Addendum No. 2

"Rehabilitation of Vallabhipur (Km 0+965) to Ranghola (Km 27+588) section of SH-39" under Second Gujarat State Highway Project (GSHP-II/EPC/03)

<table>
<tr><th>Sl. No</th><th>Clause Reference</th><th>Original Provision</th><th>Amended Provision</th></tr>
<tr><td>1.</td><td>Invitation for Bids (IFB)

Para-4 (i) & (ii)</td><td>i. The above four documents shall be submitted in one envelope. The bidders shall not write their names or addresses on this envelope.
ii. The number mentioned on acknowledgement of online submission of the bid by the bidder shall be mentioned on envelope containing the documents as detailed above. The name of work shall also be written on the envelope.</td><td>(i) The above four documents shall be placed in an envelope called inner envelope. The bidders shall write their name and address on this envelope and place the same into another envelope called outer envelope.
(ii) The outer envelope shall:
(a) bear the specific identification of this bidding process indicated in the BDS-1.1 (i.e. Name of work and Package Number only). Outer envelope shall not have any identity of the bidder and address written over it., In case of non-compliance Employer shall not be responsible for either rejection and/or non-opening of such envelope/s;
(b) be addressed to the Employer in accordance with ITB-22.1; and
(c) bear a warning "Not to open before the time and date of bid opening".</td></tr>
<tr><td>2.</td><td>Invitation for Bids (IFB)

Para-5</td><td>Deleted</td><td>Bidding documents are available online on https://www.nprocure.com from 10/03/2019 to <u>30/04/2019</u> and can be downloaded by the prospective bidder. Bidders who wish to download the document from the website shall register with their details in the website for obtaining User ID and Password. A non-refundable fee of INR. 18,000/- (including GST, if applicable) as cost of Bid Document in the form of Demand Draft (DD) drawn on any Scheduled/Nationalized bank payable at Rajkot in favor of Executive Engineer, State Road Project Division, Rajkot is to be submitted at the time of submission of the documents as mentioned at ITB 21.2. The bidders would be responsible for ensuring that any addenda available on the website is also downloaded and incorporated and no separate email or other communication will be sent to the registered bidders in this regard.</td></tr>
<tr><td>3.</td><td>Invitation for Bids (IFB)

TABLE</td><td>
<table>
<tr><th>Bid No.</th><th>Name of work</th><th>Bid Security (INR)</th><th>Bid Document fee Non-refundable (INR)</th></tr>
<tr><td>GSHP-II/EPC/03</td><td>Engineering, Procurement and Construction (EPC) Contract for the work of "Rehabilitation of Vallabhipur (Km 0+965) to Ranghola (Km 27+588) section of SH-39"</td><td>INR. 60 Lakhs (Rupees sixty lakhs only)</td><td>INR 18,000/-</td></tr>
</table>
</td><td>
<table>
<tr><th>Bid No.</th><th>Name of work</th><th>Bid Security (INR)</th><th>Bid Document fee Non-refundable (INR)</th></tr>
<tr><td>GSHP-II/EPC/03</td><td>Engineering, Procurement and Construction (EPC) Contract for the work of "Rehabilitation of Vallabhipur (Km 0+965) to Ranghola (Km 27+588) section of SH-39"
Construction Period: 15 Months (458 days from Appointed date)
Maintenance Period: 5 Years</td><td>INR. 60 Lakhs (Rupees sixty lakhs only)</td><td>INR 18,000/-
(including GST, if applicable)</td></tr>
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</td></tr>
</table>

Sl. No	Clause Reference	Original Provision	Amended Provision
4.	**Section-II Bid Data Sheet (BDS)** **ITB 1.1**	The number of the Invitation for Bids is: GSHP-II//EPC/03.	In connection with the Invitation for Bids specified in the Bid Data Sheet (BDS), the Employer, as specified in the BDS, issues these Bidding Documents for the procurement of Works as specified in Section VII, Works Requirements. The name, identification, and number of lots (contracts) of this National Competitive Bidding (NCB) process are provided in the BDS. The number of the Invitation for Bids is: GSHP-II//EPC/03.
5.	**Section-II Bid Data Sheet (BDS)** **ITB 20.1**	*Replace ITB Clause-20.1 with the following:* The Bidder shall prepare one original set of the documents comprising the bid as described in ITB-11 and upload them in the e-procurement portal as detailed under Clause ITB 43 included in this BDS. The Bidder shall submit the original set and another copy of the documents with clearly mark them "ORIGINAL" and "COPY". In the event of any discrepancy between the original and the copy the original shall prevail.	*Replace ITB Clause-20.1 with the following:* The Bidder shall prepare one original set of the documents comprising the bid as described in ITB-11 and upload them in the e-procurement portal as detailed under Clause ITB 43 included in this BDS. **In addition, bidder shall submit Original demand draft towards the cost of bid document; Original bid security in approved form; Original affidavit regarding correctness of information and Original power of attorney. In the event of any discrepancy between the original and the uploaded documents, the original shall prevail.**
6.	**Section-II Bid Data Sheet (BDS)** **ITB 21.1**	*Replace ITB Clause-21.1 with the following:* The Bidder shall enclose the original and copy of the bid in separate sealed envelopes, duly marking the envelopes as "Original," and "Copy". These envelopes containing the original and the copy shall then be enclosed in one single envelope.	Replacement as proposed in BDS for Clause 21.1 stands deleted. For avoidance of doubt, it is to be noted that Clause-21.1 of ITB prevails.
7.	**Section-II Bid Data Sheet (BDS)** **ITB 21.2**	*Add ITB Clause-21.2 as:* The inner and outer envelopes shall: (a) bear the name and address of the Bidder; (b) be addressed to the Employer in accordance with ITB-22.1; (c) bear the specific identification of this bidding process indicated in the BDS-1.1; and (d) bear a warning not to open before the time and date for bid opening.	*Add ITB Clause-21.2 as:* **The Inner envelope shall contain:** **The four documents (*Original demand draft towards the cost of bid document; Original bid security in approved form; Original affidavit regarding correctness of information and Original power of attorney as per provisions of Clause 20 of ITB*) shall be submitted in the inner envelope. The bidders shall write their name and address on inner envelope only and place the inner envelope into another envelope i.e. outer envelope.** **The outer envelope shall:** (a) bear the specific identification of this bidding process indicated in the BDS-1.1 (i.e. Name of work and Package Number only). Outer envelope shall not have any identity of bidder and address written over it. In case of non-compliance Employer shall not be responsible for either rejection and/or non-opening of such envelope/s; (b) be addressed to the Employer in accordance with ITB-22.1; and (c) bear a warning "not to open before the time and date of bid opening".

Sl. No	Clause Reference	Original Provision	Amended Provision
8.	**Section-II Bid Data Sheet (BDS)** **ITB 25.1**	*Replace ITB Clause-25.1 with the following:* The Employer shall open the bids in public, in the presence of Bidders' designated representatives and anyone who choose to attend, and at the address, date and time specified here under. **Date: 04 / 05 / 2019** **Time: 12:30 hrs [Server Time]** **Place:** Office of the Superintending Engineer, Project Implementation Unit (PIU), Ground Floor, Nirman Bhavan, Sector-10/A, Gandhinagar, Gujarat, PIN Code: 382010, India	*Replace ITB Clause-25.1 with the following:* The Employer shall open the bids in public, in the presence of Bidders' designated representatives and anyone who choose to attend, and at the address, date and time specified here under. **Date: 30 / 04 / 2019** **Time: 12:30 hrs [Server Time]** **Place:** Office of the Superintending Engineer, Project Implementation Unit (PIU), Ground Floor, Nirman Bhavan, Sector-10/A, Gandhinagar, Gujarat, PIN Code: 382010, India **If the office happens to be closed on the date of opening of the bids as specified, the bids will be opened on the next working day at the same time and venue.** **After opening of the outer envelope, inner envelope carrying the specified documents shall be opened for verification. The Employer shall open the bid on the e-procurement system only after verification.** **In case of non-receipt of these original documents, the bid shall not be opened on the e-procurement system and the bid shall be declared as non-responsive.**
9.	**Section-II Bid Data Sheet (BDS)** **ITB 43.5.4**	The bidder is required to have a legally valid class 3 Digital Signature Certificate (DSC). The DSC can be obtained from any authorised certifying agencies. Then the Digital Signature registration has to be done with the e-token, after logging into the site. If bidder happens to be a joint venture, DSC shall be obtained in the name of JV. After this, the bidder can login the site through the secured login by entering the password of the e-token & the user id/ password chosen during registration.	The bidder is required to have a legally valid class 3 Digital Signature Certificate (DSC). The DSC can be obtained from any authorised certifying agencies. Then the Digital Signature registration has to be done with the e-token, after logging into the site. If bidder happens to be a joint venture, DSC shall be obtained in the name of **the Lead Member**. After this, the bidder can login the site through the secured login by entering the password of the e-token **and** the user id/ password chosen during registration.
10.	**Section-III Evaluation and Qualification Criteria 2.3.2**	Minimum average annual turnover of **INR 25 Crores** or an equivalent amount in a freely convertible currency, calculated as total certified payments received for contracts in progress or completed, within the last five (5) years **from 1st April 2013 to 31st March 2018.**	Minimum average annual turnover of **INR 24 Crores** or an equivalent amount in a freely convertible currency, calculated as total certified payments received for contracts in progress or completed, within the last five (5) years **from 1st April 2013 to 31st March 2018.**

Sl. No	Clause Reference	Original Provision	Amended Provision
11.	**Section-III Evaluation and Qualification Criteria 2.4.2 (a)**	(a) Participation[1] as contractor, joint venture member[2], management contractor, or subcontractor, within the last five (5) years **ending last day of month previous to bid submission deadline**: • One (1) Road Project of at least (**INR 400 Million**), or • Two (2) Road Projects of at least (**INR 250 Million**), or • Three (3) Road Projects of at least (**INR 200 Million**) or an equivalent amount in a freely convertible currency that have been successfully and substantially[3] completed and that are similar[4] to the proposed Works. The similarity shall be based on the physical size, complexity, methods/technology or other characteristics as described in Part 2, Employer's Requirements. Road works / Airport runway works executed under BOQ contracts shall also be considered as similar works. The road project should be of similar nature (having rehabilitation / new construction / up gradation / overlay and Maintenance), and should be substantially completed.	(b) Participation[5] as contractor, joint venture member[6], management contractor, or subcontractor, within the last five (5) years **ending last day of month previous to bid submission deadline**: • One (1) Road Project of at least **INR 300 Million**, or • Two (2) Road Projects of at least **INR 200 Million** each, or • Three (3) Road Projects of at least **INR 150 Million** each or an equivalent amount in a freely convertible currency that have been successfully and substantially[7] completed and that are similar[8] to the proposed Works. The similarity shall be based on the physical size, complexity, methods/technology or other characteristics as described in Part 2, Employer's Requirements. Road works / Airport runway works executed under BOQ contracts shall also be considered as similar works. The road project should be of similar nature (having rehabilitation / new construction / up gradation / overlay and Maintenance), and should be substantially completed.
12.	**Section-III Evaluation and Qualification Criteria** **2.4.2 (b)**	For the above or other contracts executed during the period stipulated in 2.4.2(a) above, a minimum experience in the following key activities: 1. Bituminous Works: 78,500 cum per year 2. Wet Mix Macadam: 6,500 cum per year 3. Granular Subbase: 8,500 cum per year 4. R.C.C. works: 22,000 cum per year	For the above or other contracts executed during the period stipulated in 2.4.2(a) above, a minimum experience in the following key activities: 1. Bituminous Works: **37,000** cum per year 2. Wet Mix Macadam: 6,500 cum per year 3. Granular Subbase: 8,500 cum per year 4. R.C.C. **/ P.C.C.** works: **15,000** cum per year

[1] For contracts under which the Bidder participated as a joint venture member or sub-contractor, only the Bidder's share, by value, shall be considered to meet this requirement.
[2] In the case of JV, the value of contracts completed by its members shall not be aggregated to determine whether the requirement of the minimum value of a single contract has been met. Instead, each contract performed by each member shall satisfy the minimum value of a single contract as required for single entity. In determining whether the JV meets the requirement of total number of contracts, only the number of contracts completed by all members each of value equal or more than the minimum value required shall be aggregated.
[3] Substantial completion shall be based on 80% or more works completed under the contract.
[4] The similarity shall be based on the physical size, complexity, methods/technology and/or other characteristics described in Scope of Works. Summation of the values of number of small value contracts (less than the value specified under requirement) to meet the overall requirement will not be accepted.
[5] For contracts under which the Bidder participated as a joint venture member or sub-contractor, only the Bidder's share, by value, shall be considered to meet this requirement.
[6] In the case of JV, the value of contracts completed by its members shall not be aggregated to determine whether the requirement of the minimum value of a single contract has been met. Instead, each contract performed by each member shall satisfy the minimum value of a single contract as required for single entity. In determining whether the JV meets the requirement of total number of contracts, only the number of contracts completed by all members each of value equal or more than the minimum value required shall be aggregated.
[7] Substantial completion shall be based on 80% or more works completed under the contract.
[8] The similarity shall be based on the physical size, complexity, methods/technology and/or other characteristics described in Scope of Works. Summation of the values of number of small value contracts (less than the value specified under requirement) to meet the overall requirement will not be accepted.

<table>
<tr><th>Sl. No</th><th>Clause Reference</th><th>Original Provision</th><th>Amended Provision</th></tr>
<tr><td>13.</td><td>Section-III Evaluation and Qualification Criteria

2.5</td><td>

Personnel

The Bidder must demonstrate that it has the personnel for the key positions that meet the following requirements:

<table>
<tr><th rowspan="2">Sl. No.</th><th rowspan="2">Key Position</th><th rowspan="2">Nos.</th><th rowspan="2">Min. Academic Qualification</th><th colspan="2">Min. Years of Working Experience</th><th rowspan="2">In case of JV to be Proposed by</th></tr>
<tr><th>At Specified Position</th><th>Total</th></tr>
<tr><td>1</td><td>Project Manager cum Planning Engineer (Contractor's Authorised Representative at Site)</td><td>1</td><td>Engg. Degree</td><td>10</td><td>20</td><td>Lead member</td></tr>
<tr><td>2</td><td>Highway Engineer</td><td>1</td><td>Engg. Degree</td><td>8</td><td>10</td><td>Lead member</td></tr>
<tr><td>3</td><td>Structural Engineer</td><td>1</td><td>Engg. Degree</td><td>8</td><td>10</td><td>Lead member</td></tr>
<tr><td>4</td><td>Materials Engineer</td><td>1</td><td>Degree/Diploma</td><td>5</td><td>10</td><td>Any member</td></tr>
<tr><td>5</td><td>Quantity Surveyor</td><td>1</td><td>Degree/Diploma</td><td>5</td><td>10</td><td>Any member</td></tr>
<tr><td>6</td><td>Plant/Equipment Manager</td><td>1</td><td>Degree/Diploma</td><td>5</td><td>8</td><td>Any member</td></tr>
<tr><td>7</td><td>Utility Engineer (Electrical)</td><td>1</td><td>Degree/Diploma</td><td>5</td><td>8</td><td>Any member</td></tr>
<tr><td>8</td><td>Utility Engineer (Civil)</td><td>1</td><td>Degree/Diploma</td><td>5</td><td>8</td><td>Any member</td></tr>
<tr><td>9</td><td>Surveyor</td><td>2</td><td>Degree/Diploma</td><td>5</td><td>8</td><td>Any member</td></tr>
<tr><td>10</td><td>Site Supervisor</td><td>2</td><td>Degree/Diploma</td><td>5</td><td>8</td><td>Any member</td></tr>
<tr><td>11</td><td>Laboratory Technician</td><td>1</td><td>Degree/Diploma</td><td>3</td><td>5</td><td>Any member</td></tr>
<tr><td>12</td><td>Environmental/Safety Officer</td><td>1</td><td>Degree/Diploma/B.Sc. equivalent in similar field</td><td>3</td><td>5</td><td>Any member</td></tr>
</table>

The Structural Engineer proposed must have experience of construction of bridges and culverts in at least one project.

The Bidder shall provide details of the Key Personnel and such other key personnel that the Bidder considers appropriate, together with their

</td><td>

Personnel

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<tr><th rowspan="2">Sl. No.</th><th rowspan="2">Key Position</th><th rowspan="2">Nos.</th><th rowspan="2">Min. Academic Qualification</th><th colspan="2">Min. Years of Working Experience</th><th rowspan="2">In case of JV to be Proposed by</th></tr>
<tr><th>At Specified Position</th><th>Total</th></tr>
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<tr><td>2</td><td>Highway Engineer</td><td>1</td><td>Engg. Degree</td><td>8</td><td>10</td><td>Lead member</td></tr>
<tr><td>3</td><td>Structural Engineer</td><td>1</td><td>Engg. Degree</td><td>8</td><td>10</td><td>Lead member</td></tr>
<tr><td>4</td><td>Materials Engineer</td><td>1</td><td>Degree/Diploma</td><td>5</td><td>10</td><td>Any member</td></tr>
<tr><td>5</td><td>Quantity Surveyor</td><td>1</td><td>Degree/Diploma</td><td>5</td><td>10</td><td>Any member</td></tr>
<tr><td>6</td><td>Plant/Equipment Manager</td><td>1</td><td>Degree/Diploma</td><td>5</td><td>8</td><td>Any member</td></tr>
<tr><td>7</td><td>Utility Engineer (Electrical)</td><td>1</td><td>Degree/Diploma</td><td>5</td><td>8</td><td>Any member</td></tr>
<tr><td>8</td><td>Utility Engineer (Civil)</td><td>1</td><td>Degree/Diploma</td><td>5</td><td>8</td><td>Any member</td></tr>
<tr><td>9</td><td>Surveyor</td><td>2</td><td>Degree/Diploma</td><td>5</td><td>8</td><td>Any member</td></tr>
<tr><td>10</td><td>Site Supervisor</td><td>2</td><td>Degree/Diploma</td><td>5</td><td>8</td><td>Any member</td></tr>
<tr><td>11</td><td>Laboratory Technician</td><td>1</td><td>Degree/Diploma</td><td>3</td><td>5</td><td>Any member</td></tr>
<tr><td>12</td><td>Environmental/Safety Officer</td><td>1</td><td>Degree/Diploma/B.Sc. equivalent in similar field</td><td>3</td><td>5</td><td>Any member</td></tr>
<tr><td>13</td><td>Environmental Specialist*</td><td>1</td><td>B Tech / M.Tech (Environmental Engg) / MSc (Environmental Science)</td><td>3 years in preparation / implementation of EMP for infrastructure/ construction projects. Desirable: Operational experience in the application of</td><td>5</td><td>Any member</td></tr>
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<table>
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<td>academic qualifications and work experience. The Bidder shall complete the relevant Forms in Section IV, Bidding Forms. [Form PER-1 & PER-2].

The Contractor shall endeavour to submit CV of key personnel as per bid document. In case, some CVs are unavailable with the Bidder at the time of bid submission, the Bidder shall furnish an Undertaking that he will deploy the key-personnel as per the requirements of the bid document, if he is awarded the project.</td>
<td>
<table>
<tr><td></td><td></td><td></td><td></td><td>environmental management principles in infrastructure/ construction industry</td><td></td><td></td></tr>
<tr><td>14</td><td>Health & Safety Engineer*</td><td>1</td><td>Degree with Certification from OSHAS / NEBOSH</td><td>3 years in preparation of HSE Management Plan / Procedure, Environmental Management Procedure, Potential Risk Register / Mitigation Plan, HSE Audit Plan/Procedure etc. Desirable: Operational experience in infrastructure/ construction industry</td><td>5</td><td>Any member</td></tr>
<tr><td>15</td><td>Sociologist*</td><td>1</td><td>MSW / Masters in Sociology</td><td>3 years in monitoring / analyzing / managing risks related to GBV / SEA / gender issues /migrant labour issues. Desirable: Knowledge of central and state labour laws</td><td>5</td><td>Any member</td></tr>
<tr><td>16</td><td>Road Safety consultant</td><td>1</td><td>Degree in Civil Engineering with post-graduation in transportation engineering</td><td>5 years experience in road safety audits and empanelled as road safety consultant with MoRTH / NHAI</td><td>15</td><td>Lead</td></tr>
</table>
The Structural Engineer proposed must have experience of construction of bridges and culverts in at least one project.

The Bidder shall provide details of the Key Personnel and such other key personnel that the Bidder considers appropriate, together with their academic
</td>
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Sl. No	Clause Reference	Original Provision	Amended Provision
			qualifications and work experience. The Bidder shall complete the relevant Forms in Section IV, Bidding Forms. [Form PER-1 & PER-2]. The Contractor shall endeavor to submit CV of key personnel as per bid document. In case, some CVs are unavailable with the Bidder at the time of bid submission, the Bidder shall furnish an Undertaking that he will deploy the key-personnel as per the requirements of the bid document, if he is awarded the project.
14.	**Section-VII: Conditions of Contract and Schedules** **7.1.1**	The Contractor shall, for the performance of its obligations hereunder during the Construction Period, provide to the Authority, within 10 (ten) days of the date of this Agreement, an irrevocable and unconditional guarantee from a Scheduled / Nationalized Bank in the form set forth in Schedule-G (the "Performance Security") for an amount equal to 10% (ten percent) of the Contract Price. The Contractor has the option of submitting two guarantees of equal amount towards Performance Security totaling to 10% (ten percent) of the Contract Price. The Performance Security shall be valid until 60 (sixty) days after the Defects Liability Period including extension if any pursuant to Clause 17.6. Until such time the Performance Security is provided by the Contractor pursuant hereto and the same comes into effect, the Bid Security shall remain in force and effect, and upon such provision of the Performance Security, the Authority shall release the Bid Security to the Contractor.	The Contractor shall, for the performance of its obligations hereunder during the Construction Period, provide to the Authority, within 10 (ten) days of the date of this Agreement, an irrevocable and unconditional guarantee from a Scheduled / Nationalized Bank in the form set forth in Schedule-G (the "Performance Security") for an amount equal to **5% (five percent) of the Contract Price**. The Contractor has the option of submitting two guarantees of equal amount towards Performance Security totaling to **5% (five percent) of the Contract Price**. The Performance Security shall be valid until 60 (sixty) days after the Defects Liability Period including extension if any pursuant to Clause 17.6. Until such time the Performance Security is provided by the Contractor pursuant hereto and the same comes into effect, the Bid Security shall remain in force and effect, and upon such **providing** of the Performance Security, the Authority shall release the Bid Security to the Contractor.
15.	**Section-VII: Conditions of Contract and Schedules** **10.3.1**	The Contractor shall construct the Project Highway as specified in Schedule-B and Schedule-C, and in conformity with the Specifications and Standards set forth in Schedule-D. The Contractor shall be responsible for the correct positioning of all parts of the Works, and shall rectify any error in the positions, levels, dimensions or alignment of the Works. The **458th (four hundred and fifty-eight)** day from the Appointed Date shall be the scheduled completion date (the "**Scheduled Completion Date**") and the Contractor agrees and undertakes that the construction shall be completed on or before the Scheduled Completion Date, including any extension thereof.	The Contractor shall construct the Project Highway as specified in Schedule-B and Schedule-C, and in conformity with the Specifications and Standards set forth in Schedule-D. The Contractor shall be responsible for the correct positioning of all parts of the Works, and shall rectify any error in the positions, levels, dimensions or alignment of the Works. The **458th (four hundred and fifty-eight)** day from the Appointed Date shall be the scheduled completion date (the "**Scheduled Completion Date**") and the Contractor agrees and undertakes that the construction shall be completed on or before the Scheduled Completion Date, including any extension thereof. **The Contractor shall not carry out any Works, including mobilization and/or pre-construction activities (e.g. limited clearance for haul roads, site accesses and work site establishment, geotechnical investigations or investigations to select ancillary features such as quarries and borrow pits), unless the Authority's Engineer is satisfied that appropriate measures are in place to address environmental, social, health and safety risks and impacts. At a minimum, the Contractor shall apply the Management Strategies and Implementation Plans and Code of Conduct,**

<table>
<tr><th>Sl. No</th><th>Clause Reference</th><th>Original Provision</th><th>Amended Provision</th></tr>
<tr><td></td><td></td><td></td><td>submitted as part of the Bid and agreed as part of the Contract. The Contractor shall submit, on a continuing basis, for the Authority Engineer's prior approval, such supplementary Management Strategies and Implementation Plans as are necessary to manage the ESHS risks and impacts of ongoing works. These Management Strategies and Implementation Plans collectively comprise the Contractor's Environmental and Social Management Plan (C-ESMP). The C-ESMP shall be approved prior to the commencement of construction activities (e.g. excavation, earth works, bridge and structure works, stream and road diversions, quarrying or extraction of materials, concrete batching and asphalt manufacture). The approved C-ESMP shall be reviewed, periodically (but not less than every six (6) months), and updated in a timely manner, as required, by the Contractor to ensure that it contains measures appropriate to the Works activities to be undertaken. The updated C-ESMP shall be subject to prior approval by the Authority's Engineer.</td></tr>
<tr><td>16.</td><td>Schedule-A
Table 2.1 A</td><td>Table 2.1 A: Details of the Existing ROW<table><tr><th rowspan="2">Sl. No</th><th colspan="2">Existing Chainage</th><th rowspan="2">Existing ROW (m) from the center line*</th></tr><tr><th>From (km)</th><th>To (km)</th></tr><tr><td>1</td><td>0+960</td><td>27+532</td><td>24</td></tr></table>* Varies at locations of curves, approaches of urban areas, Bridge and Bridge approaches on LHS and RHS.</td><td>Table 2.1 A: Details of the Existing ROW<table><tr><th rowspan="2">Sl. No</th><th colspan="2">Existing Chainage</th><th rowspan="2">Existing ROW* (m)</th></tr><tr><th>From (km)</th><th>To (km)</th></tr><tr><td>1</td><td>0+960</td><td>27+532</td><td>24</td></tr></table>* Concentricity and/or width varies at locations of curves, approaches of urban areas, Bridge and Bridge approaches.</td></tr>
<tr><td>17.</td><td>Schedule-A (Annex-II)</td><td>Dates for providing Right of Way
The dates on which the Authority shall provide Corridor of Impact to the Contractor for facilitating Construction/Development are as stated below:<table><tr><th rowspan="2">Sl. No</th><th colspan="2">Existing Chainage</th><th rowspan="2">Date(s) for providing ROW</th></tr><tr><th>From (km)</th><th>To (km)</th></tr><tr><td>1</td><td>0+960</td><td>27+532</td><td>80% length on the Appointed Date and 20% within 90 days from the Appointed Date in accordance with Annex – IV of this schedule.</td></tr></table></td><td>Dates for providing Right of Way
The dates on which the Authority shall provide Corridor of Impact to the Contractor for facilitating Construction/Development are as stated below:<table><tr><th rowspan="2">Sl. No</th><th colspan="2">Existing Chainage</th><th rowspan="2">Date(s) for providing COI</th></tr><tr><th>From (km)</th><th>To (km)</th></tr><tr><td>1</td><td>0+960</td><td>27+532</td><td>80% length on the Appointed Date and 20% within 90 days from the Appointed Date in accordance with Annex – IV of this schedule.</td></tr></table></td></tr>
<tr><td>18.</td><td>Schedule-A</td><td>12. Utility crossing / pipe
The Site of the Project Highway has utility crossing pipes at the following locations with kundi/chambers on either side:<table><tr><th>Sr. No.</th><th>Type of utility crossing</th><th>Existing Chainage</th><th>Remarks</th></tr><tr><td>1</td><td colspan="3">NIL</td></tr></table></td><td>12. Utility crossing / pipe
The Site of the Project Highway has utility crossing pipes at the following locations with kundi/chambers on either side:<table><tr><th>Sr. No.</th><th>Existing Chainage</th></tr><tr><td>1</td><td>11+800</td></tr><tr><td>2</td><td>12+200</td></tr><tr><td>3</td><td>12+300</td></tr><tr><td>4</td><td>15+800</td></tr><tr><td>5</td><td>23+020</td></tr></table></td></tr>
</table>

<table>
<tr><th>Sl. No</th><th>Clause Reference</th><th>Original Provision</th><th>Amended Provision</th></tr>
<tr><td></td><td></td><td></td><td><table>
<tr><td>6</td><td>26+350</td></tr>
<tr><td>7</td><td>27+000</td></tr>
<tr><td>8</td><td>27+200</td></tr>
<tr><td>9</td><td>27+220</td></tr>
<tr><td>10</td><td>27+300</td></tr>
</table></td></tr>
<tr><td>19.</td><td>Schedule B
1</td><td>1. Development of the Project Highway
Development of the Project Highway shall include design and construction of the Project Highway in accordance with and as described in this Schedule-B and in Schedule-C and maintenance of Project Highway shall be in accordance with Schedule-E. The planning, design, implementation and maintenance shall strictly follow best of environmental standards and practices; in any case Environmental Management Plan (EMP) shall prevail as minimum standards to be followed all through the Agreement period.</td><td>1. Development of the Project Highway
Development of the Project Highway shall include design, construction and maintenance of the Project Highway in accordance with and as described in this Schedule-B, Schedule-C, Schedule-D and Schedule-E. The planning, design, implementation and maintenance shall strictly follow best of environmental standards and practices; in any case Environmental Management Plan (EMP) shall prevail as minimum standards to be followed all through the Agreement period.</td></tr>
<tr><td>20.</td><td>Schedule B:
2. Work</td><td>Third paragraph reads:
Removal of top 50mm thickness of existing asphalt in full width by milling and providing compensatory asphalt along with profile corrective course (PCC) on milled surface making use of appropriate bituminous material, use of appropriate glass-grid (50 x 50 kN/m) in full width of the fresh asphalt surface followed by providing strengthening layers of DBM and BC as per overlay design has been envisaged for the full length of the Project Highway. The material of compensatory layer cum profile corrective course shall be Bituminous Macadam (BM) Grading 2 conforming to Section 500, Clause 504 of MORTH Specifications wherein use of material obtained from milling of the existing asphalt shall be made appropriately in combination with fresh aggregate and bitumen materials.</td><td>Third paragraph is replaced as:
Removal of top 50mm thickness of existing asphalt in full width by milling and providing compensatory asphalt along with profile corrective course (PCC) on milled surface by making use of appropriate bituminous material. Use of appropriate glass-grid geo-composite (50 x 50 kN/m) in full width of the fresh asphalt surface followed by providing strengthening layers of DBM and BC as per overlay design has been envisaged for the full length of the Project Highway. The material of compensatory asphalt layer and profile corrective course shall be appropriate bituminous mix conforming to MORTH Specifications wherein use of material obtained from milling of the existing asphalt shall be made appropriately in combination with fresh aggregate and bitumen materials.</td></tr>
<tr><td>21.</td><td>Schedule B:
2. Work</td><td></td><td>Add Para Six at the end as:
Tree cutting shall be carried out by the Contractor in close consultation with Forest Department and Authority’s Engineer. The estimated trees to be cut are 650 numbers within COI. As per finalized design by Contractor, efforts shall be in place to save the trees to the maximum possible extent.</td></tr>
<tr><td>22.</td><td>Schedule B:
Annex-I
2.3</td><td>2.3 Improvement to the Existing Road Geometrics
In the sections, where improvement to the existing road geometrics to the prescribed standards is not possible, the existing road geometrics shall be improved to the extent possible within the given right of way and proper road signs and safety measures shall be provided.</td><td>2.3 Improvement to the Existing Road Geometrics
In the sections, where improvement to the existing road geometrics to the prescribed standards is not possible due to site constraints, the existing road geometrics shall be improved to the extent possible within the Corridor of Impact and proper road signs and safety measures shall be provided.

The following geometric improvements shall be implemented as minimum at specified locations:</td></tr>
</table>

<table>
<tr><th>Sl. No</th><th>Clause Reference</th><th>Original Provision</th><th>Amended Provision</th></tr>
<tr><td></td><td></td><td></td><td>
<table>
<tr><th>Horizontal curve at Km</th><th colspan="5">Vertical curve at Km</th></tr>
<tr><td>24+700</td><td>1+125</td><td>4+800</td><td>9+900</td><td>17+710</td><td>22+325</td></tr>
<tr><td>26+600</td><td>1+540</td><td>5+270</td><td>10+175</td><td>17+925</td><td>22+475</td></tr>
<tr><td>26+900</td><td>1+970</td><td>5+880</td><td>10+370</td><td>19+218</td><td>23+150</td></tr>
<tr><td>27+250</td><td>2+220</td><td>6+945</td><td>12+880</td><td>19+710</td><td>23+660</td></tr>
<tr><td>-</td><td>2+780</td><td>7+300</td><td>13+650</td><td>21+395</td><td>24+940</td></tr>
<tr><td>-</td><td>4+225</td><td>7+600</td><td>14+980</td><td>21+720</td><td>25+050</td></tr>
<tr><td>-</td><td>4+325</td><td>9+020</td><td>16+775</td><td>22+040</td><td>25+230</td></tr>
<tr><td>-</td><td></td><td></td><td></td><td></td><td>26+895</td></tr>
</table>
</td></tr>
<tr><td>23.</td><td>Schedule B: Annex-I 3.2</td><td>3.2 Minor Junctions
<table>
<tr><th>Sr. No</th><th>Design Chainage</th><th>Side</th><th>Type</th><th>Location</th></tr>
<tr><td>1.</td><td>01+215</td><td>LHS</td><td>3 arm</td><td>Y-junction leading to Pati village</td></tr>
<tr><td>2.</td><td>06+530</td><td>RHS</td><td>3 arm</td><td>T-junction leading to Pipali village</td></tr>
<tr><td>3.</td><td>06+710</td><td>LHS</td><td>3 arm</td><td>Y-junction leading to Dhamnka village</td></tr>
<tr><td>4.</td><td>06+735</td><td>RHS</td><td>3 arm</td><td>T-junction leading to Rampur village</td></tr>
<tr><td>5.</td><td>07+145</td><td>RHS</td><td>3 arm</td><td>Y-junction leading to Rampur village</td></tr>
<tr><td>6.</td><td>08+920</td><td>RHS</td><td>3 arm</td><td>T-junction leading to Tarpala village (Rajsthani Road)</td></tr>
<tr><td>7.</td><td>09+875</td><td>LHS</td><td>3 arm</td><td>T-junction leading to Umrala village</td></tr>
<tr><td>8.</td><td>14+770</td><td>LHS</td><td>3 arm</td><td>Y-junction leading to Keriya village</td></tr>
<tr><td>9.</td><td>15+505</td><td>LHS</td><td>3 arm</td><td>T-junction leading to Piparali village</td></tr>
<tr><td>10.</td><td>16+175</td><td>LHS</td><td>3 arm</td><td>T-junction leading to Gadhada</td></tr>
<tr><td>11.</td><td>16+605</td><td>LHS</td><td>3 arm</td><td>T-junction leading to Janjmer village</td></tr>
<tr><td>12.</td><td>16+625</td><td>RHS</td><td>3 arm</td><td>T-junction leading to Dhola village</td></tr>
<tr><td>13.</td><td>16+825</td><td>RHS</td><td>3 arm</td><td>T-junction leading to Dhola village society</td></tr>
<tr><td>14.</td><td>17+700 & 17+810</td><td>LHS</td><td>3 arm</td><td>Y-junction leading to Lhagala village</td></tr>
<tr><td>15.</td><td>19+850</td><td>Cross</td><td>4 arm</td><td>Four arm junction (Dedakdi village) Minor</td></tr>
<tr><td>16.</td><td>22+340</td><td>RHS</td><td>3 arm</td><td>T-junction to Ingrola village</td></tr>
<tr><td>17.</td><td>25+000</td><td>Cross</td><td>4 arm</td><td>Four arm junction (Darwalla & Lngala village) Minor</td></tr>
</table>
</td><td>3.2 Minor Junctions
<table>
<tr><th>Sr. No</th><th>Design Chainage</th><th>Side</th><th>Type</th><th>Location</th></tr>
<tr><td>1.</td><td>01+275</td><td>LHS</td><td>3 arm</td><td>Y-junction leading to Pati village</td></tr>
<tr><td>2.</td><td>06+595</td><td>RHS</td><td>3 arm</td><td>T-junction leading to Pipali village</td></tr>
<tr><td>3.</td><td>06+768</td><td>LHS</td><td>3 arm</td><td>Y-junction leading to Dhamnka village</td></tr>
<tr><td>4.</td><td>06+800</td><td>RHS</td><td>3 arm</td><td>T-junction leading to Rampur village</td></tr>
<tr><td>5.</td><td>07+200</td><td>RHS</td><td>3 arm</td><td>Y-junction leading to Rampur village</td></tr>
<tr><td>6.</td><td>08+980</td><td>Cross</td><td>4 arm</td><td>Four arm leading to Tarpala village (Rajsthani Road) & Noyala Dham</td></tr>
<tr><td>7.</td><td>09+935</td><td>LHS</td><td>3 arm</td><td>T-junction leading to Umrala village</td></tr>
<tr><td>8.</td><td>14+825</td><td>LHS</td><td>3 arm</td><td>Y-junction leading to Keriya village</td></tr>
<tr><td>9.</td><td>15+570</td><td>LHS</td><td>3 arm</td><td>T-junction leading to Piparali village</td></tr>
<tr><td>10.</td><td>16+235</td><td>Cross</td><td>4 arm</td><td>Four arm leading to Gadhada</td></tr>
<tr><td>11.</td><td>16+670</td><td>LHS</td><td>3 arm</td><td>T-junction leading to Janjmer village</td></tr>
<tr><td>12.</td><td>16+685</td><td>RHS</td><td>3 arm</td><td>T-junction leading to Dhola village</td></tr>
<tr><td>13.</td><td>16+875</td><td>RHS</td><td>3 arm</td><td>T-junction leading to Dhola village society</td></tr>
<tr><td>14.</td><td>17+750 to 17+810</td><td>LHS</td><td>3 arm</td><td>Y-junction leading to Lhagala village</td></tr>
<tr><td>15.</td><td>19+905</td><td>Cross</td><td>4 arm</td><td>Four arm junction (Dedakdi village) Minor</td></tr>
<tr><td>16.</td><td>22+400</td><td>LHS</td><td>3 arm</td><td>T-junction to Ingrola village</td></tr>
<tr><td>17.</td><td>25+050</td><td>Cross</td><td>4 arm</td><td>Four arm junction (Darwalla & Lngala village) Minor</td></tr>
</table>
</td></tr>
<tr><td>24.</td><td>Schedule B: Annex-I 5.4.2</td><td>Second Para onward Reads:

The Contractor shall remove top 50mm of existing asphalt in full width by milling and provide compensatory asphalt layer along with profile correction course (PCC) as required on milled surface using Bituminous Macadam (BM) Grading 2 material conforming to Section 500, Clause 504 of MORTH Specifications; use of material obtained from milling of the existing asphalt in appropriate proportion in combination with fresh</td><td>Second Para onward is replaced as:

The Contractor shall remove top 50mm of existing asphalt in full width by milling and provide compensatory asphalt layer along with profile correction course (PCC) as required on milled surface using appropriate bituminous material conforming to MORTH Specifications. Use of material obtained from milling of the existing asphalt in appropriate proportion in combination with fresh aggregate and bitumen (VG 40) materials is recommended.</td></tr>
</table>

<table>
<tr><th>Sl. No</th><th>Clause Reference</th><th>Original Provision</th><th>Amended Provision</th></tr>
<tr>
<td></td>
<td></td>
<td>
aggregate and bitumen (VG 40) materials is recommended for BM course. Appropriate glass-grid (50 x 50 kN/m) in full width of the pavement including paved shoulders shall be provided on the RAP layer cum PCC surface (except on structures with slabs and on service roads) before providing strengthening layers of DBM and BC as per overlay design.

The minimum overlay thickness, excluding required profile corrective course, shall however be as given in the table below, which shall not apply on slab of structures.
<table>
<tr><th rowspan="2">Sr. No.</th><th rowspan="2">Chainage From</th><th rowspan="2">Chainage To</th><th rowspan="2">Length in km</th><th rowspan="2">Proposed Pavement Design Treatment</th><th colspan="3">Overlay Thickness (mm) (excluding PCC)</th></tr>
<tr><th>BC</th><th>DBM</th><th>RAP</th></tr>
<tr><td>1</td><td>0+965</td><td>5+850</td><td>4.885</td><td>Overlay</td><td>40</td><td>50</td><td>50</td></tr>
<tr><td>2</td><td>5+900</td><td>6+800</td><td>0.9</td><td>Overlay</td><td>40</td><td>50</td><td>50</td></tr>
<tr><td>3</td><td>7+200</td><td>9+850</td><td>2.65</td><td>Overlay</td><td>40</td><td>50</td><td>50</td></tr>
<tr><td>4</td><td>9+850</td><td>10+360</td><td>0.51</td><td>Overlay with one side RCC Drain</td><td>50</td><td>50</td><td>50</td></tr>
<tr><td>5</td><td>10+360</td><td>12+900</td><td>2.54</td><td>Overlay</td><td>40</td><td>50</td><td>50</td></tr>
<tr><td>6</td><td>13+000</td><td>14+900</td><td>1.9</td><td>Overlay</td><td>40</td><td>50</td><td>50</td></tr>
<tr><td>7</td><td>15+100</td><td>17+600</td><td>2.5</td><td>Overlay</td><td>40</td><td>50</td><td>50</td></tr>
<tr><td>8</td><td>17+950</td><td>22+030</td><td>4.08</td><td>Overlay</td><td>40</td><td>50</td><td>50</td></tr>
<tr><td>9</td><td>22+030</td><td>22+950</td><td>0.92</td><td>Overlay</td><td>40</td><td>50</td><td></td></tr>
<tr><td>10</td><td>22+950</td><td>24+500</td><td>1.55</td><td>Overlay</td><td>40</td><td>50</td><td>50</td></tr>
<tr><td>11</td><td>25+30</td><td>26+500</td><td>1.2</td><td>Overlay</td><td>40</td><td>50</td><td>50</td></tr>
<tr><td>12</td><td>26+70</td><td>26+800</td><td>0.1</td><td>Overlay</td><td>40</td><td>50</td><td>50</td></tr>
<tr><td>13</td><td>27+000</td><td>27+150</td><td>0.15</td><td>Overlay</td><td>40</td><td>50</td><td>50</td></tr>
<tr><td>14</td><td>27+325</td><td>27+50</td><td>0.175</td><td>Overlay</td><td>40</td><td>50</td><td>50</td></tr>
</table>
The overlay thicknesses given above are the minimum requirements and actual provision shall be as per the Contractor’s detailed investigations and assessments including updated traffic counts, traffic analysis, properties of available materials, etc as per standards & specifications mentioned in Schedule D. Required profile correction with bituminous materials (granular materials also where required) shall be in addition to the stated minimum overlay thicknesses herewith.

Service Road: Strengthening overlay for the flexible pavement of the service road shall be designed as per IRC-115.

The Contractor shall rectify all the distresses including deep seated ones in the existing pavement before providing compensatory BM cum PCC or strengthening overlay over it.
</td>
<td>
Appropriate glass-grid geo-composite (50 x 50 kN/m) in full width of the pavement including paved shoulders shall be provided on the compensatory asphalt layer (RAP) cum PCC surface (except on structures with slabs and on service roads, if any) before providing strengthening layers of DBM and BC as per overlay design.

The minimum overlay thickness shall however be as given in the table below. In addition, minimum compensatory asphalt (RAP) layer of 50 mm thickness in the form of appropriate bituminous material making use of RAP/milled asphalt appropriately excluding profile corrective course shall be provided.
<table>
<tr><th rowspan="2">Sr. No.</th><th rowspan="2">Chainage From</th><th rowspan="2">Chainage To</th><th rowspan="2">Length in km</th><th rowspan="2">Proposed Pavement Design Treatment</th><th colspan="2">Overlay Thickness (mm) (excluding PCC)</th></tr>
<tr><th>BC</th><th>DBM</th></tr>
<tr><td>1</td><td>0+965</td><td>5+850</td><td>4.885</td><td>Overlay</td><td>40</td><td>50</td></tr>
<tr><td>2</td><td>5+900</td><td>6+800</td><td>0.9</td><td>Overlay</td><td>40</td><td>50</td></tr>
<tr><td>3</td><td>7+200</td><td>9+850</td><td>2.65</td><td>Overlay</td><td>40</td><td>50</td></tr>
<tr><td>4</td><td>9+850</td><td>10+360</td><td>0.51</td><td>Overlay with one side RCC Drain</td><td>40</td><td>50</td></tr>
<tr><td>5</td><td>10+360</td><td>12+900</td><td>2.54</td><td>Overlay</td><td>40</td><td>50</td></tr>
<tr><td>6</td><td>13+000</td><td>14+900</td><td>1.9</td><td>Overlay</td><td>40</td><td>50</td></tr>
<tr><td>7</td><td>15+100</td><td>17+600</td><td>2.5</td><td>Overlay</td><td>40</td><td>50</td></tr>
<tr><td>8</td><td>17+950</td><td>22+030</td><td>4.08</td><td>Overlay</td><td>40</td><td>50</td></tr>
<tr><td>9</td><td>22+030</td><td>22+950</td><td>0.92</td><td>Overlay</td><td>40</td><td>50</td></tr>
<tr><td>10</td><td>22+950</td><td>24+500</td><td>1.55</td><td>Overlay</td><td>40</td><td>50</td></tr>
<tr><td>11</td><td>25+300</td><td>26+500</td><td>1.2</td><td>Overlay</td><td>40</td><td>50</td></tr>
<tr><td>12</td><td>26+700</td><td>26+800</td><td>0.1</td><td>Overlay</td><td>40</td><td>50</td></tr>
<tr><td>13</td><td>27+000</td><td>27+150</td><td>0.15</td><td>Overlay</td><td>40</td><td>50</td></tr>
<tr><td>14</td><td>27+325</td><td>27+500</td><td>0.175</td><td>Overlay</td><td>40</td><td>50</td></tr>
</table>
The overlay thicknesses given above are the minimum requirements and actual provision shall be as per the Contractor’s detailed investigations and assessments including updated traffic counts, traffic analysis, properties of available materials, etc as per standards & specifications mentioned in Schedule D. Required profile correction with bituminous materials (granular materials also where required) shall be in addition to the stated minimum overlay thicknesses herewith.
</td>
</tr>
</table>

<table>
<tr><th>Sl. No</th><th>Clause Reference</th><th>Original Provision</th><th>Amended Provision</th></tr>
<tr><td>25.</td><td>Schedule-B
Annex-I
7.2.2</td><td>7.2.2 The schedule of the Culverts is as under:
<table>
<tr><th rowspan="2">Sl. No.</th><th rowspan="2">Existing Chainage (km)</th><th rowspan="2">Type of Culvert</th><th colspan="2">Existing Arrangement</th><th rowspan="2">Design Chainage (km)</th><th rowspan="2">Improvement Proposal</th><th rowspan="2">Proposed Type of Structure</th><th colspan="2">Proposed Span/ Row Arrangement</th></tr>
<tr><th>No. of Row(s) / Span(s)</th><th>Span / Vent Size/ Diameter (m)</th><th>No. of span /row</th><th>Span /dia</th></tr>
<tr><td>1</td><td>26+480</td><td>Pipe (Irrigation Distributary)</td><td>1</td><td>1.20</td><td>26+538</td><td>Retain & Repair</td><td>-</td><td>-</td><td>-</td></tr>
</table></td><td>7.2.2 The schedule of the Culverts is as under:
<table>
<tr><th rowspan="2">Sl. No.</th><th rowspan="2">Existing Chainage (km)</th><th rowspan="2">Type of Culvert</th><th colspan="2">Existing Arrangement</th><th rowspan="2">Design Chainage (km)</th><th rowspan="2">Improvement Proposal</th><th rowspan="2">Proposed Type of Structure</th><th colspan="2">Proposed Span/ Row Arrangement</th></tr>
<tr><th>No. of Row(s) / Span(s)</th><th>Span / Vent Size/ Diameter (m)</th><th>No. of span /row</th><th>Span /dia</th></tr>
<tr><td>2</td><td>26+480</td><td>Pipe (Irrigation Distributary)</td><td>1</td><td>1.20</td><td>26+538</td><td>Repair & Widening</td><td>Pipe</td><td>1</td><td>1.2</td></tr>
</table></td></tr>
<tr><td>26.</td><td>Schedule-B
Annex-I
7.3.1</td><td>7.3.1 The schedule of the Minor Bridges is as under:
<table>
<tr><th rowspan="2">Sl. No.</th><th rowspan="2">Existing Chainage (km)</th><th rowspan="2">Type of Structure</th><th rowspan="2">Design Chainage (km)</th><th rowspan="2">Improvement Proposal</th><th rowspan="2">Proposed Type of Structure</th><th rowspan="2">Proposed Overall Width (m)</th><th colspan="2">Proposed Span Arrangement</th></tr>
<tr><th>No. of spans</th><th>Span</th></tr>
<tr><td>5</td><td>07+885</td><td>Minor Bridge</td><td>07+945</td><td>Retain & Repair</td><td>-</td><td>-</td><td>-</td><td>-</td></tr>
<tr><td>10</td><td>20+800</td><td>Minor Bridge</td><td></td><td>Retain & Repair (reconstruction of Slab)</td><td>-</td><td>-</td><td>-</td><td>-</td></tr>
</table></td><td>7.3.1 The schedule of the Minor Bridges is as under:
<table>
<tr><th rowspan="2">Sl. No.</th><th rowspan="2">Existing Chainage (km)</th><th rowspan="2">Type of Structure</th><th rowspan="2">Design Chainage (km)</th><th rowspan="2">Improvement Proposal</th><th rowspan="2">Proposed Type of Structure</th><th rowspan="2">Proposed Overall Width (m)</th><th colspan="2">Proposed Span Arrangement</th></tr>
<tr><th>No. of spans</th><th>Span</th></tr>
<tr><td>5</td><td>07+885</td><td>Minor Bridge</td><td>07+945</td><td>Reconstruction</td><td>RCC Box</td><td>12.0</td><td>3</td><td>5</td></tr>
<tr><td>10</td><td>20+800</td><td>Minor Bridge</td><td>20+740</td><td>Retain & Repair (reconstruction of Slab)</td><td>-</td><td>-</td><td>-</td><td>-</td></tr>
</table></td></tr>
<tr><td>27.</td><td>Schedule-B
Annex-I,
Appendix B-1</td><td>Typical Cross Section for Type B-R</td><td>Modified Typical Cross Section for Type B-R is replaced and provided as attachment.</td></tr>
<tr><td>28.</td><td>Schedule-B
Annex-I</td><td>11. UTILITY DUCTS

Utility ducts in the form of 600 mm diameter NP-4 pipe across the Project Highway with suitable inspection box/chamber on sides and at centre shall be provided at a spacing of 1 km for crossing of underground utilities. The exact locations of the utility duct shall be finalized in consultation with the Authority’s Engineer taking cognizance of the existing utility crossings if any.</td><td>11. UTILITY DUCTS

Utility ducts in the form of 600 mm diameter NP-4 pipe across the Project Highway with suitable inspection box/chamber on sides shall be provided at a spacing of 1 km for crossing of underground utilities. The exact locations of the utility duct shall be finalized in consultation with the Authority’s Engineer taking cognizance of the existing utility crossings if any.

All the existing utility ducts including inspection box/chamber if any shall be retained & repaired across the Project Highway in consultation with the Authority’s Engineer.</td></tr>
</table>

<table>
<tr><th>Sl. No</th><th>Clause Reference</th><th>Original Provision</th><th>Amended Provision</th></tr>
<tr><td>29.</td><td>Schedule-C
2.3</td><td>2.3 Bus-bays and Passenger Shelters
<table>
<tr><th>Sr. No.</th><th>Design Chainage</th><th>Side</th><th>Village</th><th>Improvement Proposal</th></tr>
<tr><td>17</td><td>22+997</td><td>RHS</td><td rowspan="2">Parvala</td><td>Existing bus shelter shall be dismantled and new bus shelter with bus bay.</td></tr>
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<tr><td>30.</td><td>Part-3 Drawings</td><td>Part-3: Drawings</td><td>Part-3: Drawings
Fresh drawings are attached.</td></tr>
</table>