

Date: 20.09.2016

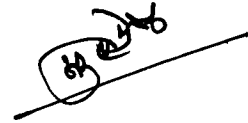
**PUBLIC WORKS DEPARTMENT  
GOVERNMENT OF RAJASTHAN**

**ADDENDUM NO. 2 TO THE**

**REQUEST FOR PROPOSALS (RFP)**

for

**RSHIP Package-3: Development and Maintenance of Peelibanga - Lakhuwali section of MDR-103, Sardarshahar - Loonkaransar section of SH-6 A, Churu - Bhaleri section of SH-69, Sanju - Tarnau section of SH-60, Roopangarh-Naraina section of SH-100 and Nagaur – Tarnau Deedwana-Mukundgarh section of SH-8,19,60,82-A & 83 under Design, Build, Finance, Operate/Maintain and Transfer on Annuity Mode.**

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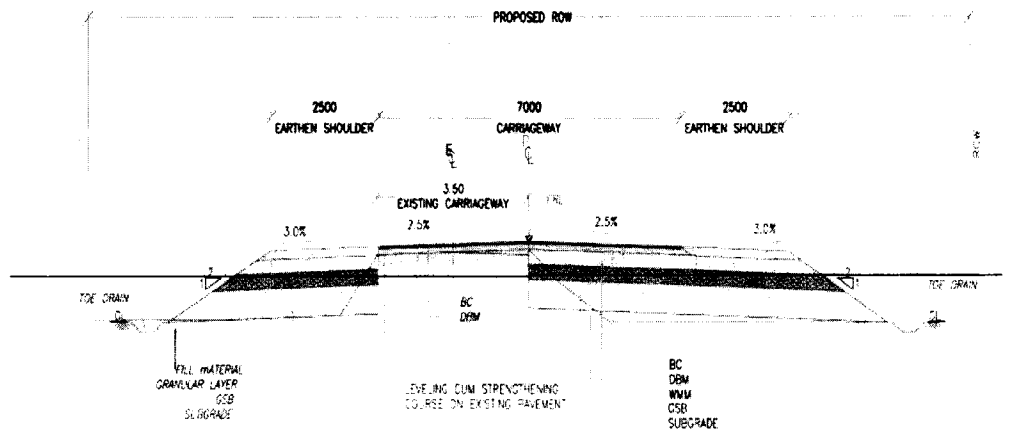
The following is the modification to the RFP for RSHIP Package-03:Development and Maintenance of Peelibanga - Lakhuwali, Sardarshahar - Loonkaransar section of SH-6A, Churu - Bhaleri section of SH-69, Sanju - Tarnau section of SH-60, Ro03opangarh-Naraina section of SH-100 and Nagaur - Tarnau -Deedwana-Mukundgarh section of SH-8,19,60,82-A,83 under Design, Build, Operate and Transfer on Annuity Mode.

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

S. No	Clause No	Addendum in RFP
Highway:1 (Peelibanga Lakhuwali)		
1	(a) Clause. No. 4.3 Table B-2 (Sl.No.12) and Clause No.4.1 Appendix B-I (P&P and Typical X-section Sl. No.26) of schedule B (b) Clause. No. 4.5 Appendix B-III (Cl. No.2) and Clause No.4.1 Appendix B-I (P&P and Typical X- section SL No.17) of Schedule B (Highway- I) (c) Clause. No. 4.4 Appendix B-II (Sl. No.2) and Clause No.4.5 Appendix B-III (CL.	<p align="center">ECCENTRIC WIDENING RIGHT SIDE TCS 2 As per RFP</p> <p align="center">2 LANE WIDENING &amp; STRENGTHING WITH BETUMINOUS COURSE (DBM &amp; BC) TCS- 2</p> <p align="center">Revised</p>

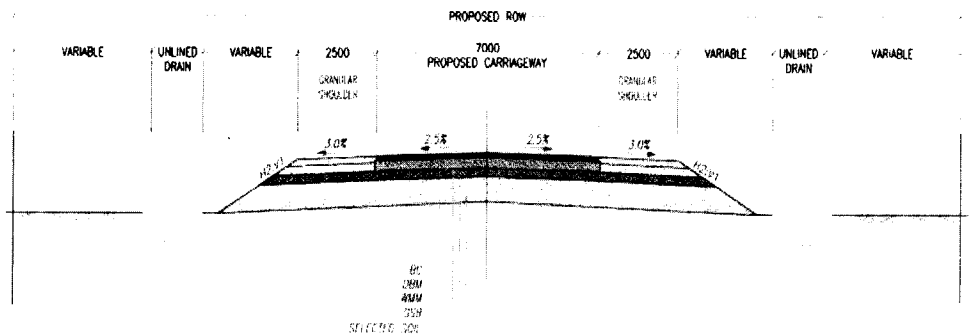
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No.2 ) of Schedule B (Highway-I) (d)Schedule B, Appendix B-I, Typical Cross-sections and application (Page-121-123)



ECCENTRIC WIDENING LEFT SIDE TCS 3

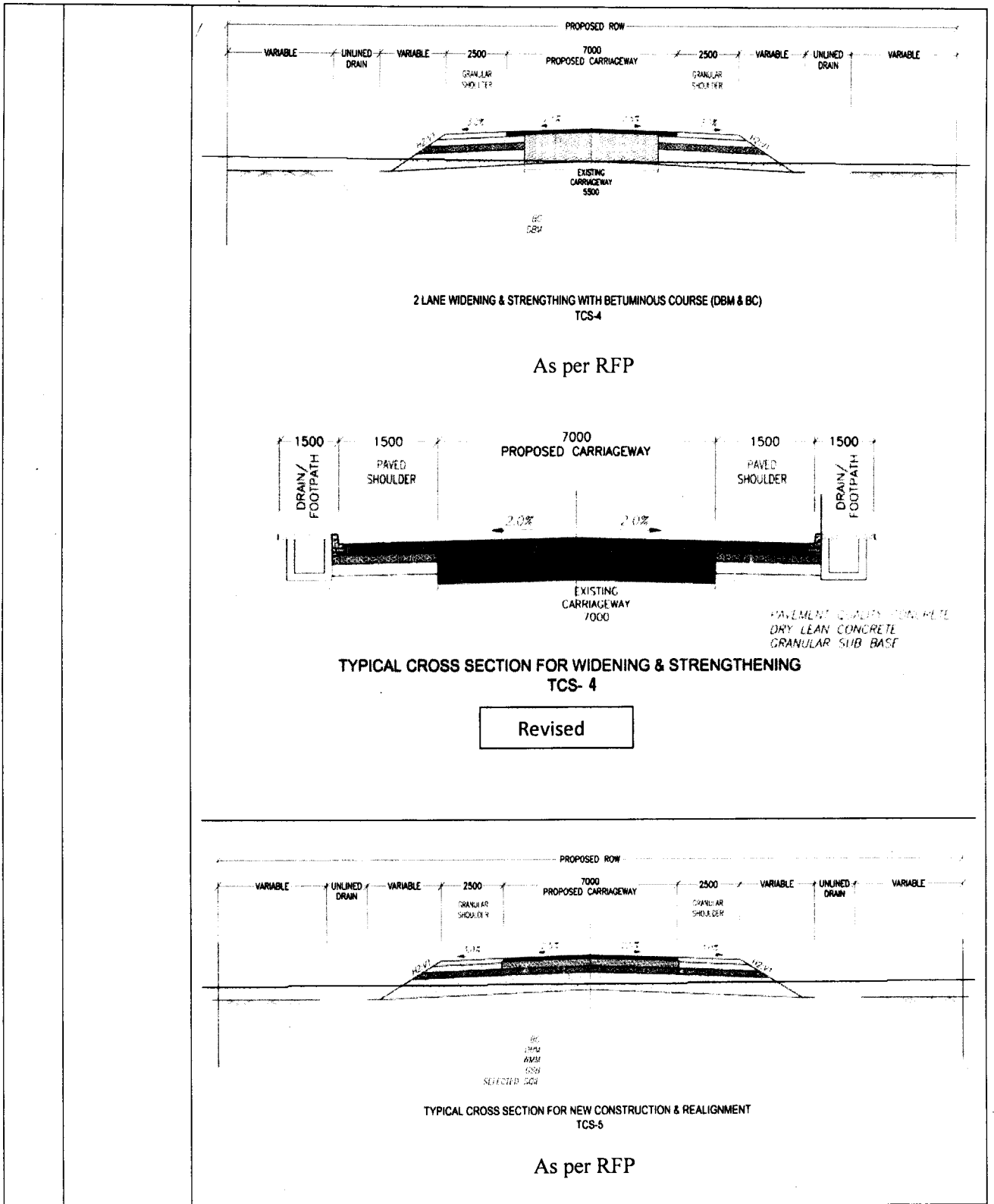
As per RFP



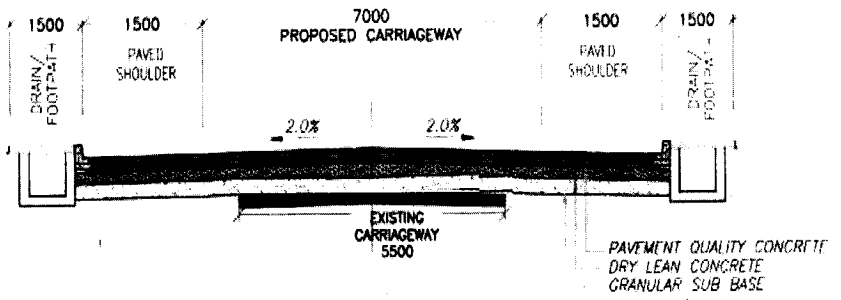
TYPICAL CROSS SECTION FOR NEW CONSTRUCTION & REALIGNMENT TCS- 3

Revised

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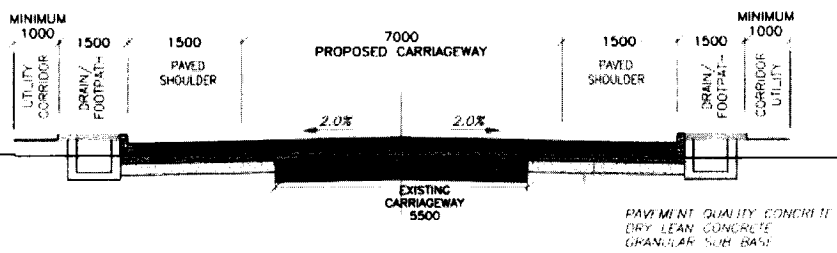


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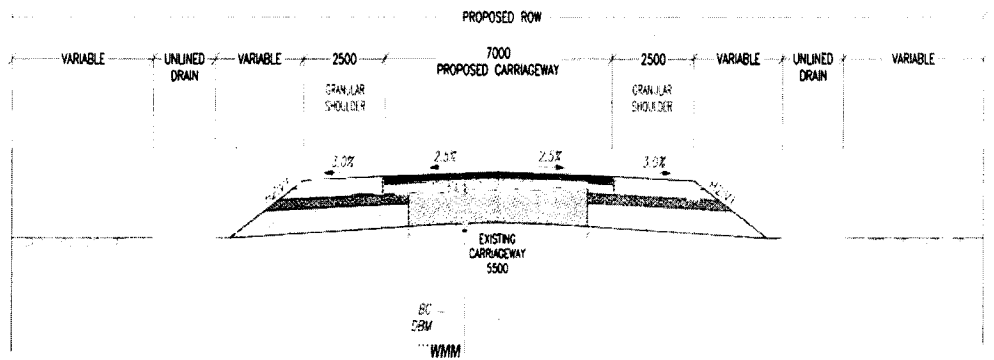
TYPICAL CROSS-SECTION WIDENING & RECONSTRUCTION WITH PQC OVER EXISTING FLEXIBLE PAVEMENT

TCS-5 Revised



TYPICAL CROSS SECTION FOR WIDENING TCS-6

As per RFP

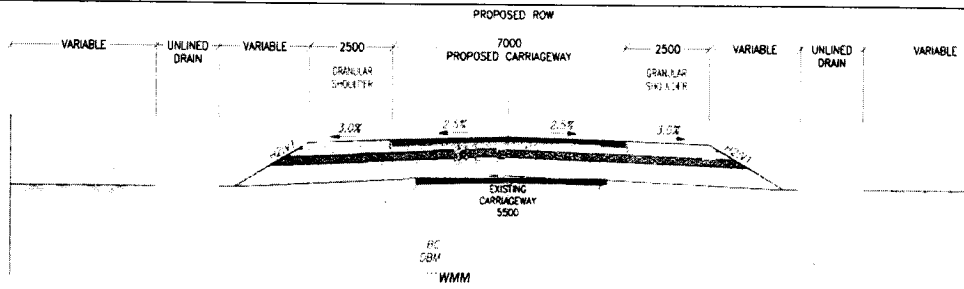


TYPICAL CROSS-SECTION-WIDENING TO 2-LANE & STRENGTHENING OF EXISTING INTERMEDIATE LANE WITH WMM, DBM & BC

TCS-6 Revised

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**Addendum No.2 to the  
Request for Proposal**



**TYPICAL CROSS-SECTION-WIDENING TO 2-LANE & RAISING OF EXISTING INTERMEDIATE LANE**

TCS-7

Additional

Appendix B-I

Alignment Plan, Longitudinal profile and Typical Cross Section (TCS) including Bypasses are given in CD.

Typical Cross – sections and  
Application

S. No	Design Chainage (km)		Length (m)	Type of TCS to be adopted
	From	To		
1	0+000	4+150	4150	TCS-6
2	4+150	6+000	1850	TCS-2
3	6+000	6+300	300	TCS-1
4	6+300	9+250	2950	TCS-2
5	9+250	9+450	200	Toll Plaza
6	9+450	10+340	890	TCS-2
7	10+340	10+600	260	TCS-1
8	10+600	12+100	1500	TCS-2
9	12+100	12+400	300	TCS-1
10	12+400	12+900	500	TCS-2
11	12+900	13+500	600	TCS-1
12	13+500	14+600	1100	TCS-2
13	14+600	15+500	900	TCS-1

31/05/20

S. No.	Design Chainage (km)		Length (km)	Appendix B-II (Sl. No.2) and Clause No.4.5
	From	To		
Details of Stretches Proposed for Reconstruction				
14	15+500	17+000	1500	TCS-2
15	17+000	17+500	500	TCS-1
16	17+500	19+400	1900	TCS-2
17	19+400	19+715	315	TCS-3
18	19+715	20+615	900	TCS-2
19	20+615	20+815	200	TCS-1
20	20+815	22+015	1200	TCS-2
21	22+015	22+140	125	TCS-1
22	22+140	22+415	275	TCS-4
23	22+415	23+315	900	TCS-1
24	23+315	27+115	3800	TCS-2
25	27+115	29+215	2100	TCS-1
26	31+615	31+615	2400	TCS-2
	29+215	29+640	425	TCS-2
	31+100	31+100	1460	TCS-7
27	31+615	32+815	1200	TCS-1
28	32+815	33+315	500	TCS-2
29	33+315	33+575	260	TCS-1
30	33+575	33+675	100	TCS-5
31	33+675	33+975	300	TCS-4
32	33+975	34+075	100	TCS-5
33	34+075	34+548	473	TCS-1

Appendix B-II

2

Clause No. 4.4  
Appendix B-II (Sl. No.2) and  
Clause No.4.5  
Appendix

	B-III (CL. No.2 ) of Schedule B (Highway-1) (Page-123)	1	9+250	9+450	0.200	
		2	19+400	19+715	0.315	
		32	33+575	33+675	0.100	
		43	33+975	34+075	0.100	
3	Article 4.8 Table B-3 (Page-116)	<i>Table B-3 Type of Pavement</i>				
		S. No.	Design Chainage(km)		Length of section (km)	Type of Pavement
			From	To		
		1	22+140	22+415	275	Rigid
		2	<del>33+675</del> 33+575	33+975 34+075	<del>300</del> 500	Rigid
Highway-2: Sardarshahar-Loonkaransar						
1	Schedule B, 4.8 Type of Pavement (Page-142)	<i>Table B-3 Type of Pavement</i>				
		S. No.	Design Chainage (km)		Length of section (km)	Type of Pavement
			From	To		
		1	8.1	8.45	0.35	Rigid
		2	17.6	18	0.4	Rigid
		3	22.55	23.275	0.725	Rigid
		4	30.35	30.6	0.25	Rigid
		5	55.65	56.45	0.8	Rigid
		6	<del>42.775</del> 42.750	43.050	<del>0.275</del> 0.300	Rigid
		7	74.5	75.8	1.3	Rigid

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S. No.		From	To	Design Chainage (km)	Length (km)
1		0.140	0.300		0.160
2		2.250	2.580		0.230
3		3.380	3.640		0.260
4		4.350	4.520		0.170
5		7.230	7.400		0.070
6		7.560	7.790		0.230
7		8.790	8.960		0.170
8		9.240	9.670		0.330
9		11.480	11.740		0.260
10		13.810	14.050		0.240
11		18.490	18.700		0.210
12		20.380	20.610		0.230
13		21.400	21.640		0.240
14		21.760	21.970		0.210
15		22.060	22.300		0.240
16		22.690	22.990		0.300
17		23.610	23.800		0.190
18		30.200	30.290		0.090
19		34.670	34.850		0.180
20		38.890	39.060		0.170
21		42.570	42.710		0.140
22		44.850	44.990		0.140
23		47.970	48.190		0.220
24		52.690	52.870		0.180
25		56.940	57.110		0.170
26		57.250	57.430		0.180
27		57.680	57.850		0.170
28		58.850	59.000		0.150
29		66.200	66.380		0.180
30		67.520	67.850		0.330
31		67.960	68.220		0.260
32		69.760	69.920		0.160
33		70.170	70.300		0.130
34		71.090	71.280		0.190

Table B-2 Sections requiring Raising

Schedule B, Appendix B-1, Typical Cross-sections and application (Page-141, 145, 147)

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Typical Cross-sections and Application				
S.No.	Design Chainage (km)		FROM	TO
	Length (m)	TCS to be Adopted		
1	0.000	0.140	TCS-VII	TCS-I
	0.140	0.300	TCS-I	TCS-VII
	0.300	0.338	TCS-I	TCS-I
	0.338	0.438	TCS-III	TCS-I
	0.438	1.758	TCS-III	TCS-I
	1.758	2.080	TCS-I	TCS-III
	2.080	2.250	TCS-I	TCS-I
	2.250	2.580	TCS-VII	TCS-I
	2.580	2.900	TCS-I	TCS-VII
	2.900	3.300	TCS-III	TCS-I
	3.300	3.380	TCS-VII	TCS-III
	3.380	3.910	TCS-I	TCS-VII
	3.910	4.210	TCS-I	TCS-I
	4.210	4.350	TCS-III	TCS-I
	4.350	4.520	TCS-I	TCS-III
	4.520	5.435	TCS-VII	TCS-I
	5.435	5.600	TCS-I	TCS-VII
5.600	6.800	TCS-III	TCS-I	
6.800	7.120	TCS-I	TCS-III	
7.120	7.230	TCS-III	TCS-I	
7.230	7.400	TCS-I	TCS-III	
7.400	7.500	TCS-VII	TCS-I	
7.500	7.790	TCS-I	TCS-VII	
7.790	8.100	TCS-VII	TCS-I	
8.100	8.450	TCS-I	TCS-VII	
2	8.100	8.450	TCS-I	TCS-VII
	8.450	8.790	TCS-VII	TCS-I
	8.790	8.960	TCS-I	TCS-VII
	8.960	9.240	TCS-VII	TCS-I
	9.240	9.670	TCS-I	TCS-VII
	9.670	9.740	TCS-VII	TCS-I
	9.740	11.480	TCS-I	TCS-VII
	11.480	11.740	TCS-VII	TCS-I
	11.740	12.200	TCS-I	TCS-VII
	12.200	13.080	TCS-VII	TCS-I
	13.080	13.420	TCS-I	TCS-VII
	13.420	13.485	TCS-VII	TCS-I
	13.485	17.000	TCS-I	TCS-VII
3	17.000	17.810	TCS-VII	TCS-I
	17.810	18.810	TCS-I	TCS-VII
	18.810	19.240	TCS-VII	TCS-I
	19.240	20.240	TCS-I	TCS-VII
	20.240	20.460	TCS-VII	TCS-I
4	20.460	20.810	TCS-I	TCS-VII
	20.810	21.240	TCS-VII	TCS-I
	21.240	21.810	TCS-I	TCS-VII
	21.810	22.400	TCS-VII	TCS-I

Typical Cross-sections and Application

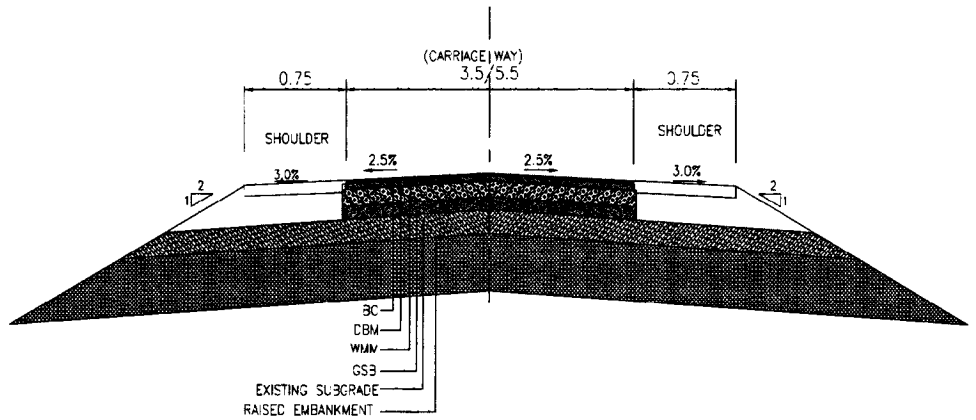
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TCS-III	0.920	16.280	15.360	
TCS-III	0.720	17.000	16.280	
Toll Plaza	0.500	17.500	17.000	5
TCS-III	0.100	17.600	17.500	6
TCS-II	0.400	18.000	17.600	7
TCS-III	4.550	22.550	18.000	8
TCS-III	0.490	18.490	18.000	
TCS-VII	0.210	18.700	18.490	
TCS-III	0.400	19.100	18.700	
TCS-III	0.440	19.540	19.100	
TCS-III	0.840	20.380	19.540	
TCS-VII	0.230	20.610	20.380	
TCS-III	0.210	20.820	20.610	
TCS-III	0.440	21.260	20.820	
TCS-III	0.140	21.400	21.260	
TCS-VII	0.290	21.690	21.400	
TCS-III	0.070	21.760	21.690	
TCS-VIII	0.210	21.970	21.760	
TCS-III	0.090	22.060	21.970	
TCS-VIII	0.240	22.300	22.060	
TCS-II	0.200	22.500	22.300	
TCS-III	0.050	22.550	22.500	
TCS-II	0.725	23.275	22.550	9
TCS-III	7.075	30.350	23.275	10
TCS-III	0.335	23.610	23.275	
TCS-VII	0.190	23.800	23.610	
TCS-III	0.750	24.550	23.800	
TCS-III	0.220	24.770	24.550	
TCS-III	0.130	24.900	24.770	
TCS-III	0.080	24.980	24.900	
TCS-III	0.700	25.680	24.980	
TCS-III	0.080	25.760	25.680	
TCS-III	0.380	26.140	25.760	
TCS-III	0.120	26.260	26.140	
TCS-III	0.120	26.380	26.260	
TCS-III	0.180	26.560	26.380	
TCS-III	0.200	26.760	26.560	
TCS-III	0.160	26.920	26.760	
TCS-III	2.980	29.900	26.920	
TCS-III	0.080	29.980	29.900	
TCS-III	0.220	30.200	29.980	
TCS-VII	0.090	30.290	30.200	
TCS-III	0.060	30.350	30.290	
TCS-II	0.250	30.600	30.350	11
TCS-III	7.400	38.000	30.600	12
TCS-III	1.100	31.700	30.600	
TCS-III	0.100	31.800	31.700	
TCS-III	0.060	31.860	31.800	
TCS-III	0.120	31.980	31.860	

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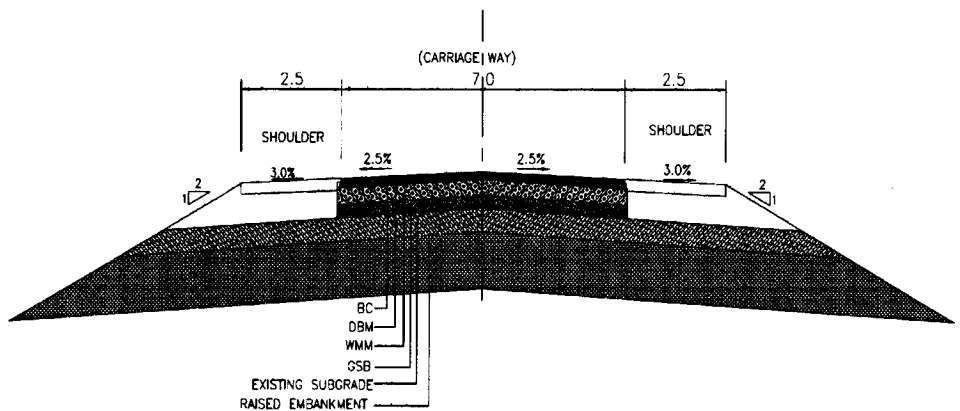
TCS-III	1.280	33,260	31,980	
TCS-III	1.410	34,670	33,260	
TCS-VII	0.180	34,850	34,670	
TCS-III	0.780	35,630	34,850	
TCS-III	0.200	35,830	35,630	
TCS-III	2.170	38,000	35,830	
TCS-IV	4.750	42,750	38,000	
TCS-IV	0.820	38,820	42,750	
TCS-IV	0.220	39,040	38,820	
TCS-VIII	0.020	39,060	39,040	
TCS-IV	0.270	39,330	39,060	
TCS-IV	0.150	39,480	39,330	
TCS-IV	2.820	42,300	39,480	
TCS-IV	0.100	42,400	42,300	
TCS-III	0.170	42,570	42,400	
TCS-VIII	0.140	42,710	42,570	
TCS-IV	0.040	42,750	42,710	
TCS-II	0.300	43,050	42,750	
TCS-IV	5.040	48,090	43,050	
TCS-IV	1.800	44,850	48,090	
TCS-IV	0.140	44,990	44,850	
TCS-VIII	0.140	44,990	44,990	
TCS-IV	0.430	45,420	44,990	
TCS-IV	0.300	45,720	45,420	
TCS-IV	1.600	47,320	45,720	
TCS-IV	0.160	47,480	47,320	
TCS-IV	0.490	47,970	47,480	
TCS-VIII	0.120	48,090	47,970	
TCS-V	7.560	55,650	48,090	
TCS-VIII	0.100	48,190	55,650	
TCS-V	0.190	48,380	48,190	
TCS-IV	0.120	48,500	48,380	
TCS-V	4.190	52,690	48,500	
TCS-VIII	0.180	52,870	52,690	
TCS-V	2.780	55,650	52,870	
TCS-II	0.800	56,450	55,650	
TCS-V	9.550	66,000	56,450	
TCS-V	0.490	56,940	66,000	
TCS-VIII	0.170	57,110	56,940	
TCS-V	0.140	57,250	57,110	
TCS-VIII	0.180	57,430	57,250	
TCS-V	0.250	57,680	57,430	
TCS-VIII	0.170	57,850	57,680	
TCS-V	1.000	58,850	57,850	
TCS-VIII	0.150	59,000	58,850	
TCS-V	7.000	66,000	59,000	
TOLL PLAZA	0.500	66,500	66,000	
TCS-V	8.000	74,500	66,500	
TCS-V	1.020	67,520	74,500	
TCS-VIII	0.330	67,850	67,520	

	<u>67.850</u>	<u>67.960</u>	<u>0.110</u>	<u>TCS-V</u>
	<u>67.960</u>	<u>68.220</u>	<u>0.260</u>	<u>TCS-VIII</u>
	<u>68.220</u>	<u>69.760</u>	<u>1.540</u>	<u>TCS-V</u>
	<u>69.760</u>	<u>69.920</u>	<u>0.160</u>	<u>TCS-VIII</u>
	<u>69.920</u>	<u>70.170</u>	<u>0.250</u>	<u>TCS-V</u>
	<u>70.170</u>	<u>70.300</u>	<u>0.130</u>	<u>TCS-VIII</u>
	<u>70.300</u>	<u>74.500</u>	<u>4.200</u>	<u>TCS-V</u>
21	74.500	75.800	1.300	TCS-VI



TCS-VII RAISED EMBANKMENT

(Additional)



TCS-VIII TWO LANE RAISED EMBANKMENT

(Additional)

Highway-3: Churu-Bhaleri

1	Schedule B, 4.8. Type of Pavement (page-170)	<i>Table B-3 Type of Pavement</i>		
		S. No.	Design Chainage (km)	Length of section

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27/10/18

Schedule B, Table B-2 Sections requiring Raising (Page-169)		Table B-2 Sections requiring Raising			
2		S. No.	From	Design Chainage	Length (km)
			To	(km)	
		+	3.270	3.440	0.170
		2-1	3.600	3.820	0.220
		3-2	4.570	4.710	0.140
		4-3	4.750	4.900	0.150
		5-4	5.340	5.550	0.210
		6-5	5.870	6.120	0.130
		7-6	6.270	6.410	0.140
		8-7	6.870	7.190	0.320
		9-8	7.660	7.820	0.160
		10-9	7.979	8.219	0.240
		11-10	8.649	9.089	0.440
		12-11	9.599	9.888	0.290
		13-12	11.118	11.338	0.220
		14-13	11.558	11.838	0.180
		15-14	11.898	12.167	0.270
		16-15	13.312	13.592	0.280
		17-16	14.168	14.458	0.290
		18-17	14.618	14.868	0.250
		19-18	16.925	17.125	0.200
		20-19	26.170	26.330	0.160
		21-20	27.730	27.910	0.180
		1	LHS-0.9	1.1	0.200
		2	RHS-0.9	1.3	0.400
		3	2.00	2.35	0.350
		4	2.9	3.0	0.100
		5	7.04	7.1	0.060
		6	15.787	15.827	0.040
		7	19.568	19.658	0.090
		8	29.61	29.63	0.020
			29.810	29.830	
		From	To	(km)	

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	2221	29.030	29.230	0.200
	2322	30.450	30.620	0.170
	2423	31.070	31.380	0.210

Addendum No.2 to the Request for Proposal

42546

S.No.	Design Chaining (km)		TCS to be Adopted
	FROM	TO	
1	0	0.9	TCS-I
2	0.9	1.100	TCS-II
3	1.100	1.300	TCS-X
3 4	1.300	2	TCS-I
5	2.000	3.600	RUIDP SECTION
4 6	3.600	7.040	TCS-III
	3.820	3.820	TCS-III
	4.570	4.570	TCS-XI
	4.710	4.710	TCS-III
	4.750	4.750	TCS-XI
	4.900	4.900	TCS-III
	5.140	5.140	TCS-III
	5.340	5.340	TCS-XI
	5.550	5.550	TCS-III
	5.870	5.870	TCS-XI
	6.120	6.120	TCS-III
	6.270	6.270	TCS-XI
	6.410	6.410	TCS-III
	6.870	6.870	TCS-XI
	7.040	7.040	TCS-III
	5 7	7.100	7.100
7.660		7.660	TCS-XI
7.979		7.979	TCS-III
8.219		8.219	TCS-XI
8.649		8.649	TCS-III
8.900		8.900	TCS-XI
9.089		9.089	TCS-III
9.599		9.599	TCS-XI
9.888		9.888	TCS-III
11.118		11.118	TCS-XI
6 8	11.338	11.338	TCS-III
	11.558	11.558	TCS-XI
	11.838	11.838	TCS-III
	12.167	12.167	TCS-XI
	14.900	14.900	TCS-III
	19.089	19.089	TCS-XI
	20.510	20.510	TCS-III
	21.230	21.230	TCS-XI
	22.220	22.220	TCS-III
	22.800	22.800	TCS-XI
	26.060	26.060	TCS-III
	26.269	26.269	TCS-XI
	29.145	29.145	TCS-III
	34.900	34.900	TCS-XI
	36.060	36.060	TCS-III
	7 9	36.269	36.269
39.145		39.145	TCS-III

Typical Cross Sections and Application

Appendix B-1

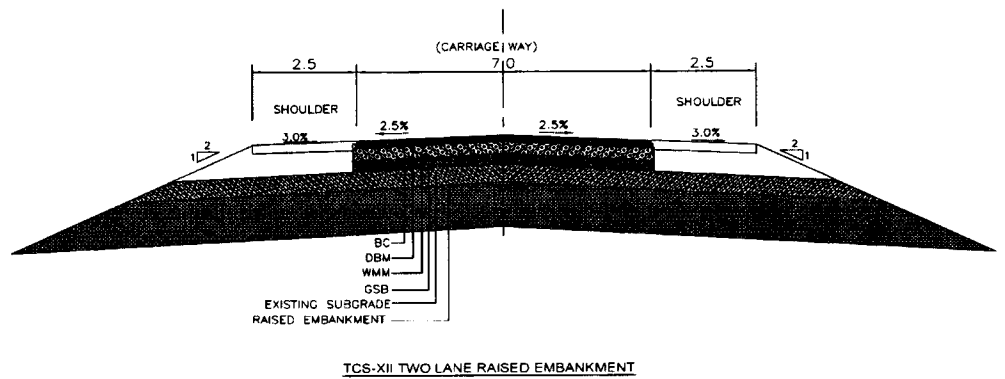
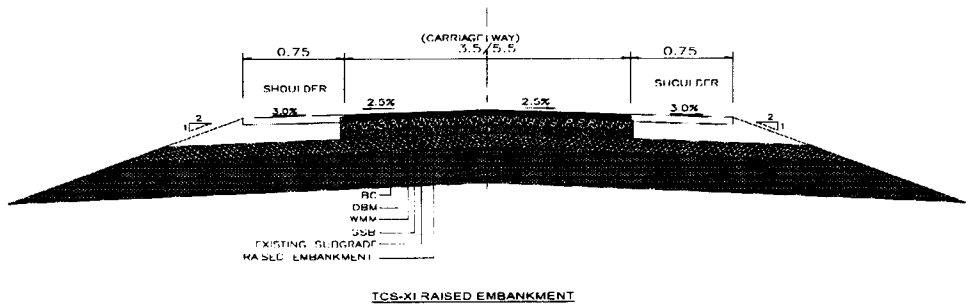
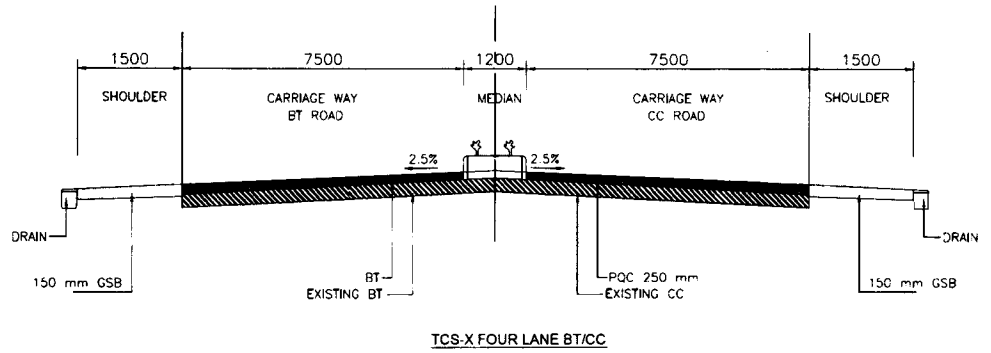
Schedule B,  
Table B-2  
Sections  
requiring  
Raising  
(Page-173,  
176)



Additional

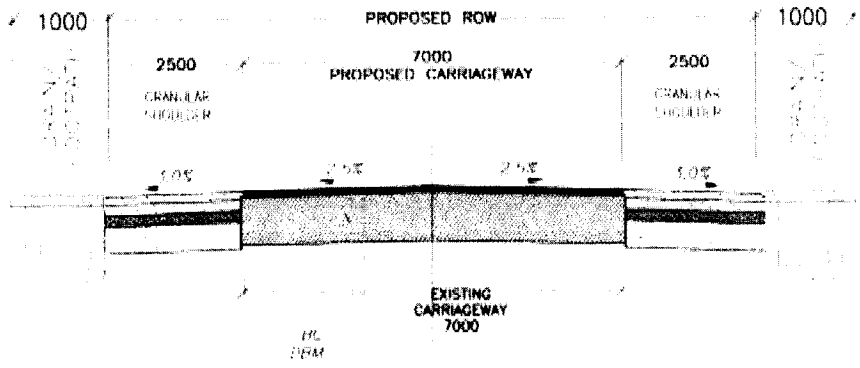
TCS-V	1.98	34.8	32.82	1921
TCS-VII	1.740	32.820	31.080	1820
TCS-XII	0.010	31.080	31.070	
TCS-VII	0.050	31.070	31.020	
TCS-VII	1.8	32.320	31.020	1719
TCS-V	0.400	31.020	30.620	
TCS-XII	0.170	30.620	30.450	
TCS-V	0.620	30.450	29.830	1618
TCS-V	1.190	31.020	29.830	
TCS-IX	0.02	29.83	29.81	
TCS-V	0.610	29.810	29.200	1517
TCS-XII	0.170	29.200	29.030	
TCS-V	1.130	29.030	27.900	
TCS-XII	0.170	27.900	27.730	
TCS-V	1.400	27.730	26.330	
TCS-XII	0.160	26.330	26.170	
TCS-V	3.870	26.170	22.300	
TCS-V	7.51	29.810	22.300	
TCS-IX	0.2	22.3	22.1	
TCS-VI	2.38	22.1	19.72	
TCS-IX	0.09	19.72	19.63	1214
TCS-VI	2.505	19.630	17.125	1113
TCS-XII	0.200	17.125	16.925	
TCS-VI	1.085	16.925	15.840	
TCS-VI	3.79	19.630	15.840	1012
TCS-IX	0.04	15.84	15.8	
TCS-VI	0.4	15.8	15.4	
TOLL PLAZA	0.5	15.4	14.9	810
TCS-IV	0.032	14.900	14.868	
TCS-XI	0.250	14.868	14.618	
TCS-IV	0.160	14.618	14.458	
TCS-XI	0.290	14.458	14.168	
TCS-IV	0.576	14.168	13.592	
TCS-XI	0.280	13.592	13.312	

Additional Cross-sections- Churu-Bhaleri Project Highway



Highway-5: Roopangarh- Naraina

1 Schedule B, Clause 4.1, Appendix B-1, Cross Section Schedule Page-230



TYPICAL CROSS SECTION FOR STRENGTHENING WITH DBM+BC OF 2 LANE TCS-2

(Additional)

20 34/308

S.No.	Design Chainage (km)		Proposed ROW (m)	Remarks
	From	To		
1	0.000	0.500	30	
2	0.500	0.900	16	Maliyo ki Dhani/Dudu/Jaipur
3	0.900	4.200	30	
4	4.200	4.550	12	Sirohi Khurd
5	4.550	10.580	30	
6	10.580	11.080	16	Kheda/Dudu/Jaipur
7	11.080	14.585	30	
8	14.585	15.850	16	Mamana/Dudu/Jaipur
9	15.850	20.960	30	
10	20.960	21.670	12	Morda
11	21.670	24.435	30	
12	24.435	24.820	12	Marwa
13	24.820	25.450	16	
14	25.450	26.650	16	Marwa/Dudu/Jaipur
15	26.650	31.218	30	
16	31.218	31.818	12	Joonda Village
17	31.818	34.792	16	

Details of Proposed ROW and Additional Land

Proposed ROW

Details of proposed ROW for the Project Highway are given below:

Schedule B, Appendix B-V Details of Proposed ROW & Additional Land (Page-234)

3	Schedule B, Appendix B-X 1. New / Reconstruction of Minor Bridges on Main carriageway (Page-240)	<p align="right">Appendix B-X</p> <p align="center">Details of New Minor Bridges and Rehabilitation/Repair/Widening Scheme for Existing Minor Bridges</p> <p>1. New/Reconstruction of Minor Bridges on Main Carriageway</p> <table border="1"> <thead> <tr> <th>S. No.</th> <th>Name of Bridge</th> <th>Design Chainage (km)</th> <th>Side (LHS/RHS /Both)</th> <th>Total Width of Structure (m)</th> <th>Linear Waterway (m)</th> <th>Utilities to be Carried</th> <th>Remarks</th> </tr> </thead> <tbody> <tr> <td align="center">1</td> <td align="center">-</td> <td><del>29.050</del> <u>29.505</u></td> <td align="center">Both</td> <td align="center">12</td> <td align="center">18.0</td> <td align="center">Yes</td> <td align="center">New Construction</td> </tr> </tbody> </table>	S. No.	Name of Bridge	Design Chainage (km)	Side (LHS/RHS /Both)	Total Width of Structure (m)	Linear Waterway (m)	Utilities to be Carried	Remarks	1	-	<del>29.050</del> <u>29.505</u>	Both	12	18.0	Yes	New Construction
S. No.	Name of Bridge	Design Chainage (km)	Side (LHS/RHS /Both)	Total Width of Structure (m)	Linear Waterway (m)	Utilities to be Carried	Remarks											
1	-	<del>29.050</del> <u>29.505</u>	Both	12	18.0	Yes	New Construction											
4	Schedule B, Appendix B-X 4. Rehabilitation/Repair of Minor Bridges (Page-241)	<p align="right">Appendix B-X</p> <p align="center">Details of New Minor Bridges and Rehabilitation/Repair/Widening Scheme for Existing Minor Bridges</p> <p>4. Rehabilitation/Repair Minor Bridges</p> <table border="1"> <thead> <tr> <th>S. No.</th> <th>Name of Bridge</th> <th>Design Chainage (km)</th> <th>Side (LHS/RHS/Both)</th> <th>Rehabilitation</th> <th>Details of Repair</th> </tr> </thead> <tbody> <tr> <td align="center"><u>1</u></td> <td align="center">-</td> <td align="center"><u>33.538</u></td> <td align="center"><u>BOTH</u></td> <td align="center"><u>Yes</u></td> <td align="center"><u>To be repair</u></td> </tr> </tbody> </table>	S. No.	Name of Bridge	Design Chainage (km)	Side (LHS/RHS/Both)	Rehabilitation	Details of Repair	<u>1</u>	-	<u>33.538</u>	<u>BOTH</u>	<u>Yes</u>	<u>To be repair</u>				
S. No.	Name of Bridge	Design Chainage (km)	Side (LHS/RHS/Both)	Rehabilitation	Details of Repair													
<u>1</u>	-	<u>33.538</u>	<u>BOTH</u>	<u>Yes</u>	<u>To be repair</u>													

*(Handwritten signature)*

5		<p>2. New RUBs to be constructed: Concessionaire is not required to construct RUB ,however following RUB is proposed to be constructed by DFCC India ltd.</p> <table border="1"> <thead> <tr> <th>S. No.</th> <th>Location</th> <th colspan="2">Design Chainage (km)</th> <th>Skew Angle</th> <th>Horizontal Clearance</th> <th>Remarks</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>Naraina LC-8</td> <td>13.500</td> <td>0.500</td> <td>-</td> <td>4.50m 2x4.50m</td> <td>TVU-38047-6/2014 on LC-8 RUB</td> </tr> </tbody> </table>	S. No.	Location	Design Chainage (km)		Skew Angle	Horizontal Clearance	Remarks	1	Naraina LC-8	13.500	0.500	-	4.50m 2x4.50m	TVU-38047-6/2014 on LC-8 RUB																																												
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6	Schedule B, Appendix B-I, Typical Cross-sections and application (Page-231)	<p align="right">Appendix B-II</p> <p align="center">Details of Stretches Proposed for Reconstruction</p> <table border="1"> <thead> <tr> <th rowspan="2">S. No.</th> <th colspan="2">Design Chainage (km)</th> <th rowspan="2">Length (km)</th> </tr> <tr> <th>From</th> <th>To</th> </tr> </thead> <tbody> <tr><td>1</td><td>0.000</td><td>0.400</td><td>0.400</td></tr> <tr><td>2</td><td>0.500</td><td>1.160</td><td>0.660</td></tr> <tr><td>3</td><td>1.540</td><td>2.200</td><td>0.660</td></tr> <tr><td>4</td><td>2.520</td><td>4.600</td><td>2.080</td></tr> <tr><td>5</td><td>4.800</td><td>5.180</td><td>0.380</td></tr> <tr><td>6</td><td>5.260</td><td>5.450</td><td>0.190</td></tr> <tr><td>7</td><td>5.860</td><td>7.040</td><td>1.180</td></tr> <tr><td>8</td><td>7.060</td><td>7.300</td><td>0.240</td></tr> <tr><td>9</td><td>7.360</td><td>7.620</td><td>0.260</td></tr> <tr><td>10</td><td>7.980</td><td>8.780</td><td>0.800</td></tr> <tr><td>11</td><td>12.030</td><td>12.230</td><td>0.200</td></tr> <tr><td>12</td><td>13.720</td><td>14.585</td><td>0.865</td></tr> <tr><td>13</td><td>24.850</td><td>25.450</td><td>0.600</td></tr> </tbody> </table> <p>Highway-6: Nagaur-Tarnau-Deedwana-Mukundgarh</p>	S. No.	Design Chainage (km)		Length (km)	From	To	1	0.000	0.400	0.400	2	0.500	1.160	0.660	3	1.540	2.200	0.660	4	2.520	4.600	2.080	5	4.800	5.180	0.380	6	5.260	5.450	0.190	7	5.860	7.040	1.180	8	7.060	7.300	0.240	9	7.360	7.620	0.260	10	7.980	8.780	0.800	11	12.030	12.230	0.200	12	13.720	14.585	0.865	13	24.850	25.450	0.600
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*(Signature)*

1	Clause 2(a) (b) Table C-1 Sl.No.2 of Schedule C (Highway-6)	<p>(b) for Tarnau-Deedwana-Laxmangarh-Mukundgarh Section :-</p> <p align="center"><i>Table C-1 Location of Toll Plaza</i></p> <table border="1"> <thead> <tr> <th>S. No.</th> <th>Existing Chainage (Km)</th> <th>Design Chainage (km)</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>131.080 of SH-60</td> <td>63.500</td> </tr> <tr> <td>2</td> <td><del>175.600</del> <u>177.360</u> of SH-60</td> <td>107.600</td> </tr> <tr> <td>3</td> <td><del>10.315</del> <u>9.715</u> of MDR-2/SH-82A83</td> <td><del>162.375</del> <u>162.370</u></td> </tr> <tr> <td>4</td> <td>14.585 of MMGSY Road/SH-82A</td> <td>191.500</td> </tr> </tbody> </table>	S. No.	Existing Chainage (Km)	Design Chainage (km)	1	131.080 of SH-60	63.500	2	<del>175.600</del> <u>177.360</u> of SH-60	107.600	3	<del>10.315</del> <u>9.715</u> of MDR-2/SH-82A83	<del>162.375</del> <u>162.370</u>	4	14.585 of MMGSY Road/SH-82A	191.500																																																																								
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4	14.585 of MMGSY Road/SH-82A	191.500																																																																																							
2.	Schedule B, 4.8 Type of Pavement	<p>Type of pavement shall be provided as per Section 5 of the Manual. However, in the sections given in Table B-3 the type of pavement shall be as specified therein.</p> <p align="center"><i>Table B-3 Type of Pavement</i></p> <table border="1"> <thead> <tr> <th rowspan="2">S. No.</th> <th colspan="2">Design Chainage (km)</th> <th rowspan="2">Length of section (km)</th> <th rowspan="2">Type of Pavement</th> </tr> <tr> <th>From</th> <th>To</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>50.2</td> <td>51.7</td> <td>1.5</td> <td>Rigid</td> </tr> <tr> <td>2</td> <td><del>60</del> <u>60.200</u></td> <td><del>61.5</del> <u>60.800</u></td> <td><del>1.5</del> <u>0.600</u></td> <td>Rigid</td> </tr> <tr> <td>3</td> <td><del>72.15</del> <u>72.200</u></td> <td><del>72.25</del> <u>72.500</u></td> <td>0.300</td> <td>Rigid</td> </tr> <tr> <td>4</td> <td>83.1</td> <td>83.6</td> <td>0.5</td> <td>Rigid</td> </tr> <tr> <td>5</td> <td><del>87.35</del> <u>87.200</u></td> <td><del>87.45</del> <u>87.300</u></td> <td>0.1</td> <td>Rigid</td> </tr> <tr> <td>6</td> <td>102</td> <td>102.2</td> <td>0.2</td> <td>Rigid</td> </tr> <tr> <td>7</td> <td>104.45</td> <td>104.85</td> <td>0.4</td> <td>Rigid</td> </tr> <tr> <td>8</td> <td><del>110.2</del> <u>110.250</u></td> <td>110.35</td> <td><del>0.15</del> <u>0.100</u></td> <td>Rigid</td> </tr> <tr> <td>9</td> <td><del>110.9</del> <u>111.000</u></td> <td><del>111.25</del> <u>111.100</u></td> <td><del>0.35</del> <u>0.100</u></td> <td>Rigid</td> </tr> <tr> <td>10</td> <td><del>152.41</del> <u>152.500</u></td> <td><del>152.65</del> <u>152.740</u></td> <td>0.24</td> <td>Rigid</td> </tr> <tr> <td>11</td> <td><del>155.43</del> <u>155.500</u></td> <td><del>156.43</del> <u>156.500</u></td> <td>1</td> <td>Rigid</td> </tr> <tr> <td>12</td> <td><del>169.98</del> <u>170.050</u></td> <td><del>170.38</del> <u>170.650</u></td> <td><del>0.4</del> <u>0.600</u></td> <td>Rigid</td> </tr> <tr> <td>13</td> <td><del>179.57</del> <u>180.900</u></td> <td><del>179.67</del> <u>181.300</u></td> <td><del>0.1</del> <u>0.400</u></td> <td>Rigid</td> </tr> <tr> <td>14</td> <td><del>183.45</del> <u>183.550</u></td> <td><del>183.77</del> <u>183.750</u></td> <td><del>0.32</del> <u>0.200</u></td> <td>Rigid</td> </tr> <tr> <td>15</td> <td><del>189.27</del> <u>189.380</u></td> <td><del>190.27</del> <u>190.300</u></td> <td><del>+</del> <u>0.920</u></td> <td>Rigid</td> </tr> <tr> <td>16</td> <td><del>199.27</del></td> <td><del>200.55</del></td> <td><del>1.28</del></td> <td>Rigid</td> </tr> </tbody> </table>	S. No.	Design Chainage (km)		Length of section (km)	Type of Pavement	From	To	1	50.2	51.7	1.5	Rigid	2	<del>60</del> <u>60.200</u>	<del>61.5</del> <u>60.800</u>	<del>1.5</del> <u>0.600</u>	Rigid	3	<del>72.15</del> <u>72.200</u>	<del>72.25</del> <u>72.500</u>	0.300	Rigid	4	83.1	83.6	0.5	Rigid	5	<del>87.35</del> <u>87.200</u>	<del>87.45</del> <u>87.300</u>	0.1	Rigid	6	102	102.2	0.2	Rigid	7	104.45	104.85	0.4	Rigid	8	<del>110.2</del> <u>110.250</u>	110.35	<del>0.15</del> <u>0.100</u>	Rigid	9	<del>110.9</del> <u>111.000</u>	<del>111.25</del> <u>111.100</u>	<del>0.35</del> <u>0.100</u>	Rigid	10	<del>152.41</del> <u>152.500</u>	<del>152.65</del> <u>152.740</u>	0.24	Rigid	11	<del>155.43</del> <u>155.500</u>	<del>156.43</del> <u>156.500</u>	1	Rigid	12	<del>169.98</del> <u>170.050</u>	<del>170.38</del> <u>170.650</u>	<del>0.4</del> <u>0.600</u>	Rigid	13	<del>179.57</del> <u>180.900</u>	<del>179.67</del> <u>181.300</u>	<del>0.1</del> <u>0.400</u>	Rigid	14	<del>183.45</del> <u>183.550</u>	<del>183.77</del> <u>183.750</u>	<del>0.32</del> <u>0.200</u>	Rigid	15	<del>189.27</del> <u>189.380</u>	<del>190.27</del> <u>190.300</u>	<del>+</del> <u>0.920</u>	Rigid	16	<del>199.27</del>	<del>200.55</del>	<del>1.28</del>	Rigid
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14	<del>183.45</del> <u>183.550</u>	<del>183.77</del> <u>183.750</u>	<del>0.32</del> <u>0.200</u>	Rigid																																																																																					
15	<del>189.27</del> <u>189.380</u>	<del>190.27</del> <u>190.300</u>	<del>+</del> <u>0.920</u>	Rigid																																																																																					
16	<del>199.27</del>	<del>200.55</del>	<del>1.28</del>	Rigid																																																																																					





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S.No.	Design Chainage (m)		Description
	From	To	
1	39668	50200	TCS-3
2	50200	51700	TCS-6
3	51700	60200	TCS-3
4	60200	60800	TCS-6
5	60800	63350	TCS-3
6	63350	63650	Toll Plaza
7	63650	72200	TCS-3
8	72200	72500	TCS-6
9	72500	83100	TCS-3
10	83100	83600	TCS-6
11	83600	87200	TCS-3
12	87200	87300	TCS-6
13	87300	89400	TCS-3
14	89400	95740	TCS-1
15	95.740	100000	\$
16	100000	100400	TCS-1
17	100400	102000	TCS-2
18	102000	102200	TCS-6
19	102200	104450	TCS-2
20	104450	104850	TCS-6
21	104850	107450	TCS-2
22	107450	107750	Toll Plaza
23	107450	110250	TCS-2
24	110250	110350	TCS-6
25	110350	111000	TCS-2
26	111000	111100	TCS-6
27	111100	112500	TCS-3
28	112500	117500	TCS-3
29	117500	118100	TCS-2
30	118100	121750	TCS-1
31	121750	124000	TCS-3

(b) Tarnau-Deedwana-Laxmangarh-Mukundgarh Section :-  
 Alignment Plan, Longitudinal profile and TCS including Bypasses are given in CD.  
 Typical Road Cross – sections and  
 Application

(Ahoop Kulshreshtha)  
Addl. Chief Engineer (PPP)  
PWD Rajasthan, Jaipur

32	124000	124900	900	TCS-2
33	124900	125800	900	TCS-1
34	125800	127300	1500	TCS-2
35	127300	128250	950	TCS-3
36	128250	128400	150	TCS-1
37	128400	130000	1600	\$
38	130000	130090	90	TCS-1
39	130090	140100	10010	TCS-1A
40	140100	142435	2335	TCS-4
41	142435	152500	10065	TCS-4
42	152500	152740	240	TCS-6
43	152740	155500	2760	TCS-5
44	155500	156500	1000	TCS-6
45	156500	162225	5725	TCS-5
46	162225	162525	300	Existing Toll Plaza
47	162525	170050	7525	TCS-5
48	170050	170650	600	TCS-6
49	170650	172010	1360	TCS-5
50	172010	175385	\$	\$
51	175385	175550	165	TCS-1
52	175550	176200	650	TCS-ROB
53	176200	176270	3140	TCS-1
54	179340	180900	1560	TCS-2B
55	180900	181300	400	TCS-6
56	181300	183550	2250	TCS-2B
57	183550	183750	200	TCS-6
58	183750	189380	5630	TCS-2B
59	189380	190300	920	TCS-6
60	190300	191350	1050	TCS-2B
61	191350	191650	300	Toll Plaza
62	191650	195830	4180	TCS2B
63	195830	199800	3970	TCS-2C
64	199800	200600	800	TCS-6A
65	200600	205233	4633	TCS-2B