

SCHEDULE – A
(See Clauses 2.1 and 8.1)

SITE OF THE PROJECT

1 The Site

- 1.1 Site of the Two-Laning of Existing Joram – Koloriang Road on EPC basis from design km 20+000 to km 32+050 (Existing km 20+000 to km 35+150) in the state of Arunachal Pradesh under SARDP-NE, Project Highway shall include the land, buildings, structures and road works as described in **Annex-I** of this Schedule-A.
The Project alignment is approachable for all location for execution of works.
- 1.2 The dates of handing over the Right of Way to the Contractor are specified in **Annex-II** of this Schedule-A.
- 1.3 An inventory of the Site including the land, buildings, structures, road works, trees and any other immovable property on, or attached to, the Site shall be prepared jointly by the Authority's Representative and the Contractor, and such inventory shall form part of the memorandum referred to in Clause 8.2.1 of this Agreement.
- 1.4 The alignment plans of the Project Highway are specified in **Annex-III**. In the case of sections where no modification in the existing alignment of the Project Highway is contemplated, the alignment plan has not been provided. Alignment plans have only been given for sections where the existing alignment is proposed to be modified.
- 1.5 The status of the environment clearances obtained or awaited is given in **Annex-IV**.

Annex I (Schedule-A)

1. Site

The Site of the [Two-Lane] Project Highway comprises the section of Joram – Koloriang road commencing from design km 20+000 to km 32+050(Existing km 20+000 to km 35+150) i.e New Pania – Neelum Section in the State of Arunachal Pradesh. The road is of sub-standard single lane with poor road surface, passing through mountainous terrain, in general. The road is deficient in geometric features at almost all locations. The stretch lies within Lower Subansiri district.

The project corridor i.e. Joram - Koloriang passes through settlements of New Pania, and Neelum

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

2. Chainage References (Existing vs Design)

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

Sl No.	Existing Chainage (Km)	Design chainage (Km)	Remarks
1	20+000	20+000	
2	20+500	20+340	
3	21+000	20+580	
4	21+500	21+000	
5	22+000	21+470	
6	22+500	21+880	
7	23+000	22+290	
8	23+500	22+740	

9	24+000	23+190	
10	24+500	23+630	
11	25+000	23+870	
12	25+500	23+890	
13	26+000	24+240	
14	26+500	24+690	
15	27+000	25+050	
16	27+500	25+490	
17	28+000	25+820	
18	28+500	26+200	
19	29+000	26+630	
20	29+500	27+000	
21	30+000	27+405	
22	30+500	27+850	
23	31+000	28+240	
24	31+500	28+712	
25	32+000	29+190	
26	32+500	29+690	
27	33+000	30+070	
28	33+500	30+520	
29	34+000	31+010	
30	34+500	31+460	
31	35+000	31+890	
32	35+150	32+050	

3. Land

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

Sl. No.	Existing Chainage (km)		Design Chainage (km)		Length in m (Design)	Existing/Available ROW (m)	Remarks
	From	To	From	To			
1	20+000	35+150	20+000	32+050	12050	9m to 12m	No ROW available in realignment stretches of total 7.83km as given in para 3.3 of Annexure-1 Schedule B

4. Carriageway

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

Sl. No.	Existing Chainage (km)		Design Chainage (km)		Length in m (Design)	Lane Width (m)	Remarks
	From	To	From	To			
1	20+000	35+150	20+000	32+050	12050	3.0- 3.25	Lane width other than realignment portion

5. Major Bridges

The Site includes the following Major Bridges:

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

6. Railway over-bridges (ROB)

The Site includes the following Railway Over Bridges

The data includes the following railway over bridges						
Sl. No.	Chainage (km)	Type of Structures			No. of Spans with span length (m)	Width (m)
		Foundation	Sub-Structure	Super structure		
NIL						

7. Grade Separators

The Site includes the following Grade separators

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

8. Minor Bridges

The Site includes the following minor Bridges:

Sl. No.	Road Segment	Existing Chainage (km)	Type of Structures			No. of Spans with Span Length (m)	Total Width (m)
			Foundation	Sub-Structure	Super Structure		
NIL							

9. Railway level crossings / Railway Track

The Site includes the following railway level crossings:

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

10. Underpasses (vehicular, Non Vehicular)

The Site includes the following underpasses:

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

11. Culverts

The Site includes the 64 Nos of culverts at the following locations and types:

Sl no.	Existing Chainage	Type of Culvert	Span/Dia (m)	Width (m)	Remarks
1	20025	Pipe	0.6	6.0	
2	20294	Slab	1.0	5.4	
3	20595	Slab	1.0	6.0	
4	20848	Pipe	0.6	5.7	
5	21005	Not visible	-	5.8	
6	21025	Pipe	0.6	6.3	
7	21125	Slab	1.4	5.4	
8	21296	Slab	1x1.0	6.0	

SI no.	Existing Chainage	Type of Culvert	Span/Dia (m)	Width (m)	Remarks
9	22050	Slab	1.8	6.3	
10	22100	Pipe	0.6	4.8	
11	22300	Not visible	-	5.7	
12	22450	Slab	1.5	6.3	
13	22470	Pipe	0.6	5.8	
14	22560	Slab	1.0	6.0	
15	22700	Slab	1.0	5.7	
16	22800	Pipe	0.6	5.8	
17	22950	Slab	1.0	5.5	
18	23020	Slab	1.0	5.5	
19	23150	Slab	1.0	5.6	
20	23200	Slab	1.0	5.7	
21	24180	Slab	1.0	5.9	
22	24345	Slab	1.0	6.0	
23	24565	Slab	1.0	6.0	
24	25350	Slab	1.0	5.5	
25	25590	Slab	1.5	5.0	
26	25800	Slab	1.0	5.3	
27	25850	Slab	1.0	5.3	
28	26025	Slab	1.5	5.3	
29	26310	Slab	1.0	5.0	
30	26380	Slab	1.0	6.0	
31	26625	Pipe	0.6	5.6	
32	26900	Slab	1.0	5.6	
33	26980	Slab	1.0	5.6	
34	27200	Slab	0.9	5.5	
35	27430	Slab	1.0	5.3	
36	27600	Slab	1.0	5.4	
37	27650	Slab	1.0	6.0	
38	27740	Slab	1.4	5.3	
39	27850	Slab	1.0	6.0	
40	28080	Slab	1.0	6.0	
41	28300	Slab	3.0	5.5	
42	28380	Pipe	0.6	5.5	
43	28480	Slab	1.0	6.0	
44	28550	Not visible	-	6.0	

SI no.	Existing Chainage	Type of Culvert	Span/Dia (m)	Width (m)	Remarks
45	28610	Slab	1.0	6.0	
46	28910	Not visible	-	6.0	
47	28950	Slab	1.0	5.0	
48	28990	Slab	1.0	5.5	
49	29120	Not visible	-	5.5	
50	29355	Slab	1.0	5.5	
51	29560	Slab	1.0	5.6	
52	29740	Slab	1.0	5.6	
53	30070	Slab	1.0	4.9	
54	30420	Slab	0.9	5.8	
55	30880	Slab	1.0	6.0	
56	31200	Slab	1.0	6.0	
57	33830	Slab	-	5.8	
58	33910	Not visible	-	6.0	
59	33970	Pipe	0.6	5.5	
60	34140	Slab	1.0	5.5	
61	34620	Slab	1.0	6.00	
62	34900	Slab	1.0	6.0	
63	35010	Pipe	0.6	5.8	
64	35150	Slab	1.0	6.0	

12. Bus Shelters

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

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

13. Truck Lay Bye

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

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

14. Road side drains

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

Sl. No.	Existing Location		Side	Type	
	From (km)	From (km)		Masonry/CC (Pucca)	Earthen (Kutcha)
1	20.025	20.285	Right	-	✓
2	20.300	20.380	Right	-	✓
3	20.455	20.590	Right	-	✓
4	20.600	20.625	Right	-	✓
5	20.670	20.770	Right	-	✓
6	20.815	20.820	Right	-	✓
7	20.825	20.845	Right	-	✓
8	20.855	20.780	Right	-	✓
9	20.965	20.980	Right	-	✓
10	21.540	21.680	Right	-	✓
11	21.820	22.020	Right	-	✓
12	22.030	22.080	Right	-	✓
13	22.100	22.175	Right	-	✓
14	22.210	22.300	Right	-	✓
15	22.310	22.420	Right	-	✓
16	22.440	22.460	Right	-	✓
17	22.475	22.520	Right	-	✓
18	22.545	22.555	Right	-	✓
19	22.575	22.680	Right	-	✓
20	22.700	22.785	Right	-	✓
21	22.825	22.920	Right	-	✓
22	22.950	23.020	Right	-	✓
23	23.020	23.130	Right	-	✓
24	23.140	23.175	Right	-	✓
25	23.210	23.250	Right	-	✓

Two Laning of Joram – Koloriang Road (NH-713) on EPC basis from design km 20+000 to km 32+050 [Existing km 20.000 to km 35.150] in the State of Arunachal Pradesh under SARDP-NE

Sl. No.	Existing Location		Side	Type	
	From (km)	From (km)		Masonry/CC (Pucca)	Earthen (Kutchra)
26	23.325	23.530	Right	-	✓
27	23.655	24.170	Right	-	✓
28	24.520	24.555	Right	-	✓
29	24.575	24.875	Right	-	✓
30	24.890	25.050	Left	-	✓
31	25.075	25.125	Left	-	✓
32	25.150	25.350	Right	-	✓
33	25.375	25.595	Right	-	✓
34	25.600	25.780	Right	-	✓
35	25.830	25.840	Right	-	✓
36	25.855	26.070	Right	-	✓
37	26.100	26.300	Right	-	✓
38	26.325	26.375	Right	-	✓
39	26.380	26.475	Right	-	✓
40	26.480	26.530	Right	-	✓
41	26.575	26.625	Right	-	✓
42	26.640	26.885	Right	-	✓
43	26.920	26.975	Right	-	✓
44	26.985	27.200	Right	-	✓
45	27.210	27.275	Right	-	✓
46	27.280	27.425	Right	-	✓
47	27.445	27.600	Right	-	✓
48	27.610	27.650	Right	-	✓
49	27.660	27.730	Right	-	✓
50	27.750	27.845	Right	-	✓
51	27.875	27.910	Right	-	✓
52	27.975	28.060	Right	-	✓

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Sl. No.	Existing Location		Side	Type	
	From (km)	From (km)		Masonry/CC (Pucca)	Earthen (Kutchha)
53	28.080	28.290	Right	-	✓
54	28.315	28.375	Right	-	✓
55	28.390	28.015	Right	-	✓
56	28.480	28.485	Right	-	✓
57	28.840	28.875	Right	-	✓
58	29.010	29.110	Right	-	✓
59	29.125	29.350	Right	-	✓
60	29.360	29.560	Right	-	✓
61	29.570	29.600	Right	-	✓
62	29.710	29.715	Right	-	✓
63	29.755	30.040	Right	-	✓
64	30.080	30.100	Right	-	✓
65	30.160	30.255	Right	-	✓
66	30.320	30.410	Right	-	✓
67	30.525	30.575	Right	-	✓
68	30.700	30.860	Right	-	✓
69	30.875	30.885	Right	-	✓
70	30.955	31.000	Right	-	✓
71	31.060	31.150	Right	-	✓
72	31.580	31.775	Right	-	✓
73	31.845	32.000	Right	-	✓
74	32.028	32.185	Right	-	✓
75	32.330	32.475	Right	-	✓
76	32.500	32.930	Right	-	✓
77	33.030	33.075	Right	-	✓
78	33.150	33.228	Right	-	✓
79	33.555	33.645	Right	-	✓

Two Laning of Joram – koloriang Road (NH-713) on EPC basis from design km 20+000 to km 32+050 [Existing km 20.000 to km 35.150] in the State of Arunachal Pradesh under SARDP-NE

Sl. No.	Existing Location		Side	Type	
	From (km)	From (km)		Masonry/CC (Pucca)	Earthen (Kutchha)
80	33.680	33.745	Right	-	✓
81	33.780	33.815	Right	-	✓
82	34.310	34.375	Right	-	✓
83	34.865	34.880	Right	-	✓
84	34.900	35.010	Right	-	✓
85	35.020	35.060	Right	-	✓
86	35.115	35.150	Right	-	✓

15. Major Junctions

The details of major junctions are as follows:

Sl. No.	Location		At Grade	Separated	Category of Cross Roads			
	Existing Ch.	Design Ch.			NH	SH	MDR	Others
NIL								

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

16. Minor Junctions

The details of major junctions are as follows:

S. No.	Existing Chainage	Design Chainage	Type	
	(Km)	(Km)	'T' Junction	Cross Road both sides
1	20+495	20+000	✓	-
2	23+550	20+340	✓	-
3	23+600	20+580	✓	-
4	23+780	21+000	✓	-
5	24+300	21+470	✓	-
6	24+350	21+880	✓	-
7	25+020	22+290	✓	-
8	25+175	22+740	✓	-

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9	30+480	23+190	√	-
10	30+575	23+630	√	-
11	30+680	23+870	√	-
12	31+150	23+890	√	-

17. Bypasses

The details of bypasses are as follows:

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

18. Other Structures/Details

The details of other structures are as follows:

S No.	Type	Existing Chainage (km)	Length (m)	Width
Nil				

Annex-II
(Schedule-A)

Details for Providing Right of Way

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

Sl. No	Design Chainage		Length	Existing ROW	Proposed ROW Width (m)	Date of Providing proposed ROW
	From	To				
(i) 90% of ROW (full width)	20.00	32.050	12.050	9-12 m	18m - 35 m	At appointed date
(ii) Balance ROW (full width)						Within 90 days after the appointed Date as per clause 8.2 of DCA

Annex-III
(Schedule-A)

Alignment Plans

It is enclosed.

Annex-IV
(Schedule-A)

Environmental Clearances

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

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

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

INDEX MAP OF PROJECT HIGHWAY SECTIONS

It is enclosed.