

No RW-NH-35079/01/2018-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

Dated: 2nd June, 2018

To,

1. The Chairman, National Highways Authority of India, G-5 & 6, Sector-10, Dwarka, New Delhi-110 075.
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- 110 010.
7. All CE-ROs, ROs and ELOs of the Ministry.

Subject: Change from Rigid to Flexible pavement in on-going Contracts.

The constraints of limited/non availability of sand in certain areas/states due to certain restrictions imposed by the Hon'ble Courts or for other reasons came to be highlighted by the Contractors during the detailed review of all the ongoing road projects held at Goa on 11th and 12th June 2018. This problem, it was observed, was significantly impacting the road projects contracted out for execution with Rigid pavements.

2. Keeping the above constraints in view and after undertaking some basic cost-analysis/ differential between the Rigid pavements and the Flexible pavements, it has been decided that if any Contractor decides to change the rigid pavement to flexible pavement due to some problems at site like non-availability of material etc, he may request the authority for its approval to provide for flexible pavement in place of rigid pavement, provided he is willing to pass on 30% of the rigid pavement cost in that Contract to the Authority.

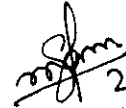
3. The design life for Rigid pavement is generally taken as 30 years and 15 years for the flexible pavement. Hence, for design purpose, the design would be based for above period respectively in case of rigid & flexible pavements. It is clarified that the cost of rigid pavement is to be worked out by accounting the cost of all layers over the subgrade i.e. granular layer/drainage layer, DLC, Membrane, PQC etc and 30% of such cost would be passed on to the Department/Project Executing agency. The cost of rigid pavement shall be calculated based on the design approved by the Engineer on the scheduled rate on the appointed date plus/minus the tender premium (i.e. $\pm$



rate at which tender was won by the bidder) alongwith escalation based on WPI/formula prescribed in contract.

4. The R.Os of NHAI/NHIDCL and the Ministry shall be authorized to approve the same subject to the benefit being passed on to the Authority on the above formula in the interest of early completion of projects, which will also save escalations and timey commencement of toll revenue flows to the Government.

Yours faithfully,

 21.6.2018
(MD Shadab Imam)

Assistant Executive Engineer (S, R&T) (P&B)
For Director General (Road Development) & 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 on 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
5. PS to JS (T)/ JS (H)/ JS (LA&C)/ JS (EIC)