

## Schedules

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 SCHEDULE - A

(See Clauses 2.1 and 8.1)

**SITE OF THE PROJECT**
**1. The Site**

- The Project road starts from South Pulipur NH-08 (PWD Km 127.319), (1.4 km from Khowai chowmuhani, Teliamura towards Agartala), passes through Twidu and ends at PWD km 145.319) of NH 208.

The design length of project road is 18.0 km. Project Highway shall include the land, buildings, structures and road works as described in Annex-I of this Schedule-A.

	PWD km	Topo Survey Chainage (km)	Design Chainage (km)
Start of Project	127.319	0.000	0.000
End of Project	145.319	22.200	18.000

**Start**

- (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 (differences between FRL & OGL shown in alignment plan shall be maintained) 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 Project road starts from South Pulinpur NH-08 (PWD Km 127.319), (1.4 km from Khowai chowmuhani, Teliamura towards Agartala), passes through Twidu and ends at PWD km 145.319) of NH 208.

The design length of project road is 18.0 km. Project Highway shall include the land, buildings, structures and road works as described in Annex-I of this Schedule-A.

**2. Land**

The Site of the Project highway comprises the land as described below –

Sl. No.	Design Chainage		Length (m)	PROW (m)		Total PROW (m)	Remarks
	From	To		LHS	RHS		
1	0	550	550	22.5	22.5	45	
2	550	900	350	12.5	12.5	25	
3	900	1340	440	22.5	22.5	45	
4	1340	2600	1260	15	15	30	
5	2600	3100	500	10	10	20	
6	3100	4600	1500	15	15	30	
7	4600	4900	300	10	10	20	
8	4900	7320	2420	15	15	30	
9	7320	7440	120	20	20	40	
10	7440	11320	3880	15	15	30	
11	11320	12850	1530	22.5	22.5	45	

**Schedule A,**

**Teliamura - Harina (NH-208)**

**Design km 0.00 to km 18.00**

Sl. No.	Design Chainage		Length (m)	PROW (m)		Total PROW (m)	Remarks
	From	To		LHS	RHS		
12	12850	13500	650	10	10	20	
13	13500	15200	1700	15	15	30	
14	15200	15400	200	22.5	22.5	45	
15	15400	17100	1700	15	15	30	
16	17100	18000	2760	22.5	22.5	45	

### 3. Carriageway

The existing carriageway of the Project highway is as described below –

Sl. No.	Existing (Topo survey) Chainage (km)		Carriage way width (m)	Remarks
	From	To		
1	0.000	5.500	5.5	
2	5.500	18.000	3.5 - 4.0	

The type of the existing pavement is flexible.

### 4. Major Bridges

The Site includes the following Major Bridge

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

**5 Road over-Bridge (ROB)/ Road under-Bridge (RUB)**

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

Sl. No.	Chainage (km)	Type of Structure		No. of Spans with Span length (m)	Width (m)	ROB/ RUB
		Foundation	Super Structure			
Nil						

**6 Grade separators**

The Site includes the following grade separators:

Sl. No.	Chainage (km)	Type of Structure		No. of Spans with Span length (m)	Width (m)
		Foundation	Super Structure		
Nil					

**7 Minor Bridge**

The Site includes the following minor Bridge:

Sl. No.	Survey Chainage (km)	Type of Structure			No. of Spans with span length (m)	Width (m)
		Foundation	Sub-Structure	Super structure		
1	15+650	CONCRETE BRIDGE			20.5+19.0 = 39.5	7.5

**8 Railway level crossings**

The Site includes the following railway level crossings:

Sl. No.	Location (km)	Remarks
Nil		

**9 Underpasses (vehicular, Non-vehicular)**

The Site includes the following underpasses:

Sl. No.	Chainage (km)	Type of Structure	No. of Spans with Span length (m)	Width (m) / Remarks
Nil				

**10 Culverts :**

The Site has the following culverts:

Sl. No.	Topo survey Chainage (Km)	Type of Structure (Pipe/Slab /Box /Arch)	Span Arrangement		C'Way Width (m)
			No	Vent Width (m) (Clear)	
1	0+400	SLAB	1	1.1	5.8
2	0+450	SLAB	1	1.1	5.8
3	0+500	SLAB	1	1	5.7
4	0+800	SLAB	1	0.9	6.7
5	0+900	SLAB	1	0.9	5
6	1+100	SLAB	1	1.2	4.9
7	1+250	SLAB	1	2	6.4
8	1+400	SLAB	1	2	5.8
9	1+700	SLAB	1	3.5	7.1
10	1+950	SLAB	1	1.5	5.5
11	2+000	SLAB	1	1.5	5.5
12	3+500	SLAB	1	0.9	5.2
13	7+450	SLAB	1	1.5	4.2
14	7+750	SLAB	1	1.5	4.2
15	9+250	SLAB	1	1.4	4.1
16	9+550	SLAB	1	1.4	4.1
17	9+600	SLAB	1	1.4	4
18	9+750	PIPE	1	1	4.3
19	10+000	PIPE	1	1	4
20	10+100	PIPE	1	1	4
21	10+500	SLAB	1	1	5.1
22	12+600	PIPE	1	1	4.1

**Schedule A,**

Teliamura - Harina (NH-208)

Design km 0.00 to km 18.00

Sl. No.	Topo survey Chainage (Km)	Type of Structure (Pipe/Slab /Box /Arch)	Span Arrangement		C'Way Width (m)
			No	Vent Width (m) (Clear)	
23	13+150	PIPE	1	1	4.1
24	14+490	SLAB	1	1.3	3.7
25	14+750	SLAB	1	1.3	3.7
26	15+100	SLAB	1	0.7	4.2
27	18+650	PIPE	4	1	4
28	18+800	PIPE	4	1	4
29	19+500	SLAB	1	1.4	4
30	20+000	SLAB	1	0.9	4
31	20+200	SLAB	1	0.9	3.6
32	20+650	PIPE	1	1	3.7
33	21+200	SLAB	1	0.9	3.6

### 11 Bus Bays

The details of bus bays at site are as follows:

SL.NO	Ex. Chainage	LHS	RHS	Remark
1	2+000		RHS	
2	2+950		RHS	
3	4+325	LHS		
4	13+950	LHS		
5	15+000	LHS		
6	19+025		RHS	

#### Schedule A,

Teliamura - Harina (NH-208)  
Design km 0.00 to km 18.00

**12 Truck Lay byes**

The details of truck lay byes are as follows:

Sl. No.	Chainage (Km)	Length (m)	Left Side	Hand	Right Hand Side
Nil					

**13 Road side drains**

The details of the roadside drains are as follows:

Sl. No.	Location (km)		Type	
	From	To	Masonry/cc	Earthen
			(Pucca)	(Kutchha)
Nil				

**14 Major junctions**

The detail of major junction are as follows:

Sl. No.	Location (Km)		At grade	Separated	Category of Cross Road			
	From	To			NH	SH	MDR	Others
1	0.000		At Grade		08			
2	132.882		At Grade		08			

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

**15 Minor junctions**

The details of the minor junctions are as follows:-

Sl. No.	Design Chainage (Km)	Side	Type of Junction
1	0+000	T Junction	Major Junction
2	0+575	BHS	Minor Junction
3	0+760	BHS	Minor Junction

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Sl. No.	Design Chainage (Km)	Side	Type of Junction
4	0+870	BHS	Minor Junction
5	1+310	LHS	Minor Junction
6	1+580	LHS	Minor Junction
7	1+640	RHS	Minor Junction
8	1+900	LHS	Minor Junction
9	2+850	LHS	Minor Junction
10	3+000	BHS	Minor Junction
11	3+400	LHS	Minor Junction
12	3+840	LHS	Minor Junction
13	3+840	RHS	Minor Junction
14	4+300	RHS	Minor Junction
15	4+980	RHS	Minor Junction
16	6+350	RHS	Minor Junction
17	6+920	RHS	Minor Junction
18	7+430	LHS	Minor Junction
19	7+600	LHS	Minor Junction
20	11+480	BHS	Minor Junction
21	12+150	BHS	Minor Junction
22	12+425	BHS	Minor Junction
23	12+650	RHS	Minor Junction
24	12+830	LHS	Minor Junction
25	13+050	LHS	Minor Junction
26	13+110	RHS	Minor Junction
27	14+100	RHS	Minor Junction
28	14+750	LHS	Minor Junction
29	14+980	LHS	Minor Junction
30	15+250	LHS	Minor Junction
31	15+600	RHS	Minor Junction
32	15+850	RHS	Minor Junction
33	17+100	RHS	Minor Junction
34	17+600	BHS	Minor Junction

**Schedule A,****Teliamura - Harina (NH-208)****Design km 0.00 to km 18.00**

**16 Bypasses**

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

Sl. No.	Name of Bypass (town)	Chainage (Km)		Bypass Length (Km)
		From	To	
1	Teliamura	0.000	2.560	1.300
2	Twidu	13.550	15.550	1.530
3	Ompi Nagar	20.650	24.750	2.765

**17 Other structures - Nil**

**Annex - II**  
(Schedule-A)

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

The dates on which the Authority shall provide Right of Way of Construction Zone to the

Contractor on different stretches of the Site are stated below:

Sl. No.	From km To km	Length (Km)	Proposed Width (m)	Date of providing ROW*
1	2	3	4	5
(i) Full Right of Way (Full Width)				
(a) Stretch				
(b) Stretch				
(c) Stretch				
(ii) Part Right of Way (Part Width)				
(a) Stretch				
(b) Stretch				
(c) Stretch				
(iii) Balance Right of Way (Width)				
(a) Stretch				
(b) Stretch				
(c) Stretch				

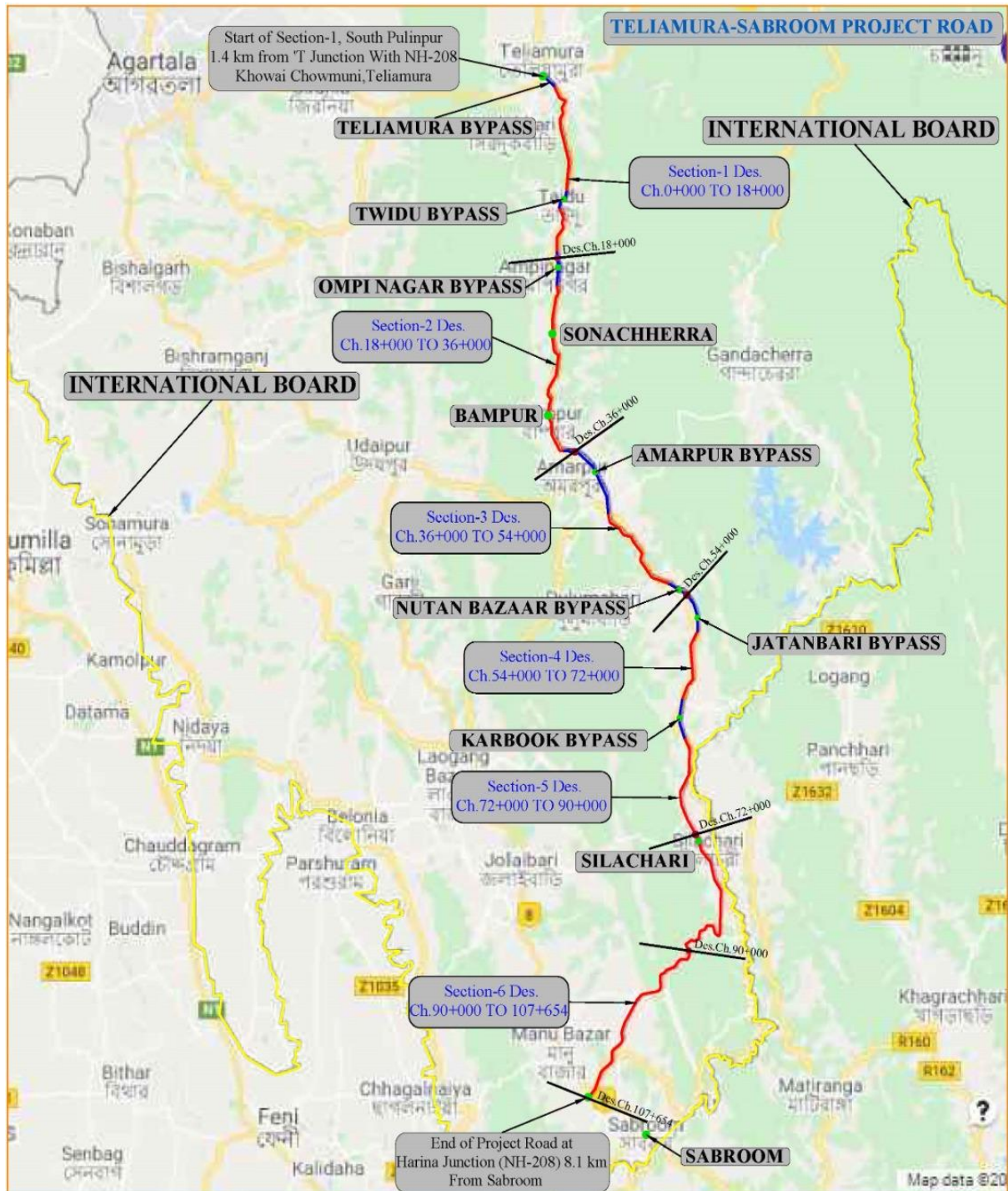
\*The dates specified herein shall in no case be beyond 150 (one hundred and fifty) days after the Appointed Date.

**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:

An alignment plan is given in soft copy.



- (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 (differences between FRL & OGL shown in alignment plan shall be maintained). 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 IRC: SP: 99 & IRC: 67.

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**Annex - IV**  
(Schedule-A)

**Environment Clearances**

The following clearances have been obtained:

Sl. No.	Clearances	Present Status
1	Environment clearance	Environment Clearance is not required for Project Highway as per MOEF Notification on 22nd Aug, 2013.
2	Forest Clearance	Under Progress



(ii) Public Health Utilities (Water/Sewage pipe lines)\*

(a) The site includes the following public health utilities: -

Sr. No	Chainage(km)		Length along NH (in Km)				ROW Crossings (in km)			
	From	To	Water Supply line		Sewage line		With pumping		Sewage line	
			With Pumping	With Gravity	With Pumping	With Gravity	With Pumping	With Gravity	With Pumping	With Gravity
1										
2										
3										
4										
5										
6										

(ii) Any Other Line:

**Note:** No change of scope shall be paid for any over-ground utilities. However, for any underground utilities not mentioned in Schedule 'B' shall form change of scope, which shall be worked out as per the estimation of the concerned utility owning department shall be payable.



**Schedules**

**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 / Four laning and strengthening) of the Project highway as described in Annexure I of this schedule-B & in schedule-C.

**3 Specifications and Standards**

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

**Annex-I**  
(Schedule-B)

**Description of two lane with paved shoulder**

The proposal of project road improvement is

- 2 lane with paved shoulder from design km 0+000 (at South Pulinpur, 1.24 km from Khowai chowmuhani, Teliamura towards Agartala, NH km 127.319) to design km 18.0 of NH-08. The design length of project road is 18.0 km after its geometric improvement.

	NH km	Topo Survey Chainage (km)	Package Design Chainage (km)
Start of Project	127.319	0.000	0.000
End of Project	145.319	22.200	18.000

**1 Widening of the Existing Highway**

- (i) The Project Highway shall follow the proposed alignment as 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 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 7m (seven) wide with 1.5m/2.5m wide paved shoulder on either side of carriage way in accordance with the typical cross sections drawings in the Manual (refer MoRT&H circular dated 17<sup>th</sup> July 2020).

Sl. No	Design Chainage (Km)		Paved width (m)	Remarks
	From	To		
1	0+000	2+600	10	7m C'way + 1.5m PS
2	2+600	3+100	12	7m C'way + 2.5m PS
3	3+100	12+920	10	7m C'way + 1.5m PS

**Schedule -D, Pkg VII**

**Teliamura - Harina (NH-208)**

**NH km 127.319 to km 145.319**

**Pkg Design km 0.00 to km 18.00**

Sl. No	Design Chainage (Km)		Paved width (m)	Remarks
	From	To		
4	12+920	13+250	12	7m C'way + 2.5m PS
5	13+250	18+000	10	7m C'way + 1.5m PS

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 (Including paved shoulder) shall be as specified in the following table:

Sl. No	Built-up Stretch (Township)	Location / Design Chainage (km)		Paved Width (m)	Typical Cross Section
		From	To		
7m Carriage way + 2.5m paved shoulder (b/s) + 1.75m RCC lined drain (b/s), refer TCS 3					

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

## 2. Geometric design and general features

### (i) *General*

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

### (ii) *Design speed*

The design speed shall be 100kmph (Ruling) /80kmph (minimum) for Plain/Rolling terrain & 60kmph (Ruling) /40kmph (minimum) for Mountainous/steep terrain as per the section 2 of two lane manual IRC - SP: 73:2018.

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

## **Schedule -D, Pkg VII**

Teliamura - Harina (NH-208)

NH km 127.319 to km 145.319

Pkg Design km 0.00 to km 18.00

*[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 standard is not possible, the existing road geometrics shall be improved to the extent possible within the given ROW and proper road signs and safety measures shall be provided.*

Sl. No.	HORIZONTAL CURVE				Transiti on length	Speed (Kmph)	Reason for Deviation
	Start Chainage	End Chainage	Radius	Direction			
1	2+824.288	3+054.713	150	Right	30	50	College Area

*The above deviations are w.r.t. design speed.*

**(iv) Right of way**

Details of Right of Way is given below:

Sl. No.	Design Chainage		Length (m)	PROW (m)		Total PROW (m)	Remarks
	From	To		LHS	RHS		
1	0	550	550	22.5	22.5	45	
2	550	900	350	12.5	12.5	25	
3	900	1340	440	22.5	22.5	45	
4	1340	2600	1260	15	15	30	
5	2600	3100	500	10	10	20	
6	3100	4600	1500	15	15	30	
7	4600	4900	300	10	10	20	
8	4900	7320	2420	15	15	30	
9	7320	7440	120	20	20	40	
10	7440	11320	3880	15	15	30	

**Schedule -D, Pkg VII**

Teliamura - Harina (NH-208)

NH km 127.319 to km 145.319

Pkg Design km 0.00 to km 18.00

Sl. No.	Design Chainage		Length (m)	PROW (m)		Total PROW (m)	Remarks
	From	To		LHS	RHS		
11	11320	12850	1530	22.5	22.5	45	
12	12850	13500	650	10	10	20	
13	13500	15200	1700	15	15	30	
14	15200	15400	200	22.5	22.5	45	
15	15400	17100	1700	15	15	30	
16	17100	18000	2760	22.5	22.5	45	

**(v) Type of shoulders**

- (a) In Built up sections, Footpath/Fully paved shoulders shall be provided in the following stretches:

Sl. No.	Stretch (design km)		Fully Paved shoulders/Footpath	References to Cross Section
	From	To		
1	2+600	3+100	2.5m paved shoulder & 1.75m wide RCC line drain.	Refer TCS-3
2	12+920	13+250		

In open country, [paved shoulders of 1.5m width and 1.0m earthen shoulder shall be provided.

- (b) 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 two lane manual / four lane manual.

**Schedule -D, Pkg VII**

**Teliamura - Harina (NH-208)**

**NH km 127.319 to km 145.319**

**Pkg Design km 0.00 to km 18.00**

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
	From	To		
Nil				

**(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]

**Schedule -D, Pkg VII**

Teliamura - Harina (NH-208)

NH km 127.319 to km 145.319

Pkg Design km 0.00 to km 18.00

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 the 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**

**Schedule -D, Pkg VII**

Teliamura - Harina (NH-208)

NH km 127.319 to km 145.319

Pkg Design km 0.00 to km 18.00

Typical Cross section of Project road is as shown below –

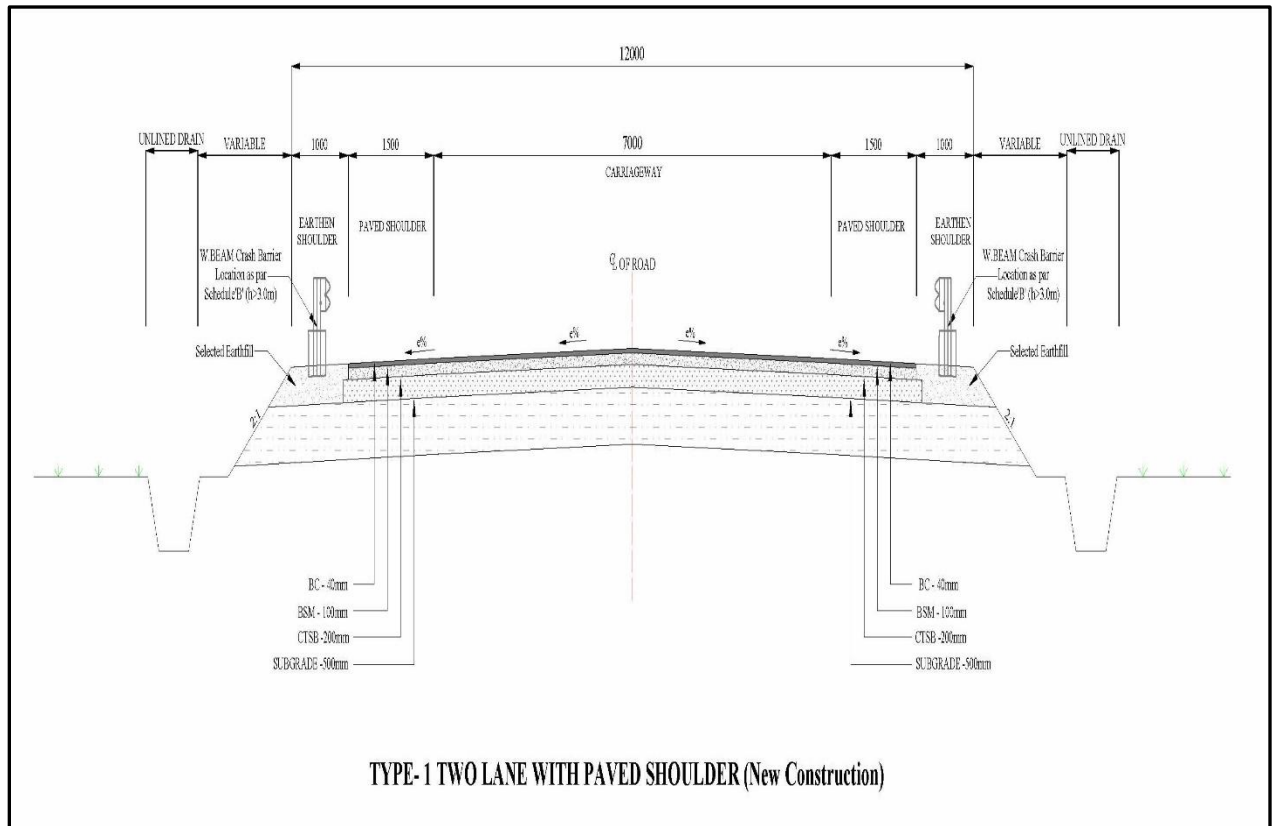
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**Schedule -D, Pkg VII**

**Teliamura - Harina (NH-208)**

**NH km 127.319 to km 145.319**

**Pkg Design km 0.00 to km 18.00**

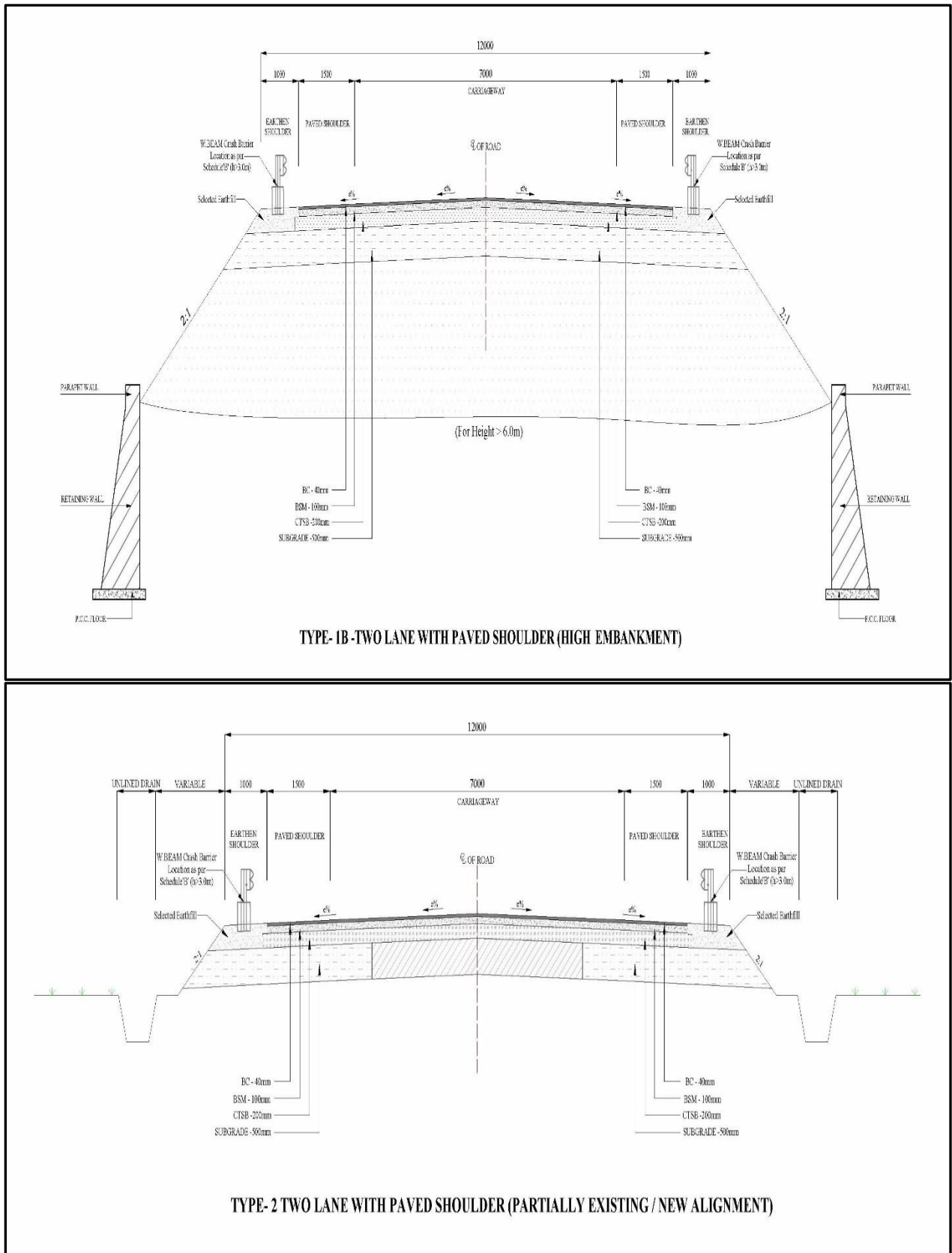


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**Teliamura - Harina (NH-208)**

**NH km 127.319 to km 145.319**

**Pkg Design km 0.00 to km 18.00**

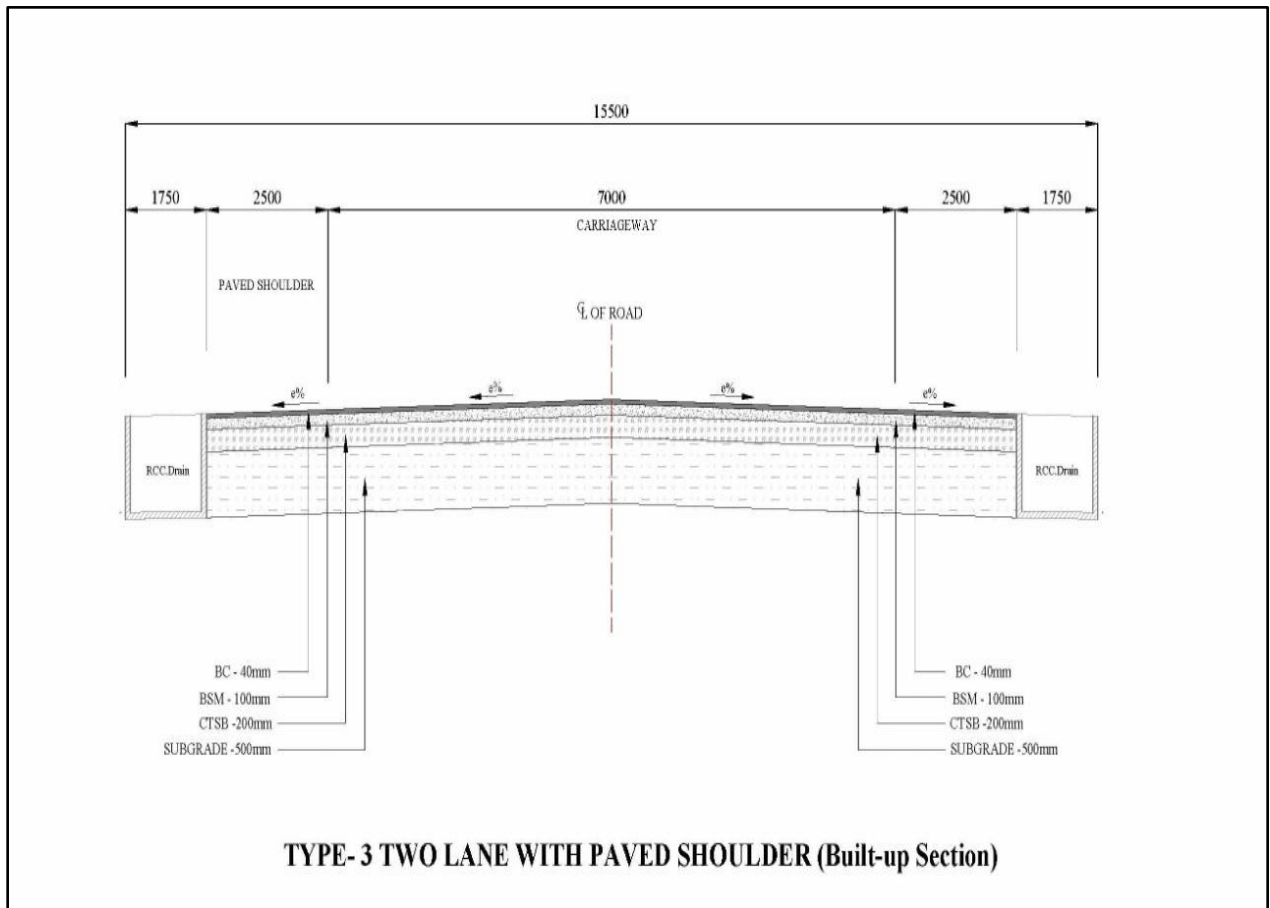


**Schedule -D, Pkg VII**

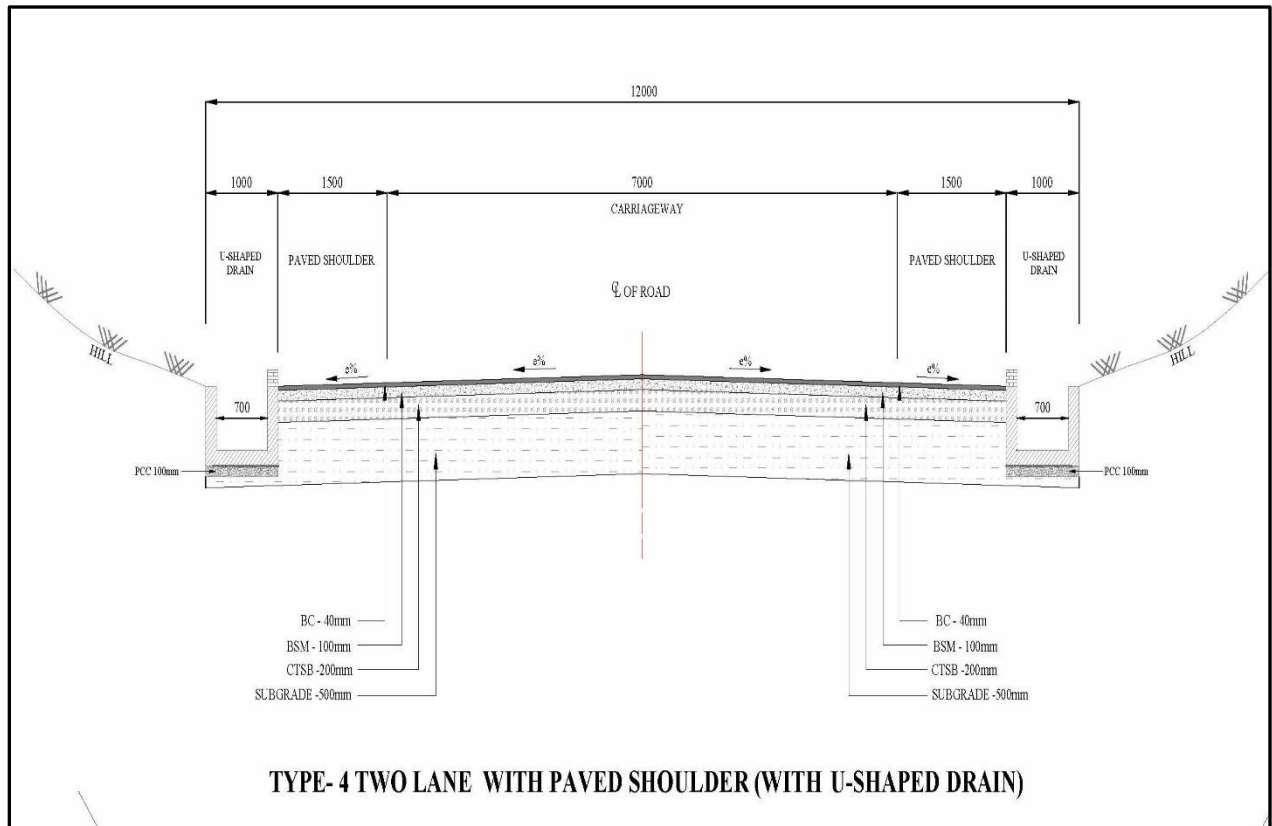
**Teliamura - Harina (NH-208)**

**NH km 127.319 to km 145.319**

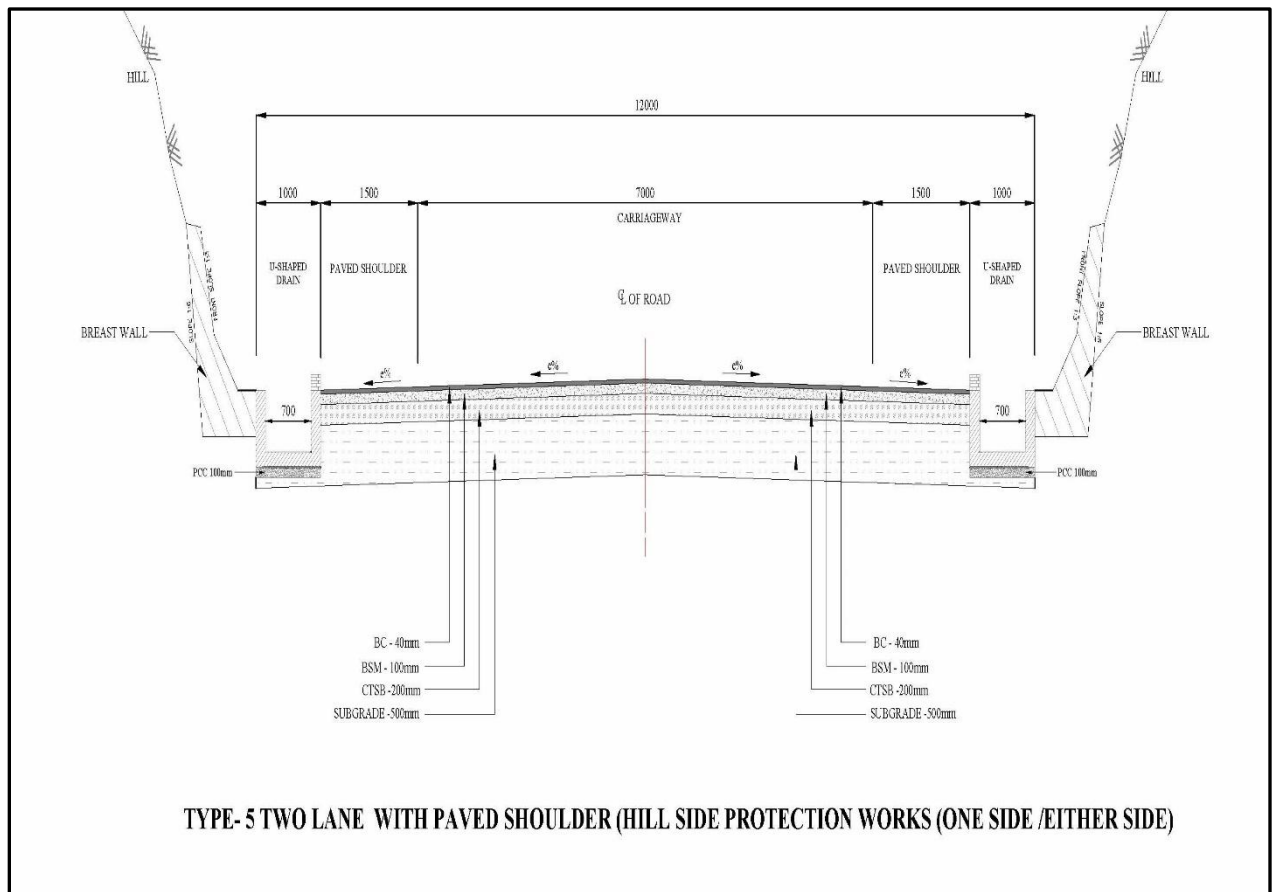
**Pkg Design km 0.00 to km 18.00**



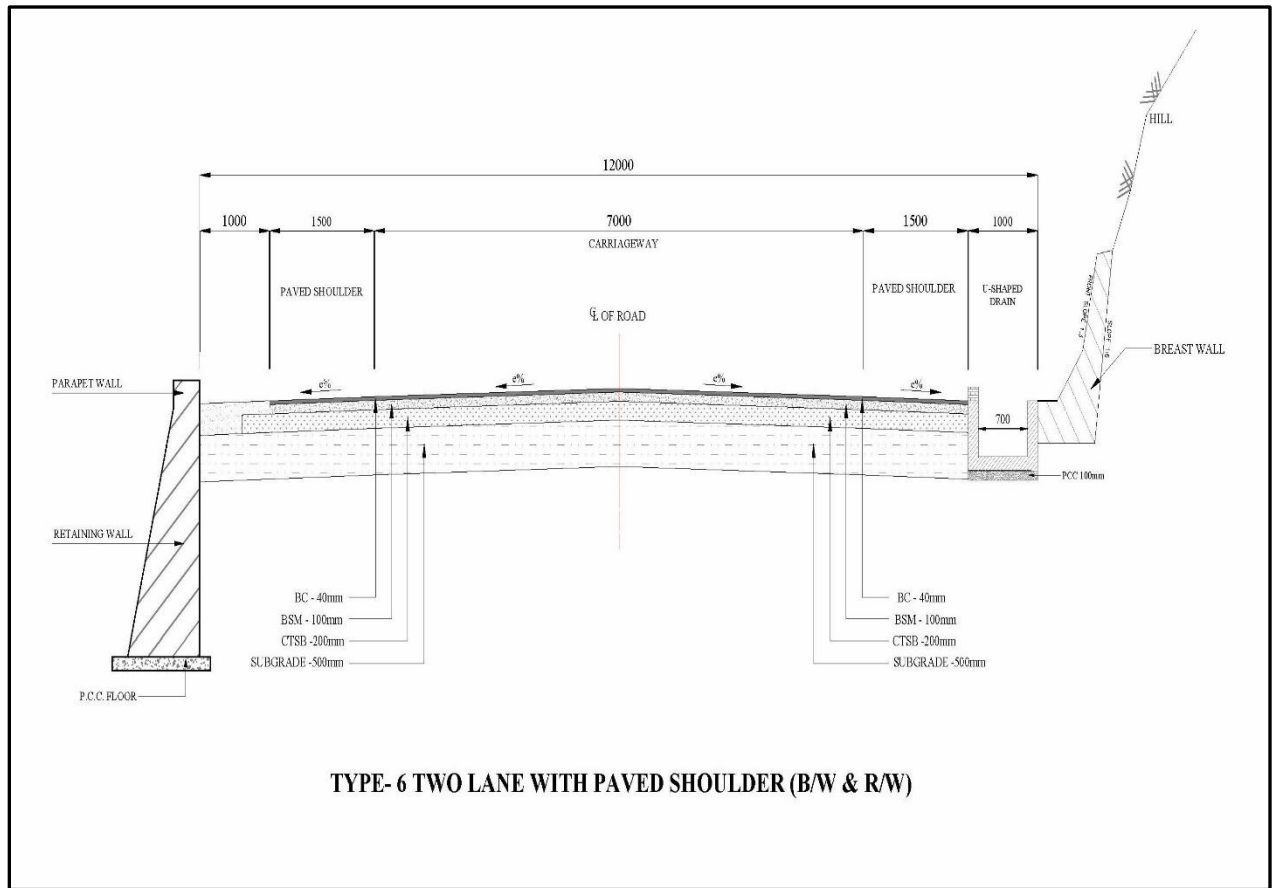
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**Schedule -D, Pkg VII**  
**Teliamura - Harina (NH-208)**  
**NH km 127.319 to km 145.319**  
**Pkg Design km 0.00 to km 18.00**



**Widening Scheme**

Sl. No	Design Chainage (Km)		Bridge Length (m)	Total length	TCS Type	Description
	From	To				
1	0+000	1+300		1+300	TCS-1	Two Lane With Paved Shoulder (New Construction)
2	1+300	2+600		1+300	TCS-2	Two Lane With Paved Shoulder
3	2+600	3+100		0+500	TCS-3	Two lane with paved shoulder (Built-up section)
4	3+100	5+000		1+900	TCS-2	Two Lane With Paved Shoulder
5	5+000	5+300		0+300	TCS-4	Two Lane With Paved Shoulder (b/s PCC drain)

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Teliamura - Harina (NH-208)

NH km 127.319 to km 145.319

Pkg Design km 0.00 to km 18.00

Sl. No	Design Chainage (Km)		Bridge Length (m)	Total length	TCS Type	Description
	From	To				
6	5+300	5+640		0+340	TCS-5	Two Lane With Paved Shoulder in hill B/s Breast wall
7	5+640	5+960		0+320	TCS-6	Two Lane With Paved Shoulder in hill (BW & RW)
8	5+960	7+300		1+340	TCS-4	Two Lane With Paved Shoulder (b/s PCC drain)
9	7+300	7+560		0+260	TCS-6	Two Lane With Paved Shoulder in hill (BW & RW)
10	7+560	7+980		0+420	TCS-4	Two Lane With Paved Shoulder (b/s PCC drain)
11	7+980	8+120		0+140	TCS-1	Two Lane With Paved Shoulder (High embankment)
12	8+120	8+400		0+280	TCS-4	Two Lane With Paved Shoulder (b/s PCC drain)
13	8+400	8+520		0+120	TCS-1	Two Lane With Paved Shoulder (High embankment)
14	8+520	9+200		0+680	TCS-4	Two Lane With Paved Shoulder (b/s PCC drain)
15	9+200	9+240		0+040	TCS-1	Two Lane With Paved Shoulder (High embankment)
16	9+240	11+080		1+840	TCS-4	Two Lane With Paved Shoulder (b/s PCC drain)
17	11+080	11+140		0+060	TCS-5	Two Lane With Paved Shoulder in hill B/s Breast wall
18	11+140	11+400		0+260	TCS-4	Two Lane With Paved Shoulder (b/s PCC drain)
19	11+400	11+640		0+240	TCS-1	Two Lane With Paved Shoulder (High embankment)

**Schedule -D, Pkg VII****Teliamura - Harina (NH-208)****NH km 127.319 to km 145.319****Pkg Design km 0.00 to km 18.00**

Sl. No	Design Chainage (Km)		Bridge Length (m)	Total length	TCS Type	Description
	From	To				
20	11+640	11+760		0+120	TCS-5	Two Lane With Paved Shoulder in hill B/s Breast wall
21	11+760	12+920	50	1+110	TCS-1	Two Lane With Paved Shoulder (New Construction)
22	12+920	13+250		0+330	TCS-3	Two lane with paved shoulder (Built-up section)
23	13+250	13+500		0+250	TCS-1	Two Lane With Paved Shoulder (New Construction)
24	13+500	14+480		0+980	TCS-4	Two Lane With Paved Shoulder (b/s PCC drain)
25	14+480	14+520		0+040	TCS-1	Two Lane With Paved Shoulder (High embankment)
26	14+520	14+700		0+180	TCS-4	Two Lane With Paved Shoulder (b/s PCC drain)
27	14+700	15+600		0+900	TCS-2	Two Lane With Paved Shoulder
28	15+600	15+940		0+340	TCS-5	Two Lane With Paved Shoulder in hill B/s Breast wall
29	15+940	16+300		0+360	TCS-1	Two Lane With Paved Shoulder (New Construction)
30	16+300	16+440		0+140	TCS-5	Two Lane With Paved Shoulder in hill B/s Breast wall
31	16+440	16+540		0+100	TCS-1	Two Lane With Paved Shoulder (New Construction)
32	16+540	16+620		0+080	TCS-5	Two Lane With Paved Shoulder in hill B/s Breast wall
33	16+620	16+880		0+260	TCS-1	Two Lane With Paved Shoulder (New Construction)

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Sl. No	Design Chainage (Km)		Bridge Length (m)	Total length	TCS Type	Description
	From	To				
34	16+880	16+980		0+100	TCS-5	Two Lane With Paved Shoulder in hill B/s Breast wall
35	16+980	17+200		0+220	TCS-1	Two Lane With Paved Shoulder (New Construction)
36	17+200	17+400		0+200	TCS-5	Two Lane With Paved Shoulder in hill B/s Breast wall
37	17+400	17+940	25	0+515	TCS-1	Two Lane With Paved Shoulder (New Construction)
38	17+940	18+000		0+060	TCS-5	Two Lane With Paved Shoulder in hill B/s Breast wall
	<b>Total Length..</b>		<b>76</b>	<b>17+924</b>		

### 3. Intersection 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]

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

*(i) At-Grade Intersections:*

*01 – Major Junctions &*

*33 – Minor Junctions*

<b>Sl. No.</b>	<b>Design Chainage (Km)</b>	<b>Side</b>	<b>Type of Junction</b>
1	0+000	T Junction	Major Junction
2	0+575	BHS	Minor Junction
3	0+760	BHS	Minor Junction
4	0+870	BHS	Minor Junction
5	1+310	LHS	Minor Junction
6	1+580	LHS	Minor Junction
7	1+640	RHS	Minor Junction
8	1+900	LHS	Minor Junction
9	2+850	LHS	Minor Junction
10	3+000	BHS	Minor Junction
11	3+400	LHS	Minor Junction
12	3+840	LHS	Minor Junction
13	3+840	RHS	Minor Junction
14	4+300	RHS	Minor Junction
15	4+980	RHS	Minor Junction
16	6+350	RHS	Minor Junction

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Sl. No.	Design Chainage (Km)	Side	Type of Junction
17	6+920	RHS	Minor Junction
18	7+430	LHS	Minor Junction
19	7+600	LHS	Minor Junction
20	11+480	BHS	Minor Junction
21	12+150	BHS	Minor Junction
22	12+425	BHS	Minor Junction
23	12+650	RHS	Minor Junction
24	12+830	LHS	Minor Junction
25	13+050	LHS	Minor Junction
26	13+110	RHS	Minor Junction
27	14+100	RHS	Minor Junction
28	14+750	LHS	Minor Junction
29	14+980	LHS	Minor Junction
30	15+250	LHS	Minor Junction
31	15+600	RHS	Minor Junction
32	15+850	RHS	Minor Junction
33	17+100	RHS	Minor Junction
34	17+600	BHS	Minor Junction

(ii) *Grade separated intersection with/without ramps*

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

#### 4. Road Embankment and cut section

- (i) Widening and improvement of the existing road embankment/cuttings and construction of new road embankment/cuttings shall conform to the Specifications and Standards given in section- 4 of the Manual and the specified cross sectional details. **Deficiencies in the plan and profile of the existing road shall be corrected.**
- (ii) Raising of the existing road [Refer to the provision of relevant Manual and specify sections to be raised]  
The existing road shall be raised in the following sections:

Sl. No.	Section (from km To km)	Length	Extent of raising [Top of finished road level]
Refer design plan & profile			

#### 5 Pavement Design

- (i) Pavement design shall be carried out in accordance with the provision of relevant Manual.

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**(ii) Type of pavement**

Flexible pavement shall be adopted for Project Highway.

**(iii) Design requirements****(a) Design Period and strategy**

i) Flexible pavement for new alignment or for widening & strengthening of the existing pavement shall be designed for a minimum design period of 15 years, subject to the condition that design traffic shall not be less than 20msa,

ii) Stage construction shall not be permitted.

**(b) Design Traffic**

Pavement design shall be adopted with 8% CBR & 20msa as following –

- |                                   |   |         |
|-----------------------------------|---|---------|
| a) Bituminous concrete (BC)       | - | 40mm,   |
| b) Bituminous stabilized material | - | 100mm,  |
| c) Cement treated sub base        | - | 200mm & |
| d) Subgrade                       | - | 500mm   |

**(iv) Re-construction of stretches**

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

Sl. No.	Stretch (km)		Remarks / Length (m)
	From	To	
1	1+500	1+800	300
2	2+550	2+800	250
3	3+130	3+300	170
4	4+000	4+440	440
5	5+200	5+300	100

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Sl. No.	Stretch (km)		Remarks / Length (m)
	From	To	
6	6+200	6+300	100
7	6+400	6+750	350
8	8+200	8+400	200
9	8+800	9+550	750
10	9+850	10+040	190
11	10+650	11+300	650
12	13+450	13+900	450
13	14+100	14+200	100
14	14+680	14+780	100

## 6 Road Side Drainage

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

Sl. No.	Design Chainage (km)		Drain Length = (Length – Bridge length) (m)	Side	Remarks
	From	To			
A	<b>RCC Drain (1.75m wide)</b>				
1	2+600	3+100	1000	BHS	TCS-3
2	12+920	13+250	660	BHS	TCS-3
	<b>Total Length (m) (Both Side)</b>		<b>1660</b>		

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Sl. No.	Design Chainage (km)		Drain Length = (Length – Bridge length) (m)	Side	Remarks
	From	To			
B	PCC Drain				
	PCC (U-shaped) drain along hill sections (where cut height > 2.5m)		6220	Refer TCS 4,5 & 6	Refer fig e of IRC SP 48-1998 (Page71)
C	Unlined Surface drain		17588		

## 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) meter length, if the carriageway width is different from 7.5 (seven point five) meters in the table below.]

Refer – Two lane manual IRC SP 73 -2018, fig. 7.6 for bridges

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Sl. No.	Bridge (km)	Width of carriage way (m) and Cross – Sectional feature
1	12+915	13m c'way + 1.5m paved footpath with Crash barrier (b/s)
2	17+900	-do-

- (c) The following structures shall be provided with footpaths:  
[Refer to the provision of relevant Manual and provide details of new Structures with footpath.]

**Refer – Two lane manual IRC SP 73 -2018, fig. 7.6 for bridges**

Sl. No.	Location (km)	Remarks
1	12915	Minor Bridge, 1.5m paved footpath (b/s) with crash barrier
2	17900	-do-

- (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:

Sl. No.	Location (km)	Utility services to be carried	Remarks
1	12915		Minor Bridge

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Sl. No.	Location (km)	Utility services to be carried	Remarks
2	17900		Minor Bridge

(f) Cross-section of the new culverts and bridges at deck level for the project highway shall confirm to the typical cross- sections given in the provision of manual.

(g)

**(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 Box culverts:

Sl. No.	Design Chainage (Km)	Proposal	Type	Size(m)	Remarks
1	2150	Reconstruction	Box Culvert	1x 3x3	Cushion
2	5830	Reconstruction	Box Culvert	1x 3x3	Without Cushion
3	7425	Reconstruction	Box Culvert	1x 3x3	Cushion
4	7880	Reconstruction	Box Culvert	1x2x2	Without Cushion
5	8490	Reconstruction	Box Culvert	1x5x4	Cushion
6	10475	Reconstruction	Box Culvert	1x 3x3	Without Cushion
7	10930	Reconstruction	Box Culvert	1x2x2	Without Cushion
8	15530	Reconstruction	Box Culvert	1x2x2	Without Cushion
9	17070	Reconstruction	Box Culvert	1x2x2	Without Cushion

**(c) Widening of existing culverts**

All existing culverts which are not to be reconstructed shall be widened to the road

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way width of the Project Highway as per the typical cross section given in section 7 of the Manual. Repairs and strengthening of existing structures where required shall be carried out.

Sl. No.	Culvert location	Type, span, height and width of existing culvert (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.	Design Chainage (Km)	Type	Size(m)	Remarks
1	0+150	Box Culvert	1x2x3	Without Cushion
2	0+550	Box Culvert	1x4x3	Without Cushion
3	0+785	Box Culvert	1x2x2	Without Cushion
4	1+200	Box Culvert	1x2x2	Without Cushion
5	1+540	Box Culvert	1x2x2	Without Cushion
6	1+850	Box Culvert	1x2x2	Without Cushion
7	2+500	Box Culvert	1x2x2	Without Cushion
8	2+835	Box Culvert	1x2x3	Without Cushion
9	3+170	Box Culvert	1x 3x3	Without Cushion
10	3+570	Box Culvert	1x2x2	Without Cushion
11	3+850	Box Culvert	1x2x2	Without Cushion
12	4+200	Box Culvert	1x2x2	Without Cushion
13	4+550	Box Culvert	1x2x2	Without Cushion
14	4+900	Box Culvert	1x2x2	Without Cushion

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Sl. No.	Design Chainage (Km)	Type	Size(m)	Remarks
15	5+150	Box Culvert	1x2x2	Without Cushion
16	5+500	Box Culvert	1x2x2	Without Cushion
17	6+120	Box Culvert	1x 3x3	Without Cushion
18	6+500	Box Culvert	1x2x2	Without Cushion
19	6+850	Box Culvert	1x 3x3	Without Cushion
20	7+710	Box Culvert	1x 3x3	Without Cushion
21	8+100	Box Culvert	1x 3x3	Cushion
22	8+780	Box Culvert	1x2x2	Without Cushion
23	9+100	Box Culvert	1x 3x3	Without Cushion
24	9+500	Box Culvert	1x2x2	Without Cushion
25	9+800	Box Culvert	1x2x2	Without Cushion
26	10+100	Box Culvert	1x2x2	Without Cushion
27	10+700	Box Culvert	1x 3x3	Without Cushion
28	11+410	Box Culvert	1x 3x3	Cushion
29	11+750	Box Culvert	1x2x2	Without Cushion
30	12+110	Box Culvert	1x2x2	Without Cushion
31	12+525	Box Culvert	1x 3x3	Cushion
32	12+690	Box Culvert	1x5x4	Cushion
33	13+130	Box Culvert	1x2x2	Without Cushion
34	13+440	Box Culvert	1x2x2	Without Cushion
35	13+740	Box Culvert	1x2x2	Without Cushion

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Sl. No.	Design Chainage (Km)	Type	Size(m)	Remarks
36	14+040	Box Culvert	1x2x2	Without Cushion
37	14+390	Box Culvert	1x2x2	Without Cushion
38	14+690	Box Culvert	1x2x2	Without Cushion
39	15+040	Box Culvert	1x2x2	Without Cushion
40	15+190	Box Culvert	1x 3x3	Cushion
41	15+650	Box Culvert	1x2x2	Without Cushion
42	15+970	Box Culvert	1x2x2	Without Cushion
43	16+290	Box Culvert	1x2x3	Without Cushion
44	16+590	Box Culvert	1x2x2	Without Cushion
45	16+850	Box Culvert	1x2x2	Without Cushion
46	17+390	Box Culvert	1x2x2	Without Cushion
47	17+790	Box Culvert	1x5x4	Without Cushion

**Note:**

- i. The location of additional culvert may change as per site with approval of Client/Authority Engineer.
- (e) Repairs/ Replacement 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
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Nil
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- (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 major/minor bridges at the following locations shall be reconstructed as new structures:

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

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

Attach GAD\*

**Note:** PCC work shall be done on embankment slope of each bridge approach.

- (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 GAD\*

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**(b) Additional New Bridges**

- (i) **Major Bridges:** - New major bridge 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)	Span Arrangement (m)	Total proposed length(m)	Remarks
Nil				

- (ii) **Minor Bridges:** - New minor 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)	Span Arrangement (m)	Total Length (m)	Remarks
1	12+915	2x25	50	
2	17+900	1x25	25	

**Note:** PCC (M-15 grade) work shall be done on embankment slope of each bridge approach on both side.

- (c) **The railings of existing bridges shall be Reconstruction 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 under taken as follows:**

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

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SI. No.	Location (km)	Remarks
Nil		

**(e) Drainage system for bridge decks**

An effective drainage system for bridge decks shall be provided as specified in paragraph 7.21 of the 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**

Design, construction and detailing of ROB/RUB shall be as specified in section 7 of the Manual. (Refer to the provision of relevant Manual and specify modification, if any)

**(a) Road Over-Bridges**

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

SI. No.	Location of Level crossing (km)	Length of RoB (m) except approach length	Type of structure	Remarks
Nil				

**(b) Road under-Bridges**

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

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Sl. No.	Location of Level crossings (km)	Number and length of Span (m)
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**

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

**B. ROB / RUB**

Sl. No.	Location of ROB/RUB (km)	Nature and Extent of Repairs / Strengthening to be carried out
Nil		

**C. Overpass / Underpass and Other structures****Schedule -D, Pkg VII**

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Sl. No.	Location of Structure (km)	Nature and Extent of Repairs / Strengthening to be carried out
Nil		

**(vii) List of Major Bridges and Structures**

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

Sl. No.	Location (Design Chainage km)
Nil	

**8. TRAFFIC CONTROL DEVICES AND ROAD SAFETY WORKS**

- (i) Traffic control devices like **markers, signs and signal devices used to inform, guide and control traffic** and road safety works shall be provided in accordance with the provision of relevant manual adjacent to built-up areas, junctions and as per site requirements.
- (ii) Specification of the reflective sheeting. [Refer to the provision of relevant manual]

**9. ROADSIDE FURNITURE**

- (i) Roadside furniture like Sign Boards, Over Head Gantry Boards, Cantilevers, Raised Pavement Markers etc shall be provided in accordance with the provisions of Two lane manual IRC: SP: 73-2018.
- (ii) Overhead traffic signs: 4 nos.

Sl. No.	Location of Overhead sign board
1	Km 0+000
2	Km 1+300

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Sl. No.	Location of Overhead sign board
3	Km 11+400
4	Km 17+100

The above locations may change as per site requirement in consultation with the Authority's Engineer

#### 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:

Sl. No.	Location stretch from (km) to (km)	LHS/RHS
This shall be Provided at High Embankment and at sharp curve locations.		

#### a) Breast Walls - Breast wall shall be used with minimum length:-

Sl. No.	Description	LHS (m)	RHS (m)
1	Breast Wall 1m height	299	331
2	Breast Wall 2m height	429	475
3	Breast Wall 3m height	338	374
4	Breast Wall 4m height	234	260
	<b>Total</b>	<b>1300</b>	<b>1440</b>

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Chainage From	Chainage To	Length (m)	Breast wall (Left) Rm	Chainage From	Chainage To	Length (m)	Breast wall (Right) Rm
620	640	20	Breast wall 1-4 m	720	740	20	Breast wall 1-4 m
840	920	80	Breast wall 1-4 m	840	920	80	Breast wall 1-4 m
5320	5640	320	Breast wall 1-4 m	5300	5640	340	Breast wall 1-4 m
5740	5760	20	Breast wall 1-4 m	5720	5780	60	Breast wall 1-4 m
7520	7540	20	Breast wall 1-4 m	7480	7560	80	Breast wall 1-4 m
11640	11740	100	Breast wall 1-4 m	11100	11140	40	Breast wall 1-4 m
13260	13320	60	Breast wall 1-4 m	11660	11760	100	Breast wall 1-4 m
13580	13600	20	Breast wall 1-4 m	13260	13320	60	Breast wall 1-4 m
15660	15940	280	Breast wall 1-4 m	13420	13460	40	Breast wall 1-4 m
16320	16440	120	Breast wall 1-4 m	13520	13540	20	Breast wall 1-4 m
16560	16620	60	Breast wall 1-4 m	15640	15800	160	Breast wall 1-4 m
16940	16980	40	Breast wall 1-4 m	15880	15940	60	Breast wall 1-4 m
17220	17300	80	Breast wall 1-4	16320	16360	40	Breast wall 1-4

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Teliamura - Harina (NH-208)

NH km 127.319 to km 145.319

Pkg Design km 0.00 to km 18.00

Chainage From	Chainage To	Length (m)	Breast wall (Left) Rm	Chainage From	Chainage To	Length (m)	Breast wall (Right) Rm
			m				m
17360	17400	40	Breast wall 1-4 m	16420	16440	20	Breast wall 1-4 m
17960	18000	40	Breast wall 1-4 m	16540	16640	100	Breast wall 1-4 m
				16900	16960	60	Breast wall 1-4 m
				17200	17300	100	Breast wall 1-4 m
				17380	17400	20	Breast wall 1-4 m
				17960	18000	40	Breast wall 1-4 m

Note: The above length & height of breast wall is minimum & any increase in the length/Qty of Breast wall as per site requirements may not be considered as positive change of scope.

b) **Retaining wall** – Retaining wall (for embankment protection/ in pond areas / water logged areas shall be used at following locations:-

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Teliamura - Harina (NH-208)

NH km 127.319 to km 145.319

Pkg Design km 0.00 to km 18.00

Sl. No.	Description	LHS (m)	RHS (m)
1	Retaining wall 1.5m height	1226	
2	Retaining wall 3.0m height	214	
3	Retaining wall 1.5m height in Pond areas	360	
	<b>Total</b>	<b>1800</b>	

Chainage From	Chainage To	Length (m)	Retaining wall (Left) Rm	Chainage From	Chainage To	Length (m)	Retainingwall (Right) Rm
4600	4720	120	RW 1.5 & 3.0 m	1300	1320	20	RW 1.5 & 3.0 m
5840	5900	60	RW 1.5 & 3.0 m	4600	4720	120	RW 1.5 m
7320	7420	100	RW 1.5 & 3.0 m	4980	5000	20	RW 1.5 m
8040	8120	80	RW 1.5 & 3.0 m	7320	7420	100	RW 1.5 m
8420	8520	100	RW 1.5 & 3.0 m	8000	8120	120	RW 1.5 m
11420	11480	60	RW 1.5 & 3.0 m	8420	8520	100	RW 1.5 m
				9220	9240	20	RW 1.5 m
				11440	11480	40	RW 1.5 m
				14500	14520	20	RW 1.5 m
				15220	15360	140	RW 1.5 m
				16700	16740	40	RW 1.5 m
				17460	17540	80	RW 1.5 m
				17780	17840	60	RW 1.5 m
				17880	17920	40	RW 1.5 m

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Pkg Design km 0.00 to km 18.00

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**Note:** The above length & height of retaining wall is minimum & any increase in the length/Qty of retaining wall as per site requirements may not be considered as positive change of scope.

**2. W-Beam Crash Barrier (along High Embankment & Bridge approach )**

- W Beam crash barrier shall be provided in minimum length of 7120 m,

S. No.	Chainage		Length	Side	Remarks
	From	To			
1	160	260	100	RHS	
2	280	520	240	BHS	
3	1240	1320	80	BHS	
4	1340	1400	60	LHS	
5	1860	2060	200	BHS	
6	2080	2160	80	RHS	

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S. No.	Chainage		Length	Side	Remarks
	From	To			
7	4600	4700	100	BHS	
8	4920	5000	80	BHS	
9	5820	6180	360	BHS	
10	7280	7440	160	BHS	
11	7720	7800	80	RHS	
12	8000	8140	140	BHS	
13	8320	8520	200	BHS	
14	8540	8620	80	LHS	
15	9100	9160	60	RHS	
16	9200	9260	60	BHS	
17	10740	10820	80	BHS	
18	10840	10920	80	LHS	
19	11400	11500	100	BHS	
20	11820	12000	180	BHS	
21	12520	12800	280	BHS	
22	13820	13880	60	BHS	
23	14180	14240	60	BHS	
24	14420	14540	120	BHS	
25	15060	15380	320	BHS	
26	16660	16740	80	BHS	
27	17100	17160	60	LHS	
28	17440	17620	180	BHS	

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S. No.	Chainage		Length	Side	Remarks
	From	To			
29	17740	17920	180	BHS	

**Note:** The above length of W beam crash barrier is minimum & any increase in the length of crash barrier as per site requirements may not be considered as positive change of scope.

3. **Relocation of common properties resources, boundary wall etc falling within RoW** - Contractor shall relocate all various structure along the alignment falling within RoW of the Project.
  - 3 (i) Contractor shall dismantled and new-construction of BSF camp boundary wall (including check post etc as per site requirement) near km 4+500 (approx. length 400m)
4. The traffic signs installed will be minimum but not limited to as specified in under table:-

Item	Ref. to MoRTH Spec.	Description	Unit	Quantity
8.01	803	<b>Road Marking: - Lane, Centre Line, Pedestrian crossing</b>	Sqm	<b>6964.00</b>
8.02	803	Directional Arrows, letter marking etc.	Sqm	320.00
8.03	801	Advance Direction signs size 1800X1200 mm	Sqm	25.92
8.04	801	Village name boards size 600X900 mm	Sqm	19.44
8.05	801	Place Identification signs size 600X800 mm	Sqm	5.28
8.06	801	90 cm Triangle	Nos.	55.00
8.07	801	90 cm Octagon	Nos.	40.00
8.08	801	Hazard plate 300X900 mm	Sqm	6.75
8.09	801	60 Cm circular	Nos.	20.00

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**NH km 127.319 to km 145.319**

**Pkg Design km 0.00 to km 18.00**

Item	Ref. to MoRTH Spec.	Description	Unit	Quantity
8.10	802	Providing and erecting overhead signs with a corrosion resistance 2mm thick aluminium alloy sheet reflectorized with high intensity retroreflective sheeting of encapsulated lense type with vertical and lateral clearnace given in clause 802.2 an 802.3 and installed as per clause 802.7 over a designed support system of alumunium alloy or galvinised steel trestless and trusses of section and type as per structural design requirements and approve plans and MorT&H technical specification clause 802		
a		Truss and Vertical support	MT	6.00
b		Allumunium alloy plate for over head sign	Sqm	47.08
8.11	806	Boundary Stone	Nos.	182.00
8.12	804	Reinforced Cement concrete M15 grade kilometre stone of standard design as per IRC 8, fixing in position including printing and painting, etc. as per drawing and MoRTH&H Technical specification clause 804.		
a		5th Km Stone (Precast)	Nos.	3.00
b		Ordinary Km Stone (Precast)	Nos.	15.00
c		Hectometer Stone (Precast)	Nos.	72.00
8.13	805	<b>Road Delineators</b> - Supplying and installation of delineators (road way indicators, hazard markers, object marker), 80-100cm high above ground level, painted black and white in 15cm white strips, fitted with 80x100mm rectangular or 75mm dia circular reflectorised panel at the top, buried or pressed into the ground and confirming to IRC 79 and the drawings and MoRTH&H Technical specification clause 805.	Nos.	228.00
8.14		Painting two coats after filling the surface with synthetic enamel paint in all shades on new plastered concrete surfaces as per MoRT&H technical	Sqm	20.88

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Item	Ref. to MoRTH Spec.	Description	Unit	Quantity
		specification clause 803.		

## 12. Special Requirement for Hill Roads:

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

## 13. *Change of Scope*

The length of Structures and bridges specified here in above 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 Article13.

## 14. UTILITY SHIFTING

Shifting of obstructing utilities to an appropriate location in accordance with the standards and specifications of concern utility owning departments is a part of scope of work for the contractor. The bidder may visit the site and assess the quantum of shifting of utilities for the project before submission of their bid. Copy of Utility

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### Schedule -D, Pkg VII

Teliamura - Harina (NH-208)

NH km 127.319 to km 145.319

Pkg Design km 0.00 to km 18.00

relocation plan is enclosed. The specifications are to be as per the specification of concerned utility owning department.

Brief details of shifting of utilities are as below:

(i) **Electrical utilities:**

(a) **Extra High Tension Lines (EHT lines)**

Sr.No	Chainage(km)		Circuit (TC/DC/SC)	Crossings (Nos)		Poles		Conductor		Size of cable
	From	To		Over Head	Under Ground	Tower truss/ Unipole	No.	No.	Size	
1.										

(b) **High Tension lines (HT Lines)**

Sr. No.	Chainage(km)		Type of Circuit (TC/DC/SC)	Poles		Conductor		Cable		Crossing		Transformer	
				Type	No.	No/length	Size	No/leng th	Size	U/ G	OH	Capaci ty	No. .
1.	0.00	18.00		12m Long GI Swaged Tubular Pole	92	72.1 KM	ACSR(Dog)(7/1.5 7/6/4.72 mm)	0.34KM	PVC Cable 120sqmm			63KVA	4
2.				11m Long GI Swaged Tubular Pole	108			.360KM	PVC 70mm Sq			25KVA	1
				9m Long GI Swaged Tubular Pole	80								
3.								2.00KM	PVC 10mm Sq			100 KVA	1

© **Low Tension lines (LT Lines)**

Sr. No.	Chainage(km)	Type of Circuit	Poles	Conductor	Cable	Crossing	Transformer
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**NH km 127.319 to km 145.319**

**Pkg Design km 0.00 to km 18.00**

			(TC/DC/SC)	Type	No.	No/length	Size	No/length	Size	U/G	OH	Capacity	No.
1.	0.00	18.00		8m Long GI Swaged Tubular Pole	98	21.2 KM	8 swg gi wire	4.00KM	PVC 4mm Sq			16/10 KVA 1 Phase	1
2.				9m Long PCC Pole	21								
				8m Long PCC Pole	22								

(ii) Public Health Utilities (Water/Sewage Pipe Lines)\*

The Site included the following public Health utilities:

Sr. No.	Chainage(km)		Type of Lines (Pressure/Under Gravity)	Pipe			Sluice Valve	Crossings	
	From	To		Type	Nos.	Size		Nos.	Nos
	0.00	18.00		Rigid UPVC Pipe	1	Class 3 50mm OD Length (220+100)M	9	1	100M
	0.00	18.00		Rigid UPVC Pipe	1	Class 3 90mm OD Length (400+1150)M			
	0.00	18.00		Rigid UPVC Pipe	1	Class 3 110mm OD Length (500+100)M			
	0.00	18.00		Rigid UPVC Pipe	1	Class 3 140mm OD Length 50M			
	0.00	18.00		Flexible PVC Pipe	1	Dia 15mm Length (200)m			
	0.00	18.00		DI Class 7 Pipe	1	Dia 150mm Length (400+)M			
	0.00	18.00		DI Class 7 Pipe	1	Dia 80mm Length 2350M			
	0.00	18.00		DI Class 7 Pipe	1	Dia 100 Length 1000M and Dia 125mm 100m			
	0.00	18.00		GI Pipe	1	For Rod Crossing Length 100M			
				GI Pipe	1	Dia 150mm Length 30M			
Minor Irrigation Project				UPVC Distribution Pipe Line		80x50mm dia Length 5 Nos			
						90mm dia 42m,			

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NH km 127.319 to km 145.319

Pkg Design km 0.00 to km 18.00

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						110mm dia 6m, 140mm dia 6m and 160mm dia 198m			
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**Note:-**

- a) The type/spacing/size/specifications of poles/towers/lines/cables to be used in shifting work are as per the guidelines of utility owning department and it is solely between the Contractor and the utility owning department. No change of scope shall be eligible or no cost shall be eligible or no cost shall be paid for using different type/spacing/size/specifications in shifted work in comparison to those in the existing or for making any overhead crossings to underground as per requirement of utility owning department/construction of project highway. The Contractor shall carry out joint inspection with utility owning department and get the estimates sanctioned from utility owning department. The assistance of the Authority is limited to giving forwarding letter on the proposal of contractor to utility owning department whenever asked by the Contractor. The decision/approval of utility owning department shall be binding on the Contractor. No CoS or no cost shall be eligible on any account.
  
- b) The supervision charges at the rates/charges applicable between implementing agencies of MoRT&H and utility owning department shall be paid directly by the Authority to the Utility Owning Entity as and when Contractor furnishing a demand of Utility Owning Department along with a copy of sanctioned estimate.
  
- c) The credit of dismantled materials has been accounted for in the estimated cost. The dismantled material/scrap of existing Utility to be shifted/dismantled shall belong to the Contractor/Concessionaire who would be free to dispose-off the dismantled material as deemed fit by them. If the Contractor is forced to deposit the dismantled material to utility owning department then the amount of credit for dismantled material indicated in the sanctioned estimates of utility owning department will be reimbursed to the Contractor after submitting the duly authenticated receipt of the dismantled material from utility owning department to the Authority.
  
- d) The utilities shall be handed over after shifting work is completed to Utility Owning Department up to their entire satisfaction. The maintenance liability shall rest with the Utility Owning Department after handing over process is completed, as far as utility shifting works are concerned.

\*\* The trees felling within proposed RoW have to be shifted by the contractor.

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**NH km 127.319 to km 145.319**

**Pkg Design km 0.00 to km 18.00**

(Schedule B-1)				
Teliamura to Sabroom Road from km 0+000 to km 18+000 (Package-I)				
Sr. No	Type of Utility	Unit	Quantity	Location/Stretch LHS/RHS
A	Electrical Utilities			
A1	<b>Electrical Poles</b>	Nos.		
(i)	GI S.T pole 12 m H/D (Galvanised)	Nos.	92	
(ii)	GI S.T pole 11 m H/D (Galvanised)	Nos.	108	
(iii)	GI S.T pole 9 m H/D (Galvanised)	Nos.	80	
(iv)	GI S.T pole 8 m H/D (Galvanised)	Nos.	98	
A2	<b>Electrical cables</b>			
i	ACSR DOG Conductor	kms	72.1	
ii	8 SWG GI Wire	kms	21.2	
iii	ACSR Weasel Conductor	kms	47.58	
iv	120 sqmm. PVC Cable	meters	340	
v	70 sqmm PVC Cable	meters	360	
vi	4 sq mm PVC Cabte	meters	4000	
vii	10 sq mm pVC Cabte	meters	2000	
viii	GI Stay wire	Kgs	1175	
A3	<b>Re-construction/shifting of 11/0.44 KV, 63KVA Sub-station</b>	Nos.	0	
A4	<b>Re-construction/shifting of 11/0.44 KV, 25KVA Sub-station</b>	Nos.	0	
B	<b>Water/Sewage pipeline</b>			
B1	<b>Water supply pipeline (Public Health Engineering Dept., PHED)</b>			
	150 mm GI Pipe dia nominal bore	meters	530	
a	<b>Supplyng fitting fixing and Laying of G.I. pipes ln</b>			

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	<b>trenches including carriage of pipes from stock yard to the site within a distance of 8 km. Except socket joints, all fittings required for the work will be paid extra as per current schedule of rates. Trenching and earth filling is also</b>			
(i)	15mm dia nominal bore	meters	200	
(ii)	50mm dia nominal bore	meters	220	
(iii)	80mm dia nominal bore	meters	2350	
(iv)	90 mm dia nominal bore	meters	4400	
(v)	100 mm dia nominal bore	meters	1000	
(vi)	110 mm dia nominal bore	meters	600	
(vii)	150 mm dia nominal bore	meters	530	
b	<b>Labour charge for laying, fitting and fixing of GI Pipe in trenches in line and level with special fitting, fixing &amp; clearing the inside of pipe all complete as directed (old pipes)</b>			

**Schedule -D, Pkg VII****Teliamura - Harina (NH-208)****NH km 127.319 to km 145.319****Pkg Design km 0.00 to km 18.00**

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**SCHEDULE - C**  
(See Clause 2.1)

**PROJECT FACILITIES**

**1**     *Project Facilities*

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

- (a) Toll plaza;
- (b) Roadside furniture;
- (c) Pedestrian facilities;
- (d) Tree plantation;
- (e) Truck lay-byes;
- (f) Bus stop and bus shelters;
- (h) Rest areas; and
- (i) Others to be specified

**2**     *Description of Project Facilities*

Each of the Project Facilities is described below showing:

**(a) Toll Plaza**

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

S. No.	Toll Plaza Location (Design Chainage in Km)
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Nil
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**(b) Road side Furniture**

- i) **Traffic Signs and Pavement Markings:**  
Traffic signs and pavement markings includes roadside signs, overhead signs, and road marking along the Project Road.

Cautionary, mandatory and informatory signs are provided depending on the situation and function they perform in accordance with the IRC: 67-1997 guidelines for Road Signs. The different types of road signs are proposed to be provided are:

- i. Mandatory /Regulatory
- ii. Cautionary /Warning
- iii. Directional
- iv. Hazard Markers
- v. Informa Tory

Overhead signboard will be installed as per locations mentioned in schedule ‘B’. provision has been made in the estimate for installation of road signs of various types.

Markings:

Longitudinal markings

- : centre lines
- : edge lines
- : Width transition
- : obstructions ahead

Intersections.

- : Stop lines
- : Word “Stop”
- : Pedestrian crossings.
- : Approach to intersection.

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: Direction arrows.

: Continuity lines

: Traffic island.

Parking:

: Bus stop

- ii) Traffic signs and pavement markings shall include road side signs, overhead signs, curve mounted signs and road marking along the project highway. The location for these provisions shall be finalized as per manual.
- iii) Boundary stones -  
Boundary stone shall be fixed on either side of the road land opposite every 200m stone and kilometre stone (as per IRC-25).
- iv) 5th Km stone/ Hectometre / Kilometre stones – Refer Schedule ‘B’
- v) Delineators and studs: Studs (100mm\*100mm) with reflective panels of dual prismatic cube capable of providing total reflection of light entering the lens face for lane marking and delineators or night time visibility shall be provided for the locations where extra width is proposed.

**(c) Pedestrian Facilities**

The additional pedestrian facilities in the form of guard rails, footpath, lighting etc shall be provided wherever required as per the provisions of IRC: 103-2012.

**(d) Landscaping and Tree Plantation**

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

**(e) Truck Lay-byes**

Truck lay byes shall be provided at the following locations.

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**Pkg Design km 0.00 to km 18.00**

Sl. No.	Proposed Chainage (Km)
Nil	

**(f) Bus Bays**

Bus lay byes shall be provided at the following locations.

Sl. No.	Design Chainage (Km)		Remarks
	LHS	RHS	
1	1.430	1.020	
2	17.200	16.965	

**(g) Rest Areas,**

Nil.

**(h) Others****1. Highway Lighting**

Shall be provided as per manual at below locations –

Sl. No	Design Chainage (Km)		Length (m)
	From	To	
1	0+550	0+900	350
2	2+600	3+200	600
3	3+800	4+300	500
4	12+800	13+300	500

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Sl. No	Design Chainage (Km)		Length (m)
	From	To	
5	17+500	17+700	200
		Total Length =	<b>2+150</b>

**Note:** The above length is minimum & any increase in the length/Qty as per site requirements may not be considered as positive change of scope.

## 2. Highway Patrol

As per manual

## 3. Ambulances

As per manual

## 4. Cranes

As per manual

## 5. Traffic Aid Post

Traffic aid post shall be provided in consultation with Authority Engineer, the tentative locations for Traffic Aid post is as under –

Sl. No.	Location for Traffic Aid Post
1	Near km 0+950

## 6. Rainwater Harvesting

As per Ministry of Environment and Forests Notification, New Delhi dated 14/01/1997

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(as amended on 13/01/1998, 05/01/1999 & 6/11/2000), the construction of Rain water, harvesting structure is mandatory in and around Water Crisis area, notified by the Central Ground Water Board.

In this section the contractor shall provide minimum 43 nos. of rain water harvesting system.

Sl. No.	Location for Rain water harvesting
1	Near km 0+800
2	Near km 3+200
3	Near km 5+500
4	Near km 8+500
5	Near km 11+300
6	Near km 13+400
7	Near km 15+900
8	Near km 17+800

The above locations of Rain water Harvesting is tentative and may change as per site requirement on approval of Client/ Authority Engineer.

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**NH km 127.319 to km 145.319**

**Pkg Design km 0.00 to km 18.00**

**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 Lanning of Highways (IRC: SP: 73-2018), referred to herein as the Manual.]

[Note: Specify the relevant manual, specification and standards]

**3** *Design Standards for Utility Shifting*

As regards, the work of utility shifting, the relevant specification, relevant rules, regulations and acts of Utility owning Departments/Agencies shall be applicable.

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**NH km 127.319 to km 145.319**

**Pkg Design km 0.00 to km 18.00**

**Annex - I**  
(Schedule-D)

**Specifications and Standards for Construction**

**1 Specifications and Standards**

All Materials, works and construction operations shall conform to the Manual of Specifications and Standards for Two-Lanning of Highways (IRC:SP:73-2018), 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 as set forth below:-
- (iii) [Note 1: Deviations from the aforesaid specification and standards shall be listed out here. Such deviations shall be specified only if they are considered essential in view of project – specify requirements.]

Clause Referred in Manual	Item	Provision as per Manual	Modified Provision	Remarks
2.2.1	Minimum design speed in Plain & Rolling Terrain	100kmph/ 80kmph	At 1 location listed below, where the horizontal curve radius is not meeting the criteria as per clause 2.9.4 and table 2.5 of IRC: SP: 73-	Speed is restricted for Curve having radius listed below -

Clause Referred in Manual	Item	Provision as per Manual	Modified Provision	Remarks
			2018.	
2.2.1	Minimum design speed in Mountainous & Steep Terrain	60kmph/40kmph	No deviation	

### 3. Deficient curve details:

1 Horizontal curve which comes under deviation are listed below:

Sl. No.	HORIZONTAL CURVE				Transiti on length	Speed (Kmph)	Reason for Deviation
	Start Chainage	End Chainage	Radius	Direction			
1	2+824.288	3+054.713	150	Right	30	50	Govt.College

### 4 Deviations in Vertical improvement of Project Road are –

There is no any vertical curves comes under deviation.

**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

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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
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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>	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

<b>(Pavement of MCW, Service Road, Grade structure,</b>	Skid	Skid Resistance no. at different speed of vehicles	Bi-Annually	SCRIM (Sideway-force)	IRC:SP:83-2008	180 days	IRC:SP:83 - 2008
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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	40m m	Daily	Length Measuremen	IRC	7-15 days	MORT&H Specification n 408.4
	Slope of camber/cross fall	Nil	<2% variation in prescribed slope of camber /cross fall	Daily			7-15 days	MORT&H Specification n 408.4

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	Embankment Slopes	Nil	<15 % variation in prescribe	Daily	t Unit like Scale, Tape, odometer etc.		7-15 days	MORT&H Specification 408.4
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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, and stitch if L >

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			3	w = 0.5 - 1.5 mm, discernible from fast-moving car	Seal without delay	lm. Within 7days
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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	<b>Single Transverse (or Diagonal) Crack intersecting with one or more joints</b>	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.	Staple or Dowel Bar Retrofit.
			2	w = 0.2 - 0.5 mm, discernible from slow vehicle	Within 7 days	Within 15days
			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	

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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 mm, discernable from slow moving vehicle	Seal with epoxy, if L > 1 m.  Within 7 days	Staple or dowel bar retrofit.  Within 15days
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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		

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			5	w > 12 mm, usually associated with spalling, and/or slab rocking under traffic	Not Applicable, as it may be full depth	Full Depth Repair Dismantle and reconstruct affected portion as per norms and specifications -
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S. No.	Type of Distress	Measured Parameter	Degree of Severity	Assessment Rating	Repair Action	
					For the case $d < D/2$	For the case $d > D/2$
						See Para 5.6.4 Within 15 days
4	Multiple Cracks intersecting with one or more joints	w = width of crack	0	Nil, not discernible	No Action	-
			1	w < 0.2 mm, hair cracks	Seal, and stitch if L > 1 m.	
			2	w = 0.2 - 0.5 mm. discernible from slow vehicle	Within 15 days	
			3	w = 0.5 - 3.0 mm, discernible from fast vehicle	Full depth repair within 15 days	
			4	w = 3.0 - 6.0 mm panel broken into 2 or 3 pieces		
					Dismantle, Reinststate subbase, Reconstruct whole slab as per specifications within	

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			5	w > 6 mm and/or panel broken		30 days
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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	<b>Corner Break</b>	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	Seal with epoxy seal with epoxy Within 7days
			2	w < 1.5 mm; L < 0.6 m, only one corner broken	secure broken parts Within 7 days	
			3	w < 1.5 mm; L < 0.6 m, two corners broken	Partial Depth (Refer Figure 8.3 of IRC:SP: 83-2008)	Full depth repair
			4	w > 1.5 mm; L > 0.6 m or three corners broken		

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			5	ree or four corners broken	Within 15 days	Reinstate sub-base, and reconstruct the
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S.No.	Type of Distress	Measured Parameter	Degree of Severity	Assessment Rating	Repair Action	
					For the case $d < D/2$	For the case $d > D/2$
						slab as per norms and specifications within 30days
6	Punchout to Continuous Reinforced Concrete Pavement (CRCP) only)	w = width of crack L = length (m/m <sup>2</sup> )	0	Nil, not discernible		No Action
			1	$w < 0.5 \text{ mm}; L < 3 \text{ m/m}^2$	Not Applicable, as it may be 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		

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			5	w > 3 mm, L > 3 m/m <sup>2</sup> and deformation	damaged area taking care not to damage reinforcement. Within 30days
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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	r = area damaged or surface/total surface type of slab (%) h = maximum depth of damage	0	Nil, not discernible	<b>Short Term</b>	<b>Long Term</b>
					No action.	Not Applicable
			1	$r < 2\%$	Local repair of areas damaged	
			2	$r = 2 - 10\%$	and liable to be damaged. Within 15 days	
		3	$r = 10-25\%$	Bonded Inlay, 2 or 3 slabs		

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			4	r = 25 - 50 %	if affecting.	
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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	<b>Short Term</b>	<b>Long Term</b>
					No action.	
			1	$r < 2\%$	Local repair of areas damaged and liable to be damaged. Within 7days	Not Applicable
			2	$r = 2 - 10\%$		

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

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			4	t = 0.3 - 0.1 mm	
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S. No.	Type of Distress	Measured Parameter	Degree of Severity	Assessment Rating	Repair Action	
					For the case $d < D/2$	For the case $d > D/2$
			5	$t < 0.1 \text{ mm}$	Diamond Grinding if affecting 50% or more slabs in a continuous stretch of minimum 5 km. Within 30 days	
10	Popout (Small Hole), Pothole Refer Para 8.4	$n = \text{number/m}^2$ $d = \text{diameter}$ $h = \text{maximum depth}$	0	$d < 50 \text{ mm}; h < 25 \text{ mm}; n < 1 \text{ per } 5 \text{ m}^2$	No action.	Not Applicable
			1	$d = 50 - 100 \text{ mm}; h < 50 \text{ mm}; n < 1 \text{ per } 5 \text{ m}^2$	Partial depth repair 65 mm	

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			2	d = 50 - 100 mm; h > 50 mm; n < 1 per 5 m <sup>2</sup>	deep. Within 15 days	
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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	

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

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			5	Severe; w > 3 mm negligible protection against ingress of water	Clean, widen and reseal the joint. Within 7 days
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				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.

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

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			2	h = 6 - 12 mm	Install Signs to Warn Traffic	
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			<b>3</b>	h = 12 - 25 mm	within 7 days	
			4	h > 25 mm	Full Depth Repair. Within 30 days	
			5	shattered slabs, ie 4 or more pieces	Replace broken slabs. Within 30 days	
15	<b>Depression</b>	h = negative vertical displacement from normal profile L =length	0	Not discernible, h < 5 mm	No action.	Not Applicable
			1	h = 5 - 15 mm		
			2	h = 15-30 mm, Nos <20% joints	Install Signs to Warn Traffic within 7 days	
			3	h = 30 - 50 mm		
			4	h > 50 mm or > 20% joints	Strengthen subgrade. Reinstate pavement at normal level	

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			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	<b>Short Term</b>	<b>Long Term</b>
				$< 3\text{mm}$	No action.	
			1	$f = 3 - 10 \text{ mm}$	Spot repair of shoulder	
			2	$f = 10 - 25 \text{ mm}$	within 7 days	

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			3	f = 25 - 50 mm	Fill up shoulder	
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			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		
<b>Drainage</b>						
19	<b>Pumping</b>	quantity of fines and water expelled through open joints and cracks Nos	0	not discernible	No Action	Inspect and repair sub-drainage at distressed sections and upstream.
			1 to 2	slight/ occasional Nos < 10%	Repair cracks and joints Without delay.	
			3 to 4	appreciable/ Frequent 10 - 25%	Lift or jack slab within 30 days.	

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		Nos/100 m stretch	5	abundant, crack development > 25%	Repair distressed pavement sections. Strengthen subgrade and subbase. Replace slab.  Within 30 days	
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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
Highway	Availability of Safe Sight Distance	As per IRC SP :73-2018, a minimum of safe stopping sight distance shall be available throughout.			Monthly	Manual Measurements with Odometer along with video/ image backup	Removal of obstruction within 24 hours, in case of sight line affected by temporary objects such as trees, temporary encroachments.  In case of permanent structure or design deficiency: Removal of obstruction/improvement of deficiency at the earliest Speed Restriction boards and suitable traffic calming measures such as transverse bar marking, blinkers, etc. shall be applied during the period of rectification.		IRC SP :73-2018
		<b>Design Speed, kmph</b>	<b>Desirable Minimum Sight Distance (m)</b>	<b>Safe Stopping Sight Distance (m)</b>					
		100	360	180					
		80	240	120					

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

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<u>Initial and Minimum Performance for Night Visibility under wet condition (Retro reflectivity):</u>				
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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

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Retro reflectivity	As per specifications in IRC:67-2012	Bi-Annually	Testing of each	change of signboard	of	48 hours in case of Mandatory	RC:67-2012
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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:73-2018 and IRC:35-2015, unless specified in Schedule-B.	Daily	Counting	New Installation	Within 2 months	IRC SP :73-2018, 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 :73-2018
	Traffic Safety Barriers	<u>Functionality</u> : Functioning of Safety Barriers as intended	Daily	Visual with video/image backup	Rectification	Within 7 days	IRC SP :73-2018, IRC:119-2015

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End Treatment of	Functionality: Functioning of End Treatment as intended	Daily	Visual with video/image	Rectification	Within 7 days	IRC SP :73-2018,
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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-73:2018, 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 :73-2018
Highway	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 :73-2018
		No major failure in the lighting system	Daily	-	Rectification of failure	24 hours	IRC SP :73-2018
		No minor failure in the lighting system	Monthly	-	Rectification of failure	8 hours	IRC SP :73-2018

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<b>Lighting System</b>	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 :73-2018
		No major/minor failure in the lighting system	Daily	-	Rectification of failure	8 hours	IRC SP :73-2018

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 :73-2018
	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 :73-2018
	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 73-2018
	Cleaning of toilets	-	Daily	-	-	Every 4 hours	

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<b>Rest Areas</b>	Defects in electrical, water and sanitary installations	-	Daily	-	Rectification	24 hours	
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Asset Type	Performance Parameter	Level of Service (LOS)	Frequency of Measurement	Testing Method	Recommended Remedial measures	Time limit for Rectification	Specifications and Standards
<b>Other Project Facilities and Approach roads</b>	Damage or deterioration in Approach Roads, pedestrian facilities, truck lay-bys, bus-bays, bus-shelters, cattle crossings, Traffic Aid Posts, Medical Aid Posts and other works		Daily	-	Rectification	15 days	IRC:SP 73-2018

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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 Delamination of concrete not more than 0.25 sq.m.	Bi-Annually	Detailed inspection of all components of culvert as per IRC SP:35-1990 and recording the	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

<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>
		Cracks wider than 0.3 mm not more than 1m aggregate length		defects			2800

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	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: 73-2018 and IRC SP: 40-1993.

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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.

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	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.
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	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.

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	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
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	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.

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	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

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	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.
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		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**

Nature of Defect or deficiency		Time limit for repair/ rectification
<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) 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

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<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]

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

#### WHEREAS:

- (A) \_\_\_\_\_ [name and address of contractor] (hereinafter called the “**Contractor**”) and [name and address of the authority], (hereinafter called the “**Authority**”) have entered into an agreement (hereinafter called the “**Agreement**”) for the “**Improvement and Widening to 2Lane with Paved Shoulder of Teliamura-Amarpur-Sabroom Stretch of NH-208 (from km 127.319 to km 145.319) (Package Design Ch. 0.000 to Ch. 18.000) on EPC basis under BHARATMALA in the State of Tripura)-Package-I**”, subject to and in accordance with the provisions of the Agreement
- (B) The Agreement requires the Contractor to furnish a Performance Security for due and faithful performance of its obligations, under and in accordance with the Agreement, during the {Construction Period/ Defects Liability Period and Maintenance Period} (as defined in the Agreement) in a sum of Rs..... cr. (Rupees ..... crore) (the “**Guarantee Amount**”).
- (C) We, ..... through our branch at ..... (the “**Bank**”) have agreed to furnish this bank guarantee (*hereinafter called the “**Guarantee**”*) by way of Performance Security.

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

1. The Bank hereby unconditionally and irrevocably guarantees the due and faithful performance of the Contractor’s obligations during the {Construction Period/ Defects Liability Period and Maintenance Period} under and in accordance with the Agreement, and agrees and undertakes to pay to the Authority, upon its mere first

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written demand, and without any demur, reservation, recourse, contest or protest, and without any reference to the Contractor, such sum or sums up to an aggregate sum of the Guarantee Amount as the Authority shall claim, without the Authority being required to prove or to show grounds or reasons for its demand and/or for the sum specified therein.

2. A letter from the Authority, under the hand of an officer not below the rank of [General Manager in the National Highways Infrastructure Development Corporation Limited], that the Contractor has committed default in the due and faithful performance of all or any of its obligations under and in accordance with the Agreement shall be conclusive, final and binding on the Bank. The Bank further agrees that the Authority shall be the sole judge as to whether the Contractor is in default in due and faithful performance of its obligations during and under the Agreement and its decision that the Contractor is in default shall be final and binding on the Bank, notwithstanding any differences between the Authority and the Contractor, or any dispute between them pending before any court, tribunal, arbitrators or any other authority or body, or by the discharge of the Contractor for any reason whatsoever.
3. In order to give effect to this Guarantee, the Authority shall be entitled to act as if the Bank were the principal debtor and any change in the constitution of the Contractor and/or the Bank, whether by their absorption with any other body or corporation or otherwise, shall not in any way or manner affect the liability or obligation of the Bank under this Guarantee.
4. It shall not be necessary, and the Bank hereby waives any necessity, for the Authority to proceed against the Contractor before presenting to the Bank its demand under this Guarantee.
5. The Authority shall have the liberty, without affecting in any manner the liability of the Bank under this Guarantee, to vary at any time, the terms and conditions of the Agreement or to extend the time or period for the compliance with, fulfillment and/ or performance of all or any of the obligations of the Contractor contained in the Agreement or to postpone for any time, and from time to time, any of the rights and powers exercisable by the Authority against the Contractor, and either to enforce or forbear from enforcing any of the terms and conditions contained in the Agreement and/or the securities available to the Authority, and the Bank shall not be released from its liability and obligation under these presents by any exercise by the Authority of the liberty with reference to the matters aforesaid or by reason of time being given to the Contractor or any other forbearance, indulgence, act or omission on the part of the Authority or of any other matter or thing whatsoever which under any law relating to sureties and guarantors would but for this provision have the effect of releasing the Bank from its liability and obligation under this Guarantee and the Bank hereby waives all of its rights under any such law.
6. This Guarantee is in addition to and not in substitution of any other guarantee or security now or which may hereafter be held by the Authority in respect of or relating to the Agreement or for the fulfillment, compliance and/or performance of all or any of the obligations of the Contractor under the Agreement.
7. Notwithstanding anything contained hereinbefore, the liability of the Bank under this

Guarantee is restricted to the Guarantee Amount and this Guarantee will remain in force for the period specified in paragraph 8 below and unless a demand or claim in writing is made by the Authority on the Bank under this Guarantee all rights of the Authority under this Guarantee shall be forfeited and the Bank shall be relieved from its liabilities hereunder.

8. The Guarantee shall cease to be in force and effect on \*\*\*\*\$. 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 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.
13. 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 CNRB0019062
4	Beneficiary Bank Branch Name	Transport Bhawan, New Delhi
5	Beneficiary Bank Address	Canara Bank (erstwhile Syndicate Bank), Transport Bhawan, 1st Parliament Street, NewDelhi110001

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

\_\_\_\_\_

§ 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**

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

WHEREAS:

- (A) [name and address of contractor] (hereinafter called the “**Contractor**”) has executed an agreement (hereinafter called the “**Agreement**”) with the [name and address of the authority], (hereinafter called the “**Authority**”) for the “**Improvement and Widening to 2Lane with Paved Shoulder of Teliamura-Amarpur-Sabroom Stretch of NH-208 (from km 127.319 to km 145.319) (Package Design Ch. 0.000 to Ch. 18.000) on EPC basis under BHARATMALA in the State of Tripura)-Package-I**”, 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 installment of the Advance Payment under and in accordance with the Agreement, and agrees and undertakes to pay to the

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

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

6. Notwithstanding anything contained hereinbefore, the liability of the Bank under this Guarantee is restricted to the Guarantee Amount and this Guarantee will remain in force for the period specified in paragraph 8 below and unless a demand or claim in writing is made by the Authority on the Bank under this Guarantee all rights of the Authority under this Guarantee shall be forfeited and the Bank shall be relieved from its liabilities hereunder.
7. The Guarantee shall cease to be in force and effect on \*\*\*\*,\$ 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 CNRB0019062
4	Beneficiary Bank Branch Name	Transport Bhawan, New Delhi

5	Beneficiary Bank Address	Canara Bank (erstwhile Syndicate Bank), Transport Bhawan, 1st Parliament Street, NewDelhi110001
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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.

§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	PERCENTAGE WEIGHTAGE vis a vis overall Project
1	2	3	4	5
Road works including culverts, widening and repair of culverts.	57.96%	<b>A-Widening and Strengthening of existing road</b>		
		(1) Earthwork up to top of the sub-grade including excavation in soil, soft rock and hard rock, removal of unserviceable soil etc	2.14%	1.24%
		(2) Sub Base courses	5.81%	3.37%
		(3) Non Bituminous Base Course	0.00%	0.00%
		(4) Bituminous Base Course	6.49%	3.76%
		(5) Wearing coat	4.05%	2.35%
		(6) Widening and repair of culverts	0.00%	0.00%
		<b>B 1- Reconstruction / New two lane alignment / bypass (Flexible pavement)</b>		
		(1) Earthwork up to top of the sub-grade including excavation in soil, soft rock and hard rock, removal of	7.14%	4.14%

ITEM	WEIGHTAGE IN PERCENTAGE TO THE CONTRACT PRICE	STAGE FOR PAYMENT	PERCENTAGE WEIGHTAGE	PERCENTAGE WEIGHTAGE vis a vis overall Project
1	2	3	4	5
		unserviceable soil etc		
		(2) Sub Base Course	19.40%	11.24%
		(3) Non Bituminous Base Course	0.00%	0.00%
		(4) Bituminous Base Course	21.65%	12.55%
		(5) Wearing coat	13.53%	7.84%
		<b>B 2- Reconstruction / New two lane alignment / bypass (Rigid pavement)</b>		
		(1) Earthwork up to top of the sub-grade	0.00%	0.00%
		(2) Sub Base Course	0.00%	0.00%
		(3) Dry Lean Concrete (DLC) Course	0.00%	0.00%
		(4) Pavement Quality Control (PQC) course	0.00%	0.00%
		<b>C 1- Reconstruction / New Service road/ Slip Road (Flexible pavement)</b>		
		(1) Earthwork up to top of the sub-grade	0.00%	0.00%
		(2) Sub Base Course	0.00%	0.00%
		(3) Non Bituminous Base Course	0.00%	0.00%
		(4) Bituminous Base Course	0.00%	0.00%
		(5) Wearing coat	0.00%	0.00%
		<b>C 2- Reconstruction / New Service</b>		

ITEM	WEIGHTAGE IN PERCENTAGE TO THE CONTRACT PRICE	STAGE FOR PAYMENT	PERCENTAGE WEIGHTAGE	PERCENTAGE WEIGHTAGE vis a vis overall Project
1	2	3	4	5
		<b>road (Rigid pavement)</b>		
		(1) Earthwork up to top of the sub-grade	0.00%	0.00%
		(2) Sub Base Course	0.00%	0.00%
		(3) Dry Lean Concrete (DLC) Course	0.00%	0.00%
		(4) Pavement Quality Control (PQC) course	0.00%	0.00%
		<b>D - Reconstruction and New culverts on existing road, Realignments, bypasses:</b>		
		Culverts (Length <6m)		
		a - Pipe Culverts	0.00%	0.00%
		b - Box Culverts	19.79%	11.47%
<b>Minor Bridges / underpasses / over passes</b>	<b>11.09%</b>	<b>A 1- Widening and repairs of Minor Bridges (length &gt;6m and &lt;60m)</b>		
		Minor Bridges	0.00%	0.00%
		<b>A 2- New Minor Bridges (length &gt;6m and &lt;60m)</b>		
		(1) Foundation + Sub-structure: on completion of foundation work including foundation for wing and return wall, abutments, piers upto the abutment/pier cap.	30.00%	3.33%

ITEM	WEIGHTAGE IN PERCENTAGE TO THE CONTRACT PRICE	STAGE FOR PAYMENT	PERCENTAGE WEIGHTAGE	PERCENTAGE WEIGHTAGE vis a vis overall Project
1	2	3	4	5
		(2) Superstructure : on completion of super-structure in all respects including wearing coat, bearings, expansion joints, hand rails, crash barriers, road sign & markings, tests on completion etc. complete in all respect.	30.00%	3.33%
		(3) Approaches: on completion of approaches including Retaining walls, stone pitching, protection works complete in all respect, test on completion in all respects and fit for use.	30.00%	3.33%
		(4) Guide bunds and river training works: on completion of guide bunds and repair training works complete in all respects.	10.00%	1.11%
		<b>B 1 - Widening and repair of underpasses / overpasses</b>		
		Underpasses / Overpasses	0.00%	0.00%
		<b>B 2 - New Underpasses / Overpasses</b>		
		(1) Foundation + Sub-structure: on completion of foundation work including foundation for wing and return wall, abutments, piers upto the abutment/pier cap.	0.00%	0.00%

ITEM	WEIGHTAGE IN PERCENTAGE TO THE CONTRACT PRICE	STAGE FOR PAYMENT	PERCENTAGE WEIGHTAGE	PERCENTAGE WEIGHTAGE vis a vis overall Project
1	2	3	4	5
		(2) Superstructure : on completion of super-structure in all respects including wearing coat, bearings, expansion joints, hand rails, crash barriers, road sign & markings, tests on completion etc. complete in all respect.	0.00%	0.00%
		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.	0.00%	0.00%
		(3) Approaches : On completion of approaches including Retaining walls/ Reinforced earth walls, stone pitching, protection works complete in all respect and fit for use.	0.00%	0.00%
<b>Major bridge (length &gt; 60m) works and RoB / RUB / Elevated sections / Flyovers including viaducts, if any</b>	<b>0.00%</b>	<b>A 1 - Widening and repair of major bridges</b>		
		(1) Foundation	0.00%	0.00%
		(2) Sub-structure	0.00%	0.00%
		(3) Super-structure (including bearings)	0.00%	0.00%
		(4) Wearing Coat including expansion joints	0.00%	0.00%
		(5) Miscellaneous Items like hand rails, crash barrier, road markings etc.	0.00%	0.00%
		(6) Wing walls/return walls	0.00%	0.00%
		(7) Guide bunds, River Training works	0.00%	0.00%

ITEM	WEIGHTAGE IN PERCENTAGE TO THE CONTRACT PRICE	STAGE FOR PAYMENT	PERCENTAGE WEIGHTAGE	PERCENTAGE WEIGHTAGE vis a vis overall Project
1	2	3	4	5
		etc.		
		(8) Approaches (including Retaining walls, stone pitching and protection works)	0.00%	0.00%
		<b>A 2 - New Major bridges</b>		
		(1) Foundation	0.00%	0.00%
		(2) Sub-structure	0.00%	0.00%
		(3) Super-structure (including bearings)	0.00%	0.00%
		(4) Wearing Coat including expansion joints	0.00%	0.00%
		(5) Miscellaneous Items like hand rails, crash barrier, road markings etc.	0.00%	0.00%
		(6) Wing walls/return walls upto top	0.00%	0.00%
		(7) Guide bunds, River Training works etc.	0.00%	0.00%
		(8) Approaches (including Retaining walls, stone pitching and protection works)	0.00%	0.00%
		<b>B 1 - Widening and repair of</b>		
		<b>a) RoB</b>		
		<b>b) RuB</b>		
		1) Foundation	0.00%	0.00%
		2) Sub Structure	0.00%	0.00%
		3) Super Structure (Including bearings)	0.00%	0.00%

ITEM	WEIGHTAGE IN PERCENTAGE TO THE CONTRACT PRICE	STAGE FOR PAYMENT	PERCENTAGE WEIGHTAGE	PERCENTAGE WEIGHTAGE vis a vis overall Project
1	2	3	4	5
		4) Wearing coat (a) in case of <b>RoB</b> - wearing coat including expansion joints complete in all respect as specified and (b) in case of <b>RuB</b> - rigid pavement under RuB including drainage facility complete in all respect as specified	0.00%	0.00%
		5) miscellaneous items like hand rails, crash barrier, road markings etc	0.00%	0.00%
		6) wing walls / return walls	0.00%	0.00%
		7) Approaches (including Retaining walls, stone pitching and protection works)	0.00%	0.00%
		<b>B 2 - New RoB / RuB</b>		
		<b>a) RoB</b>		
		<b>b) RuB</b>		
		1) Foundation	0.00%	0.00%
		2) Sub Structure	0.00%	0.00%
		3) Super Structure (Including bearings)	0.00%	0.00%
		4) Wearing coat (a) in case of <b>RoB</b> - wearing coat including expansion joints complete in all respect as specified and (b) in case of <b>RuB</b> - rigid pavement under RuB including drainage facility complete in all respect as specified	0.00%	0.00%
		5) miscellaneous items like hand rails, crash barrier, road markings etc	0.00%	0.00%
		6) wing walls / return walls	0.00%	0.00%

ITEM	WEIGHTAGE IN PERCENTAGE TO THE CONTRACT PRICE	STAGE FOR PAYMENT	PERCENTAGE WEIGHTAGE	PERCENTAGE WEIGHTAGE vis a vis overall Project
1	2	3	4	5
		7) Approaches (including Retaining walls, stone pitching and protection works)	0.00%	
		<b>C 1 - Widening and repair of Elevated sections / Fly overs / Grade Separators</b>		
		1) Foundation	0.00%	0.00%
		2) Sub Structure	0.00%	0.00%
		3) Super Structure (Including bearings)	0.00%	0.00%
		4) Wearing coat including expansion joints	0.00%	0.00%
		5) miscellaneous items like hand rails, crash barrier, road markings etc	0.00%	0.00%
		6) wing walls / return walls	0.00%	0.00%
		7) Approaches (including Retaining walls, stone pitching and protection works)	0.00%	
		<b>C 2 - New Elevated sections / Fly overs / Grade Separators</b>		
		1) Foundation	0.00%	0.00%
		2) Sub Structure	0.00%	0.00%
		3) Super Structure (Including bearings)	0.00%	0.00%
		4) Wearing coat including expansion joints	0.00%	0.00%
		5) miscellaneous items like hand rails, crash barrier, road markings etc	0.00%	0.00%
		6) wing walls / return walls	0.00%	0.00%

ITEM	WEIGHTAGE IN PERCENTAGE TO THE CONTRACT PRICE	STAGE FOR PAYMENT	PERCENTAGE WEIGHTAGE	PERCENTAGE WEIGHTAGE vis a vis overall Project
1	2	3	4	5
		7) Approaches (including Retaining walls, stone pitching and protection works)	0.00%	
Other Works	28.78%	<b>(i) Toll Plaza</b>	0.00%	0.00%
		<b>(ii) Road side drains</b>		
		Lined Drain (RCC)	6.44%	1.85%
		Lined Drain (PCC)	9.14%	2.63%
		Unlined Drain	0.30%	0.09%
		<b>(iii) Road Signs, markings, km stones, safety devices, Road furnitures etc</b>	1.86%	0.53%
		<b>(iv) Project facilities</b>		
		(a) Bus Bays	1.74%	0.50%
		(b) Truck lay byes	0.00%	0.00%
		© Rain water harvesting	0.39%	0.11%
		<b>(d) Others</b>		
		a) Clearing n Grubbing & Dismantling works	0.45%	0.13%
		b) improvement of Junctions	6.98%	2.01%
		c) Turfing and hydroseeding	5.28%	1.52%
		d) Traffic Aid Post	0.13%	0.04%
		e) Lighting works	0.81%	0.23%
f) re-construction of BASF Camp boundary wall	0.13%	0.04%		
<b>(v) Road side Plantation</b>				
			0.00%	0.00%

ITEM	WEIGHTAGE IN PERCENTAGE TO THE CONTRACT PRICE	STAGE FOR PAYMENT	PERCENTAGE WEIGHTAGE	PERCENTAGE WEIGHTAGE vis a vis overall Project
1	2	3	4	5
Electrical utilites and public Health Utilities (water pipe lines and sewage lines)	2.17%	<b>(vi)</b> Protection works other than approaches to the bridges, elevated sections / flyovers / grade separators and RoBs/RuBs		
		(a) Crash Barrier	6.85%	1.97%
		(b) Retaining wall	14.55%	4.19%
		(c) Breast Wall	44.95%	12.94%
		(d) Pitching work for diversion of nala	0.00%	0.00%
		<b>(vii)</b> Safety and traffic management during construction		
		<b>(i)</b> EHT Lines	0.00%	0.00%
		<b>(ii)</b> EHT Crossings	0.00%	0.00%
		<b>(iii)</b> HT/LT line	33.19%	0.72%
		<b>(iv)</b> HT/LT crossings	11.06%	0.24%
		<b>(v)</b> Transformer	29.50%	0.64%
		<b>(vi)</b> Water pipeline	25.48%	0.55%
		<b>(vii)</b> Water pipeline crossings	0.26%	0.01%
<b>(ix)</b> Water Pipe line (WRD)	0.51%	0.01%		

### 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 FOR PAYMENT	PERCENTAGE WEIGHTAGE	PAYMENT PROCEDURE
<b>A-Widening and Strengthening of existing road</b>		
(1) Earthwork up to top of the sub-grade including excavation in soil, soft rock and hard rock, removal of unserviceable soil etc	2.14%	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 5 (five) percent of the total length.
(2) Sub Base courses	5.81%	
(3) Non Bituminous Base Course	0.00%	
(4) Bituminous Base Course	6.49%	
(5) Wearing coat	4.05%	
(6) Widening and repair of culverts	0.00%	Cost of completed culverts shall be determined on pro rata basis with respect to the total no. of culverts. The payment shall be made on the completion of atleast one culverts.
<b>B 1- Reconstruction / New two lane alignment / bypass (Flexible pavement)</b>		

STAGE FOR PAYMENT	PERCENTAGE WEIGHTAGE	PAYMENT PROCEDURE
(1) Earthwork up to top of the sub-grade including excavation in soil, soft rock and hard rock, removal of unserviceable soil etc	7.14%	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.
(2) Sub Base Course	19.40%	
(3) Non Bituminous Base Course	0.00%	
(4) Bituminous Base Course	21.65%	
(5) Wearing coat	13.53%	
<b>B 2- Reconstruction / New two lane alignment / bypass (Rigid pavement)</b>		
(1) Earthwork up to top of the sub-grade	0.00%	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 (Zero Point five). length, whichever is less.
(2) Earthwork in shoulders	0.00%	
(3) Sub Base Course	0.00%	
(4) Dry Lean Concrete (DLC) Course	0.00%	
(5) Pavement Quality Control (PQC) course	0.00%	
<b>C 1- Reconstruction / New Service road/ Slip Road (Flexible pavement)</b>		
(1) Earthwork up to top of the sub-grade including shoulder	0.00%	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 (Zero Point five). length, whichever is less.
(2) Sub Base Course	0.00%	
(3) Non Bituminous Base Course	0.00%	
(4) Bituminous Base Course	0.00%	
(5) Wearing coat	0.00%	
<b>C 2- Reconstruction / New Service road (Rigid pavement)</b>		
(1) Earthwork up to top of the sub-grade	0.00%	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 (Zero Point five). length, whichever is less.
(2) Sub Base Course	0.00%	
(3) Dry Lean Concrete (DLC) Course	0.00%	
(4) Pavement Quality Control (PQC) course	0.00%	

STAGE FOR PAYMENT	PERCENTAGE WEIGHTAGE	PAYMENT PROCEDURE
<b>D - Reconstruction and New culverts on existing road, Realignment, bypasses:</b>		
Culverts (Length <6m)		Cost of each culverts shall be determined on pro rata basis with respect to the total no. of culverts. The payment shall be made on the completion of atleast one culverts.
a - Pipe Culverts	0.00%	
b - Box Culverts	19.79%	

@ 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,

$$P = \text{Contract Price} \ \& \ L = \text{Total length in km}$$

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

**Note:** The length affected due to law & 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	PERCENTAGE WEIGHTAGE	Payment Procedure
<b>A 1- Widening and repairs of Minor Bridges (length &gt;6m and &lt;60m)</b>		
Minor Bridges	0.00%	Cost of each minor bridge shall be determined on pro rata basis with respect to the total linear length of the minor bridges. Payment shall be made on completion of widening and repair works of a minor bridge.
<b>A 2- New Minor Bridges (length &gt;6m and &lt;60m)</b>		
<b>(1) Foundation + Sub-structure:</b> on completion of foundation work including foundation for wing and return wall, abutments, piers upto the abutment/pier cap.	30.00%	<b>(1) Foundation + Sub Structure:</b> Cost of each minor bridge shall be determined on pro rata basis with respect to the total linear length of the minor bridges. Payment against Foundation + Sub Structure shall be made on pro rata basis on completion of a stage ie. 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. In case where load testing is required for foundation, the trigger of first payment shall include load testing also where specified.

STAGE of PAYMENT	PERCENTAGE WEIGHTAGE	Payment Procedure
<b>(2) Superstructure :</b> on completion of super-structure in all respects including wearing coat, bearings, expansion joints, hand rails, crash barriers, road signs & markings, tests on completion etc. complete in all respect.	30.00%	<b>(2) Super structure:</b> Payment shall be made on pro rata basis on completion of a stage ie. completion of super structure of atleast one span in all respect as specified in the column of " Stage of Payment" in this Sub-clause.
<b>(3) Approaches:</b> on completion of approaches including Retaining walls, stone pitching, protection works complete in all respect and fit for use.	30.00%	<b>(3) Approaches:</b> Payment shall be made on pro rata basis on completion of a stage ie. completion of approaches in all respect as specified in the column of " Stage of Payment" in this Sub-clause.
<b>(4) Guide bunds and river training works:</b> on completion of guide bunds and repair training works complete in all respects.	10.00%	<b>(4) Guide bunds and river training works:</b> Payment shall be made on pro rata basis on completion of a stage ie. completion of guide bunds and river training works in all respect as specified.
<b>B 1 - Widening and repair of underpasses / overpasses</b>		
Underpasses / Overpasses	0.00%	Cost of each underpass / overpass shall be determined on pro rata basis with respect to the total linear length of the underpass / overpass. Payment shall be made on completion of widening and repair works of a underpass / overpass.
<b>B 2 - New Underpasses / Overpasses</b>		

STAGE of PAYMENT	PERCENTAGE WEIGHTAGE	Payment Procedure
<p><b>(1) Foundation + Sub-structure:</b> on completion of foundation work including foundation for wing and return wall, abutments, piers upto the abutment/pier cap.</p>	0.00%	<p><b>(1) Foundation + Sub Structure:</b> Cost of each underpass / overpass shall be determined on pro rata basis with respect to the total linear length of the underpass / overpass. Payment against Foundation + Sub Structure shall be made on pro rata basis on completion of a stage ie. not less than 25% of the scope of Foundation + Sub Structure of each underpass / overpass subject to completion of atleast two foundations along with sub structure upto abutment/pier cap level of each underpass / overpass. In case where load testing is required for foundation, the trigger of first payment shall include load testing also where specified.</p>
<p><b>(2) Superstructure :</b> on completion of 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>	0.00%	<p><b>(2) Super structure:</b> Payment shall be made on pro rata basis on completion of a stage ie. completion of super structure of atleast one span in all respect as specified in the column of " Stage of Payment" in this Sub-clause.</p>
<p><b>(3) Approaches:</b> on completion of approaches including Retaining walls, stone pitching, protection works complete in all respect and fit for use.</p>	0.00%	<p><b>(3) Approaches:</b> Payment shall be made on pro rata basis on completion of a stage ie. completion of approaches in all respect as specified in the column of " Stage of Payment" in this Sub-clause.</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	PERCENTAGE WEIGHTAGE	Payment Procedure
<b>A 1 - Widening and repair of major bridges</b>		
(1) Foundation	0.00%	<b>(i) Foundation:</b> Cost of each Major Bridge shall be determined on prorata 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 were specified.
(2) Sub-structure	0.00%	<b>(ii) Sub-Structure:</b> Payment against Sub-structure shall be made on pro-rata basis on completion of a stage i.e. not less than 25% of the scope of sub-structure of the major bridge subject to completion of atleast two sub structures of abutment / pier cap level of the major bridge..
(3) Super-structure (including bearings)	0.00%	<b>(iii) Super-structure:</b> Payment shall be made on pro rata basis on completion of a stage i.e. completion of super structure including bearings of atleast one span in all respects as specified.
(4) Wearing Coat including expansion joints	0.00%	<b>(iv)Wearing Coat:</b> Payment shall be made on completion of wearing coat including expansion joints complete in all respects as specified.

STAGE of PAYMENT	PERCENTAGE WEIGHTAGE	Payment Procedure
(5) Miscellaneous Items like hand rails, crash barrier, road markings etc.	0.00%	<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.
(6) Wing walls/return walls upto top	0.00%	<b>(vi) Wing walls/return walls:</b> Payments shall be made on completion of all wing walls/returnwalls complete in all respects as specified.
(7) Guide bunds, River Training works etc.	0.00%	<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.
(8) Approaches (including Retaining walls, stone pitching and protection works)	0.00%	<b>(viii) Approaches:</b> Payment shall be made on completion of both approaches including stone pitching, protection works, etc. complete in all respects as specified.
<b>A 2 - New Major bridges</b>		
(1) Foundation	0.00%	<b>(i) Foundation:</b> Cost of each Major Bridge shall be determined on prorata 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 were specified.
(2) Sub-structure	0.00%	<b>(ii) Sub-Structure:</b> Payment against Sub-structure shall be made on pro-rata basis on completion of a stage i.e. not less than 25% of the scope of sub-structure of the major bridge subject to completion of atleast two sub structures of abutment / pier cap level of the major bridge..
(3) Super-structure (including bearings)	0.00%	<b>(iii) Super-structure:</b> Payment shall be made on pro rata basis on completion of a stage i.e. completion of super structure including bearings of atleast one span

STAGE of PAYMENT	PERCENTAGE WEIGHTAGE	Payment Procedure
		in all respects as specified.
(4) Wearing Coat including expansion joints	0.00%	<b>(iv)Wearing Coat:</b> Payment shall be made on completion of wearing coat including expansion joints complete in all respects as specified.
(5) Miscellaneous Items like hand rails, crash barrier, road markings etc.	0.00%	<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.
(6) Wing walls/return walls upto top	0.00%	<b>(vi) Wing walls/return walls:</b> Payments shall be made on completion of all wing walls/returnwalls complete in all respects as specified.
(7) Guide bunds, River Training works etc.	0.00%	<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.
(8) Approaches (including Retaining walls, stone pitching and protection works)	0.00%	<b>(viii) Approaches:</b> Payment shall be made on completion of both approaches including stone pitching, protection works, etc. complete in all respects as specified.
<b>B 1 - Widening and repair of</b>		
<b>a) RoB</b>		
<b>b) RuB</b>		
1) Foundation	0.00%	<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 / RuB. 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 RuB/ROB. In case where load testing is required for foundation, the trigger of first payment shall include load testing also where specified.

STAGE of PAYMENT	PERCENTAGE WEIGHTAGE	Payment Procedure
2) Sub Structure	0.00%	<b>(ii) Sub-Structure:</b> Payment against Sub-structure shall be made on pro-rata basis on completion of a stage i.e. not less than 25% of the scope of sub-structure of the RoB / RuB subject to completion of at least two sub structure of abutments / pier cap level of the RuB/ROB.
3) Super Structure (Including bearings)	0.00%	<b>(iii) Super-structure:</b> Payment shall be made on pro rata basis on completion of a stage i.e. completion of super structure including bearings of at least one span in all respects as specified.
4) Wearing coat (a) in case of <b>RoB</b> - wearing coat including expansion joints complete in all respect as specified and (b) in case of <b>RuB</b> - rigid pavement under RuB including drainage facility complete in all respect as specified	0.00%	<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.
5) miscellaneous items like hand rails, crash barrier, road markings etc	0.00%	<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.
6) wing walls / return walls	0.00%	<b>(vi) Wing walls/return walls:</b> Payments shall be made on completion of all wing walls/return walls complete in all respects as specified.
7) Approaches (including Retaining walls, stone pitching and protection works)	0.00%	<b>(vii) Approaches:</b> Payment shall be made on completion of both approaches including stone pitching, protection works, etc. complete in all respects as specified.
<b>B 2 - New RoB / RuB</b>		

STAGE of PAYMENT	PERCENTAGE WEIGHTAGE	Payment Procedure
1) Foundation	0.00%	<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 / RuB. 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 RuB/ROB. In case where load testing is required for foundation, the trigger of first payment shall include load testing also where specified.
2) Sub Structure	0.00%	<b>(ii) Sub-Structure:</b> Payment against Sub-structure shall be made on pro-rata basis on completion of a stage i.e. not less than 25% of the scope of sub-structure of the RoB / RuB subject to completion of atleast two sub structure of abutments / pier cap level of the RuB/ROB.
3) Super Structure (Including bearings)	0.00%	<b>(iii) Super-structure:</b> Payment shall be made on pro rata basis on completion of a stage i.e. completion of super structure including bearings of atleast one span in all respects as specified.
4) Wearing coat (a) in case of <b>RoB</b> - wearing coat including expansion joints complete in all respect as specified and (b) in case of <b>RuB</b> - rigid pavement under RuB including drainage facility complete in all respect as specified	0.00%	<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.
5) miscellaneous items like hand rails, crash barrier, road markings etc	0.00%	<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.
6) wing walls / return walls	0.00%	<b>(vi) Wing walls/return walls:</b> Payments shall be made on completion of all wing walls/return walls complete in all respects as specified.

STAGE of PAYMENT	PERCENTAGE WEIGHTAGE	Payment Procedure
7) Approaches (including Retaining walls, stone pitching and protection works)	0.00%	(vii) <b>Approaches:</b> Payment shall be made on completion of both approaches including stone pitching, protection works, etc. complete in all respects as specified.
<b>C 1 - Widening and repair of Elevated sections / Fly overs / Grade Separators</b>		
1) Foundation	0.00%	<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 structure. 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.
2) Sub Structure	0.00%	<b>(ii) Sub-Structure:</b> Payment against Sub-structure shall be made on pro-rata basis on completion of a stage i.e. not less than 25% of the scope of sub-structure of the structure subject to completion of atleast two sub structure of abutments / pier cap level of the structure.
3) Super Structure (Including bearings)	0.00%	<b>(iii) Super-structure:</b> Payment shall be made on pro rata basis on completion of a stage i.e. completion of super structure including bearings of atleast one span in all respects as specified.
4) Wearing coat including expansion joints	0.00%	(iv) <b>Wearing Coat:</b> Payment shall be made on completion of wearing coat including expansion joints complete in all respects as specified.
5) miscellaneous items like hand rails, crash barrier, road markings etc	0.00%	(v) <b>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.
6) wing walls / return walls	0.00%	(vi) <b>Wing walls/return walls:</b> Payments shall be made on completion of all wing walls / return walls complete in all respects as specified.

STAGE of PAYMENT	PERCENTAGE WEIGHTAGE	Payment Procedure
7) Approaches (including Retaining walls, stone pitching and protection works)	0.00%	(vii) <b>Approaches:</b> Payment 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 sections / Fly overs / Grade Separators</b>		
1) Foundation	0.00%	<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 structure. 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.
2) Sub Structure	0.00%	<b>(ii) Sub-Structure:</b> Payment against Sub-structure shall be made on pro-rata basis on completion of a stage i.e. not less than 25% of the scope of sub-structure of the structure subject to completion of atleast two sub structure of abutments / pier cap level of the structure.
3) Super Structure (Including bearings)	0.00%	<b>(iii) Super-structure:</b> Payment shall be made on pro rata basis on completion of a stage i.e. completion of super structure including bearings of atleast one span in all respects as specified.
4) Wearing coat including expansion joints	0.00%	(iv) <b>Wearing Coat:</b> Payment shall be made on completion of wearing coat including expansion joints complete in all respects as specified.
5) miscellaneous items like hand rails, crash barrier, road markings etc	0.00%	(v) <b>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.
6) wing walls / return walls	0.00%	(vi) <b>Wing walls/return walls:</b> Payments shall be made on completion of all wing walls / return walls complete in all respects as specified.

STAGE of PAYMENT	PERCENTAGE WEIGHTAGE	Payment Procedure
7) Approaches (including Retaining walls, stone pitching and protection works)	0.00%	(vii) <b>Approaches:</b> Payment shall be made on completion of both approaches including stone pitching, protection works, etc. complete in all respects as specified.

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

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

**1.3.4 Other works.**

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

**Table 1.3.4**

STAGE FOR PAYMENT	PERCENTAGE WEIGHTAGE	PAYMENT PROCEDURE
<b>Other Works</b>		
<b>(i) Toll Plaza</b>	0.00%	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 Plaza.
<b>(ii) Road side drains</b>		
Lined Drain (RCC)	6.44%	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 5% (five percent) of the total length.
Lined Drain (PCC)	9.14%	
Unlined Drain	0.30%	
<b>(iii) Road Signs, markings, km stones, safety devices, Road furnitures etc</b>	1.86%	
<b>(iv) Project facilities</b>		
(a) Bus Bays	1.74%	Payment shall be made on pro rata basis for completed facilities.
(b) Truck lay byes	0.00%	
© Rain water harvesting	0.39%	
(d) Others		
a) Clearing n Grubbing & Dismantling works	0.45%	
b) improvement of Junctions	6.98%	
c) Turfing and hydroseeding	5.28%	

STAGE FOR PAYMENT	PERCENTAGE WEIGHTAGE	PAYMENT PROCEDURE
d) Traffic Aid Post	0.13%	
e) Lighting Works	0.81%	
f) re-construction of BASF Camp boundary wall	0.13%	
<b>(v) Road side Plantation</b>	0.00%	Unit of measurement is linear length. Payment shall be made on pro-rata basis on completion of a stage in a length of not less than 5% (five percent) of the total length.
<b>(vi) Protection works other than approaches to the bridges, elevated sections / flyovers / grade separators and RoBs/RuBs</b>		
(a) Crash Barrier	6.85%	
(b) Retaining wall	14.55%	
(c) Breast Wall	44.95%	
(d) Pitching work for diversion of nala	0.00%	Payment shall be made on pro rata basis for completed facilities.
<b>(vii) Safety and traffic management during construction</b>	0.00%	Payment shall be made on pro rata basis every six months.

### 1.3.5 Electrical utilities and public Health Utilities (water pipe lines and sewage lines)

Procedure for estimating the value of utilities shifting done shall be as stated in table 1.3.5.

**Table 1.3.5**

STAGE FOR PAYMENT	PERCENTAGE WEIGHTAGE	PAYMENT PROCEDURE
<b>Electrical utilities and public Health Utilities (water pipe lines and sewage lines)</b>		

STAGE FOR PAYMENT	PERCENTAGE WEIGHTAGE	PAYMENT PROCEDURE
(i) EHT Lines	0.00%	Unit of measurement is as per completed activities. Cost per activity shall be determined on pro-rata basis as per its weightage with reference to total cost of EHT line. Payment shall be made for completed activity. (The average weightage of major activities (Only for payment purpose) in shifting work is (i) Erection of Poles - 20% (ii) Conductor stringing including laying of cable-30%, (iii) DTR erection (if involved)-15% and (iv) Charging of line including dismantling and site clearance -35% (with DTR) and 50% without DTR.
(ii) EHT crossings	0.00%	Cost of each crossing shall be determined on pro rata basis with reference to total no. of crossings. Payment shall be made for not less than 25% of the crossings subject to a minimum of 4 crossings
(iii) HT/LT Lines	33.19%	Unit of measurement is as per completed activities. Cost per activity shall be determined on pro-rata basis as per its weightage with reference to total cost of LT/HT line. Payment shall be made for completed activity. (The average weightage of major activities (Only for payment purpose) in shifting work is (i) Erection of Poles - 20% (ii) Conductor stringing including laying of cable-30%, (iii) DTR erection (if involved)-10% and (iv) Charging of line including dismantling and site clearance -40% (with DTR) and 50% without DTR.
(iv) HT/LT Ccrossings	11.06%	Cost of each crossing shall be determined on pro rata basis with reference to total no. of crossings. Payment shall be made for not less than 25% of the crossings subject to a minimum of 10 crossings
(v) Transformer	29.50%	Cost of each transformer shall be determined on pro rata basis with reference to total no. of transformers. Payment shall be made for completion of each unit shifting.
(v) Water pipelines	25.48%	Unit of measurement is as per completed activities. Cost per activity shall be determined on pro -rata basis as per its weightage with reference to total cost of pipe line. Payment shall be made for completed activity. (The average weightage of major activities (Only for payment purpose) in shifting work is laying pipe - 50%, charging of line including all miscellaneous works and dismantling and site clearance -50%)

STAGE FOR PAYMENT	PERCENTAGE WEIGHTAGE	PAYMENT PROCEDURE
(vi) Water pipeline crossings	0.26%	Cost of each crossing shall be determined on pro rata basis with reference to total no. of crossings. Payment shall be made for not less than 25% of the crossings subject to a minimum of 8 crossings.
(viii) Water Pipe line (WRD)	0.51%	Cost of each crossing shall be determined on pro rata basis with reference to total no. of crossings. Payment shall be made for completed activity. (The average weightage of major activities in shifting work is laying pipe - 50%, charging of line including all miscellaneous works and dismantling and site clearance -50%)

## 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 installments 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.

**Annex – I**

*(Schedule - I)*

**List of Drawings**

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

## Schedule - J

(See Clause 10.3 (ii))

### Project Completion Schedule

#### 1. Project Completion Schedule

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

#### 2. Project Milestone-I

- (i) Project Milestone-I shall occur on the date falling on the **[35% of the Scheduled Construction Period]** 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 **[60% of the Scheduled Construction Period]** 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 **[85% of the Scheduled Construction Period]** day from the Appointed Date (the “**Project Milestone- III**”).
- (ii) Prior to the occurrence of Project Milestone-III, the Contractor shall have continued with construction of the Project Highway and submitted to the Authority duly and validly prepared Stage Payment Statements for an amount not less than 70% (seventy per cent) of the Contract Price and **should have started construction of all project facilities.**

#### 5. Scheduled Completion Date

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

construction in accordance with this Agreement.

**6. Extension of time**

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

## Schedule - K

*(See Clause 12.1 (ii))*

### Tests on Completion

#### 1. Schedule for Tests

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

#### 2. Tests

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

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

### 3. Agency for conducting Tests

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

### 4. Completion Certificate

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

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

Sr. No.	Key metrics of Asset	Equipment to be used	Frequency of condition survey
1	Surface defects of pavement	Network Vehicle (NSV) Survey	At least twice a year (As per survey months defined for the state basis rainy season)
2	Roughness of pavement	Network Vehicle (NSV) Survey	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 2Lane with Paved Shoulder of Teliamura-Amarpur-Sabroom Stretch of NH-208 (from km 127.319 to km 145.319) (Package Design Ch. 0.000 to Ch. 18.000) on EPC basis under BHARATMALA in the State of Tripura)-Package-I,** 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/accidented vehicles, fallen trees, road blockades or malfunctioning of mobile crane	10%
(ii)	Any other Defects in accordance with paragraph 1.	5%
<b>(g)</b>	<b>Defects in Other Project Facilities</b>	5%

- (ii) The amount to be deducted from monthly lump-sum payment for non-compliance of particular item shall be calculated 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 2Lane with Paved Shoulder of Teliamura-Amarpur-Sabroom Stretch of NH-208 (from km 127.319 to km 145.319) (Package Design Ch. 0.000 to Ch. 18.000) on EPC basis under BHARATMALA in the State of Tripura)-Package-I, 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.

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- (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.

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- (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

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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.

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**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. Insureduring 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 2 Lane with Paved Shoulder of Teliamura-Amarpur-Sabroom Stretch of NH-208 (from km 127.319 to km 145.319) (Package Design Ch. 0.000 to Ch. 18.000) on EPC basis under BHARATMALA in the State of Tripura)-Package-I** through (Name of Contractor), hereby certify that the Tests on completion of Maintenance Period in accordance with Article 14 of the Agreement have been successfully undertaken to determine compliance of the Project Highway with the provisions of the Agreement and I hereby certify that the Authority has taken over the Project highway from the Contractor on this day.....

SIGNED, SEALED AND  
DELIVERED

(Signature)

(Name and designation of Authority's Representative)

(Address)

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