

---

## **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)

**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- 108A] commencing from km 0.000 to km 22.475 i.e. the Jolaibari - Belonia Border in the state of Tripura. The land, carriageway and structures comprising the Site are described below.

**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:

S. No	Chainage (Km)		Existing Right of Way (m)	Remarks
	From	To		
1	0.000	0.100	26.2	
2	0.100	0.200	27.5	
3	0.200	0.300	27.9	
4	0.300	0.400	26.3	
5	0.400	0.500	26.0	
6	0.500	0.600	25.2	
7	0.600	0.700	22.1	
8	0.700	0.800	16.8	
9	0.800	0.900	17.1	
10	0.900	1.000	19.7	
11	1.000	1.100	19.8	
12	1.100	1.200	19.4	
13	1.200	1.300	19.9	
14	1.300	1.400	24.1	
15	1.400	1.500	24.5	
16	1.500	1.600	22.2	
17	1.600	1.700	24.9	
18	1.700	1.800	25.5	
19	1.800	1.900	26.0	
20	1.900	2.000	24.3	Realignment has been proposed
21	2.000	2.100	22.4	Realignment has been proposed

22	2.100	2.200	24.9	Realignment has been proposed
23	2.200	2.300	29.4	
24	2.300	2.400	31.2	
25	2.400	2.500	29.8	
26	2.500	2.600	31.2	
27	2.600	2.700	30.6	
28	2.700	2.800	26.6	
29	2.800	2.900	26.3	
30	2.900	3.000	27.0	
31	3.000	3.100	25.8	Realignment has been proposed
32	3.100	3.200	25.4	
33	3.200	3.300	24.8	
34	3.300	3.400	25.9	Realignment has been proposed
35	3.400	3.500	25.6	Realignment has been proposed
36	3.500	3.600	25.6	
37	3.600	3.700	27.1	
38	3.700	3.800	26.6	
39	3.800	3.900	24.8	
40	3.900	4.000	23.7	Realignment has been proposed
41	4.000	4.100	23.5	Realignment has been proposed
42	4.100	4.200	23.0	Realignment has been proposed
43	4.200	4.300	24.5	Realignment has been proposed
44	4.300	4.400	25.9	Realignment has been proposed
45	4.400	4.500	24.0	Realignment has been proposed
46	4.500	4.600	23.3	
47	4.600	4.700	25.1	
48	4.700	4.800	23.7	
49	4.800	4.900	23.0	
50	4.900	5.000	23.2	
51	5.000	5.100	23.3	
52	5.100	5.200	26.4	
53	5.200	5.300	25.4	
54	5.300	5.400	22.2	
55	5.400	5.500	22.3	
56	5.500	5.600	21.4	
57	5.600	5.700	20.2	
58	5.700	5.800	20.5	
59	5.800	5.900	19.7	
60	5.900	6.000	19.4	
61	6.000	6.100	22.8	
62	6.100	6.200	23.8	

63	6.200	6.300	22.3	
64	6.300	6.400	21.0	
65	6.400	6.500	19.8	
66	6.500	6.600	20.2	
67	6.600	6.700	22.6	
68	6.700	6.800	22.7	Realignment has been proposed
69	6.800	6.900	21.9	Realignment has been proposed
70	6.900	7.000	22.6	
71	7.000	7.100	24.1	
72	7.100	7.200	24.1	
73	7.200	7.300	20.8	
74	7.300	7.400	18.9	
75	7.400	7.500	20.5	Realignment has been proposed
76	7.500	7.600	22.4	Realignment has been proposed
77	7.600	7.700	23.6	Realignment has been proposed
78	7.700	7.800	23.7	Realignment has been proposed
79	7.800	7.900	22.5	Realignment has been proposed
80	7.900	8.000	22.5	Realignment has been proposed
81	8.000	8.100	23.3	Realignment has been proposed
82	8.100	8.200	24.4	Realignment has been proposed
83	8.200	8.300	25.6	Realignment has been proposed
84	8.300	8.400	27.0	Realignment has been proposed
85	8.400	8.500	26.4	Realignment has been proposed
86	8.500	8.600	26.4	Realignment has been proposed
87	8.600	8.700	25.9	Realignment has been proposed
88	8.700	8.800	24.7	
89	8.800	8.900	26.0	
90	8.900	9.000	22.6	
91	9.000	9.100	17.8	Realignment has been proposed
92	9.100	9.200	14.1	Realignment has been proposed
93	9.200	9.300	10.7	Realignment has been proposed
94	9.300	9.400	13.2	Realignment has been proposed
95	9.400	9.500	15.3	Realignment has been proposed
96	9.500	9.600	14.8	Realignment has been proposed
97	9.600	9.700	13.8	Realignment has been proposed

98	9.700	9.800	13.8	Realignment has been proposed
99	9.800	9.900	13.1	
100	9.900	10.000	12.5	
101	10.000	10.100	13.3	
102	10.100	10.200	13.6	
103	10.200	10.300	16.2	
104	10.300	10.400	16.6	Realignment has been proposed
105	10.400	10.500	13.8	Realignment has been proposed
106	10.500	10.600	13.8	Realignment has been proposed
107	10.600	10.700	13.7	Realignment has been proposed
108	10.700	10.800	10.6	Realignment has been proposed
109	10.800	10.900	14.3	
110	10.900	11.000	18.1	
111	11.000	11.100	16.8	
112	11.100	11.200	19.1	
113	11.200	11.300	20.9	
114	11.300	11.400	20.9	
115	11.400	11.500	19.2	
116	11.500	11.600	16.8	
117	11.600	11.700	16.6	Realignment has been proposed
118	11.700	11.800	13.8	Realignment has been proposed
119	11.800	11.900	13.2	Realignment has been proposed
120	11.900	12.000	13.5	Realignment has been proposed
121	12.000	12.100	12.0	Realignment has been proposed
122	12.100	12.200	9.5	Realignment has been proposed
123	12.200	12.300	7.0	Realignment has been proposed
124	12.300	12.400	7.7	Realignment has been proposed
125	12.400	12.500	9.3	
126	12.500	12.600	8.2	
127	12.600	12.700	6.0	
128	12.700	12.800	5.5	
129	12.800	12.900	5.7	Realignment has been proposed
130	12.900	13.000	7.5	
131	13.000	13.100	14.4	
132	13.100	13.200	20.7	
133	13.200	13.300	19.5	
134	13.300	13.400	16.1	
135	13.400	13.500	15.7	
136	13.500	13.600	17.6	

137	13.600	13.700	15.1	
138	13.700	13.800	11.3	
139	13.800	13.900	11.6	
140	13.900	14.000	14.8	
141	14.000	14.100	17.7	
142	14.100	14.200	15.4	
143	14.200	14.300	13.6	
144	14.300	14.400	14.6	
145	14.400	14.500	13.9	
146	14.500	14.600	14.7	
147	14.600	14.700	15.2	
148	14.700	14.800	14.7	
149	14.800	14.900	14.8	
150	14.900	15.000	15.8	
151	15.000	15.100	16.4	
152	15.100	15.200	14.7	
153	15.200	15.300	14.5	
154	15.300	15.400	15.3	
155	15.400	15.500	15.2	
156	15.500	15.600	15.5	
157	15.600	15.700	14.1	
158	15.700	15.800	16.9	
159	15.800	15.900	24.5	
160	15.900	16.000	22.3	
161	16.000	16.100	19.7	
162	16.100	16.200	28.5	
163	16.200	16.300	22.6	
164	16.300	16.400	9.1	
165	16.400	16.500	8.4	
166	16.500	16.600	12.9	
167	16.600	16.700	12.8	Realignment has been proposed
168	16.700	16.800	11.2	Realignment has been proposed
169	16.800	16.900	12.1	Realignment has been proposed
170	16.900	17.000	10.6	Realignment has been proposed
171	17.000	17.100	10.9	Realignment has been proposed
172	17.100	17.200	11.7	Realignment has been proposed
173	17.200	17.300	11.0	Realignment has been proposed
174	17.300	17.400	12.3	Realignment has been proposed
175	17.400	17.500	12.6	Realignment has been proposed
176	17.500	17.600	11.2	Realignment has been proposed
177	17.600	17.700	8.9	Realignment has been proposed

178	17.700	17.800	9.8	Realignment has been proposed
179	17.800	17.900	11.4	Realignment has been proposed
180	17.900	18.000	11.1	Realignment has been proposed
181	18.000	18.100	11.1	Realignment has been proposed
182	18.100	18.200	11.2	Realignment has been proposed
183	18.200	18.300	12.7	Realignment has been proposed
184	18.300	18.400	12.6	Realignment has been proposed
185	18.400	18.500	10.6	
186	18.500	18.600	8.5	
187	18.600	18.700	11.6	
188	18.700	18.800	14.7	
189	18.800	18.900	16.3	
190	18.900	19.000	17.2	Realignment has been proposed
191	19.000	19.100	16.0	
192	19.100	19.200	15.5	
193	19.200	19.300	15.8	
194	19.300	19.400	17.0	
195	19.400	19.500	16.7	
196	19.500	19.600	16.1	
197	19.600	19.700	18.2	
198	19.700	19.800	20.0	
199	19.800	19.900	18.7	
200	19.900	20.000	17.4	
201	20.000	20.100	16.7	
202	20.100	20.200	15.2	
203	20.200	20.300	15.1	
204	20.300	20.400	17.3	
205	20.400	20.500	18.6	
206	20.500	20.600	19.3	
207	20.600	20.700	19.3	
208	20.700	20.800	21.5	
209	20.800	20.900	25.1	
210	20.900	21.000	22.4	
211	21.000	21.100	19.7	
212	21.100	21.200	19.5	
213	21.200	21.300	20.1	
214	21.300	21.400	21.1	
215	21.400	21.500	21.2	
216	21.500	21.600	21.0	
217	21.600	21.700	22.6	
218	21.700	21.800	23.9	
219	21.800	21.900	22.3	

220	21.900	22.000	22.5	
221	22.000	22.100	21.5	
222	22.100	22.200	21.4	
223	22.200	22.300	21.0	
224	22.300	22.400	21.1	
225	22.400	22.475	22.6	

### 3. Carriageway

The present carriageway of the Project Highway is [Single/Intermediate 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		
Nil						

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

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

S. No.	Chainage (km)	Type of Structure		No. of Spans with span length (m)	Width (m)	ROB/ RUB
		Foundation	Superstructure			
1	12.217	Open	RCC Box	1 x 8.0	12.0	ROB

### 6. Grade separators

The Site includes the following grade separators:

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

### 7. Minor bridges

The Site includes the following minor bridges:

S. No.	Chainage (km)	Type of Structure			No. of Spans with span length (m)	Width (m)
		Foundation	Sub-structure	Super-structure		
1	0.375	Pile	RCC	RCC	1 x 16.0	12.0
2	4.374	Pile	RCC	Integral Slab	2 x 16.0	7.9
3	5.460	Pile	RCC	Continuous Slab	3 x 14.0	7.9
4	8.780	Pile	RCC	Box Girder	1 x 35.0	12.0
5	10.013	Open	RCC	Slab bridge	1 x 8.1	5.6

#### 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:

S. No.	Survey Chainage (Km)	Type of Culvert	Span /Opening with span length (m)	Width (m)
1	0.020	Box	1 X 2.88	18.16
2	0.582	Box	1 X 0.9	10.5
3	0.740	HP	1 X 0.6	10
4	0.975	Box	1 X 0.7	11.5
5	1.046	HP	1 X 0.75	12.5
6	1.126	Box	1 X 0.7	10.9
7	1.471	HP	3 x 1.2 2 x 0.6	10.0
8	1.548	Box	1 X 0.75	12.5

9	1.788	Box	1 X 0.75	10.5
10	1.976	Box(EC)	1 X 0.7	13.3
11	2.259	Box(EC)	1 X 0.7	12.5
12	2.735	HP	1 X 0.9	7.5
13	3.842	HP	1 X 0.9	10
14	4.026	Box	1 X 0.6	12.9
15	4.444	Box	1 X 0.9	12.9
16	4.748	Box	1 X 1.0	11.6
17	4.793	Slab	1.15	11.8
18	4.962	HP	1 X 0.6	10
19	5.283	Box	1 X 1.0	10.5
20	5.563	Box	1 X 1.25	13.0
21	5.680	Box	1 X 1.2	12.8
22	5.813	HP	1 X 0.6	10.0
23	6.041	HP	1 x 0.5	
24	6.083	Box	1 X 4.0	9.5
25	6.356	HP	2 X 1.2	10
26	6.579	HP	4 X 0.9	10
27	6.721	HP	1 X 1.2	10
28	6.899	HP	1 X 1.2	10
29	7.245	HP	1 X 1.2	12
30	7.295	HP	1 X 1.2	10
31	7.457	Bo x HP	1 x 5.0 2 x 0.9	8.4 7.5
32	7.663	HP	1 x 0.6	7.9
33	7.748	HP	1 X 1.2	7.5
34	7.798	HP	1 X 1.2	12.5
35	7.980	HP	1 X 0.6	7.5
36	8.050	HP	1 X 1.5	5
37	8.099	HP	1 X 1.5	7.5
38	8.226	HP	1 X 1.2	10
39	8.350	HP	1 X 1.2	7.5
40	8.500	HP		7.5
41	8.731	HP	1 X 1.5	15
42	9.040	HP	4 X 1.5	10
43	9.141	Box	1 X 3.0	9
44	9.276	Box	1 X 1.0	9
45	9.428	Box	1 X 1.0	9
46	9.537	HP	3 X 1.5	10
47	9.652	Box	1 X 1.0	9
48	9.783	Slab	1 X 1.25	9
49	9.878	Slab	1 X 1.46	9
50	10.067	Box	1 x 1.35	9
51	10.574	Slab	1.46	8.2
52	10.664	Box	1 X 1.0	9
53	10.813	Slab	1 X 2.0	10

54	11.033	Box	1 X 1.5	9
55	11.114	Box	1 X 2.5	9
56	11.366	Box	1 X 1.5	9
57	11.434	HP	1 X 0.6	10
58	11.510	Box	1 X 2.0	9
59	11.717	Slab	1 X 2.0	9
60	11.838	Box	1 x 1.0	9
61	12.184	Box	1 x 1.0	9
62	12.339	Box	1 x 1.0	9
63	12.566	Box	1 X 2.0	9
64	12.800	Box	1 X 1.0	9
65	12.866	Box	1 X 1.0	9
66	12.997	Box	1 X 1.0	9
67	13.256	Box	1 X 2.0	9
68	13.392	Box	1 X 1.0	9
69	13.599	Box	1 X 1.5	9
70	14.174	HP	4 X 1.2	10
71	14.295	Box	1 X 2.0	9.5
72	14.669	HP	7 X 1.2	10
73	15.088	Box	1 X 1.0	8.4
74	15.154	Box	1 X 1.0	8.4
75	15.411	Box	1 X 1.0	9
76	15.519	Box	1 x 2.6	9.1
77	15.622	Box	1 x 1.35	91
78	15.707	Box	1 x 1.4	9.15
79	15.808	Slab	1 x 1.4	9.1
80	16.120	Slab	1 x 2.36	14.62
81	16.638	Box	1 X 1.0	11
82	16.822	Slab	1 x 1.4	11
83	16.965	Slab	1 x 1.4	10.1
84	17.027	Slab	1 x 1.7	10.1
85	17.200	Slab	1 x 2.85	11.5
86	17.343	Slab	1 x 1.7	10.2
87	17.800	HP		
88	19.018	Slab	1 x 1.0	6.1
89	19.692	HP	3 x 1.2	7.7
90	20.147	HP	2 x 1.0	8.7
91	20.460	HP	1 x 0.6	7.6
92	20.605	Box	1 x 3.5	9.9
93	20.845	Slab	1 x 2.2	14.9
94	21.016	Box	1 x 2.1	10.6
95	21.320	HP	5 X 1.2	10.0
96	21.674	Slab	1 x 0.8	10.0
97	21.814	Slab	1 x 1.2	9.1
98	22.018	Slab	1 x 2.4	14.0

---

**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		Side
	From km	To km	Masonry/cc (Pucca)	Earthen (Kutchha)	
1	1.582	1.647	√		RHS
2	1.602	1.652	√		LHS
3	1.647	1.697		√	RHS
4	1.697	1.797		√	RHS
5	1.752	1.797		√	LHS
6	1.802	1.832		√	RHS
7	1.882	1.982	√		LHS
8	1.882	1.982	√		RHS
9	2.002	2.082	√		LHS
10	2.002	2.082	√		RHS
11	2.082	2.112	√		LHS
12	2.082	2.112	√		RHS
13	2.142	2.182	√		LHS
14	2.142	2.182	√		RHS
15	2.182	2.252	√		LHS
16	2.182	2.252	√		RHS
17	2.432	2.483	√		LHS
18	2.432	2.483	√		RHS
19	2.482	2.502	√		LHS
20	2.482	2.502	√		RHS
21	2.582	2.602	√		LHS

22	2.582	2.634	√		RHS
23	2.672	2.682		√	RHS
24	2.717	2.782		√	RHS
25	2.782	2.852		√	LHS
26	2.782	2.882		√	RHS
27	2.882	2.962		√	RHS
28	2.907	2.947	√		LHS
29	2.982	3.082		√	LHS
30	2.982	3.062		√	RHS
31	3.082	3.162		√	LHS
32	3.082	3.182		√	RHS
33	3.192	3.262		√	RHS
34	3.192	3.282		√	LHS
35	3.292	3.307		√	RHS
36	3.282	3.372		√	LHS
37	3.372	3.382	√		RHS
38	3.382	3.472	√		RHS
39	3.412	3.477	√		LHS
40	3.507	3.552	√		RHS
41	3.507	3.582		√	LHS
42	3.602	3.622		√	LHS
43	3.707	3.782	√		LHS
44	3.732	3.782	√		RHS
45	3.782	3.867	√		LHS
46	3.782	3.862	√		RHS
47	3.937	3.982		√	RHS
48	3.982	4.062		√	RHS
49	4.142	4.182		√	LHS
50	4.202	4.282		√	LHS
51	4.282	4.382		√	LHS
52	4.427	4.467	√		LHS
53	4.467	4.482		√	LHS
54	4.482	4.582		√	LHS
55	4.582	4.642		√	LHS
56	5.622	5.682		√	LHS
57	5.622	5.672		√	RHS
58	5.892	5.922		√	LHS
59	5.902	5.982		√	RHS
60	6.022	6.082		√	LHS
61	6.092	6.122		√	RHS
62	6.407	6.432		√	RHS
63	6.612	6.622		√	LHS
64	7.222	7.262		√	LHS

65	7.612	7.682	√		LHS
66	7.682	7.762	√		LHS
67	8.022	8.082		√	RHS
68	8.082	8.182		√	RHS
69	8.182	8.282		√	RHS
70	8.362	8.382		√	LHS
71	8.382	8.427	√		LHS
72	8.982	9.082	√		RHS
73	9.122	9.162	√		RHS
74	9.092	9.112		√	RHS
75	9.228	9.282	√		RHS
76	9.232	9.282		√	LHS
77	9.367	9.382		√	RHS
78	9.402	9.482	√		RHS
79	9.482	9.497	√		RHS
80	9.632	9.682	√		RHS
81	9.632	9.662		√	LHS
82	9.682	9.782	√		RHS
83	9.782	9.882	√		RHS
84	9.882	9.942	√		RHS
85	9.882	9.947	√		LHS
86	10.002	10.072	√		RHS
87	10.092	10.119	√		LHS
88	10.132	10.182	√		LHS
89	10.182	10.282	√		LHS
90	10.282	10.382	√		LHS
91	10.402	10.482	√		LHS
92	10.487	10.582	√		LHS
93	10.502	10.532		√	RHS
94	10.582	10.652		√	LHS
95	10.682	10.702		√	RHS
96	10.752	10.782		√	LHS
97	10.782	10.882		√	LHS
98	10.888	10.982		√	RHS
99	10.982	11.082	√		LHS
100	10.982	11.082		√	RHS
101	11.082	11.182		√	RHS
102	11.182	11.195		√	RHS
103	11.195	11.242		√	RHS
104	11.282	11.362		√	RHS
105	11.387	11.448	√		RHS
106	11.452	11.482	√		RHS
107	11.482	11.582	√		RHS

108	11.632	11.662	√		RHS
109	11.777	11.792	√		RHS
110	11.801	11.882		√	RHS
111	11.882	11.982	√		LHS
112	11.982	12.082	√		LHS
113	12.082	12.182	√		LHS
114	12.182	12.222	√		LHS
115	12.292	12.352		√	RHS
116	12.287	12.382	√		LHS
117	12.382	12.428		√	RHS
118	12.382	12.482	√		LHS
119	12.382	12.482		√	RHS
120	12.532	12.647	√		LHS
121	12.482	12.582		√	RHS
122	12.657	12.682		√	LHS
123	12.682	12.782		√	LHS
124	12.832	12.882	√		LHS
125	13.122	13.162		√	RHS
126	13.282	13.355		√	LHS
127	13.355	13.482		√	RHS
128	14.082	14.282		√	RHS
129	14.282	14.401		√	LHS
130	14.777	14.872		√	LHS
131	15.287	15.582	√		LHS
132	15.507	15.582		√	RHS
133	15.582	16.222	√		LHS
134	16.246	16.382		√	LHS
135	16.246	16.382		√	RHS
136	16.932	17.832	√		RHS
137	18.572	18.632	√		LHS
138	19.532	19.682		√	LHS
139	19.532	19.682		√	RHS
140	20.332	20.442		√	RHS
141	21.222	21.422	√		LHS
142	21.222	21.422	√		RHS
143	21.522	21.542	√		LHS
144	21.522	21.542	√		RHS
145	21.682	21.982	√		LHS
146	21.682	21.982	√		RHS
147	21.982	22.412	√		LHS

---

**14. Major junctions**

The details of major junctions are as follows:

S. No.	Location		At grade	Separated	Category of Cross Road			
	From km	to km			NH	SH	MDR	Others
1	0.000		√		√			
2	0.582		√					√
3	16.100		√				√	
4	22.116		√				√	

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

**15. Minor junctions**

The details of the minor junctions are as follows:

S. No.	Location		Type	
	From km	To km	T -junction	Cross road
1	2.700			√
2	7.050		√	
3	10.320		√	
4	10.390		√	
5	11.174		√	
6	14.285		√	
7	15.400		√	
8	15.873		√	
9	18.588		√	
10	18.783		√	
11	19.350			√
12	19.682		√	
13	19.874		√	
14	20.625		√	
15	20.972		√	
16	21.250		√	
17	21.510		√	
18	21.858		√	

---

**16. Bypasses**

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

<b>S. No.</b>	<b>Name of bypass (town)</b>	<b>Chainage (km) From km to km</b>	<b>Length (in Km)</b>
Nil			

**[17. Other structures]**

[Provide details of other structures, if any.]

---

**Annex – II**

(As per Clause 8.3 (i))

(Schedule-A)

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

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

Sl. No	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)					
1	0.000	0.050	0.050	20	On Appointed date
2	0.050	0.087	0.037	20-30	
3	0.087	0.150	0.063	30	
4	0.150	0.285	0.135	Varying	
5	0.285	0.497	0.212	30	
6	0.497	0.575	0.078	22	
7	0.575	0.660	0.085	22 -30	
8	0.660	0.760	0.100	Varying	
9	0.760	0.855	0.095	30 - 20	
10	0.855	1.450	0.595	25	
11	1.450	2.960	1.510	30	
12	2.960	3.090	0.130	38	
13	3.090	3.220	0.130	30	
14	3.220	3.260	0.040	35	
15	3.260	3.465	0.205	30	
16	3.465	3.766	0.301	20	
17	3.766	3.830	0.064	40	
18	3.830	5.550	1.720	30	
19	5.550	5.630	0.080	35	
20	5.630	6.150	0.520	25	
21	6.150	7.180	1.030	30	
22	7.180	7.390	0.210	35	
23	7.390	7.480	0.090	30	
24	7.480	7.550	0.070	45	
25	7.550	7.610	0.060	35	
26	7.610	7.730	0.120	40	
27	7.730	7.800	0.070	42	
28	7.800	7.980	0.180	57	
29	7.980	8.020	0.040	50	
30	8.020	8.250	0.230	40	
31	8.250	8.470	0.220	35	

32	8.470	8.560	0.090	30	
33	8.560	8.820	0.260	50	
34	8.820	8.950	0.130	30	
35	8.950	8.990	0.040	35	
36	8.990	9.230	0.240	50	
37	9.230	9.350	0.120	35	
38	9.350	9.940	0.590	30	
39	9.940	10.130	0.190	34	
40	10.130	11.090	0.960	30	
41	11.090	11.260	0.170	40	
42	11.260	11.450	0.190	52	
43	11.450	11.480	0.030	42	
44	11.480	11.660	0.180	30	
45	11.660	11.800	0.140	35	
46	11.800	12.160	0.360	50	
47	12.160	12.350	0.190	35	
48	12.350	13.775	1.425	30	
49	13.775	14.115	0.340	20	
50	14.115	14.500	0.385	25	
51	14.500	15.500	1.000	30	
52	15.500	15.600	0.100	Varying	
53	15.600	15.820	0.220	40	
54	15.820	16.310	0.490	30	
55	16.310	16.370	0.060	33	
56	16.370	16.750	0.380	30	
57	16.750	16.890	0.140	40	
58	16.890	16.950	0.060	35	
59	16.950	17.050	0.100	30	
60	17.050	17.270	0.220	46	
61	17.270	17.430	0.160	35	
62	17.430	17.515	0.085	40	
63	17.515	17.580	0.065	30	
64	17.580	18.595	1.015	20	
65	18.595	18.795	0.200	30	
66	18.795	19.195	0.400	20	
67	19.195	19.740	0.545	30	
68	19.740	19.860	0.120	40	
69	19.860	20.075	0.215	30	
70	20.075	21.030	0.955	20	
71	21.030	21.300	0.270	varying	
72	21.300	21.412	0.112	20	
(ii) Part Right of Way (full width) (a) Stretch (b) Stretch (c) Stretch					

---

(iii) Balance Right of Way (full 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.

---

**Annex - III**

*(Schedule-A)*

**Alignment Plans**

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

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

**Annex – IV**

*(Schedule-A)*

**Environment Clearances**

No Environment Clearance is required for the project.

## **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 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.

# Schedule-B

## Annex – I

(Schedule-B)

### Description of [Two-Laning]§

[Note: Description of the Project Highway shall be given by the Authority in detail together with explanatory drawings (where necessary) to explain the Authority's requirements precisely in order to avoid subsequent changes in the Scope of the Project. The particulars that must be specified in this Schedule-B are listed below as per the requirements of the Manual of Specifications and Standards for [Two Laning of Highways (IRC:SP:73-2015)], referred to as the Manual. If any standards, specifications or details are not given in the Manual, the minimum design/construction requirements shall be specified in this Schedule. In addition to these particulars, all other essential project specific details, as required, should be provided in order to define the Scope of the Project clearly and precisely.]

#### 1. Widening of the Existing Highway

- (i) The Project Highway shall follow the existing alignment unless otherwise specified by the Authority and shown in the alignment plans specified in Annex-III of Schedule-A. Geometric deficiencies, if any, in the existing horizontal and vertical profiles shall be corrected as per the prescribed standards for [plain/rolling & mountainous] 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) (a) 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 (km to km)		Width (m)	Typical cross section (Ref. to Manual)
1	Jolaibari	0.495	0.860	12.0	TCS-2
2	West Pilak	3.470	3.715	12.0	TCS-2
3	Sonaichari	13.780	14.120	12.0	TCS-4
4	Sonaichari	15.345	15.695	12.0	TCS-2
5	Sarasima	17.600	18.500	12.0	TCS-2
6	Sarasima	18.800	19.100	12.0	TCS-2
7	Belonia	20.150	21.412	12.0	TCS-2

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

---

§ The contents of this Annex-I may be modified in accordance with the structure of the Project.

---

## 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 [80 km per hr for plain/rolling terrain].

### (iii) Improvement of the existing road geometrics

[Refer to paragraph 2.1 (v) of the Manual and provide details]

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

Sl. No.	Stretch (from km to km)		Type of deficiency	Remarks
1	7.954	8.380	Design Speed 65 kmph	To follow under construction Minor Bridge alignment.
2	20.050	21.412	Design Speed 40-50 kmph	Proposed alignment has been accommodated mostly within existing ROW without affecting roadside structures of Belonia Municipal Council area

### (iv) Right of Way

[Refer to paragraph 2.3 of the Manual]. Details of the Right of Way are given in Annex II of Schedule-A.

### (v) Type of shoulders

[Refer to paragraph 2.5.2 of the Manual and specify]

(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
1	0.495	0.860	Yes	TCS-2
2	3.470	3.715	Yes	TCS-2
3	13.780	14.120	Yes	TCS-4
4	15.345	15.695	Yes	TCS-2
5	17.600	18.500	Yes	TCS-2
6	18.800	19.100	Yes	TCS-2
7	20.150	21.412	Yes	TCS-2

- (b) In open country, [paved shoulders of 1.5 m width shall be provided and balance 1.0m width shall be 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 the relevant 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 the provision of relevant 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			

(vii) Lateral and vertical clearances at overpasses

- (a) Lateral and vertical clearances at overpasses shall be as the provision of relevant 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:  
[Refer to the provision of relevant Manual and provide details]

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
1	Ratanpur PHC near existing ROB location (km 11.850 to km 12.300)	RHS	0.450

(ix) Grade separated structures

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

[Refer to the provision of relevant Manual and provide details]

Sl. No.	Location of structure	Length (m)	Number and length of spans (m)	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: [Refer to the provision of relevant Manual and specify the type of vehicular under pass/ overpass structure and whether the cross road is to be carried at the existing level, raised or lowered]

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: [Refer to provision of relevant Manual and specify the requirements of cattle and pedestrian underpass/overpass]

Sl. No.	Location	Type of crossing
Nil		

(xi) Typical cross-sections of the Project Highway

[Give typical cross-sections of the Project Highway by reference to the Manual]

As per attached Drawings

<b>TCS TYPE</b>	<b>DESCRIPTION</b>
TCS-1	Typical Cross Section of Two-Lane Carriageway with Paved Shoulder at Realignment stretches in Rural Area
TCS-2	Typical Cross Section of Two-Lane Carriageway with Paved Shoulder at Built-up Area
TCS-3	Typical Cross Section of Two-Lane Carriageway with Paved Shoulder at Existing Road Stretch in Rural Area
TCS-4	Typical Cross Section of Two-Lane Carriageway with Paved Shoulder at Built-up Area (Sub-grade Stabilization)
TCS-5	Typical Cross Section of Two-Lane Carriageway with Paved Shoulder at Existing Road Stretch in Rural Area (Sub-grade Stabilization)
TCS-6	Typical Cross Section of Two-Lane Carriageway with Paved Shoulder at Realignment stretches in Rural Area (Sub-grade Stabilization)

<b>Design Chainage (m)</b>		<b>Length (m)</b>	<b>TCS Type</b>
<b>From</b>	<b>To</b>		
0	350	350	TCS-3
350	495	145	TCS-3
495	860	365	TCS-2
860	1050	190	TCS-1
1050	1900	850	TCS-3
1900	3470	1570	TCS-1
3470	3715	245	TCS-2
3715	3750	35	TCS-3
3750	4050	300	TCS-1
4050	5200	1150	TCS-3
5200	5400	200	TCS-5
5400	5450	50	TCS-6
5450	5650	200	TCS-1
5650	6200	550	TCS-3
6200	6450	250	TCS-1
6450	6700	250	TCS-3
6700	7500	800	TCS-1
7500	7600	100	TCS-6
7600	7735	135	TCS-1
7735	8020	285	TCS-6
8020	8800	780	TCS-1
8800	9250	450	TCS-6
9250	9450	200	TCS-3

Design Chainage (m)		Length (m)	TCS Type
From	To		
9450	9700	250	TCS-5
9700	9900	200	TCS-6
9900	10390	490	TCS-1
10390	10500	110	TCS-6
10500	10700	200	TCS-5
10700	11090	390	TCS-1
11090	11260	170	TCS-6
11260	11540	280	TCS-1
11540	11650	110	TCS-6
11650	11900	250	TCS-1
11900	12050	150	TCS-3
12050	12300	250	TCS-1
12300	12900	600	TCS-3
12900	13050	150	TCS-5
13050	13600	550	TCS-3
13600	13780	180	TCS-5
13780	14120	340	TCS-4
14120	14400	280	TCS-5
14400	15345	945	TCS-3
15345	15695	350	TCS-2
15695	15850	155	TCS-3
15850	17350	1500	TCS-1
17350	17600	250	TCS-3
17600	18500	900	TCS-2
18500	18800	300	TCS-3
18800	19100	300	TCS-2
19100	20150	1050	TCS-3
20150	21412	1262	TCS-2

### 3. Intersections and Grade Separators

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

[Refer to the provision of relevant Manual and specify the requirements. Explain where necessary with drawings/sketches/general arrangement]

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

- (i) At-grade intersections

**Major Intersections:**

Sl. No.	Intersection at km	Type of intersection	Other features
1	0.000	3-Legged Junction at Jolaibari	Road leads to Agartala
2	0.700	3-Legged Junction at Jolaibari	Road leads to Agartala
3	15.550	3-Legged Junction at Jharjhari	Road leads to Hrishyamukh
4	20.800	3-Legged Junction at Belonia	Road leads to Bankar

**Minor Intersections:**

Sl. No.	Intersection at km	Type of intersection	Other features
1	2.770	4-legged	Muhuripur at LHS and Pilak at RHS
2	6.650	3-legged	Road leads to Muhuripur Market
3	6.900	3-legged	Starting of Realignment
4	8.160	3-legged	Ending of Realignment
5	9.850	3-legged	Road leads to Ratanpur market
6	9.910	3-legged	Road leads to Ishwarchandra Royaja para
7	10.700	3-legged	Road leads to village
8	13.770	3-legged	Road leads to Sompara
9	14.860	3-legged	Road leads to Village
10	15.350	3-legged	Road leads to Killamura
11	17.650	3-legged	Road leads to Uttar Sonaichari village
12	17.850	3-legged	Road leads to Amjadnagar
13	17.750	4-legged	Arpit Nagar at LHS. and Belonia I.T.I college at RHS
14	18.740	3-legged	Road leads to village
15	18.940	3-legged	Road leads to Belonia Rail station.
16	19.660	3-legged	Road leads to College Square
17	19.695	3-legged	Road leads to D.M office
18	20.020	3-legged	Junction is shifted in the Realignment stretch

<b>Sl. No.</b>	<b>Intersection at km</b>	<b>Type of intersection</b>	<b>Other features</b>
19	20.560	3-legged	Road leads to Belonia
20	20.910	3-legged	Road leads to Belonia market

- (ii) Grade separated intersection with/without ramps

<b>Sl. No.</b>	<b>Location (km)</b>	<b>Salient features</b>	<b>Minimum length of viaduct to be provided</b>	<b>Road to be carried over/under the structures</b>
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 [Refer to the provision of relevant Manual and specify sections to be raised]

The existing road shall be raised in the following sections:

<b>Sl. No.</b>	<b>Section (from km to km)</b>	<b>Length</b>	<b>Extent of raising [Top of finished road level]</b>
Nil			

#### **5. Pavement Design**

- (i) Pavement design shall be carried out in accordance with the provision of relevant Manual.
- (ii) Type of pavement  
[Refer to the provision of relevant Manual and state specific requirement, if any, of providing cement concrete pavement.]
- (iii) Design requirements

[Refer to the provision of relevant Manual and specify design requirements and strategy]

a) Design Period and strategy

Flexible pavement for new pavement or for widening and strengthening of the existing pavement shall be designed for a minimum design period of 15 years. Stage construction shall not be permitted.

b) Design Traffic

Notwithstanding anything to the contrary contained in this Agreement or the Manual, the Contractor shall design the pavement for design traffic of 20 million standard axles.

(iv) Reconstruction of stretches

[Refer to the provision of relevant Manual and specify the stretches, if any, to be reconstructed.]

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

Sl. No.	Stretch From km to km		Remarks
1	0.000	0.350	TCS-3
2	0.350	0.495	TCS-3
3	0.495	0.860	TCS-2
4	1.050	1.900	TCS-3
5	3.470	3.715	TCS-2
6	3.715	3.750	TCS-3
7	4.050	5.200	TCS-3
8	5.200	5.400	TCS-5
9	5.650	6.200	TCS-3
10	6.450	6.700	TCS-3
11	9.250	9.450	TCS-3
12	9.450	9.700	TCS-5
13	10.500	10.700	TCS-5
14	11.900	12.050	TCS-3
15	12.300	12.900	TCS-3
16	12.900	13.050	TCS-5
17	13.050	13.600	TCS-3
18	13.600	13.780	TCS-5
19	13.780	14.120	TCS-4
20	14.120	14.400	TCS-5
21	14.400	15.345	TCS-3
22	15.345	15.695	TCS-2
23	15.695	15.850	TCS-3
24	17.350	17.600	TCS-3
25	17.600	18.500	TCS-2
26	18.500	18.800	TCS-3

Sl. No.	Stretch From km to km		Remarks
27	18.800	19.100	TCS-2
28	19.100	20.150	TCS-3
29	20.150	21.412	TCS-2

## 6. Roadside Drainage

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

### List of RCC Cover Drain

Chainage (m)		Side	Net Length (m)
From	To		
495	860	Both	725.00
3470	3715	Both	490.00
13780	14120	Both	680.00
15345	15695	Both	695.00
17600	18500	Both	1794.60
18800	19100	Both	600.00
20150	21412	Both	2499.60
<b>Total=</b>			<b>7484 m</b>

## 7. Design of Structures

### (i) General

(a) All bridges, culverts and structures shall be designed and constructed in accordance with the provision of relevant 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:

[Refer to the provision of relevant Manual and specify the width of carriageway of new bridges and structures of more than 60 (sixty) metre length, if the carriageway width is different from 7.5 (seven point five) metres in the table below.]

Sl. No.	Bridge at km	Width of carriageway and cross-sectional features*
---------	--------------	--

Sl. No.	Bridge at km	Width of carriageway and cross-sectional features*
1	14.152	Width of Railings = 1.0m (2 x 0.50m) <b>Overall width = 16.0 m</b>

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

[Refer to the provision of relevant Manual and provide details of new Structures with footpath.]

Sl. No.	Location at km	Remarks
1	4.000	1.5 m wide Footpath on Both Side
2	9.544	
3	14.152	

(d) All bridges shall be high-level bridges.

[Refer to the provision of relevant Manual and state if there is any exception]

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

[Refer to the provision of relevant Manual and provide details]

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

(f) Cross-section of the new culverts and bridges at deck level for the Project Highway shall conform to the typical cross-sections given in the provision of relevant 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:

[Refer to the provision of relevant Manual and provide details]

<b>Sl. No.</b>	<b>Culvert location (km)</b>	<b>Span/Opening (m)</b>	<b>Remarks, if any*</b>
1	0.867	2.0 x 3.0 (Single cell)	
2	1.085	2.0 x 4.0 (Single cell)	
3	1.154	2.0 x 3.0 (Single cell)	
4	1.237	2.0 x 3.0 (Single cell)	
5	1.567	5.0 x 5.0 (Single cell)	
6	1.64	2.0 x 4.0 (Single cell)	
7	2.796	2.0 x 3.0 (Single cell) with EC	
8	4.088	2.0 x 2.0 (Single cell) with EC	
9	4.596	2.0 x 3.0 (Single cell)	
10	4.916	2.0 x 2.0 (Single cell) with EC	
11	5.196	2.0 x 4.0 (Single cell)	
12	5.311	2.0 x 4.0 (Single cell)	
13	5.702	5.0 x 5.0 (Single cell)	
14	5.978	2.0 x 4.0 (Single cell)	
15	6.200	4.0 x 4.0 (Single cell)	
16	6.506	2.0 x 4.0 (Single cell)	
17	9.317	2.0 x 2.0 (Single cell) with EC	
18	9.410	2.0 x 4.0 (Single cell)	
19	9.599	2.0 x 2.0 (Single cell)	
20	10.190	2.0 x 3.0 (Single cell) with EC	
21	10.340	2.0 x 2.0 (Single cell) with EC	
22	10.560	2.0 x 4.0 (Single cell)	
23	10.640	3.0 x 4.0 (Single cell)	
24	10.886	2.0 x 2.0 (Single cell) with EC	
25	12.365	2.0 x 3.0 (Single cell)	
26	12.497	2.0 x 2.0 (Single cell) with EC	
27	12.755	2.0 x 2.0 (Single cell) with EC	
28	12.894	2.0 x 4.0 (Single cell)	
29	13.090	2.0 x 3.0 (Single cell)	

<b>Sl. No.</b>	<b>Culvert location (km)</b>	<b>Span/Opening (m)</b>	<b>Remarks, if any*</b>
30	13.657	4.0 x 4.0 (Single cell)	
31	13.780	2.0 x 3.0 (Single cell)	
32	14.565	2.0 x 3.0 (Single cell)	
33	14.629	2.0 x 2.0 (Single cell)	
34	14.880	2.0 x 3.0 (Single cell)	
35	14.988	3.0 x 4.0 (Single cell)	
36	15.088	2.0 x 2.0 (Single cell)	
37	15.171	2.0 x 3.0 (Single cell)	
38	15.273	2.0 x 2.0 (Single cell)	
39	15.585	2.0 x 2.0 (Single cell)	
40	18.074	2.0 x 3.0 (Single cell)	
41	18.746	3.0 x 4.0 (Single cell)	
42	19.200	3.0 x 4.0 (Single cell)	
43	19.511	2.0 x 2.0 (Single cell)	
44	19.655	4.0 x 4.0 (Single cell)	
45	19.897	4.0 x 4.0 (Single cell)	
46	20.067	3.0 x 4.0 (Single cell)	
47	20.370	4.0 x 4.0 (Single cell)	
48	20.737	1.5 x 1.5 (Single cell)	
49	20.864	2.0 x 2.0 (Single cell)	
50	21.068	2.0 x 2.0 (Single cell)	

\*[Specify modifications, if any, required in the road level, etc.]

(c) Widening of existing culverts:

All existing culverts which are not to be reconstructed shall be widened to the roadway width of the Project Highway as per the typical cross section given in the provision of relevant 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 (m)	Repairs to be carried out [specify]
Nil			

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

Sl No.	Culvert location (km)	Span/Opening (m)
1	0.736	2.0 x 2.0 (Single cell)
2	2.060	2.0 x 4.0 (Single cell)
3	2.342	2.0 x 2.0 (Single cell) with EC
4	3.800	3.0 x 3.0 (Single cell) with EC
5	4.400	3.0 x 4.0 (Single cell)
6	6.331	2.0 x 3.0 (Single cell)
7	6.841	2.0 x 4.0 (Single cell)
8	6.985	5.0 x 5.0 (Single cell)
9	7.090	4.0 x 4.0 (Single cell)
10	7.310	3.0 x 4.0 (Single cell)
11	7.420	3.0 x 4.0 (Single cell)
12	7.682	3.0 x 4.0 (Single cell) with EC
13	8.100	3.0 x 4.0 (Single cell) with EC
14	8.327	3.0 x 4.0 (Single cell) with EC
15	8.600	3.0 x 4.0 (Single cell) with EC
16	8.775	3.0 x 4.0 (Single cell) with EC
17	9.080	4.0 x 4.0 (Single cell)
18	10.103	2.0 x 3.0 (Single cell) with EC
19	10.955	2.0 x 3.0 (Single cell) with EC
20	11.040	2.0 x 3.0 (Single cell) with EC
21	11.285	3.0 x 4.0 (Single cell) with EC
22	16.075	2.0 x 4.0 (Single cell)
23	16.40	2.0 x 3.0 (Single cell)
24	16.528	3.0 x 4.0 (Single cell)

Sl No.	Culvert location (km)	Span/Opening (m)
25	16.668	2.0 x 2.0 (Single cell) with EC
26	16.878	3.0 x 4.0 (Single cell) with EC

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

[Refer to the provision of relevant Manual and provide details]

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

(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]

[Refer to the provision of relevant Manual and provide details]

Sl. No.	Bridge location (km)	Salient details of existing bridge		Adequacy or otherwise of the existing waterway, vertical clearance, etc*	Remarks
		Type of Structures	Span Arrangement and Total Vent way (No. x Length) (m)		
1	4.000	Integral Slab Bridge	2 x 16.0	Due to Realignment	
2	9.544	Slab Culvert	1 x 8.1	Insufficient width and not conform to IRC Loadings.	

\*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

[Specify additional new bridges if required, and attach GAD]

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

Sl. No.	Location (km)	Total length (m)	Remarks, if any
Nil			

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

[Refer to the provision of relevant Manual and provide details:]

Sl. No.	Location at km	Remarks
Nil		

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

[Refer to the provision of relevant Manual and provide details]

Sl. No.	Location at km	Remarks
Nil		

- (e) Drainage system for bridge decks

An effective drainage system for bridge decks shall be provided as specified in the provision of relevant Manual.

- (f) Structures in marine environment

[Refer to the provision of relevant 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 the provision of relevant Manual. [Refer to the provision of relevant Manual and specify modification, if any]

- (b) Road over-bridges

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

<b>Sl. No.</b>	<b>Location of Level crossing (Chainage km)</b>	<b>Length of bridge (m)</b>
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:

<b>Sl. No.</b>	<b>Location of Level crossing (Chainage km)</b>	<b>Number and length of span (m)</b>
Nil		

(v) Grade separated structures

[Refer to the provision of relevant Manual]

The grade separated structures shall be provided at the locations and of the type and length specified in paragraphs 2 (ix) and 3 of this Annex-I.

(vi) Repairs and strengthening of bridges and structures

[Refer to the provision of relevant Manual and provide details]

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

(a) Bridges

<b>Sl. No.</b>	<b>Location of bridge (km)</b>	<b>Nature and extent of repairs/ strengthening to be carried out</b>
Nil		

(b) ROB / RUB

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

(c) Overpasses/Underpasses and other structures

<b>Sl. No.</b>	<b>Location of Structure (km)</b>	<b>Nature and extent of repairs/ strengthening to be carried out</b>
Nil		

(vii) List of Major Bridges and Structures

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

Sl. No.	Location (km)
Nil	

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

- (i) Traffic control devices and road safety works shall be provided in accordance with the provision of relevant Manual.
- (ii) Specifications of the reflective sheeting. [Refer to the provision of relevant Manual and specify]

**9. Roadside Furniture**

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

Sl No.	Location (km)	Size	Remarks
1	0.000	18m x 1.5m	Double pole
2	0.700	3 nos. (7.2m x 2.4m)	Cantilever
3	15.550	3 nos. (7.2m x 2.4m)	Cantilever
4	21.150	3 nos. (7.2m x 2.4m)	Cantilever
5	21.400	18m x 1.5m	Double pole

[Refer to the provision of relevant Manual and provide details]

**10. Compulsory Afforestation**

[Refer to the provision of relevant Manual and specify the number of trees which are required to be planted by the Contractor as compensatory afforestation.]

**11. Hazardous Locations**

The safety barriers shall also be provided at the following hazardous locations:

**a) Retaining Wall:**

Sl. No.	Location stretch from (km) to (km)		LHS/RHS
	From	To	

Sl. No.	Location stretch from (km) to (km)		LHS/RHS
	From	To	
1	0.410	0.433	RHS
2	2.600	2.610	LHS
3	3.450	3.470	RHS
4	3830	3850	LHS
5	3.880	3.910	RHS
6	4.330	4.342	RHS
7	4.475	4.510	LHS
8	4.590	4.625	RHS
9	4.600	4.620	LHS
10	4.635	4.650	RHS
11	4.670	4.695	RHS
12	5.020	5.034	LHS
13	5.960	5.977	LHS
14	6.070	6.090	RHS
15	6.160	6.190	LHS
16	6.820	6.870	RHS
17	9.400	9.425	RHS
18	9.455	9.475	RHS
19	9.770	9.800	RHS
20	12.395	12.420	LHS
21	12.460	12.500	LHS
22	12.915	12.927	LHS
23	13.095	13.115	LHS
24	13.105	13.160	RHS
25	13190	13.202	LHS
26	13.835	13.860	RHS
27	14.280	14.310	RHS
28	14.360	14.385	RHS
29	14.420	14.450	LHS
30	15.680	15.690	RHS
31	15.770	15.785	RHS
32	18.620	18.650	LHS

Sl. No.	Location stretch from (km) to (km)		LHS/RHS
	From	To	
33	19.850	19.910	RHS
34	20.010	20.070	LHS
35	20.870	20.910	RHS
36	20.980	21.010	RHS

**b) Mild Steel Railing in Footpath:**

Sl. No.	Location stretch from (km) to (km)		LHS/RHS
	From	To	
1	0.495	0.860	Both side
2	13.780	14.120	Both side
3	17.600	17.800	Both side
4	20.950	21.300	Both side

**c) Metal Beam Crash Barrier:**

Sl. No.	Location stretch from (km) to (km)		LHS/RHS
	From	To	
1	0.430	0.550	LHS
2	1.975	2.025	LHS
3	2.575	2.625	LHS
4	2.750	3.025	LHS
5	3.750	4.425	LHS
6	4.925	5.170	LHS
7	5.300	5.375	LHS
8	7.650	7.750	LHS
9	8.075	8.475	LHS
10	8.600	8.800	LHS
11	9.250	9.375	LHS
12	9.485	9.605	LHS
13	10.000	10.350	LHS
14	10.775	11.075	LHS

Sl. No.	Location stretch from (km) to (km)		LHS/RHS
	From	To	
15	11.300	11.500	LHS
16	11.775	12.800	LHS
17	13.250	13.325	LHS
18	14.090	14.275	LHS
19	16.550	16.725	LHS
20	16.925	16.975	LHS
21	0.430	0.550	RHS
22	1.050	1.125	RHS
23	1.575	1.625	RHS
24	2.600	2.650	RHS
25	3.750	4.325	RHS
26	4.550	4.625	RHS
27	4.800	5.170	RHS
28	5.325	5.375	RHS
29	7.400	7.700	RHS
30	8.050	8.475	RHS
31	8.600	8.800	RHS
32	9.250	9.325	RHS
33	9.485	9.605	RHS
34	9.925	10.275	RHS
35	11.300	11.525	RHS
36	11.675	12.900	RHS
37	13.075	13.225	RHS
38	14.090	14.275	RHS
39	16.525	16.675	RHS
40	16.875	16.950	RHS
41	17.525	17.575	RHS
42	18.625	18.725	RHS
43	19.125	19.175	RHS

**12. Special Requirement for Hill Roads**

[Refer to provision of relevant Manual and provide details where relevant and required.]

**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 – B-1)**

1. The shifting of utilities and felling of trees shall be carried out by the **Concerned Line Department**. The cost of the same shall be borne by the Authority.

## 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:

##### (a) Toll Plaza: Nil

##### (b) Roadside Furniture:

Sl. No.	Project Facility	Location	Design Requirements	Other essential details
1	Traffic Sign & Pavement marking	Entire Length	As per Schedule D	
2	Km stone, Hectometer Stone, 5 <sup>th</sup> kilometre stone	Entire Length	As per Schedule D	
3	Boundary Stone	Entire Length	As per Schedule D	
4	Roadside Delineator, marker & Road Stud	As per manual	As per Schedule D	
5	Metal beam crash barrier	Both approaches of bridge location and high embankment location (height greater than 3m)	As per Schedule D	

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.

**(c) Pedestrian Facilities:**

Pedestrian facilities in the form of footpath cum drain shall be provided in the built up area (refer typical cross-section drawing). Pedestrian facilities shall be provided at the locations of urban sections in order to ensure safety of pedestrians while crossing in consultation with Authority.

**(d) Tree Plantation:** To be carried out by the DFO, South Tripura District.

**(e) Truck Lay Bys: Nil**

**(f) Busbays and Bus shelters:**

Sl. No.	Project Facility	Location (km)	Design Requirements	Other Essential Details
1	Bus Bay	15+720	Separation from main carriageway	Start Taper-100 m, Straight-30 m, End Taper-100 m
2	Bus Bay	17+380	Separation from main carriageway	Start Taper-100 m, Straight-30 m, End Taper-100 m
3	Bus Bay	19+800	Separation from main carriageway	Start Taper-100 m, Straight-30 m, End Taper-100 m

**(g) Rest areas:** Nil

**(h) Others:** Nil

---

## **Schedule - D**

*(See Clause 2.1)*

### **Specifications and Standards**

#### **1. Construction**

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

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

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

[Manual of Specifications and Standards for Two Laning of Highways (IRC: SP: 73-2015), referred to herein as the Manual]

[Note: Specify the relevant Manual, Specifications and Standards]

(Schedule-D)

## Specifications and Standards for Construction

### 1. Specifications and Standards

All Materials, works and construction operations shall conform to the Manual of Specifications and Standards for [Two-Laning of Highways (IRC:SP:73-2015)], 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:]
- (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.]
  - a. Locations where Radii of Horizontal Curve is less than Absolute minimum radius of 250m

HIP No	Chainage			Radius (m)
	PC/SC	HIP/PI	PT/CS	
16	7+663.145	7+697.754	7+724.968	230
17	8+162.916	8+228.615	8+268.729	155
19	8+703.915	8+774.626	8+826.088	230
31	14+524.286	14+548.247	14+567.061	230
32	14+763.145	14+857.743	14+921.362	230
42	20+131.645	20+137.564	20+141.652	100
43	20+294.312	20+341.852	20+360.516	100
45	20+836.931	20+867.063	20+895.898	240

---

b. Locations where Design Speed is less than Minimum Design speed of 80 Kmph

<b>HIP No.</b>	<b>Chainage</b>			<b>Design Speed (Kmph)</b>
	<b>PC/SC</b>	<b>HIP/PI</b>	<b>PT/CS</b>	
17	8+162.916	8+228.615	8+268.729	65
42	20+131.645	20+137.564	20+141.652	40
43	20+294.312	20+341.852	20+360.516	50
44	20+629.404	20+684.500	20+739.153	50
45	20+836.931	20+867.063	20+895.898	50
46	20+972.166	20+995.583	21+018.797	50

## **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-fulfilment 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, 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)*

**Repair/rectification of Defects and deficiencies**

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

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

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

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

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

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

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

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					
approaches of connecting roads, slip roads, lay byes etc. as applicable)		Minimum SN	Traffic Speed (Km/h)		Coefficient Routine Investigation Machine or equivalent)			
		36	50					
		33	65					
		32	80					
		31	95					
		31	110					

Asset Type	Performance Parameter	Level of Service (LOS)		Frequency of Inspection	Tools/Equipment	Standards and References for Inspection and Data Analysis	Time limit for Rectification/Repair	Maintenance Specifications
		Desirable	Acceptable					
Embankment/ Slope	Edge drop at shoulders	Nil	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	Daily			7-15 days	MORT&H Specification 408.4

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

In addition to the above performance criterion, the contractor shall strictly maintain the rigid pavements as per requirements in the following table Table -2:

**Maintenance Criteria for Rigid Pavements:**

S.No.	Type of Distress	Measured Parameter	Degree of Severity	Assessment Rating	Repair Action	
					For the case $d < D/2$	For the case $d > D/2$
<b>CRACKING</b>						
1	<b>Single Discrete Cracks Not intersecting with any joint</b>	$w$ = width of crack $L$ = length of crack $d$ = depth of crack $D$ = depth of slab	0	Nil, not discernible	No Action	Not applicable
			1	$w < 0.2$ mm. hair cracks		
			2	$w = 0.2 - 0.5$ mm, discernible from slow-moving car	Seal without delay	Seal, and stitch if $L > 1m$ .  Within 7days
			3	$w = 0.5 - 1.5$ mm, discernible from fast-moving car		

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

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

S.No.	Type of Distress	Measured Parameter	Degree of Severity	Assessment Rating	Repair Action	
					For the case $d < D/2$	For the case $d > D/2$
			2	w = 0.5 - 3.0 mm, discernible from fast vehicle	Route seal and stitch, if L > 1 m. Within 15 days	-
			3	w = 3.0 - 6.0 mm	Staple, if L > 1 m. Within 15 days	Partial Depth Repair with stapling. 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 as per norms and specifications -
			5	w > 12 mm, usually associated with spalling, and/or slab rocking under traffic		

S.No.	Type of Distress	Measured Parameter	Degree of Severity	Assessment Rating	Repair Action	
					For the case $d < D/2$	For the case $d > D/2$
						See Para 5.6.4 Within 15 days
4	<b>Multiple Cracks intersecting with one or more joints</b>	<b>w = width of crack</b>	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	
			4	$w = 3.0 - 6.0$ mm panel broken into 2 or 3 pieces		
			5	$w > 6$ mm and/or panel broken		
					Dismantle, Reinstatement subbase, Reconstruct whole slab as per specifications within 30 days	

S.No.	Type of Distress	Measured Parameter	Degree of Severity	Assessment Rating	Repair Action	
					For the case $d < D/2$	For the case $d > D/2$
				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
			4	w > 1.5 mm; L > 0.6 m or three corners broken		
			5	ree or four corners broken		

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

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

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

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

S.No.	Type of Distress	Measured Parameter	Degree of Severity	Assessment Rating	Repair Action	
					For the case $d < D/2$	For the case $d > D/2$
			5	$t < 0.1$ 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/ $m^2$ of holes of diameter $d =$ maximum depth $h =$	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.	
			2	$d = 50 - 100$ mm; $h > 50$ mm; $n < 1$ per 5 $m^2$	Within 15 days	

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

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

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

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

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

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

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

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

**Drainage**

19	<b>Pumping</b>	quantity of fines and water expelled through open joints and cracks Nos	0	not discernible	No Action	
			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	<b>Ponding</b>	Ponding on slabs due to blockage of drains	0-2	No discernible problem	No action.	Action required to stop water damaging foundation within 30 days.
			3 to 4	Blockages observed in drains, but water flowing	Clean drains etc within 7 days, Follow up	
			5	Ponding, accumulation of water observed	-do-	

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

Asset Type	Performance Parameter	Level of Service (LOS)			Frequency of Measurement	Testing Method	Recommended Remedial measures	Time limit for Rectification	Specifications and Standards
<b>Highway</b>	Availability of Safe Sight Distance	As per IRC SP :84-2014, a minimum of safe stopping sight distance shall be available throughout.			Monthly	Manual Measurement 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					
<b>Pavement Marking</b>	Wear	<70% of marking remaining			Bi-Annually	Visual Assessment as per Annexure-F of IRC:35-2015	Re - painting	Cat-1 Defect – within 24 hours Cat-2 Defect within 2 months	IRC:35-2015

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

Asset Type	Performance Parameter	Level of Service (LOS)	Frequency of Measurement	Testing Method	Recommended Remedial measures	Time limit for Rectification	Specifications and Standards
		Initial 7 days Retro reflectivity: 100 mcd/m <sup>2</sup> /lux Minimum Threshold Level: 50 mcd/m <sup>2</sup> /lux					
	Skid Resistance	Initial and Minimum performance for 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	change of signboard	48 hours in case of Mandatory	RC:67-2012

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

Asset Type	Performance Parameter	Level of Service (LOS)	Frequency of Measurement	Testing Method	Recommended Remedial measures	Time limit for Rectification	Specifications and Standards
	Traffic Safety Barriers			backup			IRC:119-2015
	Attenuators	Functionality: _____ Functioning of Attenuators as intended	Daily	Visual with video/image backup	Rectification	Within 7 days	IRC:SP-2014, IRC:119-2015
	Guard Posts and Delineators	Functionality: Functioning of Guard Posts and Delineators as intended	Daily	Visual with video/image backup	Rectification	Within 15 days	IRC: 79 - 1981
	Overhead Sign Structure	Overhead sign structure shall be structurally adequate	Daily	Visual with video/image backup	Rectification	Within 15 days	IRC:67-2012
	Traffic Blinkers	Functionality: Functioning of Traffic Blinkers as intended	Daily	Visual with video/image backup	Rectification	Within 7 days	IRC:SP:84 - 2014
<b>Highway Lighting System</b>	Highway Lights	Illumination: Minimum 40 Lux illumination on the road surface	Daily	The illumination level shall be measured with luxmeter	Improvement in Lighting System	24 hours	IRC:SP:84 - 2014
		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

Asset Type	Performance Parameter	Level of Service (LOS)	Frequency of Measurement	Testing Method	Recommended Remedial measures	Time limit for Rectification	Specifications and Standards
Trees and Plantation including median plantation	Obstruction in a minimum head-room of 5.5 m above carriageway or obstruction in visibility of road signs	No obstruction due to trees	Monthly	Visual with video/image backup	Removal of trees	Immediate	IRC:SP:84 - 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 and sanitary installations	-	Daily	-	Rectification	24 hours	

<b>Asset Type</b>	<b>Performance Parameter</b>	<b>Level of Service (LOS)</b>	<b>Frequency of Measurement</b>	<b>Testing Method</b>	<b>Recommended Remedial measures</b>	<b>Time limit for Rectification</b>	<b>Specifications and Standards</b>
<b>Other Project Facilities and Approach roads</b>	Damage or deterioration in Approach Roads, pedestrian facilities, truck lay-bys, bus-bays, bus-shelters, cattle crossings, Traffic Aid Posts, Medical Aid Posts and other works		Daily	-	Rectification	15 days	IRC:SP 84-2014

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

	Protection works in good condition	Damaged of rough stone apron or bank revetment not more than 3 sqm, damage to solid apron (concrete apron) not more than 1 sqm	2 times in a year (before and after rainy season)	Condition survey as per IRC SP:35-1990	Repairs to damaged aprons and pitching	30 days after defect observation or 2 weeks before onset of rainy season whichever is earlier.	IRC: SP 40-1993 and IRC:SP:13-2004.
<b>Bridges including ROBs Flyover etc. as applicable</b>	Riding quality or user comfort	No pothole in wearing coat on bridge deck	Daily	Visual inspection as per IRC SP:35-1990	Repairs to BC or wearing coat	15 days	MORT&H Specification 2811
<b>Bridge -Super Structure</b>	Bumps	No bump at expansion joint	Daily	Visual inspection as per IRC SP:35- 1990	Repairs to BC on either side of expansion joints, profile correction course on approach slab in case of settlement to approach embankment	15 days	MORT&H Specification 3004.2 & 2811.
	User safety (condition of crash barrier and guard rail)	No damaged or missing stretch of crash barrier or pedestrian hand railing	Daily	Visual inspection and detailed condition survey as per IRC SP: 35-1990.	Repairs and replacement of safety barriers as the case may be	3days	IRC: 5-1998, IRC SP: 84-2014 and IRC SP: 40-1993.

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

live loads		than 40 m				
Vibrations in bridge deck due to moving trucks	Frequency of vibrations shall not be more than 5 Hz	Once in every 5 years for spans more than 30m and every 10 years for spans between 15 to 30 m	Laser displacement sensors or laser vibrometers	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	No dust or debris in expansion joint	Monthly	Detailed condition survey as per IRC SP:35-1990 using	Cleaning of expansion joint gaps thoroughly	3 days	MORTH specifications 2600 and

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

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

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

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

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

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

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

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

**A. Flexible Pavement**

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

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

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

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

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

## **Schedule - F**

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

### **Applicable Permits**

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

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

**Schedule – G**

*(See Clauses 7.1 and 19.2)*

**Annex-I**

*(See Clause 7.1)*

**Form of Bank Guarantee**

**[Performance Security/Additional Performance Security]**

Managing Director,  
NHIDCL

WHEREAS:

\_\_\_\_\_ [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 Improvement and Widening to two lanes with paved shoulders of Jolaibari – Belonia (from km 0.000 to km 21.412) section of NH-108A in the state of Tripura on Engineering, Procurement & Construction (EPC) mode on Engineering, Procurement and Construction (the “**EPC**”) basis, subject to and in accordance with the provisions of the Agreement

- (A) 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**”).
- (B) We, ..... through our branch at ..... (the “**Bank**”) have agreed to furnish this bank guarantee (*hereinafter called the “**Guarantee**”*) by way of Performance Security.

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

1. The Bank hereby unconditionally and irrevocably guarantees the due and faithful performance of the Contractor’s obligations during the {Construction Period/ Defects Liability Period and Maintenance Period} under and in accordance with the Agreement, and agrees and undertakes to pay to the Authority, upon its mere first written demand, and without any demur, reservation, recourse, contest or protest, and without any reference to the Contractor, such sum or sums up to an aggregate sum of the Guarantee Amount as the Authority shall claim, without the Authority being required to prove or to show grounds or reasons for its demand and/or for the sum specified therein.
2. A letter from the Authority, under the hand of an officer not below the rank of

[General Manager in the National Highways & Infrastructure Development Corporation Ltd.], that the Contractor has committed default in the due and faithful performance of all or any of its obligations

under and in accordance with the Agreement shall be conclusive, final and binding on the Bank. The Bank further agrees that the Authority shall be the sole judge as to whether the Contractor is in default in due and faithful performance of its obligations during and under the Agreement and its decision that the Contractor is in default shall be final and binding on the Bank, notwithstanding any differences between the Authority and the Contractor, or any dispute between them pending before any court, tribunal, arbitrators or any other authority or body, or by the discharge of the Contractor for any reason whatsoever.

3. In order to give effect to this Guarantee, the Authority shall be entitled to act as if the Bank were the principal debtor and any change in the constitution of the Contractor and/or the Bank, whether by their absorption with any other body or corporation or otherwise, shall not in any way or manner affect the liability or obligation of the Bank under this Guarantee.
4. It shall not be necessary, and the Bank hereby waives any necessity, for the Authority to proceed against the Contractor before presenting to the Bank its demand under this Guarantee.
5. The Authority shall have the liberty, without affecting in any manner the liability of the Bank under this Guarantee, to vary at any time, the terms and conditions of the Agreement or to extend the time or period for the compliance with, fulfillment and/ or performance of all or any of the obligations of the Contractor contained in the Agreement or to postpone for any time, and from time to time, any of the rights and powers exercisable by the Authority against the Contractor, and either to enforce or forbear from enforcing any of the terms and conditions contained in the Agreement and/or the securities available to the Authority, and the Bank shall not be released from its liability and obligation under these presents by any exercise by the Authority of the liberty with reference to the matters aforesaid or by reason of time being given to the Contractor or any other forbearance, indulgence, act or omission on the part of the Authority or of any other matter or thing whatsoever which under any law relating to sureties and guarantors would but for this provision have the effect of releasing the Bank from its liability and obligation under this Guarantee and the Bank hereby waives all of its rights under any such law.
6. This Guarantee is in addition to and not in substitution of any other guarantee or security now or which may hereafter be held by the Authority in respect of or relating to the Agreement or for the fulfillment, compliance and/or performance of all or any of the obligations of the Contractor under the Agreement.
7. Notwithstanding anything contained hereinbefore, the liability of the Bank under this Guarantee is restricted to the Guarantee Amount and this Guarantee will remain in force for the period specified in paragraph 8 below and unless a demand or claim in writing is made by the Authority on the Bank under this Guarantee all rights of the Authority under this Guarantee shall be forfeited and

the Bank shall be relieved from its liabilities hereunder.

8. The Guarantee shall cease to be in force and effect on \*\*\*\*\$. Unless a demand or claim under this Guarantee is made in writing before expiry of the Guarantee, the Bank shall be discharged from its liabilities hereunder.
9. The Bank undertakes not to revoke this Guarantee during its currency, except with the previous express consent of the Authority in writing, and declares and warrants that it has the power to issue this Guarantee and the undersigned has full powers to do so on behalf of the Bank.
10. Any notice by way of request, demand or otherwise hereunder may be sent by post addressed to the Bank at its above referred branch, which shall be deemed to have been duly 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.
12. This guarantee shall also be operable at our ..... Branch at New Delhi, from whom, confirmation regarding the issue of this guarantee or extension/ renewal thereof shall be made available on demand. In the contingency of this guarantee being invoked and payment thereunder claimed, the said branch shall accept such invocation letter and make payment of amounts so demanded under the said invocation
13. Intimation regarding issuance of this Bank Guarantee shall be sent to Authority's Bank through SFMS gateway as per the details below:

<b>S.No.</b>	<b>Particulars</b>	<b>Details</b>
1	Name of Beneficiary	National Highways & Infrastructure Development Corporation Limited
2	Beneficiary Bank Account No.	90621010002659
3	Beneficiary Bank Branch	IFSC SYNB0009062
4	Beneficiary Bank Branch Name	Transport Bhawan, New Delhi
5	Beneficiary Bank Address	Syndicate Bank transport Bhawan, 1st Parliament Street, New Delhi-110001

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

<sup>§</sup>Insert date being 2 (two) years from the date of issuance of this Guarantee (in accordance with Clause 7.2 of the Agreement).

well as of issuing branch should be mentioned on the covering letter of issuing branch.

## **Annex – II**

*(Schedule - G)*

*(See Clause 19.2)*

### **Form for Guarantee for Advance Payment**

Managing Director,  
NHIDCL

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 **Improvement and Widening to two lanes with paved shoulders of Jolaibari – Belonia (from km 0.000 to km 21.412) section of NH-108A in the state of Tripura on Engineering, Procurement & Construction (EPC) mode** 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**”)§.
- (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

---

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

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 Ltd.], 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 \*\*\*\*.\* Unless a demand or claim under this Guarantee is made in writing on or before the aforesaid date, the Bank shall be discharged from its liabilities hereunder.
- 8 The Bank undertakes not to revoke this Guarantee during its currency, except with the previous express consent of the Authority in writing, and declares and warrants that it has the power to issue this Guarantee and the undersigned has full powers to do so on behalf of the Bank.
- 9 Any notice by way of request, demand or otherwise hereunder may be sent by post addressed to the Bank at its above referred branch, which shall be deemed to have been duly authorised to receive such notice and to effect payment thereof forthwith, and if sent by post it shall be deemed to have been given at the time when it ought to have been delivered in due course of post and in proving such notice, when given by post, it shall be sufficient to prove that the envelope containing the notice was posted and a certificate signed by an officer of the Authority that the envelope was so posted shall be conclusive.
- 10 This Guarantee shall come into force with immediate effect and shall remain in force and effect up to the date specified in paragraph 8 above or until it is released earlier by the Authority pursuant to the provisions of the Agreement.
- 11 This guarantee shall also be operatable at our ..... Branch at New Delhi, from whom, confirmation regarding the issue of this guarantee or extension/ renewal thereof shall be made available on demand. In the contingency of this guarantee being invoked and payment thereunder claimed, the said branch shall accept such invocation letter and make payment of amounts so demanded under the said invocation
- 12 Intimation regarding issuance of this Bank Guarantee shall be sent to Authority's Bank through SFMS gateway as per the details below:

S.No.	Particulars	Details
1	Name of Beneficiary	National Highways & Infrastructure Development Corporation Limited
2	Beneficiary Bank Account No.	90621010002659
3	Beneficiary Bank Branch	IFSC SYNB0009062
4	Beneficiary Bank Branch Name	Transport Bhawan, New Delhi
5	Beneficiary Bank Address	Syndicate Bank transport Bhawan, 1st Parliament Street, New Delhi-110001

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.

<sup>s</sup> 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 19.2 of the Agreement).

- (ii) The address, telephone number and other details of the head office of the Bank as well as of issuing branch should be mentioned on the covering letter of issuing branch.

---

---

## Schedule - H

(See Clauses 10.1 (iv) and 19.3)

### Contract Price Weightages

- 1.1 The Contract Price for this Agreement is Rs. \*\*\*\*
- 1.2 Proportions of the Contract Price for different stages of Construction of the Project Highway shall be as specified below:

Item	Weightage in percentage to the Contract Price	Stage for Payment	Percentage weightage
1	2	3	4
Road Works including Culverts, widening and repair of culverts.	80.14	<b>A- Widening and strengthening of existing road</b>	
		(1) Earthwork up to top of the sub- grade	[Nil]
		(2) Sub-Base Course	[Nil]
		(3) Non Bituminous Base course	[Nil]
		(4) Bituminous Base course	[Nil]
		(5) Wearing Coat	[Nil]
		(6) Widening and repair of culverts	[Nil]
		<b>B.1-Reconstruction/New 2-Lane Realignment /Bypass (Flexible Pavement)</b>	
		(1) Earthwork up to top of the sub- grade	11.5
		(2) Sub Base Course	17.9
		(3) Non Bituminous Base course	[Nil]
		(4) Bituminous Base course	25.1
		(5) Wearing Coat	12.0
		<b>B.2-Reconstruction/New 2-Lane Realignment/ Bypass (Rigid Pavement)</b>	
		(1) Earthwork up to top of the sub- grade	[Nil]
		(2) Sub Base Course	[Nil]
		(3) Dry Lean Concrete (DLC) Course	[Nil]
		(4) Pavement Quality Control (PQC) Course	[Nil]
		<b>C.1-Reconstruction/ New Service Road (Flexible Pavement)</b>	

		(1) Earthwork up to top of the sub- grade	[Nil]
--	--	---	-------

Item	Weightage in percentage to the Contract Price	Stage for Payment	Percentage weightage
1	2	3	4
		(2) Sub Base Course	0.2
		(3) Non Bituminous Base course	[Nil]
		(4) Bituminous Base course	0.3
		(5) Wearing Coat	0.1
		<b>C.2- Reconstruction/New Service Road (Rigid Pavement)</b>	
		(1) Earthwork up to top of the sub- grade	[Nil]
		(2) Sub Base Course	[Nil]
		(3) Dry Lean Concrete (DLC) Course	[Nil]
		(4) Pavement Quality Control (PQC) Course	[Nil]
		<b>D- Reconstruction and New culverts on existing road, realignments, bypasses:</b> Culverts (length <6m)	32.9
Minor Bridges/ Underpasses/ Overpasses	5.50	<b>A.1-Widening and Repair of Minor bridges (length &gt;6 m and&lt;60m).</b>	
		Minor Bridges	[Nil]
		<b>A.2- New Minor bridges (length &gt;6 m and&lt;60m)</b>	
		<b>(1) Foundation + Sub Structure:</b> On completion of the foundation work including foundations for wing and return walls, abutments, piers upto the abutment/pier cap.	66.5
		<b>(2) Super-structure:</b> On completion of the super-structure in all respects including wearing coat, bearing, expansion joint, hand rails, crash barrier, road signs & markings, tests on completion etc. complete in all respect.	27.7
		<b>(3) Approaches:</b> On completion of approaches including Retaining walls, stone pitching, protection works complete in all respect and fit for use	5.8

		<p align="center"><b>(4) Guide Bunds &amp; River Training Works:</b></p> <p>On completion of Guide Bunds and river Training Works complete in all respects</p>	[Nil]
--	--	--	-------

Item	Weightage in percentage to the Contract Price	Stage for Payment	Percentage weightage
1	2	3	4
		<b>B.1- Widening and Repair of underpasses/overpasses</b>	
		Underpasses/ Overpasses	[Nil]
		<b>B.2-New underpasses/overpasses</b>	
		<p align="center"><b>(1) Foundation + Sub Structure:</b></p> <p>On completion of the foundation work including foundations for wing and return walls, abutments, piers upto the abutment/pier cap.</p>	[Nil]
		<p align="center"><b>(2) Super-structure:</b></p> <p>On completion of the super-structure in all respects including wearing coat, bearings, expansion joints, hand rails, crash barriers, road signs &amp; markings, tests on completion etc. complete in all respect.</p> <p align="center">Wearing Coat</p> <p>(a) in case of Overpass- wearing coat including expansion joints complete in all respects as specified and</p> <p>(b) in case of underpass-rigid pavement including drainage facility complete in all respects as specified.</p>	[Nil]
		<p align="center"><b>(3) Approaches:</b></p> <p>On completion of approaches including Retaining walls/Reinforced Earth walls, stone pitching, protection works complete in all respect and fit for use.</p>	[Nil]
		<b>A.1- Widening and repairs of Major Bridges</b>	
		(1) Foundation	[Nil]
		(2) Sub-structure	[Nil]
		(3) Super-structure (including bearings)	[Nil]
		(4) Wearing Coat including expansion joints	[Nil]
Major bridge (length>60 m) works and ROB/RUB/ elevated sections/ flyovers	0.0		

including viaducts ,if any	(5) Miscellaneous Items like hand rails, crash barriers, road markings etc.	[Nil]
	(6) Wing walls/return walls	[Nil]
	(7) Guide Bunds, River Training works etc.	[Nil]

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

		(7) Approaches (including Retaining walls, stone pitching and protection works)	[Nil]
--	--	---	-------

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

		<b>C.2- New Elevated Section/Flyovers/Grade Separators</b>	
		(1) Foundation	[Nil]
		(2) Sub-structure	[Nil]

<b>Item</b>	<b>Weightage in percentage to the Contract Price</b>	<b>Stage for Payment</b>	<b>Percentage weightage</b>
<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>
		(3) Super-structure (including bearings)	[Nil]
		(4)Wearing Coat including expansion joints	[Nil]
		(5) Miscellaneous Items like handrails, crash barriers, road markings etc.	[Nil]
		(6) Wing walls/return walls	[Nil]
		(7) Approaches (including Retaining walls/ Reinforced Earth wall, stone pitching and protection works)	[Nil]
Other Works	14.35	(i) Toll Plaza	[Nil]
		(ii) Road side drains	52.2
		(iii) Road signs, marking, km stones, safety devices, .....	20.5
		(iv) Project facilities	
		(a) Bus Bays	8.3
		(b) Truck lay-byes	[Nil]
		(c) Rest areas	[Nil]
		(d) Others	[Nil]
		(v) Road side plantation	[Nil]
		(vi) Repair of protection works other than approaches to the bridges, elevated sections/ flyovers/ grade separators and ROBs/ RUBs	[Nil]
		(vii) Safety and traffic management during construction	[Nil]
		(viii) Protection Works	
		(a) Retaining wall	13.1
(b) Turfing, grassing	2.9		
(ix)Site clearance & Dismantling	3.0		

1.3 Procedure of estimating the value of work done

1.3.1 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
<b>A- Widening &amp; strengthening of existing road</b>		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 10 (ten) percent of the total length.
(1) Earthwork up to top of the sub- grade	[Nil]	
(2) Sub-Base Course	[Nil]	
(3) Non Bituminous Base Course	[Nil]	
(4) Bituminous Base Course	[Nil]	
(5) Wearing Coat	[Nil]	
(6) Widening and repair of culverts	[Nil]	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 at least five culverts.
<b>B.1- Reconstruction/New 2-lane realignment/ bypass (Flexible pavement)</b>		Unit of measurement is linear length. Payment of each stage shall be made on pro rata basis on completion of a stage in full length or 2(two) km. length, whichever is less.
(1) Earthwork up to top of the sub-grade	11.5	
(2) Sub Base Course	17.9	
(3) Non-Bituminous Base Course	[Nil]	
(4) Bituminous Base Course	25.1	
(5) Wearing Coat	12.0	
<b>B.2- Reconstruction/New 2-Lane realignment / bypass (Rigid pavement)</b>		Unit of measurement is linear length. Payment of each stage shall be made on pro rata basis on completion of a stage in full length or 5(five) km. length, whichever is less.
(1) Earthwork up to top of the sub- grade	[Nil]	
(2) Sub Base Course	[Nil]	
(3) Dry Lean Concrete (DLC) Course	[Nil]	
(4) Pavement Quality Control (PQC) Course	[Nil]	

Stage of Payment	Percentage weightage	Payment Procedure
<b>C.1- Reconstruction/ New service road (Flexible pavement)</b>		Unit of measurement is linear length. Payment of each stage shall be made on pro rata basis on completion of a stage in full length or 0.5 (Zero point five) km. length, whichever is less.
(1) Earthwork up to top of the sub-grade	[Nil]	
(2) Sub Base Course	0.2	
(3) Non-Bituminous Base Course	[Nil]	
(4) Bituminous Base Course	0.3	
(5) Wearing Coat	0.1	
<b>C.2- Reconstruction/ New service road (Rigid pavement)</b>		Unit of measurement is linear length. Payment of each stage shall be made on pro rata basis on completion of a stage in full length or 0.5 (Zero point five) km. length, whichever is less.
(1) Earthwork up to top of the sub- grade	[Nil]	
(2) Sub Base Course	[Nil]	
(3) Dry Lean Concrete (DLC) Course	[Nil]	
(4) Pavement Quality Control (PQC) Course	[Nil]	
<b>D- Re-Construction and New culverts on existing road, realignments, bypasses</b>		Cost of each culvert shall be determined on pro rata basis with respect to the total number of culverts. Payment shall be made on the completion of at least one culverts.
(1) Culverts (length <6m)	32.9	

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

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

Where,

P = Contract Price

L = Total length in km

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

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

1.3.2 Minor Bridges and Underpasses/Overpasses.

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

Table 1.3.2

Stage of Payment	Weightage	Payment Procedure
1	2	3
<p><b>A.1-Widening and repair of minor bridges</b>  (length &gt; 6m and &lt; 60m)</p>	<p>[Nil]</p>	<p>Cost of each minor bridge shall be determined on pro rata basis with respect to the total linear length of the minor bridges. Payment shall be made on the completion of widening &amp; repair works of a minor bridge.</p>
<p><b>A.2- New minor bridges</b>  <b>(i) Foundation +Sub- Structure:</b> On completion of the foundation work including foundations for wing and return walls, abutments, piers upto the abutment/pier cap.</p>	<p>66.5</p>	<p>(i) Foundation +Sub-Structure: Cost of each minor bridge shall be determined on pro rata basis with respect to the total linear length (m) of the minor bridges. Payment against foundation + sub-structure shall be made on pro-rata basis on completion of a stage i.e. not less than 25% of the scope of foundation +sub- structure of each bridge subject to completion of atleast two foundations along with sub- structure upto abutment/pier cap level of each bridge.</p> <p>In case where load testing is required for foundation, the trigger of first payment shall include load testing also where specified</p>

1	2	3
<p><b>(ii) Super-structure:</b> On completion of the super-structure in all respects including wearing coat, bearings, expansion joints, hand rails, crash barriers, road signs &amp; markings, tests on completion etc. complete in all respect.</p> <p><b>(iii) Approaches:</b> On completion of approaches including Retaining walls, stone pitching, protection works complete in all respect and fit for use.</p> <p><b>(iv) Guide Bunds and River Training Works:</b> On completion of Guide Bunds and river Training Works complete in all respects</p>	<p>27.7</p> <p>5.8</p> <p>[Nil]</p>	<p><b>(ii) Super-structure:</b> Payment shall be made on pro-rata basis on completion of a stage i.e. completion of super-structure of atleast one span in all respects as specified in the column of “Stage of Payment” in this sub-clause.</p> <p><b>(iii) Approaches:</b> Payment shall be made on pro-rata basis on completion of a stage i.e. completion of approaches in all respect as specified in the column of “Stage of Payment” in this sub- clause.</p> <p><b>(iv) Guide Bunds and River Training Works:</b> Payment shall be made on pro-rata basis on completion of a stage i.e. completion of Guide Bunds and River training Works in all respects as specified.</p>
<p><b>B.1-Widening and repair of underpasses/overpasses</b></p>	<p>[Nil]</p>	<p>Cost of each underpass/overpass shall be determined on pro rata basis with respect to the total linear length of the underpasses/overpasses. Payment shall be made on the completion of widening &amp; repair works of a underpass/ overpass.</p>

1	2	3
<p><b>B.2- New Underpasses/ Overpasses:</b></p> <p><b>(i) Foundation +Sub-Structure:</b> On completion of the foundation work including foundations for wing and return walls, abutments, piers upto the abutment/pier cap.</p> <p><b>(ii) Super-structure:</b> On completion of the super-structure in all respects including wearing coat, bearings, expansion joints, hand rails, crash barriers, road signs &amp; markings, tests on completion etc.</p>	<p>[Nil]</p> <p>[Nil]</p>	<p><b>(i) Foundation +Sub-Structure:</b> Cost of each Underpass/Overpass shall be determined on pro rata basis with respect to the total linear length (m) of the Underpasses/Overpasses. Payment against foundation + sub-structure shall be made on pro-rata basis on completion of a stage i.e. not less than 25% of the scope of foundation +sub-structure of each Underpasses/Overpasses subject to completion of atleast two foundations along with sub-structure upto abutment/pier cap level each underpass/overpass.</p> <p>In case where load testing is required for foundation, the trigger of first payment shall include load testing also where specified.</p> <p><b>(ii) Super-structure:</b></p> <p>Payment shall be made on pro-rata basis on</p>

1	2	3
<p>complete in all respect.</p> <p>Wearing Coat (a) in case of Overpass- wearing coat including expansion joints complete in all respects as specified and (b) in case of underpass- rigid pavement including drainage facility complete in all respects as specified as specified.</p> <p><b>(iii) Approaches:</b> On completion of approaches including Retaining walls/ Reinforced Earth walls, stone pitching, protection works complete in all respect and fit for use</p>	<p>[Nil]</p>	<p>completion of a stage i.e. completion of super- structure of atleast one span in all respects as specified in the column of “Stage of Payment” in this sub- clause.</p> <p><b>(iii) Approaches:</b> Payment shall be made on pro-rata basis on completion of a stage i.e. completion of approaches in all respect as specified.</p>

1.3.3 Major Bridge works, ROB/RUB and Structures.

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

Table 1.3.3

Stage of Payment	Weightage	Payment Procedure
1	2	3
<b>A.1- Widening and repairs of Major Bridges</b>		
(i) Foundation	[Nil]	<p><b>(i) Foundation:</b> Cost of each Major Bridge shall be determined on pro rata basis with respect to the total linear length (m) of the Major Bridge. Payment against foundation shall be made on pro- rata basis on completion of a stage i.e. not less than 25% of the scope of foundation of the major Bridge subject to completion of atleast two foundations of the major Bridge .</p> <p>In case where load testing is required for foundation, the trigger of first payment shall include load testing also where specified.</p>
(ii) Sub-structure	[Nil]	<p><b>(ii) Sub-Structure:</b> Payment against Sub-structure shall be made on pro-rata basis on completion of a stage i.e. not less than 25% of the scope of sub- structure of the major bridge subject to completion of atleast two sub-structures of abutments/piers upto abutment/pier cap level of the major bridge.</p>
(iii) Super-structure (including bearings)	[Nil]	<p><b>(iii) Super-structure:</b> Payment shall be made on pro-rata basis on completion of a stage i.e. completion of super-structure including bearings of atleast one span in all respects as specified.</p>
(iv) Wearing Coat including expansion joints	[Nil]	<p><b>(iv) Wearing Coat:</b> Payment shall be made on completion of wearing coat including expansion joints complete in all respects as specified.</p>
(v) Miscellaneous Items like hand rails, crash barriers, road markings etc	[Nil]	<p><b>(v) Miscellaneous:</b> Payments shall be made on completion of all miscellaneous works like hand rails, crash barriers, road markings etc. complete in all respects as specified.</p>

Stage of Payment	Weightage	Payment Procedure
1	2	3
(vi) Wing walls/return walls	[Nil]	<b>(vi) Wing walls/return walls:</b> Payments shall be made on completion of all wing walls/return walls complete in all respects as specified.
(vii) Guide Bunds, River Training works etc.	[Nil]	<b>(vii) Guide Bunds, River Training works:</b> Payments shall be made on completion of all guide bunds/river training works etc. complete in all respects as specified.
(viii) Approaches (including Retaining walls, stone pitching and protection works)	[Nil]	<b>(viii) Approaches:</b> Payments shall be made on completion of both approaches including stone pitching, protection works, etc. complete in all respects as specified.
<b>A.2- New Major Bridges</b>		
(i) Foundation	[Nil]	<b>(i) Foundation:</b> Cost of each Major Bridge shall be determined on pro rata basis with respect to the total linear length (m) of the Major Bridge. Payment against foundation shall be made on pro- rata basis on completion of a stage i.e. not less than 25% of the scope of foundation of the major Bridge subject to completion of atleast two foundations of the major Bridge .  In case where load testing is required for foundation, the trigger of first payment shall include load testing also where specified.
(ii) Sub-structure	[Nil]	<b>(ii) Sub-Structure:</b> Payment against Sub-structure shall be made on pro-rata basis on completion of a stage i.e. not less than 25% of the scope of sub- structure of the major bridge subject to completion of atleast two sub-structures of abutments/piers upto abutment/pier cap level of the major bridge.
(iii)Super-structure (including bearings)	[Nil]	<b>(iii)Super-structure:</b> Payment shall be made on pro-rata basis on completion of a stage i.e. completion of super-structure including bearings of atleast one span in all respects as specified.
(iv) Wearing Coat including expansion joints	[Nil]	<b>(iv) Wearing Coat:</b> Payment shall be made on completion of wearing coat including expansion joints complete in all respects as

Stage of Payment	Weightage	Payment Procedure
1	2	3
		specified.
(v) Miscellaneous Items like hand rails, crash barriers, road markings etc	[Nil]	<b>(v) Miscellaneous:</b> Payments shall be made on completion of all miscellaneous works like hand rails, crash barriers, road markings etc. complete in all respects as specified.
(vi) Wing walls/return walls	[Nil]	<b>(vi)Wing walls/return walls:</b> Payments shall be made on completion of all wing walls/return walls complete in all respects as specified.
(vii) Guide Bunds, River Training works etc.	[Nil]	<b>(vii) Guide Bunds, River Training works:</b> Payments shall be made on completion of all guide bunds/river training works etc. complete in all respects as specified.
(viii) Approaches (including Retaining walls, stone pitching and protection works)	[Nil]	<b>(viii) Approaches:</b> Payments shall be made on completion of both approaches including stone pitching, protection works, etc. complete in all respects as specified.
<b>B.1 -Widening and repairs of</b> <b>(a) ROB</b> <b>(b) RUB</b>		
(i) Foundation	[Nil]	<b>i) Foundation:</b> Cost of each ROB/RUB shall be determined on pro rata basis with respect to the total linear length (m) of the ROB/RUBs. Payment against foundation shall be made on pro- rata basis on completion of a stage i.e. not less than 25% of the scope of foundation of the ROB/RUB subject to completion of atleast two foundations of the ROB/RUB.  In case where load testing is required for foundation, the trigger of first payment shall include load testing also where specified.
(ii) Sub-structure	[Nil]	<b>(ii) Sub-Structure:</b> Payment against Sub-structure shall be made on pro-rata basis on completion of a stage i.e. not less than 25% of the scope of sub- structure of the

Stage of Payment	Weightage	Payment Procedure
1	2	3
		ROB/RUB subject to completion of atleast two sub-structures of abutments/piers upto abutment/pier cap level of the ROB/RUB.
(iii) Super-structure (including bearings)	[Nil]	<b>(iii) Super-structure:</b> Payment shall be made on pro-rata basis on completion of a stage i.e. completion of super-structure including bearings of atleast one span in all respects as specified.
(iv) Wearing Coat including expansion joints in case of ROB. In case of RUB, rigid pavement under RUB including drainage facility as specified.	[Nil]	<b>(iv) Wearing Coat:</b> Payment shall be made on completion of (a) in case of ROB- wearing coat including expansion joints complete in all respects as specified and (b) in case of RUB- rigid pavement under RUB including drainage facility complete in all respects as specified as specified.
(v) Miscellaneous Items like hand rails, crash barriers, road markings etc.	[Nil]	<b>(v) Miscellaneous:</b> Payments shall be made on completion of all miscellaneous works like hand rails, crash barriers, road markings etc. complete in all respects as specified.
(vi) Wing walls/return walls	[Nil]	<b>(vi) Wing walls/return walls:</b> Payments shall be made on completion of all wing walls/return walls complete in all respects as specified.
(vii) Approaches (including Retaining walls, stone pitching and protection works)	[Nil]	<b>(vii) Approaches:</b> Payments shall be made on completion of both approaches including stone pitching, protection works, etc. complete in all respects as specified.
<b>B.2 -New</b> <b>(a) ROB</b> <b>(b) RUB</b>		
(i) Foundation	[Nil]	<b>i) Foundation:</b> Cost of each ROB/RUB shall be determined on pro rata basis with respect to the total linear length (m) of the ROB/RUBs. Payment against foundation shall be made on pro- rata basis on completion of a stage i.e. not less than 25% of the scope of foundation of the ROB/RUB subject to completion of atleast two foundations of the ROB/RUB.

Stage of Payment	Weightage	Payment Procedure
1	2	3
		In case where load testing is required for foundation, the trigger of first payment shall include load testing also where specified.
(ii) Sub-structure	[Nil]	<b>(ii) Sub-Structure:</b> Payment against Sub-structure shall be made on pro-rata basis on completion of a stage i.e. not less than 25% of the scope of sub- structure of the ROB/RUB subject to completion of atleast two sub-structures of abutments/piers upto abutment/pier cap level of the ROB/RUB.
(iii)Super-structure (including bearings)	[Nil]	<b>(iii)Super-structure:</b> Payment shall be made on pro-rata basis on completion of a stage i.e. completion of super-structure including bearings of atleast one span in all respects as specified.
(iv) Wearing Coat including expansion joints in case of ROB. In case of RUB, rigid pavement under RUB including drainage facility as specified.	[Nil]	<b>(iv) Wearing Coat:</b> Payment shall be made on completion of (a) in case of ROB- wearing coat including expansion joints complete in all respects as specified and (b) in case of RUB-rigid pavement under RUB including drainage facility complete in all respects as specified as specified.
(v) Miscellaneous Items like hand rails, crash barriers, road markings etc.	[Nil]	<b>(v) Miscellaneous:</b> Payments shall be made on completion of all miscellaneous works like hand rails, crash barriers, road markings etc. complete in all respects as specified.
(vi) Wing walls/return walls	[Nil]	<b>(vi) Wing walls/return walls:</b> Payments shall be made on completion of all wing walls/return walls complete in all respects as specified.
(vii) Approaches (including Retaining walls, stone pitching and protection works)	[Nil]	<b>(vii) Approaches:</b> Payments shall be made on completion of both approaches including stone pitching, protection works, etc. complete in all respects as specified.

Stage of Payment	Weightage	Payment Procedure
1	2	3
<b>C.1- Widening and repairs of Elevated Section/Flyovers/ Grade Separators</b>		
(i) Foundation	[Nil]	<p><b>(i) Foundation:</b> Cost of each structure shall be determined on pro rata basis with respect to the total linear length (m) of the structures. Payment against foundation shall be made on pro- rata basis on completion of a stage i.e. not less than 25% of the scope of foundation of the structure subject to completion of atleast two foundations of the structure .</p> <p>In case where load testing is required for foundation, the trigger of first payment shall include load testing also where specified.</p>
(ii) Sub-structure	[Nil]	<p><b>(ii) Sub-Structure:</b> Payment against Sub-structure shall be made on pro-rata basis on completion of a stage i.e. not less than 25% of the scope of sub- structure of the structure subject to completion of atleast two sub-structures of abutments/piers upto abutment/pier cap level of the structure.</p>
(iii) Super-structure (including bearings)	[Nil]	<p><b>(iii) Super-structure:</b> Payment shall be made on pro-rata basis on completion of a stage i.e. completion of super-structure including bearings of atleast one span in all respects as specified.</p>
(iv) Wearing Coat including expansion joints	[Nil]	<p><b>(iv) Wearing Coat:</b> Payment shall be made on completion of wearing coat including expansion joints complete in all respects as specified.</p>
(v) Miscellaneous Items like hand rails, crash barriers, road markings etc.	[Nil]	<p><b>(v) Miscellaneous:</b> Payments shall be made on completion of all miscellaneous works like hand rails, crash barriers, road markings etc. complete in all respects as specified.</p>
(vi) Wing walls/return walls	[Nil]	<p><b>(vi) Wing walls/return walls:</b> Payments shall be made on completion of all wing walls/return walls complete in all respects as specified.</p>

<b>Stage of Payment</b>	<b>Weightage</b>	<b>Payment Procedure</b>
<b>1</b>	<b>2</b>	<b>3</b>
(vii) Approaches (including Retaining walls, stone pitching and protection works)	[Nil]	<b>(vii) Approaches:</b> Payments shall be made on completion of both approaches including stone pitching, protection works, etc. complete in all respects as specified.
<b>C.2- New Elevated Section/Flyovers/ Grade Separators</b>		
(i) Foundation	[Nil]	<b>(i) Foundation:</b> Cost of each structure shall be determined on pro rata basis with respect to the total linear length (m) of the structures. Payment against foundation shall be made on pro- rata basis on completion of a stage i.e. not less than 25% of the scope of foundation of the structure subject to completion of atleast two foundations of the structure .  In case where load testing is required for foundation, the trigger of first payment shall include load testing also where specified.
(ii) Sub-structure	[Nil]	<b>(ii) Sub-Structure:</b> Payment against Sub-structure shall be made on pro-rata basis on completion of a stage i.e. not less than 25% of the scope of sub- structure of the structure subject to completion of atleast two sub-structures of abutments/piers upto abutment/pier cap level of the structure.
(iii)Super-structure (including bearings)	[Nil]	<b>(iii)Super-structure:</b> Payment shall be made on pro-rata basis on completion of a stage i.e. completion of super-structure including bearings of atleast one span in all respects as specified.
(iv) Wearing Coat including expansion joints	[Nil]	<b>(iv) Wearing Coat:</b> Payment shall be made on completion of wearing coat including expansion joints complete in all respects as specified.
(v) Miscellaneous Items like hand rails, crash barriers, road markings etc.	[Nil]	<b>(v) Miscellaneous:</b> Payments shall be made on completion of all miscellaneous works like hand rails, crash barriers, road markings etc. complete in all respects as specified.

<b>Stage of Payment</b>	<b>Weightage</b>	<b>Payment Procedure</b>
<b>1</b>	<b>2</b>	<b>3</b>
(vi) Wing walls/return walls	[Nil]	<b>(vi) Wing walls/return walls:</b> Payments shall be made on completion of all wing walls/return walls complete in all respects as specified.
(vii) Approaches (including Retaining walls, stone pitching and protection works)	[Nil]	<b>(vii) Approaches:</b> Payments shall be made on completion of both approaches including stone pitching, protection works, etc. complete in all respects as specified.

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

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

#### 1.3.4 Other works.

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

Table 1.3.4

<b>Stage of Payment</b>	<b>Weightage</b>	<b>Payment Procedure</b>
(i) Toll plaza	[Nil]	Unit of measurement is each completed toll plaza. Payment of each toll plaza shall be made on pro rata basis with respect to the total of all toll plazas.
(ii) Road side drains	52.2	Unit of measurement is linear length in km. Payment shall be made on pro rata basis on completion of a stage in a length of not less than 10 % (ten per cent) of the total length.
(iii) Road signs, markings, km stones, safety devices, ...	20.5	

<b>Stage of Payment</b>	<b>Weightage</b>	<b>Payment Procedure</b>
(iv) Project Facilities a) Bus bays b) Truck lay-byes c) Rest areas d) others	8.3 [Nil] [Nil] [Nil]	Payment shall be made on pro rata basis for completed facilities.
(v) Roadside plantation	[Nil]	Unit of measurement is linear length.

(vi) Repair of protection works other than approaches to the bridges, elevated sections/flyovers/grade separators and ROBS/RUBs.	[Nil]	Payment shall be made on pro rata basis on completion of a stage in a length of not less than 10% (ten per cent) of the total length.
(vii) Safety and traffic management during construction	[Nil]	Payment shall be made on pro rata basis every six months.
(viii) Protection Works a) Retaining wall b) Turfing, grassing	13.1 2.9	Payment shall be made on pro rata basis on completion of a stage in a length of not less than 10% (ten per cent) of the total length.
(ix) Site clearance & Dismantling	3.0	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 10 (ten) percent of the total length.

---

## **2.Procedure for payment for Maintenance**

- 2.1 The cost for maintenance shall be as stated in Clause 14.1.1.
- 2.2 Payment for Maintenance shall be made in quarterly instalments in accordance with the provisions of Clause 19.7.

---

## **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.

---

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

#### 3. Project Milestone-II

- (i) Project Milestone-II shall occur on the date falling on the **324<sup>th</sup>** day from the Appointed Date (the “**Project Milestone-II**”).
- (ii) Prior to the occurrence of Project Milestone-II, the Contractor shall have continued with construction of the Project Highway and submitted to the Authority duly and validly prepared Stage Payment Statements for an amount not less than 35% (thirty five per cent) of the Contract Price and should have started construction of all bridges.

#### 4. Project Milestone-III

- (i) Project Milestone-III shall occur on the date falling on the **459<sup>th</sup>** day from the Appointed Date (the “**Project Milestone-III**”).
- (ii) Prior to the occurrence of Project Milestone-III, the Contractor shall have continued with construction of the Project Highway and submitted to the Authority duly and validly prepared Stage Payment Statements for an amount not less than 70% (seventy per cent) of the Contract Price and **should have** started construction of all project facilities.

---

**5. Scheduled Completion Date**

- (i) The Scheduled Completion Date shall occur on the **540<sup>th</sup>** day from the Appointed Date.
- (ii) On or before the Scheduled Completion Date, the Contractor shall have completed construction in accordance with this Agreement.

**6. Extension of time**

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

- 
- (i) 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.

- (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.

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

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

---

**Schedule - L**

*(See Clause 12.2)*

**Completion Certificate**

- 1 I, ..... (Name of the Authority’s Engineer), acting as the Authority’s Engineer, under and in accordance with the Agreement dated .....(the “**Agreement**”), for Improvement and Widening to two lanes with paved shoulders of Jolaibari – Belonia (from km 0.000 to km 21.412) section of NH-108A in the state of Tripura on Engineering, Procurement & Construction (EPC) mode (the “**Project Highway**”) on Engineering, Procurement and Construction (EPC) basis through .....(Name of Contractor), hereby certify that the Tests in accordance with Article 12 of the Agreement have been successfully undertaken to determine compliance of the Project Highway with the provisions of the Agreement, and I am satisfied that the Project Highway can be safely and reliably placed in service of the Users thereof.
  
- 2 It is certified that, in terms of the aforesaid Agreement, all works forming part of Project Highway have been completed, and the Project Highway is hereby declared fit for entry into operation on this the ..... day of ..... 20... , Scheduled Completed Date for which was the ..... day of .....20.....

SIGNED, SEALED AND  
DELIVERED

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

(Signature)

(Name)

(Designation) (Address)

---

## Schedule - M

(See Clauses 14.6, 15.2 and 19.7)

### Payment Reduction for Non-Compliance

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

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

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

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

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

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

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

---

## **Schedule - N**

*(See Clause 18.1 (i))*

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

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

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

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

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

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

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

---

Annex – I

(Schedule - N)

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

**1. Scope**

- (i) These Terms of Reference (the “**TOR**”) for the Authority’s Engineer are being specified pursuant to the EPC Agreement dated ..... (the “**Agreement**), which has been entered into between the [name and address of the Authority] (the “**Authority**”) and ..... (the “**Contractor**”)# for Improvement and Widening to two lanes with paved shoulders of Jolaibari – Belonia (from km 0.000 to km 21.412) section of NH-108A in the state of Tripura on Engineering, Procurement & Construction (EPC) mode on Engineering, Procurement, Construction (EPC) basis, and a copy of which is annexed hereto and marked as Annex-A to form part of this TOR.

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

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

**2. Definitions and interpretation**

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

**3. General**

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

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

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

- (i) During the Construction Period, the Authority's Engineer shall review and approve the Drawings furnished by the Contractor along with supporting data, including the geotechnical 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 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 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 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:
  - i. For the Works executed (excluding Change of Scope orders);
  - ii. For Change of Scope Orders, and
  - iii. Taxes deducted

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

The monthly Statement for Maintenance Payment shall state:

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

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

---

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

## **Schedule - P**

*(See Clause 20.1)*

### **Insurance**

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

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

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

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

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

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

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

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

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

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

---

## Schedule-Q

(See Clause 14.10)

### Tests on Completion of Maintenance Period

1. **Riding Quality test:**

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

2. **Visual and physical test:**

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

---

**Schedule-R**

*(See Clause 14.10)*

**Taking Over Certificate**

I, ..... (Name and designation of the Authority's Representative) under and in accordance with the Agreement dated ..... (the "**Agreement**"), for Improvement and Widening to two lanes with paved shoulders of Jolaibari – Belonia (from km 0.000 to km 21.412) section of NH-108A in the state of Tripura on Engineering, Procurement & Construction (EPC) mode (the "**Project Highway**") on Engineering, Procurement and Construction (EPC) basis through (Name of Contractor), hereby certify that the Tests on completion of Maintenance Period in accordance with Article 14 of the Agreement have been successfully undertaken to determine compliance of the Project Highway with the provisions of the Agreement and I hereby certify that the Authority has taken over the Project highway from the Contractor on this day.....

SIGNED, SEALED AND  
DELIVERED

(Signature)

(Name and designation of Authority's Representative)

(Address)

