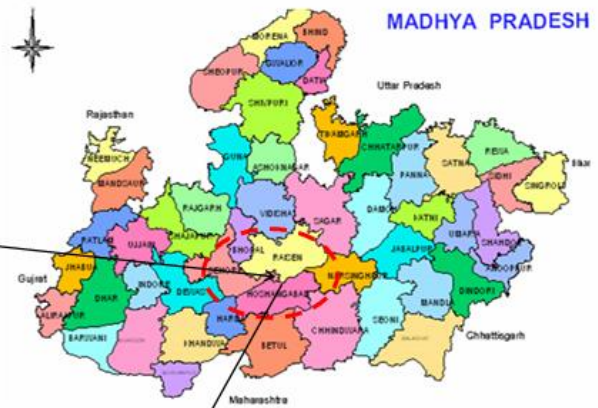


# SHAHGANJ BADI HIGHWAYS PVT. LTD.

## MONTHLY PROGRESS REPORT

August-2025



NAME OF AUTHORITY : NATIONAL HIGHWAYS AUTHORITY OF INDIA

NAME OF CONCESSIONAIRE : SHAHGANJ BADI HIGHWAYS PVT. LTD.

NAME OF EPC CONTRACTOR : MCC INFRATECH PVT. LTD

NAME OF INDEPENDENT ENGINEER : SAPTAGON ASIA PVT. LTD.

**Construction work of 4-laning of Shahganj bypass end to Badi (Package-IV) of NH-146B from design km 102.000 to design km 142.357 (Design Length 40.357 km) under NH(O) in the State of Madhya Pradesh on Hybrid Annuity Mode**

**MONTHLY PROGRESS REPORT - AUGUST - 2025**

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## Executive Summary

### Construction progress in current month

#### Summary of Progress:-

1. Total length of the Project is 40.357 Km. with Total Bid Project Cost 519 Cr. Appointed Date declared on 25.03.2025 and scheduled date of completion of construction is 24.03.2027 (with 730 days construction period). M/s Shahganj Badi Highways Pvt Ltd started work at site.

#### 2. LA Status/Handing Over of Length :-

Total -32.800 km. Handed over and 7.55km balance.

| Key reporting metrics   | Value%/Amount |
|---|---------------|
| <b>A- Physical Progress</b>   |               |
| Scheduled Physical Progress (%)   | 100.00%       |
| Cumulative Physical Progress upto current month (%)                         | 6.89%         |
| Current Month Physical Progress (%)   | 1.58%         |
| Cumulative Expenditure till date (Rs Cr) as per Construction cost @ 519 Cr. | 35.765        |
| Tests passed as % of total tests witnessed by IE                            | 46.86%        |

## Project Overview

### Salient Features of Project

|   |  |
|---|--|
| <b>Project Name</b>   | Construction work of 4-laning of Shahganj bypass end to Badi (Package-IV) of NH-146B from design km 102.000 to design km 142.357 (Design Length 40.357 km) under NH(O) in the State of Madhya Pradesh on Hybrid Annuity Mode |
| <b>NH No. (New/ Old)</b>  | 146B   |
| <b>Mode of the Execution</b> (BOT Toll/ BOT Annuity/ EPC/ HAM/ Item Rate/ Others) | Hybrid Annuity Mode  |
| <b>No. of Lanes/ Configuration</b>  | Four Lane with Paved Shoulder  |
| <b>Length of the Project (in Km)</b>  | 40.357 Km.   |
| <b>Total Project Cost/ Civil Construction Cost / Contract cost (in Cr)</b>        | Rs. 519  |
| <b>Total EPC Cost (in Cr)</b>   | Rs. 519  |
| <b>No. of Bypasses</b> (Name of Town, Length)                                     | 4.807 Km (Bakra 2.500 Km + Badi 2.307 Km)  |
| <b>No. of Major Bridges</b> (Number and Location)                                 | 1 ( Chainage 109+550)  |
| <b>No. of Toll Plazas</b> (Number and Location)                                   | 1 (Chainage 114+515)   |
| <b>DPR Consultant Name</b>  | M/s Lion Engineering Consultants   |
| <b>Contractor Name</b> (SPV & Parent Company)                                     | M/s MCC Infratech Pvt. Ltd.  |
| <b>Date of Award</b> (LOA Date)   | 15 Mar. 2024   |
| <b>Appointed Date</b>   | 25 Mar. 2025   |
| <b>Construction Period</b> (in Days)  | (730 Days)   |
| <b>Scheduled Date of Completion</b>   | 24 Mar. 2027   |
| <b>Independent Engineer</b>   | M/s Saptagon Asia Pvt. Ltd.  |

## Project Milestones

| Project Milestone    | Date       | Physical Progress for achievement (%) | Date as per Approved EOT | Status | Remarks |
|----------------------|------------|---------------------------------------|--------------------------|--------|---------|
| Appointed Date       | 25-03-2025 | Nil                                   |                          |        |         |
| Milestone I          | 20-09-2025 | 20%                                   |                          |        | 6.89%   |
| Milestone II         | 17-02-2026 | 35%                                   |                          |        |         |
| Milestone III        | 15-09-2026 | 75%                                   |                          |        |         |
| Scheduled Completion | 24-03-2027 | 100%                                  |                          |        |         |

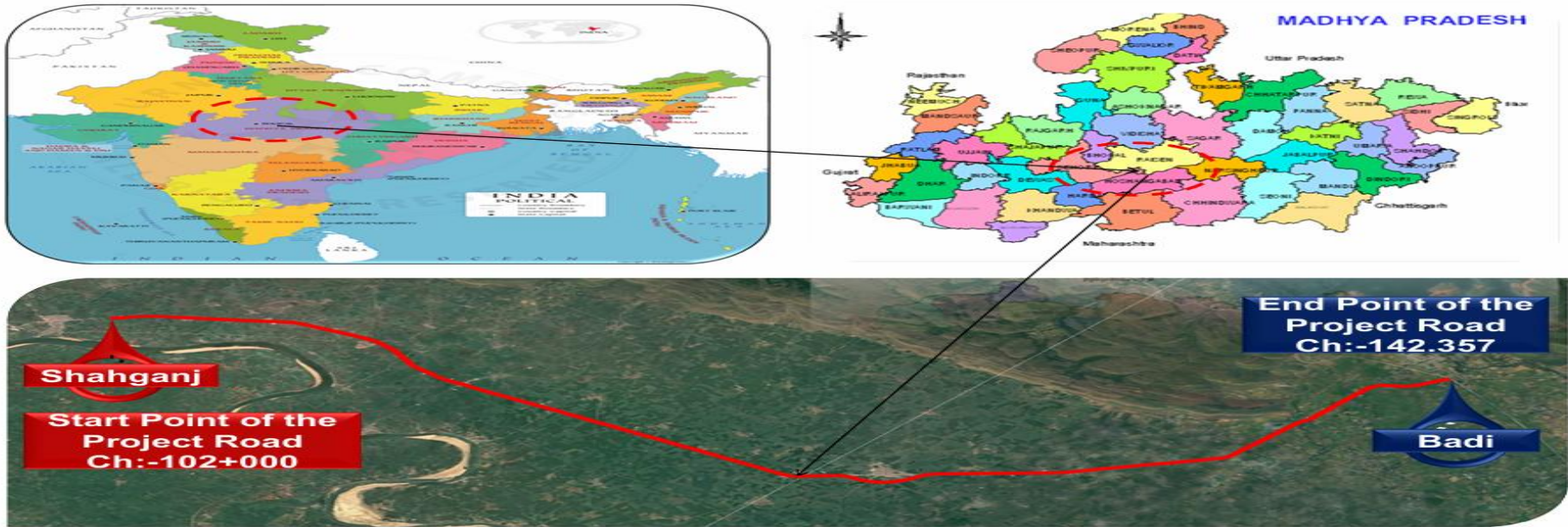
**Note :-** Physical Progress of Project Milestone-I is 6.89%, due to reasons as stated below:

- a) Delay in approval of Pavement Design .
- b) Rainy season started from July end onwards and no activity in Highway can start in monsoon period.

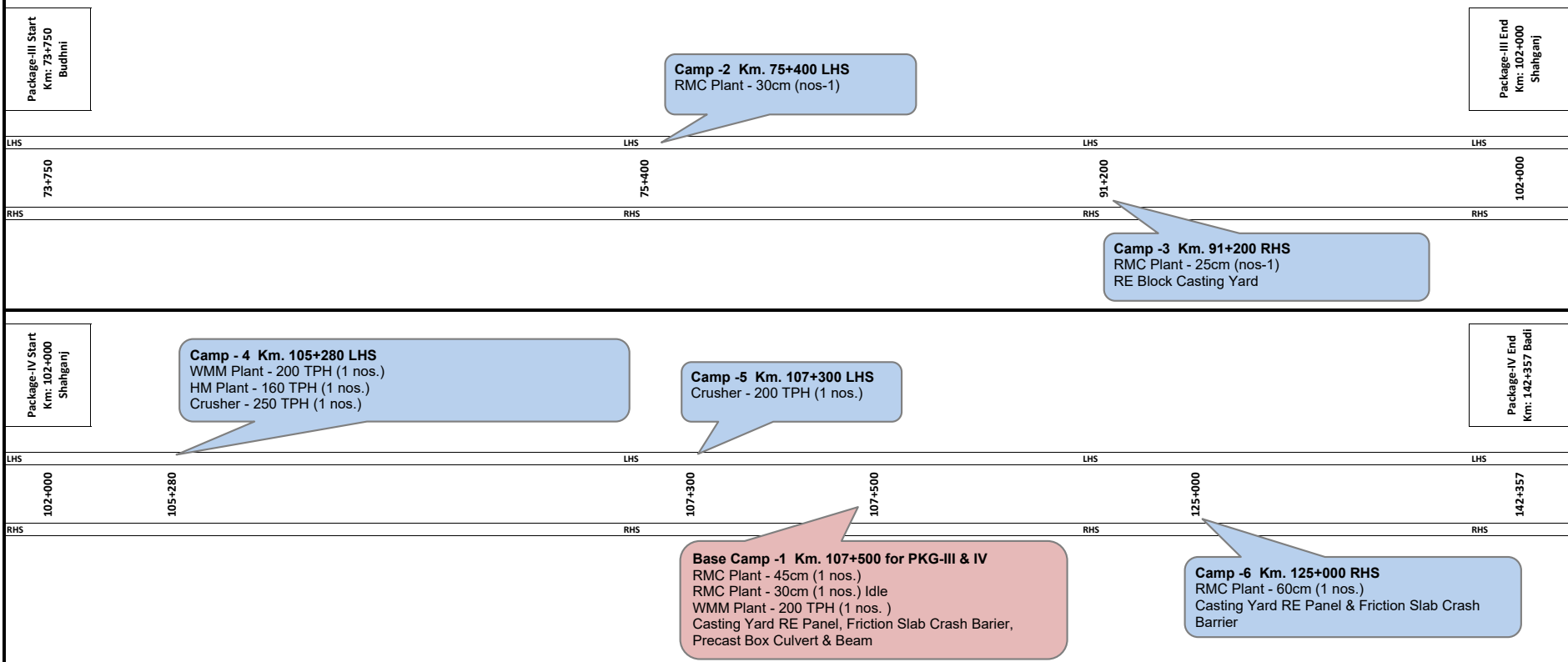
## Payment Milestones

| Sr. No. | Payment Milestone                          | Status   | Remarks  |
|---------|--|----------|--|
| I       | On achievement of 5% of Physical Progress  | Achieved | Schedule-G is under review, upon approval MPC-1 on achievement of 5% will be submit. |
| II      | On achievement of 10% of Physical Progress |          |  |
| III     | On achievement of 20% of Physical Progress |          |  |
| IV      | On achievement of 30% of Physical Progress |          |  |
| V       | On achievement of 40% of Physical Progress |          |  |
| VI      | On achievement of 50% of Physical Progress |          |  |
| VII     | On achievement of 60% of Physical Progress |          |  |
| VIII    | On achievement of 70% of Physical Progress |          |  |
| IX      | On achievement of 80% of Physical Progress |          |  |
| X       | On achievement of 90% of Physical Progress |          |  |

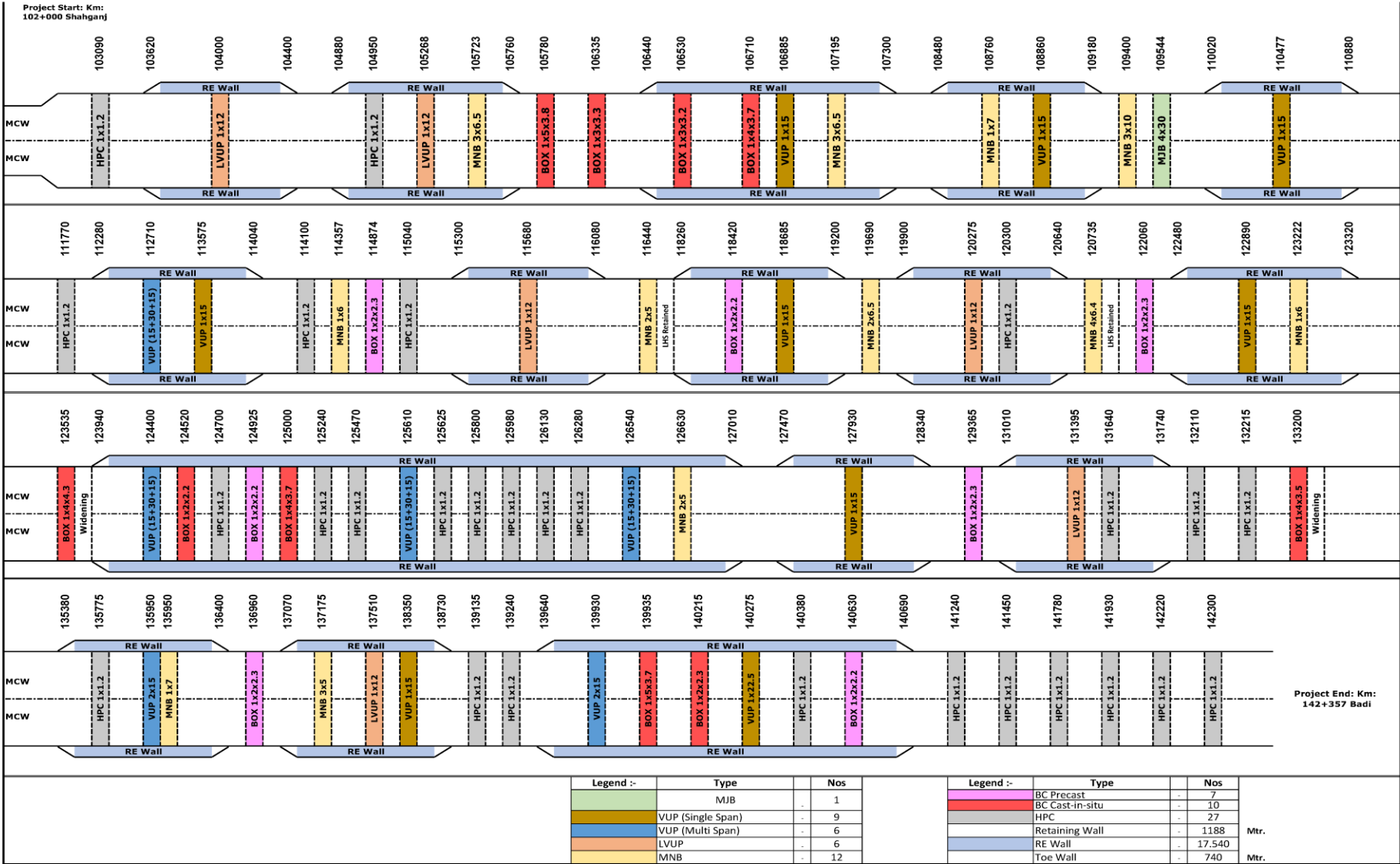
Camp Location Map



CAMP LOCATION PLAN



# Key Plan



## UNRESOLVED ISSUES/CONSTRIANTS

| Sr. No.  | Activity                       | Constraints  | Remarks  |
|----------|--------------------------------|--|--|
| <b>1</b> | <b>Land Acquisition</b>        |  |  |
|          | A. Acquisition                 | Land possession work is in progress as per the instruction of NHAI Officials. However, at many locations Payment is being paid by the Authority but removal of encroachment is still to be removed. Force fully possession is in progress at site on handed over length. | Length of 7.55 Km. is effected as on 31.08.2025  |
|          | B. Encroachment                | Dismantling of structure time to time is being carried out as per the instruction of NHAI Officials  |  |
| <b>2</b> | <b>Utility Shifting</b>        |  |  |
|          | A. Electrical Utility Shifting | Nil  | Estimates are approved and Supervision charges is deposited to Owning Department by Authority. |
|          | B. PHED Utility Shifting       | Nil  | Estimates are submitted to Authority.  |

**Construction work of 4-laning of Shahganj bypass end to Badi (Package-IV) of NH-146B from design km 102.000 to design km 142.357  
(Design Length 40.357 km) under NH(O) in the State of Madhya Pradesh on Hybrid Annuity Mode**

**Hindrance Status**

| SR. NO.                              | CHAINAGE |        | AFFECTED LENGTH | NET AFFECTE WORKING LENGTH | SIDE | Description        |
|--------------------------------------|----------|--------|-----------------|----------------------------|------|--------------------|
|                                      | FROM     | TO     | (METER)         |                            |      |                    |
| 1                                    | 103850   | 103970 | 120             | 120                        | BHS  | Land not Available |
| 2                                    | 103970   | 104100 | 130             | 130                        | BHS  | Land not Available |
| 3                                    | 104100   | 104600 | 500             | 500                        | BHS  | Land not Available |
| 4                                    | 108240   | 108560 | 320             | 320                        | BHS  | Land not Available |
| 5                                    | 108480   | 108780 | 300             | 300                        | BHS  | Land not Available |
| 6                                    | 109030   | 109380 | 350             | 350                        | BHS  | Land not Available |
| 7                                    | 110200   | 110880 | 680             | 680                        | BHS  | Land not Available |
| 8                                    | 111500   | 111790 | 290             | 290                        | BHS  | Land not Available |
| 9                                    | 111780   | 112220 | 440             | 440                        | BHS  | Land not Available |
| 10                                   | 112220   | 112980 | 760             | 760                        | BHS  | Land not Available |
| 11                                   | 115420   | 115730 | 310             | 310                        | BHS  | Land not Available |
| 12                                   | 118580   | 118960 | 380             | 380                        | BHS  | Land not Available |
| 13                                   | 119900   | 120250 | 350             | 350                        | BHS  | Land not Available |
| 14                                   | 120000   | 120650 | 650             | 650                        | BHS  | Land not Available |
| 15                                   | 127800   | 128100 | 300             | 300                        | BHS  | Land not Available |
| 16                                   | 130500   | 130910 | 410             | 410                        | BHS  | Land not Available |
| 17                                   | 131010   | 131450 | 440             | 440                        | BHS  | Land not Available |
| 18                                   | 131370   | 131690 | 320             | 320                        | BHS  | Land not Available |
| 19                                   | 137300   | 137800 | 500             | 500                        | BHS  | Land not Available |
| <b>Total Length &gt;&gt;&gt;&gt;</b> |          |        | <b>7550 Mtr</b> | <b>7550 Mtr</b>            |      |                    |

## Strip Plan (Summary)

| 1. Land Acquisition Status                              |               |                             | 2. Length completed by layer (MCW) |                |                | 3. Length completed by Layer (Service Road+ Slip Road) |                           |                |
|---|---------------|-----------------------------|------------------------------------|----------------|----------------|--|---------------------------|----------------|
| Description   | Length / Area | % Total Pending Length/Area | Description                        | Length in (KM) | % Total Length | Description  | Length in (KM) Both Sides | % Total Length |
| <b>Total Length Scope Km.</b>                           | <b>40.357</b> |                             | <b>Total Length Scope Km BHS.</b>  | <b>79.108</b>  |                | <b>Total Length Scope Km.</b>                          | <b>35.830</b>             |                |
| Total Workfornt Unavailable Km. due to LAQ/Encroachment | 7.55          | 18.7%                       | Total Length Completed             | -              | 0.00%          | Total Length Completed                                 | -                         | 0.00%          |
| Pending Land Ha.  | 17.208        |                             | BC                                 | -              | 0.00%          | BC   | -                         | 0.00%          |
|   |               |                             | DBM                                | -              | 0.00%          | DBM  | -                         | 0.00%          |
| Acq. Ha.  | 74.565        | 81.2%                       | AIL                                | -              | 0.00%          | AIL  | -                         | 0.00%          |
|   |               |                             | CTB                                | -              | 0.00%          | CTB  | -                         | 0.00%          |
|   |               |                             | CTSB/GSB                           | 5.79           | 7.32%          | CTSB/GSB   |                           |                |
|   |               |                             | Sub-Grade                          | 15.83          | 20.01%         | Sub-Grade  | 0.340                     | 0.95%          |

## Progress Status of Structure

| DESCRIPTION               | SCOPE OF WORK | WORK STATUS |             |               |         |
|---------------------------|---------------|-------------|-------------|---------------|---------|
|                           |               | COMPLETED   | IN PROGRESS | BAL TO TAKEUP | REMARKS |
| Major Bridges             | 1             |             | 1           |               |         |
| Minor Bridges             | 12            |             | 7           | 5             |         |
| Light Vehicular Underpass | 6             |             | 3           | 3             |         |
| Vehicular Underpass       | 15            |             | 6           | 9             |         |
| Box Culverts              | 17            | 2           | 9           | 6             |         |
| Pipe Culverts             | 27            | 8           | 12          | 7             |         |
| <b>TOTAL</b>              | <b>78</b>     | <b>10</b>   | <b>38</b>   | <b>30</b>     |         |

## Land Acquisition and Clearances

### LA Summary

| S.No | Particulars                          | Area Of Land in HA. | Remarks |
|------|--------------------------------------|---------------------|---------|
| A    | Total Land to be Acquire             | 192.117             |         |
| B    | Existing Land                        | 92.495              |         |
| C    | Additional Land Required<br>(C=A-B)  | 99.622              |         |
| D    | Total 3G Award                       | 91.773              |         |
| E    | Total 3H                             | 74.565              | 81.25%  |
| F    | Balance (F=D-E)                      | 17.208              | 18.75%  |
| G    | Length Available for<br>working (KM) | 32.790 (KM)         |         |

| Status of Utility Shifting               |                               |                 |  |   |   |   |   |
|--|-------------------------------|-----------------|--|---|---|---|---|
| A - ELECTRICAL UTILITY (MPMKVVCL)        |                               |                 |  |   |   |   |   |
| Sr. No.                                  | Description                   | Total Estimates | Total Estimates Submitted to Authority | Total Estimates Approved from Authority | Total Length Affected                           | Work Status   | Remarks   |
|  |                               | (Nos)           | (Nos)                                  | (Nos)                                   | (KM.)   |   |   |
| 1  | 33 KVA                        | 19              | 19                                     | 19                                      | 61.75   | 7.7 Km. Wire Installation completed and balance work in progress.<br>10 Km. Pole Erection completed and balance work in progress. | Estimates are approved. Supervision charges deposited to Owening Department by Authority. |
| 2  | 11 KV                         | 16              | 16                                     | 16                                      | 53.48   | 4.3 Km Wire installation completed and balance in progress. 10 Km. Pole Erection completed and balance work in progress.          |   |
| 3  | LT Line                       | 15              | 15                                     | 15                                      | 3.72  | Pole Erection in progress.  |   |
| 4  | 33 KVA Crossing               | 26              | 26                                     | 26                                      |   |   |   |
| 5  | 11 KV Crossing                | 60              | 60                                     | 60                                      |   |   |   |
| 6  | LT Line Crossing              | 38              | 38                                     | 38                                      |   |   |   |
| 7  | Transformers and Sub Stations | 64              | 64                                     | 64                                      |   |   |   |
| B - WATER SUPPLY/SEWERAGE LINE (PHED)    |                               |                 |  |   |   |   |   |
| 1  | Water supply pipe line        | 9               | 9                                      | 0                                       |   |   | Estimates are submitted to Authority for Approval.  |
| C-TREE CUTTING STATUS (REVENUE & FOREST) |                               |                 |  |   |   |   |   |
| SR. NO.                                  | DESCRIPTION                   | TOTAL SCOPE     | TOTAL CUT                              | TOTAL BALANCE TO CUT                    | REMARKS   |   |   |
|  |                               | (NOS)           | (NOS)                                  | (NOS)                                   |   |   |   |
| 1  | Revenue Trees                 | 1455            | 1455                                   | 0                                       | Permission obtained and Tree cutting Completed. |   |   |
| <b>TOTAL</b>                             |                               | <b>1455</b>     | <b>1455</b>                            | <b>0</b>                                |   |   |   |

# Mobilization of Resources

| SL. NO. | Equipment Name    | Make              | Model                      | Quantity | Deployment Year | Remarks |
|---------|-------------------|-------------------|----------------------------|----------|-----------------|---------|
| 1       | RMC PLANT         | CONMAT            | CP-30                      | 1        | 2025            |         |
| 2       | RMC PLANT         | CONMAT            | CP-45                      | 1        | 2025            |         |
| 3       | RMC PLANT         | CONMAT            | CP-60                      | 1        | 2025            |         |
| 4       | Hot Mix Plant     | APOLLO            | APOLLO 200 TPH             | 1        | 2025            |         |
| 5       | WMM PLANT         | APOLLO            | APOLLO 200 TPH             | 1        | 2025            |         |
| 6       | CRUSHER PLANT     | METSO             | METSO 250 TPH              | 1        | 2025            |         |
| 7       | CRUSHER PLANT     | TEREX             | TEREX 200 TPH              | 1        | 2025            |         |
| 8       | WMM Paver         | VOLVO             | Paver 5.0 Mtr              | 1        | 2025            |         |
| 9       | DBM Paver         | VOLVO             | Paver 9.0 Mtr              | 1        | 2025            |         |
| 10      | DG Set 125 KVA    | Mahindra          | 125 KVA                    | 2        | 2025            |         |
| 11      | DG Set 200 KVA    | SUDHIR CUMMINS    | 200 KVA                    | 1        | 2025            |         |
| 12      | DG Set 500 KVA    | CAT               | 500 KVA                    | 2        | 2025            |         |
| 13      | DG Set 30 KVA     | SUDHIR CUMMINS    | 30 KVA                     | 5        | 2025            |         |
| 14      | DG Set 20 KVA     | SUDHIR CUMMINS    | 20 KVA                     | 5        | 2025            |         |
| 15      | Light Mast        | CUMMINS           | KG1-5AS3/5KVA              | 1        | 2025            |         |
| 16      | Hydraulic Broomer | BROOMER HYDRAULIC | ALLWIN                     | 1        | 2025            |         |
| 17      | Soil Compactor    | HAMM              | 311                        | 7        | 2025            |         |
| 18      | Soil Compactor    | DYNAPAC           | CA385D                     | 3        | 2025            |         |
| 19      | Baby Roller       | CASE              |                            | 1        | 2025            |         |
| 20      | Baby Roller       | JCB               |                            | 3        | 2025            |         |
| 21      | Tandom Roller     | HAMM              |                            | 1        | 2025            |         |
| 22      | Motor Grader      | CAT               | CATERPILLAR 120K2 SERIES 2 | 9        | 2025            |         |
| 23      | Motor Grader      | CASE              | CASE 845 B MOTER GRADER    | 2        | 2025            |         |
| 24      | Excavator         | JCB               |                            | 10       | 2025            |         |
| 25      | Wheel Loader      | JCB               | 4374 & JCB INDIA           | 2        | 2025            |         |
| 26      | Dozer             | CASE              |                            | 1        | 2025            |         |
| 27      | Dozer             | CAT               |                            | 4        | 2025            |         |
| 28      | Hydra             | ESCORT            | TRX 1549 XT & ESCORT       | 3        | 2025            |         |
| 29      | Hyd. Crane        | SANY              | SANY                       | 1        | 2025            |         |
| 30      | Trailer           | BHARATBENZ        | BHARATBENZ 3123R 8X2 BSIV  | 1        | 2025            |         |
| 31      | Trailer           | TATA              | LPS4018TC/32               | 2        | 2025            |         |
| 32      | Diesel Tanker     | TATA              | TATA SPC 709EX/38 BSIV     | 1        | 2025            |         |
| 33      | Diesel Tanker     | Mahindra          | BOLERO SC XL CBC 2WD       | 1        | 2025            |         |
| 34      | Boom Pressor      | TATA              | SIGNA 2823 K BS VI, 56WHD  | 1        | 2025            |         |
| 35      | Concrete Pump     | SCHWING Stetter   | DP-350                     | 1        | 2025            |         |
| 36      | Tipper            | TATA              | LPK 2518 TC/38             | 30       | 2025            |         |
| 37      | Water Tanker      | TATA              | LPK 2518 TC/38             | 5        | 2025            |         |
| 38      | Transit Mixer     | TATA              | LPK 2518 TC/38             | 9        | 2025            |         |
| 39      | Backhoe Loader    | JCB               | JCB 3DX XTRA               | 3        | 2025            |         |
| 40      | Backhoe Loader    | CAT               | BACKHOE LOADER 2WD         | 1        | 2025            |         |
| 41      | LMV               | Mahindra          | SCORPIO S10 2.2            | 2        | 2025            |         |
| 42      | LMV               | Mahindra          | BOLERO                     | 5        | 2025            |         |
| 43      | LMV               | Toyota            | FORTUNER                   | 2        | 2025            |         |
| 44      | LMV               | Mahindra          | MAHINDRA BOLERO CAMPER     | 8        | 2025            |         |

**Note: - Additional machinery shall be mobilised at site as per progress requirements.**

## Mobilization of Resources

| SR. NO.                           | EMPLOYEES NAME       | DESIGNATION           | DEPARTMENT         | REMARKS |
|-----------------------------------|----------------------|-----------------------|--------------------|---------|
| <b>A - Operation</b>              |                      |                       |                    |         |
| 1                                 | Manoj Kumar          | Chief Project Manager | Project            |         |
| 2                                 | Amod Kumar           | Project Manager       | Highway            |         |
| 3                                 | Kundan Sharma        | Project Manager       | Structure          |         |
| <b>B - Planning &amp; Billing</b> |                      |                       |                    |         |
| 1                                 | Yogesh Sharma        | Manager               | Planning & Billing |         |
| 2                                 | Nitesh Yadav         | Asst. Manager         | Planning & Billing |         |
| 3                                 | Ramesh Dangi         | Sr. Engineer          | Planning & Billing |         |
| 4                                 | Lovey Johnson        | Sr. Engineer          | Planning & Billing |         |
| 5                                 | Virendra Pal Rathore | DEO                   | Planning & Billing |         |
| <b>C - Highway</b>                |                      |                       |                    |         |
| 1                                 | Vinay Kumar          | Sr Engineer           | Highway            |         |
| 2                                 | Bipin Kanojia        | Sr Engineer           | Highway            |         |
| 3                                 | Vikas Kumar Pandey   | Sr Engineer           | Highway            |         |
| 4                                 | Ashish Kumar         | Sr Engineer           | Highway            |         |
| 5                                 | Arvind Kumar         | Engineer              | Highway            |         |
| 6                                 | Ashish Kumar         | Engineer              | Highway            |         |
| 7                                 | Sanoj Kumar          | Engineer              | Highway            |         |
| 8                                 | Ashif Hussain Ansari | Supervisor            | Highway            |         |
| 9                                 | Praveen Kumar Singh  | Supervisor            | Highway            |         |
| 10                                | Bhanwara Ram         | Supervisor            | Highway            |         |
| <b>D - Structure</b>              |                      |                       |                    |         |
| 1                                 | Shubham Saini        | DPM Structure         | Structure          |         |
| 2                                 | Yogesh Kumar         | Sr Engineer           | Structure          |         |
| 3                                 | Vikas Kumar Singh    | Sr Engineer           | Structure          |         |
| 4                                 | Rohit Singh          | Sr Engineer           | Structure          |         |
| 5                                 | Muni Lal Singh       | Executive             | Structure          |         |
| 6                                 | Umesh Singh          | Executive             | Structure          |         |
| 7                                 | Raj Kumar            | Executive             | Structure          |         |
| <b>E - QA/QC</b>                  |                      |                       |                    |         |
| 1                                 | Manoj Kumar Dhakar   | Manager QA/QC         | QA/QC              |         |
| 2                                 | Munna Kumar Nirala   | Asst. Manager QA/QC   | QA/QC              |         |
| 3                                 | Shailesh Kumar       | Sr. Lab Tech          | QA/QC              |         |
| 4                                 | Rajesh Kumar         | Engineer              | QA/QC              |         |
| 5                                 | Bijaya Kumar Bhuyan  | Sr. Lab Technician    | QA/QC              |         |
| 6                                 | Narendra             | Lab Tech              | QA/QC              |         |
| 7                                 | Ladu Singh           | Lab Tech              | QA/QC              |         |

## Mobilization of Resources

| SR. NO.                       | EMPLOYEES NAME          | DESIGNATION  | DEPARTMENT      | REMARKS |
|-------------------------------|-------------------------|--------------|-----------------|---------|
| 8                             | Santosh Kumar Gupta     | Lab Tech     | QA/QC           |         |
| 9                             | Naman Pratap Singh      | Lab Tech     | QA/QC           |         |
| 10                            | Ramesh Mirdha           | Lab Tech     | QA/QC           |         |
| 11                            | Lab Helpers (10 Nos.)   | Lab Helpers  | QA/QC           |         |
| <b>F - Survey</b>             |                         |              |                 |         |
| 1                             | Pramod Kumar            | Sr. Surveyor | Survey          |         |
| 2                             | Krishan Kant Verma      | TS Operator  | Survey          |         |
| 3                             | Dhanna Ram              | Surveyor     | Survey          |         |
| 4                             | Gopi Ram                | Surveyor     | Survey          |         |
| 5                             | Alok Yadav              | Surveyor     | Survey          |         |
| 6                             | Dilip                   | Surveyor     | Survey          |         |
| 7                             | Chain Roop Sharma       | Surveyor     | Survey          |         |
| 8                             | Raju                    | Surveyor     | Survey          |         |
| 9                             | Samir Kumar             | Surveyor     | Survey          |         |
| 10                            | Raj Kumar               | Surveyor     | Survey          |         |
| 11                            | Babu Lal Nayal          | Surveyor     | Survey          |         |
| 12                            | Kamlesh Choudhary       | Surveyor     | Survey          |         |
| 13                            | Jagdish Choudhary       | Surveyor     | Survey          |         |
| 14                            | Dinesh Bhichar          | Surveyor     | Survey          |         |
| 15                            | Jitendra                | Surveyor     | Survey          |         |
| 16                            | Mahendra Jakhar         | Surveyor     | Survey          |         |
| 17                            | Poora Ram               | Surveyor     | Survey          |         |
| 18                            | Mahendra Bhinchar       | Surveyor     | Survey          |         |
| 19                            | Babu Lal                | Surveyor     | Survey          |         |
| 20                            | Bhala Ram Choudhry      | Surveyor     | Survey          |         |
| 21                            | Raju Ram Choudhary      | Surveyor     | Survey          |         |
| 22                            | Shivam Pandey           | DEO          | Survey          |         |
| 23                            | Survey Helper (06 Nos.) | Helper       | Survey          |         |
| <b>G -Legal &amp; Liaison</b> |                         |              |                 |         |
| 1                             | Puneet Kumar Dubey      | AGM          | Legal & Liaison |         |
| 2                             | Shankar Singh           | Officer      | Liaison         |         |
| <b>H -HR/Admin</b>            |                         |              |                 |         |
| 1                             | Anupam Singh            | Manager      | HR/Admin        |         |
| <b>I -Accounts</b>            |                         |              |                 |         |
| 1                             | Gunesh Ram Vishnoi      | Accountant   | Accounts        |         |
| 2                             | Asheesh Singh Bhadouria | Accountant   | Accounts        |         |
| <b>J - Safety</b>             |                         |              |                 |         |

## Mobilization of Resources

| SR. NO.                          | EMPLOYEES NAME            | DESIGNATION             | DEPARTMENT        | REMARKS |
|----------------------------------|---------------------------|-------------------------|-------------------|---------|
| 1                                | A K Mohanty               | Manager                 |                   |         |
| <b>K - Utility Shifting</b>      |                           |                         |                   |         |
| 1                                | Gopal Lal Dhabhai         | Engineer                | Utility Shifting  |         |
| <b>L - Store/Purchase</b>        |                           |                         |                   |         |
| 1                                | Abhishek Singh            | Manager                 | Store/Purchase    |         |
| 2                                | Ramesh Saran              | Procurement             | Store/Purchase    |         |
| 3                                | Naresh Panday             | Store Incharge          | Store/Purchase    |         |
| 4                                | Prithvi Raj Singh         | Store Incharge          | Store/Purchase    |         |
| 5                                | Vikash                    | Diesel Supervisor       | Store/Purchase    |         |
| 6                                | Luna Ram                  | DEO Store               | Store/Purchase    |         |
| 7                                | Dinesh                    | Purchase                | Store/Purchase    |         |
| 8                                | Jitendra Choudhary        | Store Keeper            | Store/Purchase    |         |
| 9                                | Supervisor (04 Nos)       | Supervisor              | Store/Purchase    |         |
| <b>M - Plant &amp; Machinery</b> |                           |                         |                   |         |
| 1                                | Shailendra Kumar Upadhyay | Sr Engineer             | Plant & Machinery |         |
| 2                                | Ramesh                    | Supervisor              | Plant & Machinery |         |
| 3                                | Raj Kumar                 | HM Plant Operator       | Plant & Machinery |         |
| 4                                | Hari Narayan              | HM Plant Astt Operator  | Plant & Machinery |         |
| 5                                | Banwari Lal Meena         | WMM Plant Operator      | Plant & Machinery |         |
| 6                                | Ramesh Hadat              | WMM Plant Operator      | Plant & Machinery |         |
| 7                                | Vinay Kumar               | RMC Plant Operator      | Plant & Machinery |         |
| 8                                | Chandan Kumar             | RMC Plant Operator      | Plant & Machinery |         |
| 9                                | Abhishek Kumar            | RMC Plant Operator      | Plant & Machinery |         |
| 10                               | Sanjay Sharma             | RMC Plant Operator      | Plant & Machinery |         |
| 11                               | Suresh Singh              | Astt DBM Plant Operator | Plant & Machinery |         |
| 12                               | Vishambar Singh           | RMC Plant Operator      | Plant & Machinery |         |
| 13                               | Bharat Kumar              | Plant Supervisor        | Plant & Machinery |         |
| 14                               | Sunil Kumar Patel         | Sr Engineer             | Plant & Machinery |         |
| 15                               | Chena Ram                 | Plant Supervisor        | Plant & Machinery |         |
| 16                               | Rana Ram                  | Plant Supervisor        | Plant & Machinery |         |
| 17                               | Lokesh Kourav             | Supervisor              | Plant & Machinery |         |
| 18                               | Sukh Pal Meena            | Supervisor              | Plant & Machinery |         |
| 19                               | Sharwan Kumar             | Plant Supervisor        | Plant & Machinery |         |
| 20                               | Brijesh Kumar             | DBM Paver Operator      | Plant & Machinery |         |
| 21                               | Shamim Ali                | Concrete Pump Operator  | Plant & Machinery |         |
| 22                               | Mahaveer Poonia           | Plant Supervisor        | Plant & Machinery |         |
| 23                               | Nurul Haq Islam           | Welder                  | Plant & Machinery |         |

## Mobilization of Resources

| SR. NO. | EMPLOYEES NAME                       | DESIGNATION           | DEPARTMENT        | REMARKS |
|---------|--------------------------------------|-----------------------|-------------------|---------|
| 24      | Sabuddin                             | Welder                | Plant & Machinery |         |
| 25      | Boduram Gurjar                       | Welder                | Plant & Machinery |         |
| 26      | Sunil Kumar                          | Mechanic              | Plant & Machinery |         |
| 27      | Ayub Khan                            | Mechanic              | Plant & Machinery |         |
| 28      | Akash Kumar Vishwakarma              | Mechanic              | Plant & Machinery |         |
| 29      | Sada Vraksha Vishwakarma             | Mechanic              | Plant & Machinery |         |
| 30      | Hem Kumar                            | Mechanic              | Plant & Machinery |         |
| 31      | Md Asalam                            | Grease Man            | Plant & Machinery |         |
| 32      | Chaman                               | Tyre Fitter           | Plant & Machinery |         |
| 33      | Gulab Chandra                        | Electrician           | Plant & Machinery |         |
| 34      | Pintu Kumar                          | Electrician           | Plant & Machinery |         |
| 35      | Thakur Singh                         | Auto Electrician      | Plant & Machinery |         |
| 36      | Shembhu Ram                          | Weigh Bridge Operator | Plant & Machinery |         |
| 37      | Vikram                               | Weigh Bridge Operator | Plant & Machinery |         |
| 38      | Yogesh                               | Weigh Bridge Operator | Plant & Machinery |         |
| 39      | Bhopal Singh Bhati                   | Weigh Bridge Operator | Plant & Machinery |         |
| 40      | Harman Ram                           | Weigh Bridge Operator | Plant & Machinery |         |
| 41      | Madan Lal                            | Weigh Bridge Operator | Plant & Machinery |         |
| 42      | Dinesh Godara                        | Weigh Bridge Operator | Plant & Machinery |         |
| 43      | Operator / Driver & Helpers 175 No's |                       |                   |         |

# Permission & Approvals

## STATUS OF PERMISSION AND APPROVALS AS PER SCHEDULE –E

| Sr. No. |   | Actual Status |
|---------|---|---------------|
| 1       | <b>State Government Permits (Quarrying Permits)</b>                                   |               |
| i       | Permission of the State Government for Extraction of boulder from quarry              | Obtained      |
| ii      | Permission of Village Panchayat & Pollution Control Board for installation of crusher | Obtained      |
| iii     | Permission of the State Government for drawing water from river/reservoir             | Obtained      |
| iv      | Any other permits or clearances required under Applicable Laws                        | Obtained      |

## Status of Design & Drawing

| A- HIGHWAY    |  |           |           |                   |           |                     |         |
|---------------|--|-----------|-----------|-------------------|-----------|---------------------|---------|
| SR. NO.       | DESCRIPTION  | TOTAL     | SUBMITTED | BALANCE TO SUBMIT | APPROVED  | BALANCE TO APPROVED | REMARKS |
|               |  | (KM.)     | (KM.)     | (KM.)             | (KM.)     | (KM.)               |         |
| 1             | Plan & Profile of Main Carriageway (Km. 102.000 to Km. 142.357)  | 40.357    | 40.357    | 0                 | 13.300    | 27.057              |         |
| 2             | Plan & Profile of Service/Slip Road (Km. 102.000 to Km. 142.357) | 17.915    | 17.915    | 0                 | 0         | 17.915              |         |
| 3             | Plan & Profile of line drain (Km. 102.000 to Km. 142.357)        | 17.915    | 17.915    | 0                 | 17.915    | 0                   |         |
| B- STRUCTURES |  |           |           |                   |           |                     |         |
| SR. NO.       | DESCRIPTION  | TOTAL     | SUBMITTED | BALANCE TO SUBMIT | APPROVED  | BALANCE TO APPROVED | REMARKS |
|               |  | (NOS)     | (NOS)     | (NOS)             | (NOS)     | (NOS)               |         |
| 1             | Pipe Culvert   | 27        | 27        | 0                 | 7         | 20                  |         |
| 2             | Box Culvert  | 17        | 15        | 2                 | 6         | 11                  |         |
| 3             | Minor Bridge   | 12        | 10        | 2                 | 1         | 11                  |         |
| 4             | LVUP   | 6         | 6         | 0                 |           | 6                   |         |
| 5             | VUP  | 15        | 13        | 2                 | 2         | 13                  |         |
| 6             | Major Bridge   | 1         | 1         | 0                 |           | 1                   |         |
| <b>TOTAL</b>  |  | <b>78</b> | <b>72</b> | <b>6</b>          | <b>16</b> | <b>62</b>           |         |

**Project:** 4-laning of Shahganj bypass end to Badi (Package-IV) of NH-146B from design km 102.000 to design km 142.357 (Design Length 40.357 km) under NH(O) in the State of Madhya Pradesh on Hybrid Annuity Mode

**Physical Progress Report Up to July-2025**

| Item   | Stage for Measurement of Physical Progress   | Unit   | Qty.   | Weightage in percentage to the Contract Price | Total Upto Date |                         |
|--|--|--------|--------|---|-----------------|-------------------------|
|  |  |        |        |   | Completed Qty.  | Physical Progress % Age |
| Road works including Culverts, Minor Bridges, Underpass, Overpass Approaches to ROB/RUB/ Major Bridges/Structures (But excluding Service Road) | <b>A- Widening and Strengthening of Existing Road</b>  |        |        |   |                 |                         |
|  | (1) Earthwork up to top of the Subgrade  | Km.    | 69.959 | 12.618%                                       | 11.520          | 2.078%                  |
|  | (2) Granular Work (Sub-Base, Shoulders)  |        |        |   |                 |                         |
|  | (a) CTSB / GSB   | Km.    | 69.959 | 4.642%  | 5.790           | 0.384%                  |
|  | (b) CTB  | Km.    | 69.959 | 1.993%  | -               | 0.000%                  |
|  | (c) AIL/WMM  | Km.    | 69.959 | 1.853%  | -               | 0.000%                  |
|  | (3) Shoulder/Median  | Km.    |        |   |                 |                         |
|  | <b>(4) Bituminous works</b>  |        |        |   |                 |                         |
|  | (c) DBM  | Km.    | 69.959 | 6.767%  | -               | 0.000%                  |
|  | (d) BC   | Km.    | 71.565 | 4.809%  | -               | 0.000%                  |
|  | <b>(5) Rigid Pavement</b>  |        |        |   |                 |                         |
|  | <b>B- New realignment/Bypass</b>   |        |        |   |                 |                         |
|  | (1) Earthwork up to top of the Subgrade  | Km.    | 9.149  | 0.950%  | 4.310           | 0.448%                  |
|  | (2) Granular Work (Sub-Base, Shoulders)  |        |        |   |                 |                         |
|  | (a) CTSB/ GSB Realignment  | Km.    | 9.149  | 0.590%  | -               | 0.000%                  |
|  | (b) CTB Realignment  | Km.    | 9.149  | 0.285%  | -               | 0.000%                  |
|  | (c) AIL Realignment  | Km.    | 9.149  | 0.265%  | -               | 0.000%                  |
|  | (3) Shoulder   | Km.    |        |   |                 |                         |
|  | <b>(4) Bituminous works</b>  |        |        |   |                 |                         |
|  | (c) DBM  | Km.    | 9.149  | 0.902%  | -               | 0.000%                  |
|  | (d) BC   | Km.    | 9.149  | 0.665%  | -               | 0.000%                  |
|  | <b>(5) Rigid Pavement</b>  |        |        |   |                 |                         |
|  | <b>C- New Culverts, Minor Bridges, Underpasses, Overpasses on existing road, realignments, bypasses:</b> |        |        |   |                 |                         |
|  | <b>1) Box Culverts (Precast)</b>   | Nos.   | 17.000 | 1.288%  | 7.450           | 0.565%                  |
|  | A. On Casting  |        |        |   |                 |                         |
|  | B. On Erection   |        |        |   |                 |                         |
|  | <b>1) Hume Pipe Culverts</b>   |        |        |   |                 |                         |
|  | A. On Casting  | Nos.   | 27.000 | 0.411%  | 12.000          | 0.183%                  |
|  | <b>(2) Minor Bridges</b>   |        |        |   |                 |                         |
|  | a) Foundation  | Nos.   | 12.000 | 1.598%  | 3.750           | 0.499%                  |
|  | b) Sub-structure   | Nos.   | 12.000 | 1.380%  | 2.750           | 0.316%                  |
|  | c) Super-structure (including crash barriers etc complete)   | Nos.   | 12.000 | 1.059%  | 2.500           | 0.221%                  |
|  | <b>(3) Cattle/Pedestrian Underpass</b>   |        |        |   |                 |                         |
|  | a) Foundation  | Nos.   |        |   |                 |                         |
|  | b) Sub-structure   | Nos.   |        |   |                 |                         |
|  | c) Super-structure (including crash barriers etc complete)   | Nos.   |        |   |                 |                         |
|  | <b>(4) Pedestrian Overpassess</b>  |        |        |   |                 |                         |
|  | a) Foundation  | Nos.   |        |   |                 |                         |
|  | b) Sub-structure   | Nos.   |        |   |                 |                         |
|  | c) Super-structure (including crash barriers etc complete)   | Nos.   |        |   |                 |                         |
| <b>(5) Grade Separated Structures</b>  |  |        |        |   |                 |                         |
| <b>(A) Underpass (VUP/LVUP)</b>  |  |        |        |   |                 |                         |
| a) Foundation  | Nos.   | 21.000 | 2.001% | 6.000   | 0.572%          |                         |
| b) Sub-structure   | Nos.   | 21.000 | 1.570% | 3.000   | 0.224%          |                         |
| c) Super-structure (including crash barriers etc complete)   | Nos.   | 21.000 | 2.893% | 1.263   | 0.174%          |                         |
| <b>(B) Overpass</b>  |  |        |        |   |                 |                         |
| a) Foundation  | Nos.   |        |        |   |                 |                         |
| b) Sub-structure   | Nos.   |        |        |   |                 |                         |
| c) Super-structure (including crash barriers etc complete)   | Nos.   |        |        |   |                 |                         |
| <b>(C) Flyover</b>   |  |        |        |   |                 |                         |
| a) Foundation  | Nos.   |        |        |   |                 |                         |
| b) Sub-structure   | Nos.   |        |        |   |                 |                         |
| c) Super-structure (including crash barriers etc complete)   | Nos.   |        |        |   |                 |                         |
| <b>(D) Foot Over bridge</b>  |  |        |        |   |                 |                         |
| a) Foundation  | Nos.   |        |        |   |                 |                         |
| b) Sub-structure   | Nos.   |        |        |   |                 |                         |
| c) Super-structure (including crash barriers etc complete)   | Nos.   |        |        |   |                 |                         |
| <b>A- Widening and Repair of Major Bridges</b>   |  |        |        |   |                 |                         |
| (1) Foundation   | Nos.   |        |        |   |                 |                         |
| (2) Sub-Structure  | Nos.   |        |        |   |                 |                         |
| (3) Super-structure (including crash barriers etc complete)  | Nos.   |        |        |   |                 |                         |
| <b>B- Widening and Repair of</b>   |  |        |        |   |                 |                         |
| <b>(a) ROB</b>   |  |        |        |   |                 |                         |
| (1) Foundation   | Nos.   |        |        |   |                 |                         |
| (2) Sub-Structure  | Nos.   |        |        |   |                 |                         |
| (3) Super-structure (including crash barriers etc complete)  | Nos.   |        |        |   |                 |                         |
| <b>(b) RUB</b>   |  |        |        |   |                 |                         |
| (1) Foundation   | Nos.   |        |        |   |                 |                         |
| (2) Sub-Structure  | Nos.   |        |        |   |                 |                         |

| Item   | Stage for Measurement of Physical Progress  | Unit   | Qty.     | Weightage in percentage to the Contract Price | Total Upto Date |                         |
|--|---|--------|----------|---|-----------------|-------------------------|
|  |   |        |          |   | Completed Qty.  | Physical Progress % Age |
|  | (3) Super-structure (including crash barriers etc complete)                                 | Nos.   |          |   |                 |                         |
|  | <b>C- New Major Bridges</b>   |        |          |   |                 |                         |
|  | (1) Foundation  |        |          |   |                 |                         |
|  | (a) Open Foundation   | Nos.   | 1.000    | 0.152%  | 0.600           | 0.091%                  |
|  | (b) Pile Foundation/Well Foundation   | Nos.   |          |   |                 |                         |
|  | (2) Sub-structure   | Nos.   | 1.000    | 0.270%  | 0.300           | 0.081%                  |
|  | (3) Super-structure (including crash barriers etc complete)                                 | Nos.   |          |   |                 |                         |
|  | (a) On Casting  | Nos.   | 1.000    | 0.279%  | 0.156           | 0.044%                  |
|  | (b) On Erection   | Nos.   | 1.000    | 0.419%  | -               | 0.000%                  |
|  | <b>D- New Rail Road Bridges</b>   |        |          |   |                 |                         |
|  | <b>(a) ROB</b>  |        |          |   |                 |                         |
|  | (1) Foundation  | Nos.   |          |   |                 |                         |
|  | (2) Sub-structure   | Nos.   |          |   |                 |                         |
|  | (3) Super-structure (including crash barriers etc complete)                                 | Nos.   |          |   |                 |                         |
|  | <b>(b) RUB</b>  |        |          |   |                 |                         |
|  | (1) Foundation  | Nos.   |          |   |                 |                         |
|  | (2) Sub-structure   | Nos.   |          |   |                 |                         |
|  | (3) Super-structure (including crash barriers etc complete)                                 | Nos.   |          |   |                 |                         |
| <b>Structures (Elevated Section, Reinforced earth)</b> | (1) Foundation  | Nos.   |          |   |                 |                         |
|  | (2) Sub-structure   | Nos.   |          |   |                 |                         |
|  | (3) Super-structure (including crash barriers etc complete)                                 | Nos.   |          |   |                 |                         |
|  | (4) Reinforced Earth Wall (Including approaches of ROB, Underpasses, Overpass, Flyover etc) | Sqm    |          |   |                 |                         |
|  | (a) On Casting  | Sqm    | 134050   | 0.926%  | 36,270.23       | 0.251%                  |
|  | (b) On Erection   | Sqm    | 134050   | 17.597%                                       | 4,580.81        | 0.601%                  |
| <b>Electrical and Public Health Utilities</b>          | (a) EHT line  | Km     |          |   |                 |                         |
|  | (b) EHT crossing  | No     |          |   |                 |                         |
|  | (c) HT/LT lines (including Transformers if any)   | Km     | 118.950  | 4.050%  | -               | 0.000%                  |
|  | (d) HT/LT crossings   | No     | 124.000  | 1.420%  | -               | 0.000%                  |
|  | (e) Water pipeline  | Km     | 7.600    | 0.740%  | -               | 0.000%                  |
|  | (f) Water pipeline crossings  | No     |          |   |                 |                         |
|  | (g) Sewage line   | Km     |          |   |                 |                         |
|  | (h) Sewage line crossings   | No     |          |   |                 |                         |
| <b>Other works</b>                                     | <b>(i) Service Roads/Slip Roads</b>   |        |          |   |                 |                         |
|  | (1) Earth Work Up to Subgrade Top   | Km.    | 35.830   | 0.871%  | 0.340           | 0.008%                  |
|  | (2) Granular Work (Sub-Base, Shoulders)   |        |          |   |                 |                         |
|  | (a) CTSB/GSB  | Km.    | 35.830   | 1.779%  | -               | 0.000%                  |
|  | (b) AIL/WMM   | Km.    | 35.830   | 0.739%  | -               | 0.000%                  |
|  | (3) Shoulders   | Km.    |          |   |                 |                         |
|  | (4) Bituminous works  |        |          |   |                 |                         |
|  | (a) DBM   | Km.    | 35.830   | 2.201%  | -               | 0.000%                  |
|  | (d) BC  | Km.    | 35.830   | 1.437%  | -               | 0.000%                  |
|  | <b>(ii) Toll Plaza</b>  | Nos.   | 1.000    | 2.487%  | -               | 0.000%                  |
|  | <b>(iii) Road Side Drains</b>   | Km.    | 35.830   | 5.707%  | 0.953           | 0.152%                  |
|  | <b>(iv) Road signs, markings, Km. Stones, Safety Devices etc.</b>                           |        |          |   |                 |                         |
|  | (a) Road signs, markings, Km. Stones, etc.  | Km.    | 40.357   | 1.915%  | -               | 0.000%                  |
|  | (f) Concrete Crash Barrier/W-beam Crash Barrier in Road works                               | Km.    | 28.770   | 3.270%  | -               | 0.000%                  |
|  | <b>(v) Project Facilities</b>   |        |          |   |                 |                         |
|  | (a) Bus Bays/ Shelters  | Nos.   |          |   |                 |                         |
|  | (b) Truck Lay Bys   | Nos.   |          |   |                 |                         |
|  | (c) Rest Areas  | Nos.   |          |   |                 |                         |
|  | <b>(vi) Highway Lighting</b>  | Nos.   | 1156.000 | 0.962%  | -               | 0.000%                  |
|  | <b>(vii) Road side plantation</b>   | Km.    | 34.979   | 0.494%  | -               | 0.000%                  |
|  | <b>(viii) Protection works</b>  |        |          |   |                 |                         |
|  | a) Boulders pitching on slopes  | Km.    |          |   |                 |                         |
|  | b) Toe/Retaining wall   | Km.    | 1.928    | 0.388%  | -               | 0.000%                  |
|  | <b>(ix) Tunnel</b>  | Km.    |          |   |                 |                         |
|  | a) Excavation   | Meter  |          |   |                 |                         |
|  | b) Construction of support system including rock bolting, lining etc.                       | Meter  |          |   |                 |                         |
|  | c) On Completion of Tunnel  | Meter  |          |   |                 |                         |
| <b>(x) Miscellaneous</b>                               |   |        |          |   |                 |                         |
| (a) Rain Water Harvesting (At Every 2 Km within ROW)   | Nos.  | 20.000 | 0.077%   | -   | 0.000%          |                         |
| (b) Boundary wall                                      | km  | 79.136 | 2.773%   | -   | 0.000%          |                         |
| (c) Culverts on Cross Road                             | Nos.  | 45.000 | 0.504%   | -   | 0.000%          |                         |
|  | <b>Total</b>  |        |          | <b>100.00%</b>                                |                 | <b>6.891%</b>           |

Project Starting 102000  
 Project Ending ( 142357  
 Ch. Interval 100 Date 31-08-2025

| LHS_RCC Drain           |           | LHS | Drain              |
|-------------------------|-----------|-----|--------------------|
| LHS-Service Road Const. |           | LHS | SR                 |
| SR Workfront Available  |           | LHS | SR                 |
| LHS-MCW Construction    | PQC       | LHS | MCW                |
|                         | DLC       | LHS | MCW                |
|                         | BC        | LHS | MCW                |
|                         | DBM       | LHS | MCW                |
|                         | GSB       | LHS | MCW                |
|                         | Sub-Grade | LHS | MCW                |
|                         | Emb. Top  | LHS | MCW                |
|                         | C&G       | LHS | MCW                |
| LHS-MCW Workfront       |           | LHS | MCW                |
| Other Hindrances        |           | LHS | MCW                |
| Workfront Available     |           | LHS | MCW                |
| Chainage                |           |     |                    |
|                         |           |     | 102+000            |
|                         |           |     | 102+100            |
|                         |           |     | 102+200            |
|                         |           |     | 102+300            |
|                         |           |     | 102+400            |
|                         |           |     | 102+500            |
|                         |           |     | 102+600            |
|                         |           |     | 102+700            |
|                         |           |     | 102+800            |
|                         |           |     | 102+900            |
|                         |           |     | 103+000            |
|                         |           |     | 103+100            |
|                         |           |     | 103+200            |
|                         |           |     | 103+300            |
|                         |           |     | 103+400            |
|                         |           |     | 103+500            |
|                         |           |     | 103+600            |
|                         |           |     | 103+700            |
|                         |           |     | 103+800            |
|                         |           |     | 103+900            |
|                         |           |     | 104+000            |
|                         |           |     | 104+100            |
|                         |           |     | 104+200            |
|                         |           |     | 104+300            |
|                         |           |     | 104+400            |
|                         |           |     | 104+500            |
|                         |           |     | 104+600            |
|                         |           |     | 104+700            |
|                         |           |     | 104+800            |
|                         |           |     | 104+900            |
|                         |           |     | 105+000            |
|                         |           |     | 105+100            |
|                         |           |     | 105+200            |
|                         |           |     | 105+300            |
|                         |           |     | 105+400            |
|                         |           |     | 105+500            |
|                         |           |     | 105+600            |
|                         |           |     | 105+700            |
|                         |           |     | 105+800            |
|                         |           |     | 105+900            |
|                         |           |     | 106+000            |
|                         |           |     | 106+100            |
|                         |           |     | 106+200            |
|                         |           |     | 106+300            |
|                         |           |     | 106+400            |
|                         |           |     | 106+500            |
|                         |           |     | 106+600            |
|                         |           |     | 106+700            |
|                         |           |     | 106+800            |
|                         |           |     | 106+900            |
|                         |           |     | 107+000            |
|                         |           |     | 107+100            |
|                         |           |     | 107+200            |
|                         |           |     | 107+300            |
|                         |           |     | 107+400            |
|                         |           |     | 107+500            |
|                         |           |     | 107+600            |
|                         |           |     | 107+700            |
|                         |           |     | 107+800            |
|                         |           |     | 107+900            |
|                         |           |     | 108+000            |
|                         |           |     | 108+100            |
|                         |           |     | 108+200            |
|                         |           |     | 108+300            |
|                         |           |     | 108+400            |
|                         |           |     | 108+500            |
|                         |           |     | 108+600            |
|                         |           |     | 108+700            |
|                         |           |     | 108+800            |
|                         |           |     | 108+900            |
|                         |           |     | 109+000            |
|                         |           |     | 109+100            |
|                         |           |     | 109+200            |
|                         |           |     | 109+300            |
|                         |           |     | 109+400            |
|                         |           |     | 109+500            |
|                         |           |     | 109+600            |
|                         |           |     | 109+700            |
|                         |           |     | 109+800            |
|                         |           |     | 109+900            |
|                         |           |     | 110+000            |
|                         |           |     | 110+100            |
|                         |           |     | 110+200            |
|                         |           |     | 110+300            |
|                         |           |     | 110+400            |
|                         |           |     | 110+500            |
| RHS-MCW Workfront       |           | RHS | MCW                |
| Other Hindrances        |           | RHS | MCW                |
| RHS-MCW Construction    | C&G       | RHS | MCW                |
|                         | Emb. Top  | RHS | MCW                |
|                         | Sub-Grade | RHS | MCW                |
|                         | GSB       | RHS | MCW                |
|                         | DBM       | RHS | MCW                |
|                         | BC        | RHS | MCW                |
|                         | DLC       | RHS | MCW                |
|                         | PQC       | RHS | MCW                |
| SR Workfront Available  |           | RHS | SR                 |
| RHS-Service Road Const. |           | RHS | SR                 |
| RHS_RCC Drain           |           | RHS | Drain              |
| RE Wall                 |           | BHS |                    |
| Status of Structures    |           |     |                    |
| Structure Chainage      |           |     |                    |
|                         |           |     | 103+100            |
|                         |           |     | 104+000            |
|                         |           |     | 104+950            |
|                         |           |     | 105+280            |
|                         |           |     | 105+740            |
|                         |           |     | 105+780            |
|                         |           |     | 106+345            |
|                         |           |     | 106+540            |
|                         |           |     | 106+710            |
|                         |           |     | 106+885            |
|                         |           |     | 107+195            |
|                         |           |     | 108+750            |
|                         |           |     | 108+850            |
|                         |           |     | 109+400            |
|                         |           |     | 109+550            |
|                         |           |     | 110+480            |
| Types of Structures     |           |     |                    |
|                         |           |     | HPC                |
|                         |           |     | LVUP               |
|                         |           |     | HPC                |
|                         |           |     | LVUP               |
|                         |           |     | MNB<br>Box Culvert |
|                         |           |     | Box Culvert        |
|                         |           |     | Box Culvert        |
|                         |           |     | Box Culvert        |
|                         |           |     | VUP                |
|                         |           |     | MNB                |
|                         |           |     | MNB<br>VUP         |
|                         |           |     | MNB<br>MJB         |
|                         |           |     | VUP                |

| Legends                     |  |
|-----------------------------|--|
| Not Started (Blank)         |  |
| Work In Progress(WIP)       |  |
| Completed(COM)              |  |
| Workfront Available (WA)    |  |
| Workfront Unavailable (WUA) |  |



Project Starting 102000  
 Project Ending ( 142357  
 Ch. Interval 100 Date 31-08-2025

| LHS_RCC Drain                        |           | LHS | Drain |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |             |         |         |         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |         |             |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |         |             |         |             |             |         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |         |         |         |         |     |     |     |     |     |     |     |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |         |         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |         |         |         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|--------------------------------------|-----------|-----|-------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|-------------|---------|---------|---------|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|---------|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|---------|-------------|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|---------|-------------|---------|-------------|-------------|---------|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|---------|---------|---------|---------|-----|-----|-----|-----|-----|-----|-----|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|---------|---------|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|---------|---------|---------|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|
| LHS-Service Road Const.              |           | LHS | SR    |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |             |         |         |         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |         |             |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |         |             |         |             |             |         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |         |         |         |         |     |     |     |     |     |     |     |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |         |         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |         |         |         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| SR Workfront Available               |           | LHS | SR    |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |             |         |         |         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |         |             |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |         |             |         |             |             |         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |         |         |         |         |     |     |     |     |     |     |     |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |         |         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |         |         |         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| LHS-MCW Construction                 | PQC       | LHS | MCW   |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |             |         |         |         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |         |             |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |         |             |         |             |             |         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |         |         |         |         |     |     |     |     |     |     |     |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |         |         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |         |         |         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|                                      | DLC       | LHS | MCW   |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |             |         |         |         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |         |             |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |         |             |         |             |             |         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |         |         |         |         |     |     |     |     |     |     |     |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |         |         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |         |         |         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|                                      | BC        | LHS | MCW   |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |             |         |         |         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |         |             |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |         |             |         |             |             |         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |         |         |         |         |     |     |     |     |     |     |     |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |         |         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |         |         |         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|                                      | DBM       | LHS | MCW   |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |             |         |         |         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |         |             |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |         |             |         |             |             |         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |         |         |         |         |     |     |     |     |     |     |     |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |         |         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |         |         |         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|                                      | GSB       | LHS | MCW   |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |             |         |         |         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |         |             |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |         |             |         |             |             |         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |         |         |         |         |     |     |     |     |     |     |     |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |         |         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |         |         |         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|                                      | Sub-Grade | LHS | MCW   |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |             |         |         |         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |         |             |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |         |             |         |             |             |         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |         |         |         |         |     |     |     |     |     |     |     |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |         |         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |         |         |         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|                                      | Emb. Top  | LHS | MCW   |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |             |         |         |         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |         |             |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |         |             |         |             |             |         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |         |         |         |         |     |     |     |     |     |     |     |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |         |         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |         |         |         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|                                      | C&G       | LHS | MCW   |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |             |         |         |         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |         |             |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |         |             |         |             |             |         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |         |         |         |         |     |     |     |     |     |     |     |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |         |         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |         |         |         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| LHS-MCW Workfront                    |           | LHS | MCW   |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |             |         |         |         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |         |             |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |         |             |         |             |             |         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |         |         |         |         |     |     |     |     |     |     |     |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |         |         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |         |         |         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Other Hindrances Workfront Available |           | LHS | MCW   |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |             |         |         |         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |         |             |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |         |             |         |             |             |         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |         |         |         |         |     |     |     |     |     |     |     |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |         |         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |         |         |         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Chainage                             |           |     |       | 119+200 | 119+300 | 119+400 | 119+500 | 119+600 | 119+700 | 119+800 | 119+900 | 120+000 | 120+100 | 120+200 | 120+300 | 120+400 | 120+500 | 120+600 | 120+700 | 120+800 | 120+900 | 121+000 | 121+100 | 121+200 | 121+300 | 121+400 | 121+500 | 121+600 | 121+700 | 121+800 | 121+900 | 122+000 | 122+100 | 122+200 | 122+300 | 122+400 | 122+500 | 122+600 | 122+700 | 122+800 | 122+900 | 123+000 | 123+100 | 123+200 | 123+300 | 123+400 | 123+500 | 123+600 | 123+700 | 123+800 | 123+900 | 124+000 | 124+100 | 124+200 | 124+300 | 124+400 | 124+500 | 124+600 | 124+700 | 124+800 | 124+900 | 125+000 | 125+100 | 125+200 | 125+300 | 125+400 | 125+500 | 125+600 | 125+700 | 125+800 | 125+900 | 126+000 | 126+100 | 126+200 | 126+300 | 126+400 | 126+500 | 126+600 | 126+700 | 126+800 | 126+900 | 127+000 | 127+100 | 127+200 | 127+300 | 127+400     | 127+500 | 127+600 | 127+700 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |         |             |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |         |             |         |             |             |         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |         |         |         |         |     |     |     |     |     |     |     |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |         |         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |         |         |         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| RHS-MCW Workfront                    |           | RHS | MCW   |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |             |         |         |         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |         |             |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |         |             |         |             |             |         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |         |         |         |         |     |     |     |     |     |     |     |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |         |         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |         |         |         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Other Hindrances                     |           | RHS | MCW   |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |             |         |         |         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |         |             |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |         |             |         |             |             |         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |         |         |         |         |     |     |     |     |     |     |     |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |         |         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |         |         |         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| RHS-MCW Construction                 | C&G       | RHS | MCW   |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |             |         |         |         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |         |             |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |         |             |         |             |             |         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |         |         |         |         |     |     |     |     |     |     |     |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |         |         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |         |         |         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|                                      | Emb. Top  | RHS | MCW   |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |             |         |         |         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |         |             |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |         |             |         |             |             |         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |         |         |         |         |     |     |     |     |     |     |     |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |         |         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |         |         |         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|                                      | Sub-Grade | RHS | MCW   |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |             |         |         |         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |         |             |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |         |             |         |             |             |         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |         |         |         |         |     |     |     |     |     |     |     |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |         |         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |         |         |         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|                                      | GSB       | RHS | MCW   |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |             |         |         |         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |         |             |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |         |             |         |             |             |         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |         |         |         |         |     |     |     |     |     |     |     |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |         |         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |         |         |         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|                                      | DBM       | RHS | MCW   |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |             |         |         |         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |         |             |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |         |             |         |             |             |         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |         |         |         |         |     |     |     |     |     |     |     |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |         |         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |         |         |         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|                                      | BC        | RHS | MCW   |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |             |         |         |         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |         |             |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |         |             |         |             |             |         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |         |         |         |         |     |     |     |     |     |     |     |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |         |         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |         |         |         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|                                      | DLC       | RHS | MCW   |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |             |         |         |         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |         |             |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |         |             |         |             |             |         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |         |         |         |         |     |     |     |     |     |     |     |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |         |         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |         |         |         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|                                      | PQC       | RHS | MCW   |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |             |         |         |         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |         |             |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |         |             |         |             |             |         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |         |         |         |         |     |     |     |     |     |     |     |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |         |         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |         |         |         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| SR Workfront Available               |           | RHS | SR    |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |             |         |         |         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |         |             |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |         |             |         |             |             |         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |         |         |         |         |     |     |     |     |     |     |     |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |         |         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |         |         |         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| RHS-Service Road Const.              |           | RHS | SR    |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |             |         |         |         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |         |             |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |         |             |         |             |             |         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |         |         |         |         |     |     |     |     |     |     |     |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |         |         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |         |         |         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| RHS_RCC Drain                        |           | RHS | Drain |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |             |         |         |         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |         |             |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |         |             |         |             |             |         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |         |         |         |         |     |     |     |     |     |     |     |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |         |         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |         |         |         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| RE Wall                              |           | BHS |       |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |             |         |         |         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |         |             |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |         |             |         |             |             |         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |         |         |         |         |     |     |     |     |     |     |     |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |         |         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |         |         |         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Status of Structures                 |           |     |       |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |             |         |         |         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |         |             |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |         |             |         |             |             |         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |         |         |         |         |     |     |     |     |     |     |     |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |         |         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |         |         |         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Structure Chainage                   |           |     |       | 119+700 |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         | 120+275 | 120+300 |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         | 120+735 |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         | 122+075     |         |         |         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 122+890 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 123+235 | 123+535     |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 124+400 | 124+520     | 124+700 | 124+935     | 125+005     | 125+240 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 125+470 | 125+610 | 125+625 | 125+800 |     |     |     |     |     |     |     |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 125+980 | 126+130 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 126+280 | 126+540 | 126+630 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Types of Structures                  |           |     |       | MNB     |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         | LVUP    | HPC     |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         | MNB     |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         | Box Culvert |         |         |         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | VUP     |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | MNB     | Box Culvert |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | VUP     | Box Culvert | HPC     | Box Culvert | Box Culvert | HPC     |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | HPC     | VUP     | HPC     | HPC     | HPC | HPC | HPC | HPC | HPC | VUP | MNB |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |         |         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |         |         |         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |

| Legends                     |  |
|-----------------------------|--|
| Not Started (Blank)         |  |
| Work In Progress(WIP)       |  |
| Completed(COM)              |  |
| Workfront Available (WA)    |  |
| Workfront Unavailable (WUA) |  |





## **SAFETY & HEALTH**

- ➔ Safety Officers along with supporting staff are deployed at Site to take care of safety aspects and Traffic Management.
- ➔ Safety & Traffic Management Systems implemented at locations wherever work is in progress as per the Safety & Traffic Management plan submitted to your office vide our letter no. SBHPL/NHAI/FY24-25/63 dated 05.04.2025. Further, utmost care will be taken for safety of the work force as well as road users while carrying out the various activities.
- ➔ All culverts under construction are barricaded, with hard board, delineators & Safety tape as applicable.
- ➔ Road work under execution are barricaded with sand bags by sticking radium tape along the stretch for effective night vision.
- ➔ Identification of activity based PPE requirement and provided to all workman and enforced to use it, like Nose Mask, Spectacles, Gum boots, Hard Hat, fluorescent jackets, safety belts, safety shoes etc.
- ➔ Provision of water tankers for sprinkling water to dust control in/along works on the highway, access road, plants site and sprinkling system at crusher sites etc.
- ➔ All VUP's & Minor Bridges under construction is barricaded with hard board, Warning boards & Sign board, delineators & Safety tape, as applicable.
- ➔ Over all housekeeping in the camp and plant site.
- ➔ The awareness/training program on HSE for workers is being conducted periodically like-fire safety/flagmen/safe driving training etc. and tool box talk conducted at site on regular basis by the HSE team.
- ➔ All the structural work/form work/scaffolding taken up as per approved drawing and methodology will be assured by concerned Engineers.
- ➔ First Aid Box in available at Camp office & plants.
- ➔ All speed breakers have been painted with white strip for night visibility.
- ➔ Bushes are removed from the shoulders side to enhance better visibility wherever is required.
- ➔ Safety Officer : Mr. , Akshay Mohanty
- ➔ Safety Supervisor for Site.
- ➔ Use of Safety Jackets & Helmets will be in Routine process of Execution.
- ➔ Contractor will conduct/celebrate special safety week. The follwing activity will be carried out during road safety days.

## **SAFETY & HEALTH**

- ★ Road safety awareness programme at important location like Gram Panchayat within 2 Kms from Project Highway, all major junctions/Intersections, Bus Stand and Urban Areas, using mobile van with audio and visual effect will be conducted regularly.
- ★ Distribution of pamphlets etc to road users, all Police Station, Petrol Pumps, School and at Location where awareness programme will be conducted.
- ★ Display of "Flexi Road Sinages" banner at various prominent locations.
- ★ In house training & awareness programme at our camp for all Drivers and Operators.
- ★ Distribution of Book on Road Safety Signage & Signs (Issued by MoRTH),and Manual of Roads Safety Education to District Administrative/Police Officers.
- ➡ Vents of All Existing and Newly Constructed Structures will be opened.

**EXISTING ROAD MAINTENANCE**



Routine Maintenance of Project Highway is being carried out on Regular intervals so as to fulfil the requirement of Agreement.

## **QUALITY**

EPC Contractor has established a full fledged laboratory within the site office premises at the Following Locations:-

1. Base Camp-1 @ Km. 107+500 RHS

All required tests related to execution of various activities in Highway & Structure works as per frequencies and requirements of the IRC codal provisions are being carried out. In-house Team of EPC Contractor is conducting the tests independently to ensure quality.

The details of tests carried out are given in **Annexure-1**.

Weather report for the month is given in **Annexure-2**.

**CONSTRUCTION OF 4-LANING OF SHAHGANJ BYPASS END TO BADI (PACKAGE-IV) OF NH-146B FROM DESIGN KM 102+000 TO DESIGN KM142+357(DESIGN LENGTH 40.357 KM) UNDER NH(O) IN THE STATE OF MADHYA PRADESH ON HYBRID ANNUITY MODE**



**CLIENT** : NATIONAL HIGHWAYS AUTHORITY OF INDIA  
**CONCESSIONAIRE** : SHAHGANJ BADI HIGHWAY PRIVATE LIMITED  
**INDEPENDENT ENGINEER** : SAPTAGON ASIA PVT. LTD.  
**EPC CONTRACTOR** : MCC INFRA TECH PRIVATE LIMITED

**MONTHLY PROGRESS REPORT FOR THE MONTH OF AUGUST 2025 PACKAGE-IV**

| SL NO | DESCRIPTION                      | TYPE OF TEST                                  | FREQUENCY OF TESTING                                      | NO.OF TEST CONDUCTED TILL PREVIOUS MONTH | TOTAL TEST CONDUCTED FOR THIS MONTH | NO.OF TEST CONDUCTED FOR THE MONTH |      | NO.OF TEST CONDUCTED UPTO MONTH | TEST WITNESSED BY IE/NHAI FOR THE MONTH | REMARKS |
|-------|----------------------------------|---|---|--|-------------------------------------|------------------------------------|------|---------------------------------|---|---------|
|       |                                  |   |   |  |                                     | PASS                               | FAIL |                                 |   |         |
| 1     | OGL                              | Gradation                                     | 1 Tests/ 250 Rm   | 117                                      |                                     |                                    |      | 117                             |   |         |
|       |                                  | Proctor                                       | 1 Tests/ 250 Rm   | 117                                      |                                     |                                    |      | 117                             |   |         |
|       |                                  | Atterberg Limits                              | 1 Tests/ 250 Rm   | 117                                      |                                     |                                    |      | 117                             |   |         |
|       |                                  | Free Swell Index                              | 1 Tests/ 250 Rm   | 117                                      |                                     |                                    |      | 117                             |   |         |
|       |                                  | CBR   | As required   | 10                                       |                                     |                                    |      | 10                              |   |         |
|       |                                  | Field Density                                 | 10 Density measurement/ 3000 m <sup>2</sup>               | 1536                                     |                                     |                                    |      | 1536                            |   |         |
| 2     | BORROW AREA MATERIAL             | Gradation                                     | 2 Tests/ 3000 m <sup>3</sup>                              | 490                                      | 16                                  | 16                                 |      | 506                             | 16                                      |         |
|       |                                  | Proctor                                       | 2 Tests/ 3000 m <sup>3</sup>                              | 490                                      | 16                                  | 16                                 |      | 506                             | 16                                      |         |
|       |                                  | Atterberg Limits                              | 2 Tests/ 3000 m <sup>3</sup>                              | 490                                      | 16                                  | 16                                 |      | 506                             | 16                                      |         |
|       |                                  | Free Swell Index                              | 2 Tests/ 3000 m <sup>3</sup>                              | 490                                      | 16                                  | 16                                 |      | 506                             | 16                                      |         |
|       |                                  | CBR   | 1 Test/3000 m <sup>3</sup>                                | 243                                      | 8                                   | 8                                  |      | 251                             | 8                                       |         |
| 3     | FIELD DRY DENSITY (FDD) TEST     | Embankment Layer                              | 10 Density measurement/ 3000 m <sup>2</sup>               | 9374                                     | 150                                 | 150                                |      | 9524                            | 30                                      |         |
|       |                                  | Subgrade layer                                | 10 Density measurement/ 2000 m <sup>2</sup>               | 2611                                     |                                     |                                    |      | 2611                            |   |         |
|       |                                  | Shoulder                                      | 10 Density measurement/ 2000 m <sup>2</sup>               |  |                                     |                                    |      |                                 |   |         |
| 4     | GRANULAR SUBBASE [ G.S.B ]       | Gradation                                     | 1 Test/ 400 m <sup>3</sup>                                | 78                                       |                                     |                                    |      | 78                              |   |         |
|       |                                  | Atterberg's Limits                            | 1 Test/ 400 m <sup>3</sup>                                | 67                                       |                                     |                                    |      | 67                              |   |         |
|       |                                  | Proctor                                       | As required   | 2  |                                     |                                    |      | 2                               |   |         |
|       |                                  | CBR   | As required   | 2  |                                     |                                    |      | 2                               |   |         |
|       |                                  | AIV   | As required   | 26                                       |                                     |                                    |      | 26                              |   |         |
|       |                                  | Field Density                                 | 1 Test/ 1000 m <sup>2</sup>                               | 486                                      |                                     |                                    |      | 486                             |   |         |
| 4     | CEMENT TREATED SUB BASE [ CTSB ] | Gradation                                     | 1 Test/ 400 cum of mix                                    |  | 10                                  | 10                                 |      | 10                              | 10                                      |         |
|       |                                  | Atterberg's Limits                            | 1 Test/ 400 cum of mix                                    |  | 1                                   | 1                                  |      | 1                               | 1                                       |         |
|       |                                  | Proctor                                       | As required   |  | 1                                   | 1                                  |      | 1                               | 1                                       |         |
|       |                                  | AIV   | As required   |  | 1                                   | 1                                  |      | 1                               | 1                                       |         |
|       |                                  | 07 Days Unconfined Compressive Strength (UCS) | 1 Test of 3 Specimens 400 tonnes of mix (2 test per Day.) |  | 3                                   | 3                                  |      | 3                               | 10                                      |         |
|       |                                  | Field Density                                 | 1 Specimens of 2 Test/ 500 sq.m                           |  |                                     |                                    |      |                                 |   |         |
| 4     | CEMENT TREATED BASE [ CTB ]      | Gradation                                     | 1 Test/ 400 cum of mix                                    |  | 10                                  | 10                                 |      | 10                              | 10                                      |         |
|       |                                  | Atterberg's Limits                            | 1 Test/ 400 cum of mix                                    |  | 1                                   | 1                                  |      | 1                               | 1                                       |         |
|       |                                  | Proctor                                       | As required   |  | 1                                   | 1                                  |      | 1                               | 1                                       |         |
|       |                                  | AIV   | As required   |  | 1                                   | 1                                  |      | 1                               | 1                                       |         |

**MONTHLY PROGRESS REPORT FOR THE MONTH OF AUGUST 2025 PACKAGE-IV**

| SL NO | DESCRIPTION                             | TYPE OF TEST                                  | FREQUENCY OF TESTING                                      | NO.OF TEST CONDUCTED TILL PREVIOUS MONTH | TOTAL TEST CONDUCTED FOR THIS MONTH | NO.OF TEST CONDUCTED FOR THE MONTH |      | NO.OF TEST CONDUCTED UPTO MONTH | TEST WITNESSED BY IE/NHAI FOR THE MONTH | REMARKS |
|-------|---|---|---|--|-------------------------------------|------------------------------------|------|---------------------------------|---|---------|
|       |   |   |   |  |                                     | PASS                               | FAIL |                                 |   |         |
|       |   | 07 Days Unconfined Compressive Strength (UCS) | 1 Test of 3 Specimens 400 tonnes of mix (2 test per Day.) |  | 3                                   | 3                                  |      | 3                               | 10                                      |         |
|       |   | 07 Days Flexural Strength                     | 1 Test of 3 Specimens 400 tonnes of mix (2 test per Day.) |  | 1                                   | 1                                  |      | 1                               | 10                                      |         |
|       |   | Field Density                                 | 1 Specimens of 2 Test/ 500 sq.m                           |  |                                     |                                    |      |                                 |   |         |
|       | <b>AGGREGATE INTER LAYER [AIL]</b>      | Gradation of Mix Agg.                         | 1 Test/ 200 m <sup>3</sup>                                |  | 10                                  | 10                                 |      | 10                              | 10                                      |         |
|       |   | Atterberg's Limits                            | 1 Test/ 200 m <sup>3</sup>                                |  | 1                                   | 1                                  |      | 1                               | 1                                       |         |
|       |   | Proctor                                       | As required   |  | 1                                   | 1                                  |      | 1                               | 1                                       |         |
|       |   | AIV Test                                      | 1 Test/ 1000 m <sup>3</sup>                               |  | 1                                   | 1                                  |      | 1                               | 1                                       |         |
|       |   | Fl& El Test                                   | 1 Test/ 500 m <sup>3</sup>                                |  | 1                                   | 1                                  |      | 1                               | 1                                       |         |
|       |   | Field Density                                 | 1 Set of 3 Test/ 1000 m <sup>2</sup>                      |  |                                     |                                    |      |                                 |   |         |
| 5     | <b>WET MIX MACADAM [W.M.M]</b>          | Gradation of Mix Agg.                         | 1 Test/ 200 m <sup>3</sup>                                | 3  |                                     |                                    |      | 3                               |   |         |
|       |   | Atterberg's Limits                            | 1 Test/ 200 m <sup>3</sup>                                | 1  |                                     |                                    |      | 1                               |   |         |
|       |   | Proctor                                       | As required   | 1  |                                     |                                    |      | 1                               |   |         |
|       |   | AIV Test                                      | 1 Test/ 1000 m <sup>3</sup>                               | 1  |                                     |                                    |      | 1                               |   |         |
|       |   | Fl& El Test                                   | 1 Test/ 500 m <sup>3</sup>                                | 1  |                                     |                                    |      | 1                               |   |         |
|       |   | Field Density                                 | 1 Set of 3 Test/ 1000 m <sup>2</sup>                      |  |                                     |                                    |      |                                 |   |         |
| 6     | <b>PRIME /TACK COAT</b>                 | Quality of binder                             | 1 Samples / lot(Vehicle)                                  |  |                                     |                                    |      |                                 |   |         |
|       |   | Binder Temperature                            | At Regular intervals                                      |  |                                     |                                    |      |                                 |   |         |
|       |   | Rate of Spread of Binder                      | 3 Tests/ Day  |  |                                     |                                    |      |                                 |   |         |
| 7     | <b>BITUMEN</b>                          | Penetration                                   | 3 tests/Lot   |  |                                     |                                    |      |                                 |   |         |
|       |   | Viscosity                                     | 3 tests/Lot   |  |                                     |                                    |      |                                 |   |         |
|       |   | Softening Point                               | 3 tests/Lot   |  |                                     |                                    |      |                                 |   |         |
| 8     | <b>DENSE BITUMINOUS MACADAM [D.B.M]</b> | Agg. Impact Value                             | 1 Test/ 350 m <sup>3</sup>                                |  |                                     |                                    |      |                                 |   |         |
|       |   | Fl& El Indices                                | 1 Test/ 350 m <sup>3</sup>                                |  |                                     |                                    |      |                                 |   |         |
|       |   | Sp.Gravity & W.Absorption                     | 1 Set of Test on Source                                   |  |                                     |                                    |      |                                 |   |         |
|       |   | Mix Gradation                                 | 1 Test/400 Tons   |  |                                     |                                    |      |                                 |   |         |
|       |   | Stability of Mix                              | 1 Set/400 Tons  |  |                                     |                                    |      |                                 |   |         |
|       |   | Binder Content                                | 1Test/400 Tons  |  |                                     |                                    |      |                                 |   |         |
|       |   | Gmm   | 1Test/day/plant   |  |                                     |                                    |      |                                 |   |         |
|       |   | Density of Core                               | 1Test/ 700 m <sup>2</sup>                                 |  |                                     |                                    |      |                                 |   |         |
|       |   | Agg. Impact Value                             | 1 Test/ 350 m <sup>3</sup>                                |  |                                     |                                    |      |                                 |   |         |
|       |   | Fl& El Indices                                | 1 Test/ 350 m <sup>3</sup>                                |  |                                     |                                    |      |                                 |   |         |

**MONTHLY PROGRESS REPORT FOR THE MONTH OF AUGUST 2025 PACKAGE-IV**

| SL NO   | DESCRIPTION                       | TYPE OF TEST                         | FREQUENCY OF TESTING      | NO.OF TEST CONDUCTED TILL PREVIOUS MONTH | TOTAL TEST CONDUCTED FOR THIS MONTH | NO.OF TEST CONDUCTED FOR THE MONTH |      | NO.OF TEST CONDUCTED UPTO MONTH | TEST WITNESSED BY IE/NHAI FOR THE MONTH | REMARKS |  |
|---------|-----------------------------------|--------------------------------------|---------------------------|--|-------------------------------------|------------------------------------|------|---------------------------------|---|---------|--|
|         |                                   |                                      |                           |  |                                     | PASS                               | FAIL |                                 |   |         |  |
| 9       | <b>BITUMINOUS CONCRETE [ B.C]</b> | Sp.Gravity & W.Absorption            | 1 Set of Test             |  |                                     |                                    |      |                                 |   |         |  |
|         |                                   | Mix Gradation                        | 1 Test/400 Tons           |  |                                     |                                    |      |                                 |   |         |  |
|         |                                   | Stability of Mix                     | 1 Set/400 Tons            |  |                                     |                                    |      |                                 |   |         |  |
|         |                                   | Control of binder & Grada.in the mix | 1Test/400 Tons            |  |                                     |                                    |      |                                 |   |         |  |
|         |                                   | Gmm                                  | 1Test/day/plant           |  |                                     |                                    |      |                                 |   |         |  |
|         |                                   | Density of Core                      | 1Test/ 700 m <sup>2</sup> |  |                                     |                                    |      |                                 |   |         |  |
| 10      | <b>COMPRESSIVE STRENGTH -</b>     |                                      |                           |  |                                     |                                    |      |                                 |   |         |  |
|         | <b>CONCRETE</b>                   | <b>M -10 GRADE PCC</b>               |                           |  |                                     |                                    |      |                                 |   |         |  |
|         |                                   | 07 Days                              | As per MoRT&H             | 68                                       | 5                                   | 5                                  |      | 73                              | 3                                       |         |  |
|         |                                   | 28 Days                              |                           | 122                                      | 9                                   | 9                                  |      | 131                             | 3                                       |         |  |
|         |                                   | <b>M -15 GRADE PCC</b>               |                           |  |                                     |                                    |      |                                 |   |         |  |
|         |                                   | 07 Days                              | As per MoRT&H             | 144                                      | 4                                   | 4                                  |      | 148                             | 1                                       |         |  |
|         |                                   | 28 Days                              |                           | 221                                      | 8                                   | 8                                  |      | 229                             | 3                                       |         |  |
|         |                                   | <b>M -20 GRADE RCC</b>               |                           |  |                                     |                                    |      |                                 |   |         |  |
|         |                                   | 07 Days                              | As per MoRT&H             | 16                                       |                                     |                                    |      | 16                              |   |         |  |
|         |                                   | 28 days                              |                           | 52                                       | 3                                   | 3                                  |      | 55                              | 3                                       |         |  |
|         |                                   | <b>M -20 GRADE (KERB)</b>            |                           |  |                                     |                                    |      |                                 |   |         |  |
|         |                                   | 07 Days                              | As per MoRT&H             |  |                                     |                                    |      |                                 |   |         |  |
|         |                                   | 28 Days                              |                           |  |                                     |                                    |      |                                 |   |         |  |
|         |                                   | <b>M -25 GRADE RCC</b>               |                           |  |                                     |                                    |      |                                 |   |         |  |
|         |                                   | 07 Days                              | As per MoRT&H             | 120                                      |                                     |                                    |      | 120                             |   |         |  |
|         |                                   | 28 Days                              |                           | 213                                      | 3                                   | 3                                  |      | 216                             | 3                                       |         |  |
|         |                                   | <b>M -30 GRADE RCC &amp; Precast</b> |                           |  |                                     |                                    |      |                                 |   |         |  |
|         |                                   | 07 Days                              | As per MoRT&H             | 95                                       | 6                                   | 6                                  |      | 101                             | 3                                       |         |  |
| 28 Days | 243                               | 25                                   |                           | 25                                       |                                     | 268                                | 12   |                                 |   |         |  |
|         | <b>CONCRETE</b>                   | <b>M -35 GRADE RCC &amp; Precast</b> |                           |  |                                     |                                    |      |                                 |   |         |  |
|         |                                   | 07 Days                              | As per MoRT&H             | 326                                      | 80                                  | 80                                 |      | 406                             | 33                                      |         |  |
|         |                                   | 28 Days                              |                           | 1111                                     | 161                                 | 161                                |      | 1272                            | 61                                      |         |  |
|         |                                   | <b>M -40 GRADE RCC</b>               |                           |  |                                     |                                    |      |                                 |   |         |  |
|         |                                   | 07 Days                              | As per MoRT&H             | 90                                       | 60                                  | 60                                 |      | 150                             | 21                                      |         |  |
|         |                                   | 28 Days                              |                           | 111                                      | 114                                 | 114                                |      | 225                             | 27                                      |         |  |
|         |                                   | <b>M -45 GRADE RCC</b>               |                           |  |                                     |                                    |      |                                 |   |         |  |
|         |                                   | 07 Days                              | As per MoRT&H             |  |                                     |                                    |      |                                 |   |         |  |
|         |                                   | 28 Days                              |                           |  |                                     |                                    |      |                                 |   |         |  |
|         |                                   | <b>M -50 GRADE RCC</b>               |                           |  |                                     |                                    |      |                                 |   |         |  |
| 07 Days | As per MoRT&H                     | 3                                    | 3                         | 3  |                                     | 6                                  | 3    |                                 |   |         |  |
| 28 Days |                                   | 5                                    | 6                         | 6  |                                     | 11                                 | 6    |                                 |   |         |  |
| 11      | <b>DLC</b>                        | 07 Days                              | One set / 1000 Sqm        |  |                                     |                                    |      |                                 |   |         |  |
|         |                                   | Field Density                        | 3 Density Holes/2000 Sqm  |  |                                     |                                    |      |                                 |   |         |  |
|         |                                   | <b>M -40 GRADE</b>                   |                           |  |                                     |                                    |      |                                 |   |         |  |

**MONTHLY PROGRESS REPORT FOR THE MONTH OF AUGUST 2025 PACKAGE-IV**

| SL NO | DESCRIPTION       | TYPE OF TEST                   | FREQUENCY OF TESTING     | NO.OF TEST CONDUCTED TILL PREVIOUS MONTH | TOTAL TEST CONDUCTED FOR THIS MONTH | NO.OF TEST CONDUCTED FOR THE MONTH |      | NO.OF TEST CONDUCTED UPTO MONTH | TEST WITNESSED BY IE/NHAI FOR THE MONTH | REMARKS |
|-------|-------------------|--------------------------------|--------------------------|--|-------------------------------------|------------------------------------|------|---------------------------------|---|---------|
|       |                   |                                |                          |  |                                     | PASS                               | FAIL |                                 |   |         |
| 12    | PQC               | Cubes 07 Days                  | As per MoRT&H            |  |                                     |                                    |      |                                 |   |         |
|       |                   | 28 Days                        |                          |  |                                     |                                    |      |                                 |   |         |
|       |                   | Beams 07 Days                  |                          |  |                                     |                                    |      |                                 |   |         |
|       |                   | 28 Days                        |                          |  |                                     |                                    |      |                                 |   |         |
| 13    | CEMENT            | Consistency                    | 1 Test / week/Source     | 18                                       | 6                                   | 6                                  |      | 24                              | 2                                       |         |
|       |                   | Initial and Final Setting Time | 1 Test / week/Source     | 18                                       | 6                                   | 6                                  |      | 24                              | 2                                       |         |
|       |                   | Specific Gravity               | As & when Required       |  |                                     |                                    |      |                                 |   |         |
|       |                   | Soundness                      | 1 Test / week/Source     | 18                                       | 6                                   | 6                                  |      | 24                              | 2                                       |         |
|       |                   | Finness                        | 1 Test / week/Source     | 18                                       | 6                                   | 6                                  |      | 24                              | 2                                       |         |
|       |                   | Compressive Strength           | 1 Test / week/Source     | 48                                       | 17                                  | 17                                 |      | 65                              | 5                                       |         |
| 14    | CEMENT GROUT      | Compressive Strength           | 1 Set / Day/Girder       |  |                                     |                                    |      |                                 |   |         |
| 15    | CEMENT MORTAR     | Compressive Strength           | 1 Set / Day              |  |                                     |                                    |      |                                 |   |         |
| 16    | WATER             | Water Tests                    | Every 3 month            | 3  | 2                                   | 2                                  |      | 5                               |   |         |
| 17    | STEEL             | 32mm dia.                      | Min 2 Samples / 100 MT   | 2  | 1                                   | 1                                  |      | 3                               |   |         |
|       |                   | 25 mm dia.                     | Min 2 Samples / 100 MT   | 3  | 1                                   | 1                                  |      | 4                               |   |         |
|       |                   | 20 mm dia.                     | Min 2 Samples / 100 MT   | 5  | 1                                   | 1                                  |      | 6                               |   |         |
|       |                   | 16 mm dia.                     | Min 2 Samples / 100 MT   | 5  | 1                                   | 1                                  |      | 6                               |   |         |
|       |                   | 12 mm dia.                     | Min 2 Samples / 100 MT   | 4  | 1                                   | 1                                  |      | 5                               |   |         |
|       |                   | 10 mm dia                      | Min 2 Samples / 100 MT   | 3  | 1                                   | 1                                  |      | 4                               |   |         |
|       |                   | 8 mm dia                       | Min 2 Samples / 100 MT   | 3  |                                     |                                    |      | 3                               |   |         |
|       |                   | Structural Steel               | Each and every Lot       |  |                                     |                                    |      |                                 |   |         |
|       |                   | HT Strands                     | 1 Test /Each Coil/Lot    |  | 1                                   | 1                                  |      | 1                               |   |         |
| 18    | FINE AGGREGATE    | Sieve Analysis                 | 1 Test/day/plant/Source  | 152                                      | 31                                  | 31                                 |      | 183                             | 17                                      |         |
|       |                   | Sp.Gravity & W.Absorption      | As & when Required       | 5  |                                     |                                    |      | 5                               |   |         |
|       |                   | Organic Impurities             | As & when Required       |  |                                     |                                    |      |                                 |   |         |
| 19    | COARSE AGGREGATES | Sieve Analysis                 | 1 Test/day/plant/Source  | 359                                      | 93                                  | 93                                 |      | 452                             | 51                                      |         |
|       |                   | Sp.Gravity & W.Absorption      | As & when Required       | 6  |                                     |                                    |      | 6                               |   |         |
|       |                   | A I V Tests                    | 1 Test/week/plant/Source | 18                                       | 4                                   | 4                                  |      | 22                              | 2                                       |         |
|       |                   | E.I & F.I Index                | 1 Test/fort night/plant  | 17                                       | 4                                   | 4                                  |      | 21                              | 2                                       |         |
| 20    | CALIBRATION       | Plant                          | Every 3 month            | 2  | 1                                   | 1                                  |      | 3                               | 1                                       |         |
|       |                   | Lab. Equipments                | As per Calibration Plan  | 67                                       |                                     |                                    |      | 67                              |   |         |

**CONSTRUCTION OF 4-LANING OF SHAHGANJ BYPASS END TO BADI (PACKAGE-IV) OF NH-146B FROM DESIGN KM 102+000 TO DESIGN KM142+357(DESIGN LENGTH 40.357 KM) UNDER NH(O) IN THE STATE OF MADHYA PRADESH ON HYBRID ANNUITY MODE**



**CLIENT** : NATIONAL HIGHWAYS AUTHORITY OF INDIA  
**CONCESSIONAIRE** : SHAHGANJ BADI HIGHWAY PRIVATE LIMITED  
**INDEPENDENT ENGINEER** : SAPTAGON ASIA PVT. LTD.  
**EPC CONTRACTOR** : MCC INFRA TECH PRIVATE LIMITED

**WEATHER RECORD FOR THE MONTH AUGUST - 2025 Lab @ Ch-107+500 RHS**

| SR. No | DATE      | RAIN FALL IN (MM) | CUMM RAIN FALL IN (MM) | HUMIDITY (%) | TEMPRATURE °C |      | REMARKS |
|--------|-----------|-------------------|------------------------|--------------|---------------|------|---------|
|        |           |                   |                        |              | 8:00 AM       |      |         |
|        |           |                   |                        |              | MIN           | MAX  |         |
| 1      | 01-Aug-24 | 0.0               | 0.0                    | 95           | 25.4          | 34.7 |         |
| 2      | 02-Aug-24 | 0.0               | 0.0                    | 96           | 24.1          | 29.8 |         |
| 3      | 03-Aug-24 | 0.0               | 0.0                    | 97           | 25.1          | 32.4 |         |
| 4      | 04-Aug-24 | 0.0               | 0.0                    | 96           | 24.8          | 33.9 |         |
| 5      | 05-Aug-24 | 0.0               | 0.0                    | 95           | 25.8          | 35.9 |         |
| 6      | 06-Aug-24 | 0.0               | 0.0                    | 97           | 26.8          | 36.5 |         |
| 7      | 07-Aug-24 | 0.0               | 0.0                    | 98           | 26.5          | 36.1 |         |
| 8      | 08-Aug-24 | 3.8               | 3.8                    | 99           | 25.9          | 37.6 |         |
| 9      | 09-Aug-24 | 41.2              | 45.0                   | 99           | 24.1          | 35.8 |         |
| 10     | 10-Aug-24 | 2.6               | 47.6                   | 99           | 24.2          | 34.2 |         |
| 11     | 11-Aug-24 | 0.0               | 47.6                   | 98           | 24.6          | 34.8 |         |
| 12     | 12-Aug-24 | 0.0               | 47.6                   | 98           | 24.7          | 34.3 |         |
| 13     | 13-Aug-24 | 0.0               | 47.6                   | 98           | 25.3          | 34.9 |         |
| 14     | 14-Aug-24 | 0.0               | 47.6                   | 97           | 24.2          | 34.6 |         |
| 15     | 15-Aug-24 | 0.0               | 47.6                   | 99           | 24.7          | 34.9 |         |
| 16     | 16-Aug-24 | 0.0               | 47.6                   | 98           | 24.5          | 34.1 |         |
| 17     | 17-Aug-24 | 0.0               | 47.6                   | 99           | 25.6          | 35.6 |         |
| 18     | 18-Aug-24 | 16.4              | 64.0                   | 99           | 25.1          | 37.6 |         |
| 19     | 19-Aug-24 | 32.6              | 96.6                   | 99           | 25.9          | 37.3 |         |
| 20     | 20-Aug-24 | 14.4              | 111.0                  | 99           | 25.4          | 33.6 |         |
| 21     | 21-Aug-24 | 12.6              | 123.6                  | 99           | 25.2          | 32.5 |         |
| 22     | 22-Aug-24 | 28.2              | 151.8                  | 99           | 25.1          | 32.7 |         |
| 23     | 23-Aug-24 | 41.6              | 193.4                  | 99           | 24.4          | 33.1 |         |
| 24     | 24-Aug-24 | 16.3              | 209.7                  | 99           | 24.3          | 33.7 |         |
| 25     | 25-Aug-24 | 18.4              | 228.1                  | 99           | 24.1          | 33.4 |         |
| 26     | 26-Aug-24 | 29.2              | 257.3                  | 99           | 23.2          | 34.1 |         |
| 27     | 27-Aug-24 | 0.0               | 257.3                  | 99           | 24.4          | 36.4 |         |
| 28     | 28-Aug-24 | 0.0               | 257.3                  | 99           | 26.4          | 36.8 |         |
| 29     | 29-Aug-24 | 9.3               | 266.6                  | 99           | 26.1          | 33.4 |         |
| 30     | 30-Aug-24 | 26.4              | 293.0                  | 99           | 26.2          | 31.2 |         |
| 31     | 31-Aug-24 | 56.2              | 349.2                  | 99           | 25.3          | 32.1 |         |

**CONSTRUCTION OF 4-LANING OF SHAHGANJ BYPASS END TO BADI (PACKAGE-IV) OF NH-146B FROM DESIGN KM 102+000 TO DESIGN KM142+357(DESIGN LENGTH 40.357 KM) UNDER NH(O) IN THE STATE OF MADHYA PRADESH ON HYBRID ANNUITY MODE**



**CLIENT** : NATIONAL HIGHWAYS AUTHORITY OF INDIA  
**CONCESSIONAIRE** : SHAHGANJ BADI HIGHWAY PRIVATE LIMITED  
**INDEPENDENT ENGINEER** : SAPTAGON ASIA PVT. LTD.  
**EPC CONTRACTOR** : MCC INFRATECH PRIVATE LIMITED

**LIST OF LAB EQUIPMENTS @ Ch-107+500 RHS, JAWAHARKHEDA  
(MAIN CAMP)**

| Sr. NO. | ITEM NAME                             | CAPACITY     | Total Available Qty | REMARK |
|---------|---------------------------------------|--------------|---------------------|--------|
| 1       | PROCTOR MOULD                         | 2250 CC      | 5                   |        |
| 2       | PROCTOR MOULD                         | 1000 cc      | 3                   |        |
| 3       | PROCTOR RAMMER                        | 4.89 Kg.     | 5                   |        |
| 4       | PROCTOR RAMMER                        | 2.6 Kg.      | 3                   |        |
| 5       | CUTTER SCALE FOR PROCTOR              |              | 5                   |        |
| 6       | HEMMAR (Rubber)                       |              | 2                   |        |
| 7       | HEMMAR (Iron)                         |              | 3                   |        |
| 8       | GLOVES RUBBER                         |              | 15                  |        |
| 9       | GLOVES COTTON                         |              | 15                  |        |
| 10      | C.B.R MOULD                           | 2250 cc      | 66                  |        |
| 11      | C.B.R MACHINE                         |              | 1                   |        |
| 12      | PROVING RING                          | 50 KN        | 1                   |        |
| 13      | PROVING RING                          | 30 KN        | 1                   |        |
| 14      | PROVING RING                          | 2.5 KN       | 1                   |        |
| 15      | DIFFLECTION DIAL GUAGE                | 25 MM        | 20                  |        |
| 16      | SURCHARGE WEIGHT                      | 05 Kg.       | 16                  |        |
| 17      | SURCHARGE WEIGHT                      | 2.5 Kg.      | 62                  |        |
| 18      | SPACER DISC FOR CBR                   |              | 2                   |        |
| 19      | PERFORATED PLATE                      |              | 46                  |        |
| 20      | PLUNGER FOR CBR                       |              | 5                   |        |
| 21      | TRIPOD FOR CBR                        |              | 30                  |        |
| 22      | SPATULA                               | 4 Inch       | 6                   |        |
| 23      | CONE PENETROMETER (LL/PI)             |              | 1                   |        |
| 24      | CASSGRAND APP.FOR LL/PI               |              | 1                   |        |
| 25      | MOISTURE CONTAINER                    | A SIZE       | 60                  |        |
| 26      | MOISTURE CONTAINER                    | B SIZE       | 40                  |        |
| 27      | MOISTURE CONTAINER                    | C SIZE       | 178                 |        |
| 28      | ELECTRONIC BALANCE (Platform Balance) | 200 Kg.      | 1                   |        |
| 29      | ELECTRONIC BALANCE                    | 50 Kg.       | 1                   |        |
| 30      | ELECTRONIC BALANCE                    | 30 Kg.       | 2                   |        |
| 31      | ELECTRONIC BALANCE                    | 20 Kg.       | 1                   |        |
| 32      | ELECTRONIC BALANCE                    | 10 Kg.       | 2                   |        |
| 33      | ELECTRONIC BALANCE                    | 5 Kg         | 1                   |        |
| 34      | ELECTRONIC BALANCE                    | 600 gm       | 2                   |        |
| 35      | POURING CYLINDER (SMALL) FDD SET      | 100 MM       | 2                   |        |
| 36      | POURING CYLINDER (MEDIUM) FDD SET     | 150 MM       | 2                   |        |
| 37      | POURING CYLINDER (BIG) FDD SET        | 200 mm       | 2                   |        |
| 38      | POURING CYLINDER TRAY (SMALL) FDD SET | 100 MM       | 2                   |        |
| 39      | POURING CYLINDER TRAY(MEDIUM) FDD SET | 150 MM       | 2                   |        |
| 40      | POURING CYLINDER TRAY(BIG) FDD SET    | 200 mm       | 2                   |        |
| 41      | RMM                                   | Capacity 25% | 2                   |        |
| 42      | CALCIUM CARBIDE FOR RMM               | PACKETS      | 10                  |        |

**CONSTRUCTION OF 4-LANING OF SHAHGANJ BYPASS END TO BADI (PACKAGE-IV) OF NH-146B FROM DESIGN KM 102+000 TO DESIGN KM142+357(DESIGN LENGTH 40.357 KM) UNDER NH(O) IN THE STATE OF MADHYA PRADESH ON HYBRID ANNUITY MODE**



**CLIENT** : NATIONAL HIGHWAYS AUTHORITY OF INDIA  
**CONCESSIONAIRE** : SHAHGANJ BADI HIGHWAY PRIVATE LIMITED  
**INDEPENDENT ENGINEER** : SAPTAGON ASIA PVT. LTD.  
**EPC CONTRACTOR** : MCC INFRATECH PRIVATE LIMITED

**LIST OF LAB EQUIPMENTS @ Ch-107+500 RHS, JAWAHARKHEDA  
(MAIN CAMP)**

| Sr. NO. | ITEM NAME   | CAPACITY                     | Total Available Qty | REMARK         |
|---------|---|------------------------------|---------------------|----------------|
| 43      | MEASURING CYLINDER (GLASS)                            | 100 ml.                      | 45                  |                |
| 44      | MEASURING CYLINDER (GLASS)                            | 500 ml.                      | 7                   |                |
| 45      | MEASURING CYLINDER (GLASS)                            | 1000 ml.                     | 2                   |                |
| 46      | MEASURING CYLINDER (PLASTIC)                          | 500 ml.                      | 2                   |                |
| 47      | MEASURING CYLINDER (PLASTIC)                          | 1000 ml.                     | 2                   |                |
| 48      | BEAKER (GLASS)  | 500 ml.                      | 8                   |                |
| 49      | BEAKER (GLASS)  | 1000 ml.                     | 1                   |                |
| 50      | BOROSIL FLASK   | 100 ml.                      | 1                   |                |
| 51      | GMM FILTERING FLASK WITH RUBBER                       | 500 ml                       | 1                   |                |
| 52      | GMM FILTERING FLASK WITH RUBBER                       | 2000 ml                      | 2                   |                |
| 53      | GMM FILTERING FLASK WITH RUBBER                       | 5000 ml                      | 2                   |                |
| 54      | FUNNEL  | 50mm,100mm                   | 1 Each              |                |
| 55      | PYCNOMETER BOTTEL FOR SPG                             |                              | 8                   |                |
| 56      | DEPTH MEASURING SCALE                                 | 300 mm                       | 3                   |                |
| 57      | GLASS PLATE   | 100X80 mm                    | 2                   |                |
| 58      | GLASS PLATE   | 200X200 mm                   | 2                   |                |
| 59      | GLASS PLATE   | 600X600 mm                   | 1                   |                |
| 60      | DIGITAL THERMOMETER                                   | 0°C TO 300°C                 | 6                   |                |
| 61      | GLASS THERMOMETER                                     | 0°C TO 250°C                 | 8                   |                |
| 62      | VERNIER CALIPER DIGITAL                               | 300 mm                       | 1                   |                |
| 63      | HYDROMETER  | 0.80 to 0.90 &<br>1.0 to 1.5 | 1 Each              |                |
| 64      | STOP WATCH  |                              | 2                   |                |
| 65      | HYGROMETER  | MIN. & MAX. TEMP.            | 2                   |                |
| 66      | GI TRAY (BIG SIZE)                                    | 1200X1000 MM                 | 3                   |                |
| 67      | GI TRAY (BIG SIZE)                                    | 1000X1000 MM                 | 1                   |                |
| 68      | GI TRAY (BIG SIZE)                                    | 1000X500 MM                  | 2                   |                |
| 69      | ENAMEL TRAY   | 600X450 MM                   | 6                   |                |
| 70      | GI TRAY   | 600X450 MM                   | 16                  |                |
| 71      | GI TRAY (MEDIUM SIZE)                                 | 600X400 MM                   | 1                   |                |
| 72      | GI TRAY (SMALL SIZE)                                  | 400X350MM                    | 1                   |                |
| 73      | ENAMEL TRAY (SMALL SIZE)                              | 450X300 MM                   | 15                  |                |
| 74      | GI TRAY (SMALL SIZE)                                  | 450X300 MM                   | 18                  |                |
| 75      | ENAMEL TRAY (SMALL SIZE)                              | 350X250 MM                   | 12                  |                |
| 76      | ENAMEL CIRCULAR PLATE                                 | 250MM                        | 12                  |                |
| 77      | COOLING BATH DIGITAL                                  |                              | 1                   |                |
| 78      | WATER BATH DIGITAL 60°C WITH THERMOSTATICALLY CONTROL | 30 Liter capecity            | 2                   |                |
| 79      | OVEN (BIG)  | 1250X750 MM                  | 1                   | (Sr No.160212) |

**CONSTRUCTION OF 4-LANING OF SHAHGANJ BYPASS END TO BADI (PACKAGE-IV) OF NH-146B FROM DESIGN KM 102+000 TO DESIGN KM142+357(DESIGN LENGTH 40.357 KM) UNDER NH(O) IN THE STATE OF MADHYA PRADESH ON HYBRID ANNUITY MODE**



**CLIENT** : NATIONAL HIGHWAYS AUTHORITY OF INDIA  
**CONCESSIONAIRE** : SHAHGANJ BADI HIGHWAY PRIVATE LIMITED  
**INDEPENDENT ENGINEER** : SAPTAGON ASIA PVT. LTD.  
**EPC CONTRACTOR** : MCC INFRATECH PRIVATE LIMITED

**LIST OF LAB EQUIPMENTS @ Ch-107+500 RHS, JAWAHARKHEDA  
(MAIN CAMP)**

| Sr. NO. | ITEM NAME                                 | CAPACITY                | Total Available Qty | REMARK                |
|---------|---|-------------------------|---------------------|-----------------------|
| 80      | OVEN (MEDIUM)                             | 900X600 MM              | 1                   | (Sr No.081141)        |
| 81      | OVEN (SMALL)                              | 600X600 MM              | 1                   |                       |
| 82      | DRYING OVEN                               | 225 Liter               | 2                   |                       |
| 83      | HOT PLATE                                 | 200 mm                  | 1                   |                       |
| 84      | FI GUAGE                                  |                         | 2                   |                       |
| 85      | ELONGATION GUAGE                          |                         | 2                   |                       |
| 86      | SIEVE SHAKER                              | 200mm                   | 1                   |                       |
| 87      | CYLINDER FOR BULK DENSITY OF AGG          | 3Ltr, 10 Ltr. & 30 Ltr. | 1 Set               |                       |
| 88      | BEAM MOULD                                | 15X15X70CM              | 3                   |                       |
| 89      | CONCRETE CUBE MOULD                       | 15X15X15CM              | 100                 |                       |
| 90      | GROUTING CUBE MOULD                       | 10X10X10CM              | 10                  |                       |
| 91      | CEMENT CUBE MOULDS                        | 7.06X7.06X7.06          | 34                  |                       |
| 92      | MORTAR CUBE MOULD                         | 5X5X5                   | 6                   |                       |
| 93      | SLUMP CONE WITH TEMPING RODS              |                         | 9                   |                       |
| 94      | AIV APPRATUS WITH ALL ASSESORIES          |                         | 1                   |                       |
| 95      | COMPRESSIVE STRENGTH TEST(CTM) DIGITAL    | 2000 KN                 | 1                   |                       |
| 96      | FLEXTURAL TESTING MACHINE                 | 100 KN                  | 1                   |                       |
| 97      | CONCRETE MIXER MACHINE WITH CAP           | 150 Liter Capacity      | 1                   | Electrically operated |
| 98      | VIBRATING TABLE                           | 1MX1M                   | 1                   |                       |
| 99      | CEMENT CUBE VIBRETING MACHINE             |                         | 1                   |                       |
| 100     | VICAT.APP.WITH ASS.                       |                         | 1                   |                       |
| 101     | VICAT.APP NEEDLE FOR INITIAL SETTING TIME |                         | 1                   |                       |
| 102     | VICAT.APP NEEDLE FOR FINAL SETTING TIME   |                         | 1                   |                       |
| 103     | VICAT.APP PLUNGER FOR CONSISTENCY         |                         | 1                   |                       |
| 104     | SOUNDNESS TEST APPARATUS (CEMEN           | PACKETS                 | 2                   |                       |
| 105     | LE-CHATLEIR FLASK                         |                         | 1                   |                       |
| 106     | STANDERD SAND ZONE-I,II,III               |                         | 2 Each              |                       |
| 107     | GAUGING TROWEL                            |                         | 2                   |                       |
| 108     | WIRE BASKET FOR DENSITY                   |                         | 2                   |                       |
| 109     | RIFFLE BOX (SAMPLE DIVIDER)               | 75 mm                   | 1                   |                       |
| 110     | RIFFLE BOX (SAMPLE DIVIDER)               | 53 mm                   | 1                   |                       |
| 111     | RIFFLE BOX (SAMPLE DIVIDER)               | 25 mm                   | 1                   |                       |
| 112     | SAND SCOOP (Small)                        |                         | 5                   |                       |
| 113     | CORE CUTTER MACHINE - HILTI DD-160        | 150 mm Dia              | 1                   |                       |
| 114     | CORE BIT (DIAMOND CUTTING EDGE)           | 100 mm Dia              | 2                   |                       |
| 115     | CORE BIT (DIAMOND CUTTING EDGE)           | 150 mm Dia              | 2                   |                       |
| 116     | FLOW CUP                                  |                         | 1                   |                       |
| 117     | DLC COMPECTOR (HILTI TE-1000 AIR)         |                         | 1                   |                       |

**CONSTRUCTION OF 4-LANING OF SHAHGANJ BYPASS END TO BADI (PACKAGE-IV) OF NH-146B FROM DESIGN KM 102+000 TO DESIGN KM142+357(DESIGN LENGTH 40.357 KM) UNDER NH(O) IN THE STATE OF MADHYA PRADESH ON HYBRID ANNUITY MODE**



**CLIENT** : NATIONAL HIGHWAYS AUTHORITY OF INDIA  
**CONCESSIONAIRE** : SHAHGANJ BADI HIGHWAY PRIVATE LIMITED  
**INDEPENDENT ENGINEER** : SAPTAGON ASIA PVT. LTD.  
**EPC CONTRACTOR** : MCC INFRATECH PRIVATE LIMITED

**LIST OF LAB EQUIPMENTS @ Ch-107+500 RHS, JAWAHARKHEDA  
(MAIN CAMP)**

| Sr. NO. | ITEM NAME   | CAPACITY   | Total Available Qty | REMARK |
|---------|---|------------|---------------------|--------|
| 118     | AIR METER FOR CONCRETE MIX<br>Automatic type As per ASTM C231 |            | 1                   |        |
| 119     | COMPACTION FACTOR EQUIPMENT<br>CONCRETE As per IS:5515-1983   |            | 1                   |        |
| 120     | WASH BOTTLE PLASTIC   | 1 LTR      | 1                   |        |
| 121     | 3 METER STRAIGHT EDGE AND MEASURING WEDGE                     |            | 1 Set               |        |
| 122     | Digital Depth Gage  | INSIZE     | 1                   |        |
| 123     | BITUMEN EXTRACTION MACHINE                                    |            | 1                   |        |
| 124     | MARSHALL STABILITY  |            | 1                   |        |
| 125     | COMPACTION PEDESTAL   |            | 1                   |        |
| 126     | VACUUM PUMP   |            | 1                   |        |
| 127     | RING AND BALL APPARATUS                                       |            | 1                   |        |
| 128     | BITUMEN PENETROMETER  |            | 1                   |        |
| 129     | TAR VISCOMETER  |            | 1                   |        |
| 130     | VISCOSITY BATH  |            | 1                   |        |
| 131     | MARSHAL MOULD WITH CALLOR                                     | 100 mm Dia | 12                  |        |
| 132     | RAIN GAUGE  |            | 1                   |        |
| 133     | <b>SIEVE SIZE 450 mm dia</b>                                  |            |                     |        |
|         | 125mm   |            | 2                   |        |
|         | 75mm  |            | 3                   |        |
|         | 63 mm   |            | 2                   |        |
|         | 53 mm   |            | 5                   |        |
|         | 50 mm   |            | 3                   |        |
|         | 45mm  |            | 3                   |        |
|         | 40mm  |            | 4                   |        |
|         | 37.5mm  |            | 1                   |        |
|         | 31.5mm  |            | 1                   |        |
|         | 26.5mm  |            | 5                   |        |
|         | 25mm  |            | 3                   |        |
|         | 22.4 mm   |            | 1                   |        |
|         | 20mm  |            | 4                   |        |
|         | 19mm  |            | 3                   |        |
|         | 16mm  |            | 3                   |        |
|         | 14mm  |            | 1                   |        |
|         | 13.2mm  |            | 2                   |        |
|         | 12.5mm  |            | 3                   |        |
|         | 11.2mm  |            | 2                   |        |
|         | 10mm  |            | 5                   |        |
|         | 9.5mm   |            | 5                   |        |
|         | 8mm   |            | 1                   |        |
|         | 6.7mm   |            | 1                   |        |
|         | 6.3mm   |            | 4                   |        |
|         | 5.8mm   |            | 1                   |        |
|         | 5.6mm   |            | 2                   |        |

**CONSTRUCTION OF 4-LANING OF SHAHGANJ BYPASS END TO BADI (PACKAGE-IV) OF NH-146B FROM DESIGN KM 102+000 TO DESIGN KM142+357(DESIGN LENGTH 40.357 KM) UNDER NH(O) IN THE STATE OF MADHYA PRADESH ON HYBRID ANNUITY MODE**



**CLIENT** : NATIONAL HIGHWAYS AUTHORITY OF INDIA  
**CONCESSIONAIRE** : SHAHGANJ BADI HIGHWAY PRIVATE LIMITED  
**INDEPENDENT ENGINEER** : SAPTAGON ASIA PVT. LTD.  
**EPC CONTRACTOR** : MCC INFRATECH PRIVATE LIMITED

**LIST OF LAB EQUIPMENTS @ Ch-107+500 RHS, JAWAHARKHEDA  
(MAIN CAMP)**

| Sr. NO. | ITEM NAME                          | CAPACITY | Total Available Qty | REMARK |
|---------|------------------------------------|----------|---------------------|--------|
|         | 4.75mm                             |          | 9                   |        |
|         | 2.8mm                              |          | 1                   |        |
|         | 2.36mm                             |          | 5                   |        |
|         | 1.4mm                              |          | 1                   |        |
|         | 1.18 mm                            |          | 2                   |        |
|         | LID & PAN                          |          | 2                   |        |
| 134     | <b>SIEVE SIZE 200 mm dia Brass</b> |          |                     |        |
|         | 6.3mm                              |          | 4                   |        |
|         | 4.75mm                             |          | 4                   |        |
|         | 2.36mm                             |          | 4                   |        |
|         | 2.0mm                              |          | 6                   |        |
|         | 1.7mm                              |          | 3                   |        |
|         | 1.18mm                             |          | 3                   |        |
|         | 1.0 mm                             |          | 3                   |        |
|         | 850mic                             |          | 4                   |        |
|         | 600mic                             |          | 2                   |        |
|         | 425mic                             |          | 4                   |        |
|         | 300mic                             |          | 3                   |        |
|         | 250mic                             |          | 3                   |        |
|         | 180mic                             |          | 1                   |        |
|         | 150mic                             |          | 2                   |        |
|         | 125mic                             |          | 3                   |        |
|         | 90mic                              |          | 3                   |        |
|         | 75mic                              |          | 6                   |        |
|         | 45mic                              |          | 4                   |        |
|         | LID & PAN                          |          | 3                   |        |

**CONSTRUCTION OF 4-LANING OF SHAHGANJ BYPASS END TO BADI (PACKAGE-IV) OF NH-146B FROM DESIGN KM 102+000 TO DESIGN KM142+357(DESIGN LENGTH 40.357 KM)  
UNDER NH(O) IN THE STATE OF MADHYA PRADESH ON HYBRID ANNUITY MODE**



**CLIENT** : NATIONAL HIGHWAYS AUTHORITY OF INDIA  
**CONCESSIONAIRE** : SHAHGANJ BADI HIGHWAY PRIVATE LIMITED  
**INDEPENDENT ENGINEER** : SAPTAGON ASIA PVT. LTD  
**EPC CONTRACTOR** : MCC INFRA TECH PRIVATE LIMITED

**CALIBRATION PLAN MAIN LAB @ Ch- 107+500 RHS**

| S. No. | Description of Equipment / Device | Equipment code/ Identification | Calibration Agency                     | Frequency of Calibration | Calibration Verifying Document | Date of Calibration | Next Due Date of Calibration | Remark |
|--------|-----------------------------------|--------------------------------|--|--------------------------|--------------------------------|---------------------|------------------------------|--------|
| 1      | Proctor Moulds Modified           | SBHPL/QC-1/MCC/PM/1-5          | In House                               | Every 3 months           | Available in Records           | 08-06-25            | 07-09-25                     |        |
| 2      | Proctor Moulds Standard           | SBHPL/QC-1/MCC/PM/1-3          | In House                               | Every 3 months           | Available in Records           | 08-06-25            | 07-09-25                     |        |
| 3      | Proctor Rammer 4.9kg              | SBHPL/QC-1/MCC/PH/1-5          | In House                               | Every 3 months           | Available in Records           | 08-06-25            | 07-09-25                     |        |
| 4      | Proctor Rammer 2.6kg              | SBHPL/QC-1/MCC/PH/6-8          | In House                               | Every 3 months           | Available in Records           | 08-06-25            | 07-09-25                     |        |
| 5      | CBR Moulds                        | SBHPL/QC-1/MCC/CM/1-66         | In House                               | Every 3 months           | Available in Records           | 08-06-25            | 07-09-25                     |        |
| 6      | Proving Ring 50 KN                | SBHPL/MCC/PR/50KN/01           | DVG Laboratories & Consultants Pvt.Ltd | 26 months                | Available in Records           | 12-12-24            | 12-02-27                     |        |
| 7      | Proving Ring 30 KN                | SBHPL/MCC/PR/30KN/01           | DRS Testing Technology Pvt.Ltd         | 26 months                | Available in Records           | 04-01-25            | 03-03-27                     |        |
| 8      | Proving Ring 2.5 KN               | SBHPL/MCC/PR/2.5KN/01          | DRS Testing Technology Pvt.Ltd         | 26 months                | Available in Records           | 04-01-25            | 03-03-27                     |        |
| 9      | Surcharge Weights                 | SBHPL/QC-1/MCC/SW/1-76         | In House                               | 1 Year                   | Available in Records           | 09-03-25            | 08-06-26                     |        |
| 10     | Cone Penetrometer                 | SBHPL/QC-1/MCC/CP/01           | In House                               | 1 Year                   | Available in Records           | 09-03-25            | 08-06-26                     |        |
| 11     | Moisture Containers (Steel)       | SBHPL/QC-1/MCC/MC/1-247        | In House                               | Every 3 months           | Available in Records           | 09-06-25            | 08-09-25                     |        |
| 12     | Electronic Balance 50 Kg          | SBHPL/MCC/WB/50/2              | Premium Calibration Services           | 1 Year                   | Available in Records           | 10-12-24            | 09-12-25                     |        |
| 13     | Electronic Balance 30 Kg          | SBHPL/MCC/WB/30/1-2            | Premium Calibration Services           | 1 Year                   | Available in Records           | 10-12-24            | 09-12-25                     |        |
| 14     | Electronic Balance 20 Kg          | SBHPL/MCC/WB/20/3              | Premium Calibration Services           | 1 Year                   | Available in Records           | 10-12-24            | 09-12-25                     |        |
| 15     | Electronic Balance 10 Kg          | SBHPL/MCC/WB/10/1-2            | Premium Calibration Services           | 1 Year                   | Available in Records           | 10-12-24            | 09-12-25                     |        |
| 16     | Electronic Balance 5 Kg           | SBHPL/MCC/WB/5/1               | Premium Calibration Services           | 1 Year                   | Available in Records           | 10-12-24            | 09-12-25                     |        |
| 17     | Electronic Balance 5 Kg           | SBHPL/MCC/WB/5/2               | Kumar Brother                          | 1 Year                   | Available in Records           | 15-05-25            | 14-05-26                     |        |
| 18     | Electronic Balance 600 gm         | SBHPL/MCC/WB/600/1-2           | Premium Calibration Services           | 1 Year                   | Available in Records           | 10-12-24            | 09-12-25                     |        |
| 19     | Sand Pouring Cylinder 100 mm      | SBHPL/QC-1/MCC/SPC-100/01      | In House                               | Every 3 months           | Available in Records           | 09-06-25            | 08-09-25                     |        |
| 20     | Sand Pouring Cylinder 150 mm      | SBHPL/QC-1/MCC/SPC-150/01      | In House                               | Every 3 months           | Available in Records           | 09-06-25            | 08-09-25                     |        |
| 21     | Sand Pouring Cylinder 200 mm      | SBHPL/QC-1/MCC/SPC-200/01      | In House                               | Every 3 months           | Available in Records           | 09-06-25            | 08-09-25                     |        |
| 22     | Rapid Moisture Meter (RMM)        | SBHPL/QC-1/MCC/RMM/01          | In House                               | Every 3 months           | Available in Records           | 09-06-25            | 08-09-25                     |        |
| 23     | Digital Thermometer               | SBHPL/MCC/TH/1-2               | Premium Calibration Services           | 1 Year                   | Available in Records           | 10-12-24            | 09-12-25                     |        |
| 24     | Glass Thermometer                 | SBHPL/MCC/GT/1-2               | Premium Calibration Services           | 1 Year                   | Available in Records           | 10-12-24            | 09-12-25                     |        |

**CONSTRUCTION OF 4-LANING OF SHAHGANJ BYPASS END TO BADI (PACKAGE-IV) OF NH-146B FROM DESIGN KM 102+000 TO DESIGN KM142+357(DESIGN LENGTH 40.357 KM)  
UNDER NH(O) IN THE STATE OF MADHYA PRADESH ON HYBRID ANNUITY MODE**



**CLIENT** : NATIONAL HIGHWAYS AUTHORITY OF INDIA  
**CONCESSIONAIRE** : SHAHGANJ BADI HIGHWAY PRIVATE LIMITED  
**INDEPENDENT ENGINEER** : SAPTAGON ASIA PVT. LTD  
**EPC CONTRACTOR** : MCC INFRA TECH PRIVATE LIMITED

**CALIBRATION PLAN MAIN LAB @ Ch- 107+500 RHS**

| S. No. | Description of Equipment / Device             | Equipment code/ Identification | Calibration Agency           | Frequency of Calibration | Calibration Verifying Document | Date of Calibration | Next Due Date of Calibration | Remark |
|--------|---|--------------------------------|------------------------------|--------------------------|--------------------------------|---------------------|------------------------------|--------|
| 25     | Vernier Caliper Digital                       | SBHPL/MCC/DVC/1                | Premium Calibration Services | 1 Year                   | Available in Records           | 10-12-24            | 09-12-25                     |        |
| 26     | Measuring Tape                                | SBHPL/MCC/MT/1                 | Premium Calibration Services | 1 Year                   | Available in Records           | 10-12-24            | 09-12-25                     |        |
| 27     | Stop Watch Digital                            | SBHPL/MCC/DSW/1                | Premium Calibration Services | 1 Year                   | Available in Records           | 10-12-24            | 09-12-25                     |        |
| 28     | S.S.Scale                                     | SBHPL/MCC/SS/01                | Premium Calibration Services | 1 Year                   | Available in Records           | 10-12-24            | 09-12-25                     |        |
| 29     | Flakiness Gauge                               | SBHPL/MCC/FI/01                | Premium Calibration Services | 1 Year                   | Available in Records           | 10-12-24            | 09-12-25                     |        |
| 30     | Elongation gauge                              | SBHPL/MCC/EI/01                | Premium Calibration Services | 1 Year                   | Available in Records           | 10-12-24            | 09-12-25                     |        |
| 31     | Vacuum gauge                                  | SBHPL/MCC/VG/01                | Premium Calibration Services | 1 Year                   | Available in Records           | 10-12-24            | 09-12-25                     |        |
| 32     | Bitumen Extraction Machine                    | SBHPL/MCC/BE/01                | Premium Calibration Services | 1 Year                   | Available in Records           | 10-12-24            | 09-12-25                     |        |
| 33     | Water bath Digital                            | SBHPL/MCC/WB/1-2               | Premium Calibration Services | 1 Year                   | Available in Records           | 10-12-24            | 09-12-25                     |        |
| 34     | Hot Air Oven                                  | SBHPL/MCC/OV/1-5               | Premium Calibration Services | 1 Year                   | Available in Records           | 10-12-24            | 09-12-25                     |        |
| 35     | Concrete Cube Moulds                          | SBHPL/QC-1/MCC/CCM/1-100       | In House                     | Every 3 months           | Available in Records           | 07-07-25            | 06-10-25                     |        |
| 36     | Cement Cube Moulds                            | SBHPL/QC-1/MCC/CM/1-34         | In House                     | Every 3 months           | Available in Records           | 07-07-25            | 06-10-25                     |        |
| 37     | Slump Cone                                    | SBHPL/QC-1/MCC/SC/1-9          | In House                     | Every 3 months           | Available in Records           | 08-07-25            | 06-10-25                     |        |
| 38     | AIV Appratus                                  | SBHPL/QC-1/MCC/AIV/1           | In House                     | Every 3 months           | Available in Records           | 10-01-25            | 09-01-26                     |        |
| 39     | Compressive Strength Machine (CTM) 2000 KN    | SBHPL/MCC/DCTM/01              | Asain Technology             | 1 Year                   | Available in Records           | 12-12-24            | 11-12-25                     |        |
| 40     | Flextural Testing Machine (FTM) 100 KN        | SBHPL/MCC/FTM/01               | Asain Technology             | 1 Year                   | Available in Records           | 12-12-24            | 11-12-25                     |        |
| 41     | CEMENT CUBE VIBRETING MACHINE                 | SBHPL/MCC/VM/01                | Asain Technology             | 1 Year                   | Available in Records           | 10-12-24            | 09-12-25                     |        |
| 42     | Vicat Apparatus                               | SBHPL/QC-1/MCC/VA/01           | In House                     | 1 Year                   | Available in Records           | 10-01-25            | 09-01-26                     |        |
| 43     | IS Sieve (450mm Dia)                          | SBHPL/MCC/GIS/1-26             | Premium Calibration Services | 1 Year                   | Available in Records           | 10-12-24            | 09-12-25                     |        |
| 44     | IS Sieve (200mm Dia)                          | SBHPL/MCC/BS/1-19              | Premium Calibration Services | 1 Year                   | Available in Records           | 10-12-24            | 09-12-25                     |        |
| 45     | Concrete Batching Plant (BP-01) @ 107+500 RHS | SBHPL/MCC/BP-01                | In House                     | Every 3 months           | Available in Records           | 09-07-25            | 08-10-25                     |        |
| 46     | Concrete Batching Plant (BP-02) @ 125+000 LHS | SBHPL/MCC/BP-02                | In House                     | Every 3 months           | Available in Records           | 04-08-25            | 03-11-25                     |        |

## Change of Scope

Some additional structures / culverts / service roads etc have to be provided for which COS has been notified by Authority Engineer and detailed proposal is under process with the EPC Contractor.

| COS No.   | COS Proposal Details   | Date of first submission to the Authority | Current Status  | COS Amount (INR Cr.)   | Status of Approval |
|-----------|--|---|---|--|--------------------|
| COS No.-1 | <p>Additional work coming under Change of Scope intimated to NHAI &amp; IE vide Letter No. SBHPL/NHAI/FY24-25/127 dated 16th June 2025.</p> <p>The Change of Scope Works are summarized as below:</p> <ol style="list-style-type: none"> <li>Change in Box Culvert size from (1 X 5.00 X 3.8) To (1 X 12.00 X 3.8) @ Kms 105+780</li> <li>4 no's Pipe Culvert @ Km 124+900, Km 125+020, Km 125+690 &amp; Km 126+100 at Canal Crossing in Baktra Bypass</li> <li>New Pipe Culvert @ KM 126+880 for Irrigation Canal Crossing</li> <li>New Pipe Culvert @ KM 130+520 for Irrigation Canal Crossing</li> <li>New Pipe Culvert @ KM 130+880 for irrigation Canal Crossing</li> <li>At Km 124+400 provision of Both Direction VUP (15+30+15) with Earthwork</li> <li>Additional VUP @ km. 125+000 &amp; RE Wall Approach Baktra Bypass</li> <li>Change in Minor Bridge size from (1 X 7.00) To (1 X 22.00) @ Kms 135+950 and Deletion of VUP</li> <li>Change in Box Culvert size from (1 X 5.00 X 3.7) To MNB (1 X 22.00 X 3.7) and deletion of VUP at Kms 139+930 with SR</li> <li>Additional New Box Culvert @ Km. 142+290 for irrigation canal</li> <li>Shifting of Irrigation Canal from 126+700 To 127+250 LHS from ROW</li> <li>Shifting of Irrigation Canal from Km 128.400 TO 130.500 LHS from ROW</li> <li>Construction of Toe Wall/Provision of Retaining Wall where ROW is not Available excluding Provision of Schedule-B</li> <li>Utility Shifting of GSS at km 108+150</li> <li>PHED pipe line extra work as per Schedule-B</li> <li>Change of Location of VUP (2 x 15) From Km 135+950 to Km. 102+250 Sudan Village as VIP demand</li> <li>Deletion of VUP (15+30+15) at Km 112+710 with approach</li> </ol> | 16th June 2025                            | <p>COS-I Submit for In Principal approval vide letter No. SBHPL/NHAI/FY24-25/127 dated 16th June 2025</p> <p>Observations Raised by Independent Engineer vide letter no. SAPL/MP/2025-25/441 dated 03.07.2025</p> <p>Compliance Submitted by Concessionaire vide letter no. SBHPL/NHAI/25-26/189 dated 14.07.2025</p> <p>Independent Engineer Forward the Change of Scope of Amount Rs 37.16 Cr. to Authority (NHAI) for In-principal Approval vide letter no. SAPL/MP/2025-26/644 dated 21.08.2025</p> | <p>Rs. 40.25 Crore</p> <p>Rs. 50.22 Crore</p> <p>Rs. 37.16 Crore</p> | Under process      |

## Accident Report

| Sr. No | Date | Chainage | Time of Accident | Sex (M/F) | A                 | B                  | C                          | D      | E                         | F              | G                              | H                 | I             | J              | K               | No. of Effectuated Persons |       |       | Help provided by |
|--------|------|----------|------------------|-----------|-------------------|--------------------|----------------------------|--------|---------------------------|----------------|--------------------------------|-------------------|---------------|----------------|-----------------|----------------------------|-------|-------|------------------|
|        |      |          |                  |           | Accident Location | Nature of Accident | Classification of Accident | Causes | Load condition of vehicle | Road Condition | Intersection type of condition | Weather Condition | Age of victim | Type of Victim | Type of Vehicle | Fatal                      | Major | Minor |                  |
| 1      |      |          |                  |           |                   |                    |                            |        |                           |                |                                |                   |               |                |                 |                            |       |       |                  |
| 2      |      |          |                  |           |                   |                    |                            |        |                           |                |                                |                   |               |                |                 |                            |       |       |                  |
| 3      |      |          |                  |           |                   |                    |                            |        |                           |                |                                |                   |               |                |                 |                            |       |       |                  |

**Project Work Photos & Work Zone Safety**

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**Annexure I**

**SHAHGANJ BADI HIGHWAYS PVT. LTD.**

**No work due to Rain at Km. 106+820**



**No work due to Rain at Km. 123+600**



**SHAHGANJ BADI HIGHWAYS PVT. LTD.**

**No work due to Rain at Km. 135+000**



**No work due to Rain at Km. 140+300**



**SHAHGANJ BADI HIGHWAYS PVT. LTD.**

**No work due to Rain at Km. 116+100**



**SHAHGANJ BADI HIGHWAYS PVT. LTD.**

**No work due to Rain at Km. 125+000 to 126+000**



**SHAHGANJ BADI HIGHWAYS PVT. LTD.**

**Girder Casting Work in Progress**



**SHAHGANJ BADI HIGHWAYS PVT. LTD.**

**Work in progress at Km. 108+760 MNB**



**Work in progress at Km. 106+885 VUP**



**SHAHGANJ BADI HIGHWAYS PVT. LTD.**

**Concrete Work in Progress at MJB Km 109+544 RHS A1**



**Girder Casting Work in Progress**



**SHAHGANJ BADI HIGHWAYS PVT. LTD.**

**RE Panel Casting work in Progress at Km 107+500**



**Box Culvert Segment Casting work in Progress at Km 107+500**

