Addendum No. 1 to the

Request for Proposal

Dated:

PUBLIC WORKS DEPARTMENT

GOVERNMENT OF RAJASTHAN

ADDENDUM NO. 1

TO THE

REQUEST FOR PROPOSAL (RFP)

For

UPGRADING AND REHABILITATION OF ROADS IN THE DISTRICTS OF ALWAR , BHARATPUR & JAIPUR IN THE STATE OF RAJASTHAN (PACKAGE-01) ON HYBRID ANNUITY MODEL UNDER SWISS CHALLENGE METHOD OF PROCUREMENT

20/4/2018

Addendum No. 1 to the

Request for Proposal

Following modifications to the RFP for Swiss Challenge Package– 01: Upgrading and Rehabilitation of Roads in the Districts of Alwar, Bharatpur & Jaipur in the State of Rajasthan (Package -01) on Hybrid Annuity Model under Swiss Challenge Method of procurement are made as under.

The deletions from the earlier text of the RFP/DCA are indicated as strikethroughs and additions are underlined.

<table>
<tr><th>S.No.</th><th>Reference Clause</th><th>Addendum to RFP
(including DCA Vol I and II)</th></tr>
<tr><td>1</td><td>DCA Vol I, ARTICLE 12, CONSTRUCTION OF THE PROJECT, 12.3 Construction of the Project</td><td>12.3 Construction of the Project
12.3.1 On or after the Appointed Date, the Concessionaire shall undertake construction of the Project as specified in Schedule-B and Schedule-C, and in conformity with the Specifications and Standards set forth in Schedule-D. The ~~1095th (one thousand ninety fifth)~~ 910th (nine hundred and tenth) day from the Appointed Date shall be the scheduled date for completion of the Project (the " Scheduled Completion Date") and the Concessionaire agrees and undertakes that the Project shall be completed on or before the Scheduled Completion Date.</td></tr>
<tr><td>2</td><td>DCA Vol I, ARTICLE 22, FINANCIAL CLOSE, 22.1 Financial Close</td><td>22.1 Financial Close

22.1.1 The Concessionaire hereby agrees and undertakes that it shall achieve Financial Close, for and in respect of debt equal to at least 56% (fifty six per cent) of the Total Project Cost, within a period 180 (one hundred and eighty) days from the date of this Agreement and in the event of delay, it shall be entitled to a further period not exceeding 90 (ninety) days, subject to payment of Damages to the Authority in a sum calculated at the rate of 0.05% (zero point zero five per cent) of the Performance Security for each day of delay, provided that the Damages specified herein shall be payable every week in advance and the period beyond the said 180 (one hundred and eighty) days shall be granted only to the extent of Damages so paid; provided further that no Damages shall be payable if such delay in Financial Close has occurred as a result of any default or delay by the Authority in procuring satisfaction of the Conditions Precedent specified in Clause 4.1.2 or due to Force Majeure. For the avoidance of doubt, the Damages payable hereunder by the Concessionaire shall be in addition to the Damages, if any, due and payable under the provisions of Clause 4.3.</td></tr>
<tr><td>3</td><td>Schedule – B, R-1 (Natani ka Bada – Kathkumar), Appendix B-XII, Details of ROBs/ RUBs</td><td>1. New ROB to be constructed
<table>
<tr><th>S. No.</th><th>Location</th><th>Design Chainage</th><th>~~Name of Crossing LC No.~~</th><th>RoW of Railway</th><th>Skew Angle</th><th>Total Length of Structure (Km)</th><th>Width of Structure (m)</th><th>Stair Case/ Footpath/ VUP</th><th>Remarks</th></tr>
<tr><td>1</td><td>Malakheda (Bypass)</td><td>12.050</td><td>~~LC No. 128.C 2.T~~</td><td>60m</td><td>89</td><td>0.642</td><td>12.9</td><td>0.750m Both sides</td><td>The RoB location is at railway chainage km 92.510</td></tr>
</table></td></tr>
</table>

(PD, Alwar)

<table>
<tr><th>S.No.</th><th>Reference Clause</th><th>Addendum to RFP
(including DCA Vol I and II)</th></tr>
<tr><td></td><td></td><td>(on bypass)</td></tr>
<tr><td>4</td><td>Schedule – B,
R-2 (Ramgarh – Sikri)</td><td>4.19 Retaining Wall
<table>
<tr><th rowspan="2">Sl. No.</th><th colspan="2">Location</th><th rowspan="2">Length (M)</th><th rowspan="2">Side</th><th rowspan="2">Remarks</th></tr>
<tr><th>From</th><th>To</th></tr>
<tr><td>1</td><td>2+490</td><td>2+625</td><td>1x70</td><td>RHS</td><td><s>Existing in Poor Condition</s>
Repair and Rehabilitation</td></tr>
<tr><td>2</td><td>2+600</td><td>2+650</td><td>1x20</td><td>RHS</td><td><s>Existing in Poor Condition</s>
Repair and Rehabilitation</td></tr>
<tr><td>3</td><td>2+960</td><td>3+290</td><td>1x120</td><td>LHS</td><td><s>Existing in Poor Condition</s>
Repair and Rehabilitation</td></tr>
<tr><td>4</td><td>3+545</td><td>4+050</td><td>2x245</td><td>BHS</td><td><s>Existing in Poor Condition</s>
Repair and Rehabilitation</td></tr>
<tr><td colspan="3">Total Length =></td><td>700</td><td></td><td></td></tr>
</table></td></tr>
<tr><td>5</td><td>Schedule – B,
R-3 (Mahuwa – Gadi – Govindgarh),
4.8 Type of Pavement Design & Pavement</td><td>Table B-3 Type of Pavement
Length of section (Km)</td></tr>
<tr><td>6</td><td>Schedule – B,
R-4 (Ajarka – Tala),
Appendix B-III, Details of Bypasses and New Alignments</td><td>1. Bypasses,
S.No 3
<s>Jasai</s> Sarai Kalan</td></tr>
<tr><td>7</td><td>Schedule – B,
R-4 (Ajarka – Tala),
Appendix B-V,
1. Details of Proposed ROW and Additional Land</td><td>1. Proposed ROW
Details of proposed ROW for the Project Highway are given below:
<table>
<tr><th rowspan="2">S.No</th><th colspan="2">Design Chainage (Km)</th><th rowspan="2">Proposed ROW (m)</th></tr>
<tr><th>From</th><th>To</th></tr>
<tr><td>1</td><td>0+000</td><td>0+525</td><td>30</td></tr>
<tr><td>2</td><td>0+525</td><td>1+850</td><td>30</td></tr>
<tr><td>3</td><td>1+725</td><td><s>4+075</s> 4+200</td><td>16</td></tr>
<tr><td>4</td><td><s>4+075</s> 4+200</td><td><s>5+155</s> 5+031</td><td>30</td></tr>
</table></td></tr>
</table>

(PD, Alwar)

<table>
<tr><th>S.No.</th><th>Reference Clause</th><th colspan="4">Addendum to RFP
(including DCA Vol I and II)</th></tr>
<tr><td rowspan="22"></td><td rowspan="22"></td><td>5</td><td><s>5+155</s> 5+031</td><td><s>11+330</s> 11+350</td><td>16</td></tr>
<tr><td>6</td><td><s>11+330</s> 11+350</td><td><s>13+060</s> 13+000</td><td><s>16</s> 30</td></tr>
<tr><td>7</td><td><s>13+060</s> 13+000</td><td>17+410</td><td>16</td></tr>
<tr><td>8</td><td>17+410</td><td>24+631</td><td>20</td></tr>
<tr><td>9</td><td>24+631</td><td>69+550</td><td>Not in Scope of Work Under NCRPB</td></tr>
<tr><td>10</td><td>69+550</td><td>70+300</td><td>16</td></tr>
<tr><td>11</td><td>70+300</td><td>72+750</td><td>16</td></tr>
<tr><td>12</td><td>72+750</td><td>73+435</td><td>20</td></tr>
<tr><td>13</td><td>73+435</td><td>82+640</td><td>21</td></tr>
<tr><td>14</td><td>82+640</td><td>84+400</td><td>16</td></tr>
<tr><td>15</td><td>84+400</td><td>88+050</td><td>16</td></tr>
<tr><td>16</td><td>88+050</td><td>88+750</td><td>16</td></tr>
<tr><td>17</td><td>88+750</td><td>109+640</td><td>Not in Scope of Work Under NCRPB</td></tr>
<tr><td>18</td><td>109+640</td><td><s>122+800</s> 120+478</td><td>16</td></tr>
<tr><td>19</td><td><s>122+800</s> 120+478</td><td><s>122+700</s> 122+400</td><td>30</td></tr>
<tr><td>20</td><td><s>122+700</s> 122+400</td><td>124+760</td><td>16</td></tr>
<tr><td>21</td><td>124+760</td><td>128+889</td><td>16</td></tr>
<tr><td>8</td><td>Schedule – B,
R-4 (Ajarka – Tala),
Appendix B-V,
2. Additional Land Required</td><td colspan="4">2. Additional Land Required
Details of additional land to be acquired are given below:
<table>
<tr><th rowspan="2">S.No</th><th colspan="2">Design Chainage (km)</th><th colspan="2">Additional Land Width (m)</th><th rowspan="2">Remark</th></tr>
<tr><th>From</th><th>To</th><th>LHS</th><th>RHS</th></tr>
<tr><td>1</td><td>23·000</td><td>23·300</td><td>20</td><td>20</td><td>Toll Plaza</td></tr>
<tr><td>2</td><td>65·520</td><td>65·820</td><td>22</td><td>22</td><td>Toll Plaza</td></tr>
<tr><td>3</td><td>119·630</td><td>119·930</td><td>18</td><td>18</td><td>Toll Plaza</td></tr>
<tr><td>4</td><td>95+082</td><td>95+760</td><td>15</td><td>15</td><td>Agar Bypass</td></tr>
</table></td></tr>
</table>

(PD, Alwar)

<table>
<tr><th>S.No.</th><th>Reference Clause</th><th>Addendum to RFP
(including DCA Vol I and II)</th></tr>
<tr><td>9</td><td>Schedule – B,
R-4 (Ajarka – Tala),
Appendix B-VI, New Intersections</td><td>
A. At-Grade Intersections
<table>
<tr><th>S.No</th><th>Location of intersection
Design Chainage (km)</th><th>Indicate figure number of Typical Design in Manual to be referred</th><th>Remark</th></tr>
<tr><td>1</td><td>0+000</td><td>Refer Chapter 3 of Manual (IRC SP:41-1994)</td><td>3-Leg</td></tr>
<tr><td>2</td><td>1+850</td><td>Refer Chapter 3 of Manual (IRC SP:41-1994)</td><td>3-Leg</td></tr>
<tr><td>3</td><td>4+200</td><td>Refer Chapter 3 of Manual (IRC SP:41-1994)</td><td>3-Leg</td></tr>
<tr><td>4</td><td>5+031</td><td>Refer Chapter 3 of Manual (IRC SP:41-1994)</td><td>3-Leg</td></tr>
<tr><td>5</td><td>11+350</td><td>Refer Chapter 3 of Manual (IRC SP:41-1994)</td><td>3-Leg</td></tr>
<tr><td>6</td><td>13+000</td><td>Refer Chapter 3 of Manual (IRC SP:41-1994)</td><td>3-Leg</td></tr>
<tr><td>7</td><td>120+478</td><td>Refer Chapter 3 of Manual (IRC SP:41-1994)</td><td>3-Leg</td></tr>
<tr><td>8</td><td>122+400</td><td>Refer Chapter 3 of Manual (IRC SP:41-1994)</td><td>3-Leg</td></tr>
<tr><td><u>9</u></td><td><u>95+082</u></td><td><u>Refer Chapter 3 of Manual (IRC SP:41-1994)</u></td><td><u>3-Leg</u></td></tr>
<tr><td><u>10</u></td><td><u>95+760</u></td><td><u>Refer Chapter 3 of Manual (IRC SP:41-1994)</u></td><td><u>3-Leg</u></td></tr>
</table>
</td></tr>
<tr><td>10</td><td>Schedule – B,
R-6 (Kotkasim – Tapukara – Haryana Border),
Appendix B-I, Typical Cross – sections and Application</td><td>Typical Cross – sections and Application
Length (~~m~~) (Km)
* * * * * * * * * * * * * * * * * *</td></tr>
</table>

(PD, Alwar)

<table>
<tr><th>S.No.</th><th>Reference Clause</th><th>Addendum to RFP
(including DCA Vol I and II)</th></tr>
<tr><td>11</td><td>Schedule – B,
R-7 (Deeg – Kaman),</td><td>
Table B-3 Type of Pavement Design
<table>
<tr><th rowspan="2">S.No.</th><th colspan="2">Chainage</th><th rowspan="2">Length (Km)</th><th rowspan="2">Type of Pavement</th><th rowspan="2">Remark</th></tr>
<tr><th>From</th><th>To</th></tr>
<tr><td>1</td><td>5+000</td><td>6+200</td><td>1.200</td><td>Flexible</td><td rowspan="10">(Cold in Place ~~in~~ Recyclimg)</td></tr>
<tr><td>2</td><td>6+200</td><td>6+375</td><td>0.175</td><td>Flexible</td></tr>
<tr><td>3</td><td>6+375</td><td>8+000</td><td>1.625</td><td>Flexible</td></tr>
<tr><td>4</td><td>12+380</td><td>15+145</td><td>2.765</td><td>Flexible</td></tr>
<tr><td>5</td><td>15+445</td><td>17+400</td><td>1.955</td><td>Flexible</td></tr>
<tr><td>6</td><td>17+400</td><td>17+725</td><td>0.325</td><td>Flexible</td></tr>
<tr><td>7</td><td>18+000</td><td>20+525</td><td>2.525</td><td>Flexible</td></tr>
<tr><td>8</td><td>20+525</td><td>20+800</td><td>0.275</td><td>Flexible</td></tr>
<tr><td>9</td><td>20+800</td><td>22+000</td><td>1.200</td><td>Flexible</td></tr>
<tr><td>10</td><td>22+000</td><td>22+380</td><td>0.380</td><td>Flexible</td></tr>
</table>
</td></tr>
</table>

(PD, ALWAR)

<table>
<tr><td>12</td><td>Schedule – B,
R-7 (Deeg – Kaman),</td><td>Table B-4 Type of Rigid Pavement
Length ~~(m)~~ (Km)
* * * * * * * * * * * * * * * * * * *</td></tr>
<tr><td>13</td><td>Schedule – B,
R-7 (Deeg – Kaman),
Appendix B-I</td><td>Typical Road Cross – section and Application
Length (Km)
* * * * * * * * * * * * * * * * * * *</td></tr>
<tr><td>14</td><td>Schedule – B,
R-7 (Deeg – Kaman),
Appendix B-II</td><td>Details of Stretches Proposed for Reconstruction ~~of Flexible Pavement~~
<table>
<tr><th rowspan="2">S. No.</th><th colspan="2">Design Chainage</th><th rowspan="2">Length (Km)</th><th rowspan="2">Remark</th></tr>
<tr><th>From</th><th>To</th></tr>
<tr><td>1</td><td>1+425</td><td>1+486</td><td>0.061</td><td>-</td></tr>
<tr><td>~~1~~2</td><td>1+486</td><td>3+345</td><td>1.859</td><td>-</td></tr>
<tr><td>~~2~~3</td><td>3+345</td><td>4+260</td><td>0.915</td><td>-</td></tr>
<tr><td>~~3~~4</td><td>4+525</td><td>5+000</td><td>0.475</td><td>-</td></tr>
<tr><td>4 5</td><td>8+000</td><td>8+025</td><td>0.025</td><td>-</td></tr>
<tr><td>6</td><td>8+310</td><td>8+475</td><td>0.165</td><td>-</td></tr>
<tr><td>~~5~~7</td><td>8+475</td><td>10+800</td><td>2.325</td><td>-</td></tr>
<tr><td>~~6~~8</td><td>10+800</td><td>11+490</td><td>0.690</td><td>-</td></tr>
<tr><td>9</td><td>22+380</td><td>22+524</td><td>0.144</td><td>-</td></tr>
<tr><td colspan="3">Total</td><td>~~6.289~~ 6.659</td><td></td></tr>
</table></td></tr>
<tr><td>15</td><td>Schedule – B,
R-8 (Kherli – Nadbai – Kumher to UP Border), 4.8 Type of Pavement & Pavement Design</td><td>4.8. Type of Pavement & Pavement Design
Type of pavement shall be Flexible provided as per Section 5 of the Manual. However, in the sections given in Table ~~B-3, B-4~~ B-3 the type of pavement shall be as specified therein.

~~Table B-3 Type of Pavement Deign~~
<table>
<tr><th rowspan="2">~~S.No~~.</th><th colspan="2">~~Design Chainage~~</th><th rowspan="2">~~Length (Km)~~</th><th rowspan="2">~~Type of Pavement~~</th><th rowspan="2">~~Remark~~</th></tr>
<tr><th>~~From~~</th><th>~~To~~</th></tr>
<tr><td>~~1~~</td><td>~~0+000~~</td><td>~~0+015~~</td><td>~~0.015~~</td><td>~~Flexible~~</td><td></td></tr>
<tr><td>~~2~~</td><td>~~0+015~~</td><td>~~1+435~~</td><td>~~1.420~~</td><td>~~Flexible~~</td><td></td></tr>
<tr><td>~~3~~</td><td>~~1+865~~</td><td>~~2+780~~</td><td>~~0.915~~</td><td>~~Flexible~~</td><td></td></tr>
<tr><td>~~4~~</td><td>~~2+900~~</td><td>~~3+050~~</td><td>~~0.150~~</td><td>~~Flexible~~</td><td></td></tr>
<tr><td>~~5~~</td><td>~~3+050~~</td><td>~~5+010~~</td><td>~~1.960~~</td><td>~~Flexible~~</td><td></td></tr>
<tr><td>~~6~~</td><td>~~5+160~~</td><td>~~5+800~~</td><td>~~0.640~~</td><td>~~Flexible~~</td><td></td></tr>
<tr><td>~~7~~</td><td>~~5+800~~</td><td>~~10+425~~</td><td>~~4.625~~</td><td>~~Flexible~~</td><td></td></tr>
<tr><td>~~8~~</td><td>~~10+950~~</td><td>~~16+032~~</td><td>~~5.082~~</td><td>~~Flexible~~</td><td></td></tr>
<tr><td>~~9~~</td><td>~~18+810~~</td><td>~~23+980~~</td><td>~~5.170~~</td><td>~~Flexible~~</td><td></td></tr>
<tr><td>~~10~~</td><td>~~23+980~~</td><td>~~24+010~~</td><td>~~0.030~~</td><td>~~Flexible~~</td><td></td></tr>
<tr><td>~~11~~</td><td>~~24+640~~</td><td>~~27+050~~</td><td>~~2.410~~</td><td>~~Flexible~~</td><td></td></tr>
<tr><td>~~12~~</td><td>~~27+050~~</td><td>~~27+650~~</td><td>~~0.600~~</td><td>~~Flexible~~</td><td></td></tr>
<tr><td>~~13~~</td><td>~~27+650~~</td><td>~~30+345~~</td><td>~~2.695~~</td><td>~~Flexible~~</td><td></td></tr>
<tr><td>~~14~~</td><td>~~30+345~~</td><td>~~30+480~~</td><td>~~0.135~~</td><td>~~Flexible~~</td><td></td></tr>
<tr><td>~~15~~</td><td>~~31+070~~</td><td>~~33+180~~</td><td>~~2.110~~</td><td>~~Flexible~~</td><td></td></tr>
<tr><td>~~16~~</td><td>~~33+970~~</td><td>~~34+350~~</td><td>~~0.380~~</td><td>~~Flexible~~</td><td></td></tr>
</table></td></tr>
</table>

(PD, ALwar)

		~~17~~	~~34+650~~	~~39+015~~	~~4.365~~	~~Flexible~~
		~~18~~	~~39+695~~	~~40+715~~	~~1.020~~	~~Flexible~~
		~~19~~	~~40+715~~	~~40+815~~	~~0.100~~	~~Flexible~~
		~~20~~	~~40+815~~	~~41+685~~	~~0.870~~	~~Flexible~~
		~~21~~	~~41+745~~	~~42+175~~	~~0.430~~	~~Flexible~~
		~~22~~	~~42+340~~	~~42+865~~	~~0.525~~	~~Flexible~~
		~~23~~	~~43+495~~	~~45+530~~	~~2.035~~	~~Flexible~~
		~~24~~	~~45+655~~	~~49+030~~	~~3.375~~	~~Flexible~~
		~~25~~	~~50+175~~	~~51+115~~	~~0.940~~	~~Flexible~~

Table ~~B-4~~ B-3 Type of Pavement

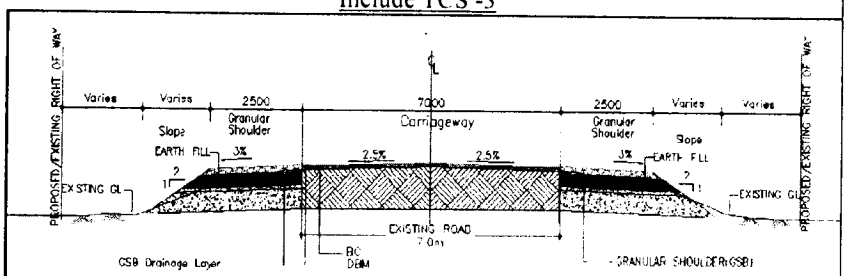
S.No	Design Chainage		Length (in KM)	Type of Pavement
	From	To		
1	1+435	1+865	0.43	Rigid
2	2+780	2+900	0.12	Rigid
3	5+010	5+160	0.15	Rigid
4	10+425	10+950	0.525	Rigid
5	17+672	18+810	1.138	Rigid
6	23+980	24+010	0.03	Rigid
7	24+010	24+270	0.26	Rigid
8	24+270	24+640	0.37	Rigid
9	30+345	30+480	0.135	Rigid
10	30+480	31+070	0.59	Rigid
11	33+180	33+970	0.79	Rigid
12	39+015	39+695	0.68	Rigid
13	41+685	41+745	0.06	Rigid
14	42+175	42+340	0.165	Rigid
15	42+865	43+495	0.63	Rigid
16	45+530	45+655	0.125	Rigid
17	49+030	50+175	1.145	
Total Length (Km)			**7.343**	

16	Schedule – B, R-8 (Kherli – Nadbai – Kumher to UP Border), Appendix B-I, Typical Road Cross – sections and Application	* * * * * * * * * * * * * * * * * * Length (Km) * * * * * * * * * * * * * * * * * *

(PD, Alwar)

<table>
<tr><td>17</td><td>Schedule – B,
R-8 (Kherli – Nadbai – Kumher to UP Border),
Appendix B-II, Details of Stretches Proposed for Reconstruction</td><td>
Details of Stretches Proposed for Reconstruction
<table>
<tr><th rowspan="2">Sl. No.</th><th colspan="2">Design Chainage</th><th rowspan="2">Length (Km)</th></tr>
<tr><th>From</th><th>To</th></tr>
<tr><td colspan="4">Part-I (Kherli-Nadbai-Kumher)</td></tr>
<tr><td>1</td><td>0+000</td><td>0+015</td><td>0.015</td></tr>
<tr><td>2</td><td>0+015</td><td>1+435</td><td>1.42</td></tr>
<tr><td>3</td><td>1+435</td><td>1+865</td><td>0.43</td></tr>
<tr><td>4</td><td>1+865</td><td>2+780</td><td>0.915</td></tr>
<tr><td>5</td><td>2+780</td><td>2+900</td><td>0.12</td></tr>
<tr><td>6</td><td>2+900</td><td>3+050</td><td>0.15</td></tr>
<tr><td>7</td><td>3+050</td><td>5+010</td><td>1.96</td></tr>
<tr><td>8</td><td>5+010</td><td>5+160</td><td>0.15</td></tr>
<tr><td>9</td><td>5+160</td><td>5+800</td><td>0.64</td></tr>
<tr><td>10</td><td>5+800</td><td>10+425</td><td>4.625</td></tr>
<tr><td>11</td><td>10+425</td><td>10+950</td><td>0.525</td></tr>
<tr><td>12</td><td>10+950</td><td>16+032</td><td>5.082</td></tr>
<tr><td>13</td><td>23+980</td><td>24+010</td><td>0.03</td></tr>
<tr><td>~~13~~ 14</td><td>24+270</td><td>24+640</td><td>0.37</td></tr>
<tr><td>~~14~~ 15</td><td>27+050</td><td>27+650</td><td>0.6</td></tr>
<tr><td>16</td><td>30+345</td><td>30+480</td><td>0.135</td></tr>
<tr><td colspan="4">Part-II (Kumher to UP Border)</td></tr>
<tr><td>~~15~~ 17</td><td>39+015</td><td>39+695</td><td>0.68</td></tr>
<tr><td>~~16~~ 18</td><td>40+715</td><td>40+815</td><td>0.1</td></tr>
</table>
</td></tr>
<tr><td>18</td><td>Schedule – B,
R-8 (Kherli – Nadbai – Kumher to UP Border),
Appendix B-XI,</td><td>
4. Widening of Culverts
<table>
<tr><th rowspan="2">Sl.No.</th><th rowspan="2">Design Chainage(km)</th><th colspan="2">Existing Structure*</th><th rowspan="2">Remarks</th></tr>
<tr><th>Type</th><th>Width (m)</th></tr>
<tr><td colspan="5">Part-I (Kherli-Nadbai-Kumher)</td></tr>
<tr><td>1</td><td>1+630</td><td>Syphon</td><td>10</td><td>Widening as per ~~site conditions~~ IRC</td></tr>
<tr><td>2</td><td>2+777</td><td>Slab Culvert</td><td>8.5</td><td>--Do--</td></tr>
<tr><td>3</td><td>4+763</td><td>Slab Culvert</td><td>7.8</td><td>--Do--</td></tr>
<tr><td>4</td><td>9+963</td><td>Slab Culvert</td><td>7.5</td><td>--Do--</td></tr>
<tr><td>5</td><td>14+589</td><td>Slab Culvert</td><td>7.3</td><td>--Do--</td></tr>
<tr><td>6</td><td>23+415</td><td>Syphon</td><td>10</td><td>--Do--</td></tr>
<tr><td>7</td><td>24+865</td><td>Syphon</td><td>10</td><td>--Do--</td></tr>
<tr><td>8</td><td>25+535</td><td>Syphon</td><td>10</td><td>--Do--</td></tr>
<tr><td>9</td><td>26+685</td><td>Syphon</td><td>10</td><td>--Do--</td></tr>
<tr><td>10</td><td>27+035</td><td>Syphon</td><td>10</td><td>--Do--</td></tr>
<tr><td>11</td><td>28+335</td><td>Syphon</td><td>10</td><td>--Do--</td></tr>
</table>
</td></tr>
</table>

(PD, ALWAR)

		12 | 28+835 | Syphon | 10 | --Do-- 13 | 29+135 | Syphon | 10 | --Do-- 14 | 29+335 | Syphon | 10 | --Do-- 15 | 36+335 | Syphon | 10 | --Do-- **Part-II (Kumher-UP Border)** 16 | 40+765 | Slab Culvert | 7.5 | Widening as per ~~site conditions~~ IRC 17 | 41+565 | Slab Culvert | 7.2 | --Do-- 18 | 41+765 | Slab Culvert | 10 | --Do-- 19 | 46+315 | Syphon | 10 | --Do-- 20 | 46+615 | Syphon | 12.5 | --Do-- 21 | 46+940 | Slab Culvert | 7.8 | --Do-- 22 | 47+645 | Syphon | 12.5 | --Do-- 23 | 48+040 | Slab Culvert | 10 | --Do-- 24 | 48+115 | Syphon | 12.5 | --Do-- 25 | 50+575 | Slab Culvert | 7.8 | --Do--
19	Schedule – B, R-9 (Kheria Mod – UP Border), Appendix B-I, Typical Road Cross Section and Application	* * * * * * * * * * * * * * * * * * Length (Km) * * * * * * * * * * * * * * * * * *
20	Schedule – B, R-9 (Kheria Mod – UP Border), Appendix B-I	Include TCS -3  TCS - 3 STRENGTHING OF EXISTING 2 - LANE CARRIAGE WAY TO 2 - LANE AND WIDENING WITH GRANULAR SHOULDER
21	Schedule – B, R-10 (Nagar – Nadbai – Halana – Wer	* * * * * * * * * * * * * * * * * * Table B-3 Type of Pavement S. No. | Design Chainage: From | To | Length of section (m) | Type of Pavement 1 | 0+000 | 0+500 | 500 | Rigid

(PD, Alwar)

		2	5+000	5+600	600	Rigid
		3	6+900	7+300	400	Rigid
		4	14+100	14+400	300	Rigid
		5	19+500	20+000	500	Rigid
		6	24+200	25+500	1300	Rigid
		7	25+500	27+100	1600	Rigid
		8	29+300	30+000	700	Rigid
		9	35+300	35+600	300	Rigid
		~~9~~ 10	37+200	37+700	500	Rigid
		~~10~~ 11	38+500	38+800	300	Rigid
		~~11~~ 12	44+300	44+400	100	Rigid
		~~12~~ 13	44+400	44+900	500	Rigid
		~~13~~ 14	44+900	45+000	100	Rigid
		~~14~~ 15	45+500	45+900	400	Rigid
		~~15~~ 16	49+000	49+900	900	Rigid
		~~16~~ 17	49+900	50+400	500	Rigid

22	Schedule – D, R-7 (Deeg Kaman), 3. Cold Mix Recycling and R-9 (Kheria Mod – UP Border)	~~**3. Cold Mix Recycling**~~ ~~Cold mix recycling as stipulated in Clause 7.3 of the IRC 120-2015 at locations indicated in schedule B at Appendix B-I.~~ **3. Cold in Place Recycling** Cold in Place Recycling as per IRC 120-2015 (Recommended Practice for Recycling of Bituminous Pavements) at locations indicated in Schedule B at Table B-3
23	Schedule – B, All Roads in Clause 4.8(Pavement Design)	* * * * * * * * * * * * * * * * * * As per Manual requirement, a minimum thickness (in mm) shall be adopted for pavement design. * * * * * * * * * * * * * * * * * *
24	Schedule – B, R-2 (Ramgarh-Sikri), Appendix B-II	**Details of Stretches Proposed for Reconstruction ~~of flexible Pavement~~**

Sl. No.	Design Chainage		Length (m)
	From	To	
1	0	200	200
~~1~~ 2	200	525	325
~~2~~ 3	2175	2400	225
~~3~~ 4	2600	2750	150
~~4~~ 5	3950	4100	150
~~5~~ 6	8425	8475	50
6 7	8475	27745	Not in Scope due to Proposed under

(PD, Alwar)

				NCRPB
		~~7~~ 8	27745	27900	155
		~~8~~ 9	28200	28275	75
		~~9~~ 10	29095	29125	30
		~~10~~ 11	30800	31800	1000
		12	31800	32200	400
		13	32200	32510	310
		Total Length of Reconstruction (M) :			~~2160~~ 3070

(PD, ALWAY)

20/9/18

Additional Chief Engineer (PPP)
PWD Rajasthan, Jaipur