



**GOVERNMENT OF INDIA  
NATIONAL HIGHWAYS AUTHORITY OF INDIA  
(MINISTRY OF ROAD TRANSPORT & HIGHWAYS)**

**Consultancy Services for Independent Engineer for Upgradation of existing highway to two lane with paved shoulders from Parsarma to Araria Section of NH-327E on Hybrid Annuity Mode in the state of Bihar**

**REQUEST FOR PROPOSAL (RFP)**

Plot No. G-5 & 6, Sector – 10, Dwarka, New Delhi – 110075

**January, 2026**

Consultancy Services for Independent Engineer for Upgradation of existing highway to two lane with paved shoulders from Parsarma to Araria Section of NH-327E on Hybrid Annuity Mode in the state of Bihar

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## REQUEST FOR PROPOSAL (RFP)

### SECTION 1: INFORMATION TO CONSULTANTS

**Sub.:** Consultancy Services for Independent Engineer for Upgradation of existing highway to two lane with paved shoulders from Parsarma to Araria Section of NH-327E on Hybrid Annuity Mode in the state of Bihar.

#### **GENERAL:-**

1. The National Highways Authority of India invites proposals for engaging an Independent Engineer (IE) on the basis of International Competitive Bidding for the following contract package in the State of Bihar:

TABLE 1: DETAILS OF PROJECT

S No	Consultancy Package	NH No.	State	Project Stretch	Project Length (Km)/Total Project Cost (Cr.)	Assignment period (months)
1	BRDIV-22011/2/2026-Bihar Division/E-304683	NH-327E	Bihar	Consultancy Services for Independent Engineer for Upgradation of existing highway to two lane with paved shoulders from Parsarma to Araria Section of NH-327E on Hybrid Annuity Mode in the state of Bihar	102.193 Km/761.26 Cr.	48 months  (Development period- 6 months, Construction period- 24 months, O&M period - 18 months)

2. **The RFP has also been uploaded on “INFRACON”** ([www.infracon.nic.in](http://www.infracon.nic.in)). As such before submitting the proposal the Consultant shall mandatorily register and enlist themselves (the firm and all key personnel), on the MoRTH portal “INFRACON” and furnish registration details along with its RFP. A copy of Infracon Operation Procedure is also enclosed for bidder’s reference.

- 3.1 **Restriction under Rule 144 (xi)** - Any Bidder from a country which shares a land border with India will be eligible to bid in any procurement whether of goods, services (Including consultancy services and non-consultancy services) or works (including turnkey projects ) only if the bidder is registered with the competent Authority as per stipulated provision in ministry of Finance Department of Expenditure (Public procumbent Division) office Memorandum No F. No. 6/18/2019-PPD dated 23.07.2020 and amendment vide Order (Public Procurement No. 4) no. F.7/10/2021-PPD(1) dated 23.02.2023.

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**3.2 All the bidders registered on Infracon shall form a Team on Infracon and which would be assigned unique Infracon Team ID. Bidders while submitting the proposal shall quote the Infracon Team ID.**

4. Bid must be submitted online at e-tender portal of National Highways Authority of India <https://etenders.gov.in> on or before 05.03.2026 up to 11:00 Hrs.
5. Selection of IE shall be as per selection procedures given in the Model Concession Agreement and general procurement methods followed in National Highways Authority of India. The selected IE shall be intimated to the Concessionaire.
6. The proposal shall be submitted in English Language and all correspondence would be in the same language.
7. The HAM projects basically constitute up-gradation involving construction of 2/4/6-lane highway including Bridges; widening and rehabilitation of bridges and culverts; construction of high embankment/elevated structures/ROBs wayside amenities etc. along the existing highways including provision of realignment and bypasses. The proposed construction works will involve use of modern equipment and construction practices/techniques.
8. National Highways Authority of India *intends to appoint a Consultant to act as Independent Engineer for implementation of this HAM project.* As per the Terms and Conditions of the Concession Agreement (s), the Independent Engineer is broadly required to: (i) independently review activities associated with design, design review, during construction, required quality assurance and quality control tests and operation and maintenance of the project on behalf of both National Highways Authority of India and Concessionaire so as to ensure compliance of the requirements of the provisions of Concession Agreement (ii) report to National Highways Authority of India on the Financial, Technical and physical progress of implementation aspects of the project, (iii) assist the parties in arriving at an amicable settlement of disputes, if any. The selection of Independent Engineer shall follow the laid down procedures given in the Concession Agreement signed between National Highways Authority of India and the Concessionaire for this HAM project.
9. The interested consultancy firms may download the RFP document from the e-portal of the Employer w.e.f. 15.01.2026 to 05.03.2026 up to 1100 hrs. The Consultant who download the RFP document from the e-portal will be required to pay the non-refundable fee of Rs. 5,000/- towards cost of RFP to the following Bank Account:

S. No.	Description	Remarks
1	Name of Beneficiary	National Highways Authority of India
2	Name of Bank	Canara Bank
3	Address of Bank Branch	Dwarka Sector 10 Branch
4	Account No.	8598201005819
5	IFSC Code	CNRB0008598

Consultancy Firms are required to submit payment receipt as proof of payment to the

above said Bank Account along with the Technical Proposal. Consultancy firms are required to mention “**BRDIV-22011/2/2026-Bihar Division/E-304683**” in the payment receipt along with UTR number of transaction. The RFP will be invited through e-tendering portal. Refer Procedure under e-tendering for submission of RFP through e-tendering.

10.1 A Bidder is required to submit, along with its technical BID, A self –certification that the item offered meets the local content requirement for ‘Class – I local bidder’ / ‘Class-II local bidder’, as the case may be. The self –certification shall also have details of the location (s) at which the local value addition is made. In case, bidder has not submitted the aforesaid certification the bidder will be treated as ‘Non-Local Supplier’. The Class-I local bidder, Class-II local bidder and Non-Local supplier are defined as under:

(i) ‘Class-I local bidder’ means a bidder, whose goods, services or works offered for procurement, meets the minimum local content as prescriber for ‘Class-I local bidder’ under his RFP. The ‘local content’ requirement to categorize bidder as ‘Class-I local bidder’ is minimum 50%.

(ii) ‘Class-II local bidder’ means a bidder, whose goods, services or works offered for procurement, meets the minimum local content as prescribed for ‘Class-II local bidder’ under this RFP. The ‘local content’ as prescribed for ‘Class-II local bidder’ under this RFP. The ‘local content’ requirement to categorize a bidder as ‘Class-II local bidder’ is minimum 20%.

(iii) ‘Non-local bidder’ means a bidder whose goods, services or works offered for procurement, has local content less than that prescribed for ‘Class-II local’ under this RFP.

(iv) ‘Local content’ means the amount of value added in India which shall be the total value of item procured (excluding net domestic indirect taxes) minus the value of imported content in the item (including all customs duties) as a proportion of the total value, in percent.

In case estimated project cost is above Rs.10 crores, the ‘Class-I local bidder’/ ‘Class-II local bidder shall provide a certificate from the statutory auditor or cost auditor of the company (in case of companies) or from a practicing cost accountant or practicing chartered accountant (in respect of suppliers other than companies) giving the percentage of local content.

10.2 The proposal should be submitted by consultancy firms in two parts. The two parts of the proposal are **Part 1: Technical Proposal and Part 2: Financial Proposal. Both Technical and Financial Proposal are to be submitted only in Electronic Form (to be uploaded on e-portal).** For a given HAM Project, Stage -1 of the Evaluation shall consider the evaluation of the Technical Proposal (i.e. Part 1). *The firms scoring the qualifying marks (minimum 75%) as mentioned in RFP shall be listed in the descending order of their technical score and 5 top ranking firms shall only be considered for further evaluation provided none of them is in conflict of interest with the Concessionaire. The firms in conflict of interest shall be substituted by next ranking firm not having conflict of interest with the Concessionaire. Under stage 2, the financial proposal of such five firms as selected above shall be opened and evaluated. The weightage of Technical and Financial score shall be 80% & 20% respectively. The*

final selection of the firm shall be based on the highest combined score of Technical and Financial Proposal.

- 11 The total time period for the assignment as Independent Consultant will be for **48 Months (Development period- 6 months, Construction period- 24 months, O&M period - 18 months)**. In case the Consultant is engaged during/ after Development period and Construction period remains 24 months then O&M period will be increased such that total time period of assignment remains as 48 months. In case the Construction period exceeds 24 months then O&M period will be reduced such that total time period of assignment remains as 48 months.

**12.1 Restriction as per General Financial Rule (GFR) 144 (xi):**

Any bidder from a country which shares a land border with India will be eligible to bid in any procurement whether of goods, services (Including consultancy series and non-consultancy services) or works (including turnkey projects) Only if the bidder is registered with the Competent Authority as per Stipulated provision in ministry of Finance Department of Expenditure (Public procurement Division) office Memorandum No F. No. 6/18/2019-PPD dated 23.07.2020 and amendment vide Order (Public Procurement No. 4) no. F.7/10/2021-PPD (1) dated 23.02.2023.

- 12.2 Consultants may apply either as a sole firm or forming Joint Venture with other consultants. In case of Joint Venture, the maximum number of Joint Venture partners is limited to 2 (i.e. one lead + 1 JV partner). Formulation of more than one JV with different partners for the same work is not allowed and all such proposal involving the firms shall be treated as non-responsive.

13. (A) The Applicant whether a sole applicant or lead member with joint venture may include any number of Associate to provide technology in assignment (refer para 10 (iii) of data sheet). The associate firm can provide equipment-based road inspection services for any of the 4 equipment viz., (i) Network Survey Vehicle including all modules required as per technical specifications, (ii) Falling Weight Deflectometer, (iii) Mobile Bridge Inspection Unit and (iv) Retro Reflectometer. However, the associate(s) cannot be common for 2 or more bidders. If any associate is common with 2 or more bidders, all those bids shall be declared non-responsive. Hence, the bidder may ensure on his own that the associate proposed by him is not proposed by any other bidder participating in the same assignment and the bidder is solely responsible in this regard.

(B) In addition, the applicant whether a sole applicant or lead member with joint venture may also include an Associate for providing key personnel. In such case, the applicant should submit a MOU with associate regarding role and responsibility of Associate Company. However the maximum no. of key personnel from Associate firm during RFP proposal and implementation of contract should be limited to two (2).

(C) The bidder cannot revise their share among Lead/JV partner/Associate partner, which was declared at the time of bidding/award of respective consultancy assignments. Further, maximum limit of share of associates shall be limited to their actual assignments w.r.t. provision of standard RFP subject to a maximum of 25% of contract amount.

The Bidder cannot revise their share among Lead/ JV Partner after submission of bids. In case of submission of wrong JV shares in the bids of consultancy assignment, the bid will be declared as non-responsive.

**13.1 a.** The Applicant shall use the link “Data Lake Portal” available on NHA website (nhai.gov.in) to communicate with NHA and Concessionaire for all contractual correspondence.

**b.** No physical document shall be accepted unless and until the same is specifically stated so in the RFP or it is a legal requirement.

**13.2** The works awarded on the date of opening of financial Bid and in progress will be taken into consideration for ascertaining the balance capacity. The revised turnover/manpower will not be considered and would remain the same as per Bid due date.

**14.** The Applicant, by submitting its Application pursuant to this RFP, shall be deemed to have acknowledged that without prejudice to the **National Highways Authority of India** any other right or remedy hereunder or in law or otherwise, the Applicant shall be debarred from participating in the future projects of the **National Highways Authority of India** in the following situations

**(a)** If an Applicant withdraws its Proposal during the period of its validity as specified in this RFP and as extended by the Applicant from time to time.

**(b)** In the case of a Selected Applicant, if the Applicant fails to sign the Agreement.

**15.** Consulting firms meeting the following criteria are only eligible for applying for this assignment. Firms not meeting these criteria need not apply.

**A) Eligibility criteria for sole applicant firm.**

S No	Experience of the firm in last 7 years		
	Preparation of DPR/Feasibility Study cum Preliminary Design Report (NH/SH/Equivalent)	Project Supervision/IC (NH/SH/Equivalent)	
1 (a).	The firm should have minimum experience of preparation of detailed Project Report/Feasibility Study cum Preliminary Design Report of 2/4/6**-laning project of aggregate length equal to 2 times or	The firm should have minimum experience of Project Supervision/IC of 2/4/6**-laning project of aggregate length equal to 3 times or more of similar category for which RFP is invited.	Annual turnover (updated average of last 5 years or in each of the preceding two years) of the firm from consultancy business should

	more of similar category for which RFP is invited.		be equal to or more than 2% of Total Estimated Project Cost.
1 (b)		Firm should also have experience of Project Supervision/IC of at least one project of similar category of two/four/six** laning of length equal to 40% of project length.	
		Additional requirement in case of specialized projects***	

\*\* Similar project means 2/4/6 lane as applicable for the project for which RFP is invited. For 2-lane projects experience of 4/6 lane also to be considered with a multiplication factor of 1.5. Experience of 4/6 lane shall be considered interchangeably for 4/6 laning projects. For 4/6 laning projects, experience of 2 lane will be considered with a multiplication factor of 0.4, but only for those 2 lane projects whose cost of consultancy services was more than Rs.3.0 crores

\*\*\* In case the project includes any specialized nature of work such as tunnels, specialized structures etc. in substantial quantum, this requirement may be suitably included by suitably adjusting marks of other attributes.

**B) Eligibility Criteria for partner in case of JV (not more than 1 JV partner shall be allowed)**

The lead partner must fulfil at least 50% of requirements at 1(a) of table in para (A) above and other JV partner should fulfil at least 40% of eligibility criteria as indicated at 1(a) of table in para (A) above. Also the lead partner and JV partner jointly should meet not less than 1.20 times the eligibility criteria as mentioned at 1(a) of table in para (A) above. Lead partner should meet the criteria 1 (b) of table in para (A) above.

Note: The weightage given for experience of a firm would depend on the role of the firm in the respective assignments. The firm's experience would get full credit if it was the sole firm in the respective assignment. Experience weightage for firms joining Lead partner JV partner shall be considered in the same proportion as payment has been received \*\*\*\* by the firm towards consultancy work in the project.

In case the financial figures and values of services provided are in foreign currency, the above enhancement factors will not be applied. Instead, current market exchange rate (State Bank of India BC Selling rate as on last date of submission of the bid) will be

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\* For weightage of experience in any past Consultancy assignment experience certificate from the client shall be accepted. In the absence of experience certificate from the client, proportion of payment received towards Consultancy work duly certified by statutory body like Chartered Accountant or Independent Auditors who are competent to do so as recognised by the State concerned shall be accepted. Annual turnover duly certified by Chartered Accountant shall be accepted. In case of non-availability of such documents no weightage of turnover/experience will be considered.

applied for the purpose of conversion of amount in foreign currency into Indian Rupees.

**C) Requirements with respect to Technical Capacity Provisions for maximum works to be permitted with one consultant:**

- (i) The maximum number of works to be permitted with one consultant is restricted as per the following ceilings.

Sr. No.	Col. (2)	Col. (3)	Col. (4)	Col. (5)	Col. (6)
1	<b>Average Annual Turnover of Firm in last 3 Financial Years (from consultancy works)</b>	<b>Up to Rs. 10 Crores</b>	<b>More than Rs. 10 to 30 Crores</b>	<b>More than Rs.30 to 60 Crores</b>	<b>More than Rs.60 Crores</b>
2.	No. of Key Professionals on fulltime rolls (minimum for one last year)	10	25	40	60
3.	Max no. of projects/DPR Assignments to be allotted to one particular consultant including ongoing projects at a time in NHAI.	6	12	25	40
4 (i)	Maximum no. of DPR Assignments out of those given at Sr. No. 3 above	6	12	25	40
4 (ii)	Maximum no. of IE/AE/SC Assignments (cap of 75%) out of those given at Sr. No. 3 above	4	9	18	30

**Note:**

- 1) Conditions in both Sr. No. 1 & Sr. No. 2 are to be fulfilled to claim maximum no. of projects given in Sr. No. 3, 4.
- 2) In case of JV bidding for the current assignment, the technical capacity of JV will be determined with respect to the weighted average of turnover, key professionals & ongoing assignments on the basis of share of consultancy fee in the ongoing assignments and proposed share in the current bid. Refer the illustration at Appendix B-11.
- 3) In case any partner of the joint venture has its individual remaining bid capacity less than 0.5 thus making him ineligible for the current bid but, on formation of joint venture, the remaining bid capacity becomes more than 0.5, then during the technical evaluation of the bids, the bids of such JVs will be declared as non-responsive and they will not be allowed to participate in the current assignment.”

- (ii)** The consulting firms should be encouraged to carry out a max of DPR and Supervision Assignments like IE/AE/Supervision Consultants (SC). Out of maximum number of projects given at Sr. No. 3 above, the ceiling for IE/AE/SC assignments is 75%. For example, the Consulting Firm at Col. No. 3 can get total 4 number of IE/ AE/SC assignments only from NHAI whereas they can get 6 DPR assignments. The Financial Proposal of the Consulting Firm crossing the upper ceiling of assignments as at Sr. No. 3, 4 above shall not be opened.
  - (iii)** The following assignments would not be counted for the purposes of maximum number of projects given at Sr. No. 3 to 4 of above Table.
    - (a)** IE/AE/SC assignments where original assignment period + one year is lapsed or provisional completion of civil work is Issued, whichever is earlier;
    - (b)** DPR assignments where either (i) the bids for civil works have been received; or (ii) original assignment period + one year has lapsed;
    - (c)** Assignments having less than 6 months contract period.
    - (d)** The operation and maintenance contract (O&M).
  - (iv)** The above guidelines will not be applicable in case of special projects such as standalone projects of tunnel, bridge, emergency landing facility, and flyovers and ROB/RUB/Underpass only.
  - (v)** For the purpose of calculation of maximum no. of projects, the works awarded on the date of opening of Financial Bid and in progress will be taken into consideration as utilized capacity. Projects of NHAI (awarded /in progress) only shall be considered for maximum no. of projects in Sr. No. 3 & 4 purpose. The Consultant shall provide these details and they shall be solely responsible for accuracy of such details provided.
  - (vi)** The Consulting Firms shall submit Form-26 AS in order to certify their permanent key personnel (as given in Sr. No. 2 of above table) along with the proposed candidates.
  - (vii)** The bidders shall submit the requisite details in the prescribed formats of technical proposal along with the RFP documents for evaluation of bids accordingly. The modified format for determination of Technical Capacity (Form B-11) is enclosed at Appendix B-11.
- 16.** The Bidder including individual or any of its Joint Venture Member should, in the last 2 years, have neither failed to perform for the works of Expressways, National Highways, ISC (Inter State Connectivity) & EI (Economic Importance) works, as evidenced by imposition of a penalty by an arbitral or judicial authority or a judicial pronouncement or arbitration award against the Bidder including individual or any of its Joint Venture Member, as the case may be, nor has been expelled or terminated by Ministry of Road Transport & Highways or its implementing agencies for breach by such Bidder including individual or any of its Joint Venture Member. Consultants (sole

firm or lead firm and any of the JV partners) who do not fulfil the aforesaid condition as on last date of submission of proposal, need not apply as their RFP proposal will not be entertained. The Consultants debarred on the date of issue of Letter of Acceptance (LoA) shall not be considered for placement of contract. Contracts concluded before the issue of the debarment/declaration as non-performer order shall, not be affected by the debarment orders issued subsequently.

In case, any debarred/declared non-performer firm submits the bid, the same will be ignored. In case such firm is lowest (L-1), next lowest firm shall be considered as L-1.

Debarment/declaration as non-performer of a particular firm shall automatically extend to all its allied firms. In case a joint venture/consortium is debarred, all partner/members shall stand debarred, all partner/members shall stand debarred for the entire period.”

17. **National Highways Authority of India** will not be responsible for any delay, loss or non-receipt of RFP document sent by post/courier. Further, **National Highways Authority of India** shall not be responsible for any delay in receiving the proposal and reserves the right to accept/reject any or all applications without assigning any reason thereof.

The two parts of the Proposal (Technical proposal and Financial proposal) must be submitted on-line only with all pages numbered serially, along with an index of submission as per procedure under e-tendering. Physical submission of the proposal shall not be accepted. In the event, any of the instructions mentioned herein have not been adhered to, the Employer may reject the Proposal.

18. Employer will be at liberty to keep the credentials submitted by the Consultants at bidding stage, in public domain and the same may be uploaded by Employer on Employer’s web-site. Consultants should have no objection if Employer uploads the information pertaining to their credentials as well as of their key personnel.
19. The individual key personnel proposed in the bid by the consultants or any replacement thereof should undertake that they shall have no objection in uploading/hoisting of their credentials by Employer in public domain.
20. RFP submission must be received not later than 1100 hrs on 05.03.2026 in the manner specified in the RFP document at the address given below.

Address of Employer:

**Sh. Bhaskar Mishra**  
**General Manager (Tech)**  
**Bihar Division**  
National Highways Authority of India  
G-5 & 6, Sector-10, Dwarka  
New Delhi-110075  
E-mail: [bhaskarmishra@nhai.org](mailto:bhaskarmishra@nhai.org)  
Tele: - 011-25074100 (Extn: 1476)

## SECTION 2: LETTER OF INVITATION TO CONSULTANTS

### 1. INTRODUCTION

- 1.1** Bids are invited from consulting firms either as a sole firm/ joint venture with other consultant willing to act as IE to submit a proposal for providing consulting services required for the assignment named in the attached Letter of Invitation.
- 1.2** A brief description of the assignment and its objectives are given in the Terms of Reference (TOR).
- 1.3** The assignment shall be implemented in various stages such as Design, Construction supervision, and Operation and Maintenance supervision. Continuation of services for the next stage shall be subject to satisfactory performance of the previous stage, as determined by the **National Highways Authority of India**.
- 1.4** This RFP is neither an agreement nor an offer by the Authority to the prospective Applicants or any other person. The purpose of this RFP is to provide interested parties with information that may be useful to them in the formulation of their Proposals pursuant to this RFP. This RFP includes statements and assumptions, which reflect various assessments arrived at by the Authority in relation to the Consultancy. Such assessments and statements do not purport to contain all the information that each Applicant may require. The information contained in this RFP, may not be complete, accurate, adequate or correct. Each Applicant should, therefore, conduct its own investigations about the assignment and the local conditions before submitting the proposal by paying a visit to the Client and the project site, sending written queries to the client, before the date and time specified in the Data Sheet.
- 1.5** Please note that (i) the costs of preparing the proposal and negotiating for the contract, including a visit to site, are not reimbursable as a direct cost of assignment and (ii) **National Highways Authority of India** is not bound to accept any of the proposals received by it and reserves the right to annul the selection process at any time prior to contract award, without thereby incurring any liability to the Consultants.
- 1.6** Consultant have an obligation to disclose any situation of actual or potential conflict that impacts their capacity to serve the best interest of their Client, or than may reasonably be perceived as having this effect. Failure to disclose said situations may lead to the disqualification of the Consultant or the termination of its Contract and/or any other action as deemed fit by the Authority at any stage.
- 1.7** It is the **National Highways Authority of India** policy that the consultants observe the highest standard of ethics during the selection and execution of such contracts. In pursuance of this policy, the **National Highways Authority of India** :
- a)** Defines, for the purpose of this paragraph, the terms set forth below as follows:
- (I)** “**corrupt practice**” means the offering, giving, receiving, or soliciting, directly or indirectly, of anything of value to influence the action of a public official in the selection process or in contract execution;

(II) “**fraudulent practice**” means a misrepresentation or omission of facts in order to influence a selection process or the execution of a contract;

(III) “**collusive practices**” means a scheme or arrangement between two or more consultants with or without the knowledge of the Client, designed to establish prices at artificial, non-competitive levels;

(IV) “**coercive practices**” means harming or threatening to harm, directly or indirectly, persons or their property to influence their participation in a procurement process, or affect the execution of a contract.

b) will reject a proposal for award if it determines that the Consultant recommended for award has, directly or through an agent, engaged in corrupt, fraudulent, collusive or coercive practices in competing for the contract in question;

c) will declare a firm ineligible, either indefinitely or for a stated period of time, to be awarded a contract if it at any time determines that the firm has engaged in corrupt or fraudulent practices in competing for, or in executing, a contract; and

d) will have the right to require that a provision be included requiring consultants to permit the **National Highways Authority of India** to inspect their accounts and records relating to the performance of the contract and to have them audited by authorized representatives of **National Highways Authority of India**.

**1.8** Consultants, their Sub-Consultants, and their associates shall not be under a declaration of ineligibility for corrupt and fraudulent practices. Furthermore, the Consultants shall be aware of the provisions on fraud and corruption stated in the specific clauses in the General Conditions of Contract.

**1.9** Consultants shall furnish information on commissions and gratuities, if any, paid or to be paid to agents relating to this proposal and during execution of the assignment if the Consultant is awarded the Contract, in the Financial Proposal.

**1.10** The Data Sheet indicates how long Consultants’ Proposals must remain valid after the submission date. During this period, Consultants shall maintain the availability of Professional staff nominated in the Proposal. The Client will make its best effort to complete the process within this period. Should the need arise, however, the Client may request Consultants to extend the validity period of their proposals. Consultants who agree to such extension shall confirm that they maintain the availability of the Professional staff nominated in the Proposal, or in their confirmation of extension of validity of the Proposal, consultants could seek replacement upto a maximum of 50% key personnel. If any consultant seeks any replacement(s), while extending the bid validity, then the same shall be evaluated for ascertaining suitability of replacement as per the provisions of the RFP and remuneration shall not be reduced for any such replacement(s). However, the technical evaluation shall take into account of the originally submitted CV(s) only irrespective of replacement sought. Consultants who do not agree have the right to refuse to extend the validity of their Proposals.

## **2. CLARIFICATIONS AND AMENDMENT OF RFP DOCUMENTS**

- 2.1** The Consultants may request a clarification of any of the RFP documents up to the number of days indicated in the Data Sheet before the Proposal submission date. Any request for clarification must be sent in writing by paper mail, facsimile, or electronic mail to the Client's address indicated in the Data Sheet. The Client will respond by cable, facsimile, or electronic mail to such requests and will send copies of the response (including an explanation of the query but without identifying the source of inquiry) to all consultants who have purchased the RFP document. Clarification/amendment will also be hosted on **National Highways Authority of India** e-portal.
- 2.2** At any time before the submission of Proposals, the Client may for any reason, whether at its own initiative or in response to a clarification requested by a Consulting firm, modify the RFP documents by amendment. Any amendment shall be issued in writing through addendum. Addendum may be sent by mail, cable, telex, facsimile or electronic mail to consultants or/and will be hosted on **National Highways Authority of India** e-portal which will be binding on them. The Client may at its discretion extend the deadline for the submission of Proposals.

## **3. PREPARATION OF PROPOSAL**

- 3.1** You are requested to submit your proposal in Two Parts strictly using the formats enclosed herewith (refer section 3,4 and 5). The two parts shall be:

### **Part 1: Technical Proposal and**

### **Part 2: Financial Proposal.**

The proposal shall be written in the English language as specified in the Data Sheet. All pages of the Proposal shall be signed by an authorized representative. The representative's authorization shall be confirmed by written Power of Attorney duly notarized to be submitted with the proposal. In case of JV a MoU indicating the specific Projects, input and role of each Partner etc. shall be submitted with the proposal.

### **Part 1: Technical Proposal**

- 3.2** You are expected to examine all terms and conditions included in the documents.
- Failure to act or to provide all requested information will be at your own risk and may result in rejection of your proposal.
- 3.3** During preparation of the Technical proposal you may give particular attention to the following:
- i)** The man-months for the assignment shall be that stated in the Terms of Reference. The same shall be considered for the purpose of evaluation as well as award. In case the man months of TOR are amended in view of Client's own initiative or in response to clarification sought by any Consulting firm, the man months so amended and published shall be considered for the purpose of evaluation as well as award.

- ii) The Consultants should prefer to field as many of their permanent staff as possible and higher marks shall be given in this regard. The permanent staff would be considered those already employed with the firm prior to one year from the month during which this Tender Notice is issued. More weightage will be given to those key personnel who are employed with more years with the firm.
- iii) A good working knowledge of the language specified in the data sheet is essential for key professional staff on this assignment. Reports must be in the language (s) specified in the data sheet.
- iv) For Key Personnel e.g. Team Leader, Resident-cum-Highway Engineer, Senior Pavement Specialist, Highway Design Engineer and Road Safety Expert, the Consultants should prefer candidates having worked on PPP Projects. Such personnel shall be rated higher than the candidates having no such experience at all”.

3.4 Your Technical Proposal must provide the following information, using but not limited to the formats attached in the Section 3 &4.

- (I) A brief description of the firm’s organisation and an outline of recent experience of the Consultants and, in the case of Joint Venture, for each partner, on assignments of a similar nature. The information which you shall provide on each assignment should indicate, *inter-alia*, the profiles of the staff provided, duration, contract amount and firm’s involvement. ***The details of assignments on hand shall also be furnished.***
- (II) Any comments or suggestions on the ToR and a description of the methodology (work plan) which the firm proposes to execute the services, illustrated with bar charts of activities.
- (III) Site Appreciation: limited to four A4 size pages in 1.5 space and 12 font including photographs, if any;
- (IV) Proposed methodology for the execution of the services illustrated with bar charts of activities, including any change proposed in the methodology of services indicated in the TOR, and procedure for quality assurance: Maximum 4 pages;
- (V) The proposed methodology should be accompanied by the consultant’s initial view, key challenges they foresee and potential solutions. It should also include details on adoption of superior technology along with proof: limited to six A4 size pages in 1.5 space and 12 font including photographs;
- (VI) The proposal shall indicate as to whether the firm is having the facilities for carrying out the following field activities or these are proposed to be outsourced to specialized agencies.
  - Surface defects detection and roughness measurement using Network Survey Vehicle

- Pavement strength measurement using FWD
- Bridge inspection using Mobile Bridge Inspection Unit
- Road signs inspection using Retro Reflectometer

(VII) Proposed Quality Audit Methodology including Quality Assurance Plan

(VIII) In case the consultant envisages outsourcing any or all of the above services to the expert agencies, the details of the same indicating the arrangement made with the agencies need to be furnished. These agencies would however, be subject to approval of the client to ensure quality input by such agencies before award of the work. For out-sourced services, proposed firms/consultants should have such experience on similar projects.

(IX) The composition of the proposed staff team, the tasks which shall be assigned to each and their timing;

(X) Requirement for submission of CVs.

- a. The CVs of the six key personnel (Team leader cum Senior Highway Engineer, Resident cum Highway Engineer, Bridge/Structural Engineer, Senior Pavement Specialist, Senior Quality cum Material Expert and Road Safety Expert) in the format as per Appendix-B-6 is to be furnished on Infracon portal. It may please be ensured that the format is strictly followed and the information furnished therein is true and correct. The CV must indicate the work in hand and the duration till which the person will be required to be engaged in that assignment. The Firm shall ensure that details furnished in the CV by the personnel are correct. If any information is found incorrect/fake/inflated in the CV, at any stage, debarment of the key personnel from future **National Highways Authority of India** projects upto 2 years may be taken by **National Highways Authority of India**.
- b. The age limit for key personnel is 65 years as on the date of bid submission. The proof of age and qualification of the key personnel must be furnished in the technical proposal.
- c. Key information should include years with the firm and degree of responsibility held in various assignments. In CV format, at summary, the individual shall declare his qualification & total experience (in years) against the requirements specified in TOR for the position (Ref. Enclosure-B of TOR). If any information is found incorrect/fake/inflated in the CV, at any stage, debarment of the key personnel from future **National Highways Authority of India** projects upto 2 years may be taken by **National Highways Authority of India**.
- d. CVs of Key Personnel having intermittent inputs will be considered only if the assignments on hand as on 7 days before due date of proposal including those for which LOA has been received from the Client or for which Consultant has been declared as H1 are such that the key

personnel is able to proportionately devote the given man months for this project.

All the CVs which are to be evaluated should be complete in all respects including signing and certification by the individual and the firm.

e. Minimum 75% marks required. CV of six Key Personnel will be evaluated CV of proposed Team Leader should score at least 75% marks. If not, the proposal shall not be considered further.

f. If a CV scores less than 75% marks, whatever marks it score will be carried forward for maximum 3 nos key personnel for determining the total score of the firm. However, if the Key Personnel does not fulfil the minimum academic qualification (as mentioned at Enclosure-B of TOR of RFP), the overall score of his CV will be evaluated as zero. If the Key Personnel does not fulfil the minimum qualification related to experience (as mentioned at Enclosure-B of TOR of RFP), then zero marks will only be assigned for that sub criteria, but the marks obtained by the CV of the Key Personnel will be carried forward for maximum 3 nos key personnel for determining the total score of the firm. In case, a firm is H-1, then maximum 3 (three) such Key Personnel (whose CV scores less than 75% or who does not fulfil the minimum qualification) will have to be replaced by the firm before signing the contract. The reduction in remuneration of such replacements shall be at the rate of 10% for each replacement. In case more than 3 CV scores less than 75% marks, the proposal shall be considered non-responsive. In the event the penalty is not paid by the Consultancy Firm, the same shall be recovered from encashment of performance security of the firm. In case, person permanently employed with the firm is to be replaced, technical score of both the CVs shall be compared excluding the marks given for employment with firm. Replacement would be allowed when the Technical Score (excluding the marks given for employment with firm) of the new key person is equal or better than the existing key person's Technical Score **excluding marks assigned for permanent employment with the firm.** However, **the remuneration of such replacement be reduced on proportionate basis in case the overall score of the replacement person is less than the overall score of original person.**

g. In case, the information contained in the CV for the duration in which the key personnel:

(A) was employed by the firm, proposing his candidature is found incorrect/fake/inflated at any stage, action including termination of the Consultancy Agreement and debarment of the firm upto 02 years from future **National Highways Authority of India** projects shall be taken by **National Highways Authority of India**

- (B) was employed by the firm, proposing his candidature is found incorrect/fake/inflated at any stage, the consultancy firms shall have to refund the salary and perks drawn in respect of the person apart from other consequences
  - (C) was not employed by the firm, proposing his candidature is found incorrect/fake/inflated at any stage, the consultancy firms will have to refund the twice of salary and perks drawn in respect of the person.
- xi)** It is also clarified that any key personnel, if debarred during the period between receipt of bid and award of the contract and is required to be replaced as per the provisions of the RFP, then the replacement shall not be considered as part of replacement by the consultant and hence no deduction in remuneration shall be affected. However, in this case the original CV will be considered for evaluation purpose.
  - xii)** Deployment Schedule for each key personnel should be formulated and incorporated in the Technical Proposal which will be reviewed on quarterly basis.
  - xiii)** Estimates of the total time effort (person x months) to be provided for the services, supported by bar chart diagrams showing the time proposed (person x months) for each professional staff and sub professional staff.
  - xiv)** Age limit for supporting staff to be deployed on project is 65 years as on the date of bid submission.
  - xv)** In case, consultant firm's experience/documents is found to be false at any stage i.e. from bidding to completion of services, the Consultancy Contract shall be terminated and Consultant firm shall be debarred for a period of 02 years.
  - xvi)** Any additional information.

**3.5** The technical proposal must not include any financial information.

## **Part 2: Financial Proposal**

**3.6** Your Financial Proposal must be strictly using the formats attached in Section 5. No additional items/quantities other than that specified in the formats should be proposed by the Consultants since the same shall not be considered for the evaluation/award. For the first 12 months from the Date of Commencement of Services, Consultants shall be paid billing rates as indicated above. Beginning 13<sup>th</sup> months of the services provided, billing rates shall be increased on all items of contract inter alia including vehicle hire, office rent, consumables, furniture etc @ 5% every 12 months for local currency for the subsequent period of services rendered by the personnel of all categories namely (i) key Personnel; (ii) sub-Professional personnel and (iii) Support staff. However, for evaluation and award of the Bid proposals, the quoted initial rate (as applicable for first 12 months) shall be multiplied by the total time input for each position on this contract, i.e. without considering the increase in the billing rates.

- 3.7** The Financial Proposal should clearly identify as a separate amount, the local taxes (including social security), duties, fees, levies and other charges imposed under the applicable law, on the consultants, the sub-consultants, and their personnel (other than nationals or permanent residents of the government's country); unless the Data Sheet specifies otherwise. This cost, however, will not be considered in evaluation.
- 3.8** Consultants may express the price of their services in the Local currency (Indian Rupees) and/or US Dollar/ Euro. For evaluation purposes, the client shall consider 1US Dollar = and 1 Euro = (This will be the exchange rates as per Reserve Bank of India rounded off to nearest Rupee applicable at the time of RFP invitation). The Client may require consultants to state the portion of their price representing local cost in the national currency if so indicated in the Data Sheet.
- 3.9** Goods and Service tax as applicable shall be reimbursed to the Consultants.

#### **4. SUBMISSION, RECEIPT AND OPENING OF PROPOSALS**

##### **4.1 PREPARATION & SUBMISSION OF APPLICATIONS:**

- i. Detailed RFP may be downloaded from E-tendering portal of Employer and the Application may be submitted online following the instructions appearing on the screen.
- ii. The following shall be the form of various documents in the Application:

##### **A. Only Electronic Form (to be uploaded on the E-tendering portal of Employer)**

- (a) Technical proposal as indicated in para 'B' below
  - (b) Financial proposal as per format prescribed in SECTION-5 OF RFP.
- (I) Technical Proposal {Only Electronic Form (to be uploaded on the E-tendering portal of Employer)}**
- (a) Power of Attorney for signing the Application
  - (b) If applicable, the Power of Attorney for Lead Member of JV;
  - (c) Copy of Memorandum of Understanding between JV partners, if applicable;
  - (d) Copy of Memorandum of Understanding with Associate, if applicable.
  - (e) Firms credentials as per format prescribed in SECTION-3 OF RFP. (The details are to be submitted through INFRACON only)
  - (f) Technical proposal as per format prescribed in SECTION-4 OF RFP. (The details are to be submitted through INFRACON only.)
- (II) Payment Receipt as proof of payment of Rs. 5,000/- (Rupees Five thousand only) to the Bank Account of National Highways Authority of India mentioning **"BRDIV-22011/2/2026-Bihar Division/E-304683"**;
- (III) Bidders have to comply with the NHA Policy Circular no. 5.8 dated 29.12.2020 (copy enclosed) regarding Integrity pact.

- iii. The successful bidder shall submit the original documents specified above in point no. 4.1 B (I) (a), (b), (c) & (d) above together with their respective enclosures to the Authority before signing of Agreement.

The Applicant shall upload scanned copies of the Technical Proposal and Financial Proposal as specified in point nos. **4.1 (I), (II) & (III)** above on the E-tendering portal of Employer before 11:00 hours Indian Standard Time on the Application due date i.e. on 05.03.2026. Financial Proposal is to be submitted On-line only and no hard submission is to be made.

#### **4.2 Modification / Substitution/ Withdrawal of bids:**

- (i) The Bidder may modify, substitute or withdraw its e- bid, prior to the Bid Due Date. No Bid shall be modified, substituted or withdrawn by the Bidder on or after the Bid Due Date.
- (ii) Any alteration/ modification in the Bid or additional information supplied subsequent to the Bid Due Date, unless the same has been expressly sought for by the Employer, shall be disregarded.
- (iii) For modification of e-bid, bidder has to detach its old bid from e-tendering portal and upload / resubmit digitally signed modified bid.
- (iv) For withdrawal of bid, bidder has to click on withdrawal icon at e-tendering portal and can withdraw its e-bid.
- (v) Before withdrawal of a bid, it may specifically be noted that after withdrawal of a bid for any reason, bidder cannot re-submit e-bid again.

#### **4.3 OPENING AND EVALUATION OF APPLICATIONS:**

- (i) Opening of Proposals will be done through online for Financial Proposal and both on-line and manually for Technical Proposal.
- (ii) For participating in the tender, the authorized signatory holding Power of Attorney shall be the Digital Signatory. In case the authorized signatory holding Power of Attorney and Digital Signatory are not the same, the bid shall be considered non-responsive.

The Employer will open the Technical Proposal at 11.30 hours Indian Standard Time on 06.03.2026 i.e. in the presence of the Applicants who choose to attend and evaluate the Applications in accordance with the provisions set out in the RFP.

- (iii) The Financial Proposal will be opened of the short-listed applicants who qualify for financial opening as per RFP. The date of opening of Financial Proposal will be notified later on.

### **5. PROPOSAL EVALUATION**

**5.1** A two -stage procedure shall be adopted for evaluating the proposals.

**5.2** Deleted

## Technical Proposal

- 5.3 The Evaluation Committee appointed by the **National Highways Authority of India** shall carry out its evaluation applying the evaluation criteria and point system specified in the data sheet. Each responsive proposal shall be attributed a technical score (St.) The technical proposal should score at least 75 points to be considered responsive. The Authority shall shortlist 5 (five) top firms on the basis of their technical score not in the conflict of interest with the concessionaire.

## Financial Proposal

- 5.4 After the evaluation of Technical Proposals is completed and the shortlist of 5 firms is finalised, **National Highways Authority of India** may notify those consultants whose proposals were not considered as per conditions of RFP. The **National Highways Authority of India** shall simultaneously notify the finally selected 05 (five) shortlisted firms indicating the date and time set for opening of the Financial Proposals.
- 5.5 The Financial Proposals shall be opened publicly in the presence of the consultants' representatives who choose to attend. The name of the consultant, the technical scores, and the proposed prices shall be read aloud and recorded when the Financial Proposals are opened. The Client shall prepare minutes of the public opening.
- 5.6 The Evaluation Committee will determine whether the submitted Financial Proposals are complete (i.e. whether they have included cost of all items of the corresponding proposals; if not, then the cost towards such missing items will be considered as NIL, but the Consultant shall, however, be required to carry out such obligations without any additional compensation. In case under such circumstances, if Client feels that the work cannot be carried out within the overall cost as per the submitted financial proposal, such proposals shall be considered non responsive.
- 5.7 The Evaluation Committee shall determine if the financial proposal is complete and without computational errors. The lowest financial proposal (Fm) shall be given a financial score (Sf) of 100 points. The financial score of the proposals shall be computed as follows:  $Sf = 100 \times Fm/F$  (F-amount of financial proposal).
- 5.8 Proposals shall finally be ranked according to their combined technical (St) and financial (Sf) scores using the weights indicated in the data sheet.

The Firm achieving the highest combined technical financial score shall be declared as the most preferred bidder.

- 5.9 Subject to the provisions of Clause 5.3, the Bidder whose BID is adjudged as responsive. The bidder shall be declared as most preferred bidder shall be the first Ranked applicant (having the highest combined Technical and Financial Score as per RFP) as procedure defined as under:
- (i) Among all the responsive bidder, the most preferred bidder will be termed as H-1. If H-1 is 'Class-I Local Bidder', the contract will be awarded to H-1.
  - (ii) If H-1 is not 'Class-I local bidder' then the most preferred bidder among the Class-I local bidder' (having Highest combined Technical and Financial Score as

per RFP among 'Class-I local bidder') will be invited to match H-1 price subject to Class-I local bidder's quoted priced falling within the margin of purchase preference, and the contract will be awarded to such preferred 'Class-I local bidder' subject to 'Class-I local bidder' matching the financial quote of H-1 or his quote whichever is lower.

(iii) In case such preferred eligible 'Class -I local bidder' fails to match the H-1 price, the 'Class-I local bidder' with next Highest combined score (having next Highest combined Technical and Financial Score as per RFP among Class-I local bidders ), within the margin of purchase preference shall be invited to match the H-1 price and so on and contract shall be awarded accordingly. In case none of the 'Class-I local bidder' within the margin of purchase preference matches the H-1 price, the contract shall be awarded to the H-1 bidder.

'Margin of purchase preference' means the maximum extent to which the price quoted by 'Class-I local bidder' may be above/below the H-1 for the purpose of purchase preference.

The margin of purchase preference shall be 20%.

**5.10** The Expert Teams (2-3 to begin with) comprising of 3 eminent retired/ serving officers in each team will be set up by each Member to take the interviews through VC of the Key Personnel of H-1 Consultant before issue of LOA of consultancy assignments under their jurisdiction. The proceedings of VC shall lie on Data Lake as a record. If any Key Personnel is found not suitable, such person will not be allowed to participate for 3 months in NHAI's projects. The Consulting Firm will be given one opportunity to replace unsuitable person with a person of equal or better CV, and no reduction in remuneration shall apply to such replacements. If Consultant fails to produce alternate CV within 7 days or alternate CV/ Person is also not found suitable by the expert team, then the consultancy firm shall be given further opportunity to replace the unsuitable person with reduction in remuneration of that position @10% for such replacement till suitable key person is made available and he is found suitable by expert team.

Those key personnel who have been declared not suitable/not recommended in the previous interviews may be allowed to re- appear before interview expert committee if they have completed stipulated time period of 3 (three) month as mentioned above.

The key personnel proposed by the consultancy firm and found suitable by expert team of NHAI through interaction shall remain eligible for the same position for 3 (three) years from the date of interaction in case they left the project for any justified reason and are subsequently proposed for other projects.

## **6. Award of Contract**

The Client shall issue letter of award to selected Consultant and ask the Consultant to provide Performance Security. If the selected Consultant fail to provide performance security within the prescribed time or the Consultant fail to sign the Contract Agreement within prescribed time, the Client may invite the 2<sup>nd</sup> highest ranking bidder Consultant and follow the procedure outlined in Para 6 and 8 of this Letter of Invitation.

## **7. PERFORMANCE SECURITY**

- 7.1** The successful consulting firm shall have to submit a Bank Guarantee (BG) for an amount of 10% of the Contract Value within 15 days of issue of LOA. The BG shall be valid for a period of 50 months i.e. upto 2 months beyond the expiry of the Contract period of 48 months. The BG shall be in the format specified in Appendix H of draft contract form and furnished from a Nationalised Bank, IDBI or ICICI/ICICI Bank/Foreign Bank/EXIM Bank / Any Scheduled Commercial Bank approved by RBI having a net worth of not less than 1000 crore as per latest Annual Report of the Bank. In the case of a Foreign Bank (issued by a Branch in India) the net worth in respect of Indian operations shall only be taken into account. In case of Foreign Bank, the BG issued by Foreign Bank should be counter guaranteed by any Nationalised Bank in India. In case of JV, the BG shall be furnished on behalf of the JV and not individually by the members.

**Omnibus Bank Guarantee Provisions:** Alternatively, a single Bank Guarantee to cover for the performance of all projects under NHAI may also be deposited as tabulated below, at the discretion of the consultant, instead of depositing separately again and again. The Consultant may initially provide the Performance Security for a period of two years provided that it shall procure the extension of the validity of the Performance Security at least one month prior to the date of expiry thereof. Once the appropriate single Bank Guarantee for performance Security has been submitted by the Consultant, the existing BGs shall be returned. The Bank Guarantee be submitted in prescribed Performa.

<b>Performance Security</b>	
<b>Cumulative Value of Consultancy Fee as per Ongoing Contracts under NHAI (in Rs. Crores)</b>	<b>BG Value (in Rs. Crores)</b>
0-10	0.5
10-20	1.00
20-30	1.50
30-40	2.00
40-60	3.00
60-80	4.00
80-100	5.00
100-200	8.00
Beyond 200	10.0

- 7.2** In the event the Consultant fails to provide the security within 15 days of date of LOA, it may seek extension of time for a period of 15 (Fifteen) days on payment of damages for such extended period in a sum of calculated at the rate of 0.1% (Zero Point One Percent) of the contract price for each day until the performance security is provided. For the avoidance of doubt the agreement shall be deemed to be terminated on expiry of additional 15 days' time period.
- 7.3** Notwithstanding anything to the contrary contained in this Agreement, the Parties agree that in the event of failure of the Consultant to provide the Performance Security in accordance with the provisions of Clause 13.1 within the time specified therein or such extended period as may be provided by the Authority, in accordance with the provisions of Clause 13.2, all rights, privileges, claims and entitlements of the Consultant under or arising out of this Agreement shall be deemed to have been waived by, and to have ceased with the concurrence of the Consultant, and LoA shall be deemed to have been withdrawn by mutual agreement of the Parties. Authority may take action

debar such firm for future projects for a period of 1-2 years.

**8. Signing of Contract Agreement**

After having received the performance security and verified it, the Client shall invite the selected bidder for signing of Contract Agreement on a date and time convenient to both parties within 15 days of receipt of valid Performance Security.

**9. Penalty Provisions**

In case of deficiency in services, the penal action shall be initiated in terms of Clause 3.1.3 of General Condition of Contract.

## DATA SHEET

(As Mentioned in Letter of Invitation to Consultants)

### Sub clause No. in Letter of Invitation to Consultants

1 **Pre-Proposal Conference shall be held at: National Highways Authority of India HQ on 11.02.2026 at 15.30 hrs.**

2 The proposal shall be valid for 120 days after the last date of submission.

3 Clarification may be requested 7 days prior to Pre-Proposal Conference. The address for requesting clarification is:

**Sh. Bhaskar Mishra**  
**GM (Tech)**  
**Bihar Division**  
National Highways Authority of India  
G-5 & 6, Sector-10, Dwarka  
New Delhi-110075  
E-mail: [bhaskarmishra@nhai.org](mailto:bhaskarmishra@nhai.org)  
Tele: - 011-25074100 (Extn: 1476)

4 **The Language** of documents and correspondence will be English

5 All the personnel shall have working knowledge of English and all the reports etc. shall be written in English.

6 **National Highways Authority of India** shall reimburse only Goods and service tax. Consultant has to assess all other taxes and should inbuilt them in their financial proposal. These taxes (other than Goods and service tax) should not be provided separately. Consultants are requested to consult Tax Consultants for details.

7 The Consultants to ensure that their firms and key personnel should register their credentials / modules on [www.infracon.nic.in](http://www.infracon.nic.in) as stipulated in MoRT&H Circular No. RW-NH-35075/1/2010-S&R@ dt. 28.10.2015.

8 The Consultants to state cost in INR .

9 The time and date of submission:

**Online: On or before 1100 hrs on 05.03.2026**

10 **The points assigned to Technical Evaluation criteria are:**

S. No.	Description	Marks
1	Relevant experience for the assignment	40
2	Experience in use of technology for road inspection	20
3	Qualifications and competence of the key staff for the assignment	40
	<b>Total</b>	<b>100</b>

**i. Sub criteria for Relevant Experience of the firm for the assignment**

Average Annual Turnover (last 5 years) from consultancy business (Min 5 crore)	2
Nos of Highway Professionals with the firm * The professionals who possess degree in Civil Engineering/Transport Planning/Transport Economics/Traffic Management / Geology/ Environment Science or Engineering and 8 years experience in highway/bridge/tunnel with employment in the firm for more than one year. The current Employment Certificate shall be uploaded by Key Personnel on INFRACON.	10
Experience as Independent Engineer/ Authority Engineer/ Construction Supervision in Number of Highway Projects of length equal to 40% of project length of similar category for which RFP invited of 2/ 4/6**-laning or more in last 7 years*	12
Experience in DPR preparation for Number of Highway Projects (of length 40% of project length of similar category for which RFP invited of 2/4/6**-laning or more) in last 7 years *	6
In hand DPRs of National Highway Projects of all Executing Agencies of MoRT&H (i.e., MORTH, NHIDCL, PWD NH Wing, BRO, State Bridge & Road Corporations) (presently under progress).	6
Experience in Construction Supervision/DPR /Design Review of Major structures having length of more than 500 metre in last 7 years.	4

\* Consultants should give details of the experience of the firm considering the completed and the on-going highway assignments, separately for PPP and non-PPP Projects along with experience certificates from clients. This list of the completed works should also include those assignments which are substantially (90% of Contract value) completed. No Qualification/Experience etc. shall be considered without proof of experience.

Experience of Consultant for having offered consultancy services to a private organization shall also be considered as relevant experience for current assignment, provided the experience is duly endorsed by the respective Government Agency.

\*\* Similar projects means 2/4/6 lane as applicable for the project for which RFP is invited. For 2-lane projects experience of 4/6 lane also to be considered with a multiplication factor of 1.5. Experience of 4/6 lane shall be considered interchangeably for 4/6 laning projects. For 4/6 lane, experience of 2 lane will be considered with a multiplication of 0.4 if the cost of the consultancy services was more than Rs.3.0 crores.

In case of JV the turnover and experience details of Lead and JV partners to be added. Employer's certificate should be submitted substantiating the experience claimed by the firm.

ii. Sub criteria for Experience in use of technology for road inspection

Sr. No.	Description	Maximum Points	Sub-Points
1	Experience in Network Survey Vehicle (NSV) or better technology for pavement inspection	5	
1.1	Own Equipment/ Equipment on MoU with Associate or on hiring basis	2	
1.2	Experience	3	
	(a)1-2 projects		1
	(b)3-5 projects		2
	(c)> 5 projects		3
2	Experience in Falling Weight Deflectometer (FWD) or better technology for pavement strength measurement	4	
2.1	Own Equipment/ Equipment on MoU with Associate or on hiring basis	2	
2.2	Experience	2	
	(a)1-3 Projects		1
	(b)>3 Projects		2
3	Experience in Mobile Bridge Inspection Unit or better technology for bridge inspection	4	
3.1	Own Equipment/ Equipment on MoU with Associate or on hiring basis	2	
3.2	Experience	2	
	(a)1-2 Projects		1
	(b) ≥ 3 Projects		2
4	Experience in Retro reflectometer technology	4	
4.1	Own Equipment/ Equipment on MoU with Associate or on hiring basis	2	
4.2	Experience	2	
	(a)1-3 Projects		1
	(b)>3 Projects		2
5	Experience in Automatic Traffic Counter cum Classifier (ATCC)	3	
5.1	Own Equipment/ Equipment on MoU with Associate or on hiring basis	2	
5.2	Experience	1	
	(a)1-3 Projects		0.5
	(b)>3 Projects		1
	<b>Total</b>	<b>20</b>	

**Notes: (i)** The consultants owning the equipment shall be required to submit proof of ownership.

**(ii)** The experience of the associate firms in use of technology shall also be counted in the evaluation. The experience of firm or associate firm in NSV, FWD, MBIU, Retro reflectometer, ATCC or equivalent technology shall be supported by experience

certificate. The experience of a firm/ associate firm for a private concessionaire/contractor (client) shall be considered on self-certification along with the client certificate. Any false certification shall attract provision of Clause 2.9.1(g) of GCC.

(iii) In case, Ownership document of equipment of Consultancy/Associate firm is found to be false, The Consultancy/Associate firm, as the case may be, shall be put on holiday listing (temporary debarment) for a period of 12 months.

(iv) The consultant shall provide an undertaking for the use of technology in the following format-

**Undertaking to be given on letter head of the firm**

*We M/s (Name of the firm) undertake that the invoice and specifications of equipment for use of technology (i.e. NSV, FWD, and RR etc.) provided by us in the bid is adequate to fulfil the requirements of these equipment at the site as prescribed in the RFP.*

*In case it is found at a later stage that the equipment submitted by us in the bid is not adequate to fulfil the requirements of the RFP, NHAI is free to take any action against us including debarment from future NHAI projects as deem fit.*

(Authorized Signatory)

iii. **Qualification and competence of following professional/sub-professional staff** for the assignment shall be evaluated. The weightage for various key staff are as under:-

S. No	Staff Position	Marks.
1	Team Leader Cum Senior Highway Engineer	12
2	Resident cum Highway Engineer	6
3	Bridge/Structural Engineer	6
4	Senior Pavement Specialist	6
5	Senior Quality cum Material Expert	6
6	Road safety Expert	4
	<b>Total</b>	<b>40</b>

Sub criteria for qualification of key Personnel (i.e. Professional staff)

General qualifications	25
Adequacy for the project	70
Employment with firm	5
Total	100

The technical proposal should score at least 75 points to be considered responsive for financial evaluation.

v) Detailed evaluation criteria which is to be used for evaluation of technical bids is as indicated below as Appendix-EC.

- vi) The Consultant should carryout self-evaluation based on the evaluation criteria at Appendix-EC. While submitting the self-evaluation along with bid, Consultant shall make references to the documents which has been relied upon in his self-evaluation.
  - vii) Result of technical evaluation shall be made available on the website giving opportunity to the bidders to respond within 7 days in case they have any objection.
  - viii) The single currency for price conversion is INR. For evaluation of bid proposals, the foreign currency conversation rate of 1US Dollar = Rs. 83.38/- and 1 Euro = Rs. 89.803 /- shall be used.
  - ix) The weightage given to technical proposal is 80%.  
The weightage given to financial proposal is 20%.
11. Commencement of Assignment: The firm shall begin carrying out the services within one month of signing of the Consultancy Agreement.

**Remarks:** Based on experience and the Consulting Industry's Capacity, Project specific requirement etc., **National Highways Authority of India** may modify the above criteria for Selection of IE.

## Appendix-EC

### 1. Evaluation Criteria for Assessment of Experience of the Firm.

Sr. No.	Description	Max. Marks	Reference/Details of projects Claimed for self-assessment	Marks self-assessed by the bidder
1	Average Annual Turnover (last 5 years or in each of the preceding two years) from consultancy business < 2% of TPC - 0 marks 2% of TPC - 1.5 marks Add for additional turnover 0.25 (Zero point two five) marks for every 1% of TPC above 2% of TPC subject to maximum 0.5 marks.	2		
2	Nos. of Highway Professionals with the firm *	10		
2.1	<10	0		
2.2	10-20	8		
2.3	>20 but ≤30	9		
2.4	>30	10		
<b>*The professionals who possess degree in Civil Engineering/Transport Planning /Transport Economics/Traffic Management / Geology/ Environment Science or Engineering and 8 years experience in highway/bridge /tunnel with employment in the firm for more than one year. The current Employment Certificate shall be uploaded by Key Personnel on INFRACON.</b>				
3	Experience as Independent Engineer/Construction Supervision in Number of Highway Projects of 2/4/6-laning** of length (40% of project length)or more in last 7 years. 1 project - 9 marks Add 1(one) mark extra for completed assignment of Independent Engineer and add 0.5 (Zero point five) marks extra for completed assignment of supervision consultancy subject to maximum 3 (three) marks.	12		
4	Experience in DPR/Feasibility Study cum Preliminary Design Report preparation for Number of Highway Projects of 2/4/6-laning** of length (40% of project length) or more in last 7 years. 1 project - 4 marks Add 0.5 (Zero point five) marks extra for each additional project subject to maximum 2 marks.	6		

Sr. No.	Description	Max. Marks	Reference/Details of projects Claimed for self-assessment	Marks self-assessed by the bidder
5	In hand DPRs of National Highway (Highway/Bridge/Tunnel) Projects of all Executing Agencies of MoRT&H (i.e., MORTH, NHIDCL, PWD NH Wing, BRO, State Bridge & Road Corporations) (presently under progress)	6		
5.1	<2	0		
5.2	2-5	4		
5.3	>5	6		
6	Experience in Construction Supervision/DPR/Design Review of Major structures having length of more than 500 meter in last 7 years. 1 project - 2.0 marks Add 0.5 (Zero point five) marks extra for each additional project subject to maximum 2.0 marks.	4		
7	Additional requirement in case of specialized projects***	***		

Note 1: In case of JV the turnover and experience details of Lead and JV partners to be added.

Note 2: Employer's certificate/ certificate from Statutory Auditor should be submitted substantiating the experience/turnover claimed by the firm.

Note 3: \*\*For 4/6 lane projects, experience of 2-lane will be considered with a multiplication factor of 0.4 if the cost of such consultancy services was more than Rs.3.0 crores.

\*\*\* In case the project includes any specialized nature of work such as tunnels, specialized structures etc. in substantial quantum, this requirement/Marks may be included by suitably adjusting marks of other attributes.

**2. Evaluation Criteria for assessment of experience in use of technology for road inspection**

Sr. No.	Description	Maximum Points	Sub-Points
<b>1</b>	Experience in Network Survey Vehicle (NSV) or better technology for pavement inspection	<b>5</b>	
<b>1.1</b>	Own Equipment/Equipment on MoU with Associate or on hiring basis	<b>2</b>	
1.2	Experience	<b>3</b>	
	(a)1-2 projects		1
	(b)3-5 projects		2
	(c)> 5 projects		3

Sr. No.	Description	Maximum Points	Sub-Points
2	Experience in Falling Weight Deflectometer (FWD) or better technology for pavement strength measurement	4	
2.1	Own Equipment/ Equipment on MoU with Associate or on hiring basis	2	
2.2	Experience	2	
	(a) 1-3 Projects		1
	(b) >3 Projects		2
3	Experience in Mobile Bridge Inspection Unit or better technology for bridge inspection	4	
3.1	Own Equipment/ Equipment on MoU with Associate or on hiring basis	2	
3.2	Experience	2	
	(a) 1-2 Projects		1
	(b) ≥ 3 Projects		2
4	Experience in Retro reflectometer technology	4	
4.1	Own Equipment/ Equipment on MoU with Associate or on hiring basis	2	
4.2	Experience	2	
	(a) 1-3 Projects		1
	(b) >3 Projects		2
5	Experience in Automatic Traffic Counter cum Classifier (ATCC)	3	
5.1	Own Equipment/ Equipment on MoU with Associate or on hiring basis	2	
5.2	Experience	1	
	(a) 1-3 Projects		0.5
	(b) >3 Projects		1
	<b>Total</b>	<b>20</b>	

3. Evaluation Criteria for assessment of score of Key Staff for adequacy of the Assignment.

**3.1 Team Leader cum Senior Highway Engineer**

Sr. No.	Description	Max. Points	Reference/Details of projects Claimed for self-assessment	Marks self-assessed by the bidder
<b>1</b>	<b>General Qualification</b>	<b>25</b>		
	I) Graduate in Civil Engineering	21		
	II) Post Graduation in Management/ Construction/ Transportation/Highway Engineering/Structural Engineering	03		

Sr. No.	Description	Max. Points	Reference/Details of projects Claimed for self-assessment	Marks self-assessed by the bidder
	or equivalent specialised stream of civil engineering III) Degree/Diploma/Certificate in Project Management	01		
<b>2</b>	<b>Adequacy for the Project</b>	<b>70</b>		
<b>a)</b>	<b>Professional Experience in Highway Projects:</b>			
i)	Total Professional Experience in handling Highway projects < 12 years -0 12 years -8 Add 1 marks extra for each additional year of experience subject to maximum 2 (two) marks.	10		
ii)	Experience as Team Leader or similar capacity in Highway Development Projects(similar configuration (2/4/6 laning**) and above) < 5 years -0 5 years -11 Add 1 marks extra for each additional year of experience subject to maximum 4 (four) marks.	15		
iii)	Experience as Team Leader or similar capacity in Highway Development projects (of length 40% of project length or more of similar configuration (2/4/6 laning**) and above) on PPP 1 projects -4 marks add 1 mark extra for additional projects subject to maximum 1(one) marks	5		
b)	Experience as Team Leader or similar capacity of project Preparation including design of major highway Project (of length 40% of project length or more of similar configuration (2/4/6 laning**) and above). < 2 projects -0 2 Projects -11 Add 2 mark for each additional project subject to maximum 4 marks.	15		

<b>Sr. No.</b>	<b>Description</b>	<b>Max. Points</b>	<b>Reference/Details of projects Claimed for self-assessment</b>	<b>Marks self-assessed by the bidder</b>
c)	Experience in position of Team Leader/Project Manager or similar capacity in Construction Supervision/IC involving length 40% of project length or more of similar configuration (2/4/6** laning) and above < 2 projects - 0 2 Projects - 16 Add 2 marks extra for each additional project subject to maximum 4 (four) marks	20		
d)	Experience as Team Leader or similar capacity in Operation and Maintenance of Major Highway (of length 40% of project length or more of similar configuration (2/4/6 laning**) and above). 1 project - 4 marks Add 1 mark extra for each additional project subject to maximum 1 (one) marks	5		
<b>3</b>	Employment with the Firm < 1 year -0 1 year -3 Add 0.5 marks for each subsequent year subject to maximum 2 marks	<b>5</b>		
	<b>Total :</b>	<b>100</b>		
	<b>Age Limit</b>		65 years on the date of submission of proposal	

**Note:**

- (1) Similar Capacity includes the following positions
  - i) On behalf of Consultant: Team Leader/Resident Engineer (Construction Supervision/IE/DPR).
  - ii) On behalf of Contractor: Project Manager (Construction/Construction Supervision)
  - iii) In Government Organizations: Superintending Engineer (or equivalent) and above
- (2) Only those projects will be considered for evaluation at S. No. 2(b) where the input of the personnel is not < 9 months.
- (3) Only those projects will be considered for evaluation at S. No. 2(c), (d) where the input of the personnel is not < 12 months

- (4) In case of experience on behalf of Consultant or Contractor, the experience shall be duly endorsed by the respective Government agency. In case of non-availability of endorsement from Govt. Agency, the experience uploaded on Infracon Portal will be taken into consideration. However, the key personnel/ bidder will be solely responsible for any fake information/ CV, which may result in debarment.

### 3.2 Resident cum Highway Engineer

Sr. No.	Description	Max. Points	Reference/Details of projects Claimed for self-assessment	Marks self-assessed by the bidder
<b>1</b>	<b>General Qualification</b>	<b>25</b>		
	I) Graduate in Civil Engineering II) Post Graduation in Transportation/Highway Engineering/Structural Engineering/Geotechnical Engineering	21 04	25	
<b>2</b>	<b>Adequacy for the Project</b>	<b>70</b>		
	<b>Professional Experience</b>			
i)	Total Professional Experience in handling Highway projects < 10 years -0 10 years -16 Add one marks extra for each additional completed year of experience subject to maximum 4 (four) marks.	20		
ii)	Experience as Resident Engineer/Project Director/Project Manager/Superintending Engineer or equivalent/Executive Engineer or equivalent on construction works/Independent Engineer Projects (similar configuration (2/4/6 laning*) and above). < 5 years -0 5 years -16 Add 1 marks extra for each additional year of experience subject to maximum 4 (four) marks.	20		

Sr. No.	Description	Max. Points	Reference/Details of projects Claimed for self-assessment	Marks self-assessed by the bidder
ii)	Experience in similar capacity in handling major 2/4/6-laning** projects (of length 40% of project length or more of similar configuration (2/4/6 laning**) and above) < 2 nos -0 2 nos -19 Add three marks extra for each additional project subject to maximum 6 (Six) marks.	25		
iii)	Experience in similar capacity of Highway Project of Construction/Construction Supervision/IC on PPP Mode (of length 40% of project length or more of similar configuration (2/4/6 laning**) and above) 2.5 marks for each project subject to maximum 5 (five) marks	5		
3	Employment with the Firm < 1 year -0 1 year -3 Add 0.5 marks for each subsequent year subject to maximum 2 marks	5		
	<b>Total :</b>	<b>100</b>		
	<b>Age Limit</b>		65 years on the date of submission of proposal	

**Note:**

- (1) Similar Capacity includes the following positions
  - i) On behalf of Consultant: Resident / Highway Engineer
  - ii) On behalf of Contractor: Resident Engineer/ Highway Engineer / Project Manager (Construction/Construction Supervision)
  - iii) In Government Organizations: Executive Engineer (or equivalent) and above
- (2) Only those projects (in numbers) will be considered for evaluation above, where the input of the personnel is not < 12 months

- (3) In case of experience on behalf of Consultant or Contractor, the experience shall be duly endorsed by the respective Government agency. In case of non-availability of endorsement from Govt. Agency, the experience uploaded on Infracon Portal will be taken into consideration. However, the key personnel/ bidder will be solely responsible for any fake information/ CV, which may result in debarment.

### 3.3 Bridge/Structural Engineer

Sr. No.	Description	Max. Points	Reference/Details of projects Claimed for self assessment	Marks self assessed by the bidder
<b>1</b>	<b>General Qualification</b>	<b>25</b>		
	I) Graduate in Civil Engineering II) Post Graduation in Structural Engineering	21 04		
<b>2</b>	<b>Adequacy for the Project</b>	<b>70</b>		
i)	Total Professional Experience in handling Highway/Bridge projects < 10 years -0 10 years -11 Add one mark extra for each additional 2 year subject to maximum 4(four) marks.	15		
ii)	Experience in similar capacity in Design/Construction/Construction Supervision of Bridges/ROB/Flyover/Interchanges/any other such structures (similar configuration (2/4/6 laning**) and above) < 5 years -0 5 years -16 Add 1 (one) mark extra for each additional completed year of experience subject to maximum 4 (four) marks.	20		
iii)	Experience in similar capacity in supervision of Major Highway Bridges/ROB/Flyover/ Interchanges/ any other structures < 2 Bridges -0 02 Bridge -16 Add 2 mark extra for each additional bridge subject to maximum 4 marks	20		

<b>Sr. No.</b>	<b>Description</b>	<b>Max. Points</b>	<b>Reference/Details of projects Claimed for self assessment</b>	<b>Marks self assessed by the bidder</b>
iv)	Experience in similar capacity in supervision of Rehabilitation and repair of Major Bridges/ROB/Flyover/ Interchanges/ any other structures < 2 - 0 2 nos -07 3 or more -10	10		
v)	Experience in similar capacity of modern bridge construction technology viz., Precast Segmental, Balanced Cantilever Construction, Extradosed Bridge, Full Span Launching, Incremental Launching. Experience in 1 project - 4 More than one project - 5 marks	5		
<b>3</b>	Employment with the Firm < 1 year -0 1 year -3 Add 0.5 marks for each subsequent year subject to maximum 2 marks	5		
	<b>Total :</b>	<b>100</b>		
	<b>Age Limit</b>		65 years on the date of submission of proposal	

Note:

- (1) Similar Capacity includes the following positions
  - i) On behalf of Consultant/Contractor: Bridge Engineer/Project Manager (Bridges)
  - ii) On behalf of Government: Executive Engineer
- (2) Only those projects (in numbers) will be considered for evaluation above, where the input of the personnel is not < 12 months
- (3) In case of experience on behalf of Consultant or Contractor, the experience shall be duly endorsed by the respective Government agency. In case of non-availability of endorsement from Govt. Agency, the experience uploaded on Infracon Portal will be taken into consideration. However, the key personnel/ bidder will be solely responsible for any fake information/ CV, which may result in debarment.

### 3.4 Senior Pavement Specialist

Sr. No.	Description	Max. Points	Reference/Details of projects Claimed for self-assessment	Marks self-assessed by the bidder
<b>1</b>	<b>General Qualification</b>	<b>25</b>		
	I) Graduate in Civil Engineering	21		
	II) Post Graduation in Transportation/Highway Engineering/Pavement engineering or equivalent	04		
<b>2</b>	<b>Adequacy for the Project</b>	<b>70</b>		
	<b>Professional Experience</b>			
i)	Total Professional Experience of Pavement Design/Construction and Maintenance of Highways/Roads/Air Field Runway < 10 years -0 10 years -16 Add one mark extra for each additional year of experience subject to maximum 4 (four) marks.	20		
ii)	Experience in Similar capacity in Construction/Construction Supervision of 2/4/6-laning** of major Highway Projects (similar configuration (2/4/6 laning**) and above) < 5 years -0 5 years -16 Add one mark extra for each additional year of experience subject to maximum 4 (four) marks.	20		
iii)	Experience in similar capacity as Pavement/Geo-technical Engineer in construction/ construction supervision of Major Highway projects (of length 40% of project length or more of similar configuration (2/4/6 laning**) and above) < 2 nos -0 2 nos -16 Add 2 marks extra for each additional project subject to maximum 4 marks.	20		

<b>Sr. No.</b>	<b>Description</b>	<b>Max. Points</b>	<b>Reference/Details of projects Claimed for self-assessment</b>	<b>Marks self-assessed by the bidder</b>
iv)	Experience in similar capacity on major Highway projects (of length 40% of project length or more of similar configuration (2/4/6 laning**) and above) in innovative/non traditional technology and design 1 Project -4 2 or more -5	5		
v)	Experience in similar capacity on PPP Projects (of length 40% of project length or more of similar configuration (2/4/6 laning**) and above) 2.5 marks for each project subject to maximum 5 (five) marks	5		
<b>3</b>	Employment with the Firm < 1 year -0 1 year -3 Add 0.5 marks for each subsequent year subject to maximum 2 marks	5		
	<b>Total :</b>	<b>100</b>		
	<b>Age Limit</b>		65 years on the date of submission of proposal	

**Note:**

- (1) Similar Capacity includes the following positions
  - i) On behalf of Consultant/Contractor: Pavement Specialist/ Pavement Engineer/ Pavement Expert / Highway Engineer
  - ii) On behalf of Government: Executive Engineer
- (2) Only those projects (in numbers) will be considered for evaluation above, where the input of the personnel is not < 6 months
- (3) In case of experience on behalf of Consultant or Contractor, the experience shall be duly endorsed by the respective Government agency. In case of non-availability of endorsement from Govt. Agency, the experience uploaded on Infracon Portal will be taken into consideration. However, the key personnel/ bidder will be solely responsible for any fake information/ CV, which may result in debarment.

### 3.5 Senior Quality/Material Expert

Sr. No.	Description	Max. Points	Reference/Details of projects Claimed for self-assessment	Marks self-assessed by the bidder
<b>1</b>	<b>General Qualification</b>	<b>25</b>		
	I) Graduate in Civil Engineering	21		
	II) Post Graduation in Geotechnical Engineering/Foundation Engineering/Soil Mechanics/Rock Mechanics	04		
<b>2</b>	<b>Adequacy for the Project</b>	<b>70</b>		
	<b>Professional Experience</b>			
i)	Total Professional Experience in handling Highway/Bridge projects < 10 years -0 10 years -11 Add one mark extra for each additional year of experience subject to maximum 4 (four) marks.	15		
ii)	Experience in similar capacity in Construction/Construction Supervision of major Highway Projects ((similar configuration (2/4/6 laning**) and above)) < 5 years -0 5 years -19 Add 2.0 (two) marks extra for each additional year of experience subject to maximum 6 (Six) marks.	25		
iii)	Experience in similar capacity in handling Similar Highway projects (of length 40% of project length or more of similar configuration (2/4/6 laning**) and above) < 2 nos -0 2 nos -19 Add 3.0 marks extra for each additional project subject to maximum 6 (six) marks.	25		
iv)	Experience in similar capacity on major Highway projects (of length 40% of project length or more of similar	5		

Sr. No.	Description	Max. Points	Reference/Details of projects Claimed for self-assessment	Marks self-assessed by the bidder
	configuration (2/4/6 laning**) and above) in innovative/non traditional technology 1 Project -4 2 or more -5			
<b>3</b>	Employment with the Firm < 1 year - 0 1 year - 3 Add 0.5 marks for each subsequent year subject to maximum 2 marks	5		
	<b>Total :</b>	<b>100</b>		
	<b>Age Limit</b>		65 years on the date of submission of proposal	

**Note:**

- (1) Similar Capacity includes the following positions
  - i) On behalf of Consultant/Contractor: Quality Expert/ Material Engineer/ Material Expert/ Quality Engineer / Geo-Technical Expert
  - ii) On behalf of Government: Executive Engineer
- (2) Only those projects (in numbers) will be considered for evaluation above, where the input of the personnel is not < 12 months
- (3) In case of experience on behalf of Consultant or Contractor, the experience shall be duly endorsed by the respective Government agency. In case of non-availability of endorsement from Govt. Agency, the experience uploaded on Infracon Portal will be taken into consideration. However, the key personnel/ bidder will be solely responsible for any fake information/ CV, which may result in debarment.

**3.6 Road Safety Expert**

Sr. No.	Description	Max . Points	Reference/ Details of projects Claimed for self-assessment	Marks self-assessed by the bidder
<b>1</b>	<b>General Qualification</b>	<b>25</b>		
	I) Graduate in Civil Engineering	21		
	II) Post Graduation in Traffic/Transportation/Safety Engineering or equivalent	04		
<b>2</b>	<b>Adequacy for the Project</b>	<b>70</b>		
	<b>Professional Experience</b>			

<b>Sr. No.</b>	<b>Description</b>	<b>Max . Poi nts</b>	<b>Reference/ Details of projects Claimed for self-assessment</b>	<b>Marks self-assessed by the bidder</b>
i)	Total Professional Experience in handling Highway/Bridge projects < 10 years -0 10 years -11 Add one mark extra for each additional year of experience subject to maximum 4 (four) marks.	15		
ii)	Experience in similar capacity in Road Safety works on Major Highway Project (similar configuration (2/4/6 laning**) and above). < 5 years -0 5 years -11 Add one mark extra for each additional year of experience subject to maximum 4 (four) marks.	15		
iii)	Experience in similar capacity in Road Safety Audits of 2/4/6-laning** Highway projects at different stages including at least one at design stage < 2 nos -0 2 nos -16 Add 2 marks extra for each additional project subject to maximum 4 marks.	20		
iv)	Experience in similar capacity in identification and improvement of black spots on Major Highway Project (similar configuration (2/4/6 laning**) and above) < 2 nos -0 2 nos -7 Add 1 mark extra for each additional improvement of black spots subject to maximum 3 marks.	10		
v)	Experience in similar capacity of preparing Road Safety Management Plans for Inter Urban Highway 1 project -4marks 2 or more -5 marks	5		
vi)	Experience in similar capacity in field of Road Safety Management Plan 1 project -4 marks 2 or more -5 marks	5		
<b>3</b>	Employment with the Firm < 1 year - 0 1 year - 3 Add 0.5 marks for each subsequent year subject to maximum 2 marks	5		
	<b>Total :</b>	<b>100</b>		

Sr. No.	Description	Max . Poi nts	Reference/ Details of projects Claimed for self- assessment	Marks self- assessed by the bidder
	<b>Age Limit</b>		65 years on the date of submission of proposal	

Note:

- (1) Similar Capacity includes the following positions
  - i) On behalf of Consultant/Contractor: **Road Safety Expert**
  - ii) In Government Organizations: Executive Engineer (or equivalent) and above
- (2) Only those projects (in numbers) will be considered for evaluation above, where the input of the personnel is not < 6 months

Note applicable to all key personnel:

1. If a key personnel has worked in next lower category to the similar capacity, the marks allotted to key personnel in the category 'experience in similar capacity' shall be reduced to two thirds of marks in this category. This shall be applicable for evaluation of all key personnel.
2. \*\*Similar projects means 2/4/6 lane as applicable for the project for which RFP is invited. For 2-lane projects experience of 4/6 lane also to be considered with a multiplication factor of 1.5. Experience of 4/6 lane shall be considered interchangeably for 4/6 laning projects. For 4/6 laning projects, experience of 2 lane will be considered with a multiplication factor of 0.4.

### **SECTION 3: FORMATS FOR SUBMISSION OF FIRMS CREDENTIALS**

The proposal should contain the following information in enclosed format attached at Appendix A.

1. Year of Establishment of Firm
2. Average annual turnover (last five years)

**Note:** The Firm shall submit Certificate of Incorporation and audited balance sheet for the last five years (FY 2020-21, FY 2021-22, FY 2022-23, FY 2023-24 & FY 2024-25). For claiming experience of Highway projects completion certificate from employer should be enclosed. The proposal should also contain the details of the key personnel viz. their name, qualification, expertise area, experience and years of association with the firm.

## Appendix A

The following information related to the firm should be provided in the proposal.

(a) Name of the package applied for:-

(b) Year of establishment of firm \*

Consultant	Year of Establishment	Country	Type of Organization			
			Individual	Partnership	Corporation	Other
Individual/ Lead Partner (of JV)						

NOTE:- Year of Establishment of Lead Partner of JV shall be considered.

\*Copy of Certificate of incorporation shall be submitted.

(c) Office/Business Address/Telephone nos./Cable Address.

(d) Narrative description of firm (Not more than 2 sheets)

(e) Name of two(2) principals who may be contacted with title and telephone number/fax number/e-mail.

(f) Financial Statement of the last five years. \*\*

Sr. No.	Particular	2024-25	2023-24	2022-23	2021-22	2020-21
i.	Annual turnover from Consulting business					
ii.	Total Assets					
iii.	Current Assets					

Balance Sheet/ Auditor Certificate of last 5 years (2020-21, 2021-22, 2022-23, 2023-24, 2024-25) shall be submitted as evidence of Annual Turnover.

\*\*a) The amount shall be stated in INR. (Consider 1US Dollar = and 1 Euro = )

b) The currency conversion rate for the respective years (as on financial year ending for the respective year) shall be mentioned for other international currencies

(g) Experience as Independent Consultant/Construction supervision of Highway projects, separately for PPP and non-PPP Projects during the last 7 years. \*\*\*

S No	Projects Name/Year	Type Services Rendered	Description of Highway Project/Length (kms )	Client (with complete address, contact person, telephone)	Total Fee for the Consultant/Assignment (INR)	Fee received by Applicant (in case of JV/ Association)	%age of total fee received by the firm	Approx cost of Highway Project	Period
	Sole consultant /prime consultant of								

Consultancy Services for Independent Engineer for Upgradation of existing highway to two lane with paved shoulders from Parsarma to Araria Section of NH-327E on Hybrid Annuity Mode in the state of Bihar

	JV/minor consultant of JV/or sub consultant /as Associate consultant			e Nos. and Fax Nos.)					
1	2	3	4	5	6	7	8	9	10
		<b>A. Completed / Substantially completed projects :</b> 1. 2. 3. <b>B. Projects in progress:</b> 1. 2. 3.							

- (h) Experience in DPR preparation of 4/6 laning Highway Projects separately for the PPP and non-PPP projects during the last 7 years. \*\*\*
- a) 2/4/6 lane as applicable for the project for which RFP is invited. For 2-lane projects experience of 4/6 lane also to be considered with a multiplication factor of 1.5. Experience of 4/6 lane shall be considered interchangeably for 4/6 laning projects. For 4/6 laning projects, experience of 2 lane will be considered with a multiplication factor of 0.4, but only for those 2 lane projects whose cost of consultancy services was more than Rs.3.0 crores.
  - b) Only those projects, to be included in the table which are Highways Projects and for which clients certificates from the concerned Government agencies are enclosed with the proposal.
  - c) The details of bridges having length more than 200m (500m in case the project consist of bridges of length more than 500m) in the listed projects is to be specifically mentioned.
  - d) The weightage given for experience of a firm would depend on the role of the firm in the respective assignments. The firm's experience would get full credit if it was the sole firm in the respective assignment. Experience weightage for firms as Lead partner/JV partner /Associate shall be considered in the same proportion as payment has been received by the firm towards consultancy work in the project.
  - e) For weightage of experience in any past Consultancy assignment experience certificate from the client shall be accepted. In the absence of experience certificate from the client, proportion of payment received towards Consultancy work duly certified by statutory body like Chartered Accountant or Independent Auditors who are competent to do so as recognised by the State

concerned shall be accepted. Annual turnover duly certified by Chartered Accountant shall be accepted. In case of non-availability of such documents no weightage of turnover/experience will be considered.

- (i) Assignments on hand including those for which the Letter of Acceptance from the clients received as on 7 days prior to due date for submission of proposals: The details shall be given in the following format.

S. No	Name of Assignment	Client	Role of the firm	Date of letter of Acceptance	Date of Agreement if signed	Present status of Assignment	Team Members provided by the firm		
			Sole, Lead/ Other in JV or sub-consultant				Name	DOB	Position
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)

- (j) Number of Key Personnel (as defined in RFP) employed with the firm in highway sector with more than one year from bid submission date:

Key Personnel	Number of key personnel employed		
	Sole Applicant (Lead Member in case of JV)	JV (1)	
Team Leader cum Senior Highway Engineer			
Resident cum Highway Engineer			
Bridge/Structural Engineer			
Senior Pavement Specialist			
Senior Quality cum Material Expert			
Road Safety Expert			

**SECTION 4:           FORMAT FOR SUBMISSION OF TECHNICAL PROPOSAL**

<b>Appendix B-1</b>	Technical proposal submission form.
<b>Appendix B-2</b>	Site Appreciation
<b>Appendix B-3</b>	Approach paper on methodology for performing the assignment
<b>Appendix B-4</b>	Facility for field investigation and testing
<b>Appendix B-5</b>	Composition of the Team and Task(s) of each Team member
<b>Appendix B-6</b>	Curriculum vitae of proposed Professional staff.
<b>Appendix B-7</b>	Time schedule for deployment of Professional staff
<b>Appendix B-8</b>	Activity (works) schedule.
<b>Appendix B-9</b>	Affidavit – Correctness of Experience claimed by the Firms
<b>Appendix B-10</b>	Integrity Pact
<b>Appendix B-11</b>	Determination of Technical Capacity

**APPENDIX B-1**

**Technical proposal submission form.**

FROM (Name of Firm)	To: (Name and Address of Client)
_____	_____
_____	_____
_____	_____
_____	_____

Ladies/Gentlemen:

**Subject:** Submission of Technical and Financial Proposal for engagement as IE for the HAM work \_\_\_\_\_.

We, the undersigned, offer to provide the consulting services for the above in accordance with your Request for Proposal dated (Date), and our Proposal. We are hereby submitting our Proposal, which includes this Technical Proposal and a Financial Proposal sealed under a separate envelope for the above mentioned work.

My/Our registration No. on Infracon is ..... and my/our Infracon Team ID is .....

Our Proposal is binding upon us. We understand you are not bound to accept any Proposal you receive

We remain,

Yours sincerely,

Managing Director/Head of the  
firm/Authorised Representative of  
the firm + \*  
Name of the firm  
Address  
\*Lead Member in case of JV

## **APPENDIX B-2 : SITE APPRECIATION**

**Shall give details of site as per actual site visit and data provided in RFP and collected from site supported by photographs to demonstrate that responsible personnel of the Consultant have actually visited the site and familiarized with the salient details/complexities and scope of services.**

### **APPENDIX B-3 : APPROACH PAPER ON METHODOLOGY FOR PERFORMING THE ASSIGNMENT**

The approach and methodology will be detailed precisely under the following topics.

- 1) Methodology for services, surveying, road condition data collection and analysis [not more than 2 pages]
- 2) Key challenges foreseen and proposed solutions in carrying out the assignment [not more than 1 page]
- 3) Quality Audit methodology including Quality Assurance Plan [not more than 6 pages]

#### **APPENDIX B-4 : FACILITY FOR FIELD INVESTIGATION AND TESTING**

1. State whether applicant has in-house (created in house at site)/ outsourced/ not available facility for
  - Surface defects detection and roughness measurement using Network Survey Vehicle
  - Pavement strength measurement using FWD
  - Bridge inspection using Mobile Bridge Inspection Unit
  - Road signs inspection using Retro Reflectometer
2. In-case answer to 1 is available (created in house at site) a list of field investigation and testing equipment is to be attached
3. In case answer to 1 is outsourced/not available – arrangements made or proposed to be made for each of the above field investigations is to be attached
4. For experience in NSV, FWD, MBIU and reflectometer, references need to be provided in the following format:

#### **REFERENCES**

##### Relevant Services Carried Which Best Illustrate Qualifications

The following information should be provided in the format below for each reference assignment for which your firm, either individually as a corporate entity or as one of the major companies within a consortium, was legally contracted by the client:

Assignment Name:		Country:
Location within Country :		Professional Staff Provided by your firm:
Name of Client :		No. of Staff :
Address :		No. of Staff Months :
Technology Used:		
Start Date (Month / Year)	Completion Date (Month / Year)	Approx. Value of Services : (in INR/current USD) :
Name of JV/Association Firm(s) if any :		No. of Months of Professional Staff provided by Associated Firm(s)
Status of your Company in the Assignment i.e., Sole/Lead Member/Other Member/Associate		
Narrative Description of Project :		
Description of Actual Services Provided by your Company:		

#### **Signature of Authorised Representative**

**(Certificate from Employer regarding experience should be furnished)**

Consultancy Services for Independent Engineer for Upgradation of existing highway to two lane with paved shoulders from Parsarma to Araria Section of NH-327E on Hybrid Annuity Mode in the state of Bihar

**APPENDIX B-5: COMPOSITION OF THE TEAM PERSONNEL, AND TASK(S) OF EACH TEAM MEMBER**

1. Technical/Managerial Staff

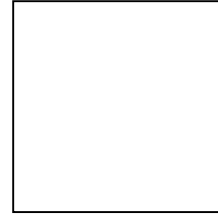
<b>Sl. No.</b>	<b>Name</b>	<b>Position</b>	<b>Task</b>
1			
2			
3			
4			
...			
...			

2. Support Staff

<b>Sl. No.</b>	<b>Name</b>	<b>Position</b>	<b>Task</b>
1			
2			
3			
4			
...			
...			

**APPENDIX B-6 : FORMAT OF CURRICULUM VITAE (CV) FOR PROPOSED PROFESSIONAL STAFF**

Proposed Position : ..... Photograph



Name of Firm : .....

Name of Staff : .....

Profession : .....

Date of Birth :

Years with Firm/Entity: ..... Nationality: ..... Membership of Professional Societies : .....

Detailed Task Assigned : .....

Please attach printout of CV alongwith all the relevant details uploaded on infracon portal.

**Certification by the Candidate**

I, the undersigned, (Name and Address) undertake that this CV correctly describes myself, my qualifications and my experience and **National Highways Authority of India** would be at liberty to debar me if any information given in the CV, in particular the Summary of Qualification & Experience vis-à-vis the requirements as per TOR is found incorrect. I further undertake that I have neither been debarred by **National Highways Authority of India** nor left any assignment with the consultants engaged by **National Highways Authority of India** / contracting firm (firm to be supervised now) for any continuing work of **National Highways Authority of India** without completing my assignment. I will be available for the entire duration of the current project (named.....). If I leave this assignment in the middle of the work, **National Highways Authority of India** would be at liberty to debar me from taking any assignment in any of the **National Highways Authority of India** works for an appropriate period of time to be decided by **National Highways Authority of India**. I have no objection if my services are extended by **National Highways Authority of India** for this work in future.

I further undertake that if due to my inability to work on this project due to unavoidable circumstances, due to which consultant's firm is forced to seek replacement. In such unavoidable circumstances, I shall not undertake any employment in **National Highways Authority of India** projects during the period of assignment of this project and **National Highways Authority of India** shall consider my CV invalid till such time.

For Key Personnel having intermittent inputs, add the following:

I further certify that I am associated with the following assignments as on date (as on 7 days prior to due date for submission of proposal) including those for which LOA has been received by the firm and the inputs in these assignments shall not effect the work of the current assignment.

Consultancy Services for Independent Engineer for Upgradation of existing highway to two lane with paved shoulders from Parsarma to Araria Section of NH-327E on Hybrid Annuity Mode in the state of Bihar

Name of Assignment	Client	Date of LOA	Likely start (Month / Year)	Likely end (Month / Year)	Total input of the person (man-months)

.....

Date

(Signature of Key Personnel)

(Day/Month/Year)

The Consultant should carryout self-evaluation based on the evaluation criteria at Appendix-EC and furnish the same here. While submitting the self-evaluation along with bid, Consultant shall make references to the documents which have been relied upon in his self-evaluation

Certification by the firm

The undersigned on behalf of -----( name of consulting firm) certify that Shri----- (name of proposed personnel) to the best of our knowledge has neither been debarred by **National Highways Authority of India** nor left his assignment with any other consulting firm engaged by **National Highways Authority of India** / Contracting firm (firm to be supervised now) for the ongoing projects. We understand that if the information about leaving the past assignment is known to **National Highways Authority of India, National Highways Authority of India** would be at liberty to remove the personnel from the present assignment and debar him for an appropriate period to be decided by **National Highways Authority of India.**

.....

Date

(Signature of Key Personnel)

(Day/Month/Year)

[Signature of authorised representative of the Firm]

**APPENDIX B-7: TIME SCHEDULE FOR PROFESSIONAL PERSONNEL**

A. Activity Schedule

Sl. No.	Name	Position	Monthwise Program (in form of Bar Chart) <i>[1<sup>st</sup>, 2<sup>nd</sup>, etc. are months from the start of assignment]</i>													
			1 <sup>st</sup>	2 <sup>nd</sup>	3 <sup>rd</sup>	4 <sup>th</sup>	5 <sup>th</sup>	6 <sup>th</sup>	7 <sup>th</sup>	8 <sup>th</sup>	9 <sup>th</sup>	10 <sup>th</sup>	11 <sup>th</sup>	12 <sup>th</sup> and subsequent	Number of Months	
1																Subtotal (1)
2																Subtotal (2)
3																Subtotal (3)
4																Subtotal (4)
-																-
-																-

## APPENDIX B-8 : ACTIVITY (WORKS) SCHEDULE

### A. Activity Schedule

Sl. No.	Item of Activity (Works)	Monthwise Program (in form of Bar Chart) <i>[1<sup>st</sup>, 2<sup>nd</sup>, etc. are months from the start of assignment]</i>											
		1 <sup>st</sup>	2 <sup>nd</sup>	3 <sup>rd</sup>	4 <sup>th</sup>	5 <sup>th</sup>	6 <sup>th</sup>	7 <sup>th</sup>	8 <sup>th</sup>	9 <sup>th</sup>	10 <sup>th</sup>	11 <sup>th</sup>	12 <sup>th</sup>
1													
2													
3													
4													
-													
-													

### B. Activity Schedule

S.No	Reports :	Programme : (Date)
1	Monthly reports (Design and Construction)	
2	Quarterly Reports	
3	Various others reports as provided in the Concession Agreement such as Completion Report	

**APPENDIX B-9: AFFIDAVIT FOR CORRECTNESS OF EXPERIENCE CLAIMED BY THE FIRMS**

(To be submitted on non-judicial Stamp Paper)

I, the undersigned, on behalf of \_\_\_\_\_ (name of the Consultant submitting the proposal), do hereby certify that the details furnished in this proposal including experience claimed by the firm/firms are true and correct to the best of my knowledge and belief.

**Managing Director/Head of the Firm/  
Authorised Representative of the firm\***

**Address**

**\*Lead Member in case of JV**

**APPENDIX B-10:**

**INTEGRITY PACT**

(To be executed on the plain paper and submitted along with Technical Bid/ Tender documents for tenders having a value of Rs. 5 crore or more. To be signed by the bidder and same signatory competent/ authorized to sign the relevant contract on behalf of the **National Highways Authority of India**)

(Bihar Division)

Tender No. **BRDIV-22011/2/2026-Bihar Division/E-304683**

This integrity Pact is made at ..... on this \_\_\_ day of .....2024.

**BETWEEN**

THE NATIONAL HIGHWAYS AUTHORITY OF INDIA (NHAI), a statutory body constituted under the National Highways Authority of India Act, 1988, which has been entrusted with the responsibility of development, maintenance and management of National Highways, having its office at G- 5 & 6, Sector-10, Dwarka, New Delhi, hereinafter referred to as "The Principal", which expression shall, unless repugnant to the meaning of contract thereof, include its successors and permitted assigns)

**AND**

..... hereinafter referred to as "The Bidder(s)/Contractor(s)/Concessionaire(s)/Consultant(s)" and which expression shall unless repugnant to be meaning or context thereof include its successors and permitted assigns.

**Preamble**

Whereas, the Principal intends to award, under laid down organizational procedure, contract/s for "Consultancy Services for Independent Engineer for Upgradation of existing highway to two lane with paved shoulders from Parsarma to Araria Section of NH-327E on Hybrid Annuity Mode in the state of Bihar". The Principal values full compliance with all relevant laws of the land, rules of land, regulations, economic use of resources and of fairness/ transparency in its relations with its Bidder(s) and for Contractor(s)/ Concessionaire(s)/ Consultant(s).

And Whereas in order to achieve these goals, the Principal will appoint an Independent External Monitors (IEMs), who will monitor the tender process and the execution of the contract for compliance with the Principles mentioned above.

And whereas to meet the purpose aforesaid, both the parties have agreed to enter into this Integrity Pact (hereafter referred to as "Integrity Pact") the terms and conditions of which shall also be read as integral part and parcel of the Tender documents and contract between the parties.

Now, therefore, in consideration of mutual covenants stipulated in this pact, the parties hereby agree as follows and this pact witnesses as under:

**Article-1: Commitments of the Principal**

Consultancy Services for Independent Engineer for Upgradation of existing highway to two lane with paved shoulders from Parsarma to Araria Section of NH-327E on Hybrid Annuity Mode in the state of Bihar

- (1) The Principal commits itself to take all measures necessary to prevent corruption and to observe the following principles:-
  - (a) No employee of the Principal, personally or through family members, will in connection with the Tender for, or the execution of a Contract, demand, take a promise for or accept, for self, or third person, any material or immaterial benefit which the person is not legally entitled to.
  - (b) The Principal will, during the Tender process treat all Bidder(s) with equity and reason. The Principal will in particular, before and during the Tender process, provide to all Bidder(s) the same information and will not provide to any Bidder(s) confidential/ additional information through which the Bidder(s) could obtain an advantage in relation to the tender process or the contract execution.
  - (c) The Principal will exclude all known prejudiced persons from the process.
- (2) If the Principal obtains information on the conduct of any of its employees which is a criminal offence under the IPC/PC Act or any other Statutory Acts or if there be a substantive suspicion in this regard, the Principal will inform the Chief Vigilance Officer and in addition can initiate disciplinary actions as per its internal laid down Rules/Regulations.

**Article - 2: Commitments of the Bidder(s)/ Contractor(s)/ Concessionaire(s)/ Consultant(s).**

The Bidder(s)/ Contractor(s)/ Concessionaire(s)/ Consultant(s) commit himself to take all measures necessary to prevent corruption. He commits himself to observe the following principles during his participation in the tender process and during the contract execution.

- (a) The Bidder(s)/ Contractor(s)/ Concessionaire(s)/ Consultant(s) will not, directly or through any other person or firm, offer, promise or give to any of the Principal's employees involved in the tender process or the execution of the contract or to any third person any material or other benefit which he/she is not legally entitled to, in order to obtain in exchange any advantage of any kind whatsoever during the tender process or during the execution of the contract.
- (b) The Bidder(s)/ Contractor(s)/ Concessionaire(s)/ Consultant(s) will not enter with other Bidders into any undisclosed agreement or understanding, whether formal or informal. This applies in particular to prices, specifications, certifications, subsidiary contract, submission or non-submission or bids or any other actions to restrict competitiveness or to introduce cartelization in the bidding process.
- (c) The Bidder(s)/ Contractor(s)/ Concessionaire(s)/ Consultant(s) will not commit any offence under the relevant IPC/PC Act and other Statutory Acts; further the Bidder(s)/Contractor(s)/Concessionaire(s)/Consultant(s) will not use improperly, for purposes of completion or personal gain, or pass on to others, any information or document provided by the Principal as part of the business relationship, regarding

plans, technical proposals and business details, including information contained or transmitted electronically.

- (d)** The Bidder(s)/ Contractor(s)/ Concessionaire(s)/ Consultant(s) of foreign origin shall disclose the name and address of the Agents/ Representatives in India, if any. Similarly, the Bidder(s)/ Contractor(s)/ Concessionaire(s)/ Consultant(s) of Indian Nationality shall furnish the name and address of the foreign principals, if any. Further, details as mentioned in the 'Guidelines on Indian Agents of Foreign Suppliers' shall be disclosed by the Bidder(s)/ Contractor(s)/ Concessionaire(s)/ Consultant(s). Further, all the payments made to the Indian Agent / Representative have to be Indian Rupees only.
- (e)** The Bidder(s)/ Contractor(s)/ Concessionaire(s)/ Consultant(s) will, when presenting his bid, disclose any and all payments he has made, is committed to or intends to make to agents, brokers or any other intermediaries in connection with the award of the contract. He shall also disclose the details of services agreed upon for such payments.
- (f)** The Bidder(s)/ Contractor(s)/ Concessionaire(s)/ Consultant(s) will not instigate third persons to commit offences outlined above or be an accessory to such offences.
- (g)** The Bidder(s)/ Contractor(s)/ Concessionaire(s)/ Consultant(s) will not bring any outside influence through any Govt. bodies/quarters directly or indirectly on the bidding process in furtherance of his bid.
- (h)** The Bidder(s)/ Contractor(s)/ Concessionaire(s)/ Consultant(s) who have signed a Integrity pact shall not approach the court while representing the matter to IEMs and shall wait for their decision in the matter.

### **Article - 3 Disqualification from tender process and exclusion from future contracts.**

- (1)** If the Bidder(s)/ Contractor(s)/ Concessionaire(s)/ Consultant(s), before award or during execution has committed a transgression through a violation of any provision of Article 2, above or in any other form such as to put his reliability or credibility in question, the Principal is entitled to disqualify the Bidder(s)/ Contractor(s)/ Concessionaire(s)/ Consultant(s) from the tender process.
- (2)** If the Bidder(s)/ Contractor(s)/ Concessionaire(s)/ Consultant(s) has committed a transgression through a violation of Article-2 such as to put his reliability or credibility into question, the Principal shall be entitled to exclude including blacklist and put on holiday the Bidder(s)/ Contractor(s)/ Concessionaire(s)/ Consultant(s) for any future tenders/ contract award process. The imposition and duration of the exclusion will be determined by the severity of the transgression. The severity will be determined by the Principal taking into consideration the full facts and circumstances of each case particularly taking into account the number of transgressions, the position of the

transgressors within the company hierarchy of the Bidder(s)/ Contractor(s)/ Concessionaire(s)/ Consultant(s) and the amount of the damage. The exclusion will be imposed for a minimum period of 6 months and maximum period of 2 years.

- (3) A transgression is considered to have occurred if the Principal after due consideration of the available evidence concludes that "On the basis of facts available there are no material doubts".
- (4) The Bidder(s)/ Contractor(s)/ Concessionaire(s)/ Consultant(s) with its free consent and without any influence agrees and undertakes to respect and uphold the Principal's absolute rights to resort to and impose such exclusion and further accepts and undertakes not to challenge or question such exclusion on any ground, including the lack of any hearing before the decision to resort to such exclusion is taken. This undertaking is given freely and after obtaining independent legal advice.
- (5) The decision of the Principal to the effect that a breach of the provisions of this Integrity Pact has been committed by the Bidder(s)/ Contractor(s)/ Concessionaire(s)/ Consultant(s) shall be final and binding on the Bidder(s)/ Contractor(s)/ Concessionaire(s)/ Consultant(s), however, the Bidder(s)/ Contractor(s)/ Concessionaire(s)/ Consultant(s) can approach IEM(s) appointed for the purpose of this Pact.
- (6) On occurrence of any sanctions/ disqualification etc. arising out from violation of integrity pact, the Bidder(s)/ Contractor(s)/ Concessionaire(s)/ Consultant(s) shall not be entitled for any compensation on this account.
- (7) Subject to full satisfaction of the Principal, the exclusion of the Bidder(s)/ Contractor(s)/ Concessionaire(s)/ Consultant(s) could be revoked by the Principal if the Bidder(s)/ Contractor(s)/ Concessionaire(s)/ Consultant(s) can prove that he has restored/ recouped the damage caused by him and has installed a suitable corruption prevention system in his organization.

#### **Article-4: Compensation for Damages.**

- (1) If the Principal has disqualified the Bidder(s) from the tender process prior to the award according to Article-3, the Principal shall be entitled to forfeit the amount equal to 1% of the price quoted by the Selected Bidder apart from to suspend the bidder from participating in the tendering process of MoRTH/ NHAI/ NHIDCL and works under other Centrally Sponsored Schemes for a period of One Year from the bid due date of this work including any other legal right that may have accrued to the Principal.
- (2) In addition to 1 above, the Principal shall be entitled to take recourse to the relevant provisions of the contract related to Termination of Contract due to Contractor/ Concessionaire/Consultant's Default. In such case, the Principal shall be entitled to forfeit the Performance Bank Guarantee of the Contractor/ Concessionaire/ Consultant and/ or demand and recover liquidated and all damages as per the provisions of the contract/concession agreement against Termination.

#### **Article - 5: Previous Transgressions**

Consultancy Services for Independent Engineer for Upgradation of existing highway to two lane with paved shoulders from Parsarma to Araria Section of NH-327E on Hybrid Annuity Mode in the state of Bihar

- (1) The Bidder declares that no previous transgressions occurred in the last 3 years immediately before signing of this Integrity Pact with any other Company in any country conforming to the anti corruption/ Transparency International (TI) approach or with any other Public Sector Enterprise/ Undertaking in India or any Government Department in India that could justify his exclusion from the tender process.
- (2) If the Bidder makes incorrect statement on this subject, he can be disqualified from the tender process or action for his exclusion can be taken as mentioned under Article-3 above for transgressions of Article-2 and shall be liable for compensation for damages as per Article-4 above.

**Article - 6: Equal treatment of all Bidders/ Contractors/ Concessionaires/ Consultants/ Subcontractors.**

- (1) The Bidder(s)/ Contractor(s)/ Concessionaire(s)/ Consultant(s) undertake(s) to demand from all sub-contractors a commitment in conformity with this Integrity Pact, and to submit it to the Principal before contract signing.
- (2) The Principal will enter into agreements with identical conditions as this one with all Bidders/ Contractors/ Concessionaires/ Consultants and subcontractors.
- (3) The Principal will disqualify from the tender process all Bidders who do not sign this Pact or violate its provisions.

**Article - 7: Criminal charges against violating Bidder(s)/ Contractor(s)/ Concessionaire(s)/ Consultant(s)/ Sub-contractor(s).**

If the Principal obtains knowledge of conduct of a Bidder/ Contractor/ Concessionaire/ Consultant or subcontractor, or of an employee or a representative or an associate of a Bidder/ Contractor/ Concessionaire/ Consultant or Subcontractor, which constitutes corruption, or if the Principal has substantive suspicion in this regard, the Principal will inform the same to the Chief Vigilance Officer.

**Article- 8: Independent External Monitor (IEM)**

- (1) The Principal has appointed Smt. Gauri Kumar, IAS (Retd.), Sh. Animesh Chauhan, Ex MD and CEO, Oriental Bank of Commerce and Sh. Ashish Bhauguna, IAS (Retd.) as Independent External Monitor for this Pact. The task of the Monitor is to review independently and objectively, whether and to what extent the parties comply with the obligations under this agreement.
- (2) The Monitor is not subject to instructions by the representatives of the parties and performs his functions neutrally and independently. He reports to the Chairman, NHAI.
- (3) The Bidder(s)/ Contractor(s)/ Concessionaire(s)/ Consultant(s) accepts that the Monitor has the right to access without restriction to all project documentation of the Principal including that provided by the Bidder(s)/ Contractor(s)/ Concessionaire(s)/ Consultant(s). The Bidder(s)/ Contractor(s)/ Concessionaire(s)/ Consultant(s) will

also grant the Monitor, upon his request and demonstration of a valid interest, unrestricted and unconditional access to his project documentation. The same is applicable to Subcontractors.

- (4) The Monitor is under contractual obligation to treat the information and documents of the Bidder(s)/Contractor(s)/Subcontractor(s) with confidentiality. The Monitor has also signed on 'Non-disclosure of Confidential Information' and of 'Absence of Conflict of Interest'. In case of any conflict of interest arising at a later date, the IEM shall inform Chairman, NHAI and rescue himself/ herself from that case.
- (5) The Principal will provide to the Monitor sufficient information about all meetings among the parties related to the Project provided such meetings could have an impact on the contractual relations between the Principal and the Bidder/Contractor/Concessionaire/ Consultant. The parties offer to the Monitor the option to participate in such meetings.
- (6) As soon as the Monitor notices, or believes, to notice any transgression as given in Article-2, he may request the Management of the Principal to take corrective action, or to take relevant action. The monitor can in this regard submit non-binding recommendations. Beyond this, the Monitor has no right to demand from the parties that they act in a specific manner, refrain from action or tolerate action.
- (7) The Monitor will submit a written report to the Chairman, NHAI within 8 to 10 weeks from the date of reference or intimation to him by the Principal and, should the occasion arise, submit proposals for correcting problematic situations.
- (8) If the Monitor has reported to the Chairman, NHAI, a substantiated suspicion of an offence under relevant IPC/PC Act or any other Statutory Acts, and the Chairman, NHAI has not, within the reasonable time taken visible action to proceed against such offence or reported it to the Chief Vigilance Officer, the Monitor may also transmit this information directly to the Central Vigilance Commissioner.
- (9) The word 'Monitor' would include both singular and plural.

#### **Article - 9 Pact Duration**

This Pact begins when both parties have legally signed it (in case of EPC i.e. for projects funded by Principal and consultancy services). It expires for the Contractor/ Consultant 12 months after his Defect Liability Period is over or 12 months after his last payment under the contract whichever is later and for all other unsuccessful Bidders 6 months after this Contract has been awarded. (In case of BOT Projects) It expires for the concessionaire 24 months after his concession period is over and for all other unsuccessful Bidders 6 months after this Contract has been awarded. Any violation of the same would entail disqualification of the bidder and exclusion from future dealings.

If any claim is made/ lodged during this time, the same shall be binding and continue to be valid despite the lapse of this pact as specified above, unless it is discharged/ determined by Chairman of NHAI.

**Article - 10 Other Provisions**

- (1) This pact is subject to Indian Law. Place of performance and jurisdiction is the Registered Office of the Principal, i.e. New Delhi.
- (2) Changes and supplements as well as termination notices need to be made in writing.
- (3) If the Bidder/Contractor/Concessionaire/Consultant is in a partnership or a Joint Venture partner, this pact must be signed by all partners or members.
- (4) Should one or several provisions of this agreement turn out to be invalid, the remainder of this agreement remains valid. In this case, the parties will strive to come to an agreement to their original intentions.
- (5) Issue like warranty / Guarantee etc. shall be outside the purview of IEMs.
- (6) In the event of any contradiction between the Integrity Pact and its Annexure, the clause in integrity pact shall prevail.
- (7) Any disputes/ differences arising between the parties with regard to term of this pact, any action taken by the Principal in accordance with this Pact or interpretation thereof shall not be subject to any Arbitration.
- (8) The actions stipulated in this Integrity Pact are without prejudice to any other legal action that may follow in accordance with the provision of the extent law in force relating to any civil or criminal proceedings.

In witness whereof the parties have signed and executed this Pact at the place and date first done mentioned in the presence of following witness:-

.....  
For & on behalf of the Principal

.....  
For & On behalf of Bidder/ Contractor/  
Concessionaire/ Consulting

(Office Seal)  
Place.....  
Date.....

Witness 1:  
(Name & Address) \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Witness 2:

(Name & Address) \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

**APPENDIX B-11: (Format for Technical Capacity of Bidding Firms) DETERMINATION OF TECHNICAL CAPACITY OF BIDDING FIRMS**

(TO BE FILLED BY THE SOLE CONSULTANT & IN CASE OF JV, SEPARATELY BY JV PARTNERS BIDDING FOR THE ASSIGNMENT)

**(i) No. of Key Professionals on full time roll:**

Sl. No.	Name of key Professional	Designation	Continuous Employment from (Date)	Nos. of Years with the firm

**Note:** Attach Copy of Form 26AS(for FY:2024-25 & FY:2025-26) to certify permanent key professionals.

**(ii) Details of all in-hand DPR projects or DPR projects awarded by NHA1 for NH works:**

Sl. No.	Project Description	Start Date	Scheduled Completion	Bids for civil works received or Original assignment period + one year lapsed (Yes/No)	IN case of JV, share of Contract Fee (%)	Technical Capacity utilized after applying JV share as per Note 2
1	2	3	4	5	6	7

**Format for undertaking by the firm for DPR projects:**

The undersigned on behalf of \_\_\_\_\_ (name of consulting firm) certify that the firm do not have any other in-hand/ awarded DPR project other than those listed above. For all other DPR projects undertaken by the firm, either the bids for civil works have been received by the client or original assignment period + one year is lapsed, whichever is earlier after the date of award of the DPR and the consulting firm/JV was not at default on these project assignments.

Date:------(dd/mm/yyyy)

[Signature of authorized representative of the Firm]

**(iii) Details of all in-hand AE/IE/SC projects or AE/IE/SC awarded by NHA1 for NH works:**

Consultancy Services for Independent Engineer for Upgradation of existing highway to two lane with paved shoulders from Parsarma to Araria Section of NH-327E on Hybrid Annuity Mode in the state of Bihar

Sl. No.	Project Description	Start Date	Scheduled Completion	Civil works provisionally completed or original assignment period + one year lapsed (Yes/No)	IN case of JV, share of Contract Fee (%)	Technical Capacity utilized after applying JV share as per Note 2
1	2	3	4	5	6	7

**Format for undertaking by the firm for in-hand AE/IE projects:**

The undersigned on behalf of ----- (name of consulting firm) certify that the firm do not have any other in-hand/ awarded AE/IE projects other than those listed above. For all other such projects undertaken by the firm, where original assignment period + one year is lapsed or provision completion of civil work is issued, whichever is earlier the consulting firm/JV was not at default on these project assignments.

Date :----- (dd/mm/yyyy)

[Signature of authorized representative of the Firm]

**(iv) Self-Assessment by the consultancy firm (in case of JV, separately by the JV partners) on eligibility as per technical capacity provisions:**

(1)	(2)	(3)			(4)			(7)		
Average Annual Turnover of firm in last 3 FY (from consultancy works)	No. of Key Professionals on full time rolls (minimum from last one year) with the consultancy firm	Max. no. of projects to be allotted to one particular consultant including ongoing projects at a time in NHAI			Total ongoing/ awarded projects (nos.)			Remaining Capacity for new projects (nos.)		
		Total	DPR	IE/ AE	Total	DPR	IE/ AE	Total	DPR	IE/ AE
		3A	3B	3C	4A	4B	4C	5A	5B	5C

For Col. 3, Sub Col. A, B & C are to be considered as per circular

For Col. 4, Sub Col. A, B & C are to be considered as per circular

Col. 5 to be derived on the basis of (Col. 3 – Col. 4)

(v) Self-Assessment by the JV (in case, bid is submitted by JV partners) on eligibility as per technical capacity provisions:

		(1)	(2)	(3)			(4)			(5)		
<b>Consultancy Fee share (%) for the JV partners</b>		<b>Weighted average turnover of JV in last 3 FY (from Consultancy) *</b>	<b>Weighted average no. of Key Professionals on full time rolls (min. from last one year) with JV**</b>	<b>Max. no. of projects to be allotted to one particular consultant including ongoing projects at a time in NHAI</b>			<b>Total ongoing/ awarded projects (nos.) #</b>			<b>Remaining Capacity for new projects (nos.)</b>		
<b>Firm - 1</b>	<b>Firm - 2</b>			<b>Total</b>	<b>DPR</b>	<b>IE/AE</b>	<b>Total</b>	<b>DPR</b>	<b>IE/AE</b>	<b>Total</b>	<b>DPR</b>	<b>IE/AE</b>

\*(Turnover-1 x Share-1 + Turnover-2 x Share-2)/100

\*\* (Key Professionals-1 x Share-1 + Key Professionals-2 x Share-2)/100

# (Ong. Proj.-1 x Share-1 + Ong. Proj.-2 x Share-2)/100

Col. 5 to be derived on the basis of (Col. 3 – Col. 4)

**Note 1:**

\$ the figures in Col. 5 be rounded off to the nearest integer i.e. in case remaining Bid Capacity comes to 0.5 or more, then it will be considered as 1, in case less than 0.5, then it will be considered as 0 (Zero).

**Note 2:**

**Clarification for Technical Capacity utilised in case of JV with other firm than proposed in current assignment.**

In case Firm – 1 proposes for new JV with other partner, then capacity utilisation will be calculated on the basis of JV share in existing assignment e.g.

JV in one project with 30% share – one project x 0.3 = 0.3

JV in one project with 70% share – one project x 0.7 = 0.7

JV in one project with 50% share – one project x 0.5 = 0.5

JV in two projects with 80% share – two projects x 0.8 = 1.6

Weighted utilisation of the capacity of firm – 1 = **3.1**

**Note 3:**

**The Consultant shall re- submit the bid capacity details as per above format at the time of opening of Financial Bid.**

**Illustration for Determination of Technical Capacity (Sole)**

(1)	(2)	(3)			(4)			(5)		
Average Annual Turnover of firm in last 3 FY (from consultancy works)	No. of Key Professionals on full time rolls (minimum from last one year) with the consultancy firm	Max. no. of projects to be allotted to one particular consultant including ongoing projects at a time in NHAI			Total ongoing/ awarded projects (nos.)			Remaining Capacity for new projects (nos.) in CFY <sup>\$</sup>		
		Total	DPR	IE/ AE	Total	DPR	IE/ AE	Total	DPR	IE/ AE
		3A	3B	3C	4A	4B	4C	5A	5B	5C
<b>10</b>	<b>10</b>	<b>6</b>	<b>6</b>	<b>4</b>	<b>7</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>

For Col. 3, Sub Col. A, B & C are to be considered as per circular

For Col. 4, Sub Col. A, B & C are to be considered as per circular

Col. 5 to be derived on the basis of (Col. 3 – Col. 4)

**Note:** \$ The figures in Col. 5 be rounded off to the nearest integer i.e. in case remaining Bid Capacity comes to 0.5 or more, then it will be considered as 1, in case less than 0.5, then it will be considered as 0 (Zero).

**Illustration for Determination of Technical Capacity in case of JV Consultancy**

**Technical Capacity of Firm - 1 individually**

(1)	(2)	(3)			(4)			(5)		
Average Annual Turnover of firm in last 3 FY (from consultancy works)	No. of Key Professionals on full time rolls (minimum from last one year) with the consultancy firm	Max. no. of projects to be allotted to one particular consultant including ongoing projects at a time in NHAI			Total ongoing/awarded projects (nos.)			Remaining Capacity for new projects (nos.) in CFY <sup>s</sup>		
		Total	DPR	IE/ AE	Total	DPR	IE/ AE	Total	DPR	IE/ AE
		3A	3B	3C	4A	4B	4C	5A	5B	5C
10	10	6	6	4	7	4	3	0	0	0

**Technical Capacity of Firm - 2 individually**

(1)	(2)	(3)			(4)			(7)		
Average Annual Turnover of firm in last 3 FY (from consultancy works)	No. of Key Professionals on full time rolls (minimum from last one year) with the consultancy firm	Max. no. of projects to be allotted to one particular consultant including ongoing projects at a time in NHAI			Total ongoing/awarded projects (nos.)			Remaining Capacity for new projects (nos.) in CFY <sup>s</sup>		
		Total	DPR	IE/ AE	Total	DPR	IE/ AE	Total	DPR	IE/ AE
		3A	3B	3C	4A	4B	4C	7A	7B	7C
80	75	40	40	30	38	10	28	2	2	2

**Technical Capacity of Joint Venture of Firm-1 & Firm-2 (for different Combinations of Consultancy fee share)**

		(1)	(2)	(3)			(4)			(5)		
Consultancy Fee share (%) for the JV partners		Weighted average turnover of JV in last 3 FY (from Consultancy)*	Weighted average no. of Key Professionals on full time rolls (min. from last one year) with JV**	Max. no. of projects to be allotted to one particular consultant including ongoing projects at a time in NHAI			Total ongoing/ awarded projects (nos.) #			Remaining Capacity for new projects (nos.) in CFY\$		
Firm - 1	Firm - 2			Total	DPR	IE/AE	Total	DPR	IE/AE	Total	DPR	IE/AE
60	40	38	36	12	12	9	19.4	6.4	13	0	0	0
75	25	27.5	26.25	12	12	9	14.75	5.5	9.25	0	0	0
50	50	45	42.5	25	25	18	22.5	7	15.5	2.5^	2.5^	2.5^
70	30	31	29.5	12	12	9	16.3	5.8	10.5	0	0	0

\* $(\text{Turnover-1} \times \text{Share-1} + \text{Turnover-2} \times \text{Share-2})/100$

\*\* $(\text{Key Professionals-1} \times \text{Share-1} + \text{Key Professionals-2} \times \text{Share-2})/100$

#  $(\text{Ong. Proj.-1} \times \text{Share-1} + \text{Ong. Proj.-2} \times \text{Share-2})/100$

Col. 5 to be derived on the basis of (Col. 3 – Col. 4)

**Note:** \$ the figures in Col. 5 be rounded off to the nearest integer i.e. in case remaining Bid Capacity comes to 0.5 or more, then it will be considered as 1, in case less than 0.5, then it will be considered as 0 (Zero).

^ In terms of Note (3) Table 1.1, as the Balance bid capacity of Firm-1 is nil. So in spite of remaining capacity 2.5 the JV not to be considered as responsive.

**SECTION 5:       FORMAT FOR SUBMISSION OF FINANCIAL PROPOSAL.**

**Appendix C-1** Financial proposal submission form

**Appendix C-2** Summary of costs

**Appendix C-3** Breakdown of local currency costs

**APPENDIX C-1 : FINANCIAL PROPOSAL SUBMISSION FORM**

**FROM : (Name of Firm)**

**TO :**

**National Highways Authority of India**

Plot No. G-5 & 6, Sector – 10,  
Dwarka, New Delhi – 110 075

**Subject:** Consultancy Services for Independent Engineer for Upgradation of existing highway to two lane with paved shoulders from Parsarma to Araria Section of NH-327E on Hybrid Annuity Mode in the state of Bihar.

We, the undersigned, offer to provide the consulting services for the above in accordance with your Request for Proposal dated [Date], and our proposal. Our attached financial proposal is for the sum of [Amount in words and figures]. This amount is exclusive of the local taxes which we have estimated at (Amount in Words and Figures).

Our financial proposal shall be binding upon us, up to the expiration of the validity period of the proposal, i.e., [Date].

We undertake that, in competing for (and, if the award is made to us, in executing) the above contract, we will strictly observe the laws against fraud and corruption in force in India namely “Prevention of Corruption Act 1988”.

Commission and gratuities, if any, paid or to be paid by us to agents relating to this proposal and contract execution, if we are awarded the contract, are listed below:

Name and Address of Agents	Amount and Currency	Purpose of Commission or Gratuity
.....	.....	.....
.....	.....	.....

We understand you are not bound to accept any proposal you receive.

We remain,

Yours sincerely,

**Managing Director/Head of the firm/Authorised Representative of the firm\***

Name of the firm

Address

\*Lead Member in case of JV

## APPENDIX C-2 : SUMMARY OF COSTS

Note: Payments will be made as per stipulations of the Conditions of Contract

No.	Description	Amount (Rs.)
	<b>Local Consultants</b>	
I	Remuneration for Local Professional Staff	
II	Supporting Staff	
III	Transportation	
IV	Duty Travel to Site	
V	Office Rent	
VI	Office Supplies, Utilities and Communication	
VII	Office Furniture and Equipment	
VIII	Reports and Document Printing	
IX	Road Survey Equipment	
X	Contingencies	
	<b>Subtotal Local Consultant</b>	
	Goods and Services Tax Payable in India	
	<b>Total Costs (Including Tax)</b>	

## APPENDIX C-3 : BREAKDOWN OF LOCAL CURRENCY COSTS

### I. REMUNERATION FOR LOCAL PROFESSIONAL STAFF

For project length 0-100 km

No.	Position	Name	48 months		
			Rate	No. of man-months*	Amount
<b>Professional Staff</b>					
1.	Team Leader cum Senior Highway Engineer	TBN		30	
2.	Resident cum Highway Engineer	TBN		72	
3.	Bridge/Structural Engineer	TBN		30	
4.	Senior Pavement Specialist	TBN		24	
5.	Senior Quality cum Material Expert	TBN		24	
6.	Road Safety Expert	TBN		14	
<b>Sub - Total</b>				<b>194</b>	
<b>Sub-professional</b>					
1.	Survey Engineer	TBN		56	
2.	Assistant Highway Engineer	TBN		96	
3.	CAD Expert	TBN		20	
4.	Environmental Engineer	TBN		6	
5.	Assistant Bridge Engineer	TBN		48	
6.	Assistant Quality cum Material Engineer	TBN		72	
7.	Electrical Engineer	TBN		14	
8.	HTMS/Toll Expert	TBN		4	
9.	Quantity Surveyor	TBN		24	
10.	Horticulture cum Landscaping Expert	TBN		30	
<b>Sub Total</b>				<b>370</b>	
<b>Total</b>				<b>564</b>	

TBN = To Be Named

**\*The man-month against each key personnel/sub - professional shall be same as specified in Enclosure A of TOR.**

### II. Support Staff

No.	Position	Name	Staff Months	Billing Rate ( )	Amount ( )
1.	Office Manager	TBN	48		
2.	Accountant cum Cashier	TBN	48		
3.	Steno cum Computer Operator	TBN	48		
4.	Office Boy (1 no)	TBN	48		
				<b>Total :</b>	

Consultancy Services for Independent Engineer for Upgradation of existing highway to two lane with paved shoulders from Parsarma to Araria Section of NH-327E on Hybrid Annuity Mode in the state of Bihar

**Note:** Billing rates as indicated above shall be increased in accordance of clause 6.2(a) Special Conditions of Contract for the personnel of all categories namely (i) key Personnel; (ii) sub-Professional personnel and (iii) Support staff. The increase as above shall be payable only on the remuneration part of Key Personnel, Sub-Professional Personnel and support staff. However, for evaluation of Bid proposals, the quoted initial rate shall be multiplied by the total time input for each position on this contract, i.e. without considering the increase in the billing rates

**III. Transportation (Fixed rate on rental basis)**

The vehicles provided by the Consultants shall include the cost for rental, drivers, operation, maintenance, repairs, insurance, etc. for all complete approx. 3000km/month run

S. No	Description of Vehicles	Qty. (No. of vehicle-month)		Total	Rate/ Vehicle- Month	Amount
		During Construction Period	During Development and O&M Period			
1	Innova/ Scorpio or equivalent (not more than 3 years old)	(24)	24	48		
2	Ambassador/ Indica or equivalent (not more than 3 years old)	(2 X 24)	24	72		
	Total					

**IV. Duty Travel to Site (Fixed Costs) (For all Lengths of projects) : Professional and Sub-Professional Staff**

Trips	Number of Trips	Rate*	Amount
Site to NHAI HQ for Key Professionals	20 round trips (by air - economy class)		
Site to Regional Office for Key Professionals	20 round trips (by air - economy class/ train first AC / Deluxe AC Bus)		

\* Rate quoted includes Hotel charges, travel cost etc. complete.

**V. Office Rent (Fixed Costs)- Minimum 200 sqm area of office shall be rented. (For project Length upto 100 km)**

Consultancy Services for Independent Engineer for Upgradation of existing highway to two lane with paved shoulders from Parsarma to Araria Section of NH-327E on Hybrid Annuity Mode in the state of Bihar

The rent cost includes electricity and water charges, maintenance, Cleaning, repairs, etc. complete.

Nos of Months	Rate/month	Amount
48		

The rent cost includes electricity and water charges, maintenance, Cleaning, repairs, etc. complete.

#### **VI. Office Supplies, Utilities and Communication (Fixed Costs)**

No	Item	Months	Monthly Rate	Amount in Rs.
1.	Office Supplies	48		
2.	Drafting Supplies	48		
3.	Computer Running Costs	48		
4.	Domestic and International Communication	48		

#### **VII. Office Furniture and Equipment (Rental)**

The cost shall include rental charges towards all such furniture and equipment as required for proper functioning of office. Office furniture shall include executive tables, chairs, visitor chairs, steel almirahs, computer furniture, conference table etc. Office equipment shall include as a minimum of telephone (2 external & 10 internal lines), photocopier (15ppm, 12000 copies per month with A3 & A4 input) fax machine, PCs(5 No., Intel Core 2 Duo E8300, 19" colour TFT, Cache-6MB, RAM-2 GB, HDD-250 GB, DVD Writer, Key board, optical scroll mouse, MS-Windows Vista Business, pre loaded anti virus etc.), laser printers (2 no., 14 ppm, 266 MHZ, 5000 pages per month, 600x600 dpi or better etc., Engineering Plan printer (1 no.), binding machine (1 no.), plotter A0 size, overhead projector, AC (4 no., 1.5 Ton), Water Coolers (as required)etc.

Nos of Months	Rate/month	Amount
48		

#### **VIII. Reports and Document Printing**

No.	Description	No. of Reports	No. of Copies per Report	Total Nos. of copies	Rate per Copy ( )	Amount
1	Monthly reports (Design and Construction)	48	3	144		
2	Half yearly Reports	8	3	24		
3	Various others reports as provided in the Concession Agreement such as Completion Report	12	3	36		

Consultancy Services for Independent Engineer for Upgradation of existing highway to two lane with paved shoulders from Parsarma to Araria Section of NH-327E on Hybrid Annuity Mode in the state of Bihar

				<b>Total</b>		
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**IX. Road Survey Equipment**

The cost shall include carrying out survey using equipment, manpower, software and report processing.

Item	Kms	Rate per Km (INR)	No of times survey to be conducted	Amount (INR)
Surface defects detection and roughness measurement using Network Survey Vehicle	102		3	
Pavement strength measurement using FWD	102		1	
Bridge inspection using Mobile Bridge Inspection Unit	102		3	
Road signs inspection using Retro Reflectometer	102		3	
			Total	

**X. Contingencies**

A fixed amount of Indian Rupees ONE MILLION shall be included in the Financial Proposal. The provisions of Contingency shall be operated with the specific approval from the Competent Authority in National Highways Authority of India.

## **Section 6: TERMS OF REFERENCE FOR INDEPENDENT ENGINEER**

### **1. Scope**

- 1.1. These Terms of Reference for the Independent Engineer (the "TOR") are being specified pursuant to the Concession Agreement dated ..... (the "Agreement"), which has been entered into between the Authority and ..... (the "Consultancy Services for Independent Engineer for Upgradation of existing highway to two lane with paved shoulders from Parsarma to Araria Section of NH-327E on Hybrid Annuity Mode in the state of Bihar, and a copy of which is annexed hereto and marked as Annex-A to form part of this TOR.
- 1.2. This TOR shall apply to construction, operation and maintenance of the [Four-Lane] Project Highway, and shall apply, *mutatis mutandis*, to [Six-Laning] thereof.

### **2. Definitions and interpretation**

- 2.1. The words and expressions beginning with or in capital letters used in this TOR and not defined herein but defined in the Agreement shall have, unless repugnant to the context, the meaning respectively assigned to them in the Agreement.
- 2.2. References to Articles, Clauses and Schedules in this TOR shall, except where the context otherwise requires, be deemed to be references to the Articles, Clauses and Schedules of the Agreement, and references to Paragraphs shall be deemed to be references to Paragraphs of this TOR.
- 2.3. The rules of interpretation stated in Clauses 1.2, 1.3 and 1.4 of the Agreement shall apply, *mutatis mutandis*, to this TOR.

### **3. Role and functions of the Independent Engineer**

- 3.1. The role and functions of the Independent Engineer shall include the following:
  - i. review of the Drawings and Documents as set forth in Paragraph 4;
  - ii. review, inspection and monitoring of Construction Works as set forth in Paragraph 5;
  - iii. conducting Tests on completion of construction and issuing Completion/ Provisional Certificate as set forth in Paragraph 5;
  - iv. review, inspection and monitoring of O&M as set forth in Paragraph 6;
  - v. review, inspection and monitoring of Divestment Requirements as set forth in Paragraph 7;
  - vi. determining, as required under the Agreement, the costs of any works or services and/or their reasonableness;
  - vii. determining, as required under the Agreement, the period or any extension thereof, for performing any duty or obligation;

- viii. assisting Authority in review and inspection of the books of accounts submitted by the Concessionaire to the Authority and the records maintained by Concessionaire as set forth in Paragraph 12
  - ix. providing all requisite data on monthly basis in Monthly Progress Report (MPR) within a period of 7 days from the close of month, as required by Authority, for updating the project specific website and PMIS substantially in the format prescribed at **Annexure – I** and **Annexure- II**
  - x. assisting the Parties in resolution of disputes as set forth in Paragraph 9;
  - xi. carrying out minor design works such as design of drainage, blackspot removal design, etc upon request of Authority; and
  - xii. undertaking all other duties and functions in accordance with the Agreement.
- 3.2. The Independent Engineer shall discharge its duties in a fair, impartial and efficient manner, consistent with the highest standards of professional integrity and Good Industry Practice.

#### **4. Development Period**

- 4.1. During the Development Period, the Independent Engineer shall undertake a detailed review of the Drawings to be furnished by the Concessionaire along with supporting data, including the geo-technical and hydrological investigations, characteristics of materials from borrow areas and quarry sites, topographical surveys and traffic surveys. The Independent Engineer shall complete such review and send its comments/observations to the Authority and the Concessionaire within 15 (fifteen) days of receipt of such Drawings. In particular, such comments shall specify the conformity or otherwise of such Drawings with the Scope of the Project and Specifications and Standards.
- 4.2. The Independent Engineer shall review any modified Drawings or supporting Documents sent to it by the Concessionaire and furnish its comments within 7 (seven) days of receiving such Drawings or Documents.
- 4.3. The Independent Engineer shall review the Drawings sent to it by the Safety Consultant in accordance with Schedule-L and furnish its comments thereon to the Authority and the Concessionaire within 7 (seven) days of receiving such Drawings. The Independent Engineer shall also review the Safety Report and furnish its comments thereon to the Authority within 15 (fifteen) days of receiving such report.
- 4.4. The Independent Engineer shall review the detailed design, construction methodology and the procurement, engineering and construction time schedule sent to it by the Concessionaire and furnish its comments within 15 (fifteen) days of receipt thereof.
- 4.5. Quality Assurance Manual and Plan forms the basis of quality of the work. It is therefore essential that the Quality Assurance Manual and Plan prepared by the Concessionaire be checked and approved. Thus, the Consultant shall check contents of Quality Assurance Plan and Manual of Concessionaire as per requirements of Quality Management System (as per ISO 9001), IRC: SP: 47-1998 and IRC: SP: 57-2000 for road

bridges and roads respectively. The Consultant shall also offer their comments for modifying/ improving the document. After receiving the corrected document, the Consultant shall review and formally approve the QAM and Quality Plan and send one copy to the Authority.

## 5. Construction Period

- 5.1. In respect of the Drawings, Documents and Safety Report received by the Independent Engineer for its review and comments during the Construction Period, the provisions of Paragraph 4 shall apply, mutatis mutandis.
- 5.2. The Independent Engineer shall review the monthly progress report furnished by the Concessionaire and send its comments thereon to the Authority and the Concessionaire within 7 (seven) days of receipt of such report.
- 5.3. On a daily basis, the concerned key personnel of Independent Engineer shall inspect the Construction Works. Following activities need to be undertaken during the visits.
  - Review of construction including progress, quality and safety of construction
  - Inspection of defects and deficiencies in construction works
  - Witnessing quality inspection tests at labs established by Concessionaire on a sample basis

Review of quality of work shall be done in reference to Quality Assurance Plan (QAP)/Manual and ISO 9001:2008, IRC: SP: 47-1998 and IRC: SP: 57-2000 for road bridges and roads respectively. The consultant also needs to capture following documents and send to <AGENCY> field office via email on a daily basis

- Scanned copy of filled RFI (Request for Inspection) form including commentary on 'Satisfactory/Unsatisfactory' nature of work completed by Concessionaire
- Daily inspection report Proforma as provided in Annexure I
- Readings of quality inspection tests witnessed by the Consultant
- Minimum 6 high resolution photographs supporting the remarks made by the Consultant in RFI form

Team Leader will be responsible for sending daily emails to <AGENCY> field office

- 5.4. On a monthly basis, the Independent Engineer shall prepare a **Monthly Inspection Report** in accordance with the format prescribed in Annexure V setting forth an overview of the status, progress, quality and safety of construction, including the work methodology adopted, the materials used and their sources, and conformity of Construction Works with the Scope of the Project and the Specifications and Standards. In a separate section of the Inspection Report, the Independent Engineer shall describe in reasonable detail the lapses, defects or deficiencies observed by it in the construction of the Project Highway. The Independent Engineer shall send a copy of its Inspection Report to the Authority and the Concessionaire latest by 7<sup>th</sup> of every month. Key sections of the Monthly Progress Report are as follows.

<b>Sr. No.</b>	<b>Section</b>	<b>Sub-Sections</b>
1	<b>Executive Summary</b>	1.1 Construction progress in current month
		1.2 Summary of strip plan
		1.3 Detailed strip plan
		1.4 Current issues and recommended actions by IE
2	<b>Project Overview</b>	2.1 Salient Features of the Project
		2.2 Project Milestones
		2.3 Location Map
		2.4 Key Plan
3	<b>Critical issues and Action log</b>	3.1 Pending issues and action log
		3.2 Obligations as per contract
4	<b>Physical Progress</b>	4.1 Detailed physical progress by component
5	<b>Land Acquisition and Clearances</b>	5.1 LA summary
		5.2 LA detail by CALA
		5.3 LA detail by village
		5.4 Manpower with each CALA
		5.5 Clearances summary
		5.6 Status of utility shifting
6	<b>Change of Scope</b>	6.1 Status of pending COS proposals
7	<b>Mobilization of Resources</b>	7.1 Resource mobilization by contractor/ concessionaire
8	<b>Financial Progress Details</b>	8.1 Pen picture- Escrow
		8.2 Escrow details
9	<b>Summary of quality control tests</b>	9.1 Tests witnessed by IE/AE
		9.2 Tests conducted by IE/AE
10	<b>Monitoring of maintenance obligations during construction phase</b>	10.1 Critical issues and action log
		10.2 Cumulative defects and deficiencies
		10.3 Status of damages
11	<b>Safety features</b>	11.1 Pen picture on safety features at construction site
		11.2 Accident report
12	<b>Annexures</b>	Annex 1: Detailed list of physical components as per Schedule G
		Annex 2 onwards: Additional details provided by IE

5.5. The Inspection Report shall also contain a review of the maintenance of the existing lanes. Condition survey of the existing highway shall be carried with network survey vehicle at the interval of six months to ascertain the highway condition. For determining that the Construction Works conform to Specifications and Standards, the Independent Engineer shall require the Concessionaire to carry out, or cause to be carried out, tests on a sample basis, to be specified by the Independent Engineer in accordance with Good Industry Practice for quality assurance. For purposes of this

Paragraph 5.5, the tests specified in the IRC Special Publication-11 (Handbook of Quality Control for Construction of Roads and Runways) and the Specifications for Road and Bridge Works issued by MORTH (the “**Quality Control Manuals**”) or any modification/substitution thereof shall be deemed to be tests conforming to Good Industry Practice for quality assurance. The Independent Engineer shall issue necessary directions to the Concessionaire for ensuring that the tests are conducted in a fair and efficient manner, and shall monitor and review the results thereof. The sample size of the tests shall comprise 20% (twenty per cent) of the quantity or number of tests prescribed for each category or type of tests in the Quality Control Manuals.

- 5.6. The timing of tests referred to in Paragraph 5.5, and the criteria for acceptance/rejection of their results shall be determined by the Independent Engineer in accordance with the Quality Control Manuals. The tests shall be undertaken on a random sample basis and shall be in addition to, and independent of, the tests that may be carried out by the Concessionaire for its own quality assurance in accordance with Good Industry Practice.
- 5.7. In the event that the Concessionaire carries out any remedial works for removal or rectification of any defects or deficiencies, the Independent Engineer shall require the Concessionaire to carry out, or cause to be carried out, tests to determine that such remedial works have brought the Construction Works into conformity with the Specifications and Standards, and the provisions of this Paragraph 5 shall apply to such tests.
- 5.8. In the event that the Concessionaire fails to achieve any of the Project Milestones, the Independent Engineer shall undertake a review of the progress of construction and identify potential delays, if any. If the Independent Engineer shall determine that completion of the Project Highway is not feasible within the time specified in the Agreement, it shall require the Concessionaire to indicate within 15 (fifteen) days the steps proposed to be taken to expedite progress, and the period within which the Project Completion Date shall be achieved. Upon receipt of a report from the Concessionaire, the Independent Engineer shall review the same and send its comments to the Authority and the Concessionaire forthwith.
- 5.9. If at any time during the Construction Period, the Independent Engineer determines that the Concessionaire has not made adequate arrangements for the safety of workers and Users in the zone of construction or that any work is being carried out in a manner that threatens the safety of the workers and the Users, it shall make a recommendation to the Authority forthwith, identifying the whole or part of the Construction Works that should be suspended for ensuring safety in respect thereof.
- 5.10. In the event that the Concessionaire carries out any remedial measures to secure the safety of suspended works and Users, it may, by notice in writing, require the Independent Engineer to inspect such works, and within 3 (three) days of receiving such notice, the Independent Engineer shall inspect the suspended works and make a report to the Authority forthwith, recommending whether or not such suspension may be revoked by the Authority

- 5.11. If suspension of Construction Works is for reasons not attributable to the Concessionaire, the Independent Engineer shall determine the extension of dates set forth in the Project Completion Schedule, to which the Concessionaire is reasonably entitled, and shall notify the Authority and the Concessionaire of the same
- 5.12. The Independent Engineer shall carry out all the Tests specified in Schedule-I and issue a Completion Certificate or Provisional Certificate, as the case may be. For carrying out its functions under this Paragraph and all matters incidental thereto, the Independent Engineer shall act under and in accordance with the provisions of Article 14 and Schedule-I. The Consultant shall use following equipment in carrying out the tests.

S No	Key metrics of Asset	Equipment to be used
1	Surface defects of pavement	Network Survey Vehicle (NSV)
2	Roughness of pavement	Laser Profilometer
3	Strength of pavement	Falling Weight Reflectometer (FWD)
4	Bridges	Mobile Bridge Inspection Unit (MBIU)
5	Road signs and road markings	Retro-reflectometer

- 5.13. Upon reference from the Authority, the Independent Engineer shall make a fair and reasonable assessment of the costs of providing information, works and services as set forth in Article 16 and certify the reasonableness of such costs for payment by the Authority to the Concessionaire
- 5.14. The Independent Engineer shall aid and advise the Concessionaire in preparing the Maintenance Manual.

## 6. Operation Period

- 6.1. The Independent Engineer shall review the annual Maintenance Programme furnished by the Concessionaire and send its comments thereon to the Authority and the Concessionaire within 15 (fifteen) days of receipt of the Maintenance Programme.
- 6.2. The Independent Engineer shall review the monthly status report furnished by the Concessionaire and send its comments thereon to the Authority and the Concessionaire within 7 (seven) days of receipt of such report

### 6.3. Visual Inspection of project highway

- 6.3.1. The Independent Engineer shall carry out visual inspection of entire highway stretch as per the frequency defined in the following table

Nature of defect or deficiency		Frequency of inspection
<b>ROADS</b>		
<b>(a)</b>	<b>Carriageway and paved shoulders</b>	
(i)	Breach or blockade	Daily
(ii)	Pot holes	Daily

Nature of defect or deficiency		Frequency of inspection
(iii)	Cracking	Weekly
(iv)	Rutting	Weekly
(v)	Bleeding/skidding	Weekly
(vi)	Ravelling/Stripping of bitumen surface	Weekly
(vii)	Damage to pavement edges	Weekly
(vii)	Removal of debris	Daily
<b>(b) Hard/earth shoulders, side slopes, drains and culverts</b>		
(i)	Variation by more than 2% in the prescribed slope of camber/cross fall	Weekly
(ii)	Edge drop at shoulders	Weekly
(iii)	Variation by more than 15% in the prescribed side (embankment) slopes	Weekly
(iv)	Rain cuts/gullies in slope	Weekly
(v)	Damage to or silting of culverts and side drains during and immediately preceding the rainy season	Weekly
(vi)	Desilting of drains in urban/semi-urban areas	Daily
<b>(c) Road side furniture including road signs and pavement marking</b>		
(i)	Damage to shape or position; poor visibility or loss of retro-reflectivity	Daily
<b>(d) Street lighting and telecom (ATMS)</b>		
(i)	Any major failure of the system	Daily
(ii)	Faults and minor failures	Daily
(iii)	Streetlight with Lux Meter	Weekly
<b>(e) Trees and plantation</b>		
(i)	Obstruction in a minimum head-room of 5 m above carriageway or obstruction in visibility of road signs	Daily
(ii)	Deterioration in health of trees and bushes	Weekly
(iii)	Replacement of trees and bushes	Weekly
(iv)	Removal of vegetation affecting sight line and road structures	Weekly
<b>(f) Rest areas/Wayside amenities</b>		
(i)	Cleaning of toilets	Daily
(ii)	Defects in electrical, water and sanitary installations	Daily

Nature of defect or deficiency		Frequency of inspection
<b>(g)</b>	<b>Toll plaza[s]</b>	
(i)	Failure of toll collection equipment including ETC or lighting	Daily
(ii)	Damage to toll plaza	Weekly
<b>(h)</b>	<b>Other Project Facilities and Approach roads</b>	
(i)	Damage or deterioration in Approach Roads, -[pedestrian facilities, truck lay-bys, bus-bays, bus- shelters, cattle crossings, Traffic Aid Posts, Medical Aid Posts and other works]	Daily
<b>(j)</b>	<b>Incident Management</b>	
(i)	Instances of Incident Management as reported including time of call, response time, services rendered and time of clearing of the Highway.	Daily
(ii)	List of the Incident Management Services rendered.	Weekly
<b>BRIDGES</b>		
<b>(a)</b>	<b>Superstructure of bridges</b>	
(i)	Cracks	Weekly
(ii)	Spalling/scaling	Weekly
<b>(b)</b>	<b>Foundations of bridges</b>	
(i)	Scouring and/or cavitation	Weekly
<b>(c)</b>	<b>Piers, abutments, return walls and wing walls of bridges</b>	
(i)	Cracks and damages including settlement and tilting	Weekly
<b>(d)</b>	<b>Bearings (metallic) of bridges</b>	
(i)	Deformation	Weekly
<b>(e)</b>	<b>Joints in bridges</b>	
(i)	Loosening and malfunctioning of joints	Weekly
<b>(f)</b>	<b>Other items relating to bridges</b>	
(i)	Deforming of pads in elastomeric bearings	Weekly
(ii)	Gathering of dirt in bearings and joints; or clogging of spouts, weep holes and vent-holes	Weekly
(iii)	Damage or deterioration in parapets and handrails	Weekly
(iv)	Rain-cuts or erosion of banks of the side slopes of approaches	Weekly
(v)	Damage to wearing coat	Weekly
(vi)	Damage or deterioration in approach slabs, pitching, apron, toes, floor or guide bunds	Weekly
(vii)	Growth of vegetation affecting the structure or obstructing the waterway	Weekly

6.3.2. All elements which have daily inspection frequency shall be inspected weekly as well. Similarly, all elements which have weekly inspection frequency shall be inspected monthly as well.

- 6.3.3. Daily inspection report format and weekly inspection report format has been provided in Annexure II and III of this document respectively. Manpower which needs to conduct visual inspection and mode of reporting is defined in the following table

<b>Frequency of inspection</b>	<b>Inspection to be carried out by</b>	<b>Mode of reporting</b>
Daily	Sub-professional staff	Soft copy by Email
Weekly	Key personnel	Soft copy by Email
Monthly	Key personnel	Hard copy and Soft copy

- 6.3.4. High resolution photographs and video of the highway stretches having defects and/or deficiencies shall be submitted along with Weekly Inspection Report and Monthly Status Report. Summary of key observations around defects and deficiencies in highway stretch shall be reported in Monthly Progress Report and detailed inspection report shall be provided as Annexure to Monthly Progress Report.

The Contractor shall during the Construction and Maintenance Period shall carry out such drone videography (on monthly basis) in the presence of Team Leader of Independent Engineer pursuant to clause 13.6 of the Concession Agreement (“Agreement”). The video of last month and the current month running side by side shall be uploaded on Data Lake (<https://datalakeg.nhai.gov.in/nhai>) for easily capturing various developments during the month. Independent Engineer shall ensure that the features and quality of drone video is acceptable and video is not distorted/ tampered with. Independent Engineer shall analyse these drone videos and give their comments in its digital MPRs covering interalia but not limited to the encumbrances/lands not available, sites of COS demands, progress of project, mobilisation of plant & equipment, mobilisation of camp sites, progress on rectification of NCRs etc. alongwith the proposed action plan. Project Director of NHAI shall crosscheck drone videos during the monthly physical inspections and notify the discrepancies noticed, if any, between drone video, on Independent Engineer comments and ground reality. The discrepancies shall be examined and addressed through joint site inspections.

- 6.3.5. The consultant shall also be responsible for inspection and monitoring of Wayside Amenities. ETC (Electronic Toll Collection) and ATMS (Advanced Traffic Management System) and incident management.

#### 6.4. **Road conditions surveys**

- 6.4.1. The carrying out of condition surveys will be one of the most important and crucial field tasks under the project. The Independent Engineer shall carry out condition surveys using equipment and following a frequency as defined under.

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

The first equipment based inspection shall be conducted at the time of completion testing. The other inspections shall be conducted before and after the rainy seasons as per the schedule defined in Annexure IV, except for FWD testing which shall be conducted once a year.

Calibration of equipment, wherever needed, is required to be done in presence of Competent Authority. Once approval of equipment, the settings and a sample data set is provided by Competent Authority, network level data for entire project stretch can be collected. Month of survey for each state has been defined in Annexure IV of this document.

#### 6.4.2. Measurement of pavement surface defects and roughness

- i. The Independent Engineer shall use Network Survey Vehicles mounted with equipment such as Laser based automatic crack detection , high resolution digital cameras for RoW and pavement, high accuracy DGPS receiver and in vehicle data processing software or better technology to accurately measure following pavement surface properties

Surface defect	Dimensions to be reported
Cracking	<ul style="list-style-type: none"> <li>• Length</li> <li>• Width</li> <li>• Depth</li> </ul>
Potholes	<ul style="list-style-type: none"> <li>• Area</li> <li>• Depth</li> </ul>
Raveling	<ul style="list-style-type: none"> <li>• Indicator</li> <li>• %</li> <li>• Area</li> </ul>
Rutting	<ul style="list-style-type: none"> <li>• Depth</li> <li>• Width</li> </ul>

Surface defect	Dimensions to be reported
Concrete Joint/ Faulting	<ul style="list-style-type: none"> <li>Length</li> </ul>
Roughness	<ul style="list-style-type: none"> <li>IRI in both wheel paths</li> </ul>

- ii. The following criteria shall be met by the process of defects detection
- Measurement of 3D road profile using such technologies as laser scanning or other proven technologies.
  - Ability to operate (collect data) at different speeds with a minimum speed of 30km/hr and up to at least 75 km/hr.
  - Profile depth accuracy of 0.5mm
  - Capability for lane tracking to control driver wander' and ensure high repeatability of data between surveys.
  - Measure at least 3.5m width of highway lane.
  - Transverse Profile including rut depth measurement of pavement surface widths of both carriageway and shoulders. The rut depth data must be convertible to different straightedge lengths (1.8m to 3.5m) and meet industry standards (ASTM E1703 / E1703M).
  - Pavement images with capability to automatically identify and rate distresses
  - Roughness measurement with outputs of both raw longitudinal profiles and International Roughness Index (IRI) calculation shall be reported at least 100m referenced to the preceding Location Reference Post (LRP). The roughness must meet ASTM-E950 (equivalent to Class I road profiler). The IRI shall be determined in both wheelpaths.
  - Ability to record images at user-defined intervals (e.g. every 5, 10m, etc.)
  - Minimum images resolution of 1600x1200
  - Outputs must include Standard JPEG image or similar industry standard
  - Distance resolution of <1mm,
  - Capable of achieving distance accuracy of 0.1% (i.e. within 1m over 1km distance)
  - All data outputs should be in a non-proprietary format (e.g. .CSV, .MDB, Excel) and not require specialist software in order to view or format data
  - Data should also be capable of being easily formatted into data compatible with HDM-4
- iii. The following are the set of deliverables which should be submitted after completion of survey as part of Monthly Progress Report
- Raw data generated from the equipment which are part of Network Survey covering the parameters mentioned in above table. It should also include

- Survey ID, Description, Date, Lane
- GPS referenced data for GIS mapping
- Video logging
  - Pavement imagery (AVI/JPEG)
  - 360 degree imagery (JPEG)
- Interpretation report covering summary of entire survey and analysis of defects and deficiencies

#### **6.4.3. Measurement of pavement strength**

- i. The Independent Engineer shall carry out structural strength surveys for existing pavements using Falling Weight Deflectometer technique in accordance with the procedure given in IRC:115-2014 (Guidelines for Structural Evaluation and Strengthening of Flexible Road Pavements Using Falling Weight Deflectometer (FWD) Technique) and IRC: 117-2015 (Guidelines for the Structural Evaluation of Rigid Pavement by Falling Weight Deflectometer)
- ii. The interval at which deflection measurements are to be taken up are as per IRC:115-2014 / IRC:117-2015. The sample size and the interval of the data to be collected depends on the length of the uniform section calculated and condition of the pavement section i.e 'good', 'fair' and 'poor' for each lane, established on the pavement condition data based on the criterion given in IRC:115-2014. For rigid pavements, the deflection data may be collected at interiors, corners, transverse joints and longitudinal joints in the outer lanes at intervals as specified in IRC:117-2015.
- iii. The following are the set of deliverables which should be submitted after completion of inspection test as part of Monthly Progress Report
  - Data report covering following parameters
    - Deflection Bowl (Transient Deflections at seven different points)
    - Corrected Elastic Modulus Bituminous E1
    - Corrected Elastic Modulus Granular E2
    - Corrected Elastic Modulus Subgrade E3
    - Subgrade CBR
  - Interpretation report covering summary of entire survey results and analysis of key parameters

6.4.4. The Independent Engineer shall carry out the condition and structural assessment survey of the bridges in accordance with IRC-SP; 35 with the use of Mobile Bridge Inspection unit (MBIU) or better technology.

- i. The following criteria shall be met by the process of bridge condition assessment
  - Automatic folding and unfolding of platform

- 90 degree rotation of platform
  - Sufficient safety features to be incorporated such as dedicated power supply, emergency cut off system, etc
  - Complete access to hidden parts of the bridge by the raters
- ii. Detailed bridge inspection report shall be submitted as per the Inspection Proforma provided in IRC-SP 35

#### **6.4.5. Measurement of retro reflection of road signs**

- i. The Independent Engineer shall measure Coefficient of retro reflected luminance  $R_A$  (night-time retro reflection) of road traffic signs using a portable retro reflectometer.
- ii. The following criteria shall be met by the process of road signs retroreflection measurement
- Measurement of retroreflective signs shall be conducted in accordance with ASTM E1709 and ASTM E2540
  - Measurement time after pressing trigger shall be less than or equal to 1 sec
  - Observation angle adjustment from 0.2 degrees to 2.0 degrees
  - Entrance angle adjustment from -45 degrees to +45 degrees
  - Self-contained commercially available battery
  - Inbuilt data storage of at least 2,000 measurements so that data transfer requirement is minimized while the survey is being conducted
  - Interface for transferring data from device to Computer
  - Built in GPS to capture GPS coordinates of road sign
  - Range shall be at least 0-2000 cd/lx/m<sup>2</sup>
- iii. The following are the set of deliverables which should be submitted after completion of survey as part of Monthly Progress Report
- System generated coefficient of retroreflected luminance  $R_A$  (nighttime retroreflection) of all road signs
  - Interpretation report covering analysis of road signs falling in different range of  $R_A$  and actions to be taken
- 6.5. The Independent Engineer shall carry out following inspections of ETC lanes at toll plazas on a month basis:
- (a) *Infrastructure:*
- *Availability of civil infrastructure at toll plazas required for installation of ETC systems*
  - *Adequacy of hardware, software and other related items as per IHMCL/<AGENCY> technical specifications and requirements*

(b) *Operations:*

- *Adherence of various stakeholders (acquirer bank, system integrator, toll operator, issuer bank etc) of the ETC system to the service level agreements*
- *Efficacy of the ETC system (RFID tagging, AVC, WIM etc) in terms of accuracy and uptime*
- *Tracking and reporting toll plaza experience metrics such as average waiting time, transaction times for different modes of payment (RFID, cash, smart cards, QR codes etc) and congestion levels (eg length of queue in different lanes) across 4 different times in a day*
- *Robustness of dispute resolution mechanisms in place for the tag holder and toll operators by the issuer and acquirer banks*

6.6. The Independent Engineer shall prepare a Monthly Status Report in O&M phase of project in respect of its duties and functions under this Agreement and in accordance with the format prescribed in Annexure VI. 1st deliverable of the report which is an executive summary to the main report (Section 1) shall be submitted to the Authority and updated on the PMIS and project specific website by 4th of every month. Main report (Section 2 onwards) shall be submitted to the Authority and updated on the PMIS and project specific website by 7th of every month. Key sections of the Monthly Status Report are as follows.

<b>S.No</b>	<b>Sections</b>	<b>Sub sections</b>
<b>1</b>	<b>Executive Summary</b>	1.1 Overall road condition
		1.2 Key reporting metrics
		1.3 Key maintenance activities undertaken
		1.4 Pending issues
		1.5 Recommended actions by AE
		1.6 Strip plan for maintenance
<b>2</b>	<b>Project Overview</b>	2.1 Key project details
		2.2 Location map
		2.3 Key plan
		2.4 Summary of project features
		2.5 RoW availability
<b>3</b>	<b>Critical issues and action taken</b>	3.1 Issue and action log
		3.2 Summary of deficiencies
		3.3 Obligations as per contract
		3.4 Inspection schedule
<b>4</b>	<b>Monthly Inspection Report</b>	4.1 Summary of NCR issued
		4.2 Equipment based inspection report
<b>5</b>	<b>Monitoring of ETC Lanes</b>	5.1 Monthly ETC Report
		5.2 On-ground infrastructure report
		5.3 On ground ETC operations & SLA adherence
<b>5</b>	<b>Status of damages</b>	6.1 Damages for non completion of project facilities

<b>S.No</b>	<b>Sections</b>	<b>Sub sections</b>
		6.2 Damages for breach of maintenance activities
		6.3 Damages for non completion of major maintenance works
<b>7</b>	<b>Change of Scope proposals</b>	7.1 Change of Scope proposals
<b>8</b>	<b>Status of pending disputes</b>	8.1 Status of pending disputes
<b>9</b>	<b>Reports</b>	9.1 Toll collection statement
		9.2 Accident Report
		9.3 Details of user complaints
		9.4 Encroachment list
		9.5 Lane closure report
<b>10</b>	<b>Annexures</b>	Annex I- Detailed visual inspection report of project highway
		Annex II onwards- Additional details provided by AE

- 6.7. The Independent Engineer shall in its O&M Inspection Report specify the tests, if any, that the Concessionaire shall carry out or cause to be carried out for the purpose of determining that the Project Highway is in conformity with the Maintenance Requirements. It shall monitor and review the results of such tests and the remedial measures, if any, taken by the Concessionaire in this behalf.
- 6.8. In respect of any defect or deficiency referred to in Paragraph 3 of Schedule-K, the Independent Engineer shall, in conformity with Good Industry Practice, specify the permissible limit of deviation or deterioration with reference to the Specifications and Standards and shall also specify the time limit for repair or rectification of any deviation or deterioration beyond the permissible limit.
- 6.9. The Independent Engineer shall determine if any delay has occurred in completion of repair or remedial works in accordance with the Agreement, and shall also determine the Damages, if any payable by the Concessionaire to the Authority for such delay.
- 6.10. The Independent Engineer shall examine the request of the Concessionaire for closure of any lane(s) of the carriageway for undertaking maintenance/repair thereof, keeping in view the need to minimise disruption in traffic and the time required for completing such maintenance/repair in accordance with Good Industry Practice. It shall grant permission with such modifications, as it may deem necessary, within 3 (three) days of receiving a request from the Concessionaire. Upon expiry of the permitted period of closure, the Independent Engineer shall monitor the re-opening of such lane(s), and in case of delay, determine the Damages payable by the Concessionaire to the Authority under Clause 17.7.
- 6.11. The Independent Engineer shall monitor and review the curing of defects and deficiencies by the Concessionaire as set forth in Clause 19.4.

- 6.12. In the event that the Concessionaire notifies the Independent Engineer of any modifications that it proposes to make to the Project Highway, the Independent Engineer shall review the same and send its comments to the Authority and the Concessionaire within 15 (fifteen) days of receiving the proposal.
- 6.13. Upon request of Authority, the Independent Engineer shall carry out minor design works such as design of drainage, blackspot removal design, etc
- 6.14. The Independent Engineer shall undertake traffic sampling, as and when required by the Authority, under and in accordance with Concession Agreement.
- 6.15. In respect of the Drawings, Documents and Safety Report received by the Independent Engineer for its review and comments during the Operation Period, the provisions of Paragraph 4 shall apply, mutatis mutandis.

## **7. Termination**

- 7.1. At any time, not earlier than 90 (ninety) days prior to Termination but not later than 15 (fifteen) days prior to such Termination, the Independent Engineer shall, in the presence of a representative of the Concessionaire, inspect the Project for determining compliance by the Concessionaire with the Divestment Requirements set forth in Clause 32.1 and, if required, cause tests to be carried out at the Concessionaire's cost for determining such compliance. If the Independent Engineer determines that the status of the Project is such that its repair and rectification would require a larger amount than the sum set forth in Clause 33.2, it shall recommend retention of the required amount in the Escrow Account and the period of retention thereof.
- 7.2. The Independent Engineer shall inspect the Project once in every 15 (fifteen) days during a period of 90 (ninety) days after Termination for determining the liability of the Concessionaire under Article 33, in respect of the defects or deficiencies specified therein. If any such defect or deficiency is found by the Independent Engineer, it shall make a report in reasonable detail and send it forthwith to the Authority and the Concessionaire.

## **8. Determination of costs and time**

- 8.1. The Independent Engineer shall determine the costs, and/or their reasonableness, that are required to be determined by it under the Agreement.
- 8.2. The Independent Engineer shall determine the period, or any extension thereof, that is required to be determined by it under the Agreement.

## **9. Assistance in Dispute resolution**

- 9.1. When called upon by either Party in the event of any Dispute, the Independent Engineer shall mediate and assist the Parties in arriving at an amicable settlement.
- 9.2. In the event of any disagreement between the Parties regarding the meaning, scope and nature of Good Industry Practice, as set forth in any provision of the Agreement, the

Independent Engineer shall specify such meaning, scope and nature by issuing a reasoned written statement relying on good industry practice and authentic literature.

**10. Other duties and functions**

The Independent Engineer shall perform all other duties and functions specified in the Agreement.

**11. Miscellaneous**

- 11.1. All key personnel and sub professional staff of the Independent Engineer shall use the fingerprint based (biometric) attendance system for marking their daily attendance. Attendance shall be marked at least once a day and anytime during the day. 1 Biometric Attendance System shall be installed by the Independent Engineer at its own cost at the site office in order to facilitate the attendance marking. More systems can be installed near the project highway upto a maximum of 1 system per 50 km in order to encourage frequent visits of project highway by key personnel and sub professional staff. A copy of monthly attendance records shall be attached with Monthly Status Report. Proper justification shall be provided for cases of absence of key personnel/ sub professional staff which do not have prior approval from Project Director of concerned stretch. In addition, Advance Face Recognition location based Mobile Application System (e-Attendance System) shall mandatorily be used for marking the attendance pursuant to NHA Policy Circular no. 10.2.28/2021 dated 15.01.2021 (and subsequent amendment thereof, if any).
- 11.2. The Independent Engineer shall notify its programme of inspection to the Authority and to the Concessionaire, who may, in their discretion, depute their respective representatives to be present during the inspection.
- 11.3. A copy of all communications, comments, instructions, Drawings or Documents sent by the Independent Engineer to the Concessionaire pursuant to this TOR, and a copy of all the test results with comments of the Independent Engineer thereon shall be furnished by the Independent Engineer to the Authority forthwith.
- 11.4. The Independent Engineer shall obtain, and the Concessionaire shall furnish in two copies thereof, all communications and reports required to be submitted, under this Agreement, by the Concessionaire to the Independent Engineer, whereupon the Independent Engineer shall send one of the copies to the Authority along with its comments thereon.
- 11.5. The Independent Engineer shall retain at least one copy each of all Drawings and Documents received by it, including 'as-built' Drawings, and keep them in its safe custody.
- 11.6. Upon completion of its assignment hereunder, the Independent Engineer shall duly classify and list all Drawings, Documents, results of tests and other relevant records, and hand them over to the Authority or such other person as the Authority may specify, and obtain written receipt thereof. Two copies of the said documents shall also be

furnished in micro film form or in such other medium as may be acceptable to the Authority.

- 11.7. Wherever no period has been specified for delivery of services by the Independent Engineer, the Independent Engineer shall act with the efficiency and urgency necessary for discharging its functions in accordance with Good Industry Practice.

## **12. Assistance to Authority in review of book of accounts**

- 12.1. Upon receipt of copy of books of accounts from Authority, the Independent Engineer shall review the Escrow account statements with respect to the provisions of the Escrow agreement, books of accounts for information pertaining (a) the traffic count (b) Fee determination thereof, and (c) Project costs, and (d) such other information relating or resulting from other duties and functions of Independent Engineer in accordance with the Agreement, as the Authority may reasonably require and submit its report within 10 days.

## **13. PERFORMANCE CLAUSE**

Independent Engineers shall be expected to fully comply with all the provisions of the 'Terms of Reference', and shall be fully responsible for supervising the Designs, Construction and maintenance and operation of the facility takes place in accordance with the provisions of the Concession Agreement and other schedules. Any failure of the Independent Consultant in notifying to <AGENCY> and the Concessionaire on non-compliance of the provisions of the Concession Agreement and other schedules by the Concessionaire, non-adherence to the provision of ToR and non-adherence to the time schedule prescribed under ToR shall amount to non-performance.

The Independent Engineer shall appoint its authorized representative, who shall issue on behalf of the IE, the Provisional Completion Certification and Completion Certificate along with the Team Leader and shall carry out any such task as may be decided by <AGENCY>. The IE shall take prior approval of <AGENCY> before issuing Provisional Completion Certification and Completion Certificate. The proposal submitted shall also include the name of the authorized representative along with the authorization letter and power of attorney.

## **14. CONSULTANT'S PROPOSAL**

- 14.1. List of key personnel to be fielded by the Consultants shall be as below:
- i. Team Leader Cum Senior Highway Engineer
  - ii. Resident cum Highway Engineer
  - iii. Bridge/Structural Engineer
  - iv. Senior Pavement Specialist
  - v. Senior Quality cum Material Expert
  - vi. Road Safety Expert
- 14.2. Broad job-description and minimum qualification for \*\*\*\*\* mentioned above is enclosed as **Enclosure-B**. However, higher marks shall be accorded to the Candidate with higher relevant qualification and experience. The Consultant should feel free to

submit their proposal on the basis of the man-months which they consider to be necessary to undertake the assignment. All the CV's of the personals mentioned in Para 5.3 (iii) of Data Sheet shall be evaluated at the time of evaluation of technical proposal. **The age of the Key Personnel should not be more than 65 years on the date of submission of proposal.** Consultants are advised in their own interest to frame the technical proposal in an objective manner as far as possible so that these could be properly assessed in respect of points to be given as part of evaluation criteria. The bio-data of the key personnel should be signed on every sheet by the personnel concerned and the last sheet of each bio-data should also be signed by the authorised signatory for the Consultant. The key personnel shall also certify at the end of their bio-data proforma that they have not left any of the <AGENCY> works without completing of their assignment and have not accepted any other offer at the time of signing of the bio-data and as such shall be available to work with the Independent Consultant, if the Project is awarded. In case the key personnel leaves the assignment without approval of <AGENCY>, <AGENCY> would be at liberty to take any appropriate action against that key personnel including debarment.

- 14.3. In addition to above, consultants are required to propose other key personnel, sub-professional staff and other field engineers as detailed in Enclosure-A and the minimum qualification requirements for the same is enclosed in Enclosure-B.

## **15. PERIOD OF SERVICES**

- 15.1. The services of an Independent Engineer will be in phases as per Contract / Concession Agreement.

- 15.1.1. The appointment of the Independent Engineer shall initially be as per details given below.

The proposed manpower deployment for this period shall be matching the activities to be performed during the said period. The time frame for services during the deployment of key personnel during this period shall be as shown in Enclosure A. Extension of Time for providing services of the Independent Engineer shall be extended concurrently with the Extension of Time granted, if any, to the Concessionaire for the project, subject to satisfactory performance of the Independent Engineer and limited to original period of consultancy services.

## **16.**

- i.** To minimize the delay in approval of replacements of Key Personnel, Consultant shall submit the proposal directly to the competent level responsible for such approvals. The approval for replacement of key personnel shall be accorded within one month of submission of such proposal. In case of further delay, unless refused after due evaluation of CV by the Authority within a month, it will be considered deemed approval of such replacements proposed.
- ii.** Completion certificate of the project shall not be issued by Independent Engineer with retrospective effect and without ascertaining that all the works have been completed as per Specifications and Standards, particularly ancillary items like shoulders, road signs, markings, road furniture items etc. Issuance of such completion certificate,

besides being a fraudulent activity, leads to financial implication such as payment of Bonus even when the works are not fully completed. Ministry has earlier issued guidelines vide letter dated 22.03.2019 on issuance of completion certificate and further Ministry vide letter dated 25.02.2020 has mandated to upload NSV survey report/ data before issuing completion certificate on PMIS portal. Therefore, the test results on completion including video. NSV survey report/ data and safety audit shall invariably be uploaded on the PMIS portal before issue of completion certificate by the Independent Engineer after ascertaining that all pre-requisites as per Contract Agreement has been fulfilled by the Contractor, failing which Consultancy firm shall be **debarred for a period of two year.**

- iii. MPR are required to be prepared properly by the Consultant to reflect the actual progress, hindrances, deployment of resources by the contractor, quality control, Non-conformity reports, safety, fulfilment of obligations of contractor and consultant including approval of various documents, design & drawings. The Consultant shall record all aspects as per services to be provided in terms of Reference (ToR), failing which the Consultancy firm shall be warned for non-performance. In case Consultancy firm continues to default, even after multiple warning exceeding 5 times, the firm shall be put on holiday listing (temporary debarment) for a period upto 12 months from future assignments by MoRTH or its Executing Agencies.
- iv. In case, person permanently employed with the firm is to be replaced, Technical score of both the CVs shall be compared excluding the marks given for employment with firm. Replacement would be allowed when the Technical Score (excluding the marks given for employment with firm) of the new key person is equal or better than the existing key person's Technical Score **excluding marks assigned for permanent employment with the firm.** However, **the remuneration of such replacement be reduced on proportionate basis in case the overall score of the replacement person is less than the overall score of original person.**

**Enclosure-A**

**MAN MONTHS INPUT FOR KEY PROFESSIONAL STAFF**

**INDEPENDENT ENGINEER**

**(For project length >100)**

<b>Sr. No.</b>	<b>Key Personnel</b>	<b>Man-month in Construction period of 24 months</b>	<b>Man-month in Development and O&amp;M period of 24 months</b>
<b><u>A: Key Personnel</u></b>			
1.	Team Leader Cum Senior Highway Engineer	24	6
2.	Resident cum Highway Engineer (2 nos)	2x24	1x24
3.	Bridge/Structural Engineer	24	6
4.	Senior Pavement Specialist	24	0
5.	Senior Quality cum Material Expert	24	0
6.	Road Safety Expert	8	6
	<b>Sub Total</b>	<b>152</b>	<b>42</b>
	<b>Total for Construction and O&amp;M</b>	<b>194</b>	
<b><u>B: Sub Professional Staff</u></b>			
(a)	Survey Engineer (2 nos)	2x24	1x8
(b)	Assistant Highway Engineer (3 nos)	3x24	1x24
(c)	CAD Expert	12	8
(d)	Environmental Engineer	6	0
(e)	Assistant Bridge Engineer (2 nos)	2x24	0
(f)	Assistant Quality cum Material Engineer (3 nos)	3 x 24	0
(g)	Electrical Engineer	8	6
(h)	HTMS/Toll Expert	4	0
(i)	Quantity Surveyor	24	6
(j)	Horticulture cum Landscaping Expert	6	24
	<b>Sub Total</b>	<b>300</b>	<b>76</b>
	<b>Total for Construction and O&amp;M</b>	<b>376</b>	

**Note:**

1. The other inputs like support staff shall be provided by the Consultant of an acceptable type commensurate with the roles and responsibilities of each position
2. In case of project having different construction period, Man Month Input shall be adjusted proportionately
3. The Financial Expert/Legal expert/Contract Specialist may be required for the project for specific needs. Their deployment shall be arranged by the Consultant on specific requisition from the Authority and the payment shall be made as per the actual deployment. The Financial Expert/Legal expert/Contract Specialist shall be paid at the rates quoted for Senior Pavement Specialist.

## **Enclosure B**

### **QUALIFICATION OF KEY PERSONNEL**

#### **TEAM LEADER CUM SENIOR HIGHWAY ENGINEER**

This is the senior most position and the expert engaged as the team leader shall be responsible for reviewing the entire Project preparation and implementation activities of the Concessionaire. He shall check all the Designs being prepared by the Concessionaire, ensure execution of works on site as per specification and standards, and continuously interact with the <AGENCY> and the Concessionaire. He shall undertake Project site visits and shall guide, supervise, coordinate and monitor the work of other experts in his team as well as those of the Concessionaire. The candidate is required to be a Senior Highway Engineer, who should have a proven record of supervising, organising and managing of construction of highway projects and also of Project preparation of large magnitudes projects, as defined below, financed by international lending agencies and others. Knowledge of Project management shall be an added advantage.

He should have the following qualification / experience.

#### **I. Essential Qualifications.**

- a) Graduate in Civil Engineering from recognized university.
- b) Total Professional Experience of 12 years in handling Highway Projects.
- c) At least 5 years experience as Team Leader/Project Manager or similar capacity in Highway Development Project.
- d) He should have handled as Team Leader/Project Manager or similar capacity of at least two projects in Construction Supervision / IC (of length 40% of project length or more of similar configuration (2/4/6 laning\*\*))
- e) He should have handled as Team Leader or similar capacity of at least two Projects of project Preparation of major highway Project (of length 40% of project length or more of similar configuration (2/4/6 laning\*\*)).
- f) Experience as Team Leader/Project Manager or similar capacity in Operation and Maintenance of Major Highway Projects(of length 40% of project length or more of similar configuration (2/4/6 laning\*\*)).

#### **II. Preferential Qualifications.**

- a) Post Graduate Degree in Construction Management/Transportation/Highway Engineering//Structural Engineering/ any specialised stream of Civil Engineering.
- b) Highway Development Projects (of length 40% of project length or more of similar configuration (2/4/6 laning\*\*)) taken up under PPP.
- c) Degree/Diploma/Certificate in Project Management

**Note:** (1) Similar Capacity includes the following positions

Consultancy Services for Independent Engineer for Upgradation of existing highway to two lane with paved shoulders from Parsarma to Araria Section of NH-327E on Hybrid Annuity Mode in the state of Bihar

- i. On behalf of Consultant: Team Leader / Resident Engineer (Construction Supervision/IE).
- ii. On behalf of Contractor : Project Manager (Construction/ Construction Supervision)
- iii. In Government Organizations : Superintending Engineer (or equivalent) and above

(2) Only those projects will be considered for evaluation at Sl. No. 1(d), 1(e) & 1(f) above, where the input of the personnel is 12 months, 9 months and 12 months respectively.

### **RESIDENT CUM HIGHWAY ENGINEER**

The Resident cum Highway Engineer shall be responsible for supervising the works of highway to be constructed by the Concessionaire for this project. He shall also inspect the pavement rehabilitation and repair works to be undertaken by the Concessionaire.

He should have the following qualification / experience.

#### **1. Essential Qualifications.**

- a) Graduate in Civil Engineering from a recognized University.
- b) Professional Experience of 10 years in supervision of Highway Projects.
- c) 5 years experience in similar capacity in Highway Development Project.
- d) Should have handled at least 2 major projects(of length 40% of project length or more of similar configuration (2/4/6 laning\*\*) and above).

#### **2. Preferential Qualifications.**

- a) Post Graduate Degree in Transportation/Highway Engineering/Structural Engineering/Geotechnical Engineering/any specialised stream of Civil Engineering.
- b) Experience of Highway Project (of length 40% of project length or more of similar configuration (2/4/6 laning\*\*) and above) of Construction / Construction Supervision / IC on PPP Mode

### **BRIDGE & STRUCTURAL ENGINEER**

The Bridge & Structural Engineer shall be responsible for checking the designs of bridges, ROBs, interchanges and any other structure to be constructed in the Project highway and supervising the works of bridges, interchanges and any other structure to be constructed by the Concessionaire for this project. He shall also inspect the bridge rehabilitation and repair works to be undertaken by the Concessionaire. He should have thorough understanding and experience with international `best practices' of modern bridge construction technology.

He should have the following qualification / experience.

**1. Essential Qualifications.**

- a) Graduate in Civil Engineering from a recognized University.
- b) Professional Experience of 10 years in handling Highway/Bridge projects.
- c) 5 years experience in Construction / Construction Supervision of bridge / interchange / any other structures.
- d) Experience in similar capacity in supervision of 2 Major Highway Bridges.
- e) Experience in supervision of Rehabilitation and repair of 2 nos Major Bridges.

**2. Preferential Qualifications.**

- a) Post Graduate Degree in Structural Engineering.

He should have thorough understanding and experience of modern bridge construction technology. viz., Precast Segmental, Balanced Cantilever Construction, Extradosed Bridge, Full Span Launching, Incremental Launching.

**SENIOR PAVEMENT SPECIALIST**

The expert shall be continuously interacting with the Concessionaire, for the review of highway designs and drawings using sophisticated computer software and also construction and O&M works and to ensure life cycle cost effectiveness and viable design of pavement including appropriate rehabilitation / strengthening of the existing two lane pavement which is significantly distressed. He shall also be responsible for ensuring complete adherence to maintenance standards during Construction and Operation period. Thus, the position requires a pavement specialist with thorough knowledge and understanding of international 'best practices' in the field of Design, Construction and maintenance of flexible/rigid type of pavements including latest Codal stipulations and specifications.

He should have the following qualification / experience.

**1. Essential Qualifications.**

- a) Graduate in Civil Engineering from a recognized University.
- b) Professional Experience of 10 years in Pavement Design / Pavement Construction / Pavement Maintenance of Highways / Roads / Airfield Runways
- c) Experience of 5 years in similar capacity in Construction / Construction Supervision of 2/4/6 laning\*\* of major highway projects.
- d) Experience as Pavement / Geotechnical Engineer in Construction/Construction Supervision of at least 2 major highway projects(of length 40% of project length or more of similar configuration (2/4/6 laning\*\*) and above).

**2. Preferential Qualifications.**

- a) Post Graduate Degree in Highway Engineering / Pavement Engineering

Consultancy Services for Independent Engineer for Upgradation of existing highway to two lane with paved shoulders from Parsarma to Araria Section of NH-327E on Hybrid Annuity Mode in the state of Bihar

/Transportation

- b) Experience in similar capacity in Highway Development Project in innovative/non traditional technology and design

Experience as a Pavement Specialist/Pavement Engineer in PPP project(of length 40% of project length or more of similar configuration (2/4/6 laning\*\*) and above).

### **SENIOR QUALITY/MATERIAL EXPERT**

The Quality/Material Expert shall review the test results of bore holes, quarry and borrow area material to find out their strength characteristics and suitability for using them in construction. He shall inspect the Concessionaire's field laboratories to ensure that they are adequately equipped and capable of performing all the specified testing requirements of the contract. He shall look into the quality assurance aspect of the construction works and supervise the setting-up of the various Concessionaire's rock crushers and bituminous mixing plants to ensure that the specified requirements for such equipment are fully met. Experience in latest Quality Management techniques in highway projects shall have added advantage.

He should have the following qualification / experience.

#### **1. Essential Qualifications.**

- a) Graduate in Civil Engineering from a recognized University.
- b) Professional Experience of 10 years in handling Highway projects.
- c) Experience of at least 5 years as Senior Quality/ Material Expert or in similar capacity in Construction / Construction Supervision /major highway projects
- d) Experience as Senior Quality/ Material Expert or in similar capacity in handling of at least 2 similar highway projects.(of length 40% of project length or more of similar configuration (2/4/6 laning\*\*) and above)

#### **2. Preferential Qualifications.**

- a) Post Graduate Degree in Geotechnical Engineering / Foundation Engineering / Soil Mechanics.

Experience in similar capacity in Highway Development Project in innovative/non-traditional technology.

### **ROAD SAFETY EXPERT**

Shall be responsible for the overall Road Safety Aspect of the Project. He shall ensure that safety provisions as per relevant codes are strictly followed at site during Construction of Road and also during the Maintenance Period

#### **1. Essential Qualifications.**

Consultancy Services for Independent Engineer for Upgradation of existing highway to two lane with paved shoulders from Parsarma to Araria Section of NH-327E on Hybrid Annuity Mode in the state of Bihar

- a) Graduate in Civil Engineering from a recognized University.
- b) Professional Experience of 10 years in handling Highway projects.
- c) Minimum 5 years experience in Road Safety works of Major Highway Projects (4 / 6 laning projects)
- d) Experience in similar capacity in Road Safety Audit of at least 2 nos 2/4/6 lane\*\* highway / expressway project including 1 nos at design stage
- e) Experience in similar capacity in the field of Road Safety Management Plan.
- f) It is mandatory for the Road Safety Expert to have completed at least 15 days' certification course on Road Safety Audit from IAHE/ IITs/ NITs/ CRRI. The CV of the proposed key [personnel not having completed minimum 15 days certification course shall not be evaluated. For avoidance of doubt, it is clarified herein that the certification training course may either from single institution or from multiple institutions.

## **2. Preferential Qualifications**

- a) Post Graduate Degree in Traffic Transportation/Safety Engineering.
- b) Experience in similar capacity in identification and improvement of black spots on Major Highway Project.

Experience in similar capacity in Preparation of Road Safety Management Plan for inter urban Highways.

### **SUB PROFESSIONAL**

#### **SURVEY ENGINEER**

The candidate should be Graduate in Civil Engineering Firm may field Survey Engineer with diploma in Civil Engineering/Survey having at least 5 years' experience in the field of surveying out of which at least 3 years should be in highway projects and they should have also dealt with at least 1 project of similar nature. This position requires thorough understanding of modern computer based method of surveying with total station digital level etc.

#### **ASSISTANT HIGHWAY ENGINEER**

The Candidate should be Graduate in Civil Engineering.

#### **CAD EXPERT**

He should be Graduate in Civil Engineering/Computer Science having experience in computer related design method for highway engineering.

#### **ENVIRONMENTAL ENGINEER**

The Candidate should be Graduate in Civil Engineering/Environmental Engineering or other relevant qualification. He should have at least 6 years' experience out of which 2 years in

highway projects. He should have good knowledge of MOEF guidelines/requirements for mitigation measures.

#### **ASSISTANT BRIDGE ENGINEER**

The Candidate should be Graduate in Civil Engineering with 3 years' experience. He should have handled at least 1 major bridge project.

#### **ASSISTANT QUALITY CUM MATERIAL ENGINEER**

The Candidate should be Graduate in Civil Engineering or diploma in Civil Engineering with 3 years' experience.

#### **ELECTRICAL ENGINEER**

The Candidate should be Graduate in Electrical Engineering from recognised institute. He should have at least 6 years' experience

#### **HTMS/TOLLING SYSTEM EXPERT**

The candidate should be a senior Systems Engineer having experience of at least 15 Years. He should be an expert in preparation of standards for projects of toll collection and HTMS. He should have bachelor's degree in Civil Engineering/Electronics/Computer Science/other relevant areas. He should have experience of international latest practices in the field of HTMS and tolling. He should have work experience on at least 2 similar projects in similar capacity.

#### **QUANTITY SURVEYOR**

He should be Graduate or equivalent in Civil Engineering having Min. 5 years of professional experience in preparation of highway project estimates. He should have Min. 3 years' experience in Preparation of Bill of Quantities/estimates for major highway projects costing Rs. 100 Crore or above.

#### **HORTICULTURE CUM LANDSCAPING SPECIALIST**

He should be a Graduate in Agriculture with specialization in Horticulture/Arboriculture having minimum 5 year of field experience in Horticulture/Arboriculture and landscaping. He should have minimum 5 years field experience.

**Note:** Upto 2 sub-professional can be a fresh graduate (zero/ less than minimum required work experience) with first class in graduation stream. Eligibility requirement in terms of minimum years of experience shall not be applicable for this sub professional.

**Annexure I- Daily Inspection Report during Construction Period**

<b>Component</b>	<b>Item Description</b>	<b>Description of inspection work carried out</b>	<b>Results of lab tests conducted (Test conducted, Pass/Fail)</b>	<b>Name of key personnel inspecting the work</b>
1. Road works including culverts, and minor bridges	Embankment/ Sub Grade/ GSB/ WMM/ DBM/ BC			
2. Major Bridge works, Flyovers, ROB, RUB, VUP, PUP	Foundation/ Sub structure/ Super structure			
3. Approach to ROB/RUB/ Major Bridges/ Viaduct / RE wall	Foundation/ Sub structure/ Super structure			
4. Other Works				

## Annexure II- Daily Inspection Report during O&M Period

Nature of defect/ deficiency	Defect found (Yes/No)	If defect found, Chainage & side	Compliance of previous defect (Yes/No/NA)	IE Remarks
<b>ROADS</b>				
<b>Carriageway and paved shoulders</b>				
Breach or blockade				
Pot holes				
Removal of debris				
<b>Hard/earth shoulders, side slopes, drains and culverts</b>				
Desilting of drains in urban/semi-urban areas				
<b>Road side furniture including road signs and pavement marking</b>				
Damage to shape or position; poor visibility or loss of retro-reflectivity				
<b>Street lighting and telecom (ATMS)</b>				
Any major failure of the system				
Faults and minor failures				
<b>Trees and Plantation</b>				
Obstruction in a minimum head-room of 5 m above carriageway or obstruction in visibility of road signs				
<b>Rest areas</b>				
Cleaning of toilets				
Defects in electrical, water and sanitary installations				
<b>Toll plaza[s]</b>				
Failure of toll collection equipment including ETC or lighting				
<b>Other Project Facilities and Approach roads</b>				

<b>Nature of defect/ deficiency</b>	<b>Defect found (Yes/No)</b>	<b>If defect found, Chainage &amp; side</b>	<b>Compliance of previous defect (Yes/No/NA)</b>	<b>IE Remarks</b>
Damage or deterioration in Approach Roads, - [pedestrian facilities, truck lay-bys, bus-bays, bus-shelters, cattle crossings, Traffic Aid Posts, Medical Aid Posts and other works]				

**Annexure III- Weekly Inspection Report during O&M Period**

Nature of defect or deficiency	Defect found (Yes/No)	If defect found, Chainage & side	Compliance of previous defect (Yes/No/NA)	IE Remarks
<b>ROADS</b>				
<b>(a)</b>	<b>Carriageway and paved shoulders</b>			
(i)	Breach or blockade			
(ii)	Roughness value exceeding 2,500 mm in a stretch of 1 km (as measured by a standardised roughometer/ bump integrator)			
(iii)	Pot holes			
(iv)	Cracking in more than 5% of road surface in a stretch of 1 km			
(v)	Rutting exceeding 10 mm in more than 2% of road surface in a stretch of 1 km (measured with 3 m straight edge)			
(vi)	Bleeding/skidding			
(vii)	Ravelling/Stripping of bitumen surface exceeding 10 sq m			
(viii)	Damage to pavement edges exceeding 10 cm			
(ix)	Removal of debris			
<b>(b)</b>	<b>Hard/earth shoulders, side slopes, drains and culverts</b>			
(i)	Variation by more than 2% in the prescribed slope of camber/cross fall			
(ii)	Edge drop at shoulders exceeding 40 mm			
(iii)	Variation by more than 15% in the prescribed side (embankment) slopes			
(iv)	Rain cuts/gullies in slope			

Nature of defect or deficiency		Defect found (Yes/No)	If defect found, Chainage & side	Compliance of previous defect (Yes/No/NA)	IE Remarks
(v)	Damage to or silting of culverts and side drains during and immediately preceding the rainy season				
(vi)	Desilting of drains in urban/semi-urban areas				
<b>(c)</b>	<b>Road side furniture including road signs and pavement marking</b>				
(i)	Damage to shape or position; poor visibility or loss of retro-reflectivity				
<b>(d)</b>	<b>Street lighting and telecom (ATMS)</b>				
(i)	Any major failure of the system				
(ii)	Faults and minor failures				
<b>(e)</b>	<b>Trees and plantation</b>				
(i)	Obstruction in a minimum head-room of 5 m above carriageway or obstruction in visibility of road signs				
(ii)	Deterioration in health of trees and bushes				
(iii)	Replacement of trees and bushes				
(iv)	Removal of vegetation affecting sight line and road structures				
<b>(f)</b>	<b>Rest areas</b>				
(i)	Cleaning of toilets				
(ii)	Defects in electrical, water and sanitary installations				
<b>(g)</b>	<b>Toll plaza[s]</b>				
(i)	Failure of toll collection equipment including ETC or lighting				
(ii)	Damage to toll plaza				

Nature of defect or deficiency		Defect found (Yes/No)	If defect found, Chainage & side	Compliance of previous defect (Yes/No/NA)	IE Remarks
<b>(h)</b>	<b>Other Project Facilities and Approach roads</b>				
(i)	Damage or deterioration in Approach Roads, - [pedestrian facilities, truck lay-bys, bus-bays, bus-shelters, cattle crossings, Traffic Aid Posts, Medical Aid Posts and other works]				
<b>BRIDGES</b>					
<b>(a)</b>	<b>Superstructure of bridges</b>				
(i)	Cracks				
(ii)	Spalling/scaling				
<b>(b)</b>	<b>Foundations of bridges</b>				
(i)	Scouring and/or cavitation				
<b>(c)</b>	<b>Piers, abutments, return walls and wing walls of bridges</b>				
(i)	Cracks and damages including settlement and tilting				
<b>(d)</b>	<b>Bearings (metallic) of bridges</b>				
(i)	Deformation				
<b>(e)</b>	<b>Joints in bridges</b>				
(i)	Loosening and malfunctioning of joints				
<b>(f)</b>	<b>Other items relating to bridges</b>				
(i)	Deforming of pads in elastomeric bearings				
(ii)	Gathering of dirt in bearings and joints; or clogging of spouts, weep holes and vent-holes				
(iii)	Damage or deterioration in parapets and handrails				
(iv)	Rain-cuts or erosion of banks of the side slopes of approaches				

<b>Nature of defect or deficiency</b>		<b>Defect found (Yes/No)</b>	<b>If defect found, Chainage &amp; side</b>	<b>Compliance of previous defect (Yes/No/NA)</b>	<b>IE Remarks</b>
(v)	Damage to wearing coat				
(vi)	Damage or deterioration in approach slabs, pitching, apron, toes, floor or guide bunds				
(vii)	Growth of vegetation affecting the structure or obstructing the waterway				

#### **Annexure IV- Months of Survey for Equipment based Road Condition Assessment**

Equipment based road inspection shall be done by the Consultant twice a year as per the month of the year defined in the following table.

However, since the first survey shall be conducted at the time of completion testing, the following modification to the schedule shall be adopted. For example, if majority of highway length (>50%) passes through a state, where defined survey months are May and November, if completion testing is conducted in April, then the first equipment based survey shall be conducted in the month of April. This shall be considered as the equipment based survey to be conducted in the month of May. The 2<sup>nd</sup> equipment based survey shall be conducted in the month of November, the 3<sup>rd</sup> survey shall be conducted in the month of May and so on. As regards FWD, the first test/survey shall be conducted at the time of completion in April. The 2<sup>nd</sup> test/survey shall be conducted in April of next year and so on.

<b>Region</b>	<b>State</b>	<b>Survey before rains</b>	<b>Survey after rains</b>
East	Tamilnadu	May	Nov
East	Chhattisgarh	May	Nov
East	Maharashtra	May	Nov
East	Orissa	May	Nov
East	West Bengal	May	Nov
Central	Madhya Pradesh	May	Nov
NE	Arunachal Pradesh	Mar	Oct
NE	Assam	Mar	Oct
NE	Manipur	Mar	Oct
NE	Meghalaya	Mar	Oct
NE	Mizoram	Mar	Oct
NE	Nagaland	Mar	Oct
NE	Sikkim	Mar	Oct
NE	Tripura	Mar	Oct
North	Chandigarh	May	Nov
North	Delhi	May	Nov
North	Haryana	May	Nov
North	Himachal	May	Nov
North	Jammu And Kashmir	May	Nov
North	Punjab	May	Nov
North	Uttar Pradesh	May	Nov

<b>Region</b>	<b>State</b>	<b>Survey before rains</b>	<b>Survey after rains</b>
North	Uttaranchal	May	Nov
South	Andaman And Nicobar Islands	Apr	Nov
South	Andhra Pradesh	Apr	Nov
South	Karnataka	Apr	Nov
South	Kerala	Apr	Nov
South	Pondicherry	Jun	Jan
South	Tamil Nadu	Jun	Jan
West	Dadar Nagar Haveli	Apr	Oct
West	Daman And Diu	Apr	Oct
West	Goa	May	Nov
West	Gujarat	Apr	Oct
West	Maharashtra	May	Nov
West	Rajasthan	Apr	Oct

**Annexure V- Monthly Progress Report in Construction Phase**



[NAME & LOGO OF IMPLEMENTING AGENCY]

*[PROJECT NAME]*

**Independent Engineer**

*[NAME OF CONSULTING FIRM]*

**MONTHLY PROGRESS REPORT NO. [XX]**

**FOR THE MONTH OF: [MONTH], [YEAR]**

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## 1 Executive Summary

### 1.1 Construction progress in current month

Key reporting metrics	Value/ %/ Amount
Scheduled Physical Progress (%)	
Cumulative Physical Progress upto current month (%)	
Physical Progress during current month (%)	
Financial progress (%)	
Cumulative Expenditure till date (Rs Cr)	
Tests passed as % of total tests witnessed by IE	
Tests passed as % of total tests conducted by IE	
Number of pending COS proposals	
Amount for pending COS (Rs Cr)	

### 1.2 Current issues and recommended actions by IE / AE

- Slow Progress of Structures: The progress of structures (especially, major bridges, flyovers and ROB's) is very slow. Overall progress is only XX%. Out of the total YY underpasses not even single underpass structure and its approaches is completed so far. No bridge is open to traffic so far.
  - Recommendation: Concessionaire should improve the progress of structures. Request for revised workplan from Concessionaire including specific activities on structures.***
- Status of Change of Scope Proposals: Concessionaire has submitted Xx No. Change of Scope proposals. Yy No. of them are still pending for decision. Concessionaire has not submitted necessary clarifications /details for the following Changes of Scope in spite of several reminders.

***Recommendation: Concessionaire to submit all pending clarifications to Authority. Authority and Concessionaire to expedite pending COS proposals.***

### 1.3 Strip Plan (Summary)

	1. Workfront Unavailable & reason for Unavailability		2. Length completed by layer (MCW)			3. Length completed by layer (Service Road)		
	Length (km)	% Total Pending Length		Length (km)	% Total Length	Length (km)	% Total Length	
<b>Total Length</b>	80		<b>Total Length</b>	80		<b>Total Length</b>	35	
<b>Total Workfront Unavailable</b>	7	12%	<b>Total Length Completed (Till DBM)</b>	27.5	33%	<b>Total Length Completed (Till DBM)</b>	0	0%
<b>Pending Land</b>	0	0%	<b>BC</b>	27	32%	<b>BC</b>	0	0%
<b>Acq.</b>			<b>DBM</b>	27.5	33%	<b>DBM</b>	0	0%
<b>Pending Clearances</b>	7	12%	<b>WMM</b>	29.5	35%	<b>WMM</b>	0	0%
<b>Encumbrances</b>			<b>GSB</b>	32.5	39%	<b>GSB</b>	0	0%
	0	0%	<b>Sub-Grade</b>	35	42%	<b>Sub-Grade</b>	0	0%
			<b>C&amp;G</b>	47.9	57%	<b>C&amp;G</b>	0	0%



Consultancy Services for Independent Engineer for Upgradation of existing highway to two lane with paved shoulders from Parsarma to Araria Section of NH-327E on Hybrid Annuity Mode in the state of Bihar

## Detailed report

### 2 Project Overview

#### 2.1 Salient Features of Project

<b>Project Name</b>	
<b>NH No. (New/ Old)</b>	
<b>Scheme/ Phase</b>	
<b>Mode of the Execution</b> (BOT Toll/ BOT Annuity/ EPC/ HAM/ Item Rate/ Others)	
<b>No. of Lanes/ Configuration</b>	
<b>Length of the Project (in Km)</b>	
<b>Total Project Cost (in Cr)</b>	
<b>No. of Bypasses</b> (Name of Town, Length)	
<b>No. of Major Bridges</b> (Number and Location)	
<b>No. of Toll Plazas</b> (Number and Location)	
<b>No. of Fly Overs</b> (Number and Location)	
<b>DPR Consultant Name</b>	
<b>Lead &amp; Consortium Members of Banks</b>	
<b>Concessionaire Name</b> (SPV & Parent Company)	
<b>Date of Award</b> (LOA Date)	
<b>Appointed Date</b>	
<b>Concession Period</b>	
<b>Construction Period</b> (in Days)	
<b>O&amp;M Period</b> (in Days)	
<b>Scheduled Date of Completion</b>	
<b>Independent Engineer</b>	
<b>IE / AE Agreement Date</b>	
<b>IE / AE Mobilization Date</b>	

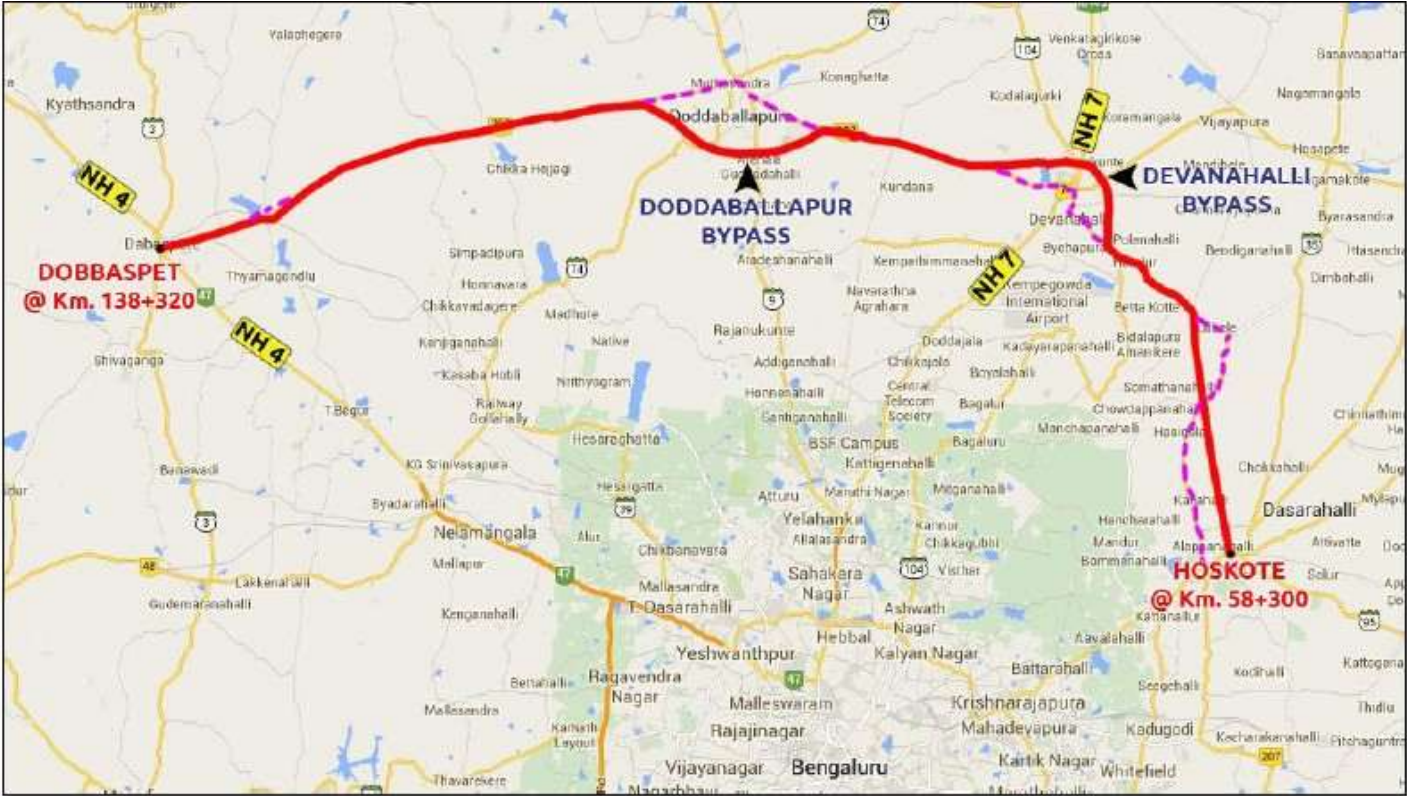
ALL FIGURES & GRAPHS IN TEMPLATES ARE ILLUSTRATIVE. PLEASE ADD ACTUAL DETAILS

## 2.2 Project Milestones

Project Milestone	Description (Days from Appointed Date)	Planned		Actual		Delay (No. of months)	Current Status
		Physical Progress (%)	Scheduled Date	Physical Progress (%)	Revised Date		
<b>Milestone I</b>	<i>[Description]</i>	25	<i>[DD/MM/YYYY]</i>	25	<i>[DD/MM/YYYY]</i>	5	Achieved
<b>Milestone II</b>	<i>[Description]</i>	65	<i>[DD/MM/YYYY]</i>		<i>[DD/MM/YYYY]</i>	22	Started, not achieved
<b>Scheduled Completion</b>	<i>[Description]</i>	100	<i>[DD/MM/YYYY]</i>		<i>[DD/MM/YYYY]</i>	21	Not started

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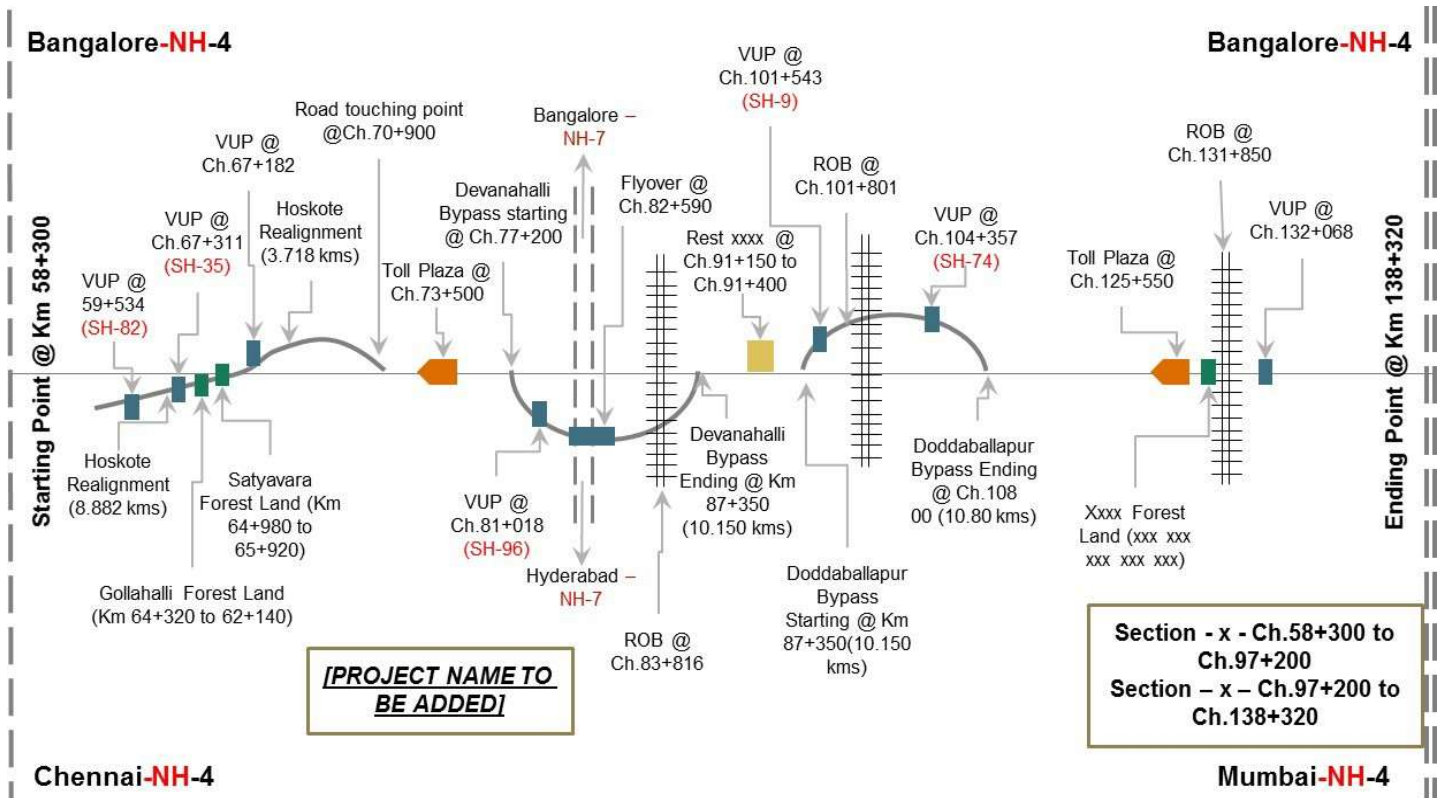
### 2.3 Location Map



Consultancy Services for Independent Engineer for Upgradation of existing highway to two lane with paved shoulders from Parsarma to Araria Section of NH-327E on Hybrid Annuity Mode in the state of Bihar

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DETAILS

## 2.4 Key Plan



[Above image is illustrative only. Please include chainage and name below the axis and list of features above the axis]

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 TEMPLATES ARE ILLUSTRATIVE.  
 PLEASE ADD ACTUAL DETAILS

### 3 Critical Issues & Action Log

#### 3.1 Pending Issues & Action Log

S. No	Issue Description	Type	Ongoing/ New Issue/ Resolved	Concerned Authority	Chainage (s) affected due to the issue	Length affected (km)	Action(s) taken till now	Action(s) suggested by the IE	Expected date/ Actual Date for resolving issue
1	<b>Diversion of Xx ha of forest Land</b>	Clearance	<b>Ongoing Issue</b>	MoEF	[Chainage]	4 kms	1. Proposal submitted to MoEF Letter sent by RO to MoEF nodal officer on [DD/MM/YYYY]	Escalate to higher level officers at MoEF	[DD/MM/YYYY]
2	<b>21 Cr compensation disbursement pending</b>	Land Acquisition	<b>Resolved</b>	[CALANAME]	[Chainage]	2.4 km	1. Escalated to chief secretary level through DO from Chairman/ Secretary, dated [DD/MM/YYYY]		[DD/MM/YYYY]
3	<b>Slow progress by concessionaire</b>	Concessionaire Issue	<b>New Issue</b>	[Concess. Name]	[Chainage]	57 km	None	Project Director to call higher ups of concessionaire	[DD/MM/YYYY]

### 3.2 Obligations as per Contract

#### Expected Contents & Structure

Please write a summary of non-compliances of contractual obligations highlighting reasons for delay, stating pending actions and their potential risk to the project's progress and recommended actions by the IE.

- **Critical obligations and constraints of concessionaire as per contract**
- **Critical obligations of authority as per contract**
- **Critical pending obligations of IE as per contract**
- **NOTE: Please include important issues requiring intervention of various parties, giving details and background wherever necessary**

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### 4 Physical Progress

Component	% Weightage	Physical Progress(During Current Month)	Physical Progress (Cumulative, Upto Current Month)
Road Works	35.00%	5%	15.0%
Major Bridge works and ROB / RUB	40.00%	1.20%	26.2%
Structures	21.00%	0.00%	0.8%
Other Works	4.00%	0.00%	0.0%
<b>Physical Progress</b>		<b>2%</b>	<b>42.0%</b>

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#### 4.1 Detailed Scope of Work & Physical Progress by Component

Component	Cost Weightage in Project (%)	Item Description	Cost Weightage in Component (%)	Planned in Scope (As per Scope of Work)	Progress till Date	%Physical Progress	Value of Physical Progress(7X4)
1	2	3	4	5	6	7	8
<b>1. Road works including culverts, minor bridges, underpasses, overpasses, approaches to ROB/RUB/ Major Bridges/ Structures (but excluding service roads)</b>	35.00%	1. C&G	5.00%	80 km	45 km	56%	2.8%
		2. Embankment	5.00%	80 km	40 km	50%	2.5%
		3. Sub Grade	5.00%	80 km	35 km	44%	2.2%
		4. GSB	5.00%	80 km	33 km	41%	2.1%
		5. WMM	5.00%	80 km	30 km	38%	1.9%
		6. DBM	5.00%	80 km	28 km	35%	1.8%
		7. BC	5.00%	80 km	27 km	34%	1.7%
<b>2. Major Bridge works and ROB/RUB</b>	40.00%	1. Major Bridges	10.00%	6 No	6 No	100%	10.0%
		2. Minor Bridges	5.00%	23 No	21 No	91%	4.6%
		3. Flyovers	5.00%	2 No	0	0%	0.0%
		4. ROB	5.00%	228 No	121 No	53%	2.7%
		5. VUP	5.00%	11 No	6 No	55%	2.7%
		6. PUP	5.00%	15 No	6 No	40%	2.0%
		7. RUB	5.00%	136 No	114 No	84%	4.2%
<b>3. Structures (elevated</b>	21.00%	1. Foundation	5.00%	35 km	2.2 km	6%	0.2%
		2. Sub-	5.00%	35 km	2.1 km	6%	0.2%

<b>sections, reinforced earth)</b>		structure					
		3. Super- structure	5.00%	35 km	2.1 km	6%	0.2%
		4. Reinforced Earth Wall	6.00%	35 km	2.1 km	6%	0.2%
<b>4. Other Works</b>	4.00%	1. Toll Plaza	4.00%	4 No	0	0%	0.0%
<b>GRAND TOTAL</b>			<b>100%</b>				<b>42.0%</b>

## 5 Land Acquisition and Clearance

### 5.1 LA Summary

Description	Total Required (ha)	Total in possession at start (ha)	Total to be acquired (ha)
Existing ROW	135.00	135.00	0.00
Pvt. Land To be Acquired	240.00	0.000	240.00
Public Land To be Transferred	52.00	50.35	1.65
<b>Grand Total</b>	<b>427</b>	<b>185</b>	<b>242</b>

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## 5.2 LA Detail by CALA

CALA	Total Land left to be Acquired (Ha)	3H Pending (ha)	3H Done (ha)	3G Pending (ha)	3G Done (ha)	3DPending (ha)	3DDone (ha)	3APending (Ha)	3ADone (ha)	Amount Awarded (Crore Rs.)	Amount Deposited (Crore Rs.)	Amount Disbursed by CALA (Crore Rs.)	Pending Amount (Crore Rs.)
[CALA 1]	150	15	15	15	135	0	150	0	150	396	370	327	43
[CALA 2]	67	0	0	0	67	0	67	0	67	132	132	120	23
[CALA 3]	23	23	23	23	0	14	9	0	23	0	0	0	0
<b>Grand Total</b>	<b>240</b>	<b>38</b>	<b>202</b>	<b>38</b>	<b>202</b>	<b>14</b>	<b>226</b>	<b>0</b>	<b>240</b>	<b>528</b>	<b>502</b>	<b>447</b>	<b>66</b>

## 5.3 LA Detail by Village for each CALA

### CALA 1

Village	Total Land left to be Acquired (Ha)	3H Pending (ha)	3H Done (ha)	3G Pending (ha)	3G Done (ha)	3DPending (ha)	3DDone (ha)	3APending (Ha)	3ADone (ha)	Amount Awarded (Crore Rs.)	Amount Deposited (Crore Rs.)	Amount Disbursed by CALA (Rs Cr)	Pending Amount (Rs Cr)
[Village 1]	150	15	15	15	135	0	150	0	150	396	370	327	43
[Village 2]	67	0	0	0	67	0	67	0	67	132	132	120	23
[Village 3]	23	23	23	23	0	14	9	0	23	0	0	0	0
<b>Grand Total</b>	<b>240</b>	<b>38</b>	<b>202</b>	<b>38</b>	<b>202</b>	<b>14</b>	<b>226</b>	<b>0</b>	<b>240</b>	<b>528</b>	<b>502</b>	<b>447</b>	<b>66</b>

ALL FIGURES & GRAPHS IN TEMPLATES ARE ILLUSTRATIVE. PLEASE ADD ACTUAL DETAILS

#### 5.4 Manpower details of CALA

CALA	Provided by <AGENCY>/ State Govt	Amins / Surveyors	Patwaris/ Village accountant	Revenue Inspectors/ Kanungo	Tehsildars/ Dep. Tehsildars	Clerks / Sahayaks	Accountants	Computer operators	Peons	Chain man	Total
[CALA 1]	<AGENCY>	4	1	0	0	3	0	3	1	0	12
[CALA 1]	State Govt	2	0	2	0	0	0	1	0	0	5
[CALA 2]	<AGENCY>										
[CALA 2]	State Govt										
<b>Grand Total</b>											

#### 5.5 Clearances Summary

Environment				
Proposal Description	Status	Length Impacted	Current Stage	Issues/ Comments
Approval of construction in coastal zone	Obtained	Nil	Completed	
Forest Land				
Proposal Description	Status	Length Impacted	Current Stage	Issues/ Comments
Diversion of Xx ha ([Chainage])	Pending	[Length in km]	Completed	Stage 1 clearance pending
Diversion of Xx Ha. ([Chainage])	Obtained	Nil	Ongoing	

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<b>Wildlife</b>				
<b>Proposal Description</b>	<b>Status</b>	<b>Length Impacted</b>	<b>Current Stage</b>	<b>Issues/ Comments</b>
Diversion of Xx Ha. of forest land	Pending	<i>[Length in km]</i>	Ongoing	Queries sent to MoEF by RO, compliance pending
<b>Tree Cutting</b>				
<b>Proposal Description</b>	<b>Status</b>	<b>Length Impacted</b>	<b>Current Stage</b>	<b>Issues/ Comments</b>
N.A.	N.A.	N.A.	N.A.	N.A.
<b>Railway (ROBs/RUBs)</b>				
<b>Proposal Description</b>	<b>Status</b>	<b>Length Impacted</b>	<b>Current Stage</b>	<b>Issues/ Comments</b>
<i>[GAD Number]</i>	Proposal Submitted, Approval pending	<i>[Chainage]</i>	Uploaded on portal on <i>[DD/MM/YYYY]</i>	N.A.

## 5.6 Status of utilities shifting

Utility Category	Name	Status	Length affected	Department	Date of request by Authority for estimate	Date when Estimate was Received from concerned dept.	Date of Approval by Authority RO/ HQ	Date of Deposit of supervision charge	Progress of Physical Shifting	Date of Certification from Agency for Completion	Estimate Amount	Issue/ Comments
Water		Estimate Approved	[Length in km]	[DEPARTMENT]	[DD/MM/YYYY]	[DD/MM/YYYY]	[DD/MM/YYYY]	[DD/MM/YYYY]	Not started	TBD		
Electricity		Estimate Approved	[Length in km]	[DEPARTMENT]	[DD/MM/YYYY]	[DD/MM/YYYY]	[DD/MM/YYYY]	[DD/MM/YYYY]	Not started	TBD		
Others		Estimate Approved	[Length in km]	[DEPARTMENT]	[DD/MM/YYYY]	[DD/MM/YYYY]	[DD/MM/YYYY]	[DD/MM/YYYY]		TBD		

## 6 Change of Scope

S No.	Proposal Details	Date of first submission to IE	Current Status	COS Amount	ected/ Actual Date of Approval
1	Construction of [Flyover Name] at [Chainage]	[DD/MM/YYYY]	Approved in principle by Authority. Detailed quantities in proper order yet to be submitted	[+/- Amount]	[DD/MM/YYYY]
2	Nallah diversion through box culvert at [Chainage]	[DD/MM/YYYY]	Clarifications to be submitted by Concessionaire, expected date [DD/MM/YYYY]	[+/- Amount]	[DD/MM/YYYY]

## 7 Mobilization of Resources

S No.	Equipment Name	Make	Model	Age of Equipment	Planned/ Required Quantity	Actual Quantity	Deployed During the Month	Reason(s) for Under/Over Mobilization	Expected Delay due to Under-Mobilization	Remarks
	Excavator/Poolain					5				
	Paver					2				
	Transit Meter					0				
	Plate Compactors					0				
	[ADD OTHERS]									

## 8 Financial Progress Details (for PPP projects)

### 8.1 Pen Picture - Escrow

TPC (Cr)	Cumulative inflow to Escrow till previous month (Cr)	Cumulative outflow from Escrow till previous month(Cr)	Inflow to Escrow during the month (Cr)	Outflow from Escrow during the month(Cr)
1,206	1,033	900	30	35

Are the Escrow withdrawals in accordance with the order of withdrawal as specified in the Concession Agreement?

*Tick as applicable*

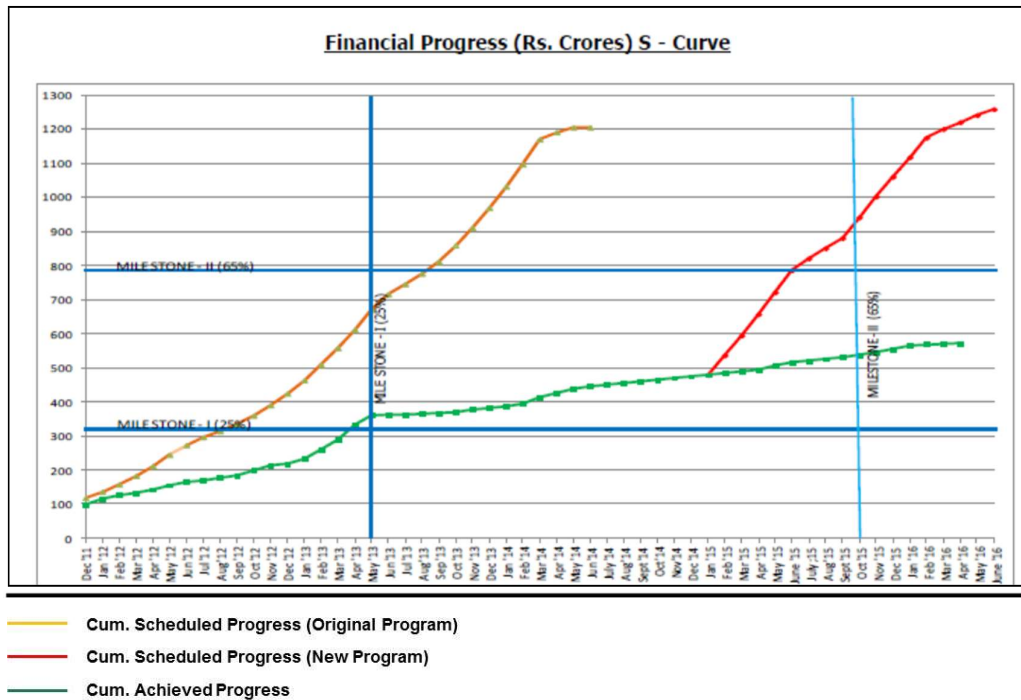
If not, details to be provided below:

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### 8.2 Escrow details

TPC (Cr)	Cumulative exp. till date (Cr)	Escrow Plan till date- Debt (BOT)(Cr)	Escrow Plan till date- Equity (BOT) (Cr)	Escrow Plan till date- VGF (BOT) (Cr)	Escrow Actual till date- Debt (BOT) (Cr)	Escrow Actual till date- Equity (BOT) (Cr)	Escrow Actual till date- VGF (BOT) (Cr)
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1,206	1,033	900	306	-	769	264	-
-------	-------	-----	-----	---	-----	-----	---



PLEASE EXCLUDE OUTSTANDING MOBILIZATION FEE/ ADVANCE IN S-CURVE

## 9 Summary of quality control tests

### 9.1 Tests witnessed by IE / AE

Description	Frequency of tests		Unit	Total test up to Previous Month			Total test in This Month			Cumulative No. of tests			Remarks
	No.s	Qty.		Conducted	Pass	Fail	Conducted	Pass	Fail	Conducted	Pass	Fail	
<b>Sub grade</b>													
Procter test	1	1500	m3	0	0	0	0	0	0	0	0	0	
Atterberg Limits	1	1500	m3	0	0	0	0	0	0	0	0	0	
Free Swell Index	1	1500	m3	0	0	0	0	0	0	0	0	0	
Grain Size Analysis	1	1500	m3	0	0	0	0	0	0	0	0	0	

Description	Frequency of tests		Unit	Total test up to Previous Month			Total test in This Month			Cumulative No. of tests			Remarks
	No.s	Qty.		Conducted	Pass	Fail	Conducted	Pass	Fail	Conducted	Pass	Fail	
C.B.R	1	3000	m3	0	0	0	0	0	0	0	0	0	
<b>Granular Sub Base</b>													
Gradation	1	200	m3	151	151	0	5	5	0	156	156	0	
Atterberg Limits	1	200	m3	151	136	15	5	5	0	151	136	15	
Procter test	1	1500	m3	0	0	0	0	0	0	0	0	0	
<b>Wet Mix Macadam</b>													
<b>Filter material</b>													
<b>Concrete</b>													
<b>Cement</b>													
<b>Water</b>													
<b>Prime Coat</b>													
<b>Tack coat</b>													
<b>Dense Bituminous Macadam</b>													
<b>Bituminous Concrete</b>													
<b>Bitumen test</b>													
<b>DLC</b>													
<b>Steel</b>													

## 9.2 Tests conducted by IE / AE

<Quality inspection test results to be reported in a table similar to the table provided in previous section>

Consultancy Services for Independent Engineer for Upgradation of existing highway to two lane with paved shoulders from Parsarma to Araria Section of NH-327E on Hybrid Annuity Mode in the state of Bihar

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## 10 Monitoring of maintenance obligations during construction phase

### 10.1 Critical issues and action log

SNo	Issue Description	Ongoing/New Issue	Concerned Authority	Chainage(s) affected due to the issue	Length affected (km)	Action(s) taken till now	Action(s) suggested by SC	Expected Date for resolving
1	Drying up of plants on median	Ongoing	Concessionaire	325+200 to 327+800	2.6	Irregular watering	Replacement of plants and daily watering	NA
2	Large potholes	New	Concessionaire	387+300 LHS	0.1	None	Filling of potholes	<DD/MM> >M

### 10.2 Summary of repair work

SNo	Description	Unit	Total	Work done upto previous month	Work done during reporting month	Balance	Remarks
<b>1</b>	<b>Carriageway and paved shoulders</b>						
(a)	Pot Holes	Sqm	42	-	-	42	
(b)	Roughness value exceeding 2,500mm	mm					
(c)	Cracking in more than 5% of road surface	Sqm	7179	-	-	7179	
(d)	Rutting exceeding 10mm in more than 2% of road surface	Sqm	5	-	-	5	
(e)	Bleeding/Skidding	Sqm					

SNo	Description	Unit	Total	Work done upto previous month	Work done during reporting month	Balance	Remarks
(f)	Ravelling	Sqm					
(g)	Damage to pavement edges exceeding 10cm	m					
<b>2</b>	<b>Hard/Earth Shoulders</b>						
(a)	Rain cuts/ gullies in slope	Cum	650	25	-	625	
(b)	Edge drop at shoulders exceeding 40 mm	m					
<b>3</b>	<b>Drains and culverts</b>						
(a)	Cleaning of Culvert	Nos	1	-	-	1	
(b)	Damage to or silting of culverts						
(c)	Silting of drains in urban/ semi urban areas						
<b>4</b>	<b>Road furniture</b>						
(a)	Sign Boards	Nos	456	-	-	456	
(b)	Kilometer Stones						
(c)	Metal Beam Crash Barrier						
(d)	Bus Shelters	Nos	72	4	-	68	
(e)	Junction signs	Nos	26	8	-	18	
(f)	Median Grills	Rmt	894	-	-	894	
(g)	Studs	Nos	5328	-	-	5328	
(h)	Delinators	Nos	8236	-	-	8236	
(i)	Road Marking	Sqm	1899	-	-	1899	
(j)	Kerb Painting	Sqm	4575	-	-	4575	
(k)	Guard Posts	Nos	3657	-	-	3657	

Consultancy Services for Independent Engineer for Upgradation of existing highway to two lane with paved shoulders from Parsarma to Araria Section of NH-327E on Hybrid Annuity Mode in the state of Bihar

SNo	Description	Unit	Total	Work done upto previous month	Work done during reporting month	Balance	Remarks
<b>5</b>	<b>Street lighting and telecom (ATMS)</b>						
(a)	Street lights	Nos					
(b)	Telecom	Nos					
<b>6</b>	<b>Trees and plantation</b>						
(a)	Removal of vegetation affecting sight line and road structures	Ha	77.42	-	3.57	73.85	
(b)	Replacement of trees and bushes	Nos	15072	-	-	15072	
<b>7</b>	<b>Buildings and bridges</b>						
(a)	Rest areas						
(b)	Toll plazas						
(c)	Bridges						

### 10.3 Status of damages

SNo	Period	Amount of damages (Rs)
1	Upto June 2016	
2	Jul 2016	
3	Aug 2016	
4	Sep 2016	
	<b>Total</b>	

## 11 Safety features

### 11.1 Pen picture of safety features

Details to be provided after assessment of the site requirement vis-à-vis provisions in the Concession Agreement:

Location of Black Spots	Suggested Remedial Measures within	Additional Remedial Measures (if any)	Financial implications of additional Remedial
-------------------------	------------------------------------	---------------------------------------	---

	provisions of Concession Agreement		Measures for Authority(Cr.)

## 11.2 Accident Report

S No	Date	Chainage no	Time of accident	Sex (M/F)	A	B	C	D	E	F	G	H	I	J	K	No of affected persons			Help provided by
					Accident	Nature of	Classification of	Causes	Load	Road condition	Intersection	Weather	Age of victim	Type of victim	Type of vehicle	Fatal	Major	Minor	
1	1/1/17	382/050 RHS	05:25 pm	M	2	2	3	4	1	1	-	1	3	1	3	-	1	1	Ambu

## Mapping of report fields to responses

A	1. Urban 2. Rural
B	1. Overturned 2. Head On Collision 3. Hit from Back 4. Hit to Fix Object 5. Right turn Collision 6. Left turn Collision 7. Veered Out off The Road 8. Hit Pedestrian 9. Unknown/Hit & Ran Away
C	1. Fatal 2. Major injury 3. Minor injury
D	1. Drunken 2. Over Speeding 3. Vehicle out of Control 4. Driven on wrong side 5. Mechanical Problem 6. Drowsiness/Not Applicable 7. Fault of Driver
E	1. Normally Loaded 2. Overloaded/Handing 3. Empty 4. Unknown
F	1. Straight road 2. Slight Curve 3. Sharp Curve 4. Hump 5. Dip
G	1. T-Junction 2. Y-Junction 3. Four arm Junction 4. Staggered Junction 5. Junction with more than 6. Round about
H	1. Fine/Clear 2.Mist/Fog 3. Cloudy 4. Light Rain 5. Heavy Rain 6. Strong Wind 7. Dust Storm 8. Cold 9. Hot
I	1. 0-18 Years 2. 18-25 Years 3. 25-40 Years 4.40-60 Years 5. 60-80 Years
J	1. Driver 2. Passenger 3. Pedestrian 4. Cyclist 5. Others
K	1. Two Wheeler 2. Auto Rickshaw 3. Car/Jeep 4. Bus 5. Light Truck 6. Heavy Truck 7. Tractor 8. Bicycle 9. Cycle Rickshaw 10. Hand Drawn Cart 11. Animal Drawn Cart

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## 12 Annexures

### Annex 1. Detailed List of Physical Components as per Schedule G

Component	Physical Item
<b>Road works including culverts, minor bridges, underpasses, overpasses, approaches to ROB/RUB/ Major Bridges/ Structures (but excluding service roads)</b>	<b>A- Widening and strengthening of existing road</b>
	(1) Earthwork up to top of the sub-grade
	(2) Granular work (sub- base, base, shoulders)
	(a) GSB
	(b) WMM
	(3) Shoulders
	(4) Bituminous work
	(a) DBM
	(b) BC
	(5) Rigid Pavement
	Concrete work
	(6) Widening and repair of culverts
	(7) Widening and repair of minor bridges
	<b>B- New realignment/bypass</b>
	(1) Earthwork up to top of the sub-grade
	(2) Granular work (sub- base, base, shoulders)
	(a) GSB
	(b) WMM
	(3) Shoulders
	(4) Bituminous work
	(a) DBM
	(b) BC
	(5) Rigid Pavement
Concrete work	
<b>C- New culverts, minor bridges, underpasses, overpasses on existing road, realignments, bypasses:</b>	
(1) Culverts	

ALL FIGURES & GRAPHS IN TEMPLATES ARE ILLUSTRATIVE. PLEASE ADD ACTUAL DETAILS

Component	Physical Item
<b>Road works including culverts, minor bridges, underpasses, overpasses, approaches to ROB/RUB/ Major Bridges/ Structures (but excluding service roads)</b>	(2) Minor bridges
	(a) Foundation
	(b) Sub-structure
	(c) Super-structure (including crash barriers etc. complete)
	(3) Cattle/Pedestrian underpasses
	(a) Foundation
	(b) Sub-structure
	(c) Super-structure (including crash barriers etc. complete)
	(4) Pedestrian overpasses
	(a) Foundation
	(b) Sub-structure
	(c) Super-structure (including crash barriers etc. complete)
	(5) Grade separated structures
	(a) Underpasses
	(i) Foundation
	(ii) Sub-structure
	(iii) Super-structure (including crash barriers etc. complete)
	(b) Overpass
	(i) Foundation
	(ii) Sub-structure
(iii) Super-structure (including crash barriers etc. complete)	
(c) Flyover	
(i) Foundation	
(ii) Sub-structure	
(iii) Super-structure (including crash barriers etc. complete)	
(d) Foot over Bridge	
<b>Major Bridge</b>	<b>A- Widening and repairs of Major Bridges</b>

Component	Physical Item
<b>works and ROB/RUB</b>	(1) Foundation
	(a) Open Foundation
	(b) Pile Foundation/Well Foundation
	(2) Sub-structure
	(3) Super-structure (including crash barriers etc. complete)

Component	Physical Item
	<b>B- Widening and repair of</b>
	(a) ROB
	(1) Foundation
	(2) Sub-structure
	(3) Super-structure (including crash barriers etc. complete)
	(b) RUB
	(1) Foundation
	(2) Sub-structure
	(3) Super-structure (including crash barriers etc. complete)
	<b>C- New Major Bridges</b>
	(1) Foundation
	(a) Open Foundation
	(b) Pile Foundation/Well Foundation
	(2) Sub-structure
	(3) Super-structure (including crash barriers etc. complete)
	<b>D- New rail-road bridges</b>
	(a) ROB
	(1) Foundation
	(2) Sub-structure
	(3) Super-structure (including crash barriers etc. complete)
	(b) RUB
(1) Foundation	
(2) Sub-structure	
(3) Super-structure (including crash barriers etc. complete)	

ALL FIGURES & GRAPHS IN TEMPLATES ARE ILLUSTRATIVE. PLEASE ADD ACTUAL DETAILS

Component	Physical Item
<b>Structures (elevated sections, reinforced earth)</b>	(1) Foundation
	(2) Sub-structure
	(3) Super-structure (including crash barriers etc. complete)
	(4) Reinforced Earth Wall (includes Approaches of ROB, Underpasses, Overpasses, Flyover etc.
<b>Other Works</b>	<b>(i) Service roads/ Slip Roads</b>
	<b>(ii) Toll Plaza</b>
	<b>(iii) Road side drains</b>
	<b>(iv) Road signs, markings, km stones, safety devices, ....</b>
	<b>(a) Road signs, markings, km stones, ....</b>
	<b>(b) Concrete Crash Barrier/ W-Beam Crash Barrier in Road work</b>
	<b>(v) Project facilities</b>
	(a) Bus bays
	(b) Truck lay-byes
	(c) Rest areas
	<b>(vi) Repairs to bridges/structures</b>
	<b>(vii) Road side plantation</b>
	<b>(viii) Protection works</b>
	(a) Boulder Pitching on slopes
	(b) Toe/Retaining wall
	<b>(ix) Tunnel</b>
	(a) Excavation
	(b) Construction of support system including rock bolting, lining etc.
	(c) On complete completion of tunnel
	<b>(x) Miscellaneous</b>

\* The above list is illustrative and may require modification as per the actual scope of the work

## **Annex 2. Onwards**

IE / AE should include comments, status update, data points and reports in following annexures which have not been included elsewhere in the main report. Such reports may include but not limited to:

- Review status of drawings/ design reports
- Review status of other documents
- Minutes of review meeting
- Detailed Inspection report of project highway
- Correspondence details
- Weather report
- Organizational chart of Concessionaire / Contractor and IE / AE
- List of lab equipment
- Details of user complaints
- Project photographs

**Annexure VI- Monthly Status Report in O&M phase**



[NAME & LOGO OF IMPLEMENTING AGENCY]

*[PROJECT NAME (O&M)]*

**Independent Engineer**

*[NAME OF CONSULTING FIRM]*

**MONTHLY STATUS REPORT NO. [XX]**

**FOR THE MONTH OF: [MONTH], [YEAR]**

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All figures and graphs in templates are illustrative. Please add actual details.

## 1 Executive Summary

### 1.1 Overall road condition

Road condition	LHS	RHS
Satisfactory road condition	40 km	20 km
Poor road condition	50 km	70 km
Total length of project	90 km	90 km

### 1.2 Key reporting metrics

Key metrics	Value/Amount
No of pending NCRs	35
Damages amount recommended on Concessionaire (Rs Cr)	Rs 5.9 Cr
No of pending Change of Scope proposals	2
No of pending disputes	2
Monthly toll collection (Rs Cr) (If applicable)	Rs 3.8 Cr
No of accidents	12
No of encroachments	47

### 1.3 Key maintenance activities undertaken

Asset	Maintenance activities undertaken
Pavement	<ul style="list-style-type: none"> <li>Concessionaire has commenced the work for renewal and repair of pavement on the project highway w.e.f 14th September 2016</li> </ul>
Shoulder	
Drainage	<ul style="list-style-type: none"> <li>Cleaning of drainage in builtup areas n progress</li> </ul>
Median	
Road furniture	<ul style="list-style-type: none"> <li>Concessionaire has taken up repairs and maintenance of MCB and electric poles, etc on issuance of NCPs from Independent Engineer</li> </ul>
Bridges	
Buildings	<ul style="list-style-type: none"> <li>As per provisions of CA and policy decided by MoRTH/&lt;AGENCY&gt;, 2 ETC lanes at each toll plaza have been operationalised w.e.f. 25th September 2016. The connectivity of ETC lanes with Central Clearing House (CCH) has been achieved and presently ETC lanes are operationalized in Hybrid Mode due to less number of tags purchased by highway users</li> </ul>
Horticulture	<ul style="list-style-type: none"> <li>Planting of new trees from Chainage 200+300 to 226+650</li> <li>Trimming of plants which were causing obstruction to highway users</li> </ul>

#### 1.4 Pending issues

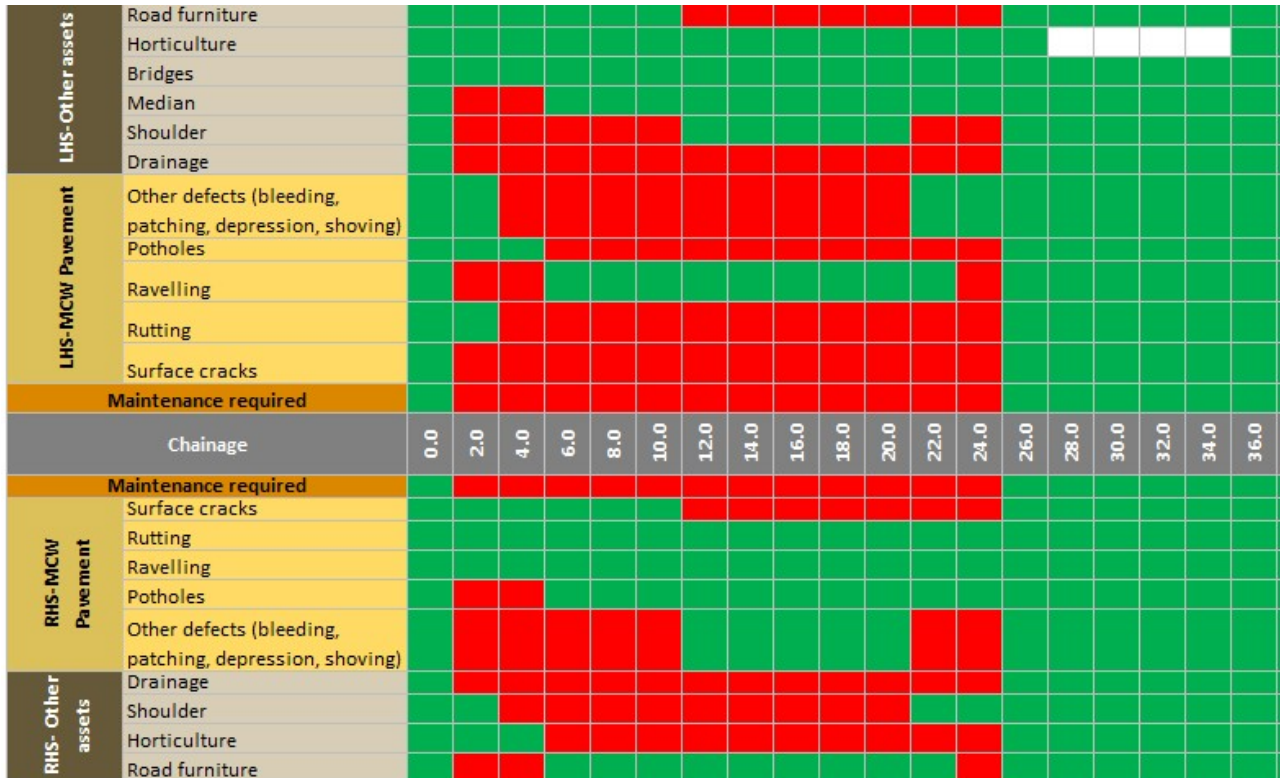
- Overlay on the entire stretch of project length of 252 km and service roads has not been taken up by Concessionaire yet since the date of completion of overlay is due in next 25 days
- Over all progress is very slow regarding repair of potholes and rutting on Main Carriageway which is causing inconvenience to highway users and is also a concern from road safety point of view.
- Street lighting in
  - **Anantapur bypass** completed on main carriageway and is energized but for service roads street lighting is pending on both sides
  - **Kurnool bypass** erection of poles only completed in main carriageway not yet energized till to date, but for service roads not started

#### 1.5 Recommended actions by Independent Engineer

- In spite of the repeated requests, there is no material change in status of works pertaining to repairs/ rectifications of defects on the project highway. IE has recommended the damages of Rs 5.9 Cr on the Concessionaire on account of delay in repairs of defects in road and bridge works in terms of the provision of Clause 15.8.1 of the Concession Agreement. Concessionaire shall be liable for imposition of further damages on similar lines till the date of completion
- Concessionaire is requested to take at most care for completing the overlay before 31.03.2017 since the existing road condition is getting deteriorated day by day causing much inconvenience to the traffic

All figures and graphs in templates are illustrative. Please add actual details.

### 1.6 Strip Plan for maintenance



Satisfactory road condition (Maintenance not required)	Green
Poor road condition (Maintenance required)	Red

*All figures and graphs in templates are illustrative. Please add actual details.*

## Main report

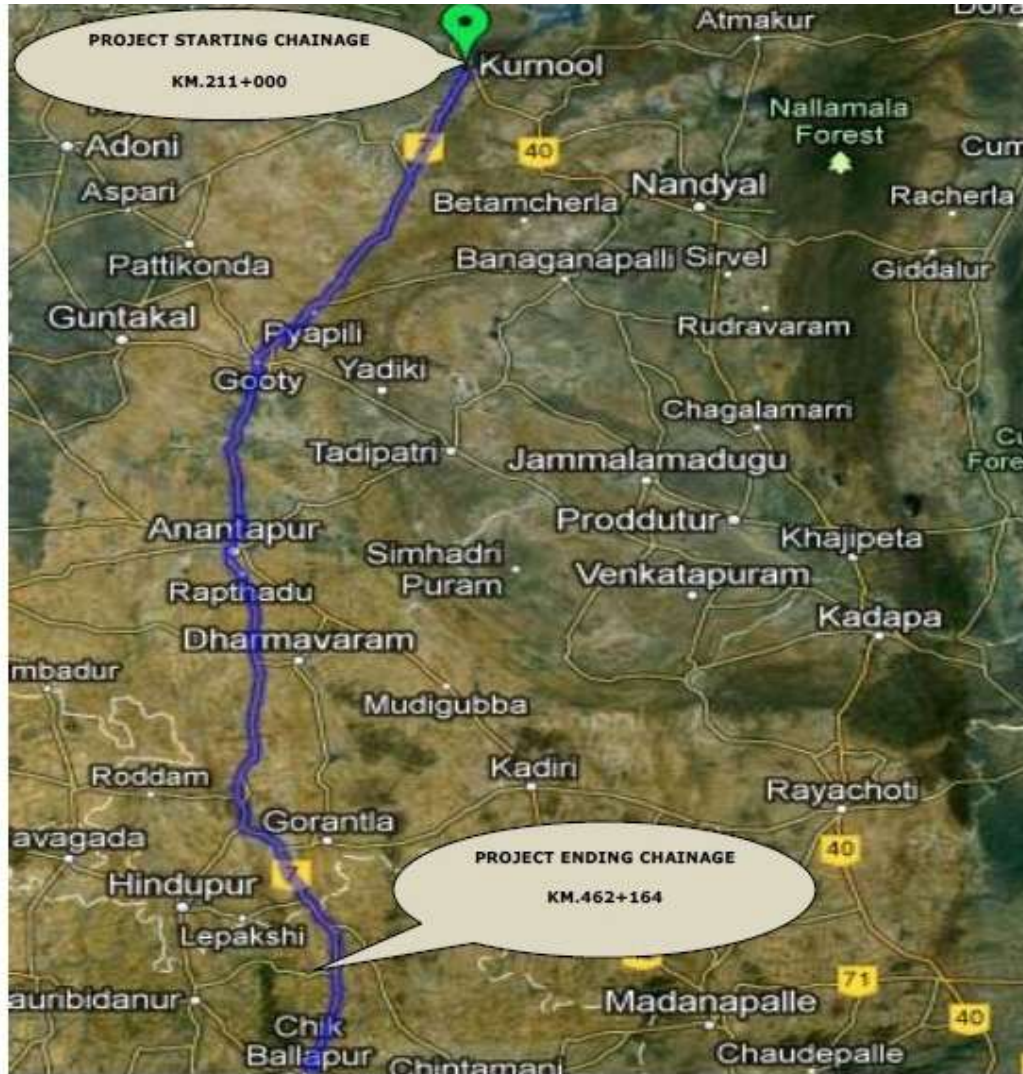
### 2 Project Overview

#### 2.1 Key project details

Project Name	
NH no (New/Old)	
Mode of the Project	
No. of Lanes	
Length of the Project	
Total Project Cost	
Concessionaire/ Contractor	
Date of Award (LOA date)	
Appointed Date	
Commercial Operation Date (COD)	
Concession Period	
O&M Period	
Independent Engineer	
IE Agreement Date	
IE Mobilization Date	
IE Scheduled Completion Date	
IE EOT (Extension Of Time)	

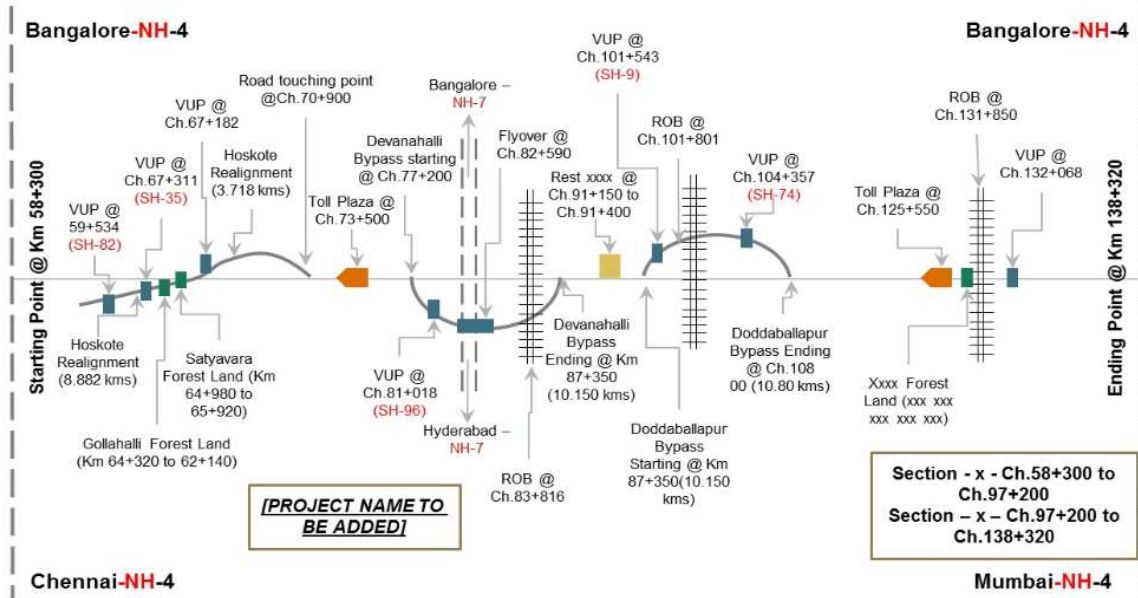
All figures and graphs in templates are illustrative. Please add actual details.

## 2.2 Location Map



All figures and graphs in templates are illustrative. Please add actual details.

### 2.3 Key plan



RoW availability

### Width of RoW available on both sides of the highway

LHS- Width of RoW available	Chainage									
	1.8	1.8								
>20 m										
20 m										
18 m										
16 m						16	16	16	16	16
14 m										
12 m										
10 m										
8 m			8.2	8.2	8.2	8.2	8.2			
6 m										
4 m									4.7	4.7
2 m	1.8	1.8								
RHS- Width of RoW available	Chainage									
	2 m									
	4 m									
	6 m							6.2	6.2	6.2
	8 m									
	10 m	10	10							
	12 m									
	14 m									
	16 m									
	18 m			17.5	17.5	17.5	17.5	17.5	17.5	17.5
20 m										
>20 m									25	

All figures and graphs in templates are illustrative. Please add actual details.

## 2.4 Summary of project features

SNo	Particulars	Value
1	No of flyovers	2
2	Service Road	45
3	ROBs	5
4	ROB location (chainage)	261.975, 299.606, 350.547, 396.135 & 420.302
5	RUBs	0
6	RUB location (chainage)	NA
7	No of Bypass	7
8	Length of Bypass	43
9	No of Major Bridges	7
10	No of Minor Bridges	67
11	No of Culvert	640
12	No of VUP	16
13	No of PUP/ Cattle Underpass	12
14	No of Major Intersection/ Junction	22
15	No of Toll Plaza	3
16	Location of Toll Plaza (chainage)	
17	No of Truck Laybye	30
18	No of Bus Bays	122
19	No of Wayside Amenities	0
20	Location of Wayside Amenities (chainage)	NA

### 3 Critical Issues and Action taken

#### 3.1 Issue and action log

SNo	Issue Description	Ongoing/New Issue	Concerned Authority	Chainage(s) affected due to the issue	Length affected (km)	Action(s) taken till now	Action(s) suggested by SC	Expected Date for resolving issue
1	Drying up of plants on median	Ongoing	Concessionaire	325+200 to 327+800	2.6	Irregular watering	Replacement of plants and daily watering	NA
2	Large potholes	New	Concessionaire	387+300 LHS	0.1	None	Filling of potholes	<DD/MM M>

*All figures and graphs in templates are illustrative. Please add actual details.*

#### 3.2 Summary of items (Cumulative Observations/ Deficiencies)

SNo	Description	Unit	Total	Work done upto previous month	Work done during reporting month	Balance	Remarks
<b>1</b>	<b>Carriageway and paved shoulders</b>						
(a)	Pot Holes	Sqm	42	-	-	42	
(b)	Roughness value exceeding 2,500mm	mm					
(c)	Cracking in more than 5% of road surface	Sqm	7179	-	-	7179	
(d)	Rutting exceeding 10mm in more than 2% of road surface	Sqm	5	-	-	5	
(e)	Bleeding/Skidding	Sqm					
(f)	Ravelling	Sqm					
(g)	Damage to pavement edges exceeding 10cm	m					
<b>2</b>	<b>Hard/Earth Shoulders</b>						

SNo	Description	Unit	Total	Work done upto previous month	Work done during reporting month	Balance	Remarks
(a)	Rain cuts/ gullies in slope	Cum	650	25	-	625	
(b)	Edge drop at shoulders exceeding 40 mm	m					
<b>3 Drains and culverts</b>							
(a)	Cleaning of Culvert	Nos	1	-	-	1	
(b)	Damage to or silting of culverts						
(c)	Silting of drains in urban/ semi urban areas						
<b>4 Road furniture</b>							
(a)	Sign Boards	Nos	456	-	-	456	
(b)	Kilometer Stones						
(c)	Metal Beam Crash Barrier						
(d)	Bus Shelters	Nos	72	4	-	68	
(e)	Junction signs	Nos	26	8	-	18	
(f)	Median Grills	Rmt	894	-	-	894	
(g)	Studs	Nos	5328	-	-	5328	
(h)	Delinators	Nos	8236	-	-	8236	
(i)	Road Marking	Sqm	1899	-	-	1899	
(j)	Kerb Painting	Sqm	4575	-	-	4575	
(k)	Guard Posts	Nos	3657	-	-	3657	
<b>5 Street lighting and telecom (ATMS)</b>							
(a)	Street lights	Nos					
(b)	Telecom	Nos					
<b>6 Trees and plantation</b>							
(a)	Removal of vegetation affecting sight line and road structures	Ha	77.42	-	3.57	73.85	

SNo	Description	Unit	Total	Work done upto previous month	Work done during reporting month	Balance	Remarks
(b)	Replacement of trees and bushes	Nos	15072	-	-	15072	
<b>7</b>	<b>Buildings and bridges</b>						
(a)	Rest areas						
(b)	Toll plazas						
(c)	Bridges						

### 3.3 Obligations as per contract

*Please write a summary of contractual obligations of Concessionaire and non-compliances of critical obligations highlighting reasons for delay and stating pending actions*

- **Critical obligations of Concessionaire as per contract**
  
- **Non compliances of critical contractual obligations**

### 3.4 Major maintenance and Inspection schedule

Item	Responsibility	Last completed on	Due date
Major maintenance	Concessionaire	[DD/MM/YY]	[DD/MM/YY]
Periodic overlay	Concessionaire	[DD/MM/YY]	[DD/MM/YY]
Pavement inspection using NSV	Independent Engineer	[DD/MM/YY]	[DD/MM/YY]
Roughness using Laser Profilometer	Independent Engineer	[DD/MM/YY]	[DD/MM/YY]
Pavement strength using FWD	Independent Engineer	[DD/MM/YY]	[DD/MM/YY]
Bridge inspection using MBIU	Independent Engineer	[DD/MM/YY]	[DD/MM/YY]
Road sign inspection using Reflectometer	Independent Engineer	[DD/MM/YY]	[DD/MM/YY]
Other			

All figures and graphs in templates are illustrative. Please add actual details.

## 4 Inspection Report

### 4.1 Summary of NCR issued

SNo	Highway asset	Total NCR issued till previous month (A)	NCR issued in reporting month (B)	NCR closed in reporting month (C)	Balance NCR (A+B-C)
1	Pavement	48	12	25	35
2	Shoulder	7	0	3	4
3	Drainage				
4	Median				
5	Road furniture				
6	Bridges				
7	Buildings				
8	Horticulture				
9	[Other assets]				
	<b>Total</b>				

### 4.2 Equipment based inspection report

Starting Chainage	Ending Chainage	Lane number	Pavement Surface Defects							Roughness IRI (International Roughness Index)	Pavement Strength		
			Cracks (cm)	Potholes (cm)	Raveling (cm)	Bleeding (cm)	Rutting depth (mm)	Texture depth (mm)	Skid Resistance (mm)		Elastic Modulus Bituminous E1	Elastic Modulus Granular E2	Elastic Modulus SubGrade E3
0.000	0.500	L1	2X10	20X35	2.5X1.24X12	25	1.4		4.23	7110	34	14	
0.500	1.000	L1	3X5	10X15	1.5X0.83X10	24	1.8		2.68	7430	36	15	
1.000	1.500	L1											

Report of equipment based inspection needs be provided as an Annexure to monthly report as per the defined frequency. Following documents/media to be submitted for equipment based inspection.

- Video footage of all cameras installed on Network Survey Vehicle- ROW cameras and pavement camera
- Network Survey Vehicle report capturing dimensions of following key metrics of pavement
  - Cracks
  - Potholes
  - Raveling
  - Bleeding
  - Rutting
  - Texture depth
  - Skid resistance
  - Roughness (IRI)
- Falling Weight Deflectometer (FWD) report capturing following key metrics of pavement strength
  - Deflection Bowl (Transient Deflections at seven different points)
  - Corrected Elastic Modulus Bituminous E1
  - Corrected Elastic Modulus Granular E2
  - Corrected Elastic Modulus Subgrade E3
  - Subgrade CBR
  - Bituminous layer coefficient A1
  - Base layer coefficient A2
  - Granular base layer coefficient A3
  - Modified structural number
- Mobile Bridge Inspection Report (MBIU) capturing following key metrics of bridges
  - Condition Approach
  - Condition Signs
  - Condition Debris
  - Condition Joint
  - Condition Deck
  - Condition Rails
  - Condition Protect

- Condition Stream
  - Condition Superstructure
  - Condition Piers
  - Condition Abutment
- Retro reflectometer report capturing following key metrics of road furniture
  - Coefficient of retro reflected luminance  $R_A$  (night-time retro reflection) of road traffic signs

All figures and graphs in templates are illustrative. Please add actual details.

## 5 Monitoring of ETC lanes

### 5.1 Monthly ETC Report

TYPE OF VEHICLE			For Corresponding month of previous year		For Previous Month		For Current Month		
			No of vehicles	Fee Collected	No of vehicles	Fee Collected	Fee per vehicle	No of vehicles	Fee Collected
A	Car	Total	3845	384500	4659	465,900.00	100	4289	428,900.00
B	LCV	Total	1521	243360	1312	209,920.00	160	1399	223,840.00
C	Bus	Total	2404	793386	2284	765,207.00	201	2349	786,915.00
D	Truck	Total	1603	528924	1523	510,138.00	134	1566	524,610.00
E	3 Axle	Total	18990	6836400	16310	5,953,150.00	365	15127	5,521,355.00
F	MAV	Total	16119	8381880	21111	11,188,830.00	530	18790	9,958,700.00
G	Over Size	Total	1	630	27	17,280.00	640	36	23,040.00
<b>Total for the Month</b>			<b>49844</b>	<b>18,050,618</b>	<b>52963</b>	<b>19,898,834</b>		<b>49016</b>	<b>18,265,661</b>

### 5.2 On-ground infrastructure report

Total number of plaza lanes =

Total number of dedicated ETC lanes =

Total number of hybrid lanes =

SNo	Description	Total units	Units working	Units damaged/missing	Equipment owner/provider	Equipment as per specifications (Y/N)	Remarks
1	Hardware						

SNo	Description	Total units	Units working	Units damaged/missing	Equipment owner/provider	Equipment as per specifications (Y/N)	Remarks
(a)	Over-head transceiver	4	3	1	ABC Co.	Y	
(b)	Hand-held reader						
(c)	Lane controller						
(d)	AVC						
(e)	Camera						
(f)	Weigh-in-motion						
(g)	Static weigh bridge						
(h)	Any other items						
<b>2</b>	<b>Softwares</b>						
(a)	Software – Lane/ Plaza level						
(b)	TMS						
(c)	Any other items						

### 5.3 On-ground ETC operations and SLA adherence

Lane	Average queue length during peak time	Average queue length during non peak time	Average Transaction time (cash)	Average transaction time (RFID)	Average transaction time (cards)	Average transaction time (wallet)	Average transaction time (others)
Lane 1	10 vehicles	5 vehicles	15 seconds	10 seconds	20 seconds	25 seconds	UPI – 20 seconds
Lane 2							
Lane 3							

- Average system uptime = 80%
- Transactions uploaded (as per SLA) = 80%
- Blacklists uploaded (as per SLA) = 50%
- Blacklists downloaded (as per SLA) = 85%

Consultancy Services for Independent Engineer for Upgradation of existing highway to two lane with paved shoulders from Parsarma to Araria Section of NH-327E on Hybrid Annuity Mode in the state of Bihar

## 6 Status of Damages for breach of maintenance activities

### 6.1 Damages for non-completion of project facilities

SNo	Period	Amount of damages (Rs)
1	Upto June 2016	15,00,35,000
2	Jul 2016	2,00,88,000
3	Aug 2016	2,00,88,000
4	Sep 2016	1,94,40,000
	<b>Total</b>	<b>20,96,51,000</b>

#### Supporting Calculations for damages for Sep 2016

- No of days in Sep = 30
- Performance security is Rs 64,80,00,000
- As per CA Clause 12.3.2 damages payable is 0.1% of performance security per day = Rs 6,48,000
- Total damages payable = 30 X 6,48,000 = Rs 1,94,40,000

### 6.2 Damages for breach of maintenance activities

SNo	Period	Amount of damages (Rs)
1	Upto June 2016	1,00,35,000
2	Jul 2016	6.63,196
3	Aug 2016	6,63,196
4	Sep 2016	52,22,444
	<b>Total</b>	<b>1,65,83,836</b>

#### Supporting Calculations for damages for reporting month

C.No	Nature of defect	Unit	Total Quantity	Rate	Cost o repair as estimated	Damages as per CA	Damages at higher side	Date of incensation	No of days as per CA	Damages from	No of days damage	Damages amount

### 6.3 Damages for non-completion of major maintenance/ periodic overlay

SNo	Period	Amount of damages (Rs)
1	June 2016	6,48,000
2	Jul 2016	2,00,88,000
3	Aug 2016	2,00,88,000
4	Sep 2016	1,94,40,000
	<b>Total</b>	<b>6,02,64,000</b>

#### Supporting Calculations for damages for Sep 2016

- No of days in Sep = 30
- Performance security is Rs 64,80,00,000
- As per CA Clause 12.3.2 damages payable is 0.1% of performance security per day = Rs 6,48,000
- Total damages payable = 30 X 6,48,000 = Rs 1,94,40,000

*All figures and graphs in templates are illustrative. Please add actual details.*

### 7 Change of Scope proposals

SN o	Proposal Details	Date of first submission to IE	Current status	COS Amount	Expected/ Actual date of approval
1	Construction of [Flyover Name] at [Chainage]	[DD/MM/YY YY]	Approved in principle by Authority. Detailed quantitSCs in proper order yet to be submitted	[+/- Amount]	[DD/MM/YY YY]
2	Nallah diversion through box culvert at [Chainage]	[DD/MM/YY YY]	Clarifications to be submitted by Concessionaire, expected date [DD/MM/YYYY]	[+/- Amount]	[DD/MM/YY YY]

## 8 Status of pending disputes

SN o	Dispute Details	Date of first submission to IE	Suggested resolution by IE	Dispute Amount (if applicable)	Current stage
1	Increased tollable length to be applicable in toll fee calculations	[DD/MM/YYYY Y]	No merit in increasing tollable length hence no action required by <AGENCY>	NA	SAROD
2	Filling stations energized without obtaining NOC from ministry	[DD/MM/YYYY Y]	<AGENCY> to consider the Concessionaire's request for intervention and assistance	[+/- Amount]	B/w Concessionaire and <AGENCY>

*All figures and graphs in templates are illustrative. Please add actual details.*

## 9 Reports

### 9.1 Monthly Toll Collection Report (Applicable only if project highway is tolled)

TYPE OF VEHICLE		For Corresponding month of previous year		For Previous Month		For Current Month			
		No of vehicles	Fee Collected	No of vehicles	Fee Collected	Fee per vehicle	No of vehicles	Fee Collected	
A	Car	Single	3845	384500	4659	465,900.00	100	4289	428,900.00
		Return	1506	218370	1972	295,800.00	150	1758	263,700.00
		Local	769	38450	979	48,950.00	50	1029	51,450.00
B	LCV	Single	1521	243360	1312	209,920.00	160	1399	223,840.00
		Return	134	31490	162	38,880.00	240	132	31,680.00
		Local	1683	134640	1838	147,040.00	80	1461	116,880.00
C	Bus	Single	2404	793386	2284	765,207.00	201	2349	786,915.00
		Return	359	177903	173	87,567.00	303	203	102,717.00
		Local	277	45738	205	34,782.00	102	318	54,060.00
D	Truck	Single	1603	528924	1523	510,138.00	134	1566	524,610.00
		Return	240	118602	116	58,378.00	202	136	68,478.00
		Local	185	30492	136	23,188.00	68	212	36,040.00

TYPE OF VEHICLE		For Corresponding month of previous year		For Previous Month		For Current Month			
		No of vehicles	Fee Collected	No of vehicles	Fee Collected	Fee per vehicle	No of vehicles	Fee Collected	
E	3 Axle	Single	18990	6836400	16310	5,953,150.00	365	15127	5,521,355.00
		Return	131	70740	34	18,700.00	550	37	20,350.00
		Local	69	12420	84	15,540.00	185	131	24,235.00
F	MAV	Single	16119	8381880	21111	11,188,830.00	530	18790	9,958,700.00
		Return	2	1550	20	15,800.00	790	35	27,650.00
		Local	6	1560	18	4,770.00	265	8	2,120.00
G	Over Size	Single	1	630	27	17,280.00	640	36	23,040.00
		Return		0	0	-	965		-
		Local		0	0	-	320		-
<b>Total for the Month</b>		<b>49844</b>	<b>18,050,618</b>	<b>52963</b>	<b>19,898,834</b>		<b>49016</b>	<b>18,265,661</b>	

Consultancy Services for Independent Engineer for Upgradation of existing highway to two lane with paved shoulders from Parsarma to Araria Section of NH-327E on Hybrid Annuity Mode in the state of Bihar

All figures and graphs in templates are illustrative. Please add actual details.

## 9.2 Accident Report

S No	Date	Chainage no	Time of accident	Sex (M/F)	A	B	C	D	E	F	G	H	I	J	K	No of affected persons			Help provided by
					Accident location	Nature of accident	Classification of	Causes	Load conditions of	Road condition	Intersection type of	Weather condition	Age of victim	Type of victim	Type of vehicle	Fatal	Major	Minor	
1	1/1/17	382/050 RHS	05:25 pm	M	2	2	3	4	1	1	-	1	3	1	3	-	1	1	Ambu

## Mapping of report fields to responses

A	1. Urban 2. Rural
B	1. Overturned 2. Head On Collision 3. Hit from Back 4. Hit to Fix Object 5. Right turn Collision 6. Left turn Collision 7. Veered Out off The Road 8. Hit Pedestrian 9. Unknown/Hit & Ran Away
C	1. Fatal 2. Major injury 3. Minor injury
D	1. Drunken 2. Over Speeding 3. Vehicle out of Control 4. Driven on wrong side 5. Mechanical Problem 6. Drowsiness/Not Applicable 7. Fault of Driver
E	1. Normally Loaded 2. Overloaded/Handing 3. Empty 4. Unknown
F	1. Straight road 2. Slight Curve 3. Sharp Curve 4. Hump 5. Dip
G	1. T-Junction 2. Y-Junction 3. Four arm Junction 4. Staggered Junction 5. Junction with more than 6. Round about Junction
H	1. Fine/Clear 2. Mist/Fog 3. Cloudy 4. Light Rain 5. Heavy Rain 6. Strong Wind 7. Dust Storm 8. Cold 9. Hot
I	1. 0-18 Years 2. 18-25 Years 3. 25-40 Years 4.40-60 Years 5. 60-80 Years
J	1. Driver 2. Passenger 3. Pedestrian 4. Cyclist 5. Others
K	1. Two Wheeler 2. Auto Rickshaw 3. Car/Jeep 4. Bus 5. Light Truck 6. Heavy Truck 7. Tractor 8. Bicycle 9. Cycle Rickshaw 10. Hand Drawn Cart 11. Animal Drawn Cart

*All figures and graphs in templates are illustrative. Please add actual details.*

### 9.3 Details of complaints

SNo	Toll plaza	Complaint No	Date	Name of the person	Contact details of person	Details of complaint	Compliance by the concessionaire
1		81	8/9/2016	Mr. Shailendra Gurjar, LIG-44,RSS mohalla, Shivaji Nagar, Bhopal (M.P.)		Mr. Shailendra Complaints regarding Pot holes on the Highway may cause accidents.	Pot holes are repaired
2		82	10/9/2016	Dr. Anil Diwakar, HIG Swarganga Complex Bus Stand Seoni (M.P.)		Dr. Diwakar complaints that presence of Animals and also Pot holes on road are obstructing the driving which may cause accidents.	Animals are continuously driven out from the Road by the Highway Patrolling team and Pot holes are repaired.
3		83	11/9/2016	Maj. Sidharth, 238 Fd wksp C/o- 56 APO		Maj. Sidharth while travelling in personal car wants Exemption from Toll Fee on production of I.D. Card	The Exemption under Indian Toll (Army and Air force) Act 1901, to army personnel travelling in private vehicle may be given if on Govt. duty with requisite pass as specified in the Indian Toll (Army and Air



		From	To			Reasons for Lane Closure & Approval Details	
1	9/9/2016	215+300	215+350	RHS	1pm-4pm	Patch work	

## 10 Annexures

### Annexure 1: Detailed visual inspection report of project highway

**Assets to be covered-** Pavement, Shoulder, Drainage, Median, Bridges, Road furniture, Buildings, Horticulture, Service Road

SNo	NCP/ SNo	Date of issue	Description of defect	Chainage	Side	IE Remarks
1	311	15.08.2016	Potholes	311+200	LHS	To be repaired
2	312	15.08.2016	Cracking	311+500	RHS	To be filled immediately
3						
4						

### Annexure 2 onwards:

IE should include comments, status update, data points and reports in following annexures which have not been included elsewhere in the main report. Such reports may include but not limited to:

- Minutes of review meeting
- Correspondence details
- Weather report
- Organizational chart of Concessionaire and IE
- Project photographs

**Annexure VII- OUTPUT FORMAT FROM NETWORK SURVEY VEHICLE AND FWD TESTING**



[NAME & LOGO OF IMPLEMENTING AGENCY]

*[PROJECT NAME]*

**Independent Engineer**

*[NAME OF CONSULTING FIRM]*

**OUTPUT FROM NETWORK SURVEY VEHICLE AND FWD TESTING**

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**Annexure VII: OUTPUT FORMAT FROM NETWORK SURVEY VEHICLE AND FWD TESTING  
(SECTION 1: TESTING AT TIME OF COMPLETION, SECTION 2: FWD ATTRIBUTES -  
ANNUALLY, BALANCE PARAMETERS –BIANNUALLY AFTER CONSTRUCTION PHASE)**

In addition to the reports being submitted on equipment based inspection as specified in Section 4.2 of the Monthly Progress Report in the O&M phase, the Independent Engineer (AE) shall submit electronically in excel (.xls) format certain key parameters to the Project Director in the following format.

Worksheets under Section 1 ('Road inventory data') shall be updated from surveys conducted only once at the time of completion testing. Worksheets under Section 2 ('Road condition data') shall be updated from surveys carried out annually for FWD attributes and biannually for the remaining attributes.

The fields to be updated in each of the worksheets are described below. Each description is followed by an example of data for a sample project.

**SECTION 1 - ROAD INVENTORY DATA**

Road inventory data consists of parameters which provide basic information about roads such as pavement type, number of lanes, topography, etc. These parameters are largely static in nature, and therefore a survey to update this dataset shall be conducted only once at the time of completion testing. The road inventory data shall be used to update specific worksheets listed below.

**1.1 Location Reference Post (LRP) Master**

The following table lists the fields which need to be populated for the 'LRP Master' attribute. The descriptions of the fields are given below.

Field	Description	Example
NHNumber	New National Highway number	NH0065
LRPName	Name of location reference post (LRP)	Km stone 17
Chainage	Chainage of the survey point (in km)	17
Direction	Direction of survey <ul style="list-style-type: none"> <li>• Increasing (chainage)</li> <li>• Decreasing (chainage)</li> </ul>	Increasing
Latitude	Latitude of survey point	9.98897
Longitude	Longitude of survey point	78.02671
SurveyDate	Date of survey in the format <DD-MM-YY>	06-05-17
OldNHNumber	Old National Highway number	NH0065
SectionCode	Code indicating starting and ending locations of section	HYD-VIJ (Hyderabad-Vijayawada)

A sample output is shown below for reference

NH Number	LRP Name	Chainage	Direction	Latitude	Longitude	Altitude	Survey Date	Old NH Number	Section Code
NH0xxx	Road Start	1.230	Increasing	9.98897	78.02671	63.07767	23-12-15	NH0yyy	ABC-DEF

NH0xxx	Km Stone 8	8.000	Increasing	9.98444	78.02934	68.60126	23-12-15	NH0yyy	ABC-DEF
NH0xxx	Km Stone 8	8.030	Increasing	9.98341	78.03004	68.15520	23-12-15	NH0yyy	ABC-DEF
NH0xxx	Km Stone	9.008	Increasing	9.98107	78.03078	65.17153	23-12-15	NH0yyy	ABC-DEF
NH0xxx	Km Stone	12.012	Increasing	9.96328	78.04160	56.03436	23-12-15	NH0yyy	ABC-DEF
NH0xxx	Km Stone 17	17.085	Increasing	9.95385	78.05255	56.24748	23-12-15	NH0yyy	ABC-DEF

## 1.2 Carriageway Type

The following table lists the fields which need to be populated for the 'Carriageway Type' attribute. The descriptions of the fields are given below.

Field	Description	Example
NHNumber	New National Highway number	NH0065
SectionCode	Code indicating starting and ending locations of section	HYD-VIJ (Hyderabad-Vijayawada)
StartChainage	Chainage of the start point (in km)	0.500
EndChainage	Chainage of the end point (in km)	1.500
CarriagewayType	Type of carriageway, classified into one of the below categories: <ul style="list-style-type: none"> <li>Divided</li> <li>Undivided</li> </ul>	Divided
SurveyDate	Date of survey in the format <DD-MM-YY>	06-05-17
Latitude	Latitude of survey point	9.98897
Longitude	Longitude of survey point	78.02671

A sample output is shown below for reference

NHNumber	Section	Start Chainage	End Chainage	Carriageway Type	Date of Survey	Latitude	Longitude
NH00xx	ABC-DEF	0.000	0.794	Undivided	06-05-17	9.98897	78.02671
NH00xx	ABC-DEF	0.794	1.000	Undivided	06-05-17	9.98444	78.02934
NH00xx	ABC-DEF	1.000	2.810	Undivided	06-05-17	9.98341	78.03004
NH00xx	ABC-DEF	2.810	4.335	Undivided	06-05-17	9.98107	78.03078

NH00xx	ABC-DEF	4.335	6.666	Undivided	06-05-17	9.96328	78.04160
NH00xx	ABC-DEF	6.666	12.906	Undivided	06-05-17	9.95385	78.05255

### 1.3 Road Type

The following table lists the fields which need to be populated for the 'Road Type' attribute. The descriptions of the fields are given below.

Field	Description	Example
NHNumber	New National Highway number	NH0065
SectionCode	Code indicating starting and ending locations of section	HYD-VIJ (Hyderabad-Vijayawada)
StartChainage	Chainage of the start point (in km)	0.500
EndChainage	Chainage of the end point (in km)	1.500
RoadType	Classification of road on basis of number of lanes <ul style="list-style-type: none"> <li>• Single Lane</li> <li>• Two Lane</li> <li>• Intermediate Lane</li> <li>• Four Lane</li> <li>• Six Lane</li> </ul>	Four Lane
SurveyDate	Date of survey in the format <DD-MM-YY>	06-05-17
Latitude	Latitude of survey point	9.98897
Longitude	Longitude of survey point	78.02671

A sample output is shown below for reference:

NHNumber	Section	Start Chainage	End Chainage	RoadType	Date of Survey	Latitude	Longitude
NH00xx	ABC-DEF	0.000	0.794	Two Lane	06-05-17	9.98897	78.02671
NH00xx	ABC-DEF	0.794	1.000	Two Lane	06-05-17	9.98444	78.02934
NH00xx	ABC-DEF	1.000	2.810	Two Lane	06-05-17	9.98341	78.03004
NH00xx	ABC-DEF	2.810	4.335	Two Lane	06-05-17	9.98107	78.03078
NH00xx	ABC-DEF	4.335	6.666	Two Lane	06-05-17	9.96328	78.04160
NH00xx	ABC-DEF	6.666	12.906	Two Lane	06-05-17	9.95385	78.05255

## 1.4 Pavement Type

The following table lists the fields which need to be populated for the 'Pavement Type' attribute. The descriptions of the fields are given below.

Field	Description	Example
NHNumber	New National Highway number	NH0065
SectionCode	Code indicating starting and ending locations of section	HYD-VIJ (Hyderabad-Vijayawada)
StartChainage	Chainage of the start point (in km)	0.500
EndChainage	Chainage of the end point (in km)	1.500
Direction	Direction of survey <ul style="list-style-type: none"> <li>Increasing (chainage)</li> <li>Decreasing (chainage)</li> </ul>	Increasing
PavementType	Classification of pavement based on type of surface: <ul style="list-style-type: none"> <li>Asphalt</li> <li>Cement concrete</li> </ul>	Asphalt
SurveyDate	Date of survey in the format <DD-MM-YY>	06-05-17
Latitude	Latitude of survey point	9.98897
Longitude	Longitude of survey point	78.02671

A sample output is shown below for reference:

NHNumber	Section	Start Chainage	End Chainage	Direction	Pavement Type	Date of Survey	Latitude	Longitude
NH00xx	ABC-DEF	0.000	0.804	Both	Asphalt	06-05-17	9.98897	78.02671
NH00xx	ABC-DEF	0.804	1.000	Both	Asphalt	06-05-17	9.98444	78.02934
NH00xx	ABC-DEF	1.000	1.172	Both	Asphalt	06-05-17	9.98341	78.03004
NH00xx	ABC-DEF	1.172	2.821	Both	Asphalt	06-05-17	9.98107	78.03078
NH00xx	ABC-DEF	2.821	4.350	Both	Asphalt	06-05-17	9.96328	78.04160
NH00xx	ABC-DEF	4.350	6.710	Both	Asphalt	06-05-17	9.95385	78.05255
NH00xx	ABC-DEF	6.710	12.925	Both	Asphalt	06-05-17	9.93102	78.05648

## 1.5 Pavement Width

The following table lists the fields which need to be populated for the 'Pavement Width' attribute. The descriptions of the fields are given below.

Field	Description	Example
NHNumber	New National Highway number	NH0065

Field	Description	Example
SectionCode	Code indicating starting and ending locations of section	HYD-VIJ (Hyderabad-Vijayawada)
StartChainage	Chainage of the start point (in km)	0.500
EndChainage	Chainage of the end point (in km)	1.500
Direction	Direction of survey <ul style="list-style-type: none"> <li>Increasing (chainage)</li> <li>Decreasing (chainage)</li> </ul>	Increasing
PavementWidth	Width of the pavement in metres, classified into one of the below categories <ul style="list-style-type: none"> <li>&gt;= 3.75m and &lt; 5.5m</li> <li>&gt;5.5m and &lt; 7m</li> <li>&gt;= 7m and &lt; 10.5m</li> <li>&gt;=10.5m and &lt;=12.5m</li> <li>&gt; 12.5m</li> </ul>	>7m and <10.5m
PavementWidthValue	Width of the pavement in metres, rounded to two places after decimal	7.0
SurveyDate	Date of survey in the format <DD-MM-YY>	06-05-17
Latitude	Latitude of survey point	9.98897
Longitude	Longitude of survey point	78.02671

A sample output is shown below for reference:

NH Number	Section Code	Start Chainage	End Chainage	Direction	Pavement Width	Pavement Width Value	Survey Date	Latitude	Longitude
NH00xx	ABC-DEF	0.000	0.794	Both	7 – 10.5 m	7.00	06-05-17	9.98897	78.02671
NH00xx	ABC-DEF	0.794	1.000	Both	7 – 10.5 m	7.00	06-05-17	9.98444	78.02934
NH00xx	ABC-DEF	1.000	2.810	Both	7 – 10.5 m	7.00	06-05-17	9.98341	78.03004
NH00xx	ABC-DEF	2.810	4.335	Both	7 – 10.5 m	7.00	06-05-17	9.98107	78.03078
NH00xx	ABC-DEF	4.335	6.666	Both	7 – 10.5 m	7.00	06-05-17	9.96328	78.04160
NH00xx	ABC-DEF	6.666	12.906	Both	7 – 10.5 m	7.00	06-05-17	9.95385	78.05255

## 1.6 Shoulder Type

The following table lists the fields which need to be populated for the 'Shoulder Type' attribute. The descriptions of the fields are given below.

Field	Description	Example
NHNumber	New National Highway number	NH0065
SectionCode	Code indicating starting and ending locations of section	HYD-VIJ (Hyderabad-Vijayawada)
StartChainage	Chainage of the start point (in km)	0.500
EndChainage	Chainage of the end point (in km)	1.500
Direction	Direction of survey <ul style="list-style-type: none"> <li>Increasing (chainage)</li> <li>Decreasing (chainage)</li> </ul>	Increasing
ShoulderType	Type of shoulder, classified into one of the below categories: <ul style="list-style-type: none"> <li>None</li> <li>Paved</li> <li>Gravel</li> <li>Earth</li> </ul>	Gravel
SurveyDate	Date of survey in the format <DD-MM-YY>	06-05-17
Latitude	Latitude of survey point	9.98897
Longitude	Longitude of survey point	78.02671

A sample output is shown below for reference:

NH Number	Section Code	Start Chainage	End Chainage	Direction	ShoulderType	Survey Date	Latitude	Longitude
NH00xx	ABC-DEF	0.000	0.763	Increasing	No Shoulder	09-01-16	9.98897	78.02671
NH00xx	ABC-DEF	0.763	0.834	Increasing	Gravel	09-01-16	9.98444	78.02934
NH00xx	ABC-DEF	0.834	1.254	Increasing	Gravel	09-01-16	9.98341	78.03004
NH00xx	ABC-DEF	1.254	2.945	Increasing	Gravel	05-01-16	9.98107	78.03078
NH00xx	ABC-DEF	2.945	4.327	Increasing	Gravel	05-01-16	9.96328	78.04160
NH00xx	ABC-DEF	4.327	4.405	Increasing	Gravel	05-01-16	9.95385	78.05255
NH00xx	ABC-DEF	4.405	6.844	Increasing	Gravel	05-01-16	9.93102	78.05648

NH00xx	ABC-DEF	6.844	9.359	Increasing	Gravel	05-01-16	9.91229	78.04961
NH00xx	ABC-DEF	9.359	12.966	Increasing	Gravel	05-01-16	9.89041	78.03458

## 1.7 Shoulder Width

The following table lists the fields for the 'Shoulder Width' attribute, which need to be populated. The descriptions of the fields are given below.

Field	Description	Example
NHNumber	New National Highway number	NH0065
SectionCode	Code indicating starting and ending locations of section	HYD-VIJ (Hyderabad-Vijayawada)
StartChainage	Chainage of the start point (in km)	0.500
EndChainage	Chainage of the end point (in km)	1.500
Direction	Direction of survey <ul style="list-style-type: none"> <li>Increasing (chainage)</li> <li>Decreasing (chainage)</li> </ul>	Increasing
ShoulderWidth	Width of the shoulder in metres, classified into one of the below categories <ul style="list-style-type: none"> <li>No shoulder</li> <li>&lt; 1m</li> <li>&gt;= 1m and &lt;= 2m</li> <li>&gt; 2m</li> </ul>	< 1m
ShoulderWidthValue	Width of the shoulder in metres, rounded to one place after decimal	0.5
SurveyDate	Date of survey in the format <DD-MM-YY>	06-05-17
Latitude	Latitude of survey point	9.98897
Longitude	Longitude of survey point	78.02671

A sample output is shown below for reference:

NH Number	Section Code	Start Chainage	End Chainage	Direction	Shoulder Width	Shoulder Width Value	Survey Date	Latitude	Longitude
NH0xxx	ABC-DEF	0.000	0.785	Increasing	No Shoulder	0.0	03-01-16	9.98897	78.02671
NH0xxx	ABC-DEF	0.785	2.612	Increasing	No Shoulder	0.0	03-01-16	9.98444	78.02934
NH0xxx	ABC-DEF	2.612	3.170	Increasing	1-2m	2.0	03-01-16	9.98341	78.03004
NH0xxx	ABC-DEF	3.170	5.194	Increasing	1-2m	2.0	03-01-16	9.98107	78.03078
NH0xxx	ABC-DEF	5.194	6.793	Increasing	1-2m	2.0	03-01-16	9.96328	78.04160
NH0xxx	ABC-DEF	6.793	11.404	Increasing	1-2m	2.0	03-01-16	9.95385	78.05255

## 1.8 Topography

The following table lists the fields which need to be populated for the 'Topography' attribute. The descriptions of the fields are given below.

Field	Description	Example
NHNumber	New National Highway number	NH0065
SectionCode	Code indicating starting and ending locations of section	HYD-VIJ (Hyderabad-Vijayawada)
StartChainage	Chainage of the start point (in km)	0.500
EndChainage	Chainage of the end point (in km)	1.500
Topography	Topography of the road, classified into one of the below categories <ul style="list-style-type: none"> <li>Flat</li> <li>Rolling</li> <li>Hilly</li> </ul>	Flat
SurveyDate	Date of survey in the format <DD-MM-YY>	06-05-17
Latitude	Latitude of survey point	9.98897
Longitude	Longitude of survey point	78.02671

A sample output is shown below for reference:

NH Number	Section Code	Start Chainage	End Chainage	Topography	Survey Date	Latitude	Longitude
NH0xxx	ABC-DEF	0.000	0.808	Flat	05-01-16	9.98897	78.02671
NH0xxx	ABC-DEF	0.808	1.254	Flat	05-01-16	9.98444	78.02934
NH0xxx	ABC-DEF	1.254	2.828	Flat	05-01-16	9.98341	78.03004
NH0xxx	ABC-DEF	2.828	4.363	Flat	05-01-16	9.98107	78.03078
NH0xxx	ABC-DEF	4.363	6.724	Flat	05-01-16	9.96328	78.04160
NH0xxx	ABC-DEF	6.724	12.933	Flat	05-01-16	9.95385	78.05255

## 1.9 Cross Section

The following table lists the fields which need to be populated for the 'Cross Section' attribute. The descriptions of the fields are given below.

Field	Description	Example
NHNumber	New National Highway number	NH0065
SectionCode	Code indicating starting and ending locations of section	HYD-VIJ (Hyderabad-Vijayawada)

Field	Description	Example
StartChainage	Chainage of the start point (in km)	0.500
EndChainage	Chainage of the end point (in km)	1.500
Direction	Direction of survey <ul style="list-style-type: none"> <li>Increasing (chainage)</li> <li>Decreasing (chainage)</li> </ul>	Increasing
CrossSection	Cross section type, classified into one of the below categories <ul style="list-style-type: none"> <li>Cut</li> <li>Fill</li> <li>Cut and Fill</li> <li>Level</li> </ul>	Fill
SurveyDate	Date of survey in the format <DD-MM-YY>	06-05-17
Latitude	Latitude of survey point	9.98897
Longitude	Longitude of survey point	78.02671

A sample output is shown below for reference:

NH Number	Section Code	Start Chainage	End Chainage	Direction	Cross Section	Survey Date	Latitude	Longitude
NH0xxx	ABC-DEF	0.000	0.822	Increasing	Level	03-01-16	9.98897	78.02671
NH0xxx	ABC-DEF	0.822	2.642	Increasing	Level	03-01-16	9.98444	78.02934
NH0xxx	ABC-DEF	2.642	3.199	Increasing	Level	03-01-16	9.98341	78.03004
NH0xxx	ABC-DEF	3.199	5.360	Increasing	Level	03-01-16	9.98107	78.03078
NH0xxx	ABC-DEF	5.360	5.715	Increasing	Fill	03-01-16	9.96328	78.04160
NH0xxx	ABC-DEF	5.715	6.941	Increasing	Level	03-01-16	9.95385	78.05255
NH0xxx	ABC-DEF	6.941	11.163	Increasing	Level	03-01-16	9.93102	78.05648

### 1.10 Drain Type

The following table lists the fields which need to be populated for the 'Drain Type' attribute. The descriptions of the fields are given below.

Field	Description	Example
NHNumber	New National Highway number	NH0065
SectionCode	Code indicating starting and ending locations of section	HYD-VIJ (Hyderabad-Vijayawada)
StartChainage	Chainage of the start point (in km)	0.500

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Field	Description	Example
EndChainage	Chainage of the end point (in km)	1.500
Direction	Direction of survey <ul style="list-style-type: none"> <li>• Increasing (chainage)</li> <li>• Decreasing (chainage)</li> </ul>	Increasing
DrainType	Type of drain, classified into one of the below categories <ul style="list-style-type: none"> <li>• Open unlined drain</li> <li>• Open lined drain</li> <li>• Covered line drain</li> <li>• No drain</li> </ul>	Open lined drain
SurveyDate	Date of survey in the format <DD-MM-YY>	06-05-17
Latitude	Latitude of survey point	9.98897
Longitude	Longitude of survey point	78.02671

A sample output is shown below for reference:

NHNumber	SectionCode	StartChainage	EndChainage	Direction	DrainType	SurveyDate	Latitude	Longitude
NH0xxx	ABC-DEF	0.000	0.069	Increasing	Open Unlined Drain	09-01-16	9.98897	78.02671
NH0xxx	ABC-DEF	0.069	0.782	Increasing	Open Lined Drain	09-01-16	9.98444	78.02934
NH0xxx	ABC-DEF	0.288	0.000	Decreasing	Open Unlined Drain	09-01-16	9.98341	78.03004
NH0xxx	ABC-DEF	0.782	0.846	Increasing	Open Unlined Drain	09-01-16	9.98107	78.03078
NH0xxx	ABC-DEF	0.846	1.254	Increasing	Open Unlined Drain	09-01-16	9.96328	78.04160
NH0xxx	ABC-DEF	1.254	2.265	Increasing	Open Unlined Drain	05-01-16	9.95385	78.05255
NH0xxx	ABC-DEF	1.929	0.288	Decreasing	Open Unlined Drain	09-01-16	9.93102	78.05648
NH0xxx	ABC-DEF	1.952	1.929	Decreasing	No Drain	09-01-16	9.91229	78.04961
NH0xxx	ABC-DEF	2.265	3.005	Increasing	Open Unlined Drain	05-01-16	9.89041	78.03458
NH0xxx	ABC-DEF	2.680	1.952	Decreasing	Open Unlined Drain	09-01-16	9.88489	78.02995
NH0xxx	ABC-DEF	3.005	4.424	Increasing	Open Unlined Drain	05-01-16	9.87474	78.02828
NH0xxx	ABC-DEF	3.109	2.680	Decreasing	Open Unlined Drain	09-01-16	9.87363	78.02744
NH0xxx	ABC-DEF	3.320	3.109	Decreasing	Covered Line Drain	09-01-16	9.84857	78.01535

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NHNumber	SectionCode	StartChainage	EndChainage	Direction	DrainType	SurveyDate	Latitude	Longitude
NH0xxx	ABC-DEF	3.917	3.320	Decreasing	Open Unlined Drain	09-01-16	9.83764	78.00392
NH0xxx	ABC-DEF	4.424	4.601	Increasing	Open Unlined Drain	05-01-16	9.83711	77.98576
NH0xxx	ABC-DEF	4.601	5.693	Increasing	Open Unlined Drain	05-01-16	9.83386	77.97729

### 1.11 Median Opening

The following table lists the fields which need to be populated for the 'Median Opening' attribute. The descriptions of the fields are given below.

Field	Description	Example
NHNumber	New National Highway number	NH0065
SectionCode	Code indicating starting and ending locations of section	HYD-VIJ (Hyderabad-Vijayawada)
StartChainage	Chainage of the start point (in km)	0.500
EndChainage	Chainage of the end point (in km)	1.500
Direction	Direction of survey <ul style="list-style-type: none"> <li>Increasing (chainage)</li> <li>Decreasing (chainage)</li> </ul>	Increasing
MedianType	Type of median, classified into one of the below categories <ul style="list-style-type: none"> <li>Raised;</li> <li>Depressed;</li> <li>Barrier;</li> <li>None.</li> </ul>	Raised
MedianWidth	Width of the median in metres, rounded to one place after decimal	0.5
SurveyDate	Date of survey in the format <DD-MM-YY>	06-05-17
Latitude	Latitude of survey point	9.98897
Longitude	Longitude of survey point	78.02671

A sample output is shown below for reference:

NHNumber	Section Code	Start Chainage	End Chainage	Direction	Median Type	Median Width	Survey Date	Latitude	Longitude
NH00xx	ABC-DEF	0.000	0.794	Both	Raised	0.5	05-01-16	9.98897	78.02671

NH00xx	ABC-DEF	0.794	1.000	Both	Raised	0.5	05-01-16	9.98444	78.02934
NH00xx	ABC-DEF	1.000	2.810	Both	No Median	0.0	05-01-16	9.98341	78.03004
NH00xx	ABC-DEF	2.810	4.335	Both	Raised	1.5	05-01-16	9.98107	78.03078
NH00xx	ABC-DEF	4.335	6.666	Both	No Median	0.0	05-01-16	9.96328	78.04160
NH00xx	ABC-DEF	6.666	12.906	Both	No Median	0.0	05-01-16	9.95385	78.05255

### 1.12 Right Of Way

The following table lists the fields which need to be populated for the 'Right of Way' attribute. The descriptions of the fields are given below.

Field	Description	Example
NHNumber	New National Highway number	NH0065
SectionCode	Code indicating starting and ending locations of section	HYD-VIJ (Hyderabad-Vijayawada)
StartChainage	Chainage of the start point (in km)	0.500
EndChainage	Chainage of the end point (in km)	1.500
Direction	Direction of survey <ul style="list-style-type: none"> <li>Increasing (chainage)</li> <li>Decreasing (chainage)</li> </ul>	Increasing
RowWidth	Width of Right of Way (in metres)	24
Remarks		
SurveyDate	Date of survey in the format <DD-MM-YY>	06-05-17
Latitude	Latitude of survey point	9.98897
Longitude	Longitude of survey point	78.02671

A sample output is shown below for reference:

NHNumber	Section Code	Start Chainage	End Chainage	Direction	ROW Width	Remarks	Survey Date	Latitude	Longitude
NH0xxx	ABC-DEF	0.000	1.000	Increasing	28		05-05-15	9.98897	78.02671

NH0xxx	ABC-DEF	1.000	2.000	Increasing	24		05-05-15	9.98444	78.02934
NH0xxx	ABC-DEF	2.000	3.000	Increasing	30		05-05-15	9.98341	78.03004
NH0xxx	ABC-DEF	3.000	4.000	Increasing	26		05-05-15	9.98107	78.03078
NH0xxx	ABC-DEF	4.000	11.000	Increasing	24		05-05-15	9.96328	78.04160

### 1.13 Pavement composition

The following table lists the fields which need to be populated for the 'Pavement composition' attribute. The descriptions of the fields are given below.

Field	Description	Example
NHNumber	New National Highway number	NH0065
SectionCode	Code indicating starting and ending locations of section	HYD-VIJ (Hyderabad-Vijayawada)
StartChainage	Chainage of the start point (in km)	0.500
EndChainage	Chainage of the end point (in km)	1.500
Direction	Direction of survey <ul style="list-style-type: none"> <li>Increasing (chainage)</li> <li>Decreasing (chainage)</li> </ul>	Increasing
PavementType	Type of pavement <ul style="list-style-type: none"> <li>Asphalt</li> <li>Cement concrete</li> </ul>	Asphalt
BituminousSurfaceCourseType	Type of bituminous surface course	BC
BituminousSurfaceCourseThicknessMM	Thickness of BSC layer in mm	40
BSCConstructionYear	Year of construction of BSC layer in flexible pavements	2015
BituminousBaseCourseType	Type of bituminous base course	DBM
BituminousBaseCourseThickness	Thickness of BBC layer in mm	100
BBCConstructionYear	Year of construction of BBC layer in flexible pavements	2015

Field	Description	Example
GranularBaseType	Type of granular base	WMM
GranularBaseThickness	Thickness of GB layer in mm	250
GBConstructionYear	Year of construction of GB layer in flexible pavements	2015
PavementQualityConcreteType	Type of pavement quality concrete	PQC
PavementQualityConcreteThickness	Thickness of PQC layer in mm	300
PQCCConstructionYear	Year of construction of PQC layer in rigid pavements	2015
DryLeanConcreteThicknessMM	Thickness of DLC layer in mm	100
DryLeanConcreteType	Type of dry lean concrete	DLC
DLCCConstructionYear	Year of construction of DLC layer in rigid pavements	2015
GranularSubBaseType	Type of granular sub base	GSB
GranularSubBaseThickness	Thickness of GSB layer in mm	200
GSBConstructionYear	Year of construction of GSB layer	2014
DesignCBR	Design CBR of the subgrade, expressed in %	5%
SurveyDate	Date of survey in the format <DD-MM-YY>	06-05-17
Latitude	Latitude of survey point	9.98897
Longitude	Longitude of survey point	78.02671

A sample output is shown below for reference:

NH No.	Section Code	Start Chainage	End Chainage	Direction	Pavement Type	Bituminous Surface	Bituminous Surface Course	BSC Construct-	Bituminous Base	Bituminous Base Course	BBC Construct-	Granular Base Type	Granular Base
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		inag				Course	Thickne	tion	Course	Thickn	tion		Thick
		e				Type	ss	Year	Type	ess	Year		ness
NH0	ABC	0.0	5.0	Both	Asphal	BC	40.0	2015	DBM	100	2015	WMM	250
0xx	-			side	t								
	DEF												
NH0	ABC	5.0	11.0	Both	Asphal	BC	40.0	2015	DBM	80	2015	WMM	250
0xx	-			side	t								
	DEF												
NH0	ABC	11.0	20.0	Both	Asphal	SDBC	25.0	2015	BM	115	2015	WMM	250
0xx	-			side	t								
	DEF												
NH0	ABC	20.0	22.0	Both	Asphal	BC	40.0	2015	DBM	100	2015	WMM	250
0xx	-			side	t								
	DEF												
NH0	ABC	22.0	30.0	Both	Asphal	SDBC	25.0	2015	BM	115	2015	WMM	250
0xx	-			side	t								
	DEF												
NH0	ABC	30.0	31.0	Both	Asphal	BC	40.0	2015	DBM	100	2015	WMM	250
0xx	-			side	t								
	DEF												

(table continued...)

GB	Pavem	Pavem	PQC	Dry	Dry	DLC	Granu	Granul	GSB	Desi	Surv	Lati	Long
Construct	ent	ent	Construct	Lean	Lean	Construct	lar	ar	Construct	gn	ey	tude	itude
ion	Qualit	Qualit	ion	Concr	Concr	ion	SubBas	SubBas	ion	CBR	Date	e	
Year	y	y	Year	ete	ete	Year	e	e	n	Year			
	Concr	Concr		Thick	Thick		Thick	Thick	Year				
	ete	ete		ness	ness		ness	ness					
	Type	Type					Type	Type					
2015	NA	NA	NA	NA	NA	NA	GSB	300	2015	5%	05-05-15	9.99	78.03
2015	NA	NA	NA	NA	NA	NA	GSB	300	2015	5%	05-05-15	9.98	78.03
2015	NA	NA	NA	NA	NA	NA	GSB	300	2015	5%	05-05-15	9.98	78.03
2015	NA	NA	NA	NA	NA	NA	GSB	300	2015	5%	05-05-15	9.98	78.03
2015	NA	NA	NA	NA	NA	NA	GSB	300	2015	5%	05-05-15	9.96	78.04
2015	NA	NA	NA	NA	NA	NA	GSB	300	2015	5%	05-05-15	9.95	78.05

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## 1.14 Carriageway Furniture

The following table lists the fields which need to be populated for the 'Carriageway Furniture' attribute. The descriptions of the fields are given below.

Field	Description	Example
NHNumber	New National Highway number	NH0065
SectionCode	Code indicating starting and ending locations of section	HYD-VIJ (Hyderabad-Vijayawada)
Chainage	Chainage of the point (in km)	0.500
Direction	Direction of survey <ul style="list-style-type: none"><li>• Increasing (chainage)</li><li>• Decreasing (chainage)</li></ul>	Increasing
Wayside Amenity Type	Wayside amenities classified into one of the below categories: <ul style="list-style-type: none"><li>• Crash barriers</li><li>• Signs</li><li>• Street Lights</li><li>• Km stone</li></ul>	Road sign
SurveyDate	Date of survey in the format <DD-MM-YY>	06-05-17
Latitude	Latitude of survey point	9.98897
Longitude	Longitude of survey point	78.02671

A sample output is shown below for reference:

NHNumber	SectionCode	Chainage	Direction	EventType	SurveyDate	Latitude	Longitude
NH00xx	ABC-DEF	0.012	Increasing	Street Light Start	03-01-16	9.98897	78.02671
NH00xx	ABC-DEF	0.287	Increasing	Street Light End	03-01-16	9.98444	78.02934
NH00xx	ABC-DEF	2.491	Decreasing	Road Sign	03-01-16	9.98341	78.03004
NH00xx	ABC-DEF	2.708	Decreasing	Road Sign	03-01-16	9.98107	78.03078
NH00xx	ABC-DEF	3.496	Increasing	Road Sign	03-01-16	9.96328	78.04160
NH00xx	ABC-DEF	5.160	Increasing	Road Sign	03-01-16	9.95385	78.05255
NH00xx	ABC-DEF	5.356	Decreasing	Road Sign	03-01-16	9.93102	78.05648
NH00xx	ABC-DEF	8.402	Decreasing	Road Sign	03-01-16	9.91229	78.04961
NH00xx	ABC-DEF	10.966	Decreasing	Road Sign	03-01-16	9.89041	78.03458

### 1.15 Wayside Amenities

The following table lists the fields which need to be populated for the 'Wayside Amenities' attribute. The descriptions of the fields are given below.

Field	Description	Example
NHNumber	New National Highway number	NH0065
SectionCode	Code indicating starting and ending locations of section	HYD-VIJ (Hyderabad-Vijayawada)
Chainage	Chainage of the point (in km)	0.500
Direction	Direction of survey <ul style="list-style-type: none"> <li>Increasing (chainage)</li> <li>Decreasing (chainage)</li> </ul>	Increasing
Wayside Amenity	Wayside amenities classified into one of the below categories: <ul style="list-style-type: none"> <li>Bus shelter;</li> <li>Culverts;</li> <li>Restaurant/Motel;</li> <li>Toilet/Public convenience;</li> <li>Rest Rooms for short stay;</li> <li>Toll Plaza;</li> <li>First aid/Medical centre;</li> <li>Telephone booth;</li> <li>Petrol pump/minor repair shop (optional);</li> <li>Police Station;</li> <li>Temple /Mosque;</li> <li>Bridges.</li> </ul>	Restaurant/Motel
Survey Date	Date of survey in the format <DD-MM-YY>	06-05-17
Data Source		
Remarks		
Latitude	Latitude of survey point	9.98897
Longitude	Longitude of survey point	78.02671

A sample output is shown below for reference:

NH Number	Section Code	Chainage	Direction	Wayside Amenity	Survey Date	Data Source	Remarks	Latitude	Longitude
NH00xx	ABC-DEF	0.650	Increasing	Restaurant/Motel	05-01-16			9.98897	78.02671
NH00xx	ABC-DEF	1.998	Increasing	Restaurant/Motel	05-01-16			9.98444	78.02934
NH00xx	ABC-DEF	5.524	Increasing	Petrol Pump	05-01-16			9.98341	78.03004
NH00xx	ABC-DEF	11.413	Increasing	Restaurant/Motel	05-01-16			9.98107	78.03078

### 1.16 Land Use

The following table lists the fields which need to be populated for the 'Land Use' attribute. The descriptions of the fields are given below.

Field	Description	Example
NHNumber	New National Highway number	NH0065
SectionCode	Code indicating starting and ending locations of section	HYD-VIJ (Hyderabad-Vijayawada)
StartChainage	Chainage of the start point (in km)	0.500
EndChainage	Chainage of the end point (in km)	1.500
Direction	Direction of survey <ul style="list-style-type: none"> <li>Increasing (chainage)</li> <li>Decreasing (chainage)</li> </ul>	Increasing
LandUse	Land use classified into one of the below categories: <ul style="list-style-type: none"> <li>Residential;</li> <li>Commercial;</li> <li>Industrial;</li> <li>Agricultural;</li> <li>Water bodies;</li> <li>Mixed.</li> </ul>	Commercial
SurveyDate	Date of survey in the format <DD-MM-YY>	06-05-17
Latitude	Latitude of survey point	9.98897
Longitude	Longitude of survey point	78.02671

A sample output is shown below for reference:

NHNumber	SectionCode	StartChainage	EndChainage	Direction	LandUse	SurveyDate	Latitude	Longitude
NH00xx	ABC-DEF	0.000	0.797	Increasing	Mixed	03-01-16	9.98897	78.02671
NH00xx	ABC-DEF	0.511	0	Decreasing	Mixed	03-01-16	9.98444	78.02934

NH00xx	ABC-DEF	0.797	2.699	Increasing	Mixed	03-01-16	9.9834 1	78.0300 4
NH00xx	ABC-DEF	0.835	0.511	Decreasing	Mixed	03-01-16	9.9810 7	78.0307 8
NH00xx	ABC-DEF	0.987	0.835	Decreasing	Mixed	03-01-16	9.9632 8	78.0416 0
NH00xx	ABC-DEF	1.641	0.987	Decreasing	Agriculture	03-01-16	9.9538 5	78.0525 5
NH00xx	ABC-DEF	2.081	1.641	Decreasing	Barren Land	03-01-16	9.9310 2	78.0564 8
NH00xx	ABC-DEF	2.378	2.081	Decreasing	Agriculture	03-01-16	9.9122 9	78.0496 1
NH00xx	ABC-DEF	2.458	2.378	Decreasing	Agriculture	03-01-16	9.8904 1	78.0345 8
NH00xx	ABC-DEF	2.699	3.234	Increasing	Agriculture	03-01-16	9.8848 9	78.0299 5

## SECTION 2 - ROAD CONDITION DATA

Road condition data consists of parameters which directly affect maintenance requirements of the road. These parameters are dynamic in nature, and therefore a survey to update this dataset shall be conducted annually for FWD testing and every six months as per Annexure IV for network survey vehicle testing. The first survey shall be conducted at the time of completion testing and the remaining surveys shall be conducted as per the defined frequency.

As an example, if majority of highway length (>50%) passes through a state, where defined survey months are May and November, if completion testing is conducted in April, then the first network survey shall be conducted in the month of April. This shall be considered as the network survey to be conducted in the month of May. The 2<sup>nd</sup> survey shall be conducted in the month of November, the 3<sup>rd</sup> survey shall be conducted in the month of May and so on. As regards FWD, the first test/survey shall be conducted at the time of completion in April. The 2<sup>nd</sup> test/survey shall be conducted in April of next year and so on.

The road condition data shall be used to update specific worksheets, which are listed below.

### 2.1 Visual condition

The following table lists the fields which need to be populated for the 'Visual Condition' attribute. The descriptions of the fields are given below.

Field	Description	Example
NHNumber	New National Highway number	NH0065
SectionCode	Code indicating starting and ending locations of section	HYD-VIJ (Hyderabad-Vijayawada)
StartChainage	Chainage of the start point (in km)	0.500

Field	Description	Example
EndChainage	Chainage of the end point (in km)	1.500
Direction	Direction of survey <ul style="list-style-type: none"> <li>Increasing (chainage)</li> <li>Decreasing (chainage)</li> </ul>	Increasing
LaneNumber	Number of the lane: L1, L2, R1, R2, etc., L1 being 1 <sup>st</sup> lane on the left from centreline of carriageway, L2 being 2 <sup>nd</sup> lane on the left from centerline and so on	L1
Ravelling	Percent of pavement area affected by ravelling, which is converted to the following rating scale: <ul style="list-style-type: none"> <li>1 - Very Poor (&gt; 30%)</li> <li>2 - Poor (11-30%)</li> <li>3 - Fair (6-10%)</li> <li>4 - Good (1-5%)</li> <li>5 - Very Good (0%)</li> </ul>	2
PotHoles	No. of potholes, which is converted to the following rating scale: <ul style="list-style-type: none"> <li>1 - Very Poor (&gt; 5)</li> <li>2 - Poor (3-5)</li> <li>3 - Fair (2)</li> <li>4 - Good (1)</li> <li>5 - Very Good (0)</li> </ul>	1
EdgeBreak	Pavement area containing edge breaks, which is converted to the following rating scale: <ul style="list-style-type: none"> <li>1 - Very Poor (&gt; 5m<sup>2</sup>)</li> <li>2 - Poor (1-5m<sup>2</sup>)</li> <li>3 - Fair (0.5-1m<sup>2</sup>)</li> <li>4 - Good (0-0.5m<sup>2</sup>)</li> <li>5 - Very Good (0m<sup>2</sup>)</li> </ul>	3
Cracking	Percent of pavement area affected by cracking, which is converted to the following rating scale: <ul style="list-style-type: none"> <li>1 - Very Poor (&gt; 30%)</li> <li>2 - Poor (21-30%)</li> <li>3 - Fair (11-20%)</li> <li>4 - Good (5-10%)</li> <li>5 - Very Good (&lt;5%)</li> </ul>	3
Disintegration	Percent of pavement area affected by disintegration, which is converted to the following rating scale: <ul style="list-style-type: none"> <li>1 - Very Poor (&gt; 50%)</li> <li>2 - Poor (20-50%)</li> <li>3 - Fair (10-20%)</li> <li>4 - Good (1-10%)</li> <li>5 - Very Good (&lt;1%)</li> </ul>	2

Field	Description	Example
Depression	Percent of pavement area affected by depression, which is converted to the following rating scale: <ul style="list-style-type: none"> <li>1 - Very Poor (&gt; 5%)</li> <li>2 - Poor (3-5%)</li> <li>3 - Fair (1-2%)</li> <li>4 - Good (0-1%)</li> <li>5 - Very Good (0)</li> </ul>	5
Bleeding	Percent of pavement area affected by bleeding, which is converted to the following rating scale: <ul style="list-style-type: none"> <li>1 - Very Poor (&gt; 50%)</li> <li>2 - Poor (20-50%)</li> <li>3 - Fair (10-20%)</li> <li>4 - Good (1-10%)</li> <li>5 - Very Good (&lt;1%)</li> </ul>	3
Patching	Percent of pavement area affected by patching, which is converted to the following rating scale: <ul style="list-style-type: none"> <li>1 - Very Poor (&gt; 30%)</li> <li>2 - Poor (16-30%)</li> <li>3 - Fair (6-15%)</li> <li>4 - Good (2-5%)</li> <li>5 - Very Good (&lt;2%)</li> </ul>	4
DrainCondition	Condition of the drain, which is converted to the following rating scale: <ul style="list-style-type: none"> <li>1 - Poor</li> <li>2 - Fair</li> <li>3 - Good</li> </ul>	2
ShoulderCondition	Condition of the shoulder, which is converted to the following rating scale: <ul style="list-style-type: none"> <li>1 - Poor</li> <li>2 - Fair</li> <li>3 - Good</li> </ul>	Fair
SurveyDate	Date of survey in the format <DD-MM-YY>	06-05-17
Latitude	Latitude of survey point	9.98897
Longitude	Longitude of survey point	78.02671

A sample output is shown below for reference:

NHNumber	Section	Start Chainage	End Chainage	Direction	Lane Number	Ravelling	PotHoles	EdgeBreak	Cracking
NH00xx	ABC-DEF	0.000	0.500	Increasing	L1	4	4	4	4
NH00xx	ABC-DEF	0.500	1.000	Increasing	L1	4	4	4	5
NH00xx	ABC-DEF	1.000	1.500	Increasing	L1	5	5	4	5

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NHNumber	Section	Start Chainage	End Chainage	Direction	Lane Number	Ravelling	PotHoles	EdgeBreak	Cracking
NH00xx	ABC-DEF	1.500	2.000	Increasing	L1	5	5	5	5
NH00xx	ABC-DEF	2.000	2.500	Increasing	L1	5	5	5	5
NH00xx	ABC-DEF	2.500	3.000	Increasing	L1	5	5	4	5
NH00xx	ABC-DEF	3.000	3.500	Increasing	L1	5	5	4	5
NH00xx	ABC-DEF	3.500	4.000	Increasing	L1	5	4	3	5
NH00xx	ABC-DEF	4.000	4.500	Increasing	L1	4	4	4	5
NH00xx	ABC-DEF	4.500	5.000	Increasing	L1	5	5	4	5
NH00xx	ABC-DEF	5.000	5.500	Increasing	L1	5	5	4	5
NH00xx	ABC-DEF	5.500	6.000	Increasing	L1	5	5	4	5
NH00xx	ABC-DEF	6.000	6.500	Increasing	L1	5	5	4	5
NH00xx	ABC-DEF	6.500	7.000	Increasing	L1	5	5	4	5
NH00xx	ABC-DEF	7.000	7.500	Increasing	L1	5	5	5	5
NH00xx	ABC-DEF	7.500	8.000	Increasing	L1	5	5	4	5
NH00xx	ABC-DEF	8.000	8.500	Increasing	L1	5	5	4	5
NH00xx	ABC-DEF	8.500	9.000	Increasing	L1	5	5	4	5
NH00xx	ABC-DEF	9.000	9.500	Increasing	L1	5	5	4	5
NH00xx	ABC-DEF	9.500	10.000	Increasing	L1	5	5	3	5

(table continued...)

Disintegration	Depression	Bleeding	Patching	Drain Condition	Shoulder Condition	Date of Survey	Latitude	Longitude
4	4	4	4	2	2	06-05-17	9.98897	78.02671

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Disintegration	Depression	Bleeding	Patching	Drain Condition	Shoulder Condition	Date of Survey	Latitude	Longitude
4	4	4	4	2	2	06-05-17	9.98444	78.02934
5	5	5	4	2	2	06-05-17	9.98341	78.03004
5	5	5	5	2	2	06-05-17	9.98107	78.03078
5	5	5	5	2	2	06-05-17	9.96328	78.04160
5	5	5	5	2	2	06-05-17	9.95385	78.05255
5	5	5	5	2	3	06-05-17	9.93102	78.05648
4	4	4	4	2	3	06-05-17	9.91229	78.04961
4	4	4	4	2	2	06-05-17	9.89041	78.03458
5	5	5	5	2	2	06-05-17	9.88489	78.02995
5	5	5	5	2	2	06-05-17	9.87474	78.02828
5	5	5	5	2	2	06-05-17	9.87363	78.02744
5	5	5	5	2	2	06-05-17	9.84857	78.01535
5	5	5	5	2	2	06-05-17	9.83764	78.00392
5	5	5	5	2	2	06-05-17	9.83711	77.98576
5	5	5	5	1	2	06-05-17	9.83386	77.97729
5	5	5	5	2	2	06-05-17	9.81804	77.97875
5	5	5	5	2	2	06-05-17	9.77426	77.98129
5	4	4	4	2	2	06-05-17	9.73071	77.97999
5	5	5	3	2	2	06-05-17	9.68686	77.97017

## 2.2 Roughness

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The following table lists the fields which need to be populated for the 'Roughness' attribute. The descriptions of the fields are given below.

Field	Description	Example
NHNumber	New National Highway number	NH0065
SectionCode	Code indicating starting and ending locations of section	HYD-VIJ (Hyderabad-Vijayawada)
StartChainage	Chainage of the start point (in km)	0.500
EndChainage	Chainage of the end point (in km)	1.500
Direction	Direction of survey <ul style="list-style-type: none"> <li>Increasing (chainage)</li> <li>Decreasing (chainage)</li> </ul>	Increasing
LwpIri	International roughness index (IRI) of left wheel path measured from laser profilometer	2.33
RwpIri	International roughness index (IRI) of right wheel path measured from laser profilometer	1.97
LaneIri	Average of the International roughness index (IRI) of left and right wheel paths	2.15
Speed	Speed of vehicle in km/h	42
SurveyDate	Date of survey in the format <DD-MM-YYYY>	06-05-17
Latitude	Latitude of survey point	9.98897
Longitude	Longitude of survey point	78.02671

A sample output is shown below for reference:

NH Number	Section Code	Start Chainage	End Chainage	Direction	Lane Number	LwpIri	RwpIri	LaneIri	Speed	Survey Date	Latitude	Longitude
NH00x x	ABC- DEF	0.0	0.1	Increase ing	L1	3.31	5.16	4.24	20	06- 05- 17	9.9889 7	78.0267 1
NH00x x	ABC- DEF	0.1	0.2	Increase ing	L1	2.81	3.54	3.18	37	06- 05- 17	9.9844 4	78.0293 4
NH00x x	ABC- DEF	0.2	0.3	Increase ing	L1	2.31	1.92	2.12	42	06- 05- 17	9.9834 1	78.0300 4
NH00x x	ABC- DEF	0.3	0.4	Increase ing	L1	2.17	2.37	2.27	46	06- 05- 17	9.9810 7	78.0307 8

NH Number	Section Code	Start Chainage	End Chainage	Direction	Lane Number	Lwplri	Rwplri	Lanelri	Speed	Survey Date	Latitude	Longitude
NH00x	ABC-DEF	0.4	0.5	Increasing	L1	2.11	1.72	1.92	42	06-05-17	9.96328	78.04160
NH00x	ABC-DEF	0.5	0.6	Increasing	L1	2.33	1.97	2.15	49	06-05-17	9.95385	78.05255
NH00x	ABC-DEF	0.6	0.7	Increasing	L1	2.37	2.00	2.19	42	06-05-17	9.93102	78.05648
NH00x	ABC-DEF	0.7	0.8	Increasing	L1	2.15	2.17	2.16	33	06-05-17	9.91229	78.04961
NH00x	ABC-DEF	0.8	0.9	Increasing	L1	2.45	2.05	2.25	32	06-05-17	9.89041	78.03458
NH00x	ABC-DEF	0.9	1.0	Increasing	L1	2.18	2.51	2.35	48	06-05-17	9.88489	78.02995

### 2.3 Rutting

The following table lists the fields which need to be populated for the 'Rutting' attribute. The descriptions of the fields are given below.

Field	Description	Example
NHNumber	New National Highway number	NH0065
SectionCode	Code indicating starting and ending locations of section	HYD-VIJ (Hyderabad-Vijayawada)
StartChainage	Chainage of the start point (in km)	0.500
EndChainage	Chainage of the end point (in km)	1.500
Direction	Direction of survey <ul style="list-style-type: none"> <li>Increasing (chainage)</li> <li>Decreasing (chainage)</li> </ul>	Increasing
LaneNumber	Number of the lane: L1, L2, R1, R2, etc., L1 being 1 <sup>st</sup> lane on the left from centreline of carriageway, L2 being 2 <sup>nd</sup> lane on the left from centerline and so on	L1
RuttingLeft	Rut depth in mm, measured from left wheel path	20
RuttingRight	Rut depth in mm, measured from left wheel path	18

Field	Description	Example
RuttingAvg	Average rut depth measured from left and right wheel paths	19
Speed	Speed of vehicle in km/h	42
SurveyDate	Date of survey in the format <DD-MM-YYYY>	06-05-17
Latitude	Latitude of survey point	9.98897
Longitude	Longitude of survey point	78.02671

A sample output is shown below for reference:

NH Number	Section Code	Start Chainage	End Chainage	Direction	Lane Number	Rutting Left	Rutting Right	Rutting Avg	Speed	Survey Date	Latitude	Longitude
NH00x x	ABC- DEF	0.0	0.5	Increasing	L1	15	14	15	20	06- 05- 17	9.9889 7	78.0267 1
NH00x x	ABC- DEF	0.5	1.0	Increasing	L1	20	18	19	37	06- 05- 17	9.9844 4	78.0293 4
NH00x x	ABC- DEF	1.0	1.5	Increasing	L1	10	8	9	42	06- 05- 17	9.9834 1	78.0300 4
NH00x x	ABC- DEF	1.5	2.0	Increasing	L1	5	6	6	46	06- 05- 17	9.9810 7	78.0307 8
NH00x x	ABC- DEF	2.0	2.5	Increasing	L1	10	10	10	42	06- 05- 17	9.9632 8	78.0416 0
NH00x x	ABC- DEF	2.5	3.0	Increasing	L1	7	5	6	49	06- 05- 17	9.9538 5	78.0525 5
NH00x x	ABC- DEF	3.0	3.5	Increasing	L1	20	18	19	42	06- 05- 17	9.9310 2	78.0564 8
NH00x x	ABC- DEF	3.5	4.5	Increasing	L1	5	5	5	33	06- 05- 17	9.9122 9	78.0496 1
NH00x x	ABC- DEF	4.5	5.0	Increasing	L1	5	5	5	32	06- 05- 17	9.8904 1	78.0345 8

## 2.4 Texture Depth

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The following table lists the fields which need to be populated for the 'Texture Depth' attribute. The descriptions of the fields are given below.

Field	Description	Example
NHNumber	New National Highway number	NH0065
SectionCode	Code indicating starting and ending locations of section	HYD-VIJ (Hyderabad-Vijayawada)
StartChainage	Chainage of the start point (in km)	0.500
EndChainage	Chainage of the end point (in km)	1.500
Direction	Direction of survey <ul style="list-style-type: none"> <li>Increasing (chainage)</li> <li>Decreasing (chainage)</li> </ul>	Increasing
LaneNumber	Number of the lane: L1, L2, R1, R2, etc., L1 being 1 <sup>st</sup> lane on the left from centreline of carriageway, L2 being 2 <sup>nd</sup> lane on the left from centerline and so on	L1
TextureLeft	Texture depth of pavement in mm, measured from left wheel path	0.40
TextureRight	Texture depth of pavement in mm, measured from left wheel path	0.30
TextureAverage	Average texture depth measured from left and right wheel paths	0.35
Speed	Speed of vehicle in km/h	42
SurveyDate	Date of survey in the format <DD-MM-YYYY>	06-05-17
Latitude	Latitude of survey point	9.98897
Longitude	Longitude of survey point	78.02671

A sample output is shown below for reference:

NH Number	Section Code	Start Chainage	End Chainage	Direction	Lane Number	Texture Left	Texture Right	Texture Average	Speed	Survey Date	Latitude	Longitude
NH00-xx	ABC-DEF	0.0	0.5	Increasing	L1	0.40	0.30	0.35	20	06-05-17	9.98897	78.02671
NH00-xx	ABC-DEF	0.5	1.0	Increasing	L1	0.60	0.50	0.55	37	06-05-17	9.98444	78.02934
NH00-xx	ABC-DEF	1.0	1.5	Increasing	L1	0.80	0.90	0.85	42	06-05-17	9.98341	78.03004

NH Number	Section Code	Start Chainage	End Chainage	Direction	Lane Number	Texture Left	Texture Right	Texture Average	Speed	Survey Date	Latitude	Longitude
NH00xx	ABC-DEF	1.5	2.0	Increasing	L1	0.40	0.40	0.4	46	06-05-17	9.98107	78.03078
NH00xx	ABC-DEF	2.0	2.5	Increasing	L1	0.30	0.30	0.3	42	06-05-17	9.96328	78.04160
NH00xx	ABC-DEF	2.5	3.0	Increasing	L1	0.70	0.60	0.65	49	06-05-17	9.95385	78.05255
NH00xx	ABC-DEF	3.0	3.5	Increasing	L1	0.40	0.50	0.45	42	06-05-17	9.93102	78.05648
NH00xx	ABC-DEF	3.5	4.5	Increasing	L1	0.90	0.80	0.85	33	06-05-17	9.91229	78.04961
NH00xx	ABC-DEF	4.5	5.0	Increasing	L1	0.40	0.30	0.35	32	06-05-17	9.89041	78.03458

## 2.5 Skid Resistance

The following table lists the fields which need to be populated for the 'Skid Resistance' attribute. The descriptions of the fields are given below.

Field	Description	Example
NHNumber	New National Highway number	NH0065
SectionCode	Code indicating starting and ending locations of section	HYD-VIJ (Hyderabad-Vijayawada)
StartChainage	Chainage of the start point (in km)	0.500
EndChainage	Chainage of the end point (in km)	1.500
Direction	Direction of survey <ul style="list-style-type: none"> <li>Increasing (chainage)</li> <li>Decreasing (chainage)</li> </ul>	Increasing
LaneNumber	Number of the lane: L1, L2, R1, R2, etc., L1 being 1 <sup>st</sup> lane on the left from centreline of carriageway, L2 being 2 <sup>nd</sup> lane on the left from centerline and so on	L1
SkidLeft	Skid resistance of pavement measured as skid number, measured from left wheel path	25

Field	Description	Example
SkidRight	Skid resistance of pavement measured as skid number, measured from left wheel path	24
SkidAverage	Average skid resistance measured from left and right wheel paths	24.5
Speed	Speed of vehicle in km/h	42
SurveyDate	Date of survey in the format <DD-MM-YYYY>	06-05-17
Latitude	Latitude of survey point	9.98897
Longitude	Longitude of survey point	78.02671

A sample output is shown below for reference:

NH Number	Section Code	Start Chainage	End Chainage	Direction	Lane Number	Skid Left	Skid Right	Skid Average	Speed	Survey Date	Latitude	Longitude
NH00x	ABC-DEF	0.0	0.5	Increasing	L1	25.0	24.0	24.5	20	06-05-17	9.98897	78.02671
NH00x	ABC-DEF	0.5	1.0	Increasing	L1	23.0	23.0	23.0	37	06-05-17	9.98444	78.02934
NH00x	ABC-DEF	1.0	1.5	Increasing	L1	23.0	24.0	23.5	42	06-05-17	9.98341	78.03004
NH00x	ABC-DEF	1.5	2.0	Increasing	L1	22.0	22.0	22.0	46	06-05-17	9.98107	78.03078
NH00x	ABC-DEF	2.0	2.5	Increasing	L1	20.0	21.0	20.5	42	06-05-17	9.96328	78.04160
NH00x	ABC-DEF	2.5	3.0	Increasing	L1	24.0	24.0	24.0	49	06-05-17	9.95385	78.05255
NH00x	ABC-DEF	3.0	3.5	Increasing	L1	28.0	28.0	28.0	42	06-05-17	9.93102	78.05648
NH00x	ABC-DEF	3.5	4.5	Increasing	L1	21.0	21.0	21.0	33	06-05-17	9.91229	78.04961
NH00x	ABC-DEF	4.5	5.0	Increasing	L1	25.0	24.0	24.5	32	06-05-17	9.89041	78.03458

## 2.6 Falling Weight Deflectometer (FWD)

The following table lists the fields which need to be populated for the 'FWD' attribute. The descriptions of the fields are given below.

Field	Description	Example
NH Number	New National Highway number	NH0065
SectionCode	Code indicating starting and ending locations of section	HYD-VIJ (Hyderabad-Vijayawada)
Chainage	Chainage of survey point (in km)	0.500
Direction	Direction of survey <ul style="list-style-type: none"> <li>Increasing (chainage)</li> <li>Decreasing (chainage)</li> </ul>	Increasing
LaneNumber	Number of the lane: L1, L2, R1, R2, etc., L1 being 1 <sup>st</sup> lane on the left from centreline of carriageway, L2 being 2 <sup>nd</sup> lane on the left from centerline and so on	L1
AirTemperature	Air temperature recorded in °C	33
SurfaceTemperature	Temperature of the pavement surface, recorded in °C	39.3
PeakLoad	Peak impulse load, measured in kN	45.7
Deflection0	Surface deflection at the test load center, measured in micron	246
Deflection1	Surface deflection at location 1 from the test load center, measured in micron	110
Distance1	Distance of location 1 from the test load center	300
Deflection2	Surface deflection at location 2 from the test load center, measured in micron	153
Distance2	Distance of location 2 from the test load center	600
Deflection3	Surface deflection at location 3 from the test load center, measured in micron	110
Distance3	Distance of location 3 from the test load center	900
Deflection4	Surface deflection at location 4 from the test load center, measured in micron	76
Distance4	Distance of location 4 from the test load center	1200
Deflection5	Surface deflection at location 5 from the test load center, measured in micron	59
Distance5	Distance of location 5 from the test load center	1500
Deflection6	Surface deflection at location 6 from the test load center, measured in micron	44
Distance6	Distance of location 6 from the test load center	1800
Deflection7	Surface deflection at location 7 from the test load center, measured in micron	35
Distance7	Distance of location 7 from the test load center	2100
Deflection8	Surface deflection at location 8 from the test load center, measured in micron	28
Distance8	Distance of location 8 from the test load center	2400

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Field	Description	Example
ElasticModulusBituminousE1	Elastic modulus of bituminous layer, backcalculated in MPa	3359
Elastic Modulus Granular E2	Elastic modulus of granular layer, back calculated in MPa	396
Elastic Modulus Sub Grade E3	Elastic modulus of subgrade, back calculated in MPa	90
Corrected Elastic Modulus Bituminous E1	Corrected elastic modulus of bituminous layer in MPa	3424
Corrected Elastic Modulus Granular E2	Corrected elastic modulus of granular layer in MPa	300
Corrected Elastic Modulus Sub Grade E3	Corrected elastic modulus of subgrade in MPa	69
Bituminous Layer	Thickness of bituminous layer in mm	105
Base Layer	Thickness of base layer in mm	230
GSB Layer	Thickness of GSB layer in mm	200
Subgrade CBR	CBR of subgrade	0.08
Bituminous Layer Coefficient A1	Layer coefficient of the bituminous layer	0.36
Base Layer Coefficient A2	Layer coefficient of the base layer	0.17
Granular Base Layer Coefficient A3	Layer coefficient of the GSB layer	0.17
Structural Number	Structural number of the pavement	3.86
Modified Structural Number	Modified structural number including contribution from subgrade	4.85
Survey Date	Date of survey in the format <DD-MM-YY>	06-05-17
Latitude	Latitude of survey point	9.98897
Longitude	Longitude of survey point	78.02671

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A sample output is shown below for reference:

NH Number	Section Code	Chainage	Direction	Lane Number	Air Temperature	Surface Temperature	Peak Load	Deflection0	Deflection1	Location 1	Deflection2
NH00-xx	ABC-DEF	0.500	RHS	R2	32.6	43.7	45.7	333	188	300	243
NH00-xx	ABC-DEF	1.000	LHS	L1	29.9	32.6	45.4	317	163	300	217
NH00-xx	ABC-DEF	1.499	RHS	R1	33.0	39.3	45.7	246	110	300	153
NH00-xx	ABC-DEF	2.000	LHS	L2	28.7	32.4	46.0	293	130	300	187
NH00-xx	ABC-DEF	2.500	RHS	R2	33.7	45.8	45.3	429	232	300	316
NH00-xx	ABC-DEF	3.000	LHS	L1	29.0	33.0	45.7	343	204	300	252
NH00-xx	ABC-DEF	3.500	RHS	R1	33.5	45.4	44.5	373	194	300	268
NH00-xx	ABC-DEF	4.010	LHS	L2	28.9	33.5	45.0	348	201	300	254
NH00-xx	ABC-DEF	4.500	RHS	R2	33.3	40.3	46.0	393	241	300	301

(table continued...)

Location 2	Deflection3	Location 3	Deflection4	Location 4	Deflection5	Location 5	Deflection6	Location 6	Deflection7	Location 7	Deflection8
600	180	900	128	1200	102	1500	75	1800	58	2100	42
600	158	900	104	1200	70	1500	48	1800	38	2100	28
600	110	900	76	1200	59	1500	44	1800	35	2100	28
600	126	900	81	1200	62	1500	44	1800	32	2100	23
600	227	900	152	1200	116	1500	86	1800	71	2100	58
600	196	900	144	1200	117	1500	85	1800	65	2100	48
600	187	900	118	1200	83	1500	47	1800	31	2100	22
600	198	900	135	1200	105	1500	64	1800	42	2100	26
600	231	900	162	1200	123	1500	82	1800	62	2100	46

(table continued...)

Location 8	Elastic Modulus Bituminous E1	Elastic Modulus Granular E2	Elastic Modulus SubGrade E3	Corrected Elastic Modulus Bituminous E1	Corrected Elastic Modulus Granular E2	Corrected Elastic Modulus SubGrade E3	Bituminous Layer	Base Layer	GSB Layer	Subgrade CBR
2400	6213	185	100	6447	135	78	105	230	200	0.08
2400	5356	195	100	5295	143	78	105	230	200	0.08
2400	3359	396	90	3424	300	69	105	230	200	0.08
2400	4830	226	100	4770	169	78	105	230	200	0.08
2400	4570	137	97	4781	93	75	105	230	200	0.08
2400	8454	135	100	8374	91	78	105	230	200	0.08
2400	4394	165	100	4590	117	78	105	230	200	0.08
2400	7817	139	96	7762	95	74	105	230	200	0.08
2400	7666	123	95	7847	81	73	105	230	200	0.08

(table continued...)

Bituminous Layer Coefficient A1	Base Layer Coefficient A2	Granular Base Layer Coefficient A3	Structural Number	Modified Structural Number	Survey Date	Latitude	Longitude
0.45	0.13	0.13	3.68	4.82	01-07-16	9.98897	78.02671
0.42	0.13	0.13	3.56	4.70	23-06-16	9.98444	78.02934
0.36	0.17	0.17	3.86	4.85	01-07-16	9.98341	78.03004
0.41	0.14	0.14	3.65	4.79	23-06-16	9.98107	78.03078
0.41	0.11	0.11	3.24	4.34	01-07-16	9.96328	78.04160
0.49	0.11	0.11	3.58	4.72	23-06-16	9.95385	78.05255
0.40	0.12	0.12	3.34	4.48	01-07-16	9.93102	78.05648

0.48	0.12	0.12	3.67	4.75	23-06-16	9.91229	78.04961
0.48	0.11	0.11	3.53	4.59	01-07-16	9.89041	78.03458

## 2.7 Falling Weight Deflectometer (FWD) Rigid

The following table lists the fields which need to be populated for the 'FWD Rigid' attribute. The descriptions of the fields are given below.

Field	Description	Example
NH Number	New National Highway number	NH0065
Section Code	Code indicating starting and ending locations of section	HYD-VIJ (Hyderabad-Vijayawada)
Chainage	Chainage of the point (in km)	0.500
Direction	Direction of survey <ul style="list-style-type: none"> <li>Increasing (chainage)</li> <li>Decreasing (chainage)</li> </ul>	Increasing
Lane Number	Number of the lane: L1, L2, R1, R2, etc.	L2
Air Temperature	Air temperature recorded in °C	30.1
Surface Temperature	Temperature of the pavement surface, recorded in °C	39.4
Peak Load	Peak impulse load, measured in kN	103.7
Deflection1	Surface deflection at the test load center, measured in micron	140
Deflection2	Surface deflection at 300 mm from the test load center, measured in micron	121
Deflection3	Surface deflection at 600 mm from the test load center, measured in micron	108
Deflection4	Surface deflection at 900 mm from the test load center, measured in micron	101
Concrete Slab Thickness h	Thickness of concrete slab, measured in mm	300
Area of Deflection Basin	Area of deflection basin, calculated from measured deflections, in cm <sup>2</sup>	761
Radius of Relative Stiffness	Radius of relative stiffness, calculated in mm	823
NormalizedDeflection1	Normalized deflection at location 1, in mm	3.1
NormalizedDeflection2	Normalized deflection at location 2, in mm	2.9
NormalizedDeflection3	Normalized deflection at location 3, in mm	2.4

Field	Description	Example
Normalized Deflection <sub>d4</sub>	Normalized deflection at location 4, in mm	1.9
Modulus of Subgrade Reaction k	Modulus of subgrade reaction, measured in MPa/m	131
Elastic Modulus of Concrete E <sub>c</sub>	Elastic modulus of concrete, calculated in MPa	26118
Cube Strength of Concrete f <sub>ck</sub>	Cube strength of concrete, calculated in MPa	27
Flexural strength of concrete f <sub>mr</sub>	Flexural strength of concrete, calculated in MPa	3.7
Date Of Testing	Date of testing in the format <DD-MM-YY>	06-05-17
Latitude	Latitude of survey point	9.98897
Longitude	Longitude of survey point	78.02671

A sample output is shown below for reference:

NH No	Section Code	Chain-age	Direction	Lane No.	Air Temperature	Surface Temperature	Peak Load	Deflection 1	Deflection 2	Deflection 3	Deflection 4	Concrete Slab Thickness
NH0-0xx	ABC-DEF	0.0	LHS	L2	29.0	34.9	104.1	167	143	130	119	300
NH0-0xx	ABC-DEF	0.5	RHS	R2	30.5	38.1	104.4	141	130	122	115	300
NH0-0xx	ABC-DEF	1.0	LHS	L1	30.0	35.6	105.2	147	111	100	91	300
NH0-0xx	ABC-DEF	1.5	RHS	R1	28.9	38.3	102.4	140	126	116	107	300
NH0-0xx	ABC-DEF	2.0	LHS	L2	30.1	39.4	103.7	140	121	108	101	300
NH0-0xx	ABC-DEF	2.5	RHS	R2	29.0	37.5	104.6	150	134	126	117	300
NH0-0xx	ABC-DEF	3.0	LHS	L1	30.6	38.9	102.7	124	109	104	92	300
NH0-0xx	ABC-DEF	3.5	RHS	R1	29.3	39.1	105.9	149	136	128	119	300
NH0-0xx	ABC-DEF	4.5	RHS	R2	30.3	41.0	104.9	138	127	121	114	300

**(table continued...)**

Area of Deflection Basin	Radius of Relative Stiffness	Normalized Deflection d1	Normalized Deflection d2	Normalized Deflection d3	Normalized Deflection d4	Modulus of Subgrade Reaction	Elastic Modulus of Concrete Ec	Cube Strength of Concrete fck	Flexural strength of concrete fmr	Date Of Testing	Latitude	Longitude
759	816	3	3	2	2	112	21590	19	3	25-06-16	9.98897	78.02671
821	1214	3	3	3	2	62	58161	135	8	28-06-16	9.98444	78.02934
684	580	3	3	2	1	246	12071	6	2	25-06-16	9.98341	78.03004
796	1014	3	3	3	2	87	39783	63	6	28-06-16	9.98107	78.03078
761	823	3	3	2	2	131	26118	27	4	25-06-16	9.96328	78.04160
800	1040	3	3	3	2	79	39908	64	6	28-06-16	9.95385	78.05255
789	971	3	3	3	2	107	41290	68	6	25-06-16	9.93102	78.05648
814	1150	3	3	3	2	66	50086	100	7	28-06-16	9.91229	78.04961
826	1257	3	3	3	2	59	64082	164	9	28-06-16	9.89041	78.03458

## **SECTION 7: DRAFT FORM OF CONTRACT**

**Note:** This draft Agreement is a generic document and shall be modified based on particulars of the HAM Project.

**CONTRACT FOR CONSULTANT'S SERVICES**

Between

---

(Name of Client)

And

---

(Name of Consultant)

Dated:

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**I. FORM OF CONTRACT**

**COMPLEX TIME BASED ASSIGNMENTS**

This CONTRACT (hereinafter called the "Contract") is made the \_\_\_\_ day of the \_\_\_\_\_ Month of \_\_\_\_, 200 \_\_\_\_, between, on the one hand \_\_\_\_\_ (hereinafter called the "Client) and, on the other hand, \_\_\_\_\_ (hereinafter called the "Consultants").

*[Note\* : If the Consultants consist of more than one entity, the above should be partially amended to read as follows:*

*"...(hereinafter called the "Client") and, on the other hand, a joint venture consisting of the following entities, each of which will be jointly severally liable to the Client for all the Consultants' obligations under this Contract, namely, \_\_\_\_\_ and \_\_\_\_\_ [hereinafter called "Consultants"]]*

**WHEREAS**

- (a) the Client has requested the Consultants to provide certain consulting services as defined in the General Conditions of Contract attached to this Contract (hereinafter called the "Services");
- (b) the Consultants, having represented to the Client that they have the required professional skills, and personnel and technical resources, have agreed to provide the Services on the terms and conditions set forth in this Contract;

NOW THEREFORE the parties hereto hereby agree as follows:

**1. The following documents attached hereto shall be deemed to form an integral part of this Contract:**

- (a) The General Conditions of Contract (hereinafter called "GC")'
- (b) The Special Conditions of Contract (hereinafter called "SC");
- (c) The following Appendices :

[Note: If any of these Appendices are not used, the words "Not Used" should be inserted below next to the title of the Appendix on the sheet attached hereto carrying the title of that Appendix].

<b>Appendix A:</b>	<b>Description of the Services.....</b>
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**2. The mutual rights and obligations of the Client and the Consultants shall be as set forth in the Contract; in particular**

- (d) The Consultants shall carry out the Services in accordance with the provisions of the Contract; and
- (e) The Client shall make payments to the Consultants in local currency only in accordance with the Provisions of the Contract.

IN WITNESS WHEREOF, the Parties hereto have caused this Contract to be signed in their respective names as of the day and year first above written.

---

FOR AND ON BEHALF OF  
[NAME OF THE CLIENT]

By

(Authorized Representative)

---

FOR AND ON BEHALF OF  
[NAME OF THE CONSULTANTS]

By

(Authorized Representative)

[Note: If the Consultants consist of more than one entity, all of these entities should appear as signatures, e.g. in the following manner]

---

FOR AND ON BEHALF OF EACH OF THE  
MEMBERS OF THE CONSULTANTS

[Name of the Member]

By

(Authorized Representative)

---

*[Name of the Member]*

By

(Authorized Representative)

etc.

## **II. GENERAL CONDITIONS OF CONTRACT**

### **1. General Provisions**

Unless the context otherwise requires, the following terms whenever used in this Contract have the following meanings:

#### **1.1 Definitions**

- (a) “Applicable Law” means the laws and any other instruments having the force of law in the Government’s country [or in such other country as may be specified in the Special Conditions of Contract (SC)], as they may be issued and in force from time to time.
- (b) “Contract” means the Contract signed by the Parties, to which these General Conditions of Contract are attached, together with all the documents listed in Clause 1 of such signed Contract;
- (c) “Effective Date” means the date on which this Contract comes into force and effect pursuant to Clause GC 2.1;
- (d) ‘foreign currency’ means any currency other than the currency of the Government;
- (e) ‘GC’ means these General Conditions of Contract;
- (f) “Government” means the Government of Client’s Country;
- (g) ‘Local currency’ means the Indian Rupees;
- (h) “Consultant” wherever mentioned in this Contract Agreement means the “Independent Consultant (IE)” and includes and sub-consultants or Associates engaged by the primary consultant.
- (i) “Member”, in case the Consultants consist of a joint venture of more than one entity, means any of these entities, and “Members” means all of these entities;
- (j) “Party” means the Client or the Consultants, as the case may be, and Parties means both of them;
- (k) “Personnel” means persons hired by the Consultants or by any Sub-Consultants and or Associates as Employees and assigned to the performance of the Services or any part thereof; “Foreign Personnel” means such persons who at the time of being so hired had their domicile outside the Government’s Country, “Local Personnel” means such persons who at the time of being so

hired had their domicile inside the Government's Country; and 'key personnel' means the personnel referred to in Clause GC 4.2 (a).

- (l) "SC" means the Special Conditions of Contract by which these General Conditions of Contract may be amended or supplemented;
- (m) "Services" means the work to be performed by the Consultants pursuant to his contract, as described in Appendix A hereto. The scope of work will be strictly as given in various Clauses in TOR. The approach and methodology to be adopted by the Consultant for carrying out the assignment as Independent Engineer may be modified depending on the site requirements and work programme of the Concessionaire after mutual discussions with Authority, the Concessionaire and the Independent Engineer. The work plan as indicated by the Consultant may be modified accordingly to the site requirements.
- (n) "Sub-consultant and or Associates " means any entity to which the Consultants subcontract any part of the Services in accordance with the provisions of Clause GC 3.7; and
- (o) "Third Party" means any person or entity other than the Government, the Client, the Consultants or a Sub-consultant.

## **1.2 Relation between the Parties**

Nothing contained herein shall be construed as establishing a relation of master and servant or of principal and agent as between the Client and the Consultants. The Consultants, subject to this Contract, have complete charge of Personnel and Sub-consultants, if any, performing the Services and shall be fully responsible for the Services performed by them or on their behalf hereunder.

## **1.3 Law Governing Contract**

This Contract, its meaning and interpretation, and the relation between the Parties shall be governed by the Applicable Law.

## **1.4 Language**

This Contract has been executed in the language specified in the SC, which shall be the binding and controlling language for all matters relating to the meaning or interpretation of this Contract.

## **1.5 Headings**

The headings shall not limit, alter or affect the meaning of this Contract.

## 1.6 Notices

- 1.6.1 Any notice, request or consent required or permitted to be given or made pursuant to this Contract shall be routed through NHAI Data Lake only unless the law requires to send such notice, request etc. through physical/ any other specified mode only. Any such notice, request or consent shall be deemed to have been delivered when given or made on the NHAI Data Lake to an authorized representative of the Party specified in the SC.
- 1.6.2 Notice will be deemed to be effective as specified in the SC.
- 1.6.3 A Party may change its address for notice hereunder by giving the other Party notice of such change pursuant to the provisions listed in the SC with respect to Clause GC 1.6.2.

## 1.7 Location

The Services shall be performed at such locations as are specified in Appendix A hereto and, where the location of a particular task is not so specified, at such locations. Whether in Government's Country or elsewhere, as the Client may approve.

## 1.8 Authority of Member in Charge

In case the Consultants consist of a joint venture of more than one entity, the Members hereby authorize the entity specified in the SC to act on their behalf in exercising all the Consultants' rights and obligations towards the Client under this Contract, including without limitation the receiving of instructions and payments from the Client.

## 1.9 Authorized Representatives

Any action required or permitted to be taken, and any document required or permitted to be executed, under this Contract by the Client or the Consultants may be taken or executed by the officials specified in the SC.

## 1.10 Taxes and Duties

Unless otherwise specified in the SC, the Consultants, Sub-consultants and Personnel shall pay such taxes, duties, fees and other impositions as may be levied under the Applicable Law. Authority shall reimburse only Goods and service tax on production of project specific proof of payment of Goods and service tax.

## 2. Commencement, Completion, Modification and Termination of Contract

### 2.1 Effectiveness of Contract

This Contract shall come into force and effect on the date (the "Effective Date") of the

Client's notice to the Consultants instructing the Consultants to begin carrying out the Services. This notice shall confirm that the effectiveness conditions, if any, listed in the SC have been met.

## **2.2 Termination of Contract for Failure to Become Effective**

If this Contract has not become effective within such time period after the date of the Contract signed by the Parties as shall be specified in the SC, either Party may, by not less than four (4) weeks' written notice to the other Party, declare this Contract to be null and void, and in the event of such a declaration by either Party, neither Party shall have any claim against the other Party with respect hereto.

## **2.3 Commencement of Services**

The Consultants shall begin carrying out the Services at the end of such time period after the Effective Date as shall be specified in the SC.

## **2.4 Expiration of Contract**

Unless terminated earlier pursuant to Clause GC 2.9 hereof, this Contract shall expire when services have been completed and all payments have been made at the end of such time period after the Effective Date as shall be specified in the SC.

## **2.5 Entire Agreement**

This Contract contains all covenants, stipulations and provisions agreed by the Parties. No agent or representative of either Party has authority to make, and the Parties shall not be bound by or be liable for, any statement, representation, promise or agreement not set forth herein.

## **2.6 Modification**

Modification of the terms and conditions of this Contract, including any modification of the scope of the Services, may only be made by written agreement between the Parties as the case may be, has been obtained. Pursuant to Clause GC 7.2 hereof, however, each Party shall give due consideration to any proposals for modification made by the other Party.

## **2.7 Force Majeure**

### **2.7.1 Definition**

- (a) For the purposes of this Contract, "Force Majeure" means an event which is beyond the reasonable control of a Party, and which makes a Party's performance of its obligations hereunder impossible or so impractical as reasonably to be considered impossible in the circumstances, and includes, but

is not limited to, war, riots, civil disorder, earthquake, fire, explosion, storm, flood or other adverse weather conditions, strikes, lockouts or other industrial action ( except where such strikes, lockouts or other industrial action are within the power of the Party invoking Force Majeure to prevent), confiscation or any other action by government agencies.

- (b) Force Majeure shall not include (i) any event which is caused by the negligence or intentional action of a party or such Party's Sub-consultants or agents or employees, nor (ii) any event which a diligent Party could reasonably have been expected to both (A) take into account at the time of the conclusion of this Contract and (B) avoid or overcome in the carrying out of its obligations hereunder.
- (c) Force Majeure shall not include insufficiency of funds or failure to make any payment required hereunder.

#### **2.7.2 No Breach of Contract**

The failure of a Party to fulfill any of its obligations hereunder shall not be considered to be a breach of, or default under, this Contract insofar as such inability arises from an event of Force Majeure, provided that the Party affected by such an event has taken all reasonable precautions, due care" and reasonable alternative measures, all with the objective of carrying out the terms and conditions of this Contract.

#### **2.7.3 Measures to be Taken**

- (a) A Party affected by an event of Force Majeure shall take all reasonable measures to remove such Party's inability to fulfill its obligations hereunder with a minimum of delay.
- (b) A Party affected by an event of Force Majeure shall notify the other Party of such event as soon as possible, and in any event not later than fourteen (14) days following the occurrence of such event, providing evidence of the nature and cause of such event, and shall similarly give notice of the restoration of normal conditions as soon as possible.
- (c) The Parties shall take all reasonable measures to minimize the consequences of any event of Force Majeure.

#### **2.7.4 Extension of Time**

Any period within which a Party shall, pursuant to this Contract, complete any action or task, shall be extended for a period equal to the time during which such Party was unable to perform such action as a result of Force Majeure.

Extension of Time for providing services of the Independent Engineer shall be extended concurrently with the Extension of Time granted, if any, to the Concessionaire for the project, subject to satisfactory performance of the Independent Engineer and limited to original period of consultancy services.

#### **2.7.5 Payments**

During the period of their inability to perform the Services as a result of an event of Force Majeure, the Consultants shall be entitled to be reimbursed for additional costs reasonably and necessarily incurred by them during such period for the purposes of the Services and in reactivating the Services after the end of such period.

#### **2.7.6 Consultation**

Not later than thirty (30) days after the Consultants, as the result of an event of Force Majeure, have become unable to perform a material portion of the Services, the Parties shall consult with each other with a view to agreeing on appropriate measures to be taken in the circumstances.

### **2.8 Suspension**

The Client may, by written notice of suspension to the Consultants, suspend all payments to the Consultants hereunder if the Consultants fail to perform any of their obligations under this Contract, including the carrying out of the Services, provided that such notice of suspension (i) shall specify the nature of the failure, and (ii) shall request the Consultants to remedy such failure within a period not exceeding thirty (30) days after receipt by the Consultants of such notice of suspension.

### **2.9 Termination**

#### **2.9.1 By the Client**

The Client may, by not less than thirty (30) days' written notice of termination to the Consultants (except in the event listed in paragraph (f) below, for which there shall be a written notice of not less than sixty (60) days), such notice to be given after the occurrence of any of the events specified in paragraphs (a) through (h) of this Clause GC 2.9.1, terminate this Contract.

- (a) if the Consultants fail to remedy a failure in the performance of their obligations hereunder, as specified in a notice of suspension pursuant to Clause GC 2.8 hereinabove, within thirty (30) days of receipt of such notice of suspension or within such further period as the Client may have subsequently approved in writing;

- (b) if the Consultants become (or, if the Consultants consist of more than one entity, if any of their Members becomes) insolvent or bankrupt or enter into any agreements with their creditors for relief of debt or take advantage of any law for the benefit of debtors or go into liquidation or receivership whether compulsory or voluntary;
- (c) if the Consultants fail to comply with any final decision reached as a result of arbitration proceedings pursuant to Clause GC 8 hereof;
- (d) if the Consultants submit to the Client a statement which has a material effect on the rights, obligations or interests of the Client and which the Consultants know to be false;
- (e) if, as the result of Force Majeure, the Consultants are unable to perform a material portion of the Services for a period of not less than sixty (60) days; or
- (f) if the Client, in its sole discretion and for any reason whatsoever, decides to terminate this Contract.
- (g) if the consultant, in the judgment of the Client has engaged in corrupt or fraudulent practices in competing for or in executing the Contract. For the purpose of this clause:

"corrupt practice" means the offering, giving, receiving or soliciting of anything of value to influence the action of a public official in the selection process or in contract execution.

"fraudulent practice" means a misrepresentation of facts in order to influence a selection process or the execution of a contract to the detriment of the Borrower, and includes collusive practice among consultants (prior to or after submission of proposals) designed to establish prices at artificial non-competitive levels and to deprive the Borrower of the benefits of free and open competition.

- (h) if Concessionaire represents to Authority that the Consultant is not discharging his duties in a fair, efficient and diligent manner and if the dispute remains unresolved, Authority may terminate this contract.

### 2.9.2 **By the Consultants**

The Consultants may, by not less than thirty (30) days' written notice to the Client, such notice to be given after the occurrence of any of the events specified in paragraphs (a) through (d) of this Clause GC 2.9.2, terminate this Contract:

- (a) if the Client fails to pay any money due to the Consultants pursuant to this Contract and not subject to dispute pursuant to Clause 8 hereof within

forty-five (45) days after receiving written notice from the Consultants that such payment is overdue;

- (b) if the Client is in material breach of its obligations pursuant to this Contract and has not remedied the same within forty-five (45) days (or such longer period as the Consultants may have subsequently approved in writing) following the receipt by the Client of the Consultants' notice specifying such breach;
- (c) if, as the result of Force Majeure, the Consultants are unable to perform a material portion of the Services for a period of not less than sixty (60) days; or
- (d) if the Client fails to comply with any final decision reached as a result of arbitration pursuant to Clause GC 8 hereof.

### **2.9.3 Cessation of Rights and Obligations**

Upon termination of this Contract pursuant to Clauses GC 2.2 or GC 2.9 hereof, or upon expiration of this Contract pursuant to Clause GC 2.4 hereof, all rights and obligations of the Parties hereunder shall cease, except:

- (i) such rights and obligations as may have accrued on the date of termination or expiration;
- (ii) the obligation of confidentiality set forth in Clause GC 3.3 hereof;
- (iii) the Consultants' obligation to permit inspection, copying and auditing of their accounts and records set forth in Clause GC 3.6 (ii) hereof; and
- (iv) any right which a Party may have under the Applicable Law

### **2.9.4 Cessation of Services**

Upon termination of this Contract by notice of either Party to the other pursuant to Clauses GC 2.9.1 or GC 2.9.2 hereof, the Consultants shall, immediately upon dispatch or receipt of such notice, take all necessary steps to bring the Services to a close in a prompt and orderly manner and shall make every reasonable effort to keep expenditures for this purpose to a minimum. With respect to documents prepared by the Consultants and equipment and materials furnished by the Client, the Consultants shall proceed as provided, respectively, by Clauses GC 3.9 or GC 3.10 hereof.

### **2.9.5 Payment upon Termination**

Upon termination of this Contract pursuant to Clauses GC 2.9.1 or GC 2.9.2 hereof, the Client shall make the following payments to the Consultants (after offsetting against these payments any amount that may be due from the Consultant to the Client):

- (a) remuneration pursuant to Clause GC 6 hereof for Services satisfactorily performed prior to the effective date of termination;
- (b) reimbursable expenditures pursuant to Clause GC 6 hereof for expenditures actually incurred prior to the effective date of termination; and
- (c) except in the case of termination pursuant to paragraphs (a) through (d) of Clause GC 2.9.1 hereof, reimbursement of any reasonable cost incident to the prompt and orderly termination of the Contract including the cost of the return travel of the Consultants' personnel and their eligible dependents.

### **2.9.6 Disputes about Events of Termination**

If either Party disputes whether an event specified in paragraphs (a) through (e) of Clause GC 2.9.1 or in Clause GC 2.9.2 hereof has occurred, such Party may, within forty-five (45) days after receipt of notice of termination from the other Party, refer the matter to arbitration pursuant to Clause GC 8 hereof, and this Contract shall not be terminated on account of such event except in accordance with the terms of any resulting arbitral award.

## **3. Obligation of the Consultants**

### **3.1 General**

#### **3.1.1 Standard of Performance**

The Consultants shall perform the Services and carry out their obligations hereunder with all due diligence, efficiency and economy, in accordance with generally accepted professional techniques and practices, and shall observe sound management practices, and employ appropriate advanced technology and safe and effective equipment, machinery, materials and methods" The Consultants shall always" act, in respect of any matter relating to this Contract or to the Services, as faithful advisers to the Client, and shall at all times support and safeguard the Client's legitimate interests in any dealings with Sub-consultants or Third Parties.

#### **3.1.2 Law Governing Services**

The Consultants shall perform the Services in accordance with the Applicable Law and shall take all practicable steps to ensure that any Sub- consultants and or Associates, as well as the Personnel of the Consultants and any Sub-consultants and or Associates, comply with the Applicable Law. The Client shall advise the Consultants in writing of relevant local customs and the Consultants shall, after such notifications, respect such customs.

### **3.1.3 Provisions of Penal actions**

In case of lapses on their part/deficiencies in the services provided under this contract, the penal actions against Independent Engineer & concerned key personnel, shall be taken in accordance with the provisions as stipulated under 'Appendix-N'.

## **3.2 Conflict of Interests**

### **3.2.1 Consultants Not to Benefit from Commissions, Discounts, etc.**

The Remuneration of the Consultants pursuant to Clause GC 6 hereof shall constitute the Consultants' sole remuneration in connection with this Contract or the Services and, subject to Clause GC 3.2.2 hereof, the Consultants shall not accept for their own benefit any trade commission, discount or similar payment in connection with activities pursuant to this Contract or to the Services or in the discharge of their obligations hereunder, and the Consultants shall use their best efforts to ensure that any Sub- consultants and or Associates, as well as the Personnel and agents of either of them, similarly shall not receive any such additional remuneration.

3.2.2 If the Consultants, as part of the Services, have the responsibility of advising the Client on the procurement of goods, works or services, the Consultants shall comply with any applicable procurement guidelines of the Client (Authority) and or Associates Bank or of the Association, as the case may be, and other funding agencies and shall at all times exercise such responsibility in the best interest of the Client. Any discounts or commissions obtained by the Consultants in the exercise of such procurement responsibility shall be for the account of the Client.

### **3.2.3 Consultants and Affiliates Not to engage in Certain Activities**

The Consultants agree that, during the term of this Contract and after its termination, the Consultants and any entity affiliated with the Consultants, as well as any Sub- consultant and or Associates and any entity affiliated with such Sub- consultant and or Associates, shall be disqualified from providing goods, works or services (other than the Services and any continuation thereof) for any project resulting from or closely related to the Services.

### **3.2.4 Prohibition of Conflicting Activities**

The Consultants shall not engage, and shall cause their Personnel as well as their Sub-consultants and or Associates and their Personnel not to engage, either directly or indirectly, in any of the following activities:

- (a) during the term of this Contract, any business or professional activities in the Government's country which would conflict with the activities assigned to them under this Contract; and
- (b) after the termination of this Contract, such other activities as may be specified in the SC.

### **3.3 Confidentiality**

The Consultants, their Sub-consultants and the Personnel of either of them shall not, either during the term or within two (2) years after the expiration of this Contract, disclose any proprietary or confidential information relating to the Project, the Services, this Contract or the Client's business or operations without the prior written consent of the Client.

### **3.4 Liability of the Consultants**

Subject to additional provisions, if any, set forth in the SC, the Consultants' liability under this Contract shall be as provided by the Applicable Law.

### **3.5 Insurance to be Taken Out by the Consultants**

The Consultants (i) shall take out and maintain, and shall cause any Sub-consultants to take out and maintain, at their ( or the Sub-consultants', as the case may be) own cost but on terms and conditions approved by the Client, insurance against the risks, and for the coverages, as shall be specified in the SC, and (ii) at the Client's request, shall provide evidence to the Client showing that such insurance has been taken out and maintained and that the current premiums therefore have been paid.

### **3.6 Accounting, Inspection and Auditing**

The Consultants (i) shall keep accurate and systematic accounts and records in respect of the Services, hereunder, in accordance with internationally accepted accounting principles and in such form and detail as will clearly identify all relevant time charges and cost, and the bases thereof (including such bases as may be specifically referred to in the SC); (ii) shall permit the Client or its designated representative periodically, and up to one year from the expiration or termination of this Contract, to inspect the same and make copies thereof as well as to have them audited by auditors appointed by the Client; and (iii) shall permit the client to inspect the Consultant's accounts and records relating to the performance of the Consultant and to have them audited by auditors appointed by the client.

### **3.7 Consultants' Actions Requiring Client's Prior Approval**

The Consultants shall obtain the Client's prior approval in writing before taking any of

the following actions:

- (a) appointing such members of the Personnel as are listed in Appendix C ("Consultants' Sub-consultants' Key Personnel") merely by title but not by name;
- (b) entering into a subcontract for the performance of any part of the Services, it being understood (i) that the selection of the Sub-consultant and the terms and conditions of the subcontract shall have been approved in writing by the Client prior to the execution of the subcontract, and (ii) that the Consultants shall remain fully liable for the performance of the Services by the Sub-consultant and its Personnel pursuant to this Contract; and
- (c) any other action that may be specified in the SC

### **3.8 Reporting Obligations**

The Consultants shall submit to the Client the reports and documents specified in Appendix B hereto, in the form, in the numbers and within the time periods set forth in the said Appendix.

### **3.9 Documents Prepared by the Consultants to Be the Property of the Client**

All plans, drawings, specifications, designs, reports, other documents and software prepared by the Consultants for the Client under this Contract shall become and remain the property of the Client, and the Consultants shall, not later than upon termination or expiration of this Contract, deliver all such documents to the Client, together with a detailed inventory thereof. The Consultants may retain a copy of such documents and software. Restrictions about the future use of these documents and software, if any, shall be specified in the SC.

### **3.10 Equipment and Materials Furnished by the Client**

Equipment and materials made available to the Consultants by the Client, or purchased by the Consultants with funds provided by the Client, shall be the property of the Client and shall be marked accordingly. Upon termination or expiration of this Contract, the Consultants shall make available to the Client an inventory of such equipment and materials and shall dispose of- such equipment and materials in accordance with the Client's instructions. While in possession of such equipment and materials, the Consultants, unless otherwise instructed by the Client in writing, shall insure them at the expense of the Client in an amount equal to their full replacement value.

## **4. Consultants' Personnel and Sub-consultants and or Associates**

### **4.1 General**

The Consultants shall employ and provide such qualified and experienced Personnel and Sub-consultants as are required to carry out the Services.

#### **4.2 Description of Personnel**

- (a) The titles, agreed job descriptions, minimum qualification and estimated periods of engagement in the carrying out of the Services of each of the Consultants' Key Personnel are described in Appendix C. If any of the Key Personnel has already been approved by the clients his/her name is listed as well.
- (b) If required to comply with the provisions of Clause GCC 3.1.1 hereof, adjustments with respect to the estimated periods "of engagement of Key Personnel set forth in Appendix C may be made by the Consultants by written notice to the Client, provided (i) that such adjustments shall not alter the originally estimated period of engagement of any individual by more than 10% or one week, whichever is larger, and (ii) that the aggregate of such adjustments shall not cause payments under this Contract to exceed the ceilings set forth in Clause GC 6.1(b) of this Contract. Any other such adjustments shall only be made with the Client's written approval.
- (c) If additional work is required beyond the scope of the Services specified in Appendix A, the estimated periods of engagement of Key Personnel set forth in Appendix C may be increased by agreement in writing between the Client and the Consultants, provided that any such increase shall not, except as otherwise agreed, cause payments under this Contract to exceed the ceilings set forth in Clause GC 6.1 (b) of this Contract.

#### **4.3 Approval of Personnel**

The Key Personnel i.e. Professional Staff and Sub-consultants listed by title as well as by name in Appendix C are hereby approved by the Client. In respect of other Key Personnel which the Consultants propose, to use in the carrying out of the Services, the Consultants shall submit to the client for review and approval a copy of their biographical data and (in the case of Key personnel to be used within the country of the Government) a copy of a satisfactory medical certificate in the form attached hereto as Appendix D. If the Client does not object in writing (stating the reasons for the objection) within thirty (30) calendar days from the date of receipt of such biographical data and (if applicable) such certificate, such Key Personnel shall be deemed to have been approved by the Client.

#### **4.4 Working Hours, Overtime, Leave, etc.**

- (a) Working hours and holidays for Key Personnel are set forth in Appendix E hereto. To account for travel time, foreign Personnel carrying out Services inside the Government's country shall be deemed to have commenced (or

finished) work in respect of the Services such number of days before their arrival in (or after their departure from) the Government's country as is specified in Appendix E hereto.

- (b) The Personnel of all types engaged by Consultant to provide Services on this Contract shall not be entitled to be paid for overtime nor to take paid sick leave or vacation leave **except as specified in Appendix E** hereto, and except as specified
- (c) In such Appendix, the Consultants' remuneration shall be deemed to cover these items. All leave to be allowed to the Personnel is included in the staff-months of service set for in **Appendix C**. Any taking of leave by Personnel shall be subject to the prior approval by the Client and the Consultants shall ensure that absence for leave purposes will not delay the progress and adequate supervision of the Services.
- (d) All Key Personnel and sub professional staff of the Independent Engineer shall use the Aadhaar based Biometric attendance/ Geo-tagged selfie-based attendance system for marking their daily attendance. Aadhaar based attendance shall be marked at least once a day and anytime during the day. 01 Aadhaar based Biometric attendance/ Geo-tagged selfie-based attendance system shall be installed by the Independent Engineer at its own cost at the site office in order to facilitate the attendance marking. More systems can be installed near the project highway upto a maximum of 1 system per 50 km in order to encourage frequent visits of project highway by key personnel and sub professional staff. A copy of monthly Aadhaar Biometric attendance/ Geo-tagged selfie-based based Biometric attendance/ Geo-tagged selfie-based attendance records shall be attached with Monthly Status Report. Proper justification shall be provided for cases of absence of key personnel/ sub professional staff which do not have prior approval from Project Director of concerned stretch. Independent Engineer have to provide a certificate that all key personnel as envisaged in the Contract Agreement has been actually deployed in the project.
- (e) Independent Engineer will intimate concerned Project Director/ Project In-charge immediately after establishing its site office regarding installation of Aadhaar based Biometric attendance/ Geo-tagged selfie- based attendance system and complete address of its site office.

#### **4.5 Removal and/or Replacement of Personnel**

Removal and/or replacement of Key Personnel shall be regulated as under:

- 4.5.1** In case notice to commence services pursuant to Clause 2.1 of this Contract is not ordered by Client within 120 days of signing of contract the key personnel can excuse

themselves on valid grounds, e.g., selection on some other assignment, health problem developed after signing of contract, etc. In such a case no penalty shall be levied on the Firm or on the person concerned. The firm shall however be asked to give a replacement by an equal or better scoring person, whenever mobilization is ordered.

**4.5.2** In case notice to commence services is given within 120 days of signing of contract the, the Authority expects all the Key Personnel specified in the Proposal to be available during implementation of the Agreement. The Authority will not consider any substitution of Key Personnel except under compelling circumstances beyond the control of the Consultant and the concerned Key Personnel. Such substitution shall be limited to not more than three Key Personnel subject to equally or better qualified and experienced personnel being provided to the satisfaction of the Authority. Replacement of the Team Leader will not normally be considered and may lead to disqualification of the Applicant or termination of the Agreement. Replacement of one Key Personnel shall be permitted subject to reduction of remuneration equal to 5 % (five per cent) of the total remuneration specified for the Key Personnel who is proposed to be replaced. In case of second replacement the reduction in remuneration shall be equal to 10% (ten per cent) and for third and subsequent replacement, such reduction shall be equal to 15% (fifteen per cent) If the consultant finds that any of the personnel had made false representation regarding his qualification and experience, he may request the Employer for replacement of the personnel. There shall be no reduction in remuneration for such replacement. The replacement shall however be of equal or better score. The personnel so replaced shall be debarred from future projects for 2 years. The maximum age limit of replaced key personnel shall be 65 years as on the date of submission of proposal for such replacement.

**4.5.4 Replacement after original contract period is over:**

There shall be no limit on the replacements and no reduction in remunerations shall be made. The replacement shall however be of equal or better score.

**4.5.5** If the Employer (i) finds that any of the Personnel has committed serious misconduct or has been charged with having committed a criminal action or (ii) has reasonable ground to be dissatisfied with the performance of any of the Personnel, then the consultant shall, at the Employer's written request specifying the grounds therefore, forthwith provide a replacement with qualifications and experience acceptable to him. For such replacement there will be no reduction in remuneration.

**4.5.6** If any member of the approved team of a consultant engaged by Authority leaves that consultant before completion of the job, he shall be barred for a period of 6 months to 24 months from being engaged as a team member of any other consultant working (or to be appointed) for any other Authority/ MoRTH projects. The maximum age limit of replaced key personnel shall be 65 years as on the date of submission of proposal for such replacement.

**4.5.7** In case, person permanently employed with the firm is to be replaced, Technical score of both the CVs shall be compared excluding the marks given for employment with firm. Replacement would be allowed when the technical score (excluding the marks given for employment with firm) of the new key person is equal or better than the existing key person's technical score excluding marks assigned for permanent employment with the firm. However, the remuneration of such replacement shall be reduced on proportionate basis in case the overall score of the replacement person is less than the overall score original person.

**4.6 Resident Team Leader and Coordinator**

The person designated as the Team Leader of the Consultant's Personnel shall be responsible for the coordinated, timely and efficient functioning of the Personnel. In addition, the Consultant shall designate a suitable person from its Head Office as Project Coordinator who shall be responsible for day to day performance of the Services.

**5. Obligations of the Client**

**5.1 Assistance and Exemptions**

Unless otherwise specified in the SC, the Client shall use its best efforts to ensure that the Government shall:

- (a) provide the Consultants, Sub-consultants and Personnel with work permits and such other documents as shall be necessary to enable the Consultants, Sub-consultants or Personnel to perform the Services;
- (b) assist for the Personnel and, if appropriate, their eligible dependents to be provided promptly with all necessary entry and exit visas, residence permits, exchange permits and any other documents required for their stay in Government's country;
- (c) facilitate prompt clearance through customs of any property required for the Services and of the personal effects of the Personnel and their -eligible dependents;
- (d) issue to officials, agents and representatives of the Government all such instructions as may be necessary or appropriate for the prompt and effective implementation of the Services;
- (e) assist the Consultants and the Personnel and any Sub-consultants and or Associates employed by the Consultants for the Services from any requirement to register or obtain any permit to practice their profession or to establish themselves either individually or as a corporate entity according to the Applicable Law;

- (f) grant to the Consultants, any Sub-consultants and or Associates and the Personnel of either of them the privilege, pursuant to the Applicable Law, of bringing into Government's country reasonable amounts of foreign currency for the purposes of the Services or for the personal use of the Personnel and their dependents and of withdrawing any such amounts as may be earned therein by the Personnel in the execution of the Services: and
- (g) Provide to the Consultants, Sub-consultants and or Associates and Personnel any such other assistance as may be specified in the SC.

## **5.2 Access to Land**

The Client warrants that the Consultants shall have, free of charge, unimpeded access to all land in the Government's country in respect of which access is required for the performance of the Services. The Client will be responsible for any damage to such land or any property thereon resulting from such access and will indemnify the Consultants and each of the Personnel in respect of liability for any such damage, unless such damage is caused by the default or negligence of the Consultants or any Sub-consultant or the Personnel of either of them.

## **5.3 Change in the Applicable Law**

If, after the date of this Contract, there is any change in the Applicable Law with respect to taxes and duties which increases or decreases the cost or reimbursable expenses incurred by the Consultants in performing the Services, then the remuneration and reimbursable expenses otherwise payable to the Consultants under this Contract shall be increased or decreased accordingly by agreement between the Parties hereto, and corresponding adjustments shall be made to the ceiling amounts specified in Clause GC 6.1(b).

## **5.4 Services, Facilities and Property of the Client**

The Client shall make available to the Consultants and the Personnel, for the purposes of the services and free of any charge, the services, facilities and property described in Appendix F at the times and in the manner specified in said Appendix F, provided that if such services, facilities and property shall not be made available to the Consultants as and when so specified, the Parties shall agree on (i) any time extension that it may be appropriate to grant to the Consultants for the performance of the Services, (ii) the manner in which the Consultants shall procure any such services, facilities and property from other sources, and (iii) the additional payments, if any, to be made to the Consultants as a result thereof pursuant to Clause GC 6.1(c) hereinafter.

## **5.5 Payment**

In consideration of the Services performed by the Consultants under this Contract, the Client shall make to the Consultants such payments and in such manner as is provided

by Clause GC 6 of this Contract.

## 5.6 Counterpart Personnel

- (a) If so provided in Appendix F hereto, the Client shall make available to the Consultants, as and when provided in such Appendix F, and free of charge, such counterpart personnel to be selected by the Client, with the Consultants' advice, as shall be specified in such **Appendix F**. Counterpart personnel shall work under the exclusive direction of the Consultants. If any member of the counterpart personnel fails to perform adequately any work assigned to him by the Consultants which are consistent with the position occupied by such - member, the Consultants may request the replacement of such member, and the Client shall not unreasonably refuse to act upon such request.
- (b) If counterpart personnel are not provided by the Client to the Consultants as and when specified in Appendix F, the Client and the Consultants shall agree on (i) how the affected part of the Services shall be carried out, and (ii) the additional payments, if any, to be made by the Client to the Consultants as a result thereof pursuant to Clause GC 6.1(c) hereof.

## 6. Payments to the Consultants

### 6.1 Cost Estimates; Ceiling Amount

- (a) An estimate of the cost of the Services payable in local currency is set forth in Appendix G .
- (b) Except as may be otherwise agreed under Clause GC 2.6 and subject to Clause GC 6.1(c), payments under this Contract shall not exceed the ceilings in local currency specified in the SC. The Consultants shall notify the Client as soon as cumulative charges incurred for the Services have reached 80% of either of these ceilings.
- (c) Notwithstanding Clause GC 6.1(b) hereof, if pursuant to clauses GC 5.3,5.4 or 5.6 hereof, the Parties shall agree that additional payments in local currency, shall be made to the Consultants in order to cover any necessary additional expenditures not envisaged in the cost estimates referred to in Clause GC 6.1(a) above, the ceiling or ceilings, as the case may be, set forth in Clause GC 6.1 (b) above shall be increased by the amount or amounts, as the case may be, of any such additional payments.

### 6.2 Remuneration and Reimbursable Expenditures

- (a) Subject to the ceilings specified in Clause GC 6.1 (b) hereof, the Client shall pay to the Consultants (i) remuneration as set forth in Clause GC 6.2(b), and (ii) reimbursable expenditures as set forth in Clause GC 6.2(c). If specified in

the SC, said remuneration shall be subject to price adjustment as specified in the SC.

- (b) Remuneration for the Personnel shall be determined on the basis of time actually spent by such Personnel in the performance of the Services after the date determined in accordance with Clause GC 2.3 and Clause SC 2.3 (or such other date as the Parties shall agree in writing) (including time for necessary travel via the most direct route) at the rates referred to, and subject to such additional provisions as are set forth, in the SC.
- (c) Reimbursable expenditures actually and reasonably incurred by the Consultants in the performance of the Services, as specified in the SC.

Notwithstanding anything to the contrary stated in the GCC and SCC, it shall be mandatory to deploy the key personnel and sub- professional as per the Man-Months Input specified in the Terms of Reference.

Inadequate deployment of key personnel and sub-professional shall lead to deduction in the monthly payment as per following table. The key personnel and sub-professional shall be considered to be inadequately deployed if he/she is not present for at least 90% of the time stipulated in the month, as per the Man-Months input in the Terms of Reference and the Deployment Schedule proposed by the firm.

<b>S No</b>	<b>Personnel</b>	<b>% reduction in monthly payment</b>
1	Team Leader cum Senior Highway Engineer	20%
2	Resident Engineer cum Highway Engineer	25%
3	Bridge/Structural Engineer	20%
4	Other key personnel	20%
5	Sub professional staff	15%

For avoidance of doubt, in case the Team Leader cum Senior Highway Engineer has not been made available for 90% of the stipulated time in the month excluding permissible casual leave then only 80% of the monthly payment of all the key personnel during the month shall be released. Similarly for RE/ Bridge Engineer/Other key personnel, the mentioned reduction shall be done in the payment of remuneration of all key personnel during the month. In the case of "Other Key Personnel (Sr. No. 4)" the average availability across the group shall be considered for calculation. Similarly, in case of Sub-Professional staff (Sr. No.

5)" the average availability across the Sub- Professional shall be considered and reduction in payment of all Sub- Professional shall be done at the rate mentioned above.

**Note:** Consultant have to provide a certificate that all key personnel as envisaged in the Contract Agreement has been actually deployed in the project. They have to submit the proof of Aadhaar based biometric attendance/ geo – tagged selfie – based attendance system at the time of submission of bills to the National Highways Authority of India.

### 6.3 **Currency of Payment**

- (a) Local currency payments shall be made in the currency of the Government.
- (b) The SC shall specify which items of remuneration and reimbursable expenditures shall be paid, respectively, in local currency,

### 6.4 **Mode of Billing and Payment**

Billing and payments in respect of the Services shall be made as follows:

- (a) The Client shall cause to be paid to the Consultants an interest bearing advance payment as specified in the SC, and as otherwise set forth below. The advance payment will be due after provision by the Consultants to the Client of a bank guarantee by a bank acceptable to the Client in an amount (or amounts) and in a currency ( or currencies) specified in the SC, such bank guarantee (I) to remain effective until the advance payment has been fully set off as provided in the SC, and (ii) to be in the form set forth in Appendix I hereto or in such other form as the Client shall have approved in writing.
- (b) As soon as practicable and not later than fifteen (15 days) after the end of each calendar month during the period of the Services, the Consultants shall submit to the Client, in duplicate, itemized statements, accompanied by copies of receipted invoices, vouchers and other appropriate supporting materials, of the amounts payable pursuant to Clauses GC 6.3 and 6.4 for such month. Monthly statements shall be submitted in respect of amounts payable in local currency. Each such separate monthly statement shall distinguish that portion of the total eligible costs which pertains to remuneration from that portion which pertains to reimbursable expenditures.
- (c) 75% of bill raised by the consultant shall be paid within 72 Hrs and remaining bill may be paid after due scrutiny. The Client shall cause the payment of the Consultants periodically as given in schedule of payment above within thirty (30) days after the receipt by the Client of bills with supporting documents.

- (d) Only such portion of a monthly statement that is not satisfactorily supported may be withheld from payment. Should any discrepancy be found to exist between actual payment and costs authorized to be incurred by the Consultants, the Client may add or subtract the difference from any subsequent payments. Interest at the rate specified in the SC shall become payable as from the above due date on any amount due by, but not paid on, such due date.
- (e) The final payment under this Clause shall be made only after the final report and a final statement, identified as such, shall have been submitted by the Consultants and approved as satisfactory by the Client. The Services shall be deemed completed and finally accepted by the Client and the final report and final statement shall be deemed approved by the Client as satisfactory ninety (90) calendar days after receipt of the final report and final statement by the Client unless the Client, within such ninety (90)-day period, gives written notice to the Consultants specifying in detail deficiencies in the Services, the final report or final statement. The Consultants shall thereupon promptly make any necessary corrections, and upon completion of such corrections, the foregoing process shall be repeated. Any amount which the Client has paid or caused to be paid in accordance with this Clause in excess of the amounts actually payable in accordance with the provisions of this Contract shall be reimbursed by the Consultants to the Client within thirty, (30) days after receipt by the Consultants of notice thereof. Any such claim by the Client for reimbursement must be made within twelve (12) calendar months after receipt by the Client of a final report and a final statement approved by the Client in accordance with the above.
- (f) All payments under this Contract shall be made to the account of the Consultants specified in the SC.
- (g) Independent Engineer will make payment of salary to all key personnel in their respective bank accounts through electronic mode only. No cash transaction w.r.t. salary will be made. Proof of salary transfer through electronic mode shall be submitted by the Independent Engineer with each Bill.

## **7. Fairness and Good Faith**

### **7.1 Good Faith**

The Parties undertake to act in good faith with respect to each other's rights under this Contract and to adopt all reasonable measures to ensure the realization of the objectives of this Contract.

### **7.2 Operation of the Contract**

The Parties recognize that it is impractical in this Contract to provide for every contingency which may arise during the life of the Contract, and the Parties hereby agree that it is their intention that this Contract shall operate fairly as between them, and without detriment to the interest of either of them, and that, if during the term of this Contract either Party believes that this Contract is operating unfairly, the Parties will use their best efforts to agree on such action as may be necessary to remove the cause or causes of such unfairness, but no failure to agree on any action pursuant to this Clause shall give rise to a dispute subject to arbitration in accordance with Clause GC 8 hereof.

## **8. Settlement of Disputes**

### **8.1 Amicable Settlement**

The Parties shall use their best efforts to settle amicably all disputes arising out of or in connection with this Contract or the interpretation thereof.

### **8.2 Dispute Resolution**

8.2.1 Any dispute, difference or controversy of whatever nature howsoever arising under or out of or in relation to this Agreement (including its interpretation) between the Parties, and so notified in writing by either Party to the other Party (the “**Dispute**”) shall, in the first instance, be attempted to be resolved amicably in accordance with the conciliation procedure set forth in Clause 8.3.

8.2.2 The Parties agree to use their best efforts for resolving all Disputes arising under or in respect of this Agreement promptly, equitably and in good faith, and further agree to provide each other with reasonable access during normal business hours to all non – privileged records, information and data pertaining to any dispute.

### **8.3 Conciliation**

In the event of any Dispute between the Parties, either Party may call upon [Chairman of Authority] and the Chairman of the Board of Directors of the Consultant or a substitute thereof for amicable settlement, and upon such reference, the said persons shall meet no later than 10(ten) days from the date of reference to discuss and attempt to amicably resolve the Dispute. If such meeting does not take place within the 10(ten) day period or the Dispute is not amicably settled within 15(fifteen) days of the meeting or the Dispute is not resolved as evidenced by the signing of written terms of settlement within 30 (thirty) days of the notice in writing referred to in Clause 8.2.1 or such longer period as may be mutually agreed by the Parties, either Party may refer the Dispute to arbitration in accordance with the Provisions of Clause 8.4.

## **8.4 Arbitration**

8.4.1. Any Dispute which is not resolved amicably by conciliation, as provided in Clause 8.3, shall be finally decided by reference to arbitration by an Arbitral Tribunal appointed in accordance with Clause 8.4.2. Such arbitration shall be held in accordance with the Rules of Arbitration of the International Centre for Alternative Dispute Resolution, New Delhi (the "Rules"), or such other rules as may be mutually agreed by the Parties, and shall be subject to the provisions of the Arbitration and Conciliation Act, 1996 as amended. The venue of such arbitration shall be [New Delhi] and the language of arbitration proceedings shall be English.

**8.4.2** Each dispute submitted by a Party to arbitration shall be heard by a sole arbitrator to be appointed as per the procedure below

- a) Parties may agree to appoint a sole arbitrator or, failing agreement on the identity of such sole arbitrator within thirty(30) days after receipt by the other Party of the proposal of a name for such an appointment by the Party who initiated the proceedings, either Party may apply to the President, Indian Roads Congress, New Delhi for a list of not fewer than five nominees and, on receipt of such list, the Parties shall alternately strike names therefrom, and the last remaining nominee on the list shall be sole arbitrator for the matter in dispute. If the last remaining nominee has not been determined in this manner within sixty (60) days of the date of the list, the president, Indian Roads Congress, New Delhi, shall appoint, upon the request of either Party and from such list or otherwise, a sole arbitrator for the matter in dispute.

### **8.4.3 Substitute Arbitrator**

If for any reason an arbitrator is unable to perform his function, a substitute shall be appointed in the same manner as the original arbitrator.

### **8.4.4 Qualifications of Arbitrator**

The sole arbitrator selected pursuant to Clause 8.2.1 hereof shall be expert with extensive experience in relation to the matter in dispute.

**8.4.5** The Arbitrators shall make a reasoned award (the "Award"). Any Award made in any arbitration held pursuant to this Clause 8 shall be final and binding on the Parties as from the date it is made, and the Consultant and the Authority agree and undertake to carry out such Award without delay.

**8.4.6** The Consultant and the Authority agree that an Award may be enforced against the Consultant and/or the Authority, as the case may be, and their respective assets wherever situated.

**8.4.7.** This Agreement and the rights and obligations of the Parties shall remain in full force and effect, pending the Award in any arbitration proceedings hereunder

**8.4.8 Miscellaneous**

In any arbitration proceeding hereunder:

- (a) Proceedings shall, unless otherwise agreed by the parties be held in Delhi.
- (b) The English language shall be the official language for all purposes;
- (c) The decision of sole arbitrator shall be final and binding and shall be enforceable in any court of competent jurisdiction, and the Parties hereby waive any objections to or claims of immunity in respect of such enforcement; and
- (d) The schedule of Expenses and Fee payable to the Arbitrator shall be as under

S.No.	Particulars of Fees and Expenses	Maximum amount payable per case
1	Fee	(i) Rs. 25,000/- per day (ii) 25% extra on fee at (i) above in case of fast-track procedure as per Section -29 (B) of A&C Act; Or 10% extra on fee at (i) above if award is published within 6 months from date of entering the reference by AT; Alternatively, the Arbitrator may opt for a lump -sum fee of Rs. 5.00 Lakh per case including counter claims.
2	Reading charges- One Time	Rs 25,000/- per case including counter claims.
3	One -time charges for Secretarial Assistance and Incidental charges (telephone, fax, postage ets.)	Rs. 25,000/- per case
4	One time Charges for publishing/declaration of the award	Rs. 40,000/-
5	Other expenses (As per actual against bills subject to ceiling given below	
	Travelling expenses	Economy class (by air), First class AC (by train) and AC Car (by road)
	Lodging and Boarding	a)Rs. 15,000/-per day (in metro cities); or 1. Rs. 8000 per day (in other cities); or 2. Rs. 5,000/- per day if any Arbitrator makes their own arrangements.

<b>S.No.</b>	<b>Particulars of Fees and Expenses</b>	<b>Maximum amount payable per case</b>
6.	Local travel	Rs. 2000 /- per day
7	Extra charges for days other than meeting days (maximum for 2 X ½ days)	Rs. 5000 /- per day for outstation Arbitrator
Note	1 Lodging boarding and travelling expenses shall be allowed only for those arbitrator who is residing 100 kms. Away from the venue of meeting,	
	7.3 Delhi, Mumbai, Chennai, Kolkata, Bangalore and Hyderabad shall be considered as Metro cities.	

In exceptional cases, such as cases involving major legal implications/wider ramifications/higher financial stakes etc. a special fee structure could be fixed in consultation with the Contractor/Supervision Consultants and with the specific approval of the Authority before appointment of the Arbitrator,

## **9. Fake CV**

If any information is found incorrect/fake/inflated in the CV, at any stage, debarment of the key personnel from future National Highways Authority of India projects upto 2 years may be taken by National Highways Authority of India. Further, in case, the information contained in the CV for the duration in which the key personnel:

**(A)** was employed by the firm, proposing his candidature is found incorrect/fake/inflated at any stage, action including termination of the Consultancy Agreement and debarment of the firm upto 02 years from future National Highways Authority of India projects shall be taken by National Highways Authority of India.

**(B)** was employed by the firm, proposing his candidature is found incorrect/fake/inflated at any stage, the consultancy firms shall have to refund the salary and perks drawn in respect of the person apart from other consequences.

**(C)** was not employed by the firm, proposing his candidature is found incorrect/fake/inflated at any stage, the consultancy firms will have to refund the twice of salary and perks drawn in respect of the person.

**10.** Standard Operating Procedure to debar/penalize/declare as Non - Performer the Authority's Engineer/ Independent Engineer/Construction Supervision Consultant/ Project Management Consultant in National Highways and centrally sponsored road projects issued vide MoRT&H letter no. RW/NH-33044/76/2021-S&R(P&B) dated 07.10.2021 and its amendments shall be the integral Part of this Contract Agreement.

### III. SPECIAL CONDITIONS OF CONTRACT

#### GC Clause

#### A. Amendments of, and Supplements to, Clauses in the General Conditions of Contract

**1.1(a)** The words "in the Government's country" are amended to read 'in INDIA'

**1.4** The language is: English

**1.6.1** The addresses are:

Client: <Agency Address>

Attention:

Cable address: \_\_\_\_\_

Telex: Fax:

Consultants:

Attention:

Cable address \_\_\_\_\_

Telex \_\_\_\_\_

Facsimile \_\_\_\_\_

*[Note' : Fill in the Blanks]*

**1.6.2** Notice will be deemed to be effective as follows:

- (a) in the case of personal delivery or registered mail, on delivery;
- (b) in the case of telexes, 24 hours following confirmed transmission;
- (c) in the case of telegrams, 24 hours following confirmed transmission; and
- (d) in the case of facsimiles, 24 hours following confirmed transmission.

**1.8** The Member in Charge is:

*(Note: If the Consultants consist of a joint venture of more than one entity, the name of the entity whose address is specified in SC 1.6.1 should be inserted here. If the Consultants consist of one entity, this Clause 1.8 should be deleted from the SC)*

**1.9** The Authorised Representatives are:

For the Client:

For the  
Consultants:

\_\_\_\_\_  
\_\_\_\_\_

**1.10** The Consultants, Sub-consultants and the Personnel shall pay the taxes, duties, fees, levies and other impositions levied under the existing, amended or enacted laws during life of this contract and the client shall perform such duties in regard to the deduction of such tax as may be lawfully imposed.

**2.1** The effectiveness conditions are the following:

i) Approval of the Contract by the client

**2.2** The time period shall be four months or such other time period as the parties may agree in writing.

**2.3** The time period shall be one month or such other time period as the Parties may agree in writing.

**2.4** The time period shall be 48 months (6 months for Development Period, 24 month for construction period and 18 months for O&M period)

**3.4** **Limitation of the Consultants' Liability towards the Client**

(a) Except in case of gross negligence or willful misconduct on the part of the Consultants or on the part of any person or firm acting on behalf of the Consultants in carrying out the Services, the Consultants, with respect to damage caused by the Consultants to the Client's property, shall not be liable to the Client:

i) for any indirect or consequential loss or damage; and

ii) Consultant will maintain at its expenses; Professional Liability Insurance including coverage for errors and omissions caused by

Consultant's negligence in the performance of its duties under this agreement, (A) For the amount not exceeding total payments for Professional Fees and Reimbursable Expenditures made or expected to be made to the Consultants hereunder OR (B) the proceeds, the Consultants may be entitled to receive from any insurance maintained by the Consultants to cover such a liability, whichever of (A) or (B) is higher.

- iii) The policy should be issued only from an Insurance Company operating in India.
  - iv) The policy must clearly indicate the limit of indemnity in terms of "Any One Accident" (AOA) and "Aggregate limit on the policy period" (AOP) and in no case should be for an amount less than stated in the contract.
  - v) If the Consultant enters into an agreement with Authority in a joint venture or 'in association', the policy must be procured and provided to Authority by the joint venture/in association entity and not by the individual partners of the joint venture/association.
  - vi) The contract may include a provision whereby the Consultant does not cancel the policy midterm without the consent of Authority. The insurance company may provide an undertaking in this regard.
- (b) This limitation of liability shall not affect the Consultants' liability, if any, for damage to Third Parties caused by the Consultants or any person or firm acting on behalf of the Consultants in carrying out the Services.
  - (c) Professional Liability Insurance may be accepted for initially one year which shall be extended annually for five years. PLI shall be uniformly taken for a period of five years.

### **3.5 The risks and the coverage shall be as follows**

- (a) Third Party motor vehicle liability insurance as required under Motor Vehicles Act, 1988 in respect of motor vehicles operated in India by the Consultants or their Personnel or any Sub-consultants or their Personnel for the period of consultancy.
- (b) Third Party liability insurance with a minimum coverage, of Rs. 1.0 million for the period of consultancy.
- (c) Professional liability insurance as per 3.4 (a) (ii) of SC of the consultancy, with a minimum coverage equal to estimated remuneration and reimbursable.

- (d) Employer's liability and workers' compensation insurance in respect of the Personnel of the Consultants and of any Sub-consultant, in accordance with the relevant provisions of the Applicable Law, as well as, with respect to such Personnel, any such life, health, accident, travel or other insurance as may be appropriate; and
- (e) Insurance against loss of or damage to (i) equipment purchased in whole or in part with funds provided under this Contract, (ii) the Consultants' property used in the performance of the Services, and (iii) any documents prepared by the Consultants in the performance of the Services.

**3.7(c)** The other actions are

"(i) taking any action under a civil works contract designating the Consultants as "Engineer", for which action, pursuant to such civil works contract, the written approval of the Client as "Employer" is required".

**3.9** The Consultants shall not use these documents for purposes unrelated to this Contract without the prior written approval of the Client.

**4.6** "The person designated as Team Leader cum Sr. Highway Engineer in Appendix C shall serve in that capacity, as specified in Clause GC 4.6."

**6.1(b)** The ceiling in local currency is \_\_\_\_\_.

**6.2(a)** "Payments for remuneration and reimbursable items made in accordance with Clause GC 6.2 (a) in local currency shall be adjusted as follows :

- i) Consultants shall be paid billing rates for services rendered by the personnel of all categories namely (i) key Personnel; (ii) sub-Professional personnel and (iii) Support staff on man-month basis . Billing rates of remaining items of the financial proposal, namely (i) transportation, (ii) Duty travel to site (iii) Office Rent, (iv) office supplies communication etc (v) reports & document printing and (vi) survey equipment etc shall be worked out month wise as per actual expenditure. Beginning 13<sup>th</sup> months from the last date of submission of bid, billing rates shall be increased to cover all items of contract i.e. remuneration, vehicle hire, office rent, consumables, furniture etc @ 5% every 12 months. However, for evaluation and award of the Bid proposals, the quoted initial rate (as applicable for first 12 months from last date of submission of bid) shall be multiplied by the total time input for each position on this contract, i.e. without considering the increase in the billing rates. All payments shall be made in Indian Rupees and shall be subjected to applicable Indian laws withholding taxes if any.
- (ii) Remuneration paid pursuant to the rates set forth in Appendix G shall be adjusted every twelve (12) months (and, the first time, with effect for the billing rates earned in the 13<sup>th</sup> calendar month after the last date of submission of bid) by 5% every 12month for personnel

Notwithstanding any other provisions in the agreement in this regard, this provision will prevail and override any other provision to the contrary in this agreement.

**6.2(b)**

**(i) (1)** Payment of Independent Engineer shall be released on approval of the monthly reports. Report shall be approved by the Authority only if it includes all the sections prescribed in the format and submitted as per specified timelines.

**(2)** Payment shall be released as per rates quoted in Appendix C3- Breakup of Local currency costs

**(3)** For equipment based road inspection to be conducted in O&M phase, payment shall be released as per actual use of equipment on road and rates quoted in Appendix C3- Breakup of Local currency costs.

**(4)** If any of the report is found to be misleading or containing incorrect information as determined by the Authority, 10% of payment linked to that report shall be deducted as penalty

**(5)** It is understood (i) that the remuneration rates shall cover (A) such salaries and allowances as the Consultants shall have agreed to pay to the Personnel as well as factors for social charges and overhead, and (B) the cost of backstopping by home office staff not included in the Personnel listed in Appendix C, and (C) the Consultants' fee; (ii) that bonuses or other means of profit-sharing shall not be allowed as an element of overhead, and (iii) that any rates specified for persons not yet appointed shall be provisional and shall be subject to revision, with the written approval of the Client, once the applicable salaries and allowances are known.

**(6)** Remuneration for periods of less than one month shall be calculated on an hourly basis for actual time spent in the Consultants' home office and directly attributable to the Services (one hour being equivalent to 1/240th of a month) and on a calendar-day basis for time spent away from home office (one day being equivalent to 1/30th of a month).

**6.2(b)(ii)** The rates for local Personnel are set forth in Appendix G

**6.3(b)(i)** Remuneration for local Personnel shall be paid in local currency.

**6.4(a)** The following provisions shall apply to the interest bearing advance payment and the advance payment guarantee:

1) An advance payment of 10% of the contract price in proportion to the quoted Indian currency (INR) in the bid shall be made within 60 days after receipt and verification of advance payment bank guarantee. The

advance payment will be set off by the Client in equal instalments against the statements for the first 12 months of the Service until the advance payment has been fully set off.

- 2) The bank guarantee shall be in the amount of the advance payment
- 3) Interest rate shall be 10% per annum (on outstanding amount) for local currency.

**6.4 (d)** The interest rate is 6% per annum for local currency.

**6.4(e)** The accounts are:

- For local currency: \_\_\_\_\_.

[Note: Insert account number, type of account and name and address of the Bank]

## **APPENDICES**

### **Appendix A: Description of the Services**

*[Give detailed descriptions of the Services to be provided; dates for completion of various tasks, place of performance for different tasks; specific tasks to be approved by Client, etc.]*

#### **Details as per TOR**

## **Appendix B: Reporting Requirements**

*[List format, frequency, contents of reports and number of copies; persons to receive them; dates of submission, etc. If no reports are to be submitted, state here "Not applicable".]*

**Please refer TOR**

## **Appendix C: Key Personnel and Sub-consultants**

[List under: C-1 *Titles [and names, if already available], detailed job descriptions and minimum qualifications. Experience of Personnel to be assigned to work in India, and staff-months for each.*

C-2 *Same information as C-1 for Key local Personnel.*

C-3 *Same as C-1 for Key foreign Personnel to be assigned to work outside India.*

C-4 *List of approved Sub-consultants [if already available]; same information with respect to their Personnel as in C-1 through C-4)*

## **Appendix D: Medical Certificate**

*[Show here an acceptable form of medical certificate for foreign Personnel to be stationed in India. If there is no need for a medical certificate, state here: "Not applicable. "]*

**The form of Medical Certificate as required under the rules of Govt. of India**

## **Appendix E: Hours of Work for Key Personnel**

The Consultants Key personnel and all other Professional / Sub Professional / Support Staff / Sub-Consultancy personnel shall work 6 days (Mondays through Saturday) every week and observe the Gazetted Holidays of Government of India as Holidays. The Consultants shall work as per the work program of the concessionaire. In this context in case the work plan of the Consultant needs suitable modifications, the same shall be carried out and submitted to the client for consideration. The Consultants hours of work normally shall match with that of Contractor's activities on the site. No extra remuneration shall be claimed or paid for extra hours of work required in the interest of Project completion.

In addition, casual leave for 12 days shall be permitted in a year to each Key Personnel /Sub-Professional with prior intimation to the Authority. Out of this, a maximum of 3 CLs can be availed either separately or together in a quarter and the period of the CLs would be counted as Key Personnel /Sub-Professional being on duty.

## **Appendix F: Duties of the Client**

1. Access to the quality control laboratory for performing various types of tests, which will be provided by the concessionaire including the testing personnel.
2. To provide Concessionaire's RFP, Bid submission, Concession Agreement, Data and information for field surveys and investigations
3. To ensure availability of the Detailed Work plan and Programme for Design and Construction of Project Highways from Concessionaire.
4. To ensure availability of the Quality Assurance Plan and Quality Control Procedures from the Concessionaire.
5. To provide relevant reports and necessary data as per the reporting obligation of concessionaire under the concession Agreement.

## **Appendix G: Cost Estimates in Local Currency**

*List hereunder cost estimate in local currency:*

- 1. Monthly rates for local Personnel (Key Personnel and other Personnel)*
- 2. Reimbursable/Rental/Fixed expenditures as follows:*
  - a. Cost of local transportation.*
  - b. Cost of other local services, rentals, utilities, etc.*

## Appendix H: Form of Performance Security

### (PERFORMANCE BANK GUARANTEE)

(Clause-20 of TOR)

To

<AGENCY & ADDRESS>

WHEREAS \_\_\_\_\_[Name and address of Consultants]<sup>2</sup> (hereinafter called "the consultants") has undertaken, \_\_\_\_\_ in pursuance of Contract No. \_\_\_\_\_ dated \_\_\_\_\_ to provides the services on terms and conditions set forth in this Contract \_\_\_\_\_ [Name of contract and brief description of works] (hereinafter called the "the Contract").

AND WHEREAS it has been stipulated by you in the said Contract that the Consultants shall furnish you with a Bank Guarantee by a recognized bank for the sum specified therein as security for compliance with his obligations in accordance with the Contract;

AND WHEREAS we have agreed to give the Consultants such a Bank Guarantee;

NOW THEREOF we hereby affirm that we are the Guarantor and responsible to you, on behalf of the Consultants up to a total of \_\_\_\_\_ [amount of Guarantee]<sup>2</sup> \_\_\_\_\_ [in words], such sum being payable in the types and proportions of currencies in which the Contract Price is payable, and we undertake to pay you, upon your first written demand and without cavil or argument, any sum or sums within the limits of \_\_\_\_\_ [amount of Guarantee] as aforesaid without your needing to prove or to show grounds or reasons for your demand for the sum specified therein.

We hereby waive the necessity of your demanding the said debt from the Consultants before presents with the demand.

We further agree that no change or addition to or other modification of the terms of the Contract or of the services to be performed there under or of any of the Contract documents which may be made between you and the Consultants shall in any way release us from any liability under this guarantee, and we hereby waive notice of any such change, addition or modification.

The liability of the Bank under this Guarantee shall not be affected by any change in the constitution of the consultants or of the Bank.

Notwithstanding anything contained herein before, our liability under this guarantee is restricted to Rs. \_\_\_\_\_ (Rs. \_\_\_\_\_) and the guarantee shall remain valid till \_\_\_\_\_. Unless a claim or a demand in writing is made upon us on or before \_\_\_\_\_ all our liability under this guarantee shall cease.

This guarantee shall be valid for a period of 50 months i.e. upto 2 months beyond the expiry of contract of 48 months.

.....[Name of Consultants] on whose behalf this guarantee has been given Bank hereby confirms that it is on the SFMS (Structural Finance Messaging System) platform and shall invariably send an advice of this Bank Guarantee to the designated bank of NHAI after obtaining details thereof from NHAI.

---

<sup>2</sup> Give names of all partners if the Consultants is a Joint Venture.

Details of designated bank of NHAI for the purpose of SFMS (Structural Finance Messaging System) is as under:

Name of Beneficiary : National Highways Authority of India  
Name of Bank: Canara Bank  
Address of Bank Branch: Dwarka Sector 10 Branch  
Account No. 8598201005819  
IFSC Code: CNRB0008598

Signature and Seal of the Guarantor \_\_\_\_\_ In presence of  
Name and Designation \_\_\_\_\_

1. \_\_\_\_\_ (Name, Signature & Occupation)

Name of the Bank \_\_\_\_\_

Address \_\_\_\_\_

2. \_\_\_\_\_ (Name & Occupation)

Date \_\_\_\_\_

**Appendix I: Form of Bank Guarantee for Advance Payments  
(Reference Clause 6.4(a) of Contract)**

(To be stamped in accordance with Stamp Act, if any, of the country of issuing bank)

Ref: \_\_\_\_\_

Bank Guarantee: \_\_\_\_\_

Date: \_\_\_\_\_

Dear Sir,

*In consideration of M/s. \_\_\_\_\_ (hereinafter referred as the "Client", which expression shall, unless repugnant to the context or meaning thereof include its successors, administrators and assigns) having awarded to M/s. \_\_\_\_\_ (hereinafter referred to as the "Consultant" which expression shall unless repugnant to the context or meaning thereof, include its successors, administrators, executors and assigns), a contract by issue of client's Contract Agreement No. \_\_\_\_\_ dated \_\_\_\_\_ and the same having been unequivocally accepted by the Consultant, resulting in a Contract valued at \_\_\_\_\_ for \_\_\_\_\_ Contract (hereinafter called the "Contract") (scope of work) and the Client having agreed to make an advance payment to the Consultant for performance of the above Contract amounting to (in words and figures) as an advance against Bank Guarantee to be furnished by the Consultant.*

*We \_\_\_\_\_ (Name of the Bank) having its Head Office at \_\_\_\_\_ (hereinafter referred to as the Bank), which expression shall, unless repugnant to the context or meaning thereof, include its successors, administrators executors and assigns) do hereby guarantee and undertake to pay the client immediately on demand any or, all monies payable by the Consultant to the extent of \_\_\_\_\_ as aforesaid at any time upto \_\_\_\_\_ @ \_\_\_\_\_ without any demur, reservation, contest, recourse or protest and/or without any reference to the consultant. Any such demand made by the client on the Bank shall be conclusive and binding notwithstanding any difference between the Client and the Consultant or any dispute pending before any Court, Tribunal, Arbitrator or any other authority. we agree that the Guarantee herein contained shall be irrevocable and shall continue to be enforceable till the Client discharges this guarantee.*

*The Client shall have the fullest liberty without affecting in any way the liability of the Bank under this Guarantee, from time to time to vary the advance or to extend the time for performance of the contract by the Consultant. The Client shall have the fullest liberty without affecting this guarantee, to postpone from time to time the exercise of any powers vested in them or of any right which they might have against the Client and to exercise the same at any time in any manner, and either to enforce or to forebear to enforce any covenants, contained or implied, in the Contract between the Client and the Consultant any other course or remedy or security available to the Client. The bank shall not be relieved of its obligations under these presents by any exercise by the Client of its liberty with reference to the matters aforesaid or any of them or by reason of any other act or forbearance or other acts of omission or commission on the part of the Client or any other indulgence shown by the Client or by any other matter or thing whatsoever which under law would but for this provision have the effect of relieving the Bank.*

*The Bank also agrees that the Client at its option shall be entitled to enforce this Guarantee against the Bank as a principal debtor, in the first instance without proceeding against the Consultant and notwithstanding any security or other guarantee that the Client may have in relation to the Consultant's liabilities.*

*Notwithstanding anything contained herein above our liability under this guarantee is limited to \_\_\_\_\_ and it shall remain in force upto and including \_\_\_\_\_ and shall be extended from*

time to time for such period (not exceeding one year), as may be desired by M/s. \_\_\_\_\_ on whose behalf this guarantee has been given.

Dated this \_\_\_\_\_ day of \_\_\_\_\_ 200 \_\_\_\_\_ at \_\_\_\_\_

WITNESS

\_\_\_\_\_  
(signature)

\_\_\_\_\_  
(signature)

\_\_\_\_\_  
(Name)

\_\_\_\_\_  
(Name)

\_\_\_\_\_  
(Official Address)

Designation (with Bank stamp)  
Attorney as per Power of  
Attorney No. \_\_\_\_\_  
Dated \_\_\_\_\_

Strike out, whichever is not applicable

*Note 1: The stamp papers of appropriate value shall be purchased in the name of bank who issues the "Bank Guarantee".*

*Note 2: The bank guarantee shall be from a Nationalized Indian Bank or reputed foreign commercial Bank acceptable to client for Foreign Consultant with counter guarantee from Nationalized Bank. Bank guarantee furnished by Foreign consultant shall be confirmed by any Nationalized Bank in India.*

## **Appendix J: Letter of invitation**

## **Appendix K: Letter of Award**

## **Appendix L: Minutes of pre-bid meeting**

**Appendix M: Memorandum of Understanding  
between**

\_\_\_\_\_  
**And**  
\_\_\_\_\_

Whereas the National Highways Authority of India (the 'EMPLOYER') has invited proposal for appointment of Independent Engineer for \_\_\_\_\_ (Name of project) hereinafter called the Project.

And Whereas \_\_\_\_\_ (Lead Partner) and \_\_\_\_\_ JV partner/s have agreed to form a Joint Venture to provide the said services to the Employer as Independent Engineer; and

Now, therefore, it is hereby agreed by and on behalf of the partners as follows:

- I. \_\_\_\_\_ will be the lead partner and \_\_\_\_\_ will be the other JV partner/s and percentage share\* will be as under:-

Lead partner - \_\_\_\_\_ % (in words)

Other JV Partner - \_\_\_\_\_ % (in words)

- II. \_\_\_\_\_ (lead partner) shall be the incharge of overall administration of contract and shall be authorised representative of all JV partners for conducting all business for and on behalf of the JV during the bidding process and subsequently, represent the joint venture for and on behalf of the JV for all contractual matters for dealing with the Employer/EPC Contractor if Consultancy work is awarded to JV.

- III. All JV partners do hereby undertake to be jointly and severally responsible for all the obligation and liabilities relating to the consultancy work and in accordance with the Terms of Reference of the Request for Proposal for the Consultancy Services.

For \_\_\_\_\_ (Name of Lead partner)

\_\_\_\_\_  
Managing Director/Head of the Firm  
Address

For \_\_\_\_\_ (Name of JV partner/s)

\_\_\_\_\_  
Managing Director/Head of the Firm  
Address

**Note:** \* The bidder cannot revise their share among Lead/JV partner which was declared at the time of bidding of respective consultancy assignments.

## Appendix N:

### Penal actions in case of lapses of Independent Engineer and concerned key personnel on their part/deficiencies in services provided:

**1.1** Following penal actions shall be taken against Independent Engineer in case of lapses on their part/ deficiencies in services provided under this contract:

S. No.	Type of Deficiency	Action to be taken against Consultant (IE) engaged during construction & maintenance.	
		Key personnel	Firm
1(a)	Failure to detect design/quality deficiency in Non-key Components*	For first three instances, key personnel may be kept on "watch list". Thereafter, the concerned key personnel & Team Leader to be removed from the project and debarred up to 06 months.	i) For first three instances, to be kept on watch list.
(b)	Failure to issue follow-up notices to contractor/ concessionaire for delays in closure of NCRS, delays in furnishing detail of time & cost claims/COS/revise work programmes/work methodologies, etc.		ii) Thereafter, a monetary penalty of 1% of the consultancy fee (the aggregate of such penalties in a contract would not exceed the Performance Guarantee amount) and/or declaring the consultant as Non-Performer upto 6 months or till rectification of deficiencies# and taking adequate measures not to repeat such instances in future, whichever is earlier.
(c)	Delays or submission of improper MPRS, improper review of methodologies, temporary works, QA plan/manual, O&M plan/manual etc.		
2(a)	Failure to detect design/quality deficiency in key Component** not having substantial cost (below 1% of civil work (cost) and/or time implication (below 5% cost or project completion period)	The concerned key personnel & Team Leader to be removed from the project and debarred up to 1 year.	Declaring the consultant as Non-Performer up to 1 year or till rectification of deficiencies# and taking adequate measures not to repeat such instances in future, whichever is earlier.
(b)	Failure to detect deficiency in quantity executed vis-à-vis design not having		

	substantial financial implication (below 1% of civil work cost).		
(c)	Failure to conduct/witness tests as prescribed in the consultancy contract agreement.		
(d)	Delay in processing EOT/COS proposals, inaccurate assessment of COS proposals, not issuing NCRs, delays/improper review of design/drawings/work programme or failure to submit completion/provisional completion certification as prescribed in contract.		
3(a)	Failure to detect deficiency in quantity executed vis-à-vis design having substantial financial implication (1% of civil work cost or more)	The concerned key personnel & Team Leader to be removed from the project and debarred up to 2 years.	In addition to rectification of deficiencies and taking adequate measures not to repeat such instances in future, the consultant to be debarred up to 2 years.
(b)	Failure to detect design/quality deficiency in Key Component having substantial cost (1% of civil implication (5% of project completion period or more)		
(c)	Failure to detect deficiency/not reviewing design (including temporary works) and construction (including methodology) of structural components of flyover/bridges/underpasses/overpasses/ROB/RUB etc.		
(d)	Failure to propose action (like cure period notice, levy of damages, etc.) on contractor/concessionaire as per contract agreement for their default/poor progress having material adverse effect on the project implementation in terms of cost (1% of civil work cost or more) and/time (5% of project completion period or more).		
(e)	Improper/wrong interpretation of provision in contract agreement; or wrong certification of payment/COS value/cost & time claims; or poor		

performance of services leading to cost (1% of civil work cost) and/or time (5% of project completion period) claims against NHAI awarded by DRB/CCIE/Arbitration/Court.		
--	--	--

**Note\*\* Key Components are specified as under:**

- (i) Foundation, sub-structure and super-structure of flyovers, road over bridges, road under bridges, vehicular under passes, vehicular over passes, major bridges and minor bridges etc.
- (ii) Tunnels
- (iii) Expansion joint and bearings
- (iv) RE wall/Retaining walls
- (v) The crust layers of flexible pavements
- (vi) The crust layers of rigid pavements
- (vii) Embankment and slope protection
- (viii) Issues affecting Road Safety
- (ix) Any other work endangering/impacting/stability/reliability/durability/performance of pavement/structures

\*The items not covered in above list shall be in the category of Non-Key Components.

# excluding the delay solely attributable to the contractor beyond stipulated time.

**1.2** The following penal actions shall be taken in case of any reports on failure of structures after ensuing proper investigation:

S. No.	Type of Failure	Consultant	
		Firm	Key Personnel
(i)	Minor failure of structures/highway due to design/construction/maintenance defect wherein no casualties are reported.	Token penalty of Rs. 5 lakhs on consultancy firm engaged during construction/maintenance besides issuing written warning.	The key personnel may be kept on watch list for any future recurrence besides issuing written warning.
(ii)	Major failure of structures/highway due to design/construction/maintenance defect wherein no casualties are reported.	Monetary penalty of Rs. 20 lakhs on consultancy firm engaged during construction/maintenance and/or debarment up to 1 year	Debarment of concerned key personnel up to 2 years in NHAI works.
(iii)	Major failure of structures/highway due to construction/maintenance defect	Monetary penalty of Rs. 40 lakhs on consultancy firm engaged during	Debarment up to 3 years.

Consultancy Services for Independent Engineer for Upgradation of existing highway to two lane with paved shoulders from Parsarma to Araria Section of NH-327E on Hybrid Annuity Mode in the state of Bihar

	leading to loss of human lives besides loss of reputation etc.	construction/maintenance and/or debarment up to 2 years	
--	--	---	--

Note:

- i. The term Consultant refers to Independent Engineer, Design Consultant, Proof Consultant & Safety Consultant.
- ii. In case of delayed failure i.e., failure due to construction but reported during maintenance period after the defaulting consultant has been demobilized, action shall be taken against the concerned consultant only.
- iii. For each repeated lapse by the firm, the penalty for the subsequent offence shall be enhanced by an additional 50% as compared to penalty imposed in the previous instance applicable against the category of penalty under consideration.
- iv. In case the outcome of investigation is unclear or on the basis of conjectures, no action on debarment shall be taken and only suitable monetary penalty shall be imposed on all consulting firms engaged in construction/maintenance.