone as per the standards & specifications. The short haul connections, like between field equipment to access points, access points to OFC backbone etc., shall be done with a minimum of 12 Core cable. The OFC shall be laid strictly as per the Standards and Specification.

12.1.6. Emergency Roadside Telephone System (ECB)

The emergency call box shall be provided as per NHAI Policy circular no.11.53/2023 dated 10.10.2023.

12.1.7. ATMS Command and Control Center

The Concessionaire shall integrate ATMS with existing (Provided in Adjacent Packages) Control Centre and operate the ATMS Command and Control Center as per the Standards and Specification. The Concessionaire shall undertake any additional civil works, interior works, MEP works, for setting up the Command Center, including all additional related electrical, lighting, electrical connection, DG set, power backup, HVAC works, access control, building CCTV, PTZ cameras outside building, firefighting system, alarm, fire extinguishers, raised floor, housekeeping, building cleaning, maintenance, recurring charges including electricity bills, telephone bills, DG fuel, servicing, security.

12.1.8. Power Supply for ATMS Command & Control Center and Field Equipment

The Concessionaire shall ensure 24x7 supply for the ATMS Command and Control Centre and Field Equipment with supply power from Electricity Department as primary source supported by UPS renewable power (solar etc.) and DG Set of adequate capacity.

There shall be NO obligation of NHIDCL with regard to providing power/ electricity supply/connections for testing commission, operation & maintenance of any component

of the ATMS. Further, the following points are also to be observed by the ATMS Concessionaire:

- a. The Concessionaire shall perform all the necessary application procedures to the Power Company required for the power to be supplied to the Traffic Management Centre, Sub-Centre and the field equipment in their own name. All the expenses charged by Power Companies regarding such applications and execution of work shall be borne by the Concessionaire as part of the scope of this contract. Any damage to the highway during such execution of work shall have to be repaired by the ATMS Concessionaire to the pre-existing condition without any cost implications to NHIDCL.
- b. The Concessionaire shall make all necessary arrangements for the electricity needed for the execution of the Works and O&M period for the entire period of the Contract. In case electricity is not made available through electricity companies, alternate electricity arrangement such as through renewable energy/DG Set should be made by the Concessionaire. Under no circumstances NHIDCL shall grant an extension of time for achieving the milestones if the Concessionaire is unable to make the electricity arrangement either for the execution of the work or for the O&M activities.
- c. The fixed charges, installation charges, recurring charges, electricity bill, DG set fuel, maintenance etc. for each field equipment, TMC, Control Centre, Sub-centre, Concessionaire's site office, or any other facility being used by the Concessionaire under the scope of this Contract shall be in the scope of the Concessionaire only for the entire Contract period i.e., Design phase, procurement, installation, testing, trail-run, commissioning, operations, and maintenance period. The Authority shall not be responsible for any provision for power supply during implementation as well as operations and maintenance period.

12.1.9. Operation & Maintenance (O&M) of the entire ATMS Facility.

- a. The O&M period after the successful completion of works shall include Operation & Maintenance of the entire ATMS Facility as per the Service Level Agreement (SLA) with Qualified Manpower mentioned in Standards & Specifications including supply of adequate spares, parts, consumables and maintenance equipment required for the facility. The Concessionaire shall maintain required spare parts to maintain required service levels.
- b. The Concessionaire shall have sufficient infrastructure and capability to keep/store spares required for maintenances and will at all times during the

contract period maintain sufficient inventory of spares and consumables for operating and maintaining the ATMS and to meet the Service Level requirements.

- c. Before the start of O&M Period, the Concessionaire shall deploy the O&M Personal mentioned at Appendix-C of Standards & Specification (NHAI Policy circular no. 11.53/2023 dated 10.10.2023) with prior approval of the Authority.

12.1.10. Maintenance Vehicle-The Concessionaire shall keep adequate numbers of dedicated vehicles (minimum 1 vehicle per 50km) to attend the maintenance requirement during the Operation & Maintenance period.

13. Highway Patrol Units

Highway Patrol units shall be established and operate at toll plaza location as per Schedule-D Clause 12.10, which shall continuously patrol the highway in a stretch not exceeding 50 km (if the stretch is more than 50 km additional 1 number of patrol vehicle per 50 km or less shall be provided). The vehicle shall be brand new with fuel, driver, and insurance all inclusive for the entire contract period. Highway Patrol units shall be fitted with GPS and GSM based vehicle tracker system. Highway Patrol Vehicles shall be stationed on layby constructed on Project Highway @ every 20 km of each Toll Plaza.

14. Emergency medical services

The Contractor shall, at its own cost, construct a medical aid post at each toll plaza with a minimum size of 5 x 5 sq.m with a toilet (to be used for the patients of minimum size of 3 x3 sq.m) and hand it over to the Authority, no later than 30 (thirty) days prior to PCOD/COD. The Medical Aid Post(s) shall be deemed to be part of the project and shall vest in the Authority. Medical Aid Post shall be set up at Administrative Block with round-the-clock services for victims of accidents on the Project Highway.

One number Ambulance shall be provided in a stretch not exceeding 50 km (if the stretch is more than 50 km additional 1 number of ambulances per 50 km or less shall be provided). The Ambulance shall be brand new with fuel, driver, medical staff and insurance all-inclusive for the entire contract period. Ambulance fitted with GPS and GSM based vehicle tracker system shall be provided to be integrated with the Video Incident Detection System with ATMS, as per Schedule - D, Clause 12. 11 (strictly as per details mentioned in Annex-I of Schedule D), along with all necessary manpower (including paramedical staff),

medicines, equipment's etc. and shall be maintained in an effective manner throughout the contract period starting from the appointed date. Ambulance shall be stationed on lay bye constructed on Project Highway@ every 20 km of each Toll Plaza.

15. Crane Service:

Crane Service shall be provided on project highway, as specified in the manual Clause 12. 1 One number crane shall be provided in a stretch not exceeding 50 km (if the stretch is more than 50 km additional 1 number of cranes per 50 km or less shall be provided). Crane having capacity of minimum 20T shall be made available. The crane shall be brand new with fuel, driver, and insurance all-inclusive for the entire contract period. Cranes shall be stationed on layby constructed on Project Highway@ every 20 km of each Toll Plaza.

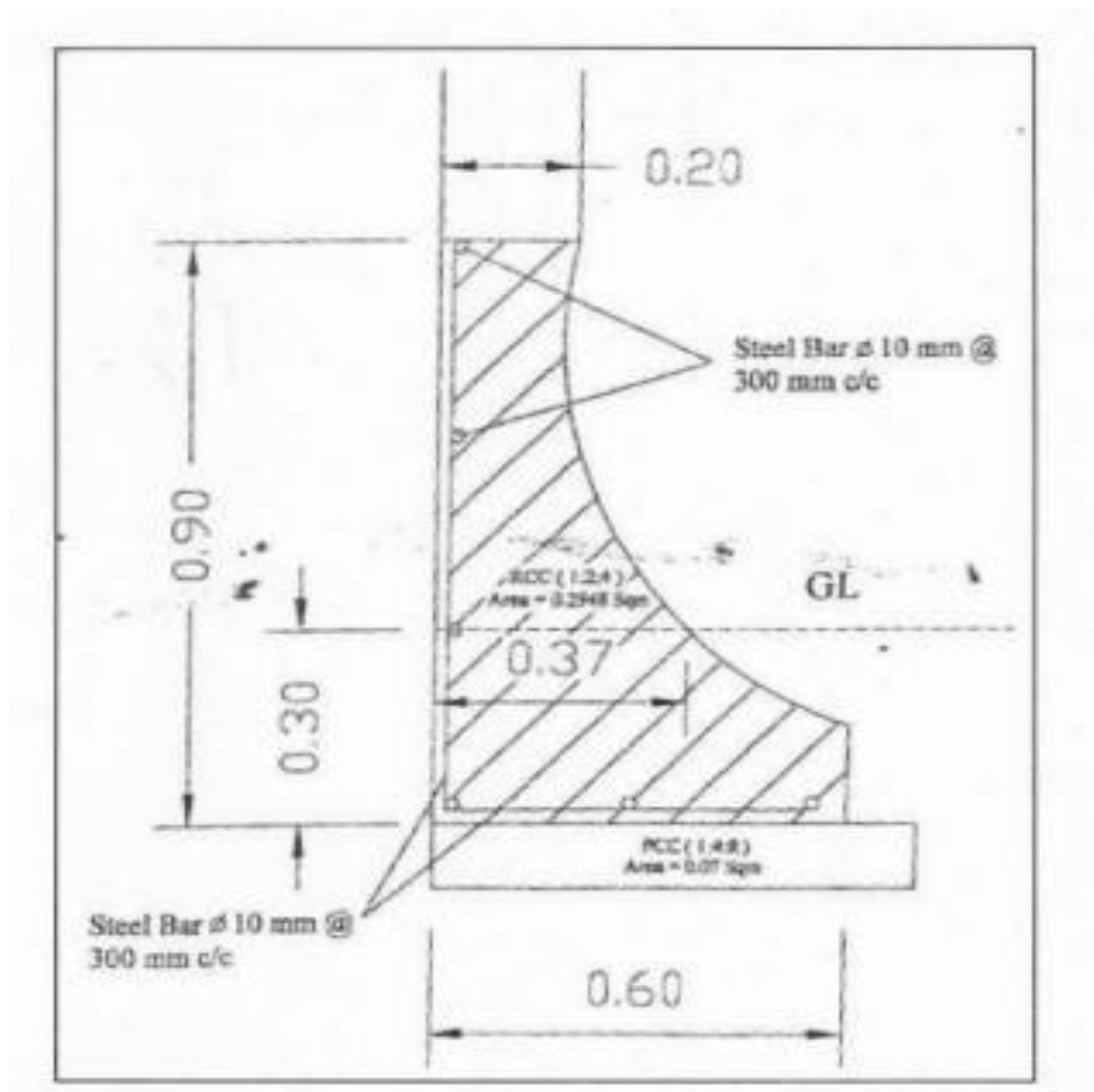
16. Buildings for Traffic Aid Posts

Nil.

17. Building for Medical Aid Post

Nil.

Annexure-A
Schedule C
Typical Drawing for Boundary Wall



Street Light



SCHEDULE – D

(See Clause 2.1)

SPECIFICATIONS AND STANDARDS

1. Specification and Standards for the Project

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

2. Design Standards

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

Manual of Specifications and Standards for Four laning of Highways through IRC SP: 84, referred to herein as the manual.

As regards to work of utility shifting, the relevant specifications, relevant rules, regulations and acts of Utility Owning Department/Agencies shall be applicable.

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Annex - I

(Schedule-D)

SPECIFICATIONS AND STANDARDS

1. Manual of Specifications and Standards to apply

Four laning of the Project Highway shall conform to the 'Manual of Specifications and Standards for Four Laning of Highways' published as IRC: SP: 84 with all amendments and additions until date. (Referred to as "Manuals" in this Schedule) and MORTH Specifications for Road & Bridge Works (5th revision). Where the specification for a work is not given, Good Industry Practice shall be adopted to the satisfaction of the Independent Engineer.

2. Deviations from the Specifications and Standards

- 2.1 Notwithstanding anything to the contrary contained in the aforesaid Manual, the following Specifications and Standards shall apply to the Four-Lane Project Highway, and for purposes of this Agreement, the aforesaid Manual shall deemed to be amended to the extent set forth below:

S. No.	Clause as per Manual	Manual Provision	Modified Provision
1	2.2	Design Speed as per Table 2.1 is 40-60 Kmph for Mountainous terrain	Ruling Design Speed is 80 Kmph
2	6.2.2 of IRC-92	Desirable design speed for loops/ramps	As per IRC 92
3	2.3	A minimum Right of Way (ROW) of 45 m should be available for development of a 4-lane highway	As per manual. The proposed Right of Way (PROW) shall be as specified in Annex-II of Schedule-A.
4	2.5	Table 2.2 – Width of Median is 5m in Built Up and 7.0 m Depressed Median in Open country with isolated built-up area	Flushed Median of Width 5.0m (with turfing on both side of the Median Drain).
5	2.6	- Built up area – 2.5m Paved Shoulders - Approaches to grade separated structures – 2.5m Paved.	Width of Paved and Earthen Shoulders is as per TCS Drawing attached.
6	2.17	Typical cross-sections	The typical cross sections are not as per manual.
7	6.2	Surface Drains	RCC drain of 1.2 m width is

S. No.	Clause as per Manual	Manual Provision	Modified Provision
			provisioned along approaches of grade separated structures, extension of slip road, hillside cutting location and built-up sections. Unlined Side Drains are provided throughout the Project on either side except at approaches of Grade Separators, built up sections.
8	12	Project Facilities	The project facilities and building structures shall be provided in accordance with Schedule-C and Schedule D.
9	12.2	Road Boundary Wall/ Road Boundary stones walls shall be provided at the boundary on both sides of the right of way available under the control of the Authority, except at ingress and egress points.	Road Boundary wall is provisioned on both sides of the ROW as per Morth Circular RW/NH-24036/27/2010-PPP, Dated 04.02.2019.).
10	Section 11 of Manual	Landscaping and Tree Plantation As per Section 11 of Manual	Specifications for plantations shall be followed as per IRC:SP:21 i.e. Guidelines on Landscaping and Tree Plantation and as per circular no. 7.4.7/2022 dated 12.07.2022, 7.4.8/2022 dated 06.10.2022 & 7.4.16/2024 dated 19.12.2024.
11	9.7.1	Roadside safety barriers	Thrie-beam metal crash barriers shall be provided in entire length on outer side earthen shoulder of each main carriageway where the height is more than 3 m and approaches to bridges & underpasses but excluding stretches covered by bridges & underpasses where concrete barriers shall be provided.
12	Section 12	Project Facilities	The project facilities and building structures shall be constructed in accordance to Annex I of Schedule-C.

2.2 MoRT&H circular no. RW/NH-34066/09/2017 S&R dated 21.07.2020 (regarding use of manufactured aggregates) shall be applicable on the project.

- 2.3 The Concessionaire is permitted to use waste plastic as per IRC: 98 and Ministry's circulars dated 26.11.2019, 27.08.2019, 27.12.2016 & 09.11.2015 in consultation with IE.
- 2.4 As regards the work of Utility Shifting/relocation, the relevant specifications, rules, regulations and acts of Utility Owning Department/Agencies shall be applicable.
- 2.5 For specification for landscaping/tree plantation NHAI policy circular no. 7.4.7/2022 dated 12.07.2022, 7.4.8/2022 dated 06.10.2022 & 7.4.16/2024 dated 19.12.2024 will be applicable.
- 2.6 Concessionaire is encouraged to do value engineering in line with MoRT&H circular dated 30.08.2022 & amendments thereof with prior approval from independent Engineer & Authority.

3. Adoption of Machine Guidance & Control System

The concessionaire/contractor shall, at its own cost and expense adopt Automated & Intelligent Machine aided Construction (AI-MC) for execution of the project in line with MoRTH circular No. RW/NH-33044/31/2024-S&R(P&B)(Computer No. 245397) dt. 23.06.2025.

SPECIFICATIONS AND STANDARDS FOR 3D DIGITAL MODELS AND 3D MACHINE GUIDANCE AND CONTROL SYSTEM

Machine Guidance & Control System (MGCS) is a technology that is applied to highway construction projects to provide construction efficiencies through enhanced location referencing. MGCS involves using construction equipment mounted with on-board computers. Using a combination of 3D modelling data along with global navigation satellite system (GNSS) technology. MGCS assists agencies and contractors in finishing project in less time and with lower overall cost while providing higher quality and safety. Using MGCS, equipment have the potential to achieve designed grades on the first pass, reducing cost and taken compared with traditional staking.

Contractor/concessionaire should use 3D digital models and 3D Machine guidance and control systems for Motors Graders, Compactors and Pavers for productivity improvement and ensuring quality standards as per IRC specification. Further, contractor should generate measurable digital records that can be shared on a digital drive or can viewed in real time. The hardware and software used by the contractor should have following features and specifications:

A. Office Software for Preparing design data for Field System and Processing

Results:

A contractor/concessionaire should use office software for preparing design data which will be able to generate 3D constructible models out of provided design that can be carried in construction grade survey instruments and 3D Machine control tools for construction purpose. The office software should be able to generate Triangulated Surface models, 3D linework and should have ability to overlay machine guidance as-built record and generate reports.

B. 3D Machine Control System for Motor Grader for Accurate grading to design.

A contractor/concessionaire should utilize motor grader controlled with GNSS Machine Control System in the construction of Subgrade & GSB Surface Grades. The requirement includes the finishing of final subgrade & GSB surface as per the IRC Specification Clause 902.

The contractor may use type of GNSS Machine Control system that result in achieving the finished grading requirements.

The 3D Machine guidance and control system should be able to control the depth of the motor grader blade in relation to the 3D model during the grading process. The 3D machine control systems should have dual mast GPS system for earthworks and GPS/Universal Robotic Total Station system for pavements/GSB. Sonic sensors and/or laser-based systems will not be acceptable. Swapping between GPS and Total Station should be achieved by changing the target and loading a configuration file on the machine control system box.

C. 3D Machine Control System for Pavers

A contractor/concessionaire should utilize Paving equipment controlled with Universal Robotics Total Station and Machine control system in the construction of roadway pavement. The requirement includes the finishing of final pavement surface as per the IRC Specification Clause 902.

Every Paver should be equipped with 3D Machine guidance and system for automatic control of elevation and slope of the screed in relation to the 3D model for accurate paving.

The 3D machine guidance system should be guided by a Universal Robotics Total Station. A sonic sensor can be used for joint matching to existing paved areas. The Universal Robotics Total Station needs to be a 1" Angular accuracy instrument, incorporate send synchronized corrections at 20Hz for accurate blade positioning and

support multitrack technology via active prisms to avoid the wrong target being tracked in the field. The solution needs to support the ability to hot swap, or instantly transition to the next universal Robotics Total Station without stopping the paver.

D. Compaction Control System for Pass Counts and Temperature

The compaction control system on Compactor should allow operator to monitor the number of passes completed in real time for every layer of soil, GSB or asphalt to achieve a target pass count. In addition to this, the operator needs to be able to monitor the temperature of the asphalt during the compaction process. Pass counts for all layers and temperature values in asphalt layer must be stored to prove that targets have been met.

E. File transfer between field and office

Productivity monitoring software should have the ability to send design updates to the field and ensure all crews are working from the same design. It is also important that all field data be sent back to the office for later use in the validation process.

It is essential that surface elevation information recorded on machines along with compaction information like pass counts or temperature maps can be seen in the office.

F. Monitoring of Construction

During the construction period, the concessionaire/consultant shall furnish all the physical Process Data (All type Surface Grading Data, Compaction Data) obtained through Machine Control and Guidance System to Authority for monitoring of construction on daily bases.

4. Mandatory use of Precast Concrete Components

The concessionaire/contractor shall, use Precast Concrete Components in line with MoRTH circular No. RW/NH-33049/01/2020-S&R(B) (Computer No. 182692) dt. 24.06.2025.

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