

Schedule-A  
(See Clauses 2.1 and 8.1)

**Site of the Project**

The Site is railway Crossing no 227C/ 2T at Km 1322/12-14 Jhansi Kanpur rail Section NCR Raipur-Gajner- Moosanagar near Rasoolpur gogumau railway station in District Kanpur Dehat.

- (i) Site of the Project Highway/Bridge shall include the land, buildings, structures and road works as described in Annex-I of this Schedule-A.
- (ii) The dates of handing over the Right of Way to the Contractor are specified in Annex-II of this Schedule-A.
- (iii) An inventory of the Site including the land, buildings, structures, road works, trees and any other immovable property on, or attached to, the Site shall be prepared jointly by the Authority Representative and the Contractor, and such inventory shall form part of the memorandum referred to in Clause 8.2 (i) of this Agreement.
- (iv) The GAD of the Project Highway/Bridge are specified in Annex-III. The proposed profile of the Project Highways/Bridge shall be followed by the contractor with minimum FRL as indicated in the GAD. The Contractor, however, improve/ upgrade the Road/Bridge Profile as indicated in Annex-III based on site/design requirement.
- (v) The status of the environment clearances obtained or awaited is given in Annex-IV.

**Annex – I**  
**(Schedule-A)**

***Site***

The site is railway Crossing no 227C/ 2T at Km 1322/12-14 Jhansi Kanpur rail Section NCR Raipur-Gajner- Moosanagar near Rasoolpur gogumau railway station in District Kanpur Dehat.

Annex-II  
(As per Clause 8.3 (i))

*(Schedule-A)*

Dates for providing Right of Way of Construction Zone

<b>S. No.</b>	<b>Work Detail</b>	<b>Date</b>
1	90% ROW	On the appointed date.
2	Remaining 10% ROW	After 90 days from the appointed date

**Annex - III**

*(Schedule-A)*

**Alignment Plans/GAD**

The alignment of the Project Highway/ROB is enclosed as GAD. Finished road level /formation level of the bridge indicated in the GAD shall be followed by the contractor as minimum FRL. In any case, the finished road level of the project highway shall not be less than those indicated in the GAD. The contractor shall, however, improve/upgrade the Road profile as indicated in Annex-III based on site/design requirement/as per railway requirement.

Encl: GAD/Alignment Plan

**Annex – IV (Schedule-A)**

Environment Clearances

NO clearance required

## **Schedule - B**

*(See Clause 2.1)*

### **Development of the Project Highway/Major Bridge**

#### **1. Development of the Project Highway/Bridge**

Development of the Project Highway/Bridge shall include design and construction of the Project Highway/Flyover as described in this Schedule-B and in Schedule-C. The GAD of the Project on the location is specified as appended in **Annex-III of Schedule A** and shall be deemed to be part of this Schedule B.

#### **2. Work**

Engineering Procurement and Construction (EPC) of 2 lane ROB at railway Crossing no 227C/ 2T at Km 1322/12-14 Jhansi Kanpur rail Section NCR Raipur-Gajner- Moosanagar near Rasoolpur Gogumau railway station in District Kanpur Dehat in the State of Uttar Pradesh, including installation of road furniture and crash barrier & View Cutter, etc as described in Annex-I of this Schedule-B and in Schedule-C.

#### **3. Specifications and Standards**

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

**Annex – I**  
**(Schedule-B)**

Description of Highway Project/ROB

**1. Construction of New ROB:**

(i) The Project Highway/ROB shall be constructed on the existing alignment unless otherwise specified by the Authority and shown in the alignment plans specified in Annex-III of Schedule-A. Geometric deficiencies, if any, in the existing horizontal and vertical profiles shall be corrected as per the prescribed standards for plain/rolling terrain to the extent land is available.

(ii) Width of Carriageway

The formation width of ROB (12.90 m= 10.5m+2x0.75m+2x0.45m ) & its approaches shall be follow typical cross sections as enclosed to this Schedule B. The paved carriageway shall be [10.50 m] wide in accordance with the typical cross section's drawings .

**2. GEOMETRIC DESIGN AND GENERAL FEATURES**

**2.1. General**

Geometric design and general features of the Project Highway shall be in accordance with Section 2 of the Manual of Specification and Standards for 2 Lanning of Highways with paved shoulder - IRC:SP:73-2018.

**2.2. Design Speed**

The design speed shall be as specified in Clause 2.2 of the Manual IRC: SP: 73-2018 and Schedule D.

**2.3. Improvement of the existing road geometrics**

In the following stretches, where improvement of the existing road geometrics to the prescribed standards is not possible, the existing road geometrics shall be improved to the extent possible within the given right of way and proper road signs and safety measures shall be provided:

**2.4. Right of way**

Refer to paragraph 2.3 of the Manual. The right of way is available as per Plan & profile.

**2.5. Service Roads/RCC Drain:**

Sno.	Location	Length	Width
1	Service Road	1287.12 m	5.5 m
2	RCC drain	1287.12 m	0.90 m

**2.6. Details of New ROB over Rly crossing No. 227 to be constructed:**

<b>1</b>	<b>ROB (Railway Portion)</b>		
1.1	Span Arrangement	64.010 m Bow String Girder as per RDSO/B-10434	The ROB proper span is as per Railway RDSO DRAWING NO RDSO/B-10434 or as directed by RDSO/railway
1.2	Vertical Clearance	6.60 m (minimum)	
1.3	Width of Super Structure	(i) inner width of Super Structure 15.00m in ROB (Railway Portion)	1x10.50m (Carriageway) + 2x0.450m (Crash Barrier) + 2x1.50m (Footpath)+2x0.30 m (railing etc)
1.4	Skew Angle	As per GAD/Site	
<b>2</b>	<b>Viaduct Portion</b>		
(a)	<b>GAJNER Side</b>		
2.1	Minimum Viaduct length from A <sub>1</sub> to CP <sub>1</sub> to be constructed	167.325 m	[1x10.50m (Carriageway) +safety kerb2x0.750+ 2x0.450m (Crash Barrier)
(b)	<b>RAIPUR Side</b>		
2.2	Minimum Viaduct length from CP <sub>2</sub> to chainage191.325mto be constructed	167.325 m	[1x10.50m (Carriageway) +safety kerb2x0.750+ 2x0.450m (Crash Barrier)
<b>3</b>	<b>Approach Road with RE wall/Retaining wall</b>		
3.1 (a)	GAJNER Side	121.440 m	Formation width 12.90 m
3.1 (b)	RAIPUR Side	139.470 m	Formation width 12.90 m
3.2	Gradient	1 in 30 both side	
3.3	Valley Curve	24.00 m on both sides	
3.4	Summit Curve	24.00 m on both sides	
<b>4</b>	<b>Total Length of ROB</b>	659.570m	
<b>5</b>	<b>Service road</b>	1634.62 m	As per clause 2.5 of Schedule B
<b>6</b>	<b>View cutter</b>	144 m	As per clause 2.5 of Schedule B



**Note:**

1. No major change in span arrangement given in tentative GAD as appended in Schedule A shall be entertained unless it is required as per constraint(s) and approved by Authority. Any excess financial implication due to required such changes shall be borne by the EPC contractor and any saving, if any, shall be adjusted accordingly.
2. Any variation in the length specified as above in this Clause of Schedule-B shall not constitute a Change of Scope, save and except any variations in the length arising out of a Change of Scope expressly undertaken in accordance with the provisions of Article 13.
3. The formation level of the bridge indicated in the GAD shall be followed by the contractor as minimum FRL. In any case, the finished road level of the project highway shall not be less than those indicated in the GAD. The contractor shall, however, improve/upgrade the Road profile as indicated in Annex-III based on site/design requirement.
4. The Contractor shall be required to obtain approvals of all designs and drawings from the concerned Railway authorities. Any changes/modifications, if any, suggested by the railways is binding on the contractor and the same shall not constitute a Change of Scope under Article 13.
5. The Construction of ROB (i.e. Railway portion) within the railway boundary by the contractor shall be under the supervision of Railways authorities. The supervision fee etc to be paid to railway authority shall be borne by the UPSBC.
6. The superstructure of Rly spans shall be preferred as Steel structure so that minimum interruption to the traffic is caused.
7. 40 mm bituminous concrete (BC) wearing coat shall be provided on ROB.
8. RCC Crash barrier shall be provided with hand rail in accordance with IRC: 5-2015 and relevant provisions.

### **3 PAVEMENT DESIGN OF APPROACH ROAD ON EITHER SIDE OF MAJOR BRIDGE**

#### **3.1 Type of Pavement**

The flexible pavement shall be designed for the Main carriageway and Service/Slip Roads as per section 5 of Manual and in conformity with the IRC: 37-2018 for the minimum **design life of 20 years**. The crust composition for Main carriageway & service road, entry/ exit ramps shall be not less than as given below:

Sr. No.	Description of item	Minimum pavement Composition of Flexible Pavement (mm) for <b>Main Carriageway</b>
1	Bituminous Concrete (BC)	<b>40</b>
2	Dense Bituminous Concrete (DBM)	<b>75</b>
3	Wet Mix Macadam (WMM)	<b>250</b>
4	Granular Sub base (GSB)	<b>200</b>
Sr. No.	Description of item	Minimum pavement Composition of Flexible Pavement (mm) for Service Road
1	Bituminous Concrete (BC)	<b>30</b>
2	Dense Bituminous Concrete (DBM)	<b>65</b>
3	Wet Mix Macadam (WMM)	<b>250</b>
4	Granular Sub base (GSB)	<b>150</b>

### **3.2 Design Traffic**

Notwithstanding anything to the contrary contained in this Agreement or the Manual, the concessionaire shall design the pavement for Main Carriageway minimum design traffic of **8 MSA** or as per the actual traffic at the time of construction whichever is higher.

## **4 DESIGN OF STRUCTURES**

### **3.1 General**

All structures shall be designed and constructed in accordance with section 7 of the Manual and shall conform to the cross-sectional features and other details specified therein.

### **3.2 Foundation**

**All piers shall be supported on group of piles (Minimum group of 6 piles per pier),** connected by solid pile cap, the spacing of piles should be considered in relation to the nature of the ground, their behavior in groups and the execution.

The Minimum diameter of Piles shall be as per below:

Type	Minimum diameter of Piles
(a) Pier Pile	1.2 m dia
(b) Abutment Piles	1.2 m dia

The pile shaft cannot be continued to act as a pier and such pile system shall not be allowed.

### **3.3 Substructure/Superstructure**

The **Substructure/Superstructure** shall be designed and constructed in accordance with section 7 of the Manual and shall conform to the cross-sectional features and other details specified therein.

## **5 DRAINAGE SYSTEM FOR BRIDGE DECKS**

An effective drainage system for bridge decks shall be provided as specified in the Manual.

## **6 TRAFFIC CONTROL DEVICES AND ROAD SAFETY WORKS**

The traffic control devices and road safety works shall be provided in accordance with Section 9 of the Manual. The reflective sheeting shall be provided in accordance with section 9.2.3 of the Manual and in conformity with the IRC: 67-2022.

## **7 ROADSIDE FURNITURE**

Roadside furniture like Road Boundary Stones, km/Hectometer Stones, Railings, Traffic Impact Attenuators, and Delineators and overhead cantilever structure, painting, median marker, **View cutter/safety Mesh** in Rly portion etc shall be provided in accordance with the provisions of Section 9 of the manual.

## **8 RETAINING/RE WALLS & PROTECTION WORKS**

Provide Retaining/RE walls with filter media in approaches to structures and at any other locations as per site conditions to contain the project facility within the available right of way as

per the cross section provisions mentioned in Schedule-B conforming to Schedule “D”.

Approaches to Fly-over shall be confined by RE walls only (due to land/utility/space constraint) and in any case no free slope will be permitted. In addition, RCC Breast wall of suitable dimensions (Length, width, height) shall be designed and provided to facilitate slip roads within the available right of way.

**Note:** Any additional length required as per site conditions shall not constitute a Change of Scope, save and except any variations arising out of a Change of Scope expressly undertaken in accordance with the provisions of Article 13.

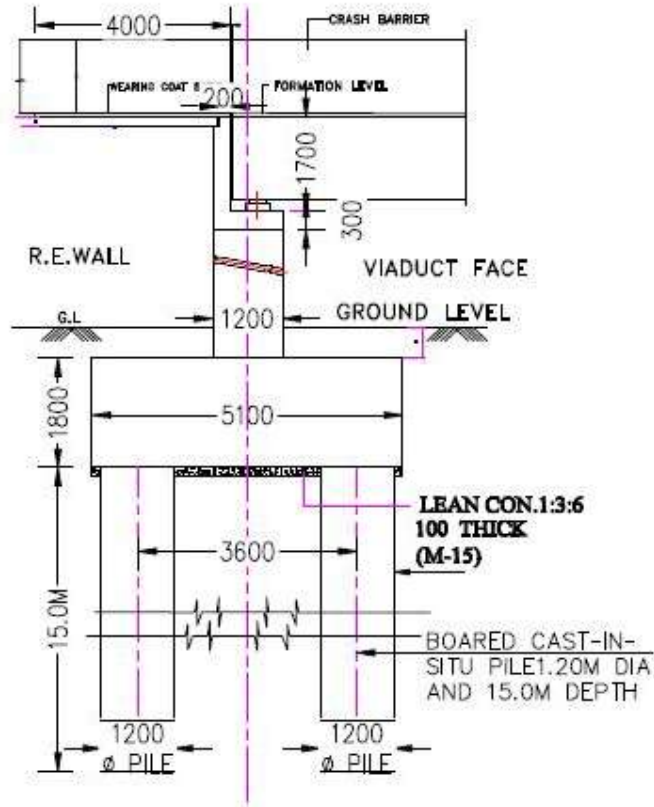
**9 USE OF FLY-ASH**

Use of fly-ash shall be considered in the construction as per latest NHAI guidelines/Policy circular's/MOEF guidelines dated 27/08/2018, No. 24028/14/2018-H.

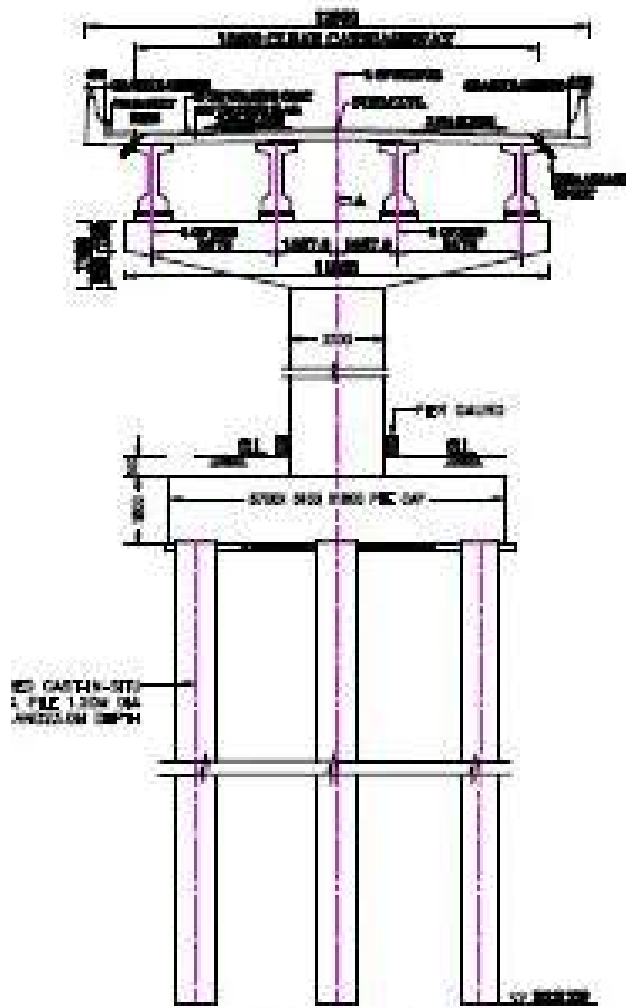
**10 CHANGE OF SCOPE**

Any variations in the lengths specified in this Schedule-B shall not constitute a Change of Scope, save and except any variations in the length arising out of a Change of Scope expressly undertaken in accordance with the provisions of Article 13.

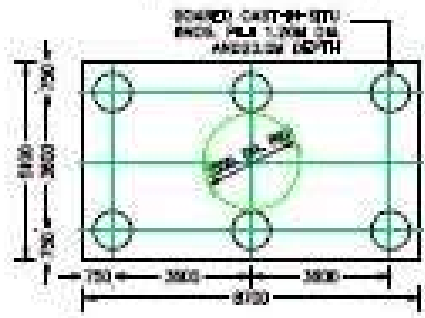
## **Typical Sections**



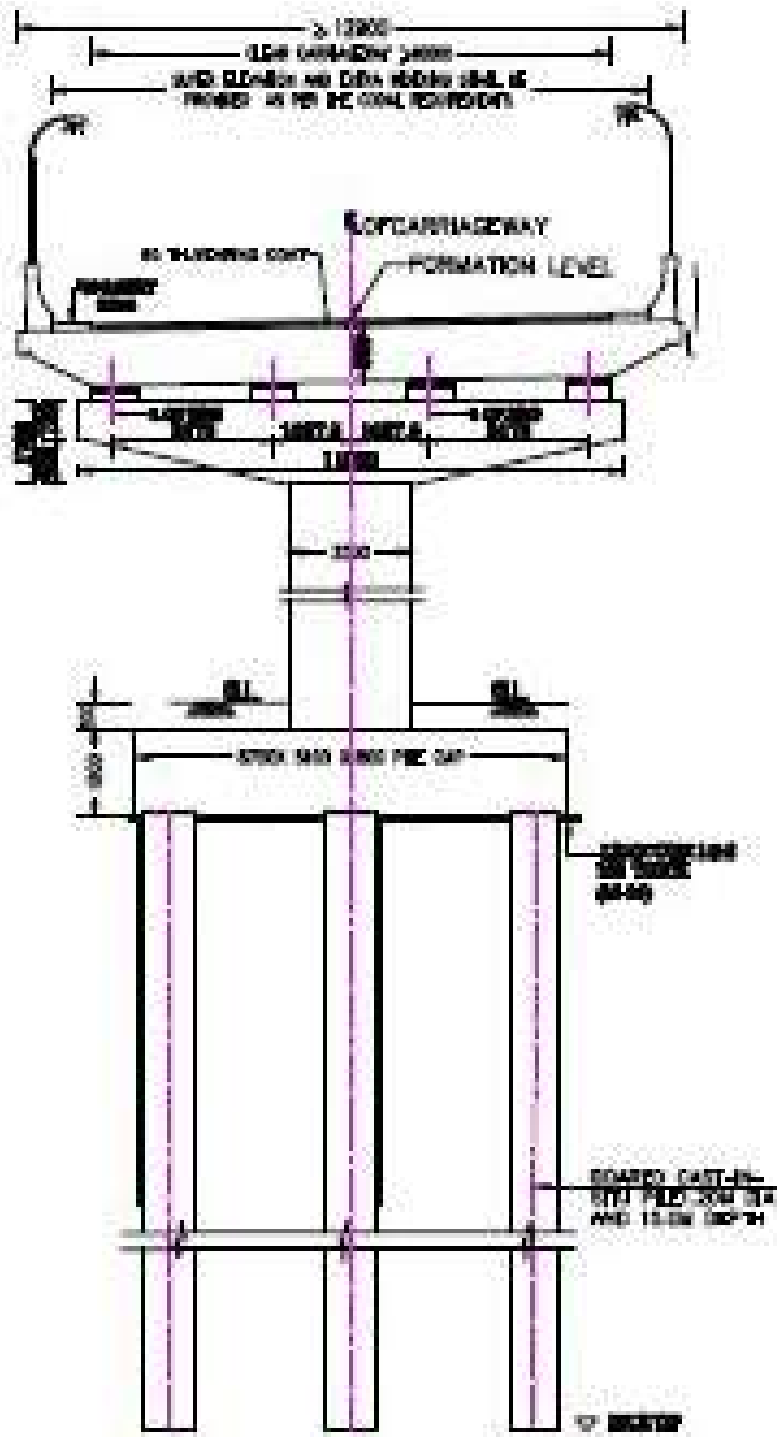
**TYPICAL CROSS SECTION**  
**ABUTMENT COLOUMN**



**SECTIONAL ELEVATION AT PER**  
**(1200 DC/ PER 3000)**



**PLAN SHOWING PILE CAP**  
**(1200 DC/ PER & 1200 DC/ PER 3000)**



**SECTIONAL ELEVATION AT PIER  
 (FROM GC PER SPAN)**

## Schedule-C

(See Clause 2.1)

### Project Facilities

#### 1. Project Facilities

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

- (a) Toll plaza[s]; Nil
- (b) Road side furniture; As per manual such as cat eyes , 4 no. edge lines, delineators, View Cutter both side and minimum 2 no. overhead signage
- (c) Pedestrian facilities; Nil
- (d) Tree plantation; Nil
- (e) Truck lay-byes; Nil
- (f) Bus-bays and bus shelters; Nil
- (g) Street Lighting

**The contractor shall provide electric poles (at least 34 numbers) on each side of flyover with all fittings on the project highway, using the appropriate system and source of electric power as per Section 12.5 of the Manual.**



# SCHEDULE – D

## SPECIFICATIONS AND STANDARDS

### 1 Construction

The Contractor shall comply with the Specifications and Standards outlined in Annex-I of this Schedule-D for the construction of the Project Highway.

### 2 Design Standards

The Project Highway including Project Facilities shall conform to the design requirements set out in the following documents:

- Manual of Specifications and Standards for Two Laning of Highways (IRC: SP: 73-2018) referred to herein as the Manual as applied to proposed highway.
- IRC:SP: 88-2019
- **IRC:SP: 90-2010**
- IRC: 99-2018 & IRC:SP 102-2014
- IRC: SP 21-2009
- IRC: SP 55-2014
- IRC: SP: 113-2018
- IRC: SP 119-2015

Design standards are included in the tables below.

S. No	Description	Design Code
1.	Geometric Designs & standards	IRC:38 Guidelines for the design of horizontal curves
		IRC: SP-23 – Vertical curves for Highways
		IRC:39 – Standards for Road rail level crossings
		IRC:64– Capacity of Roads in Rural Areas
		IRC:66 – Sight Distance on Rural Highways
		IRC:73 – Geometric Design Standards for Rural (non-urban) Highways
		IRC:75 – Guidelines for design of High Embankment
		IRC:86 – Geometric Design standards for urban roads in plains
2.	Design of Pavement	IRC:37 – Guidelines for Design of Flexible Pavement
		IRC:58 – Guidelines for Design of Rigid Pavements
		IRC:115 – Guidelines for strengthening of flexible pavements
3.	Junctions/Intersections/interchanges	IRC:65- Traffic Rotaries
		IRC:92 - Guidelines for Design of Interchanges
		IRC: SP:41 – Design of At grade junctions
4.	Kilometer stones, 200m stones, and boundary pillar	IRC:81 – Type Design for Highway kilometer stones
		IRC:26 -Type design for 200m stones
		IRC:25 -Type design for boundary stones
5.	Traffic Signs	IRC:31 – Route marker signs for state routes
		IRC:67 – Code of practice for road signs
		IRC:79– Recommended practice for Road Traffic signs
		IRC:SP:31 – Road Traffic signs
6.	Road Markings	IRC:35 – Code of practice for road markings, road delineators

S. No	Description	Design Code
7.	Ancillary Works	IRC:80 – Type design for pick-up bus stops on Rural Highways IRC: SP: 12 – Guidelines on the provision of parking areas.
8.	Drainage	IRC: SP:42 – Guidelines on Road Drainage IRC: SP:50 – Guidelines on urban drainage
9.	Safety Measures	IRC:103 – Guidelines for pedestrian facilities IRC:SP:44 – Highway Safety Code IRC: SP:55 – Guidelines for safety in construction zones
10.	Bridges and Structures	IRC: 5 – Standard Specification and Code of Practice for Road Bridges, Section 1 – General Features of Design IRC: 6 – Standard specifications and code of practice for Road bridges (Section: II) Loads and Load combinations IRC: 21 – Standard Specification and Code of Practice for Road bridges, Section III – Cement Concrete (Plain and reinforced) IRC: 112 – Code of practice for concrete road bridges IRC: SP:13– Guidelines for the design of small bridges and culverts IRC: 78 – Standard Specification and Code of Practice for Road Bridges, Section VII – Foundation and Substructure IRC: 83- (Part I) – Standard Specification and Code of Practice for Road bridges, Section IX – Bearing, Part I: Roller & Rocker Bearing IRC: 83- (Part II) – Standard Specification and Code of Practice for Road bridges, Section IX – Bearing, Part II: Elastomeric Bearings IRC: 83- (Part III) – Standard Specification and Code of Practice for Road bridges, Section IX – Bearings, Part III: POT, PIN, Metallic Guide and Plane Sliding Bearings IRC: 89 - Guidelines for design and construction of River Training and Control Works for Road Bridges IRC: SP:35 – Guidelines for inspection and Maintenance of Bridges IRC: SP: 40 – Guidelines on Repair, Strengthening, and Rehabilitation of Concrete Bridges. IRC: SP: 114 – Guidelines for seismic design of road bridges
		IRC: SP:65-2018: Guidelines for Design and Construction of Segmental Bridges (First Revision)
		IRC: SP:66-2016: Guidelines for Design of Continuous Bridges (First Revision)

## Annex - I

### (Schedule-D)

## Specifications and Standards for Construction

### 1 Specifications and Standards

All Materials, works, and construction operations shall conform to the Manual of Specifications and Standards for Six-Laning of Highways (IRC: SP: 87-2019), as the case may be referred to as the Manual, and MORTH Specifications for Road and Bridge Works 5<sup>th</sup> Revision 2013. Where the specification for a work is not given, Good Industry Practice shall be adopted to the satisfaction of the Employer's Representative.

### 2 Deviations from the Specifications and Standards

- 2.1 The terms "Concessionaire", "Independent Engineer" and "Concession Agreement" used in the Manual shall be deemed to be substituted by the terms "EPC Contractor", "Employer's Representative" and "Agreement" respectively.
- 2.2 Notwithstanding anything to the contrary contained in Paragraph 1 above, the following specifications and standards shall apply to the project highway, and for purposes of this agreement; the aforesaid specifications and standards shall be deemed to be amended to the extent set forth below. Measures shall be provided to mitigate safety and other hazards arising from each of the following deviations from the Specifications and Standards. Measures to mitigate safety hazards shall address any recommendations contained in the Road Safety Audit Reports.

Sl. No.	Clause No.	Description	Deviation
1	Clause 2.2	Design Speed: Ruling or minimum Design speed shall be followed	The minimum design speed shall be 40 kmph and as per Plan & Profile drawing as appended in Schedule A.
2	Clause 2.6	Type and width of Shoulders	The type and Width of shoulders shall be as per the <b>Typical cross sections as per GAD as enclosed in Schedule A &amp; B</b>
3	Clause 2.17 of IRC: SP:87-2019	Typical Cross Sections	Typical Cross Sections shall be as per the <b>GAD as enclosed in Schedule A &amp; B</b>
4	Clause 4.2	Road Embankment: Principles for the height of the embankment	The minimum FRL shall be followed as per the <b>GAD as appended in Schedules A &amp; B.</b>
5	Clause 5.2 & 5.2.1	Provision of Flexible or Rigid pavement	The type of Pavement shall be flexible.
6	Clause 5.4.1 (i)	Design period of Flexible Pavement	Flexible Pavement shall be designed for a minimum design period of 20 years.
7	Clause 5.11	Earthen Shoulders	Earthen Shoulders on either side of the road shall be of selected earth with MDD not less than 17.5 kN/cu.m. and 4-day soaked CBR of min 9% at min 97% of dry density, placed on top of granular sub-base (that is an extension from pavement upto the daylight). The PI and LL shall not exceed 6 and 25 respectively. The remaining portion shall conform to section 300 of MoRTH Specifications.
8	Clause 7.3 (ii)	Deck Width of bridge	The deck width of bridge shall be as per <b>TCS given in GAD as appended in Schedule A &amp; B.</b>
9	MoRTH Specification no. 501.3, 505 & 507	Hot mix plant for Bituminous Mixes	All bituminous courses (bituminous base course/wearing course) shall be carried out using a type Hot Mix Plant of 100-120 TPH capacity having a minimum output of 75 TPH.

- 1.3 Any deviations from standards shall require advanced approval by the Authority's Engineer. The Contractor shall also prepare a Table of Deviations for deviations from standards which lists each deviation, location, justification, and other relevant information.
- 1.4 In the absence of any definite provisions on any particular issue in the aforesaid Specifications, reference may be made to the latest codes and Specifications of IRC, BIS, BS, ASTM, AASHTO, and CAN/CSA in that order. Where even these are silent, the construction and completion of the works shall conform to sound engineering practice as approved by the Authority Engineer / Authority.

## SCHEDULE - H

See Clauses 10.1 (iv) and 19.3

### Contract Price Weightage

1.1 The contract price for this agreement is **Rs. -----** (excluding GST)

1.2 Proportions of the Contract Price for different Stages of Construction of the Project Highway shall be considered.

Item	Weightage in Percentage to the contract Price	Stage of Payment	Percentage Weights
1	2	3	4
<b>1. Approach Road (Flexible pavement)</b>	<b>20%</b>	i) - Earthwork & RE Wall/Retaining Wall	<b>20%</b>
		ii) - Sub grade + GSB	<b>20%</b>
		iii) - WMM + Bituminous work (DBM)	<b>60%</b>
<b>2. Rly. Portion</b>	<b>30%</b>	(i) Foundation	<b>25%</b>
		(ii) Sub Structure	<b>25%</b>
		(iii) Super Structure i/c Bearing including misc	<b>50%</b>
<b>3. Viaducts</b>	<b>40%</b>	(i) Foundation	<b>25%</b>
		(ii) Sub Structure	<b>25%</b>
		(iii) Super Structure i/c Bearing	<b>50%</b>
<b>4. Other works</b>	<b>10%</b>	(i) Service Road with drain	<b>40%</b>
		(ii) Misc such as Weep holes, filter, drain spouts, diversion, Road markings + Road Signage + Overhead Sign Board + Painting (Crash Barrier, Kerb) + km stones, stairs etc.	<b>30%</b>
		(iii) View cutter & Electric fitting (street lighting)	<b>20%</b>
		(iv) RCC Crash Barrier	
		(v) Wearing Coat i/c Expansion Joint	<b>10%</b>

1.3 The procedure for estimating the value of work done :

Item	Stage of Payment	Payment Procedure
1	2	3
<b>1. Approach Road (Flexible pavement)</b>	i) - Earthwork & RE Wall	The unit of measurement is linear length. Payment of each stage shall be made on a pro-rata basis on completion of a stage in full length.
	ii) - Sub grade + GSB	
	iii) - WMM + Bituminous work (DBM)	
<b>2. Rly. Portion</b>	(i) Foundation (including common fdn)	The cost of each foundation shall be determined on a pro-rata basis with respect to the total number of foundations. Payment against the foundation shall be made on a pro-rata basis on completion of a stage i.e. completion of at least one foundation up to pile cap level.  In case load testing is required for the foundation, the trigger of the first payment shall include load testing where specified.
	(ii) Sub Structure (including common sub structure)	Payment against Sub-structure shall be made on a pro-rata basis on completion of a stage i.e. the completion of one sub-structure of abutment/pier up to its cap level.
	(iii) Super Structure i/c Bearing	Payment shall be made on a pro-rata basis on completion of a stage i.e. completion of super-structure including bearings of at least one span in all respects as specified.  50% of the stage payment shall be due and payable on casting of girders for each span and balance 50% of the stage payment shall be on completion of stage as above.
<b>3. Viaducts</b>	(i) Foundation	The cost of each foundation shall be determined on a pro-rata basis with respect to the total number of foundations. Payment against the foundation shall be made on a pro-rata basis on completion of a stage i.e. completion of at least one foundation up to pile cap level.  In case load testing is required for the foundation, the trigger of the first payment shall include load testing where specified.
	(ii) Sub Structure	Payment against Sub-structure shall be made on a pro-rata basis on completion of a stage i.e. the completion of one sub-structure of abutment/pier up to its cap level.
	(iii) Super Structure i/c Bearing	Payment shall be made on a pro-rata basis on

Item	Stage of Payment	Payment Procedure
1	2	3
		<p>completion of a stage i.e. completion of super-structure including bearings of at least one span in all respects as specified.</p> <p>50% of the stage payment shall be due and payable on casting of girders for each span and balance 50% of the stage payment shall be on completion of stage as above.</p>
<b>4. Other works</b>	(i) Service Road with drain	<p>The unit of measurement is linear length in m. Payment shall be made on a pro-rata basis on completion of a stage in a length of not less than 25 % of the total length.</p>
	(ii) Misc such as Weep holes, filter, drain spouts, diversion, Road markings + Road Signage + Overhead Sign Board + Painting (Crash Barrier, Kerb) + km stones etc.	<p>Payments shall be made on completion of all works.</p>
	(iii) View cutter & Electric fitting (street lighting)	<p>Payments shall be made on completion of all works.</p>
	(iv) RCC Crash Barrier	<p>The unit of measurement is linear length in m. Payment shall be made on a pro-rata basis on completion of a stage in a length of not less than 25 % of the total length.</p>
	(v) Wearing Coat i/c Expansion Joint	<p>Payment shall be made on completion of the wearing coat including expansion joints complete in all respects as specified.</p>