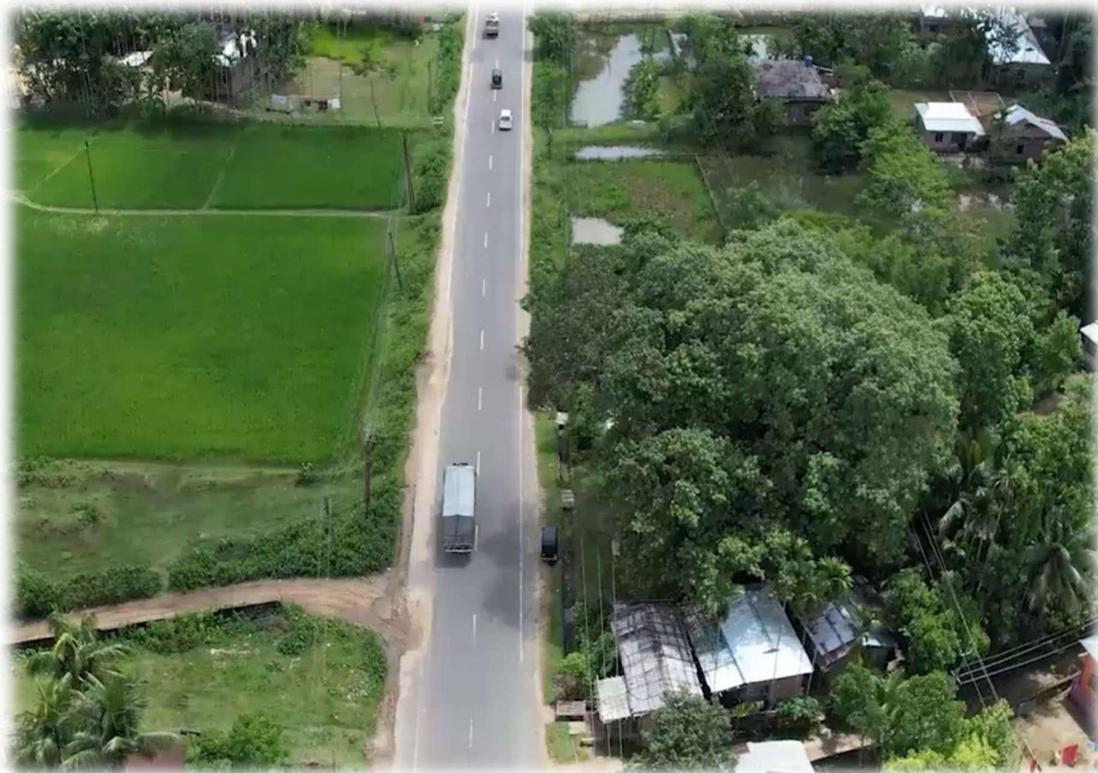


Four Laning of Badarpur-Churaibari section of NH-37 & NH-8 from Design chainage 87.700 (Chandkhira) to km. 106.500 (Churaibari) in the state of Assam on HAM mode. Package-VI (Length=18.80 km)

Monthly Progress Report

January-2026



| | | |
|---------------------------------|---|--|
| Authority |  | National Highways Infrastructure Development Corporation Limited |
| Independent Engineer |  | M/s Agnitio Infrastructure Projects Pvt. Ltd. in JV with M/s Ayoleeza Consultants Pvt. Ltd. |
| Concessionaire |  | MKC Badarpur Churaibari Kamakhya Highways Pvt. Ltd. |

Four Laning of Badarpur-Churaibari section of NH-37 & NH-8 from Design chainage 87.700 (Chandkhira) to km. 106.500 (Churaibari) in the state of Assam on HAM mode. Package-VI (Length=18.80 km)

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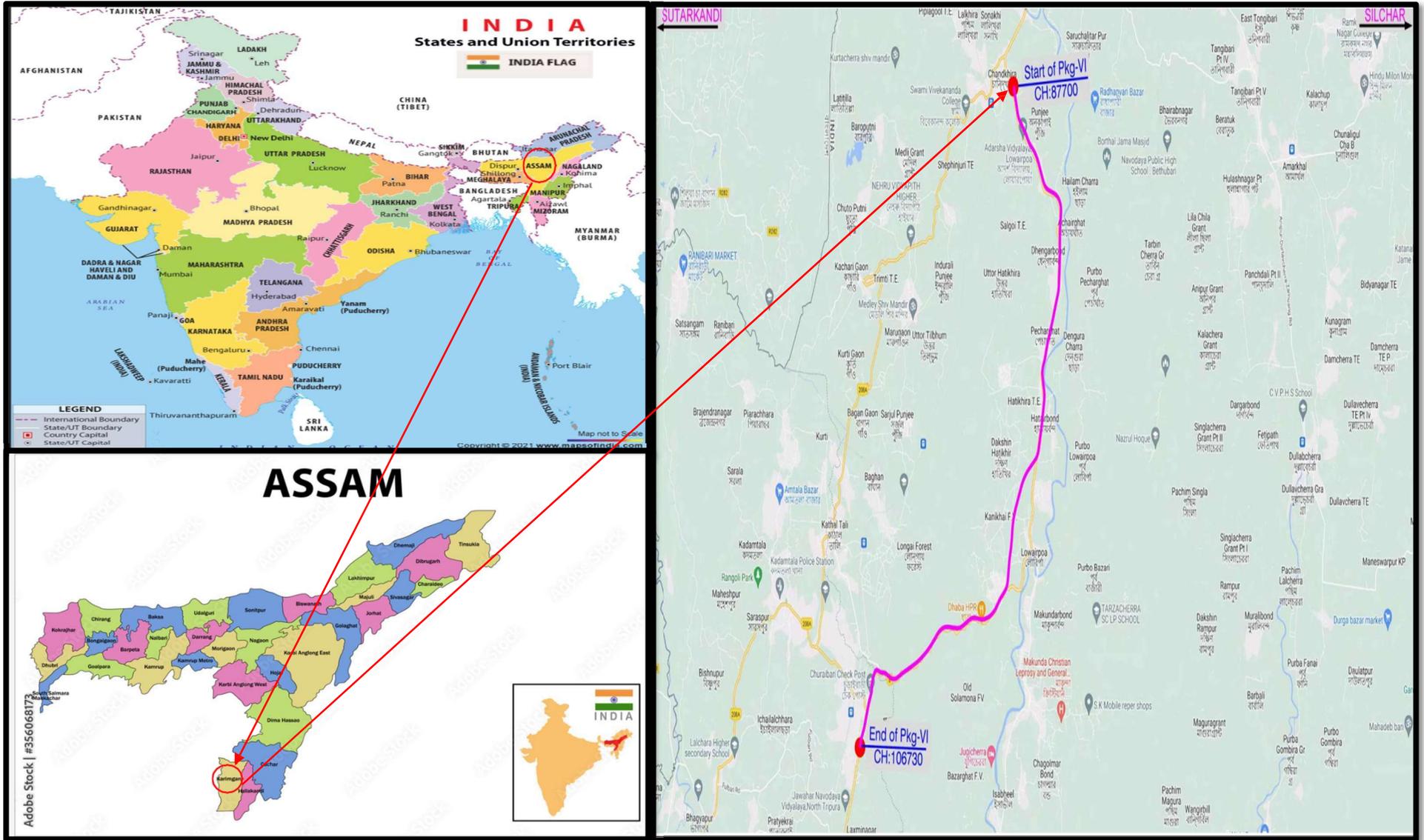
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Four Laning of Badarpur-Churaibari section of NH-37 & NH-8 from Design chainage 87.700 (Chandkhira) to km. 106.500 (Churaibari) in the state of Assam on HAM mode. Package-VI (Length=18.80 km)

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Four Laning of Badarpur-Churaibari section of NH-37 & NH-8 from Design chainage 87.700 (Chandkhira) to km. 106.500 (Churaibari) in the state of Assam on HAM mode. Package-VI (Length=18.80 km)

PROJECT ROAD LOCATION MAP / INDEX MAP



Four Laning of Badarpur-Churaibari section of NH-37 & NH-8 from Design chainage 87.700 (Chandkhira) to km. 106.500 (Churaibari) in the state of Assam on HAM mode. Package-VI (Length=18.80 km)

EXECUTIVE SUMMARY

The Concessionaire has signed the Concession Agreement with National Highway Infrastructure Development Corporation Limited (NHIDCL) on dated May 31, 2024. This Executive Summary presents the works progress of the Project Highway during the construction period from March 7, 2025 to March 7, 2027.

1. The Project Road:

Four Laning of Badarpur-Churaibari section of NH-37 & NH-8 from Design chainage 87.700 (Chandkhira) to km. 106.500 (Churaibari) in the state of Assam on HAM mode. Package-VI (Length=18.80 km)

2. Mobilization:

The Concessionaire has mobilized the required Engineers/ Staff Personnel, Machineries/Equipment's, Plants and established main Base Camp at CH: - 88+700 LHS (Chandkhira).

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

5. Status of Project Works Progress:

The Details of project highway works have been included in Chapter-09 of this report.

6. Design and Drawing

The status of approval of Working Drawings for road works and structures submitted to Authority as on dated 31-01-2026 is given below.

| Sr. No. | Description | UoM | Scope | Submitted | Approved | Balance | Remarks |
|---------|----------------------|------|--------|-----------|----------|---------|---|
| 1. | Plan & Profile (MCW) | Km. | 18.800 | 18.800 | 18.800 | 0.00 | |
| 2. | Plan & Profile (SR) | Km. | 10.440 | 10.440 | 10.440 | 0.00 | |
| 3. | RE Wall | Nos | 5.00 | 3.00 | 3.00 | 2.00 | |
| 4. | Minor Bridge | Nos. | 24.00 | 23.00 | 22.00 | 1.00 | Revised 1 Nos D & D Submitted under letter reference MKCIL/ASSAM/PKG-6/711 dated-31.01.2026 |
| 5. | Underpass | Nos. | 6.00 | 6.00 | 6.00 | 0.00 | |
| 6. | Box-Culvert | Nos. | 38.00 | 38.00 | 38.00 | 0.00 | Revised 4 Nos D & D Submitted under letter reference MKCIL/ASSAM/PKG-6/571 dated-18.11.2025 |
| 7. | HPC | Nos. | 10.00 | 10.00 | 10.00 | 0.00 | |

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

Four Laning of Badarpur-Churaibari section of NH-37 & NH-8 from Design chainage 87.700 (Chandkhira) to km. 106.500 (Churaibari) in the state of Assam on HAM mode. Package-VI (Length=18.80 km)

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-06/201**, dated 18.04.2025 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-06/169** on dated 01.04.2025. Each construction activity is being checked/verified as per the RFI's submitted to Authority/IE by the Concessionaire.

9. Supervision and Monitoring of Project works:

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

10. Site Visit and Meeting:

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

11. Schedule Completion Date:

As per Schedule-G of the Concession Agreement shall occur on the 730th day from the Appointed Date. The declared Appointed Date being March 7, 2025, the Scheduled completion Date shall occur on March 7, 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.

Four Laning of Badarpur-Churaibari section of NH-37 & NH-8 from Design chainage 87.700 (Chandkhira) to km. 106.500 (Churaibari) in the state of Assam on HAM mode. Package-VI (Length=18.80 km)

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

Procurement of ROW- The existing ROW and the stretches of 18.80 km. are subjected to following:

a) Stretches/ Hindered Free Land out of 18.800 km:

| Stretches/ Encumbrances Free Land | | | | Encumbrances/ Hindered Land | | |
|-----------------------------------|------|-------------|-------|-----------------------------|-------------|--------|
| Sr. No. | Side | Length (Km) | % | Side | Length (Km) | % |
| 1. | BHS | 12.715 | 67.6% | BHS | 6.085 | 32.36% |

b) Hindered due to Tree Cutting:

| Description | Total Nos. | Impacted Length (km) | Remark |
|-------------|------------|----------------------|--------|
| Total Trees | 691 | 5.95 | |

c) Encumbrances due to Religious structures etc.:

| Sr. No. | Types | Chainage | Side | Remarks |
|---------|------------------------------|----------|------|---------|
| 1. | Grave | 87+800 | RHS | |
| 2. | Small Temple without Shed | 88+480 | LHS | |
| 3. | Bhagwati Temple | 89+750 | LHS | |
| 4. | Vishwakarma Temple | 90+390 | LHS | |
| 5. | Temple | 92+780 | LHS | |
| 6. | Small Temple Structure | 94+300 | RHS | |
| 7. | Temple | 94+760 | LHS | |
| 8. | Jama Masjid | 95+650 | RHS | |
| 9. | Temple | 95+750 | RHS | |
| 10. | Bishnu Temple | 100+800 | LHS | |
| 11. | Old Temple Shed & Pipal Tree | 102+610 | RHS | |
| 12. | Shiv Temple Shed | 104+400 | LHS | |
| 13. | Temple Building | 105+800 | RHS | |
| 14. | Shiv Temple | 106+390 | LHS | |

Four Laning of Badarpur-Churaibari section of NH-37 & NH-8 from Design chainage 87.700 (Chandkhira) to km. 106.500 (Churaibari) in the state of Assam on HAM mode. Package-VI (Length=18.80 km)

d) Details of Hindered Land:

| DETAILS OF ENCUMBRANCES WITHIN ROW | | | | | | | | | | |
|---|----------|---------|------|-------------------|-------------|----------|---------|------|-------------------|-------------|
| Sr. No | Chainage | | Side | Total Length (KM) | Remark | Chainage | | Side | Total Length (KM) | Remark |
| | From | To | | | | From | To | | | |
| 1 | 87+700 | 87+750 | LHS | 0.050 | structure | 88+000 | 88+040 | RHS | 0.040 | structure |
| 2 | 88+010 | 88+100 | LHS | 0.090 | structure | 90+100 | 90+270 | RHS | 0.170 | structure |
| 3 | 88+960 | 88+980 | LHS | 0.020 | structure | 91+300 | 91+340 | RHS | 0.040 | structure |
| 4 | 89+390 | 89+530 | LHS | 0.140 | structure | 91+700 | 91+800 | RHS | 0.100 | structure |
| 5 | 89+700 | 89+830 | LHS | 0.130 | structure | 92+290 | 92+320 | RHS | 0.030 | structure |
| 6 | 89+870 | 89+900 | LHS | 0.030 | structure | 92+580 | 92+640 | RHS | 0.060 | structure |
| 7 | 90+030 | 90+060 | LHS | 0.030 | structure | 92+900 | 93+000 | RHS | 0.100 | structure |
| 8 | 90+080 | 90+100 | LHS | 0.020 | structure | 93+430 | 93+460 | RHS | 0.030 | structure |
| 9 | 92+130 | 90+180 | LHS | 0.050 | structure | 93+950 | 94+000 | RHS | 0.050 | structure |
| 10 | 90+200 | 90+430 | LHS | 0.230 | structure | 94+540 | 94+560 | RHS | 0.020 | structure |
| 11 | 90+800 | 90+900 | LHS | 0.100 | structure | 94+620 | 94+640 | RHS | 0.020 | structure |
| 12 | 91+530 | 91+630 | LHS | 0.100 | structure | 95+100 | 95+200 | RHS | 0.100 | structure |
| 13 | 91+700 | 91+920 | LHS | 0.220 | structure | 95+650 | 95+680 | RHS | 0.030 | structure |
| 14 | 92+370 | 92+400 | LHS | 0.030 | structure | 95+700 | 95+850 | RHS | 0.150 | structure |
| 15 | 93+500 | 93+530 | LHS | 0.030 | structure | 100+430 | 100+450 | RHS | 0.020 | structure |
| 16 | 93+740 | 93+760 | LHS | 0.020 | structure | 100+500 | 100+600 | RHS | 0.100 | structure |
| 17 | 94+200 | 94+400 | LHS | 0.200 | structure | 100+720 | 100+800 | RHS | 0.080 | structure |
| 18 | 94+480 | 94+500 | LHS | 0.020 | structure | 100+950 | 101+050 | RHS | 0.100 | structure |
| 19 | 94+630 | 94+700 | LHS | 0.070 | structure | 102+208 | 106+500 | RHS | 4.292 | Forest Land |
| 20 | 95+250 | 95+350 | LHS | 0.100 | structure | | | | | |
| 21 | 95+480 | 95+500 | LHS | 0.020 | structure | | | | | |
| 22 | 95+600 | 95+795 | LHS | 0.195 | structure | | | | | |
| 23 | 100+700 | 100+850 | LHS | 0.150 | structure | | | | | |
| 24 | 100+950 | 101+050 | LHS | 0.100 | structure | | | | | |
| 25 | 101+230 | 101+350 | LHS | 0.120 | structure | | | | | |
| 26 | 101+920 | 102+000 | LHS | 0.080 | structure | | | | | |
| 27 | 102+208 | 106+500 | LHS | 4.292 | Forest Land | | | | | |
| Total Hindered Length | | | | 6.637 | LHS | | | | 5.532 | RHS |
| Total Hindered Length BHS in RMT | | | | 12.169 | | | | | | |

Four Laning of Badarpur-Churaibari section of NH-37 & NH-8 from Design chainage 87.700 (Chandkhira) to km. 106.500 (Churaibari) in the state of Assam on HAM mode. Package-VI (Length=18.80 km)

14. Current Issues: -

The reference and notice issues mentioned below have been considered as hinderances that are directly affecting the Concessionaire's progress, achievement of various milestones, and cash flow:

- 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 67.6% of the land is currently free from encumbrances.

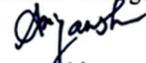
As per Joint Handover Memorandum (Appendix-I) dated 07.03.2025

| <u>SUMMARY OF LAND ACQUISITION & CLEARANCES</u> | | | | | | |
|---|-----------------------------|------------------------|--|----------------------------------|-------------------------------------|---|
| Sl. No | Total Land Required (in Ha) | Available Land (in Ha) | Remaining Land (In Ha) | Encumbrance free length (in Km) | % Available encumbrance free length | % Available encumbrance free length excluding forest land |
| 1 | 86.65 | 64.7969 | <ul style="list-style-type: none"> • 3A- 5.0266 Ha • Forest Land – 14.11 Ha. Total : 19.1366 Ha. | 14.508 Km | 77.17% | 100% |

Authorized Representative:



M/s. MKC Infrastructure Churaibari Kamakhya (Pkg-6) Highways Pvt. Ltd.

General Manager(P)

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

Date: 07/03/2025
 Place: Sri Bhumi (Karimganj)

Four Laning of Badarpur-Churaibari section of NH-37 & NH-8 from Design chainage 87.700 (Chandkhira) to km. 106.500 (Churaibari) in the state of Assam on HAM mode. Package-VI (Length=18.80 km)

b) Proposal of COS: -

1. The proposal of Change of scope for Retaining wall is still pending by the end of the IE/Authority.

The Concessionaire has intimated the Independent Engineer vide letter MKCIL/ASSAM/PKG 6/550 dated 07.11.2025 regarding the proposal for the construction of a retaining wall that mainly arise due to ROW constraint in high-embankment stretches, covering a total length of approximately 440 meters.

2. The proposal of Change of scope for unsuitable soil is still pending by the end of the IE /Authority.

1st Case: The Concessionaire has intimated the Authority/I.E. vide letter MKCIL/ASSAM/PKG 6/222 dated 01.05.2025 regarding the Change of Scope as per Article 16 due to presence of unsuitable soil encountered at several stretches of the project highway.

During the Field Soil Investigation (FSI) conducted at our site laboratory, the soil samples found fail in the test. When placed in water, the soil samples were observed to float, indicating unsuitable for construction purpose. Due to abnormal behavior of the soil, no further standard testing could be carried out on these samples.

2nd Case: The Concessionaire has intimated the Authority/I.E. vide letter MKCIL/ASSAM/PKG 6/224 dated 01.05.2025 regarding the Change of Scope as per Article 16 for several weaker stretches of weak soil strata which have been encountered during the geotechnical investigations. These weak soil zones were neither identified or indicated in the Detailed Project Report (DPR) nor in Concession Agreement for the above-mentioned project.

c) Decision for COS on MNBs (Experienced settlement) – The decision for COS on existing MNBs experiencing settlement, as referred vide letter no. **MKCIL/ASSAM/PKG-06/629**, is still pending with the IE/Authority. The matter relates to settlement observed in the foundations of the existing minor bridges, for which clarification and approval from the Authority are awaited before any further action can be taken.

d) Proposal of COS on Existing Box-culvert- The proposal for COS on the existing box culvert, as submitted vide letter no. MKCIL/ASSAM/PKG-06/607, is pending with the IE/Authority for review and decision. The existing box culvert is currently in a distressed condition, and the proposed COS has been submitted to address the structural deficiencies.

e) Finalization of Pavement design: - The pavement design is yet to be finalized by the IE/Authority, which has resulted in a gradual slowdown in the overall progress of the project.

f) Delay in Completion of Formalities: - The necessary formalities for the EHT line shifting works have not yet been finalized by the Authority.

g) Non-Permission from PWD Authorities: - PWD authorities are not allowing machinery movement through the PWD road for transporting good and construction materials.

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.

Four Laning of Badarpur-Churaibari section of NH-37 & NH-8 from Design chainage 87.700 (Chandkhira) to km. 106.500 (Churaibari) in the state of Assam on HAM mode. Package-VI (Length=18.80 km)

CHAPTER-1

INTRODUCTION

General

The NHIDCL proposes to implement the development, maintenance, and management of the NH-37 & NH-8 stretch from Silchar to Churibari and spur from Karimganj to Sutarkandi from chainage Km. 38.600 to Km. 106.500 into 4-lane access-controlled corridor. The proposed project road has been selected to improve connectivity and reduce travel time from Assam to Tripura. Also, this connectivity will improve international road connectivity between India and Bangladesh. To achieve the above task, NHIDCL has appointed M/s. Aarvee Associates Architects Engineers and Consultants Pvt. Ltd. The Letter of Acceptance was communicated vide letter No. NHIDCL / Assam / DPR / Silchar Churaibari /222542/ 2581 and the agreement was signed on September 1, 2023. The entire project is divided into 5 packages.

Project Overview

As described earlier the project road lies on NH8 and connects Chandkhira village to Churaibari village (Assam Tripura border). The proposed alignment passes through Karimganj district in the state of Assam connecting villages Chandkhira, Lowairpoa, Dakhin Hatikhira etc.

Four Laning of Badarpur-Churaibari section of NH-37 & NH-8 from Design chainage 87.700 (Chandkhira) to km. 106.500 (Churaibari) in the state of Assam on HAM mode. Package-VI (Length=18.80 km)

CHAPTER-2

CONTRACT DATA

| Sr. No. | Items | Description |
|----------------|-------------------------------------|--|
| 1. | Name of Project | Four Laning of Badarpur-Churaibari section of NH-37 & NH-8 from Design chainage 87.700 (Chandkhira) to km. 106.500 (Churaibari) in the state of Assam on HAM mode. Package-VI (Length=18.80 km). |
| 2. | Project Length | 18.80 km |
| 3. | Project Bid Cost | 449.81 Cr. |
| 4. | Authority | National Highways & Infrastructure Development Corporation Limited |
| 5. | Independent Engineer | M/s Agnitio Infrastructure Projects Pvt. Ltd. in JV with M/s Ayoleeza Consultants Pvt. Ltd. |
| 6. | Concessionaire | MKC Badarpur Churaibari Kamakhya 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/Procurement/Assam/2023-24/228965/3086 dated 11.03.2024 |
| 10. | Date of Concession Agreement | May 31, 2024 |
| 11. | Appointed Date | March 7, 2025 |
| 12. | Construction Period | 730 days (from Appointed Date) [24-Months] |
| 13. | Schedule Completion Date | March 7, 2027 |
| 14. | O&M Period | 15 Years from the date of COD |

Four Laning of Badarpur-Churaibari section of NH-37 & NH-8 from Design chainage 87.700 (Chandkhira) to km. 106.500 (Churaibari) in the state of Assam on HAM mode. Package-VI (Length=18.80 km)

| | | Project Milestone |
|-----------|----------------------------------|---|
| 15 | Milestone- I | <p>The Project Milestone-I shall occur on the date falling on the 256th (two hundred and fifty sixth) day from the Appointed Date (i.e., November 18, 2025)-</p> <p>(The concessionaire shall have expended not less than 20% of the total capital cost set forth in the Financial Package and the Concessionaire shall have commenced construction of the Project and achieved 20% Physical Progress)</p> |
| | Milestone- II | <p>438th Day from Appointed Date (i.e., May 19, 2026)- (Prior to the occurrence of Project Milestone-II, the Concessionaire shall have expended not less than 35% of the total capital cost set forth in the Financial Package. Provided, however, that at least 70% of the expenditure referred to hereinabove shall have been incurred on physical works which shall not include advances of any kind to any person or expenditure of any kind on plant and machinery and the concessionaire shall have commenced construction of the project and achieved 35% Physical Progress.).</p> |
| | Milestone- III | <p>620th Day from Appointed Date (i.e., November 17, 2026) (The concessionaire shall have commenced construction of all Project Facilities and expended not less than 75% of the total capital cost set forth in the Financial Package and the concessionaire shall have commenced construction of the Project and achieved 75% Physical Progress).</p> |
| | Scheduled Completion Date | <p>730th Day from Appointed Date (i.e., March 7, 2027)</p> <p>The concessionaire shall have completed the Project in accordance with the Concession Agreement.</p> |

Four Laning of Badarpur-Churaibari section of NH-37 & NH-8 from Design chainage 87.700 (Chandkhira) to km. 106.500 (Churaibari) in the state of Assam on HAM mode. Package-VI (Length=18.80 km)

CHAPTER -3

SALIENT FEATURES OF PROJECT HIGHWAY

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

| Section | Design Chainage | | Stretch in Km. | Sub-Grade | GSB | R-WMM | DBM | BC |
|------------------------|-----------------|---------|----------------|------------------|--------------|--------------|------------|-----------|
| | From | To | | | | | | |
| MCW | 87+700 | 106+500 | 18.800 | 500.00 | 200.00 | 205.00 | 65.00 | 40.00 |
| | | | | Sub-Grade | R-GSB | R-WMM | DBM | BC |
| Service Road/Slip Road | | | | 500.00 | 200.00 | 175.00 | 50.00 | 30.00 |

Note: -The approval of Pavement design is still pending by the end of Authority.

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. | Minor Bridge | Reconstruction | Nos. | 10.00 |
| | | Retained and widened | Nos. | 9.00 |
| | | New Construction | Nos. | 5.00 |
| 2. | VUP | New Construction | Nos. | 2.00 |
| 3. | LVUP | New Construction | Nos. | 4.00 |
| 4. | Box Culvert | Reconstruction | Nos. | 25.00 |
| | | Widening | Nos. | 6.00 |
| | | New Construction | Nos. | 7.00 |
| 5. | Hume Pipe Culvert | Widening | Nos. | 10.00 |
| | | Cross Road | Nos. | 12.00 |
| 6. | Minor Junction | Nos. | 6.00 | |
| 7. | W-beam Single faced metal crash barrier | Rmt. | 22662.00 | |
| 8. | Drain (covered) | Rmt. | 20.900 | |

**Four Laning of Badarpur-Churaibari section of NH-37 & NH-8 from Design chainage 87.700
(Chandkhira) to km. 106.500 (Churaibari) in the state of Assam on HAM mode. Package-VI
(Length=18.80 km)**

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 24- Minor Bridge, 6- Underpasses, 48- Culverts.
- Construction of Slip Road of 10.460 Km (L)
- Construction of Sr. Road of 10.440 Km (L)

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 Patrol Unit
- k) Emergency Medical Services
- l) Crane Services

Four Laning of Badarpur-Churaibari section of NH-37 & NH-8 from Design chainage 87.700 (Chandkhira) to km. 106.500 (Churaibari) in the state of Assam on HAM mode. Package-VI (Length=18.80 km)

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 | Not done | MKCIL/ASSAM/PKG-06/383 |
| 2 | Article 11 | Utilities, Associated Roads and Trees | In-progress | |
| 3 | Clause 18.1.2 | Safety Consultant | Not done | |
| 4 | Article 21 | Appointment of Independent Engineer | Appointed | Partially Mobilized |
| 5 | Clause 10.3 | Joint Memorandum | Done | 07.03.2025 |

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 License | Done |
| 10 | Clause 12.1 | Quality Assurance Plan | Submitted | MKCIL-169 dt. 01.04.2025 |
| 11 | | Construction Methodology | Submitted | MKCIL-178 dt. 07.04.2025 |

Four Laning of Badarpur-Churaibari section of NH-37 & NH-8 from Design chainage 87.700 (Chandkhira) to km. 106.500 (Churaibari) in the state of Assam on HAM mode. Package-VI (Length=18.80 km)

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 | Qty | Status | Remark |
|---------|--|------|-------|---------------------|--------|
| 1 | EHT Crossing | Nos. | 8 | Approval is pending | |
| 2 | HT/ LT lines (including Transformers if any) | Nos. | 741 | In Progress | |
| 3 | HT/ LT crossing | Nos. | 67 | In Progress | |
| 4 | Water Pipeline | Km | 26.98 | In Progress | |
| 5 | Water Pipeline Crossing | Nos. | 24 | 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 | 691.00 | Non-Forest area |
| 2. | Total Felling of Trees | 471.00 | |
| 3. | Balance Trees | 220.00 | |

5.4 Land Acquisition

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

Four Laning of Badarpur-Churaibari section of NH-37 & NH-8 from Design chainage 87.700 (Chandkhira) to km. 106.500 (Churaibari) in the state of Assam on HAM mode. Package-VI (Length=18.80 km)

HINDRANCE LIST – CHAINAGE WISE DETAILS

| DETAILS OF ENCUMBRANCES WITHIN ROW | | | | | | | | | | |
|---|----------|---------|------|-------------------|-------------|----------|---------|------|-------------------|-------------|
| Sr. No | Chainage | | Side | Total Length (KM) | Remark | Chainage | | Side | Total Length (KM) | Remark |
| | From | To | | | | From | To | | | |
| 1 | 87+700 | 87+750 | LHS | 0.050 | structure | 88+000 | 88+040 | RHS | 0.040 | structure |
| 2 | 88+010 | 88+100 | LHS | 0.090 | structure | 90+100 | 90+270 | RHS | 0.170 | structure |
| 3 | 88+960 | 88+980 | LHS | 0.020 | structure | 91+300 | 91+340 | RHS | 0.040 | structure |
| 4 | 89+390 | 89+530 | LHS | 0.140 | structure | 91+700 | 91+800 | RHS | 0.100 | structure |
| 5 | 89+700 | 89+830 | LHS | 0.130 | structure | 92+290 | 92+320 | RHS | 0.030 | structure |
| 6 | 89+870 | 89+900 | LHS | 0.030 | structure | 92+580 | 92+640 | RHS | 0.060 | structure |
| 7 | 90+030 | 90+060 | LHS | 0.030 | structure | 92+900 | 93+000 | RHS | 0.100 | structure |
| 8 | 90+080 | 90+100 | LHS | 0.020 | structure | 93+430 | 93+460 | RHS | 0.030 | structure |
| 9 | 92+130 | 90+180 | LHS | 0.050 | structure | 93+950 | 94+000 | RHS | 0.050 | structure |
| 10 | 90+200 | 90+430 | LHS | 0.230 | structure | 94+540 | 94+560 | RHS | 0.020 | structure |
| 11 | 90+800 | 90+900 | LHS | 0.100 | structure | 94+620 | 94+640 | RHS | 0.020 | structure |
| 12 | 91+530 | 91+630 | LHS | 0.100 | structure | 95+100 | 95+200 | RHS | 0.100 | structure |
| 13 | 91+700 | 91+920 | LHS | 0.220 | structure | 95+650 | 95+680 | RHS | 0.030 | structure |
| 14 | 92+370 | 92+400 | LHS | 0.030 | structure | 95+700 | 95+850 | RHS | 0.150 | structure |
| 15 | 93+500 | 93+530 | LHS | 0.030 | structure | 100+430 | 100+450 | RHS | 0.020 | structure |
| 16 | 93+740 | 93+760 | LHS | 0.020 | structure | 100+500 | 100+600 | RHS | 0.100 | structure |
| 17 | 94+200 | 94+400 | LHS | 0.200 | structure | 100+720 | 100+800 | RHS | 0.080 | structure |
| 18 | 94+480 | 94+500 | LHS | 0.020 | structure | 100+950 | 101+050 | RHS | 0.100 | structure |
| 19 | 94+630 | 94+700 | LHS | 0.070 | structure | 102+208 | 106+500 | RHS | 4.292 | Forest Land |
| 20 | 95+250 | 95+350 | LHS | 0.100 | structure | | | | | |
| 21 | 95+480 | 95+500 | LHS | 0.020 | structure | | | | | |
| 22 | 95+600 | 95+795 | LHS | 0.195 | structure | | | | | |
| 23 | 100+700 | 100+850 | LHS | 0.150 | structure | | | | | |
| 24 | 100+950 | 101+050 | LHS | 0.100 | structure | | | | | |
| 25 | 101+230 | 101+350 | LHS | 0.120 | structure | | | | | |
| 26 | 101+920 | 102+000 | LHS | 0.080 | structure | | | | | |
| 27 | 102+208 | 106+500 | LHS | 4.292 | Forest Land | | | | | |
| Total Hindered Length | | | | 6.637 | LHS | | | | 5.532 | RHS |
| Total Hindered Length BHS in RMT | | | | 12.169 | | | | | | |

Four Laning of Badarpur-Churaibari section of NH-37 & NH-8 from Design chainage 87.700 (Chandkhira) to km. 106.500 (Churaibari) in the state of Assam on HAM mode. Package-VI (Length=18.80 km)

CHAPTER -6

MOBILIZATION

6.1 Manpower Mobilization of Concessionaire

| Sr. No. | Name of Employee | Designation | Department |
|----------------|---------------------------|-------------------------|-------------------|
| 1. | Satish Chandra Pandey | Sr.GM | HQ |
| 2. | Ajeet Kumar Shukla | Project Manager | Project Execution |
| 3. | Ajeet Kumar | Deputy Manager | HR/Admin |
| 4. | Vikash Kumar Mishra | Executive | HR/Admin |
| 5. | Amit Kumar Verma | Supervisor | Admin |
| 6. | Rakesh Samanta | Deputy Manager | Survey |
| 7. | Asim Pal | Asst. Manager | Survey |
| 8. | Sunil Singh | Senior Surveyor | Survey |
| 9. | Lakshamn Samai | Surveyor | Survey |
| 10. | Saurav Nayak | Junior Surveyor | Survey |
| 11. | Vinay Ram Dubey | Assistant Manager | Liaison |
| 12. | Gulzar Ahmed | Executive | Liaison |
| 13. | Biswajit Santra | Manager | QA/ QC |
| 14. | Jitendra Kumar Sah | Engineer | QA/QC |
| 15. | Harish Singh Bhadoriya | Engineer | QA/QC |
| 16. | Kanhaiya Singh | Lab Technician | QA/QC |
| 17. | Sandeep Kumar Vishwakarma | Lab Technician | QA/QC |
| 18. | Nilamber Mahto | Lab Technician | QA/QC |
| 19. | Sunil | Lab Technician | QA/QC |
| 20. | Shivam Shroshria | G.E.T | QA/QC |
| 21. | Pritom Manna | Junior Engineer | QA/QC |
| 22. | Debjyoti jena | Junior Engineer | QA/QC |
| 23. | DeepaK Kumar Mishra | Deputy Manager | Highway |
| 24. | Mohan Kumar Jha | Senior Engineer | Highway |
| 25. | Sonu | Deputy Manager | Highway |
| 26. | Beetan Banarji | Senior Engineer RE Wall | Highway |
| 27. | Dinesh Kumar Tiwai | Senior Engineer RE Wall | Highway |
| 28. | Abhay Tripathi | Senior Engineer RE Wall | Highway |
| 29. | Ashwini Gupta | Engineer | Highway |
| 30. | Vishal Kumar | Assistant Engineer | Highway |
| 31. | Md Shariqre Alam | Jr. Engineer | Highway |

Four Laning of Badarpur-Churaibari section of NH-37 & NH-8 from Design chainage 87.700 (Chandkhira) to km. 106.500 (Churaibari) in the state of Assam on HAM mode. Package-VI (Length=18.80 km)

| | | | |
|-----|-----------------------|--------------------|--------------------|
| 32. | Pawan Gupta | Jr. Engineer | Highway |
| 33. | Ram Narain Sharma | Sr. Supervisor | Highway |
| 34. | Surendra Sharma | Sr. Supervisor | Highway |
| 35. | Bharat Mahto | Sr. Supervisor | Highway |
| 36. | Gopal kharol | Supervisor | Highway |
| 37. | Shiv Kumar | Supervisor | Highway |
| 38. | Rohit Malakar | Supervisor | Highway |
| 39. | Lakhan Dixit | Supervisor | Highway |
| 40. | Karuparthi Kumarswamy | DPM | Structure |
| 41. | Sohan Mishra | Manager | Structure |
| 42. | Jagdish Yadav | Assistant Manager | Structure |
| 43. | Varun Kumar Gautam | Engineer | Structure |
| 44. | Abhishek Singh | Engineer | Structure |
| 45. | Vishal Kumar | Engineer | Structure |
| 46. | Nilesh Kumar | Junior Engineer | Structure |
| 47. | Sumit Kumar | Junior Engineer | Structure |
| 48. | Shubham Pandey | Junior Engineer | Structure |
| 49. | Ankit Singh | DET | Structure |
| 50. | Urman Singh | DET | Structure |
| 51. | Amit Singh Gautam | DET | Structure |
| 52. | Anshu Mishra | Supervisor | Structure |
| 53. | Ashutosh Kumar | Supervisor | Structure |
| 54. | Jagdish Pandey | Manager | Planning & Billing |
| 55. | Abhay Kr. Singh | Senior Engineer | Planning & Billing |
| 56. | Rajesh Gantayata | Assistant Engineer | Planning & Billing |
| 57. | Abhinab Kishore | Engineer | Planning & Billing |
| 58. | Tarun Kumar | Junior Engineer | Planning & Billing |
| 59. | Bikash Chandra Sahu | Senior Executive | IT |
| 60. | Santosh Kumar Jena | Manager | Store |
| 61. | Santosh Kumar Yadav | Senior Executive | Store |
| 62. | Govind Ram Nagar | Officer | Store |
| 63. | Rahul Mandal | Jr. Executive | Store |
| 64. | Kumar Abhinav | Jr. Executive | Store |
| 65. | Shivam Mishra | Jr. Executive | Store |
| 66. | Shailesh Kumar Singh | Supervisor | Store |
| 67. | Sanjay Singh | Supervisor | Store |
| 68. | Amit Kumar Tiwari | Supervisor | Store |
| 69. | Gaurav Pandey | Supervisor | Store |

Four Laning of Badarpur-Churaibari section of NH-37 & NH-8 from Design chainage 87.700 (Chandkhira) to km. 106.500 (Churaibari) in the state of Assam on HAM mode. Package-VI (Length=18.80 km)

| | | | |
|-----|------------------------|------------------|----------------|
| 70. | Nigam Kumar | Supervisor | Store |
| 71. | Bhaskar Ganguly | Manager | Mechanical |
| 72. | Amredra Tiwari | Sr. Engineer | Mechanical |
| 73. | Kush Kumar Singh | Sr. Engineer | Mechanical |
| 74. | Sahajan Alom Choudhury | Executive | Mechanical |
| 75. | Aman Kumar | Executive | Mechanical |
| 76. | Ratnesh Kumar Bharti | Junior Executive | Mechanical |
| 77. | Dharmendra Kumar Mahto | GET | Mechanical |
| 78. | Debasis Sahoo | Sr. Supervisor | Mechanical |
| 79. | Akshaya Kumar Swain | Sr. Supervisor | Mechanical |
| 80. | Prashant Babu | Supervisor | Mechanical |
| 81. | Vijay Ram Dubey | Fleet In-Charge | Mechanical |
| 82. | Shiv Kr. Pareek | Executive | F & A |
| 83. | Shivam Singh | Junior Executive | H.S.E - Safety |
| 84. | Rishu Kumar | Sr. Engineer | Electrical |

6.2 Manpower Mobilization of Independent Engineer

| SI.no | Name | Designation | DOJ |
|-------|---------------------|-------------------------------------|------------|
| 1 | Manoj Kumar Jha | Team Leader | 01.05.2025 |
| 2 | Pritam Kumar Singh | Resident Engineer | 19.05.2025 |
| 3 | Shankar Kumar Singh | Bridge Engineer | 08.08.2025 |
| 4 | Ujjwal Rout | Senior Pavement Specialist | 18.08.2025 |
| 5 | Bhanu Pratap Verma | SQME | 04.08.2025 |
| 6 | Sourav Chakraborty | Assistant Highway Engineer | 15.05.2025 |
| 7 | Swadesh suman | Assistant Bridge Engineer | 13.08.2025 |
| 8 | Lakhan Singh | Survey Engineer | 18.08.2025 |
| 9 | Pushkar Mishra | Assistant Quality Material Engineer | 24.07.2025 |

Four Laning of Badarpur-Churaibari section of NH-37 & NH-8 from Design chainage 87.700 (Chandkhira) to km. 106.500 (Churaibari) in the state of Assam on HAM mode. Package-VI (Length=18.80 km)

CHAPTER-7

DEPLOYMENT OF PLANTS AND EQUIPMENT / PROJECT SET UP PLAN

7.1 Plants and Equipment Deployed: -

| Sr. no. | Type of Machine | Nos | Remark |
|----------------|------------------------------|------------|---------------|
| 1 | Excavator | 13 | |
| 2 | Tipper | 34 | |
| 3 | Farana 30 Ton capacity crane | 02 | |
| 4 | Hydra 14 Ton capacity | 01 | |
| 5 | Batching plant | 01 | |
| 6 | RE block Plant | 01 | |
| 7 | WMM Plant 250 TPH | 01 | |
| 8 | Soil Compactor Roller | 08 | |
| 9 | Tandem Roller | 04 | |
| 10 | Mini Tandem Roller | 01 | |
| 11 | Motor Grader | 03 | |
| 12 | Transit Mixer | 11 | |
| 13 | Backhoe Loader | 04 | |
| 14 | LMV Vehicle | 11 | |
| 15 | Diesel Tanker | 02 | |
| 16 | Trailer | 02 | |
| 17 | DG | 13 | |
| 18 | Tractor | 06 | |
| 19 | Boom Placer | 01 | |
| 20 | Water Tanker | 03 | |
| 21 | Loader | 02 | |
| 22 | Paver | 01 | |

Four Laning of Badarpur-Churaibari section of NH-37 & NH-8 from Design chainage 87.700 (Chandkhira) to km. 106.500 (Churaibari) in the state of Assam on HAM mode. Package-VI (Length=18.80 km)

CHAPTER-8

DESIGN AND DRAWING

The project highway has been designed for four lane divided carriageway facility with provision of central raised median of 2.5M. 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 **January 31, 2026**, is enclosed in this chapter of the report.

Road Works

| S N | Description | Unit | Total | Submitted | Approval | Remarks |
|-----|------------------------|------|--------|-----------|----------|---|
| 1. | Plan & Profile MCW | Km | 18.800 | 18.800 | 18.800 | |
| 2. | Plan & Profile SR | Km | 10.440 | 10.440 | 10.440 | |
| 3. | Typical Cross Section | Nos | 1.00 | 1.00 | 0.00 | |
| 4. | Pavement Design Report | Nos | 1.00 | 1.00 | 0.00 | Approval is still pending by the end of IE/authority. |
| 5. | RE Wall | Nos | 5.00 | 3.00 | 3.00 | |
| 7. | Minor Junction | Nos | 24.00 | - | - | |
| 8. | Signage Plan | Nos | 1.00 | - | - | |
| 9. | Rest Area | Nos | 1.00 | - | - | |

Structure Works; -

| Description | Total Nos | Submitted | Approved | Remarks |
|---------------------|-----------|-----------|----------|---|
| LVUP | 4 | 4 | 4 | |
| VUP | 2 | 2 | 2 | |
| MNB | 24 | 23 | 22 | Revised 1 Nos D & D Submitted under letter reference MKCIL/ASSAM/PKG-6/711 dated-31.01.2026 |
| Box Culverts | 38 | 38 | 38 | Revised 4 Nos D & D Submitted under letter reference MKCIL/ASSAM/PKG-6/571 dated-18.11.2025 |
| Pipe Culvert | 10 | 10 | 10 | |

Four Laning of Badarpur-Churaibari section of NH-37 & NH-8 from Design chainage 87.700 (Chandkhira) to km. 106.500 (Churaibari) in the state of Assam on HAM mode. Package-VI (Length=18.80 km)

CHAPTER-9

PROJECT WORK PROGRESS

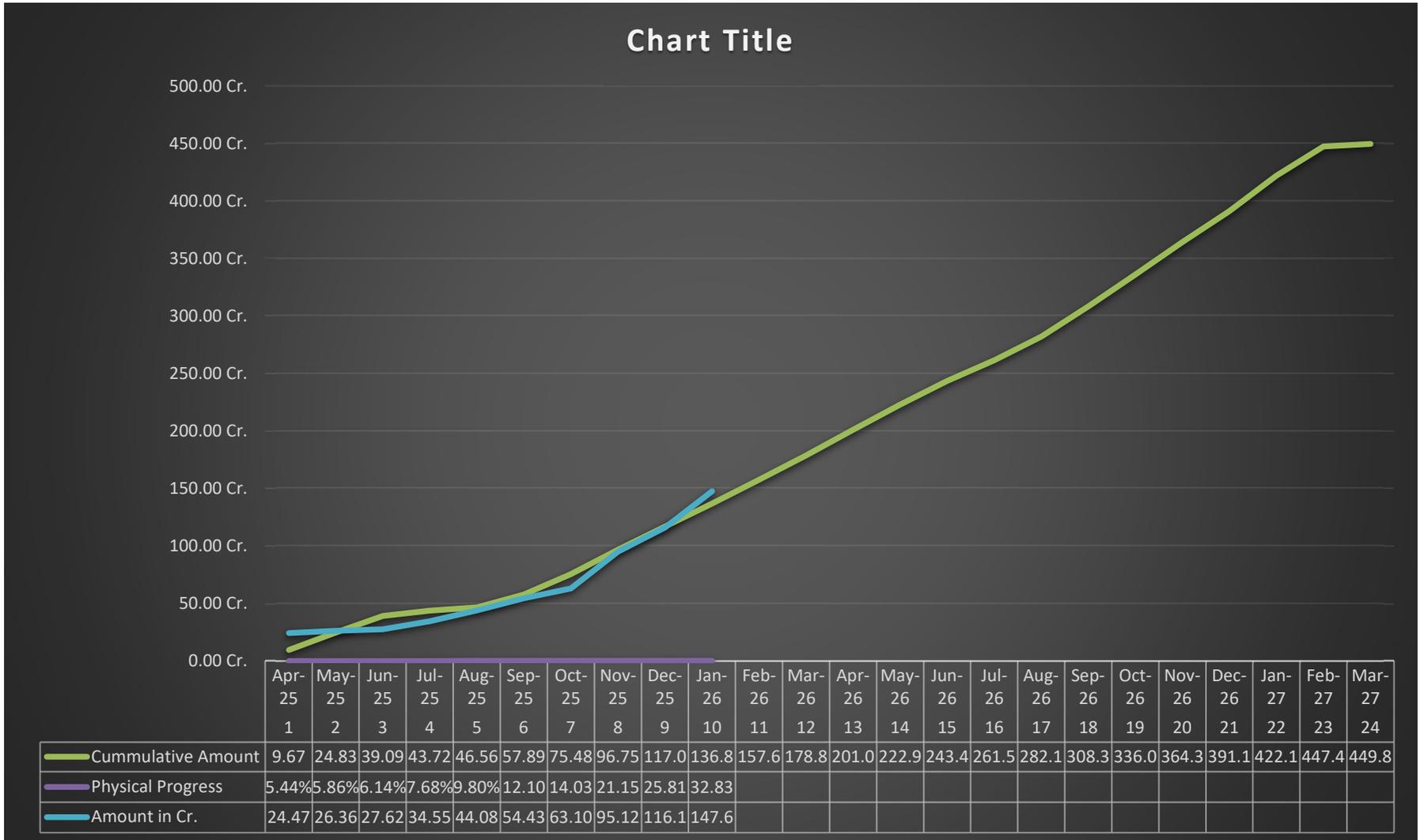
9.1 Work Progress:

Progress as per Schedule G for the month January-2026.

| Project Name: | 4-Lane of NH-8 from Design Ch. 87.700 near Chandkhira Village to Design Ch. 106.500 near Churaibari Village (Assam/Tripura Border) on Silchar-Churaibari Pkg-6 in the state of Assam (Package-VI) | | | | | | |
|--|--|-----------|-------|---|-------------------|------------------------|----------------------------|
| Authority Engineer | National Highways & Infrastructure Development Corporation Limited | | | | | | |
| Independent Engineer | M/s Agnitio Infrastructure Projects Pvt. Ltd. in JV with M/s Ayoleeza Consultants Pvt. Ltd. | | | | | | |
| Concessionaire Name | MKC Badarpur Churaibari Kamakhya Highways Private Limited | | | | | | |
| Total Contract Price | 4,49,81,00,000 | | | | | | |
| 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/Strctures (But excluding service road) | A - Widening and strengthening of existing road | | | | | | |
| | (1) Earthwork upto top of Sub-grade | L-Km | 26.17 | 15.79% | 9.25 | 35.4% | 5.6% |
| | (2) Granular work (Sub-base, base,shoulder) | | | | | | |
| | (a) GSB | L-Km | 26.17 | 5.19% | 4.50 | 17.2% | 0.9% |
| | (b) WMM | L-Km | 26.17 | 4.89% | | 0.0% | 0.0% |
| | (3) Shoulders | L-Km | 26.17 | 0.21% | | 0.0% | 0.0% |
| | (4) Bituminous Work | | | | | | |
| | (a) DBM | L-Km | 26.17 | 3.80% | | 0.0% | 0.0% |
| | (b) BC | L-Km | 26.17 | 2.57% | | 0.0% | 0.0% |
| | (6) Widening and repair of culverts | No. | 32.00 | 1.30% | 28.00 | 87.5% | 1.1% |
| | (7) Widening and repair of Minor Bridges | No. | 18.00 | 4.44% | 16.00 | 88.9% | 3.9% |
| | B - New 4 Lane Realignment/Bypass | | | | | | |
| | (1) Earthwork upto top of Sub-grade | L-Km | 10.67 | 5.16% | 1.44 | 13.5% | 0.7% |
| | (2) Granular work (Sub-base, base, Shoulder) | | | | | | |
| | (a) GSB | L-Km | 10.67 | 2.50% | 0.70 | 6.6% | 0.2% |
| | (b) WMM | L-Km | 10.67 | 1.83% | | 0.0% | 0.0% |
| | (3) Shoulders | L-Km | 10.67 | 0.43% | | 0.0% | 0.0% |
| | (4) Bituminous Work | | | | | | |
| | (a) DBM | L-Km | 10.67 | 1.38% | | 0.0% | 0.0% |
| | (b) BC | L-Km | 10.67 | 0.92% | | 0.0% | 0.0% |
| | C- New Culverts, Minor Bridges, underpasses, overpasses on existing road, realignment, bypasses: | | | | | | |
| | 1) Culverts | No. | 64.00 | 3.52% | 54.00 | 84.4% | 3.0% |
| | 2) Minor Bridges | | | | | | |
| | a) Foundation | No. | 62.00 | 7.87% | 32.00 | 51.6% | 4.1% |
| | b) Sub-Structure | No. | 62.00 | 2.54% | 30.00 | 48.4% | 1.2% |
| | 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. | 20.00 | 2.32% | 8.00 | 40.0% | 0.9% |
| | c-ii) Slab - after Completion of Slab (60%) | No. | 42.00 | 3.48% | 19.00 | 45.2% | 1.6% |
| 5) Grade Separated Structures | | | | | | | |
| a) Underpasses | | | | | | | |
| i) Foundation | No. | 16.00 | 3.12% | 16.00 | 100.0% | 3.1% | |
| ii) Sub-Structure | No. | 16.00 | 1.38% | 16.00 | 100.0% | 1.4% | |
| 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. | | | | | | | |
| iii-a) Precast Girder - On Casting (40%) | No. | 4.00 | 0.74% | 4.00 | | | |
| iii-b) Slab - after Completion of Slab (60%) | No. | 12.00 | 1.10% | 8.00 | 66.7% | 0.7% | |
| 4) Reinforced Earth Wall (includes Approaches or ROB, Underpasses, Over passes, Flyover etc.) If RE-Wall is used with facia panels/blocks, 5% of weightage of the stage in percentage to bid project cost is assigned to the casting of such | | | | | | | |
| i) Re-Wall using Panel/Blocks Casting (5%) | Sq.m | 52,300.00 | 0.08% | 44,033.18 | 84.2% | 0.1% | |
| ii) Re-Wall using Panel/Blocks Erection (95%) | Sq.m | 52,300.00 | 1.56% | 4,392.21 | 8.4% | 0.1% | |
| UTILIY SHIFTING | | | | | | | |
| EHT Crossing | No. | 8.00 | 1.59% | | | | |
| HT/LT lines (including Transformers if any) | Km | 18.80 | 0.35% | 9.00 | 47.9% | 0.2% | |
| HT/LT crossings | No. | 67.00 | 2.36% | 34.00 | 50.7% | 1.2% | |
| Water pipeline | L-Km | 26.98 | 0.49% | 26.98 | 100.0% | 0.5% | |
| Water pipeline crossings | No. | 23.00 | 0.32% | 10.00 | 43.5% | 0.1% | |
| MISSCELANEOUS WORKS | | | | | | | |
| i) - Service Road / Slip Road | L-Km | 20.90 | 4.23% | | | | |
| iii) Road Side Drains | L-Km | 20.90 | 3.78% | 6.81 | 32.6% | 1.2% | |
| iv) - Road signs,markings, Km Stone, Safety devices | | | | | | | |
| (a) Road signs,markings, Km Stone | L-Km | 37.60 | 0.53% | | 0.0% | 0.0% | |
| (b) Concrete Crash Barrier/W Beam Crash Barrier in Road work | L-Km | 25.96 | 2.20% | | 0.0% | 0.0% | |
| v) - Project Facilities | | | | | | | |
| (a) Bus bays | No. | 12.00 | 0.03% | | 0.0% | 0.0% | |
| (c) Rest Area | No. | 1.00 | 0.59% | | | | |
| viii) - Protection Work | | | | | | | |
| (b) Toe / Retaining Wall | L-Km | 2.56 | 2.60% | 0.97 | 37.9% | 1.0% | |
| x)Miscellaneous | | | | | | | |
| (a) Street Lighting | No. | 1,672.00 | 0.54% | | 0.0% | 0.0% | |
| (b)ATMS, HTMS, Traffic Aid Posts, Medical aid Posts, Vehicle Recue Posts, Telecom System | L-Km | 37.60 | 0.44% | | 0.0% | 0.0% | |
| (c) Boundary Wall | L-Km | 37.51 | 1.37% | | 0.0% | 0.0% | |
| (d) Junction | No. | 24.00 | 0.33% | | 0.0% | 0.0% | |
| (e) Rain Water Harvesting (RWH) | No. | 38.00 | 0.13% | | 0.0% | 0.0% | |
| Grand Total >>> | | | | 100.00% | | | 32.827% |

Four Laning of Badarpur-Churaibari section of NH-37 & NH-8 from Design chainage 87.700 (Chandkhira) to km. 106.500 (Churaibari) in the state of Assam on HAM mode. Package-VI (Length=18.80 km)

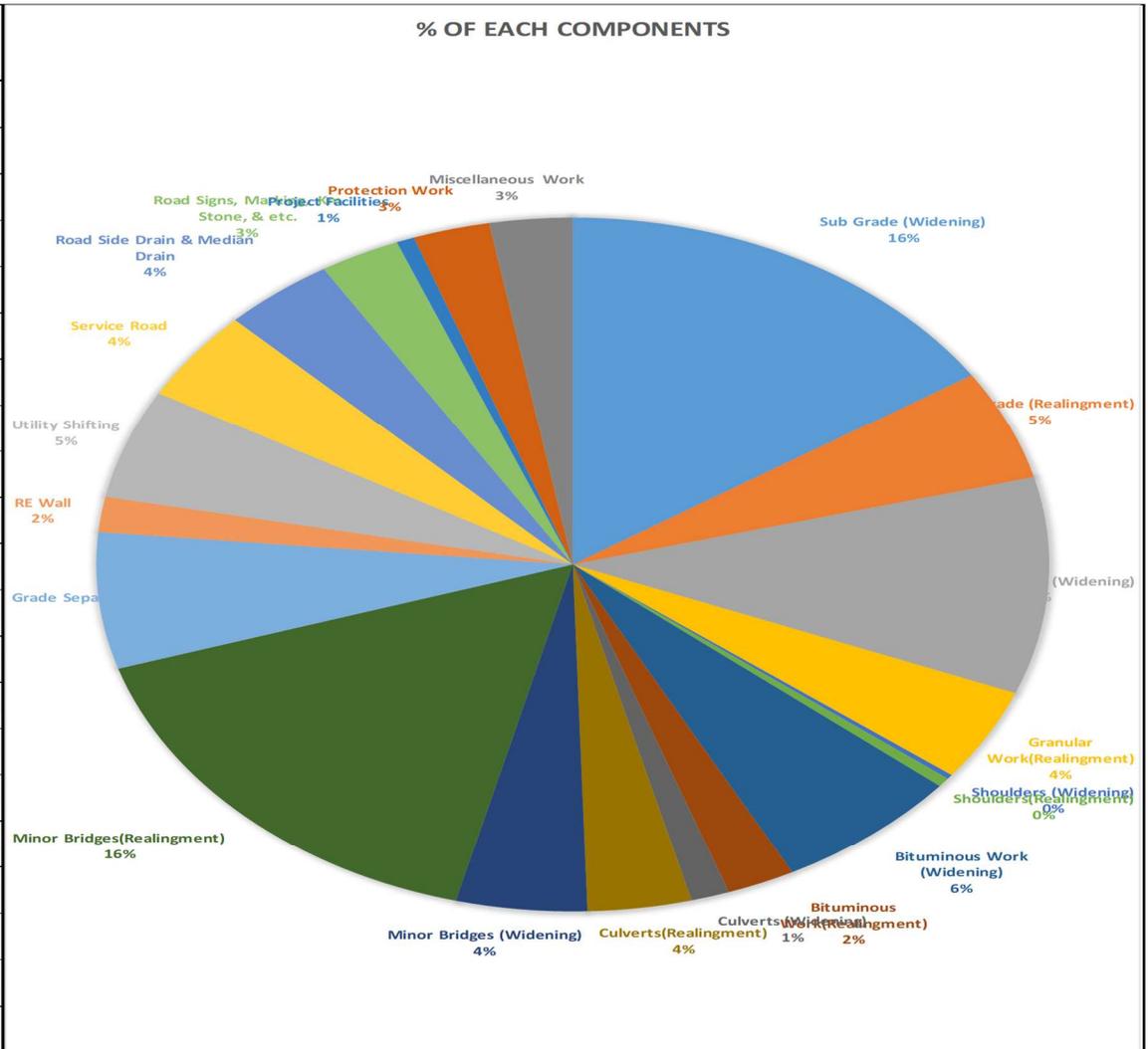
9.2 S Curve



Four Laning of Badarpur-Churaibari section of NH-37 & NH-8 from Design chainage 87.700 (Chandkhira) to km. 106.500 (Churaibari) in the state of Assam on HAM mode. Package-VI (Length=18.80 km)

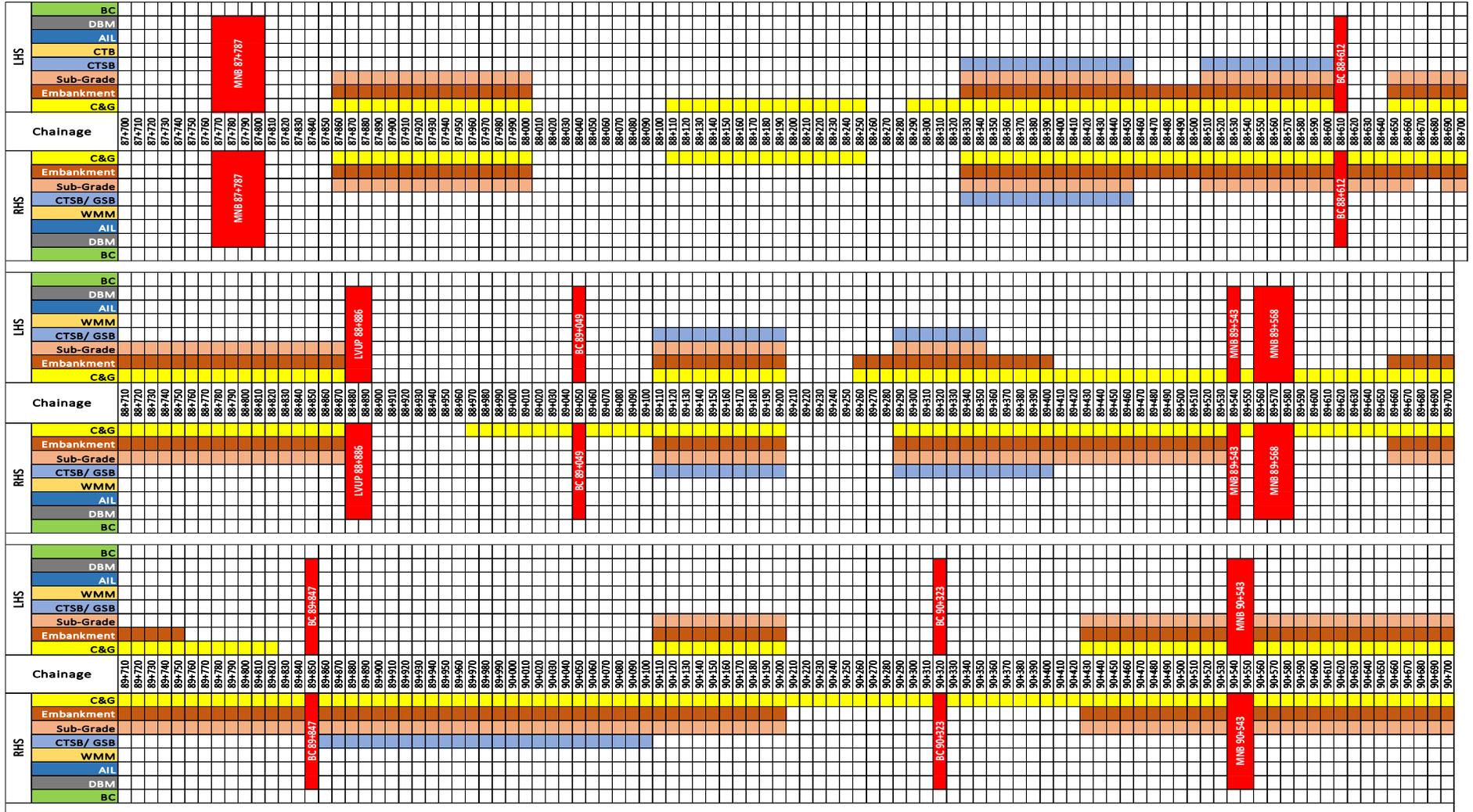
9.3 Weightages

| Work Description | % of Each sub components | Amount (Cr.) |
|---------------------------------------|--------------------------|-----------------|
| Sub Grade (Widening) | 15.79% | 71,02,49,990.00 |
| Sub Grade (Realingment) | 5.16% | 23,21,01,960.00 |
| Granular Work (Widening) | 10.09% | 45,38,58,290.00 |
| Granular Work(Realingment) | 4.33% | 19,47,67,730.00 |
| Shoulders (Widening) | 0.21% | 94,46,010.00 |
| Shoulders(Realingment) | 0.43% | 1,93,41,830.00 |
| Bituminous Work (Widening) | 6.37% | 28,65,28,970.00 |
| Bituminous Work(Realingment) | 2.31% | 10,39,06,110.00 |
| Culverts (Widening) | 1.30% | 5,84,75,300.00 |
| Culverts(Realingment) | 3.52% | 15,83,33,120.00 |
| Minor Bridges (Widening) | 4.44% | 19,97,15,640.00 |
| Minor Bridges(Realingment) | 16.20% | 72,86,92,200.00 |
| Grade Separated Structures | 6.34% | 28,51,79,540.00 |
| RE Wall | 1.64% | 7,37,68,840.00 |
| Utility Shifting | 5.11% | 22,98,52,910.00 |
| Service Road | 4.23% | 19,02,69,630.00 |
| Road Side Drain & Median Drain | 3.78% | 17,00,28,180.00 |
| Road Signs, Marking, Km Stone, & etc. | 2.73% | 12,27,98,130.00 |
| Project Facilities | 0.61% | 2,74,38,410.00 |
| Protection Work | 2.60% | 11,69,50,600.00 |
| Miscellaneous Work | 2.81% | 12,63,96,610.00 |



Four Laning of Badarpur-Churaibari section of NH-37 & NH-8 from Design chainage 87.700 (Chandkhira) to km. 106.500 (Churaibari) in the state of Assam on HAM mode. Package-VI (Length=18.80 km)

9.4 Highway Progress:



Four Laning of Badarpur-Churaibari section of NH-37 & NH-8 from Design chainage 87.700 (Chandkhira) to km. 106.500 (Churaibari) in the state of Assam on HAM mode. Package-VI (Length=18.80 km)

| RHS | Chainage | LHS | | | | | | |
|-----|----------|-----|-----|-----|-----|----------|-----------|------------|
| | | BC | DBM | AIL | WMM | CTS/ GSB | Sub-Grade | Embankment |
| | 90*710 | | | | | | | |
| | 90*720 | | | | | | | |
| | 90*730 | | | | | | | |
| | 90*740 | | | | | | | |
| | 90*750 | | | | | | | |
| | 90*760 | | | | | | | |
| | 90*770 | | | | | | | |
| | 90*780 | | | | | | | |
| | 90*790 | | | | | | | |
| | 90*800 | | | | | | | |
| | 90*810 | | | | | | | |
| | 90*820 | | | | | | | |
| | 90*830 | | | | | | | |
| | 90*840 | | | | | | | |
| | 90*850 | | | | | | | |
| | 90*860 | | | | | | | |
| | 90*870 | | | | | | | |
| | 90*880 | | | | | | | |
| | 90*890 | | | | | | | |
| | 90*900 | | | | | | | |
| | 90*910 | | | | | | | |
| | 90*920 | | | | | | | |
| | 90*930 | | | | | | | |
| | 90*940 | | | | | | | |
| | 90*950 | | | | | | | |
| | 90*960 | | | | | | | |
| | 90*970 | | | | | | | |
| | 90*980 | | | | | | | |
| | 90*990 | | | | | | | |
| | 91*000 | | | | | | | |
| | 91*010 | | | | | | | |
| | 91*020 | | | | | | | |
| | 91*030 | | | | | | | |
| | 91*040 | | | | | | | |
| | 91*050 | | | | | | | |
| | 91*060 | | | | | | | |
| | 91*070 | | | | | | | |
| | 91*080 | | | | | | | |
| | 91*090 | | | | | | | |
| | 91*100 | | | | | | | |
| | 91*110 | | | | | | | |
| | 91*120 | | | | | | | |
| | 91*130 | | | | | | | |
| | 91*140 | | | | | | | |
| | 91*150 | | | | | | | |
| | 91*160 | | | | | | | |
| | 91*170 | | | | | | | |
| | 91*180 | | | | | | | |
| | 91*190 | | | | | | | |
| | 91*200 | | | | | | | |
| | 91*210 | | | | | | | |
| | 91*220 | | | | | | | |
| | 91*230 | | | | | | | |
| | 91*240 | | | | | | | |
| | 91*250 | | | | | | | |
| | 91*260 | | | | | | | |
| | 91*270 | | | | | | | |
| | 91*280 | | | | | | | |
| | 91*290 | | | | | | | |
| | 91*300 | | | | | | | |
| | 91*310 | | | | | | | |
| | 91*320 | | | | | | | |
| | 91*330 | | | | | | | |
| | 91*340 | | | | | | | |
| | 91*350 | | | | | | | |
| | 91*360 | | | | | | | |
| | 91*370 | | | | | | | |
| | 91*380 | | | | | | | |
| | 91*390 | | | | | | | |
| | 91*400 | | | | | | | |
| | 91*410 | | | | | | | |
| | 91*420 | | | | | | | |
| | 91*430 | | | | | | | |
| | 91*440 | | | | | | | |
| | 91*450 | | | | | | | |
| | 91*460 | | | | | | | |
| | 91*470 | | | | | | | |
| | 91*480 | | | | | | | |
| | 91*490 | | | | | | | |
| | 91*500 | | | | | | | |
| | 91*510 | | | | | | | |
| | 91*520 | | | | | | | |
| | 91*530 | | | | | | | |
| | 91*540 | | | | | | | |
| | 91*550 | | | | | | | |
| | 91*560 | | | | | | | |
| | 91*570 | | | | | | | |
| | 91*580 | | | | | | | |
| | 91*590 | | | | | | | |
| | 91*600 | | | | | | | |
| | 91*610 | | | | | | | |
| | 91*620 | | | | | | | |
| | 91*630 | | | | | | | |
| | 91*640 | | | | | | | |
| | 91*650 | | | | | | | |
| | 91*660 | | | | | | | |
| | 91*670 | | | | | | | |
| | 91*680 | | | | | | | |
| | 91*690 | | | | | | | |
| | 91*700 | | | | | | | |

| RHS | Chainage | LHS | | | | | | |
|-----|----------|-----|-----|-----|-----|----------|-----------|------------|
| | | BC | DBM | AIL | WMM | CTS/ GSB | Sub-Grade | Embankment |
| | 91*710 | | | | | | | |
| | 91*720 | | | | | | | |
| | 91*730 | | | | | | | |
| | 91*740 | | | | | | | |
| | 91*750 | | | | | | | |
| | 91*760 | | | | | | | |
| | 91*770 | | | | | | | |
| | 91*780 | | | | | | | |
| | 91*790 | | | | | | | |
| | 91*800 | | | | | | | |
| | 91*810 | | | | | | | |
| | 91*820 | | | | | | | |
| | 91*830 | | | | | | | |
| | 91*840 | | | | | | | |
| | 91*850 | | | | | | | |
| | 91*860 | | | | | | | |
| | 91*870 | | | | | | | |
| | 91*880 | | | | | | | |
| | 91*890 | | | | | | | |
| | 91*900 | | | | | | | |
| | 91*910 | | | | | | | |
| | 91*920 | | | | | | | |
| | 91*930 | | | | | | | |
| | 91*940 | | | | | | | |
| | 91*950 | | | | | | | |
| | 91*960 | | | | | | | |
| | 91*970 | | | | | | | |
| | 91*980 | | | | | | | |
| | 91*990 | | | | | | | |
| | 92*000 | | | | | | | |
| | 92*010 | | | | | | | |
| | 92*020 | | | | | | | |
| | 92*030 | | | | | | | |
| | 92*040 | | | | | | | |
| | 92*050 | | | | | | | |
| | 92*060 | | | | | | | |
| | 92*070 | | | | | | | |
| | 92*080 | | | | | | | |
| | 92*090 | | | | | | | |
| | 92*100 | | | | | | | |
| | 92*110 | | | | | | | |
| | 92*120 | | | | | | | |
| | 92*130 | | | | | | | |
| | 92*140 | | | | | | | |
| | 92*150 | | | | | | | |
| | 92*160 | | | | | | | |
| | 92*170 | | | | | | | |
| | 92*180 | | | | | | | |
| | 92*190 | | | | | | | |
| | 92*200 | | | | | | | |
| | 92*210 | | | | | | | |
| | 92*220 | | | | | | | |
| | 92*230 | | | | | | | |
| | 92*240 | | | | | | | |
| | 92*250 | | | | | | | |
| | 92*260 | | | | | | | |
| | 92*270 | | | | | | | |
| | 92*280 | | | | | | | |
| | 92*290 | | | | | | | |
| | 92*300 | | | | | | | |
| | 92*310 | | | | | | | |
| | 92*320 | | | | | | | |
| | 92*330 | | | | | | | |
| | 92*340 | | | | | | | |
| | 92*350 | | | | | | | |
| | 92*360 | | | | | | | |
| | 92*370 | | | | | | | |
| | 92*380 | | | | | | | |
| | 92*390 | | | | | | | |
| | 92*400 | | | | | | | |
| | 92*410 | | | | | | | |
| | 92*420 | | | | | | | |
| | 92*430 | | | | | | | |
| | 92*440 | | | | | | | |
| | 92*450 | | | | | | | |
| | 92*460 | | | | | | | |
| | 92*470 | | | | | | | |
| | 92*480 | | | | | | | |
| | 92*490 | | | | | | | |
| | 92*500 | | | | | | | |
| | 92*510 | | | | | | | |
| | 92*520 | | | | | | | |
| | 92*530 | | | | | | | |
| | 92*540 | | | | | | | |
| | 92*550 | | | | | | | |
| | 92*560 | | | | | | | |
| | 92*570 | | | | | | | |
| | 92*580 | | | | | | | |
| | 92*590 | | | | | | | |
| | 92*600 | | | | | | | |
| | 92*610 | | | | | | | |
| | 92*620 | | | | | | | |
| | 92*630 | | | | | | | |
| | 92*640 | | | | | | | |
| | 92*650 | | | | | | | |
| | 92*660 | | | | | | | |
| | 92*670 | | | | | | | |
| | 92*680 | | | | | | | |
| | 92*690 | | | | | | | |
| | 92*700 | | | | | | | |

| RHS | Chainage | LHS | | | | | | |
|-----|----------|-----|-----|-----|-----|----------|-----------|------------|
| | | BC | DBM | AIL | WMM | CTS/ GSB | Sub-Grade | Embankment |
| | 92*710 | | | | | | | |

Four Laning of Badarpur-Churaibari section of NH-37 & NH-8 from Design chainage 87.700 (Chandkhira) to km. 106.500 (Churaibari) in the state of Assam on HAM mode. Package-VI (Length=18.80 km)

9.5 Detailed Structure Work Progress

9.5.1 Status of HPC

| SN | LHS | | | | | | | HPC Chainage | RHS | | | | | | |
|----|----------------|--------------|--------------|-------------|----------------|------------------|---------------------|--------------|---------------------|------------------|----------------|-------------|--------------|--------------|----------------|
| | H/W Final Lift | H/W-2nd Lift | H/W-1st Lift | H/W-PCC M15 | Laying of Pipe | PCC/Granular Bed | Layout & Excavation | | Layout & Excavation | PCC/Granular Bed | Laying of Pipe | H/W-PCC M15 | H/W-1st Lift | H/W-2nd Lift | H/W Final Lift |
| 1 | | | | | | | | 93+516 | | | | | | | |
| 2 | | | | | | | | 97+271 | | | | | | | |
| 3 | | | | | | | | 97+381 | | | | | | | |
| 4 | | | | | | | | 97+941 | | | | | | | |
| 5 | | | | | | | | 98+051 | | | | | | | |
| 6 | | | | | | | | 98+894 | | | | | | | |
| 7 | | | | | | | | 98+944 | | | | | | | |
| 8 | | | | | | | | 99+375 | | | | | | | |
| 9 | | | | | | | | 99+601 | | | | | | | |
| 10 | | | | | | | | 99+970 | | | | | | | |

| | | |
|---|---------------|---|
| 1 | Not Available | 1 |
| 2 | In Progress | |
| 3 | Completed | |

Four Laning of Badarpur-Churaibari section of NH-37 & NH-8 from Design chainage 87.700 (Chandkhira) to km. 106.500 (Churaibari) in the state of Assam on HAM mode. Package-VI (Length=18.80 km)

9.5.2 Status of Box Culvert

| S/N | LHS | | | | | | | | | | | Box Culvert Chainage | RHS | | | | | | | | | | | | |
|-----|-----------------|-------------|----------|------------|-----------------|---------------|---------------|--------|------|------------------|---------------------|----------------------|----------|----------|---------------------|------------------|------|--------|---------------|---------------|-----------------|------------|----------|-------------|-----------------|
| | Protection Work | Parape 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 | Parape Wall | Protection Work |
| 1 | | | | | | | | | | | | A1 | 88+612 | A1 | | | | | | | | | | | |
| | | | | | | | | | | | | A2 | | A2 | | | | | | | | | | | |
| 2 | | | | | | | | | | | | A1 | 89+049 | A1 | | | | | | | | | | | |
| | | | | | | | | | | | | A2 | | A2 | | | | | | | | | | | |
| 3 | | | | | | | | | | | | A1 | 89+847 | A1 | | | | | | | | | | | |
| | | | | | | | | | | | | A2 | | A2 | | | | | | | | | | | |
| 4 | | | | | | | | | | | | A1 | 90+323 | A1 | | | | | | | | | | | |
| | | | | | | | | | | | | A2 | | A2 | | | | | | | | | | | |
| 5 | | | | | | | | | | | | A1 | 90+747 | A1 | | | | | | | | | | | |
| | | | | | | | | | | | | A2 | | A2 | | | | | | | | | | | |
| 6 | | | | | | | | | | | | A1 | 90+970 | A1 | | | | | | | | | | | |
| | | | | | | | | | | | | A2 | | A2 | | | | | | | | | | | |
| 7 | | | | | | | | | | | | A1 | 91+349 | A1 | | | | | | | | | | | |
| | | | | | | | | | | | | A2 | | A2 | | | | | | | | | | | |
| 8 | | | | | | | | | | | | A1 | 91+665 | A1 | | | | | | | | | | | |
| | | | | | | | | | | | | A2 | | A2 | | | | | | | | | | | |
| 9 | | | | | | | | | | | | A1 | 92+047 | A1 | | | | | | | | | | | |
| | | | | | | | | | | | | A2 | | A2 | | | | | | | | | | | |
| 10 | | | | | | | | | | | | A1 | 92+862 | A1 | | | | | | | | | | | |
| | | | | | | | | | | | | A2 | | A2 | | | | | | | | | | | |
| 11 | | | | | | | | | | | | A1 | 93+118 | A1 | | | | | | | | | | | |
| | | | | | | | | | | | | A2 | | A2 | | | | | | | | | | | |
| 12 | | | | | | | | | | | | A1 | 93+354 | A1 | | | | | | | | | | | |
| | | | | | | | | | | | | A2 | | A2 | | | | | | | | | | | |
| 13 | | | | | | | | | | | | A1 | 94+345 | A1 | | | | | | | | | | | |
| | | | | | | | | | | | | A2 | | A2 | | | | | | | | | | | |
| 14 | | | | | | | | | | | | A1 | 94+814 | A1 | | | | | | | | | | | |
| | | | | | | | | | | | | A2 | | A2 | | | | | | | | | | | |
| 15 | | | | | | | | | | | | A1 | 94+925 | A1 | | | | | | | | | | | |
| | | | | | | | | | | | | A2 | | A2 | | | | | | | | | | | |
| 16 | | | | | | | | | | | | A1 | 96+430 | A1 | | | | | | | | | | | |
| | | | | | | | | | | | | A2 | | A2 | | | | | | | | | | | |
| 17 | | | | | | | | | | | | A1 | 96+692 | A1 | | | | | | | | | | | |
| | | | | | | | | | | | | A2 | | A2 | | | | | | | | | | | |
| 18 | | | | | | | | | | | | A1 | 96+951 | A1 | | | | | | | | | | | |
| | | | | | | | | | | | | A2 | | A2 | | | | | | | | | | | |
| 19 | | | | | | | | | | | | A1 | 98+374 | A1 | | | | | | | | | | | |
| | | | | | | | | | | | | A2 | | A2 | | | | | | | | | | | |
| 20 | | | | | | | | | | | | A1 | 98+444 | A1 | | | | | | | | | | | |
| | | | | | | | | | | | | A2 | | A2 | | | | | | | | | | | |
| 21 | | | | | | | | | | | | A1 | 99+443 | A1 | | | | | | | | | | | |
| | | | | | | | | | | | | A2 | | A2 | | | | | | | | | | | |
| 22 | | | | | | | | | | | | A1 | 99+517 | A1 | | | | | | | | | | | |
| | | | | | | | | | | | | A2 | | A2 | | | | | | | | | | | |
| 23 | | | | | | | | | | | | A1 | 99+693 | A1 | | | | | | | | | | | |
| | | | | | | | | | | | | A2 | | A2 | | | | | | | | | | | |
| 24 | | | | | | | | | | | | A1 | 99+895 | A1 | | | | | | | | | | | |
| | | | | | | | | | | | | A2 | | A2 | | | | | | | | | | | |
| 25 | | | | | | | | | | | | A1 | 100+477 | A1 | | | | | | | | | | | |
| | | | | | | | | | | | | A2 | | A2 | | | | | | | | | | | |
| 26 | | | | | | | | | | | | A1 | 100+666 | A1 | | | | | | | | | | | |
| | | | | | | | | | | | | A2 | | A2 | | | | | | | | | | | |
| 27 | | | | | | | | | | | | A1 | 100+864 | A1 | | | | | | | | | | | |
| | | | | | | | | | | | | A2 | | A2 | | | | | | | | | | | |
| 28 | | | | | | | | | | | | A1 | 101+061 | A1 | | | | | | | | | | | |
| | | | | | | | | | | | | A2 | | A2 | | | | | | | | | | | |
| 29 | | | | | | | | | | | | A1 | 101+192 | A1 | | | | | | | | | | | |
| | | | | | | | | | | | | A2 | | A2 | | | | | | | | | | | |
| 30 | | | | | | | | | | | | A1 | 101+383 | A1 | | | | | | | | | | | |
| | | | | | | | | | | | | A2 | | A2 | | | | | | | | | | | |
| 31 | | | | | | | | | | | | A1 | 101+538 | A1 | | | | | | | | | | | |
| | | | | | | | | | | | | A2 | | A2 | | | | | | | | | | | |
| 32 | | | | | | | | | | | | A1 | 101+883 | A1 | | | | | | | | | | | |
| | | | | | | | | | | | | A2 | | A2 | | | | | | | | | | | |
| 33 | | | | | | | | | | | | A1 | 102+969 | A1 | | | | | | | | | | | |
| | | | | | | | | | | | | A2 | | A2 | | | | | | | | | | | |
| 34 | | | | | | | | | | | | A1 | 103+662 | A1 | | | | | | | | | | | |
| | | | | | | | | | | | | A2 | | A2 | | | | | | | | | | | |
| 35 | | | | | | | | | | | | A1 | 103+918 | A1 | | | | | | | | | | | |
| | | | | | | | | | | | | A2 | | A2 | | | | | | | | | | | |
| 36 | | | | | | | | | | | | A1 | 104+744 | A1 | | | | | | | | | | | |
| | | | | | | | | | | | | A2 | | A2 | | | | | | | | | | | |
| 37 | | | | | | | | | | | | A1 | 104+941 | A1 | | | | | | | | | | | |
| | | | | | | | | | | | | A2 | | A2 | | | | | | | | | | | |
| 38 | | | | | | | | | | | | A1 | 105+088 | A1 | | | | | | | | | | | |
| | | | | | | | | | | | | A2 | | A2 | | | | | | | | | | | |

| | | |
|---|---------------|---|
| 1 | Not Available | 1 |
| 2 | In Progress | 2 |
| 3 | Completed | 3 |

Four Laning of Badarpur-Churaibari section of NH-37 & NH-8 from Design chainage 87.700 (Chandkhira) to km. 106.500 (Churaibari) in the state of Assam on HAM mode. Package-VI (Length=18.80 km)

9.5.3 Status of Minor Bridge

| Sl.no. | LHS | | | | | Minor Bridge Chainage | RHS | | | | |
|--------|-----------------|---------------|------------|------------|----------|-----------------------|----------|------------|------------|---------------|-----------------|
| | Super-structure | Sub-structure | Foundation | Excavation | Abutment | | Abutment | Excavation | Foundation | Sub-structure | Super-structure |
| 1 | | | | | A1 | 87+787 | A1 | | | | |
| | | | | | A2 | | A2 | | | | |
| 2 | | | | | A1 | 89+543 | A1 | | | | |
| | | | | | A2 | | A2 | | | | |
| 3 | | | | | A1 | 89+568 | A1 | | | | |
| | | | | | A2 | | A2 | | | | |
| 4 | | | | | A1 | 90+543 | A1 | | | | |
| | | | | | A2 | | A2 | | | | |
| 5 | | | | | A1 | 92+714 | A1 | | | | |
| | | | | | A2 | | A2 | | | | |
| 6 | | | | | A1 | 95+595 | A1 | | | | |
| | | | | | A2 | | A2 | | | | |
| 7 | | | | | A1 | 97+102 | A1 | | | | |
| | | | | | A2 | | A2 | | | | |
| 8 | | | | | A1 | 97+458 | A1 | | | | |
| | | | | | A2 | | A2 | | | | |
| 9 | | | | | A1 | 97+673 | A1 | | | | |
| | | | | | A2 | | A2 | | | | |
| 10 | | | | | A1 | 97+782 | A1 | | | | |
| | | | | | A2 | | A2 | | | | |
| 11 | | | | | A1 | 98+267 | A1 | | | | |
| | | | | | A2 | | A2 | | | | |
| 12 | | | | | A1 | 98+508 | A1 | | | | |
| | | | | | A2 | | A2 | | | | |
| 13 | | | | | A1 | 98+631 | A1 | | | | |
| | | | | | A2 | | A2 | | | | |
| 14 | | | | | A1 | 99+045 | A1 | | | | |
| | | | | | A2 | | A2 | | | | |
| 15 | | | | | A1 | 99+247 | A1 | | | | |
| | | | | | A2 | | A2 | | | | |
| 16 | | | | | A1 | 102+109 | A1 | | | | |
| | | | | | A2 | | A2 | | | | |
| 17 | | | | | A1 | 102+508 | A1 | | | | |
| | | | | | A2 | | A2 | | | | |
| 18 | | | | | A1 | 103+116 | A1 | | | | |
| | | | | | A2 | | A2 | | | | |
| 19 | | | | | A1 | 103+437 | A1 | | | | |
| | | | | | A2 | | A2 | | | | |
| 20 | | | | | A1 | 103+784 | A1 | | | | |
| | | | | | A2 | | A2 | | | | |
| 21 | | | | | A1 | 104+443 | A1 | | | | |
| | | | | | A2 | | A2 | | | | |
| 22 | | | | | A1 | 105+378 | A1 | | | | |
| | | | | | A2 | | A2 | | | | |
| 23 | | | | | A1 | 105+697 | A1 | | | | |
| | | | | | A2 | | A2 | | | | |
| 24 | | | | | A1 | 106+306 | A1 | | | | |
| | | | | | A2 | | A2 | | | | |
| 1 | Not Available | | | | | | | | | | |
| 2 | In Progress | | | | | | | | | | |
| 3 | Completed | | | | | | | | | | |

Four Lining of Badarpur-Churaibari section of NH-37 & NH-8 from Design chainage 87.700 (Chandkhira) to km. 106.500 (Churaibari) in the state of Assam on HAM mode. Package-VI (Length=18.80 km)

9.5.4 Status of VUP

| SN | LHS | | | | | | | VUP Chainage | RHS | | | | | | | |
|----|--------------------|---------------|---------------|-----------|---------------|------------|---------------------|--------------|----------|---------------------|------------|---------------|-----------|---------------|---------------|--------------------|
| | Miscellaneous Item | Crash Barrier | Approach Slab | Desk Slab | Sub-structure | Foundation | Layout & Excavation | | Abutment | Layout & Excavation | Foundation | Sub-structure | Desk Slab | Approach Slab | Crash Barrier | Miscellaneous Item |
| 1 | | | | | | | | A1 | 97+000 | A1 | | | | | | |
| | | | | | | | | A2 | | A2 | | | | | | |
| 2 | | | | | | | | A1 | 100+290 | A1 | | | | | | |
| | | | | | | | | A2 | | A2 | | | | | | |

| | | |
|---|---------------|---|
| 1 | Not Available | 1 |
| 2 | In Progress | |
| 3 | Completed | |

9.5.5 Status of LVUP

| SN | LHS | | | | | | | | LVUP Chainage | RHS | | | | | | | | | | |
|----|--------------------|---------------|---------------|--------------|---------------|--------------------|------|------------------|---------------|---------------------|----------|---------------------|------------------|------|--------------------|---------------|--------------|---------------|---------------|--------------------|
| | Miscellaneous Item | Crash Barrier | Approach Slab | RCC Top Slab | Abutment Wall | Bottom Slab Haunch | Raft | PCC/Granular Bed | | Layout & Excavation | Abutment | Layout & Excavation | PCC/Granular Bed | Raft | Bottom Slab Haunch | Abutment Wall | RCC Top Slab | Approach Slab | Crash Barrier | Miscellaneous Item |
| 1 | | | | | | | | | A1 | 88+886 | A1 | | | | | | | | | |
| | | | | | | | | | A2 | | A2 | | | | | | | | | |
| 2 | | | | | | | | | A1 | 92+248 | A1 | | | | | | | | | |
| | | | | | | | | | A2 | | A2 | | | | | | | | | |
| 3 | | | | | | | | | A1 | 94+625 | A1 | | | | | | | | | |
| | | | | | | | | | A2 | | A2 | | | | | | | | | |
| 4 | | | | | | | | | A1 | 98+586 | A1 | | | | | | | | | |
| | | | | | | | | | A2 | | A2 | | | | | | | | | |

| | | |
|---|---------------|---|
| 1 | Not Available | 1 |
| 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: -88+700. 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 31th December 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.

10.3.2 Cement

The Concessionaire is using approved sources of Cement as Dalmia Cement (OPC 53 Grade), Star 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 Elegant Steel.

10.3.4 Status of materials source approval & Mix Design

| Mix Design | | | | |
|-------------------|---|--|--------------------|--|
| Sr. No. | Grade | Letter No. | Status | IE Letter No. |
| 1. | PCC (M-10, M-15 M-20) RCC (M-20, M-25, M-30, M-35, M-35 Pile, M-40, M-45 (RCC & PSC) M-35 RE Block. (Cement- Dalmia cement) | MKCIL/ASSAM/ PKG-06/188 dt. 09.04.2025 | Approved | AIPPL-AYOLEEZ/IE/NHIDCL-Karimganj/Pkg-06/38 |
| 2. | PCC (M-10, M-15 M-20) RCC (M-20, M-25, M-30, M-35, M-35 Pile, M-40, M-45 (RCC & PSC) M-35 RE Block. (Cement- Star cement) | MKCIL/ASSAM/ PKG- 06/188 dt.09.04.2025 | Approved | AIPPL-AYOLEEZ/IE/NHIDCL-Karimganj/Pkg-06/39 |
| 3. | RCC M-50 (RCC & PSC) (Cement- Dalmia cement) | MKCIL/ASSAM/ PKG-06/579 dt. 24.11.2025 | Partially Approved | AIPPL-AYOLEEZ/IE/NHIDCL-Karimganj/Pkg-06/216 |

Four Laning of Badarpur-Churaibari section of NH-37 & NH-8 from Design chainage 87.700 (Chandkhira) to km. 106.500 (Churaibari) in the state of Assam on HAM mode. Package-VI (Length=18.80 km)

| Cement | | | | |
|----------------|--------------------|---------------------------------------|---------------|---|
| Sr. No. | Brand Name | Letter No. | Status | IE Letter No. |
| 1. | Black Tiger Cement | MKCIL/ASSAM/PKG-06/148 dt. 22.03.2025 | Not approved | AIPPL-AYOLEEZ/IE/NHIDCL-Karimganj/Pkg-06/24 |
| 2. | Dalmia Cement | MKCIL/ASSAM/PKG-06/149 dt. 22.03.2025 | Approved | AIPPL-AYOLEEZ/IE/NHIDCL-Karimganj/Pkg-06/11 |
| 3. | Max Cement | MKCIL/ASSAM/PKG-06/150 dt. 22.03.2025 | Approved | AIPPL-AYOLEEZ/IE/NHIDCL-Karimganj/Pkg-06/26 |
| 4. | Star Cement | MKCIL/ASSAM/PKG-06/151 dt. 22.03.2025 | Approved | AIPPL-AYOLEEZ/IE/NHIDCL-Karimganj/Pkg-06/12 |
| 5. | Amrit Cement | MKCIL/ASSAM/PKG-06/157 dt. 24.03.2025 | Not approved | AIPPL-AYOLEEZ/IE/NHIDCL-Karimganj/Pkg-06/27 |

| Reinforcement Steel | | | | |
|----------------------------|------------------------------|---------------------------------------|---------------|--|
| Sr. No. | Brand Name | Letter No. | Status | IE Letter No. |
| 1. | Rashmi Metaliks Limited | MKCIL/ASSAM/PKG-06/106 dt. 29.01.2025 | Approved | AIPPL-AYOLEEZ/IE/NHIDCL-Karimganj/Pkg-06/63 |
| 2. | Shyam Steel industries Ltd. | MKCIL/ASSAM/PKG-06/107 dt. 29.01.2025 | Approved | AIPPL-AYOLEEZ/IE/NHIDCL-Karimganj/Pkg-06/13 |
| 3. | SRMB Srijan Pvt. Ltd. | MKCIL/ASSAM/PKG-06/152 dt. 22.03.2025 | Approved | AIPPL-AYOLEEZ/IE/NHIDCL-Karimganj/Pkg-06/16 |
| 4. | Elegant Steel | MKCIL/ASSAM/PKG-06/203 dt. 19.04.2025 | Approved | AIPPL-AYOLEEZ/IE/NHIDCL-Karimganj/Pkg-06/64 |
| 5. | Shyam Metalics & Energy Ltd. | MKCIL/ASSAM/PKG-06/175 dt. 04.04.2025 | Approved | AIPPL-AYOLEEZ/IE/NHIDCL-Karimganj/Pkg-06/313 |

| Admixture | | | | |
|------------------|-------------------------------|---------------------------------------|---------------|--|
| Sr. No. | Brand Name | Letter No. | Status | IE Letter No. |
| 1. | Berger Paints Pvt. Ltd. | MKCIL/ASSAM/PKG-06/143 dt. 22.03.2025 | Approved | AIPPL-AYOLEEZ/IE/NHIDCL-Karimganj/Pkg-06/15 |
| 2. | CHRYSO India Pvt. Ltd | MKCIL/ASSAM/PKG-06/144 dt. 22.03.2025 | Approved | AIPPL-AYOLEEZ/IE/NHIDCL-Karimganj/Pkg-06/18 |
| 3. | CICO Technologies Ltd. | MKCIL/ASSAM/PKG-06/145 dt. 22.03.2025 | Approved | AIPPL-AYOLEEZ/IE/NHIDCL-Karimganj/Pkg-06/19 |
| 4. | FOSROC Chemicals (India) Ltd. | MKCIL/ASSAM/PKG-06/146 dt. 22.03.2025 | Approved | AIPPL-AYOLEEZ/IE/NHIDCL-Karimganj/Pkg-06/20 |
| 5. | Vista Chemtech Pvt. Ltd. | MKCIL/ASSAM/PKG-06/147 dt. 22.03.2025 | Approved | AIPPL-AYOLEEZ/IE/NHIDCL-Karimganj/Pkg-06/17 |
| 6. | Haxatron Industry Limited | MKCIL/ASSAM/PKG-06/580 dt. 24.11.2025 | Approved | AIPPL-AYOLEEZ/IE/NHIDCL-Karimganj/Pkg-06/215 |

Four Laning of Badarpur-Churaibari section of NH-37 & NH-8 from Design chainage 87.700 (Chandkhira) to km. 106.500 (Churaibari) in the state of Assam on HAM mode. Package-VI (Length=18.80 km)

| GFRP Bar | | | | |
|-----------------|-----------------------------|---------------------------------------|---------------|--|
| Sr. No. | Brand Name | Letter No. | Status | IE letter no. |
| (a) | Tata steel | MKCIL/ASSAM/PKG-06/272 dt. 31.05.2025 | Approved | AIPPL-AYOLEEZ/IE/NHIDCL-Karimganj/Pkg-06/58 |
| (b) | Fibertron Composite Private | MKCIL/ASSAM/PKG-06/408 dt. 28.07.2025 | Approved | AIPPL-AYOLEEZ/IE/NHIDCL-Karimganj/Pkg-06/106 |

| Test Laboratory | | | | |
|------------------------|-------------------|---------------------------------------|---------------|---|
| Sr. No. | Brand Name | Letter No. | Status | IE letter no. |
| 1 | Avian Lab | MKCIL/ASSAM/PKG-06/270 dt. 31.05.2025 | Approved | AIPPL-AYOLEEZ/IE/NHIDCL-Karimganj/Pkg-06/54 |
| 2 | Delhi test house | MKCIL/ASSAM/PKG-06/154 dt. 22.03.2025 | Approved | AIPPL-AYOLEEZ/IE/NHIDCL-Karimganj/Pkg-06/10 |
| 3 | Universal Lab | MKCIL/ASSAM/PKG-06/193 dt. 12.04.2025 | Approved | L AIPPL-AYOLEEZ/IE/NHIDCL-Karimganj/Pkg-06/32 |
| 4 | Shree Bala ji | MKCIL/ASSAM/PKG-06/194 dt. 12.04.2025 | Approved | AIPPL-AYOLEEZ/IE/NHIDCL-Karimganj/Pkg-06/31 |

Four Laning of Badarpur-Churaibari section of NH-37 & NH-8 from Design chainage 87.700 (Chandkhira) to km. 106.500 (Churaibari) in the state of Assam on HAM mode. Package-VI (Length=18.80 km)

Monthly Laboratory Report

SUMMARY OF QUALITY CONTROL TEST FOR THE MONTH OF JANUARY-2026

| Sr.No. | Name of test | Reference as per IS/ MoRT&H | Frequency of Tests | Total Tests Conducted upto Previous Month | | | No. of Tsts Conducted during this Month | | | No. of Tests Conducted upto this Month | | | No. of Tests cChecked by IE | | | % Checked by IE | Remarks |
|---|-------------------------------------|---------------------------------|-------------------------------------|---|--------|--------|---|--------|--------|--|--------|--------|-----------------------------|--------|--------|-----------------|---------|
| | | | | Tested | Passed | Failed | Tested | Passed | Failed | Tested | Passed | Failed | Tested | Passed | Failed | | |
| LAB & FIELD TEST'S | | | | | | | | | | | | | | | | | |
| (I). OGL Samples | | IRC :36-2010 | | | | | | | | | | | | | | | |
| 1.1 | Free Swelling Index (FSI) | IS : 2720 (P-40) | 1 Test / Every 500 m Interval's | 58 | 58 | 0 | 4 | 4 | 0 | 62 | 62 | 0 | 0 | 0 | 0 | 0.00 | |
| 1.2 | Grain size analysis | IS : 2720 (P-4) | 1 Test / Every 500 m Interval's | 58 | 58 | 0 | 4 | 4 | 0 | 62 | 62 | 0 | 0 | 0 | 0 | 0.00 | |
| 1.3 | Liquid limits (LL) | IS : 2720 (P-5) | 1 Test / Every 500 m Interval's | 58 | 58 | 0 | 4 | 4 | 0 | 62 | 62 | 0 | 0 | 0 | 0 | 0.00 | |
| 1.4 | Plasticity Index (PI) | IS : 2720 (P-5) | 1 Test / Every 500 m Interval's | 58 | 58 | 0 | 4 | 4 | 0 | 62 | 62 | 0 | 0 | 0 | 0 | 0.00 | |
| 1.5 | Proctor test (MDD & OMC) | IS : 2720 (P-8) | 1 Test / Every 500 m Interval's | 58 | 58 | 0 | 4 | 4 | 0 | 62 | 62 | 0 | 0 | 0 | 0 | 0.00 | |
| 1.6 | California Bearing Ratio Test (CBR) | IS : 2720 (P-16) | As Required | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 | |
| 1.7 | Field Compaction Test (OGL) | IS : 2720 (P-28) | 1 Set / 3000 Sqm. (1Set = 10 Pit's) | 581 | 556 | 25 | 37 | 34 | 3 | 618 | 590 | 28 | 12 | 10 | 2 | 32.43 | |
| (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. | 255 | 255 | 0 | 42 | 42 | 0 | 297 | 297 | 0 | 15 | 15 | 0 | 35.71 | |
| 2.2 | Grain size analysis (GSA) | IS : 2720 (P-4) | 2 Test's / 3000 Cum. | 255 | 255 | 0 | 42 | 42 | 0 | 297 | 297 | 0 | 10 | 10 | 0 | 23.81 | |
| 2.3 | Liquid limits (LL) | IS : 2720 (P-5) | 2 Test's / 3000 Cum. | 255 | 255 | 0 | 42 | 42 | 0 | 297 | 297 | 0 | 18 | 18 | 0 | 42.86 | |
| 2.4 | Plasticity Index (PI) | IS : 2720 (P-5) | 2 Test's / 3000 Cum. | 255 | 255 | 0 | 42 | 42 | 0 | 297 | 297 | 0 | 18 | 18 | 0 | 42.86 | |
| 2.5 | Proctor test (MDD & OMC) | IS : 2720 (P-8) | 2 Test's / 3000 Cum. | 255 | 255 | 0 | 42 | 42 | 0 | 297 | 297 | 0 | 25 | 25 | 0 | 59.52 | |
| 2.6 | California Bearing Ratio Test (CBR) | IS : 2720 (P-16) | 1 Test's / 3000 Cum. | 129 | 129 | 0 | 21 | 21 | 0 | 150 | 150 | 0 | 10 | 10 | 0 | 47.62 | |
| 2.7 | Direct Shear Test | IS : 2720 (P-13) | 1 Test's / 3000 Cum./ As Required | 0 | 0 | 0 | 5 | 5 | 0 | 5 | 5 | 0 | 3 | 3 | 0 | 60.00 | |
| 2.8 | Field Compaction Test (Emb) | IS : 2720 (P-28) | 1 Set / 3000 Sqm. (1Set = 10 Pit's) | 3783 | 3680 | 103 | 453 | 442 | 11 | 4236 | 4122 | 114 | 201 | 190 | 11 | 44.37 | |
| 2.9 | Field Compaction Test (Subgrade) | IS : 2720 (P-28) | 1 Set / 2000 Sqm. (1Set = 10 Pit's) | 936 | 889 | 47 | 612 | 596 | 16 | 1548 | 1485 | 63 | 296 | 280 | 16 | 48.37 | |
| (III). Coarse Agg. for Concrete Work's | | MoRT&H Table - 900-6 | | | | | | | | | | | | | | | |
| 3.1 | Gradation of Coarse Aggregate | IS : 2386 (P-1) | 1 Test / Every day's work | 298 | 298 | 0 | 31 | 31 | 0 | 329 | 329 | 0 | 15 | 15 | 0 | 48.39 | |
| 3.2 | Flakiness Index (FI) | IS : 2386 (P-1) | 1 Test for source / Weekly | 40 | 40 | 0 | 4 | 4 | 0 | 44 | 44 | 0 | 2 | 2 | 0 | 50.00 | |
| 3.3 | Aggregate Impact Value (A.I.V) | IS : 2386 (P-4) | 1 Test for source / Weekly | 40 | 40 | 0 | 4 | 4 | 0 | 44 | 44 | 0 | 2 | 2 | 0 | 50.00 | |
| 3.4 | Specific Gravity | IS : 2386 (P-3) | 1 Test / Source | 4 | 4 | 0 | 0 | 0 | 0 | 4 | 4 | 0 | 0 | 0 | 0 | 0.00 | |
| 3.5 | Water Absorption | IS : 2386 (P-3) | 1 Test / Source | 4 | 4 | 0 | 0 | 0 | 0 | 4 | 4 | 0 | 0 | 0 | 0 | 0.00 | |
| 3.6 | Deleterious Constituents | IS : 2386 (P-2) | 1 Test / As Required | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 | |
| 3.7 | Moisture correction | IS : 2386 (P-3) | 1 Test / Day | 298 | 298 | 0 | 31 | 31 | 0 | 329 | 329 | 0 | 6 | 6 | 0 | 19.35 | |
| 3.8 | Soundness | IS : 2386 (P-5) | 1 Test / Source | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 | |
| 3.9 | 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 | | | | | | | | | | | | | | | |
| 4.1 | Gradation | IS : 383 | 1 Test / Every day's work | 298 | 298 | 0 | 31 | 31 | 0 | 329 | 329 | 0 | 15 | 15 | 0.0 | 48.39 | |
| 4.2 | Specific Gravity | IS : 2386 (P-3) | 1 Test / Source | 3 | 3 | 0 | 0 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0.0 | 0.00 | |
| 4.3 | Water Absorption | IS : 2720 (P-3) | 1 Test / Source | 3 | 3 | 0 | 0 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0.0 | 0.00 | |
| 4.4 | Silt Content | IS : 383 | 1 Test / Weekly | 37 | 37 | 0 | 4 | 4 | 0 | 41 | 41 | 0 | 2 | 2 | 0.0 | 50.00 | |
| 4.5 | Moisture correction | IS : 2386 (P-3) | 1 Test / Every day's work | 298 | 298 | 0 | 31 | 31 | 0 | 329 | 329 | 0 | 6 | 6 | 0.0 | 19.35 | |

Four Laning of Badarpur-Churaibari section of NH-37 & NH-8 from Design chainage 87.700 (Chandkhira) to km. 106.500 (Churaibari) in the state of Assam on HAM mode. Package-VI (Length=18.80 km)

| (V). Concrete Cube's Compressive Strength Test | | IS: 516 | | | | | | | | | | | | | | |
|---|-------------------------------------|-----------------|---------------------------------------|-----|-----|---|-----|-----|---|-----|-----|---|----|----|---|-------|
| Grade of Concrete : M-10 PCC | | | | | | | | | | | | | | | | |
| 5.1 | for 7 days | IS: 516 | As per Frequency MoRTSH Table 1700-09 | 107 | 107 | 0 | 51 | 51 | 0 | 158 | 158 | 0 | 0 | 0 | 0 | 0.00 |
| 5.2 | for 28 days | IS: 516 | As per Frequency MoRTSH Table 1700-09 | 168 | 168 | 0 | 43 | 43 | 0 | 211 | 211 | 0 | 0 | 0 | 0 | 0.00 |
| Grade of Concrete : M-15 PCC | | | | | | | | | | | | | | | | |
| 5.3 | for 7 days | IS: 516 | As per Frequency MoRTSH Table 1700-09 | 60 | 60 | 0 | 13 | 13 | 0 | 73 | 73 | 0 | 0 | 0 | 0 | 0.00 |
| 5.4 | for 28 days | IS: 516 | As per Frequency MoRTSH Table 1700-09 | 92 | 92 | 0 | 24 | 24 | 0 | 116 | 116 | 0 | 5 | 5 | 0 | 20.83 |
| Grade of Concrete : M-20 PCC | | | | | | | | | | | | | | | | |
| 5.5 | for 7 days | IS: 516 | As per Frequency MoRTSH Table 1700-09 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| 5.6 | for 28 days | IS: 516 | As per Frequency MoRTSH Table 1700-09 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| Grade of Concrete : M-20 RCC | | | | | | | | | | | | | | | | |
| 5.7 | for 7 days | IS: 516 | As per Frequency MoRTSH Table 1700-09 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| 5.8 | for 28 days | IS: 516 | As per Frequency MoRTSH Table 1700-09 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| Grade of Concrete : M-20 for KERB | | | | | | | | | | | | | | | | |
| 5.9 | for 7 days | IS: 516 | As per Frequency MoRTSH Table 1700-09 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| 5.10 | for 28 days | IS: 516 | As per Frequency MoRTSH Table 1700-09 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| Grade of Concrete : M-25 RCC | | | | | | | | | | | | | | | | |
| 5.11 | for 7 days | IS: 516 | As per Frequency MoRTSH Table 1700-09 | 118 | 118 | 0 | 45 | 45 | 0 | 163 | 163 | 0 | 5 | 5 | 0 | 11.11 |
| 5.12 | for 28 days | IS: 516 | As per Frequency MoRTSH Table 1700-09 | 217 | 217 | 0 | 129 | 129 | 0 | 346 | 346 | 0 | 40 | 40 | 0 | 31.01 |
| Grade of Concrete : M-30 RCC | | | | | | | | | | | | | | | | |
| 5.13 | for 7 days | IS: 516 | As per Frequency MoRTSH Table 1700-09 | 349 | 349 | 0 | 111 | 111 | 0 | 460 | 460 | 0 | 15 | 15 | 0 | 13.51 |
| 5.14 | for 28 days | IS: 516 | As per Frequency MoRTSH Table 1700-09 | 774 | 774 | 0 | 221 | 221 | 0 | 995 | 995 | 0 | 92 | 92 | 0 | 41.63 |
| Grade of Concrete : M-35 RCC | | | | | | | | | | | | | | | | |
| 5.15 | for 7 days | IS: 516 | As per Frequency MoRTSH Table 1700-09 | 92 | 92 | 0 | 19 | 19 | 0 | 111 | 111 | 0 | 3 | 3 | 0 | 15.79 |
| 5.16 | for 28 days | IS: 516 | As per Frequency MoRTSH Table 1700-09 | 243 | 243 | 0 | 30 | 30 | 0 | 273 | 273 | 0 | 15 | 15 | 0 | 50.00 |
| Grade of Concrete : M-35 Pile | | | | | | | | | | | | | | | | |
| 5.17 | for 7 days | IS: 516 | As per Frequency MoRTSH Table 1700-09 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| 5.18 | for 28 days | IS: 516 | As per Frequency MoRTSH Table 1700-09 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| Grade of Concrete : M-35 RE BLOCK | | | | | | | | | | | | | | | | |
| 5.19 | for 7 days | IS: 516 | As per Frequency MoRTSH Table 1700-09 | 151 | 151 | 0 | 22 | 22 | 0 | 173 | 173 | 0 | 4 | 4 | 0 | 10.18 |
| 5.20 | for 28 days | IS: 516 | As per Frequency MoRTSH Table 1700-09 | 399 | 399 | 0 | 65 | 65 | 0 | 464 | 464 | 0 | 22 | 22 | 0 | 33.85 |
| Grade of Concrete : M-40 RCC | | | | | | | | | | | | | | | | |
| 5.21 | for 7 days | IS: 516 | As per Frequency MoRTSH Table 1700-09 | 105 | 105 | 0 | 20 | 20 | 0 | 125 | 125 | 0 | 3 | 3 | 0 | 15.00 |
| 5.22 | for 28 days | IS: 516 | As per Frequency MoRTSH Table 1700-09 | 289 | 289 | 0 | 14 | 14 | 0 | 303 | 303 | 0 | 7 | 7 | 0 | 50.00 |
| Grade of Concrete : M-45 RCC/PSC | | | | | | | | | | | | | | | | |
| 5.23 | for 7 days | IS: 516 | As per Frequency MoRTSH Table 1700-09 | 5 | 5 | 0 | 6 | 6 | 0 | 11 | 11 | 0 | 1 | 1 | 0 | 16.67 |
| 5.24 | for 28 days | IS: 516 | As per Frequency MoRTSH Table 1700-09 | 0 | 0 | 0 | 9 | 9 | 0 | 9 | 9 | 0 | 5 | 5 | 0 | 55.56 |
| Grade of Concrete : M-50 RCC/PSC | | | | | | | | | | | | | | | | |
| 5.25 | for 7 days | IS: 516 | As per Frequency MoRTSH Table 1700-09 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| 5.26 | for 28 days | IS: 516 | As per Frequency MoRTSH Table 1700-09 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| Grouting of PSC Girders | | | | | | | | | | | | | | | | |
| 5.27 | for 7 days | IS: 516 | As per Frequency MoRTSH | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| 5.28 | for 28 days | IS: 516 | As per Frequency MoRTSH | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| (VI). Cement tests | | | | | | | | | | | | | | | | |
| 6.1 | Fineness of Cement | IS: 4031 (P-1) | 1 Test Every Batch of Cement | 56 | 56 | 0 | 6 | 6 | 0 | 62 | 62 | 0 | 5 | 5 | 0 | 83.33 |
| 6.2 | Normal Consistency | IS: 4031 (P-4) | 1 Test Every Batch of Cement | 56 | 56 | 0 | 6 | 6 | 0 | 62 | 62 | 0 | 5 | 5 | 0 | 83.33 |
| 6.3 | Initial Setting Time | IS: 4031 (P-5) | 1 Test Every Batch of Cement | 56 | 56 | 0 | 6 | 6 | 0 | 62 | 62 | 0 | 5 | 5 | 0 | 83.33 |
| 6.4 | Final Setting Time | IS: 4031 (P-5) | 1 Test Every Batch of Cement | 56 | 56 | 0 | 6 | 6 | 0 | 62 | 62 | 0 | 5 | 5 | 0 | 83.33 |
| 6.5 | Compressive Strength (03 Days) | IS: 516 | 1 Test Every Batch of Cement | 58 | 58 | 0 | 6 | 6 | 0 | 64 | 64 | 0 | 1 | 1 | 0 | 16.67 |
| 6.6 | Compressive Strength (07 Days) | IS: 516 | 1 Test Every Batch of Cement | 60 | 60 | 0 | 4 | 4 | 0 | 64 | 64 | 0 | 2 | 2 | 0 | 50.00 |
| 6.7 | Compressive Strength (28 Days) | IS: 516 | 1 Test Every Batch of Cement | 55 | 55 | 0 | 4 | 4 | 0 | 59 | 59 | 0 | 2 | 2 | 0 | 50.00 |
| 6.8 | Soundness | IS: 4031 (P-3) | 1 Test Every Batch of Cement | 4 | 4 | 0 | 2 | 2 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0.00 |
| 6.9 | Specific Gravity | IS: 4031 (P-11) | 1 Test Every Batch of Cement | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| (VII). Granular Sub-Base (GSB) | | | | | | | | | | | | | | | | |
| MoRTSH Clause - 401 | | | | | | | | | | | | | | | | |
| 7.1 | Gradation | Table 400-2 | 1 Test /400 Cum. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| 7.2 | 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 |
| 7.3 | 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 |
| 7.4 | 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 |
| 7.5 | Proctor test (MDD & OMC) | IS: 2720 (P-4) | 1 Test Per Source / As Required | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| 7.6 | 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 |
| 7.7 | 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 |
| 7.8 | Aggregate Impact Value (AIV) | IS: 2386 (P-4) | As Required | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| 7.9 | Field Compaction Test (GSB) | IS: 2720 (P-28) | 1 Set / 1000 Sqm. (1Set = 3 Pits) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |

Four Laning of Badarpur-Churaibari section of NH-37 & NH-8 from Design chainage 87.700 (Chandkhira) to km. 106.500 (Churaibari) in the state of Assam on HAM mode. Package-VI (Length=18.80 km)

| (VIII). Wet Mix Macadam (WMM) | | MoRT&H-406 | | | | | | | | | | | | | | | | |
|---|--|---------------------------|------------------------------------|---|---|---|---|---|---|---|---|---|---|---|---|---|---|------|
| 8.1 | Gradation | Table 400-13 | 1 Test /200 Cum. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| 8.2 | 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 | 0.00 |
| 8.3 | Proctor test (MDD Vs OMC) | IS : 2720 (P-8) | As Required | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| 8.4 | 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 | 0 | 0.00 |
| 8.5 | 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 | 0.00 |
| 8.6 | Water Absorption | IS : 2386 (P-3) | As Required | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| 8.7 | Soundness | IS : 2386 (P-3) | As Required | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| 8.8 | 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 | 0 | 0.00 |
| (IX). Dense Bituminous Macadam (DBM) | | MoRT&H-500 | | | | | | | | | | | | | | | | |
| 9.1 | 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 | 0.00 |
| 9.2 | 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 | 0.00 |
| 9.3 | 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 | 0.00 |
| 9.4 | 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 | 0.00 |
| 9.5 | 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 | 0.00 |
| 9.6 | 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 | 0.00 |
| 9.7 | Stripping Value | IS : 6241 | 1 Test/ Source & As Required | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| 9.8 | 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 | 0.00 |
| 9.9 | Density of compacted layer | MoRT&H Sec.900 | 1 Test / 700 Sqm | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| 9.10 | Soundness | IS : 2386 (P-3) | 1 Test/ Source & As Required | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| 9.11 | 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 | 0.00 |
| 9.12 | 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 | 0.00 |
| 9.13 | 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 | 0.00 |
| 9.14 | Polished Stone Value | BS: B12 (P-114) | 1 Test/ Source & As Required | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| (X). Bituminous Concrete (BC) | | MoRT&H-500 | | | | | | | | | | | | | | | | |
| 10.1 | 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 | 0.00 |
| 10.2 | 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 | 0.00 |
| 10.3 | Marshall Test (In Sets) | ASTM-D :1559 | 1 Tet/ 400 Tonnes | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| 10.4 | 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 | 0.00 |
| 10.5 | 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 | 0.00 |
| 10.6 | 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 | 0.00 |
| 10.7 | Stripping Value | IS : 6241 | 1 Test/ Source & As Required | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| 10.8 | 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 | 0.00 |
| 10.9 | Density of Compacted Layer | MoRT&H Sec.900 | 1 test / 700 Sqm | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| 10.10 | Soundness | IS : 2386 (P-3) | 1 Test/ Source & As Required | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| 10.11 | 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 | 0.00 |
| 10.12 | 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 | 0.00 |
| 10.13 | 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 | 0.00 |
| 10.14 | Polished Stone Value | BS: B12 (P-114) | 1 Test/ Source & As Required | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| (XI). Bitumen (VG-40) | | | | | | | | | | | | | | | | | | |
| 11.1 | Softening Point(°c) | IS : 1205 | 1 Test Per Lot | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| 11.2 | 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 | 0.00 |
| 11.3 | Ductility at 25°C | IS : 1208 | As Required | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| 11.4 | 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 | 0.00 |
| 11.5 | 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 | 0.00 |
| 11.6 | 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 | 0.00 |
| 11.7 | Flash Point | IS : 1209 (IS: 1448 P-69) | As Required | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| 11.8 | Solubility Test | IS : 1216 | As Required | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| (XII). MODIFIED BITUMEN (PMB 76E-10) | | | | | | | | | | | | | | | | | | |
| 12.1 | 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 | 0.00 |
| 12.2 | Softening Point (°C) | IS : 1205 | 1 Test Per Lot | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| 12.3 | Seperation, Difference in Softening Point (°C) | IS : 15462: 2019 | 1 Test Per Lot | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| 12.4 | 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 | 0.00 |
| (XIII). Emulsion (SS-1) | | | | | | | | | | | | | | | | | | |
| 13.1 | Viscosity @ 25°C | IS : 8887:2004 | 1 Test Per Lot | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13.2 | Water Content | IS : 8887:2004 | As Required | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13.3 | Prime coat | IS : 8887:2004 | 3 test / Day | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| (XIV). Emulsion (RS-1) | | | | | | | | | | | | | | | | | | |
| 14.1 | Viscosity @ 50°C | IS : 8887:2004 | 1 Test Per Lot | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14.2 | Water Content | IS : 8887:2004 | As Required | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14.3 | Tack Coat | IS : 8887:2004 | 3 test / Day | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |

Four Laning of Badarpur-Churaibari section of NH-37 & NH-8 from Design chainage 87.700 (Chandkhira) to km. 106.500 (Churaibari) in the state of Assam on HAM mode. Package-VI (Length=18.80 km)

| THIRD PARTY TESTS (NABL ACCREDITED LABORATORY) | | | | | | | | | | | | | | | | |
|---|--------------------------------|------------------|---|----|----|---|---|---|---|----|----|---|---|---|---|------|
| (XV). Coarse Aggregates | | | | | | | | | | | | | | | | |
| 15.1 | Gradation | IS : 2386 (P-1) | 1 Test / Source | 3 | 3 | 0 | 0 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0.00 |
| 15.2 | FI & EI | IS : 2386 (P-1) | 1 Test / Source | 3 | 3 | 0 | 0 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0.00 |
| 15.3 | Aggregate Impact Value | IS : 2386 (P-4) | 1 Test / Source | 3 | 3 | 0 | 0 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0.00 |
| 15.4 | Specific Gravity | IS : 2386 (P-3) | 1 Test / Source | 3 | 3 | 0 | 0 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0.00 |
| 15.5 | Water Absorption | IS : 2386 (P-3) | 1 Test / Source | 3 | 3 | 0 | 0 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0.00 |
| 15.6 | Deleterious Content | IS : 2386 (P-1) | 1 Test / Source | 3 | 3 | 0 | 0 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0.00 |
| 15.7 | L.A.V. | IS : 2386 (P-4) | 1 Test / Source | 3 | 3 | 0 | 0 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0.00 |
| 15.8 | Alkali Aggregate Reactivity | IS : 2386 (P-7) | 1 Test / Source | 3 | 3 | 0 | 0 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0.00 |
| 15.9 | Soundness | IS : 2386(P-5) | 1 Test / Source | 3 | 3 | 0 | 0 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0.00 |
| 15.10 | Petrographic Examination | IS : 2386 (P-8) | 1 Test / Source | 4 | 4 | 0 | 0 | 0 | 0 | 4 | 4 | 0 | 0 | 0 | 0 | 0.00 |
| 15.11 | Stone Polished Value | BS-812 (P-114) | 1 Test / Source | 2 | 2 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0.00 |
| (XVI). Fine Aggregates | | | | | | | | | | | | | | | | |
| 16.1 | Gradation | IS : 383 | 1 Test / Source | 4 | 4 | 0 | 0 | 0 | 0 | 4 | 4 | 0 | 0 | 0 | 0 | 0.00 |
| 16.2 | Specific Gravity | IS : 2386 (P-3) | 1 Test / Source | 4 | 4 | 0 | 0 | 0 | 0 | 4 | 4 | 0 | 0 | 0 | 0 | 0.00 |
| 16.3 | Water Absorption | IS : 2386 (P-3) | 1 Test / Source | 4 | 4 | 0 | 0 | 0 | 0 | 4 | 4 | 0 | 0 | 0 | 0 | 0.00 |
| 16.4 | Deleterious Content | IS : 2386 (P-1) | 1 Test / Source | 4 | 4 | 0 | 0 | 0 | 0 | 4 | 4 | 0 | 0 | 0 | 0 | 0.00 |
| 16.5 | Silt Content | IS : 2386 (P-4) | 1 Test / Source | 4 | 4 | 0 | 0 | 0 | 0 | 4 | 4 | 0 | 0 | 0 | 0 | 0.00 |
| 16.6 | Alkali Aggregate Reactivity | IS : 2386 (P-7) | 1 Test / Source | 4 | 4 | 0 | 0 | 0 | 0 | 4 | 4 | 0 | 0 | 0 | 0 | 0.00 |
| 16.7 | Soundness | IS : 2386(P-5) | 1 Test / Source | 4 | 4 | 0 | 0 | 0 | 0 | 4 | 4 | 0 | 0 | 0 | 0 | 0.00 |
| 16.8 | Organic Impurities | IS : 2386 (P-8) | 1 Test / Source | 4 | 4 | 0 | 0 | 0 | 0 | 4 | 4 | 0 | 0 | 0 | 0 | 0.00 |
| 16.9 | Fineness Modulus | IS : 383 | 1 Test / Source | 4 | 4 | 0 | 0 | 0 | 0 | 4 | 4 | 0 | 0 | 0 | 0 | 0.00 |
| (XVII). TMT Bar's (Steel) | | | | | | | | | | | | | | | | |
| 17.1 | Physical properties | IS : 1786 | < 10mm - 1 sample/25 MT, 10-16mm-1sample/35 MT, | 11 | 11 | 0 | 0 | 0 | 0 | 11 | 11 | 0 | 0 | 0 | 0 | 0.00 |
| 17.2 | Chemical properties | IS : 1786 | > 16mm - 1 sample/45 MT | 11 | 11 | 0 | 0 | 0 | 0 | 11 | 11 | 0 | 0 | 0 | 0 | 0.00 |
| (XVIII). Construction Water | | | | | | | | | | | | | | | | |
| 18.1 | 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 |
| (XIX). Chemical Admixture | | | | | | | | | | | | | | | | |
| 19.1 | Physical & Chemical properties | IS : 9103 | 1 Test/ Per Lot | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0.00 |
| (XX). Cement (OPC-53 Grade) | | | | | | | | | | | | | | | | |
| 20.1 | Physical & Chemical properties | IS : 8112 | 1 Test / Source | 3 | 3 | 0 | 0 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0.00 |
| (XXI). Soil - Borrow Area | | | | | | | | | | | | | | | | |
| 21.1 | Mechanical | IS : 2720 (P-39) | 1 Test / Source | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| (XXII). NP-4 Hume Pipe Test | | | | | | | | | | | | | | | | |
| 22.1 | 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 |
| (XXIII). Bitumen (Emulsion) | | | | | | | | | | | | | | | | |
| 23.1 | Bitumen Emulsion SS-1 | IS : 8887 | 1 Test/ Per Lot | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| 23.2 | Bitumen Emulsion RS-1 | IS : 8887 | 1 Test/ Per Lot | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| (XXIV). Bitumen (VG-40) | | | | | | | | | | | | | | | | |
| 24.1 | Bitumen VG-40 | IS : 73 | 1 Test/ Per Lot | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| (XXV). Bitumen (PMB) | | | | | | | | | | | | | | | | |
| 25.1 | Bitumen PMB | IS : 15462-2019 | 1 Test/ Per Lot | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| (XXVI). Curing Compound | | | | | | | | | | | | | | | | |
| 26.1 | Physical & Chemical properties | ASTM C309 | 1 Test/ Per Lot | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| (XXVII). Soil | | | | | | | | | | | | | | | | |
| 26.1 | Direct Shear Test | IS : 2720 (P-13) | As per Source 1 Test/ As Required | 3 | 3 | 0 | 0 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0.00 |
| 26.2 | SBC Test (by PLT) | IS : 1888-2021 | As per Source 1 Test/ As Required | 9 | 9 | 0 | 0 | 0 | 0 | 9 | 9 | 0 | 0 | 0 | 0 | 0.00 |

Four Laning of Badarpur-Churaibari section of NH-37 & NH-8 from Design chainage 87.700 (Chandkhira) to km. 106.500 (Churaibari) in the state of Assam on HAM mode. Package-VI (Length=18.80 km)

**CHAPTER-11
CORRESPONDENCE**

11.1 Outward Letter

| Sr.no. | Letter no. | Date | Subject | To |
|--------|------------------------|------------|--|---------------|
| 1 | MKCIL/ASSAM/PKG-06/655 | 01.01.2026 | Regarding Submission of Revised Design & Drawing for MNB at Sch Ch. 87+787 & Design Ch. 87+794. | TL (AIPPL) |
| 2 | MKCIL/ASSAM/PKG-06/656 | 01.01.2026 | Regarding Submission of Revised Design & Drawing for MNB at Ch. 98+285 & 99+265. | TL (AIPPL) |
| 3 | MKCIL/ASSAM/PKG-06/659 | 05.01.2026 | Reimbursement of 50% of IE Expenses - Reg.”. | RO (Guwahati) |
| 4 | MKCIL/ASSAM/PKG-06/660 | 05.01.2026 | Submission of Monthly Progress Report for the month of December-2025. | TL (AIPPL) |
| 5 | MKCIL/ASSAM/PKG-06/662 | 07.01.2026 | Regarding Compliance of Observations on Design & Drawing for MNB at Ch.92+714 & 95+595 (1x20m). | TL (AIPPL) |
| 6 | MKCIL/ASSAM/PKG-06/663 | 07.01.2026 | Regarding Compliances of Observations on Plan & Profile as per Concession Agreement. | TL (AIPPL) |
| 7 | MKCIL/ASSAM/PKG-06/666 | 09.01.2026 | Clarification and Resubmission of Certificates - MPR December 2025. | TL (AIPPL) |
| 8 | MKCIL/ASSAM/PKG-06/667 | 09.01.2026 | Submission of Project Video Recording. | TL (AIPPL) |
| 9 | MKCIL/ASSAM/PKG-06/670 | 10.01.2026 | Submission of Compliance and Clarifications on Observations in MPR (December 2025). | TL (AIPPL) |
| 10 | MKCIL/ASSAM/PKG-06/671 | 10.01.2026 | Regarding Submission of Typical Miscellaneous Items Drawing for Approval. | TL (AIPPL) |
| 11 | MKCIL/ASSAM/PKG-06/672 | 10.01.2026 | Regarding resubmission of Geological/Geotechnical Investigation reports for all structure. | TL (AIPPL) |
| 12 | MKCIL/ASSAM/PKG-06/676 | 13.01.2026 | Regarding Change of Scope for Alignment of Minor Bridge at Chainage 106+306 (1x20m). | TL (AIPPL) |
| 13 | MKCIL/ASSAM/PKG-06/679 | 14.01.2026 | Compliance on irregularities in submission of RFI Summaries. | TL (AIPPL) |
| 14 | MKCIL/ASSAM/PKG-06/685 | 17.01.2026 | Regarding Submission of Typical Design & Drawing for L Type Retaining Wall with Embankment. | TL (AIPPL) |
| 15 | MKCIL/ASSAM/PKG-06/692 | 21.01.2026 | Submission of Payment Milestone -IV (4). | TL (AIPPL) |
| 16 | MKCIL/ASSAM/PKG-06/695 | 23.01.2026 | Regarding Submission of Concrete Mix design of M-35 grade of concrete for RCC HUME Pipe. | TL (AIPPL) |
| 17 | MKCIL/ASSAM/PKG-06/696 | 23.01.2026 | Submission of Proposal for Construction of Toe Wall under Change of Scope (COS) in accordance with Article 16 of Concession Agreement. | TL (AIPPL) |

Four Laning of Badarpur-Churaibari section of NH-37 & NH-8 from Design chainage 87.700 (Chandkhira) to km. 106.500 (Churaibari) in the state of Assam on HAM mode. Package-VI (Length=18.80 km)

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|----|------------------------|------------|--|-------------|
| 18 | MKCIL/ASSAM/PKG-06/701 | 27.01.2026 | Compliance to observations on Use of Wooden Shuttering in Works. | TL (AIPPL) |
| 19 | MKCIL/ASSAM/PKG-06/702 | 27.01.2026 | Regarding Submission of Profile and Credentials for Approval – Procurement of Pre-Stressing Materials. | TL (AIPPL) |
| 20 | MKCIL/ASSAM/PKG-06/704 | 28.01.2026 | Reminder: Non-Availability of Complete and Encumbrance-Free Right of Way (ROW) as per Article 10 and Clause 10.3 & 10.4". – Reg. | TL (AIPPL) |
| 21 | MKCIL/ASSAM/PKG-06/707 | 29.01.2026 | Regarding submission of Utilization Certificate. | GM (NHIDCL) |
| 22 | MKCIL/ASSAM/PKG-06/711 | 31.01.2026 | Regarding Submission of Revised Design and Drawing for Minor Bridge at Ch. 89+587 (1x20m) | TL (AIPPL) |

11.2. Inward Letter AIPPL

| Sr.no. | Letter no. | Date | Subject | From |
|--------|--|------------|---|---------------------|
| 1 | AIPPL-AYOLEEZA/IE/NHIDCL/K arimganj/PKG-06/261 | 03.01.2026 | Reminder - Continued Unauthorised Dumping and Laying of GSB Material despite repeated Instructions - reg. | AIPPL-AYOLEEZA (JV) |
| 2 | AIPPL-AYOLEEZA/IE/NHIDCL/K arimganj/PKG-06/262 | 03.01.2026 | Improper Protection, Curing and Construction Practices observed in Toe Wall / Concrete Works at Chainage 98+460 to 98+580 RHS. | AIPPL-AYOLEEZA (JV) |
| 3 | AIPPL-AYOLEEZA/IE/NHIDCL/K arimganj/PKG-06/263 | 03.01.2026 | NCR No.02/2026, Item of Work: Reinforced Earth (RE) Wall - Block Erection & Backfilling Works. Chainage 92+100 TO 92+220 LHS & 88+700 TO 88+810 RHS. | AIPPL-AYOLEEZA (JV) |
| 4 | AIPPL-AYOLEEZA/IE/NHIDCL/K arimganj/PKG-06/264 | 03.01.2026 | NCR No.03/2026 for the use of unapproved TMT Reinforcement steel at the site. Location / Chainage: 98+770 to 98+820 (LHS) Structure / Item of Work: TOE WALL. | AIPPL-AYOLEEZA (JV) |
| 5 | AIPPL-AYOLEEZA/IE/NHIDCL/K arimganj/PKG-06/265 | 03.01.2026 | Submission of Weekly Progress Report. | AIPPL-AYOLEEZA (JV) |
| 6 | AIPPL-AYOLEEZA/IE/NHIDCL/K arimganj/PKG-06/266 | 03.01.2026 | Non-Compliance in Casting of RCC Hume Pipes – Casting Without Approved Mix Design, Without Contractual Compliance and Using Site-Mixed Concrete. | AIPPL-AYOLEEZA (JV) |
| 7 | AIPPL-AYOLEEZA/IE/NHIDCL/K arimganj/PKG-06/267 | 05.01.2026 | Submission of Drainage Plan for Median at Superelevation Locations and Service/Slip Roads in accordance with Concession Agreement and IRC: SP:84. | AIPPL-AYOLEEZA (JV) |
| 8 | AIPPL-AYOLEEZA/IE/NHIDCL/K arimganj/PKG-06/268 | 05.01.2026 | Regarding Submission of Revised Design & Drawing for Widening Box Culvert at Ch. 99+447 & Ch.99+517. | AIPPL-AYOLEEZA (JV) |
| 9 | AIPPL-AYOLEEZA/IE/NHIDCL/K arimganj/PKG-06/269 | 06.01.2025 | Regarding Submission of Revised Design & Drawing for Box Culvert at Ch. 101+064. | AIPPL-AYOLEEZA (JV) |
| 10 | AIPPL-AYOLEEZA/IE/NHIDCL/K arimganj/PKG-06/270 | 06.01.2025 | Regarding Submission of Revised D&D for Minor Bridges (Widening) at Ch. 97+784 & Ch.99+050 (Span1x6). | AIPPL-AYOLEEZA (JV) |
| 11 | AIPPL-AYOLEEZA/IE/NHIDCL/K arimganj/PKG-06/271 | 06.01.2025 | Regarding Submission of Typical Design and Drawing for U-Wall of Box Culvert - 1x2x2m. | AIPPL-AYOLEEZA (JV) |
| 12 | AIPPL-AYOLEEZA/IE/NHIDCL/K arimganj/PKG-06/272 | 06.01.2025 | Regarding Submission of Revised Design & Drawing for Widening Box Culvert at Ch. 99+447 & Ch.99+517. | AIPPL-AYOLEEZA (JV) |

Four Laning of Badarpur-Churaibari section of NH-37 & NH-8 from Design chainage 87.700 (Chandkhira) to km. 106.500 (Churaibari) in the state of Assam on HAM mode. Package-VI (Length=18.80 km)

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|----|--|------------|--|---------------------|
| 13 | AIPPL-AYOLEEZA/IE/NHIDCL/K arimganj/PKG-06/273 | 07.01.2026 | NCR No.04/2026 for the Use of Unapproved TMT Reinforcement Steel at the Site. | AIPPL-AYOLEEZA (JV) |
| 14 | AIPPL-AYOLEEZA/IE/NHIDCL/K arimganj/PKG-06/274 | 07.01.2026 | Review & Comments of Independent Engineer Regarding Submission of Monthly Progress Report for the month of December 2025. | AIPPL-AYOLEEZA (JV) |
| 15 | AIPPL-AYOLEEZA/IE/NHIDCL/K arimganj/PKG-06/275 | 07.01.2026 | Notice for proper maintenance of existing highways- Reg. | AIPPL-AYOLEEZA (JV) |
| 16 | AIPPL-AYOLEEZA/IE/NHIDCL/K arimganj/PKG-06/278 | 07.01.2026 | Regarding Monthly Progress Report for the Month of December 2025. | AIPPL-AYOLEEZA (JV) |
| 17 | AIPPL-AYOLEEZA/IE/NHIDCL/K arimganj/PKG-06/279 | 09.01.2026 | NCR No. 05/2026 for the use of Unapproved TMT Reinforcement Steel at the Site. | AIPPL-AYOLEEZA (JV) |
| 18 | AIPPL-AYOLEEZA/IE/NHIDCL/K arimganj/PKG-06/280 | 09.01.2026 | Submission of Quarterly Videography as per Contractual Provisions - reg. | AIPPL-AYOLEEZA (JV) |
| 19 | AIPPL-AYOLEEZA/IE/NHIDCL/K arimganj/PKG-06/281 | 09.01.2026 | Forwarding of Public Grievance regarding Installation of Additional Box Culvert at Baitakhil Basti, Karimganj -Reg. | AIPPL-AYOLEEZA (JV) |
| 20 | AIPPL-AYOLEEZA/IE/NHIDCL/K arimganj/PKG-06/282 | 09.01.2026 | Submission of Utility Duct Arrangement Plan - Reg. | AIPPL-AYOLEEZA (JV) |
| 21 | AIPPL-AYOLEEZA/IE/NHIDCL/K arimganj/PKG-06/283 | 09.01.2026 | Regarding Submission of Revised Design & Drawing for MNB at Ch. 98+285 & 99+265. | AIPPL-AYOLEEZA (JV) |
| 22 | AIPPL-AYOLEEZA/IE/NHIDCL/K arimganj/PKG-06/284 | 09.01.2026 | Regarding Submission of Revised Design & Drawing for MNB at Schedule Ch. 87+787 & Design Ch. 87+794. | AIPPL-AYOLEEZA (JV) |
| 23 | AIPPL-AYOLEEZA/IE/NHIDCL/K arimganj/PKG-06/285 | 09.01.2026 | NCR No.06/2026, Item of Work: Reinforced Earth (RE) Wall - Block Erection & Backfilling Works. Reinforced Earth (RE Block) Wall - Backfilling & Geogrid Placement CH Km 88+800 to 88+880 (RHS) (13th Layer). | AIPPL-AYOLEEZA (JV) |
| 24 | AIPPL-AYOLEEZA/IE/NHIDCL/K arimganj/PKG-06/286 | 10.01.2026 | Submission of Weekly Progress Report. | AIPPL-AYOLEEZA (JV) |
| 25 | AIPPL-AYOLEEZA/IE/NHIDCL/K arimganj/PKG-06/287 | 12.01.2026 | Non-Compliance and Deliberate Irregularities in Submission of RFI Summaries - Regarding. | AIPPL-AYOLEEZA (JV) |
| 26 | AIPPL-AYOLEEZA/IE/NHIDCL/K arimganj/PKG-06/288 | 12.01.2026 | NCR No.07/2026 Non-Compliance with Approved Concrete Mix Design- Variations in Concrete Admixtures, Precast Crash Barrier & Friction Slab - M-40 Grade Concrete. | AIPPL-AYOLEEZA (JV) |
| 27 | AIPPL-AYOLEEZA/IE/NHIDCL/K arimganj/PKG-06/289 | 12.01.2026 | NCR No.08/2026, Precast Crash barrier/friction slab concrete elements - Surface Finish & Repair Works. | AIPPL-AYOLEEZA (JV) |
| 28 | AIPPL-AYOLEEZA/IE/NHIDCL/K arimganj/PKG-06/290 | 12.01.2026 | Non submission of Test Report for Angle of Friction and arrangement of lightweight plate compactor for Reinforced fill in RE wall. | AIPPL-AYOLEEZA (JV) |
| 29 | AIPPL-AYOLEEZA/IE/NHIDCL/K arimganj/PKG-06/291 | 13.01.2026 | NCR No.09/2026 for Filter Media for RE Wall Backfilling. | AIPPL-AYOLEEZA (JV) |
| 30 | AIPPL-AYOLEEZA/IE/NHIDCL/K arimganj/PKG-06/292 | 14.01.2026 | Traffic Diversion Plan for Ongoing Works. | AIPPL-AYOLEEZA (JV) |
| 31 | AIPPL-AYOLEEZA/IE/NHIDCL/K arimganj/PKG-06/293 | 14.01.2026 | Unauthorized commencement of Minor Bridge Works at Ch. 106+306 without Prior Approval. | AIPPL-AYOLEEZA (JV) |
| 32 | AIPPL-AYOLEEZA/IE/NHIDCL/K arimganj/PKG-06/294 | 15.01.2026 | Regarding Change of Scope for Alignment of Minor Bridge at Chainage 106+306 (1x20m). | AIPPL-AYOLEEZA (JV) |

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|----|--|------------|--|---------------------|
| 33 | AIPPL-AYOLEEZA/IE/NHIDCL/K arimganj/PKG-06/295 | 19.01.2026 | Submission of Weekly Progress Report. | AIPPL-AYOLEEZA (JV) |
| 34 | AIPPL-AYOLEEZA/IE/NHIDCL/K arimganj/PKG-06/297 | 21.01.2026 | Joint Site Visit for Finalization of Locations of Additional Box Culverts & Hume Pipe Culverts as per CA. | AIPPL-AYOLEEZA (JV) |
| 35 | AIPPL-AYOLEEZA/IE/NHIDCL/K arimganj/PKG-06/298 | 21.01.2026 | Observation on Use of Wooden Ply Shuttering for Toe/Retaining Wall Construction. | AIPPL-AYOLEEZA (JV) |
| 36 | AIPPL-AYOLEEZA/IE/NHIDCL/K arimganj/PKG-06/299 | 21.01.2026 | Submission of Revised Plan & Profile as per Concession Agreement. | AIPPL-AYOLEEZA (JV) |
| 37 | AIPPL-AYOLEEZA/IE/NHIDCL/K arimganj/PKG-06/300 | 22.01.2026 | NCR No. 10/2026 Non-Compliance in Casting of RCC Hume Pipes (600- & 1200-mm Dia NP4) at casting yard Ch No-95+100 (RHS) Borrow Area – Casting Without Approved Concrete Mix Design, Without Contractual Compliance and Using Site-Mixed Concrete at Casting. | AIPPL-AYOLEEZA (JV) |
| 38 | AIPPL-AYOLEEZA/IE/NHIDCL/K arimganj/PKG-06/301 | 22.01.2026 | Un authorized Reuse of Scrapped Bituminous and WMM & GSB Layers from Widening Portion for Construction of Proposed Service Road Without Approval, Testing and Raising RFI's - reg. | AIPPL-AYOLEEZA (JV) |
| 39 | AIPPL-AYOLEEZA/IE/NHIDCL/K arimganj/PKG-06/302 | 22.01.2026 | Notice regarding Unauthorized Excavation of Existing Road Carriageway at Site. | AIPPL-AYOLEEZA (JV) |
| 40 | AIPPL-AYOLEEZA/IE/NHIDCL/K arimganj/PKG-06/305 | 24.01.2026 | Submission of Weekly Progress Report. | AIPPL-AYOLEEZA (JV) |
| 41 | AIPPL-AYOLEEZA/IE/NHIDCL/K arimganj/PKG-06/306 | 24.01.2026 | Diversion Work and Safety Measures Near 132 kV Transmission Line. | AIPPL-AYOLEEZA (JV) |
| 42 | AIPPL-AYOLEEZA/IE/NHIDCL/K arimganj/PKG-06/307 | 31.01.2026 | Submission of Weekly Progress Report. | AIPPL-AYOLEEZA (JV) |
| 43 | AIPPL-AYOLEEZA/IE/NHIDCL/K arimganj/PKG-06/310 | 31.01.2026 | Non-availability of Auto Level for Level Checking of Highway & Structure Works | AIPPL-AYOLEEZA (JV) |

11.3. Inward Letter NHIDCL

| Sr.no. | Letter no. | Date | Subject | From |
|--------|--|------------|---|------------------------|
| 1 | NHIDCL/PMU-Karimganj/PGCIL/Pkg-06/2025-26/568 | 09.01.2026 | Request regarding revise of the estimate as per SO Preg. | NHIDCL (PMU-Karimganj) |
| 2 | NHIDCL/PMU-Karimganj/AEGCIL/Pkg-06/2025-26/569 | 09.01.2026 | "Request to provide the draft MoU for signing and for further necessary actions-reg." | NHIDCL (PMU-Karimganj) |
| 3 | NHIDCL/PMU-Karimganj/SBC/Pkg-VI/2025-26/576 | 16.01.2026 | Request to submit ROW coordinates - reg. | NHIDCL (PMU-Karimganj) |
| 4 | NHIDCL/PMU-Karimganj/APDCL/Pkg-06/2026-27/581 | 22.01.2026 | Regarding permission for Transformer Installation by Third Party Supply-reg. | NHIDCL (PMU-Karimganj) |
| 5 | NHIDCL/PMU-Karimganj/SBC/PKG-06/2025-26/583 | 23.01.2026 | Submission of Utilization Certificate reg. | NHIDCL (PMU-Karimganj) |
| 6 | NHIDCL/PMU-Karimganj/SBC/PKG-VI/2025-26/586 | 24.01.2026 | Diversion Work and Safety near 132 KV Transmission Line. | NHIDCL (PMU-Karimganj) |

Four Laning of Badarpur-Churaibari section of NH-37 & NH-8 from Design chainage 87.700 (Chandkhira) to km. 106.500 (Churaibari) in the state of Assam on HAM mode. Package-VI (Length=18.80 km)

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|---|---|------------|---|------------------------|
| 7 | NHIDCL/PMU-Karimganj/Public-Petition/IE/Pkg-6/2026-27/597 | 30.01.2026 | Forwarding of Public Petition regarding construction/sanctioning of Box-Culvert at TH No. 93+530. | NHIDCL (PMU-Karimganj) |
| 8 | NHIDCL/PMU-Karimganj/Work-Permission/Pkg-6/SBC/2026-27/ 601 | 31.01.2026 | Forwarding of Working Permission for tree cutting and commencement of work for diversion proposal of 14.11 Ha of forest land for widening/improvement to 4 (four) lane with paved shoulder of Chandkira Village-Churalbari section of NH-8 (Package-VI) at Tilbhum and Longai Reserved Forest under Karimganj Division - reg. | NHIDCL (PMU-Karimganj) |

Four Laning of Badarpur-Churaibari section of NH-37 & NH-8 from Design chainage 87.700 (Chandkhira) to km. 106.500 (Churaibari) in the state of Assam on HAM mode. Package-VI (Length=18.80 km)

CHAPTER-12

Force Majeures

12.1 Force Majeures- Due to certain non-political event the overall progress of the Project is being obstructed, the details of non-political event are as mentioned in terms of correspondence below.

| SN | Letter no. | Date | Subject | To |
|-----------|------------------------|-------------|--|------------|
| 1 | MKCIL/ASSAM/PKG-06/617 | 15.12.2025 | "Notification of Force majeure event under clause 28.5 of Concession Agreement regarding hindrance to project work due to closure of Gammon Bridge on NH-6." | TL (AIPPL) |

Four Laning of Badarpur-Churaibari section of NH-37 & NH-8 from Design chainage 87.700 (Chandkhira) to km. 106.500 (Churaibari) in the state of Assam on HAM mode. Package-VI (Length=18.80 km)

**CHAPTER-13
NON-CONFORMANCE REPORT**

| Sr. No. | NCR No. | Description | Letter No. | Date | Status | Remarks |
|----------------|----------------|--|--|-------------|---------------|----------------|
| 1 | NCR No. 1 | Non Compliance with Approved Concrete Mix Design- Variations in Concrete Admixtures. | AIPPL/AYOLEEZA/IE/NHIDCL/Karimganj/PK G-06/243 | 19.12.2025 | Pending | |
| 2 | NCR No. 2 | Item of Work: Reinforced Earth (RE) Wall - Block Erection & Backfilling Works. Chainage 92+100 To 92+220 LHS & 88+700 To 88+810 RHS. | AIPPL/AYOLEEZA/IE/NHIDCL/Karimganj/PK G-06/263 | 03.01.2026 | Pending | |
| 3 | NCR No. 3 | For the use of unapproved TMT Reinforcement steel at the site. Location / Chainage: 98+770 to 98+820 (LHS) Structure / Item of Work: TOE WALL. | AIPPL/AYOLEEZA/IE/NHIDCL/Karimganj/PK G-06/264 | 03.01.2026 | Pending | |
| 4 | NCR No. 4 | For the Use of Unapproved TMT Reinforcement Steel at the Site. Location/Chainage: Ch. 98+267, LHS & 92+745 RHS Structure / Item of Work: Minor Bridge - MNB Raft (Main Bars: Vertical & Binders) | AIPPL/AYOLEEZA/IE/NHIDCL/Karimganj/PK G-06/273 | 07.01.2026 | Pending | |
| 5 | NCR No. 5 | " For the use of Unapproved TMT Reinforcement Steel at the Site. Location/ Chainage: 98+300 to 98+350 (LHS). | AIPPL/AYOLEEZA/IE/NHIDCL/Karimganj/PK G06/279 | 09.01.2026 | Pending | |
| 6 | NCR No. 6 | Item of Work: Reinforced Earth (RE) Wall - Block Erection & Backfilling Works. Reinforced Earth (RE Block) Wall - Backfilling & Geogrid Placement CH Km 88+800 to 88+880 (RHS) (13th Layer). | AIPPL/AYOLEEZA/IE/NHIDCL/Karimganj/PK G06/285 | 09.01.2026 | Pending | |
| 7 | NCR No. 7 | Non-Compliance with Approved Concrete Mix Design- Variations in Concrete Admixtures, Precast Crash Barrier & Friction Slab – M-40 Grade Concrete. | AIPPL/AYOLEEZA/IE/NHIDCL/Karimganj/PK G06/288 | 12.01.2026 | Pending | |
| 8 | NCR No. 8 | Precast Crash barrier/friction slab concrete elements – Surface Finish & Repair Works Location / Chainage: Ch. 95+350 RHS, 97+550 RHS. | AIPPL/AYOLEEZA/IE/NHIDCL/Karimganj/PK G06/289 | 12.01.2026 | Pending | |
| 9 | NCR No. 9 | Filter Media for RE Wall Backfilling Location & Chainage: Ch.88+886, 92+248 & 94+625 (LVUP). | AIPPL/AYOLEEZA/IE/NHIDCL/Karimganj/PK G06/291 | 13.01.2026 | Pending | |
| 10 | NCR No. 10 | NCR No. 10/2026 Non-Compliance in Casting of RCC Hume Pipes (600- & 1200-mm Dia NP4) at casting yard Ch No-95+100 (RHS) Borrow Area – Casting Without Approved Concrete Mix Design, Without Contractual Compliance and Using Site-Mixed Concrete at Casting. | AIPPL/AYOLEEZA/IE/NHIDCL/Karimganj/PK G-06/300 | 22.01.2026 | Pending | |

Four Laning of Badarpur-Churaibari section of NH-37 & NH-8 from Design chainage 87.700 (Chandkhira) to km. 106.500 (Churaibari) in the state of Assam on HAM mode. Package-VI (Length=18.80 km)

**CHAPTER-14
WEATHER REPORT**

| Sl no. | Date | Temperature (In °c) | | Humidity (In %) | | Rainfall (mm) | Weather Condition | Remarks |
|--------|------------|---------------------|---------|-----------------|---------|---------------|-------------------|---------|
| | | Minimum | Maximum | Minimum | Maximum | | | |
| 1 | 01-01-2026 | 23.2 | 24.8 | 73.0 | 80.0 | 0.0 | Cloudy | |
| 2 | 02-01-2026 | 16.9 | 20.9 | 78.0 | 89.0 | 0.0 | Cloudy | |
| 3 | 03-01-2026 | 17.5 | 23.4 | 78.0 | 86.0 | 0.0 | Sunny | |
| 4 | 04-01-2026 | 16.9 | 24.8 | 80.0 | 88.0 | 0.0 | Sunny | |
| 5 | 05-01-2026 | 16.8 | 23.2 | 86.0 | 94.0 | 0.0 | Cloudy | |
| 6 | 06-01-2026 | 17.9 | 24.1 | 74.0 | 88.0 | 0.0 | Sunny | |
| 7 | 07-01-2026 | 17.2 | 25.0 | 77.0 | 86.0 | 0.0 | Sunny | |
| 8 | 08-01-2026 | 18 | 24.7 | 78.0 | 89.0 | 0.0 | Sunny | |
| 9 | 09-01-2026 | 17.9 | 26.1 | 71.0 | 82.0 | 0.0 | Sunny | |
| 10 | 10-01-2026 | 18.1 | 25.6 | 74.0 | 89.0 | 0.0 | Sunny | |
| 11 | 11-01-2026 | 17.8 | 26.8 | 79.0 | 88.0 | 0.0 | Sunny | |
| 12 | 12-01-2026 | 16.1 | 24.1 | 80.0 | 86.0 | 0.0 | Sunny | |
| 13 | 13-01-2026 | 17.5 | 23.8 | 72.0 | 85.0 | 0.0 | Sunny | |
| 14 | 14-01-2026 | 18.1 | 23.4 | 77.0 | 87.0 | 0.0 | Sunny | |
| 15 | 15-01-2026 | 17.6 | 24.2 | 71.0 | 82.0 | 0.0 | Sunny | |
| 16 | 16-01-2026 | 17.1 | 23.8 | 75.0 | 89.0 | 0.0 | Sunny | |
| 17 | 17-01-2026 | 18.2 | 22.9 | 73.0 | 83.0 | 0.0 | Sunny | |
| 18 | 18-01-2026 | 17.8 | 23.1 | 71.0 | 80.0 | 0.0 | Sunny | |
| 19 | 19-01-2026 | 18.1 | 22.7 | 70.0 | 84.0 | 0.0 | Sunny | |
| 20 | 20-01-2026 | 17.8 | 21.9 | 69.0 | 78.0 | 0.0 | Sunny | |
| 21 | 21-01-2026 | 18.1 | 21.7 | 68.0 | 79.0 | 0.0 | Sunny | |
| 22 | 22-01-2026 | 18 | 22.8 | 71.0 | 79.0 | 0.0 | Sunny | |
| 23 | 23-01-2026 | 18.6 | 23.1 | 68.0 | 76.0 | 0.0 | Sunny | |
| 24 | 24-01-2026 | 18.7 | 24.5 | 69.0 | 77.0 | 0.0 | Sunny | |
| 25 | 25-01-2026 | 19.2 | 23.8 | 74.0 | 82.0 | 0.0 | Sunny | |
| 26 | 26-01-2026 | 18.1 | 22.9 | 79.0 | 86.0 | 0.0 | Sunny | |
| 27 | 27-01-2026 | 17.9 | 22.8 | 81.0 | 89.0 | 0.0 | Sunny | |
| 28 | 28-01-2026 | 18.6 | 23.9 | 68.0 | 77.0 | 0.0 | Sunny | |
| 29 | 29-01-2026 | 20.1 | 25.8 | 66.0 | 79.0 | 0.0 | Sunny | |
| 30 | 30-01-2026 | 18.5 | 23.6 | 65.0 | 75.0 | 0.0 | Sunny | |
| 31 | 31-01-2026 | 18.9 | 24.8 | 68.0 | 78.0 | 0.0 | Sunny | |

| Rainfall Data | | | | | |
|---------------|-------------|--------------------|--------------------------|----------------|--------|
| SN | Description | Total Rainfall(mm) | Up to previous month(mm) | This month(mm) | Remark |
| 1 | Rainfall | 4429.9 | 4429.9 | 0.00 | |

The maximum & minimum weather records are summarized below:

| TEMPERATURE/ RAINFALL PERIOD: 1 st January, 2026 to 31 st January, 2026 | | | | |
|--|-----------------|-----------------|-----------------|------------|
| Temperature | | Rainfall | | |
| Maximum (in °C) | Minimum (in °C) | Maximum (in mm) | Minimum (in mm) | Total Days |
| 26.8 | 16.1 | 0.00 | 0.00 | |

Four Laning of Badarpur-Churaibari section of NH-37 & NH-8 from Design chainage 87.700 (Chandkhira) to km. 106.500 (Churaibari) in the state of Assam on HAM mode. Package-VI (Length=18.80 km)

**CHAPTER-15
ACCIDENT REPORT**

NIL

Four Laning of Badarpur-Churaibari section of NH-37 & NH-8 from Design chainage 87.700 (Chandkhira) to km. 106.500 (Churaibari) in the state of Assam on HAM mode. Package-VI (Length=18.80 km)

CHAPTER-16

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.

Four Laning of Badarpur-Churaibari section of NH-37 & NH-8 from Design chainage 87.700 (Chandkhira) to km. 106.500 (Churaibari) in the state of Assam on HAM mode. Package-VI (Length=18.80 km)

CHAPTER-17



Service Road GSB work at chainage-88+870 RHS



Sub-Grade top at chainage-92+260 to 92+380 LHS SR

Four Laning of Badarpur-Churaibari section of NH-37 & NH-8 from Design chainage 87.700 (Chandkhira) to km. 106.500 (Churaibari) in the state of Assam on HAM mode. Package-VI (Length=18.80 km)



Drain De-Shuttering Work



95+595 bracket reinforcement binding work is in progress

Four Laning of Badarpur-Churaibari section of NH-37 & NH-8 from Design chainage 87.700 (Chandkhira) to km. 106.500 (Churaibari) in the state of Assam on HAM mode. Package-VI (Length=18.80 km)



Ch.87+794 MNB SR LHS bottom Raft Reinforcement laying Work in Progress



Concrete pouring done at CH-97+784 LHS