

National Highways & Infrastructure Development Corporation Limited



SCHEDULES

FOR

Construction of 2-laning with hard shoulder configuration of Lunglei to Chhumkhum section of NH-302 from Design Chainage Km 28.000 to Km 40.000 [Pkg-3] for Zorinpui-Lunglei International Corridor in the State of Mizoram under 'Bharatmala Pariyojana' on EPC Mode.

ENGINEERING, PROCUREMENT & CONSTRUCTION (EPC) MODE

**NATIONAL HIGHWAYS & INFRASTRUCTURE DEVELOPMENT CORPORATION LTD
(MINISTRY OF ROAD TRANSPORT & HIGHWAYS, GOVT. OF INDIA)**

FEBRUARY, 2020

**NHIDCL, 3RD FLOOR, PRESS TRUST OF INDIA BUILDING, 4, PARLIAMENT STREET,
NEW DELHI – 110001**

Construction of 2-laning with hard shoulder configuration of Lunglei to Chhumkhum section of NH-302 from Design Chainage Km 28.000 to Km 40.000 [Pkg-3] for Zorinpui-Lunglei International Corridor in the State of Mizoram under 'Bharatmala Pariyojana' on EPC Mode.

Table of Contents

Schedules.....	4
Schedule-A	5
Site of the Project	5
Annex –I: Site	6
Annex – II: Dates for providing Right of Way of Construction Zone	12
Annex – IV: Environment Clearances	14
Schedule - B	15
Development of the Project Highway	15
1. Development of the Project Highway.....	15
2. [Rehabilitation and augmentation]	15
3. Specifications and Standards.....	15
Annex -I : Description of Two –Laning	16
Schedule - C	32
Project Facilities.....	32
1. Project Facilities	32
2. Description of Project Facilities	32
Schedule - D	34
Specifications and Standards	34
1. Construction.....	34
2. Design Standards	34
Annex –I: Specifications and Standards for Construction	36
Schedule - E	37
Maintenance Requirements	37
1. Maintenance Requirements	37
2. Repair/rectification of Defects and deficiencies.....	37
3. Other Defects and deficiencies	37
4. Extension of time limit	37
5. Emergency repairs/restoration.....	37
6. Daily inspection by the Contractor	38
7. Pre-monsoon inspection / Post-monsoon inspection	38
8. Repairs on account of natural calamities.....	38
Annex –I Repair/rectification of Defects and deficiencies.....	39
Schedule - F	60
Applicable Permits.....	60
1. Applicable Permits	60
Schedule - G.....	61
Annex-I : Form of Bank Guarantee	61
Annex – II: Form for Guarantee for Advance Payment.....	65
Schedule - H.....	68
Contract Price Weightages.....	68
Schedule -I	75
Drawings	75
1. Drawings	75

Construction of 2-laning with hard shoulder configuration of Lunglei to Chhumkhum section of NH-302 from Design Chainage Km 28.000 to Km 40.000 [Pkg-3] for Zorinpui-Lunglei International Corridor in the State of Mizoram under ‘Bharatmala Pariyojana’ on EPC Mode.

2.	Additional Drawings.....	75
	Annex –I: List of Drawings	76
	Schedule - J.....	77
	Project Completion Schedule.....	77
1.	Project Completion Schedule.....	77
2.	Project Milestone-I.....	Error! Bookmark not defined.
3.	Project Milestone-II.....	Error! Bookmark not defined.
4.	Project Milestone-III.....	Error! Bookmark not defined.
5.	Scheduled Completion Date	Error! Bookmark not defined.
6.	Extension of time	78
	Schedule - K.....	80
	Tests on Completion	80
1.	Schedule for Tests	80
2.	Tests	80
3.	Agency for conducting Tests.....	81
4.	Completion Certificate	81
	Schedule - L	82
	Completion Certificate	82
	Schedule - M.....	83
	Payment Reduction for Non-Compliance	83
1.	Payment reduction for non-compliance with the Maintenance Requirements	83
2.	Percentage reductions in lump sum payments on monthly basis.....	83
	Schedule - N.....	85
	Selection of Authority's Engineer	85
1.	Selection of Authority's Engineer	85
2.	Terms of Reference.....	85
3.	Appointment of Government entity as Authority's Engineer.....	85
	Annex –I: Terms of Reference for Authority's Engineer	86
	Schedule - O.....	93
1.	Stage Payment Statement for Works.....	93
2.	Monthly Maintenance Payment Statement	93
3.	Contractor's claim for Damages.....	93
	Schedule - P	94
	Insurance	94
1.	Insurance during Construction Period	94
2.	Insurance for Contractor's Defects Liability	94
3.	Insurance against injury to persons and damage to property.....	94
4.	Insurance to be in joint names	95
	Schedule-Q.....	96
1.	Riding Quality test:.....	96
2.	Visual and physical test:.....	96
	Schedule-R.....	97
	Taking Over Certificate	97

Construction of 2-laning with hard shoulder configuration of Lunglei to Chhumkhum section of NH-302 from Design Chainage Km 28.000 to Km 40.000 [Pkg-3] for Zorinpui-Lunglei International Corridor in the State of Mizoram under ‘Bharatmala Pariyojana’ on EPC Mode.

Schedules

Construction of 2-laning with hard shoulder configuration of Lunglei to Chhumkhum section of NH-302 from Design Chainage Km 28.000 to Km 40.000 [Pkg-3] for Zorinpui-Lunglei International Corridor in the State of Mizoram under 'Bharatmala Pariyojana' on EPC Mode.

Schedule-A

(See Clauses 2.1 and 8.1)

Site of the Project

1. The Site

- (i) Site of the [Two-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)

Annex -I: Site

[Note: 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. All the chainages/ location referred to in Annex-I to Schedule-A shall be existing chainages.]

1. Site

The Site of the Two-Lane Project Highway comprises the section of [National Highway -302] of **from Km 28+000 to Km 40+000 on** Hrangchalkawn - Lunglei-Tlabung Section of NH-302 in the State of Mizoram. The land, carriageway and structures comprising the Site are described below.

Sr.No.	Package No	Existing		Design		Remarks
		From	To	From	To	
1	P-3	25+409	39+246	28+000	40+000	NH-302

2. Land

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

Sl. No	Existing Chainage (km)		Design Chainage (km)		Length in m (Design)	Existing/ Available ROW (m)	Remarks
	From	To	From	To			
1	25+409	39+246	28+000	40+000	12.00	7.00/8.00	NH-302

3. Carriageway

The present carriageway of the Project Highway is [Single Lane]. 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		
1	35+960	Well	RCC Pier	Bailey Bridge	1x85	4.25

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. No.	Chainage (km)	Type of Structure		No. of Spans with span length (m)	Width (m)	ROB/ RUB
		Foundation	Superstructure			
Nil						

6. Grade separators

Construction of 2-laning with hard shoulder configuration of Lunglei to Chhumkhum section of NH-302 from Design Chainage Km 28.000 to Km 40.000 [Pkg-3] for Zorinpui-Lunglei International Corridor in the State of Mizoram under 'Bharatmala Pariyojana' on EPC Mode.

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

S.No.	Chainage (km)	Type of Structure			No. of Spans with span length (m)	Width (m)
		Foundation	Sub-structure	Superstructure		
1	28+905	Open	Masonry	RCC Slab	1X12	4.25
2	37+650	Open	Masonry	Bailey Bridge	1X37	4.25

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:

Sr.No.	Chainage (m)	Type of Culvert	Span/Opening with span length (m)	Width (m)	Remarks
1	25561	SLAB	1x1.00	7.20	NH-302
2	25878	SLAB	1X1.50	7.60	NH-302
3	26068	SLAB	1x1.00	7.00	NH-302
4	26239	PIPE	1x1.00	7.10	NH-302
5	26510	SLAB	1x1.50	7.20	NH-302
6	26892	SLAB	1x1.50	7.40	NH-302
7	27183	SLAB	1x1.50	7.10	NH-302
8	27492	SLAB	1x1.50	7.10	NH-302
9	27621	SLAB	1x1.50	7.40	NH-302
10	27677	SLAB	1x0.80	7.20	NH-302
11	27858	SLAB	1x1.50	7.00	NH-302

Construction of 2-laning with hard shoulder configuration of Lunglei to Chhumkhum section of NH-302 from Design Chainage Km 28.000 to Km 40.000 [Pkg-3] for Zorinpui-Lunglei International Corridor in the State of Mizoram under 'Bharatmala Pariyojana' on EPC Mode.

Sr.No.	Chainage (m)	Type of Culvert	Span /Opening with span length (m)	Width (m)	Remarks
12	28030	SLAB	1x1.50	6.80	NH-302
13	28233	SLAB	1x1.50	6.80	NH-302
14	28269	SLAB	1x2.00	6.70	NH-302
15	28233	SLAB	1x1.50	7.00	NH-302
16	28343	SLAB	1x1.50	7.20	NH-302
17	28501	SLAB	1x1.00	7.10	NH-302
18	28531	SLAB	1x1.00	7.10	NH-302
19	28605	SLAB	1x1.00	7.00	NH-302
20	28676	SLAB	1x1.00	6.80	NH-302
21	28776	SLAB	1x1.00	6.80	NH-302
22	29064	SLAB	1x1.00	7.10	NH-302
23	29118	SLAB	1x1.50	7.20	NH-302
24	29283	SLAB	1x1.00	7.40	NH-302
25	29455	SLAB	1x0.80	7.60	NH-302
26	29695	SLAB	1x0.80	6.70	NH-302
27	29695	SLAB	1x0.90	7.20	NH-302
28	29752	PIPE	1x1.00	7.10	NH-302
29	30192	SLAB	1x0.90	7.40	NH-302
30	30304	PIPE	1x0.90	7.10	NH-302
31	30496	PIPE	1x0.90	6.90	NH-302
32	30549	SLAB	1x1.20	7.00	NH-302
33	30890	SLAB	1x1.20	7.10	NH-302
34	30968	SLAB	1x1.00	6.70	NH-302
35	30996	SLAB	1x1.00	6.80	NH-302
36	31026	SLAB	1x1.20	6.70	NH-302
37	31112	SLAB	1x1.00	6.50	NH-302
38	31402	SLAB	1x1.20	6.40	NH-302
39	31602	SLAB	1x1.20	6.20	NH-302
40	31710	SLAB	1x1.00	6.80	NH-302
41	31604	SLAB	1x1.20	6.60	NH-302
42	31710	SLAB	1x1.00	7.00	NH-302
43	31871	SLAB	1x1.20	7.10	NH-302
44	31907	SLAB	1x2.00	6.70	NH-302
45	32134	SLAB	1x1.00	6.60	NH-302
46	32165	PIPE	1x0.90	6.20	NH-302
47	32525	SLAB	1x1.20	7.00	NH-302
48	32706	SLAB	1x1.00	6.80	NH-302
49	32842	SLAB	1x1.00	7.00	NH-302

Construction of 2-laning with hard shoulder configuration of Lunglei to Chhumkhum section of NH-302 from Design Chainage Km 28.000 to Km 40.000 [Pkg-3] for Zorinpui-Lunglei International Corridor in the State of Mizoram under 'Bharatmala Pariyojana' on EPC Mode.

Sr.No.	Chainage (m)	Type of Culvert	Span /Opening with span length (m)	Width (m)	Remarks
50	33002	SLAB	1X1.50	6.90	NH-302
51	33076	PIPE	1x1.00	7.00	NH-302
52	33340	SLAB	1X1.50	7.10	NH-302
53	33414	SLAB	1x1.20	7.20	NH-302
54	33474	SLAB	1x1.20	7.20	NH-302
55	33539	SLAB	1x1.00	7.00	NH-302
56	33635	SLAB	1x1.00	6.80	NH-302
57	33730	SLAB	1X1.50	6.70	NH-302
58	33841	SLAB	1X1.50	6.80	NH-302
59	33928	SLAB	1X1.50	7.10	NH-302
60	33959	PIPE	1x0.90	7.10	NH-302
61	34036	SLAB	1x1.20	7.00	NH-302
62	34129	PIPE	1x0.90	6.80	NH-302
63	34180	SLAB	1x1.20	7.00	NH-302
64	34228	PIPE	1x1.20	7.10	NH-302
65	34282	SLAB	1x1.20	7.20	NH-302
66	34668	SLAB	1x1.20	6.80	NH-302
67	34845	SLAB	1x1.00	6.70	NH-302
68	34979	SLAB	1x1.20	6.30	NH-302
69	35032	SLAB	1x1.50	6.60	NH-302
70	35143	SLAB	1x1.00	6.90	NH-302
71	35267	SLAB	1X1.50	6.80	NH-302
72	35391	SLAB	1x1.00	6.90	NH-302
73	35716	SLAB	1x1.00	6.80	NH-302
74	36502	SLAB	1x1.00	6.20	NH-302
75	36805	SLAB	1x1.20	6.40	NH-302
76	36997	SLAB	1X1.50	7.10	NH-302
77	37154	SLAB	1X1.50	6.80	NH-302
78	37263	SLAB	1x1.00	6.70	NH-302
79	37549	SLAB	1x1.00	6.80	NH-302
80	37801	SLAB	1x0.80	7.10	NH-302
81	37923	SLAB	1x1.00	6.40	NH-302
82	38057	PIPE	1x1.00	7.20	NH-302
83	38135	SLAB	1x1.00	7.40	NH-302
84	38144	PIPE	1x0.90	10.00	NH-302
85	38239	SLAB	1X1.50	7.00	NH-302
86	38334	SLAB	1X1.50	7.00	NH-302
87	38577	SLAB	1x1.00	6.50	NH-302

Construction of 2-laning with hard shoulder configuration of Lunglei to Chhumkhum section of NH-302 from Design Chainage Km 28.000 to Km 40.000 [Pkg-3] for Zorinpui-Lunglei International Corridor in the State of Mizoram under 'Bharatmala Pariyojana' on EPC Mode.

Sr.No.	Chainage (m)	Type of Culvert	Span /Opening with span length (m)	Width (m)	Remarks
88	38739	SLAB	1x2.50	6.50	NH-302
89	38820	SLAB	1x2.00	6.00	NH-302
90	39094	SLAB	1x1.00	10.00	NH-302

11. Bus bays

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

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

12. Truck Lay byes

The details of truck lay byes are as follows:

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

13. Road side drains

The details of the roadside drains are as follows:

S. No.	Location		Type	
	From km	to km	Masonry/cc (Pucca)	Earthen (Kutcha)
1	25+409	39+246		Earthen drain hill side

14. Major junctions

The details of major junctions are as follows:

Sr. No.	Location (Km)	At grade	Separated	Category of Cross Road			
				NH	SH	MDR	Others
1	35+815	At Grade			SH		

(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)	Type	Type of junction	Place
1	25+665		Y	Link Road with in Village
2	26+180		Y	Link Road with in Village
3	36+200		Y	Link Road with in Village

Construction of 2-laning with hard shoulder configuration of Lunglei to Chhumkhum section of NH-302 from Design Chainage Km 28.000 to Km 40.000 [Pkg-3] for Zorinpui-Lunglei International Corridor in the State of Mizoram under 'Bharatmala Pariyojana' on EPC Mode.

4	36+295		Y	Link Road with in Village
5	36+315		Y	Link Road with in Village
6	36+570		Y	Link Road with in Village

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			

17. Built Up Locations

The following are the Built-up locations on the Project Road.

Sr. No.	Name of Village	Name of Road	Existing Chainage		Block	District
			From	To		
1	Pachang	NH-302	25130	26830	Lungsen	Lunglei
2	Phairuang	NH-302	35680	36610	Lungsen	Lunglei

18. Other structures]

[Provide details of other structures, if any.]

Total number of structures on the Site is noted below:

a)	Total No. of Major Bridges	-	Nil
b)	Total No. of Railway Over/Under Bridges	-	Nil
c)	Total No. of Minor Bridges	-	Nil
d)	Total No. of Pipe Culverts	-	11 Nos.
e)	Total No. of Slab Culverts	-	79 Nos.
f)	Total No. of Box Culverts	-	Nil
g)	Total No. of Flyovers	-	Nil
h)	Level Crossings	-	Nil
i)	Pedestrian Underpass	-	Nil

Construction of 2-laning with hard shoulder configuration of Lunglei to Chhumkhum section of NH-302 from Design Chainage Km 28.000 to Km 40.000 [Pkg-3] for Zorinpui-Lunglei International Corridor in the State of Mizoram under 'Bharatmala Pariyojana' on EPC Mode.

Annex - II

(As per Clause 8.3 (i))

(Schedule-A)

Annex - II: 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	From km to km	Length (km)	Width (m)	Date of providing Right of Way*
(1)	(2)	(3)	(4)	(5)
(i) Full Right of Way (full width)	Km 28+00 to Km 40+00	12.00	16m-36 m	At Appointed Date
(a) Stretch				
(b) Stretch				
(c) Stretch				Within 90 days after the appointed date as per Clause 8.2 of DCA
(ii) Part Right of Way (part width)				
(a) Stretch				
(b) Stretch				
(c) Stretch				
(iii) Balance Right of Way (width)				
(a) Stretch				
(b) Stretch				
(c) Stretch				

*The dates specified herein shall in no case be beyond 150 (one hundred and fifty) days after the Appointed Date.

Construction of 2-laning with hard shoulder configuration of Lunglei to Chhumkhum section of NH-302 from Design Chainage Km 28.000 to Km 40.000 [Pkg-3] for Zorinpui-Lunglei International Corridor in the State of Mizoram under 'Bharatmala Pariyojana' on EPC Mode.

Annex - III

(Schedule-A)

Annex – III: 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/IRC Codes/Manual.

Annex - IV

(Schedule-A)

Annex - IV: Environment Clearances

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

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 augmentation shall include Two-Laning Hard shoulder and Strengthening 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)

Annex -I : Description of Two -Laning

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 [Mountainous/Steep] terrain to the extent land is available.

(ii) Width of Carriageway

(a) Two-Laning with Paved shoulders shall be undertaken. The paved carriageway shall be [7 (seven) m] wide in accordance with the typical cross sections drawings in the Manual.

Provided that in the built-up areas [refer to paragraphs 2.1 (ii) of the Manual and provide necessary details]: the width of the carriageway shall be as specified in the following table:

Sl. No.	Built-up stretch (Township)	Location in m		Width (m)	Typical cross section (Ref. to Manual)
		From	To		
1	Pachang	28000	29238	7	
2	Phairuang	36868	37738	7	

(b) Except as otherwise provided in this Agreement, the width of the paved carriageway and cross-sectional features shall conform to paragraph 1.1(ii) (a) 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 design speed shall be the minimum design speed of 30/40 km per hr for Hilly terrain.

(iii) Improvement of the existing road geometrics

The hilly gradients shall be corrected in such a way so as to attain a limiting gradient of 6% in order to achieve longitudinal drainage. Also vertical curves shall be improved / introduced so that the vertical curves meet IRC: SP-73 - 2018 standards.

Construction of 2-laning with hard shoulder configuration of Lunglei to Chhumkhum section of NH-302 from Design Chainage Km 28.000 to Km 40.000 [Pkg-3] for Zorinpui-Lunglei International Corridor in the State of Mizoram under 'Bharatmala Pariyojana' on EPC Mode.

The horizontal alignment of the Project Highway shall be improved as per the standards set out in IRC-SP: 48:1998.

The improvement shall be done in consultation with the Independent consultant / Project Company ensuring that the proposed improvements are accommodated within the land width available as far as practical otherwise action to acquire more land shall be resorted to through NHIDCL.

S/N	Chainage	Radius	Type of Deficiency	Design Speed	Remarks
1	28065	-30		25	Reduce huge Cutting
2	28138	30		25	Reduce huge Cutting
3	28521	30		25	Reduce huge Cutting
4	28661	-30		25	Reduce huge Cutting
5	28795	30		25	Reduce huge Cutting
6	28952	-30		25	Reduce huge Cutting
7	29156	30		25	Reduce huge Cutting
8	29315	-30		25	Reduce huge Cutting
9	29766	30		25	Reduce huge Cutting
10	30527	-30		25	Reduce huge Cutting
11	30596	30		25	Reduce huge Cutting
12	30689	-30		25	Reduce huge Cutting
13	31075	-30		25	Reduce huge Cutting
14	31301	-30		25	Reduce huge Cutting
15	32140	-30		25	Reduce huge Cutting
16	32325	30		25	Reduce huge Cutting
17	32530	30		25	Reduce huge Cutting
18	32730	-30		25	Reduce huge Cutting
19	32860	30		25	Reduce huge Cutting
20	33101	-30		25	Reduce huge Cutting
21	33190	30		25	Reduce huge Cutting
22	33331	-30		25	Reduce huge Cutting
23	33560	30		25	Reduce huge Cutting
24	33656	-30		25	Reduce huge Cutting
25	33794	30		25	Reduce huge Cutting
26	34009	-30		25	Reduce huge Cutting
27	34049	-30		25	Reduce huge Cutting
28	34435	30		25	Reduce huge Cutting
29	35370	30		25	Reduce huge Cutting
30	35770	-30		25	Reduce huge Cutting
31	36006	30		25	Reduce huge Cutting
32	36159	30		25	Reduce huge Cutting
33	36674	-30		25	Reduce huge Cutting

Construction of 2-laning with hard shoulder configuration of Lunglei to Chhumkhum section of NH-302 from Design Chainage Km 28.000 to Km 40.000 [Pkg-3] for Zorinpui-Lunglei International Corridor in the State of Mizoram under 'Bharatmala Pariyojana' on EPC Mode.

S/N	Chainage	Radius	Type of Deficiency	Design Speed	Remarks
34	36761	30		25	Reduce huge Cutting
35	37027	30		25	Reduce huge Cutting
36	38056	-30		25	Reduce huge Cutting
37	38124	30		25	Reduce huge Cutting
38	38268	30		25	Reduce huge Cutting
39	38642	30		25	Reduce huge Cutting
40	38896	30		25	Reduce huge Cutting
41	38981	-30		25	Reduce huge Cutting
42	39219	-30		25	Reduce huge Cutting
43	39372	-30		25	Reduce huge Cutting
44	39588	30		25	Reduce huge Cutting
45	39700	30		25	Reduce huge Cutting
46	39960	-30		25	Reduce huge Cutting
57	80654	-30		25	Reduce huge Cutting

The proposed horizontal and vertical alignment is available in digital format and this is for information and authority shall not be held responsible for any implications of the contract. EPC contractor shall carry out his own survey and investigations and due diligence both during bidding and during design and construction.

(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 the following stretches:

Sl. No.	Stretch (from km to km)	Fully paved shoulders/ footpaths	Reference to cross section
Nil			

(b) In open country, [hard shoulders of 2.5 m width shall be provided and covered with 150 mm thick compacted layer of granular material].

(c) Design and specifications of paved shoulders and granular material shall conform to the requirements specified in paragraphs 5.10 of the Manual.

(vi) Lateral and vertical clearances at underpasses

(a) Lateral and vertical clearances at underpasses and provision of guardrails/crash barriers shall be as per paragraph 2.11 of the Manual.

(b) Lateral clearance: The width of the opening at the underpasses shall be as follows:

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

Construction of 2-laning with hard shoulder configuration of Lunglei to Chhumkhum section of NH-302 from Design Chainage Km 28.000 to Km 40.000 [Pkg-3] for Zorinpui-Lunglei International Corridor in the State of Mizoram under ‘Bharatmala Pariyojana’ on EPC Mode.

(vii) Lateral and vertical clearances at overpasses

- (a) Lateral and vertical clearances at overpasses shall be as per paragraph 2.11 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

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

Sl. No.	Location of service road (from km to km)	Right hand side (RHS)/Left hand side (LHS)/ or Both sides	Length (km) of service road
Nil			

(ix) Grade separated structures

- a. Grade separated structures shall be provided as per paragraph 2.13 of the Manual. The requisite particulars are given below:

Sl. No.	Location of structure	Length (m)	Number and length of spans	Approach gradient	Remarks, if any
Nil					

- 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:

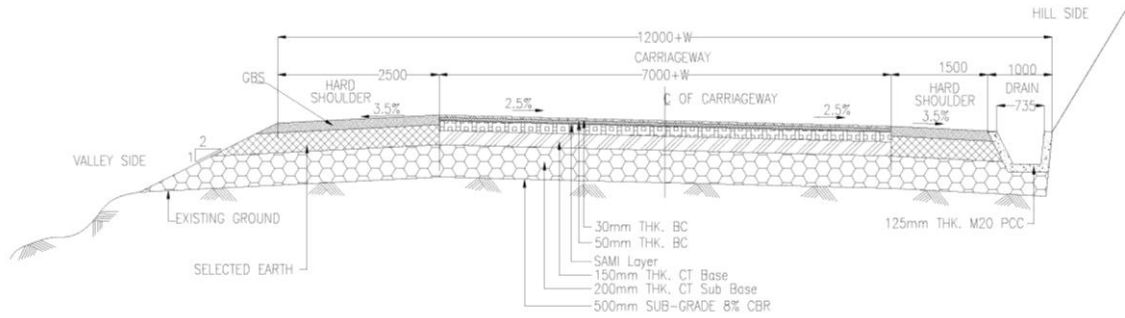
Sl. No.	Location	Type of structure Length (m)	Cross road at			Remarks, if any
			Existing Level	Raised Level	Lowered Level	
Nil						

(x) Cattle and pedestrian underpass/overpass

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

Sl. No.	Location	Type of crossing
Nil		

(xi) Typical cross-sections of the Project Highway



3. Intersections and Grade Separators

All intersections and grade separators shall be as per Section 3 of the 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

Sl. No.	Location of intersection	Type of intersection	Other features
1	37016	Major Junction	Link Road to Thenhlum Village

(ii) Grade separated intersection with/without ramps

Sl. No.	Location	Salient features	Minimum length of viaduct to be provided	Road to be carried over/under the structures
Nil				

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

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 Section 5 of the Manual.

(ii) Type of pavement

Construction of 2-laning with hard shoulder configuration of Lunglei to Chhumkhum section of NH-302 from Design Chainage Km 28.000 to Km 40.000 [Pkg-3] for Zorinpui-Lunglei International Corridor in the State of Mizoram under ‘Bharatmala Pariyojana’ on EPC Mode.

Flexible Pavement

(iii) Design requirements

a. Design Period and strategy

As per clause 5.4.1 (i), 5.9 & 5.10 of IRC: SP: 73- 2018

b. Design Traffic

As per clause 5.4.1 (i), 5.9 & 5.10 of IRC: SP: 73- 2018

(iv) Reconstruction of stretches

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

Sr.No.	Stretch in Km		Remarks
	From	To	
Nil			

6. Roadside Drainage

Drainage system including surface and subsurface drains for the Project Highway shall be provided as per Section 6 of the Manual.

The improvements in the drainage and the slope erosion shall be made as per the following norms:

Open side trapezoidal lined cross section drain shall be provided on hill sides of the project highway in order to intercept surface water from the carriageway, shoulders and hill slopes. The drains outfall into the natural water courses i.e. either in culverts or bridges. Table below gives the location of lined drains.

These are guidelines for minimum provisions. However, contractor has to design as per requirement of road in accordance with manual.

Sr. No.	Chainage in m		Length in m	Remarks
	From	To		
1	28+000	40+000	11590	Trapezoidal Drain line drain
2	Box cutting portion		1764	Trapezoidal Drain line drain
3	Catch water drain		521	Trapezoidal Drain

Note: (The above locations shall be reviewed in consultation with the AE at the time of construction as per the site condition).

6.1 Chutes Drain

Surface run off on a hill slope flows down in the form of natural gulleys / chutes. The

Construction of 2-laning with hard shoulder configuration of Lunglei to Chhumkhum section of NH-302 from Design Chainage Km 28.000 to Km 40.000 [Pkg-3] for Zorinpui-Lunglei International Corridor in the State of Mizoram under ‘Bharatmala Pariyojana’ on EPC Mode.

water entrapped in the catch water drains is also brought down by connecting them with existing natural gulleys. It is therefore desired to provide lined chutes to lead the discharge to the catch pit of culvert or to a natural drainage channel.

Sr.No.	Chainage	Clear Width of Chute	Length of Chute	Remarks
1	29580	2.70	20	Type-2
2	29840	2.70	20	Type-2
3	32330	2.70	20	Type-2
4	32414	2.70	20	Type-2
5	32484	1.85	20	Type-1
6	32806	2.70	20	Type-2
7	32880	3.20	20	Type-3
8	33195	2.70	20	Type-2
9	34307	1.85	20	Type-1
10	34549	1.85	20	Type-1
11	34834	1.85	20	Type-1
12	35988	2.70	20	Type-2
13	36414	3.20	20	Type-3
14	36506	2.70	20	Type-2
15	36602	2.70	20	Type-2
16	38114	2.70	20	Type-2
17	38905	2.70	20	Type-2
18	39020	1.85	20	Type-1

Note: (The above locations shall be reviewed in consultation with the Authority Engineer at the time of construction as per the site condition).

Sr.No.	Type	Quantity	Remarks
1	Transverse Trench drain within the sub-grade	839.00 Rm	300 mm wide transverse trench drain within the sub-grade filled up with drainage material @ 50m interval on straight portion road & curve having center at valley side as per the specification along the road alignment & gradient The bottom of the trench shall be slope to valley, including providing and laying of drainage material ,excavation of trench as per drawing or technical specification (MORT&H 309.3.7 ,TABLE-300-4,GR.-CLASS-A)
2	Rain Cut Drain	709.00 Rm	1 m wide & 0.15 m deep flat V shape at an interval of 50m to 150 m as per site condition ,drain beyond the shoulder edge at valley with coating of bitumen @ 1.0 Kg

Construction of 2-laning with hard shoulder configuration of Lunglei to Chhumkhum section of NH-302 from Design Chainage Km 28.000 to Km 40.000 [Pkg-3] for Zorinpui-Lunglei International Corridor in the State of Mizoram under 'Bharatmala Pariyojana' on EPC Mode.

Sr.No.	Type	Quantity	Remarks
			per sqm over the compacted surface
3	Sub Surface Drains with Perforated Pipe	1004.00 Rm	Subsurface drain with perforated pipe of 100 mm internal diameter of PVC, closely jointed, perforations ranging from 3 mm to 6 mm depending upon size of material surrounding the pipe, with 150 mm bedding below the pipe and 300 mm cushion above the pipe, cross section of excavation 450 x 550 mm. Excavated material to be utilized in roadway at site
4	Laying of Geo textile	37284.00 Sqm	Geo textile for drainage & separation with physical requirement as per MORT&H-702.2.2.3.2 .TABLE 700-4 after preparation of sub-grade as per the specification along the road alignment, geo-textile shall be rolled as indicated in the drawing .The entire rolled shall be placed on the sub-grade and unrolled as smoothly as possible .Wrinkles and folds in the fabric shall be removed by stretching, as per MORT&H Specification 700.

7. Design of Structures

(i) General

- (a) All bridges, culverts and structures shall be designed and constructed in accordance with 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 and structures shall be as follows:

Sr.No.	Bridge at Km	Width of carriageway and cross-sectional features*
Nil		

- (c) The following structures shall be provided with footpaths:

Sr.No.	Location at Km	Remarks
Nil		

- (d) All bridges shall be high-level bridges.
- (e) The following structures shall be designed to carry utility services specified in table below:

Sr.No.	Bridge at Km	Utility services to be carried	Remarks
Nil			

- (f) Cross-section of the new culverts and bridges at deck level for the Project

Construction of 2-laning with hard shoulder configuration of Lunglei to Chhumkhum section of NH-302 from Design Chainage Km 28.000 to Km 40.000 [Pkg-3] for Zorinpui-Lunglei International Corridor in the State of Mizoram under ‘Bharatmala Pariyojana’ on EPC Mode.

Highway shall conform to the typical cross-sections given in 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:

Sr. No.	Culvert location in m	Span/Opening (m)	Remarks, if any*
1	28124	2 X2	BOX-TYPE-1
2	28343	1 X1.2	HPC-TYPE-2
3	28415	1 X1.2	HPC-TYPE-2
4	28560	2 X2	BOX-TYPE-1
5	28719	1 X1.2	HPC-TYPE-1
6	28959	1 X1.2	HPC-TYPE-2
7	29301	1 X1.2	HPC-TYPE-2
8	29580	1 X1.2	HPC-TYPE-3
9	29840	1 X1.2	HPC-TYPE-3
10	29919	1 X1.2	HPC-TYPE-2
11	29975	1 X1.2	HPC-TYPE-2
12	30060	1 X1.2	HPC-TYPE-1
13	30222	1 X1.2	HPC-TYPE-2
14	30415	1 X1.2	HPC-TYPE-2
15	30448	2 X2	BOX-TYPE-1
16	30525	1 X1.2	HPC-TYPE-2
17	30672	1 X1.2	HPC-TYPE-2
18	30699	1 X1.2	HPC-TYPE-2
19	30768	1 X1.2	HPC-TYPE-2
20	30836	1 X1.2	HPC-TYPE-1
21	30933	1 X1.2	HPC-TYPE-2
22	31237	1 X1.2	HPC-TYPE-2
23	31291	1 X1.2	HPC-TYPE-2
24	31449	1 X1.2	HPC-TYPE-1
25	31614	1 X1.2	HPC-TYPE-2
26	31844	1 X1.2	HPC-TYPE-2
27	31902	1 X1.2	HPC-TYPE-1
28	32330	1 X1.2	HPC-TYPE-3
29	32414	1 X1.2	HPC-TYPE-3
30	32484	1 X1.2	HPC-TYPE-3
31	32537	1 X1.2	HPC-TYPE-2

Construction of 2-laning with hard shoulder configuration of Lunglei to Chhumkhum section of NH-302 from Design Chainage Km 28.000 to Km 40.000 [Pkg-3] for Zorinpui-Lunglei International Corridor in the State of Mizoram under 'Bharatmala Pariyojana' on EPC Mode.

Sr. No.	Culvert location in m	Span /Opening (m)	Remarks, if any*
32	32806	1 X1.2	HPC-TYPE-3
33	32880	1 X1.2	HPC-TYPE-3
34	32905	1 X1.2	HPC-TYPE-1
35	32934	1 X1.2	HPC-TYPE-1
36	32985	1 X1.2	HPC-TYPE-2
37	33195	1 X1.2	HPC-TYPE-3
38	33314	1 X1.2	HPC-TYPE-2
39	33388	1 X1.2	HPC-TYPE-1
40	33528	1 X1.2	HPC-TYPE-2
41	33574	1 X1.2	HPC-TYPE-2
42	33777	1 X1.2	HPC-TYPE-2
43	33806	1 X1.2	HPC-TYPE-2
44	34154	1 X1.2	HPC-TYPE-2
45	34307	1 X1.2	HPC-TYPE-3
46	34428	2 X2	BOX-TYPE-1
47	34549	1 X1.2	HPC-TYPE-3
48	34599	1 X1.2	HPC-TYPE-2
49	34834	1 X1.2	HPC-TYPE-3
50	34891	1 X1.2	HPC-TYPE-2
51	34949	1 X1.2	HPC-TYPE-1
52	35010	1 X1.2	HPC-TYPE-2
53	35098	1 X1.2	HPC-TYPE-1
54	35174	1 X1.2	HPC-TYPE-2
55	35259	2 X2	BOX-TYPE-1
56	35357	2 X2	BOX-TYPE-1
57	35416	1 X1.2	HPC-TYPE-1
58	35506	1 X1.2	HPC-TYPE-1
59	35560	1 X1.2	HPC-TYPE-1
60	35597	1 X1.2	HPC-TYPE-2
61	35642	1 X1.2	HPC-TYPE-2
62	35988	1 X1.2	HPC-TYPE-3
63	36157	1 X1.2	HPC-TYPE-2
64	36277	1 X1.2	HPC-TYPE-1
65	36334	1 X1.2	HPC-TYPE-2
66	36414	1 X1.2	HPC-TYPE-3
67	36506	1 X1.2	HPC-TYPE-3
68	36602	1 X1.2	HPC-TYPE-3
69	36909	1 X1.2	HPC-TYPE-2
70	37631	2 X2	BOX-TYPE-1

Construction of 2-laning with hard shoulder configuration of Lunglei to Chhumkhum section of NH-302 from Design Chainage Km 28.000 to Km 40.000 [Pkg-3] for Zorinpui-Lunglei International Corridor in the State of Mizoram under 'Bharatmala Pariyojana' on EPC Mode.

Sr. No.	Culvert location in m	Span/Opening (m)	Remarks, if any*
71	37936	1 X1.2	HPC-TYPE-2
72	38114	1 X1.2	HPC-TYPE-3
73	38268	1 X1.2	HPC-TYPE-2
74	38366	1 X1.2	HPC-TYPE-1
75	38905	1 X1.2	HPC-TYPE-3
76	39020	1 X1.2	HPC-TYPE-3
77	39094	1 X1.2	HPC-TYPE-2
78	39188	1 X1.2	HPC-TYPE-2
79	39240	1 X1.2	HPC-TYPE-2
80	39427	1 X1.2	HPC-TYPE-1
81	39596	2 X2	BOX-TYPE-1
82	39681	1 X1.2	HPC-TYPE-2
83	39964	1 X1.2	HPC-TYPE-2

Note: (The above locations and size shall be reviewed in consultation with the AE at the time of construction as per the site condition).

(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 section 7 of the Manual. Repairs and strengthening of existing structures where required shall be carried out.

Sl. No	Culvert location	Type,span,height and width of existing culvert	Repairs to be carried out
Nil			

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

Sr. No.	Culvert location in m	Span/Opening (m)	Remarks, if any*
1	31059	4 X6	BOX-TYPE-4
2	38783	2 X2	BOX-TYPE-1
3	39920	1 X1.2	HPC-TYPE-1

Note: (The above locations and size shall be reviewed in consultation with the AE at the time of construction as per the site condition).

(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
Nil		

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

Construction of 2-laning with hard shoulder configuration of Lunglei to Chhumkhum section of NH-302 from Design Chainage Km 28.000 to Km 40.000 [Pkg-3] for Zorinpui-Lunglei International Corridor in the State of Mizoram under 'Bharatmala Pariyojana' on EPC Mode.

(iii) Bridges

(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 .	Bridge Location (Km)	Salient details of existing bridge	Adequacy or otherwise of the existing waterway, vertical clearance,etc	Remarks
1	37+100	Bailey Bridge	Adequacy	Carriageway 4.25 m
2	38+710	Bailey Bridge	Adequacy	Carriageway 4.25 m

*Attach GAD

(ii) The following narrow bridges shall be widened:

Sl. No.	Location (km)	Existing width (m)	Extent of widening (m)	Cross-section at deck level for widening @
Nil				

@ Attach cross-section

(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.

S/N	Location in m	Super structure	Foundation	Remarks	Span Arrangement	Remarks
Nil						

(c) The railings of existing bridges shall be replaced by crash barriers at the following locations:

Sl. No.	Location at Km	Remarks, if any
Nil		

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

Sl. No.	Location at Km	Remarks, if any
Nil		

(e) Drainage system for bridge decks

An effective drainage system for bridge decks shall be provided as specified in paragraph 7.20 of the Manual

(f) Structures in marine environment

Construction of 2-laning with hard shoulder configuration of Lunglei to Chhumkhum section of NH-302 from Design Chainage Km 28.000 to Km 40.000 [Pkg-3] for Zorinpui-Lunglei International Corridor in the State of Mizoram under ‘Bharatmala Pariyojana’ on EPC Mode.

[Refer to paragraph 7.21 of the Manual and specify the necessary measures / treatments for protecting structures in marine environment, where applicable]

(iv) Rail-road bridges

(a) Design, construction and detailing of ROB/RUB shall be as specified in section 7 of the Manual. -Nil

(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. No.	Location of Level crossing (Chainage Km)	Number and length of span (m)
Nil		

(v) Grade separated structures

The grade separated structures shall be provided at the locations and of the type and length specified in paragraphs 2.9 and 3 of this Annex-I.

(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
Nil		

(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

(d)

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

(vii) List of Major Bridges and Structures

Construction of 2-laning with hard shoulder configuration of Lunglei to Chhumkhum section of NH-302 from Design Chainage Km 28.000 to Km 40.000 [Pkg-3] for Zorinpui-Lunglei International Corridor in the State of Mizoram under ‘Bharatmala Pariyojana’ on EPC Mode.

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

Sl.No.	Location	Span arrangement	Type of Superstructure	Remarks
1	37+100	1X 25+1X50+1X25	PSC I-girder	Pile foundation
2	38+710	1X15+1X50+1X15	PSCI-girder for 50m span & RCC T-beam for 15 m span	Open foundation for abutment & Pile foundation for pier

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.

9. Roadside Furniture

- (i) Roadside furniture shall be provided in accordance with the provisions of Section-9 of the Manual.
- (ii) Overhead traffic signs: location and size

10. Compulsory Afforestation - Nil

11. Hazardous Locations

The safety barriers shall also be provided at the following hazardous locations as per Clause 7.18 of the Manual (IRC: SP: 73-2018). W-Beam metal crash barriers shall however be provided for a minimum length at all hazardous locations. All hazardous locations shall be finalized in consultation with the Authority Engineer.

Sl.No.	Location stretch from (Km) to (Km)	Length in m
1	Type - A, "W" : Metal Beam Crash Barrier	650.00

12. Special Requirement for Hill Roads

As the project involves cutting of the hill slopes, it's imperative that slopes are stabilized for ensuring longevity of the slopes and the road. Slope stability, erosion control and landslide correction shall be accomplished in accordance with IRC: SP 48:1998. Reference may be drawn from IRC: 56-2011.

Spreading & Compaction of Roadway cutting and excavation from drain and foundation of other structures surplus material in layers not exceeding 300mm thickness at selected disposal location by Dozer at least four passes including construction of approach road to dumping site.

The minimum quantity of protection works may be taken as below

Sr.No	Description of Item	Unit	Quantity
1	Vetiver grass	Sqm	6324.00
2	Seeding and Mulching	Sqm	6804.00
3	Erosion Control Blanket	Sqm	3882.00

Construction of 2-laning with hard shoulder configuration of Lunglei to Chhumkhum section of NH-302 from Design Chainage Km 28.000 to Km 40.000 [Pkg-3] for Zorinpui-Lunglei International Corridor in the State of Mizoram under 'Bharatmala Pariyojana' on EPC Mode.

Sr.No	Description of Item	Unit	Quantity
4	Turfing with Sods	Sqm	10000.00
5	Vegetated bamboo crib wall	Rm	3000.00
6	Retaining wall for 2.0 m Height	Rm	1050.00
7	Retaining wall for 3.0 m Height	Rm	290.00
8	Retaining wall for 4.0 m Height	Rm	390.00
9	Retaining wall for 5.0 m Height	Rm	260.00
10	Retaining wall for 7.0 m Height	Rm	210.00
11	Retaining wall for 9.0 m Height	Rm	290.00
12	Retaining wall for 11.0 m Height	Rm	140.00
13	Retaining wall for 13.0 m Height	Rm	130.00
14	Breast Wall 2.00m high	Rm	2115.00
15	Breast Wall 3.00m high	Rm	830.00
16	Revetment wall	Rm	105.00
17	Gabion Wall 2.00 m high	Rm	180.00
18	Gabion Wall 3.00 m high	Rm	80.00
19	Toe Wall 2.00 m high	Rm	100.00
20	Toe Wall 3.00 m high	Rm	20.00

Note: The wall length is indicative and shall be estimated by the EPC contractor.

(i) Revetment wall:

Slope protection along hill side to protect the public properties and soil exposed face on hill side Height of wall varies from 3m to 5.0 m. As per Hill road Manual SP: 48-1998 Clause 11.6.3. Location will be finalized during construction stage as per site conditions in consultation with NHIDCL / AE

(ii) Groundwater Drainage work:

Slope protection along hill side .As per Hill road Manual SP: 48-1998 Clause 8.9.3 & 11.6.3 and Engineering Guidelines on Landslide Mitigation Measures for Indian Roads IRC: SP-106-2015 , Table 8.1 .Location will be finalized during construction stage as per site conditions in consultation with NHIDCL / AE

(iii) Bio Engineering:

Vetiver Plantation, Hydro Seeding and Hydro Mulching etc or similar works is to be done for slope protection and site mitigation measure upto a height of 8-15 m all along the slopes in each cutting locations except hard rock location which needs to be protected with appropriate applicable technologies, if required. As per Engineering Guidelines on Landslide Mitigation Measures for Indian Roads IRC: SP-106-2015, Clause 8.3.8.1, and Table 8.7

(iv) Dismantling of Structures

Dismantling of existing structures like culverts, bridges, retaining walls and other structure comprising of masonry, cement concrete, wood work, steel work, including T&P and scaffolding wherever necessary, sorting the dismantled material, disposal of unserviceable material and stacking the serviceable material with all lifts and lead of 1000 metres

(v) Dismantling of Flexible Pavements

Construction of 2-laning with hard shoulder configuration of Lunglei to Chhumkhum section of NH-302 from Design Chainage Km 28.000 to Km 40.000 [Pkg-3] for Zorinpui-Lunglei International Corridor in the State of Mizoram under 'Bharatmala Pariyojana' on EPC Mode.

Dismantling of flexible pavements and disposal of dismantled materials up to a lead of 1000 metres, stacking serviceable and unserviceable materials separately

(vi) Removal of landslide

Clearance of landslides in soil, ordinary rock and rock disposal of the same on the valley side/selected disposal side.

(vii) Disposal of cut material

Disposal of cut material at designed disposal area. Spreading & Compaction of Roadway cutting and excavation from drain and foundation of other structures surplus material in layers not exceeding 300mm thickness at selected disposal location by Dozer at least four passes including construction of approach road to dumping site.

13. 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 - 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[s];
- (b) roadside furniture;
- (c) pedestrian facilities;
- (d) tree plantation;
- (e) truck lay-byes;
- (f) bus-bays and bus shelters;
- (g) rest areas; and
- (h) others to be specified

2. Description of Project Facilities

Each of the Project Facilities is described below:

Sl. No.	Project Facility	Location	Design Requirements	Other essential details

Note: Provide adequate details of each Project Facility to ensure their design and completion in accordance with the project-specific requirements and the provisions of the Manual.

(a) Toll Plaza

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

S. No.	Toll Plaza Location (Design Chainage in Km)
	Nil

(b) Roadside Furniture

The roadside furniture shall be provided in accordance with section 9.0 of the Manual of the standards and Specifications.

(c) Pedestrian Facilities

The pedestrian crossing facilities shall be provided in accordance with clause 9.8 /12.2 of the 2 lane / 4 lane manual of Standards and Specifications and Typical Cross section details provided in Appendix BI.

Construction of 2-laning with hard shoulder configuration of Lunglei to Chhumkhum section of NH-302 from Design Chainage Km 28.000 to Km 40.000 [Pkg-3] for Zorinpui-Lunglei International Corridor in the State of Mizoram under 'Bharatmala Pariyojana' on EPC Mode.

(d) Landscaping and Tree Plantation

The landscaping and tree plantation shall be provided. The locations for these provisions shall be finalized in consultation with Independent Engineer.

(e) Truck Lay-byes

Truck lay byes shall be provided at the following locations.

Sr. No.	Proposed Chainage (km)
	Nil

(f) Bus Bays & Bus Shelter:

Bus Bays shall be provided at locations given below:

S. No	Proposed Chainage (km)
1	Km 37+020

(g) Rest Areas, Nil.**(h) Others****1. Highway Lighting**

Lighting shall be provided at the following locations (Minimum 40 Lux to be maintained):

- (i) Lighting shall be provided at approach to bridges, Built up areas, Toll plaza, Bus stops, truck Lay-bys, Minor junction and Major Junction and as per manual recommended in Schedule D.
- (ii) High Mast Lighting shall be provided at all Major Junctions, Toll plaza locations,

2. Highway Patrol

Not applicable

3. Ambulances

Not applicable

4. Cranes

Not applicable

5. Advance Traffic Management System (ATMS)

Typical Drawing of Advance Traffic Management System (ATMS) is given and location of the same shall be as per IRC: 67: 2001 and IRC: SP: 84-2014. Provisions of other facilities, if required may be made in similar manner.

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

All Materials, works and construction operations shall conform to the Manual of Specifications and Standards for Two-Laning of Highways (IRC: SP: 73-2015) referred to as the Manual, and MORTH Specifications for Road and Bridge Works 5th Revision 2013. Where the specification for a work is not given, Good Industry Practice shall be adopted to the satisfaction of the Authority's Engineer.

The Hill Road Manual IRC SP 48 -1998 should be referred.

THE NATIONAL GREEN TRIBUNAL PRINCIPAL BENCH, NEW DELHI on 01th Nov, 2018

Following recommendations and suggestions have been made for dumping muck & dumping yard:-

- a. Before dumping muck at the dumping yard first of all retaining/ gabion walls of specified capacity and suitable design should be constructed.
- b. All the dumping sites should be properly designed with retaining wall/gabion structures and should be maintained regularly in order to check the spillage of the muck down the slope and into the rivers and other places.
- c. Wherever boulders are rolling down along with muck, gabion structures/retaining wall should have sufficient foundation and bottom width should be 4-5 m. Length of one gabion structure should not be more than 6-8 m. Wherever more length of gabion structure is required one gabion structure should be bound with another
- d. If any new dumping sites are identified in future, then the retaining / gabion structures should be constructed at suitable vertical interval of 5-6 m so that entire disposed muck may not exert pressure only at one wall/ toe wall rather the load of muck should be distributed on different walls.
- e. Angle of repose of muck should be maintained between 30 to 45. Long slopes should be intercepted to several short ones with the help of 1.5 to 2.0 m wide berms / terraces/ benches in between in order to maintain less than critical velocity for runoff water and simultaneously mass erosion with be controlled.
- f. The capacity/ volume of muck disposal site should be more than volume of muck to be disposed.

Construction of 2-laning with hard shoulder configuration of Lunglei to Chhumkhum section of NH-302 from Design Chainage Km 28.000 to Km 40.000 [Pkg-3] for Zorinpui-Lunglei International Corridor in the State of Mizoram under 'Bharatmala Pariyojana' on EPC Mode.

- g. Proper sign boards indicating the name, number, location, dumping capacity, etc. should be installed at all the dumping sites.
- h. Dumping sites which are full of their capacity they should be rehabilitated with local grass or shrubs. Jute geo textile (JGT) may also be used for establishment of vegetation at vulnerable sites.
- i. Gabion walls should be constructed above HFL of River. If slope is very high to construct a gabion wall then a RCC/stone masonry retaining wall should be given at bank of River after proper design including foundation. Height of this wall should be well above the HFL of River.
- j. All construction sites should follow and comply with the provisions of the Construction and Demolition Waste Management Rules, 2016".

Annex -I (Schedule-D)

Annex -I: 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 [Two-Laning of Highways (IRC:SP:73)], 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:]

Clause Referred in Manual	Item	Provision as per Manual	Modified Provision	Remarks
2.2.1	Minimum design speed in hilly terrain.	40 kmph	Where the horizontal curve radius is not meeting the criteria as per clause 2.9.4 and table 2.5 of IRC: SP: 73-2018.	Speed is restricted for Curve having radius less 50m.

- (iii) [Note 1: Deviations from the aforesaid Specifications and Standards shall be listed out here. Such deviations shall be specified only if they are considered essential in view of project-specific requirements.]

Schedule - E
(See Clauses 2.1 and 14.2)

Maintenance Requirements

1. Maintenance Requirements

- (i) The Contractor shall, at all times maintain the Project Highway in accordance with the provisions of this Agreement, Applicable Laws and Applicable Permits.
- (ii) 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.
- (iii) 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.

[Specify all the relevant documents]

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,

Construction of 2-laning with hard shoulder configuration of Lunglei to Chhumkhum section of NH-302 from Design Chainage Km 28.000 to Km 40.000 [Pkg-3] for Zorinpui-Lunglei International Corridor in the State of Mizoram under 'Bharatmala Pariyojana' on EPC Mode.

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 wilful 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)

Annex -I 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						
Flexible Pavement (Pavement of MCW, Service Road, approaches of Grade structure, approaches of connecting roads, slip roads, lay byes etc. as applicable)	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 (http://www.tfrc.com/pavement/ltp/reports/03031/)	24-48 hours	MORT&H Specification 3004.2	
	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 Scale, Tape, odometer etc.		2-7 days	IRC:82-2015	
	Bleeding	Nil	< 1 % of area	Daily			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 to 30 cm from the edge	Daily			7- 15 days	IRC:82-2015	
	Roughness BI	2000 mm/km	2400 mm/km	Bi-Annually	Class I Profilometer SCRIM (Sideway-force Coefficient Routine Investigation Machine or equivalent)		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			180 days	BS: 7941-1: 2006	
	Pavement Condition Index	3	2.1	Bi-Annually			180 days	IRC:82-2015	
Other Pavement Distresses			Bi-Annually	2-7 days		IRC:82-2015			

Construction of 2-laning with hard shoulder configuration of Lunglei to Chhumkhum section of NH-302 from Design Chainage Km 28.000 to Km 40.000 [Pkg-3] for Zorinpui-Lunglei International Corridor in the State of Mizoram under ‘Bharatmala Pariyojana’ on EPC Mode.

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																
	Deflection/ Remaining Life			Annually	Falling Weight Deflectometer	IRC 115: 2014	180 days	IRC:115-2014											
Rigid Pavement (Pavement of MCW, Service Road, Grade structure, approaches of connecting roads, slip roads, lay byes etc. as applicable)	Roughness BI	2200mm/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 <table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th>Minimum SN</th> <th>Traffic Speed (Km/h)</th> </tr> </thead> <tbody> <tr> <td>36</td> <td>50</td> </tr> <tr> <td>33</td> <td>65</td> </tr> <tr> <td>32</td> <td>80</td> </tr> <tr> <td>31</td> <td>95</td> </tr> <tr> <td>31</td> <td>110</td> </tr> </tbody> </table>		Minimum SN	Traffic Speed (Km/h)	36	50	33	65	32	80	31	95	31	110	Bi-Annually	SCRIM (Sideway-force Coefficient Routine Investigation Machine or equivalent)	IRC:SP:83-2008	180 days
Minimum SN	Traffic Speed (Km/h)																		
36	50																		
33	65																		
32	80																		
31	95																		
31	110																		
Embankment / Slope	Edge drop at shoulders	Nil	40mm	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 side slope	Daily			7-15 days	MORT&H Specification 408.4											
	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											

Construction of 2-laning with hard shoulder configuration of Lunglei to Chhumkhum section of NH-302 from Design Chainage Km 28.000 to Km 40.000 [Pkg-3] for Zorinpui-Lunglei International Corridor in the State of Mizoram under ‘Bharatmala Pariyojana’ on EPC Mode.

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:

Sr. No.	Type of Distress	Measured Parameter	Degree of Severity	Assessment Rating	Repair Action	
					For the case $d < D/2$	For the case $d > D/2$
CRACKING						
1	Single Discrete Cracks Not intersecting with any joint	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. Within 7days
			3	w = 0.5 - 1.5 mm, discernible from fast-moving car		
			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 15days
			5	w > 3 mm.		
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	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 15days
			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 > 1 m. Within 7 days	
			4	w = 3.0 - 6.0 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 Within 15days
			5	w > 6 mm, usually associated with spalling, and/or slab rocking under traffic	Not Applicable, as it may be full depth	
3	Single Longitudinal Crack intersecting with one or more joints	w = width of crack L = length of crack d = depth of crack D = depth of slab	0	Nil, not discernible	No Action	
			1	w < 0.5 mm, discernible from slow moving vehicle	Seal with epoxy, if L > 1 m. Within 7 days	Staple or dowel bar retrofit. Within 15days
			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. Within 15 days
			4	w = 6.0 - 12.0 mm, usually associated with spalling	Not Applicable, as it may be full depth	Full Depth Repair Dismantle and reconstruct affected portion
			5	w > 12 mm, usually associated with spalling, and/or slab rocking under traffic		

Construction of 2-laning with hard shoulder configuration of Lunglei to Chhumkhum section of NH-302 from Design Chainage Km 28.000 to Km 40.000 [Pkg-3] for Zorinpui-Lunglei International Corridor in the State of Mizoram under ‘Bharatmala Pariyojana’ on EPC Mode.

Sr. No.	Type of Distress	Measured Parameter	Degree of Severity	Assessment Rating	Repair Action	
					For the case $d < D/2$	For the case $d > D/2$
						as per norms and specifications - 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, Reinstatement 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 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 7days
			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 Reinstate sub-base, and reconstruct the slab as per norms and specifications within 30days
			4	w > 1.5 mm; L > 0.6 m or three corners broken		
			5	three or four corners broken		
6	Punchout (Applicable to Continuous Reinforced Concrete Pavement (CRCP) only)	w = width of crack L = length (m/m ²)	0	Nil, not discernible	Not Applicable, as it may be full depth	No Action
			1	w < 0.5 mm; L < 3 m/m ²		Seal with low viscosity epoxy to secure broken parts. Within 15days
			2	either w > 0.5 mm or L < 3 m/m ²		
			3	w > 1.5 mm and L < 3 m/m ²		
			4	w > 3 mm, L < 3 m/m ² and deformation		
			5	w > 3 mm, L > 3 m/m ² and deformation	Full depth repair - Cut out and replace damaged area taking care not to damage reinforcement. Within 30days	
Surface Defects						
7	Ravelling or Honeycomb type surface	r = area damaged surface/total surface of slab (%) h = maximum depth of	0	Nil, not discernible	Short Term No action.	Long Term Not Applicable
			1	r < 2 %	Local repair of areas	
			2	r = 2 - 10 %	damaged and liable to be	

Construction of 2-laning with hard shoulder configuration of Lunglei to Chhumkhum section of NH-302 from Design Chainage Km 28.000 to Km 40.000 [Pkg-3] for Zorinpui-Lunglei International Corridor in the State of Mizoram under ‘Bharatmala Pariyojana’ on EPC Mode.

Sr. No.	Type of Distress	Measured Parameter	Degree of Severity	Assessment Rating	Repair Action	
					For the case $d < D/2$	For the case $d > D/2$
		damage			damaged. Within 15 days	
			3	$r = 10-25\%$	Bonded Inlay, 2 or 3 slabs if affecting. Within 30 days	
			4	$r = 25 - 50 \%$		
			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 No action.	Long Term
			1	$r < 2 \%$	Local repair of areas damaged and liable to be damaged. Within 7days	Not Applicable
			2	$r = 2 - 10 \%$		
			3	$r = 10 - 20\%$		
			4	$r = 20 - 30 \%$	Bonded Inlay within 15 days	
			5	$r > 30 \%$ and $h > 25$ mm	Reconstruct slab within 30 days	
9	Polished Surface/Glazing	$t =$ texture depth, sand patch test	0		No action.	Not Applicable
			1	$t > 1$ mm		
			2	$t = 1 - 0.6$ mm		
			3	$t = 0.6 - 0.3$ mm	Monitor rate of deterioration	
			4	$t = 0.3 - 0.1$ mm		
			5	$t < 0.1$ mm	Diamond Grinding if affecting 50% or more slabs in a continuous stretch of minimum 5 km. Within 30 days	
10	Popout (Small Hole), Pothole Refer Para 8.4	$n =$ number/m ² $d =$ diameter $h =$ maximum depth	0	$d < 50$ mm; $h < 25$ mm; $n < 1$ per 5 m ²	No action.	Not Applicable
			1	$d = 50 - 100$ mm; $h < 50$ mm; $n < 1$ per 5 m ²	Partial depth repair 65 mm deep. Within 15 days	
			2	$d = 50 - 100$ mm; $h > 50$ mm; $n < 1$ per 5 m ²		
			3	$d = 100 - 300$ mm; $h < 100$ mm $n < 1$ per 5 m ²	Partial depth repair 110mm i.e.10 mm more than the	
			4	$d = 100 - 300$ mm; $h > 100$ mm; $n < 1$ per 5 m ²		

Construction of 2-laning with hard shoulder configuration of Lunglei to Chhumkhum section of NH-302 from Design Chainage Km 28.000 to Km 40.000 [Pkg-3] for Zorinpui-Lunglei International Corridor in the State of Mizoram under ‘Bharatmala Pariyojana’ on EPC Mode.

Sr. No.	Type of Distress	Measured Parameter	Degree of Severity	Assessment Rating	Repair Action	
					For the case $d < D/2$	For the case $d > D/2$
					depth of the hole. Within 30 days	
			5	$d > 300$ mm; $h > 100$ mm: $n > 1$ per 5 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 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 and trapping incompressible material.	Clean, widen and reseal the joint. Within 7 days	
12	Spalling of Joints	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. Within 7 days	
			2	$w = 10 - 20$ mm, $L < 25\%$	Partial Depth Repair. Within 15 days	
			3	$w = 20 - 40$ mm, $L > 25\%$	30 - 50 mm deep, $h = w + 20\%$ of w , within 30 days	
			4	$w = 40 - 80$ mm, $L > 25\%$	50 - 100 mm deep repair. $H = w + 20\%$ of w . Within 30 days	
			5	$w > 80$ mm, and $L > 25\%$		
13	Faulting (or Stepping) in Cracks or Joints	f = difference of level	0	not discernible, < 1 mm	No action.	No action.
			1	$f < 3$ mm		
			2	$f = 3 - 6$ mm	Determine cause and observe, take action for diamond grinding	Replace the slab as appropriate. Within 30days
			3	$f = 6 - 12$ mm	Diamond Grinding	
			4	$f = 12 - 18$ mm	Raise sunken slab.	Replace the slab as appropriate.

Construction of 2-laning with hard shoulder configuration of Lunglei to Chhumkhum section of NH-302 from Design Chainage Km 28.000 to Km 40.000 [Pkg-3] for Zorinpui-Lunglei International Corridor in the State of Mizoram under ‘Bharatmala Pariyojana’ on EPC Mode.

Sr. 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	$f > 18$ mm	Strengthen subgrade and sub-base by grouting and raising sunken slab	Within 30days
14	Blowup or Buckling	h = vertical displacement from normal profile	0	Nil, not discernible	No Action	Long Term
			1	$h < 6$ mm		
			2	$h = 6 - 12$ mm	Install Signs to Warn Traffic within 7 days	
			3	$h = 12 - 25$ mm	Full Depth Repair. Within 30 days	
			4	$h > 25$ mm	Replace broken slabs. Within 30 days	
			5	shattered slabs, ie 4 or more pieces		
15	Depression	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	Strengthen sub-grade. Reinstate pavement at normal level if $L < 20$ m. Within 30 days	
			4	$h > 50$ mm or $> 20\%$ joints		
			5	$h > 100$ mm		
16	Heave	h = positive vertical displacement from normal profile. L = length	0	Not discernible. $h < 5$ mm	Short Term	Long Term
			1	$h = 5 - 15$ mm	No action.	
			2	$h = 15 - 30$ mm, Nos $<20\%$ joints	Follow up.	
			3	$h = 30 - 50$ mm	Install Signs to Warn Traffic within 7 days	
			4	$h > 50$ mm or $> 20\%$ joints	Stabilise subgrade. Reinstate pavement at normal level if length < 20 m. Within 30 days	
			5	$h > 100$ mm		
17	Bump	h = vertical displacement from normal profile	0	$h < 4$ mm	No action	
			1	$h = 4 - 7$ mm	Grind, in case of new construction within 7 days	Construction Limit for New Construction.
			3	$h = 7 - 15$ mm	Grind, in case of ongoing	Replace in case of new

Construction of 2-laning with hard shoulder configuration of Lunglei to Chhumkhum section of NH-302 from Design Chainage Km 28.000 to Km 40.000 [Pkg-3] for Zorinpui-Lunglei International Corridor in the State of Mizoram under ‘Bharatmala Pariyojana’ on EPC Mode.

Sr. 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	$h > 15$ mm	Maintenance within 15 days Full Depth Repair. Within 30 days	construction. Within 30days Full Depth Repair. Within 30days
18	Lane to Shoulder Dropoff	f = difference of level	0	Nil, not discernible < 3mm	Short Term No action.	Long Term
			1	f = 3 - 10 mm	Spot repair of shoulder within 7 days	
			2	f = 10 - 25 mm		
			3	f = 25 - 50 mm		
			4	f = 50 - 75 mm		
			5	f > 75 mm	Fill up shoulder within 7 days	For any 100 m stretch Reconstruct shoulder, if affecting 25% or more of stretch. Within 30days
Drainage						
19	Pumping	quantity of fines and water expelled through open joints and cracks Nos	0	not discernible	No Action	
			1 to 2	slight/ occasional Nos < 10%	Repair cracks and joints Without delay.	Inspect and repair sub-drainage at distressed sections and upstream.
			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	Ponding	Ponding on slabs due to blockage of drains	0-2	No discernible problem	No action.	
			3 to 4	Blockages observed in drains, but water flowing	Clean drains etc within 7 days, Follow up	Action required to stop water damaging foundation within 30 days.
			5	Ponding, accumulation of water observed	-do-	

Construction of 2-laning with hard shoulder configuration of Lunglei to Chhumkhum section of NH-302 from Design Chainage Km 28.000 to Km 40.000 [Pkg-3] for Zorinpui-Lunglei International Corridor in the State of Mizoram under ‘Bharatmala Pariyojana’ on EPC Mode.

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
Highway	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 84-2014
		Design Speed, kmph	Desirable Minimum Sight Distance (m)	Safe Stopping Sight Distance (m)					
		100	360	180					
		80	260	130					
Pavement Marking	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 2 months	IRC:35-2015
	Day time Visibility	During expected life Service Time Cement Road - 130mcd/m ² /lux Bituminous Road - 100mcd/m ² /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	<u>Initial and Minimum Performance for Dry Retro reflectivity during night time:</u>			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 ² /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							

Construction of 2-laning with hard shoulder configuration of Lunglei to Chhumkhum section of NH-302 from Design Chainage Km 28.000 to Km 40.000 [Pkg-3] for Zorinpui-Lunglei International Corridor in the State of Mizoram under ‘Bharatmala Pariyojana’ on EPC Mode.

Asset Type	Performance Parameter	Level of Service (LOS)	Frequency of Measurement	Testing Method	Recommended Remedial measures	Time limit for Rectification	Specifications and Standards
		Initial and Minimum Performance for Night Visibility under wet condition (Retro reflectivity): Initial 7 days Retro reflectivity: 100 mcd/m ² /lux Minimum Threshold Level: 50 mcd/m ² /lux					
	Skid Resistance	Initial and Minimum performance for Skid Resistance: 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 signboard using Retro Reflectivity Measuring Device. In accordance with ASTM D 4956-09.	Change of signboard	48 hours in case of Mandatory Signs, Cautionary and Informatory Signs (Single and Dual post signs) 1 Month in case of Gantry/Cantilever Sign boards	IRC:67-2012

Construction of 2-laning with hard shoulder configuration of Lunglei to Chumkhum section of NH-302 from Design Chainage Km 28.000 to Km 40.000 [Pkg-3] for Zorinpui-Lunglei International Corridor in the State of Mizoram under ‘Bharatmala Pariyojana’ on EPC Mode.

Asset Type	Performance Parameter	Level of Service (LOS)	Frequency of Measurement	Testing Method	Recommended Remedial measures	Time limit for Rectification	Specifications and Standards
Kerb	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
Other Road Furniture	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:84-2014, IRC:35-2015
	Pedestrian Guardrail	<u>Functionality</u> : Functioning of guardrail as intended	Daily	Visual with video/image backup	Rectification	Within 15 days	IRC:SP:84-2014
	Traffic Safety Barriers	<u>Functionality</u> : Functioning of Safety Barriers as intended	Daily	Visual with video/image backup	Rectification	Within 7 days	IRC:SP:84-2014, IRC:119-2015
	End Treatment of Traffic Safety Barriers	<u>Functionality</u> : Functioning of End Treatment as intended	Daily	Visual with video/image backup	Rectification	Within 7 days	IRC:SP:84-2014, IRC:119-2015
	Attenuators	<u>Functionality</u> : 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	<u>Functionality</u> : 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	<u>Functionality</u> : Functioning of Traffic Blinkers as intended	Daily	Visual with video/image backup	Rectification	Within 7 days	IRC:SP:84-2014
Highway Lighting System	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:84-2014

Construction of 2-laning with hard shoulder configuration of Lunglei to Chhumkhum section of NH-302 from Design Chainage Km 28.000 to Km 40.000 [Pkg-3] for Zorinpui-Lunglei International Corridor in the State of Mizoram under ‘Bharatmala Pariyojana’ on EPC Mode.

Asset Type	Performance Parameter	Level of Service (LOS)	Frequency of Measurement	Testing Method	Recommended Remedial measures	Time limit for Rectification	Specifications and Standards
		No major failure in the lighting system	Daily	-	Rectification of failure	24 hours	IRC:SP:84-2014
		No minor failure in the lighting system	Monthly	-	Rectification of failure	8 hours	IRC:SP:84-2014
	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:84-2014
		No major/minor failure in the lighting system	Daily	-	Rectification of failure	8 hours	IRC:SP:84-2014
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:84-2014
	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:84-2014
	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 84-2014
Rest Areas	Cleaning of toilets	-	Daily	-	-	Every 4 hours	
	Defects in electrical, water	-	Daily	-	Rectification	24 hours	

Construction of 2-laning with hard shoulder configuration of Lunglei to Chumkhum section of NH-302 from Design Chainage Km 28.000 to Km 40.000 [Pkg-3] for Zorinpui-Lunglei International Corridor in the State of Mizoram under ‘Bharatmala Pariyojana’ on EPC Mode.

Asset Type	Performance Parameter	Level of Service (LOS)	Frequency of Measurement	Testing Method	Recommended Remedial measures	Time limit for Rectification	Specifications and Standards
	and sanitary installations						
Other Project Facilities and Approach roads	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 84-2014
Pipe/box/ slab culverts	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.	

Construction of 2-laning with hard shoulder configuration of Lunglei to Chhumkhum section of NH-302 from Design Chainage Km 28.000 to Km 40.000 [Pkg-3] for Zorinpui-Lunglei International Corridor in the State of Mizoram under ‘Bharatmala Pariyojana’ on EPC Mode.

Asset Type	Performance Parameter	Level of Service (LOS)	Frequency of Measurement	Testing Method	Recommended Remedial measures	Time limit for Rectification	Specifications and Standards
Bridges including ROBs Flyover etc. as applicable	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
	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.
Bridge - Super Structure	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	3days	IRC: 5-1998, IRC SP: 84-2014 and IRC SP: 40-1993.
	Rusted reinforcement	Not more than 0.25 sqm	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 sqm					
	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	Grouting with epoxy mortar, investigating causes for cracks development and	48 Hours	IRC SP: 40-1993 and MORTH Specification 2800.

Construction of 2-laning with hard shoulder configuration of Lunglei to Chumkhum section of NH-302 from Design Chainage Km 28.000 to Km 40.000 [Pkg-3] for Zorinpui-Lunglei International Corridor in the State of Mizoram under ‘Bharatmala Pariyojana’ on EPC Mode.

Asset Type	Performance Parameter	Level of Service (LOS)	Frequency of Measurement	Testing Method	Recommended Remedial measures	Time limit for Rectification	Specifications and Standards
				Inspection Unit	carry out necessary rehabilitation.		
	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 live loads	Within design limits.	Once in every 10 years for spans more than 40 m	Load test method	Carry out major rehabilitation works on bridge to retain original design loads capacity	6 months	IRC SP: 51-1999.
	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 between 15 to 30 m	Laser displacement sensors or laser vibro-meters	Strengthening of super structure	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 expansion joint	15 days	MORTH specifications 2600 and IRC SP: 40-1993.
	Debris and dust in strip seal expansion joint	No dust or debris in expansion joint gap.	Monthly	Detailed condition survey as per IRC SP:35-1990 using Mobile Bridge Inspection Unit	Cleaning of expansion joint gaps thoroughly	3 days	MORTH specifications 2600 and 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	Monthly	Detailed condition survey as per IRC SP:	Cleaning of drainage spouts thoroughly.	3 days	MORTH specification 2700.

Construction of 2-laning with hard shoulder configuration of Lunglei to Chhumkhum section of NH-302 from Design Chainage Km 28.000 to Km 40.000 [Pkg-3] for Zorinpui-Lunglei International Corridor in the State of Mizoram under ‘Bharatmala Pariyojana’ on EPC Mode.

Asset Type	Performance Parameter	Level of Service (LOS)	Frequency of Measurement	Testing Method	Recommended Remedial measures	Time limit for Rectification	Specifications and Standards
		collection chamber.		35-1990 using Mobile Bridge Inspection Unit	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.		
Bridge-substructure	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	3 months	MORTH specification 2810 and IRC SP: 40-199.

Construction of 2-laning with hard shoulder configuration of Lunglei to Chhumkhum section of NH-302 from Design Chainage Km 28.000 to Km 40.000 [Pkg-3] for Zorinpui-Lunglei International Corridor in the State of Mizoram under ‘Bharatmala Pariyojana’ on EPC Mode.

Asset Type	Performance Parameter	Level of Service (LOS)	Frequency of Measurement	Testing Method	Recommended Remedial measures	Time limit for Rectification	Specifications and Standards
					bearings.		
Bridge Foundations	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 sq.m, damage to solid apron (concrete apron) not more than 1 sq.m	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.
<p>Note: 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>							

Construction of 2-laning with hard shoulder configuration of Lunglei to Chhumkhum section of NH-302 from Design Chainage Km 28.000 to Km 40.000 [Pkg-3] for Zorinpui-Lunglei International Corridor in the State of Mizoram under ‘Bharatmala Pariyojana’ on EPC Mode.

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.

Construction of 2-laning with hard shoulder configuration of Lunglei to Chhumkhum section of NH-302 from Design Chainage Km 28.000 to Km 40.000 [Pkg-3] for Zorinpui-Lunglei International Corridor in the State of Mizoram under 'Bharatmala Pariyojana' on EPC Mode.

A. Flexible Pavement

Nature of Defect or deficiency		Time limit for repair/ rectification
(b) Granular earth shoulders, side slopes, drains and culverts		
(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	7 (seven) days
(vi)	Desilting of drains in urban/semi- urban	24 (twenty four) hours
(vii)	Railing, parapets, crash barriers	7 (seven) days (Restore immediately if causing safety hazard)
(c) Road side furniture including road sign and pavement marking		
(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
(d) Road lighting		
(i)	Any major failure of the system	24 (twenty four) hours
(ii)	Faults and minor failures	8 (eight) hours
(e) Trees and plantation		
(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 requiring replacement	30 (thirty) days
(v)	Removal of vegetation affecting sight line and road structures	15 (fifteen) days
(f) Rest area		
(i)	Cleaning of toilets	Every 4 (four) hours
(ii)	Defects in electrical, water and sanitary installations	24 (twenty four) hours
(g) [Toll Plaza]		

Construction of 2-laning with hard shoulder configuration of Lunglei to Chhumkhum section of NH-302 from Design Chainage Km 28.000 to Km 40.000 [Pkg-3] for Zorinpui-Lunglei International Corridor in the State of Mizoram under 'Bharatmala Pariyojana' on EPC Mode.

Nature of Defect or deficiency		Time limit for repair/rectification
(h)	Other Project Facilities and Approach roads	
(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 mobile crane	4 (four) hours
Bridges		
(a)	Superstructure	
(i)	Any damage, cracks, spalling/ scaling Temporary measures	within 48 (forty eight) hours
	Permanent measures	within 15 (fifteen) days or as specified by the Authority's Engineer
(b)	Foundations	
(i)	Scouring and/or cavitation	15 (fifteen) days
(c)	Piers, abutments, return walls and wing walls	
(i)	Cracks and damages including settlement and tilting, spalling, scaling	30 (thirty) days
(d)	Bearings (metallic) of bridges	
(i)	Deformation, damages, tilting or shifting of bearings	15 (fifteen) days Greasing of metallic bearings once in a year
(e)	Joints	
(i)	Malfunctioning of joints	15 (fifteen) days
(f)	Other items	
(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 guide bunds	30 (thirty) days
(vii)	Growth of vegetation affecting the structure or obstructing the waterway	15 (fifteen) days
(g)	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

Construction of 2-laning with hard shoulder configuration of Lunglei to Chhumkhum section of NH-302 from Design Chainage Km 28.000 to Km 40.000 [Pkg-3] for Zorinpui-Lunglei International Corridor in the State of Mizoram under 'Bharatmala Pariyojana' on EPC Mode.

[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.]

Construction of 2-laning with hard shoulder configuration of Lunglei to Chhumkhum section of NH-302 from Design Chainage Km 28.000 to Km 40.000 [Pkg-3] for Zorinpui-Lunglei International Corridor in the State of Mizoram under 'Bharatmala Pariyojana' on EPC Mode.

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.

Construction of 2-laning with hard shoulder configuration of Lunglei to Chhumkhum section of NH-302 from Design Chainage Km 28.000 to Km 40.000 [Pkg-3] for Zorinpui-Lunglei International Corridor in the State of Mizoram under 'Bharatmala Pariyojana' on EPC Mode.

Schedule - G

(See Clauses 7.1 and 19.2)

Annex-I : Form of Bank Guarantee

(See Clause 7.1)

[Performance Security /Additional Performance Security]

**The Managing Director,
NHIDCL,
3rd Floor, PTI Building, 4, Parliament Street,
New Delhi-110001**

WHEREAS:

- (A) _____ [name and address of contractor] (hereinafter called the "**Contractor**") and [name and address of the authority], (hereinafter called the "**Authority**") have entered into an agreement (hereinafter called the "**Agreement**") for the construction of the ***** section of [National Highway No. **] on Engineering, Procurement and Construction (the "**EPC**") basis, 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:

- 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.
- 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

Construction of 2-laning with hard shoulder configuration of Lunglei to Chhumkhum section of NH-302 from Design Chainage Km 28.000 to Km 40.000 [Pkg-3] for Zorinpui-Lunglei International Corridor in the State of Mizoram under 'Bharatmala Pariyojana' on EPC Mode.

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 ****¹. Unless a demand or claim

¹ Insert date being 2 (two) years from the date of issuance of this Guarantee (in accordance with Clause 7.2 of the Agreement).

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 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.
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.

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:

Construction of 2-laning with hard shoulder configuration of Lunglei to Chhumkhum section of NH-302 from Design Chainage Km 28.000 to Km 40.000 [Pkg-3] for Zorinpui-Lunglei International Corridor in the State of Mizoram under 'Bharatmala Pariyojana' on EPC Mode.

- (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.

Annex - II
(Schedule - G)
(See Clause 19.2)

Annex - II: Form for Guarantee for Advance Payment

**The Managing Director,
NHIDCL,
3rd Floor, PTI Building, 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 [name and address of the authority], (hereinafter called the "**Authority**") for the construction of the ***** section of [National Highway No. **] on Engineering, Procurement and Construction (the "EPC") basis, 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 bearing @Bank Rate + 3% 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 two 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} installment of the Advance Payment is Rs. _____ cr. (Rupees _____ crore) and the amount of this Guarantee is Rs. _____ cr. (Rupees _____ crore) (the "**Guarantee Amount**")².
- (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 instalment 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.

² The Guarantee Amount should be equivalent to 110% of the value of the applicable instalment

Construction of 2-laning with hard shoulder configuration of Lunglei to Chhumkhum section of NH-302 from Design Chainage Km 28.000 to Km 40.000 [Pkg-3] for Zorinpui-Lunglei International Corridor in the State of Mizoram under 'Bharatmala Pariyojana' on EPC Mode.

A letter from the Authority, under the hand of an officer not below the rank of [General Manager in the National Highways Authority of India], 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 ****³ Unless a demand or

³ Insert a date being 90 (ninety) days after the end of one year from the date of payment of the Advance payment to the Contractor (in accordance with Clause

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

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

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 for Payment	Percentage Weightage	Percentage Weightage vis a vis Overall Project
1	2		3	4	5
Road works including culverts, widening and repair of culverts.	55.57%	A	Widening and strengthening of existing road	85.78%	
		1	Earthwork up to top of the sub-grade	37.49%	20.83%
		2	Earthwork in Shoulders	0.92%	0.51%
		3	Sub-base Course	16.23%	9.02%
		4	Non bituminous Base course	10.62%	5.90%
		5	Bituminous Base course	12.22%	6.79%
		6	Wearing Coat	8.30%	4.61%
		B.1	Reconstruction/ New 2-Lane realignment/ bypass (Flexible pavement)	0.00%	
		D	Re- Construction and New culverts on existing road, realignments, bypassed:	14.22%	
			Culverts (length < 6m)		
	a	Pipe Culvert	10.73%	5.96%	
	b	RCC Box Culvert	3.49%	1.94%	
Major Bridge (length > 60 m.) works	20.46%	A1	Widening and repairs of Major Bridges	0.00%	0.00%
		A2	New Major Bridges		
		1	Foundation	59.16%	12.46%
		2	Sub-structure	12.36%	2.39%
		3	Super-structure (including bearings)	26.73%	5.24%
		4	Wearing Coat including expansion joints	1.01%	0.20%
	5	Miscellaneous items like hand rails, crash barriers, road markings etc.)	0.74%	0.15%	
Other works	23.97%	(i)	Toll plaza	0.00%	0.00%
		(ii)	Road side drains	9.51%	2.27%

Construction of 2-laning with hard shoulder configuration of Lunglei to Chhumkhum section of NH-302 from Design Chainage Km 28.000 to Km 40.000 [Pkg-3] for Zorinpui-Lunglei International Corridor in the State of Mizoram under 'Bharatmala Pariyojana' on EPC Mode.

Item	Weightage in percentage to the contract Price		Stage for Payment	Percentage Weightage	Percentage Weightage vis a vis Overall Project
1	2		3	4	5
		(iii)	Road signs markings, km stones, safety devices,...		
		a	Traffic Sign	0.59%	0.14%
		b	Pavement marking	1.43%	0.34%
		c	Direction and Place Identification signs upto 0.9 sqm size board.	0.01%	0.00%
		d	Boundary stone, km stone, 5th km stone, & hectometre stones	0.06%	0.01%
		e	Traffic blinker LED Delineator, stud, reflective payment marker, tree reflector	0.04%	0.01%
		f	Road furniture	0.25%	0.06%
		g	Steel Crash Barrier	1.18%	0.28%
		h	Minor junction	5.96%	1.43%
		i	Major Junction	2.95%	0.71%
		j	Geotextile for drainage	1.54%	0.37%
		k	Sub Surface Drains with Perforated Pipe	0.31%	0.07%
		l	Aggregate Sub- Surface Drains	0.04%	0.01%
		m	Rain cut drain:	0.03%	0.01%
		n	Chute Drain	1.43%	0.34%
		o	Site Clearance	0.44%	0.11%
		p	Dismantling of Structures	1.01%	0.24%
		q	Dismantling of Flexible Pavements	0.99%	0.24%
		r	Land Slide Clearance	1.17%	0.28%
		(iv)	Project Facilities		
		(a)	Truck lay-byes	1.07%	0.26%
		(b)	Wayside Amenities	0.29%	0.07%
		(c)	Busbays	0.62%	0.15%
		(v)	Roadside plantation	0.00%	0.00%
		(vi)	Repair of protection works other than approaches to the bridges, elevated section/ flyovers/grade separators and ROBs.	0.00%	0.00%
		(vii)	Safety and traffic management during construction	0.00%	0.00%
		(viii)	Protection works		
		a	Breast wall	18.24%	4.37%
		b	Retaining wall	45.35%	10.87%

Construction of 2-laning with hard shoulder configuration of Lunglei to Chhumkhum section of NH-302 from Design Chainage Km 28.000 to Km 40.000 [Pkg-3] for Zorinpui-Lunglei International Corridor in the State of Mizoram under ‘Bharatmala Pariyojana’ on EPC Mode.

Item	Weightage in percentage to the contract Price		Stage for Payment	Percentage Weightage	Percentage Weightage vis a vis Overall Project
1	2		3	4	5
		c	Gabion wall	1.15%	0.28%
		d	Toe wall	0.68%	0.16%
		e	Revetment wall	0.92%	0.22%
		f	Seeding and Mulching (Soil Cut Slope)	0.54%	0.13%
		g	Erosion Control Blanket	0.73%	0.17%
		h	Turfing with Sods	0.27%	0.06%
		i	Vegetated bamboo crib wall	0.78%	0.19%
		j	Vetiver grass	0.42%	0.10%

Procedure of estimating the value of work done.

(i) Road works

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

Table 1.3.1

	Stage of Payment	Percentage-weightage	Payment Procedure
A	Widening and strengthening of existing road		Unit of measurement is linear length. Payment of each stage shall be made on pro rata basis on completion of a stage in a length of not less than 250m.
1	Earthwork up top of the sub-grade	37.49%	
2	Earthwork in shoulders	0.92%	
3	Sub-Base Course	16.23%	
4	Non Bituminous Base Course	10.62%	
5	Bituminous Base Course	12.22%	
6	Wearing Coat	8.30%	
B.1	Reconstruction/New 2- lane realignment/bypass (Flexible pavement)		
B.2	Reconstruction/New 2- lane realignment/bypass(Rigid pavement)		
C.1	Reconstruction/ New service road (Flexible pavement)		
C.2	Reconstruction/New serviceRoad (Rigid pavement)		

Construction of 2-laning with hard shoulder configuration of Lunglei to Chhumkhum section of NH-302 from Design Chainage Km 28.000 to Km 40.000 [Pkg-3] for Zorinpui-Lunglei International Corridor in the State of Mizoram under 'Bharatmala Pariyojana' on EPC Mode.

	Stage of Payment	Percentage-weightage	Payment Procedure
D	Re- Construction and New culverts on existing road, realignments, bypasses,: Culverts (length,6m)		Cost of completed culverts shall be determined pro rata basis with respect to the total no. of culverts. The payment shall be made on the completion of each culvert.
	(a) Pipe Culvert	10.73%	
	(b) RCC Box culvert	3.49%	

@ For calculation of payment stage for main-carriageway the project length shall be converted into equivalent 2 lane length. For example, if the total length of 4 lane main carriageway is 100 km, then the equivalent length for calculation of payment stage will be 2 x 100 km. Now, 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 equivalent 2-Lane length in km as defined above

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 including the length not handed over to the Contractor under clause 8.3 of this Contract Agreement 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.

(ii) 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	Percentage-weightage	Payment Procedure
	1	2	3
Nil			

(iii) Major Bridge works

Procedure for estimating the value of Major Bridge works shall be as stated in table

Construction of 2-laning with hard shoulder configuration of Lunglei to Chhumkhum section of NH-302 from Design Chainage Km 28.000 to Km 40.000 [Pkg-3] for Zorinpui-Lunglei International Corridor in the State of Mizoram under ‘Bharatmala Pariyojana’ on EPC Mode.

1.3.3:

Table 1.3.3

	Stage of Payment	Percentage-weightage	Payment Procedure
	1	2	3
A.1	Widening and repairs of major Bridges		
A.2	New major Bridges		
1	Foundation: On completion of the foundation work including foundations for return walls, abutments, piers.	59.16%	Foundation: 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 each foundation 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.
a	Phairuang River Bridge	67.15%	
b	Chhawchhi River Bridge	51.17%	
c			
2	Sub-structure: On completion of abutments, piers upto the abutment/ pier cap	12.36%	Sub-structure: Payment against substructure shall be made on pro-rata basis on completion of each substructure of major bridge.
a	Phairuang River Bridge	9.51%	
b	Chhawchhi River Bridge	15.21%	
3	Super-structure: On completion of the superstructure in all respects including Girder, Deck slab, bearings	26.73%	Super-structure: Payment shall be made on pro-rata basis on completion of a stage i.e. completion of superstructure including bearings of at least one span in all respects as specified. In case of structures where pre-cast girders have been proposed by the Contractor, 50% of the stage payment shall be due and payable on casting of girders for each span and balance 50% of the stage payment shall be made on completion of stage specified as above.
a	Phairuang River Bridge	21.88%	
b	Chhawchhi River Bridge	31.58%	
4	Wearing Coat including expansion joints	1.01%	Wearing Coat: Payment shall be made on completion of wearing coat including expansion joints complete in all respects as specified.
a	Phairuang River Bridge	0.82%	
b	Chhawchhi River Bridge	1.20%	

Construction of 2-laning with hard shoulder configuration of Lunglei to Chhumkhum section of NH-302 from Design Chainage Km 28.000 to Km 40.000 [Pkg-3] for Zorinpui-Lunglei International Corridor in the State of Mizoram under 'Bharatmala Pariyojana' on EPC Mode.

	Stage of Payment	Percentage-weightage	Payment Procedure
	1	2	3
5	Miscellaneous Items like hand rails, crash barrier, road markings etc.	0.74%	Miscellaneous: Payments shall be made on completion of all miscellaneous works like hand rails, crash barriers, road markings etc. complete in all respects as specified.
a	Phairuang River Bridge	0.64%	
b	Chhawchhi River Bridge	0.84%	

Note:

- 1) In case of innovative 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 DG(RD)&SS, MoRT&H.
- 2) The Schedule for exclusive tunnel projects may be prepared as per site requirements before bidding with due approval of DG (RD)&SS, MoRT&H.

(iv) Other Works.

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

	Stage of Payment	weightage	Payment Procedure
(i)	Toll plaza	0.00%	
(ii)	Road side drains	9.51%	Unit of measurement is linear in k.m Payment shall be made on pro rata basis on completion of a stage in a length on not less than 01 (one) Km.
(iii)	Road signs markings, km stones, safety devices,...		
a	Traffic Sign	0.59%	Unit of measurement is linear in k.m Payment shall be made on pro rata basis on completion of a stage in a length on not less than 01 (one) Km.
b	Pavement marking	1.43%	
c	Direction and Place Identification signs upto 0.9 sqm size board.	0.01%	
d	Boundary stone, km stone, 5th km stone, & hectometre stones	0.06%	
e	Traffic blinker LED Delineator, stud, reflective payment marker, tree reflector	0.04%	
f	Road furniture	0.25%	
g	Steel Crash Barrier	1.18%	
h	Minor junction	5.96%	
i	Major Junction	2.95%	
j	Geotextile for drainage	1.54%	
k	Sub Surface Drains with Perforated Pipe	0.31%	

Construction of 2-laning with hard shoulder configuration of Lunglei to Chhumkhum section of NH-302 from Design Chainage Km 28.000 to Km 40.000 [Pkg-3] for Zorinpui-Lunglei International Corridor in the State of Mizoram under 'Bharatmala Pariyojana' on EPC Mode.

	Stage of Payment	weightage	Payment Procedure
l	Aggregate Sub- Surface Drains	0.04%	
m	Rain cut drain:	0.03%	
n	Chute Drain	1.43%	
o	Site Clearance	0.44%	
p	Dismantling of Structures	1.01%	
q	Dismantling of Flexible Pavements	0.99%	
r	Land Slide Clearance	1.17%	
(iv)	Project Facilities		
(a)	Truck Lay-Byes	1.07%	
(b)	Wayside Amenities excluding Slip Roads & but including all internal roads (Service areas including Truck Lay-Byes)	0.29%	
(c)	Busbays	0.62%	
(v)	Roadside plantation	0.00%	
(vi)	Repair of protection works other than approaches to the bridges, elevated section/ flyovers/grade separators and ROBs.	0.00%	
(vii)	Safety and traffic management during construction	0.00%	
(viii)	Protection works		
a	Breast wall	18.24%	
b	Retaining wall	45.35%	
c	Gabion wall	1.15%	
d	Toe wall	0.68%	
e	Revetment wall	0.92%	
f	Seeding and Mulching (Soil Cut Slope)	0.54%	
g	Erosion Control Blanket	0.73%	
h	Turfing with Sods	0.27%	
i	Vegetated bamboo crib wall	0.78%	
j	Vetiver grass	0.42%	

2. Procedure for payment for Maintenance

- (a) The cost for maintenance shall be as stated in Clause 14.1 (v).

Payment for Maintenance shall be made in accordance with the provisions of Article 14 and Article 19

Construction of 2-laning with hard shoulder configuration of Lunglei to Chhumkhum section of NH-302 from Design Chainage Km 28.000 to Km 40.000 [Pkg-3] for Zorinpui-Lunglei International Corridor in the State of Mizoram under 'Bharatmala Pariyojana' on EPC Mode.

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)

Annex -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.]

Construction of 2-laning with hard shoulder configuration of Lunglei to Chhumkhum section of NH-302 from Design Chainage Km 28.000 to Km 40.000 [Pkg-3] for Zorinpui-Lunglei International Corridor in the State of Mizoram under 'Bharatmala Pariyojana' on EPC Mode.

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 **192nd** 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 **329th** 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 **466th** 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 **548th** day from the Appointed Date.
- (ii) On or before the Scheduled Completion Date, the Contractor shall have completed construction in accordance with this Agreement.

Construction of 2-laning with hard shoulder configuration of Lunglei to Chhumkhum section of NH-302 from Design Chainage Km 28.000 to Km 40.000 [Pkg-3] for Zorinpui-Lunglei International Corridor in the State of Mizoram under 'Bharatmala Pariyojana' on EPC Mode.

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.

Construction of 2-laning with hard shoulder configuration of Lunglei to Chhumkhum section of NH-302 from Design Chainage Km 28.000 to Km 40.000 [Pkg-3] for Zorinpui-Lunglei International Corridor in the State of Mizoram under 'Bharatmala Pariyojana' on EPC Mode.

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 equipments 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.

Construction of 2-laning with hard shoulder configuration of Lunglei to Chhumkhum section of NH-302 from Design Chainage Km 28.000 to Km 40.000 [Pkg-3] for Zorinpui-Lunglei International Corridor in the State of Mizoram under 'Bharatmala Pariyojana' on EPC Mode.

- (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.

Construction of 2-laning with hard shoulder configuration of Lunglei to Chhumkhum section of NH-302 from Design Chainage Km 28.000 to Km 40.000 [Pkg-3] for Zorinpui-Lunglei International Corridor in the State of Mizoram under ‘Bharatmala Pariyojana’ on EPC Mode.

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 **Construction of 2-laning with hard shoulder configuration of Lunglei to Chhumkhum section of NH-302 from Design Chainage Km 28.000 to Km 40.000 [Pkg-3] for Zorinpui-Lunglei International Corridor in the State of Mizoram under 'Bharatmala Pariyojana' on EPC Mode** (the "Project Highway") 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 of20....., Scheduled Completed Date for which was the..... day of.....20.....

SIGNED, SEALED AND DELIVERED

For and on behalf of the Authority's Engineer by:

(Signature)

(Name)

(Designation) (Address)

Construction of 2-laning with hard shoulder configuration of Lunglei to Chhumkhum section of NH-302 from Design Chainage Km 28.000 to Km 40.000 [Pkg-3] for Zorinpui-Lunglei International Corridor in the State of Mizoram under 'Bharatmala Pariyojana' on EPC Mode.

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
(a)	Carriageway/Pavement	
(i)	Potholes, cracks, other surface defects	15%
(ii)	Repairs of Edges, Rutting	5%
(b)	Road, Embankment, Cuttings, Shoulders	
(i)	Edge drop, inadequate cross fall, undulations, settlement, potholes, ponding, obstructions	10%
(ii)	Deficient slopes, raincuts, disturbed pitching, vegetation growth, pruning of trees	5%
(c)	Bridges and Culverts	
(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%
(iii)	Painting, repairs/replacement kerbs, railings, parapets, guideposts/crash barriers	5%
(d)	Roadside Drains	
(i)	Cleaning and repair of drains	5%
(e)	Road Furniture	
(i)	Cleaning, painting, replacement of road signs, delineators, road markings, 200 m/km/5 th km stones	5%
(f)	Miscellaneous Items	
(i)	Removal of dead animals, broken down/accidented vehicles, fallen trees, road blockades or malfunctioning of mobile crane	10%

Construction of 2-laning with hard shoulder configuration of Lunglei to Chhumkhum section of NH-302 from Design Chainage Km 28.000 to Km 40.000 [Pkg-3] for Zorinpui-Lunglei International Corridor in the State of Mizoram under 'Bharatmala Pariyojana' on EPC Mode.

S.No.	Item/Defect/Deficiency	Percentage
(ii)	Any other Defects in accordance with paragraph 1.	5%
(g)	Defects in Other Project Facilities	5%

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

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

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.

Construction of 2-laning with hard shoulder configuration of Lunglei to Chhumkhum section of NH-302 from Design Chainage Km 28.000 to Km 40.000 [Pkg-3] for Zorinpui-Lunglei International Corridor in the State of Mizoram under 'Bharatmala Pariyojana' on EPC Mode.

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)

Annex -I: 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 **Construction of 2-laning with hard shoulder configuration of Lunglei to Chhumkhum section of NH-302 from Design Chainage Km 28.000 to Km 40.000 [Pkg-3] for Zorinpui-Lunglei International Corridor in the State of Mizoram under 'Bharatmala Pariyojana' 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;

Construction of 2-laning with hard shoulder configuration of Lunglei to Chhumkhum section of NH-302 from Design Chainage Km 0.000 (Hrangchalkawn) to Km 14.000 [Pkg-1] for Zorinpui-Lunglei International Corridor in the State of Mizoram under 'Bharatmala Pariyojana' on EPC Mode.

- (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 upto 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

Construction of 2-laning with hard shoulder configuration of Lunglei to Chhumkhum section of NH-302 from Design Chainage Km 0.000 (Hrangchalkawn) to Km 14.000 [Pkg-1] for Zorinpui-Lunglei International Corridor in the State of Mizoram under 'Bharatmala Pariyojana' on EPC Mode.

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 thereof 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 Construction of 2-laning with hard shoulder configuration of Lunglei to Chhumkhum section of NH-302 from Design Chainage Km 0.000 (Hrangchalkawn) to Km 14.000 [Pkg-1] for Zorinpui-Lunglei International Corridor in the State of Mizoram under 'Bharatmala Pariyojana' on EPC Mode.

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 forthwith.
- (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 Programme 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

Construction of 2-laning with hard shoulder configuration of Lunglei to Chhumkhum section of NH-302 from Design Chainage Km 0.000 (Hrangchalkawn) to Km 14.000 [Pkg-1] for Zorinpui-Lunglei International Corridor in the State of Mizoram under 'Bharatmala Pariyojana' on EPC Mode.

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 to the 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 setback 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 upto the last claim:
 - iv. For the Works executed (excluding Change of Scope orders);
 - v. For Change of Scope Orders, and
 - vi. 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.

Construction of 2-laning with hard shoulder configuration of Lunglei to Chhumkhum section of NH-302 from Design Chainage Km 0.000 (Hrangchalkawn) to Km 14.000 [Pkg-1] for Zorinpui-Lunglei International Corridor in the State of Mizoram under 'Bharatmala Pariyojana' on EPC Mode.

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

Construction of 2-laning with hard shoulder configuration of Lunglei to Chhumkhum section of NH-302 from Design Chainage Km 0.000 (Hrangchalkawn) to Km 14.000 [Pkg-1] for Zorinpui-Lunglei International Corridor in the State of Mizoram under 'Bharatmala Pariyojana' on EPC Mode.

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 2-laning with hard shoulder configuration of Lunglei to Chhumkhum section of NH-302 from Design Chainage Km 14.000 to Km 28.000 [Pkg-2] for Zorinpui-Lunglei International Corridor in the State of Mizoram under 'Bharatmala Pariyojana' on EPC Mode** (the "Project Highway")

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*******