

## **Schedules**



## **Schedule-A**

*(See Clauses 2.1 and 8.1)*

### **Site of the Project**

#### **1 The Site**

- (i) Site of the 4-lane Project Highway shall include the land, buildings, structures and road works as described in Annex-I of this Schedule-A.
- (ii) The dates of handing over the Right of Way to the Contractor are specified in Annex-II of this Schedule-A.
- (iii) An inventory of the Site including the land, buildings, structures, road works, trees and any other immovable property on, or attached to, the Site shall be prepared jointly by the Authority Representative and the Contractor, and such inventory shall form part of the memorandum referred to in Clause 8.2 (i) of this Agreement.
- (iv) The alignment plans of the Project Highway are specified in Annex-III. In the case of sections where no modification in the existing alignment of the Project Highway is contemplated, the alignment plan has not been provided. Alignment plans have only been given for sections where the existing alignment is proposed to be upgraded. The proposed profile of the Project Highways shall be followed by the contractor with minimum FRL as indicated in the alignment plan. The Contractor, however, improve/upgrade the Road Profile as indicated in Annex-III based on site/design requirement.
- (v) The status of the environment clearances obtained or awaited is given in Annex-IV.

#### **Annex - I**

##### ***(Schedule-A)***

##### ***Site***

Through suitable drawings and description in words, the land, buildings, structures and road works comprising the Site shall be specified briefly but precisely in this Annex-I.

#### **1. Site**

The Site of the Project (4-Lane at-grade road) comprises the section of NH-29 (Old NH-36) commencing from design ch.km 38+500 (existing Ch. km 38+500 of NH 29) to km 50+959 (existing Ch. km 51+249 of NH 29) i.e. Daboka - Manja section in the State of Assam. The land, carriageway and structures comprising the Site are described below. The design Ch. Corresponding to existing Ch. Is presented below. All chainages in this section are design chainages.

Existing Km Stone (NH29)	Design Chainage
39+000	39+225
40+000	40+200
41+000	-
42+000	-
43+000	-
44+000	-
45+000	-
48+000	-
49+000	48+340
50+000	49+350
51+246	50+959

## 2. Land

The Site of the Project Highway comprises the land (sum total of land already in possession) as described below:

Design Chainage (km)	EROW (m) with respect to existing CL (approx.)
38+500 to 50+959	12m to 30 m

## 3. Carriageway

The present carriageway of the Project Highway is double Lane with paved shoulder and earthen shoulder on both side. Average width of the carriageway is 9.0 to 10.0 m. The type of the existing pavement is flexible.

## 4. Major Bridges

The Site includes the following Major Bridges:

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

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

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

S.	Chainage	Type of Structure	No. of Spans	Width	ROB/
----	----------	-------------------	--------------	-------	------

No.	(km)	Foundation	Superstructure	with span length (m)	(m)	RUB
NIL						

#### 6. Grade separators

The Site includes the following grade separators:

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

#### 7. Minor bridges

The Site includes the following minor bridges:

Sl No	Existing Category	Existing Chainage (km)	Existing Type of Bridge	No's of Span	Existing Span Arrang. (No. of Span x Span length in m)	Existing Total Length (m)	Existing Total Width (m)
1	MNB	41+600	Solid Slab	3	3x6.4	19.20	11.7
2	MNB	42+500	Solid Slab	2	2x7.6	15.20	8.2
3	MNB	46+020	Solid Slab	2	2x6.5	13.00	8.3
4	MNB	51+600	Solid Slab	1	1x10.8	10.80	8.5

#### 8. Railway level crossings

The Site includes the following railway level crossings:

S. No.	Location (km)	Remarks
NIL		

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

The Site includes the following underpasses:

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

#### 10. Culverts

The Site has the following culverts:

Sl. No.	Existing Chainage (km)	Type of Culvert	Span Arrangement/Dia. (m)	Total Width of Structure (m)	Total Roadway Width (m)
1	40+380	Pipe Culvert	2x0.9	18.350	11.050
2	40+984	Pipe Culvert	2x0.9	17.517	12.642
3	41+145	Pipe Culvert	1x0.9	19.850	13.326
4	42+211	Pipe Culvert	1x1.2	15.142	12.317
5	42+451	Pipe Culvert	2x1.2	18.000	12.518
6	42+664	Pipe Culvert	1x1.2	15.167	12.349
7	43+488	Pipe Culvert	1x1.2	18.680	13.558
8	43+610	Pipe Culvert	1x0.9	15.000	11.319
9	44+336	Pipe Culvert	1x0.9	14.641	11.405
10	44+484	Pipe Culvert	1x0.9	14.665	10.906
11	45+440	Pipe Culvert	1x1.2	17.669	10.320
12	45+632	Pipe Culvert	1x1.2	19.846	8.800
13	45+746	Pipe Culvert	1x0.9	17.292	10.154
14	46+215	Pipe Culvert	1x0.9	14.759	11.893
15	46+659	Pipe Culvert	1x0.9	17.676	10.948
16	46+890	Pipe Culvert	1x0.9	17.214	12.717
17	46+990	Pipe Culvert	1x1.2	19.829	11.512
18	47+481	Pipe Culvert	1x1.2	17.070	11.411
19	47+690	Pipe Culvert	1x1.2	17.099	11.609
20	47+983	Pipe Culvert	1x1.2	17.370	11.070
21	48+657	Slab Culvert	1x4.0	11.895	11.220
22	48+805	Pipe Culvert	1x1.2	17.511	11.442
23	48+916	Pipe Culvert	1x1.2	17.323	11.863
24	49+029	Pipe Culvert	1x1.2	17.553	10.726
25	49+310	Pipe Culvert	1x1.2	17.517	11.475
26	49+842	Pipe Culvert	1x1.2	17.604	11.027
27	50+038	Pipe Culvert	2x1.2	17.446	11.251
28	50+230	Pipe Culvert	2x1.2	17.350	11.183

## 11. Busbays

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

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

## 12. Truck Laybys

The details of truck lay byes are as follows:

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

### 13. Road side drains

The details of the roadside drains are as follows:

S. No.	Location		Type	
	From km	to km	Masonry/cc (Pucca)	Earthen (Kutch)
NIL				

### 14. Major junctions

The details of major junctions are as follows:

Sl No.	Existing Chainage (km)	Road Segment	Side	Destination	Surfacing Type	Carriageway Width (m)
1	38+500	NH-29	Both	To Nagaon/ Islamnagar	Bituminous	2 x 8.75

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

### 15. Minor junctions

The details of the minor junctions are as follows:

Sl No.	Existing Chainage (km)	Road Segment	Side	Destination	Category	Surfacing Type	Carriageway Width (m)
1	39+515	NH-29	RHS	Kacharipara	-	Bituminous	3.5
2	49+735	NH-29	RHS	To Village	P.M.G.S.Y	Bituminous	3.5
3	49+980	NH-29	LHS	To Village	-	Bituminous	3.5
4	51+080	NH-29	LHS	To Village	P.M.G.S.Y	Bituminous	3.5

### 16. Bypasses

The details of the existing road sections proposed to be bypassed are as follows:

S. No.	Name of bypass (town)	Chainage (km) From km to km	Length (in Km)
NIL			

**Annex - II**

*(As per Clause 8.3 (i))*

**(Schedule-A)**

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

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

Sl. No	Chainage (KM)		Length (m)	Width (m)		Total Width (m)	Date of providing Right of Way 5
	FROM	TO		Left	Right		
(i) Full Right of Way (full width)	38+500	39+925	1425	21	21	42	At appointed date
	39+925	40+025	100	21	26	47	
	40+025	40+075	50	26	26	52	
	40+075	40+175	100	26	21	47	
	40+175	40+320	145	21	21	42	
	40+320	40+800	480	22.5	22.5	45	
	40+800	46+202	5402	30	30	60	
	46+202	47+400	1198	22.5	22.5	45	
	47+400	47+840	440	17.5	17.5	35	
	47+840	47+870	30	17.5	27.5	45	
	47+870	47+950	80	22.5	22.5	45	
	47+950	47+985	35	22.5	22.5	45	
	47+985	48+075	90	22.5	22.5	45	
	48+075	48+250	175	17.75	17.75	35.5	
	48+250	48+450	200	21	21	42	
	48+450	49+675	1225	21	21	42	
	49+675	49+825	150	26	26	52	
49+825	50+578	753	21	21	42		
49+080	50+959	1879	23.5	21	44.5		
(ii) Part Right of Way (part width)			NIL				
(a) Stretch							
(b) Stretch							
(c) Stretch							
(iii) Balance Right of Way (width)			NIL				
(a) Stretch							
(b) Stretch							
(c) Stretch							

## **Annex - III**

*(Schedule-A)*

### **Alignment Plans**

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

- (i) The alignment of the Project Highway is enclosed in alignment plan. Finished road level indicated in the alignment plan shall be followed by the contractor as minimum FRL. In any case, the finished road level of the project highway shall not be less than those indicated in the alignment plan. The contractor shall, however, improve/upgrade the Road profile as indicated in Annex-III based on site/design requirement.
- (ii) Traffic Signage plan of the Project Highway showing numbers & location of traffic signs is enclosed. The contractor shall, however, Improve/upgrade upon the traffic signage plan as indicated in Annex-III based on site/design requirement as per the relevant specifications/IRCCodes/Manual.

**(Annexure-IV)  
Schedule-A  
Utilities**

The Site includes the following Utilities:

**(i) Electrical utilities**

**(a) Extra High-tension Lines**

**(EHTLines)**

Sl no.	Chainage		Length (in Km)				Crossings				
	From	To	400KV	220KV	110KV	66KV	800KV	765KV	400KV	220KV	110KV
-	-	-	-	-	-	-	-	-	-	-	-

**(b) High Tension/Low Tension Lines**

**(HT/LT Lines)**

Sl no.	Chainage		Length (in Km)			Crossings			Transformer	
	From	To	33KV	11KV	LT	33KV	11KV	LT	No.	Capacity
1	38500	50959		4.0	8.3		7	22	10	63KV,25KV,100KV

**(ii) Public Health utilities (Water/Sewage Pipe lines):**

Sl no.	Chainage		Length (in Km)				Crossings			
	From	To	Water Supply Line		Sewage Line		Water Supply Line		Sewage Line	
			With Pumping	With Gravity Flow	With Pumping	With Gravity Flow	With Pumping	With Gravity Flow	With Pumping	With Gravity Flow
1	38500	50959		8.96				13		

**Annex - V**

*(Schedule-A)*

**Environment Clearances**

**The following environment clearances have been obtained:**

Environment Clearances is not applicable for the project

**The following environment clearances are awaited:**

-NIL-



## **Schedule - B**

*(See Clause 2.1)*

### **Development of the Project Highway**

**1. Development of the Project Highway**

Development of the Project Highway shall include design and construction of the Project Highway as described in this Schedule-B and in Schedule-C.

**2. Rehabilitation and augmentation**

Rehabilitation and augmentations shall include four lane at grade improvement of the Project Highway as described in Annex-I of this Schedule-B and in Schedule-C.

**3. Specifications and Standards**

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

## Annex - I

### (Schedule-B)

#### Description of Project highway

Description of the Project Highway shall be given by the Authority in detail together with explanatory drawings (where necessary) to explain the Authority's requirements precisely in order to avoid subsequent changes in the Scope of the Project. The particulars that must be specified in this Schedule-B are listed below as per the requirements of the Manual of Specifications and Standards for Four Laning of Highways (IRC: SP:84-2019), referred to as the Manual. If any standards, specifications or details are not given in the Manual, the minimum design/construction requirements shall be specified in this Schedule. In addition to these particulars, all other essential project specific details, as required, should be provided in order to define the Scope of the Project clearly and precisely.

#### 1. Widening of the Existing Highway

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

(ii) Width of Carriageway

(a) In rural areas, at grade four-Laning with paved shoulders shall be undertaken. The paved carriageway shall be 7(seven) m (excluding paved shoulder and kerb shyness) wide on either side in accordance with the typical cross section's drawings in the Manual.

Provided that in the built-up areas: the width of the carriageway (either side) shall be as specified in the following table:

Sl. No.	Built-up stretch	Location (km to km)	Width(m)	Typical cross section
1	Akhakhi Ganga	48+300 to 49+460	10.0 (including paved shoulder &kerb shyness)	TCS-3 & 3A
2	Parokhuwa	50+600 to 50+969	10.0 (including paved shoulder &kerb shyness)	TCS-3A

(b) Except as otherwise provided in this Agreement, the width of the paved carriageway and cross-sectional features shall conform to paragraph 1.1 above.

#### 2. Geometric Design and General Features

(i) General

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

(ii) Design speed

The ruling design speed of 100 kmph in Plain/ Rolling to be considered for this project.

(iii) Improvement of the existing road geometrics

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

**Details of Realignments:**

Sl. No.	Design Ch.(km)		Length (m)	Remarks
	From	To		
nil				

**Details of Bypasses:**

Sl no.	Design Ch.(m)		Length (m)	TCS No.	Description
	From	TO			
1	40+320	48+160	7840	1B,4B,5A,5C	Daboka bypass

(iv) Right of Way

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

(v) Type of shoulders

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

Sl. NO	Stretch		Fully paved shoulders/ footpaths	Width (m)		Reference to cross section
	From (km)	To (km)		Paved shoulder (both side)	Footpath	
1	48+530	49+060	Paved Shoulder &Footpath	2.5	1.5	TCS-3
2	49+060	49+460	Paved Shoulder & Footpath	2.5	1.5 (Left)	TCS-3A
3	50+600	50+939	Paved Shoulder & Footpath	2.5	1.5 (Left)	TCS-3A
4	50+950	50+959	Paved Shoulder & Footpath	2.5	1.5 (Left)	TCS-3A

- (b) In open country area, 2.5 m width paved shoulder on either side and 1.5m width Earthen shoulder has been proposed in TCS-1, 1A,1B, 2, 4, 4B, 5A,5C
- (c) Design and specifications of paved shoulders and granular material shall conform to the requirements specified in the relevant Manual.
- (vi) Lateral and vertical clearances at under passes
- (a) Lateral and vertical clearances and provision of guardrails/crash barriers shall be as per the provision of the Manual.
- (b) Lateral clearance: The width of the opening shall be as follows:

Sl. No	Chainage (km)	Type	Lateral clearance (m)	Minimum vertical clearance (m)
1	41+300	EUP	50.0	7.0
2	44+175	EUP	50.0	7.0
3	45+900	EUP	50.0	7.0

- (vii) Lateral and vertical clearances at overpasses
- (a) Lateral and vertical clearances at overpasses shall be as per the provision of the Manual.
- (b) Lateral clearance: The width of the opening at the overpasses shall be as follows:

Sl. No.	Location (Chainage) (from km to km)	Span/ opening (m)	Remarks
Nil			

- (viii) Service roads/Slip road

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

Sl No.	Location of Service/slip Road (km)		Right Hand Side (RHS) / Left Hand Side (LHS) / Both Sides	Length (km) of Service/slip Road	Remarks
	From	To			
1	44+875	44+443	Right side	1 X568	Length is Excluding of taper
2	48+530	49+060	Both Side	2X 530	
3	49+060	49+460	Left Side	1X 400	
4	50+600	50+939	Left Side	1X 339	
5	50+950	50+959	Left Side	1X 8.67	

- (ix) Grade separated structures

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

Sl. No.	Design Chainage (km)	Proposed Span Arrang (No. of Span x Span length in m)	Proposed Category	Proposed Total Length (m)	Width of proposed structure (m)	Proposed Type of Superstructure	Remarks
1	40+685	(10+10+12)x8	MNB+VUP	32	2x13.5	RCC Box	In conjunction with MNB
2	42+317	1 x 12.0 x 5.5	VUP	12.00	2x15.1	PSC Box	
3	44+443	1 x 12.0 x 5.5	VUP	12.00	2x15.1	RCC Box	
4	46+196	1 x 12.0 x 5.5	VUP	12.00	2x15.1	RCC Box	
5	40+610	1x7.0x4.0	SVUP	7.00	2x15.1	RCC Box	

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

Sl. No.	Location	Type of structure Length (m)	Cross road			Remarks, if any
			Existing Level	Raised Level	Lowered Level	
NIL						

- (x) Cattle and pedestrian underpass/overpass

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

Sl. No.	Location	Type of crossing
1	41+300	EUP
2	44+175	EUP
3	45+900	EUP

- (xi) Typical cross-sections of the Project Highway

Typical cross section details are given below:

Sl. No.	From	To	Length (m)	TCS No.	Description
---------	------	----	------------	---------	-------------

Sl. No.	From	To	Length (m)	TCS No.	Description
1	38+500	38+700	200	TCS-1	TYPICAL CROSS SECTION OF 4-LANE DIVIDED CARRIAGEWAY WITH 1.5M WIDE RAISED MEDIAN IN RURAL AREA (CONCENTRIC WIDENING)
2	38+700	38+820	120	TCS-2	TYPICAL CROSS SECTION OF 4-LANE DIVIDED CARRIAGEWAY WITH 1.5M WIDE RAISED MEDIAN IN RURAL AREA (ECCENTRIC WIDENING)
3	38+820	38+950	130	TCS-1A	TYPICAL CROSS SECTION OF 4-LANE DIVIDED CARRIAGEWAY WITH 1.5M WIDE RAISED MEDIAN IN BYPASS / REALIGNMENT STRETCHES
4	38+950	39+000	50	TCS-2	TYPICAL CROSS SECTION OF 4-LANE DIVIDED CARRIAGEWAY WITH 1.5M WIDE RAISED MEDIAN IN RURAL AREA (ECCENTRIC WIDENING)
5	39+000	39+380	380	TCS-2	TYPICAL CROSS SECTION OF 4-LANE DIVIDED CARRIAGEWAY WITH 1.5M WIDE RAISED MEDIAN IN RURAL AREA (ECCENTRIC WIDENING)
6	39+380	39+790	410	TCS-2	TYPICAL CROSS SECTION OF 4-LANE DIVIDED CARRIAGEWAY WITH 1.5M WIDE RAISED MEDIAN IN RURAL AREA (ECCENTRIC WIDENING)
7	39+790	40+320	530	TCS-2	TYPICAL CROSS SECTION OF 4-LANE DIVIDED CARRIAGEWAY WITH 1.5M WIDE RAISED MEDIAN IN RURAL AREA (ECCENTRIC WIDENING)
8	40+320	40+607	287	TCS-1B	TYPICAL CROSS SECTION OF 4-LANE DIVIDED CARRIAGEWAY WITH 1.5M WIDE RAISED MEDIAN IN BYPASS / REALIGNMENT STRETCHES
8A	40+607	40+614	7	STR	SVUP
8B	40+614	40+670	57	TCS-1B	TYPICAL CROSS SECTION OF 4-LANE DIVIDED CARRIAGEWAY WITH 1.5M WIDE RAISED MEDIAN IN BYPASS / REALIGNMENT STRETCHES
9	40+670	40+702	32	STR	MNB+VUP
10	40+702	41+275	573	TCS-5A	TYPICAL CROSS SECTION OF APPROACHES OF ELEPHANT UNDERPASSES (FOREST AREA)
11	41+275	41+325	50	STR	EUP
12	41+325	42+313	988	TCS-5A	TYPICAL CROSS SECTION OF APPROACHES OF ELEPHANT UNDERPASSES (FOREST AREA)
13	42+313	42+325	12	STR	VUP
14	42+325	43+109	784	TCS-5A	TYPICAL CROSS SECTION OF APPROACHES OF ELEPHANT UNDERPASSES (FOREST AREA)
15	43+109	43+125	16	STR	MNB
16	43+125	43+640	515	TCS-1B	TYPICAL CROSS SECTION OF 4-LANE DIVIDED CARRIAGEWAY WITH 1.5M WIDE RAISED MEDIAN IN BYPASS / REALIGNMENT STRETCHES
17	43+640	43+875	235	TCS-5A	TYPICAL CROSS SECTION OF APPROACHES OF ELEPHANT UNDERPASSES (FOREST AREA)

Sl. No.	From	To	Length (m)	TCS No.	Description
18	43+875	44+150	275	TCS-5C	TYPICAL CROSS SECTION OF APPROACHES OF ELEPHANT UNDERPASSES WITH SERVICE ROAD AT RIGHT SIDE (FOREST AREA)
19	44+150	44+200	50	STR	EUP
20	44+200	44+443	243	TCS-5C	TYPICAL CROSS SECTION OF APPROACHES OF ELEPHANT UNDERPASSES WITH SERVICE ROAD AT RIGHT SIDE (FOREST AREA)
21	44+443	44+455	12	STR	VUP
22	44+455	45+160	705	TCS-5A	TYPICAL CROSS SECTION OF APPROACHES OF ELEPHANT UNDERPASSES (FOREST AREA)
22A	45+160	45+167	7	STR	MNB
22B	45+167	45+787	620	TCS-5A	TYPICAL CROSS SECTION OF APPROACHES OF ELEPHANT UNDERPASSES (FOREST AREA)
23	45+787	45+812	25	STR	MNB
24	45+812	45+875	63	TCS-5A	TYPICAL CROSS SECTION OF APPROACHES OF ELEPHANT UNDERPASSES (FOREST AREA)
25	45+875	45+925	50	STR	EUP
26	45+925	46+012	87	TCS-5A	TYPICAL CROSS SECTION OF APPROACHES OF ELEPHANT UNDERPASSES (FOREST AREA)
27	46+012	46+037	25	STR	MNB
28	46+037	46+190	153	TCS-5A	TYPICAL CROSS SECTION OF APPROACHES OF ELEPHANT UNDERPASSES (FOREST AREA)
29	46+190	46+202	12	STR	VUP
30	46+202	47+400	1198	TCS-5A	TYPICAL CROSS SECTION OF APPROACHES OF ELEPHANT UNDERPASSES (FOREST AREA)
31	47+400	47+820	420	TCS-4B	TYPICAL CROSS SECTION OF 4-LANE DIVIDED CARRIAGEWAY WITH 1.5M WIDE RAISED MEDIAN WITH MINIMUM LAND ACQUISITION (New Construction)
32	47+820	48+160	340	TCS-1B	TYPICAL CROSS SECTION OF 4-LANE DIVIDED CARRIAGEWAY WITH 1.5M WIDE RAISED MEDIAN IN BYPASS / REALIGNMENT STRETCHES
33	48+160	48+250	90	TCS-4	TYPICAL CROSS SECTION OF 4-LANE DIVIDED CARRIAGEWAY WITH 1.5M WIDE RAISED MEDIAN WITH MINIMUM LAND ACQUISITION (CONCENTRIC WIDENING)
34	48+250	48+530	280	TCS-1	YPICAL CROSS SECTION OF 4-LANE DIVIDED CARRIAGEWAY WITH 1.5M WIDE RAISED MEDIAN IN RURAL AREA (CONCENTRIC WIDENING)
35	48+530	49+060	530	TCS-3	TYPICAL CROSS SECTION OF 4-LANE DIVIDED CARRIAGEWAY WITH 1.5M WIDE RAISED MEDIAN AND WITH 7.5M SERVICE ROAD ON BOTH SIDES IN BUILT-UP AREA
36	49+060	49+460	400	TCS-3A	TYPICAL CROSS SECTION OF 4-LANE DIVIDED CARRIAGEWAY WITH 1.5M WIDE RAISED MEDIAN AND WITH 7.5M SERVICE ROAD ON LEFT

Sl. No.	From	To	Length (m)	TCS No.	Description
					SIDE IN BUILT-UP AREA
37	49+460	50+600	1140	TCS-2	TYPICAL CROSS SECTION OF 4-LANE DIVIDED CARRIAGEWAY WITH 1.5M WIDE RAISED MEDIAN IN RURAL AREA (ECCENTRIC WIDENING)
38	50+600	50+939	339	TCS-3A	TYPICAL CROSS SECTION OF 4-LANE DIVIDED CARRIAGEWAY WITH 1.5M WIDE RAISED MEDIAN AND WITH 7.5M SERVICE ROAD ON LEFT SIDE IN BUILT-UP AREA
39	50+939	50+950	11	STR	MNB
40	50+950	50+959	9	TCS-3A	TYPICAL CROSS SECTION OF 4-LANE DIVIDED CARRIAGEWAY WITH 1.5M WIDE RAISED MEDIAN AND WITH 7.5M SERVICE ROAD ON LEFT SIDE IN BUILT-UP AREA
<b>Total =</b>			<b>12459</b>		

Refer to Typical cross section drawing in Annexure III of schedule A

### 3. Intersections and Grade Separators

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

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

(i) At-grade intersections

Properly designed at grade intersections i.e. major and minor intersection shall be provided at the locations and of the features given in the table below:

Sl. No.	Design Chainage (km)	Type of Intersection	Type	Side	Improvement Proposals
1	38+500	Major	4 legged	Both	At Grade

Sl. No.	Design Chainage (km)	Type of Intersection	Type	Side	Improvement Proposals
1	39+515	Minor	3 legged	Right	At Grade
2	40+450	Minor	3 legged	RHS	At Grade (At st pt of Daboka Bypass)
3	47+990	Minor	3 legged	RHS	At Grade (At st pt of Daboka Bypass)
4	49+320	Minor	3 legged	Left	At Grade
5	50+720	Minor	4 legged	Both	At Grade

Note: In case any additional junction is identified during construction period, the same shall be improved as per manual and will not qualify for Change of Scope

- (ii) Grade separated intersection with/without ramps

Sl. No.	Design Chainage (km)	Type of Intersection	Type	Side	Improvement Proposals
1	40+685	Minor	4 legged	Both	Grade separator
2	42+317	Minor	4 legged	Both	Grade separator
3	44+443	Minor	4 legged	Both	Grade separator
4	46+196	Minor	4 legged	Both	Grade separator
5	40+610	Minor	4 legged	Both	Grade separator

#### 4. Road Embankment and Cut Section

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

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

#### 5. Pavement Design

- (i) Pavement design shall be carried out in accordance with the provision of section 5 of the Manual.
- (ii) Type of pavement

Flexible pavement shall be proposed at the entire project road except toll plaza location.  
Rigid pavement shall be proposed at toll plaza location.

- (iii) Design requirements

Design of new pavement has been carried out based on IRC: 37-2018 "Guidelines for the design of Flexible Pavements"

- (a) Design Period and strategy

Flexible pavement for new pavement or for widening and strengthening of the existing pavement shall be designed for a minimum design period of 20 years. Stage construction shall not be permitted.

- (b) Design Traffic

Notwithstanding anything to the contrary contained in this Agreement or the

Manual, the Contractor shall design the pavement for minimum design traffic of 20 msa. However, in case the traffic is more than 20 msa at the time of design of project highway, then the higher design traffic will be adopted for pavement design.

Service Roads/ Slip Roads shall be designed for 10 msa design traffic.

(c) Design Subgrade CBR

Notwithstanding anything to the contrary contained in this Agreement or the Manual, the Contractor shall design the pavement for minimum subgrade CBR of 8%.

(iv) Reconstruction of stretches

Contractor shall investigate the existing pavement and finalize the reconstruction stretch in consultation with Authority's Engineer.

Those shall be designed as new pavement.

(v) Overlay stretches

Contractor shall investigate the existing pavement and finalize the overlay stretch in consultation with Authority's Engineer. However, the overlay thickness will not be less than 30mm BC & 70mm DBM

## 6. Roadside Drainage

Drainage system including surface and subsurface drains for the Project Highway shall be provided as per section 6 of the manual and as per cross section schedule provided as Annexure -I to this schedule.

- Unlined trapezoidal drain needs to be provided at both side in rural area with a minimum length of 22520m.
- RCC Covered drain need to be provided at built-up area with a minimum length of 1808m.

Note: The length of lined drain as specified is indicative. In case any additional length is identified during construction period, the same shall be improved as per manual and will not qualify for Change of Scope.

The EPC Contractor shall ensure proper functioning of road side drain by designing them as per site condition and considering the outfall location.

## 7. Design of Structures

(i) General

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

(b) Width of the carriageway of new bridges shall be as follows:

Sl no	Design Chainage (km)	Proposed Span Arrang (No. of Span x Span length in m)	Proposed Category	Proposed Total Length (m)	Width of proposed structure (m)	Proposed Type of Superstructure	Improvement proposal
1	40+685	(10 + 10 + 12) x 8.0	MNBR + VUP	32.00	2x13.5	RCC Box	New Bridge
2	43+117	2 x 8.0 x 8.0	MNBR	16.00	2x13.5	RCC Box	New Bridge
3	45+164	1 x 7.0 x 7.0	MNBR	7.00	2x13.5	RCC Box	New Bridge
4	45+799	1 x 25.0	MNBR	25.00	2x13.5	RCC I-Girder	New Bridge
5	46+025	1 x 25.0	MNBR	25.00	2x13.5	RCC I-Girder	New Bridge + Elephant Underpass
6	50+944	1 x 10.8 x 3.0	MNBR	10.80	1 x 9.5 (SR) + 11.0 (LHS MCW) + 13.5 (RHS MCW)	RCC Box	Widened

Width of the carriageway of new grade separator structure shall be as follows:

Sl. No.	Design Chainage (km)	Proposed Span Arrang (No. of Span x Span length in m)	Proposed Category	Proposed Total Length (m)	Width of proposed structure (m)	Proposed Type of Superstructure	Remarks
1	40+685	(10+10+12) x8	MNB+VUP	32	2x13.5	RCC Box	In conjunction with MNB
2	42+317	1 x 12.0 x 5.5	VUP	12.00	2x15.1	PSC Box	
3	44+443	1 x 12.0 x 5.5	VUP	12.00	2x15.1	RCC Box	
4	46+196	1 x 12.0 x 5.5	VUP	12.00	2x15.1	RCC Box	
5	40+610	1x7.0x4.0	SVUP	7.00	2x15.1	RCC Box	

(c) All bridges shall be high-level bridges: NIL

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

Sl. No.	Bridge at km	Utility service to be carried	Remarks
NIL			

(e) Cross-section of the new culverts for the Project Highway shall conform to the typical cross-sections given in the section 7 of the Manual.

(ii) Culverts

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

(b) Reconstruction of existing culverts:

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

Sl. No.	Design Chainage (km)	Type of Existing Culvert	Existing Span Arrangement/ Dia. (m)	Type of Proposed Culvert	Proposed Span Arrangement (m)	Improvement Proposal	Remarks
Nil							

Note: The span and opening of these culverts as specified are indicative. The design of waterway has to be done as per site requirement, considering the site requirements. Change in this configuration **shall not attract provisions of Article of this Agreement**

(c) Widening of existing culverts:

All existing culverts which are not to be reconstructed shall be widened to the roadway width of the Project Highway as per the typical cross section given in the section 7 of the Manual. Repairs and strengthening of existing structures where required shall be carried out.

Sl. No.	Design Chainage (km)	Type of Existing Culvert	Existing Span Arrangement /Dia. (m)	Type of Proposed Culvert	Proposed Span Arrangement (m)	Improvement Proposal	Remarks
1	48+252	Pipe Culvert	1 x 1.2	Pipe Culvert	1 x 1.2	New 2Lane	Ext. Widened
2	48+926	Slab Culvert	1 x 4.0	Box Culvert	1 x 4.0	New 2Lane	Ext. Widened
3	49+074	Pipe Culvert	1 x 1.2	Pipe Culvert	1 x 1.2	New 2Lane	Ext. Widened
4	49+187	Pipe Culvert	1 x 1.2	Pipe Culvert	1 x 1.2	New 2Lane	Ext. Widened
5	49+300	Pipe Culvert	1 x 1.2	Pipe Culvert	1 x 1.2	New 2Lane	Ext. Widened
6	49+582	Pipe Culvert	1 x 1.2	Pipe Culvert	1 x 1.2	New 2Lane	Ext. Widened
7	50+113	Pipe Culvert	1 x 1.2	Pipe Culvert	1 x 1.2	New 2Lane	Ext. Widened
8	50+311	Pipe Culvert	2 x 1.2	Pipe Culvert	2 x 1.2	New 2Lane	Ext. Widened
9	50+500	Pipe Culvert	2 x 1.2	Pipe Culvert	2 x 1.2	New 2Lane	Ext. Widened

Note: The span and opening of these culverts as specified are indicative. The design of

waterway has to be done as per site requirement, considering the site requirements. Change in this configuration **shall not attract provisions of Article of this Agreement**

- (d) Additional new culverts shall be constructed as per particulars given in the table below:

Sl. No.	Design Chainage (km)	Type of Proposed Culvert	Proposed Span Arrangement (m)	Improvement Proposal
1	38+800	Pipe Culvert	2 x 1.2	New 4 Lane
2	39+730	Pipe Culvert	1 x 1.2	New 4 Lane
3	40+425	Pipe Culvert	1 x 1.2	New 4 Lane
4	41+155	Pipe Culvert	1 x 1.2	New 4 Lane
5	41+505	Pipe Culvert	1 x 1.2	New 4 Lane
6	41+855	Pipe Culvert	1 x 1.2	New 4 Lane
7	42+205	Pipe Culvert	1 x 1.2	New 4 Lane
8	42+555	Pipe Culvert	1 x 1.2	New 4 Lane
9	42+905	Pipe Culvert	1 x 1.2	New 4 Lane
10	43+605	Pipe Culvert	1 x 1.2	New 4 Lane
11	44+300	Pipe Culvert	1 x 1.2	New 4 Lane
12	44+800	Pipe Culvert	1 x 1.2	New 4 Lane
13	45+500	Pipe Culvert	1 x 1.2	New 4 Lane
14	46+148	Pipe Culvert	4 x 1.2	New 4 Lane
15	46+503	Pipe Culvert	1 x 1.2	New 4 Lane
16	46+853	Pipe Culvert	1 x 1.2	New 4 Lane
17	46+999	Pipe Culvert	2 x 1.2	New 4 Lane
18	47+349	Pipe Culvert	1 x 1.2	New 4 Lane
19	47+699	Pipe Culvert	1 x 1.2	New 4 Lane
20	48+509	Pipe Culvert	1 x 1.2	New 4 Lane
21	48+778	Pipe Culvert	1 x 1.2	New 4 Lane
22	49+734	Pipe Culvert	1 x 1.2	New 4 Lane
23	49+979	Pipe Culvert	1 x 1.2	New 4 Lane
24	50+639	Pipe Culvert	1 x 1.2	New 4 Lane
25	50+794	Pipe Culvert	1 x 1.2	New 4 Lane

Note: The span and opening of these culverts as specified are indicative. The design of waterway has to be done as per site requirement, considering the site requirements. Change in this configuration **shall not attract provisions of Article of this Agreement**

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

Sl. No.	Location at km	Type of repair required
Locations as mentioned in Para 7 II-(c), above. All necessary repairs as per Manual		

- (f) Floor protection works shall be as specified in the relevant IRC Codes and Specifications.

(iii) Bridges: NIL

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

(i) The existing bridges at the following locations shall be re-constructed as new Structures

Sl No	Design Chainage (km)	Proposed Span Arrang (No. of Span x Span length in m)	Proposed Category	Proposed Total Length (m)	Width of proposed structure (m)	Proposed Type of Superstructure	Improvement Proposal	Remarks
Nil								

Note: The span and opening of these bridges as specified are indicative. The design of waterway has to be done as per site requirement, considering the site requirements. Change in this configuration **shall not attract provisions of Article of this Agreement**

(ii) The following narrow bridges shall be widened:

Sl no	Design Chainage (km)	Proposed Span Arrang (No. of Span x Span length in m)	Proposed Category	Proposed Total Length (m)	Width of proposed structure (m)	Proposed Type of Superstructure	Improvement proposal
1	50+944	1 x 10.8 x 3.0	MNBR	10.80	1 x 9.5 (SR) + 11.0 (LHS MCW) + 13.5 (RHS MCW)	RCC Box	Widened

Note: The span and opening of these bridges as specified are indicative. The design of waterway has to be done as per site requirement, considering the site requirements. Change in this configuration **shall not attract provisions of Article of this Agreement**

(b) 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. The details is given below:

Sl no	Design Chainage (km)	Proposed Span Arrang (No. of Span x Span length in m)	Proposed Category	Proposed Total Length (m)	Width of proposed structure (m)	Proposed Type of Superstructure	Improvement proposal
1	40+685	(10 + 10 + 12) x 8.0	MNBR + VUP	32.00	2x13.5	RCC Box	New Bridge
2	43+117	2 x 8.0 x 8.0	MNBR	16.00	2x13.5	RCC Box	New Bridge
3	45+164	1 x 7.0 x 7.0	MNBR	7.00	2x13.5	RCC Box	New Bridge
4	45+799	1 x 25.0	MNBR	25.00	2x13.5	RCC I-Girder	New Bridge
5	46+025	1 x 25.0	MNBR	25.00	2x13.5	RCC I-Girder	New Bridge + Elephant Underpass

Note: The span and opening of these bridges as specified are indicative. The design of waterway has to be done as per site requirement, considering the site requirements. Change in this configuration **shall not attract provisions of Article of this Agreement**

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

Sl no	Design Chainage (km)	Proposed Span Arrang (No. of Span x Span length in m)	Proposed Category	Proposed Total Length (m)	Width of proposed structure (m)	Proposed Type of Superstructure	Improvement proposal
1	50+944	1 x 10.8 x 3.0	MNBR	10.80	1 x 9.5 (SR) + 11.0 (LHS MCW) + 13.5 (RHS MCW)	RCC Box	Widened

- (d) Drainage system for bridge decks

An effective drainage system for bridge decks shall be provided as specified in section 7 of the Manual

- (e) Structures in marine environment

NIL

- (iv) Rail-road bridges: NIL

(a) Design, construction and detailing of ROB/RUB shall be as specified in the provision of Manual.

(b) Road over-bridges

Road over-bridges (road over rail) shall be provided at the following level crossings, as per GAD drawings attached:

Sl. No.	Location of Level crossing (Chainage km)	Length of bridge (m)
NIL		

(c) Road under-bridges

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

Sl.	Location of Level crossing (Chainage)	Number and length of
NIL		

(v) Grade separated structures

Design of grade separator shall be as per section 7 of the manual. Locations and type of the grade separated structures specified in paragraphs 2 (ix).

(vi) Repairs and strengthening of bridges and structures

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

(a) Bridges

Sl. No.	Location of bridge (km)	Nature and extent of repairs /strengthening to be carried out
1	50+944	As decided by AE as per site requirement

(b) ROB /RUB

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

(c) Overpasses/Underpasses and other structures

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

(vii) List of Major Bridges and Structures

The following is the list of the Major Bridges and Structures:

Sl. No.	Location
NIL	

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

- (i) Traffic control devices and road safety works shall be provided in accordance with section 9 of the Manual.
- (ii) Specifications of the reflective sheeting should be of high intensity grade with encapsulated lens or with micro prismatic retro reflective element in accordance with ASTM Standard D 4956 – 04

**9. Road side Furniture**

(i) Roadside furniture shall be provided in accordance with the provision of section 9 of the Manual.

(ii) Overhead traffic signs:

Minimum 6 nos. overhead traffic signs shall be provided for the project stretch.

Note: The exact location of Signs and size shall be finalized as per provisions in Manual and as per site conditions.

**10. Compulsory Afforestation**

Compulsory afforestation should be as per section 11 of the manual

**11. Hazardous Locations**

***Metal Beam Crash Barrier:***

Metal Beam Crash Barrier need to be provided as per site requirement with a minimum length of 14458m

Note: The length of crash barrier is indicative. In case any additional length is identified during construction period, the same shall be improved as per manual and will not qualify for Change of Scope

**12. Special Requirement for marshy land**

***Ground improvement:***

Ground improvement to be done by any standard technology available in the market as approved by AE for a minimum length of 500 m.

Note: The lengths of these protection works are indicative. In case any additional length is identified during construction period, the same shall be improved as per manual and will not qualify for Change of Scope.

**13. Special Requirement for river end**

Cement concrete block of 0.5x0.5x0.5 m (minimum size) to be provided for a minimum length of 900 m as river protection. The height of the protection work should be provided up to 3 m above ground level or 1 m above the HFL, whichever is higher.

Note: The lengths of these protection works are indicative. In case any additional length is identified during construction period, the same shall be improved as per manual and will not qualify for Change of Scope

**14. Special Requirement for High Embankment Zone**

***Stone Masonry Toe Wall:***

Toe wall need to be provided at high embankment location with a minimum length of 8270m

***RCC Retaining Wall / RE Wall:***

RCC Retaining wall / RE wall need to be provided at high embankment location (VUP / EUP Approach) with a minimum length of 2976m

Note: The lengths of these protection works are indicative. In case any additional length is identified during construction period, the same shall be improved as per manual and will not qualify for Change of Scope

**15. Utilities**

A minimum 2m wide strip of land at the extreme edge of ROW shall be kept for accommodating utilities.

Utility duct shall be provided as per Schedule -C.

**16. Change of Scope**

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

**(Schedule B-1)**

1. The shifting of utilities and felling of trees shall be carried out by the Contractor.. The details of utilities are as follows:

<b>Sr. No</b>	<b>Type of Utility</b>	<b>Unit</b>	<b>Quantity</b>
<b>A</b>			
A1	33 KV (HT) Pole	Nos.	293
A2	LT Pole	Nos.	
A3	11 KV Pole	Nos.	
A4	Transformers	Nos.	10
<b>B</b>			
B1	Water Pipe Line	meters	8956
<b>C</b>	<b><i>Felling of Tress</i></b>	<b><i>Nos.</i></b>	<b><i>1212</i></b>
<p>Note: The quantity given above is indicative, the contractor has to finalize the actual requirement of shifting various utilities in due consultation with Authority's Engineer and Authority, duly verified by the concerned utility authorities and approved by Authority</p>			

## **Sheet-II (Annexure-I to Sch-B1)**

### **Utility Shifting**

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

### **Notes:**

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

(b) The supervision charges at the rates/charges applicable of the Utility Owning Department shall be paid directly by the Authority to the Utility owning Department as and when Contractor / Concessionaire furnishes demand of Utility Owning Department along with a copy of estimates cost given by the utility owning agencies.

(c) The dismantled material /scrap of existing Utility to be shifted/dismantled shall belong to the Contractor/Concessionaire who would be free to dispose-off the dismantled material as deemed fit by them unless the Contractor/Concessionaire is required to deposit the dismantled material to utility owning department as per the norms and practice and, in that case the amount of credit for dismantled material may be availed by the Contractor/Concessionaire as per the estimate agreed between them.

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

Note II: - Copy of Utility shifting plans enclosed as Annexure II to Schedule-B1

## Schedule - C

(See Clause 2.1)

### Project Facilities

#### 1. Project Facilities

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

- (a) toll plaza;
- (b) roadside furniture;
- (c) Street lighting;
- (d) pedestrian facilities;
- (e) tree plantation;
- (f) truck lay-bys;
- (g) bus-bays and bus shelters;
- (h) rest areas; and
- (i) others to be specified

#### 2. Description of Project Facilities

Each of the Project Facilities is described below:

- (a) Toll Plaza

Toll plaza shall be designed as per the guidelines of the manual and it is provided at following locations: -

Sl. No.	Location (Design km)
	Nil

- (b) Road side Furniture

The roadside furniture shall include the provision of the;

- i. Traffic Signs

Traffic signs include roadside signs, overhead signs, curb mounted signs etc. provided for the entire Project Highway as per Manual.

- ii. Pavement Markings

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

iii. LED Traffic Blinkers

LED Traffic Blinker signal provided for entire project as per Manual.

iv. Delineators

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

v. Boundary stones

For the entire Project Highway as suggested in relevant IRC Manual.

vi. Hectometer / Kilometer stones

For the entire Project Highway as suggested in relevant IRC Manual.

(c) Street Lighting

Lighting shall be provided at the following locations:

- i. Lighting shall be provided at built up areas, bus stops, and as per manual recommended in Schedule D.
- ii. High Mast Lighting shall be provided at Major Junction,

The EPC Contractor will obtain all permissions / load sanctions / power supply, etc. from the Electricity Authorities. The Contractor shall be solely responsible for submission of application along with all necessary documents to supply authority. Further the Contractor shall be responsible for follow up of the application and getting the release of the supply to lighting. All statutory approvals / permissions have to be obtained by the Contractor for energizing / operating the lights.

(d) pedestrian facilities;

Pedestrian facilities shall be provided at the locations of urban sections in order to ensure safety of pedestrians while crossing in consultation with NHIDCL and as per manual

Foot over bridge shall be provided at locations given below:

Sl. No.	Chainage	Span Arrangement (m)	Width (m)	Type
1	38+685	2 x 15.0m	3.0m	Steel

(e) treeplantation;

Landscaping and Tree plantation shall be provided. The location for these provisions shall be finalized in consultation with Independent Engineer

(f) trucklay-byes;

Truck lay bays shall be provided at locations given below:

<b>Sl no.</b>	<b>Design Chainage(km)</b>	<b>Side</b>
Nil		

(g) bus-bays and busshelters;

Bus bays shall be provided at locations given below:

<b>Sl. No.</b>	<b>Design Chainages (km)</b>	<b>Side</b>
1	39+820	LHS
2	39+840	RHS
3	40+000	RHS
4	40+100	LHS
5	49+750	Both

(h) Rest Areas

NIL

(i) Utilities

Provision of accommodating utilities shall be made within utility corridor on either side of Project Highway. At an interval of 0.5 Km, utility ducts in form of NP-4 Hume Pipe shall be provided across the Project Highway and along with inspection chamber as per IRC: SP: 84-2019 requirements. Location & diameter for such utility crossing shall be finalized in consultation with Authority Engineer & concerned Utility Agency.

## **Schedule - D**

*(See Clause 2.1)*

### **Specifications and Standards**

#### **1. Construction**

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

#### **2. Design Standards**

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

Manual of Specifications and Standards for Four Laning of Highways (IRC: SP: 84-2019), referred to herein as the Manual

**Annex –**

**I(Schedule-D)**

**Specifications and Standards for Construction**

**1. Specifications and Standards**

All Materials, works and construction operations shall conform to the Manual of Specifications and Standards for Four-Laning of Highways (IRC: SP:84-2019), referred to as the Manual, and MORTH Specifications for Road and Bridge Works. Where the specification for a work is not given, Good Industry Practice shall be adopted to the satisfaction of the Authority's Engineer.

**2. Deviations from the Specifications and Standards**

- (i) The terms "Concessionaire", "Independent Engineer" and "Concession Agreement" used in the Manual shall be deemed to be substituted by the terms "Contractor", "Authority's Engineer" and "Agreement" respectively.
- (ii) Notwithstanding anything to the contrary contained in Paragraph 1 above, the following Specifications and Standards shall apply to the Project Highway, and for purposes of this Agreement, the aforesaid Specifications and Standards shall be deemed to be amended to the extent set forth below:

Sl no.	Clause Referred in Manual	Item	Provision as per Manual	Modified provision	Remarks
1	2.5	Median	Table 2.2 of IRC: SP:84-2019	Width of median in rural area is 1.5 m (Excluding 0.5 m kerb shyness on either side)	
2	2.2	Design Speed	Table 2.1 of IRC: SP:84-2019	Design speed is restricted at stretches mentioned in Table D1.	
3	4.2.3	Embankment slope	Clause 4.2.3.2 of IRC: SP:84-2019	Embankment slope is provided 1:1 for the Typical cross section 4,4B	

**Table D1 : Speed Restricted Stretches**

Sl. No.	ARC ELEMENT DETAILS				Transition Details				Speed (Kph)
	Start Chainage	End Chainage	Radius (m)	Direction	Start Chainage	L1	L2	End Chainage	
1	38446.680	38558.810	230	Right	38376.680	70	70	38628.810	65
2	39691.990	39809.850	300	Left	39616.990	75	75	39884.850	80
3	40372.280	40401.140	260	Left	40277.280	95	95	40496.140	80
4	48079.100	48103.170	260	Right	48004.100	95	95	48198.170	80
5	48079.100	48513.670	300	Left	48004.100	75	75	48588.670	80
6	49010.640	49138.110	250	Right	48935.640	70	70	49208.110	80
7	50785.220	50829.670	300	Left	50719.870	75	75	50914.320	80

**SCHEDULE - E**  
(See Clauses 2.1 and 14.2)

**MAINTENANCE REQUIREMENTS**

**1 Maintenance Requirements**

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

**2 Repair/rectification of Defects and deficiencies**

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

**3 Other Defects and deficiencies**

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

**4 Extension of time limit**

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

**5 Emergency repairs/restoration**

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

**6 Daily inspection by the Contractor**

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

**7. Pre-monsoon inspection / Post-monsoon inspection**

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

**8. Repairs on account of natural calamities**

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

**Annex – I**

**(Schedule-E)**

**Repair/rectification of Defects and deficiencies**

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

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

Asset Type	Performance Parameter	Level of Service (LOS)		Frequency of Inspection	Tools/Equipment	Standards and References for Inspection and Data Analysis	Time limit for Rectification/Repair	Maintenance Specifications
		Desirable	Acceptable					
<b>Flexible Pavement</b> <b>(Pavement of MCW, Service Road, approaches)</b>	Potholes	Nil	< 0.1 % of area and subject to limit of 10 mm in depth	Daily	Length Measurement Unit like Scale, Tape, odometer etc.	IRC 82: 2015 and Distress Identification Manual for Long Term Pavement Performance Program, FHWA 2003 ( <a href="http://www.tfhrc.com/pavement/ltp/reports/03031/">http://www.tfhrc.com/pavement/ltp/reports/03031/</a> )	24-48 hours	MORT&H Specification 3004.2

Asset Type	Performance Parameter	Level of Service (LOS)		Frequency of Inspection	Tools/Equipment	Standards and References for Inspection and Data Analysis	Time limit for Rectification/Repair	Maintenance Specifications
		Desirable	Acceptable					
s of Grade structure, approaches of connecting roads, slip roads, lay byes etc. as applicable )	Cracking	Nil	< 5 % subject to limit of 0.5 sqm for any 50 m length	Daily			7-15 days	MORT&H Specification 3004.3
	Rutting	Nil	< 5 mm	Daily	Straight Edge		15 -30 days	MORT&H Specification 3004.2
	Corrugations and Shoving	Nil	< 0.1% of area	Daily	Length Measurement Unit like		2-7 days	IRC:82- 2015

Asset Type	Performance Parameter	Level of Service (LOS)		Frequency of Inspection	Tools/Equipment	Standards and References for Inspection and Data Analysis	Time limit for Rectification/Repair	Maintenance Specifications
		Desirable	Acceptable					
	Bleeding	Nil	< 1 % of area	Daily	Scale, Tape, odometer etc.		3-7 days	MORT&H Specification 3004.4
	Ravelling / Stripping	Nil	< 1 % of area	Daily			7-15 days	IRC:82-2015 read with IRC SP 81
	Edge Deformation/ Breaking	Nil	< 1 m for any 100 m section and width < 0.1 m at any location, restricted	Daily			7- 15 days	IRC:82-2015

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

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

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

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

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

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

Table -2: **Maintenance Criteria for Rigid Pavements:**

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

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



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

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

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

S.No.	Type of Distress	Measured Parameter	Degree of Severity	Assessment Rating	Repair Action	
					For the case $d < D/2$	For the case $d > D/2$
				into more than 4 pieces		
5	Corner Break	w = width of crack L = length of crack	0	Nil, not discernible	No Action	-
			1	w < 0.5 mm; only 1 corner broken	Seal with low viscosity epoxy to secure broken parts Within 7 days	Seal with epoxy seal with epoxy Within 7 days
			2	w < 1.5 mm; L < 0.6 m, only one corner broken		
			3	w < 1.5 mm; L < 0.6 m, two corners broken	Partial Depth (Refer Figure 8.3 of IRC:SP: 83-2008) Within 15 days	Full depth repair
			4	w > 1.5 mm; L > 0.6 m or three corners broken		
			5	three or four corners broken		

S.No.	Type of Distress	Measured Parameter	Degree of Severity	Assessment Rating	Repair Action	
					For the case $d < D/2$	For the case $d > D/2$
						slab as per norms and specifications within 30days
6	Punchout (Applicable to Continuous Reinforced Concrete Pavement (CRCP) only)	w = width of crack L = length(m/m <sup>2</sup> )	0	Nil, not discernible		No Action
			1	$w < 0.5 \text{ mm}; L < 3 \text{ m/m}^2$	Not Applicable, as it may be fulldepth	Seal with low viscosity epoxy to secure broken parts.  Within 15days
			2	either $w > 0.5 \text{ mm}$ or $L < 3 \text{ m/m}^2$		
			3	$w > 1.5 \text{ mm}$ and $L < 3 \text{ m/m}^2$		
			4	$w > 3 \text{ mm}, L < 3 \text{ m/m}^2$ and deformation		
			5	$w > 3 \text{ mm}, L > 3 \text{ m/m}^2$ and deformation		
					Full depth repair - Cut out and replace damaged area taking care not to damage reinforcement.  Within 30days	

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

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

S.No.	Type of Distress	Measured Parameter	Degree of Severity	Assessment Rating	Repair Action	
					For the case $d < D/2$	For the case $d > D/2$
			3	$r = 10 - 20\%$	Bonded Inlay within 15 days	
			4	$r = 20 - 30 \%$		
			5	$r > 30 \%$ and $h > 25 \text{ mm}$		
			0		No action.	
			1	$t > 1 \text{ mm}$		
9	Polished Surface/Glazing	t = texture depth, sand patchtest	2'	$t = 1 - 0.6 \text{ mm}$	Monitor rate of deterioration	Not Applicable
		3	$t = 0.6 - 0.3 \text{ mm}$			
		4	$t = 0.3 - 0.1 \text{ mm}$			

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

S.No.	Type of Distress	Measured Parameter	Degree of Severity	Assessment Rating	Repair Action	
					For the case $d < D/2$	For the case $d > D/2$
			3	$d = 100 - 300 \text{ mm}; h < 100 \text{ mm}; n < 1 \text{ per } 5\text{m}^2$	Partial depth repair 110mm	
			4	$d = 100 - 300 \text{ mm}; h > 100 \text{ mm}; n < 1 \text{ per } 5\text{m}^2$	i.e.10 mm more than the depth of the hole. Within 30 days	
			5	$d > 300 \text{ mm}; h > 100 \text{ mm}; n > 1 \text{ per } 5\text{m}^2$	Full depth repair. Within 30 days	

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

				and trapping Incompressible material.		
12	<b>Spalling of Joints</b>	w = width on either side of the joint L = length of spalled portion (as % joint length)	0	Nil, not discernible	No action.	Not Applicable
			1	w < 10 mm	Apply low viscosity epoxy resin/ mortar in cracked portion.	
			2	w = 10 - 20 mm, L < 25%	Within 7 days	
			3	w = 20 - 40 mm, L > 25%	Partial Depth Repair. Within 15 days	
			4	w = 40 - 80 mm, L > 25%	30 - 50 mm deep, h = w . 20% of w, within 30 days	
			5	w > 80 mm, and L > 25%	50 - 100 mm deep repair. H = w . 20% of w. Within 30 days	
13	<b>Faulting (or Stepping)</b>	f = difference of level	0	not discernible, < 1 mm	No action.	No action.



	<b>in Cracks or Joints</b>		1	$f < 3 \text{ mm}$		
			2	$f = 3 - 6 \text{ mm}$	Determine cause and observe, take action for diamond grinding	Replace the slab as appropriate. Within 30days
			3	$f = 6 - 12 \text{ mm}$	Diamond Grinding	
			4	$f = 12 - 18 \text{ mm}$	Raise sunken slab.	Replace the slab as appropriate. Within 30days
			5	$f > 18 \text{ mm}$	Strengthen subgrade and sub-base by grouting and raising sunken slab	
14	<b>Blowup or Buckling</b>	h = vertical displacement from normal profile	0	Nil, not discernible	<b>Short Term</b>	<b>Long Term</b>
			1	$h < 6 \text{ mm}$	No Action	
			2	$h = 6 - 12 \text{ mm}$		

			3	h = 12 - 25 mm	within 7 days	
			4	h > 25 mm	Full Depth Repair. Within 30 days	
			5	shattered slabs, ie 4 or more pieces	Replace broken slabs. Within 30 days	
15	<b>Depression</b>	h = negative vertical displacement from normal profile L = length	0	Not discernible, h < 5 mm	No action.	Not Applicable
			1	h = 5 - 15 mm		
			2	h = 15-30 mm, Nos < 20% joints	Install Signs to Warn Traffic within 7 days	
			3	h = 30 - 50 mm		
			4	h > 50 mm or > 20% joints	Strengthen subgrade. Reinstate pavement at normal level	

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

		displacement from normal profile	1	$h = 4 - 7 \text{ mm}$	Grind, in case of new construction within 7 days	Construction Limit for New Construction.
			3	$h = 7 - 15 \text{ mm}$	Grind, in case of ongoing Maintenance within 15 days	Replace in case of new construction. Within 30days
			5	$h > 15 \text{ mm}$	Full Depth Repair. Within 30 days	Full Depth Repair. Within 30days
18	Lane Shoulder Dropoff	to f = difference of level	0	Nil, not discernible $< 3\text{mm}$	<b>Short Term</b>	<b>Long Term</b>
					No action.	
			1	$f = 3 - 10 \text{ mm}$	Spot repair of shoulder within 7 days	
			2	$f = 10 - 25 \text{ mm}$		
3	$f = 25 - 50 \text{ mm}$	Fill up shoulder				

			4	f = 50 - 75 mm	within 7 dayss	For any 100 m stretch Reconstruct shoulder, if affecting 25% or more of stretch.  Within 30days
			5	f > 75 mm		

**Drainage**

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

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

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

Asset Type	Performance Parameter	Level of Service (LOS)	Frequency of Measurement	Testing Method	Recommended Remedial measures	Time limit for Rectification	Specifications and Standards									
<b>Highway</b>	Availability of Safe Sight Distance	As per IRC SP : 84-2014, a minimum of safe stopping sight distance shall be available throughout.	Monthly	Manual Measurements with Odometer along with video/image backup	Removal of obstruction within 24 hours, in case of sight line affected by temporary objects such as trees, temporary encroachments.  In case of permanent structure or design deficiency: Removal of obstruction/improvement of deficiency at the earliest Speed Restriction boards and suitable traffic calming measures such as transverse bar marking, blinkers, etc. shall be applied during the period of rectification.		IRC:SP 84-2019									
		<table border="1"> <thead> <tr> <th>Design Speed, kmph</th> <th>Desirable Minimum Sight Distance (m)</th> <th>Safe Stopping Sight Distance (m)</th> </tr> </thead> <tbody> <tr> <td>100</td> <td>360</td> <td>180</td> </tr> <tr> <td>80</td> <td>260</td> <td>130</td> </tr> </tbody> </table>						Design Speed, kmph	Desirable Minimum Sight Distance (m)	Safe Stopping Sight Distance (m)	100	360	180	80	260	130
		Design Speed, kmph						Desirable Minimum Sight Distance (m)	Safe Stopping Sight Distance (m)							
		100						360	180							
80	260	130														
<b>Pavement Marking</b>	Wear	<70% of marking remaining	Bi-Annually	Visual Assessment as per Annexure-F of IRC:35-2015	Re - painting	Cat-1 Defect – within 24 hours Cat-2 Defect – within 2months	IRC:35-2015									

Asset Type	Performance Parameter	Level of Service (LOS)	Frequency of Measurement	Testing Method	Recommended Remedial measures	Time limit for Rectification	Specifications and Standards										
	Day time Visibility	During expected life Service Time Cement Road - 130mcd/m <sup>2</sup> /lux Bituminous Road - 100mcd/m <sup>2</sup> /lux	Monthly	As per Annexure-D of IRC:35-2015	Re - painting	Cat-1 Defect – within 24 hours Cat-2 Defect – within 2 months	IRC:35-2015										
	Night Time Visibility	<p><u>Initial and Minimum Performance for Dry Retro reflectivity during night time:</u></p> <table border="1"> <thead> <tr> <th>Design Speed</th> <th>(RL) Retro Reflectivity (mcd/m<sup>2</sup>/lux)</th> </tr> </thead> <tbody> <tr> <td></td> <td>Initial (7 days)      Minimum Threshold level (TL) &amp; warranty period required up to 2 years</td> </tr> <tr> <td>Up to 65</td> <td>200                      80</td> </tr> <tr> <td>65 - 100</td> <td>250                      120</td> </tr> <tr> <td>Above 100</td> <td>350                      150</td> </tr> </tbody> </table> <p><u>Initial and Minimum Performance for Night Visibility under wet condition(Retro reflectivity):</u></p>	Design Speed	(RL) Retro Reflectivity (mcd/m <sup>2</sup> /lux)		Initial (7 days)      Minimum Threshold level (TL) & warranty period required up to 2 years	Up to 65	200                      80	65 - 100	250                      120	Above 100	350                      150	Bi-Annually	As per Annexure-E Of IRC:35-2015	Re - painting	Cat-1 Defect – within 24 hours Cat-2 Defect – within 2 months	IRC:35-2015
Design Speed	(RL) Retro Reflectivity (mcd/m <sup>2</sup> /lux)																
	Initial (7 days)      Minimum Threshold level (TL) & warranty period required up to 2 years																
Up to 65	200                      80																
65 - 100	250                      120																
Above 100	350                      150																

Asset Type	Performance Parameter	Level of Service (LOS)	Frequency of Measurement	Testing Method	Recommended Remedial measures	Time limit for Rectification	Specifications and Standards
		Initial 7 days Retro reflectivity: 100 mcd/m <sup>2</sup> /lux Minimum Threshold Level: 50 mcd/m <sup>2</sup> /lux					
	Skid Resistance	Initial and Minimum performance for SkidResistance: Initial (7days): 55BPN Min. Threshold: 44BPN *Note: shall be considered under urban/city traffic condition encompassing the locations like pedestrian crossings, bus bay, bus stop, cycle track intersection delineation, transverse bar markings etc	Bi-Annually	As per Annexure-G of IRC:35-2015		Within 24 hours	IRC:35-2015
Road Signs	Shape and Position	Shape and Position as per IRC:67-2012. Signboard should be clearly visible for the design speed of the section.	Daily	Visual with video/image backup	Improvement of shape, in case if shape is damaged. Relocation as per requirement	48 hours in case of Mandatory Signs, Cautionary and Informatory Signs (Single and Dual post signs)  15 Days in case of Gantry/Cantilever Sign boards	IRC:67-2012
	Retro reflectivity	As per specifications in IRC:67-2012	Bi-Annually	Testing of each	change of signboard	48 hours in case of Mandatory	IRC:67-2012

Asset Type	Performance Parameter	Level of Service (LOS)	Frequency of Measurement	Testing Method	Recommended Remedial measures	Time limit for Rectification	Specifications and Standards
				Signboard using Retro Reflectivity Measuring Device. In accordance with ASTM D 4956-09.		Signs, Cautionary and Informatory Signs (Single and Dual post-signs) 1 Month in case of Gantry/Cantilever Sign boards	
<b>Kerb</b>	Kerb Height	As per IRC 86:1983 depending upon type of Kerb	Bi-Annually	Use of distance measuring tape	Raising Kerb Height	Within 1 Month	RC 86:1983
	Kerb Painting	<u>Functionality:</u> Functioning of Kerb painting as intended	Daily	Visual with video/image backup	Kerb Repainting	Within 7-days	RC 35:2015
<b>Other Road Furniture</b>	Reflective Pavement Markers (Road Studs)	Numbers and Functionality as per specifications in IRC:SP:84-2014 and IRC:35-2015, unless specified in Schedule-B.	Daily	Counting	New Installation	Within 2 months	IRC:SP:84-2019,IRC:35-2015
	Pedestrian Guardrail	<u>Functionality:</u> Functioning of guardrail asintended	Daily	Visual with video/image backup	Rectification	Within 15 days	IRC:SP:84-2019
	Traffic Safety Barriers	<u>Functionality:</u> Functioning of Safety Barriers as intended	Daily	Visual with video/image backup	Rectification	Within 7 days	IRC:SP:84-2019, IRC:119-2015
	End Treatment of	<u>Functionality:</u> Functioning of End Treatment as intended	Daily	Visual with video/image	Rectification	Within 7 days	IRC:SP:84-2019,

Asset Type	Performance Parameter	Level of Service (LOS)	Frequency of Measurement	Testing Method	Recommended Remedial measures	Time limit for Rectification	Specifications and Standards
	Traffic Safety Barriers			backup			IRC:119-2015
	Attenuators	Functionality: Functioning of Attenuators as intended	Daily	Visual with video/image backup	Rectification	Within 7 days	IRC:SP-2014, IRC:119-2015
	Guard Posts and Delineators	Functionality: Functioning of Guard Posts and Delineators as intended	Daily	Visual with video/image backup	Rectification	Within 15 days	IRC: 79 - 1981
	Overhead Sign Structure	Overhead sign structure shall be structurally adequate	Daily	Visual with video/image backup	Rectification	Within 15 days	IRC:67-2012
	Traffic Blinkers	Functionality: Functioning of Traffic Blinkers as intended	Daily	Visual with video/image backup	Rectification	Within 7 days	IRC:SP:84-2019
<b>Highway Lighting System</b>	Highway Lights	Illumination: Minimum 40 Lux illumination on the road surface	Daily	The illumination level shall be measured with luxmeter	Improvement in Lighting System	24 hours	IRC:SP:84-2019
		No major failure in the lighting system	Daily	-	Rectification of failure	24 hours	IRC:SP:84-2019
		No minor failure in the lighting system	Monthly	-	Rectification of failure	8 hours	IRC:SP:84-2019
	Toll Plaza Canopy Lights	Minimum 40 Lux illumination on the road surface	Daily	The illumination level shall be measured with luxmeter	Improvement in Lighting System	24 hours	IRC:SP:84-2019
		No major/minor failure in the lighting system	Daily	-	Rectification of failure	8 hours	IRC:SP:84-2019

Asset Type	Performance Parameter	Level of Service (LOS)	Frequency of Measurement	Testing Method	Recommended Remedial measures	Time limit for Rectification	Specifications and Standards
Trees and Plantation including median plantation	Obstruction in a minimum head-room of 5.5 m above carriageway or obstruction in visibility of road signs	No obstruction due to trees	Monthly	Visual with video/image backup	Removal of trees	Immediate	IRC:SP:84-2019
	Deterioration in health of trees and bushes	Health of plantation shall be as per requirement of specifications & instructions issued by Authority from time to time	Daily	Visual with video/image backup	Timely watering and treatment. Or Replacement of Trees and Bushes.	Within 90 days	IRC:SP:84-2019
	Vegetation affecting sight line and road structures	Sight line shall be free from obstruction by vegetation	Daily	Visual with video/image backup	Removal of Trees	Immediate	IRC:SP 84-2019
Rest Areas	Cleaning of toilets	-	Daily	-	-	Every 4 hours	
	Defects in electrical, water and sanitary installations	-	Daily	-	Rectification	24 hours	

Asset Type	Performance Parameter	Level of Service (LOS)	Frequency of Measurement	Testing Method	Recommended Remedial measures	Time limit for Rectification	Specifications and Standards
<b>Other Project Facilities and Approach roads</b>	Damage or deterioration in Approach Roads, pedestrian facilities, truck lay-bys, bus-bays, bus-shelters, cattle crossings, Traffic Aid Posts, Medical Aid Posts and other works		Daily	-	Rectification	15 days	IRC:SP 84-2019

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

	Protection works in good condition	Damaged of rough stone apron or bank revetment not more than 3 sqm, damage to solid apron (concrete apron) not more than 1 sqm	2 times in a year (before and after rainy season)	Condition survey as per IRC SP:35-1990	Repairs to damaged aprons and pitching	30 days after defect observation or 2 weeks before onset of rainy season whichever is earlier.	IRC: SP 40-1993 and IRC:SP:13-2004.
<b>Bridges including ROB's Flyover etc. as applicable</b>	Riding quality or user comfort	No pothole in wearing coat on bridge deck	Daily	Visual inspection as per IRC SP:35-1990	Repairs to BC or wearing coat	15 days	MORT&H Specification 2811
<b>Bridge -Super Structure</b>	Bumps	No bump at expansion joint	Daily	Visual inspection as per IRC SP:35-1990	Repairs to BC on either side of expansion joints, profile correction course on approach slab in case of settlement to approach embankment	15 days	MORT&H Specification 3004.2 & 2811.
	User safety (condition of crash barrier and guard rail)	No damaged or missing stretch of crash barrier or pedestrian hand railing	Daily	Visual inspection and detailed condition survey as per IRC SP: 35-1990.	Repairs and replacement of safety barriers as the case may be	3 days	IRC: 5-1998, IRC SP: 84-2019 and IRC SP: 40-1993.

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

	live loads		than 40 m						
	Vibrations in bridge deck due to moving trucks	Frequency of vibrations shall not be more than 5 Hz	Once in every 5 years for spans more than 30m and every 10 years for spans between 15m to 30 m	Laser displacement sensors or laser vibro-meters	Strengthening structure	of	super	4 months	AASHTO LRFD specifications
	Leakage in Expansion joints	No damage to elastomeric sealant compound in strip seal expansion joint, no leakage of rain water through expansion joint in case of buried and asphalt plug and copper strip joint.	Bi-Annually	Detailed condition survey as per IRC SP:35-1990 using Mobile Bridge Inspection Unit	Replace	of seal	in	15 days	MORTH specifications 2600 and IRC SP: 40-1993.
	Debris and dust in strip seal	No dust or debris in expansion joint	Monthly	Detailed condition survey as per IRC SP:35-1990 using	Cleaning of expansion joint gaps thoroughly			3 days	MORTH specifications 2600 and

	expansion joint	gap.		Mobile Bridge Inspection Unit			IRC SP: 40-1993.
	Drainage spouts	No down take pipe missing/broken below soffit of the deck slab. No silt, debris, clogging of drainage spout collection chamber.	Monthly	Detailed condition survey as per IRC SP: 35-1990 using Mobile Bridge Inspection Unit	Cleaning of drainage spouts thoroughly. Replacement of missing/broken down take pipes with a minimum pipe extension of 500mm below soffit of slab. Providing sealant around the drainage spout if any leakages observed.	3 days	MORTH specification 2700.
<b>Bridge-substructure</b>	Cracks/spalling of concrete/rusted steel	No cracks, spalling of concrete and rusted steel	Bi-Annually	Detailed condition survey as per IRC SP: 35-1990 using Mobile Bridge Inspection Unit	All the corroded reinforcement shall need to be thoroughly cleaned from rusting and applied with anti-corrosive coating before carrying out repairs to substructure by grouting/guniting and micro concreting depending on type of defect noticed	30 days	IRC SP: 40-1993 and MORTH specification 2800.

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

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

**Table 4: Maintenance Criteria for Structures and Culverts:**

**Table 5: Maintenance Criteria for Hill Roads**

In addition to above, for hill roads the following provisions for maintenance is also to done.

Hill Roads		
(i)	Damage to Retaining wall/ Breast wall	7 (Seven) days
(ii)	Landslides requiring clearance	12 (Twelve) hours
(iii)	Snow requiring clearance	24 (Twenty Four) hours

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

**A. Flexible Pavement**

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

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

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

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

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

## **Schedule - F**

*(See Clause 4.1 (vii)(a))*

### **Applicable Permits**

#### **1. Applicable Permits**

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

SCHEDULE - G

(See Clauses 7.1.and 19.2)

**FORM OF BANK GUARANTEE**

**Annexure-I**

(See Clause 7.1)

[Performance Security/Additional Performance Security]

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

WHEREAS:

- (A) \_\_\_\_\_ [name and address of contractor] (hereinafter called the "Contractor") and National Highways and Infrastructure Development Corporation Ltd. , (hereinafter called the "Authority") have entered into an agreement (hereinafter called the "Agreement") for "**Widening/Improvement to 4 (Four) Lane with Paved Shoulder from KM 38+500 to Km 51+246 (Design Chainage 38+500 to 50+959) of Daboka - Parokhuwa Section (Section 1) of NH 29 in the state of Assam on EPC mode**" subject to and in accordance with the provisions of the Agreement
- (B) The Agreement requires the Contractor to furnish a Performance Security for due and faithful performance of its obligations, under and in accordance with the Agreement, during the {Construction Period/ Defects Liability Period and Maintenance Period} (as defined in the Agreement) in a sum of Rs..... cr. (Rupees ..... crore) (the "Guarantee Amount").
- (C) We, ..... through our branch at ..... (the "Bank") have agreed to furnish this bank guarantee (hereinafter called the "Guarantee") by way of Performance Security.

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

1. The Bank hereby unconditionally and irrevocably guarantees the due and faithful performance of the Contractor's obligations during the {Construction Period/ Defects Liability Period and Maintenance Period} under and in accordance with the Agreement, and agrees and undertakes to pay to the Authority, upon its mere first written demand, and without any demur, reservation, recourse, contest or protest, and without any reference to the Contractor, such sum or sums up to an aggregate sum of the Guarantee Amount as the Authority shall claim, without the Authority being required to prove or to show grounds or reasons for its demand and/or for the sum specified therein.
2. A letter from the Authority, under the hand of an officer not below the rank of General Manager in the National Highways& Infrastructure Development Corporation Limited, that the Contractor has committed default in the due and faithful performance of all or any of its obligations under and in accordance with the Agreement shall be conclusive, final and binding on the Bank. The Bank further agrees that the Authority shall be the sole judge as to whether the Contractor is in default in due and faithful performance of its obligations during and under the Agreement and its decision that the Contractor is in default shall be final and binding on the Bank, notwithstanding any differences between

the Authority and the Contractor, or any dispute between them pending before any court, tribunal, arbitrators or any other authority or body, or by the discharge of the Contractor for any reason whatsoever.

3. In order to give effect to this Guarantee, the Authority shall be entitled to act as if the Bank were the principal debtor and any change in the constitution of the Contractor and/or the Bank, whether by their absorption with any other body or corporation or otherwise, shall not in any way or manner affect the liability or obligation of the Bank under this Guarantee.
4. It shall not be necessary, and the Bank hereby waives any necessity, for the Authority to proceed against the Contractor before presenting to the Bank its demand under this Guarantee.
5. The Authority shall have the liberty, without affecting in any manner the liability of the Bank under this Guarantee, to vary at any time, the terms and conditions of the Agreement or to extend the time or period for the compliance with, fulfillment and/ or performance of all or any of the obligations of the Contractor contained in the Agreement or to postpone for any time, and from time to time, any of the rights and powers exercisable by the Authority against the Contractor, and either to enforce or forbear from enforcing any of the terms and conditions contained in the Agreement and/or the securities available to the Authority, and the Bank shall not be released from its liability and obligation under these presents by any exercise by the Authority of the liberty with reference to the matters aforesaid or by reason of time being given to the Contractor or any other forbearance, indulgence, act or omission on the part of the Authority or of any other matter or thing whatsoever which under any law relating to sureties and guarantors would but for this provision have the effect of releasing the Bank from its liability and obligation under this Guarantee and the Bank hereby waives all of its rights under any such law.
6. This Guarantee is in addition to and not in substitution of any other guarantee or security now or which may hereafter be held by the Authority in respect of or relating to the Agreement or for the fulfillment, compliance and/or performance of all or any of the obligations of the Contractor under the Agreement.
7. Notwithstanding anything contained hereinbefore, the liability of the Bank under this Guarantee is restricted to the Guarantee Amount and this Guarantee will remain in force for the period specified in paragraph 8 below and unless a demand or claim in writing is made by the Authority on the Bank under this Guarantee all rights of the Authority under this Guarantee shall be forfeited and the Bank shall be relieved from its liabilities hereunder.
8. The Guarantee shall cease to be in force and effect on .....<sup>s</sup>. Unless a demand or claim under this Guarantee is made in writing before expiry of the Guarantee, the Bank shall be discharged from its liabilities hereunder.
9. The Bank undertakes not to revoke this Guarantee during its currency, except with the previous express consent of the Authority in writing, and declares and warrants that it has the power to issue this Guarantee and the undersigned has full powers to do so on behalf of the Bank.
10. Any notice by way of request, demand or otherwise hereunder may be sent by post addressed to the Bank at its above referred branch, which shall be deemed to have been duly authorized to receive such notice and to effect payment thereof forthwith, and if sent by post it shall be deemed to have been given at the time when it ought to have been delivered in due course of post and in proving such notice, when given by post, it shall be sufficient to prove that the envelope containing the notice was posted and a certificate signed by an officer of the Authority that the envelope was so posted shall be conclusive.

11. This Guarantee shall come into force with immediate effect and shall remain in force and effect for up to the date specified in paragraph 8 above or until it is released earlier by the Authority pursuant to the provisions of the Agreement.
12. This Guarantee is subject to the Uniform Rules for Demand Guarantees (URDG) 2010 Revision, ICC Publication No. 758, except that the supporting statement under Article 15(a) is hereby excluded.
13. This guarantee shall also be operatable at our.....Branch at New Delhi, from whom, confirmation regarding the issue of this guarantee or extension / renewal thereof shall be made available on demand. In the contingency of this guarantee being invoked and payment thereunder claimed, the said branch shall accept such invocation letter and make payment of amounts so demanded under the said invocation
14. Bank Guarantee has been sent to authority's bank through SFMS gateway as per the details below:-

Sl.	Particulars	Details
1	Name of the Beneficiary	National Highways and Infrastructure Development Corporation Limited
2	Beneficiary Bank Account No.	90621010002659
3	Beneficiary Bank Branch	IFSC SYN0009062
4	Beneficiary Bank Branch Name	Transport Bhawan, New Delhi
5	Beneficiary Bank Address	Syndicate Bank, Transport Bhawan, 1 <sup>st</sup> Parliament street, New Delhi-110001

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

SIGNED , SEALED AND DELIVERED

For and on behalf of the bank by:

(Signature)

(Name)

(Designation)

(Code Number)

(Address)

Notes:

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

**Annexure - II**  
(Schedule - G)

**(See Clause 19.2)**

Form for Guarantee for Advance Payment

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

WHEREAS:

- (A) [name and address of contractor] (hereinafter called the “**Contractor**”) has executed an agreement (hereinafter called the “**Agreement**”) with the National Highways and Infrastructure Corporation Ltd., (hereinafter called the “**Authority**”) for the “**Widening/Improvement to 4 (Four) Lane with Paved Shoulder from KM 38+500 to Km 51+246 (Design Chainage 38+500 to 50+959) of Daboka – Parokhuwa Section (Section 1) of NH 29 in the state of Assam on EPC mode**” subject to and in accordance with the provisions of the Agreement
- (B) In accordance with Clause 19.2 of the Agreement, the Authority shall make to the Contractor an interest free advance payment (herein after called “ **Advance Payment**”) equal to 10% (ten per cent) of the Contract Price; and that the Advance Payment shall be made in three installments subject to the Contractor furnishing an irrevocable and unconditional guarantee by a scheduled bank for an amount equivalent to 110% (one hundred and ten percent) of such installment to remain effective till the complete and full repayment of the installment of the Advance Payment as security for compliance with its obligations in accordance with the Agreement. The amount of {first/second/third} installment of the Advance Payment is Rs. --- --- cr. (Rupees ----- crore) and the amount of this Guarantee is Rs. ----- cr. (Rupees ----- crore) (the “**Guarantee Amount**”) <sup>§</sup>.
- (C) We, ..... through our branch at ..... (the “**Bank**”) have agreed to furnish this bank guarantee (hereinafter called the “**Guarantee**” ) for the Guarantee Amount.

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

1. The Bank hereby unconditionally and irrevocably guarantees the due and faithful repayment on time of the aforesaid installment of the Advance Payment under and in accordance with the Agreement, and agrees and undertakes to pay to the Authority, upon its mere first written demand, and without any demur, reservation, recourse, contest or protest, and without any reference to the Contractor, such sum or sums up to an aggregate sum of the Guarantee Amount as the Authority shall claim, without the Authority being required to prove or to show grounds or reasons for its demand and/or for the sum specified therein.

A letter from the Authority, under the hand of an officer not below the rank of [General Manager in the National Highways& Infrastructure Development Corporation Limited], that the Contractor has committed default in the due and faithful performance of all or any of its obligations for the repayment of the instalment of the Advance Payment under and in accordance with the Agreement shall be conclusive, final and binding on the Bank. The Bank further agrees that the Authority shall be the sole judge as to whether the Contractor is in default in due and faithful performance of its obligations during and under the Agreement and its decision that the Contractor is in default shall be final and binding on the Bank, notwithstanding any differences between the Authority and the Contractor, or

any dispute between them pending before any court, tribunal, arbitrators or any other authority or body, or by the discharge of the Contractor for any reason whatsoever.

2. In order to give effect to this Guarantee, the Authority shall be entitled to act as if the Bank were the principal debtor and any change in the constitution of the Contractor and/or the Bank, whether by their absorption with any other body or corporation or otherwise, shall not in any way or manner affect the liability or obligation of the Bank under this Guarantee.
3. It shall not be necessary, and the Bank hereby waives any necessity, for the Authority to proceed against the Contractor before presenting to the Bank its demand under this Guarantee.
4. The Authority shall have the liberty, without affecting in any manner the liability of the Bank under this Guarantee, to vary at any time, the terms and conditions of the Advance Payment or to extend the time or period of its repayment or to postpone for any time, and from time to time, any of the rights and powers exercisable by the Authority against the Contractor, and either to enforce or forbear from enforcing any of the terms and conditions contained in the Agreement and/or the securities available to the Authority, and the Bank shall not be released from its liability and obligation under these presents by any exercise by the Authority of the liberty with reference to the matters aforesaid or by reason of time being given to the Contractor or any other forbearance, indulgence, act or omission on the part of the Authority or of any other matter or thing whatsoever which under any law relating to sureties and guarantors would but for this provision have the effect of releasing the Bank from its liability and obligation under this Guarantee and the Bank hereby waives all of its rights under any such law.
5. This Guarantee is in addition to and not in substitution of any other guarantee or security now or which may hereafter be held by the Authority in respect of or relating to the Advance Payment.
6. Notwithstanding anything contained hereinbefore, the liability of the Bank under this Guarantee is restricted to the Guarantee Amount and this Guarantee will remain in force for the period specified in paragraph 8 below and unless a demand or claim in writing is made by the Authority on the Bank under this Guarantee all rights of the Authority under this Guarantee shall be forfeited and the Bank shall be relieved from its liabilities hereunder.
7. The Guarantee shall cease to be in force and effect on \*\*\*\*\*.<sup>§</sup> Unless a demand or claim under this Guarantee is made in writing on or before the aforesaid date, the Bank shall be discharged from its liabilities hereunder.
8. The Bank undertakes not to revoke this Guarantee during its currency, except with the previous express consent of the Authority in writing, and declares and warrants that it has the power to issue this Guarantee and the undersigned has full powers to do so on behalf of the Bank.
9. Any notice by way of request, demand or otherwise hereunder may be sent by post addressed to the Bank at its above referred branch, which shall be deemed to have been duly authorised to receive such notice and to effect payment thereof forthwith, and if sent by post it shall be deemed to have been given at the time when it ought to have been delivered in due course of post and in proving such notice, when given by post, it shall be sufficient to prove that the envelope containing the notice was posted and a certificate signed by an officer of the Authority that the envelope was so posted shall be conclusive.
10. This Guarantee shall come into force with immediate effect and shall remain in force and effect up to the date specified in paragraph 8 above or until it is released earlier by the Authority pursuant to the provisions of the Agreement.

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

**SIGNED , SEALED AND DELIVERED**

For and on behalf of the bank by:

(Signature)

(Name)

(Designation)

(Code Number)

(Address)

Notes:

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

## SCHEDULE - H

See Clauses 10.1 (iv) and 19.3

### Contract Price Weightages

1.1 The Contract Price for this Agreement is Rs.\*\*\*\*\*

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

Item	Weightage in percentage to the Contract Price	Stage of Payment	Percentage Weightage
1	2	3	4
<b>Road works including culverts, widening and repair of culverts.</b>	45.59%	<b>A- Widening and strengthening of existing road (For 2 lane to 4 lane)</b>	
		(1) Earthwork up to top of sub-grade	6.11%
		(2) Sub Base Course	2.98%
		(3) Non Bituminous Base Course	3.97%
		(4) Bituminous Base Course	5.08%
		(5) Wearing Coat	1.88%
		(6) Widening and repair of culvert	0.00%
		<b>A.1- Widening and strengthening of existing road (For Strengthening of 2 lane)</b>	
		(1) Earthwork up to top of sub-grade	0.00%
		(2) Sub Base Course	0.00%
		(3) Non Bituminous Base Course	0.00%
		(4) Bituminous Base Course	0.00%
		(5) Wearing Coat	0.00%
		(6) Widening and repair of culvert	
		<b>B.1- Reconstruction / New 4-Lane realignment/ bypass (Flexible Pavement)</b>	
		(1) Earthwork up to top of sub-grade	45.41%
		(2) Sub Base Course	8.21%
		(3) Non Bituminous Base Course	10.04%
		(4) Bituminous Base Course	8.19%
		(5) Wearing Coat	3.17%
		<b>B.2- Reconstruction / New 2-Lane realignment/ bypass (Rigid Pavement)</b>	
(1) Earthwork up to top of sub-grade	0.00%		
(2) Sub Base Course	0.00%		
(3) Dry Lean Concrete (DLC) Course	0.00%		

Item	Weightage in percentage to the Contract Price	Stage of Payment	Percentage Weightage
1	2	3	4
		(4) Pavement Quality Control (PQC) Course	0.00%
		<b>C.1- Reconstruction / New Service road (Flexible Pavement)</b>	0.00%
		(1) ) Earthwork up to top of sub-grade	0.60%
		(2) Sub Base Course	1.00%
		(3) Non Bituminous Base Course	1.17%
		(4) Bituminous Base Course	0.64%
		(5) Wearing Coat	0.36%
		<b>C.2- Reconstruction / New Service road (Rigid Pavement)</b>	
		(1) ) Earthwork up to top of sub-grade	0.00%
		(2) Sub Base Course	0.00%
		(3) Dry Lean Concrete (DLC) Course	0.00%
		(4) Pavement Quality Control (PQC) Course	0.00%
		<b>D- Re-Construction and New culverts on existing road, realignments, bypasses:</b>	
		Culverts (Length <6 m)	1.20%
<b>Minor Bridges / Underpasses / Overpasses</b>	21.26%	<b>A.1- Widening and repairs of Minor Bridges (length&gt;6m and &lt;60m)</b>	
		Minor Bridges	0.00%
		<b>A.2- New Minor Bridges (length&gt;6m and &lt;60m)</b>	
		(1) <b>Foundation</b> : On completion of the foundation work including foundation for wing and return walls, abutments, piers upto the abutment/pier cap.	9.47%
		(2) <b>Sub-Structure</b> :	10.95%
		(3) <b>Super-Structure</b> : On completion of the super structure in all respects including wearing coat, bearings, expansion joints, hand rails, crash barriers, road sign & markings tests on completion etc. complete in all respect.	9.21%
		(4) <b>Approaches</b> : On completion of approaches including retaining walls, stone pitching, protection works complete in all respect and fit for use.	0.00%
(5) <b>Guide Bunds and River Training works</b> :			

Item	Weightage in percentage to the Contract Price	Stage of Payment	Percentage Weightage
1	2	3	4
		On completion of Guide Bunds and river Training works complete in all respects	2.04%
		<b>B.1- Widening and Repair of underpasses/overpasses</b>	
		Underpasses/ Overpasses	0.00%
		<b>B.2- New underpasses/ overpasses</b>	
		<b>(1) Foundation +Sub-Structure:</b> On completion of the foundation work including foundations for wing and return walls, abutments, piers upto the abutment/pier cap.	25.67%
		<b>(2) Super-structure:</b> On completion of the super-structure in all respects including wearing coat, bearings, expansion joints, hand rails, crash barriers, road signs & makings, tests on completion etc. complete in all respect.	15.98%
		<b>Wearing Coat (a)</b> in case of Overpass-wearing coat including expansion joints complete in all respects as specified and (b) in case of underpass- rigid pavement including drainage facility complete in all respects as specified as specified.	0.00%
		<b>(3) Approaches:</b> On completion of approaches including Retaining walls/ Reinforced Earth walls, stone pitching, protection works complete in all respect and fit for use.	26.68%
			0.00%
<b>Major Bridges (Length &gt;60m) works and ROB/RUB/elevated section/flyover including viaducts if any.</b>	0.00%	<b>A.1 - Widening and repairs of Major Bridges</b>	
		(1) Foundation	0.00%
		(2) Sub-structure	0.00%
		(3) Super-structure (including bearings)	0.00%
		(4) Wearing Coat including expansion joints	0.00%
		(5) Miscellaneous Items like hand rails, crash barriers, road markings etc.)	0.00%
		(6) Wing walls/return walls	0.00%

Item	Weightage in percentage to the Contract Price	Stage of Payment	Percentage Weightage
1	2	3	4
		(7) Guide Bunds, River Training works etc.	0.00%
		(8) Approaches (including Retaining walls, stone pitching and protection works)	0.00%
		<b>A.2- New Major Bridges</b>	0.00%
		(1) Foundation	0.00%
		(2) Sub-structure	0.00%
		(3) Super-structure (including bearings)	0.00%
		(4) Wearing Coat including expansion joints	0.00%
		(5) Miscellaneous Items like hand rails, crash barriers, road markings etc.)	0.00%
		(6) Wing walls/return walls	0.00%
		(7) Guide Bunds, River Training works etc.	0.00%
		(8) Approaches (including Retaining walls, stone pitching and protection works)	0.00%
		<b>B.1- Widening and Repair of underpasses/overpasses</b>	
		<b>(a) ROB</b>	0.00%
		<b>(b) RUB</b>	0.00%
		(1) Foundation	0.00%
		(2) Sub-structure	0.00%
		(3) Super-structure(including bearings)	0.00%
		(4) Wearing Coat: (a) in case of ROB- wearing coat including expansion joints complete in all respects as specified and (b) in case of RUB- rigid pavement under RUB including drainage facility complete in all respects as specified.	0.00%
		(5) Miscellaneous Items like hand rails, crash barriers, road markings etc.)	0.00%
		(6) Wing walls/return walls	0.00%
		(7) Approaches (including Retaining walls, stone pitching and protection works)	0.00%
		<b>B.2- New ROB/RUB</b>	
		<b>(a) ROB</b>	0.00%

Item	Weightage in percentage to the Contract Price	Stage of Payment	Percentage Weightage
1	2	3	4
		<b>(b) RUB</b>	0.00%
		(1) Foundation	0.00%
		(2) Sub-structure	0.00%
		(3) Super-structure (including bearings)	0.00%
		(4) Wearing Coat: (a) in case of ROB-wearing coat including expansion joints complete in all respects as specified and (b) in case of RUB- rigid pavement under RUB including drainage facility complete in all respects as specified.	0.00%
		(5) Miscellaneous Items like hand rails, crash barriers, road markings etc.)	0.00%
		(6) Wing walls/return walls	0.00%
		(7) Approaches (including Retaining walls/ Reinforced Earth wall, stone pitching and protection works)	0.00%
		<b>C.1- Widening and repair of Elevated Section/Flyovers/Grade Separators</b>	
		(1) Foundation	0.00%
		(2) Sub-structure	0.00%
		(3) Super-structure (including bearings)	0.00%
		(4) Wearing Coat including expansion joints .	0.00%
		(5) Miscellaneous Items like hand rails, crash barriers, road markings etc.)	0.00%
		(6) Wing walls/return walls	0.00%
		(7) Approaches (including Retaining walls/ Reinforced Earth wall, stone pitching and protection works)	0.00%
		<b>C.2- New Elevated Section/Flyovers/Grade Separators</b>	
		(1) Foundation	0.00%
		(2) Sub-structure	0.00%
		(3) Super-structure (including bearings)	0.00%
		(4) Wearing Coat including expansion joints.	0.00%
		(5) Miscellaneous Items like hand rails, crash barriers, road markings etc.)	0.00%
		(6) Wing walls/return walls	0.00%

Item	Weightage in percentage to the Contract Price	Stage of Payment	Percentage Weightage
1	2	3	4
		(7) Approaches (including Retaining walls/ Reinforced Earth wall, stone pitching and protection works)	0.00%
<b>Other works</b>	31.61%	(i) Toll Plaza	0.00%
		(ii) Road side drains	1.99%
		(iii) Road signs, markings, km stones, safety devices, ...	8.24%
		(iv) Project facilities	0.00%
		(a) Bus Bays & Bus Shelter	0.99%
		(b) Truck lay-byes	0.00%
		(c) Rest areas	0.00%
		(d) Electrical Works	0.99%
		(e) Junctions	2.52%
		(f) others	3.07%
		(v) Road side plantation	1.55%
		(vi) Protection works other than elevated sections/ flyovers/grade separators and ROBs/RUBs. (Breast Wall & Retaining Wall)	74.01%
		(vii) Safety and traffic management during construction	0.00%
		(viii) Maintainance of Existing road	0.00%
		(ix)FOB	0.96%
(x) Special Srotection	5.25%		
(ix) Median & Island Filling	0.42%		
<b>Electrical utilities and Public Health Utilities (Water pipe lines and sewage lines</b>	1.53%	(i) EHT Line	0.00%
		(ii). EHT crossings	0.00%
		(ii). HT/LT line	50.70%
		(iv). HT/LT crossings	33.80%
		(v). Water pipeline	9.30%
		(vi). Water pipeline crossings	6.20%

### 1.3 Procedure of estimating the value of workdone

#### 1.3.1 Roadworks.

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

**Table 1.3.1**

Stage of Payment	Percentage - weightage	Payment Procedure
<b>A-Widening and Strengthening of existing road (For 2 lane to 4 lane)</b>		Unit of measurement is linear length in km. Payment shall be made on pro rata basis on completion of a stage in a length of not less than 1.00 km (One Kilometer) in 2 lane carriageway
(1) Earthwork up to top of the sub-grade	6.11%	
(2) Sub-Base Course	2.98%	
(3) Non Bituminous Base Course	3.97%	
(4) Bituminous Base Course	5.08%	
(5) Wearing Coat	1.88%	
(6) Widening and repair of culverts	0.00%	Cost of five completed culverts shall be determined pro rata with respect to the total number of culverts. Payment shall be made on the completion of five culverts for 2 lane carriageway
<b>A.1-Widening and Strengthening of existing road (For Strengthening of 2 lane)</b>		Unit of measurement is linear length in km. Payment shall be made on pro rata basis on completion of a stage in a length of not less than 1.00 km (One Kilometer) in 2 lane carriageway
(1) Earthwork up to top of the sub-grade	0.00%	
(2) Sub-Base Course	0.00%	
(3) Non Bituminous Base Course	0.00%	
(4) Bituminous Base Course	0.00%	
(5) Wearing Coat	0.00%	
(6) Widening and repair of culverts	0.00%	Cost of five completed culverts shall be determined pro rata with respect to the total number of culverts. Payment shall be made on the completion of five culverts for 2 lane carriageway
<b>B.1- Reconstruction/New 2-lane realignment/bypass (Flexible pavement)</b>		Unit of measurement is linear length. Payment of each stage shall be made on pro rata basis on completion of a stage in 500 mtr for 2 Lane carriageway.
(1) Earthwork up to top of the sub-grade	45.41%	
(2) Sub-Base Course	8.21%	
(3) Non Bituminous Base Course	10.04%	
(4) Bituminous Base Course	8.19%	
(5) Wearing Coat	3.17%	
<b>B.2- Reconstruction / New 2-Lane realignment/ bypass (Rigid Pavement)</b>		Unit of measurement is linear length. Payment of each stage shall be made on pro rata basis on completion of a stage in full length or 5(five) km. length whichever is less.
(1) ) Earthwork up to top of sub-grade	0.00%	
(2) Sub Base Course	0.00%	
(3) Dry Lean Concrete (DLC) Course	0.00%	

Stage of Payment	Percentage - weightage	Payment Procedure
(4) Pavement Quality Control (PQC) Course	0.00%	
<b>C.1- Reconstruction / New Service road (Flexible Pavement)</b>		Unit of measurement is linear length. Payment of each stage shall be made on pro rata basis on completion of a stage in full length or 5(five) km. length whichever is less.
(1) ) Earthwork up to top of sub-grade	0.60%	
(2) Sub Base Course	1.00%	
(3) Non Bituminous Base Course	1.17%	
(4) Bituminous Base Course	0.64%	
(5) Wearing Coat	0.36%	
<b>C.2- Reconstruction / New Service road (Rigid Pavement)</b>		Unit of measurement is linear length. Payment of each stage shall be made on pro rata basis on completion of a stage in full length or 5(five) km. length whichever is less.
(1) ) Earthwork up to top of sub-grade	0.00%	
(2) Sub Base Course	0.00%	
(3) Dry Lean Concrete (DLC) Course	0.00%	
(4) Pavement Quality Control (PQC) Course	0.00%	
<b>D- Re-Construction and New culverts on existing road, realignments, bypass:</b>		Cost of each culvert shall be determined on pro rata basis with respect to the total number of culverts. Payment shall be made on the completion of atleast five culvert for 2 lane carriageway
(1) Culverts (Length <6 m)	1.20%	

@. For example, if the total length of bituminous work to be done is 100 km, the cost per km of bituminous work shall be determined as follows:

$$\text{Cost per km} = P \times \text{weightage for road work} \times \text{weightage for bituminous work} \times (1/L)$$

Where P= Contract Price

L = Total length in km

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

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

### 1.3.2 Minor Bridges and Underpasses/Overpasses.

Procedure for estimating the value of Minor bridge and Underpasses/Overpasses shall be as stated in table 1.3.2:

**Table 1.3.2**

Stage of Payment	Weightage	Payment Procedure
<b>A.1- Widening and repair of minor bridges (length &gt; 6m and &lt;60m)</b>	0.00%	Cost of each minor bridge shall be determined on pro rata basis with respect to the total linear length of the minor bridges. Payment shall be made on completion of widening & repair works of a minor bridge.
<b>A.2- New minor bridges</b>		
<b>(i) Foundation:</b> On completion of the foundation work including foundations for wing and return walls.	9.47%	Cost of each minor bridge shall be determined on pro rata basis with respect to 25% each after completion of foundation and substructure, 30% after completion of super-Structure & 20% after completion of protection work
<b>(ii) Sub-structure</b>	10.95%	
<b>(iii) Super-structure:</b> On completion of the super-structure in all respects including wearing coat, bearings, expansion joints, hand rails, crash barriers, road signs & markings, tests on completion etc. complete in all respect.	9.21%	
<b>(iv) Approaches:</b> On completion of approaches including Retaining walls, stone pitching, protection works complete in all respect and fit for use.	0.00%	
<b>(v) Guide Bunds and River Training Works:</b> On completion of Guide Bunds and river Training Works complete in all respects	2.04%	
<b>B.1- Widening and repair of underpasses/overpasses</b>	0.00%	Cost of each underpass/overpass shall be determined on pro rata basis with respect to the total linear length of the underpasses/overpasses. Payment shall be made on the completion of widening & repair works of a underpass/overpass.
<b>B.2- New Underpasses/Overpasses:</b>	0.00%	

Stage of Payment	Weightage	Payment Procedure
<p><b>(i) Foundation +Sub-Structure:</b> On completion of the foundation work including foundations for wing and return walls, abutments, piers upto the abutment/pier cap.</p>	25.67%	<p><b>(i) foundation +Sub-Structure:</b> cost of each Underpass/Overpass shall be determined on pro rata basis with respect to the total linear length (m) of the Underpasses/Overpasses.</p> <p>Payment against foundation + sub-structure shall be made on pro-rata basis on completion of a stage i.e. not less than 25% of the scope of foundation +sub-structure of each Underpasses/Overpasses subject to completion of atleast two foundations along with sub-structure upto abutment/pier cap each underpass/overpass.</p> <p>In case where load testing is required for foundation, the trigger of first payment shall include load testing also where specified.</p>
<p><b>(ii) Super-structure:</b> On completion of the super-structure in all respects including wearing coat, bearings, expansion joints, hand rails, crash barriers, road signs &amp; markings, tests on completion etc. complete in all respect.</p> <p>Wearing coat (a)in case of Overpass- wearing coat including expansion joints complete in all respects as specified and (b) in case of underpass- rigid pavement including drainage facility complete in all respects as specified.</p>	15.98%	<p><b>(ii) Super-structure:</b> Payment shall be made on pro-rata basis on completion of a stage i.e. completion of super-structure of atleast one span in all respects as specified in the column of "Stage of Payment" in this sub-clause.</p>
<p><b>(iii) Approaches:</b> On completion of approaches including Retaining walls/Reinforced Earth walls, stone pitching, protection works complete in all respect and fit for use.</p>	26.68%	<p><b>(iii) Approaches:</b> Payment shall be made on pro-rata basis on completion of a stage i.e. completion of approaches in all respect as specified.</p>

### 1.3.3 Major Bridge works, ROB/RUB and Structures.

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

**Table 1.3.3**

Stage of Payment	Weightage	Payment Procedure
<b>A.1- Widening and repairs of Major Bridges</b>		
(i) Foundation	0.00%	<b>(i) Foundation:</b> Cost of each Major Bridge shall be determined on pro rata basis with respect to the total linear length (m) of the Major Bridge. Payment against foundation shall be made on pro-rata basis on completion of a stage i.e. not less than 25% of the scope of foundation of the major Bridge subject to completion of atleast two foundations of the major Bridge.  In case where load testing is required for foundation, the trigger of first payment shall include load testing also where specified.
(ii) Sub-structure	0.00%	<b>(ii) Sub-structure :</b> Payment against Sub-structure shall be made on pro-rata basis on completion of a stage i.e. not less than 25% of the scope of sub-structure of the major bridge subject to completion of atleast two sub-structures of abutments/piers upto abutment/pier cap level of the major bridge.
(iii) Super-structure (including bearings)	0.00%	<b>(iii) Super-structure :</b> Payment shall be made on pro-rata basis on completion of a stage i.e. completion of super-structures including bearings of atleast one span in all respects as specified.
(iv) Wearing Coat including expansion joints	0.00%	<b>(iv) Wearing Coat :</b> Payment shall be made on completion of wearing coat including expansion joints complete in all respects as specified.
(v) Miscellaneous Items like hand rails, crash barriers, road markings etc.	0.00%	<b>(v) Miscellaneous :</b> Payment shall be made on completion of all miscellaneous works like hand rails, crash barriers, road markings etc. complete in all respects as specified.
(vi) Wing walls/return walls	0.00%	<b>(vi) Wing walls/return walls:</b> Payments shall be made on completion of all wing walls/return walls complete in all respects as specified.
(vii) Guide Bunds, River Training works etc.	0.00%	<b>(vii) Guide Bunds, River Training works :</b> Payment shall be made on completion of all guide bunds/river training works etc. complete in all respects as specified.

Stage of Payment	Weightage	Payment Procedure
(viii) Approaches (including Retaining walls, stone pitching and protection works)	0.00%	<b>(viii) Approaches</b> : Payment shall be made on completion of both approaches including stone pitching, protection works, etc. complete in all respects as specified.
<b>A.2- New Major Bridges</b>		
(i) Foundation	0.00%	<b>(i) Foundation:</b> Cost of each Major Bridge shall be determined on pro rata basis with respect to the total linear length (m) of the Major Bridge. Payment against foundation shall be made on pro-rata basis on completion of a stage i.e. not less than 25% of the scope of foundation of the major Bridge subject to completion of atleast two foundations of the major Bridge.  In case where load testing is required for foundation, the trigger of first payment shall include load testing also where specified.
(ii) Sub-structure	0.00%	<b>(ii) Sub-structure</b> : Payment against Sub-structure shall be made on pro-rata basis on completion of a stage i.e. not less than 25% of the scope of sub-structure of the major bridge subject to completion of atleast two sub-structures of abutments/piers upto abutment/pier cap level of the major bridge.
(iii) Super-structure (including bearings)	0.00%	<b>(iii) Super-structure</b> : Payment shall be made on pro-rata basis on completion of a stage i.e. completion of super-structures including bearings of atleast one span in all respects as specified.
(iv) Wearing Coat including expansion joints	0.00%	<b>(iv) Wearing Coat</b> : Payment shall be made on completion of wearing coat including expansion joints complete in all respects as specified.
(v) Miscellaneous Items like hand rails, crash barriers, road markings etc.	0.00%	<b>(v) Miscellaneous</b> : Payment shall be made on completion of all miscellaneous works like hand rails, crash barriers, road markings etc. complete in all respects as specified.
(vi) Wing walls/return walls	0.00%	<b>(vi) Wing walls/return walls:</b> Payments shall be made on completion of all wing walls/return walls complete in all respects as specified.
(vii) Guide Bunds, River Training works etc.	0.00%	<b>(vii) Guide Bunds, River Training works</b> : Payment shall be made on completion of all guide bunds/river training works etc. complete in all respects as specified.
(viii) Approaches (including Retaining walls, stone pitching and protection works)	0.00%	<b>(viii) Approaches</b> : Payment shall be made on completion of both approaches including stone pitching, protection works, etc. complete in all respects as specified.

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

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

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

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

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

(2) The Schedule for exclusive tunnel projects may be prepared as per site requirements before bidding with due approval of Competent Authority.

### 1.3.4 Otherworks.

Procedure for estimating the value of other works done shall be as stated in table 1.3.4.

**Table 1.3.4**

Stage of Payment	Weightage	Payment Procedure
<b>(i) Toll Plaza</b>	0.00%	Rigid pavement, DLC-LHS-10.26%, Rigid pavement PQC-LHS-17.10%, Rigid pavement DLC-10.26% and rigid pavement PQC-RHS-17.10%. Steel truss & canopy-20.21%, Admin building-8.20% and finishing works-16.87%.
<b>(ii) Road side drains</b>	1.99%	Unit of measurement is linear length in km. Cost per km shall be determined on pro rata basis with respect to the total length of service drain. Payment shall be made for completed side drain in a length of not less than 1.00 Km (one kilometer) of the total length of service roads for 2 lane carriageway.
<b>(iii) Road signs, Markings, KM stones, Safety devices, ...</b>	8.24%	Unit of measurement is linear length in km. Payment shall be made on pro rata basis on completion of a stage in a length of not less than 10% (ten per cent) of the total length.
<b>(iv) Project facilities</b>	0.00%	Payment shall be made on pro rata basis for completed facilities.
a) Bus bays	0.99%	
b) Truck lay-byes	0.00%	
c) Rest areas	0.00%	
d) Electrical Works	0.99%	
e) Junctions	2.52%	
f) others	3.07%	
<b>(v) Roadside plantation</b>	1.55%	Unit of measurement is linear length. Payment shall be made on pro rata basis on completion of a stage in a length of not less than 10% (ten per cent) of the total length.
<b>(vi) Protection works other than elevated sections/flyovers/grade separators and ROB/RUBs</b>	74.01%	
<b>(vii) Safety and traffic management during construction</b>	0.00%	Payment shall be made on prorata basis every six months.
<b>(viii) Median &amp; island Filling</b>	0.42%	Unit of measurement is linear length in km. Payment shall be made on pro rata basis on completion of a stage in a length of not less than 10% (ten per cent) of the total length.
<b>(ix) Maintainance of Existing road</b>	0.00%	Unit of measurement is linear length in km. Payment shall be made on pro rata basis on completion of a stage in a length of not less than 10% (ten per cent) of the total length.

Stage of Payment	Weightage	Payment Procedure
(x) FOB	0.96%	Unit of measurement is linear length in km. Payment shall be made on pro rata basis on completion of a stage in a length of not less than 10% (ten per cent) of the total length.
(x) Special Protection	5.25%	Unit of measurement is linear length in km. Payment shall be made on pro rata basis on completion of a stage in a length of not less than 10% (ten per cent) of the total length.

### 1.3.5 Electrical Utilities and Public Health Utilities (Water pipe lines and sewage lines)

Procedure for estimating the value of Electrical Utilities and Public Health Utilities (Water pipe lines and sewage lines) shall be as stated in table 1.3.5:

**Table 1.3.5**

Stage of Payment	Weightage	Payment Procedure
<b>(i) EHT Line</b>	0.00%	Unit of measurement is as per completed activities. Cost per activity shall be determined on pro-rata basis as per its weightage with reference to total cost of EHT line. Payment shall be made for completed activity. (The average weightage of major activities (only for payment purpose) in shifting work is (i) Erection of poles-20%, (ii) Conductor stringing including laying of cable-30%, (iii) DTR erection (if involved)- 15% and (iv) Charging of line including dismantling and site clearance-35% (with DTR) and 50% without DTR)
<b>(ii) EHT crossings</b>	0.00%	Cost of each crossing shall be determined on pro-rata basis with reference to the total no. of crossings. Payments shall be made for not less than 25% of the crossings subject to a minimum of 4 crossings.
<b>(iii) HT/LT line (including Transformers if any)</b>	50.70%	Unit of measurement is as per completed activities. Cost per activity shall be determined on pro-rata basis as per its weightage with reference to total cost of HT/LT line. Payment shall be made for completed activity. (The average weightage of major activities (only for payment purpose) in shifting work is (i) Erection of poles-20%, (ii) Conductor stringing including laying of cable-30%, (iii) DTR erection (if involved)- 10% and (iv) Charging of line including dismantling and site clearance-40% (with DTR) and 50% without DTR)
<b>(iv) HT/LT line crossings</b>	33.80%	Cost of each crossing shall be determined on pro-rata basis with reference to the total no. of crossings. Payments shall be made for not less than 25% of the crossings subject to a minimum of 10 crossings.
<b>(v) Water pipeline.</b>	9.30%	Unit of measurement is as per completed activities. Cost per activity shall be determined on pro-rata basis as per its weightage with reference to total cost of pipe line. Payment shall be made for completed activity. (The average weightage of major activities (only for payment purpose) in shifting work is laying of pipe-50%, Charging of line including all miscellaneous works and dismantling and site clearance-50%)
<b>(vi) Water pipeline crossings.</b>	6.20%	Cost of each crossing shall be determined on pro-rata basis with reference to the total no. of crossings. Payments shall be made for not less than 25% of the crossings subject to a minimum of 8 crossings.

Stage of Payment	Weightage	Payment Procedure
<b>(vii) Sewage lines.</b>	-	Unit of measurement is as per completed activities. Cost per activity shall be determined on pro-rata basis as per its weightage with reference to total cost of pipe line. Payment shall be made for completed activity. (The average weightage of major activities (only for payment purpose) in shifting work is laying of pipe-50%, Charging of line including all miscellaneous works and dismantling and site clearance-50%)
<b>(vii) Sewage line crossings.</b>	-	Cost of each crossing shall be determined on pro-rata basis with reference to the total no. of crossings. Payment shall be made for completed activity. (The average weightage of major activities (only for payment purpose) in shifting work is laying of pipe-50%, Charging of line including all miscellaneous works and dismantling and site clearance-50%)

## **Schedule - I**

*(See Clause 10.2 (iv))*

### **Drawings**

#### **1. Drawings**

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

#### **2. Additional Drawings**

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

## **Annex - I**

*(Schedule - I)*

### **List of Drawings**

**[Note:** The Authority shall describe in this Annex-I, all the Drawings that the Contractor is required to furnish under Clause 10.2.]

## **Schedule - J**

*(See Clause 10.3 (ii))*

### **Project Completion Schedule**

#### **1. Project Completion Schedule**

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

#### **2. Project Milestone-I**

- (i) Project Milestone-I shall occur on the date falling on the **260<sup>th</sup>** day from the Appointed Date (the "**Project Milestone-I**").
- (ii) Prior to the occurrence of Project Milestone-I, the Contractor shall have commenced construction of the Project Highway and submitted to the Authority duly and validly prepared Stage Payment Statements for an amount not less than 10% (ten per cent) of the Contract Price.

#### **3. Project Milestone-II**

- (i) Project Milestone-II shall occur on the date falling on the **480<sup>th</sup>** day from the Appointed Date (the "**Project Milestone-II**").
- (ii) Prior to the occurrence of Project Milestone-II, the Contractor shall have continued with construction of the Project Highway and submitted to the Authority duly and validly prepared Stage Payment Statements for an amount not less than 35% (thirty five per cent) of the Contract Price and should have started construction of all bridges

#### **4. Project Milestone-III**

- (i) Project Milestone-III shall occur on the date falling on the **620<sup>th</sup>** day from the Appointed Date (the "**Project Milestone-III**").
- (ii) Prior to the occurrence of Project Milestone-III, the Contractor shall have continued with construction of the Project Highway and submitted to the Authority duly and validly prepared Stage Payment Statements for an amount not less than 70% (seventy per cent) of the Contract Price and should have started construction of all project facilities.

#### **5. Scheduled Completion Date**

- (i) The Scheduled Completion Date shall occur on the **730<sup>th</sup>** day from the Appointed Date.
- (ii) On or before the Scheduled Completion Date, the Contractor shall have completed

construction in accordance with this Agreement.

**6. Extension of time**

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

## **Schedule - K**

*(See Clause 12.1 (ii))*

### **Tests on Completion**

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

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

#### **2. Tests**

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

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

**3. Agency for conducting Tests**

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

**4. Completion Certificate**

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

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

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

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

## Schedule - L

*(See Clause 12.2)*

### Completion Certificate

- 1 I, ..... (Name of the Authority's Engineer), acting as the Authority's Engineer, under and in accordance with the Agreement dated..... (the "Agreement"), for **“Widening/Improvement to 4 (Four) Lane with Paved Shoulder from KM 38+500 to Km 51+246 (Design Chainage 38+500 to 50+959) of Daboka - Parokhuwa Section (Section 1) of NH 29 in the state of Assam on EPC mode”**through (Name of Contractor), hereby certify that the Tests in accordance with Article 12 of the Agreement have been successfully undertaken to determine compliance of the Project Highway with the provisions of the Agreement, and I am satisfied that the Project Highway can be safely and reliably placed in service of the Users thereof.
  
- 2 It is certified that, in terms of the aforesaid Agreement, all works forming part of Project Highway have been completed, and the Project Highway is hereby declared fit for entry into operation on this the.....day of.....20..., Scheduled Completed Date for which was the ..... day of .....20.....

SIGNED, SEALED AND DELIVERED

For and on behalf of the Authority's Engineerby:

(Signature)

(Name)

(Designation)(Address)

## Schedule - M

(See Clauses 14.6, 15.2 and 19.7)

### Payment Reduction for Non-Compliance

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

- (i) Monthly lump sum payments for maintenance shall be reduced in the case of non-compliance with the Maintenance Requirements set forth in Schedule-E.
- (ii) Any deduction made on account of non-compliance with the Maintenance Requirements shall not be paid even after compliance subsequently. The deductions shall continue to be made every month until compliance is done.
- (iii) The Authority's Engineer shall calculate the amount of payment reduction on the basis of weightage in percentage assigned to non-conforming items as given in Paragraph 2.

#### 2. Percentage reductions in lump sum payments on monthly basis

- (i) The following percentages shall govern the payment reduction:

S. No.	Item/Defect/Deficiency	Percentage
<b>(a)</b>	<b>Carriageway/Pavement</b>	
(i)	Potholes, cracks, other surface defects	15%
(ii)	Repairs of Edges, Rutting	5%
<b>(b)</b>	<b>Road, Embankment, Cuttings, Shoulders</b>	
(i)	Edge drop, inadequate cross fall, undulations, settlement, potholes, ponding, obstructions	10%
(ii)	Deficient slopes, raincuts, disturbed pitching, vegetation growth, pruning of trees	5%
<b>(c)</b>	<b>Bridges and Culverts</b>	
(i)	Desilting, cleaning, vegetation growth, damaged pitching, flooring, parapets, wearing course, footpaths, any damage to foundations	20%
(ii)	Any Defects in superstructures, bearings and sub-structures	10%

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

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

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

Where,

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

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

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

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

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

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

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

## **Schedule - N**

*(See Clause 18.1 (I))*

### **Selection of Authority's Engineer**

#### **1. Selection of Authority's Engineer**

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

#### **2. Terms of Reference**

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

#### **3. Appointment of Government entity as Authority's Engineer**

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

Annex – I

(Schedule - N)

**Terms of Reference for Authority's Engineer**

**1. Scope**

- (i) These Terms of Reference (the “**TOR**”) for the Authority's Engineer are being specified pursuant to the EPC Agreement dated ..... (the “**Agreement**”), which has been entered into between the [name and address of the Authority] (the “**Authority**”) and ..... (the “**Contractor**”) # for “**Widening/Improvement to 4 (Four) Lane with Paved Shoulder from KM 38+500 to Km 51+246 (Design Chainage 38+500 to 50+959) of Daboka – Parokhuwa Section (Section 1) of NH 29 in the state of Assam on EPC mode**” and a copy of which is annexed hereto and marked as Annex-A to form part of this TOR.

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

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

**2. Definitions and interpretation**

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

**3. General**

- (i) The Authority's Engineer shall discharge its duties in a fair, impartial and efficient manner, consistent with the highest standards of professional integrity and Good Industry Practice.
- (ii) The Authority's Engineer shall perform the duties and exercise the authority in accordance with the provisions of this Agreement, but subject to obtaining prior written approval of the Authority before determining:
- (a) any Time Extension;
  - (b) any additional cost to be paid by the Authority to the Contractor;
  - (c) the Termination Payment; or

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

#### **4. Construction Period**

- (i) During the Construction Period, the Authority's Engineer shall review and approve the Drawings furnished by the Contractor along with supporting data, including the geo-technical and hydrological investigations, characteristics of materials from borrow areas and quarry sites, topographical surveys, and the recommendations of the Safety Consultant in accordance with the provisions of Clause 10.1 (VI). The Authority's Engineer shall complete such review and approval and send its observations to the Authority and the Contractor within 15 (fifteen) days of receipt of such Drawings; provided, however that in case of a Major Bridge or Structure, the aforesaid period of 15 (fifteen) days may be extended up to 30 (thirty) days. In particular, such comments shall specify the conformity or otherwise of such Drawings with the Scope of the Project and Specifications and Standards.
- (ii) The Authority's Engineer shall review and approve any revised Drawings sent to it by the Contractor and furnish its comments within 10 (ten) days of receiving such Drawings.
- (iii) The Authority's Engineer shall review and approve the Quality Assurance Plan submitted by the Contractor and shall convey its comments to the Contractor within a period of 21 (twenty one) days stating the modifications, if any, required thereto.

- (iv) The Authority's Engineer shall complete the review and approve of the methodology proposed to be adopted by the Contractor for executing the Works, and convey its comments to the Contractor within a period of 10 (ten) days from the date of receipt of the proposed methodology from the Contractor.
- (v) The Authority's Engineer shall grant written approval to the Contractor, where necessary, for interruption and diversion of the flow of traffic in the existing lane(s) of the Project Highway for purposes of maintenance during the Construction Period in accordance with the provisions of Clause 10.4.
- (vi) The Authority's Engineer shall review the monthly progress report furnished by the Contractor and send its comments thereon to the Authority and the Contractor within 7 (seven) days of receipt of such report.
- (vii) The Authority's Engineer shall inspect the Construction Works and the Project Highway and shall submit a monthly Inspection Report bringing out the results of inspections and the remedial action taken by the Contractor in respect of Defects or deficiencies. In particular, the Authority's Engineer shall include in its Inspection Report, the compliance of the recommendations made by the Safety Consultant.
- (viii) The Authority's Engineer shall conduct the pre-construction review of manufacturer's test reports and standard samples of manufactured Materials, and such other Materials as the Authority's Engineer may require.
- (ix) For determining that the Works conform to Specifications and Standards, the Authority's Engineer shall require the Contractor to carry out, or cause to be carried out, tests at such time and frequency and in such manner as specified in the Agreement and in accordance with Good Industry Practice for quality assurance. For purposes of this Paragraph 4 (ix), the tests specified in the IRC Special Publication-11 (Handbook of Quality Control for Construction of Roads and Runways) and the Specifications for Road and Bridge Works issued by MORTH (the "Quality Control Manuals") or any modification/substitution there of shall be deemed to be tests conforming to Good Industry Practice for quality assurance.
- (x) The Authority's Engineer shall test check at least 50 (fifty) percent of the quantity or number of tests prescribed for each category or type of test for quality control by the Contractor.
- (xi) The timing of tests referred to in Paragraph 4 (ix), and the criteria for acceptance/rejection of their results shall be determined by the Authority's Engineer in accordance with the Quality Control Manuals. The tests shall be undertaken on a random sample basis and shall be in addition to, and independent of, the tests that may be carried out by the Contractor for its own quality assurance in accordance with Good Industry Practice.
- (xii) In the event that results of any tests conducted under Clause 11.10 establish any Defects or deficiencies in the Works, the Authority's Engineer shall require the Contractor to carry out remedial measures.

- (xiii) The Authority's Engineer may instruct the Contractor to execute any work which is urgently required for the safety of the Project Highway, whether because of an accident, unforeseeable event or otherwise; provided that in case of any work required on account of a Force Majeure Event, the provisions of Clause 21.6 shall apply.
- (xiv) In the event that the Contractor fails to achieve any of the Project Milestones, the Authority's Engineer shall undertake a review of the progress of construction and identify potential delays, if any. If the Authority's Engineer shall determine that completion of the Project Highway is not feasible within the time specified in the Agreement, it shall require the Contractor to indicate within 15 (fifteen) days the steps proposed to be taken to expedite progress, and the period within which the Project Completion Date shall be achieved. Upon receipt of a report from the Contractor, the Authority's Engineer shall review the same and send its comments to the Authority and the Contractor or thwith.
- (xv) The Authority's Engineer shall obtain from the Contractor a copy of all the Contractor's quality control records and documents before the Completion Certificate is issued pursuant to Clause 12.2.
- (xvi) Authority's Engineer may recommend to the Authority suspension of the whole or part of the Works if the work threatens the safety of the Users and pedestrians. After the Contractor has carried out remedial measure, the Authority's Engineer shall inspect such remedial measures forthwith and make a report to the Authority recommending whether or not the suspension hereunder may be revoked.
- (xvii) In the event that the Contractor carries out any remedial measures to secure the safety of suspended works and Users, and requires the Authority's Engineer to inspect such works, the Authority's Engineer shall inspect the suspended works within 3 (three) days of receiving such notice, and make a report to the Authority forthwith, recommending whether or not such suspension may be revoked by the Authority.
- (xviii) The Authority's Engineer shall carry out, or cause to be carried out, all the Tests specified in Schedule-K and issue a Completion Certificate, as the case may be. For carrying out its functions under this Paragraph 4 (xviii) and all matters incidental thereto, the Authority's Engineer shall act under and in accordance with the provisions of Article 12 and Schedule-K.

## **5. Maintenance Period**

- (i) The Authority's Engineer shall aid and advise the Contractor in the preparation of its monthly Maintenance Programmed and for this purpose carry out a joint monthly inspection with the Contractor.
- (ii) The Authority's Engineer shall undertake regular inspections, at least once every month, to evaluate compliance with the Maintenance Requirements and submit a Maintenance Inspection Report to the Authority and the Contractor.

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

#### **6. Determination of costs and time**

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

#### **7. Payments**

- (i) The Authority's Engineer shall withhold payments for the affected works for which the Contractor fails to revise and resubmit the Drawings to the Authority's Engineer in accordance with the provisions of Clause 10.2 (IV) (d).
- (ii) Authority's Engineer shall-
  - (a) within 10 (ten) days of receipt of the Stage Payment Statement from the Contractor pursuant to Clause 19.4, determine the amount due to the Contractor and recommend the release of 90 (ninety) percent of the amount so determined as part payment, pending issue of the Interim Payment Certificate; and
  - (b) within 15 (fifteen) days of the receipt of the Stage Payment Statement referred to in Clause 19.4, deliver to the Authority and the Contractor an Interim Payment Certificate certifying the amount due and payable title



Contractor , after adjustments in accordance with the provisions of Clause 19.10.

- (iii) The Authority's Engineer shall, within 15 (fifteen) days of receipt of the Monthly Maintenance Statement from the Contractor pursuant to Clause 19.6, verify the Contractor's monthly statement and certify the amount to be paid to the Contractor in accordance with the provisions of the Agreement.
- (iv) The Authority's Engineer shall certify final payment within 30 (thirty) days of the receipt of the final payment statement of Maintenance in accordance with the provisions of Clause 19.16.

#### **8. Other duties and functions**

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

#### **9. Miscellaneous**

- (i) A copy of all communications, comments, instructions, Drawings or Documents sent by the Authority's Engineer to the Contractor pursuant to this TOR, and a copy of all the test results with comments of the Authority's Engineer thereon, shall be furnished by the Authority's Engineer to the Authority forthwith.
- (ii) The Authority's Engineer shall retain at least one copy each of all Drawings and Documents received by it, including 'as-built' Drawings, and keep them in its safe custody.
- (iii) Within 90 (ninety) days of the Project Completion Date, the Authority's Engineer shall obtain a complete set of as-built Drawings, in 2 (two) hard copies and in micro film form or in such other medium as may be acceptable to the Authority, reflecting the Project Highway as actually designed, engineered and constructed, including an as-built survey illustrating the layout of the Project Highway and set back lines, if any, of the buildings and structures forming part of Project Facilities; and shall hand them over to the Authority against receipt thereof.
- (iv) The Authority's Engineer, if called upon by the Authority or the Contractor or both, shall mediate and assist the Parties in arriving at an amicable settlement of any Dispute between the Parties.
- (v) The Authority's Engineer shall inform the Authority and the Contractor of any event of Contractor's Default within one week of its occurrence.

## **Schedule - O**

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

### **Forms of Payment Statements**

#### **1. Stage Payment Statement for Works**

The Stage Payment Statement for Works shall state:

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

#### **2. Monthly Maintenance Payment Statement**

The monthly Statement for Maintenance Payment shall state:

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

#### **3. Contractor's claim for Damages**

**Note:** The Contractor shall submit its claims in a form acceptable to the Authority.

## **Schedule - P**

*(See Clause 20.1)*

### **Insurance**

#### **1. Insurance during Construction Period**

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

#### **2. Insurance for Contractor's Defects Liability**

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

#### **3. Insurance against injury to persons and damage to property**

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

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

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

**4. Insurance to be in joint names**

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

## **Schedule-Q**

*(See Clause 14.10)*

### **Tests on Completion of Maintenance Period**

**1. Riding Quality test:**

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

**2. Visual and physical test:**

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



## Schedule-R

*(See Clause 14.10)*

### Taking Over Certificate

I, ..... (Name and designation of the Authority's Representative) under and in accordance with the Agreement dated ..... (The "**Agreement**"), for [construction of the \*\*\*\*section (km \*\* to km \*\*) of

\*\*\*\*] (the "**Project Highway**") on Engineering, Procurement and Construction (EPC) basis through..... (Name of Contractor), hereby certify that the Tests on completion of Maintenance Period in accordance with Article 14 of the Agreement have been successfully undertaken to determine compliance of the Project Highway with the provisions of the Agreement and I hereby certify that the Authority has taken over the Project highway from the Contractor on this day.....

SIGNED, SEALED AND DELIVERED

(Signature)

(Name and designation of Authority's Representative)

(Address)



**\*\*\*\*\* End of the Document\*\*\*\*\***