

Four Laning of Badarpur-Churaibari section of NH-37 & NH-8 from Design chainage 38.600 (End of Proposed Badarpur Bypass) to Km. 62.800 (Start of Proposed Nilambazar/ Cheragi Bypass) in the state of Assam (Package-IV) on HAM mode.

Monthly Progress Report

APRIL - 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 (PKG-4) Highways Pvt. Ltd.

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TABLE OF CONTENTS

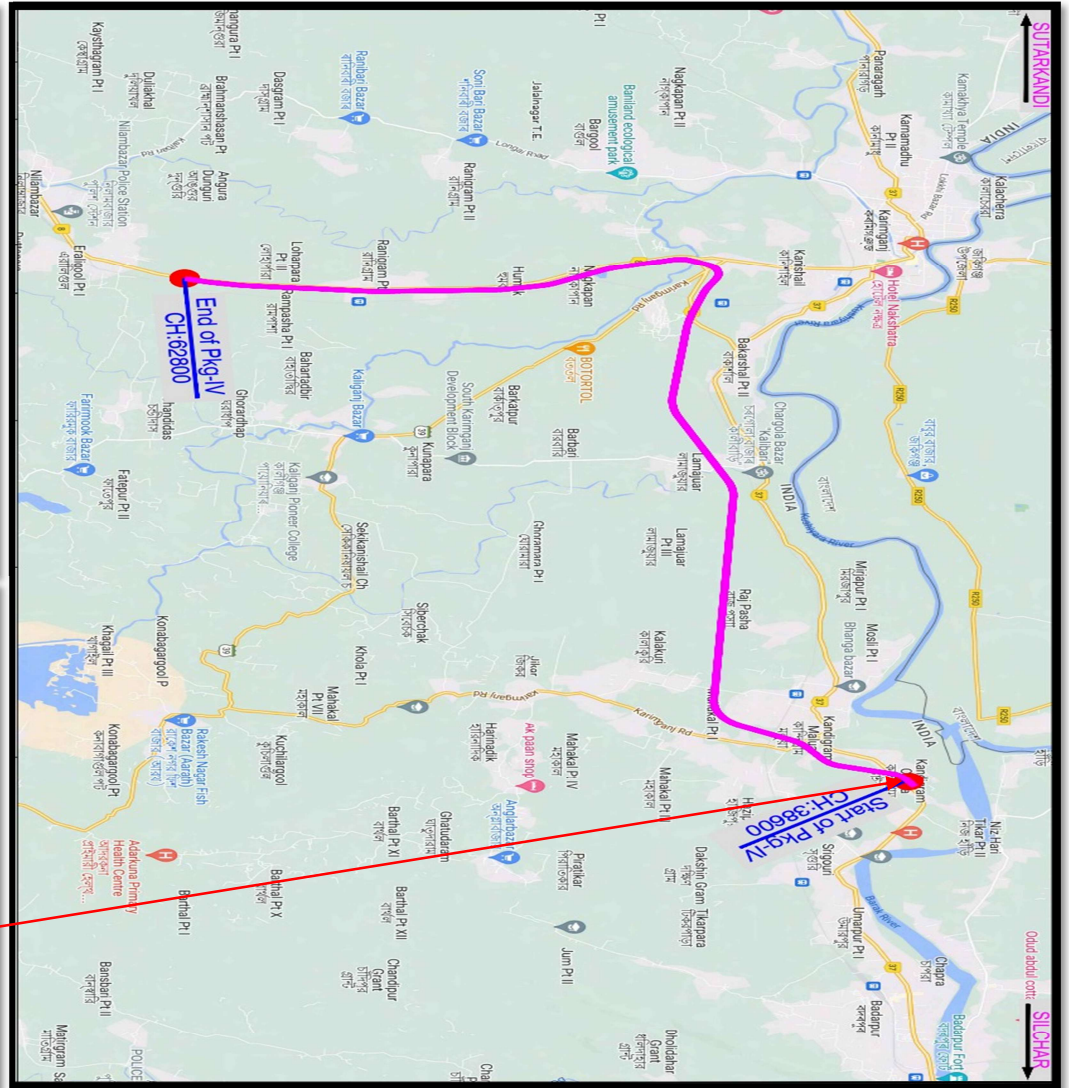
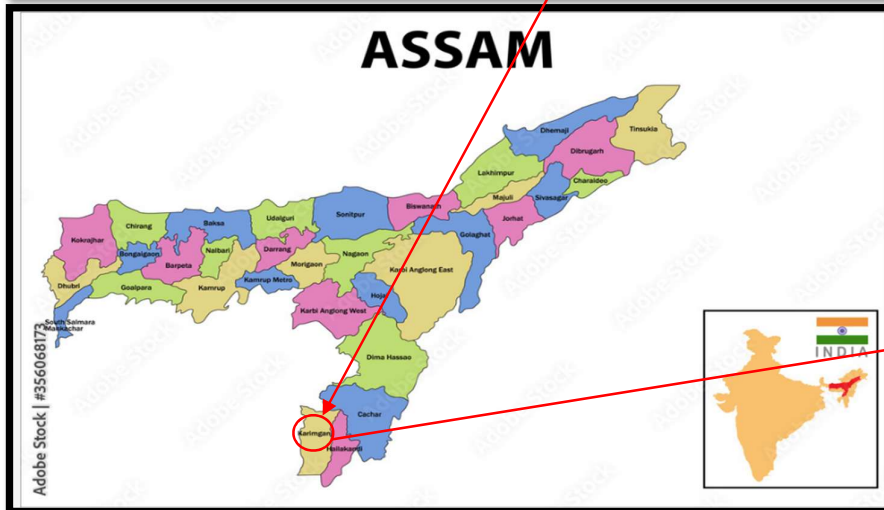
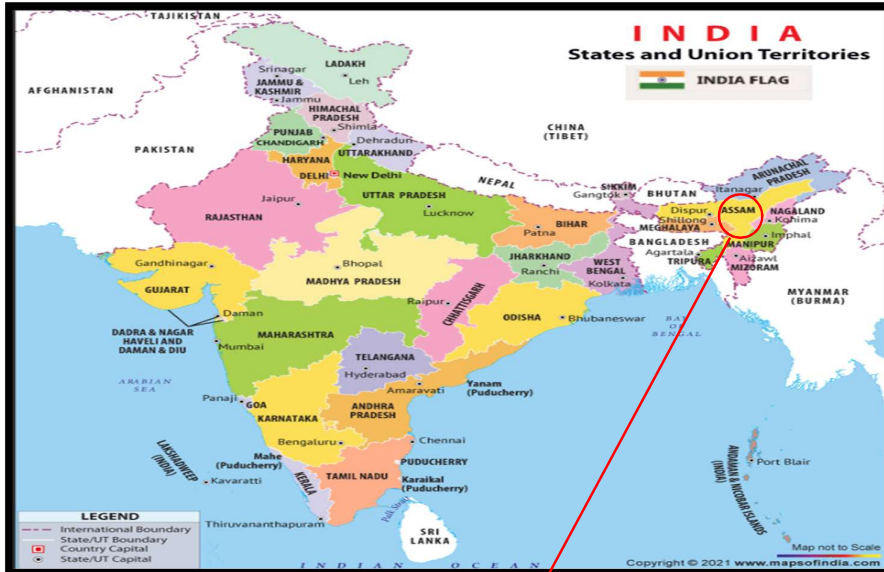
CHAPTERS	DESCRIPTIONS	PAGES
	TABLE OF CONTENTS	
	Project Road Location Map / Index Map	
	EXECUTIVE SUMMARY	
	1. The Project Road	
	2. Mobilization	
	3. Pre-Construction Activity	
	4. EPC Contractor	
	5. Design & Drawing	
	6. Work Program	
	7. Quality Control & Material	
	8. Supervision and Monitoring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

Four Laning of Badarpur-Churaibari section of NH-37 & NH-8 from Design chainage 38.600 (End of Proposed Badarpur Bypass) to Km. 62.800 (Start of Proposed Nilambazar/ Cheragi Bypass) in the state of Assam (Package-IV) on HAM mode.

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

Four Laning of Badarpur-Churaibari section of NH-37 & NH-8 from Design chainage 38.600 (End of Proposed Badarpur Bypass) to Km. 62.800 (Start of Proposed Nilambazar/ Cheragi Bypass) in the state of Assam (Package-IV) on HAM mode.

PROJECT LOCATION MAP / INDEX MAP



Four Laning of Badarpur-Churaibari section of NH-37 & NH-8 from Design chainage 38.600 (End of Proposed Badarpur Bypass) to Km. 62.800 (Start of Proposed Nilambazar/ Cheragi Bypass) in the state of Assam (Package-IV) on HAM mode.

EXECUTIVE SUMMARY

The Concessionaire has signed the Concession Agreement with National Highway Infrastructure Development Corporation Limited (NHIDCL) on dated September 17, 2024. This Executive Summary presents the works progress of the Project Highway during the construction period from August 18, 2025 to August 18, 2027.

1. The Project Road:

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2. Mobilization:

The Concessionaire has mobilized the required Engineers/ Staff Personnel, Machineries/Equipment's, Plants and established main Base Camp at CH: - 55+200 RHS (Sharifnagar).

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. Design and Drawing

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

7. Work Program:

At the time of commencement of works, the Concessionaire submitted the Stage wise completion schedule Work Program Vide Letter No. MKCIL/ASSAM/PKG-04/414, dated 18.12.2025 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-04/167 on dated 05.08.2025. 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

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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 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 August 18, 2025, the Scheduled completion Date shall occur on August 18, 2027.

12. Operation and Maintenance (O&M):

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

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

Procurement of ROW- The existing ROW and the stretches of 24.20 km. are subjected to following:

a) Stretches/ Hindered Free Land 20.05 Km out of 24.20 Km:

Stretches/ Hindered Free Land				Encumbrances/ Hindered Land		
Sr. No.	Side	Length (Km)	%	Side	Length (Km)	%
1.	BHS	20.05	82.88%	BHS	4.15	17.12%

b) Hindered due to Tree Cutting:

Description	Total Nos.	Total Tree Cutting	Balance	Impacted Length (km)	Remarks
Total Trees	648	326	322	6.0	

c) Encumbrances due to Religious Structure:

Sr. No.	Types	Chainage	Side	Village	Remarks
1	Tree Tample	40+000	RHS	Kankalesh Part-I	
2	Masjid	50+800	RHS	Nathupur Part-I	
3	Danptra (masjid)	55+200	RHS	Saidambor Part-I	
4	Sani Mandir (ROW)	56+200	LHS	Saidambor Part-II	

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5	Danpra (Kali Mandir)	56+550	LHS	Saidambor Part-II	
6	Kali Mandir	56+800	RHS	Saidambor Part-II	
7	Sahid Smark	58+875	LHS	Umarpur Part-II	
8	Sani mandir & Pipal	58+975	RHS	Umarpur Part-II	
9	Kali Mandir	59+750	RHS	Umarpur Part-III	
10	Satsang bhawan	60+030	RHS	Umarpur Part-III	
11	Hajrat ali Masjid	61+800	RHS	Berajal	
12	Kali Mandir	62+800	LHS	Bhuja	

d) Details of Hidered Land:

DETAILS OF ENCUMBRANCES WITHIN ROW					
Sr. No	Chainage		Side	Total Length (KM)	Description
	From	To			
1.	40+000	40+200	BHS	200.000	Residencial & Boundary Wall
2.	40+550	40+650	BHS	100.000	Building and other Zirats
3.	41+400	41+700	RHS	300.000	House and Boundary Wall
4.	43+000	43+200	BHS	200.000	Pond/ shades
5.	48+350	48+900	BHS	550.000	Residential Building
6.	50+800	50+850	RHS	50.000	Residential Building
7.	52+920	53+000	BHS	80.000	Office Building
8.	53+700	53+900	RHS	200.000	Assam Type House
9.	54+360	54+400	RHS	40.000	Assam Type House/ Tin Shade
10.	54+700	55+100	LHS	400.000	Assam Type House/RCC Building
11.	55+220	55+270	BHS	50.000	Assam Type House/RCC Building
12.	55+540	55+580	RHS	40.000	Assam Type House/RCC Building
13.	55+670	55+700	RHS	30.000	Assam Type House/RCC Building
14.	56+120	56+200	BHS	80.000	Assam Type House/RCC Building
15.	56+510	56+550	BHS	40.000	Assam Type House/RCC Building
16.	56+800	56+900	RHS	100.000	Assam Type House/RCC Building
17.	57+100	57+130	BHS	30.000	Assam Type House/RCC Building
18.	57+600	57+660	RHS	60.000	Assam Type House/RCC Building
19.	57+950	58+000	LHS	50.000	Assam Type House/RCC Building
20.	58+030	58+080	BHS	50.000	Assam Type House/RCC Building
21.	59+400	59+960	BHS	560.000	Assam Type House/RCC Building
22.	60+000	60+250	RHS	250.000	Assam Type House/RCC Building
23.	60+300	60+550	RHS	250.000	Assam Type House/RCC Building
24.	60+580	60+610	RHS	30.000	Assam Type House/RCC Building
25.	60+780	60+880	RHS	100.000	Assam Type House/RCC Building
26.	60+980	61+000	RHS	20.000	Assam Type House/RCC Building
27.	61+400	61+550	RHS	150.000	Assam Type House/RCC Building

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28.	61+780	61+810	RHS	30.000	Assam Type House/RCC Building
29.	62+030	62+060	RHS	30.000	Assam Type House/RCC Building
30.	62+250	62+400	RHS	150.000	Assam Type House/RCC Building
31.	62+500	62+560	RHS	60.000	Assam Type House/RCC Building
Total Hindered Length				4150.00	

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) **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.
- b) **Non-availability of land:** - As per the Concession Agreement, 100% of the land is to be handed over to the Concessionaire within 90 days from the Appointed Date. However, only approximately 80.58% of the land is currently free from encumbrances(refer the Concessionaire's letter no. MKCIL/ASSAM/PKG-04/574 dated 28.02.2026)
- c) **As per Joint Handover Memorandum (Appendix-I) dated 18.08.2025**

SUMMARY OF LAND ACQUISITION & CLEARANCES

Sl. No	Total Land Required (in Ha)	Available Land (in Ha)	Remaining Land (In Ha)	% Available Land	Hindrance free length (in Km)	% Available Hindrance free length
1	138.06	113.78	<ul style="list-style-type: none"> • 3A- 19.37 Ha • 3G- 4.91 Ha 	82.41%	19.500 Km	80.58%

Note: The hindrance free length is calculated based on the right of way required against construction zone. M/s MKC Badarpur Churaibari Kamakhya (Pkg-4) Highways Pvt. Ltd. will not claim any damages from the Authority as specified in Cl 4.2 of Concession Agreement for the period delay and time extension in accordance with Cl 4.1.2 of Concession Agreement.

Authorized Representative:



M/s MKC Badarpur Churaibari Kamakhya (Pkg-4) Highways Pvt. Ltd.

Date: 18/08/25

Place: Karimganj.

General Manager(P)



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

the existing road is pending by the end of the Authority.

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

- e) **Non-Permission from PWD Authorities:** - The Concessinaire has submit it concern regaiding the permission for using the PWD rural roads for carrying of forest materials under Bharat Mala Project vide letter no. MKCIL/ASSAM/PKG-04/056 dated 26.02.2025.

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

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

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

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CHAPTER-1

INTRODUCTION

General

The NHIDCL proposes to implement the development, maintenance, and management of National Highway No. 37 & NH-8 stretch from end of Badarpur Bypass to Nilambazar/Cheragi Bypass Km. 38.600 to Km. 62.800 into 4-lane access controlled corridor. The proposed project road has been selected to improve connectivity and reduce travel time from Assam to Tripura. Also, this connectivity will improve international road connectivity between India and Bangladesh. To achieve the above task, NHIDCL has appointed M/s. Aarvee Associates Architects Engineers and Consultants Pvt. Ltd. The Letter of Acceptance was communicated vide letter No. NHIDCL / Assam / DPR / SilcharChuraibari /222542/ 2581 and the agreement was signed on September 1, 2023. The entire project is divided into 5 packages.

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

Project Overview

As described earlier the project road stretch from end of Badarpur Bypass to Nilambazar/Cheragi Bypass. The proposed alignment passes through Karimganj district in the state of Assam connecting villages Kandigram, Sharifnagar, Nagkapan, Ranigram, Loharpara, Etc.

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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 38.600 (End of Proposed Badarpur Bypass) to Km. 62.800 (Start of Proposed Nilambazar/ Cheragi Bypass) in the state of Assam (Package-IV) on HAM mode.
2.	Project Length	24.200 km
3.	Project Bid Cost	554.16 Cr.
4.	Authority	National Highways & Infrastructure Development Corporation Limited
5.	Independent Engineer	Agnitio Infrastructure Projects Pvt. Ltd. In JV with Ayoleeza Consultant Pvt Ltd.
6.	Concessionaire	MKC Badarpur Churaibari Kamakhya (PKG-4) Highways Private Limited
7.	Design Consultant	MKC Infrastructure Ltd.
8.	DPR Consultant	Aarvee Associates Architects Engineers & Consultants Pvt. Ltd.
9.	LOA No. & Date	NHIDCL/Procurement/Assam/2023-24/228965/3085 dated 11.03.2024
10.	Date of Concession Agreement	September 17, 2024
11.	Appointed Date	August 18, 2025
12.	Construction Period	730 days (from Appointed Date) [24-Months]
13.	Schedule Completion Date	August 18, 2027
14.	O&M Period	15 Years from the date of COD

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15.	Project Milestone	
	Milestone- I	<p>The Project Milestone-I shall occur on the date falling on the 256th (two hundred and fifty sixth) day from the Appointed Date (i.e., May 01, 2026)-</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., October 30, 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., April 30, 2027) (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., August 18, 2027)</p> <p>The concessionaire shall have completed the Project in accordance with the Concession Agreement.</p>

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CHAPTER -3

SALIENT FEATURES OF PROJECT HIGHWAY

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

Section	Design Chainage		Stretch in Km.	Pavement Composition in mm.						
	From	To		Sub-Grade	R-GSB	R-WMM	DBM	BC	DLC	PQC
MCW	38+600	62+800	24.200	500.00	200.00	190.00	50.00	30.00	-	-
				Sub-Grade	GSB	R-WMM	BC	-		
Service Road				500.00	200.00	185.00	30.00	-		

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

Sr. No.	Description	Unit	As per CA	Remarks	
1.	Railway over Bridge	New Construction	Nos.	2	
2.	Major Bridge	New Construction	Nos.	2	
3.	Minor Bridge	New Construction	Nos.	10	
		Widening and Retained	Nos.	3	
4.	VUP	New Construction	Nos.	5	
5.	LVUP	New Construction	Nos.	4	
6.	SVUP	New Construction	Nos.	0	
7.	Box Underpass	New Construction	Nos.	7	
8.	Box Culvert	New Construction	Nos.	43	
		Reconstruction	Nos.	0	
9.	Hume Pipe Culvert	New Construction	Nos.	0	
10.	Bus Bay		Nos.	1	
11.	Major Junction		Nos.	3	
12.	Minor Junction		Nos.	7	
13.	Cross Road		Nos.	30	
14.	W-beam Single faced metal crash barrier		Rmt.	31092	
15.	Drain (covered)		Rmt.	5300	

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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 2- ROB, 2- Major Bridge, 13- Minor Bridge, 16- Underpasses, 43- Culverts.
- Construction of Slip Road of 6.290 Km
- Construction of Service Road of 0.860 Km

4.2 Project Facilities

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

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

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CHAPTER -5

PRE-CONSTRUCTION ACTIVITIES

5.1 Obligations

Obligations of Authority-

Sr. No.	Clause No.	Obligation	Status	Remark/ Reference
1	Clause 4.1.2	Condition Precedent	Completed	
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	
5	Clause 10.3	Joint Memorandum	Executed	

Obligations of Concessionaire-

Sr. No.	Clause No.	Obligation	Status	Remark/ Reference
1	Clause 9.1	Performance Security	Submitted	
2	Article 11	Shifting and Relocation Electrical Utilities	In-Progress	
3	Article 26	Insurance	Done	
4	Clause 4.1.3 (Schedule-E)	Applicable Permits	Done	
5		A permission of State Govt. for boulders extraction	Done	
6		Permission of Village Panchayet and Pollution Board for installation of crushers	Done	
7		License for use of explosives	N.A	
8		Permission of the State Govt. from drawing water from river/ reservoir	Done	
9		Labour Licence	Done	
10		Clause 12.1	Quality Assurance Plan	Done
11	Construction Methodology		Done	MKCIL/ASSAM/PKG-04/168

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5.2 Shifting of Utilities

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

Sl. No.	Utility/ Hindrance Type	Unit	Scope Qty.	Status	Remarks
1.	HT/ LT Lines (including Transformer if any)	Kms	24.20	In Progress	
2.	HT/ LT crossing	Nos.	85	In Progress	
3.	Water Pipelines	Kms	9.07	In Progress	
4.	Water Pipeline Crossing	Nos.	11	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	648	
2.	Total Felling of Trees	326	
3.	Balance Trees	322	

5.4 Land Acquisition

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

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CHAPTER -6

MOBILIZATION

6.1 Manpower Mobilization of Concessionaire

Sr. No.	Name of Employee	Designation	Department
1	Satish Kumar Pandey	Sr. GM	HQ
2	Manoj Kumar Singh	SPM	Project
3	Manoj Singh Rawat	Deputy Manager	Highway
4	Navin Kumar	Sr. Engineer	Highway
5	Prabir Samanta	Asst. Manager	Highway
6	Amar deep Chaudhary	Supervisor	Highway
7	Sujit Pramanik	Dy Manager	Survey
8	Jaibhan Pratap	Surveyor	Survey
9	Sudheer Raturi	Sr. Engineer	BILLING/PLANNING
10	Tarun kumar	Engineer	BILLING/PLANNING
11	Ashish panwar	Jr.Engineer	BILLING/PLANNING
12	Robin Chauhan	Lab tech	QA/QC
13	Anil kr Singh	Engineer	QA/QC
14	Biplab Ghosal	Sr. Engineer	QA/QC
15	Arvind Kumar	HSD Supervisor	Store
16	Dinesh Gehlot	Manager	structure
17	Santosh singh	Dy.Manager	structure
18	Manmotha Mondal	Asst.Manager	structure
19	Rakesh Kumar Singh	Sr. Engineer	structure
20	Lokesh Sahu	Sr. Engineer	structure
21	Manish Dixit	Executive	HR/Admin
22	Deepak Sharma	Executive	Liaising
23	Ram Niranjana Vishwakarma	Manager	Liaising
24	Agniva Malik	Engineer	Structure
25	Sandeep Malik	Engineer	Structure
26	Parveen Kumar	Engineer	Structure
27	Narayan Kumar	Supervisor	Structure
28	Om Parkash	Forman	Structure
29	Nabab Ali	Forman	Structure
30	Rati Ram	STR Supervisor	Structure
31	Arup Kumar Paul	STR Supervisor	Structure

Four Laning of Badarpur-Churaibari section of NH-37 & NH-8 from Design chainage 38.600 (End of Proposed Badarpur Bypass) to Km. 62.800 (Start of Proposed Nilambazar/ Cheragi Bypass) in the state of Assam (Package-IV) on HAM mode.

32	Sekh sakil	Supervisor	Structure
33	Manubhan Partap	Supervisor	Structure
34	Ashok Kumar Mondal	Material Engineer	QA/QC
35	Govinda Pashi	Sr. Lab Technician	QA/QC
36	Arun Kumar Mondal	Lab Technician	QA/QC
37	Jay Kumar Pashi	Lab Technician	QA/QC
38	Abhijit Paul	Lab Helper	QA/QC
39	shuvam Das	Lab Helper	QA/QC
40	Biplob Das	Lab Helper	QA/QC
41	Parvez Hussain	Lab Helper	QA/QC
42	Pranjal Deory	Site Engineer	Highway
43	Manas Protim Laskar	Senior Supervisor	Highway
44	Gitartha Goutam Saikia	Senior Supervisor	Highway
45	Ajit Tanti	Supervisor	Highway
46	Rituraj Bora	Supervisor	Highway
47	Pranab Mohanta	Supervisor	Highway
48	Jamil Uddin Tapadar	Supervisor	Highway
49	Kamrul Hussain	Supervisor	Highway
50	Anuj Tanti	Supervisor	Highway
51	Vinayak Choudhury	Supervisor	Highway
52	Ruhul Amin	Supervisor	Highway
53	Joinal uddin	Supervisor	Highway
54	Rana Sinha	Supervisor	Highway
55	Nirmalendu Roy	Supervisor	Highway
56	Bapan Namasudra	Safety supervisor	Highway
57	Enamul Islam Tapadar	Safety Helper	Highway
58	Iftehad Hussain	Safety Supervisor	Highway
59	Shamim Ahmed	QS (Manager)	QS
60	Partha Protim Phukan	HR/Admin Manager	HR/Admin
61	Sora Tama	Supervisor	HR/Admin
62	Bishal Bikram Dey	Computer Operator	QS
63	Shakil Ahmed	Office Boy	HR/Admin
64	Satyam Dey	Liasoning	Liaising
65	Ruhul Amin	Supervisor (borrow area)	Highway
66	Jainal Ahmed	Supervisor (borrow area)	Highway

Four Laning of Badarpur-Churaibari section of NH-37 & NH-8 from Design chainage 38.600 (End of Proposed Badarpur Bypass) to Km. 62.800 (Start of Proposed Nilambazar/ Cheragi Bypass) in the state of Assam (Package-IV) on HAM mode.

67	Md Taufique Ahmed	camp In-Charge	HR/Admin
68	Tahmid Al Zaman	office asst	HR/Admin
69	Md Mehboob	Mess In-Charge	HR/Admin
70	KH Sanjib sinha	Store Manager	Store
71	KH Iboton Singha	Store Asst /Purchaser	Store
72	Bipul Sinha	Store Helper	Store
73	Biswajit Dhara	Survey Manager	Survey
74	Rajesh Mallik	Surveyor	Survey
75	Sudip Bhowmik	Senior Surveyor	Survey
76	Bitupan Bora	Assitant Surveyor	Survey
77	Ajay Namasudra	Survey Helper	Survey
78	Debabrata Namasudra	Survey Helper	Survey
79	Yogeswara Reddy	Mechanical Head	P&M
80	H Bishal Singh	Diesel Mechanic	P&M
81	Ajmal Hussain Laskar	Mechanical Foreman	P&M
82	Robin Singh	Mechanical Foreman	P&M
83	Karan Rajbonshi	Diesel Mechanic	P&M
84	Sunadhan Singha	Diesel Mechanic	P&M
85	Maruf Ahmed Tapadar	Electrician	P&M
86	Mustafa Kamal	Diesel Helper	P&M
87	Nurul Islam Borbhuyan	Plumber	P&M
88	Karan Rajbonshi	Store Asst /Purchaser	Store
89	Sunadhan Singha	Store Helper	Store

Four Laning of Badarpur-Churaibari section of NH-37 & NH-8 from Design chainage 38.600 (End of Proposed Badarpur Bypass) to Km. 62.800 (Start of Proposed Nilambazar/ Cheragi Bypass) in the state of Assam (Package-IV) on HAM mode.

CHAPTER-7

DEPLOYMENT OF PLANTS AND EQUIPMENT / PROJECT SET UP PLAN

7.1 Plants and Equipment Deployed

S.no	Equipment type	Unit	Qty	Remarks
1	LMV	Nos.	20	
2	TIPPER	Nos.	55	
3	MOBILE CRANE	Nos.	02	
4	SOIL COMPACTOR	Nos.	8	
5	EXCAVATOR	Nos.	11	
6	BACK HOE LOADER	Nos.	07	
7	DIESEL DISPENCER	Nos.	02	
8	TRANSIT MIXER	Nos.	10	
9	TRACTOR	Nos.	02	
10	GRADER	Nos.	5	
11	BABY ROLLER	Nos.	0	
12	HM PLANT	Nos.	02	Installation In progress
13	BATCHING PLANT	Nos.	3	30CPH
14	RE BLOCK PLANT	Nos.	1	Installation In progress
15	DG	Nos.	15	25KV+15 KV
16	TRAILER	Nos.	4	
17	CRUSHER	Nos.	2	Kalain, Karimganj
18	WATER TANKER	Nos.	4	
19	FARANA	Nos	03	
20	LOADER	Nos.	2	
21	JCB	Nos	7	
22	DOZER	Nos	02	
23	Boom Placer	Nos	02	

Four Laning of Badarpur-Churaibari section of NH-37 & NH-8 from Design chainage 38.600 (End of Proposed Badarpur Bypass) to Km. 62.800 (Start of Proposed Nilambazar/ Cheragi Bypass) in the state of Assam (Package-IV) on HAM mode.

CHAPTER-8

DESIGN AND DRAWING

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

8.1 Design

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

8.2 Drawings

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

8.3 Status of Approval of Drawings

The status of drawing submission and approval of GAD for road and structure works as on April 30 2026, is enclosed in this chapter of the report.

Road Works

S N	Description	Unit	Total	Submitted	Approval	Balance	Remarks
1.	Plan & Profile MCW	Km	24.20	24.20	24.20	0.000	
2.	Plan & Profile Slip Road	Km	6.29	0.00	0.000	0.000	
3.	Typical Cross Section	Nos	1.00	1.00	1.00	0.00	
4.	Pavement Design Report	Nos	1.00	1.00	1.00	0.00	
5.	RE Wall	Sqm.	46480.00	-	-	-	
6.	Major Junction	Nos	3.00	-	-	-	
7.	Minor Junction	Nos	7.00	-	-	-	
8.	Bus Bay Drawing	Nos	1.00	-	-	-	
9.	Road Signage Plan	Km	24.20	-	-	-	
10	Boundary Wall	NOS	01	1.00	1.00	0.00	
11	FSCB	NOS	01	1.00	1.00	0.00	

Four Laning of Badarpur-Churaibari section of NH-37 & NH-8 from Design chainage 38.600 (End of Proposed Badarpur Bypass) to Km. 62.800 (Start of Proposed Nilambazar/ Cheragi Bypass) in the state of Assam (Package-IV) on HAM mode.

Structure Works:-

Structure				
Description	Total Nos	Submitted	Approved	Balance
Box Underpass	7	7	7	0.00
LVUP	4	4	4	0.00
VUP	5	5	5	0.00
MNB	13	13	13	0.00
MJB	2	2	2	0.00
ROB	2	2	2	0.00
Box Culvert	43	43	43	0.00

Four Laning of Badarpur-Churaibari section of NH-37 & NH-8 from Design chainage 38.600 (End of Proposed Badarpur Bypass) to Km. 62.800 (Start of Proposed Nilambazar/ Cheragi Bypass) in the state of Assam (Package-IV) on HAM mode.

CHAPTER-9

PROJECT WORK PROGRESS

9.1 Work Progress:

9.1.1 Progress Summary

Key reporting metrics	Value/ %/ Amount
Scheduled Physical Progress (%)	21.79%
Cumulative Physical Progress up to current month (%)	23.129%
Physical Progress during current month (%)	1.339%
Financial progress (%)	8.00%
Cumulative Expenditure against Financial till March Progress date (Rs Cr)	44.33
Cumulative Expenditure against Physical till Progress date (Rs Cr)	120.77
Test passed as % of total tests witnessed by AE	8.00%
Test passed as % of total tests conducted by AE	8.00%
Number of pending COS proposals	0
Amount for pending COS (Rs Cr)	0

Four Laning of Badarpur-Churaibari section of NH-37 & NH-8 from Design chainage 38.600 (End of Proposed Badarpur Bypass) to Km. 62.800 (Start of Proposed Nilambazar/ Cheragi Bypass) in the state of Assam (Package-IV) on HAM mode.

9.1.1 Progress With Proposed Sch-G

Project Name :-	Four Laning of Badarpur – Churaibari section of NH-37 & NH-8 from Design chainage 38.600 (End of proposed Badarpur Bypass) to Km. 62.800 (Start of proposed Nilambazar/Cheragi Bypass) in the state of Assam (Package-IV)						
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 (PKG-4) HIGHWAYS PRIVATE LIMITED						
Bid Project Cost :-	₹ 5,54,16,00,000.00						
SCHEDULE - G							
Item	Stage for measurement of Physical Progress	Unit	Quantity	Unit Rate (INR)	Weightage in percentage to the contract Price	Phy. progres Up to Date	
						Qty	%age
Road works including culverts, minor bridges, underpasses, overpasses, approaches to ROB/RUB/ Major Bridges/ Structures (but excluding service roads)	A - Widening and strengthening of existing road						
	(1) Earthwork upto top of Sub-grade	L-Km	18.68	2,87,48,952.42	9.69%	9.761	5.064%
	(2) Granular work (Sub-base, base,shoulder)						
	(a) R-GSB	L-Km	18.68	1,00,73,098.90	3.40%		
	(b) R-WMM	L-Km	18.68	66,33,141.46	2.24%		
	(3) Shoulders	L-Km	18.68	8,00,757.34	0.27%		
	(4) Bituminous Work						
	(a) DBM	L-Km	18.68	34,08,469.24	1.15%		
	(b) BC	L-Km	18.68	21,22,782.62	0.72%		
	(7) Widening and repair of Minor Bridges	No.	6.00	43,86,794.28	0.47%	6.000	0.475%
	B- New Realignment/Bypass						
	(1) Earthwork up to top of the sub-grade	L-Km	28.16	5,82,64,514.33	29.60%	8.615	9.058%
	(2) Granular work (sub- base, base, shoulders)						
	(a) R-GSB	L-Km	28.16	1,05,89,777.32	5.38%	2.261	0.432%
	(b) R-WMM	L-Km	28.16	65,93,042.18	3.35%		
	(3) Shoulders	L-Km	28.16	10,26,158.61	0.52%		
	(4) Bituminous work						
	(a) DBM	L-Km	28.16	33,37,717.24	1.70%		
	(b) BC	L-Km	28.16	20,78,718.53	1.06%		
	C- New culverts, minor bridges, underpasses, overpasses on existing road, realignments, bypasses:						
	(1) Culverts	No.	86.00	32,45,592.34	5.04%	42.000	2.46%
	(2) Minor bridges						
	(a) Foundation	No.	33.00	47,77,010.13	2.84%	13.000	1.12%
	(b) Sub-structure	No.	33.00	28,08,051.17	1.67%	4.000	0.20%
	(c) Super-structure (including crash barriers etc. complete) If Pre-cast girders/segments are used, 40% of the weightage of the stage in percentage to the bid project cost is assigned to the casting of such precast girders/ segments.						
	(i) Pre-cast girders/segments - Casting	No.	8.00	26,11,012.22	0.38%		
	(ii) Deck Slab including crash barriers etc. complete	No.	25.00	12,53,285.87	0.57%	2.000	0.05%
	(5) Grade separated structures						
(a) Underpasses							
(i) Foundation	No.	44.00	49,19,347.83	3.91%	12.000	1.07%	
(ii) Sub-structure	No.	44.00	19,88,786.84	1.58%	8.000	0.29%	
(iii) Super-structure (including crash barriers etc. complete) If Pre-cast girders/segments are used, 40% of the weightage of the stage in percentage to the bid project cost is assigned to the casting of such precast girders/ segments.							
(a) Pre-cast girders/segments - Casting	No.	12.00	24,34,804.50	0.53%			
(b) Deck Slab including crash barriers etc. complete	No.	32.00	13,69,577.53	0.79%	2.000	0.05%	

Four Laning of Badarpur-Churaibari section of NH-37 & NH-8 from Design chainage 38.600 (End of Proposed Badarpur Bypass) to Km. 62.800 (Start of Proposed Nilambazar/ Cheragi Bypass) in the state of Assam (Package-IV) on HAM mode.

	A- Widening and repairs of Major Bridges						
	(1) Foundation						
	(b) Pile Foundation/Well Foundation	No.	3.00	1,26,97,092.70	0.69%	3.000	0.69%
	(2) Sub-structure	No.	3.00	27,78,351.74	0.15%	3.000	0.15%
	(3) Super-structure (including crash barriers etc. complete) If Pre-cast girders/segments are used, 40% of the weightage of the stage in percentage to the bid project cost is assigned to the casting of such precast girders/ segments.						
	(a) Pre-cast girders/segments - Casting	No.	2.00	47,67,325.32	0.17%		
	(b) Deck Slab including crash barriers etc. complete	No.	2.00	71,50,987.98	0.26%		
	B- Widening and repair of ROB						
	(a) ROB						
	(1) Foundation	No.	4.00	1,78,87,787.65	1.29%		
(2) Sub-structure	No.	4.00	52,15,670.35	0.38%			
(3) Super-structure (including crash barriers etc. complete) If Pre-cast girders/segments are used, 40% of the weightage of the stage in percentage to the bid project cost is assigned to the casting of such precast girders/ segments.							
(a) Pre-cast girders/segments - Casting	No.	3.00	12,64,851.97	0.07%			
(b) Deck Slab including crash barriers etc. complete	No.	3.00	18,97,277.95	0.10%			
C- New Major Bridges							
(1) Foundation							
(b) Pile Foundation/Well Foundation	No.	8.00	1,14,87,311.87	1.66%	6.00	1.24%	
(2) Sub-structure	No.	8.00	25,60,786.03	0.37%			
(3) Super-structure (including crash barriers etc. complete) If Pre-cast girders/segments are used, 40% of the weightage of the stage in percentage to the bid project cost is assigned to the casting of such precast girders/ segments.							
(a) Pre-cast girders/segments - Casting	No.	6.00	23,95,808.14	0.26%	5.00	0.22%	
(b) Deck Slab including crash barriers etc. complete	No.	6.00	35,93,712.21	0.39%			
D- New Rail road Bridges							
(a) ROB							
(1) Foundation	Nos	8.00	1,72,80,617.22	2.49%			
(2) Sub-structure	No.	8.00	61,02,786.17	0.88%			
(3) Super-structure (including crash barriers etc. complete) If Pre-cast girders/segments are used, 40% of the weightage of the stage in percentage to the bid project cost is assigned to the casting of such precast girders/ segments.							
(a) Pre-cast girders/segments - Casting	No.	6.00	18,77,606.31	0.20%			
(b) Deck Slab including crash barriers etc. complete	No.	6.00	28,16,409.47	0.30%			
(4) Reinforced Earth Wall (includes Approaches of ROB, Underpasses, Overpasses, 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 facia panels/blocks for one complete approach.)							
i) Re Block/Pannel Casting (5%)	Sqm	39840.00	49.41	0.04%			
ii) Re Block/Pannel Erection (95%)	Sqm	39840.00	938.82	0.67%			
Major Bridge works and ROB/RUB							
Structures (elevated sections, reinforced earth)							

Four Laning of Badarpur-Churaibari section of NH-37 & NH-8 from Design chainage 38.600 (End of Proposed Badarpur Bypass) to Km. 62.800 (Start of Proposed Nilambazar/ Cheragi Bypass) in the state of Assam (Package-IV) on HAM mode.

Electrical and Public Health Utilities	HT/LT lines (including Transformers if any)	Km	24.20	37,33,814.72	1.63%	-	
	HT/LT crossings	No.	85.00	4,55,588.15	0.70%	-	
	Water pipeline	L-Km	9.07	4,27,735.99	0.07%		
	Water pipeline crossings	No.	11.00	1,51,068.57	0.03%		
	(i) Service roads/ Slip Roads	L-Km	7.15	1,42,86,490.20	1.84%		
	(ii) Toll Plaza	No.	1.00	1,64,65,387.74	0.30%		
	(iii) Road side drains	L-Km	5.30	54,90,178.90	0.53%		
	(iv) Road signs, markings, km stones, safety devices.						
	(a) Road signs, markings, km stones, . . .	Km	24.20	8,23,896.60	0.36%		
	(b) Concrete crash Barrier/W-Beam Crash Barrier in Road work	L-Km	34.27	26,29,461.89	1.63%		
	(v) Project facilities						
	(a) Bus bays	No.	2.00	1,47,386.54	0.01%		
	(c) Rest Area	No.	2.00	42,00,516.45	0.15%		
	Other Works	(viii) Protection Works					
(a) Boulder Pitching on Slopes		L-Km	1.32	1,01,21,033.84	0.24%		
(b) Toe / Retaining / Breast wall		L-Km	6.51	2,27,99,351.25	2.68%	1.39	0.57%
(x) Miscellaneous							
(a) Street Lighting		No.	849.00	18,386.81	0.28%		
(b) Junction/Interchange		No.	45.00	5,47,883.05	0.44%		
(c) Precast Boundary Wall		L-Km	48.40	11,49,615.03	1.00%		
(d) ATMS, HTMS, Traffic Aid Posts, Medical aid Posts, Vehicle Recue Posts, Telecom System		Km	24.20	14,07,380.09	0.61%		
(e) Rain Water Harvesting		No.	48.00	1,06,750.60	0.09%		
(f) Pedestrian Guardrails		L-Km	5.30	19,85,296.72	0.19%		
GRAND TOTAL >>>					100%		23.129%

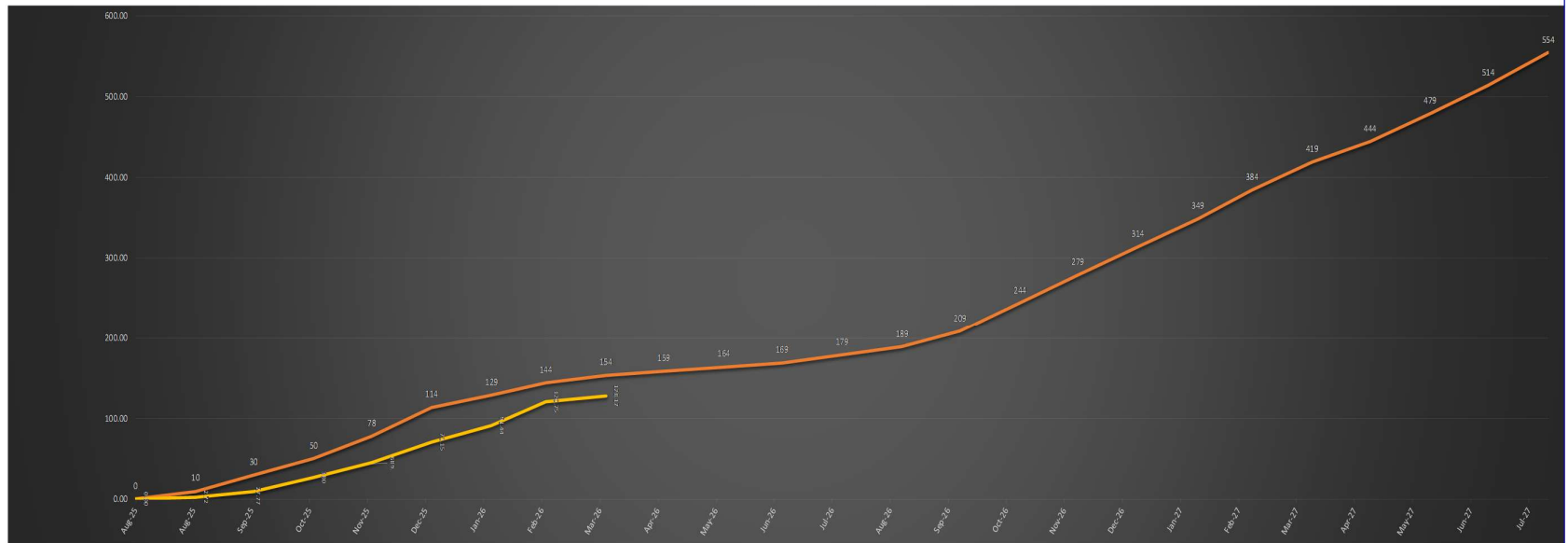
Four Laning of Badarpur-Churaibari section of NH-37 & NH-8 from Design chainage 38.600 (End of Proposed Badarpur Bypass) to Km. 62.800 (Start of Proposed Nilambazar/ Cheragi Bypass) in the state of Assam (Package-IV) on HAM mode.

9.2 S – Curve

❖ Financial Progress with S Curve

Four Laning of Badarpur – Churaibari section of NH-37 & NH-8 from Design chainage 38.600 (End of proposed Badarpur Bypass) to Km. 62.800 (Start of proposed Nilambazar/Cheragi Bypass) in the state of Assam (Package-IV)

S Curve



Months	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27
Monthly Target in (%)	0.00%	1.80%	3.61%	3.61%	5.80%	6.47%	2.71%	2.71%	1.80%	0.90%	0.90%	0.90%	1.80%	1.80%	3.61%	6.32%	6.32%	6.32%	6.32%	6.32%	6.32%	4.51%	6.32%	6.32%	7.28%
Monthly Targets In (Cr)	0.00	10.00	20.00	20.00	28.00	35.83	15.00	15.00	10.00	5.00	5.00	5.00	10.00	10.00	20.00	35.00	35.00	35.00	35.00	35.00	35.00	25.00	35.00	35.00	40.33
Monthly Archive In (%)	0.00%	0.49%	1.29%	3.09%	3.28%	4.69%	3.7%	5.29%	1.34%																
Monthly Achieved (In Crs)	0.00	2.72	7.15	17.12	18.18	25.99	20.28	29.32	7.42																
Cumulative Targets In (Cr)	0.00	10.00	30.00	50.00	78.00	113.83	128.83	143.83	153.83	158.83	163.83	168.83	178.83	188.83	208.83	243.83	278.83	313.83	348.83	383.83	418.83	443.83	478.83	513.83	554.16
Cumulative Achieved (Cr)	0.00	2.72	9.86	26.99	45.16	71.15	91.44	120.75	128.17																

Four Laning of Badarpur-Churaibari section of NH-37 & NH-8 from Design chainage 38.600 (End of Proposed Badarpur Bypass) to Km. 62.800 (Start of Proposed Nilambazar/ Cheragi Bypass) in the state of Assam (Package-IV) on HAM mode.

9.3 Highway Progress:

LHS	BC																																																																																																					
	DBM																																																																																																					
LHS	WMM																																																																																																					
	GSB																																																																																																					
	Sub-Grade Top																																																																																																					
	Embankment Top																																																																																																					
	C&G																																																																																																					
	Chainage	38+600	38+610	38+620	38+630	38+640	38+650	38+660	38+670	38+680	38+690	38+700	38+710	38+720	38+730	38+740	38+750	38+760	38+770	38+780	38+790	38+800	38+810	38+820	38+830	38+840	38+850	38+860	38+870	38+880	38+890	38+900	38+910	38+920	38+930	38+940	38+950	38+960	38+970	38+980	38+990	39+000	39+010	39+020	39+030	39+040	39+050	39+060	39+070	39+080	39+090	39+100	39+110	39+120	39+130	39+140	39+150	39+160	39+170	39+180	39+190	39+200	39+210	39+220	39+230	39+240	39+250	39+260	39+270	39+280	39+290	39+300	39+310	39+320	39+330	39+340	39+350	39+360	39+370	39+380	39+390	39+400	39+410	39+420	39+430	39+440	39+450	39+460	39+470	39+480	39+490	39+500	39+510	39+520	39+530	39+540	39+550	39+560	39+570	39+580	39+590	39+600
	RHS	C&G																																																																																																				
Embankment Top																																																																																																						
Sub-Grade Top																																																																																																						
GSB																																																																																																						
WMM																																																																																																						
DBM																																																																																																						
BC																																																																																																						

Four Laning of Badarpur-Churaibari section of NH-37 & NH-8 from Design chainage 38.600 (End of Proposed Badarpur Bypass) to Km. 62.800 (Start of Proposed Nilambazar/ Cheragi Bypass) in the state of Assam (Package-IV) on HAM mode.

LHS	BC	DBM	WMM	GSB	Sub-Grade Top	Embankment Top	C&G	Chainage	C&G	Embankment Top	Sub-Grade Top	GSB	WMM	DBM	BC	RHS
											38+610					
								38+620								
								38+630								
								38+640								
								38+650								
								38+660								
								38+670								
								38+680								
								38+690								
								38+700								
								38+710								
								38+720								
								38+730								
								38+740								
								38+750								
								38+760								
								38+770								
								38+780								
								38+790								
								38+800								
								38+810								
								38+820								
								38+830								
								38+840								
								38+850								
								38+860								
								38+870								
								38+880								
								38+890								
								38+900								
								38+910								
								38+920								
								38+930								
								38+940								
								38+950								
								38+960								
								38+970								
								38+980								
								38+990								
								40+000								
								40+010								
								40+020								
								40+030								
								40+040								
								40+050								
								40+060								
								40+070								
								40+080								
								40+090								
								40+100								
								40+110								
								40+120								
								40+130								
								40+140								
								40+150								
								40+160								
								40+170								
								40+180								
								40+190								
								40+200								
								40+210								
								40+220								
								40+230								
								40+240								
								40+250								
								40+260								
								40+270								
								40+280								
								40+290								
								40+300								
								40+310								
								40+320								
								40+330								
								40+340								
								40+350								
								40+360								
								40+370								
								40+380								
								40+390								
								40+400								
								40+410								
								40+420								
								40+430								
								40+440								
								40+450								
								40+460								
								40+470								
								40+480								
								40+490								
								40+500								
								40+510								
								40+520								
								40+530								
								40+540								
								40+550								
								40+560								
								40+570								
								40+580								
								40+590								
								40+600								

Four Laning of Badarpur-Churaibari section of NH-37 & NH-8 from Design chainage 38.600 (End of Proposed Badarpur Bypass) to Km. 62.800 (Start of Proposed Nilambazar/ Cheragi Bypass) in the state of Assam (Package-IV) on HAM mode.

LHS	Chainage	RHS						Chainage	LHS					
		BC	DBM	WMM	GSB	Sub-Grade Top	Embankment Top		C&G	Embankment Top	Sub-Grade Top	GSB	WMM	DBM
	40+610							41+610						
	40+620							41+620						
	40+630							41+630						
	40+640							41+640						
	40+650							41+650						
	40+660							41+660						
	40+670							41+670	Box Culvert					
	40+680							41+680						
	40+690							41+690						
	40+700							41+700						
	40+710							41+710						
	40+720							41+720						
	40+730							41+730						
	40+740							41+740						
	40+750							41+750						
	40+760							41+760						
	40+770							41+770						
	40+780							41+780						
	40+790							41+790						
	40+800							41+800						
	40+810							41+810						
	40+820							41+820						
	40+830							41+830						
	40+840							41+840						
	40+850							41+850						
	40+860							41+860						
	40+870							41+870						
	40+880							41+880						
	40+890							41+890						
	40+900							41+900	Box Culvert					
	40+910							41+910						
	40+920							41+920						
	40+930							41+930						
	40+940							41+940						
	40+950							41+950						
	40+960							41+960						
	40+970							41+970						
	40+980							41+980						
	40+990							41+990						
	41+000							42+000						
	41+010							42+010						
	41+020							42+020						
	41+030							42+030						
	41+040							42+040						
	41+050							42+050						
	41+060							42+060						
	41+070							42+070						
	41+080							42+080						
	41+090							42+090						
	41+100							42+100						
	41+110							42+110						
	41+120							42+120	M/N B					
	41+130							42+130						
	41+140							42+140						
	41+150							42+150						
	41+160							42+160						
	41+170							42+170	Box Underpass					
	41+180							42+180						
	41+190							42+190						
	41+200							42+200						
	41+210							42+210						
	41+220							42+220						
	41+230							42+230						
	41+240							42+240						
	41+250							42+250						
	41+260							42+260						
	41+270							42+270						
	41+280							42+280						
	41+290							42+290						
	41+300							42+300	Box Culvert					
	41+310							42+310						
	41+320							42+320						
	41+330							42+330						
	41+340							42+340						
	41+350							42+350						
	41+360							42+360						
	41+370							42+370						
	41+380							42+380						
	41+390							42+390						
	41+400							42+400						
	41+410							42+410						
	41+420							42+420						
	41+430							42+430						
	41+440							42+440						
	41+450							42+450						
	41+460							42+460						
	41+470							42+470						
	41+480							42+480						
	41+490							42+490						
	41+500							42+500						
	41+510							42+510						
	41+520							42+520						
	41+530							42+530						
	41+540							42+540						
	41+550							42+550						
	41+560							42+560						
	41+570							42+570						
	41+580							42+580	Box Culvert					
	41+590							42+590						
	41+600							42+600						

Four Laning of Badarpur-Churaibari section of NH-37 & NH-8 from Design chainage 38.600 (End of Proposed Badarpur Bypass) to Km. 62.800 (Start of Proposed Nilambazar/ Cheragi Bypass) in the state of Assam (Package-IV) on HAM mode.

LHS	Chainage	RHS						Chainage	LHS					
		BC	DBM	WMM	GSB	Sub-Grade Top	Embankment Top		C&G	Embankment Top	Sub-Grade Top	GSB	WMM	DBM
	44+610							44+610						
	44+620							44+620						
	44+630							44+630						
	44+640							44+640						
	44+650							44+650						
	44+660							44+660						
	44+670							44+670						
	44+680							44+680						
	44+690							44+690						
	44+700							44+700						
	44+710							44+710						
	44+720							44+720						
	44+730							44+730						
	44+740							44+740						
	44+750							44+750						
	44+760							44+760						
	44+770							44+770						
	44+780							44+780						
	44+790							44+790						
	44+800							44+800						
	44+810							44+810						
	44+820							44+820						
	44+830							44+830						
	44+840							44+840						
	44+850							44+850						
	44+860							44+860						
	44+870							44+870						
	44+880							44+880						
	44+890							44+890						
	44+900							44+900						
	44+910							44+910						
	44+920							44+920						
	44+930							44+930						
	44+940							44+940						
	44+950							44+950						
	44+960							44+960						
	44+970							44+970						
	44+980							44+980						
	44+990							44+990						
	45+000							45+000						
	45+010							45+010						
	45+020							45+020						
	45+030							45+030						
	45+040							45+040						
	45+050							45+050						
	45+060							45+060						
	45+070							45+070						
	45+080							45+080						
	45+090							45+090						
	45+100							45+100						
	45+110							45+110						
	45+120							45+120						
	45+130							45+130						
	45+140							45+140						
	45+150							45+150						
	45+160							45+160						
	45+170							45+170						
	45+180							45+180						
	45+190							45+190						
	45+200							45+200						
	45+210							45+210						
	45+220							45+220						
	45+230							45+230						
	45+240							45+240						
	45+250							45+250						
	45+260							45+260						
	45+270							45+270						
	45+280							45+280						
	45+290							45+290						
	45+300							45+300						
	45+310							45+310						
	45+320							45+320						
	45+330							45+330						
	45+340							45+340						
	45+350							45+350						
	45+360							45+360						
	45+370							45+370						
	45+380							45+380						
	45+390							45+390						
	45+400							45+400						
	45+410							45+410						
	45+420							45+420						
	45+430							45+430						
	45+440							45+440						
	45+450							45+450						
	45+460							45+460						
	45+470							45+470						
	45+480							45+480						
	45+490							45+490						
	45+500							45+500						
	45+510							45+510						
	45+520							45+520						
	45+530							45+530						
	45+540							45+540						
	45+550							45+550						
	45+560							45+560						
	45+570							45+570						
	45+580							45+580						
	45+590							45+590						
	45+600							45+600						

Four Laning of Badarpur-Churaibari section of NH-37 & NH-8 from Design chainage 38.600 (End of Proposed Badarpur Bypass) to Km. 62.800 (Start of Proposed Nilambazar/ Cheragi Bypass) in the state of Assam (Package-IV) on HAM mode.

LHS	Chainage	RHS						LHS						
		BC	DBM	WMM	GSB	Sub-Grade Top	Embankment Top	C&G	Embankment Top	Sub-Grade Top	GSB	WMM	DBM	BC
	53+610													
	53+620													
	53+630													
	53+640													
	53+650													
	53+660													
	53+670													
	53+680													
	53+690													
	53+700													
	53+710													
	53+720													
	53+730													
	53+740													
	53+750													
	53+760													
	53+770													
	53+780													
	53+790													
	53+800													
	53+810													
	53+820													
	53+830													
	53+840													
	53+850													
	53+860													
	53+870													
	53+880													
	53+890													
	53+900													
	53+910													
	53+920													
	53+930													
	53+940													
	53+950													
	53+960													
	53+970													
	53+980													
	53+990													
	54+000													
	54+010													
	54+020													
	54+030													
	54+040													
	54+050													
	54+060													
	54+070													
	54+080													
	54+090													
	54+100													
	54+110													
	54+120													
	54+130													
	54+140													
	54+150													
	54+160													
	54+170													
	54+180													
	54+190													
	54+200													
	54+210													
	54+220													
	54+230													
	54+240													
	54+250													
	54+260													
	54+270													
	54+280													
	54+290													
	54+300													
	54+310													
	54+320													
	54+330													
	54+340													
	54+350													
	54+360													
	54+370													
	54+380													
	54+390													
	54+400													
	54+410													
	54+420													
	54+430													
	54+440													
	54+450													
	54+460													
	54+470													
	54+480													
	54+490													
	54+500													
	54+510													
	54+520													
	54+530													
	54+540													
	54+550													
	54+560													
	54+570													
	54+580													
	54+590													
	54+600													

Four Laning of Badarpur-Churaibari section of NH-37 & NH-8 from Design chainage 38.600 (End of Proposed Badarpur Bypass) to Km. 62.800 (Start of Proposed Nilambazar/ Cheragi Bypass) in the state of Assam (Package-IV) on HAM mode.

LHS	Chainage	Cross-section					
		C&G	Embankment Top	Sub-Grade Top	GSB	WMM	DBM
BC	59+610						
DBM	59+620						
WMM	59+630						
GSB	59+640						
Sub-Grade Top	59+650						
Embankment Top	59+660						
C&G	59+670						
C&G	59+680						
Embankment Top	59+690						
Sub-Grade Top	59+700						
GSB	59+710						
WMM	59+720						
DBM	59+730						
BC	59+740						
BC	59+750						
DBM	59+760						
WMM	59+770						
GSB	59+780						
Sub-Grade Top	59+790						
Embankment Top	59+800						
C&G	59+810						
C&G	59+820						
Embankment Top	59+830						
Sub-Grade Top	59+840						
GSB	59+850						
WMM	59+860						
DBM	59+870						
BC	59+880						
BC	59+890						
DBM	59+900						
WMM	59+910						
GSB	59+920						
Sub-Grade Top	59+930						
Embankment Top	59+940						
C&G	59+950						
C&G	59+960						
Embankment Top	59+970						
Sub-Grade Top	59+980						
GSB	59+990						
WMM	60+000						
DBM	60+010						
BC	60+020						
BC	60+030						
DBM	60+040						
WMM	60+050						
GSB	60+060						
Sub-Grade Top	60+070						
Embankment Top	60+080						
C&G	60+090						
C&G	60+100						
Embankment Top	60+110						
Sub-Grade Top	60+120						
GSB	60+130						
WMM	60+140						
DBM	60+150						
BC	60+160						
BC	60+170						
DBM	60+180						
WMM	60+190						
GSB	60+200						
Sub-Grade Top	60+210						
Embankment Top	60+220						
C&G	60+230						
C&G	60+240						
Embankment Top	60+250						
Sub-Grade Top	60+260						
GSB	60+270						
WMM	60+280						
DBM	60+290						
BC	60+300						
BC	60+310						
DBM	60+320						
WMM	60+330						
GSB	60+340						
Sub-Grade Top	60+350						
Embankment Top	60+360						
C&G	60+370						
C&G	60+380						
Embankment Top	60+390						
Sub-Grade Top	60+400						
GSB	60+410						
WMM	60+420						
DBM	60+430						
BC	60+440						
BC	60+450						
DBM	60+460						
WMM	60+470						
GSB	60+480						
Sub-Grade Top	60+490						
Embankment Top	60+500						
C&G	60+510						
C&G	60+520						
Embankment Top	60+530						
Sub-Grade Top	60+540						
GSB	60+550						
WMM	60+560						
DBM	60+570						
BC	60+580						
BC	60+590						
DBM	60+600						

Four Laning of Badarpur-Churaibari section of NH-37 & NH-8 from Design chainage 38.600 (End of Proposed Badarpur Bypass) to Km. 62.800 (Start of Proposed Nilambazar/ Cheragi Bypass) in the state of Assam (Package-IV) on HAM mode.

LHS	BC																																																																																																				
	DBM																																																																																																				
Sub-Grade Top	WMM																																																																																																				
	GSB																																																																																																				
Embankment Top																																																																																																					
	C&G																																																																																																				
Chainage																																																																																																					
RHS	C&G																																																																																																				
	Embankment Top																																																																																																				
Sub-Grade Top	GSB																																																																																																				
	WMM																																																																																																				
DBM																																																																																																					
	BC																																																																																																				
		60+510	60+520	60+530	60+540	60+550	60+560	60+570	60+580	60+590	60+700	60+710	60+720	60+730	60+740	60+750	60+760	60+770	60+780	60+790	60+800	60+810	60+820	60+830	60+840	60+850	60+860	60+870	60+880	60+890	60+900	60+910	60+920	60+930	60+940	60+950	60+960	60+970	60+980	60+990	61+000	61+010	61+020	61+030	61+040	61+050	61+060	61+070	61+080	61+090	61+100	61+110	61+120	61+130	61+140	61+150	61+160	61+170	61+180	61+190	61+200	61+210	61+220	61+230	61+240	61+250	61+260	61+270	61+280	61+290	61+300	61+310	61+320	61+330	61+340	61+350	61+360	61+370	61+380	61+390	61+400	61+410	61+420	61+430	61+440	61+450	61+460	61+470	61+480	61+490	61+500	61+510	61+520	61+530	61+540	61+550	61+560	61+570	61+580	61+590	61+600

Four Laning of Badarpur-Churaibari section of NH-37 & NH-8 from Design chainage 38.600 (End of Proposed Badarpur Bypass) to Km. 62.800 (Start of Proposed Nilambazar/ Cheragi Bypass) in the state of Assam (Package-IV) on HAM mode.

9.5.1 Status of Box Culvert

S/N		LHS											Box Culvert Chainage	RHS													
		Protection Work	Parapet Wall	Top Slab	Top Haunch	Wall Final Lift	Wall 2nd Lift	Wall 1st Lift	Haunch	Raft	PCC/Gramlar Bed	Layout & Excavation		Abutment	Abutment	Layout & Excavation	PCC/Gramlar Bed	Raft	Haunch	Wall & Lift	Wall 2nd Lift	Wall Final Lift	Top Haunch	Top Slab	Parapet Wall	Protection Work	
1												A1	38+823	A1													
												A2		A2													
2												A1	39+194	A1													
												A2		A2													
3												A1	39+726	A1													
												A2		A2													
4												A1	40+040	A1													
												A2		A2													
5												A1	40+240	A1													
												A2		A2													
6												A1	40+780	A1													
												A2		A2													
7												A1	41+166	A1													
												A2		A2													
8												A1	41+300	A1													
												A2		A2													
9												A1	41+666	A1													
												A2		A2													
10												A1	41+903	A1													
												A2		A2													
11												A1	42+300	A1													
												A2		A2													
12												A1	42+577	A1													
												A2		A2													
13												A1	43+028	A1													
												A2		A2													
14												A1	43+165	A1													
												A2		A2													
15												A1	43+506	A1													
												A2		A2													
16												A1	43+872	A1													
												A2		A2													
17												A1	43+959	A1													
												A2		A2													
18												A1	44+105	A1													
												A2		A2													
19												A1	44+488	A1													
												A2		A2													
20												A1	44+670	A1													
												A2		A2													
21												A1	44+945	A1													
												A2		A2													
22												A1	45+184	A1													
												A2		A2													
23												A1	45+340	A1													
												A2		A2													
24												A1	45+606	A1													
												A2		A2													
25												A1	45+855	A1													
												A2		A2													
26												A1	46+195	A1													
												A2		A2													
27												A1	46+406	A1													
												A2		A2													
28												A1	46+980	A1													
												A2		A2													
29												A1	47+211	A1													
												A2		A2													
30												A1	47+483	A1													
												A2		A2													
31												A1	47+714	A1													
												A2		A2													
32												A1	48+232	A1													
												A2		A2													
33												A1	48+930	A1													
												A2		A2													
34												A1	49+364	A1													
												A2		A2													
35												A1	49+635	A1													
												A2		A2													
36												A1	50+288	A1													
												A2		A2													
37												A1	50+471	A1													
												A2		A2													
38												A1	50+700	A1													
												A2		A2													
39												A1	51+045	A1													
												A2		A2													
40												A1	51+294	A1													
												A2		A2													
41												A1	52+130	A1													
												A2		A2													
42												A1	52+390	A1													
												A2		A2													
43												A1	53+804	A1													
												A2		A2													

Four Laning of Badarpur-Churaibari section of NH-37 & NH-8 from Design chainage 38.600 (End of Proposed Badarpur Bypass) to Km. 62.800 (Start of Proposed Nilambazar/ Cheragi Bypass) in the state of Assam (Package-IV) on HAM mode.

9.5.1 Status of Underpass

Box Underpass																									
SN	LHS								BUP Chainage	RHS															
	Protection Work	Parapet Wall	Top Slab	Top Haunch	Wall Final Lift	Wall 2nd Lift	Wall 1st Lift	Haunch		Raft	PCC/Granular Bed Layout & Excavation	Abutment	Abutment	Layout & Excavation	PCC/Granular Bed	Raft	Haunch	Wall 1st Lift	Wall 2nd Lift	Wall Final Lift	Top Haunch	Top Slab	Parapet Wall	Protection Work	
1									A1	39+123	A1														
									A2		A2														
2									A1	39+360	A1														
									A2		A2														
3									A1	43+430	A1														
									A2		A2														
4									A1	51+725	A1														
									A2		A2														
5									A1	42+165	A1														
									A2		A2														

9.5.2 Status of Minor Bridge

Minor Bridge																									
SN	LHS								Minor Bridge Chainage							Miscellaneous Item									
	Miscellaneous Item	Protection Work	Parapet Wall	Top Slab	Top Haunch	Wall Final Lift	Wall 2nd Lift	Wall 1st Lift	Haunch	Raft	PCC/Granular Bed Layout & Excavation	Abutment	Abutment	Layout & Excavation	PCC/Granular Bed		Raft	Haunch	Wall 1st Lift	Wall 2nd Lift	Wall Final Lift	Top Haunch	Top Slab	Parapet Wall	Protection Work
1												A1	40+344	A1											
												A2		A2											
2												A1	42+120	A1											
												A2		A2											
3												A1	44+798	A1											
												A2		A2											
4												A1	46+572	A1											
												A2		A2											
5												A1	49+807	A1											
												A2		A2											
6												A1	51+988	A1											
												A2		A2											
7												A1	53+067	A1											
												A2		A2											
8												A1	53+200	A1											
												A2		A2											
9												A1	55+742	A1											
												A2		A2											
10												A1	56+998	A1											
												A2		A2											
11												A1	58+103	A1											
												A2		A2											
12												A1	59+732	A1											
												A2		A2											
13												A1	61+029	A1											
												A2		A2											

Four Laning of Badarpur-Churaibari section of NH-37 & NH-8 from Design chainage 38.600 (End of Proposed Badarpur Bypass) to Km. 62.800 (Start of Proposed Nilambazar/ Cheragi Bypass) in the state of Assam (Package-IV) on HAM mode.

9.5.2 Status of Major Bridge

SN	LHS										RHS															
	Miscellaneous Item	Crash Barrier	Approach Slab	Desk Slab	RCC Girder	Dirt Wall	Pier Cap	Pier Shaft	Pile Cap	Pile	Layout & Excavation	Span	Span	Layout & Excavation	Pile	Pile Cap	Pier Shaft	Pier Cap	Dirt Wall	RCC Girder	Desk Slab	Approach Slab	Crash Barrier	Miscellaneous Item		
1												48+557	A1													
													P1													
													P2													
													A2													
2												54+460	A1	Existing												
											P1		Existing													
											A2		Existing													

9.5.3 Status of Vehicle Underpass

SN	LHS										VUP Chainage	RHS															
	Miscellaneous Item	Crash Barrier	Approach Slab	Desk Slab	RCC Girder	Dirt Wall	Abutment Cap	Abutment Shaft	Abutment Pile Cap	Abutment Pile		Layout & Excavation	Abutment	Layout & Excavation	Abutment	Abutment Pile	Abutment Pile Cap	Abutment Shaft	Abutment Cap	Dirt Wall	RCC Girder	Desk Slab	Approach Slab	Crash Barrier	Miscellaneous Item		
1												40+522	A1														
													A2														
2												52+750	A1														
													A2														
3												54+117	A1														
											A2																
4												55+046	A1														
											A2																
5												59+983	A1														
											A2																

Four Laning of Badarpur-Churaibari section of NH-37 & NH-8 from Design chainage 38.600 (End of Proposed Badarpur Bypass) to Km. 62.800 (Start of Proposed Nilambazar/ Cheragi Bypass) in the state of Assam (Package-IV) on HAM mode.

9.5.3 Status of Light Vehicle Underpass

SN	LHS										LVUP Chainage	RHS													
	Protection Work	Parapet Wall	Top Slab	Top Haunch	Wall Final Lift	Wall 2nd Lift	Wall 1st Lift	Haunch	Raft	PCC/Granular Bed		Layout & Excavation	Abutment	Abutment	Layout & Excavation	PCC/Granular Bed	Raft	Haunch	Wall 1st Lift	Wall 2nd Lift	Wall Final Lift	Top Haunch	Top Slab	Parapet Wall	Protection Work
1											A1	41+468	A1												
											A2	LVUP	A2												
2											A1	42+811	A1												
											A2	LVUP	A2												
3											A1	46+878	A1												
											A2	LVUP	A2												
4											A1	50+858	A1												
											A2	LVUP	A2												

9.5.4 Status of ROB

SN	LHS											RHS														
	Miscellaneous Item	Crash Barrier	Approach Slab	Desk Slab	RCC Girder	Dirt Wall	Abutment Cap	Abutment Shaft	Abutment Pile Cap	Abutment Pile		Layout & Excavation	Abutment	Abutment	Layout & Excavation	Abutment Pile	Abutment Pile Cap	Abutment Shaft	Abutment Cap	Dirt Wall	RCC Girder	Desk Slab	Approach Slab	Crash Barrier	Miscellaneous Item	
1											A1	40+978	A1													
											A2		A2													
2											A1	53+328	A1													
											A2		A2													
1	Not Available																									
2	In Progress																									
3	Completed																									

Four Laning of Badarpur-Churaibari section of NH-37 & NH-8 from Design chainage 38.600 (End of Proposed Badarpur Bypass) to Km. 62.800 (Start of Proposed Nilambazar/ Cheragi Bypass) in the state of Assam (Package-IV) on HAM mode.

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: -55+200. 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 30, April, 2026 are enclosed.

10.3.1 Soil and Agreegates

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

10.3.2 Cement

The Concessionaire is using approved sources of Cement as 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.

Four Laning of Badarpur-Churaibari section of NH-37 & NH-8 from Design chainage 38.600 (End of Proposed Badarpur Bypass) to Km. 62.800 (Start of Proposed Nilambazar/ Cheragi Bypass) in the state of Assam (Package-IV) on HAM mode.

10.3.4 Status of maerials source approval & Mix Design

Cement				
Sr. No.	Brand Name	Letter No.	Status	IE Letter No.
1.	Dalmia Cement	MKCIL/ASSA M/PKG-04/192	Approved	AIPPL- AYOLEEZA/IE/NHIDCL/Karimganj/Pkg-04/037
2.	Max Cement	MKCIL/ASSA M/PKG-04/199	Approved	AIPPL- AYOLEEZA/IE/NHIDCL/Karimganj/Pkg-04/039
3.	Star Cement	MKCIL/ASSA M/PKG-04/198	Approved	AIPPL- AYOLEEZA/IE/NHIDCL/Karimganj/Pkg-04/038

Reinforcement Steel				
Sr. No.	Brand Name	Letter No.	Status	IE Letter No.
1.	Rashmi Metaliks Limited	MKCIL/ASSAM /PKG-04/196	Approved	AIPPL- AYOLEEZA/IE/NHIDCL/Karimganj/Pkg- 04/045A
2.	Shyam Steel industries Ltd.	MKCIL/ASSAM /PKG-04/195	Approved	AIPPL- AYOLEEZA/IE/NHIDCL/Karimganj/Pkg- 04/040
3.	SRMB Srijan Pvt. Ltd.	MKCIL/ASSAM /PKG-04/197	Approved	AIPPL- AYOLEEZA/IE/NHIDCL/Karimganj/Pkg- 04/046
4.	Elegant steel	MKCIL/ASSAM /PKG-04/214	Approved	AIPPL- AYOLEEZA/IE/NHIDCL/Karimganj/Pkg- 04/047
5.	Tata Steel (GFRP)	MKCIL/ASSAM /PKG-04/213	Approved	Under Review

Admixture				
Sr. No.	Brand Name	Letter No.	Status	IE Letter No.
1.	Berger Paints Pvt. Ltd.	MKCIL/ASSAM/PKG- 04/200	Approved	AIPPL- AYOLEEZA/IE/NHIDCL/Karimganj/Pkg- 04/045
2.	CHRYSO India Pvt. Ltd	MKCIL/ASSAM/PKG- 04/201	Approved	AIPPL- AYOLEEZA/IE/NHIDCL/Karimganj/Pkg- 04/042
3.	CICO Technologies Ltd.	MKCIL/ASSAM/PKG- 04/202	Approved	AIPPL- AYOLEEZA/IE/NHIDCL/Karimganj/Pkg- 04/043
4.	FOSROC Chemicals (India) Ltd.	MKCIL/ASSAM/PKG- 04/203	Approved	AIPPL- AYOLEEZA/IE/NHIDCL/Karimganj/Pkg- 04/044
5.	Vista Chemtech Pvt. Ltd.	MKCIL/ASSAM/PKG- 04/204	Approved	AIPPL- AYOLEEZA/IE/NHIDCL/Karimganj/Pkg- 04/045
6.	TP Buildtech Limited	MKCIL/Assam/Pkg- 4/400	Approved	AIPPL- AYOLEEZA/IE/NHIDCL/Karimganj/Pkg- 04/168

Four Laning of Badarpur-Churaibari section of NH-37 & NH-8 from Design chainage 38.600 (End of Proposed Badarpur Bypass) to Km. 62.800 (Start of Proposed Nilambazar/ Cheragi Bypass) in the state of Assam (Package-IV) on HAM mode.

7.	HEXATRON INDUSTRIES LIMITED	MKCIL/Assam/Pkg-4/403	Approved	AIPPL-AYOLEEZA/IE/NHIDCL/Karimganj/Pkg-04/169
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Other

Sr. No.	Brand Name	Description	Letter No.	Status	IE Letter No.
1.	Z-TECH (INDIA) PRIVATE LIMITED	Re-Wall	MKCIL/ASSAM/PKG-04/332		
2.	MAURER SANFIELD (INDIA) LIMITED	Bearing	MKCIL/ASSAM/PKG-04/333		

Lab Mix Design & Other

Sr. No.	Grade Of Concrete	Submission Letter No.	Status	Approval IE Letter No.
1.	M-10 PCC	MKCIL/Assam/Pkg-4/475	Approved	AIPPL-AY0LEEZA/IE/NHIDCL/Karimganj/PKG04/475
2.	M-15 PCC	MKCIL/Assam/Pkg-4/337	Approved	AIPPL-AY0LEEZA/IE/NHIDCL/Karimganj/PKG04/124
3.	M-20PCC	MKCIL/Assam/Pkg-4/475	Approved	AIPPL-AY0LEEZA/IE/NHIDCL/Karimganj/PKG04/475
4.	M-20RCC	MKCIL/Assam/Pkg-4/475	Approved	AIPPL-AY0LEEZA/IE/NHIDCL/Karimganj/PKG04/475
5.	M-25RCC	MKCIL/Assam/Pkg-4/599	Approved	AIPPL-AY0LEEZA/IE/NHIDCL/Karimganj/PKG04/251
5.	M-30 RCC	MKCIL/Assam/Pkg-4/337	Approved	AIPPL-AY0LEEZA/IE/NHIDCL/Karimganj/PKG04/124
6.	M-35 RCC	MKCIL/Assam/Pkg-4/465	Approved	AIPPL-AY0LEEZA/IE/NHIDCL/Karimganj/PKG04/201
7.	M-35 Pile	MKCIL/Assam/Pkg-4/418	Approved	AIPPL-AY0LEEZA/IE/NHIDCL/Karimganj/PKG04/173
8.	M-40 RCC	MKCIL/Assam/Pkg-4/465	Approved	AIPPL-AY0LEEZA/IE/NHIDCL/Karimganj/PKG04/201
9.	M-40 Pile	MKCIL/Assam/Pkg-4/465	Approved	AIPPL-AY0LEEZA/IE/NHIDCL/Karimganj/PKG04/212

Four Laning of Badarpur-Churaibari section of NH-37 & NH-8 from Design chainage 38.600 (End of Proposed Badarpur Bypass) to Km. 62.800 (Start of Proposed Nilambazar/ Cheragi Bypass) in the state of Assam (Package-IV) on HAM mode.

10	M-55 PSC	MKCIL/ASSAM/PKG- 04/594	Approved	AIPPL-AY0LEEZA/IE/NHIDCL/Karimganj/PKG04/254
11	M-45 RCC	MKCIL/ASSAM/PKG- 04/599	Approved	AIPPL-AY0LEEZA/IE/NHIDCL/Karimganj/PKG04/251
12	GSB-V Mix Design	MKCIL/ASSAM/PKG- 04/642	Submitted	

Four Laning of Badarpur-Churaibari section of NH-37 & NH-8 from Design chainage 38.600 (End of Proposed Badarpur Bypass) to Km. 62.800 (Start of Proposed Nilambazar/ Cheragi Bypass) in the state of Assam (Package-IV) on HAM mode.

Name of the Project		:- Four Laning of Badarpur - Churaibari Section of NH-37 & NH-8 from Design chainage 38.600(End of proposed Badarpur Bypass) to Km.62.800 (Start of proposed Nilambazar/Cheragi Bypass)in the state of Assam (Package-iv)																
Client		:- National Highways & Infrastructure Development Corporation Limited																
Independent Engineer		:-Agnitio Infrastructure Projects Private Limited(AIPL)																
Contractor		:-MKC Infrastructure Ltd																
Concessionaire		:-MKC Badarpur Churaibari Kamakhya Highways Private Limited																
Monthly Progress Report month of April-2026																		
Sr.No.	Name of test	Reference as per IS/ MORTH	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 checked by IE			% Checked by AE	Remarks	
				Tested	Passed	Failed	Tested	Passed	Failed	Tested	Passed	Failed	Tested	Passed	Failed			
LAB & FIELD TESTS																		
(I) OGL samples		MORTH 305																
1.1	Free Swell Index (FSI)	IS : 2720 (P-40)	1 test / every 250 m interval	194	194	0	0	0	0	194	194	0	20	20	0	10.31		
1.2	Grain size analysis	IS : 2720 (P-4)	1 test / every 250 m interval	194	194	0	0	0	0	194	194	0	20	20	0	10.31		
1.3	Atterberg limits (LL & PI)	IS : 2720 (P-5)	1 test / every 250 m interval	194	194	0	0	0	0	194	194	0	20	20	0	10.31		
1.4	Proctor test (MDD Vs OMC)	IS : 2720 (P-8)	1 test / every 250 m interval	194	194	0	0	0	0	194	194	0	20	20	0	10.31		
1.5	4 days soaked CBR	IS : 2720 (P-16)	as required	0	0	0	0	0	0	0	0	0	0	0	0	0.00		
(II) Borrow area samples		MORTH 305																
2.1	Free Swell Index (FSI)	IS : 2720 (P-40)	2 test / 3000 m3	458	458	0	36	36	0	494	494	0	49	49	0	9.92		
2.2	Grain size analysis	IS : 2720 (P-4)	2 tests / 3000 m3	458	458	0	36	36	0	494	494	0	49	49	0	9.92		
2.3	Atterberg limits (LL & PI)	IS : 2720 (P-5)	2 tests / 3000 m3	458	458	0	36	36	0	494	494	0	49	49	0	9.92		
2.4	Proctor test (MDD Vs OMC)	IS : 2720 (P-8)	2 tests / 3000 m3	458	458	0	36	36	0	494	494	0	49	49	0	9.92		
2.5	CBR	IS : 2720 (P-16)	One Set of three specimen tests As required by Engineer	118	118	0	18	18	0	136	136	0	14	14	0	10.29		
2.6	Soluble sulphate content	IS : 2720 (P-16)	1 test / 3000 m3	0	0	0	0	0	0	0	0	0	0	0	0	0.00		
(III) Field Density Tests		MORTH 305																
3.1	Field density test on OGL	IS : 2720 (P-28)	1 set of tests / 3000m2	68	68	0	0	0	0	68	68	1	7	7	0	10.29		
3.2	Field density test on Emb.	IS : 2720 (P-28)	1 set of tests / 3000m2	331	331	10	21	21	0	352	352	10	40	40	0	11.36		
3.3	Field density test on Subgrade	IS : 2720 (P-28)	1 set of tests / 2000 m2	21	21	1	9	9	0	30	30	1	3	3	0	10.00		
3.4	Field density test on GSB	IS : 2720 (P-28)	1 tests / 1000m2				11	11	0	11	11	0	1	1		9.09		
3.5	Field density test on WMM	IS : 2720 (P-28)	1 set(3 pit) of tests / 1000 m2															
3.6	Field density test on ALL	IS : 2720 (P-28)	1 set(3 pit) of tests / 1000 m2															
3.7	Field density test on Shoulder	IS : 2720 (P-28)	1 set of tests /2000 m2															
3.8	Field density test on Median	IS : 2720 (P-28)	1 set of tests /3000 m2															
(IV) Coarse Agg. for Concrete		MORTH 1000																
4.1	Gradation	IS : 2386 (P-1)	1 test / day	149	149	0	30	30	0	179	179	0	18	18	0	10.06		
4.2	Fl & El	IS : 2386 (P-1)	1 test for source / month	19	19	0	4	4	0	23	23	0	2	2	0	8.70		
4.3	Aggregate Impact Value	IS : 2386 (P-4)	1 test for source / month	26	26	0	4	4	0	30	30	0	3	3	0	10.00		
4.4	Specific Gravity	IS : 2386 (P-3)	1 test for source / month	5	5	0	0	0	0	5	5	0	0	0	0	0.00		
4.5	Water Absorption	IS : 2386 (P-3)	1 test for source / month	5	5	0	0	0	0	5	5	0	0	0	0	0.00		
4.6	Deleterious Content	IS : 2386 (P-1)	1 test / Source	0	0	0	0	0	0	0	0	0	0	0	0	0.00		
4.7	Moisture correction	IS : 2386 (P-3)	1 test / Day	121	121	0	30	30	0	151	151	0	15	15	0	9.93		
(V) Fine Agg. for Concrete		0																
5.1	Gradation	IS : 383	1 test / day	149	149	0	30	30	0	179	179	0	18	18	0	10.06		
5.2	Specific Gravity	IS : 2386 (P-3)	1 test for source / month	5	5	0	0	0	0	5	5	0	0	0	0	0.00		
5.3	Water Absorption	IS : 2720 (P-3)	1 test for source / month	5	5	0	0	0	0	5	5	0	0	0	0	0.00		
5.4	Silt Content	IS : 383	1 test / day	96	96	3	30	30	0	126	126	3	13	13	0	10.32		
5.5	Moisture correction	IS : 2386 (P-3)	1 test / day	149	149	0	30	30	0	179	179	0	18	18	0	10.06		
(VI) Site Concrete Cube Compressive strength Tests																		
5.6	For M 10 Grade																	
5.7	for 7 days		for 7 days	19	19	0	1	1	0	20	20	0	2	2	0	10.0		
5.8	for 28 days		for 28 days	24	24	0	10	10	0	34	34	0	3	3	0	8.8		
	For M 15 Grade																	
6.1	for 7 days	IS : 516	for 7 days	70	70	0	6	6	0	76	76	0	8	8	0	10.53		
6.2	for 28 days	IS : 516	for 28 days	84	84	0	23	23	0	107	107	0	11	11	0	10.28		
	For M 20Grade																	
6.3	for 7 days	IS : 516	for 7 days	0	0		0	0										
6.4	for 28 days	IS : 516	for 28 days	0	0		0	0										

Four Laning of Badarpur-Churaibari section of NH-37 & NH-8 from Design chainage 38.600 (End of Proposed Badarpur Bypass) to Km. 62.800 (Start of Proposed Nilambazar/ Cheragi Bypass) in the state of Assam (Package-IV) on HAM mode.

Monthly Laboratory Report

For M 20Grade for KERB		For M 20Grade for KERB		For M 20Grade		For M 20Grade		For M 20Grade		For M 20Grade		For M 20Grade		For M 20Grade	
6.5	for 7 days	IS: 516	for 7 days	0	0	0	0								
6.6	for 28 days	IS: 516	for 28 days	0	0	0	0								
For M 25 Grade															
6.7	for 7 days	IS: 516	for 7 days	8	8	0	4	4	0	12	12	0	1	1	0.00
6.8	for 28 days	IS: 516	for 28 days	5	5	0	11	11	0	16	16	0	2	2	0.00
For M 30 Grade															
6.9	for 7 days	IS: 516	for 7 days	201	201	0	23	23	0	224	224	0	22	22	9.82
6.10	for 28 days	IS: 516	for 28 days	306	306	0	109	109	0	415	415	0	42	42	10.12
For M 35 Grade															
6.11	for 7 days	IS: 516	for 7 days	4	4	0	7	7	0	11	4	0	1	1	25.00
6.12	for 28 days	IS: 516	for 28 days	14	14	0	19	19	0	33	33	0	3	3	9.09
For M 35 Pile															
6.13	for 7 days	IS: 516	for 7 days	13	13	0	0	0	0	13	13	0	2	2	15.38
6.14	for 28 days	IS: 516	for 28 days	24	24	0	0	0	0	24	24	0	2	2	8.33
For M 40 Pile Grade															
6.15	for 7 days	IS: 516	for 7 days	58	58	0	0	0	0	58	58	0	8	8	13.79
6.16	for 28 days	IS: 516	for 28 days	167	167	0	15	15	0	182	182	0	18	18	9.89
For M 40 RCC Grade															
6.17	for 7 days	IS: 516	for 7 days	0	0	0	4	4	0	4	0	0	0	0	0.00
6.18	for 28 days	IS: 516	for 28 days	16	16	0	13	13	0	29	29	0	3	3	10.34
For M 45 Grade															
6.19	for 7 days	IS: 516	for 7 days	2	2	0	0	0	0	2	2	0	1	1	50.00
6.2	for 28 days	IS: 516	for 28 days	1	1	0	2	2	0	3	3	0	1	1	33.33
For M 55 PSC Grade															
6.21	for 7 days	IS: 516	for 7 days	6	6	0	7	7	0	13	13	0	1	1	7.69
6.22	for 28 days	IS: 516	for 28 days	4	4	0	23	23	0	27	27	0	3	3	11.11
For Grouting of PSC Girders															
6.21	for 7 days	MORTH	for 7 days												
6.22	for 28 days	MORTH	for 28 days												
(VII) Cement tests															
7.1	Fineness of cement	IS: 4031 (P-1)	1 test /lot of cement	15	15	0	3	3	0	18	18	0	2	2	11.11
7.2	Normal consistency	IS: 4031 (P-4)	1 test /lot of cement	15	15	0	3	3	0	18	18	0	2	2	11.11
7.3	Initial, final setting times	IS: 4031 (P-5)	1 test /lot of cement	15	15	0	3	3	0	18	18	0	2	2	11.11
7.4	Compressive strength - 03 days	IS: 516	for 3 days	20	20	0	3	3	0	23	23	0	2	2	8.70
7.5	- 7 days	*	for 7 days	17	17	0	3	3	0	20	20	0	2	2	10.00
7.6	- 28 days	*	for 28 days	28	28	0	1	1	0	29	29	0	3	3	10.34
(VIII) SUB-BASE (GSB)															
		MORTH 401													
8.1	Gradation	Table 400-2	1 test /400 m ³	6	6	0	6	6	0	12	12	0	1	1	8.33
8.2	Atterberg limits (LL & PI)	IS: 2720 (P-5)	1 test /400 m ³	4	4	0	6	6	0	10	10	0	1	1	10.00
8.3	4 days soaked CBR	IS: 2720 (P-16)	1 test per source & as required	1	1	0	2	2	0	3	3	0	0	0	0.00
8.4	Water Absorption	IS: 2720 (P-3)	1 test per source & as required	1	1	0	2	2	0	3	3	0	0	0	0.00
8.5	AIV	IS: 2386 (P-4)	1 test per source & as required	1	1	0	2	2	0	3	3	0	1	1	33.33
8.6	Proctor test (MDDVs OMC)	IS: 2720 (P-8)	1 test per source & as required	1	1	0	2	2	0	3	3	0	0	0	0.00

Four Laning of Badarpur-Churaibari section of NH-37 & NH-8 from Design chainage 38.600 (End of Proposed Badarpur Bypass) to Km. 62.800 (Start of Proposed Nilambazar/ Cheragi Bypass) in the state of Assam (Package-IV) on HAM mode.

(IX) BASE (WMM)		MORTH 406																			
9.1	Gradation	Table 400-13	1 test / 200 m3																		
9.2	Atterberg limits (LL & PI)	IS: 2720 (P-5)	1 test / 200 m3																		
9.3	Proctor test (MDD Vs OMC)	IS: 2720 (P-6)	As required																		
9.4	ALV	IS: 2386 (P-4)	1 test / 1000 m3																		
9.5	FI & EI	IS: 2386 (P-1)	1 test / 500 m3																		
9.6	Water Absorption	IS: 2386 (P-3)	As required																		
9.7	L.A.V.	IS: 2386 (P-4)	as required																		
9.8	Soundness	IS: 2386 (P-3)	As required																		
(X) DRY LEAN CONCRETE		MORTH 600																			
10.1	Gradation	Table 600-1	1 test / 200 m3																		
10.2	Field density test (FDD)	IS: 2720 (P-28)	1 set(3 pit) of tests / 1000 m2																		
10.3	Proctor test (MDD Vs OMC)	IS: 2720 (P-6)	As required																		
10.4	ALV	IS: 2386 (P-4)	1 test / 1000 m3																		
10.5	FI & EI	IS: 2386 (P-1)	1 test / 500 m3																		
10.6	Water Absorption	IS: 2386 (P-3)	As required																		
10.7	Moisture correction	IS: 2386 (P-3)	1 test / Day																		
10.8	for 7 days (Cube)	IS: 516	for 7 days																		
10.9	for 28 days (Cube)	IS: 516	for 28 days																		
(XI) PAVEMENT QUALITY		MORTH 600																			
11.1	Gradation	Table 600-1	1 test / 200 m3																		
11.4	ALV	IS: 2386 (P-4)	1 test / 1000 m3																		
11.5	FI & EI	IS: 2386 (P-1)	1 test / 500 m3																		
11.6	Water Absorption	IS: 2386 (P-3)	As required																		
11.7	Slump Test	IS: 1199	1 test each dumper																		
11.8	for 7 days (Cube)	IS: 516	for 7 days																		
11.9	for 28 days (Cube)	IS: 516	for 7 days																		
11.10	for 7 days (Beams)	IS: 516	for 7 days																		
11.11	for 28 days (Beams)	IS: 516	for 7 days																		
(XII) DENSE BITUMINOUS MACADAM (DBM)																					
12.1	Binder Content & Gradation	As per MORST & H	1 test / 400 MT Mix																		
12.2	Combined Gradation	As per MORST & H	1 test / 400 MT Mix																		
12.3	Marshall Test (in Sets)	ASTMD 1559	1 set / 400 MT Mix																		
12.4	ALV	IS: 2386 (P-4)	1 test / 350 m3 of Agg.																		
12.5	FI & EI	IS: 2386 (P-1)	1 test / 350 m3 of Agg.																		
12.6	Water Absorption & Specific Gravity	IS: 2386 (P-3)	1 test per source & as required																		
12.7	L.A.V.	IS: 2386 (P-4)	1 test per source & as required																		
12.8	Stripping Value	IS: 6241	1 test per source & as required																		
12.9	Density of compacted layer	MoRT&H Sec.900	1 test / 700 Sq.m																		
12.10	Soundness	IS: 2386 (P-3)	1 test per source & as required																		
12.11	Sand equivalent test	IS: 2720(P-37)	1 test per source & as required																		
12.12	plasticity Index	MoRT&H Sec.900	1 test per source & as required																		
12.13	percentage of Fractured face	MoRT&H Sec.900	1 test per source & as required																		
12.14	Polished stone value	BS: 812 (P-114)	1 test per source & as required																		

Four Laning of Badarpur-Churaibari section of NH-37 & NH-8 from Design chainage 38.600 (End of Proposed Badarpur Bypass) to Km. 62.800 (Start of Proposed Nilambazar/ Cheragi Bypass) in the state of Assam (Package-IV) on HAM mode.

(XIII) BITUMINOUS CONCRETE (BC)												
13.1	Binder Content & Gradation	As per MORST & H	1 test / 400 MT Mix									
13.2	Combined Gradation	As per MORST & H	1 test / 400 MT Mix									
13.3	Individual Gradation	As per MORST & H	1 test day									
13.4	Marshall Test (in Sets)	ASTM D 1559	1set/ 400 MTMix									
13.5	Maximum Sp.Gravity(Gmm)	ASTM D 2041	1set/ 400 MTMix									
13.6	A.L.V	IS: 2386 (P-4)	1 test / 350 m3 of Agg.									
13.7	FI & EI	IS: 2386 (P-1)	1 test / 350 m3 of Agg.									
13.8	Water Absorption & Specific Gravity	IS: 2386 (P-3)	As required									
13.9	L.A.A.V	IS: 2386 (P-4)	As required									
14.0	Stripping Value	IS: 6241	As required									
14.1	Core Density Test	MoRT&H Sec.900	1 test / 700 Sq.m									
14.2	Soundness	IS: 2386 (P-3)	1 test per source & as required									
14.3	Sand equivalent test	IS: 2720(P-37)	1 test per source & as required									
14.4	plasticity Index	MoRT&H Sec.900	1 test per source & as required									
(XIV) Cement Treated Sub												
		IRC-37:2018										
14.1	Gradation	Table 400-1	1 test / 200 m3									
14.2	Atterberg limits (LL & PI)	IS: 2720 (P-5)	1 test / 200 m3									
14.3	Proctor test (MDD Vs OMC)	IS: 2720 (P-8)	As required									
14.4	A.L.V	IS: 2386 (P-4)	1 test / 1000 m3									
14.5	UCS Test	IS: 516	One Set day (03 nos)									
14.6	Field density test on CTSB	IS: 2720 (P-28)	1 set(3 pit) of tests / 1000 m2									
(XV) BITUMEN-VG-40												
15.1	Specific Gravity at 27°C	IS: 2380 (P-4)	As required									
15.2	Softening Point(°C)	IS: 1205	1 test per Lot									
15.3	Penetration at 25°C 100gm 5 Sec	IS: 1203	1 test per Lot									
15.4	Ductility at 27°C	IS: 1208	1 test per Lot									
15.5	Viscosity at 60°/135°C (CST)	IS: 1206	As required									
(XVI) MODIFIED BITUMEN (PMB 76E-10)												
16.1	Specific Gravity at 27°C	IS: 2380 (P-4)	As required									
16.2	Softening Point (°C)	IS: 1205	1 test per Lot									
16.3	Separation, difference in softening point (0°C)	IS: 15462: 2019	1 test per Lot									
16.4	Elastic Recovery at 15°C	IS: 15462: 2019	1 test per Lot									
(XVII) RATE OF SPRAY												
17.1	Prime coat	IS: 8887	1 test / 500 sqm									
17.2	Tack Coat	IS: 8887	1 test / 500 sqm									
THIRD PARTY TESTS												
(XVIII) COARSE AGGREGATE MORTH 1000												
18.1	Gradation	IS: 2386 (P-1)	1 test / source	1	1	0	0	0	0	1	1	0
18.2	FI & EI	IS: 2386 (P-1)	1 test / source	1	1	0	0	0	0	1	1	0
18.3	Aggregate Impact Value	IS: 2386 (P-4)	1 test / source	1	1	0	0	0	0	1	1	0
18.4	Specific Gravity	IS: 2386 (P-3)	1 test / source	1	1	0	0	0	0	1	1	0
18.5	Water Absorption	IS: 2386 (P-3)	1 test / source	1	1	0	0	0	0	1	1	0
18.6	Deleterious Content	IS: 2386 (P-1)	1 test / source	1	1	0	0	0	0	1	1	0
18.7	L.A.V.	IS: 2386 (P-4)	1 test / source	1	1	0	0	0	0	1	1	0
18.8	Alkali Aggregate Reactivity	IS: 2386 (P-7)	1 test / source	1	1	0	0	0	0	1	1	0
18.9	Soundness	IS: 2386(P-5)	1 test / source	1	1	0	0	0	0	1	1	0
18.10	Petrographic Examination	IS: 2386 (P-8)	1 test / source	1	1	0	0	0	0	1	1	0
18.11	Stone Polished Value	BS-812 (P-114)	1 test / source	1	1	0	0	0	0	1	1	0
(XIX) FINE AGGREGATE												
19.1	Gradation	IS: 383	1 test / source	1	1	0	0	0	0	1	1	0
19.2	Specific Gravity	IS: 2386 (P-3)	1 test / source	1	1	0	0	0	0	1	1	0
19.3	Water Absorption	IS: 2386 (P-3)	1 test / source	1	1	0	0	0	0	1	1	0
19.4	Deleterious Content	IS: 2386 (P-1)	1 test / source	1	1	0	0	0	0	1	1	0
19.5	Silt Content	IS: 2386 (P-4)	1 test / source	1	1	0	0	0	0	1	1	0
19.6	Alkali Aggregate Reactivity	IS: 2386 (P-7)	1 test / source	1	1	0	0	0	0	1	1	0
19.7	Soundness	IS: 2386(P-5)	1 test / source	1	1	0	0	0	0	1	1	0
19.8	Organic Impurities	IS: 2386 (P-8)	1 test / source	1	1	0	0	0	0	1	1	0
19.9	Fineness Modulus	IS: 383	1 test / source	1	1	0	0	0	0	1	1	0
(XX) STEEL -MORTH 1000												
20.1	Physical properties	IS: 1786	< 10mm - 1 sample/25 MT, 10-16mm-1sample/35 MT,	12	12	0	0	0	0	12	12	0
20.2	Chemical properties	IS: 1786	> 16mm - 1 sample/45 MT	12	12	0	0	0	0	12	12	0
(XXI) WATER -MORTH 1000												
21.1	Suitability for construction	IS: 456	1 test per source & as required	2	2	0	0	0	0	2	2	0
(XXII) ADMIXTURE -MORTH 1000												
22.1	Physical & Chemical properties	IS: 9103	1 test per Lot	1	1	0	0	0	0	1	1	0
(XXIII) CEMENT 53 GRADE OPC -MORTH 1000												
23.1	Physical & Chemical	IS: 8112	1 test / source	1	1	0	0	0	0	1	1	0
(XXIV) SOIL - Borrow Area												
24.1	Mechanical	IS: 2720 (P-39)	1 test / source									
(XXV) NP-4 HUMIE PIPE TEST												
25.1	600 MM	IS: 458	1 test per Lot of 50 Pipes									
(XXVI) BITUMEN & BITUMEN EMULSION												
26.1	Bitumen	IS: 73	1 test per Lot									
26.2	Bitumen Emulsion SS-1	IS: 8887	1 test per Lot									
26.3	Bitumen Emulsion RS-1	IS: 8887	1 test per Lot									
(XXVII) CURING COMPOUND												
27.1	Physical & Chemical properties		1 test per Lot									

Four Laning of Badarpur-Churaibari section of NH-37 & NH-8 from Design chainage 38.600 (End of Proposed Badarpur Bypass) to Km. 62.800 (Start of Proposed Nilambazar/ Cheragi Bypass) in the state of Assam (Package-IV) on HAM mode.

**CHAPTER-11
CORRESPONDENCE**

11.1 Outward Letter

Sr. No.	Letter No.	Date	Subject	To
1.	MKCIL/ASSAM/P KG-04/635	07-04-2026	Reg: Submission of Monthly Progress Report for the Month of February 2026.	The Team Leader
2.	MKCIL/ASSAM/P KG-04/638	11-04-2026	“Submission of Project Video Recording.	The Team Leader”
3.	MKCIL/ASSAM/P KG-04/639	16-04-2026	Reg: “Warning Letter for Slow Progress of Work for Electrical Utility Shifting & Delay Impact”.	M/s Rising Yadu Buildcon Private Limited
4.	MKCIL/ASSAM/P KG-04/642	18-04-2026	Reg: “Submission of Mix Design of GSB (Granular Sub-Base)”.	The Team Leader
5.	MKCIL/ASSAM/P KG-04/644	20-04-2026	“Reminder for Delay in Handing Over Encumbrance-Free Right of Way (RoW) in line with Article 10 and Clauses 10.3 & 10.4 of the Concession Agreement”.	The Team Leader
6.	MKCIL/ASSAM/P KG-04/645	21-04-2026	Reminder for Delay in Handing Over Encumbrance-Free Right of Way (RoW) in line with Article 10 and Clauses 10.3 & 10.4 of the Concession Agreement.	The Team Leader
7.	MKCIL/ASSAM/P KG-04/646	21-04-2026	Reg: “Submission of Test Report for High-Strain Dynamic Testing on Pile”.	The Team Leader
8.	MKCIL/ASSAM/P KG-04/649	24-04-2026	“Reimbursement of 50% of IE Expenses - Reg.”	NHIDCL
9.	MKCIL/ASSAM/P KG-04/650	24-04-2026	“Submission of lower TDS Certificate for Tax Year 2026-27- Reg.”	NHIDCL

Four Laning of Badarpur-Churaibari section of NH-37 & NH-8 from Design chainage 38.600 (End of Proposed Badarpur Bypass) to Km. 62.800 (Start of Proposed Nilambazar/ Cheragi Bypass) in the state of Assam (Package-IV) on HAM mode.

10.	MKCIL/ASSAM/P KG-04/653	27-04-2026	Regarding Obstruction at chainage :-40+522	NHIDCL
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11.2 Inward Letter (NHIDCL & AIPPL)

Sr. No.	Letter No.	Date	Subject	From
1.	NHIDCL/PMU- Karimganj/MKC/Pkg-4/2026- 27/692	02-04-2026	Regarding Maintenance of Existing Highways-reg (Pkg-04)	NHIDCL
2.	NHIDCL/PMU- Karimganj/MKC/Pkg-4/2026- 27/710	22-04-2026	Submission of Certificate regarding feasibility of construction within proposed Additional Land-reg. (Pkg-04	NHIDCL
3.	NHIDCL/PMU- Karimganj/MKC/Pkg-4/2026- 27/714	27.04.2026	Regarding Raising of RFI in data lake 3.0 Portal -reg	NHIDCL
4.	AIPPL- AYOLEEZA/IE/NHIDCL/Karimga nj/PKG04/268	04.04.2026	Regarding Conditional Approval for Source of Prestressing Material (M/s Usha Martin)	AIPPL
6.	AIPPL- AYOLEEZA/IE/NHIDCL/Karimga nj/PKG04/269	04.04.2026	(Regarding Maintenance of Existing Highways)	AIPPL
7.	AIPPL- AYOLEEZA/IE/NHIDCL/Karimga nj/PKG04/270	06.04.2026	Regarding Improper Dumping and Unsafe Storage of Reinforcement Steel at Site)	AIPPL
8.	AIPPL- AYOLEEZA/IE/NHIDCL/Karimga nj/PKG04/272	07.04.2026	(Regarding Submission of Profile & credential of M/s Amit Metaliks for source approval of TMT Bar)	AIPPL
9.	AIPPL- AYOLEEZA/IE/NHIDCL/Karimga nj/PKG04/273	13.04.2026	Monthly Progress Reports for the month of March 2026.	AIPPL
10.	AIPPL- AYOLEEZA/IE/NHIDCL/Karimga nj/PKG04/276	13.04.2026	Regarding -Approval of Third- Party Laboratory – M/s ETTL for Testing Works.	AIPPL

Four Laning of Badarpur-Churaibari section of NH-37 & NH-8 from Design chainage 38.600 (End of Proposed Badarpur Bypass) to Km. 62.800 (Start of Proposed Nilambazar/ Cheragi Bypass) in the state of Assam (Package-IV) on HAM mode.

11.	AIPPL-AYOLEEZA/IE/NHIDCL/Karimganj/PKG04/277	28.04.2026	Regarding Maintenance of Existing Highwa	AIPPL
12.	AIPPL-AYOLEEZA/IE/NHIDCL/Karimganj/PKG04/278	28.04.2026	Safety Precautionary Measure at Site	AIPPL
13.	AIPPL-AYOLEEZA/IE/NHIDCL/Karimganj/PKG04/279	29.04.2026	Regarding Submission of Revised Design and Drawings for Foundation & Sub Structure (A1 & A2) Highway Span for ROB at Ch. 53+328.	AIPPL

CHAPTER-12




NON-CONFORMANCE REPORT

Sr No	Letter No	Date	Clouser Letter No	Remarks
1	AIPPL-AYOLEEZA/IE/NHIDCL/Karimganj/PKG04/183	02.01.2026	MKCIL/Assam/Pkg-4/568 Dated 25.02.2026	Closed
2	AIPPL-AYOLEEZA/IE/NHIDCL/Karimganj/PKG04/184	03.01.2026	MKCIL/Assam/Pkg-4/548 Dated 19.02.2026	Closed
3	Assam-04 Letter File\Assam-04 AIPPL File\Letter No-207-pdf	30.01.2026	MKCIL/Assam/Pkg-4/569 Dated 25.02.2026	Closed
4	AIPPL-AYOLEEZA/IE/NHIDCL/Karimganj/PKG04/215	04.02.2026	MKCIL/Assam/Pkg-4/515 Dated 07.02.2026	Closed
5	AIPPL-AYOLEEZA/IE/NHIDCL/Karimganj/PKG04/221	10.02.2026	(Reg: - Non-Compliance in Embankment Construction at CH-45+000 to 45+500 (BHS) & CH-47+400 to 47+900 (BHS)	Pending

Four Laning of Badarpur-Churaibari section of NH-37 & NH-8 from Design chainage 38.600 (End of Proposed Badarpur Bypass) to Km. 62.800 (Start of Proposed Nilambazar/ Cheragi Bypass) in the state of Assam (Package-IV) on HAM mode.

CHAPTER-13

WEATHER REPORT

  								
Name of the Project :		Four Laning of Badarpur - Churaibari Section of NH-37 & NH-8 from Design chainage						
Client :		National Highway & Infrastructure Development Corporation Limited						
Independent Engineer :		Agnitio Infrastructure Project Private Limited(AIPPL)						
Contractor :		MKC Infrastructure Limited						
Concessionaire:		MKC Badarpur Churaibari Kamakhya Pkg (4) Highway Private Limited						
WEATHER REPORT MONTH OF APRIL 2026								
SI No	Date	Weather condition	Rain fall(mm)	Temperature(°C)		Humidity(%)		Remarks
				Min.	Max.	Min.	Max.	
1	01.04.2026	Sunny/Cloudy/Rainy	24.0	17.7	30.6	63	89	
2	02.04.2026	Sunny/Cloudy/Rainy	19	19.1	29.7	65	90	
3	03.04.2026	Sunny/Cloudy/Rainy	72	18.6	30.5	62	94	
4	04.04.2026	Cloudy/Rain	76.4	18.9	30.2	64	94	
5	05.04.2026	Sunny/Cloudy/Rainy	12	19.2	31.5	59	90	
6	06.04.2026	Sunny/Cloudy/Rainy	32	19.4	31.8	62	91	
7	07.04.2026	Sunny/Cloudy/Rainy	14	19.6	32.0	60	89	
8	08.04.2026	Sunny/Cloudy/Rainy	5.2	19.4	32.4	62	84	
9	09.04.2026	Sunny/Cloudy/Rainy	3.4	18.2	31.4	62	86	
10	10.04.2026	Sunny/Cloudy/Rainy	20	17.5	32.4	55	88	
11	11.04.2026	Sunny/Cloudy/Rainy	8	17.8	32.8	58	86	
12	12.04.2026	Sunny/Cloudy/Rainy	78.2	17.6	32.6	56	85	
13	13.04.2026	Sunny/Cloudy	0	18.4	33.2	55	86	
14	14.04.2026	Sunny/Cloudy/Rainy	95	16.4	24.9	60	93	
15	15.04.2026	Sunny/Cloudy/Rainy	42.8	16.8	26.8	55	84	
16	16.04.2026	Sunny/Cloudy/Rainy	30.6	17.5	32.8	50	80	
17	17.04.2026	Sunny/Cloudy/Rainy	6	17.2	31.6	56	88	
18	18.04.2026	Sunny/Cloudy/Rainy	40	16.9	32.8	55	90	
19	19.04.2026	Sunny/Cloudy/Rainy	21.3	15.8	30.6	54	88	
20	20.04.2026	Sunny/Cloudy/Rainy	95.4	15.4	28.6	56	84	
21	21.04.2026	Sunny/Cloudy/Rainy	54	18.5	33.5	54	88	
22	22.04.2026	Sunny/Cloudy/Rainy	14.8	18.6	34.2	56	90	
23	23.04.2026	Sunny/Cloudy	0	18.2	33.8	54	82	
24	24.04.2026	Sunny/Cloudy	0	17.6	33.4	55	86	
25	25.04.2026	Sunny/Cloudy/Rainy	58.2	16.4	32.2	56	84	
26	26.04.2026	Sunny/Rainy	61.4	16.2	30.4	52	82	
27	27.04.2026	Cloudy/Rain	105.2	15.6	30.2	57	85	
28	28.04.2026	Cloudy/Rain	13.4	15.4	30.0	51	84	
29	29.04.2026	Cloudy/Rain	10	15.2	28.6	50	82	
30	30.04.2026	Sunny/Cloudy	0	15.4	29.0	51	83	
			1012.3					

Four Laning of Badarpur-Churaibari section of NH-37 & NH-8 from Design chainage 38.600 (End of Proposed Badarpur Bypass) to Km. 62.800 (Start of Proposed Nilambazar/ Cheragi Bypass) in the state of Assam (Package-IV) on HAM mode.

Rainfall Data				
Sr.no.	Description	Total Rainfall	Up to previous month	This month
1	Rainfall	1012.23	1012.23	00.00

The maximum & minimum weather records are summarized below:

TEMPERATURE/ RAINFALL PERIOD: 1st APRIL, 2026 to 30 APRIL, 2026				
Temperature		Rainfall		
Maximum (in °C)	Minimum (in °C)	Maximum (in mm)	Minimum (in mm)	Total Days
31.11	17.4	105.2	0	0

**CHAPTER-14
ACCIDENT REPORT**

NIL

Four Laning of Badarpur-Churaibari section of NH-37 & NH-8 from Design chainage 38.600 (End of Proposed Badarpur Bypass) to Km. 62.800 (Start of Proposed Nilambazar/ Cheragi Bypass) in the state of Assam (Package-IV) on HAM mode.

**CHAPTER-16
PROJECT PROGRESS PHOTOGRAPHS**



FIELD CBR TEST CONDUCT WITH IE TEAM AT CH-39+500 BHS

Four Laning of Badarpur-Churaibari section of NH-37 & NH-8 from Design chainage 38.600 (End of Proposed Badarpur Bypass) to Km. 62.800 (Start of Proposed Nilambazar/ Cheragi Bypass) in the state of Assam (Package-IV) on HAM mode.

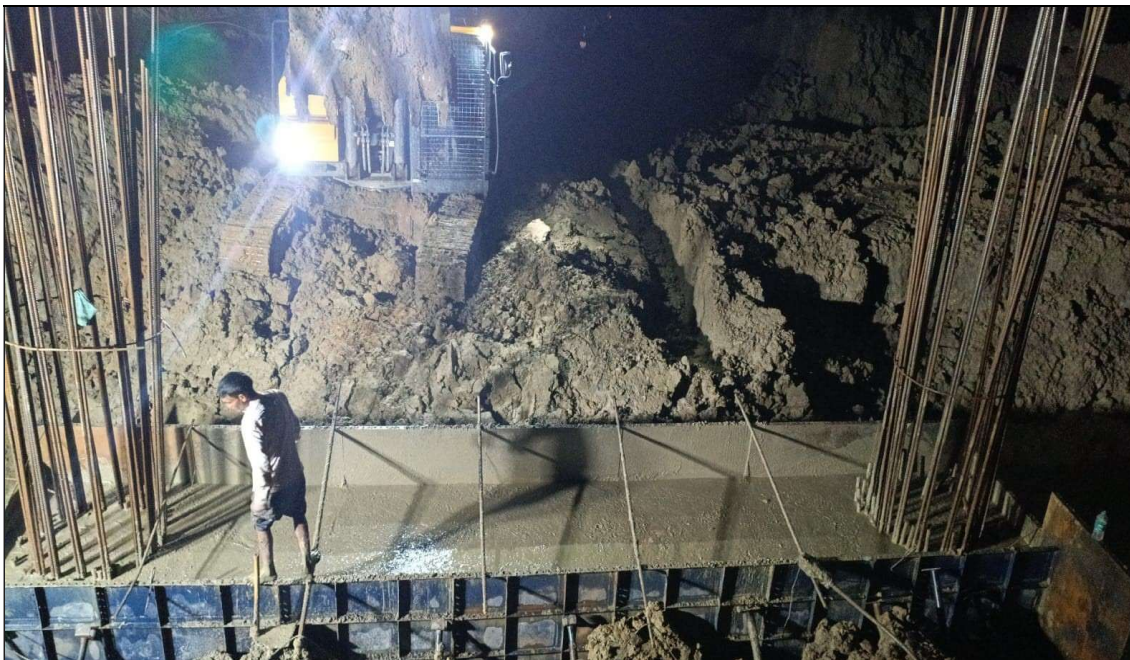


GSB MIX DESIGN CONDUCT WITH IE TEAM AT QA/QC LABORATORY

Four Laning of Badarpur-Churaibari section of NH-37 & NH-8 from Design chainage 38.600 (End of Proposed Badarpur Bypass) to Km. 62.800 (Start of Proposed Nilambazar/ Cheragi Bypass) in the state of Assam (Package-IV) on HAM mode.



SUB GRADE TOP LAYAR CHECKING WITH IE REPRESENTIVE



48+557 PILE CAP CASTING

Four Laning of Badarpur-Churaibari section of NH-37 & NH-8 from Design chainage 38.600 (End of Proposed Badarpur Bypass) to Km. 62.800 (Start of Proposed Nilambazar/ Cheragi Bypass) in the state of Assam (Package-IV) on HAM mode.



42+800 LVUP A1A2 LHS WALL 2ND LIFT CONCRETE WORK IN PROGRESS



TOE WALL 1ST LIFT CASTING WORK IN PROGRESS AT CH FROM 55+624 TO 55+648(RHS SIDE)