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F No.35079/01/2015/S&R(P&B)
Government of India
Ministry of Road Transport & Highways
(S&R P&B Section)
Transport Bhawan, 1, Parliament Street, New Delhi-110001

Date: 26th December, 2018

To,

1. The Chairman, National Highways Authority of India, G-5& 6, Sector-10, Dwarka, New Delhi-110075
2. The Managing Director, NHIDCL, PTI Building, New Delhi-110001
3. The Chief Secretaries of all the State Governments/UTs
4. The Principal Secretaries/ Secretaries of all States/UTs Public Works Department dealing with National Highways, other centrally sponsored schemes
5. All Engineers-in-Chief and Chief Engineers of Public Works Department of States/UTs dealing with National Highways, other centrally sponsored schemes
6. The Director General (Border Roads), Seema Sadak Bhawan, Ring Road, New Delhi-110010
7. All CE-ROs and ELOs of the Ministry

Subject: - Option of type of Pavements to the Concessionaire in PPP Projects- reg.

The Scope of the Project in respect of BOT (Toll) and HAM Projects means and inter-alia, includes construction of the Project Highway on the Site set forth in Schedule-A and as specified in Schedule-B together with provision of Project Facilities as specified in Schedule-C, and in conformity with the Specifications and Standards set forth in Schedule-D.

2. Schedule-D (Specification and Standards) prescribes that two/four/six laning of the project highway shall conform to the respective Manual of Specification and Standards for construction of highways (IRC: SP: 73 for two laning, IRC: SP: 84 for four-laning and IRC: SP: 87 for six laning) published by IRC. The manual of specifications for 6-laning gets extended to 8-laning project also.
3. Section-5 (Pavement Design) of the above Manuals provides that unless otherwise specified in Schedule 'B', the Concessionaire may adopt any type (flexible/rigid) of pavement structure for new construction. Strengthening of the existing flexible pavement will be carried out by providing appropriate bituminous overlay, unless specified otherwise in Schedule 'B' of the Concession Agreement.
4. The design life for rigid pavement is taken as 30 years and 15/20 years for the flexible pavement. Hence, for design purposes, the design would be based on above period respectively in case of rigid and flexible pavements.

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5. In view of the above, it is advisable that Schedule 'B' of the Concession Agreement is prepared in such a way that there is no inconsistency between the provisions of Schedule 'B' and Schedule 'D' with regard to the adoption of type of pavement.

6. For avoidance of doubt, it is clarified that if the cost estimate of the project is prepared based on flexible pavement type, the Concessionaire will have the option to adopt either flexible pavement or rigid pavement for construction of the Project Highway without any further reference. However, wherever the cost estimate is prepared based on rigid pavement, the Concessionaire shall not have the option to adopt flexible pavement for construction of the Project Highway.

7. These instruction may be followed by all concerned.

Yours Faithfully,

Raj Kumar

(Raj Kumar)

Assistant executive Engineer-S&R
For DG(RD)&SS

Copy to:

1. All CEs in the Ministry of Road Transport & Highways
2. The Secretary General, Indian Roads Congress
3. Technical circular file of S&R (R) Section
4. NIC for uploading of Ministry's website under "What's new"

Copy for kind information to:

1. Sr. PPS to Secretary (RT&H)
2. PPS to DG (RD) & SS
3. PPS to AS& FA
4. PS to ADG-I/ADG-II/ADG-III
5. PS to JS (T)/ JS(H)/ JS(LA&C)/ JS(EIC)