

4-L of NH 37 from design Ch 0+020 on NH-8 near Karimganj to design Chainage 14+380 near Sutarkandi (Spur Connectivity to Indo/Bangladesh Border) Silchar-Churaibari Pkg-7 in the State of Assam on HAM mode.

Monthly Progress Report

November - 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.

4-L of NH 37 from design Ch 0+020 on NH-8 near Karimganj to design Chainage 14+380 near Sutarkandi (Spur Connectivity to Indo/Bangladesh Border) Silchar-Churaibari Pkg-7 in the State of Assam on HAM mode.

TABLE OF CONTENTS

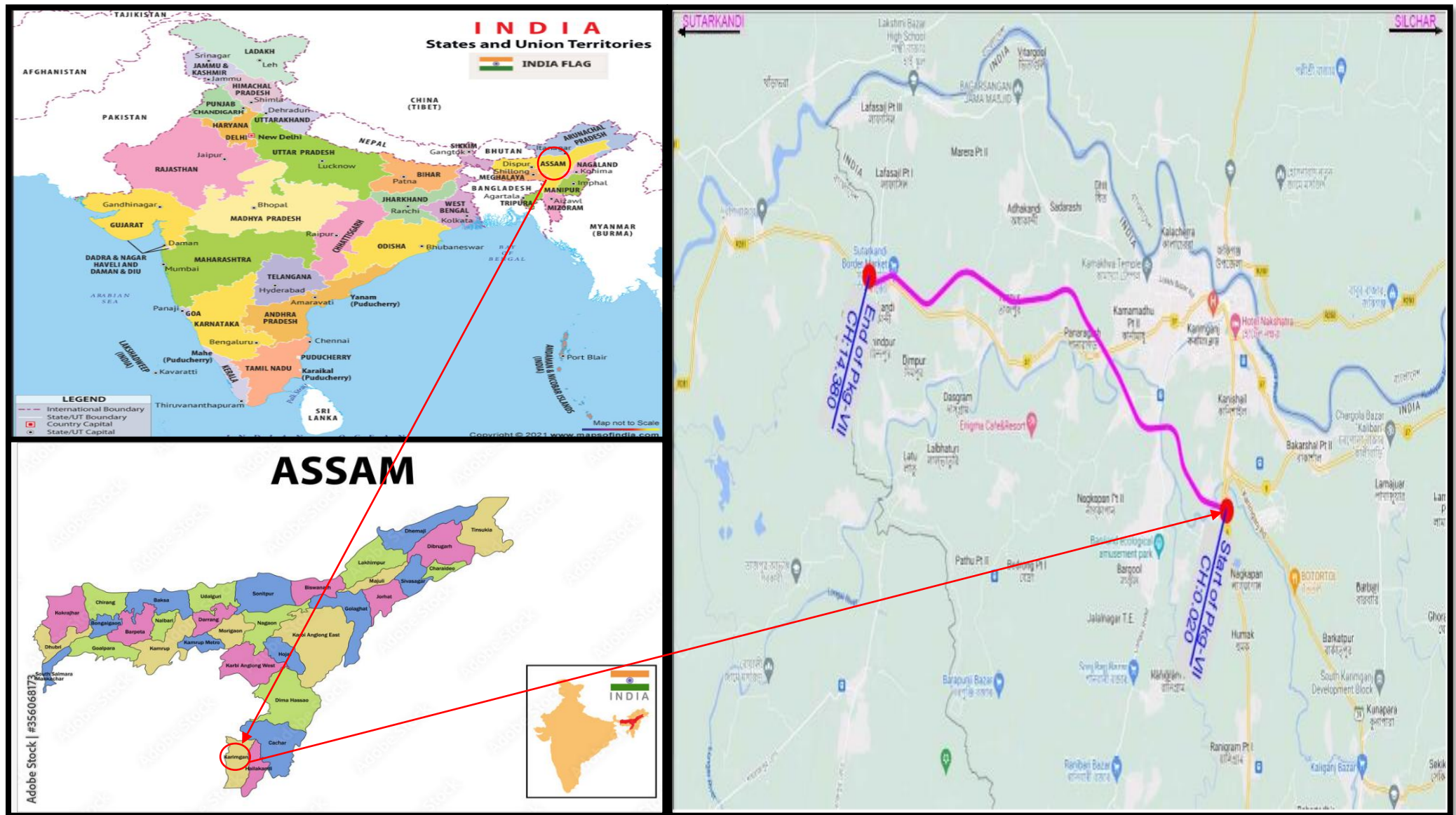
CHAPTERS	DESCRIPTIONS	PAGES
	TABLE OF CONTENTS	
	Project Road Location Map / Index Map	
	EXECUTIVE SUMMARY	
	1. The Project Road	
	2. Mobilization	
	3. Pre-Construction Activity	
	4. EPC Contractor	
	5. Design & Drawing	
	6. Work Program	
	7. Quality Control & Material	
	8. Supervision and Monitoring of Project works	
	9. Site Visit and Meeting	
	10. Schedule Completion Date	
	11. Operation and Maintenance (O&M)	
	12. Area of Concern	
	13. Current Issues	
1	INTRODUCTION	
	General	
2	CONTRACT DATA	
3	SALIENT FEATURES OF PROJECT HIGHWAY	
	3.1 Pavement Composition (MCW)	
	3.2 Details of New/ Widening of Structures and Project Facilities	
4	SCOPE OF WORKS AND PROJECT FACILITIES	
	4.1 Scope of Works	
	4.2 Project Facilities	
5	PRE-CONSTRUCTION ACTIVITY	
	5.1 Obligations	
	5.2 Shifting of Utilities	
	5.3 Tree Cutting	
	5.4 Land Acquisition	

4-L of NH 37 from design Ch 0+020 on NH-8 near Karimganj to design Chainage 14+380 near Sutarkandi (Spur Connectivity to Indo/Bangladesh Border) Silchar-Churaibari Pkg-7 in the State of Assam on HAM mode.

	5.5 Hindrance, Payment Status and LA Status	
6	MOBILIZATION	
	6.1 Manpower Mobilization of Concessionaire	
	6.2 Organization Chart of Concessionaire	
7	DEPLOYMENT OF PLANTS AND EQUIPMENT / PROJECT SET UP PLAN	
	7.1 Plants and Equipment Deployed	
8	DESIGN AND DRAWING	
	8.1 Design	
	8.2 Drawing	
	8.3 Status of Drawings	
9	PROJECT WORK PROGRESS	
	9.1 Work Progress	
	9.2 Structure work Progress	
	9.3 Weightages of Components	
	9.4 S Curve of Project	
	9.5 Detailed Highway & Structure Works Progress	
10	QUALITY CONTROL AND MATERIAL	
	10.1 Quality Control	
	10.2 Site Laboratory	
	10.3 Material Testing	
	10.3.1 Soli and Aggregates	
	10.3.2 Cement	
	10.3.3 Reinforcement Steel	
	10.3.4 Status of Material Sources Approvals & Mix Designs	
	10.3.5 Details of QC Test conducted during the month	
11	CORRESPONDENCE	
12	NON-CONFORMANCE REPORT	
13	WEATHER REPORT	
14	ACCIDENT REPORT	
15	ROAD MAINTENANCE AND SAFETY REPORT	
16	PROJECT PROGRESS PHOTOGRAPHS	

4-L of NH 37 from design Ch 0+020 on NH-8 near Karimganj to design Chainage 14+380 near Sutarkandi (Spur Connectivity to Indo/Bangladesh Border)
Silchar-Churaibari Pkg-7 in the State of Assam on HAM mode.

PROJECT LOCATION MAP / INDEX MAP



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 00+020 on NH-8 near Karimganj to design Chainage 14+380 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 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.

4-L of NH 37 from design Ch 0+020 on NH-8 near Karimganj to design Chainage 14+380 near Sutarkandi (Spur Connectivity to Indo/Bangladesh Border) Silchar-Churaibari Pkg-7 in the State of Assam on HAM mode.

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.

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

Procurement of ROW- The existing ROW and the stretches of 14.360 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.	Cutting Tree	Balance	Impacted Length (km)	Remarks
Total Trees	407	66	341	7.0	

c) Encumbrances due to Religious Structure:

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

4-L of NH 37 from design Ch 0+020 on NH-8 near Karimganj to design Chainage 14+380 near Sutarkandi (Spur Connectivity to Indo/Bangladesh Border) Silchar-Churaibari Pkg-7 in the State of Assam on HAM mode.

d) Details of Hidered Land:

DETAILS OF ENCUMBRANCES WITHIN ROW					
Sr. No	Chainage		Side	Total Length (KM)	Description
	From	To			
1	0+250	0+350	BHS	100.00	Brick Industry
2	2+700	2+850	BHS	150.00	Residential Houses
3	3+600	3+700	BHS	100.00	Residential Houses
4	3+900	3+980	BHS	80.00	Assam Type House & Shade
5	4+080	4+180	LHS	100.00	Assam Type House& Temple
6	4+200	4+300	BHS	100.00	Assam Type House
7	4+420	4+550	RHS	130.00	Masjid & Kabristan
8	4+650	4+700	RHS	50.00	Assam Type House
9	5+400	5+450	BHS	50.00	Assam Type House
10	5+450	5+480	BHS	30.00	Assam Type residential houses
11	5+550	5+650	BHS	100.00	Assam Type residential houses
12	6+600	6+650	BHS	50.00	RCC & Assam Type Houses
13	7+200	7+300	BHS	100.00	Assam/RCC Type Houses & Kabristan
14	9+280	9+400	BHS	120.00	Assam Type residential houses
15	10+900	10+950	BHS	50.00	Assam Type residential houses
16	11+250	11+400	BHS	150.00	Assam Type residential houses
17	12+250	12+450	BHS	200.00	Assam Type residential houses
18	12+590	12+620	BHS	30.00	Assam Type residential houses
19	12+700	12+900	BHS	200.00	Assam Type residential houses
20	13+100	13+250	RHS	150.00	Assam Type residential houses
21	13+300	13+600	BHS	300.00	Assam Type residential houses
22	13+650	13+680	LHS	30.00	Assam Type residential houses
23	13+700	13+900	BHS	200.00	Assam Type residential houses
24	13+950	14+050	LHS	100.00	LP AI Boundary wall and Gate
25	14+150	14+200	BHS	50.00	ICP-BSF Gate
26	14+240	14+250	RHS	10.00	ICP-BSF Vehicle Scanning Machine
Total Hindered Length				2730.00	

4-L of NH 37 from design Ch 0+020 on NH-8 near Karimganj to design Chainage 14+380 near Sutarkandi (Spur Connectivity to Indo/Bangladesh Border) Silchar-Churaibari Pkg-7 in the State of Assam on HAM mode.

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-07/490 dated 29.11.2025)

As per Joint Handover Memorandum (Appendix-I) dated 28.02.2025

SUMMARY OF LAND ACQUISITION & CLEARANCES

Sl. No	Total Land Required (in Ha)	Available Land (in Ha)	Remaining Land (In Ha)	% Available Land	Hindrance free length (in Km)	% Available hindrance free length %
1	63.59	56.17	7.42	88.33%	11.510 Km	80.20%

Note: The hindrance free length is calculated based on the right of way required against construction zone. M/s MKC Badarpur Churaibari Kamakhya (Pkg-7) Highways Pvt. Ltd will not claim any damages from the Authority as specified in CI 4.2 of Concession Agreement for the period delay and time extension in accordance with CI 4.1.2 of Concession Agreement.

Authorized Representative:



M/s MKC Badarpur Churaibari Kamakhya (Pkg-7) Highways Pvt. Ltd.

General Manager(P)

Signature
General Manager (P)
NHIDCL PMU-Karimganj
PMU-Karimganj Assam
NHIDCL

Date: 28/02/25

Place: Karimganj

- 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, and admixtures (refer the Concessionaire's Chapter no._10 & Table no 10.3.4)
- d) Existing Road Maintainance:** One time tender flotating decision for maintenance of the existing road is pending by the end of the Authority.

The Concessionaire has submitted its concern regarding the deteriorated condition of the existing road and clarified that it has only a limited scope of work, which includes only pothole repairs. During the meeting held at HQ, NHIDCL, New Delhi under the chairmanship of the MD (NHIDCL), this issue was acknowledged by the Hon'ble MD (NHIDCL), who directed the PMU and RO to float a one-time tender for the maintenance of the existing road.

- e) Non-Permission from PWD Authorities:** - The Concessinaire has submit it concern regaiding the permission for using the PWD rural roads for carrying of forest materials under Bharat Mala Project vide letter no. MKCIL/ASSAM/PKG-07/176 dated 24.04.2025.

It is essential to transport forest materials such as aggregates, soil, sand, and other construction materials from the designated quarry and borrow areas to the project site.

These materials are to be transported through certain PWD rural roads, as these routes form the only available access between the material sources and the construction stretch.

However, the Karimganj PWD Divisional Officer has restricted the movement of construction vehicles carrying these materials through the said rural roads, which has caused a significant hindrance to the ongoing project works and may adversely affect the overall project timeline.

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 Awarded was communicated vide letter No. NHIDCL / Assam / DPR / Silchar-Churaibari /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.

4-L of NH 37 from design Ch 0+020 on NH-8 near Karimganj to design Chainage 14+380 near Sutarkandi (Spur Connectivity to Indo/Bangladesh Border) Silchar-Churaibari Pkg-7 in the State of Assam on HAM mode.

CHAPTER-2

CONTRACT DATA

Sr. No.	Items	Description
1.	Name of Project	4-L of NH 37 from design Ch 0+020 on NH-8 near Karimganj to design Chainage 14+380 near Sutarkandi (Spur Connectivity to Indo/Bangladesh Border) Silchar-Churaibari Pkg-7 in the State of Assam on HAM mode.
2.	Project Length	14.360 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

4-L of NH 37 from design Ch 0+020 on NH-8 near Karimganj to design Chainage 14+380 near Sutarkandi (Spur Connectivity to Indo/Bangladesh Border) Silchar-Churaibari Pkg-7 in the State of Assam on HAM mode.

15.	Project Milestone	
	Milestone- I	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)- (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)
	Milestone- II	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.).
	Milestone- III	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).
	Scheduled Completion Date	730th Day from Appointed Date (i.e., February 27, 2027) The concessionaire shall have completed the Project in accordance with the Concession Agreement.

4-L of NH 37 from design Ch 0+020 on NH-8 near Karimganj to design Chainage 14+380 near Sutarkandi (Spur Connectivity to Indo/Bangladesh Border) Silchar-Churaibari Pkg-7 in the State of Assam on HAM mode.

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) 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
- b) Operation and Maintenance centres**
- c) Way side Amenities/ Service Areas**
- d) Bus Bay and Bus Shelter**
- e) Pedestrian Facilities**
- f) Highway Lighting**
- g) Rainwater Harvesting**
- h) Environmental Management Plan**
- i) Advanced Traffic Management System (ATMS)**
- j) Highway Petrol Unit**
- k) Emergency Medical Services**
- l) Crane Services**

4-L of NH 37 from design Ch 0+020 on NH-8 near Karimganj to design Chainage 14+380 near Sutarkandi (Spur Connectivity to Indo/Bangladesh Border) Silchar-Churaibari Pkg-7 in the State of Assam on HAM mode.

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	Awaited	
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	Submitted	
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	Submitted	MKCIL/ASSAM/PKG-07/139 dt. 07.04.2025
11		Construction Methodology	Submitted	MKCIL/ASSAM/PKG-07/150 dt. 14.04.2025

4-L of NH 37 from design Ch 0+020 on NH-8 near Karimganj to design Chainage 14+380 near Sutarkandi (Spur Connectivity to Indo/Bangladesh Border) Silchar-Churaibari Pkg-7 in the State of Assam on HAM mode.

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

As appended above in executive summary, Serial no. 13.

4-L of NH 37 from design Ch 0+020 on NH-8 near Karimganj to design Chainage 14+380 near Sutarkandi (Spur Connectivity to Indo/Bangladesh Border) Silchar-Churaibari Pkg-7 in the State of Assam on HAM mode.

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

4-L of NH 37 from design Ch 0+020 on NH-8 near Karimganj to design Chainage 14+380 near Sutarkandi (Spur Connectivity to Indo/Bangladesh Border) Silchar-Churaibari Pkg-7 in the State of Assam on HAM mode.

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+020 on NH-8 near Karimganj to design Chainage 14+380 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.	15	
2	TIPPER	Nos.	28	
3	MOBILE CRANE	Nos.	3	
4	SOIL COMPACTOR	Nos.	10	
5	EXCAVATOR	Nos.	07	
6	BACK HOE LOADER	Nos.	04	
7	DIESEL DISPENCER	Nos.	2	
8	TRANSIT MIXER	Nos.	07	
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.	7	
16	TRAILER	Nos.	1	
17	CRUSHER	Nos.	2	
18	WATER TANKER	Nos.	04	
19	LOADER	Nos.	1	
20	BOOM PLACER	Nos	01	

4-L of NH 37 from design Ch 0+020 on NH-8 near Karimganj to design Chainage 14+380 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 November-30, 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+020 on NH-8 near Karimganj to design Chainage 14+380 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+020 on NH-8 near Karimganj to design Chainage 14+380 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

Project Name :-	Four Laning of Karimganj - Sutarkandi section of NH-37 from Design chainage 0.020 (Assam-Agartala Road NH-8 near Kanisail 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 Badarpur 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%	14.00	21.88%	0.99%
	2) Minor Bridge						
	a) Foundation	No.	22.00	2.76%	4.00	18.18%	0.50%

**4-L of NH 37 from design Ch 0+020 on NH-8 near Karimganj to design Chainage 14+380 near Sutarkandi (Spur Connectivity to Indo/Bangladesh Border)
Silchar-Churaibari Pkg-7 in the State of Assam on HAM mode.**

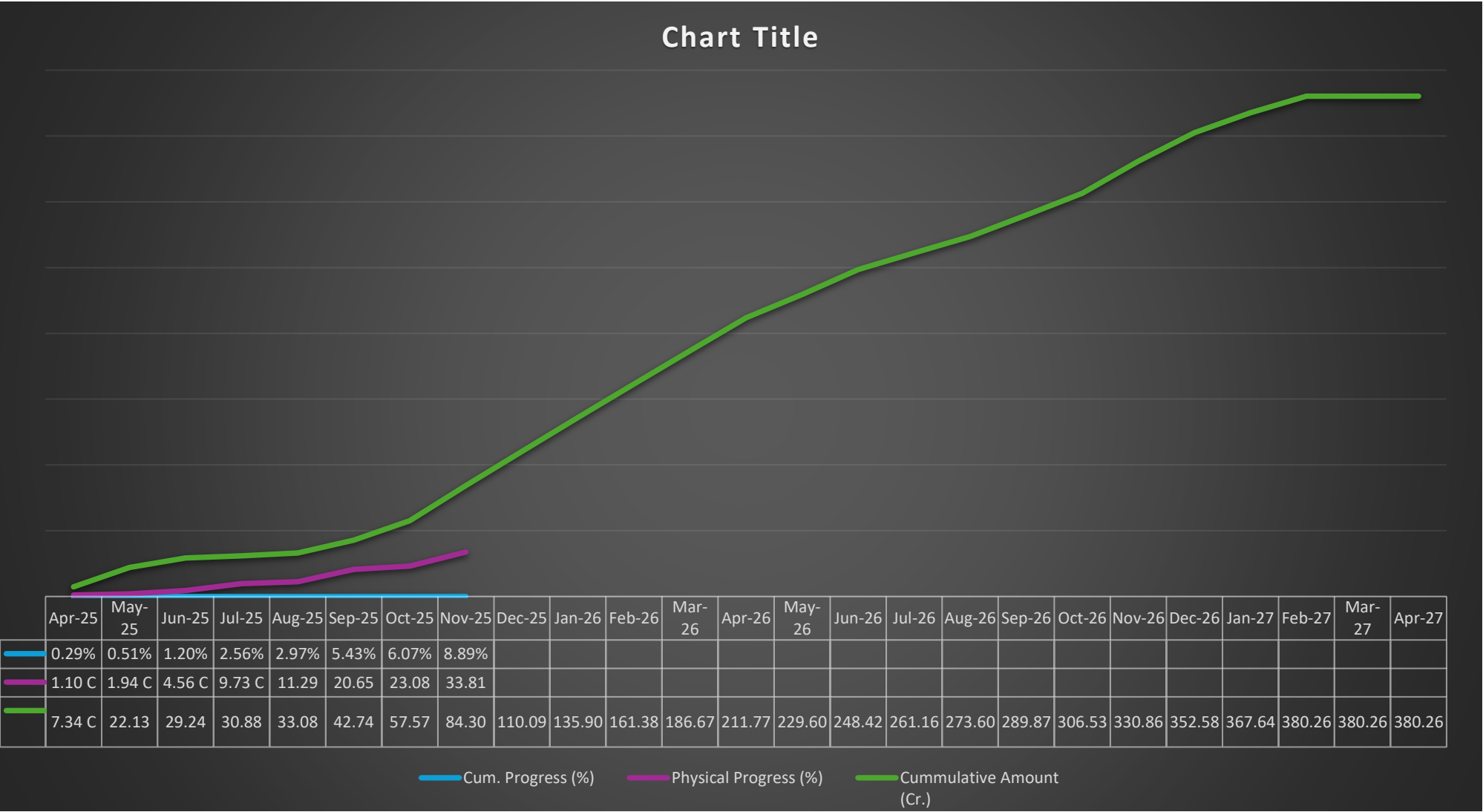
Major Bridge works and ROB/RUB	b) Sub-Structure	No.	22.00	1.27%	2.00	9.09%	0.12%
	c) Super-Structure (including Crash Barrier etc. Complete) If pre-cast girders/ segments are used, 40% of the weightage of the stage in percentage to the bid project cost is assigned to the casting of such precast girders/ 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%	18.00	47.37%	2.51%
	ii) Sub-Structure	No.	38.00	3.61%	14.00	36.84%	1.33%
	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%	10.00	31.25%	0.66%
	C- New Major Bridges						
	(1) Foundation						
	(b) Pile Foundation / Well Foundation	No.	24.00	5.91%	4.00	16.67%	0.98%
	(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%			

**4-L of NH 37 from design Ch 0+020 on NH-8 near Karimganj to design Chainage 14+380 near Sutarkandi (Spur Connectivity to Indo/Bangladesh Border)
Silchar-Churaibari Pkg-7 in the State of Assam on HAM mode.**

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%	4,000.00	16.01%	0.01%
	ii) Re Block Erection (95%)	Sq.m	24,984.00	0.63%			
Electrical and Public Health Utilities	UTILITY SHIFTING						
	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	L-Km	4.164	1.78%			
	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%	1.75	12.67%	1.39%
	x) Miscellaneous						
	(a) Street Lightning	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%			8.89%

4-L of NH 37 from design Ch 0+020 on NH-8 near Karimganj to design Chainage 14+380 near Sutarkandi (Spur Connectivity to Indo/Bangladesh Border)
Silchar-Churaibari Pkg-7 in the State of Assam on HAM mode.

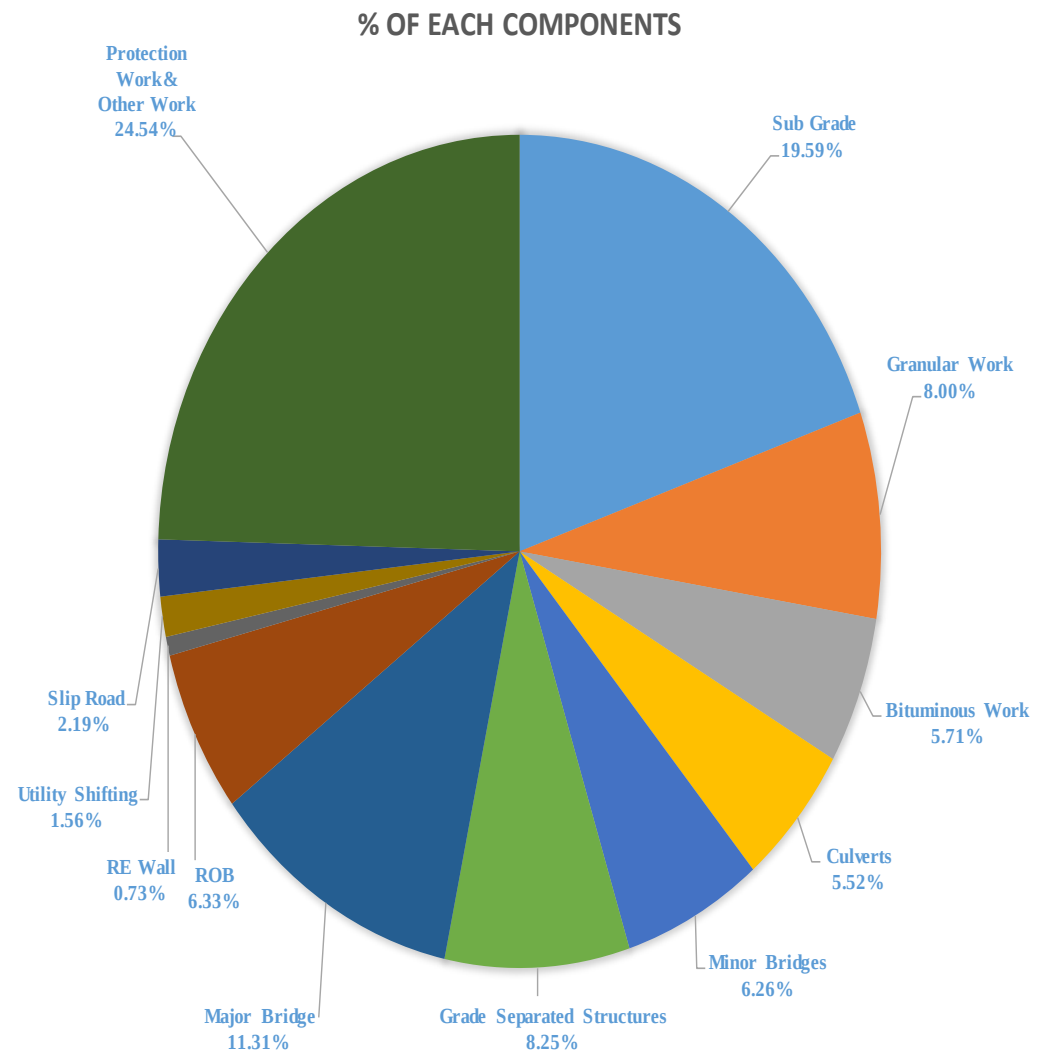
9.2 S Curve



**4-L of NH 37 from design Ch 0+020 on NH-8 near Karimganj to design Chainage 14+380 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+020 on NH-8 near Karimganj to design Chainage 14+380 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	BC	Chainage	RHS	BC	Chainage	LHS	BC	Chainage	RHS	BC
	DBM			DBM			DBM			DBM
	R-WMM			R-WMM			R-WMM			R-WMM
	R-GSB			R-GSB			R-GSB			R-GSB
	Sub-Grade			Sub-Grade			Sub-Grade			Sub-Grade
	Embankment			Embankment			Embankment			Embankment
	C&G			C&G			C&G			C&G
		0+020			0+020			1+030		
		0+030			0+030			1+040		
		0+040			0+040			1+050		
		0+050			0+050			1+060		
		0+060			0+060			1+070		
		0+070			0+070			1+080		
		0+080			0+080			1+090		
		0+090			0+090			1+100		
		0+100			0+100			1+110		
		0+110			0+110			1+120		
		0+120			0+120			1+130		
		0+130			0+130			1+140		
		0+140			0+140			1+150		
		0+150			0+150			1+160		
		0+160			0+160			1+170		
		0+170			0+170			1+180		
		0+180			0+180			1+190		
		0+190			0+190			1+200		
		0+200			0+200			1+210		
		0+210			0+210			1+220		
		0+220			0+220			1+230		
		0+230			0+230			1+240		
		0+240			0+240			1+250		
		0+250			0+250			1+260		
		0+260			0+260			1+270		
		0+270			0+270			1+280		
		0+280			0+280			1+290		
		0+290			0+290			1+300		
		0+300			0+300			1+310		
		0+310			0+310			1+320		
		0+320			0+320			1+330		
		0+330			0+330			1+340		
		0+340			0+340			1+350		
		0+350			0+350			1+360		
		0+360			0+360			1+370		
		0+370			0+370			1+380		
		0+380			0+380			1+390		
		0+390			0+390			1+400		
		0+400			0+400			1+410		
		0+410			0+410			1+420		
		0+420			0+420			1+430		
		0+430			0+430			1+440		
		0+440			0+440			1+450		
		0+450			0+450			1+460		
		0+460			0+460			1+470		
		0+470			0+470			1+480		
		0+480			0+480			1+490		
		0+490			0+490			1+500		
		0+500			0+500			1+510		
		0+510			0+510			1+520		
		0+520			0+520			1+530		
		0+530			0+530			1+540		
		0+540			0+540			1+550		
		0+550			0+550			1+560		
		0+560			0+560			1+570		
		0+570			0+570			1+580		
		0+580			0+580			1+590		
		0+590			0+590			1+600		
		0+600			0+600			1+610		
		0+610			0+610			1+620		
		0+620			0+620			1+630		
		0+630			0+630			1+640		
		0+640			0+640			1+650		
		0+650			0+650			1+660		
		0+660			0+660			1+670		
		0+670			0+670			1+680		
		0+680			0+680			1+690		
		0+690			0+690			1+700		
		0+700			0+700			1+710		
		0+710			0+710			1+720		
		0+720			0+720			1+730		
		0+730			0+730			1+740		
		0+740			0+740			1+750		
		0+750			0+750			1+760		
		0+760			0+760			1+770		
		0+770			0+770			1+780		
		0+780			0+780			1+790		
		0+790			0+790			1+800		
		0+800			0+800			1+810		
		0+810			0+810			1+820		
		0+820			0+820			1+830		
		0+830			0+830			1+840		
		0+840			0+840			1+850		
		0+850			0+850			1+860		
		0+860			0+860			1+870		
		0+870			0+870			1+880		
		0+880			0+880			1+890		
		0+890			0+890			1+900		
		0+900			0+900			1+910		
		0+910			0+910			1+920		
		0+920			0+920			1+930		
		0+930			0+930			1+940		
		0+940			0+940			1+950		
		0+950			0+950			1+960		
		0+960			0+960			1+970		
		0+970			0+970			1+980		
		0+980			0+980			1+990		
		0+990			0+990			2+000		
		1+000			1+000			2+010		
		1+010			1+010			2+020		

**4-L of NH 37 from design Ch 0+020 on NH-8 near Karimganj to design Chainage 14+380 near Sutarkandi (Spur Connectivity to Indo/Bangladesh Border)
Silchar-Churaibari Pkg-7 in the State of Assam on HAM mode.**

[illegible]

RHS		Chainage		LHS	
BC	C&G	3+030		Embarkment	C&G
DBM		3+040		R-WSB	
R-WMM		3+050		R-WSB	
R-WSB		3+060		Sub-Grade	
Embarkment		3+070		Embarkment	
		3+080			
		3+090			
		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			
		3+340			
		3+350			
		3+360			
		3+370			
		3+380			
		3+390			
		3+400			
		3+410			
		3+420			
		3+430			
		3+440			
		3+450			
		3+460			
		3+470			
		3+480			
		3+490			
		3+500			
		3+510			
		3+520			
		3+530			
		3+540			
		3+550			
		3+560			
		3+570			
		3+580			
		3+590			
		3+600			
		3+610			
		3+620			
		3+630			
		3+640			
		3+650			
		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			
		3+790			
		3+800			
		3+810			
		3+820			
		3+830			
		3+840			
		3+850			
		3+860			
		3+870			
		3+880			
		3+890			
		3+900			
		3+910			
		3+920			
		3+930			
		3+940			
		3+950			

RHS		Chainage		LHS	
BC		4+090		BC	
DBM		4+040		DBM	
R-WMM		4+050		R-WMM	
R-GSB		4+060		R-GSB	
Sub-Grade		4+070		Sub-Grade	
Embankment		4+080		Embankment	
C&G		4+090		C&G	
		4+100			
		4+110			
		4+120			
		4+130			
		4+140			
		4+150			
		4+160			
		4+170			
		4+180			
		4+190			
		4+200			
		4+210			
		4+220			
		4+230			
		4+240			
		4+250			
		4+260			
		4+270			
		4+280			
		4+290			
		4+300			
		4+310			
		4+320			
		4+330			
		4+340			
		4+350			
		4+360			
		4+370			
		4+380			
		4+390			
		4+400			
		4+410			
		4+420			
		4+430			
		4+440			
		4+450			
		4+460			
		4+470			
		4+480			
		4+490			
		4+500			
		4+510			
		4+520			
		4+530			
		4+540			
		4+550			
		4+560			
		4+570			
		4+580			
		4+590			
		4+600			
		4+610			
		4+620			
		4+630			
		4+640			
		4+650			
		4+660			
		4+670			
		4+680			
		4+690			
		4+700			
		4+710			
		4+720			
		4+730			
		4+740			
		4+750			
		4+760			
		4+770			
		4+780			
		4+790			
		4+800			
		4+810			
		4+820			
		4+830			
		4+840			
		4+850			
		4+860			
		4+870			
		4+880			
		4+890			
		4+900			
		4+910			
		4+920			
		4+930			
		4+940			
		4+950			

**4-L of NH 37 from design Ch 0+020 on NH-8 near Karimganj to design Chainage 14+380 near Sutarkandi (Spur Connectivity to Indo/Bangladesh Border)
Silchar-Churaibari Pkg-7 in the State of Assam on HAM mode.**

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

LHS	BC	Chainage	RHS	BC	Chainage	LHS	BC
	DBM			DBM			DBM
	R-WMM			R-WMM			R-WMM
	R-GSB			R-GSB			R-GSB
	Sub-Grade			Sub-Grade			Sub-Grade
	Embankment			Embankment			Embankment
	C&G			C&G			C&G
		6+030			6+030		
		6+040			6+040		
		6+050			6+050		
		6+060			6+060		
		6+070			6+070		
		6+080			6+080		
		6+090			6+090		
		6+100			6+100		
		6+110			6+110		
		6+120			6+120		
		6+130			6+130		
		6+140			6+140		
		6+150			6+150		
		6+160			6+160		
		6+170			6+170		
		6+180			6+180		
		6+190			6+190		
		6+200			6+200		
		6+210			6+210		
		6+220			6+220		
		6+230			6+230		
		6+240			6+240		
		6+250			6+250		
		6+260			6+260		
		6+270			6+270		
		6+280			6+280		
		6+290			6+290		
		6+300			6+300		
		6+310			6+310		
		6+320			6+320		
		6+330			6+330		
		6+340			6+340		
		6+350			6+350		
		6+360			6+360		
		6+370			6+370		
		6+380			6+380		
		6+390			6+390		
		6+400			6+400		
		6+410			6+410		
		6+420			6+420		
		6+430			6+430		
		6+440			6+440		
		6+450			6+450		
		6+460			6+460		
		6+470			6+470		
		6+480			6+480		
		6+490			6+490		
		6+500			6+500		
		6+510			6+510		
		6+520			6+520		
		6+530			6+530		
		6+540			6+540		
		6+550			6+550		
		6+560			6+560		
		6+570			6+570		
		6+580			6+580		
		6+590			6+590		
		6+600			6+600		
		6+610			6+610		
		6+620			6+620		
		6+630			6+630		
		6+640			6+640		
		6+650			6+650		
		6+660			6+660		
		6+670			6+670		
		6+680			6+680		
		6+690			6+690		
		6+700			6+700		
		6+710			6+710		
		6+720			6+720		
		6+730			6+730		
		6+740			6+740		
		6+750			6+750		
		6+760			6+760		
		6+770			6+770		
		6+780			6+780		
		6+790			6+790		
		6+800			6+800		
		6+810			6+810		
		6+820			6+820		
		6+830			6+830		
		6+840			6+840		
		6+850			6+850		
		6+860			6+860		
		6+870			6+870		
		6+880			6+880		
		6+890			6+890		
		6+900			6+900		
		6+910			6+910		
		6+920			6+920		
		6+930			6+930		
		6+940			6+940		
		6+950			6+950		
		6+960			6+960		
		6+970			6+970		
		6+980			6+980		
		6+990			6+990		
		7+000			7+000		
		7+010			7+010		
		7+020			7+020		

**4-L of NH 37 from design Ch 0+020 on NH-8 near Karimganj to design Chainage 14+380 near Sutarkandi (Spur Connectivity to Indo/Bangladesh Border)
Silchar-Churaibari Pkg-7 in the State of Assam on HAM mode.**

RHS	Chainage	BC	DBM	R-WMM	R-GSB	Sub-Grade	Embankment	C&G
		7+030						
		7+040						
		7+050						
		7+060						
		7+070						
LHS	Chainage	7+080						
		7+090						
		7+100						
		7+110						
		7+120						
		7+130						
RHS	Chainage	7+140						
		7+150						
		7+160						
		7+170						
		7+180						
		7+190						
LHS	Chainage	7+200						
		7+210						
		7+220						
		7+230						
		7+240						
		7+250						
RHS	Chainage	7+260						
		7+270						
		7+280						
		7+290						
		7+300						
		7+310						
LHS	Chainage	7+320						
		7+330						
		7+340						
		7+350						
		7+360						
		7+370						
RHS	Chainage	7+380						
		7+390						
		7+400						
		7+410						
		7+420						
		7+430						
LHS	Chainage	7+440						
		7+450						
		7+460						
		7+470						
		7+480						
		7+490						
RHS	Chainage	7+500						
		7+510						
		7+520						
		7+530						
		7+540						
		7+550						
LHS	Chainage	7+560						
		7+570						
		7+580						
		7+590						
		7+600						
		7+610						
RHS	Chainage	7+620						
		7+630						
		7+640						
		7+650						
		7+660						
		7+670						
LHS	Chainage	7+680						
		7+690						
		7+700						
		7+710						
		7+720						
		7+730						
RHS	Chainage	7+740						
		7+750						
		7+760						
		7+770						
		7+780						
		7+790						
LHS	Chainage	7+800						
		7+810						
		7+820						
		7+830						
		7+840						
		7+850						
RHS	Chainage	7+860						
		7+870						
		7+880						
		7+890						
		7+900						
		7+910						
LHS	Chainage	7+920						
		7+930						
		7+940						
		7+950						
		7+960						
		7+970						
RHS	Chainage	7+980						
		7+990						
		8+000						
		8+010						
		8+020						
		8+030						

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

RHS	Chainage	BC																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																
-----	----------	----	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

**4-L of NH 37 from design Ch 0+020 on NH-8 near Karimganj to design Chainage 14+380 near Sutarkandi (Spur Connectivity to Indo/Bangladesh Border)
Silchar-Churaibari Pkg-7 in the State of Assam on HAM mode.**

LHS	BC	Chainage	RHS	BC	Chainage	LHS	BC
	DBM			DBM			DBM
	R-WMM			R-WMM			R-WMM
	R-GSB			R-GSB			R-GSB
	Sub-Grade			Sub-Grade			Sub-Grade
	Embankment			Embankment			Embankment
	C&G			C&G			C&G
		10+030			10+030		
		10+040			10+040		
		10+050			10+050		
		10+060			10+060		
		10+070			10+070		
		10+080			10+080		
		10+090			10+090		
		10+100			10+100		
		10+110			10+110		
		10+120			10+120		
		10+130			10+130		
		10+140			10+140		
		10+150			10+150		
		10+160			10+160		
		10+170			10+170		
		10+180			10+180		
		10+190			10+190		
		10+200			10+200		
		10+210			10+210		
		10+220			10+220		
		10+230			10+230		
		10+240			10+240		
		10+250			10+250		
		10+260			10+260		
		10+270			10+270		
		10+280			10+280		
		10+290			10+290		
		10+300			10+300		
		10+310			10+310		
		10+320			10+320		
		10+330			10+330		
		10+340			10+340		
		10+350			10+350		
		10+360			10+360		
		10+370			10+370		
		10+380			10+380		
		10+390			10+390		
		10+400			10+400		
		10+410			10+410		
		10+420			10+420		
		10+430			10+430		
		10+440			10+440		
		10+450			10+450		
		10+460			10+460		
		10+470			10+470		
		10+480			10+480		
		10+490			10+490		
		10+500			10+500		
		10+510			10+510		
		10+520			10+520		
		10+530			10+530		
		10+540			10+540		
		10+550			10+550		
		10+560			10+560		
		10+570			10+570		
		10+580			10+580		
		10+590			10+590		
		10+600			10+600		
		10+610			10+610		
		10+620			10+620		
		10+630			10+630		
		10+640			10+640		
		10+650			10+650		
		10+660			10+660		
		10+670			10+670		
		10+680			10+680		
		10+690			10+690		
		10+700			10+700		
		10+710			10+710		
		10+720			10+720		
		10+730			10+730		
		10+740			10+740		
		10+750			10+750		
		10+760			10+760		
		10+770			10+770		
		10+780			10+780		
		10+790			10+790		
		10+800			10+800		
		10+810			10+810		
		10+820			10+820		
		10+830			10+830		
		10+840			10+840		
		10+850			10+850		
		10+860			10+860		
		10+870			10+870		
		10+880			10+880		
		10+890			10+890		
		10+900			10+900		
		10+910			10+910		
		10+920			10+920		
		10+930			10+930		
		10+940			10+940		
		10+950			10+950		
		10+960			10+960		
		10+970			10+970		
		10+980			10+980		
		10+990			10+990		
		11+000			11+000		
		11+010			11+010		
		11+020			11+020		

LHS	BC	Chainage	RHS	BC	Chainage	LHS	BC
	DBM			DBM			DBM
	R-WMM			R-WMM			R-WMM
	R-GSB			R-GSB			R-GSB
	Sub-Grade			Sub-Grade			Sub-Grade
	Embankment			Embankment			Embankment
	C&G			C&G			C&G
		11+030			11+030		
		11+040			11+040		
		11+050			11+050		
		11+060			11+060		
		11+070			11+070		
		11+080			11+080		
		11+090			11+090		
		11+100			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			12+020		

4-L of NH 37 from design Ch 0+020 on NH-8 near Karimganj to design Chainage 14+380 near Sutarkandi (Spur Connectivity to Indo/Bangladesh Border)
Silchar-Churaibari Pkg-7 in the State of Assam on HAM mode.

RHS	LHS					
	BC	DBM	R-WMM	R-GSB	Sub-Grade	Embankment
	C&G	Chainage				
	Embankment	C&G	Sub-Grade	R-GSB	R-WMM	DBM
	Sub-Grade	Embankment	Sub-Grade	R-GSB	R-WMM	DBM
	BC	BC	BC	BC	BC	BC
		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				
		13+010				
		13+020				

RHS	LHS					
	BC	DBM	R-WMM	R-GSB	Sub-Grade	Embankment
	C&G	Chainage				
	Embankment	C&G	Sub-Grade	R-GSB	R-WMM	DBM
	Sub-Grade	Embankment	Sub-Grade	R-GSB	R-WMM	DBM
	BC	BC	BC	BC	BC	BC
		13+030				
		13+040				
		13+050				
		13+060				
		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				
		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				
		13+530				
		13+540				
		13+550				
		13+560				
		13+570				
		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				
		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	LHS					
	BC	DBM	R-WMM	R-GSB	Sub-Grade	Embankment
	C&G	Chainage				
	Embankment	C&G	Sub-Grade	R-GSB	R-WMM	DBM
	Sub-Grade	Embankment	Sub-Grade	R-GSB	R-WMM	DBM
	BC	BC	BC	BC	BC	BC
		14+030				
		14+040				
		14+050				
		14+060				
		14+070				
		14+080				
		14+090				
		14+100				
		14+110				
		14+120				
		14+130				
		14+140				
		14+150				
		14+160				
		14+170				
		14+180				
		14+190				
		14+200				
		14+210				
		14+220				
		14+230				
		14+240				
		14+250				

4-L of NH 37 from design Ch 0+020 on NH-8 near Karimganj to design Chainage 14+380 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: -

SN	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	Raft	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+020 on NH-8 near Karimganj to design Chainage 14+380 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 SVUP Culvert:

SN	LHS											SVUP 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
1												A1	03+728	A1										
												A2		A2										

9.5.3 Status of Minor Bridge: -

O	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+213	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													

4-L of NH 37 from design Ch 0+020 on NH-8 near Karimganj to design Chainage 14+380 near Sutarkandi (Spur Connectivity to Indo/Bangladesh Border) Silchar-Churaibari Pkg-7 in the State of Assam on HAM mode.

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	00+526	02+880	05+322	Layout & Excavation	Abutment Pile	Abutment Pile Cap	Abutment Shaft	Abutment Cap	Dirt Wall	RCC Girder	Desk Slab	Approach Slab	Crash Barrier	Miscellaneous Item
1											0					A1	P1	P2	A2	A1	P1	P2	A2			
2												A1	P1	P2	A2	A1	P1	P2	A2							
3												A1	P1	P2	A2	A1	P1	P2	A2							

9.5.4 Status of ROB:-

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 Pile Cap	Abutment Shaft	Abutment Cap	Dirt Wall	RCC Girder	Desk Slab	Approach Slab	Crash Barrier	Miscellaneous Item	
1												A1	04+624	A1										
												A2		A2										

4-L of NH 37 from design Ch 0+020 on NH-8 near Karimganj to design Chainage 14+380 near Sutarkandi (Spur Connectivity to Indo/Bangladesh Border) Silchar-Churaibari Pkg-7 in the State of Assam on HAM mode.

9.5.5 Status of Underpass:-

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 Aggregates

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.

4-L of NH 37 from design Ch 0+020 on NH-8 near Karimganj to design Chainage 14+380 near Sutarkandi (Spur Connectivity to Indo/Bangladesh Border) Silchar-Churaibari Pkg-7 in the State of Assam on HAM mode.

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		
6.	Shyam Metalics & Energy Limited	MKCIL/ASSAM/PKG-07/132 Dt. 04.04.2025	Approved	TASPL-MAV/NH-37/MKCIL/2025/MAY/08
7.	STP Pvt Limited	MKCIL/ASSAM/PKG-07/491		
8.	TP	MKCIL/ASSAM/PKG-07/492		
9.	CAC Pvt Limited	MKCIL/ASSAM/PKG-07/489		

4-L of NH 37 from design Ch 0+020 on NH-8 near Karimganj to design Chainage 14+380 near Sutarkandi (Spur Connectivity to Indo/Bangladesh Border) Silchar-Churaibari Pkg-7 in the State of Assam on HAM mode.

Other				
Sr. No.	Brand Name	Letter No.	Status	IE Letter No.
1.	Titan Technovators.	MKCIL/ASSAM/PKG-07/264 dt. 04.07.2025	Approved	TASPL-MAV/NH-37/MKCIL/2025/MAY/39
2.	Abhuva innovation	MKCIL/ASSAM/PKG-07/265 dt. 04.07.2025	Approved	TASPL-MAV/NH-37/MKCIL/2025/MAY/40
3.	Elegant steel	MKCIL/ASSAM/PKG-07/167 Dt 19.04.2025	Approved	TASPL-MAV/NH-37/MKCIL/2025/MAY/28

4-L of NH 37 from design Ch 0+020 on NH-8 near Karimganj to design Chainage 14+380 near Sutarkandi (Spur Connectivity to Indo/Bangladesh Border) Silchar-Churaibari Pkg-7 in the State of Assam on HAM mode.

10.3.5 Monthly Laboratory Report

																	
Name of the project		: Four Laning of Silchar- Churaibari Section of NH-37 (Super Connectivity to Indo/Bangladesh Border) From Design Chainage 0+020 to km. 14+380 in the state of Assam (Package-07)															
Client		: National Highways & Infrastructure Development Corporation Limited															
Authority Engineer		: Technocrats Advisory Services Pvt. Ltd in association with MAV Associates LLP															
Contractor		: MKC Infrastructure Limited															
Concessionaire		: MKC Badarpur Churaibari Kamakhya (PKG-07) Highways Private Limited															
Section(km)		: Km. 0+020 to 14+380															
Summary of Quality Control Test For The Month of NOV-2025																	
Sr.No.	Name of test	Reference as per IS/ MoRT&H	Frequency of Tests	Total Tests Conducted upto Previous Month			No. of Tests Conducted during this Month			No. of Tests Conducted upto this Month			No. of Tests Cecked 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	33	33	0	0	0	0	33	33	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	10	10	0	333	320	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	10	10	0	46	46	0	0	0	0	0.00	
2.2	Grain size analysis (GSA)	IS: 2720 (P-4)	2 Test's / 3000 Cum.	36	36	0	10	10	0	46	46	0	0	0	0	0.00	
2.3	Liquid limits (LL)	IS: 2720 (P-5)	2 Test's / 3000 Cum.	36	36	0	10	10	0	46	46	0	0	0	0	0.00	
2.4	Plasticity Index (PI)	IS: 2720 (P-5)	2 Test's / 3000 Cum.	36	36	0	10	10	0	46	46	0	0	0	0	0.00	
2.5	Proctor test (MDD & OMC)	IS: 2720 (P-8)	2 Test's / 3000 Cum.	36	36	0	10	10	0	46	46	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	5	5	0	23	23	0	0	0	0	0.00	
2.7	Field Compaction Test (Emh)	IS: 2720 (P-28)	1 Set / 3000 Sqm. (1Set = 10 Pit's)	297	275	22	100	100	0	397	375	22	0	0	0	0.00	
2.8	Field Compaction Test (Subgrade)	IS: 2720 (P-28)	1 Set / 2000 Sqm. (1Set = 10 Pit's)	10	10	0	4	4	0	14	14	0	1	1	0	25.00	
(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	129	112	17	30	30	0	159	142	17	7	7	0	23.33	
4.2	Flakiness Index (FI)	IS: 2386 (P-1)	1 Test for source / Weekly	26	22	4	4	4	0	30	26	4	1	1	0	25.00	
4.3	Aggregate Impact Value (A.I.V)	IS: 2386 (P-4)	1 Test for source / Weekly	26	22	4	4	4	0	30	26	4	1	1	0	25.00	
4.4	Specific Gravity	IS: 2386 (P-3)	1 Test / Source	3	3	0	1	1	0	4	4	0	0	0	0	0.00	
4.5	Water Absorption	IS: 2386 (P-3)	1 Test / Source	3	3	0	1	1	0	4	4	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	161	131	0	30	30	0	191	161	0	5	5	0	16.67	
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	107	107	0	30	30	0	137	137	0	8	8	0	26.67	
5.2	Specific Gravity	IS: 2386 (P-3)	1 Test / Source	3	3	0	1	1	0	4	4	0	0	0	0	0.00	
5.3	Water Absorption	IS: 2720 (P-3)	1 Test / Source	3	3	0	1	1	0	4	4	0	0	0	0	0.00	
5.4	Silt Content	IS: 383	1 Test / Weekly	26	26	0	4	4	0	30	30	0	1	1	0	25.00	
5.5	Moisture correction	IS: 2386 (P-3)	1 Test / Every day's work	101	101	0	30	30	0	131	131	0	6	6	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	34	34	0	20	20	0	54	54	0	5	5	0	25.00	
6.2	for 28 days	IS: 516	As per Frequency MoRT&H Table 1700-09	46	46	0	27	27	0	73	73	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	2	2	0	2	2	0	0	0	0	0.00	
6.4	for 28 days	IS: 516	As per Frequency MoRT&H Table 1700-09	0	0	0	8	8	0	8	8	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	1	1	0	1	1	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	15	15	0	27	27	0	42	42	0	0	0	0	0.00	
6.12	for 28 days	IS: 516	As per Frequency MoRT&H Table 1700-09	8	8	0	54	54	0	62	62	0	0	0	0	0.00	
▲ Grade of Concrete : M-30 RCC																	
6.13	for 7 days	IS: 516	As per Frequency MoRT&H Table 1700-09	92	92	0	30	30	0	122	122	0	4	4	0	13.33	
6.14	for 28 days	IS: 516	As per Frequency MoRT&H Table 1700-09	149	149	0	83	83	0	232	232	0	10	10	0	12.05	

4-L of NH 37 from design Ch 0+020 on NH-8 near Karimganj to design Chainage 14+380 near Sutarkandi (Spur Connectivity to Indo/Bangladesh Border) Silchar-Churaibari Pkg-7 in the State of Assam on HAM mode.

♣ Grade of Concrete : M-35 RCC																	
6.15	for 7 days	IS: 516	As per Frequency MoRT&H Table 1700-09	16	16	0	6	6	0	22	22	0	0	0	0	0.00	
6.16	for 28 days	IS: 516	As per Frequency MoRT&H Table 1700-09	80	80	0	22	22	0	102	102	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	6	6	0	6	6	0	0	0	0	0.00	
6.18	for 28 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	
♣ Grade of Concrete : M-35 RE BLOCK																	
6.19	for 7 days	IS: 516	As per Frequency MoRT&H Table 1700-09	5	5	0	16	16	0	21	21	0	2	2	0	12.50	
6.2	for 28 days	IS: 516	As per Frequency MoRT&H Table 1700-09	0	0	0	18	18	0	18	18	0	2	2	0	11.11	
♣ Grade of Concrete : M-40 RCC																	
6.21	for 7 days	IS: 516	As per Frequency MoRT&H Table 1700-09	4	4	0	0	0	0	4	4	0	0	0	0	0.00	
6.22	for 28 days	IS: 516	As per Frequency MoRT&H Table 1700-09	9	9	0	4	4	0	13	13	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	9	9	0	4	4	0	13	13	0	1	1	0	25.00	
7.2	Normal Consistency	IS: 4031 (P-4)	1 Test Every Batch of Cement	9	9	0	4	4	0	13	13	0	1	1	0	25.00	
7.3	Initial Setting Time	IS: 4031 (P-5)	1 Test Every Batch of Cement	9	9	0	4	4	0	13	13	0	1	1	0	25.00	
7.4	Final Setting time	IS: 4031 (P-5)	1 Test Every Batch of Cement	9	9	0	4	4	0	13	13	0	1	1	0	25.00	
7.5	Compressive Strength (03 Days)	IS: 516	1 Test Every Batch of Cement	9	9	0	6	6	0	15	15	0	0	0	0	0.00	
7.6	Compressive Strength (07 Days)	IS: 516	1 Test Every Batch of Cement	8	8	0	6	6	0	14	14	0	1	1	0	16.67	
7.7	Compressive Strength (28 Days)	IS: 516	1 Test Every Batch of Cement	7	7	0	3	3	0	10	10	0	0	0	0	0.00	
7.8	Soundness	IS: 4031 (P-3)	1 Test Every Batch of Cement	0	0	0	1	1	0	1	1	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	
(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 & en)	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	

4-L of NH 37 from design Ch 0+020 on NH-8 near Karimganj to design Chainage 14+380 near Sutarkandi (Spur Connectivity to Indo/Bangladesh Border) Silchar-Churaibari Pkg-7 in the State of Assam on HAM mode.

(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	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	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	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	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	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	0.00
12.7	Soundness	IS: 2386 (P-3)	As Required	0	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	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	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	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	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	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	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	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	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	0.00
13.9	Density of compacted layer	MoRt&H Sec.900	1 Test / 700 Sq.m	0	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	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	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	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	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	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	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	0.00
14.3	Marshall Test (In Sets)	ASTM-D :1559	1 Tot/ 400 Tonnes	0	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	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	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	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	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	0.00
14.9	Density of Compacted Layer	MoRt&H Sec.900	1 test / 700 Sq.m	0	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	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	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	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	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	0.00
(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	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	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	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	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	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	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	0
15.8	Solubility Test	IS: 1216	As Required	0	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	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	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	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	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	0
17.2	Water Content	IS: 8887:2004	As Required	0	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	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	0
18.2	Water Content	IS: 8887:2004	As Required	0	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	0.00
(XVIII). Lean Concrete (DLC)		MoRt&H-600															
13.1	Gradation	Table 600-1	1 test / day	0	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	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	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	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	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	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	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	0.00
(XIX). Pavement Quality Concrete (PQC)		MoRt&H-600															
14.1	Gradation	Table 600-1	1 Test / Day	0	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	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	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	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	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	0.00
14.7	Compressive Strength (28 day's)	IS: 516		0	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 (Min. 6 Beam's)	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
14.9	Flexural Strength (28 day's)	IS: 516		0	0	0	0	0	0	0	0	0	0	0	0	0	0.00

4-L of NH 37 from design Ch 0+020 on NH-8 near Karimganj to design Chainage 14+380 near Sutarkandi (Spur Connectivity to Indo/Bangladesh Border) Silchar-Churaibari Pkg-7 in the State of Assam on HAM mode.

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	Fl & El	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	Fineness Modulus	IS: 383	1 Test / Source	2	2	0	0	0	0	2	2	0	0	0	0	0.00
(XXII). TMT Bar's (Steel)																
20.1	Physical properties	IS: 1786	< 10mm - 1 sample/25 MT, 10-16mm-1 sample/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	1	1	0	1	1	0	2	2	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

4-L of NH 37 from design Ch 0+020 on NH-8 near Karimganj to design Chainage 14+380 near Sutarkandi (Spur Connectivity to Indo/Bangladesh Border) Silchar-Churaibari Pkg-7 in the State of Assam on HAM mode.

10.3.6 Lab Equipment List

LAB EQUIPMENT FOR PKG-07			
SINO.	Description of Goods		Quantity
1	COARSE SIEVES	45 CM DIA-G.I-75.0 MM	2.0 Nos
2	COARSE SIEVES	45 CM DIA-G.I-63.0 MM	2.0 Nos
3	COARSE SIEVES	45 CM DIA-G.I-53.0 MM	2.0 Nos
4	COARSE SIEVES	45 CM DIA-G.I-50.0 MM	2.0 Nos
5	COARSE SIEVES	45 CM DIA-G.I-45.0 MM	2.0 Nos
6	COARSE SIEVES	45 CM DIA-G.I-40.0 MM	2.0 Nos
7	COARSE SIEVES	45 CM DIA-G.I-37.5 MM	2.0 Nos
8	COARSE SIEVES	45 CM DIA-G.I-31.5 MM	2.0 Nos
9	COARSE SIEVES	45 CM DIA-G.I-25.0 MM	2.0 Nos
10	COARSE SIEVES	45 CM DIA-G.I-26.5 MM	2.0 Nos
11	COARSE SIEVES	45 CM DIA-G.I-22.4 MM	2.0 Nos
12	COARSE SIEVES	45 CM DIA-G.I-20.0 MM	2.0 Nos
13	COARSE SIEVES	45 CM DIA-G.I-19.0 MM	2.0 Nos
14	COARSE SIEVES	45 CM DIA-G.I-16.0 MM	2.0 Nos
15	COARSE SIEVES	45 CM DIA-G.I-14.0 MM	2.0 Nos
16	COARSE SIEVES	45 CM DIA-G.I-13.20 MM	2.0 Nos
17	COARSE SIEVES	45 CM DIA-G.I-12.50 MM	2.0 Nos
18	COARSE SIEVES	45 CM DIA-G.I-11.20 MM	2.0 Nos
19	COARSE SIEVES	45 CM DIA-G.I-10.00 MM	2.0 Nos
20	COARSE SIEVES	45 CM DIA-G.I-9.5 MM	2.0 Nos
21	COARSE SIEVES	45 CM DIA-G.I-6.7 MM	2.0 Nos
22	COARSE SIEVES	45 CM DIA-G.I-6.3 MM	2.0 Nos
23	COARSE SIEVES	45 CM DIA-G.I-5.6 MM	2.0 Nos
24	COARSE SIEVES	45 CM DIA-G.I-4.75 MM	2.0 Nos
25	COARSE SIEVES	45 CM DIA-G.I-2.8 MM	2.0 Nos
26	COARSE SIEVES	45 CM DIA-G.I-2.36 MM	2.0 Nos
27	COARSE SIEVES	45 CM DIA-G.I-1.18 MM	2.0 Nos
28	Lid & Pan	45 CM DIA-G.I-Frame-450 MM	2.0 Nos
29	FINE SIEVES	20 CM DIA-BRASS-10 MM	2.0 Nos
30	FINE SIEVES	20 CM DIA-BRASS-6.3 MM	1.0 Nos
31	FINE SIEVES	20 CM DIA-BRASS-5.6 MM	2.0 Nos
32	FINE SIEVES	20 CM DIA-BRASS-5.0 MM	1.0 Nos
33	FINE SIEVES	20 CM DIA-BRASS-4.75 MM	2.0 Nos
34	FINE SIEVES	20 CM DIA-BRASS-3.35 MM	1.0 Nos
35	FINE SIEVES	20 CM DIA-BRASS-2.80 MM	2.0 Nos
36	FINE SIEVES	20 CM DIA-BRASS-2.36 MM	4.0 Nos
37	FINE SIEVES	20 CM DIA-BRASS-2.0 MM	2.0 Nos
38	FINE SIEVES	20 CM DIA-BRASS-1.4 MM	2.0 Nos
39	FINE SIEVES	20 CM DIA-BRASS-1.7 MM	2.0 Nos
40	FINE SIEVES	20 CM DIA-BRASS-1.18 MM	2.0 Nos
41	FINE SIEVES	20 CM DIA-BRASS-1.00 MM	2.0 Nos
42	FINE SIEVES	20 CM DIA-BRASS-0.850 MM	2.0 Nos
43	FINE SIEVES	20 CM DIA-BRASS-0.710 MM	2.0 Nos
44	FINE SIEVES	20 CM DIA-BRASS-0.600 MM	4.0 Nos
45	FINE SIEVES	20 CM DIA-BRASS-0.500 MM	2.0 Nos
46	FINE SIEVES	20 CM DIA-BRASS-0.425 MM	2.0 Nos
47	FINE SIEVES	20 CM DIA-BRASS-0.355 MM	1.0 Nos
48	FINE SIEVES	20 CM DIA-BRASS-0.300 MM	4.0 Nos
49	FINE SIEVES	20 CM DIA-BRASS-0.212 MM	2.0 Nos
50	FINE SIEVES	20 CM DIA-BRASS-0.180 MM	2.0 Nos

4-L of NH 37 from design Ch 0+020 on NH-8 near Karimganj to design Chainage 14+380 near Sutarkandi (Spur Connectivity to Indo/Bangladesh Border) Silchar-Churaibari Pkg-7 in the State of Assam on HAM mode.

51	FINE SIEVES	20 CM DIA-BRASS-0.150 MM	4.0 Nos
52	FINE SIEVES	20 CM DIA-BRASS-0.125 MM	2.0 Nos
53	FINE SIEVES	20 CM DIA-BRASS-0.090 MM	2.0 Nos
54	FINE SIEVES	20 CM DIA-BRASS-0.075 MM	5.0 Nos
55	FINE SIEVES	20 CM DIA-BRASS-0.045 MM	2.0 Nos
56	Lid & Pan	20 CM DIA-BRASS Frame-200 MM	2.0 Nos
57	Ele. Weight. Balance	50 Kg	3.0 Nos
58	Ele. Weight. Balance	30 Kg	3.0 Nos
59	Ele. Weight. Balance	15 Kg	2.0 Nos
60	Ele. Weight. Balance	10 Kg	2.0 Nos
61	Precision Ele. Balance	0.6 Kg	2.0 Nos
62	Hot Oven Air	90*60*60 cm	1.0 Nos
63	Length gauge		2.0 Nos
64	flaxiness Gauge		2.0 Nos
65	AIV Machine		1.0 Nos
66	Picnometer Bottle		2.0 Nos
67	Vibrating Machine with Digital Timer & Mould		1.0 Nos
68	Vicat Appratus Needle		1.0 Nos
69	Glass Plate	450*450*8 mm	1.0 Nos
70	Cube Mould	15 cm	80.0 Nos
71	Cube Mould	7.06 cm	18.0 Nos
72	Cube Mould	10 cm	18.0 Nos
73	Slump Test with Tamping Rod		6.0 Nos
74	Water Bath For Soundness		1.0 Nos
75	Le-Chatlier Mould	set of 6	1.0 Nos
76	Gauging Trowel	150 mm	4.0 Nos
77	Concrete Mixer		1.0 Nos
78	Vibrating Table	100*100 cm	1.0 Nos
79	MDD Mould	Standard 100 mm	4.0 Nos
80	MDD Mould	Modified 150 mm	2.0 Nos
81	CBR Rammer	2.6kg	1.0 Nos
82	CBR Rammer	4.89kg	4.0 Nos
83	LL Device Hand Operated		1.0 Nos
84	Cone Penetrometer		1.0 Nos
85	Evaporating Basin	150 mm	2.0 Nos
86	CBR Load Frame		1.0 Nos
87	CBR Mould Mild with collar & Base Plate	150 mm	24.0 Nos
88	Surcharge weight	Annular (2.5 kg)	24.0 Nos
89	Surcharge weight	Slotted (2.5 kg)	24.0 Nos
90	Perforated Plate		24.0 Nos
91	Spacer Disk		2.0 Nos
92	Straight Edge	300 mm	2.0 Nos
93	PL appratus		2.0 Nos
94	RMM Digital wt. Balance		4.0 Nos
95	Sand Pouring Cylinder	100 mm	2.0 Nos
96	Tray for Sand Pouring Cylinder		2.0 Nos
97	Container for Sand Pouring Cylinder		2.0 Nos
98	Sand Pouring Cylinder	150 mm	1.0 Nos
99	Tray for Sand Pouring Cylinder		1.0 Nos
100	Container for Sand Pouring Cylinder		1.0 Nos

4-L of NH 37 from design Ch 0+020 on NH-8 near Karimganj to design Chainage 14+380 near Sutarkandi (Spur Connectivity to Indo/Bangladesh Border) Silchar-Churaibari Pkg-7 in the State of Assam on HAM mode.

101	Sand Pouring Cylinder	200 mm	2.0 Nos
102	Tray for Sand Pouring Cylinder		2.0 Nos
103	Container for Sand Pouring Cylinder		2.0 Nos
104	Moisture Cane	50mm	50.0 Nos
105	Moisture Cane	75mm	70.0 Nos
106	Moisture Cane	100mm	70.0 Nos
107	Calcium carbide	500 gm.	10 Bottle
108	Proving Ring	25KN	2.0 Nos
109	Proving Ring	50KN	2.0 Nos
110	Dial Gauge	0.01*25mm	4.0 Nos
111	Measuring Tape	5 Metre	2.0 Nos
112	Measuring Tape	30 Metre	2.0 Nos
113	Stopwatch		2.0 Nos
114	Standard Sand (Grade-1)	25 Kg	5 Bags
115	Standard Sand (Grade-2)	25 Kg	5 Bags
116	Standard Sand (Grade-3)	25 Kg	5 Bags
117	Enamel Tray	600*450*50	6.0 Nos
118	Enamel Tray	250mm	20.0 Nos
119	GI Tray	1000*1000*100	2.0 Nos
120	Enamel Tray	300*250*40	6.0 Nos
121	Filter Paper for CBR	150 mm	10 Packet
122	Rubber Mallet		4.0 Nos
123	Nylon Hammer		2.0 Nos
124	Filter Paper for Marshall Test	100 mm	10 Packet
125	Measuring Cylinder Borosill	100 ml	20.0 Nos
126	Measuring Cylinder Plastic	250 ml	2.0 Nos
127	Measuring Cylinder Glass	250 ml	2.0 Nos
128	Measuring Cylinder Plastic	500 ml	2.0 Nos
129	Measuring Cylinder Plastic	1000 ml	2.0 Nos
130	Vernier Caliver	300 mm	1.0 Nos
131	Digital Thermometer	Pen Type	2.0 Nos
132	Rain Gauge		1.0 Nos
133	Gas Stove Single Burner		2.0 Nos
134	Hammer with Handle	500 gm.	4.0 Nos
135	Chiesel	25*300 mm	4.0 Nos
136	Density Spoon		4.0 Nos
137	Finishing Trowel		10.0 Nos
138	Mashinory Trowel		10.0 Nos
139	Spade		2.0 Nos
140	Shovel		2.0 Nos
141	Round Hot Plate		1.0 Nos
142	Wash Bottle Plastic	500 ml	1.0 Nos
143	Wash Bottle Plastic	1000 ml	1.0 Nos
144	Ghamela GI		2.0 Nos
145	Hydrometer	SG=1.0-1.5	2.0 Nos
146	Density Hydrometer	SG=0.80-0.85	2.0 Nos
147	Hand Gloves		5.0 Nos
148	Hand Gloves Rubber		5.0 Nos
149	Scoop		4.0 Nos
150	Measuring Scoop	1000 ml	2.0 Nos

4-L of NH 37 from design Ch 0+020 on NH-8 near Karimganj to design Chainage 14+380 near Sutarkandi (Spur Connectivity to Indo/Bangladesh Border) Silchar-Churaibari Pkg-7 in the State of Assam on HAM mode.

151	Spatula		4.0 Nos
152	Pneumatic Scooter Wheel	4.18 Cft	1.0 Nos
153	Beam Mould	10*10*50 cm	9.0 Nos
154	Cylindrical Mould	150*300 mm	3.0 Nos
155	Marsh Cone Funnel		2.0 Nos
156	PH Meter		2.0 Nos
157	TDS Meter		2.0 Nos
158	Hot Air Oven Digital	24*24 Inch	1.0 Nos
159	Hot Air Oven Thermostat	18*18 Inch	1.0 Nos
160	Buoyancy Balance Apparatus		1.0 Nos

4-L of NH 37 from design Ch 0+020 on NH-8 near Karimganj to design Chainage 14+380 near Sutarkandi (Spur Connectivity to Indo/Bangladesh Border) Silchar-Churaibari Pkg-7 in the State of Assam on HAM mode.

11.1 Outward Letter

Sr. No.	Letter No.	Date	Subject	To
1	MKCIL/ASSAM/ PKG-07/437	07.11.2025	Regarding Compliance Submission of Observation on Design & Drawings of MNB Ch. 14+195	TL (TASPL)
2	MKCIL/ASSAM/ PKG-07/445	12-10-2025	Notification About the Resistance offered by the local residents to the construction activity	TL (TASPL)
3	MKCIL/ASSAM/ PKG-07/449	13-11-2025	“Regarding Submission of Profile and Credentials for Approval Chemical Admixture	TL (TASPL)
4	MKCIL/ASSAM/ PKG-07/450	13-11-2025	Submission of Test Sample for 3rd party testing of Rashmi TMT {Fe 500D} Steel.	GM (NHIDC L)
5	MKCIL/ASSAM/ PKG-07/451	13-11-2025	Submission profile & credential of SCAR Concrete for source approval of RCC Spun Pipe.	TL (TASPL)
6	MKCIL/ASSAM/ PKG-07/456	14-11-2025	Requesting for Charging of 11 KV Line”.	TL (TASPL)
7	MKCIL/ASSAM/ PKG-07/461	17-11-2025	“Request for Release of Payment – Payment Milestone-01	TL (TASPL)
8	MKCIL/ASSAM/ PKG-07/466	19-11-2025	Regarding Compliance Submission of Observation on D&D of MNB at Ch. 11+351.	TL (TASPL)
9	MKCIL/ASSAM/ PKG-07/470	20-11-2025	Regarding Submission of IIT Vetted Drawing for ROB at CH.4+624 For Further Railway Approval	GM (NHIDC L)
10	MKCIL/ASSAM/ PKG-07/472	20-11-2025	Request for Facilitation of Permission from Railway Authorities for Temporary Diversion Across Railway Line for Construction Activities.	MD (Avian Test Lab)
11	MKCIL/ASSAM/ PKG-07/475	21-11-2025	Regarding Submission of Typical Design & Drawing of RE Wall	TL (TASPL)
12	MKCIL/ASSAM/ PKG-07/476	21-11-2025	Regarding Submission of RE Wall Drawing for LVUP at Ch. 04+412 & 12+310	TL (TASPL)
13	MKCIL/ASSAM/ PKG-07/478	22-11-2025	Regarding Compliance Submission of Design & Drawing for ROB at Ch. 04+624 Highway Span (A1-P1 & P3-A2)	TL (TASPL)
14	MKCIL/ASSAM/ PKG-07/482	25-11-2025	Regarding Submission of 3rd Part Test Report of Concrete mix Design (Grade M55 PCS)	TL (TASPL)
15	MKCIL/ASSAM/ PKG-07/483	25-11-2025	Regarding Submission of 3rd Party Test Report of Rashmi TMT.	TL (TASPL)
16	MKCIL/ASSAM/ PKG-07/484	25-11-2025	Regarding Submission of 3rd petrography examination of aggregate.	TL (TASPL)
17	MKCIL/ASSAM/ PKG-07/489	29-11-2025	Submission profile & credential of (CONCRETE ADDITIVES AND CHEMICALS) CAC Pvt Limited for Source approval of admixture.	TL (TASPL)

4-L of NH 37 from design Ch 0+020 on NH-8 near Karimganj to design Chainage 14+380 near Sutarkandi (Spur Connectivity to Indo/Bangladesh Border) Silchar-Churaibari Pkg-7 in the State of Assam on HAM mode.

18	MKCIL/ASSAM/ PKG-07/491	29-11-2025	Submission profile & credential of STP Limited for Source approval of admixture.	TL (TASPL)
19	MKCIL/ASSAM/ PKG-07/492	29-11-2025	Submission profile & credential of TP Build tech Limited for Source approval of admixture.	TL (TASPL)

11.2 Inward Letter (NHIDCL & TASPL)

Sr. No.	Letter No.	Date	Subject	From
1	TASPL-MAV/NH-37/MKCIL/2025/SEPT/99	07-11-2025	Approval of Design & Drawings of MNB Ch. 6+313, 7+306, 9+003 & 9+293.	TASPL
2	TASPL-MAV/NH-37/MKCIL/2025/SEPT/103	25-11-2025	MJB Design and GAD Review (CH 0+526). Reg	TASPL
3	TASPL-MAV/NH-37/MKCIL/2025/SEPT/104	25-11-2025	SVUP Design and GAD Review (CH 3+728). Reg	TASPL
4	NHIDCL/PMU-Karimganj/IE/Pkg-7/2025-26/504	15.11.2025	Submission of Weekly Progress Report-reg.	NHIDCL
6	NHIDCL/PMU-Karimganj/IE/Pkg-7/2025-26/507	17-11-2025	Return Of Payment Milestone -1-Reg	TASPL

CHAPTER-12
NON-CONFORMANCE REPORT

4-L of NH 37 from design Ch 0+020 on NH-8 near Karimganj to design Chainage 14+380 near Sutarkandi (Spur Connectivity to Indo/Bangladesh Border) Silchar-Churaibari Pkg-7 in the State of Assam on HAM mode.

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	

4-L of NH 37 from design Ch 0+020 on NH-8 near Karimganj to design Chainage 14+380 near Sutarkandi (Spur Connectivity to Indo/Bangladesh Border) Silchar-Churaibari Pkg-7 in the State of Assam on HAM mode.

CHAPTER-13

WEATHER REPORT

Sl no.	Date	Temperature (In °c)		Humidity (In %)		Rainfall (mm)	Weather Condition	Remarks
		Maximum	Minimum	Maximum	Minimum			
1	01-11-2025	30.5	28.3	75.0	68.0	0.00	Sunny	
2	02-11-2025	30.6	27.8	76.0	69.0	6.60	Sunny/Cloudy	
3	03-11-2025	30.3	27.4	74.0	64.0	0.00	Sunny	
4	04-11-2025	30.9	28.5	72.0	66.0	0.00	Sunny	
5	05-11-2025	28.1	26.3	79.0	75.0	41.30	Rainy	
6	06-11-2025	28.5	25.9	79.0	75.0	0.00	Sunny	
7	07-11-2025	32.0	26.1	78.0	57.0	0.00	Sunny	
8	08-11-2025	31.8	27.2	75.0	63.0	0.00	Sunny	
9	09-11-2025	29.3	25.0	73.0	70.0	0.00	Sunny	
10	10-11-2025	29.7	25.4	74.0	65.0	0.00	Sunny	
11	11-11-2025	28.1	23.6	73.0	62.0	0.00	Sunny	
12	12-11-2025	28.5	24.7	73.0	63.0	0.00	Sunny	
13	13-11-2025	28.6	22.1	68.0	50.0	0.00	Sunny	
14	14-11-2025	26	22.3	67.0	66.0	0.00	Sunny	
15	15-11-2025	25.7	22.3	68.0	64.0	0.00	Sunny	
16	16-11-2025	22.9	20.7	70.0	65.0	0.00	Sunny	
17	17-11-2025	23	20.7	69.0	62.0	0.00	Sunny	
18	18-11-2025	25.7	20.9	64.0	64.0	0.00	Sunny	
19	19-11-2025	24	21.8	75.0	66.0	0.00	Sunny	
20	20-11-2025	24.3	22.5	76.0	64.0	0.00	Sunny	
21	21-11-2025	25	23.2	62.0	60.0	0.00	Sunny	
22	22-11-2025	23.6	21.9	73.0	64.0	0.00	Sunny	
23	23-11-2025	22.9	21.8	76.0	71.0	0.00	Sunny	
24	24-11-2025	22.8	20.3	81.0	77.0	0.00	Sunny	
25	25-11-2025	23.6	19.6	82.0	66.0	0.00	Sunny	
26	26-11-2025	22.9	19.7	80.0	65.0	0.00	Sunny	
27	27-11-2025	23.1	19.9	79.0	69.0	0.00	Sunny	
28	28-11-2025	23.3	20.1	80.0	70.0	0.00	Sunny	
29	29-11-2025	23.1	20.2	83.0	73.0	0.00	Sunny	
30	30-11-2025	22.8	20.6	80.0	75.0	0.00	Sunny	

Rainfall Data				
Sr.no.	Description	Total Rainfall	Up to previous month	This month
1	Rainfall	4092.0	4044.1	47.9

The maximum & minimum weather records are summarized below:

4-L of NH 37 from design Ch 0+020 on NH-8 near Karimganj to design Chainage 14+380 near Sutarkandi (Spur Connectivity to Indo/Bangladesh Border) Silchar-Churaibari Pkg-7 in the State of Assam on HAM mode.

TEMPERATURE/ RAINFALL PERIOD: 1st October, 2025 to 31st October, 2025				
Temperature		Rainfall		
Maximum (in °C)	Minimum (in °C)	Maximum (in mm)	Minimum (in mm)	Total Days
32.0	19.6	41.3	0	1

4-L of NH 37 from design Ch 0+020 on NH-8 near Karimganj to design Chainage 14+380 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+020 on NH-8 near Karimganj to design Chainage 14+380 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+020 on NH-8 near Karimganj to design Chainage 14+380 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



Piling Work in Progress at 2+893 MJB



3+728 SVUP Foundation Reinforcement Work In Progress

4-L of NH 37 from design Ch 0+020 on NH-8 near Karimganj to design Chainage 14+380 near Sutarkandi (Spur Connectivity to Indo/Bangladesh Border) Silchar-Churaibari Pkg-7 in the State of Assam on HAM mode.



BOX Culvert Segment Erection work in Progress 5+920 BHS



MJB Pile Chipping in Progress at 2+893 MJB

4-L of NH 37 from design Ch 0+020 on NH-8 near Karimganj to design Chainage 14+380 near Sutarkandi (Spur Connectivity to Indo/Bangladesh Border) Silchar-Churaibari Pkg-7 in the State of Assam on HAM mode.



Toe Wall (Raft) In Progress at 2+200



Embankment Layer in Progress at 3+700 To 3+800 BHS