




4-L of NH 37 from design Ch 0+000 on NH-8 near Karimganj to design Chainage 14+250 near Sutarkandi (Spur Connectivity to Indo/Bangladesh Border) Silchar-Churaibari Pkg-7 in the State of Assam on HAM mode.

Monthly Progress Report

October - 2025



Authority		National Highways Infrastructure Development Corporation Limited
Independent Engineer		M/s Technocrafts Advisory Services Private Limited in association with M/s MAV Associates LLP
Concessionaire		MKC Badarpur Churaibari Kamakhya (PKG-7) Highways Pvt. Ltd.

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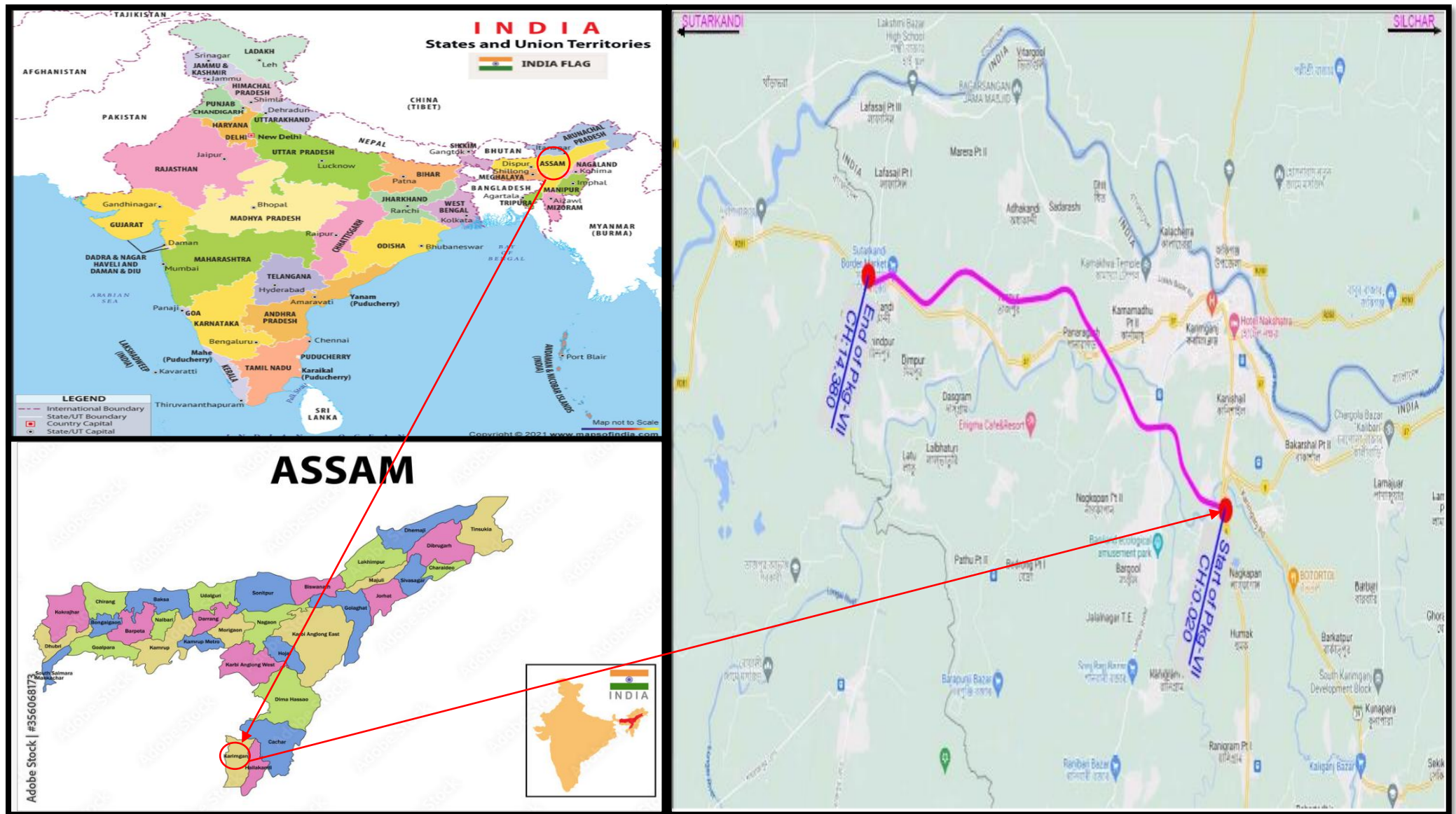
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PROJECT ROAD LOCATION MAP / INDEX MAP



4-L of NH 37 from design Ch 0+000 on NH-8 near Karimganj to design Chainage 14+250 near Sutarkandi (Spur Connectivity to Indo/Bangladesh Border) Silchar-Churaibari Pkg-7 in the State of Assam on HAM mode.

EXECUTIVE SUMMARY

The Concessionaire has signed the Concession Agreement with National Highway Infrastructure Development Corporation Limited (NHIDCL) on dated September 17, 2024. This Executive Summary presents the works progress of the Project Highway during the construction period from February 28, 2025 to February 27, 2027.

1. The Project Road:

4-L of NH 37 from design Ch 0+000 on NH-8 near Karimganj to design Chainage 14+250 near Sutarkandi (Spur Connectivity to Indo/Bangladesh Border) Silchar-Churaibari Pkg-7 in the State of Assam on HAM mode.

2. Mobilization:

The Concessionaire has mobilized the required Engineers/ Staff Personnel, Machineries/Equipment's, Plants and established main Base Camp at CH: - 5+600 LHS (Darakona).

The details of Key staff personnel deployed are highlighted in the Chapter-6 of this report. The details of deployed Plants and Machineries are included in Chapter-7 of this report.

3. Pre-Construction Activity:

The Details of pre-construction activities have been included in Chapter-5 of this report.

4. EPC Contractor:

MKC Infrastructure Limited the details of project highway works have been included in Chapter-09 of this report.

5. Design and Drawing

The status of approval of Working Drawings for road works and structures submitted to Authority as on dated 31-10-2025 is given below.

Sr. No.	Description	UoM	Scope	Submitted	Approved	Balance	Remarks
1.	Plan & Profile (MCW)	Km.	14.380	14.380	2.38	12.00	Patially approved only 2.380 kms
2.	Plan & Profile (SR)	Km.	4.16	4.16	0.00	4.16	
3.	RE Wall	SqM.	24984	0.00	0.00	0.00	
4.	ROB	Nos.	1.00	1.0	1.00	0.00	

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5.	Major Bridge	Nos.	3.00	3.00	1.00	2.00	
6.	Minor Bridge	Nos.	8.00	7.00	1.00	6.00	
7.	Underpasses	Nos.	16.00	15.00	12.00	1.00	
8.	Culvert	Nos.	32.00	30.00	25.00	5.00	

The details of design and drawing status have been included in this report on Chapter 8.

7. Work Program:

At the time of commencement of works, the Concessionaire submitted the Stage wise completion schedule Work Program Vide Letter No. MKCIL/ASSAM/PKG-07/162, dated 17.04.2025 for Authority/IE's approval. Based on the monthly works plan, the works is being carried out by the Concessionaire.

8. Quality Control and Material:

The works is being carried out by the Concessionaire as per Quality Assurance Plan submitted to Authority Vide Letter MKCIL/ASSAM/PKG-07/139 on dated 07.04.2025. Each construction activity is being checked/verified as per the RFI's submitted to Authority/IE by the Concessionaire.

9. Supervision and Monitoring of Project works:

The Authority/ IE along with the concessionaire is supervising and monitoring the execution of works as per requirements of Standard/ Specifications. The monitoring of works is being carried out through the RFI submitted by the Concessionaire and its approval/ rejection after necessary checking/ verification by the Authority/ IE.

10. Site Visit and Meeting:

The Authority/ IE Engineers are regularly visiting the Project Highway.

11. Schedule Completion Date:

As per Schedule-G of the Concession Agreement shall occur on the 730th day from the Appointed Date. The declared Appointed Date being February 28, 2025, the Scheduled completion Date shall occur on February 27, 2027.

12. Operation and Maintenance (O&M):

O&M Obligations – During Operation Period, the Concessionaire shall operate and maintain the project in accordance with this Agreement either by itself, or through the O&M Contractor and if required, modify repair or otherwise make improvements to the Project to comply with the provisions of this Agreement, Applicable Laws and Applicable Permits, and conform to Specifications and Standards and Good industry Practice. The obligations of the concessionaire shall be as per Article 17.

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13. Area of Concern/ Availability of site for work:

Procurement of ROW- The existing ROW and the stretches of 11.510 km. are subjected to following:

a) Stretches/ Hindered Free Land 11.51 Km out of 14.36 Km:

Stretches/ Hindered Free Land				Encumbrances/ Hindered Land		
Sr. No.	Side	Length (Km)	%	Side	Length (Km)	%
1.	BHS	11.510	80.20%	BHS	2.850	19.80%

b) Hindered due to Tree Cutting:

Description	Total Nos.	Impacted Length (km)	Remarks
Total Trees	407	7.0	

c) Encumbrances due to Religious Structure:

Sr. No.	Types	Chainage	Side	Remarks
1.	Small Temple	2+750	RHS	
2.	Temple	4+150	LHS	
3.	Kabristan	4+300	BHS	
4.	Masjid	4+500	BHS	
5.	Kabristan	7+300	BHS	

d) Details of Hidered Land:

DETAILS OF ENCUMBRANCES WITHIN ROW					
Sr. No	Chainage		Side	Total Length (KM)	Description
	From	To			
1	0+300	0+450	BHS	150.00	Brick Industry
2	2+600	3+000	BHS	400.00	Residential Houses
3	3+450	4+500	BHS	1050.00	Assam Type House Shade
4	5+300	5+650	BHS	350.00	Assam Type residential houses
5	6+500	6+600	BHS	100.00	RCC & Assam Type Houses
6	7+200	7+300	BHS	100.00	Assam/RCC Type Houses
7	9+100	9+400	BHS	300.00	Assam Type residential houses

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8	10+700	10+800	BHS	100.00	Assam Type residential houses
9	10+850	10+900	BHS	50.00	Assam Type residential houses
10	11+250	11+400	BHS	150.00	Assam Type residential houses
11	11+900	12+300	BHS	400.00	Assam Type residential houses
12	12+400	14+000	BHS	1600.00	Assam Type residential houses
Total Hindered Length				4750.00	

Current Issues:-

- a) **Non-availability of land:-** As per the Concession Agreement, 100% of the land is to be handed over to the Concessionaire within 90 days from the Appointed Date. However, only approximately 80.20% of the land is currently free from encumbrances (refer the Concessionaire's letter no. MKCIL/ASSAM/PKG-07/422 dated 18.10.2025).
- b) **Water logging in PROW :-** Due to heavy rainfall, water has accumulated along almost the entire length of the project within the ROW, which has hampered construction activities.
- c) **Approval of Material Source:-** Approval from the Independent Engineer is still pending for the proposed material sources, including aggregates, admixtures, cement, and GFRP bars (refer the Concessionaire's Chapter no. _10 & Table no 10.3.4).

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CHAPTER-1

INTRODUCTION

General

The NHIDCL proposes to implement the development, maintenance, and management of the Spur from NH-8 near Karimganj to Sutarkandi (India-Bangladesh border) Km. 0.020 to Km. 14.380 into 4-lane access controlled corridor. The proposed project road has been selected to improve connectivity and reduce travel time from Assam to Tripura. Also, this connectivity will improve international road connectivity between India and Bangladesh. To achieve the above task, NHIDCL has appointed M/s. Aarvee Associates Architects Engineers and Consultants Pvt. Ltd. The Letter of Acceptance was communicated vide letter No. NHIDCL / Assam / DPR / SilcharChuraibari /222542/2581 and the agreement was signed on September 1st, 2023.

This executive summary is submitted along with the Final detailed project report to cover the key aspects of the project.

Project Overview

As described earlier the project road is a spur to NH-8 near Karimganj and ends at Sutarkandi. The proposed alignment passes through Karimganj district in the state of Assam connecting villages Karimganj, Fakirabazar, Jarpata and Sutarkandi.

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CHAPTER-2

CONTRACT DATA

Sr. No.	Items	Description
1.	Name of Project	4-L of NH 37 from design Ch 0+000 on NH-8 near Karimganj to design Chainage 14+250 near Sutarkandi (Spur Connectivity to Indo/Bangladesh Border) Silchar-Churaibari Pkg-7 in the State of Assam on HAM mode.
2.	Project Length	14.250 km
3.	Project Bid Cost	380.26 Cr.
4.	Authority	National Highways & Infrastructure Development Corporation Limited
5.	Independent Engineer	M/s Technocrats Advisory Services Private Limited in association with M/s MAV Associates LLP
6.	Concessionaire	MKC Badarpur Churaibari Kamakhya (PKG-7) Highways Private Limited
7.	Design Consultant	Geo Designs & Research Pvt. Ltd.
8.	DPR Consultant	Aarvee Associates Architects Engineers & Consultants Pvt. Ltd.
9.	LOA No. & Date	NHIDCL/ Assam/ NH-37/ Sil-Churai/ Pkg-VII/ 233357/ 3087 dated 11.03.2024
10.	Date of Concession Agreement	September 17, 2024
11.	Appointed Date	February 28, 2025
12.	Construction Period	730 days (from Appointed Date) [24-Months]
13.	Schedule Completion Date	February 27, 2027
14.	O&M Period	15 Years from the date of COD

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15.	Project Milestone	
	Milestone- I	<p>The Project Milestone-I shall occur on the date falling on the 256th (two hundred and fifty sixth) day from the Appointed Date (i.e., November 11, 2025)-</p> <p>(The concessionaire shall have expended not less than 20% of the total capital cost set forth in the Financial Package and the Concessionaire shall have commenced construction of the Project and achieved 20% Physical Progress)</p>
	Milestone- II	<p>438th Day from Appointed Date (i.e., May 12, 2026)- (Prior to the occurrence of Project Milestone-II, the Concessionaire shall have expended not less than 35% of the total capital cost set forth in the Financial Package. Provided, however, that at least 70% of the expenditure referred to hereinabove shall have been incurred on physical works which shall not include advances of any kind to any person or expenditure of any kind on plant and machinery and the concessionaire shall have commenced construction of the project and achieved 35% Physical Progress.).</p>
	Milestone- III	<p>620th Day from Appointed Date (i.e., November 10, 2026) (The concessionaire shall have commenced construction of all Project Facilities and expended not less than 75% of the total capital cost set forth in the Financial Package and the concessionaire shall have commenced construction of the Project and achieved 75% Physical Progress).</p>
	Scheduled Completion Date	<p>730th Day from Appointed Date (i.e., February 27, 2027)</p> <p>The concessionaire shall have completed the Project in accordance with the Concession Agreement.</p>

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CHAPTER -3

SALIENT FEATURES OF PROJECT HIGHWAY

3.1 Pavement Composition (For Main Carriage Way/ Service Road)

Section	Design Chainage		Stretch in Km.	Pavement Composition in mm.						
	From	To		Sub-Grade	R- GSB	R- WMM	DBM	BC	DLC	PQC
MCW	00+020	12+900	12.880	500.00	200.00	190.00	50.00	30.00	-	-
	12+900	14+380	1.480	500.00	150.00	-	-	-	150.00	180.00
				Sub-Grade	GSB	R- WMM	BC	-		
Service Road				500.00	200.00	185.00	30.00	-		

3.2 Details of New/ Widening of Structures and Project Facilities to be constructed along the project Highway:

Sr. No.	Description		Unit	As per CA	Remarks
1.	Railway over Bridge	New Construction	Nos.	1	
2.	Major Bridge	New Construction	Nos.	3	
3.	Minor Bridge	New Construction	Nos.	7	
		Reconstruction	Nos.	1	
4.	VUP	New Construction	Nos.	2	
5.	LVUP	New Construction	Nos.	9	
6.	SVUP	New Construction	Nos.	1	
7.	Box Underpass	New Construction	Nos.	4	
8.	Box Culvert	New Construction	Nos.	28	
		Reconstruction	Nos.	4	
		Additional	Nos.	20	
9.	Pipe Culvert	Additional	Nos.	20	
10.	Bus Bay		Nos.	2	
11.	Major Junction		Nos.	2	
12.	Minor Junction		Nos.	4	
13.	W-beam Single faced metal crash barrier		Rmt.	17602	
14.	Drain (covered)		Rmt.	2960	

CHAPTER -4

SCOPE OF THE WORKS AND PROJECT FACILITIES

4.1 Scope of Works

The Schedule-B of the Concession Agreement specifies the scope of works. The broad scope of the works includes the following:

- Reconstruction of existing 2 lane carriageway to 4 lane divided carriageway including strengthening existing carriageway by providing bituminous overlays in accordance with the Specifications and Standards.
- Construction of 1- ROB, 3- Major Bridge, 8- Minor Bridge, 16- Underpasses, 52- Culverts.
- Construction of Slip Road of 4.16 Km

4.2 Project Facilities

The Schedule-C of the Concession Agreement specifies the project facilities to be constructed for the project highway. The project facilities include the following:

- a) Toll Plaza
- b) Roadside Furniture
 - i. Kilometer and Hectometer Stones
 - ii. Traffic Signs
 - iii. Overhead Sign
 - iv. Road Marking
 - v. Road Delineators
 - vi. Reflective Pavement Markers & Solar Studs
 - vii. Traffic Impact Attenuators
 - viii. Boundary wall and Fencing
- c) Operation and Maintenance centres
- d) Way side Amenities/ Service Areas
- e) Truck Lay-byes
- f) Bus Bay and Bus Shelter
- g) Pedestrian Facilities
- h) Highway Lighting
- i) Rainwater Harvesting
- j) Environmental Management Plan
- k) Land Scaping and Tree Plantation
- l) Advanced Traffic Management System (ATMS)
- m) Highway Petrol Unit
- n) Emergency Medical Services
- o) Crane Services

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CHAPTER -5

PRE-CONSTRUCTION ACTIVITIES

5.1 Obligations

Obligations of Authority-

Sr. No.	Clause No.	Obligation	Status	Remark/ Reference
1	Clause 4.1.2	Condition Precedent	Done	MKCIL/ASSAM/PKG-07/261
2	Article 11	Utilities, Associated Roads and Trees	In Progress	
3	Clause 18.1.2	Safety Consultant	Not done	
4	Article 21	Appointment of Independent Engineer	Done	Partially Mobilized
5	Clause 10.3	Joint Memorandum	Done	

Obligations of Concessionaire-

Sr. No.	Clause No.	Obligation	Status	Remark/ Reference
1	Clause 9.1	Performance Security	Done	
2	Article 11	Shifting and Relocation Electrical Utilities	In Progress	
3	Article 26	Insurance	Done	
4	Clause 4.1.3 (Schedule-E)	Applicable Permits	Done	
5		A permission of State Govt. for boulders extraction	Done	
6		Permission of Village Panchayet and Pollution Board for installation of crushers	Done	
7		License for use of explosives	N/A	
8		Permission of the State Govt. from drawing water from river/ reservoir	Done	
9		Labour Licence	Done	
10	Clause 12.1	Quality Assurance Plan	Done	MKCIL/ASSAM/PKG-07/139 dt. 07.04.2025
11		Construction Methodology	Done	MKCIL/ASSAM/PKG-07/150 dt. 14.04.2025

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5.2 Shifting of Utilities

The project works includes shifting/relocation of various utility services along the project road. The details of the utilities/ Hindrances are required to be shifted/ relocated/ removed along the Project Highway is summarized below:

Sl. No.	Utility/ Hindrance Type	Unit	Nos.	Remarks
1.	HT/LT Lines (including Transformer if any)	Nos.	88.00	In progress
2.	HT/ LT crossing	Nos.	65.00	In progress
3.	Water Pipelines	Kms	4.00	In progress
4.	Water Pipeline Crossing	Nos.	14.00	In progress

5.3 Tree Cutting

The tree cutting status is given below for the project highway.

Sr. No.	Description	Total	Remarks
1.	Total Number of Trees	407.00	
2.	Total Felling of Trees	47.00	
3.	Balance Trees	360.00	

5.4 Land Acquisition

The detailed working of Existing ROW, Proposed ROW and Land to be Acquired along the project highway are submitted by NHIDCL vide Joint Handover Memorandum on dated 28th of February ,2025.

The detail of affected area for construction of the project road including various project facilities which requires prime attention to accelerate the work progress is given below.

HINDRANCE LIST – CHAINAGE WISE DETAILS

DETAILS OF ENCUMBRANCES WITHIN ROW					
Sr. No	Chainage		Side	Total Length (KM)	Description
	From	To			
1	0+300	0+450	BHS	150.00	Brick Industry
2	2+600	3+000	BHS	400.00	Residential Houses
3	3+450	4+500	BHS	1050.00	Assam Type House Shade
4	5+300	5+650	BHS	350.00	Assam Type residential houses
5	6+500	6+600	BHS	100.00	RCC & Assam Type Houses

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6	7+200	7+300	BHS	100.00	Assam/RCC Type Houses
7	9+100	9+400	BHS	300.00	Assam Type residential houses
8	10+700	10+800	BHS	100.00	Assam Type residential houses
9	10+850	10+900	BHS	50.00	Assam Type residential houses
10	11+250	11+400	BHS	150.00	Assam Type residential houses
11	11+900	12+300	BHS	400.00	Assam Type residential houses
12	12+400	14+000	BHS	1600.00	Assam Type residential houses
Total Hindered Length				4750.00	

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CHAPTER -6

MOBILIZATION

6.1 Manpower Mobilization of Concessionaire

Sr. No.	Name of Employee	Designation	Department
1	Satish Kumar Pandey	Sr. GM	HQ
2	Manoj Kumar Singh	Sr. Project Manager	Project
3	Ashish Kumar Pandey	Project Manager	Project
4	Dhirendra Thapa	Asst. Manager	HR/Admin
5	Saurabh Kumar	Sr. Executive	HR/Admin
6	Manish Kumar Dixit	Executive	HR/Admin
7	Golu Meena	Supervisor (Mess)	HR/Admin
8	Shyam babu Singh	Manager	Liaison
9	Ram Niranjan Vishwakarma	Manager	Liaison
10	Deepak Sharma	Executive	Liaison
11	Jagdish Pandey	Asst. Manager	Billing & Planning
12	Ranjan Akash Jha	Sr. Engineer	Billing & Planning
13	Vimlesh Tailor	Sr. Engineer	Billing & Planning
14	Surajit Samanta	Engineer	Billing & Planning
15	Santosh Singh	Dy. Manager	Structure
16	Vageesh Tripathi	Senior Engineer	Structure
17	Ranjan Kumar	Senior Engineer	Structure
18	Jitendra Gupta	Senior Engineer	Structure
19	Rakesh Kumar Singh	Senior Engineer	Structure
20	Souvik Paul	Engineer	Structure
21	Deepak Chauhan	Engineer	Structure
22	Amit Kumar	Engineer	Structure
23	Ankit Patel	GET	Structure
24	Sujit Kumar Ray	Sr. Supervisor	Structure
25	Ankit Chaurasia	Supervisor	Structure
26	Narayan Kumar	Supervisor	Structure
27	Ankit Solanki	Supervisor	Structure
28	Avneesh Kumar Pandey	Dy. Manager	Highway
29	Alok Kumar Choudhary	Dy. Manager	Highway
30	Janmejey Kar	Asst. Manager	Highway
31	Vishal Mishra	Asst. Manager	Highway
32	Samarjeet Singh	Engineer	Highway
33	Rishab Pal	Senior Engineer	Highway
34	Tapas Basak	Engineer	Highway
35	Arya Yadav	Engineer	Highway
36	Subhash Kumar	Jr. Engineer	Highway
37	Jay Prakash Singh	Senior Supervisor	Highway
38	Anmol	Supervisor	Highway
39	Md. Mohbub Ahmed	Supervisor	Highway
40	Imrat Ahirwar	Supervisor	Highway
41	Yogendra Rai	Supervisor	Highway
42	Ratan Thakur	Supervisor	Highway
43	Krishna Singh	Supervisor	Highway
44	Chandrakant	Supervisor	Highway
45	Mohit Kumar	Supervisor	Highway
46	Ashish Koley	Dy. Manager	Survey
47	Anish Ghosh	Asst. Manager	Survey
48	Jayanta Mallick	Sr. Surveyor	Survey
49	Koushik Rout	Sr. Surveyor	Survey

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50	Ram Poojan	Surveyor	Survey
51	Amit Singh	Surveyor	Survey
52	Jaibhan Pratap Paswan	Surveyor	Survey
53	Subrata Dinda	Sr. Manager	P & M
54	Shrikrushna Gulade	Sr. Manager	P & M
55	Amit Bhaduria	Executive	P & M
56	Ramkaran Sahu	Engineer	P & M
57	Deepak Thakur	Executive	P & M
58	Amit Tiwari	Supervisor	P & M
59	Indrajit Majumder	Supervisor	P & M
60	Prabhakar Kumar	Jr. Engineer	P & M
61	Subham Kar	Supervisor	P & M
62	Joy Kanoo	Supervisor	P & M
63	Chandan Dash	Sr. Manager	Store
64	Surajit Das	Asst. Manager	Store
65	Amit Sikarwar	Sr. Executive	Store
66	Deepak Purty	Jr. Executive	Store
67	Indramani Prakash	Jr. Executive	Store
68	Neeraj Kumar	Executive	Store
69	Subham Bhattacharjee	Supervisor	Store
70	Sujeet Sharma	Supervisor	Store
71	Sumanta Datta	Supervisor	Store
72	Milan Samanta	Supervisor	Store
73	Ravi Shankar Tripathi	Sr. Manager	QA/QC
74	Vinay Kumar Tripathi	Manager	QA/QC
75	Ranjan Kumar	Engineer	QA/QC
76	Sujay De Sarkar	Engineer	QA/QC
77	Subham Singh	Asst. Engineer	QA/QC
78	Daya Shankar	Lab Tech.	QA/QC
79	Ramprakash Mishra	Lab Tech.	QA/QC
80	Karan Kumar	Lab Tech.	QA/QC
81	Amit Pathak	Lab Tech.	QA/QC
82	Robin Chouhan	Lab Tech.	QA/QC
83	Sagar Jena	Engineer	Electrical
84	Pankaj Baser	Jr. Engineer	Electrical
85	Gaijianpou Gonmi	Asst. Manager	Accounts
86	Kapil Sharma	Executive	Accounts

4-L of NH 37 from design Ch 0+000 on NH-8 near Karimganj to design Chainage 14+250 near Sutarkandi (Spur Connectivity to Indo/Bangladesh Border) Silchar-Churaibari Pkg-7 in the State of Assam on HAM mode.

CHAPTER-7

DEPLOYMENT OF PLANTS AND EQUIPMENT / PROJECT SET UP PLAN

7.1 Plants and Equipment Deployed

S.no	Equipment type	UNIT	QTY	Remarks
1	LMV	Nos.	7	
2	TIPPER	Nos.	28	
3	MOBILE CRANE	Nos.	2	
4	SOIL COMPACTOR	Nos.	5	
5	EXCAVATOR	Nos.	10	
6	BACK HOE LOADER	Nos.	4	
7	DIESEL DISPENCER	Nos.	2	
8	TRANSIT MIXER	Nos.	10	
9	TRACTOR	Nos.	2	
10	GRADER	Nos.	3	
11	BABY ROLLER	Nos.	1	
12	HM PLANT	Nos.	1	
13	BATCHING PLANT	Nos.	1	
14	RE BLOCK PLANT	Nos.	1	
15	DG	Nos.	2	
16	TRAILER	Nos.	1	
17	CRUSHER	Nos.	1	
18	WATER TANKER	Nos.	1	
19	LOADER	Nos.	1	

4-L of NH 37 from design Ch 0+000 on NH-8 near Karimganj to design Chainage 14+250 near Sutarkandi (Spur Connectivity to Indo/Bangladesh Border) Silchar-Churaibari Pkg-7 in the State of Assam on HAM mode.

CHAPTER-8

DESIGN AND DRAWING

The project highway has been designed for four lane divided carriageway facility with provision of central raised median of 1.6m. The Concession Agreement envisages design of the project highway by the Concessionaire. The scope of design includes the design for road works, structure works and other project facilities. The drawings need to be prepared and approved for execution of each component of the project highway.

8.1 Design

The design of road works e.g., plans and profiles, cross sections and other miscellaneous items are being prepared by the Concessionaire for approval and execution of works accordingly. Similarly, the design of various structures e.g., Major bridge, Minor bridges, Vehicular Underpasses, Box Culverts, Hume Pipe Culverts etc. are also being prepared by the Concessionaire for review by Authority/ IE.

8.2 Drawings

As per requirement of the Contract Agreement various drawings are being prepared for execution and completion of the works. The working drawings of road works and structure works are being prepared by the Concessionaire and submitted to the Authority/ Independent Engineer prior to execution of works at site.

8.3 Status of Approval of Drawings

The status of drawing submission and approval of GAD for road and structure works as on August-31, 2025, is enclosed in this chapter of the report.

Road Works

S N	Description	Unit	Total	Submitted	Approval	Balance	Remarks
1.	Plan & Profile MCW	Km	14.360	14.360	2.380	12.000	
2.	Plan & Profile SR	Km	4.164	4.164	0.000	0.000	
3.	Typical Cross Section	Nos	1.00	1.00	0.00	0.00	
4.	Pavement Design Report	Nos	1.00	1.00	1.00	0.00	
5.	RE Wall	Nos	20820.00	-	-	-	
6.	Major Junction	Nos	2.00	-	-	-	
7.	Minor Junction	Nos	4.00	-	-	-	
8.	Bus Bay Drawing	Nos	2.00	-	-	-	
9.	Road Signage Plan	Km	14.360	-	-	-	

4-L of NH 37 from design Ch 0+000 on NH-8 near Karimganj to design Chainage 14+250 near Sutarkandi (Spur Connectivity to Indo/Bangladesh Border) Silchar-Churaibari Pkg-7 in the State of Assam on HAM mode.

Structure Works:-

Structure				
Description	Total Nos	Submitted	Approved	Balance
Box Underpass	4	4	4	0.00
SVUP	1	1	0	1.00
LVUP	9	8	8	0.00
VUP	2	2	0	2.00
MNB	8	7	1	6.00
MJB	3	3	1	2.00
ROB	1	1	1	0.00
Box Culvert	32	30	25	5.00

4-L of NH 37 from design Ch 0+000 on NH-8 near Karimganj to design Chainage 14+250 near Sutarkandi (Spur Connectivity to Indo/Bangladesh Border) Silchar-Churaibari Pkg-7 in the State of Assam on HAM mode.

CHAPTER-9

PROJECT WORK PROGRESS

9.1 Work Progress:

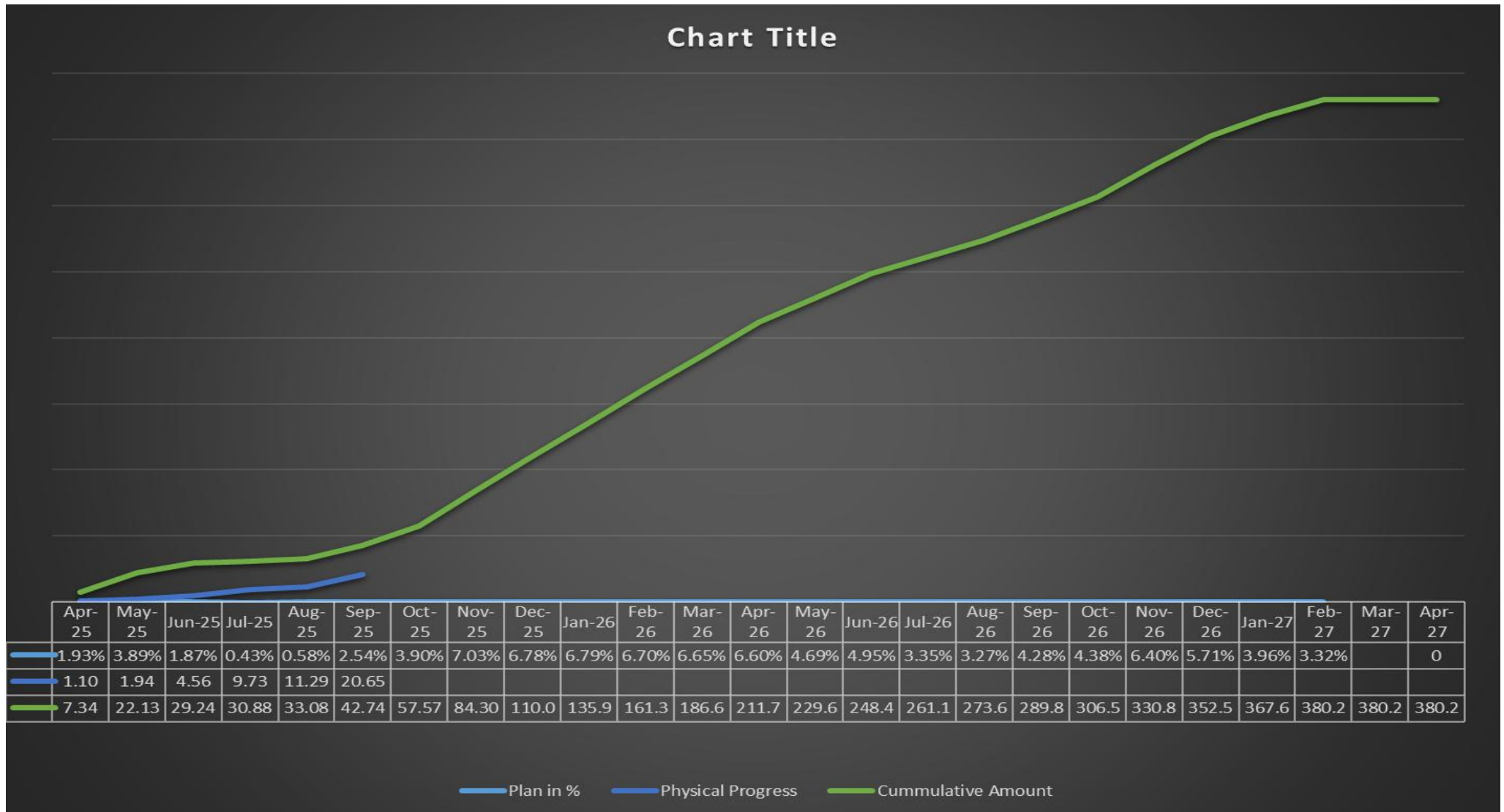
Progress as per Schedule G for the month October-2025.

Project Name :-	Four Lining of Karimganj - Sutarkandi section of NH-37 from Design chainage 0.020 (Assam-Agartala Road NH-8 near Kailsail Pt II) to Km. 14.380 (Sutarkandi, India-Bangladesh Border) in the state of Assam (Package-7)							
Authority Engineer :-	National Highways & Infrastructure Development Corporation Limited							
Independent Engineer :-	M/s Technocrats Advisory Services Pvt. Ltd. in association with M/s MAV Associates LLP							
Concessionaire :-	MKC Bishupur Churaibari Kamakhya (PKG-7) Highways Pvt. Ltd.							
Total Contract Price :-	3,80,26,00,000							
Schedule-G								
Item	Stage for measurement of Physical Progress	Unit	Qty.	Weightage in percentage to the contract price	Physical Progress	% of Physical Progress	Value of Physical Progress	
Road works including culverts, minor bridges, underpasses, overpasses, approaches to ROB/RUB/ Major Bridges/ Structures (but excluding service roads)	A - Widening and strengthening of existing road							
	(1) Earthwork upto top of Sub-grade	L-Km	3.27	0.46%	1.00	30.59%	0.14%	
	(2) Granular work (Sub-base, base,shoulder)							
	(a) GSB	L-Km	3.27	0.43%	1.00	30.59%	0.13%	
	(b) WMM	L-Km	0.34	0.03%				
	(3) Shoulders	L-Km	0.34	0.01%				
	(4) Bituminous Work							
	(a) DBM	L-Km	0.34	0.06%				
	(b) BC	L-Km	0.34	0.02%				
	(5) Rigid Pavement							
	Concrete Work	L-Km	2.93	1.55%				
	B- New 4 Lane Realignment/Bypass							
	(1) Earthwork upto top of Sub-grade	L-Km	23.77	26.87%				
	(2) Granular work (Sub-base, base,shoulder)							
	(a) GSB	L-Km	23.77	4.07%				
	(b) WMM	L-Km	23.77	2.76%				
	(3) Shoulder	L-Km	23.77	0.67%				
	(4) Bituminous Work							
	(a) DBM	L-Km	23.77	1.78%				
	(b) BC	L-Km	23.77	1.15%				
	C- New Culverts, Minor Bridges, underpasses, overpasses on existing road, realignment, bypasses.							
	1) Culverts	No.	64.00	4.55%	6.00	9.38%	0.43%	
	2) Minor Bridge							
a) Foundation	No.	22.00	2.76%	4.00	18.18%	0.50%		
b) Sub-Structure	No.	22.00	1.27%	2.00	9.09%	0.12%		
c) Super-Structure (including Crash Barrier etc. Complete) If pre-cast girders/ segments are used, 40% of the weightage of the stage in percentage to the bid project cost is assigned to the casting of such precast girders/ segments.								
c-i) Precast Girder - On Casting (40%)	No.	6.00	0.72%					
c-ii) Slab - after Completion of Slab (60%)	No.	16.00	1.07%					
5) Grade Separated Structures								
a) Underpasses (Box Underpass, SVUP, LVUP, VUP)								
i) Foundation	No.	38.00	5.31%	14.00	36.84%	1.96%		
ii) Sub-Structure	No.	38.00	3.61%	10.00	26.32%	0.95%		
iii) Super-Structure (including Crash Barrier,Wearing coat etc. Complete) If pre-cast girders/ segments are used, 40% of the weightage of the stage in percentage to the bid project cost is assigned to the casting of such precast girders/ segments.								
- Girder Type - Precast Girder (40%)	No.	6.00	1.41%					
c-ii) Slab - after Completion of Slab (60%)	No.	32.00	2.12%	8.00	25.00%	0.53%		
C- New Major Bridges								
(1) Foundation								
(b) Pile Foundation / Well Foundation	No.	24.00	5.91%					
(2) Sub-structure	No.	24.00	1.61%					
(3) Super-structure (including crash barriers etc. complete) If pre-cast girders/ segments are used, 40% of the weightage of the stage in percentage to the bid project cost is assigned to the casting of such precast girders/ segments.								
- Super-structure - Precast Girder (40%)	No.	18.00	1.09%					
c-ii) Slab - after Completion of Slab (60%)	No.	18.00	1.64%					
D- New rail-road bridges								
(a) ROB								
(1) Foundation	No.	10.00	2.50%					
(2) Sub-structure	No.	10.00	1.06%					
(3) Super-structure (including crash barriers etc. complete) If pre-cast girders/ segments are used, 40% of the weightage of the stage in percentage to the bid project cost is assigned to the casting of such precast girders/ segments.								
- Super-structure - Precast Girder (40%)	No.	8.00	0.90%					
c-ii) Slab - after Completion of Slab (60%)	No.	8.00	1.34%					
Structures (Elevated Section, Reinforced earth)	4) Reinforced Earth Wall (includes Approaches of ROB, Underpasses, Over passes, Flyover etc.)							
	i) Re Block Casting (5%)	Sq.m	24,984.00	0.03%	3,000.00	12.01%	0.00%	
	ii) Re Block Erection (95%)	Sq.m	24,984.00	0.63%				
Electrical and Public Health Utilities	UTILITY SHEETING							
	HT/LT lines (including Transformers if any)	Km	4.36	0.04%				
	HT/LT crossings	No.	65.00	1.03%				
	Water pipeline	Km	4.65	0.03%	3.00	64.52%	0.02%	
	Water pipeline crossings	No.	14.00	0.06%	8.00	57.14%	0.03%	
Other Works	OTHER WORKS							
	i) Service Road / Slip Road							
	iii) Road Side Drain	L-Km	2.96	0.44%	0.50	16.89%	0.07%	
	iv) - Road signs,markings, Km Stone, Safety devices							
	(a) Road signs, markings, Km Stone	L-Km	14.36	0.30%				
	(b) Concrete Crash Barrier/W Beam Crash Barrier in Road work	L-Km	30.96	2.42%				
	v) - Project Facilities							
	(a) Bus bay	No.	2.00	0.08%				
	viii) Protection Work							
	(a) Boulder Pitching on Slope / Slope Protection Work	L-Km	4.32	2.32%				
	(b) Precast Toe Wall / Retaining Wall	L-Km	13.81	10.94%	1.50	10.86%	1.19%	
	s) Miscellaneous							
	(a) Street Lighting	No.	188.00	0.09%				
	(b) Junction/Interchange	No.	6.00	0.18%				
	(c) Precast Boundary Wall	L-Km	27.04	0.42%				
	(d) ATMS, HTMS, Traffic Aid Posts, Medical aid Posts, Vehicle Recue Posts, Telecom System	L-Km	28.72	0.34%				
	(e) Rain Water Harvesting	No.	28.00	0.17%				
Grand Total >>>				100.00%			6.07%	

4-L of NH 37 from design Ch 0+000 on NH-8 near Karimganj to design Chainage 14+250 near Sutarkandi (Spur Connectivity to Indo/Bangladesh Border) Silchar-Churaibari Pkg-7 in the State of Assam on HAM mode.

9.2 S Curve

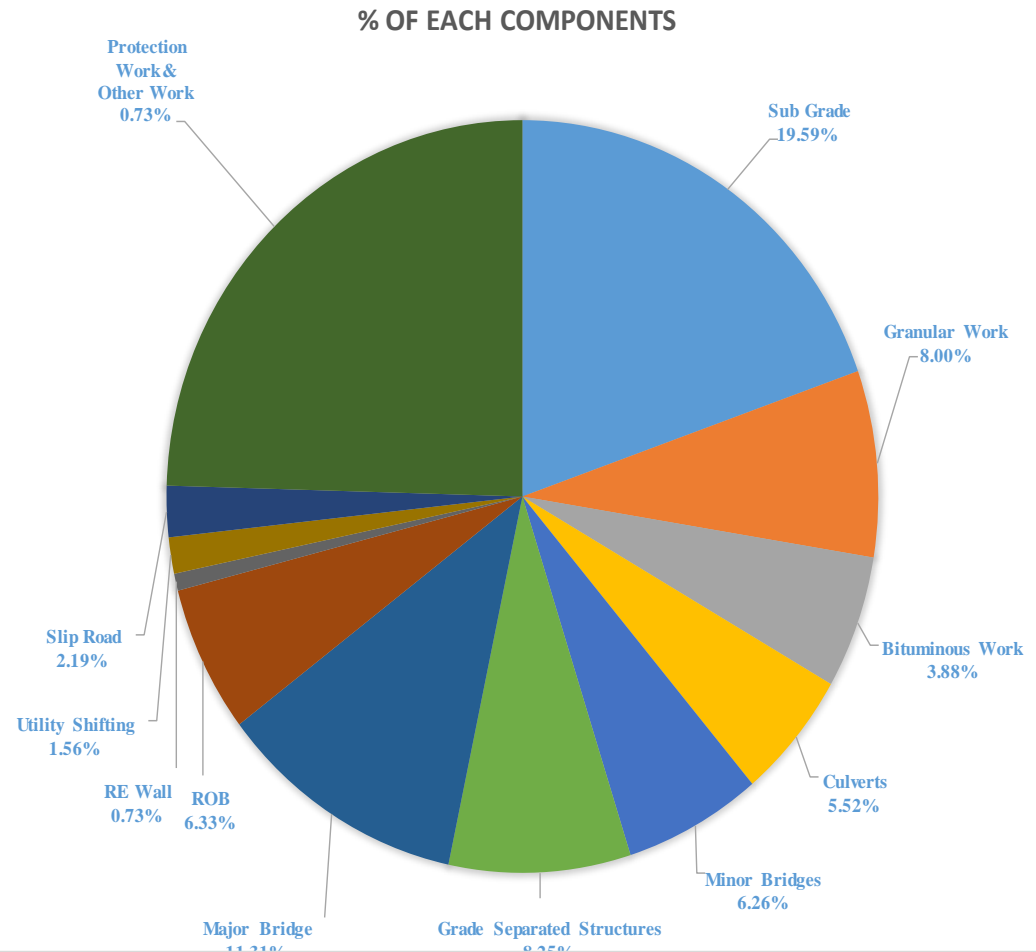
Chart Title



4-L of NH 37 from design Ch 0+000 on NH-8 near Karimganj to design Chainage 14+250 near Sutarkandi (Spur Connectivity to Indo/Bangladesh Border) Silchar-Churaibari Pkg-7 in the State of Assam on HAM mode.

9.3 Weightages (Earthwork, Granular Work, Bituminous Work, Culvert, MJB, MNB, Underpass, ROB, RE Wall, Utility Shifting, SR and Others)

Work Description	% of Each sub components	Amount (Cr.)
Sub Grade	19.59%	74,50,23,653.02
Granular Work	8.00%	30,43,19,594.30
Bituminous Work	5.71%	21,70,88,192.72
Culverts	5.52%	20,99,29,557.88
Minor Bridges	6.26%	23,80,73,489.15
Grade Separated Structures	8.25%	31,37,15,716.05
Major Bridge	11.31%	43,00,02,339.39
ROB	6.33%	24,07,16,649.18
RE Wall	0.73%	2,78,77,340.41
Utility Shifting	1.56%	5,92,90,359.01
Slip Road	2.19%	8,34,60,380.79
Protection Work& Other Work	24.54%	93,31,02,728.10
Total	100.00%	3,80,26,00,000.00



4-L of NH 37 from design Ch 0+000 on NH-8 near Karimganj to design Chainage 14+250 near Sutarkandi (Spur Connectivity to Indo/Bangladesh Border) Silchar-Churaibari Pkg-7 in the State of Assam on HAM mode.

9.4 Highway Progress:-

		LHS						Chainage	RHS					
		BC	DBM	R-WMM	R-GSB	Sub-Grade	Embankment		BC	DBM	R-WMM	R-GSB	Sub-Grade	Embankment
								0+020						
								0+030						
								0+040						
								0+050						
								0+060						
								0+070						
								0+080						
								0+090						
								0+100						
								0+110						
								0+120						
								0+130						
								0+140						
								0+150						
								0+160						
								0+170						
								0+180						
								0+190						
								0+200						
								0+210						
								0+220						
								0+230						
								0+240						
								0+250						
								0+260						
								0+270						
								0+280						
								0+290						
								0+300						
								0+310						
								0+320						
								0+330						
								0+340						
								0+350						
								0+360						
								0+370						
								0+380						
								0+390						
								0+400						
								0+410						
								0+420						
								0+430						
								0+440						
								0+450						
								0+460						
								0+470						
								0+480						
								0+490						
								0+500						
								0+510						
								0+520						
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								0+760						
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								0+780						
								0+790						
								0+800						
								0+810						
								0+820						
								0+830						
								0+840						
								0+850						
								0+860						
								0+870						
								0+880						
								0+890						
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								0+920						
								0+930						
								0+940						
								0+950						
								0+960						
								0+970						
								0+980						
								0+990						
								1+000						
								1+010						
								1+020						

RHS						Chainage	LHS							
BC	DBM	R-WMM	R-GSB	Sub-Grade	Embankment	C&G		C&G	Embankment	Sub-Grade	R-GSB	R-WMM	DBM	BC
							1+030							
							1+040							
							1+050							
							1+060							
							1+070							
							1+080							
							1+090							
							1+100							
							1+110							
							1+120							
							1+130							
							1+140							
							1+150							
							1+160							
							1+170							
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							1+410							
							1+420							
							1+430							
							1+440							
							1+450							
							1+460							
							1+470							
							1+480							
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							1+810							
							1+820							
							1+830							
							1+840							
							1+850							
							1+860							
							1+870							
							1+880							
							1+890							
							1+900							
							1+910							
							1+920							
							1+930							
							1+940							
							1+950							
							1+960							
							1+970							
							1+980							
							1+990							
							2+000							
							2+010							
							2+020							

4-L of NH 37 from design Ch 0+000 on NH-8 near Karimganj to design Chainage 14+250 near Sutarkandi (Spur Connectivity to Indo/Bangladesh Border) Silchar-Churaibari Pkg-7 in the State of Assam on HAM mode.

	RHS		Chainage	LHS	
	BC	C&G		Embankment	Sub-Grade
			2+030		
			2+040		
			2+050		
			2+060		
			2+070		
			2+080		
			2+090		
			2+100		
			2+110		
			2+120		
			2+130		
			2+143		
			2+150		
			2+160		
			2+170		
			2+180		
			2+190		
			2+200		
			2+210		
			2+220		
			2+230		
			2+240		
			2+250		
			2+260		
			2+270		
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			2+340		
			2+350		
			2+360		
			2+370		
			2+380		
			2+390		
			2+400		
			2+410		
			2+420		
			2+430		
			2+440		
			2+450		
			2+460		
			2+470		
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			2+490		
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			2+640		
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			2+660		
			2+670		
			2+680		
			2+690		
			2+700		
			2+710		
			2+720		
			2+730		
			2+740		
			2+750		
			2+760		
			2+770		
			2+780		
			2+790		
			2+800		
			2+810		
			2+820		
			2+830		
			2+840		
			2+850		
			2+860		
			2+870		
			2+880		
			2+890		
			2+900		
			2+910		
			2+920		
			2+930		
			2+940		
			2+950		
			2+960		
			2+970		
			2+980		
			2+999 (1+20.0)		
			3+000		
			3+010		
			3+020		

RHS					Chainage	LHS				
BC					3+030					C&G
DBM					3+040					Embankment
R-WMM					3+050					R-GSB
Sub-Grade					3+060					Sub-Grade
					3+070					R-WMM
					3+080					Sub-Grade
					3+090					Embankment
					3+100					
					3+110					
					3+120					
					3+130					
					3+140					
					3+150					
					3+160					
					3+170					
					3+180					
					3+190					
					3+200					
					3+210					
					3+220					
					3+230					
					3+240					
					3+250					
					3+260					
					3+270					
					3+280					
					3+290					
					3+300					
					3+310					
					3+320					
					3+330					
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					3+350					
					3+360					
					3+370					
					3+380					
					3+390					
					3+400					
					3+410					
					3+420					BC 3+418
					3+430					
					3+440					
					3+450					
					3+460					
					3+470					
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					3+590					
					3+600					
					3+610					
					3+620					
					3+630					
					3+640					
					3+650					BC 3+646
					3+660					
					3+670					
					3+680					
					3+690					
					3+700					
					3+710					
					3+720					
					3+730					
					3+740					
					3+750					
					3+760					
					3+770					
					3+780					
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					3+850					
					3+860					
					3+870					
					3+880					
					3+890					LVUP 3+886 (1x12.0)
					3+900					
					3+910					BC 3+925
					3+920					
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					3+940					
					3+950					
					3+960					
					3+970					
					3+980					
					3+990					
					4+000					
					4+010					BC 3+018
					4+020					

LHS	BC																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																		</
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4-L of NH 37 from design Ch 0+000 on NH-8 near Karimganj to design Chainage 14+250 near Sutarkandi (Spur Connectivity to Indo/Bangladesh Border) Silchar-Churaibari Pkg-7 in the State of Assam on HAM mode.

RHS	Chainage	LHS	BC	
			DBM	
			R-WMM	
			R-GSB	
			Sub-Grade	
			Embankment	
			C&G	
	5+030			
	5+040			
	5+050			
	5+060			
	5+070			
	5+080			
	5+090			
	5+100			
	5+110			
	5+120			
	5+130	RC 5+126	RC 5+126	
	5+140			
	5+150			
	5+160			
	5+170			
	5+180			
	5+190			
	5+200			
	5+210			
	5+220			
	5+230			
	5+240			
	5+250			
	5+260			
	5+270			
	5+280			
	5+290			
	5+300			
	5+310			
	5+320			
	5+330			
	5+340			
	5+350			
	5+360			
	5+370			
	5+380			
	5+390			
	5+400			
	5+410	LVUP 5+414 (1x12.0)	LVUP 5+414 (1x12.0)	
	5+420			
	5+430			
	5+440			
	5+450			
	5+460			
	5+470			
	5+480			
	5+490			
	5+500			
	5+510			
	5+520			
	5+530			
	5+540			
	5+550			
	5+560			
	5+570			
	5+580			
	5+590			
	5+600			
	5+610			
	5+620			
	5+630			
	5+640			
	5+650			
	5+660			
	5+670			
	5+680			
	5+690			
	5+700			
	5+710			
	5+720			
	5+730			
	5+740			
	5+750			
	5+760			
	5+770			
	5+780			
	5+790			
	5+800			
	5+810			
	5+820			
	5+830			
	5+840			
	5+850			
	5+860			
	5+870			
	5+880			
	5+890			
	5+900			
	5+910			
	5+920	RC 5+920	RC 5+920	
	5+930			
	5+940			
	5+950			
	5+960			
	5+970			
	5+980			
	5+990			
	6+000			
	6+010			
	6+020			

RHS	Chainage	LHS						
		BC	DBM	R-WMM	R-GSB	Sub-Grade	Embankment	C&G
BC	6400							
DBM	6404							
R-WMM	6405							
R-GSB	6406							
Sub-Grade	6407							
Embment	6408							
C&G	6409							
	6410							
	6411							
	6412							
	6413							
	6414							
	6415							
	6416							
	6417							
	6418							
	6419							BC 64190
	6420							
	6421							
	6422							
	6423							
	6424							
	6425							
	6426							
	6427							
	6428							
	6429							
	6430							
	6431							MNB 6+313 (1x15.0)
	6432							
	6433							
	6434							
	6435							
	6436							
	6437							
	6438							
	6439							
	6440							
	6441							
	6442							
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	6459							
	6460							
	6461							
	6462							
	6463							
	6464							BC 6+642
	6465							
	6466							
	6467							
	6468							
	6469							
	6470							
	6471							
	6472							
	6473							
	6474							
	6475							
	6476							
	6477							
	6478							
	6479							
	6480							
	6481							
	6482							
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	6499							
	7000							
	7401							
	7402							

RHS	Chainage	LHS																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																						
		BC	DBM	R-WMM	R-GSB	Sub-Grade																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																		
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4-L of NH 37 from design Ch 0+000 on NH-8 near Karimganj to design Chainage 14+250 near Sutarkandi (Spur Connectivity to Indo/Bangladesh Border) Silchar-Churaibari Pkg-7 in the State of Assam on HAM mode.

RHS	Chainage		LHS
	Embankment	C&G	
BC		8+030	Embankment
DBM		8+040	R-GSB
R-WMM		8+050	Sub-Grade
R-GSB		8+060	R-WMM
		8+070	
		8+080	
		8+090	
		8+100	
		8+110	
		8+120	
		8+130	
		8+140	
		8+150	
		8+160	
		8+170	
		8+180	
		8+190	BC 8+188
		8+200	
		8+210	
		8+220	
		8+230	
		8+240	
		8+250	
		8+260	
		8+270	
		8+280	
		8+290	
		8+300	
		8+310	
		8+320	
		8+330	
		8+340	
		8+350	
		8+360	
		8+370	
		8+380	
		8+390	
		8+400	
		8+410	
		8+420	
		8+430	
		8+440	
		8+450	
		8+460	
		8+470	
		8+480	
		8+490	
		8+500	
		8+510	
		8+520	
		8+530	
		8+540	
		8+550	
		8+560	
		8+570	
		8+580	BC 8+576
		8+590	
		8+600	
		8+610	
		8+620	
		8+630	
		8+640	
		8+650	
		8+660	
		8+670	
		8+680	
		8+690	
		8+700	
		8+710	
		8+720	
		8+730	
		8+740	
		8+750	
		8+760	
		8+770	
		8+780	
		8+790	
		8+800	
		8+810	
		8+820	
		8+830	
		8+840	
		8+850	
		8+860	
		8+870	
		8+880	
		8+890	
		8+900	
		8+910	
		8+920	
		8+930	
		8+940	
		8+950	
		8+960	
		8+970	
		8+980	
		8+990	
		9+000	MNB 9+003 (1x6.0)
		9+010	
		9+020	

[illegible][illegible]

4-L of NH 37 from design Ch 0+000 on NH-8 near Karimganj to design Chainage 14+250 near Sutarkandi (Spur Connectivity to Indo/Bangladesh Border) Silchar-Churaibari Pkg-7 in the State of Assam on HAM mode.

RMS	Chainage		LWS
	BC	Sub-Grade	
BC	11+030	11+040	BC
DBM	11+040	11+050	DBM
R-WMM	11+050	11+060	R-WMM
R-GSB	11+060	11+070	R-GSB
Sub-Grade	11+070	11+080	Sub-Grade
Embankment	11+080	11+090	Embankment
C&G	11+090	11+100	C&G
	11+100	11+110	
	11+110	11+120	
	11+120	11+130	
	11+130	11+140	
	11+140	11+150	
	11+150	11+160	
	11+160	11+170	
	11+170	11+180	
	11+180	11+190	
	11+190	11+200	
	11+200	11+210	
	11+210	11+220	
	11+220	11+230	
	11+230	11+240	
	11+240	11+250	
	11+250	11+260	
	11+260	11+270	
	11+270	11+280	
	11+280	11+290	
	11+290	11+300	
	11+300	11+310	
	11+310	11+320	
	11+320	11+330	
	11+330	11+340	
	11+340	11+350	
	11+350	11+360	
	11+360	11+370	
	11+370	11+380	
	11+380	11+390	
	11+390	11+400	
	11+400	11+410	
	11+410	11+420	
	11+420	11+430	
	11+430	11+440	
	11+440	11+450	
	11+450	11+460	
	11+460	11+470	
	11+470	11+480	
	11+480	11+490	
	11+490	11+500	
	11+500	11+510	
	11+510	11+520	
	11+520	11+530	
	11+530	11+540	
	11+540	11+550	
	11+550	11+560	
	11+560	11+570	
	11+570	11+580	
	11+580	11+590	
	11+590	11+600	
	11+600	11+610	
	11+610	11+620	
	11+620	11+630	
	11+630	11+640	
	11+640	11+650	
	11+650	11+660	
	11+660	11+670	
	11+670	11+680	
	11+680	11+690	
	11+690	11+700	
	11+700	11+710	
	11+710	11+720	
	11+720	11+730	
	11+730	11+740	
	11+740	11+750	
	11+750	11+760	
	11+760	11+770	
	11+770	11+780	
	11+780	11+790	
	11+790	11+800	
	11+800	11+810	
	11+810	11+820	
	11+820	11+830	
	11+830	11+840	
	11+840	11+850	
	11+850	11+860	
	11+860	11+870	
	11+870	11+880	
	11+880	11+890	
	11+890	11+900	
	11+900	11+910	
	11+910	11+920	
	11+920	11+930	
	11+930	11+940	
	11+940	11+950	
	11+950	11+960	
	11+960	11+970	
	11+970	11+980	
	11+980	11+990	
	11+990	12+000	
	12+000	12+010	
	12+010	12+020	

RHS	LHS	Chainage																																																																																																						
BC	DBM	R-WMM	R-GSB	Sub-Grade	Embankment	C&G	12+030	12+040	12+050	12+060	12+070	12+080	12+090	12+100	12+110	12+120	12+130	12+140	12+150	12+160	12+170	12+180	12+190	12+200	12+210	12+220	12+230	12+240	12+250	12+260	12+270	12+280	12+290	12+300	12+310	12+320	12+330	12+340	12+350	12+360	12+370	12+380	12+390	12+400	12+410	12+420	12+430	12+440	12+450	12+460	12+470	12+480	12+490	12+500	12+510	12+520	12+530	12+540	12+550	12+560	12+570	12+580	12+590	12+600	12+610	12+620	12+630	12+640	12+650	12+660	12+670	12+680	12+690	12+700	12+710	12+720	12+730	12+740	12+750	12+760	12+770	12+780	12+790	12+800	12+810	12+820	12+830	12+840	12+850	12+860	12+870	12+880	12+890	12+900	12+910	12+920	12+930	12+940	12+950	12+960	12+970	12+980	12+990	13+000
							BC	DBM	R-WMM	R-GSB	Sub-Grade	Embankment	C&G	12+030	12+040	12+050	12+060	12+070	12+080	12+090	12+100	12+110	12+120	12+130	12+140	12+150	12+160	12+170	12+180	12+190	12+200	12+210	12+220	12+230	12+240	12+250	12+260	12+270	12+280	12+290	12+300	12+310	12+320	12+330	12+340	12+350	12+360	12+370	12+380	12+390	12+400	12+410	12+420	12+430	12+440	12+450	12+460	12+470	12+480	12+490	12+500	12+510	12+520	12+530	12+540	12+550	12+560	12+570	12+580	12+590	12+600	12+610	12+620	12+630	12+640	12+650	12+660	12+670	12+680	12+690	12+700	12+710	12+720	12+730	12+740	12+750	12+760	12+770	12+780	12+790	12+800	12+810	12+820	12+830	12+840	12+850	12+860	12+870	12+880	12+890	12+900	12+910	12+920	12+930
							12+030	12+040	12+050	12+060	12+070	12+080	12+090	12+100	12+110	12+120	12+130	12+140	12+150	12+160	12+170	12+180	12+190	12+200	12+210	12+220	12+230	12+240	12+250	12+260	12+270	12+280	12+290	12+300	12+310	12+320	12+330	12+340	12+350	12+360	12+370	12+380	12+390	12+400	12+410	12+420	12+430	12+440	12+450	12+460	12+470	12+480	12+490	12+500	12+510	12+520	12+530	12+540	12+550	12+560	12+570	12+580	12+590	12+600	12+610	12+620	12+630	12+640	12+650	12+660	12+670	12+680	12+690	12+700	12+710	12+720	12+730	12+740	12+750	12+760	12+770	12+780	12+790	12+800	12+810	12+820	12+830	12+840	12+850	12+860	12+870	12+880	12+890	12+900	12+910	12+920	12+930	12+940	12+950	12+960	12+970	12+980	12+990	13+000
							12+030	12+040	12+050	12+060	12+070	12+080	12+090	12+100	12+110	12+120	12+130	12+140	12+150	12+160	12+170	12+180	12+190	12+200	12+210	12+220	12+230	12+240	12+250	12+260	12+270	12+280	12+290	12+300	12+310	12+320	12+330	12+340	12+350	12+360	12+370	12+380	12+390	12+400	12+410	12+420	12+430	12+440	12+450	12+460	12+470	12+480	12+490	12+500	12+510	12+520	12+530	12+540	12+550	12+560	12+570	12+580	12+590	12+600	12+610	12+620	12+630	12+640	12+650	12+660	12+670	12+680	12+690	12+700	12+710	12+720	12+730	12+740	12+750	12+760	12+770	12+780	12+790	12+800	12+810	12+820	12+830	12+840	12+850	12+860	12+870	12+880	12+890	12+900	12+910	12+920	12+930	12+940	12+950	12+960	12+970	12+980	12+990	13+000
							12+030	12+040	12+050	12+060	12+070	12+080	12+090	12+100	12+110	12+120	12+130	12+140	12+150	12+160	12+170	12+180	12+190	12+200	12+210	12+220	12+230	12+240	12+250	12+260	12+270	12+280	12+290	12+300	12+310	12+320	12+330	12+340	12+350	12+360	12+370	12+380	12+390	12+400	12+410	12+420	12+430	12+440	12+450	12+460	12+470	12+480	12+490	12+500	12+510	12+520	12+530	12+540	12+550	12+560	12+570	12+580	12+590	12+600	12+610	12+620	12+630	12+640	12+650	12+660	12+670	12+680	12+690	12+700	12+710	12+720	12+730	12+740	12+750	12+760	12+770	12+780	12+790	12+800	12+810	12+820	12+830	12+840	12+850	12+860	12+870	12+880	12+890	12+900	12+910	12+920	12+930	12+940	12+950	12+960	12+970	12+980	12+990	13+000
							12+030	12+040	12+050	12+060	12+070	12+080	12+090	12+100	12+110	12+120	12+130	12+140	12+150	12+160	12+170	12+180	12+190	12+200	12+210	12+220	12+230	12+240	12+250	12+260	12+270	12+280	12+290	12+300	12+310	12+320	12+330	12+340	12+350	12+360	12+370	12+380	12+390	12+400	12+410	12+420	12+430	12+440	12+450	12+460	12+470	12+480	12+490	12+500	12+510	12+520	12+530	12+540	12+550	12+560	12+570	12+580	12+590	12+600	12+610	12+620	12+630	12+640	12+650	12+660	12+670	12+680	12+690	12+700	12+710	12+720	12+730	12+740	12+750	12+760	12+770	12+780	12+790	12+800	12+810	12+820	12+830	12+840	12+850	12+860	12+870	12+880	12+890	12+900	12+910	12+920	12+930	12+940	12+950	12+960	12+970	12+980	12+990	13+000
							12+030	12+040	12+050	12+060	12+070	12+080	12+090	12+100	12+110	12+120	12+130	12+140	12+150	12+160	12+170	12+180	12+190	12+200	12+210	12+220	12+230	12+240	12+250	12+260	12+270	12+280	12+290	12+300	12+310	12+320	12+330	12+340	12+350	12+360	12+370	12+380	12+390	12+400	12+410	12+420	12+430	12+440	12+450	12+460	12+470	12+480	12+490	12+500	12+510	12+520	12+530	12+540	12+550	12+560	12+570	12+580	12+590	12+600	12+610	12+620	12+630	12+640	12+650	12+660	12+670	12+680	12+690	12+700	12+710	12+720	12+730	12+740	12+750	12+760	12+770	12+780	12+790	12+800	12+810	12+820	12+830	12+840	12+850	12+860	12+870	12+880	12+890	12+900	12+910	12+920	12+930	12+940	12+950	12+960	12+970	12+980	12+990	13+000
							12+030	12+040	12+050	12+060	12+070	12+080	12+090	12+100	12+110	12+120	12+130	12+140	12+150	12+160	12+170	12+180	12+190	12+200	12+210	12+220	12+230	12+240	12+250	12+260	12+270	12+280	12+290	12+300	12+310	12+320	12+330	12+340	12+350	12+360	12+370	12+380	12+390	12+400	12+410	12+420	12+430	12+440	12+450	12+460	12+470	12+480	12+490	12+500	12+510	12+520	12+530	12+540	12+550	12+560	12+570	12+580	12+590	12+600	12+610	12+620	12+630	12+640	12+650	12+660	12+670	12+680	12+690	12+700	12+710	12+720	12+730	12+740	12+750	12+760	12+770	12+780	12+790	12+800	12+810	12+820	12+830	12+840	12+850	12+860	12+870	12+880	12+890	12+900	12+910	12+920	12+930	12+940	12+950	12+960	12+970	12+980	12+990	13+000
							12+030	12+040	12+050	12+060	12+070	12+080	12+090	12+100	12+110	12+120	12+130	12+140	12+150	12+160	12+170	12+180	12+190	12+200	12+210	12+220	12+230	12+240	12+250	12+260	12+270	12+280	12+290	12+300	12+310	12+320	12+330	12+340	12+350	12+360	12+370	12+380	12+390	12+400	12+410	12+420	12+430	12+440	12+450	12+460	12+470	12+480	12+490	12+500	12+510	12+520	12+530	12+540	12+550	12+560	12+570	12+580	12+590	12+600	12+610	12+620	12+630	12+640	12+650	12+660	12+670	12+680	12+690	12+700	12+710	12+720	12+730	12+740	12+750	12+760	12+770	12+780	12+790	12+800	12+810	12+820	12+830	12+840	12+850	12+860	12+870	12+880	12+890	12+900	12+910	12+920	12+930	12+940	12+950	12+960	12+970	12+980	12+990	13+000
							12+030	12+040	12+050	12+060	12+070	12+080	12+090	12+100	12+110	12+120	12+130	12+140	12+150	12+160	12+170	12+180	12+190	12+200	12+210	12+220	12+230	12+240	12+250	12+260	12+270	12+280	12+290	12+300	12+310	12+320	12+330	12+340	12+350	12+360	12+370	12+380	12+390	12+400	12+410	12+420	12+430	12+440	12+450	12+460	12+470	12+480	12+490	12+500	12+510	12+520	12+530	12+540	12+550	12+560	12+570	12+580	12+590	12+600	12+610	12+620	12+630	12+640	12+650	12+660	12+670	12+680	12+690	12+700	12+710	12+720	12+730	12+740	12+750	12+760	12+770	12+780	12+790	12+800	12+810	12+820	12+830	12+840	12+850	12+860	12+870	12+880	12+890	12+900	12+910	12+920	12+930	12+940	12+950	12+960	12+970	12+980	12+990	13+000
							12+030	12+040	12+050	12+060	12+070	12+080	12+090	12+100	12+110	12+120	12+130	12+140	12+150	12+160	12+170	12+180	12+190	12+200	12+210	12+220	12+230	12+240	12+250	12+260	12+270	12+280	12+290	12+300	12+310	12+320	12+330	12+340	12+350	12+360	12+370	12+380	12+390	12+400	12+410	12+420	12+430	12+440	12+450	12+460	12+470	12+480	12+490	12+500	12+510	12+520	12+530	12+540	12+550	12+560	12+570	12+580	12+590	12+600	12+610	12+620	12+630	12+640	12+650	12+660	12+670	12+680	12+690	12+700	12+710	12+720	12+730	12+740	12+750	12+760	12+770	12+780	12+790	12+800	12+810	12+820	12+830	12+840	12+850	12+860	12+870	12+880	12+890	12+900	12+910	12+920	12+930	12+940	12+950	12+960	12+970	12+980	12+990	13+000
							12+030																																																																																																	

RHS	Chainage		LHS
BC DBM R-WMM R-GSB Sub-Grade Embankment C&G		13+030	BC DBM R-WMM R-GSB Sub-Grade Embankment C&G
		13+040	
		13+050	
	8C 13+055	8C 13+055	
		13+070	
		13+080	
		13+090	
		13+100	
		13+110	
		13+120	
		13+130	
		13+140	
		13+150	
		13+160	
		13+170	
		13+180	
		13+190	
		13+200	
		13+210	
		13+220	
	13+230		
	13+240		
	13+250		
	13+260		
	13+270		
	13+280		
	13+290		
	13+300		
	13+310		
	13+320		
	13+330		
	13+340		
	13+350		
	13+360		
	13+370		
8C 13+380	8C 13+380		
	13+390		
	13+400		
	13+410		
	13+420		
	13+430		
	13+440		
	13+450		
	13+460		
	13+470		
	13+480		
	13+490		
	13+500		
	13+510		
	13+520		
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	13+560		
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	13+580		
	13+590		
	13+600		
	13+610		
	13+620		
	13+630		
	13+640		
	13+650		
	13+660		
	13+670		
	13+680		
	13+690		
	13+700		
	13+710		
	13+720		
	13+730		
8C 13+740	8C 13+740		
	13+750		
	13+760		
	13+770		
	13+780		
	13+790		
	13+800		
	13+810		
	13+820		
	13+830		
	13+840		
	13+850		
	13+860		
	13+870		
	13+880		
	13+890		
	13+900		
	13+910		
	13+920		
	13+930		
	13+940		
	13+950		
	13+960		
	13+970		
	13+980		
	13+990		
	14+000		
	14+010		
	14+020		

	RHS	Chainage	LHS
	BC	14+030	
	DBM	14+040	
	R-WMM	14+050	
	R-GSB	14+060	
	Sub-Grade	14+070	
	Embankment	14+080	
	C&G	14+090	
		14+100	
		14+110	
		14+120	
		14+130	
		14+140	
		14+150	
		14+160	
		14+170	
		14+180	
		14+190	MNB 14+195 (1412.0)
		14+200	
		14+210	
		14+220	
		14+230	
		14+240	
		14+250	

4-L of NH 37 from design Ch 0+000 on NH-8 near Karimganj to design Chainage 14+250 near Sutarkandi (Spur Connectivity to Indo/Bangladesh Border) Silchar-Churaibari Pkg-7 in the State of Assam on HAM mode.

9.5.1 Status of Box Culvert: -

S.N	LHS											Box Culvert Chainage	RHS										
	Protection Work	Parapet Wall	Top Slab	Top Haunch	Wall Final Lift	Wall 2nd Lift	Wall 1st Lift	Haunch	Raft	PCC/Granular Bed	Layout & Excavation		Abutment	Layout & Excavation	PCC/Granular Bed	Haunch	Wall 1st Lift	Wall 2nd Lift	Wall Final Lift	Top Haunch	Top Slab	Parapet Wall	Protection Work
1												A1 00+043	A1 A2										
												A2											
2												A1 00+207	A1 A2										
												A2											
3												A1 00+341	A1 A2										
												A2											
4												A1 01+254	A1 A2										
												A2											
5												A1 01+652	A1 A2										
												A2											
6												A1 01+973	A1 A2										
												A2											
7												A1 02+143	A1 A2										
												A2											
8												A1 02+340	A1 A2										
												A2											
9												A1 02+440	A1 A2										
												A2											
10												A1 03+418	A1 A2										
												A2											
11												A1 03+646	A1 A2										
												A2											
12												A1 03+925	A1 A2										
												A2											
13												A1 04+018	A1 A2										
												A2											
14												A1 04+340	A1 A2										
												A2											
15												A1 04+534	A1 A2										
												A2											
16												A1 04+847	A1 A2										
												A2											
17												A1 05+126	A1 A2										
												A2											
18												A1 05+920	A1 A2										
												A2											
19												A1 06+190	A1 A2										
												A2											
20												A1 06+642	A1 A2										
												A2											
21												A1 07+668	A1 A2										
												A2											
22												A1 07+832	A1 A2										
												A2											
23												A1 07+906	A1 A2										
												A2											
24												A1 08+188	A1 A2										
												A2											
25												A1 08+926	A1 A2										
												A2											
26												A1 08+576	A1 A2										
												A2											
27												A1 09+543	A1 A2										
												A2											
28												A1 09+779	A1 A2										
												A2											
29												A1 10+529	A1 A2										
												A2											
30												A1 11+073	A1 A2										
												A2											
31												A1 11+921	A1 A2										
												A2											
32												A1 12+223	A1 A2										
												A2											
33												A1 12+663	A1 A2										
												A2											
34												A1 13+065	A1 A2										
												A2											
35												A1 13+380	A1 A2										
												A2											
36												A1 13+740	A1 A2										
												A2											

4-L of NH 37 from design Ch 0+000 on NH-8 near Karimganj to design Chainage 14+250 near Sutarkandi (Spur Connectivity to Indo/Bangladesh Border) Silchar-Churaibari Pkg-7 in the State of Assam on HAM mode.

9.5.2 Status of Minor Bridge: -

SN	LHS												Minor Bridge Chainage															
	Miscellaneous Item	Protection Work	Parapet Wall	Top Slab	Top Haunch	Wall Final Lift	Wall 2nd Lift	Wall 1st Lift	Haunch	Raft	PCC/Granular Bed	Layout & Excavation	Abutment		Abutment	Layout & Excavation	PCC/Granular Bed	Raft	Haunch	Wall 1st Lift	Wall 2nd Lift	Wall Final Lift	Top Haunch	Top Slab	Parapet Wall	Protection Work	Miscellaneous Item	
1													A1	00+742	A1													
													A2		A2													
2													A1	01+768	A1													
													A2		A2													
3													A1	06+313	A1													
													A2		A2													
4													A1	07+306	A1													
													A2		A2													
5													A1	09+003	A1													
													A2		A2													
6													A1	09+293	A1													
													A2		A2													
7													A1	11+363	A1													
													A2		A2													
8													A1	14+195	A1													
													A2		A2													

9.5.3 Status of Major Bridge: -

SN	LHS											RHS										
	Miscellaneous Item	Crash Barrier	Approach Slab	Desk Slab	RCC Girder	Dirt Wall	Abutment Cap	Abutment Shaft	Abutment Pile Cap	Abutment Pile	Layout & Excavation	Abutment	Layout & Excavation	Abutment Pile	Abutment Shaft	Abutment Cap	Dirt Wall	RCC Girder	Desk Slab	Approach Slab	Crash Barrier	Miscellaneous Item
1												A1	00+526	A1								
												A2		A2								
2												A1	02+880	A1								
												A2		A2								
3												A1	05+322	A1								
												A2		A2								

4-L of NH 37 from design Ch 0+000 on NH-8 near Karimganj to design Chainage 14+250 near Sutarkandi (Spur Connectivity to Indo/Bangladesh Border) Silchar-Churaibari Pkg-7 in the State of Assam on HAM mode.

SN	LHS													Major Bridge & ROB Chainage	RHS														
	Miscellaneous Item	Crash Barrier	Approach Slab	Desk Slab	PSC Girder	Pedestal	Dirt Wall	Pier Cap	Pier Column	Abutment/ Pier Cap	Abutment Wall	Abutment/ Pier Pile Cap	Abutment/ Pier Pile		Layout & Excavation	Abutment	Abutment/ Pier Pile Cap	Abutment/ Pier Pile	Layout & Excavation	Abutment	Pier Column	Pier Cap	Dirt Wall	Pedestal	PSC Girder	Desk Slab	Approach Slab	Crash Barrier	Miscellaneous Item
1															A1					A1									
															P1					P1									
															P2					P2									
															P3					P3									
															A2					A2									

1	Not Available	
2	In Progress	
3	Completed	

9.5.5 Status of Underpass:-

4-L of NH 37 from design Ch 0+000 on NH-8 near Karimganj to design Chainage 14+250 near Sutarkandi (Spur Connectivity to Indo/Bangladesh Border) Silchar-Churaibari Pkg-7 in the State of Assam on HAM mode.

SN	LHS											Underpass Chainage	RHS												
	Protection Work	Parapet Wall	Top Slab	Top Haunch	Wall Final Lift	Wall 2nd Lift	Wall 1st Lift	Haunch	Raft	PCC/Granular Bed	Layout & Excavation		Abutment	Abutment	Layout & Excavation	PCC/Granular Bed	Raft	Haunch	Wall 1st Lift	Wall 2nd Lift	Wall Final Lift	Top Haunch	Top Slab	Parapet Wall	Protection Work
1												A1	1+142	A1											
												A2	LVUP	A2											
2												A1	3+886	A1											
												A2	LVUP	A2											
3												A1	4+212	A1											
												A2	LVUP	A2											
4												A1	5+414	A1											
												A2	LVUP	A2											
5												A1	7+213	A1											
												A2	LVUP	A2											
6												A1	9+332	A1											
												A2	LVUP	A2											
7												A1	10+098	A1											
												A2	LVUP	A2											
8												A1	10+834	A1											
												A2	LVUP	A2											
9												A1	12+310	A1											
												A2	LVUP	A2											
1												A1	03+728	A1											
												A2	SVUP	A2											
												A1	2+999	A1											
												A2	VUP	A2											
2												A1	5+622	A1											
												A2	VUP	A2											

1	Not Available	
2	In Progress	
3	Completed	

CHAPTER-10

QUALITY CONTROL AND MATERIAL

10.1 Quality Control

The execution of works is mainly governed by the specified Technical Specifications for the project. The quality control of the works is required to be monitored on daily basis both at site and in the laboratory. Standard formats have been devised to control the required quality of the works. The Concessionaire Engineers are monitoring the required quality control works and maintaining the records accordingly for each item of works being executed.

10.2 Site Laboratory

The Site Laboratory is established at Base Camp located at CH: -5+600. All the required material tests are being conducted in the laboratory for the project road.

10.3 Materials Testing & Third Party Test

The testing to be carried out in the site laboratory includes tests of soil, aggregates, cement, steel, sand, embankment fill, sub grade, granular subbase and cement concrete. The details of test conducted up to 31 August, 2025 are enclosed.

10.3.1 Soil and Agreegates

The test reports for borrow area earth for available borrow area are approved & test reports for Aggregates are also approved for the available Quarry. Test reports for new borrow area earth are submitted to IE for approval.

10.3.2 Cement

The Concessionaire is using approved sources of Cement as Black Tiger (OPC 53 Grade), Dalmia Cement (OPC 53 Grade), Star Cement (OPC 53 Grade), Amrit Cement (OPC 53 Grade) & Max Cement (OPC 53 Grade) for the project work.

10.3.3 Reinforcement Steel

The Concessionaire is using approved sources of TMT from M/s Rashmi Metaliks Limited, M/s Shyam Steel Industries limited, M/s SRMB Srijan Private Limited, M/s Shyam Metalics and Energy Limited.

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10.3.4 Status of materials source approval & Mix Design

Cement				
Sr. No.	Brand Name	Letter No.	Status	IE Letter No.
1.	Black Tiger Cement	MKCIL/ASSAM/PKG-07/106 dt. 24.03.2025		
2.	Dalmia Cement	MKCIL/ASSAM/PKG-07/107 dt. 24.03.2025	Approved	TASPL-MAV/NH-37/MKCIL/2025/MAY/34
3.	Max Cement	MKCIL/ASSAM/PKG-07/108 dt. 24.03.2025		
4.	Star Cement	MKCIL/ASSAM/PKG-07/109 dt. 24.03.2025		
5.	Amrit Cement	MKCIL/ASSAM/PKG-07/110 dt. 24.03.2025		

Reinforcement Steel				
Sr. No.	Brand Name	Letter No.	Status	IE Letter No.
1.	Rashmi Metaliks Limited	MKCIL/ASSAM/PKG-07/111 dt. 24.03.2025	In-Principle Approved	TASPL-MAV/NH-37/MKCIL/2025/MAY/27
2.	Shyam Steel industries Ltd.	MKCIL/ASSAM/PKG-07/112 dt. 24.03.2025	In-Principle Approved	TASPL-MAV/NH-37/MKCIL/2025/MAY/26
3.	SRMB Srijan Pvt. Ltd.	MKCIL/ASSAM/PKG-07/113 dt. 24.03.2025	In-Principle Approved	TASPL-MAV/NH-37/MKCIL/2025/MAY/32
4.	Shyam Metalics & Energy Ltd.	MKCIL/ASSAM/PKG-07/132 dt. 04.04.2025		
5.	Elegant steel	MKCIL/ASSAM/PKG-07/167 dt. 19.04.2025	Approved	TASPL-MAV/NH-37/MKICL/2025/AUG/59

Admixture				
Sr. No.	Brand Name	Letter No.	Status	IE Letter No.
1.	Berger Paints Pvt. Ltd.	MKCIL/ASSAM/PKG-07/101 dt. 24.03.2025		
2.	CHRYSO India Pvt. Ltd	MKCIL/ASSAM/PKG-07/102 dt. 24.03.2025		
3.	CICO Technologies Ltd.	MKCIL/ASSAM/PKG-07/103 dt. 24.03.2025	Approved	TASPL-MAV/NH-37/MKICL/2025/SEPT/71
4.	FOSROC Chemicals (India) Ltd.	MKCIL/ASSAM/PKG-07/104 dt. 24.03.2025	Approved	TASPL-MAV/NH-37/MKICL/2025/SEPT/70
5.	Vista Chemtech Pvt. Ltd.	MKCIL/ASSAM/PKG-07/105 dt. 24.03.2025		

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Monthly Laboratory Report

Summary of Quality Control Test For The Month of OCTOBER-2025																	
Sr.No.	Name of test	Reference as per IS/ MoRT&H	Frequency of Tests	Total Tests Conducted upto Previous Month			No. of Tsts Conducted during this Month			No. of Tests Conducted upto this Month			No. of Tests cChecked by IE			% Checked by IE	Remarks
				Tested	Passed	Failed	Tested	Passed	Failed	Tested	Passed	Failed	Tested	Passed	Failed		
LAB & FIELD TEST'S																	
(I). OGL Samples		IRC :36-2010															
1.1	Free Swelling Index (FSI)	IS : 2720 (P-40)	1 Test / Every 500 m Interval's	33	33	0	0	0	0	33	33	0	0	0	0	0.00	
1.2	Grain size analysis	IS : 2720 (P-4)	1 Test / Every 500 m Interval's	33	33	0	0	0	0	33	33	0	0	0	0	0.00	
1.3	Liquid limits (LL)	IS : 2720 (P-5)	1 Test / Every 500 m Interval's	33	33	0	0	0	0	33	33	0	0	0	0	0.00	
1.4	Plasticity Index (PI)	IS : 2720 (P-5)	1 Test / Every 500 m Interval's	33	33	0	0	0	0	33	33	0	0	0	0	0.00	
1.5	Proctor test (MDD & OMC)	IS : 2720 (P-8)	1 Test / Every 500 m Interval's	33	33	0	0	0	0	33	33	0	0	0	0	0.00	
1.6	California Bearing Ratio Test (CBR)	IS : 2720 (P-16)	As Required	0	0	0		0	0	0	0	0	0	0	0	0.00	
1.7	Field Compaction Test (OGL)	IS : 2720 (P-28)	1 Set / 3000 Sqm. (1Set = 10 Pit's)	323	310	13	0	0	0	323	310	13	0	0	0	0.00	
(II). Borrow area Samples (EMB/SG)		MoRT&H (Clause-305)															
2.1	Free Swelling Index (FSI)	IS : 2720 (P-40)	2 Test's / 3000 Cum.	36	36	0	0	0	0	36	36	0	0	0	0	0.00	
2.2	Grain size analysis (GSA)	IS : 2720 (P-4)	2 Test's / 3000 Cum.	36	36	0	0	0	0	36	36	0	0	0	0	0.00	
2.3	Liquid limits (LL)	IS : 2720 (P-5)	2 Test's / 3000 Cum.	36	36	0	0	0	0	36	36	0	0	0	0	0.00	
2.4	Plasticity Index (PI)	IS : 2720 (P-5)	2 Test's / 3000 Cum.	36	36	0	0	0	0	36	36	0	0	0	0	0.00	
2.5	Proctor test (MDD & OMC)	IS : 2720 (P-8)	2 Test's / 3000 Cum.	36	36	0	0	0	0	36	36	0	0	0	0	0.00	
2.6	California Bearing Ratio Test (CBR)	IS : 2720 (P-16)	1 Test's / 3000 Cum.	18	18	0	0	0	0	18	18	0	0	0	0	0.00	
2.7	Field Compaction Test (Emb)	IS : 2720 (P-28)	1 Set / 3000 Sqm. (1Set = 10 Pit's)	297	275	22	0	0	0	297	275	22	0	0	0	0.00	
2.8	Field Compaction Test (Subgrade)	IS : 2720 (P-28)	1 Set / 2000 Sqm. (1Set = 10 Pit's)	0	0	0	10	10	0	10	10	0	1	1	0	10.00	
(III). Coarse Agg. for Concrete Work's		MoRT&H Table -900-6															
4.1	Gradation of Coarse Aggregate	IS : 2386 (P-1)	1 Test / Every day's work	99	82	17	30	30	0	129	112	17	5	5	0	16.67	
4.2	Flakiness Index (FI)	IS : 2386 (P-1)	1 Test for source / Weekly	22	18	4	4	4	0	26	22	4	1	1	0	25.00	
4.3	Aggregate Impact Value (A.I.V)	IS : 2386 (P-4)	1 Test for source / Weekly	22	18	4	4	4	0	26	22	4	1	1	0	25.00	
4.4	Specific Gravity	IS : 2386 (P-3)	1 Test / Source	3	3	0	0	0	0	3	3	0	0	0	0	0.00	
4.5	Water Absorption	IS : 2386 (P-3)	1 Test / Source	3	3	0	0	0	0	3	3	0	0	0	0	0.00	
4.6	Deleterious Constituents	IS : 2386 (P-2)	1 Test / As Required	0	0	0	0	0	0	0	0	0	0	0	0	0.00	
4.7	Moisture correction	IS : 2386 (P-3)	1 Test / Day	71	71	0	30	30	0	101	101	0	7	7	0	23.33	
4.8	Soundness	IS : 2386 (P-5)	1 Test / Source	0	0	0	0	0	0	0	0	0	0	0	0	0.00	
4.9	Alkali Aggregate Reactivity	IS : 2386 (P-7)	1 Test / Source	0	0	0	0	0	0	0	0	0	0	0	0	0.00	
(IV). Fine Agg. for Concrete		MoRT&H Table -900-6															
5.1	Gradation	IS : 383	1 Test / Every day's work	77	77	0	30	30	0	107	107	0	8	8	0.0	26.67	
5.2	Specific Gravity	IS : 2386 (P-3)	1 Test / Source	3	3	0	0	0	0	3	3	0	0	0	0.0	0.00	
5.3	Water Absorption	IS : 2720 (P-3)	1 Test / Source	3	3	0	0	0	0	3	3	0	0	0	0.0	0.00	
5.4	Silt Content	IS : 383	1 Test / Weekly	22	22	0	4	4	0	26	26	0	1	1	0.0	25.00	
5.5	Moisture correction	IS : 2386 (P-3)	1 Test / Every day's work	71	71	0	30	30	0	101	101	0	6	6	0.0	20.00	
(V). Concrete Cube's Compressive Strength Test		IS: 516															
Grade of Concrete : M-10 PCC																	
6.1	for 7 days	IS : 516	As per Frequency MoRT&H Table 1700-09	15	15	0	19	19	0	34	34	0	4	4	0	21.05	
6.2	for 28 days	IS : 516	As per Frequency MoRT&H Table 1700-09	33	33	0	13	13	0	46	46	0	0	0	0	0.00	
Grade of Concrete : M-15 PCC																	
6.3	for 7 days	IS : 516	As per Frequency MoRT&H Table 1700-09	0	0	0	0	0	0	0	0	0	0	0	0	0.00	
6.4	for 28 days	IS : 516	As per Frequency MoRT&H Table 1700-09	0	0	0	0	0	0	0	0	0	0	0	0	0.00	
Grade of Concrete : M-20 PCC																	
6.5	for 7 days	IS : 516	As per Frequency MoRT&H Table 1700-09	0	0	0	0	0	0	0	0	0	0	0	0	0.00	
6.6	for 28 days	IS : 516	As per Frequency MoRT&H Table 1700-09	0	0	0	0	0	0	0	0	0	0	0	0	0.00	
Grade of Concrete : M-20 RCC																	
6.7	for 7 days	IS : 516	As per Frequency MoRT&H Table 1700-09	0	0	0	0	0	0	0	0	0	0	0	0	0.00	
6.8	for 28 days	IS : 516	As per Frequency MoRT&H Table 1700-09	0	0	0	0	0	0	0	0	0	0	0	0	0.00	
Grade of Concrete : M-20 for KERB																	
6.9	for 7 days	IS : 516	As per Frequency MoRT&H Table 1700-09	0	0	0	0	0	0	0	0	0	0	0	0	0.00	
6.1	for 28 days	IS : 516	As per Frequency MoRT&H Table 1700-09	0	0	0	0	0	0	0	0	0	0	0	0	0.00	
Grade of Concrete : M-25 RCC																	
6.11	for 7 days	IS : 516	As per Frequency MoRT&H Table 1700-09	0	0	0	15	15	0	15	15	0	2	2	0	13.33	
6.12	for 28 days	IS : 516	As per Frequency MoRT&H Table 1700-09	0	0	0	8	8	0	8	8	0	2	2	0	25.00	

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Grade of Concrete : M-30 RCC																	
6.13	for 7 days	IS : 516	As per Frequency MoRT&H Table 1700-09	62	62	0	30	30	0	92	92	0	3	3	0	10.00	
6.14	for 28 days	IS : 516	As per Frequency MoRT&H Table 1700-09	114	114	0	35	35	0	149	149	0	6	6	0	17.14	
Grade of Concrete : M-35 RCC																	
6.15	for 7 days	IS : 516	As per Frequency MoRT&H Table 1700-09	12	12	0	2	2	0	14	14	0	0	0	0	0.00	
6.16	for 28 days	IS : 516	As per Frequency MoRT&H Table 1700-09	24	24	0	28	28	0	52	52	0	0	0	0	0.00	
Grade of Concrete : M-35 Pile																	
6.17	for 7 days	IS : 516	As per Frequency MoRT&H Table 1700-09	0	0	0	0	0	0	0	0	0	0	0	0	0.00	
6.18	for 28 days	IS : 516	As per Frequency MoRT&H Table 1700-09	0	0	0	0	0	0	0	0	0	0	0	0	0.00	
Grade of Concrete : M-35 RE BLOCK																	
6.19	for 7 days	IS : 516	As per Frequency MoRT&H Table 1700-09	0	0	0	5	5	0	5	5	0	0	0	0	0.00	
6.2	for 28 days	IS : 516	As per Frequency MoRT&H Table 1700-09	0	0	0	0	0	0	0	0	0	0	0	0	0.00	
Grade of Concrete : M-40 RCC																	
6.21	for 7 days	IS : 516	As per Frequency MoRT&H Table 1700-09	0	0	0	4	4	0	4	4	0	0	0	0	0.00	
6.22	for 28 days	IS : 516	As per Frequency MoRT&H Table 1700-09	0	0	0	9	9	0	9	9	0	0	0	0	0.00	
Grade of Concrete : M-45 RCC/PSC																	
6.23	for 7 days	IS : 516	As per Frequency MoRT&H Table 1700-09	0	0	0	0	0	0	0	0	0	0	0	0	0.00	
6.24	for 28 days	IS : 516	As per Frequency MoRT&H Table 1700-09	0	0	0	0	0	0	0	0	0	0	0	0	0.00	
Grouting of PSC Girders																	
6.25	for 7 days	IS : 516	As per Frequency MoRT&H	0	0	0	0	0	0	0	0	0	0	0	0	0.00	
6.26	for 28 days	IS : 516	As per Frequency MoRT&H	0	0	0	0	0	0	0	0	0	0	0	0	0.00	
(VI). Cement tests																	
7.1	Fineness of Cement	IS : 4031 (P-1)	1 Test Every Batch of Cement	5	5	0	4	4	0	9	9	0	1	1	0	25.00	
7.2	Normal Consistency	IS : 4031 (P-4)	1 Test Every Batch of Cement	5	5	0	4	4	0	9	9	0	1	1	0	25.00	
7.3	Initial Setting Time	IS : 4031 (P-5)	1 Test Every Batch of Cement	5	5	0	4	4	0	9	9	0	1	1	0	25.00	
7.4	Final Setting time	IS : 4031 (P-5)	1 Test Every Batch of Cement	5	5	0	4	4	0	9	9	0	1	1	0	25.00	
7.5	Compressive Strength (03 Days)	IS : 516	1 Test Every Batch of Cement	6	6	0	3	3	0	9	9	0	0	0	0	0.00	
7.6	Compressive Strength (07 Days)	IS : 516	1 Test Every Batch of Cement	4	4	0	4	4	0	8	8	0	1	1	0	25.00	
7.7	Compressive Strength (28 Days)	IS : 516	1 Test Every Batch of Cement	3	3	0	4	4	0	7	7	0	0	0	0	0.00	
7.8	Soundness	IS : 4031 (P-3)	1 Test Every Batch of Cement	0	0	0	0	0	0	0	0	0	0	0	0	0.0	
7.9	Specific Gravity	IS : 4031 (P-11)	1 Test Every Batch of Cement	0	0	0	0	0	0	0	0	0	0	0	0	0.0	
(VII). Granular Sub-Base (GSB)			MoRT&H Clause - 401														
8.1	Gradation	Table 400-2	1 Test /400 Cum.	0	0	0	0	0	0	0	0	0	0	0	0	0.00	
8.2	Liquid limits (LL)	IS : 2720 (P-5)	1 Test /400 Cum.	0	0	0	0	0	0	0	0	0	0	0	0	0.00	
8.3	Plasticity Index (PI)	IS : 2720 (P-5)	1 Test /400 Cum.	0	0	0	0	0	0	0	0	0	0	0	0	0.00	
8.4	Moisture Prior to Compaction Test	IS : 2720 (P-2)	1 Test /400 Cum.	0	0	0	0	0	0	0	0	0	0	0	0	0.00	
8.5	Proctor test (MDD & OMC)	IS : 2720 (P-8)	1 Test Per Source / As Required	0	0	0	0	0	0	0	0	0	0	0	0	0.00	
8.6	California Bearing Ratio Test (CBR)	IS : 2720 (P-16)	1 Test Per Source / As Required	0	0	0	0	0	0	0	0	0	0	0	0	0.00	
8.7	Water Absorption	IS : 2720 (P-3)	1 Test Per Source / As Required	0	0	0	0	0	0	0	0	0	0	0	0	0.00	
8.8	Aggregate Impact Value (AIV)	IS : 2386 (P-4)	As Required	0	0	0	0	0	0	0	0	0	0	0	0	0.00	
8.9	Field Compaction Test (GSB)	IS : 2720 (P-28)	1 Set / 1000 Sqm. (1Set = 3 Pit's)	0	0	0	0	0	0	0	0	0	0	0	0	0.00	
(VIII). Cement Treated Sub Base (CTSB)			MoRT&H Clause - 403 & IRC-37: 2018														
9.1	Gradation	MoRT&H Table 400-4	1 Test 400 Cum.	0	0	0	0	0	0	0	0	0	0	0	0	0.00	
9.2	Liquid limits (LL)	IS : 2720 (P-5)	1 Test 400 Cum.	0	0	0	0	0	0	0	0	0	0	0	0	0.00	
9.3	Plasticity Index (PI)	IS : 2720 (P-5)	1 Test 400 Cum.	0	0	0	0	0	0	0	0	0	0	0	0	0.00	
9.4	Proctor test (MDD & OMC)	IS : 2720 (P-8)	As Required	0	0	0	0	0	0	0	0	0	0	0	0	0.00	
9.5	Unconfined Compressive Strength (UCS)	IS : 516	3 Specimens each 400 ton/ Minimum 2 tests per day	0	0	0	0	0	0	0	0	0	0	0	0	0.00	
9.6	Cement Content	IS : 516	3 Specimens each 400 ton/ Minimum 2 tests per day	0	0	0	0	0	0	0	0	0	0	0	0	0.00	
9.7	Flexural Strength	IS : 516	3 Specimens each 400 ton/ Minimum 2 tests per day	0	0	0	0	0	0	0	0	0	0	0	0	0.00	
9.8	Soundness Test	BIS: 4332 (P-4)	As Required	0	0	0	0	0	0	0	0	0	0	0	0	0.00	
9.9	Field Compaction Test (CTSB)	IS : 2720 (P-28)	2 Test's 500 Sqm.	0	0	0	0	0	0	0	0	0	0	0	0	0.00	

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(IX). Cement Treated Base (CTB)		MoRT&H Clause - 403 & IRC-37: 2018														
10.1	Gradation	MoRT&H Table 400-4	1 Test 400 Cum.	0	0	0	0	0	0	0	0	0	0	0	0	0.00
10.2	Proctor test (MDD & OMC)	IS : 2720 (P-8)	As Required	0	0	0	0	0	0	0	0	0	0	0	0	0.00
10.3	Unconfined Compressive Strength (UCS)	IS: 516	3 Specimens each 400 ton/ Minimum 2 tests per day	0	0	0	0	0	0	0	0	0	0	0	0	0.00
10.4	Cement Content	IS: 516	3 Specimens each 400 ton/ Minimum 2 Tests per day	0	0	0	0	0	0	0	0	0	0	0	0	0.00
10.5	Flexural Strength	IS: 516	3 Specimens each 400 ton/ Minimum 2 Tests per day	0	0	0	0	0	0	0	0	0	0	0	0	0.00
10.6	Soundness Test	BIS: 4332 (P-4)	As Required	0	0	0	0	0	0	0	0	0	0	0	0	0.00
10.7	Field Compaction Test (CTSB)	IS : 2720 (P-28)	2 Test's 500 Sqm.	0	0	0	0	0	0	0	0	0	0	0	0	0.00
(X). Wet Mix Macadam (WMM)		MoRT&H-406														
11.1	Gradation	Table 400-13	1 Test / 200 Cum.	0	0	0	0	0	0	0	0	0	0	0	0	0.00
11.2	Atterberg limits (LL & PI)	IS : 2720 (P-5)	1 Test / 200 Cum.	0	0	0	0	0	0	0	0	0	0	0	0	0.00
11.3	Proctor test (MDD Vs OMC)	IS : 2720 (P-8)	As Required	0	0	0	0	0	0	0	0	0	0	0	0	0.00
11.4	Aggregate Impact Value (A.I.V)	IS : 2386 (P-4)	1 Test / 1000 Cum	0	0	0	0	0	0	0	0	0	0	0	0	0.00
11.5	Combined Flakiness & Elongation (FI & EI)	IS : 2386 (P-1)	1 Test / 500 Cum	0	0	0	0	0	0	0	0	0	0	0	0	0.00
11.6	Water Absorption	IS : 2386 (P-3)	As Required	0	0	0	0	0	0	0	0	0	0	0	0	0.00
11.7	Soundness	IS : 2386 (P-3)	As Required	0	0	0	0	0	0	0	0	0	0	0	0	0.00
11.8	Field Compaction Test (WMM)	IS : 2720 (P-28)	1 Set / 1000 Sqm. (1Set = 3 Pit's)	0	0	0	0	0	0	0	0	0	0	0	0	0.00
(XI). Aggregate Inter Layer (AIL)		MoRT&H-406														
12.1	Gradation	Table 400-13	1 Test / 200 Cum.	0	0	0	0	0	0	0	0	0	0	0	0	0.00
12.2	Atterberg limits (LL & PI)	IS : 2720 (P-5)	1 Test / 200 Cum.	0	0	0	0	0	0	0	0	0	0	0	0	0.00
12.3	Proctor test (MDD & OMC)	IS : 2720 (P-8)	As Required	0	0	0	0	0	0	0	0	0	0	0	0	0.00
12.4	Aggregate Impact Value (A.I.V)	IS : 2386 (P-4)	1 Test / 1000 Cum	0	0	0	0	6	0	0	6	0	0	0	0	0.00
12.5	Combined Flakiness & Elongation (FI & EI)	IS : 2386 (P-1)	1 Test / 500 Cum	0	0	0	0	0	0	0	0	0	0	0	0	0.00
12.6	Water Absorption	IS : 2386 (P-3)	As Required	0	0	0	0	0	0	0	0	0	0	0	0	0.00
12.7	Soundness	IS : 2386 (P-3)	As Required	0	0	0	0	0	0	0	0	0	0	0	0	0.00
12.8	Field Compaction Test (AIL)	IS : 2720 (P-28)	1 Set / 1000 Sqm. (1Set = 3 Pit's)	0	0	0	0	0	0	0	0	0	0	0	0	0.00
(XII). Dense Bituminous Macadam (DBM)		MoRT&H-500														
13.1	Binder Content & Gradation	As per MoRT&H	1 Test / 400 Tonnes	0	0	0	0	0	0	0	0	0	0	0	0	0.00
13.2	Mix Combined Gradation	As per MoRT&H	1 Test / 400 Tonnes	0	0	0	0	0	0	0	0	0	0	0	0	0.00
13.3	Marshall Test (In Sets)	ASTM-D :1559	1 Set/ 400 Tonnes	0	0	0	0	0	0	0	0	0	0	0	0	0.00
13.4	Aggregate Impact Value (A.I.V)	IS : 2386 (P-4)	1 Test / 350 Cum	0	0	0	0	0	0	0	0	0	0	0	0	0.00
13.5	Combined Flakiness & Elongation (FI & EI)	IS : 2386 (P-1)	1 Test / 350 Cum	0	0	0	0	0	0	0	0	0	0	0	0	0.00
13.6	Water Absorption & Specific Gravity	IS : 2386 (P-3)	1 Test/ Source & As Required	0	0	0	0	0	0	0	0	0	0	0	0	0.00
13.7	Stripping Value	IS : 6241	1 Test/ Source & As Required	0	0	0	0	0	0	0	0	0	0	0	0	0.00
13.8	Maximum Sp.Gravity(Gmm)	ASTM D 2041	1 Set/ 400 MTMix	0	0	0	0	0	0	0	0	0	0	0	0	0.00
13.9	Density of compacted layer	MoRT&H Sec:900	1 Test / 700 Sqm	0	0	0	0	0	0	0	0	0	0	0	0	0.00
13.10	Soundness	IS : 2386 (P-3)	1 Test/ Source & As Required	0	0	0	0	0	0	0	0	0	0	0	0	0.00
13.11	Sand equivalent test	IS : 2720 (P-37)	1 Test/ Source & As Required	0	0	0	0	0	0	0	0	0	0	0	0	0.00
13.12	plasticity Index	MoRT&H Sec:900	1 Test/ Source & As Required	0	0	0	0	0	0	0	0	0	0	0	0	0.00
13.13	percentage of Fractured face	MoRT&H Sec:900	1 Test/ Source & As Required	0	0	0	0	0	0	0	0	0	0	0	0	0.00
13.14	Polished Stone Value	BS: 812 (P-114)	1 Test/ Source & As Required	0	0	0	0	0	0	0	0	0	0	0	0	0.00
(XIII). Bituminous Concrete (BC)		MoRTH-500														
14.1	Binder Content & Gradation	As per MoRT&H	1 Test / 400 Tonnes	0	0	0	0	0	0	0	0	0	0	0	0	0.00
14.2	Mix Combined Gradation	As per MoRT&H	1 Test / 400 Tonnes	0	0	0	0	0	0	0	0	0	0	0	0	0.00
14.3	Marshall Test (In Sets)	ASTM-D :1559	1 Tet/ 400 Tonnes	0	0	0	0	0	0	0	0	0	0	0	0	0.00
14.4	Aggregate Impact Value (A.I.V)	IS : 2386 (P-4)	1 Test / 350 Cum	0	0	0	0	0	0	0	0	0	0	0	0	0.00
14.5	Combined Flakiness & Elongation (FI & EI)	IS : 2386 (P-1)	1 Test / 350 Cum	0	0	0	0	0	0	0	0	0	0	0	0	0.00
14.6	Water Absorption & Specific Gravity	IS : 2386 (P-3)	1 Test/ Source & As Required	0	0	0	0	0	0	0	0	0	0	0	0	0.00
14.7	Stripping Value	IS : 6241	1 Test/ Source & As Required	0	0	0	0	0	0	0	0	0	0	0	0	0.00
14.8	Maximum Sp.Gravity(Gmm)	ASTM D 2041	1 set/ 400 MTMix	0	0	0	0	0	0	0	0	0	0	0	0	0.00
14.9	Density of Compacted Layer	MoRT&H Sec:900	1 test / 700 Sqm	0	0	0	0	0	0	0	0	0	0	0	0	0.00
14.10	Soundness	IS : 2386 (P-3)	1 Test/ Source & As Required	0	0	0	0	0	0	0	0	0	0	0	0	0.00
14.11	Sand equivalent test	IS : 2720 (P-37)	1 Test/ Source & As Required	0	0	0	0	0	0	0	0	0	0	0	0	0.00
14.12	plasticity Index	MoRT&H Sec:900	1 Test/ Source & As Required	0	0	0	0	0	0	0	0	0	0	0	0	0.00
14.13	percentage of Fractured face	MoRT&H Sec:900	1 Test/ Source & As Required	0	0	0	0	0	0	0	0	0	0	0	0	0.00
14.14	Polished Stone Value	BS: 812 (P-114)	1 Test/ Source & As Required	0	0	0	0	0	0	0	0	0	0	0	0	0.00

4-L of NH 37 from design Ch 0+000 on NH-8 near Karimganj to design Chainage 14+250 near Sutarkandi (Spur Connectivity to Indo/Bangladesh Border) Silchar-Churaibari Pkg-7 in the State of Assam on HAM mode.

(XIV). Bitumen (VG-40)																
15.1	Softening Point(°C)	IS : 1205	1 Test Per Lot	0	0	0	0	0	0	0	0	0	0	0	0	0.00
15.2	Penetration at 25°C 100gm 5 Sec	IS : 1203	1 Test Per Lot	0	0	0	0	0	0	0	0	0	0	0	0	0.00
15.3	Ductility at 25°C	IS : 1208	As Required	0	0	0	0	0	0	0	0	0	0	0	0	0.00
15.4	Absolute Viscosity at 60°/135°C (CST)	IS : 1206 (P-2)	1 Test Per Lot	0	0	0	0	0	0	0	0	0	0	0	0	0.00
15.5	Kinematic Viscosity at 135°C (CST)	IS : 1206 (P-3)	As Required	0	0	0	0	0	0	0	0	0	0	0	0	0
15.6	Specific Gravity at 27°C	IS : 2380 (P-4)	As Required	0	0	0	0	0	0	0	0	0	0	0	0	0.00
15.7	Flash Pint	IS : 1209 (IS: 1448 P-69)	As Required	0	0	0	0	0	0	0	0	0	0	0	0	0
15.8	Solubility Test	IS : 1216	As Required	0	0	0	0	0	0	0	0	0	0	0	0	0
(XV). MODIFIED BITUMEN (PMB 76E-10)																
16.1	Specific Gravity at 27°C	IS : 2380 (P-4)	As Required	0	0	0	0	0	0	0	0	0	0	0	0	0.00
16.2	Softening Point (°C)	IS : 1205	1 Test Per Lot	0	0	0	0	0	0	0	0	0	0	0	0	0.00
16.3	Seperation, Difference in Softening Point (0°C)	IS : 15462: 2019	1 Test Per Lot	0	0	0	0	0	0	0	0	0	0	0	0	0.00
16.4	Elastic Recovery at 15°C	IS : 15462: 2019	1 Test Per Lot	0	0	0	0	0	0	0	0	0	0	0	0	0.00
(XVI). Emulsion (SS-1)																
17.1	Viscosity @ 25°C	IS : 8887:2004	1 Test Per Lot	0	0	0	0	0	0	0	0	0	0	0	0	0
17.2	Water Content	IS : 8887:2004	As Required	0	0	0	0	0	0	0	0	0	0	0	0	0
17.3	Prime coat	IS : 8887:2004	3 test / Day	0	0	0	0	0	0	0	0	0	0	0	0	0.00
(XVII). Emulsion (RS-1)																
18.1	Viscosity @ 50°C	IS : 8887:2004	1 Test Per Lot	0	0	0	0	0	0	0	0	0	0	0	0	0
18.2	Water Content	IS : 8887:2004	As Required	0	0	0	0	0	0	0	0	0	0	0	0	0
18.3	Tack Coat	IS : 8887:2004	3 test / Day	0	0	0	0	0	0	0	0	0	0	0	0	0.00
(XVIII). Lean Concrete (DLC)																
13.1	Gradation	Table 600-1	1 test / day	0	0	0	0	0	0	0	0	0	0	0	0	0.00
13.2	Field Compaction Test	IS : 2720 (P-28)	1 Set(3 pit) of tests / 2000 sqm.	0	0	0	0	0	0	0	0	0	0	0	0	0.00
13.3	Proctor test (MDD & OMC)	IS : 2720 (P-8)	As required	0	0	0	0	0	0	0	0	0	0	0	0	0.00
13.4	Aggregate Impact Value (A.I.V)	IS : 2386 (P-4)	As required	0	0	0	0	0	0	0	0	0	0	0	0	0.00
13.5	Flakiness & Elongation (FI & EI)	IS : 2386 (P-1)	As required	0	0	0	0	0	0	0	0	0	0	0	0	0.00
13.6	Water Absorption	IS : 2386 (P-3)	As required	0	0	0	0	0	0	0	0	0	0	0	0	0.00
13.7	Moisture correction	IS : 2386 (P-3)	1 test / Day	0	0	0	0	0	0	0	0	0	0	0	0	0.00
13.8	Compressive Strength (07 day's)	IS : 516	07 days/ Each Day 5 Cube's	0	0	0	0	0	0	0	0	0	0	0	0	0.00
(XIX). Pavement Quality Concrete (PQC)																
14.1	Gradation	Table 600-1	1 Test / Day	0	0	0	0	0	0	0	0	0	0	0	0	0.00
14.2	Aggregate Impact Value (A.I.V)	IS : 2386 (P-4)	As Required	0	0	0	0	0	0	0	0	0	0	0	0	0.00
14.3	Flakiness & Elongation (FI & EI)	IS : 2386 (P-1)	As Required	0	0	0	0	0	0	0	0	0	0	0	0	0.00
14.4	Water Absorption	IS : 2386 (P-3)	As Required	0	0	0	0	0	0	0	0	0	0	0	0	0.00
14.5	Slump Test	IS : 1199	1 Test Each Dumper	0	0	0	0	0	0	0	0	0	0	0	0	0.00
14.6	Compressive Strength (07 day's)	IS : 516	Compressive Strength (07 day's)	0	0	0	0	0	0	0	0	0	0	0	0	0.00
14.7	Compressive Strength (28 day's)	IS : 516		0	0	0	0	0	0	0	0	0	0	0	0	0.00
14.8	Flexural Strength (07 day's)	IS : 516	As per Frequency 02 Beam's /150 Cum	0	0	0	0	0	0	0	0	0	0	0	0	0.00
14.9	Flexural Strength (28 day's)	IS : 516	(Min. 6 Beam's)	0	0	0	0	0	0	0	0	0	0	0	0	0.00
THIRD PARTY TESTS (NABL ACCREDITED LABORATORY)																
(XX). Coarse Aggregates																
18.1	Gradation	IS : 2386 (P-1)	1 Test / Source	2	2	0	0	0	0	2	2	0	0	0	0	0.00
18.2	FI & EI	IS : 2386 (P-1)	1 Test / Source	2	2	0	0	0	0	2	2	0	0	0	0	0.00
18.3	Aggregate Impact Value	IS : 2386 (P-4)	1 Test / Source	2	2	0	0	0	0	2	2	0	0	0	0	0.00
18.4	Specific Gravity	IS : 2386 (P-3)	1 Test / Source	2	2	0	0	0	0	2	2	0	0	0	0	0.00
18.5	Water Absorption	IS : 2386 (P-3)	1 Test / Source	2	2	0	0	0	0	2	2	0	0	0	0	0.00
18.6	Deleterious Content	IS : 2386 (P-1)	1 Test / Source	2	2	0	0	0	0	2	2	0	0	0	0	0.00
18.7	L.A.V.	IS : 2386 (P-4)	1 Test / Source	2	2	0	0	0	0	2	2	0	0	0	0	0.00
18.8	Alkali Aggregate Reactivity	IS : 2386 (P-7)	1 Test / Source	2	2	0	0	0	0	2	2	0	0	0	0	0.00
18.9	Soundness	IS : 2386(P-5)	1 Test / Source	2	2	0	0	0	0	2	2	0	0	0	0	0.00
18.10	Petrographic Examination	IS : 2386 (P-8)	1 Test / Source	2	2	0	0	0	0	2	2	0	0	0	0	0.00
18.11	Stone Polished Value	BS-812 (P-114)	1 Test / Source	2	2	0	0	0	0	2	2	0	0	0	0	0.00
(XXI). Fine Aggregates																
19.1	Gradation	IS : 383	1 Test / Source	2	2	0	0	0	0	2	2	0	0	0	0	0.00
19.2	Specific Gravity	IS : 2386 (P-3)	1 Test / Source	2	2	0	0	0	0	2	2	0	0	0	0	0.00
19.3	Water Absorption	IS : 2386 (P-3)	1 Test / Source	2	2	0	0	0	0	2	2	0	0	0	0	0.00
19.4	Deleterious Content	IS : 2386 (P-1)	1 Test / Source	2	2	0	0	0	0	2	2	0	0	0	0	0.00
19.5	Silt Content	IS : 2386 (P-4)	1 Test / Source	2	2	0	0	0	0	2	2	0	0	0	0	0.00
19.6	Alkali Aggregate Reactivity	IS : 2386 (P-7)	1 Test / Source	2	2	0	0	0	0	2	2	0	0	0	0	0.00
19.7	Soundness	IS : 2386(P-5)	1 Test / Source	2	2	0	0	0	0	2	2	0	0	0	0	0.00
19.8	Organic Impurities	IS : 2386 (P-8)	1 Test / Source	2	2	0	0	0	0	2	2	0	0	0	0	0.00
19.9	Finess Modulus	IS : 383	1 Test / Source	2	2	0	0	0	0	2	2	0	0	0	0	0.00

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(XXII). TMT Bar's (Steel)																	
20.1	Physical properties	IS : 1786	< 10mm - 1 sample/25 MT, 10-16mm-1sample/35 MT,	0	0	0	0	0	0	0	0	0	0	0	0	0.00	
20.2	Chemical properties	IS : 1786	> 16mm - 1 sample/45 MT	0	0	0	0	0	0	0	0	0	0	0	0	0.00	
20.3	Factory Visit	IS : 1786	Elegant Steel Jointly	0	0	0	1	1	0	1	1	0	1	1	0	100.00	
(XXIII). Construction Water																	
21.1	Suitability for construction	IS : 456	1 Test Per Source / As Required	1	1	0	0	0	0	1	1	0	0	0	0	0.00	
(XXIV). Chemical Admixture																	
22.1	Physical & Chemical properties	IS : 9103	1 Test / Per Lot	0	0	0	0	0	0	0	0	0	0	0	0	0.00	
(XXV). Cement (OPC-53 Grade)																	
23.1	Physical & Chemical properties	IS : 8112	1 Test / Source	0	0	0	0	0	0	0	0	0	0	0	0	0.00	
(XXVI). Soil - Borrow Area																	
24.1	Mechanical	IS : 2720 (P-39)	1 Test / Source	0	0	0	0	0	0	0	0	0	0	0	0	0.00	
(XXVII). NP-4 Hume Pipe Test																	
25.1	600 MM	IS : 458	1 test per Lot / of 50 Pipes	0	0	0	0	0	0	0	0	0	0	0	0	0.00	
(XXVIII). Bitumen (Emulsion)																	
26.1	Bitumen Emulsion SS-1	IS : 8887	1 Test / Per Lot	0	0	0	0	0	0	0	0	0	0	0	0	0.00	
26.2	Bitumen Emulsion RS-1	IS : 8887	1 Test / Per Lot	0	0	0	0	0	0	0	0	0	0	0	0	0.00	
(XXIX). Bitumen (VG-40)																	
27.1	Bitumen VG-40	IS : 73	1 Test / Per Lot	0	0	0	0	0	0	0	0	0	0	0	0	0.00	
(XXX). Bitumen (PMB)																	
28.1	Bitumen PMB	IS : 15462-2019	1 Test / Per Lot	0	0	0	0	0	0	0	0	0	0	0	0	0.00	
(XXXI). Curing Compound																	
29.1	Physical & Chemical properties	ASTM C309	1 Test / Per Lot	0	0	0	0	0	0	0	0	0	0	0	0	0.00	
Remarks:																	

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**CHAPTER-11
CORRESPONDENCE**

11.1 Outward Letter

Sr. No.	Letter No.	Date	Subject	To
1	MKCIL/ASSAM/ PKG-07/390	03.10.2025	Compliance of observation on submission for finalization of Annexure-1 of Schedule-G (Contract Price Weightage).	TL (TASPL)
2	MKCIL/ASSAM/ PKG-07/392	04.10.2025	Submission of Concrete Mix design for DLC and PQC.	TL (TASPL)
3	MKCIL/ASSAM/ PKG-07/393	04.10.2025	Submission of Monthly Progress Report for the month of September-2025.	TL (TASPL)
4	MKCIL/ASSAM/ PKG-07/395	06.10.2025	In Principal Approval for conducting FWD Test for finalization of overlay as discussed in NHIDCL HQ for Assam Projects.	GM (NHIDCL)
5	MKCIL/ASSAM/ PKG-07/397	07.10.2025	Submission of Concrete Mix design of M-40 grade of concrete for Pile.	TL (TASPL)
6	MKCIL/ASSAM/ PKG-07/398	07.10.2025	Submission of profile and credential of Techfab India for Source Approval.	TL (TASPL)
7	MKCIL/ASSAM/ PKG-07/400	08.10.2025	Regarding Submission of Super Structure Design & Drawing for ROB at Ch. 04+624 (A1-P1 & P3-A2)	TL (TASPL)
8	MKCIL/ASSAM/ PKG-07/402	09.10.2025	Regarding Compliance Submission of Observation on D&D of MJB at Ch.02+893.	TL (TASPL)
9	MKCIL/ASSAM/ PKG-07/403	10.10.2025	Maintenance and repairing of existing highways— Reply to Notice.	GM (NHIDCL)
10	MKCIL/ASSAM/ PKG-07/406	12.10.2025	Reg. Submission of Material Samples for Concrete Mix Design (Grade M-55 - PSC)."	MD (Avian Test Lab)
11	MKCIL/ASSAM/ PKG-07/409	14.10.2025	"Closure of NCR – Non-Compliance with Safety Norms at Chainage 12+300 to 13+500 (LHS)."	TL (TASPL)
12	MKCIL/ASSAM/ PKG-07/411	14.10.2025	Regarding Submission of Design and Drawing for MNB at Ch. 11+351 (2x10m).	TL (TASPL)
13	MKCIL/ASSAM/ PKG-07/413	16.10.2025	Regarding Compliance Submission of Observation on Box Culvert Design & Drawing at CH-0+043 & CH-6+642.	TL (TASPL)
14	MKCIL/ASSAM/ PKG-07/414	16.10.2025	Regarding Submission of Design and Drawing for VUP at Ch. 03+000 & Ch. 05+622 (1x20).	TL (TASPL)
15	MKCIL/ASSAM/ PKG-07/420	17.10.2025	Reg. Compliance Submission of Observation on Box Culvert Design & Drawing at CH-2+440, CH-5+126 & CH-12+223.	TL (TASPL)
16	MKCIL/ASSAM/ PKG-07/422	18.10.2025	Delay in Providing Right of Way & Forest Clearance for works permission to the Concessionaire in Respect of All Land – 2nd Reminder".	TL (TASPL)
17	MKCIL/ASSAM/ PKG-07/426	25.10.2025	Reg. Commencement of Construction Activities in Border Area.	GM (NHIDCL)

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11.2 Inward Letter (NHIDCL & TASPL)

Sr. No.	Letter No.	Date	Subject	From
1	TASPL-MAV/NH-37/MKCIL/2025/SEPT/86	03.10.2025	Approval of Plan & Profile – Chainage 0+020 to 14+380. - Reg	TASPL
2	TASPL-MAV/NH-37/MKCIL/2025/SEPT/87	03.10.2025	Precast Box Culvert Design and GAD Review (Ch. 2+440, 5+126 & 12+223).Reg.	TASPL
3	TASPL-MAV/NH-37/MKCIL/2025/SEPT/88	03.10.2025	Observation on MJB Design and GAD Review (Ch-2+893) .Reg.	TASPL
4	TASPL-MAV/NH-37/MKCIL/2025/SEPT/89	06.10.2025	"Compliance of observation on submission for finalization of Annexure-I of Schedule-G (Contract Price Weightage). - Reg"	TASPL
6	TASPL-MAV/NH-37/MKCIL/2025/SEPT/91	10.10.2025	Reg:- Non-Compliance with Safety Norms at Location 12+300 to 13+500 (LHS), NCR No. 2.	TASPL
7	TASPL-MAV/NH-37/MKCIL/2025/SEPT/92	10.10.2025	Repair of potholes. -Reg	TASPL
8	TASPL-MAV/NH-37/MKCIL/2025/SEPT/93	13.10.2025	Compliance of observation on submission for finalization of Annexure-I of Schedule-G (Contract Price Weightage)". - Reg	TASPL
9	TASPL-MAV/NH-37/MKCIL/2025/SEPT/94	18.10.2025	Observation on Design & GAD Review of MNB Ch. 14+195 Reg.	TASPL
10	TASPL-MAV/NH-37/MKCIL/2025/SEPT/95	18.10.2025	Approval of Design and Drawings at Ch. 0+207, Ch. 0+341, Ch. 1+768, Ch. 2+893 and Ch. 4+340 Reg.	TASPL
11	TASPL-MAV/NH-37/MKCIL/2025/SEPT/96	23.10.2025	Observation on Design & GAD Review of ROB Ch. 4+624 Reg.	TASPL

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CHAPTER-12

NON-CONFORMANCE REPORT

Sl. No.	NCR Letter reference no.	Date	NCR No	Subject	Closure By letter No.	Date	Remarks
1	TAPSL-MAV/NH-37/MKCIL/2025/OC T/53	05.08.2025	1	Non-Compliance with Safety Norms at Chainage 12+800 to 13+500 (LHS)."	MKCIL/ASSAM/PK G-07/336	22.08.2025	
2	TAPSL-MAV/NH-37/MKCIL/2025/OC T/91	10.10.2025	2	Non-Compliance with Safety Norms at Chainage 12+300 to 12+500 (LHS)."	MKCIL/ASSAM/PK G-7/409	14.10.2025	

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**CHAPTER-13
WEATHER REPORT**

Sl no.	Date	Temperature (In °c)		Humidity (In %)		Rainfall (mm)	Weather Condition	Remarks
		Minimum	Maximum	Minimum	Maximum			
1	01-10-2025	28.9	30.2	72.0	75.0	10.20	Rainy	
2	02-10-2025	28.1	29.0	71.0	78.0	16.40	Rainy	
3	03-10-2025	28.3	29.9	74.0	79.0	15.50	Rainy	
4	04-10-2025	29.0	30.6	73.0	78.0	0.00	Sunny/Cloudy	
5	05-10-2025	28.5	29.9	75.0	80.0	24.60	Rainy	
6	06-10-2025	27.6	28.8	74.0	79.0	56.00	Rainy	
7	07-10-2025	27.7	29.7	78.0	80.0	34.20	Rainy	
8	08-10-2025	27.6	29.0	78.0	80.0	5.00	Rainy/Cloudy	
9	09-10-2025	29.1	30.6	74.0	79.0	0.00	Sunny	
10	10-10-2025	28.3	30.5	68.0	76.0	16.80	Rainy/Cloudy	
11	11-10-2025	28.0	29.1	76.0	78.0	12.50	Rainy/Cloudy	
12	12-10-2025	28.1	28.8	74.0	78.0	0.00	Sunny	
13	13-10-2025	29.0	29.3	76.0	79.0	0.00	Sunny	
14	14-10-2025	30.5	32.8	70.0	74.0	0.00	Sunny	
15	15-10-2025	30.7	32.7	65.0	72.0	0.00	Sunny	
16	16-10-2025	30.3	32.9	66.0	72.0	0.00	Sunny	
17	17-10-2025	30.3	32.8	64.0	68.0	0.00	Sunny	
18	18-10-2025	30.5	32.8	62.0	68.0	0.00	Sunny	
19	19-10-2025	30.2	33.3	59.0	67.0	0.00	Sunny	
20	20-10-2025	30.3	32.9	66.0	72.0	0.00	Sunny	
21	21-10-2025	30.7	33.1	60.0	66.0	0.00	Sunny	
22	22-10-2025	30.9	32.8	59.0	65.0	0.00	Sunny	
23	23-10-2025	31.0	33.2	61.0	69.0	0.00	Sunny	
24	24-10-2025	30.4	33.6	63.0	72.0	9.40	Rainy/Cloudy	
25	25-10-2025	29.9	32.8	60.0	68.0	0.00	Sunny	
26	26-10-2025	30.1	32.6	63.0	65.0	0.00	Sunny	
27	27-10-2025	30.0	31.8	62.0	64.0	0.00	Sunny	
28	28-10-2025	29.6	31.2	62.0	66.0	0.00	Sunny	
29	29-10-2025	28.9	32.3	64.0	71.0	6.20	Rainy/Cloudy	
30	30-10-2025	28.6	30.6	68.0	72.0	0.00	Sunny	
31	31-10-2025	28.7	29.9	69.0	74.0	0.00	Sunny	

Rainfall Data

Sr.no.	Description	Total Rainfall	Up to previous month	This month
1	Rainfall	4044.1	4250.9	206.80

4-L of NH 37 from design Ch 0+000 on NH-8 near Karimganj to design Chainage 14+250 near Sutarkandi (Spur Connectivity to Indo/Bangladesh Border) Silchar-Churaibari Pkg-7 in the State of Assam on HAM mode.

The maximum & minimum weather records are summarized below:

TEMPERATURE/ RAINFALL PERIOD: 1st October, 2025 to 31st October, 2025				
Temperature		Rainfall		
Maximum (in ⁰ C)	Minimum (in ⁰ C)	Maximum (in mm)	Minimum (in mm)	Total Days
33.6	27.6	56	0	9

4-L of NH 37 from design Ch 0+000 on NH-8 near Karimganj to design Chainage 14+250 near Sutarkandi (Spur Connectivity to Indo/Bangladesh Border) Silchar-Churaibari Pkg-7 in the State of Assam on HAM mode.

CHAPTER-14

ACCIDENT REPORT

NIL

4-L of NH 37 from design Ch 0+000 on NH-8 near Karimganj to design Chainage 14+250 near Sutarkandi (Spur Connectivity to Indo/Bangladesh Border) Silchar-Churaibari Pkg-7 in the State of Assam on HAM mode.

CHAPTER-15

ROAD MAINTENANCE & SAFETY REPORT

The Traffic Safety Arrangements during the execution of works is being carried out by the Concessionaire for safe movement of vehicles on the project highway. The Concessionaire has provided sufficient road signs, temporary barriers, gunny bags filled with soil with reflective stickers etc. at the construction sites.

4-L of NH 37 from design Ch 0+000 on NH-8 near Karimganj to design Chainage 14+250 near Sutarkandi (Spur Connectivity to Indo/Bangladesh Border) Silchar-Churaibari Pkg-7 in the State of Assam on HAM mode.

CHAPTER-16
PROJECT PROGRESS PHOTOGRAPHS



Pre Cast Segment Casting at 0+341



Subgrade Top in Progress at 13+190 To 13+370 LHS

4-L of NH 37 from design Ch 0+000 on NH-8 near Karimganj to design Chainage 14+250 near Sutarkandi (Spur Connectivity to Indo/Bangladesh Border) Silchar-Churaibari Pkg-7 in the State of Assam on HAM mode.



Subgrade Top in Progress at 13+190 To 13+370 LHS



Deck slab Reinforcement work in progress at 9+332 LVUP

4-L of NH 37 from design Ch 0+000 on NH-8 near Karimganj to design Chainage 14+250 near Sutarkandi (Spur Connectivity to Indo/Bangladesh Border) Silchar-Churaibari Pkg-7 in the State of Assam on HAM mode.



Retaining Wall (Raft) In Progress at 10+098 LVUP



Raft Reinforcement work In Progress at 01+142 LVUP