

National Highways Authority of India
(Ministry of Road Transport & Highways)

Four Laning of Sethiyahopu-Cholopuram from Km. 65.960 to Km. 116.440 of NH-45C under NHDP-IV on Hybrid Annuity Mode Basis.

PATEL SETHIYAHOPU-CHOLOPURAM HIGHWAY PRIVATE LIMITED



MONTHLY PROGRESS REPORT
JULY 2021

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Executive Summary

The old National Highway (NH -45C) runs through the state of Tamil Nadu. The project road is part of the 168 km long Vikravandi to Thanjavur section of the existing National Highway 45C (NH-45C). Recently MORTH has amended the number and Length of the National Highways. The old NH 12 in the state of Tamil Nadu has become the part of the New National Highway 36. It links Chennai with Thanjavur and is 418 km long.

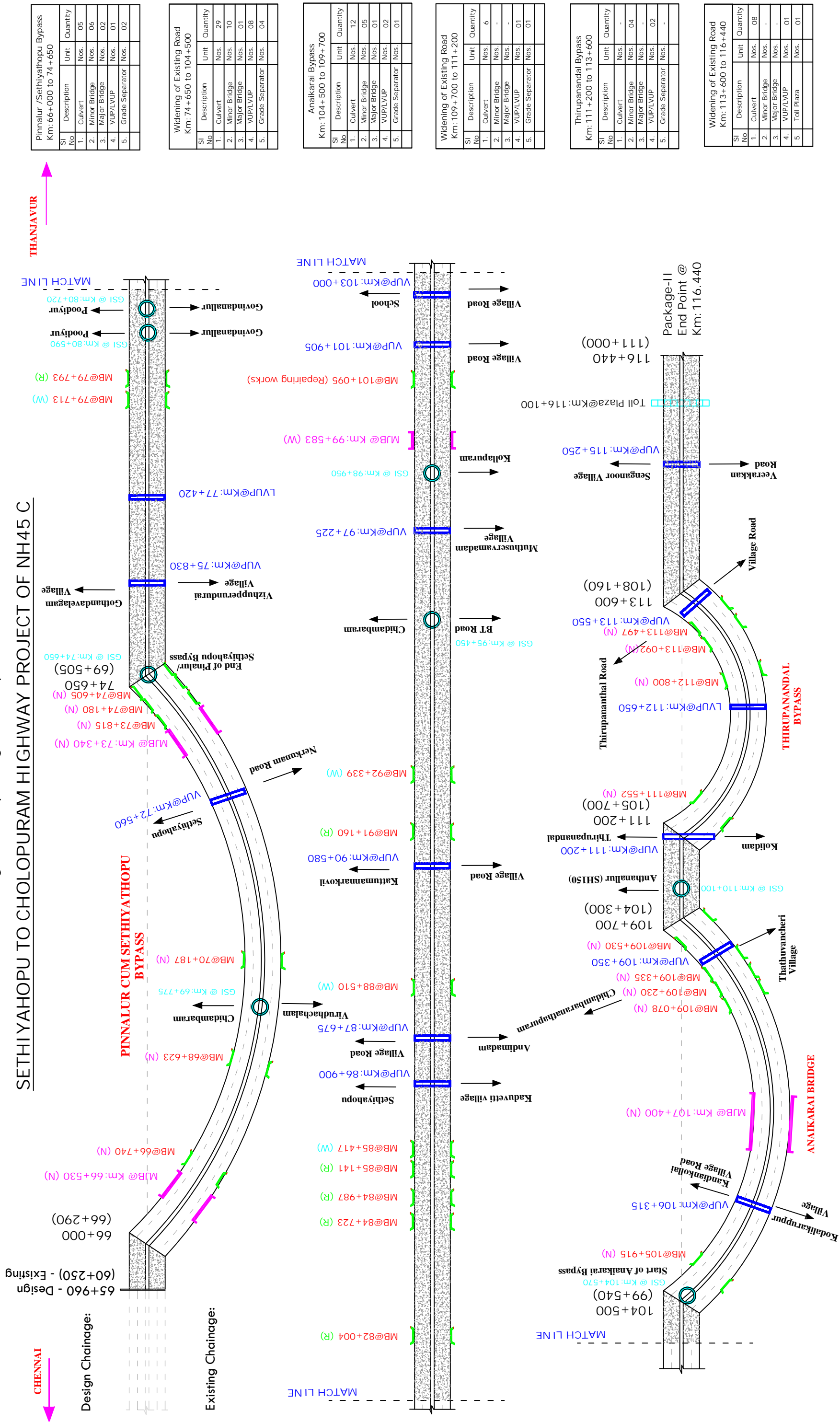
The Sethiyahopu to Cholopuram section of NH-45C is an important link to connect Metropolitan city of Chennai to religious and tourist places of Cholopuram, Thanjavur, kumbakonam, Puducherry. The project is also expected to provide improved connectivity to other religious places & other major cities like Rameswaram, Madurai, Tiruchirappalli, etc. The Project stretches passing through the 03 nos. of districts of Cuddalore, Ariyalur and Thanjavur.

Project Synopsis

The Government of India had entrusted to the National Highway Authority of India (NHAI) the development, maintenance and management of National Highway No. 45C including the section from km 65.960 to Km 116.440 (approx. 50.480 Km). The Authority had resolved to augment for four Laning of Sethiyahopu - Cholopuram from Km 65.960 to Km 116.440 section of NH - 45C in the State of Tamil Nadu under NHDP Phase-IV on design, build, operate and transfer (the "DBOT Annuity" or "Hybrid Annuity") basis.

The scope of work will broadly include rehabilitation, upgradation and widening of the existing carriageway to four - lane standards with construction of new pavement, rehabilitation of existing pavement, construction and/or rehabilitation of major and minor bridges, culverts, road intersections, interchanges, drains etc. Including those prescribed in the Concession Agreement and its Schedule and the operation and maintenance itself. The map of project road is given in Figures below. The details of habitations are given in table - 01.

Figure 2: Project Alignment Map
 SETHIYAHOPU TO CHOLOPURAM HIGHWAY PROJECT OF NH45 C



LEGEND:

- ▬ Major Bridge (MJB)
- ▬ Minor Bridge (MB)
- ▬ Grade Separated Structure
- ▬ Toll Plaza
- ▬ Vehicle Under Pass (LVUP/VUP)
- ▬ Reconstruction of Existing Road
- ▬ Bypass/Newconstruction

Salient Features of Project:

| Sl No | Description | Unit | Scope |
|-------|---------------------------|------|-------|
| 1. | Slab Culvert | Nos. | 07 |
| 6. | Minor Bridge | Nos. | 25 |
| 7. | Major Bridge | Nos. | 04 |
| 8. | VUP/LVUP | Nos. | 15 |
| 9. | Grade Separated Structure | Nos. | 08 |
| 10. | Toll Plaza | Nos. | 01 |

Drawing Title

Strip Plan - Sethiyahopu to Cholapuram Highway Project

Date: 31-08-2018

Project No. PSCHP/NHA/TN/001

Pinnaluru /Sethiyathopu Bypass
 Km: 66+000 to 74+650

| Sl No | Description | Unit | Quantity |
|-------|-----------------|------|----------|
| 1. | Culvert | Nos. | 05 |
| 2. | Minor Bridge | Nos. | 06 |
| 3. | Major Bridge | Nos. | 02 |
| 4. | VUP/LVUP | Nos. | 01 |
| 5. | Grade Separator | Nos. | 02 |

Widening of Existing Road
 Km: 74+650 to 104+500

| Sl No | Description | Unit | Quantity |
|-------|-----------------|------|----------|
| 1. | Culvert | Nos. | 29 |
| 2. | Minor Bridge | Nos. | 10 |
| 3. | Major Bridge | Nos. | 01 |
| 4. | VUP/LVUP | Nos. | 08 |
| 5. | Grade Separator | Nos. | 04 |

Anaikarai Bypass
 Km: 104+500 to 109+700

| Sl No | Description | Unit | Quantity |
|-------|-----------------|------|----------|
| 1. | Culvert | Nos. | 12 |
| 2. | Minor Bridge | Nos. | 05 |
| 3. | Major Bridge | Nos. | 01 |
| 4. | VUP/LVUP | Nos. | 02 |
| 5. | Grade Separator | Nos. | 01 |

Widening of Existing Road
 Km: 109+700 to 111+200

| Sl No | Description | Unit | Quantity |
|-------|-----------------|------|----------|
| 1. | Culvert | Nos. | 6 |
| 2. | Minor Bridge | Nos. | - |
| 3. | Major Bridge | Nos. | - |
| 4. | VUP/LVUP | Nos. | 01 |
| 5. | Grade Separator | Nos. | 01 |

Thirupananthal Bypass
 Km: 111+200 to 113+600

| Sl No | Description | Unit | Quantity |
|-------|-----------------|------|----------|
| 1. | Culvert | Nos. | - |
| 2. | Minor Bridge | Nos. | 04 |
| 3. | Major Bridge | Nos. | - |
| 4. | VUP/LVUP | Nos. | 02 |
| 5. | Grade Separator | Nos. | - |

Widening of Existing Road
 Km: 113+600 to 116+440

| Sl No | Description | Unit | Quantity |
|-------|--------------|------|----------|
| 1. | Culvert | Nos. | 08 |
| 2. | Minor Bridge | Nos. | - |
| 3. | Major Bridge | Nos. | - |
| 4. | VUP/LVUP | Nos. | 01 |
| 5. | Toll Plaza | Nos. | 01 |

Figure 1: Project Location Map

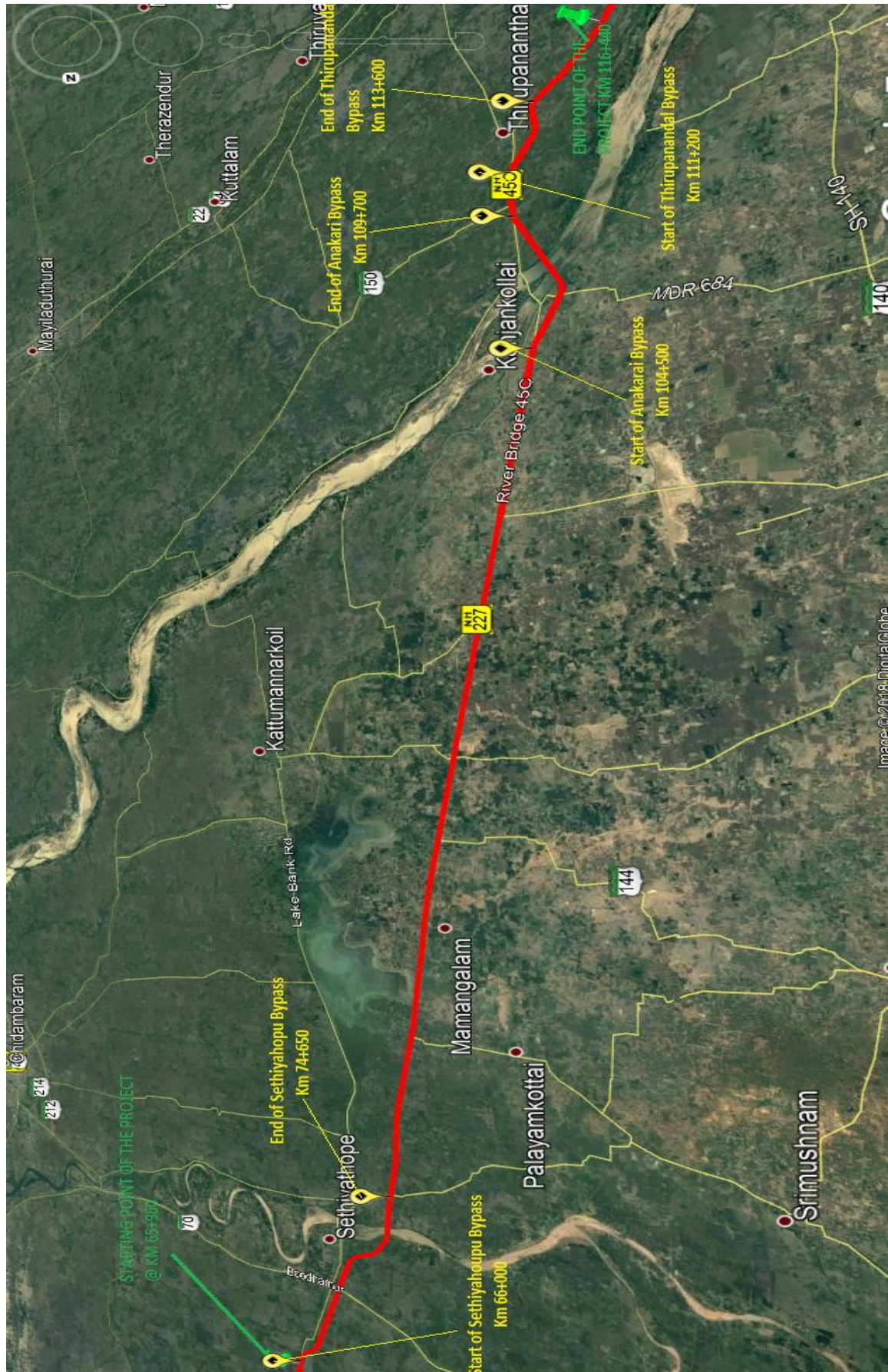


Table - 1.1: Details of Project Alignments

| Existing and Proposed Alignments | | | | | | | |
|----------------------------------|------------------------|--------|----------------------|--------|-------------|--|---------------------|
| Sl. no. | Existing Chainage (Km) | | Design Chainage (Km) | | LENGTH (Km) | TCS Type | Remarks |
| | From | To | From | To | | | |
| 1 | 60.250 | Bypass | 65.960 | 69.460 | 3.500 | Type-A-3 (Fig 2.4 of the manual) | Bypass |
| 2 | Bypass | Bypass | 69.460 | 70.090 | 0.630 | Figure 7.8- Grade separator and its approaches with RE wall and both side 5.5 m wide Slip road | |
| 3 | Bypass | Bypass | 70.090 | 72.350 | 2.260 | Type-A-3 (Fig 2.4 of the manual) | Bypass |
| 4 | Bypass | Bypass | 72.350 | 72.775 | 0.425 | Figure 7.8- Grade separator and its approaches with RE wall and both side 5.5 m wide Slip road | |
| 5 | Bypass | Bypass | 72.775 | 74.335 | 1.560 | Type-A-3 (Fig 2.4 of the manual) | Bypass |
| 6 | Bypass | 69.820 | 74.335 | 74.960 | 0.625 | Figure 7.8- Grade separator and its approaches with RE wall and both side 5.5 m wide Slip road | |
| 7 | 69.820 | 70.375 | 74.960 | 75.520 | 0.560 | Type-A-3 (Fig 2.4 of the manual) | Eccentric Widening |
| 8 | 70.375 | 71.010 | 75.520 | 76.150 | 0.630 | Figure 7.8- Grade separator and its approaches with RE wall and both side 5.5 m wide Slip road | |
| 9 | 71.010 | 71.855 | 76.150 | 76.900 | 0.750 | Type-B (Fig 2.6 of the manual) with both side service road | Eccentric Widening |
| 10 | 71.855 | 72.170 | 76.900 | 77.220 | 0.320 | Type-B (Fig 2.6 of the manual) with both side service road | Concentric Widening |
| 11 | 72.170 | 72.570 | 77.220 | 77.620 | 0.400 | Figure 7.8- Grade separator and its approaches with RE wall and both side 5.5 m wide Slip road | |
| 12 | 72.570 | 72.800 | 77.620 | 77.850 | 0.230 | Type-B (Fig 2.6 of the manual) with both side service road | Concentric Widening |
| 13 | 72.800 | 73.230 | 77.850 | 78.300 | 0.450 | Type-B (Fig 2.6 of the manual) with both side service road | Eccentric Widening |
| 14 | 73.230 | 75.105 | 78.300 | 80.150 | 1.850 | Type-A-3 (Fig 2.4 of the manual) | Eccentric Widening |
| 15 | 75.105 | 76.080 | 80.150 | 81.120 | 0.970 | Figure 7.8- Grade separator and its approaches with RE wall and both side 5.5 m wide Slip road | |
| 16 | 76.080 | 76.460 | 81.120 | 81.500 | 0.380 | TCS-1 | Concentric Widening |

| | | | | | | | |
|----|--------|--------|--------|--------|-------|--|---------------------|
| 17 | 76.460 | 77.000 | 81.500 | 82.240 | 0.740 | Type-A-3 (Fig 2.4 of the manual) | Eccentric Widening |
| 18 | 77.000 | 78.115 | 82.240 | 83.150 | 0.910 | Type-B (Fig 2.6 of the manual) with both side service road | Eccentric Widening |
| 19 | 78.115 | 79.110 | 83.150 | 84.150 | 1.000 | Type-B (Fig 2.6 of the manual) with both side service road | Concentric Widening |
| 20 | 79.110 | 79.510 | 84.150 | 84.550 | 0.400 | Type-B (Fig 2.6 of the manual) with both side service road | Eccentric Widening |
| 21 | 79.510 | 80.610 | 84.550 | 85.650 | 1.100 | Type-A-3 (Fig 2.4 of the manual) | Eccentric Widening |
| 22 | 80.610 | 81.555 | 85.650 | 86.580 | 0.930 | Type-B (Fig 2.6 of the manual) with both side service road | Concentric Widening |
| 23 | 81.555 | 82.170 | 86.580 | 87.210 | 0.630 | Figure 7.8- Grade separator and its approaches with RE wall and both side 5.5 m wide Slip road | |
| 24 | 82.170 | 82.320 | 87.210 | 87.360 | 0.150 | Type-B (Fig 2.6 of the manual) with both side service road | Concentric Widening |
| 25 | 82.320 | 82.910 | 87.360 | 87.990 | 0.630 | Figure 7.8- Grade separator and its approaches with RE wall and both side 5.5 m wide Slip road | |
| 26 | 82.910 | 83.180 | 87.990 | 88.265 | 0.275 | Type-B (Fig 2.6 of the manual) with both side service road | Concentric Widening |
| 27 | 83.180 | 83.660 | 88.265 | 88.745 | 0.480 | Type-A-3 (Fig 2.4 of the manual) | Eccentric Widening |
| 28 | 83.660 | 85.220 | 88.745 | 90.265 | 1.520 | Type-B (Fig 2.6 of the manual) with both side service road | Concentric Widening |
| 29 | 85.220 | 85.850 | 90.265 | 90.895 | 0.630 | Figure 7.8- Grade separator and its approaches with RE wall and both side 5.5 m wide Slip road | |
| 30 | 85.850 | 86.555 | 90.895 | 91.600 | 0.705 | Type-A-3 (Fig 2.4 of the manual) | Eccentric Widening |
| 31 | 86.555 | 87.015 | 91.600 | 92.050 | 0.450 | TCS-1 | Concentric Widening |
| 32 | 87.015 | 87.525 | 92.050 | 92.560 | 0.510 | Type-A-3 (Fig 2.4 of the manual) | Eccentric Widening |
| 33 | 87.525 | 90.000 | 92.560 | 95.035 | 2.475 | Type-B (Fig 2.6 of the manual) with both side service road | Concentric Widening |
| 34 | 90.000 | 90.830 | 95.035 | 95.865 | 0.830 | Figure 7.8- Grade separator and its approaches with RE wall and both side 5.5 m wide Slip road | |
| 35 | 90.830 | 91.350 | 95.865 | 96.400 | 0.535 | Type-B (Fig 2.6 of the manual) with both side service road | Concentric Widening |

| | | | | | | | |
|-----|---------|---------|---------|---------|-------|--|---------------------|
| 36 | 91.350 | 91.970 | 96.400 | 96.910 | 0.510 | TCS-1 | Concentric Widening |
| 37 | 91.970 | 92.460 | 96.910 | 97.535 | 0.625 | Figure 7.8- Grade separator and its approaches with RE wall and both side 5.5 m wide Slip road | |
| 38 | 92.460 | 93.550 | 97.535 | 98.535 | 1.000 | TCS-1 | Concentric Widening |
| 39 | 93.550 | 94.370 | 98.535 | 99.335 | 0.800 | Figure 7.8- Grade separator and its approaches with RE wall and both side 5.5 m wide Slip road | |
| 39A | 94.370 | 94.875 | 99.335 | 99.840 | 0.505 | Type-A-3 (Fig 2.4 of the manual) | Eccentric Widening |
| 40 | 94.875 | 95.350 | 99.840 | 100.300 | 0.460 | Type-B (Fig 2.6 of the manual) with both side service road | |
| 41 | 95.350 | 96.630 | 100.300 | 101.590 | 1.290 | Type-A-3 (Fig 2.4 of the manual) | Eccentric Widening |
| 42 | 96.630 | 97.260 | 101.590 | 102.225 | 0.635 | Figure 7.8- Grade separator and its approaches with RE wall and both side 5.5 m wide Slip road | |
| 43 | 97.260 | 97.720 | 102.225 | 102.685 | 0.460 | Type-B (Fig 2.6 of the manual) with both side service road | Eccentric Widening |
| 44 | 97.720 | 98.360 | 102.685 | 103.315 | 0.630 | Figure 7.8- Grade separator and its approaches with RE wall and both side 5.5 m wide Slip road | |
| 45 | 98.360 | 99.190 | 103.315 | 104.160 | 0.845 | Type-B (Fig 2.6 of the manual) with both side service road | Eccentric Widening |
| 46 | 99.190 | Bypass | 104.160 | 104.990 | 0.830 | Figure 7.8- Grade separator and its approaches with RE wall and both side 5.5 m wide Slip road | |
| 47 | Bypass | Bypass | 104.990 | 106.000 | 1.010 | Type-A-3 (Fig 2.4 of the manual) | Bypass |
| 48 | Bypass | Bypass | 106.000 | 106.625 | 0.625 | Figure 7.8- Grade separator and its approaches with RE wall and both side 5.5 m wide Slip road | |
| 49 | Bypass | Bypass | 106.625 | 109.035 | 2.410 | Type-A-3 (Fig 2.4 of the manual) | Bypass |
| 50 | Bypass | 104.260 | 109.035 | 109.660 | 0.625 | Figure 7.8- Grade separator and its approaches with RE wall and both side 5.5 m wide Slip road | |
| 51 | 104.260 | 105.015 | 109.660 | 110.515 | 0.855 | Figure 7.8- Grade separator and its approaches with RE wall and both side 5.5 m wide Slip road | |
| 52 | 105.015 | 105.390 | 110.515 | 110.890 | 0.375 | Type-B (Fig 2.6 of the manual) with both side service road | Eccentric Widening |

| | | | | | | | |
|----|---------|---------|---------|---------|-------|--|--------------------|
| 53 | 105.390 | Bypass | 110.890 | 111.515 | 0.625 | Figure 7.8- Grade separator and its approaches with RE wall and both side 5.5 m wide Slip road | |
| 54 | Bypass | Bypass | 111.515 | 112.430 | 0.915 | Type-A-3 (Fig 2.4 of the manual) | Bypass |
| 55 | Bypass | Bypass | 112.430 | 112.840 | 0.410 | Figure 7.8- Grade separator and its approaches with RE wall and both side 5.5 m wide Slip road | |
| 56 | Bypass | Bypass | 112.840 | 113.225 | 0.385 | Type-A-3 (Fig 2.4 of the manual) | Bypass |
| 57 | Bypass | 108.410 | 113.225 | 113.850 | 0.625 | Figure 7.8- Grade separator and its approaches with RE wall and both side 5.5 m wide Slip road | |
| 58 | 108.410 | 109.395 | 113.850 | 114.835 | 0.985 | Type-A-3 (Fig 2.4 of the manual) | Eccentric Widening |
| 59 | 109.395 | 110.220 | 114.835 | 115.660 | 0.825 | Figure 7.8- Grade separator and its approaches with RE wall and both side 5.5 m wide Slip road | |
| 60 | 110.220 | 111.000 | 115.660 | 116.440 | 0.780 | Type-A-3 (Fig 2.4 of the manual) | Eccentric Widening |

1. Background and Project Details

1.1. Project Overview

| | |
|---------------------------------------|---|
| Name of Work | Four Laning of Sethiyahopu-Cholopuram from Km. 65.960 to Km.116.440 of NH-45C under NHDP-IV on Hybrid Annuity Mode Basis. |
| Name of Employer | National Highways Authority of India (NHAI) G-5 & 6, Sector-10, Dwarka, New Delhi -110075 |
| Name of Concessionaire | Patel Sethiyahopu – Cholopuram Highway Pvt Ltd, Patel House, Beside Prakruti Resorts, Channi Road, Vadodara. Gujarat– 391740 Tel: +91-265 277 6678 Fax: +91-265 277 7878 |
| Independent Engineer | M/s. Theme Engineering Services Pvt. Ltd, S.F B1&B2, gateway Apartments, koranattu Karuppur, Kumbakonam – 612501. |
| EPC Contractor | M/s. Patel Infrastructure Limited, Patel House, Beside Prakruti Resorts, Channi Road,Vadodara Gujarat– 391740, Tel: +91-265 277 6678 Fax: +91-265 277 7878 |
| Design Consultant | CTL Global Services Pvt. Ltd. 101, 1st Floor, Krishna Chambers, HAL, Airport Road, Bangalore-560017 |
| Senior Lender | Punjab National Bank, Large Corporate Branch, Neelkamal Building, Opp. Sales India, Ashram Road, Ahmedabad - 380009 |
| Lenders Independent Engineers | Sharul Techno-Financial Consultancy Services Pvt. Ltd., 403, Aspire Tower 5, Amanora Park Town, Hadapsar, Pune - 411028. |
| Length of Road (Design Length) | 50.480 Kms |
| Total Bid Cost | Rs. 1461.00 Crores (as per concession agreement) |
| Date of Concession Agreement | November 9, 2017 |

| | |
|----------------------------|---|
| Concession Period | 17 Years (Construction Period 2 Years from Appointed date, Operation period 15 years from COD) |
| Appointed Date | 16.08.2018 |
| Construction Period | 2 years from Appointed date |
| Completion Date | 15.08.2020 |
| Maintenance Period | 15 years from COD |

1.2. Salient Project Features

Besides the construction of new carriageways and widening and strengthening of existing carriageways, the following table summaries the major elements of the project construction:

| | |
|-------------------------------|--|
| 4 - Lane Divided Carriage Way | 50.48 Km. |
| Service Road/ Slip Road | 26.595 Km (Slip Road = 14.510 Kms & Service Road = 12.085 Kms) |
| Major Bridge | 04 Nos. |
| Minor Bridge | 25 Nos. |
| Grade Separate Intersection | 08 Nos. |
| Vehicular Underpass | 13 Nos. |
| Light Vehicular Underpass | 2 Nos. |
| Culverts | 60 Nos. |
| Major Intersections | 07 Nos. |
| Minor Intersections | 100 Nos. |
| Bus Bays | 09 Nos. |
| Toll Plaza | 01 Nos. |

1.3. Contractual Project Milestones

Following is a listing of the Key Project Milestones:

| Mile Stone | Description | Target Date |
|----------------------|---|------------------------------|
| Mile Stone-I | Concessionaire shall expended not less than 20 % of the Total capital cost and shall have commenced construction of the project and achieved 20% of physical progress on 214 th day from the Appointed Date. | 18 th March 2019 |
| Mile Stone-II | Concessionaire shall expended not less than 35% of the Total capital cost and shall have commenced construction of the project and achieved 35% of physical progress on 334 th day from the Appointed Date. | 16 th July 2019 |
| Mile Stone-III | Concessionaire shall expended not less than 75 % of the Total capital cost and shall have commenced construction of the project and achieved 75% of physical progress on 584 th day from the Appointed Date. | 22 nd March 2020 |
| Scheduled Completion | Concessionaire shall have completed Project on 730 th day from the Appointed Date. | 15 th August 2020 |

Note: The Settlement Agreement has been signed between Concessionaire and Authority on 04.03.2021 with the target of completion of 28.345 Kms length by 31.05.2021, and further completion of additional 7.595 Kms length by 30.11.2021 i.e. up to Payment Date of 1st Annuity. The non-workable length/non-handed over length is 14.54 Km as per joint site verification by Concessionaire, IE and NHAI. This 14.54 Km length shall be handed over to the Concessionaire by 31.05.2021 and shall be completed by 31.07.2022.

Status of PCOD Proposal:-

| Sr. No. | Description | Target | Achieved as on date | Remarks |
|---------|--|---------------------------|---------------------|---------|
| 1 | Completion of 28.345 Kms by 31.05.2021 | 55.00% (803.60 Cr.) | 47.609% | |
| 2 | Completion of 35.940 Kms (i.e. 28.345 Kms + 7.595 Kms) by 30.11.2021 | 72.25% (1055.57 Crore) | | |
| 3 | Completion of balance 14.540 Kms by 31.07.2022 | 27.75% (405.43 crore) | | |

1.4. Payment milestone during Construction Period

| Payment Mile Stone | Eligibility Criteria | Payment Amount (Rs.) | Claimed Amount (Rs.) | Date of release of payment |
|--------------------|--|----------------------|----------------------|----------------------------|
| Mile Stone-I | On Achievement of 10% of Physical Progress | 116.88 Crs. | 116.88 Crs. | 04.10.2019 |
| Mile Stone-II | On Achievement of 30% of Physical Progress | 116.88 Crs. | 116.88 Crs. | 25.09.2020 |
| Mile Stone-III | On Achievement of 50% of Physical Progress | 116.88 Crs. | | |
| Mile Stone-IV | On Achievement of 75% of Physical Progress | 116.88 Crs. | | |
| Mile Stone-V | On Achievement of 90% of Physical Progress | 116.88 Crs. | | |

1.5. Permits & Approvals

| Sr. No. | Details | Authority | Current Status | Remarks |
|---------|--------------------------------------|---|----------------|--|
| 1 | Extraction of Boulders from Quarries | Dist. Mining Officer | Obtained | PIL (EPC Contractor) have executed an agreement with Mr. Thiru V. Sekar for supply of boulders that is having a valid license for extraction of boulders for the quarry at Padalur Village, Perambalur District. |
| 2 | Installation of Crusher | Village Panchayat Head | Obtained | |
| 3 | -----D O----- | Pollution Control Board | Obtained | |
| 4 | Use of Explosives | District Collector | Obtained | |
| 5 | Labour License | Labour Commissioner | Obtained | |
| 6 | Environmental Clearance | | NA | |
| 7 | Trees Cutting Permission | Forest department through NHAI | Obtained | Work in Progress |
| 8 | Electric Poles Shifting | Tamil Nadu Electricity Board | Obtained | Work in Progress |
| 9 | Water Pipes Shifting | Tamilnadu Water Supply and Drainage Board | Obtained | Work in Progress |
| 10 | Drawing Water from river/ reservoir | | NA | |

2. Right of Way Status

2.1. Land Acquisition

As per the Schedule – A of Concession Agreement, the Proposed Right of Way (ROW) is of 45 & 60 meters as per table below.

| | Design Chainage (Km) | Design Length (Km) | Width (m) | Remarks |
|---------------------------------------|----------------------|--------------------|-----------|--------------------------------------|
| Full Right of Way (full width) | | | | |
| Stretch | 65.960 to 75.150 | 9.190 | 60.00 | Within 15 days of date of Agreement. |
| Stretch | 75.150 to 82.380 | 7.230 | 45.00 | |
| Stretch | 82.380 to 83.080 | 0.700 | 60.00 | |
| Stretch | 83.080 to 84.050 | 0.970 | 45.00 | |
| Stretch | 84.050 to 86.440 | 2.390 | 60.00 | |
| Stretch | 86.440 to 87.660 | 1.220 | 52.50 | |
| Stretch | 87.660 to 91.730 | 4.070 | 45.00 | |
| Stretch | 91.730 to 93.730 | 2.000 | 52.50 | |
| Stretch | 93.730 to 95.900 | 2.170 | 45.00 | |
| Stretch | 95.900 to 99.700 | 3.800 | 60.00 | |
| Stretch | 99.700 to 104.500 | 4.800 | 30.00 | |
| Stretch | 104.500 to 109.700 | 5.200 | 60.00 | |
| Stretch | 109.700 to 110.980 | 1.280 | 30.00 | |
| Stretch | 110.980 to 113.700 | 2.720 | 60.00 | |
| Stretch | 113.700 to 116.440 | 2.740 | 30.00 | |
| Total Length | | 50.480 | | |

| | Design Chainage (Km) | Design Length (Km) | Width (m) | Remarks |
|---------|----------------------|--------------------|-----------|--|
| Stretch | 099.700 to 104.500 | 4.800 | 15.00 | Within 90(Ninety) days of the Appointed date |
| Stretch | 109.700 to 110.980 | 1.280 | 15.00 | |
| Stretch | 113.700 to 116.400 | 2.740 | 15.00 | |

Besides this, the Authority has to acquire additional land at Toll plaza location, Bus bays, Turning radius at Major junctions.

| Sl. No. | Description | Unit | Present Status | Remarks |
|---------|--|-----------|----------------|---------|
| A) | Total Length of the Project Highway | Km | 50.48 | |
| 1 | Use of Existing Road Portion | Km | 34.23 | |
| 2 | Proposed Bypass / Realignment portion | Km | 16.25 | |
| B) | Hindered Length | | | |
| 1. | Hindrance towards existing building, payment pending, NOC from PWD/WRO, teak trees etc., | Km | 20.720 | |
| 2. | Hindrance due to Electrical Lines | Km | 1.050 | |
| 3. | Hindrance due to Rural Water Supply lines | Km | 19.500 | |
| 4. | Net Hindered Length (both Side) | Km | 42.84 | |
| C) | Total Project Length (both Side) | Km | 100.96 | |
| D) | % Hindered Length | % | 42.43% | |

The details of land acquisition status and available hindrances are produced on a strip chart under section 04.

The status of compensation disbursed is as below: -

| Table 2.1-3: Compensation disbursement for land | | | | | |
|---|----------------------|-------------------------|-----------------------|------------------------------|---------|
| SL. No. | Name of the District | Total No. of Land cases | Amount paid (in Nos.) | Balance to be Paid (in Nos.) | Remarks |
| 1 | Cuddalore | 710 | 613 | 97 | |
| 2 | Ariyalur | 355 | 310 | 45 | |
| 3 | Thanjavur | 102 | 98 | 4 | |
| | Total in Nos. | 1167 | 1021 | 146 | |
| | | Total in % | 87.49% | 12.51% | |

| Table 2.1-4 - Compensation disbursement for Structures | | | | | |
|--|----------------------|-------------------------|-----------------------|------------------------------|---------|
| Sl. No. | Name of the District | Total No. of structures | Amount paid (in Nos.) | Balance to be Paid (in Nos.) | Remarks |
| 1 | Cuddalore | 383 | 333 | 50 | |
| 2 | Ariyalur | 461 | 433 | 28 | |
| 3 | Thanjavur | 148 | 96 | 52 | |
| | Total in Nos. | 992 | 862 | 130 | |
| | | Total in % | 86.89% | 13.11% | |

□ Details of Stretches Under Hindrance towards existing building, payment pending, NOC from PWD/WRO, teak trees etc.:

| Sr. No | Chainage | | Length (km) | Hindrance Length (Km) | Side | Reason | Non workable length as on 31.07.2021 (km) |
|--------|----------|---------|-------------|-----------------------|------|--|---|
| | From | To | | | | | |
| 1 | 65.960 | 66.260 | 0.300 | 0.300 | BHS | Issue Cleared. | |
| 2 | 70.900 | 71.400 | 0.500 | 0.500 | BHS | Issue Cleared. | |
| 3 | 72.350 | 72.775 | 0.425 | 0.425 | BHS | Issue Cleared. | |
| 4 | 73.100 | 74.335 | 1.235 | 1.235 | BHS | Issue Cleared. | |
| 5 | 75.520 | 76.150 | 0.630 | 0.630 | BHS | Removal of Structures | 0.630 |
| 6 | 77.050 | 77.220 | 0.170 | 0.085 | LHS | Removal of Structures | 0.085 |
| 7 | 80.100 | 81.150 | 1.050 | 1.050 | BHS | Removal of Structures | 1.050 |
| 8 | 82.050 | 82.150 | 0.100 | 0.100 | BHS | Issue Cleared. | |
| 9 | 83.400 | 84.280 | 0.880 | 0.880 | BHS | Removal of Structures | 0.880 |
| 10 | 85.800 | 86.200 | 0.400 | 0.400 | BHS | Removal of Structures | 0.400 |
| 11 | 86.400 | 86.560 | 0.160 | 0.160 | BHS | Issue Cleared. | |
| 12 | 87.360 | 87.990 | 0.630 | 0.630 | BHS | Removal of Structures | 0.630 |
| 13 | 90.265 | 90.895 | 0.630 | 0.630 | BHS | Issue Cleared. | |
| 14 | 95.035 | 95.865 | 0.830 | 0.830 | BHS | Issue Cleared. | |
| 15 | 98.500 | 99.400 | 0.900 | 0.900 | BHS | Removal of Structures | 0.900 |
| 16 | 104.990 | 106.000 | 1.010 | 1.010 | BHS | Relocation of Toll Plaza from proposed location as per CA at Km 116+100 to Km 105+500. Policy circular vide letter dated 02.11.2018 was issued according to which minimum distance between Toll Plaza in the same stretch shall not be less than 60Km. As the Toll Plaza for Cholopuram-Thanjavur section has been proposed at Km 152+000 the distance between the toll plazas was 35.900 Km only. Considering the resistance of the public and the | 1.010 |












| | | | | | | | |
|--------------|---------|---------|-------|--------|-----|---|--------|
| | | | | | | distance between the two toll plazas, alternate location was to be found out. Relocation of Toll Plaza proposals submitted to NHAI by RO Madurai on 13.10.2020. | |
| 17 | 106.625 | 109.700 | 3.075 | 3.075 | BHS | Pending Disbursement of Compensation | 3.075 |
| 18 | 113.225 | 113.850 | 0.625 | 0.625 | BHS | Pending Disbursement of Compensation | 0.625 |
| 19 | 114.400 | 114.650 | 0.250 | 0.250 | BHS | Pending Disbursement of Compensation | 0.250 |
| 20 | 114.835 | 115.660 | 0.825 | 0.825 | BHS | Removal of Structures | 0.825 |
| Total in Kms | | | | 14.540 | | | 10.360 |

The 10.36 Km. length is still under non-workable length out of 14.54 km. non-workable length as per Settlement Agreement executed on dated 04.03.2021.

Table 2.1.6 - Hindrance Photographs

| Photo | Obstruction Length (m) | LHS -Type of Hindrance | Chainage | | RHS -Type of Hindrance | Obstruction Length (m) | Photo | Remarks |
|--|------------------------|--------------------------------|----------|--------|--------------------------------|------------------------|---|---------|
| | | | From | To | | | | |
| | 240 | Veeranam Pipe Line | 65+960 | 66+200 | Veeranam Pipe Line | 240 | | |
| | | | 68+600 | | Sluice Gate (2 Nos) | 40 |  | |
|  | 150 | HT Line Crossing | 70+030 | 70+200 | | | | |
| | | | 70+700 | | Building | |  | |
|  | 550 | Agriculture Land & Trees | 71+000 | 71+550 | | | | |
|  | | Teek Farm, Pump Set & 5 Poles | 71+250 | | | |  | |
|  | | Bore Well | 71+300 | | | | | |
|  | | Borewell | 71+550 | | Borewell | |  | |
|  | | Pump Set | 72+200 | | | | | Damaged |
|  | 100 | Veera mudaiyaan natham Village | 72+450 | 72+550 | Veera mudaiyaan natham Village | 100 |  | |
|  | 10 | Hand Pump | 72+550 | | Hand Pump | 10 |  | |
|  | 50 | Pump Set & Trees | 72+700 | | | | | |
| | | | 72+850 | | Pump Set, Bore Well & Trees | |  | |
| | | | 72+900 | | Bore & Pump Set | |  | |

| Photo | Obstruction Length (m) | LHS -Type of Hindrance | Chainage | | RHS -Type of Hindrance | Obstruction Length (m) | Photo | Remarks |
|--|------------------------|------------------------|----------|--------|------------------------------------|------------------------|--|---------|
| | | | From | To | | | | |
|  | | Bore & Pump Set | 72+950 | | | | | |
| | | | 73+400 | | HT Line Tower | 20 |  | |
| | | | 73+450 | | Bore Well, Pump Set & Tree EB Pole | 50 |  | |
| | | | 74+500 | | Bore Well | |  | |
| | | | 75+565 | 75+640 | Pond | |  | |
| | | | 75+660 | | Water Tap | |  | |
|  | | Building | 75+680 | | | | | |
|  | | Bore Well & Water Tank | 75+700 | | | | | |
|  | | Hand Pump | 75+710 | | | | | |
|  | | Water Tap | 75+810 | | | | | |
|  | | Flag Pole | 75+840 | | | | | |
|  | | Water Tap | 75+880 | | | | | |
|  | | Buildings | 76+980 | | | | | |

| Photo | Obstruction Length (m) | LHS -Type of Hindrance | Chainage | | RHS -Type of Hindrance | Obstruction Length (m) | Photo | Remarks |
|--|------------------------|--|----------|--------|---|------------------------|---|---------|
| | | | From | To | | | | |
|  | | Building | 77+100 | 77+300 | | | | |
| | | | 77+220 | | Building | |  | |
| | | | 77+590 | 77+600 | Buildings | 10 |  | |
|  | | Hand Pump | 77+505 | | | | | |
| | | | 77+760 | | Water Tank & Motor Room | |  | |
|  | | Water Tank & Motor Room | 79+240 | | | | | |
|  | | Hut | 79+955 | | | | | |
|  | 400 | EB Pole, Water Tap, Trees, Telephone Pole | 80+000 | 80+500 | EB Pole, Water Tap, Trees, Telephone Pole | 400 |  | |
|  | | Water Tank, Motor Room, Hand Pump & Existing Culvert | 80+120 | | | | | |
| | | | 80+125 | | Temple | |  | |
| | | | 80+170 | | Existing Culvert | |  | |
| | | | 80+300 | 80+390 | Pond | |  | |
|  | | Transformer | 80+340 | | | | | |

| Photo | Obstruction Length (m) | LHS -Type of Hindrance | Chainage | | RHS -Type of Hindrance | Obstruction Length (m) | Photo | Remarks |
|-------|------------------------|---|----------|--------|---|------------------------|-------|---------------------------------|
| | | | From | To | | | | |
| | | Flag Poles | 80+530 | 80+570 | Flag Poles | | | 6nos |
| | | | 80+710 | | Existing Culvert | | | |
| | | Bore Well | 80+740 | | | | | |
| | | | 80+900 | | OFC | | | |
| | | | 81+325 | 81+360 | Existing Culvert & Compound Wall | | | |
| | | Transformer | 81+715 | | | | | |
| | | | 82+875 | | Existing Culvert | | | |
| | | Existing Culvert | 82+975 | | | | | |
| | 450 | Water Tap | 83+000 | 83+500 | Water Tap | 450 | | Tap - 6 |
| | | Existing Culvert | 83+205 | | | | | |
| | | Flag Post | 83+385 | | | | | |
| | | | 83+425 | | Transformer | | | 25 |
| | 450 | EB Pole, Water Tap, Trees, Telephone Pole | 83+500 | 84+000 | EB Pole, Water Tap, Trees, Telephone Pole | 450 | | Pole - 13, Tap - 37, Tree - 239 |






| Photo | Obstruction Length (m) | LHS -Type of Hindrance | Chainage | | RHS -Type of Hindrance | Obstruction Length (m) | Photo | Remarks |
|--|------------------------|------------------------|----------|--------|------------------------|------------------------|---|---------|
| | | | From | To | | | | |
| | | | 83+615 | | Temple | |  | |
|  | | EB, Transformer | 83+850 | | | | | |
| | | | 83+890 | | Flag Poles | |  | 4 nos |
| | | | 83+935 | | Water Tank | |  | |
| | | | 83+995 | | Hand Pump | |  | |
| | | | 85+090 | | OFC | |  | |
|  | | Building | 85+910 | | | | | |
|  | | Hut | 85+930 | | | | | |
| | | | 85+955 | | Temple | |  | |
| | | | 86+280 | | Temple | |  | |
| | | | 86+350 | | Bore Well | |  | |
|  | | Temple | 86+390 | | | | | |
|  | | Buildings | 86+000 | 86+700 | Buildings | |  | |

| Photo | Obstruction Length (m) | LHS -Type of Hindrance | Chainage | | RHS -Type of Hindrance | Obstruction Length (m) | Photo | Remarks |
|-------|------------------------|------------------------|----------|--------|---|------------------------|-------|--------------------------------|
| | | | From | To | | | | |
| | | | 86+720 | | Flag Pole | | | |
| | | | 87+500 | 88+000 | Buildings & Huts | | | |
| | | | 87+690 | | Temple | | | |
| | | | 87+835 | | Water Tank | | | |
| | | | 89+355 | | Temple | | | |
| | | | 90+325 | | Temple | | | |
| | | | 91+500 | 92+000 | EB Pole, Water Tap, Telephone Pole, Trees | 450 | | |
| | | | 91+600 | | OFC | | | |
| | | | 91+730 | | OFC | | | |
| | | | 91+780 | | Temple | | | |
| | | Temple | 92+135 | | | | | |
| | | | 93+000 | 94+000 | EB Pole, Water Tap, Tree | 750 | | EB - 44, Tape - 14, Tree - 270 |
| | | | 93+930 | | Hand Pump | | | |

| Photo | Obstruction Length (m) | LHS -Type of Hindrance | Chainage | | RHS -Type of Hindrance | Obstruction Length (m) | Photo | Remarks |
|--|------------------------|-------------------------------------|----------|---------|-------------------------------------|------------------------|---|---------------------------------------|
| | | | From | To | | | | |
|  | | Temple | 94+440 | | | | | |
| | | | 95+570 | | Temple | |  | |
|  | 300 | EB Pole, Tape, Telephone Pole | 97+500 | 98+000 | EB Pole, Tape, Telephone Pole | 300 |  | EB - 16, Tap - 5, |
| | | Temple | 97+520 | | | | | |
|  | 350 | Tape | 98+500 | 99+000 | Tape | 350 |  | |
|  | 750 | EB Pole, Tape | 99+000 | 100+000 | EB Pole, Tree, Tape, Telephone Pole | 750 |  | |
|  | | Motor Room With Bore | 99+150 | | | | | |
| | | | 99+195 | | Temple With Water Tank | |  | |
|  | 650 | EB Pole, Tree, Tape, Telephone Pole | 100+000 | 101+000 | EB Pole, Tree, Tape, Telephone Pole | 650 |  | |
|  | | Motor Room With Tank | 100+390 | | | | | |
|  | 650 | EB Pole, Tree, Tape, Telephone Pole | 101+000 | 102+000 | EB Pole, Tree, Tape, Telephone Pole | 650 |  | EB - 42, T Pole - 5, Tap - 6 Tree 100 |
| | | | 101+120 | 101+300 | Pond | |  | |
| | | | 101+480 | | Hand Pump | |  | |

| Photo | Obstruction Length (m) | LHS -Type of Hindrance | Chainage | | RHS -Type of Hindrance | Obstruction Length (m) | Photo | Remarks |
|-------|------------------------|-------------------------------------|----------|---------|-------------------------------------|------------------------|-------|----------------------------|
| | | | From | To | | | | |
| | 750 | EB Pole, Tree, Tape, Telephone Pole | 102+000 | 103+000 | EB Pole, Tree, Tape, Telephone Pole | 750 | | |
| | | Schooh Arch | 102+960 | | | | | |
| | 800 | Tape, Telephone Pole | 103+000 | 104+000 | | 10 | | |
| | | | 103+590 | | Temple | | | |
| | | | | | | | | |
| | | | 103+860 | 103+910 | Pond | | | |
| | | Pond | 103+935 | 104+250 | | | | |
| | | Existing Irrigation Sluice | 103+990 | | | | | |
| | 200 | EB Pole, Tree, Tape | 109+500 | 109+700 | EB Pole, Tree, Tape | 200 | | Tree - 94, EB - 9, Tap - 6 |
| | 1350 | Tape | 109+700 | 111+200 | Tape | 1350 | | Tap - 18 |
| | | | 109+720 | | Motor Room | | | |
| | | OFC | 110+330 | | | | | |
| | | Water Tank | 110+450 | | | | | |

| Photo | Obstruction Length (m) | LHS -Type of Hindrance | Chainage | | RHS -Type of Hindrance | Obstruction Length (m) | Photo | Remarks |
|--|------------------------|-------------------------------|----------|---------|-------------------------------|------------------------|---|---|
| | | | From | To | | | | |
|  | 20 | EB Pole, Tree, Tape | 111+200 | 111+220 | EB Pole, Tree, Tape | 20 |  | |
| | | | 111+450 | | Motor Room With Bore | |  | |
|  | 750 | EB Pole, Telephone Pole, Tape | 113+500 | 114+600 | EB Pole, Telephone Pole, Tape | 750 | | Tree - 280, EB -38, T Pole - 9, Tap - 6 |
| | | | 114+060 | | Flag Pole | |  | |
| | | | 114+090 | | Flag Pole, Water Tank | |  | |
|  | | Water Tank | 114+450 | | | | | |
|  | | Water Tank | 114+495 | | | | | |
|  | | Hand Pump | 114+610 | | | | | |
|  | 700 | Telephone Pole, Tape | 115+600 | 116+440 | Telephone Pole, Tape | 700 |  | EB -26, T Pole - 2 Tap - 16 |
| | | | 115+650 | | Motor Room | |  | |
|  | | Transformer | 115+970 | | | | | |
|  | | Hand Pump | 116+200 | | | | | |
|  | | Water Tank & Motor Room | 116+210 | | | | | |

| Photo | Obstruction Length (m) | LHS -Type of Hindrance | Chainage | | RHS -Type of Hindrance | Obstruction Length (m) | Photo | Remarks |
|--|------------------------|------------------------|----------|---------|------------------------|------------------------|---|---------|
| | | | From | To | | | | |
|  | | OFC | 116+275 | | | | | |
|  | | OFC | 116+410 | | | | | |
| | | | 116+560 | | Flag Pole | |  | |
|  | | House | 115+600 | 116+440 | House | |  | |

2.2. Removal of Religious Structures

The following structures coming within the ROW are to be demolished

| Sl No. | Name of the District | Total No. of structures | Removed as on Date (in Nos.) | Balance (in Nos.) |
|--------|----------------------|-------------------------|------------------------------|-------------------|
| 1 | Cuddalore | 10 | 3 | 7 |
| 2 | Ariyalur | 10 | 1 | 9 |
| 3 | Thanjavur | 2 | 2 | 0 |
| | Total in Nos. | 22 | 6 | 16 |

2.3. Shifting of Utilities and Electrical HT/LT Lines

To proceed with the project construction, several utilities are required to be shifted under the supervision of the respective authorities. These include a water supply line, hand pumps, overhead water tanks, besides Electrical lines, as shown in the table below.

| Sr. No. | Name of the District | Chainages | | | Total Number of Estimates | Remarks |
|---------|----------------------|-----------|---------|--------------|---------------------------|------------------|
| | | From | To | Length in Km | | |
| 1 | Cuddalore | 65+960 | 86+440 | 20.48 | 25 | Work in Progress |
| 2 | Ariyalur | 86+440 | 106+860 | 20.42 | 46 | |
| 3 | Thanjavur | 106+860 | 116+440 | 9.58 | 4 | |

| Sr. No | Name of the District | Chainages | | | Number of Estimates | Present Status | Remarks |
|--------|-----------------------|-------------------------------------|---------|--------------|---------------------|-------------------|---|
| | | From | To | Length in Km | | | |
| 1 | Cuddalore | 65+960 | 86+440 | 20.48 | 10 | Estimate Approved | Supervision charges are paid and work in progress |
| 2 | Ariyalur | 86+440 | 106+860 | 20.42 | 5 | Estimate Approved | |
| 3 | Thanjavur | 106+860 | 116+440 | 9.58 | 5 | Estimate Approved | |
| 4 | Cuddalore & Thanjavur | Km:70+020, Km:73+470 and Km:113+720 | | | 3 | Estimate Approved | Supervision Charges paid |

Estimates for shifting of the above Electric lines have been prepared. The estimated cost is Rs. 17.45 Crores.

Estimates have been done for the shifting of the water supply pipeline & related items mentioned above. The final amount of Rs. 15.87 Crores sanctioned by RO, NHAI, Madurai.

| Sl. No. | Authority | Description | Unit | Total Length/ Nos. | Work done | Balance | Remarks |
|---------|----------------------|------------------------------------|------|--------------------|------------------|---------|------------------|
| 1 | BDO & EE, TWAD | Water Supply Pipe Line | Kms. | 72.695 | 25.679 | 47.016 | Work in progress |
| 2 | BDO of Concern Union | Hand Pump/Pump Room with Bore well | Nos. | 24 | 16 | 8 | |
| 3 | BDO of Concern Union | Over Head Tank | Nos. | 15 | 13 Nos Completed | 2 | |
| 4 | TNEB | Electrical Lines | Kms. | 6.83 | 5.78 | 1.05 | |

2.4. Tree felling

| Sl.No. | Name of the District | Chainages | | | Effected Length in Kms. | Completed as on Date | Balance as on Date | Balance no. of Trees | Remarks |
|--------|----------------------|-----------|---------|--------------|-------------------------|----------------------|--------------------|----------------------|--|
| | | From | To | Length in Km | | | | | |
| 1 | Cuddalore | 65+960 | 86+440 | 20.48 | 6.535 | 6.535 | 0 | 0 | In addition of 123 nos of teak wood trees to be removed and Permission of the same is awaited from DFO, Cuddalore. |
| 2 | Ariyalur | 86+440 | 106+860 | 20.42 | 8.385 | 8.385 | 0 | 0 | |
| 3 | Thanjavur | 106+860 | 116+440 | 9.58 | 2.515 | 2.515 | 0 | 0 | |
| Total | | | | 50.48 | 17.435 | 17.435 | 0 | 0 | |

3. Progress Briefing – Contractor Activities

3.1. Pre-construction Activities

Detailed Design & Drawings

The Plan and Profile, as well as the Pavement Designs for the entire 50.48 km project length has been completed and reviewed by the Independent Engineer (IE). Construction Methodology, QA & QC procedures submitted to the IE has been reviewed and accepted.

Table 3.1-1: Status of Design and Drawings-Highway

| Sl No. | Description | Unit | Total Scope As per Sch. B | Design Submitted | Drawing Approved |
|--------|------------------------------|------|---------------------------|------------------|------------------|
| 1 | Pavement Design | Km | 50.48 | 50.48 | 50.48 |
| 2 | Plan & Profile | Km | 50.48 | 50.48 | 50.48 |
| 3 | Typical Cross Sections | Type | 7 | 7 | 7 |
| 4 | Major Intersections | No | 07 | 05 | - |
| 5 | Minor Intersections | No | 100 | 14 | - |
| 6 | Toll Plaza (Typical Details) | No | 01 | 01 | - |
| 7 | Service Roads | No | 26.595 | 26.595 | 26.595 |

Table 3.1-2 : Status of Design and Drawings –Structures

| Sr. No | Description | Unit | Total Scope As per Sch. B | Design Submitted | Drawing Approved |
|--------|------------------------------|------|---------------------------|------------------|------------------|
| 1 | Major Bridges | No | 04 | 04 | 04 |
| 2 | Minor Bridges | No | 25 | 25 | 25 |
| 3 | Grade Separated Intersection | No | 08 | 08 | 08 |
| 4 | VUP/LVUP | No | 15 | 15 | 15 |
| 5 | Box /Slab Culvert | No | 60 | 60 | 60 |

4. Physical Progress of Work

4.1. Physical Progress of Work:

The Progress of the Major Works carried out at the Site in the Month of July 2021 is as follows.

CUMMULATIVE STATEMENT**For Main Carriageway**

| Sr. No. | Description | Total Length of Highway Excluding Toll Plaza (in. Km.) | Progress up to Previous Month (in Km.) | Progress during this Month (in Km.) | Cumulative Progress Achieved up to this Month (in Km.) | Work in Progress (In Km.) | Balance Length to be Completed | Cumulative % of Progress Achieved |
|---------|--------------------------|--|--|-------------------------------------|--|---------------------------|--------------------------------|-----------------------------------|
| 1 | Clearing and Grubbing | | | | | | | |
| | LHS | 47.28 | 40.620 | 0.000 | 40.620 | 0.000 | 6.660 | 85.91% |
| | RHS | 47.28 | 39.530 | 0.000 | 39.530 | 0.000 | 7.750 | 83.61% |
| 2 | Embankment | | | | | | | |
| | LHS | 47.28 | 27.210 | 0.000 | 27.210 | 2.200 | 20.070 | 57.55% |
| | RHS | 47.28 | 24.055 | 0.220 | 24.275 | 2.880 | 23.005 | 51.34% |
| 3 | Subgrade | | | | | | | |
| | LHS | 47.28 | 26.970 | 0.000 | 26.970 | 0.240 | 20.310 | 57.04% |
| | RHS | 47.28 | 23.725 | 0.000 | 23.725 | 0.550 | 23.555 | 50.18% |
| 4 | GSB/ Cement Treated Base | | | | | | | |
| | LHS | 47.28 | 23.475 | 0.150 | 23.625 | 0.200 | 23.655 | 49.97% |
| | RHS | 47.28 | 21.029 | 0.466 | 21.495 | 0.150 | 25.785 | 45.46% |
| 5 | Wet Mix Macadam | | | | | | | |
| | LHS | 47.28 | 22.765 | 0.000 | 22.765 | 0 | 24.515 | 48.15% |
| | RHS | 47.28 | 19.044 | 1.101 | 20.145 | 0 | 27.135 | 42.61% |
| 6 | Dense Bitumen Macadam | | | | | | | |
| | LHS | 47.28 | 22.117 | 0.000 | 22.117 | 0 | 25.163 | 46.78% |
| | RHS | 47.28 | 18.667 | 1.036 | 19.703 | 0 | 27.577 | 41.67% |
| 7 | Bituminous Concrete | | | | | | | |
| | LHS | 47.28 | 8.030 | 0.000 | 8.030 | 0 | 39.250 | 16.98% |
| | RHS | 47.28 | 7.800 | 0.030 | 7.830 | 0 | 39.450 | 16.56% |

For Service Road

| Sr. No. | Description | Total Length of Service Road (in Km.) | Progress up to Previous Month (in Km.) | Progress during this Month (in Km.) | Cumulative Progress Achieved up to this Month (in Km.) | Work in Progress (in Km.) | Balance Length to be Completed | Cumulative % of Progress Achieved |
|---------|-----------------------------|---------------------------------------|--|-------------------------------------|--|---------------------------|--------------------------------|-----------------------------------|
| 1 | Embankment | 53.19 | 17.07 | 6.10 | 23.17 | 4.32 | 30.02 | 43.56% |
| 2 | Sub grade | 53.19 | 10.66 | 9.08 | 19.74 | 3.43 | 33.45 | 37.11% |
| 3 | GSB/ Cement Treated Base | 53.19 | 9.02 | 8.21 | 17.23 | 0.45 | 35.96 | 32.39% |
| 4 | Wet Mix Macadam | 53.19 | 8.49 | 7.76 | 16.25 | 0 | 36.94 | 30.55% |
| 5 | Dense Bitumen Macadam | 53.19 | 4.76 | 11.32 | 16.08 | 0 | 37.11 | 30.23% |
| 6 | Bituminous Concrete | 53.19 | 0 | 0 | 0 | 0 | 53.19 | 0.00% |

Structure Work

| Sr. No. | Type of Structure | Total No. of Structures | Nos. of Structures | | |
|---------|---------------------------|-------------------------|--------------------|------------------|------------------------|
| | | | Completed | Work in Progress | Balance to be taken up |
| 1 | Culvert | 60 | 39.75 | 15.25 | 5.00 |
| 2 | Light Vehicular Underpass | 2 | 1.00 | 0.00 | 1.00 |
| 3 | Vehicular Underpass | 13 | 6.00 | 7.00 | 0.00 |
| 4 | Minor Bridges | 25 | 17.25 | 6.75 | 1.00 |
| 5 | Major Bridge | 4 | 0.00 | 4.00 | 0.00 |
| 6 | Flyover | 8 | 4.50 | 2.50 | 1.00 |

The Physical Progress of the Project up to July 2021 as per Approved Schedule G is as follows:-

| Component | Item Description | Unit | Planned in Scope (As per Scope of Work) | Cost Weightage in Component (%) | Progress till Date | % Physical Progress |
|---|--|------|---|---------------------------------|--------------------|---------------------|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| Road works including culverts, minor bridges, underpasses, overpasses, approaches to ROB/RUB/ Major Bridges/ Structures (but excluding service roads) | A- Widening and strengthening of existing road | | | | | |
| | (1) Earthwork up to top of the sub-grade | Km | 66.96 | 9.517% | 36.780 | 5.227% |
| | (2) Granular work (sub-base, base, shoulders) | | | | | |
| | (a) GSB/ Cement Treated Base | Km | 65.52 | 3.373% | 34.700 | 1.786% |
| | (b) WMM/ Cement Treated Base | Km | 65.52 | 4.046% | 33.700 | 2.081% |
| | (3) Shoulders | Km | 17.65 | 0.112% | | |
| | (4) Bituminous work | | | | | |
| | (a) DBM | Km | 65.52 | 3.344% | 32.850 | 1.677% |
| | (b) BC | Km | 65.52 | 3.023% | 10.370 | 0.478% |
| | (5) Rigid Pavement | | | | | |
| | (6) Widening and repair of culverts | Nos. | 16 | 0.440% | 6.750 | 0.186% |
| | (7) Widening and repair of minor bridges | Nos. | 4 | 0.959% | 3.500 | 0.839% |
| | B- New realignment/bypass | | | | | |
| | (1) Earthwork up to top of the sub-grade | Km | 28.68 | 6.437% | 13.910 | 3.122% |
| | (2) Granular work (sub-base, base, shoulders) | | | | | |
| | (a) GSB/ Cement Treated Base | Km | 28.68 | 1.615% | 10.420 | 0.587% |
| | (b) WMM/ Cement Treated Base | Km | 28.68 | 1.436% | 9.210 | 0.461% |
| | (3) Shoulders | Km | 24.63 | 0.112% | | |
| | (4) Bituminous work | | | | | |
| | (a) DBM | Km | 28.68 | 1.279% | 8.970 | 0.400% |
| | (b) BC | Km | 28.68 | 1.158% | 5.490 | 0.222% |
| | (5) Rigid Pavement | | | | | |
| | C- New culverts, minor bridges, underpasses, overpasses on existing road, realignments, bypasses: | | | | | |
| | (1) Culverts | Nos. | 44 | 2.070% | 33.00 | 1.553% |
| | (2) Minor bridges | | | | | |

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| | | | | | | |
|---------------------------------------|--|------|-----|--------|-------|--------|
| | (a) Foundation | Nos. | 58 | 3.953% | 48.00 | 3.271% |
| | (b) Substructure | Nos. | 134 | 2.623% | 93.00 | 1.820% |
| | (c) Superstructure (including crash barrier etc. complete) | Nos. | 50 | 1.559% | 32.00 | 0.998% |
| | (3) Cattle/Pedestrian underpasses | | | | | |
| | (a) Foundation | Nos. | | | | |
| | (b) Substructure | Nos. | | | | |
| | (c) Superstructure (including crash barrier etc. complete) | Nos. | | | | |
| | (4) Pedestrian overpasses | | | | | |
| | (a) Foundation | Nos. | | | | |
| | (b) Substructure | Nos. | | | | |
| | (c) Superstructure (including crash barrier etc. complete) | Nos. | | | | |
| | (5) Grade separated structures | | | | | |
| | (a) Underpass (13 VUP, 2 LVUP) | | | | | |
| | (i) Foundation | Nos. | 56 | 2.574% | 46.00 | 2.115% |
| | (ii) Substructure | Nos. | 60 | 0.751% | 48.00 | 0.601% |
| | (iii) Superstructure (including crash barrier etc. complete) | Nos. | 30 | 1.289% | 14.00 | 0.601% |
| | (b) Overpass | | | | | |
| | (i) Foundation | | | | | |
| | (ii) Substructure | | | | | |
| | (iii) Superstructure (including crash barrier etc. complete) | | | | | |
| | (c) Flyover | | | | | |
| | (i) Foundation | Nos. | 36 | 2.426% | 28.00 | 1.887% |
| | (ii) Substructure | Nos. | 36 | 0.470% | 27.00 | 0.353% |
| | (iii) Superstructure (including crash barrier etc. complete) | Nos. | 20 | 1.244% | 12.00 | 0.747% |
| | (d) Foot over Bridge | | | | | |
| Major Bridge works and ROB/RUB | A- Widening and repairs of Major Bridges | | | | | |
| | (1) Foundation | | | | | |
| | (a) Open Foundation | | | | | |
| | (b) Pile Foundation/ Well Foundation | | | | | |
| | (2) Sub-structure | | | | | |

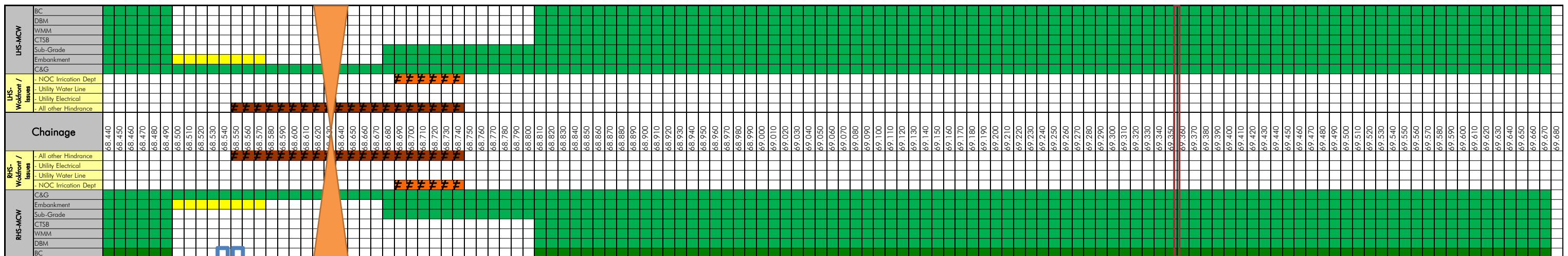
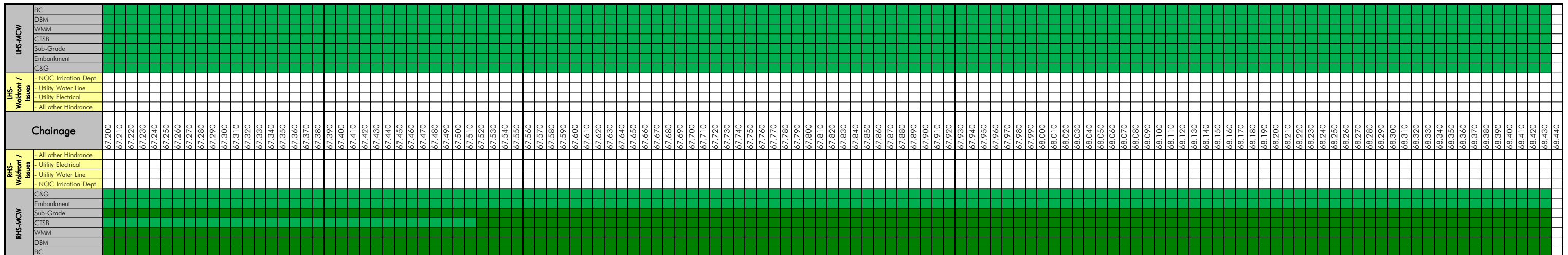
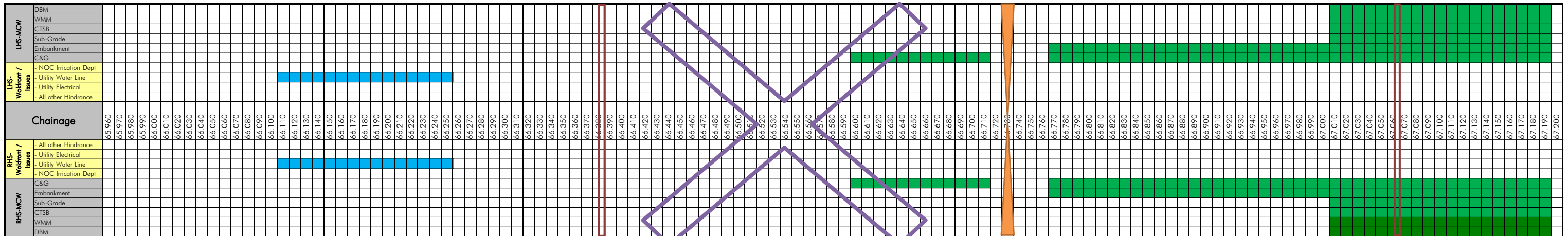
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|---|--|------|--------|--------|----------|---------|
| | (3) Super-structure (including crash barriers etc. complete) | | | | | |
| | C- New Major Bridges | | | | | |
| | (1) Foundation | | | | | |
| | (a) Open Foundation | | | | | |
| | (b) Pile Foundation/ Well Foundation | | | | | |
| | (i) Foundation | Nos. | 84 | 9.699% | 71.00 | 8.198 % |
| | (2) Sub-structure | Nos. | 84 | 4.576% | 63.00 | 3.432% |
| | (3) Super-structure (including crash barriers etc. complete) | | | | | |
| | (i) For MJB at Km. 107+400 | | | | | |
| | (a) Casting of Superstructure (Box Segment) | Nos. | 666 | 1.450% | 454 | 0.988% |
| | (b) Erection of Superstructure (Box Segment) | Nos. | 666 | 1.050% | 10.00 | 0.016% |
| | (i) For other Major Bridges | | | | | |
| | (a) Super-structure (including crash barriers etc. complete) | Nos. | 37 | 2.500% | 2.00 | 0.135% |
| | D- New rail-road bridges | | | | | |
| | (a) ROB | | | | | |
| | (1) Foundation | Nos. | | | | |
| | (2) Sub-structure | Nos. | | | | |
| | (3) Super-structure (including crash barriers etc. complete) | Nos. | | | | |
| | (b) RUB | | | | | |
| | (1) Foundation | Nos. | | | | |
| | (2) Sub-structure | Nos. | | | | |
| | (3) Super-structure (including crash barriers etc. complete) | Nos. | | | | |
| Structures (elevated sections, reinforced earth) | A- Elevated Structures | | | | | |
| | (1) Foundation | Nos. | | | | |
| | (2) Sub-structure | Nos. | | | | |
| | (3) Super-structure (including crash barriers etc. | Nos. | | | | |
| | B- Reinforced earth Wall (includes Approaches of ROB, Underpasses, Overpasses, Flyover etc) | Sqm | 196027 | 7.604% | 58772.73 | 2.280% |
| Other Works | (i) Service roads/ Slip Roads | Km | 53.19 | 4.690% | | |

| | | | | | |
|---|------|--------|----------------|--------|----------------|
| (ii) Toll Plaza | Nos. | 1 | 1.821% | | |
| (iii) Road side drains | Km | 28.85 | 5.429% | 6.455 | 1.215% |
| (iv) Road signs, markings, km stones, safety devices, | | | | | |
| (a) Road signs, markings, km stones, ... | Km | 100.96 | 2.558% | 3.700 | 0.094% |
| (b) Concrete Crash Barrier/ W-Beam Crash Barrier in Road work | | | | | |
| (i) Concrete Crash Barrier | Km | 26.5 | 1.179% | 3.172 | 0.141% |
| (ii) W-Beam Crash Barrier | Km | 10.03 | 0.788% | | |
| (v) Project facilities | | | | | |
| (a) Bus Bays | No. | 18 | 0.009% | | |
| (b) Truck Lay-byes | No. | | | | |
| (c) Rest areas | No. | | | | |
| (vi) Repairs to bridges/structures | Nos. | | | | |
| (vii) Road side plantation | Km | 23.66 | 0.451% | | |
| (viii) Protection works | | | | | |
| (a) Boulder pitching on slopes | Km | 10.03 | 0.218% | | |
| (b) Toe/Retaining wall | Km | 10.03 | | | |
| (x) Miscellaneous | Ls. | 100% | 0.164% | 0.098% | 0.098% |
| | | | | | |
| Total | | | 100.00% | | 47.609% |

Four Laning of Sethiyahopu - Cholopuram from Km.65.960 to Km.116.440 Section of NH45C in the state of Tamil Nadu Under NHDP Phase-IV on Hybrid Annuity Mode

Sethiyahopu - Cholopuram Road Projects

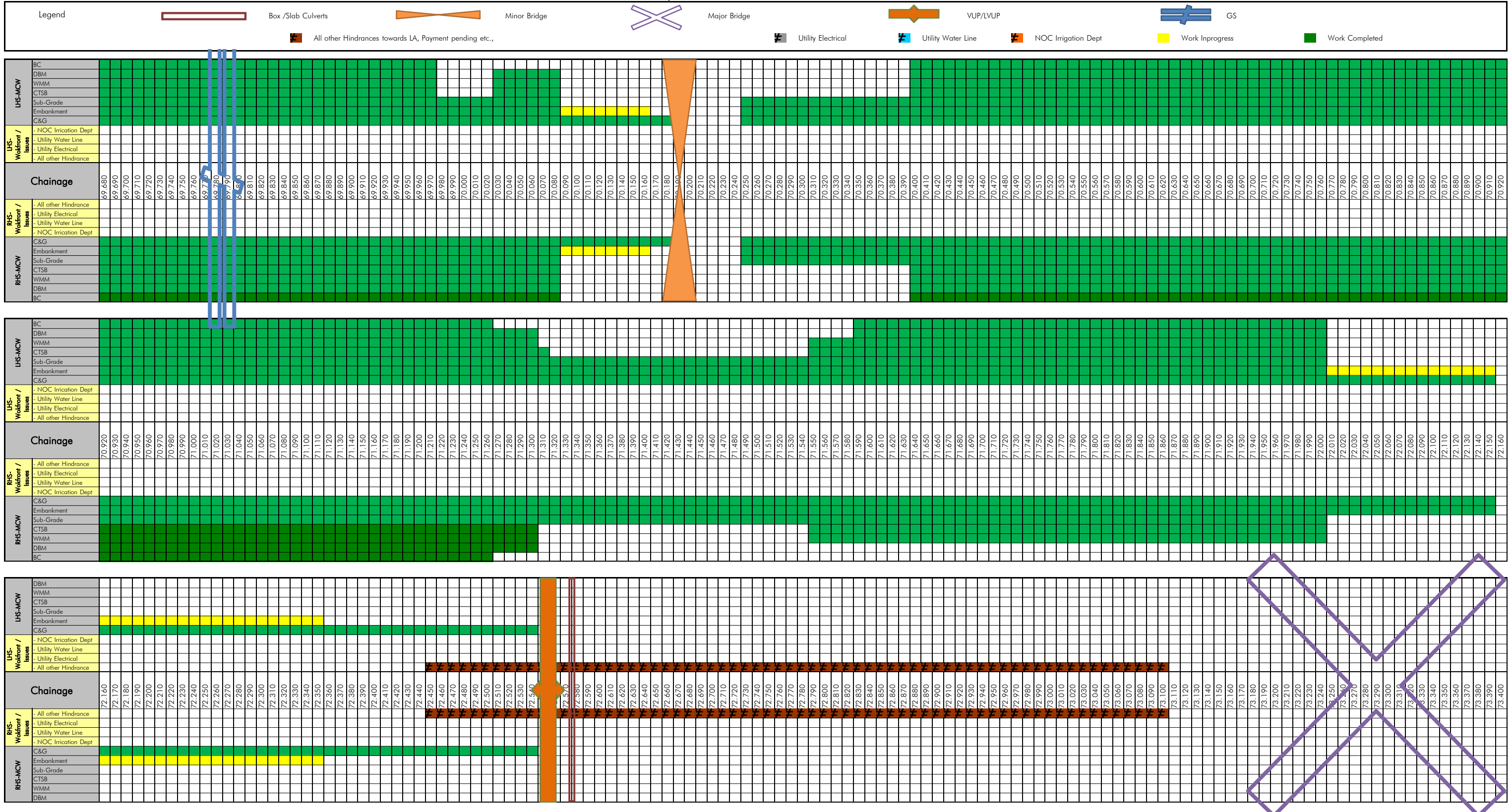
Strip Plan for MCW on 31.07.2021



Four Laning of Sethiyahopu - Cholopuram from Km.65.960 to Km.116.440 Section of NH45C in the state of Tamil Nadu Under NHDP Phase-IV on Hybrid Annuity Mode

Sethiyahopu - Cholopuram Road Projects

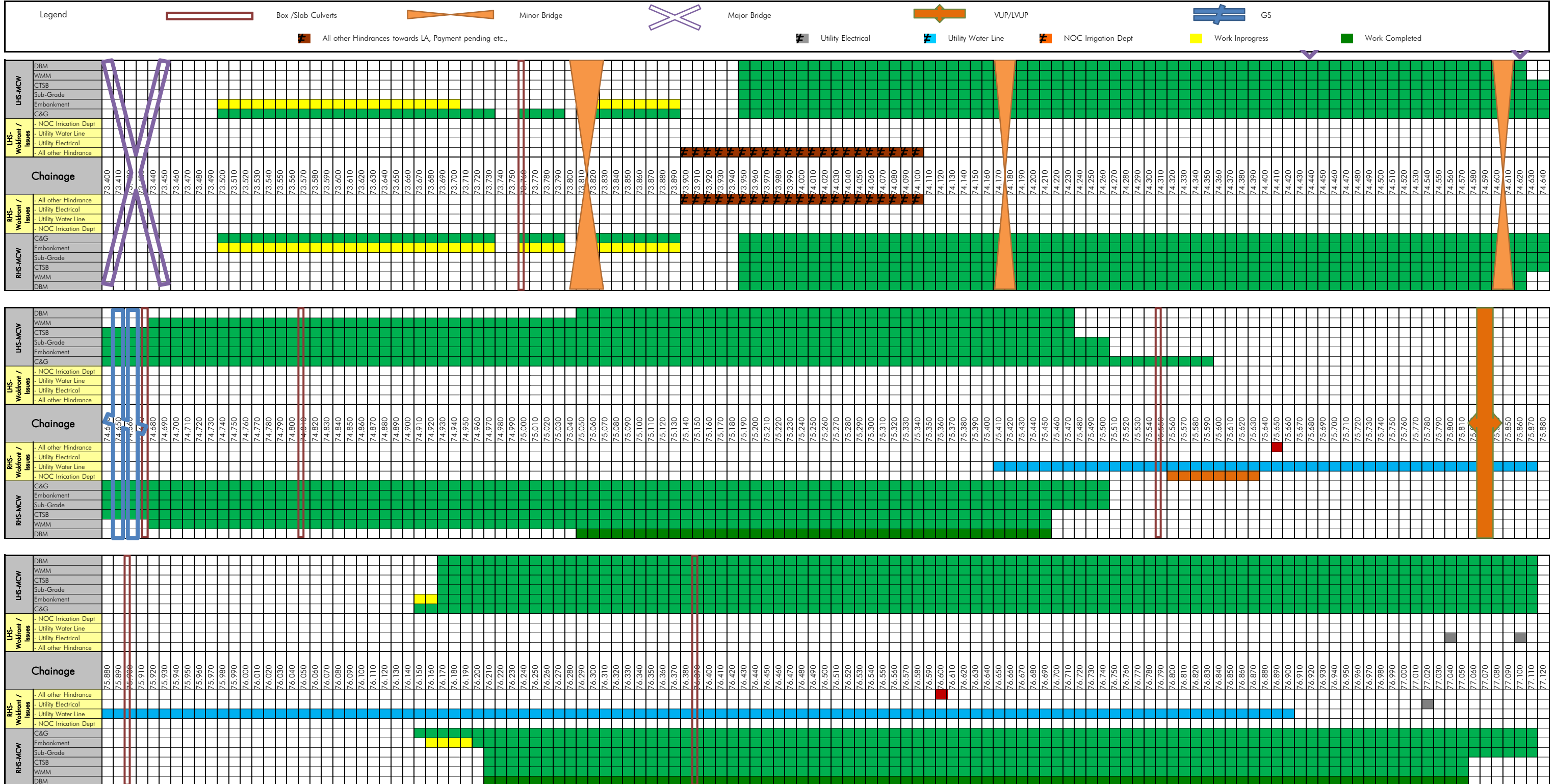
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Sethiyahopu - Cholopuram Road Projects

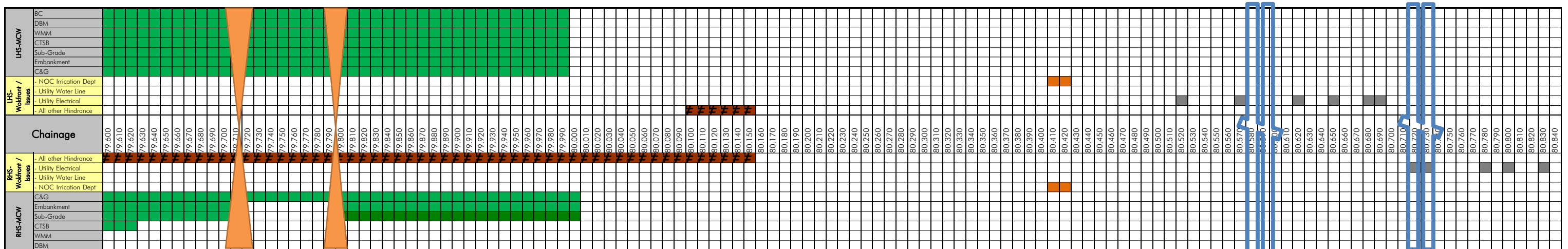
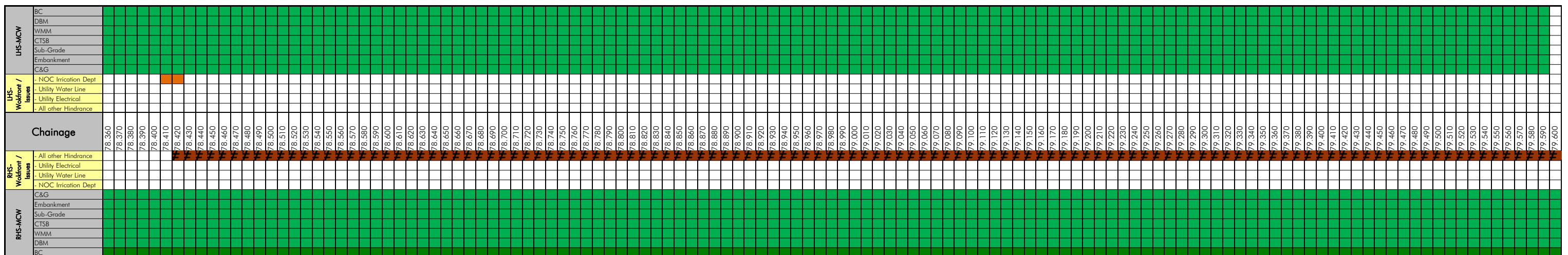
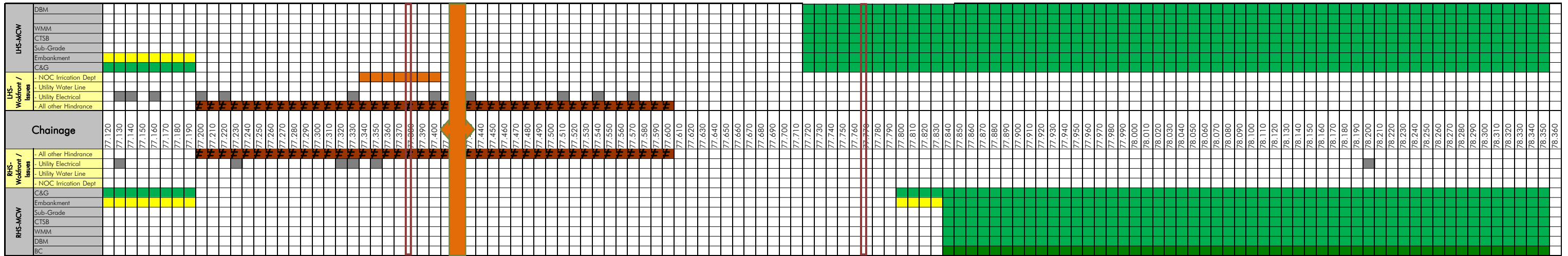
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Sethiyahopu - Cholopuram Road Projects

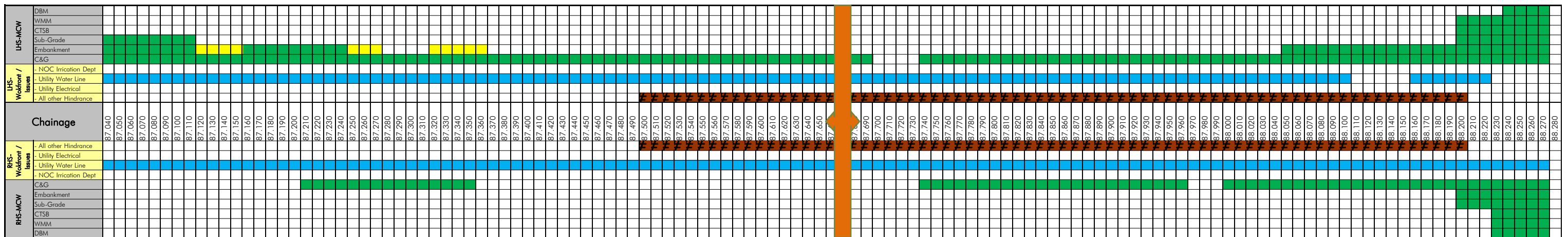
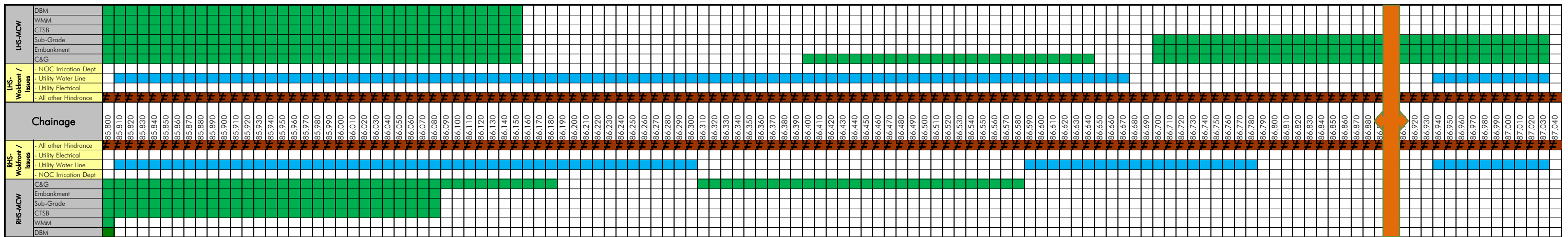
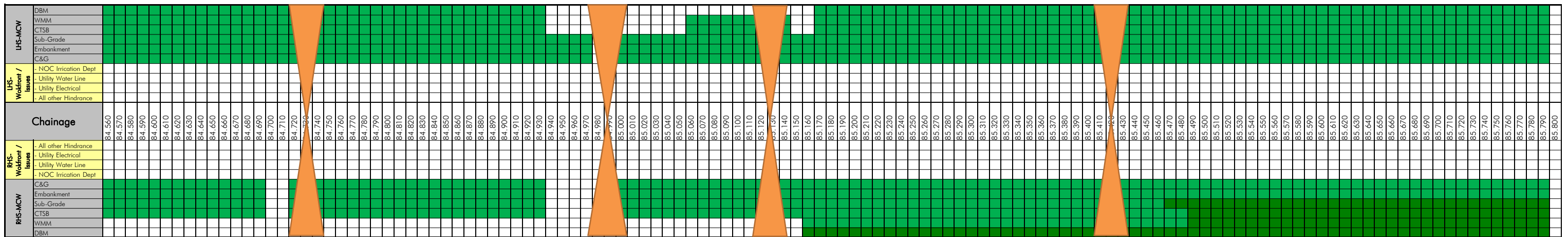
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Sethiyahopu - Cholopuram Road Projects

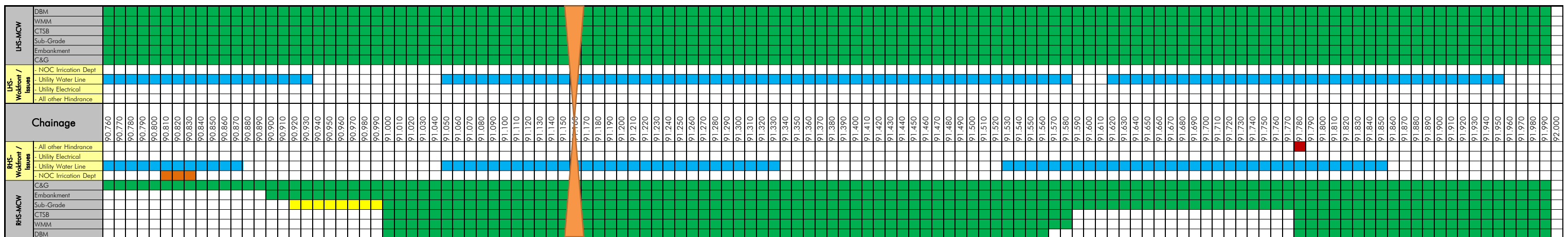
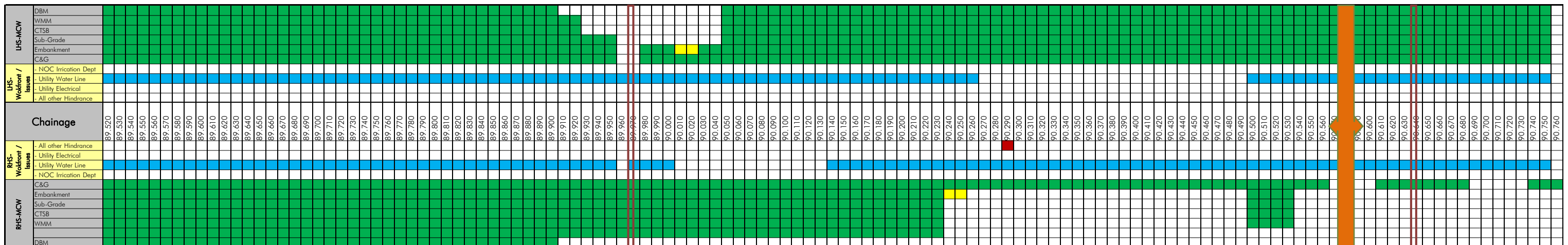
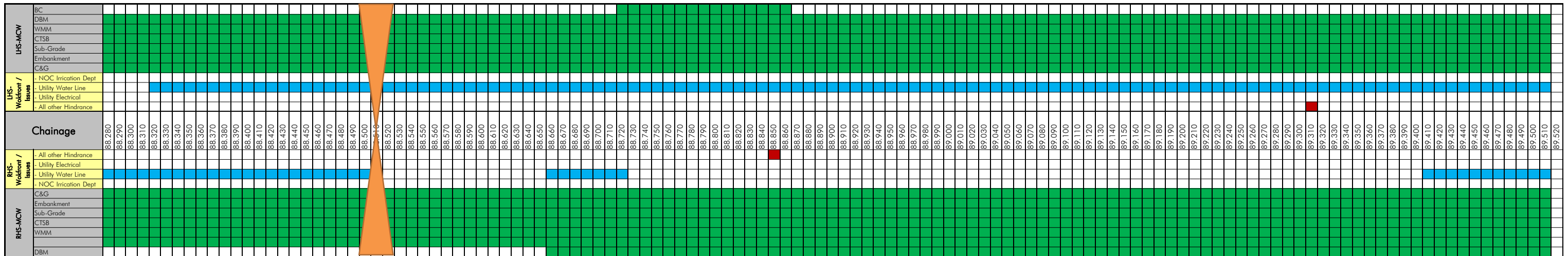
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Sethiyahopu - Cholopuram Road Projects

Strip Plan for MCW on 31.07.2021



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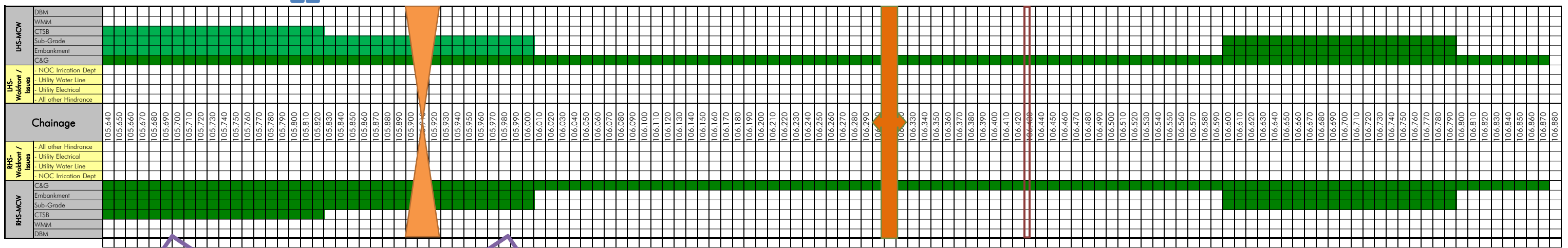
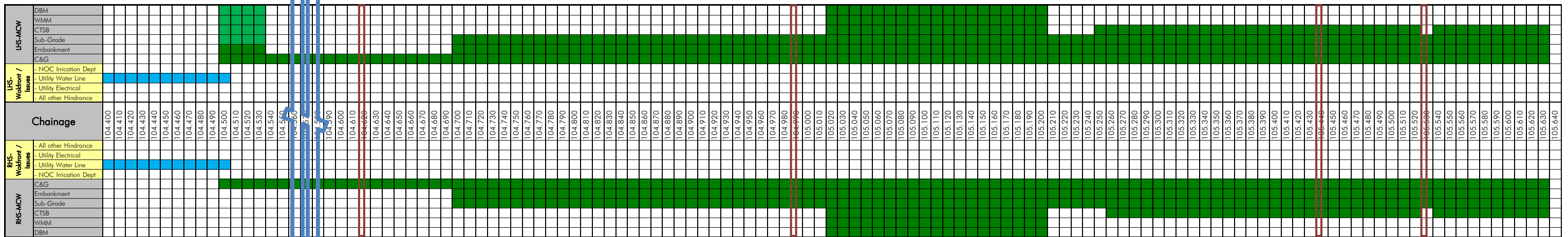
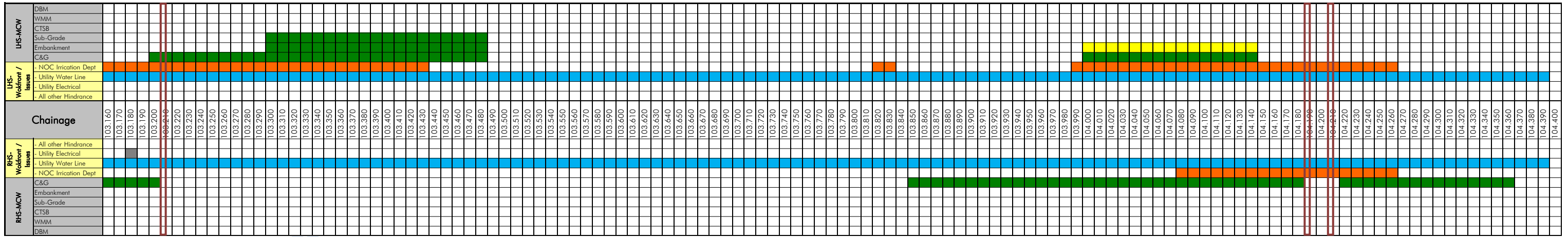
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Sethiyahopu - Cholopuram Road Projects

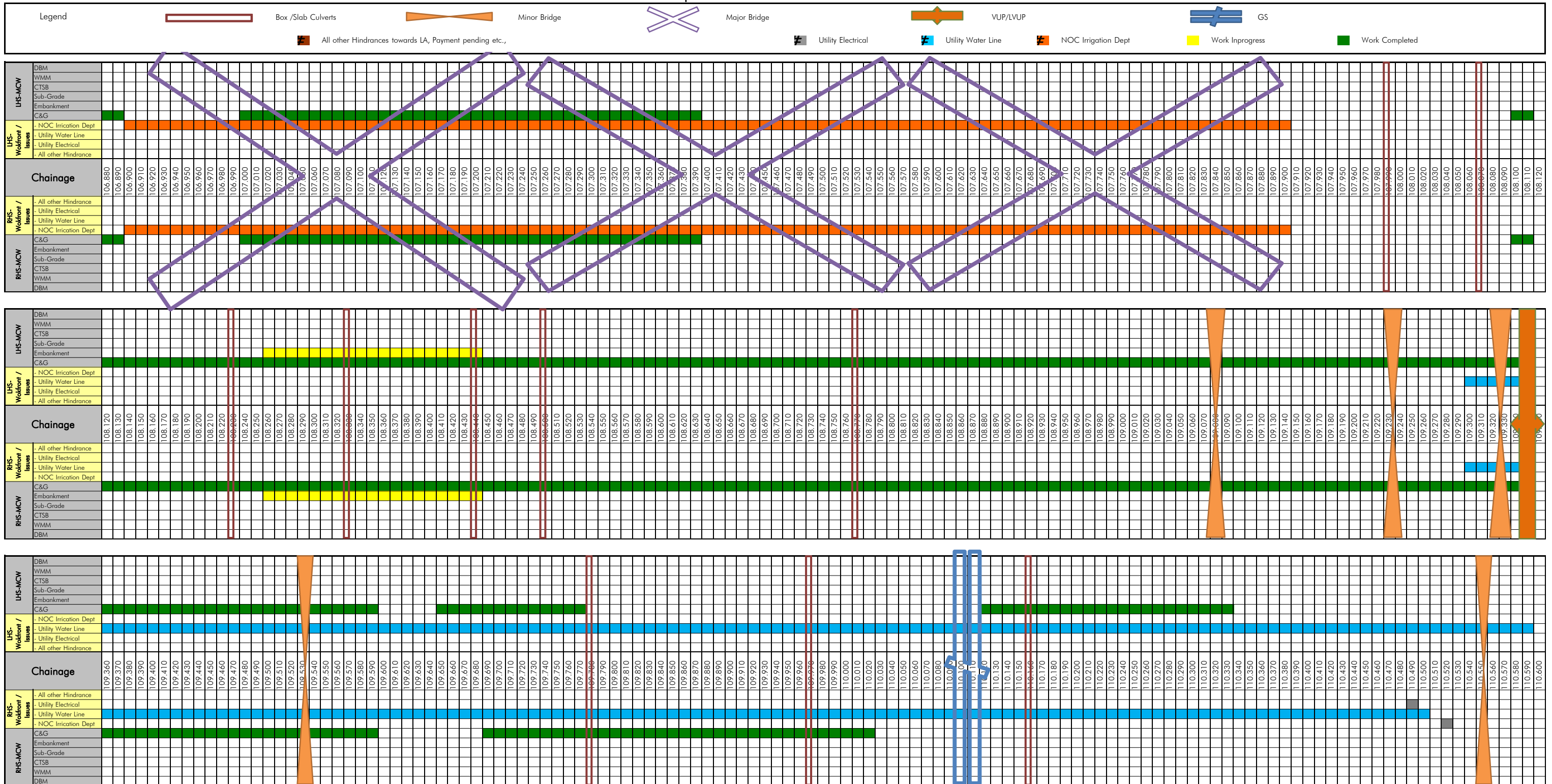
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Sethiyahopu - Cholopuram Road Projects

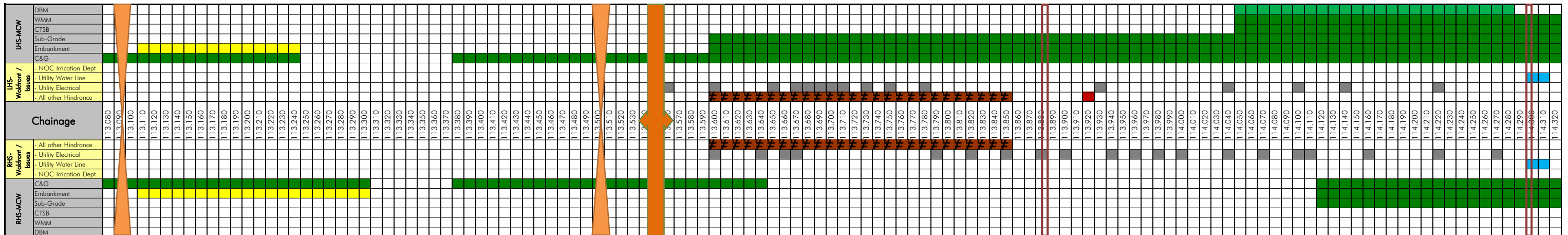
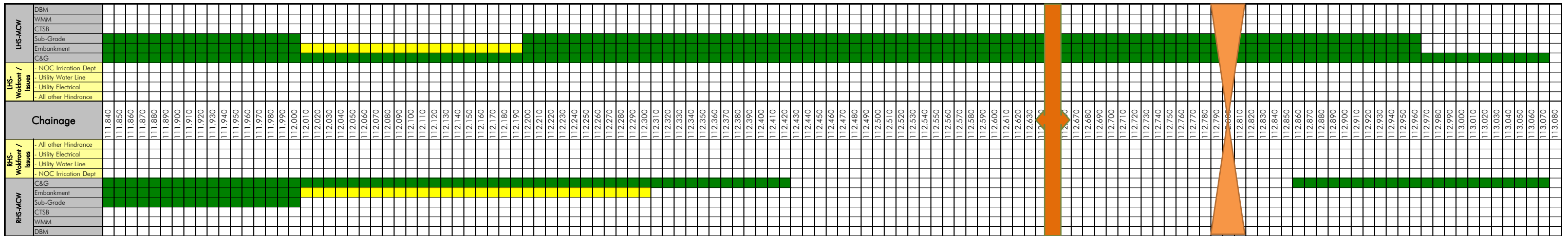
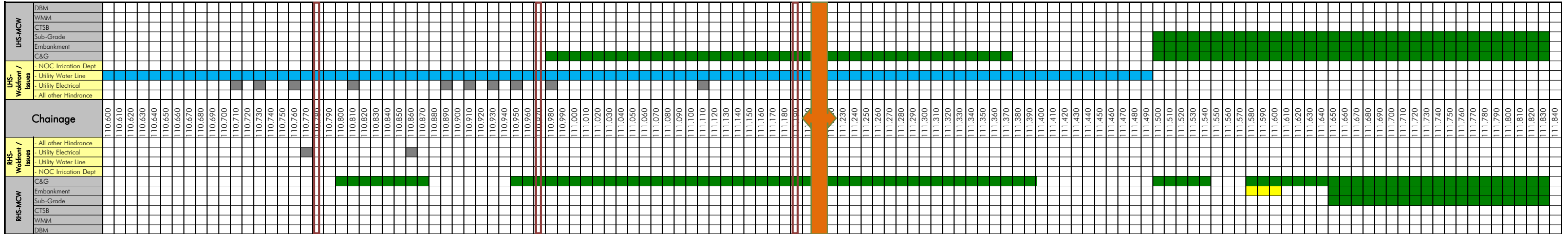
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Sethiyahopu - Cholopuram Road Projects

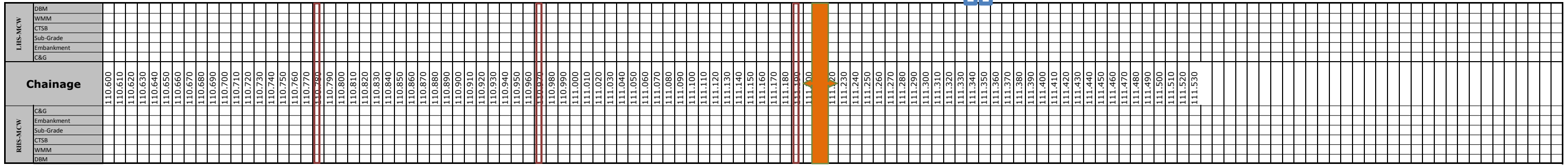
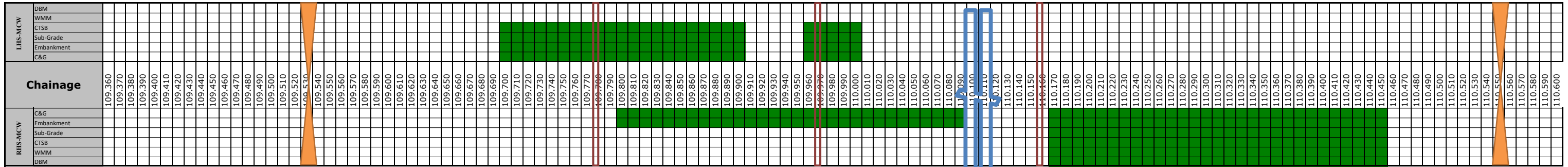
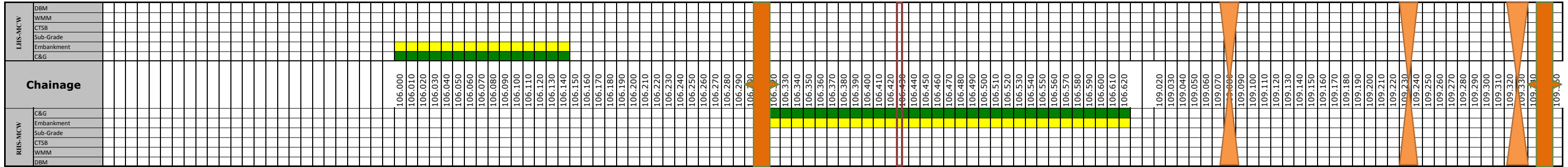
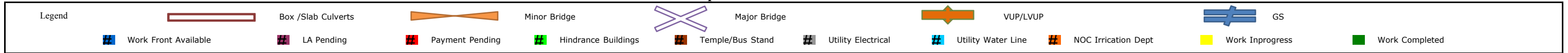
Strip Plan for MCW on 31.07.2021



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Sethiyahopu - Cholopuram Road Projects

Strip Plan for SR on 31.07.2021



| SETHIAHOPU CHOLOPURAM PROJECT - STATUS OF BOX CULVERTS ON EXISTING ROAD - MCW | | | | | | | Completed | | | | | | | In Progress | | | | | | | | | |
|--|-------------------|---------------------------|----------|--------------------------------|-------------------------|-------------------|-----------------|---------------|------|------|------|-----|------------------|-------------|------------|------------------|-----|------|------|------|---------------|-----------------|--|
| Status Upto | 31.07.2021 | | | | | | LHS | | | | | | | RHS | | | | | | | | | |
| Sr. No. | As Approved by IE | Design Chainage As per CA | | Number and Length of Spans (m) | Remarks | Type of Structure | Protection Work | Fly wing wall | Slab | Wall | Raft | PCC | Granular Filling | Excavation | Excavation | Granular Filling | PCC | Raft | Wall | Slab | Fly wing wall | Protection Work | |
| 1 | 74+675 | 74.670 | EXISTING | 1 x 3.0m x 2.0m | New Construction | BOX CULVERT | | | | | | | | | | | | | | | | | |
| 2 | 74+800 | 74.808 | EXISTING | 1 x 1.20m | Reconstruction | BOX CULVERT | | | | | | | | | | | | | | | | | |
| 3 | 75+558 | 75.555 | EXISTING | 1x3.0m | Reconstruction | BOX CULVERT | | | | | | | | | | | | | | | | | |
| 4 | 75+902 | 75.897 | EXISTING | 1 x 2.0m x 2.0m | Reconstruction | BOX CULVERT | | | | | | | | | | | | | | | | | |
| 5 | 76+390 | 76.387 | EXISTING | 1 x 3.0m | Reconstruction | BOX CULVERT | | | | | | | | | | | | | | | | | |
| 6 | 77+382 | 77.379 | EXISTING | 1 x 4.0m | Reconstruction | BOX CULVERT | | | | | | | | | | | | | | | | | |
| 7 | 77+766 | 77.764 | EXISTING | 1 x 2.0m | Widening | BOX CULVERT | | | | | | | | | | | | | | | | | |
| 8 | 81+868 | 81.867 | EXISTING | 1 x 2.0m x 2.0m | Reconstruction | BOX CULVERT | | | | | | | | | | | | | | | | | |
| 9 | 81+913 | 81.910 | EXISTING | 1 x 1.95m x 1.0m | Widening | BOX CULVERT | | | | | | | | | | | | | | | | | |
| 10 | 83+012 | 83.007 | EXISTING | 2 x 2.0m x 2.0m | Reconstruction | BOX CULVERT | | | | | | | | | | | | | | | | | |
| 11 | 83+065 | 83.062 | EXISTING | 1 x 2.0m x 2.0m | Reconstruction | BOX CULVERT | | | | | | | | | | | | | | | | | |
| 12 | 89+973 | 89.969 | EXISTING | 4 x 0.75m | Widening | BOX CULVERT | | | | | | | | | | | | | | | | | |
| 13 | 90+640 | 90.637 | EXISTING | 1 x 1.20m | Reconstruction | BOX CULVERT | | | | | | | | | | | | | | | | | |
| 14 | 94+509 | 94.509 | EXISTING | 1 x 3.6m x 1.6m | Widening | BOX CULVERT | | | | | | | | | | | | | | | | | |
| 15 | 95+495 | 95.490 | EXISTING | 1 x 1.2m x 0.9m | Reconstruction | BOX CULVERT | | | | | | | | | | | | | | | | | |
| 16 | 95+794 | 95.787 | EXISTING | 1 x 1.20m | Reconstruction | BOX CULVERT | | | | | | | | | | | | | | | | | |
| 17 | 96+511 | 96.505 | EXISTING | 1 x 5.0m | Reconstruction | BOX CULVERT | | | | | | | | | | | | | | | | | |
| 18 | 97+530 | 97.534 | EXISTING | 1x2.0m | Reconstruction | BOX CULVERT | | | | | | | | | | | | | | | | | |
| 19 | 97+742 | 97.738 | EXISTING | 1 x 3.0m x 1.0m | Widening | BOX CULVERT | | | | | | | | | | | | | | | | | |
| 20 | 99+471 | 99.467 | EXISTING | 1 x 3.0m x 4.0m | Repair & Widening | BOX CULVERT | | | | | | | | | | | | | | | | | |
| 21 | 99+776 | 99.769 | EXISTING | 1 x 2.0m x 2.0m | Repair & Widening | BOX CULVERT | | | | | | | | | | | | | | | | | |
| 22 | 99+840 | 99.838 | EXISTING | 1 x 1.5m x 1.5m | Repair & Widening | BOX CULVERT | | | | | | | | | | | | | | | | | |
| 23 | 100+177 | 100.173 | EXISTING | 1 x 1m | Repair & Widening | BOX CULVERT | | | | | | | | | | | | | | | | | |
| 24 | 100+364 | 100.358 | EXISTING | 1 x 10m | Repair & Widening | BOX CULVERT | | | | | | | | | | | | | | | | | |
| 25 | 100+823 | 100.817 | EXISTING | 1 x 3.5m x 2.5m | Repair & Widening | BOX CULVERT | | | | | | | | | | | | | | | | | |
| 26 | 101+851 | 101.851 | EXISTING | 1 x 1.5m x 1.5m | Repair & Reconstruction | BOX CULVERT | | | | | | | | | | | | | | | | | |
| 27 | 103+220 | 103.214 | EXISTING | 1 x 4.0m x 2.5m | Repair & Reconstruction | BOX CULVERT | | | | | | | | | | | | | | | | | |
| 28 | 104+197 | 104.190 | EXISTING | 1 x 1.0m | Repair & Reconstruction | BOX CULVERT | | | | | | | | | | | | | | | | | |
| 29 | 104+215 | 104.208 | EXISTING | 1 x 1.0m | Reconstruction | BOX CULVERT | | | | | | | | | | | | | | | | | |
| 30 | 109+786 | 109.779 | EXISTING | 1 x 1.0m | Repair & Reconstruction | BOX CULVERT | | | | | | | | | | | | | | | | | |
| 31 | 109+975 | 109.967 | EXISTING | 1 x 2.0m x 1.7m | Repair & Reconstruction | BOX CULVERT | | | | | | | | | | | | | | | | | |
| 32 | 110+167 | 110.160 | EXISTING | 2 x 1.0m | Repair & Reconstruction | BOX CULVERT | | | | | | | | | | | | | | | | | |
| 33 | 110+402 | | EXISTING | 1 x 1.5m | | BOX CULVERT | | | | | | | | | | | | | | | | | |
| 34 | 110+795 | 110.785 | EXISTING | 1 x 1.2m x 2.0m | Repair & Widening | BOX CULVERT | | | | | | | | | | | | | | | | | |
| 35 | 110+980 | 110.971 | EXISTING | 1 x 1.5m x 2.0m | Repair & Reconstruction | BOX CULVERT | | | | | | | | | | | | | | | | | |
| 36 | 113+897 | 113.885 | EXISTING | 1 x 1.0m | Repair & Widening | BOX CULVERT | | | | | | | | | | | | | | | | | |
| 37 | 114+313 | 114.300 | EXISTING | 1 x 1.0m | Repair & Widening | BOX CULVERT | | | | | | | | | | | | | | | | | |
| 38 | 114+703 | 114.703 | EXISTING | | | BOX CULVERT | | | | | | | | | | | | | | | | | |
| 39 | 114+954 | 114.952 | EXISTING | 1 x 1.0m | Repair & Reconstruction | BOX CULVERT | | | | | | | | | | | | | | | | | |
| 40 | 115+097 | 115.087 | EXISTING | 2 x 1.0m | Repair & Reconstruction | BOX CULVERT | | | | | | | | | | | | | | | | | |
| 41 | 115+232 | 115.221 | EXISTING | 1 x 2.0m x 2.0m | Repair & Reconstruction | BOX CULVERT | | | | | | | | | | | | | | | | | |
| 42 | 115+381 | 115.368 | EXISTING | 1 x 2.0m | Repair & Reconstruction | BOX CULVERT | | | | | | | | | | | | | | | | | |
| 43 | 115+884 | 115.872 | EXISTING | 2 x 1.0m | Repair & Widening | BOX CULVERT | | | | | | | | | | | | | | | | | |
| 44 | 115+978 | 115.978 | EXISTING | 1 x 2.0m x 2.0m | Repair & Widening | BOX CULVERT | | | | | | | | | | | | | | | | | |

| SETHIYAHOPU CHOLOPURAM PROJECT - STATUS OF BOX CULVERTS ON EXISTING ROAD - SERVICE ROAD | | | | | | | Completed | | | | | | | | In Progress | | | | | | | | |
|--|-------------------|---------------------------|----------|--------------------------------|-------------------------|-------------------|-----------------|---------------|------|------|------|-----|------------------|------------|-------------|------------------|-----|------|------|------|---------------|-----------------|--|
| Status Upto | 31.07.2021 | | | | | | LHS | | | | | | | | RHS | | | | | | | | |
| Sr. No. | As Approved by IE | Design Chainage As per CA | | Number and Length of Spans (m) | Remarks | Type of Structure | Protection Work | Fly wing wall | Slab | Wall | Raft | PCC | Granular Filling | Excavation | Excavation | Granular Filling | PCC | Raft | Wall | Slab | Fly wing wall | Protection Work | |
| 1 | 74+675 | 74.670 | EXISTING | 1 x 3.0m x 2.0m | New Construction | BOX CULVERT | | | | | | | | | | | | | | | | | |
| 2 | 74+800 | 74.808 | EXISTING | 1 x 1.20m | Reconstruction | PIPE CULVERT | | | | | | | | | | | | | | | | | |
| 3 | 75+558 | 75.555 | EXISTING | 1x3.0m | Reconstruction | BOX CULVERT | | | | | | | | | | | | | | | | | |
| 4 | 75+902 | 75.897 | EXISTING | 1 x 2.0m x 2.0m | Reconstruction | BOX CULVERT | | | | | | | | | | | | | | | | | |
| 5 | 76+390 | 76.387 | EXISTING | 1 x 3.0m | Reconstruction | BOX CULVERT | | | | | | | | | | | | | | | | | |
| 6 | 77+382 | 77.379 | EXISTING | 1 x 4.0m | Reconstruction | BOX CULVERT | | | | | | | | | | | | | | | | | |
| 7 | 77+766 | 77.764 | EXISTING | 1 x 2.0m | Widening | BOX CULVERT | | | | | | | | | | | | | | | | | |
| 8 | 83+012 | 83.007 | EXISTING | 2 x 2.0m x 2.0m | Reconstruction | BOX CULVERT | | | | | | | | | | | | | | | | | |
| 9 | 83+065 | 83.062 | EXISTING | 1 x 2.0m x 2.0m | Reconstruction | BOX CULVERT | | | | | | | | | | | | | | | | | |
| 10 | 89+973 | 89.969 | EXISTING | 4 x 0.75m | Widening | PIPE CULVERT | | | | | | | | | | | | | | | | | |
| 11 | 90+640 | 90.637 | EXISTING | 1 x 1.20m | Reconstruction | PIPE CULVERT | | | | | | | | | | | | | | | | | |
| 12 | 94+509 | 94.509 | EXISTING | 1 x 3.6m x 1.6m | Widening | BOX CULVERT | | | | | | | | | | | | | | | | | |
| 13 | 95+495 | 95.490 | EXISTING | 1 x 1.2m x 0.9m | Reconstruction | BOX CULVERT | | | | | | | | | | | | | | | | | |
| 14 | 95+794 | 95.787 | EXISTING | 1 x 1.20m | Reconstruction | PIPE CULVERT | | | | | | | | | | | | | | | | | |
| 15 | 96+511 | 96.505 | EXISTING | 1 x 5.0m | Reconstruction | BOX CULVERT | | | | | | | | | | | | | | | | | |
| 16 | 97+530 | 97.534 | EXISTING | 1x2.0m | Reconstruction | BOX CULVERT | | | | | | | | | | | | | | | | | |
| 17 | 99+776 | 99.769 | EXISTING | 1 x 2.0m x 2.0m | Repair & Widening | BOX CULVERT | | | | | | | | | | | | | | | | | |
| 18 | 99+840 | 99.838 | EXISTING | 1 x 1.5m x 1.5m | Repair & Widening | BOX CULVERT | | | | | | | | | | | | | | | | | |
| 19 | 100+177 | 100.173 | EXISTING | 1 x 1m | Repair & Widening | PIPE CULVERT | | | | | | | | | | | | | | | | | |
| 20 | 100+364 | 100.358 | EXISTING | 1 x 10m | Repair & Widening | BOX CULVERT | | | | | | | | | | | | | | | | | |
| 21 | 101+851 | 101.851 | EXISTING | 1 x 1.5m x 1.5m | Repair & Reconstruction | BOX CULVERT | | | | | | | | | | | | | | | | | |
| 22 | 103+220 | 103.214 | EXISTING | 1 x 4.0m x 2.5m | Repair & Reconstruction | BOX CULVERT | | | | | | | | | | | | | | | | | |
| 23 | 104+197 | 104.190 | EXISTING | 1 x 1.0m | Repair & Reconstruction | PIPE CULVERT | | | | | | | | | | | | | | | | | |
| 24 | 104+215 | 104.208 | EXISTING | 1 x 1.0m | Reconstruction | PIPE CULVERT | | | | | | | | | | | | | | | | | |
| 25 | 109+786 | 109.779 | EXISTING | 1 x 1.0m | Repair & Reconstruction | PIPE CULVERT | | | | | | | | | | | | | | | | | |
| 26 | 109+975 | 109.967 | EXISTING | 1 x 2.0m x 1.7m | Repair & Reconstruction | BOX CULVERT | | | | | | | | | | | | | | | | | |
| 27 | 110+167 | 110.160 | EXISTING | 2 x 1.0m | Repair & Reconstruction | PIPE CULVERT | | | | | | | | | | | | | | | | | |
| 28 | 110+402 | | EXISTING | 1 x 1.5m | | BOX CULVERT | | | | | | | | | | | | | | | | | |
| 29 | 110+795 | 110.785 | EXISTING | 1 x 1.2m x 2.0m | Repair & Widening | BOX CULVERT | | | | | | | | | | | | | | | | | |
| 30 | 110+980 | 110.971 | EXISTING | 1 x 1.5m x 2.0m | Repair & Reconstruction | BOX CULVERT | | | | | | | | | | | | | | | | | |
| 31 | 113+897 | 113.885 | EXISTING | 1 x 1.0m | Repair & Widening | PIPE CULVERT | | | | | | | | | | | | | | | | | |
| 32 | 114+313 | 114.300 | EXISTING | 1 x 1.0m | Repair & Widening | PIPE CULVERT | | | | | | | | | | | | | | | | | |
| 33 | 114+954 | 114.952 | EXISTING | 1 x 1.0m | Repair & Reconstruction | PIPE CULVERT | | | | | | | | | | | | | | | | | |
| 34 | 115+097 | 115.087 | EXISTING | 2 x 1.0m | Repair & Reconstruction | PIPE CULVERT | | | | | | | | | | | | | | | | | |
| 35 | 115+232 | 115.221 | EXISTING | 1 x 2.0m x 2.0m | Repair & Reconstruction | BOX CULVERT | | | | | | | | | | | | | | | | | |
| 36 | 115+381 | 115.368 | EXISTING | 1 x 2.0m | Repair & Reconstruction | BOX CULVERT | | | | | | | | | | | | | | | | | |
| 37 | 115+884 | 115.872 | EXISTING | 2 x 1.0m | Repair & Widening | PIPE CULVERT | | | | | | | | | | | | | | | | | |
| 38 | 115+978 | 115.978 | EXISTING | 1 x 2.0m x 2.0m | Repair & Widening | BOX CULVERT | | | | | | | | | | | | | | | | | |

| SETHIAHOPU CHOLOPURAM PROJECT - STATUS OF BOX CULVERTS ON BYPASS - MCW | | | | | | Completed | | | | | | | | In Progress | | | | | | | | |
|---|-------------------|---------------------------|--------|--------------------------------|-------------------|-----------------|---------------|------|------|------|-----|------------------|------------|-------------|------------------|-----|------|------|------|---------------|-----------------|--|
| Status Upto | 31.07.2021 | | | | | LHS | | | | | | | | RHS | | | | | | | | |
| Sr. No. | As Approved by IE | Design Chainage As per CA | | Number and Length of Spans (m) | Type of Structure | Protection Work | Fly wing wall | Slab | Wall | Raft | PCC | Granular Filling | Excavation | Excavation | Granular Filling | PCC | Raft | Wall | Slab | Fly wing wall | Protection Work | |
| 1 | 66+357 | 66.383 | BYPASS | 1 x 3.0m x 2.0m | BOX CULVERT | | | | | | | | | | | | | | | | | |
| 2 | 67+068 | 67.068 | BYPASS | 1 x 3.0m x 2.0m | BOX CULVERT | | | | | | | | | | | | | | | | | |
| 3 | 69+357 | 69.357 | BYPASS | 1 x 2.0m x 2.0m | BOX CULVERT | | | | | | | | | | | | | | | | | |
| 4 | 72+570 | 72.578 | BYPASS | 1 x 3.0m x 2.0m | BOX CULVERT | | | | | | | | | | | | | | | | | |
| 5 | 73+755 | 73.755 | BYPASS | 1x1.2.0mx2.0m | PIPE CULVERT | | | | | | | | | | | | | | | | | |
| 6 | 104+622 | 104.618 | BYPASS | 1 x 2.0m x 2.0m | BOX CULVERT | | | | | | | | | | | | | | | | | |
| 7 | 104+998 | 104.992 | BYPASS | 1 x 4.0m x 2.0m | BOX CULVERT | | | | | | | | | | | | | | | | | |
| 8 | 105+440 | 105.440 | BYPASS | 1 x 2.0m x 2.0m | BOX CULVERT | | | | | | | | | | | | | | | | | |
| 9 | 105+536 | 105.525 | BYPASS | 1 x 2.0m x 2.0m | BOX CULVERT | | | | | | | | | | | | | | | | | |
| 10 | 106+442 | 106.432 | BYPASS | 1 x 2.0m x 2.0m | BOX CULVERT | | | | | | | | | | | | | | | | | |
| 11 | 108+002 | 107.994 | BYPASS | 1 x 3.0m x 2.0m | BOX CULVERT | | | | | | | | | | | | | | | | | |
| 12 | 108+080 | 108.070 | BYPASS | 1 x 4.0m x 2.0m | BOX CULVERT | | | | | | | | | | | | | | | | | |
| 13 | 108+225 | 108.225 | BYPASS | 1 x 3.0m x 2.0m | BOX CULVERT | | | | | | | | | | | | | | | | | |
| 14 | 108+345 | 108.334 | BYPASS | 1 x 3.0m x 2.0m | BOX CULVERT | | | | | | | | | | | | | | | | | |
| 15 | 108+441 | 108.441 | BYPASS | 1 x 3.0m x 2.0m | BOX CULVERT | | | | | | | | | | | | | | | | | |
| 16 | 108+540 | 108.500 | BYPASS | 1 x 2.0m x 2.0m | BOX CULVERT | | | | | | | | | | | | | | | | | |
| 17 | 108+767 | 108.767 | BYPASS | 1 x 4.0m x 2.0m | BOX CULVERT | | | | | | | | | | | | | | | | | |
| 18 | 111+205 | 111.196 | BYPASS | 1 x 1.0m | PIPE CULVERT | | | | | | | | | | | | | | | | | |
| 19 | 111+452 | 111.452 | BYPASS | | PIPE CULVERT | | | | | | | | | | | | | | | | | |

| SETHIAHOPU CHOLOPURAM PROJECT - STATUS OF BOX CULVERTS ON BYPASS - SERVICE ROAD | | | | | | Completed | | | | | | | | In Progress | | | | | | | | |
|--|-------------------|---------------------------|--------|--------------------------------|-------------------|-----------------|---------------|------|------|------|-----|------------------|------------|-------------|------------------|-----|------|------|------|---------------|-----------------|--|
| Status Upto | 31.07.2021 | | | | | LHS | | | | | | | | RHS | | | | | | | | |
| Sr. No. | As Approved by IE | Design Chainage As per CA | | Number and Length of Spans (m) | Type of Structure | Protection Work | Fly wing wall | Slab | Wall | Raft | PCC | Granular Filling | Excavation | Excavation | Granular Filling | PCC | Raft | Wall | Slab | Fly wing wall | Protection Work | |
| 1 | 72+570 | 72.578 | BYPASS | 1 x 3.0m x 2.0m | BOX CULVERT | | | | | | | | | | | | | | | | | |
| 2 | 104+622 | 104.618 | BYPASS | 1 x 2.0m x 2.0m | BOX CULVERT | | | | | | | | | | | | | | | | | |
| 3 | 104+998 | 104.992 | BYPASS | 1 x 4.0m x 2.0m | BOX CULVERT | | | | | | | | | | | | | | | | | |
| 4 | 106+442 | 106.432 | BYPASS | 1 x 2.0m x 2.0m | BOX CULVERT | | | | | | | | | | | | | | | | | |
| 5 | 111+205 | 111.196 | BYPASS | 1 x 1.0m | PIPE CULVERT | | | | | | | | | | | | | | | | | |

| SETHIAHOPU CHOLOPURAM PROJECT - STATUS OF MNB-BOX - MCW | | | | | | Completed | In Progress | | | | | | | | | | | | | | | |
|--|-------------------|---------------------------|--------------------------------|-------------------|-----------|-----------------|----------------|------|------|------|-----|------------------|------------|------------|------------------|-----|------|------|------|----------------|-----------------|--|
| Status Upto | 31.07.2021 | | | | | LHS | | | | | | | RHS | | | | | | | | | |
| Sr. No. | As Approved by IE | Design Chainage As per CA | Number and Length of Spans (m) | Type of Structure | | Protection Work | Retaining wall | Slab | Wall | Raft | PCC | Granular Filling | Excavation | Excavation | Granular Filling | PCC | Raft | Wall | Slab | Retaining wall | Protection Work | |
| 1 | 79+716 | 79.715 | 1 x 12.50m | MNBB | Widening | | | | | | | | | | | | | | | | | |
| 2 | 79+795 | 79.795 | 2 x 12.50m | MNBB | Re-Const. | | | | | | | | | | | | | | | | | |
| 3 | 82+007 | 82.006 | 2 x 12.50m | MNBB | Widening | | | | | | | | | | | | | | | | | |
| 4 | 85+144 | 85.144 | 2 x 12.50m | MNBB | Re-Const. | | | | | | | | | | | | | | | | | |
| 5 | 85+435 | 85.432 | 1 x 12.50m | MNBB | Widening | | | | | | | | | | | | | | | | | |
| 6 | 88+513 | 88.513 | 1 x 12.50m | MNBB | Widening | | | | | | | | | | | | | | | | | |
| 7 | 91+164 | 91.165 | 2 x 12.50m | MNBB | Re-Const. | | | | | | | | | | | | | | | | | |
| 8 | 92+343 | 92.342 | 1 x 12.50m | MNBB | Widening | | | | | | | | | | | | | | | | | |
| 9 | 101+101 | 101.100 | | MNBB | EXISTING | | | | | | | | | NA | NA | NA | NA | NA | NA | | | |
| 10 | 66+757 | 66.730 | 2 x 12.5m | MNBB | BYPASS | | | | | | | | | | | | | | | | | |
| 11 | 68+644 | 68.650 | 2 x 12.5m | MNBB | BYPASS | | | | | | | | | | | | | | | | | |
| 12 | 74+173 | 74.175 | 2 x 12.5m | MNBB | BYPASS | | | | | | | | | | | | | | | | | |
| 13 | 74+605 | 74.600 | 2 x 12.5m | MNBB | BYPASS | | | | | | | | | | | | | | | | | |
| 14 | 105+915 | 105.915 | 2 x 12.5m | MNBB | BYPASS | | | | | | | | | | | | | | | | | |
| 15 | 109+090 | 109.088 | 2 x 12.5m | MNBB | BYPASS | | | | | | | | | | | | | | | | | |
| 16 | 109+195 | 109.208 | 2 x 12.5m | MNBB | BYPASS | | | | | | | | | | | | | | | | | |
| 17 | 109+365 | 109.365 | 2 x 12.5m | MNBB | BYPASS | | | | | | | | | | | | | | | | | |
| 18 | 109+540 | 109.540 | 2 x 12.5m | MNBB | BYPASS | | | | | | | | | | | | | | | | | |
| 19 | 111+563 | 111.565 | 2 x 12.5m | MNBB | BYPASS | | | | | | | | | | | | | | | | | |
| 20 | 112+807 | 112.807 | 1 x 25m | MNBB | BYPASS | | | | | | | | | | | | | | | | | |
| 21 | 113+100 | 113.100 | 2 x 12.5m | MNBB | BYPASS | | | | | | | | | | | | | | | | | |
| 22 | 113+505 | 113.505 | 2 x 12.5m | MNBB | BYPASS | | | | | | | | | | | | | | | | | |

| SETHIAHOPU CHOLOPURAM PROJECT - STATUS OF MNB-BOX - SERVICE ROAD | | | | | | Completed | | | | | | | In Progress | | | | | | | | | |
|---|-------------------|---------------------------|--------------------------------|-------------------|--------|-----------------|----------------|------|------|------|-----|------------------|-------------|------------|------------------|-----|------|------|------|----------------|-----------------|--|
| Status Upto | 31.07.2021 | | | | | LHS | | | | | | | RHS | | | | | | | | | |
| Sr. No. | As Approved by IE | Design Chainage As per CA | Number and Length of Spans (m) | Type of Structure | | Protection Work | Retaining wall | Slab | Wall | Raft | PCC | Granular Filling | Excavation | Excavation | Granular Filling | PCC | Raft | Wall | Slab | Retaining wall | Protection Work | |
| 1 | 74+605 | 74.600 | 2 x 12.5m | MNBB | BYPASS | | | | | | | | | | | | | | | | | |
| 2 | 105+915 | 105.915 | 2 x 12.5m | MNBB | BYPASS | | | | | | | | | | | | | | | | | |
| 3 | 109+090 | 109.088 | 2 x 12.5m | MNBB | BYPASS | | | | | | | | | | | | | | | | | |
| 4 | 109+195 | 109.208 | 2 x 12.5m | MNBB | BYPASS | | | | | | | | | | | | | | | | | |
| 5 | 109+365 | 109.365 | 2 x 12.5m | MNBB | BYPASS | | | | | | | | | | | | | | | | | |
| 6 | 109+540 | 109.540 | 2 x 12.5m | MNBB | BYPASS | | | | | | | | | | | | | | | | | |
| 7 | 111+563 | 111.565 | 2 x 12.5m | MNBB | BYPASS | | | | | | | | | | | | | | | | | |
| 8 | 112+807 | 112.807 | 1 x 25m | MNBB | BYPASS | | | | | | | | | | | | | | | | | |
| 9 | 113+100 | 113.100 | 2 x 12.5m | MNBB | BYPASS | | | | | | | | | | | | | | | | | |
| 10 | 113+505 | 113.505 | 2 x 12.5m | MNBB | BYPASS | | | | | | | | | | | | | | | | | |

| SETHIYAHOPU CHOLOPURAM PROJECT - STATUS OF LVUP | | | | | Completed | | | | | | | In Progress | | | | | | |
|--|-------------------|--------------------------------|-------------------|----------|-----------------|------|------|------|-----|------------|------------|-------------|------|------|------|-----------------|--|--|
| Status Upto | 31.07.2021 | | | | LHS | | | | | | RHS | | | | | | | |
| Sr. No. | As Approved by IE | Number and Length of Spans (m) | Type of Structure | | Protection Work | Slab | Wall | Raft | PCC | Excavation | Excavation | PCC | Raft | Wall | Slab | Protection Work | | |
| 1 | 77+420 | 1X10.5 | LVUP | EXISTING | | | | | | | | | | | | | | |
| 2 | 112+643 | 1X10.5 | LVUP | BYPASS | | | | | | | | | | | | | | |

| SETHIYAHOPU CHOLOPURAM PROJECT - STATUS OF MNB (>15m Span) | | | | | Completed | | | | | | | | | In Progress | | | | | | | | | | | |
|--|-----------------|--------|----------|----|---------------|------|------------------|----------------|-----------------|----------|-----------------|-----|------------|-------------|-----|-----------------|----------|-----------------|----------------|------------------|------|---------------|--|--|--|
| Status upto | 31.07.2021 | | | | LHS | | | | | | | | | RHS | | | | | | | | | | | |
| Sr. No. | MNB at Chainage | Span | | | Crash Barrier | Slab | Girder Launching | Girder Casting | Piercap /Abtcap | Pier/Abt | Open Foundation | PCC | Excavation | Excavation | PCC | Open Foundation | Pier/Abt | Piercap /Abtcap | Girder Casting | Girder Launching | Slab | Crash Barrier | | | |
| 1 | 70+185 | 2 x 20 | BYPASS | A1 | | | | | | | | | | | | | | | | | | | | | |
| | | | | P1 | | | | | | | | | | | | | | | | | | | | | |
| | | | | A2 | | | | | | | | | | | | | | | | | | | | | |
| 2 | 73+815 | 1 x 15 | BYPASS | A1 | | | | | | | | | | | | | | | | | | | | | |
| | | | | A2 | | | | | | | | | | | | | | | | | | | | | |
| 3 | 84+725 | 1 x 15 | EXISTING | A1 | | | | | | | | | | | | | | | | | | | | | |
| | | | | A2 | | | | | | | | | | | | | | | | | | | | | |
| 4 | 84+987 | 2 x 15 | EXISTING | A1 | | | | | | | | | | | | | | | | | | | | | |
| | | | | P1 | | | | | | | | | | | | | | | | | | | | | |
| | | | | A2 | | | | | | | | | | | | | | | | | | | | | |

| SETHIYAHOPU CHOLOPURAM PROJECT - STATUS OF MJB | | | | | | | | | Completed | | | | | | | |
|---|---------------|------|---------------------|----------------|---------------------|----------|----------|------|-------------|----------|----------|---------------------|----------------|---------------------|------|---------------|
| MJB at Chainage 66+530 (8x30) - BYPASS | | | | | | | | | In Progress | | | | | | | |
| Status Upto 31.07.2021 | LHS/LSR | | | | | | | | RHS/RSR | | | | | | | |
| | Crash Barrier | Slab | Girder Launching | Girder Casting | Pier Cap/Abt Cap | Pier/Abt | Pile Cap | Pile | Pile | Pile Cap | Pier/Abt | Pier Cap/Abt Cap | Girder Casting | Girder Launching | Slab | Crash Barrier |
| A1 | | | | | | | | | | | | | | | | |
| P1 | | | | | | | | | | | | | | | | |
| P2 | | | | | | | | | | | | | | | | |
| P3 | | | | | | | | | | | | | | | | |
| P4 | | | | | | | | | | | | | | | | |
| P5 | | | | | | | | | | | | | | | | |
| P6 | | | | | | | | | | | | | | | | |
| P7 | | | | | | | | | | | | | | | | |
| A2 | | | | | | | | | | | | | | | | |
| MJB at Chainage 73+340 (9x30) - BYPASS | | | | | | | | | Completed | | | | | | | |
| MJB at Chainage 73+340 (9x30) - BYPASS | | | | | | | | | In Progress | | | | | | | |
| Status Upto 31.07.2021 | LHS/LSR | | | | | | | | RHS/LSR | | | | | | | |
| | Crash Barrier | Slab | Girder Launching | Girder Casting | Pier Cap/Abt Cap | Pier/Abt | Pile Cap | Pile | Pile | Pile Cap | Pier/Abt | Pier Cap/Abt Cap | Girder Casting | Girder Launching | Slab | Crash Barrier |
| A1 | | | | | | | | | | | | | | | | |
| P1 | | | | | | | | | | | | | | | | |
| P2 | | | | | | | | | | | | | | | | |
| P3 | | | | | | | | | | | | | | | | |
| P4 | | | | | | | | | | | | | | | | |
| P5 | | | | | | | | | | | | | | | | |
| P6 | | | | | | | | | | | | | | | | |
| P7 | | | | | | | | | | | | | | | | |
| P8 | | | | | | | | | | | | | | | | |
| A2 | | | | | | | | | | | | | | | | |

| MJB at Chainage 99+583 (3x25) - EXISTING ROAD | | | | | | | | | <div style="display: flex; justify-content: space-between;"> Completed In Progress </div> | | | | | | | |
|---|---------------|------|------------------|----------------|------------------|----------|----------|------|--|----------|----------|------------------|----------------|------------------|------|---------------|
| Status Upto 31.07.2021 | LHS/LSR | | | | | | | | RHS/LSR | | | | | | | |
| | Crash Barrier | Slab | Girder Launching | Girder Casting | Pier Cap/Abt Cap | Pier/Abt | Pile Cap | Pile | Pile | Pile Cap | Pier/Abt | Pier Cap/Abt Cap | Girder Casting | Girder Launching | Slab | Crash Barrier |
| A1 | | | | | | | | | Existing Major Bridge need to be retained. | | | | | | | |
| P1 | | | | | | | | | | | | | | | | |
| P2 | | | | | | | | | | | | | | | | |
| A2 | | | | | | | | | | | | | | | | |
| MJB at Chainage 107+400 - BYPASS | | | | | | | | | <div style="display: flex; justify-content: space-between;"> Completed In Progress </div> | | | | | | | |
| Status Upto 31.07.2021 | LHS/LSR | | | | | | | | RHS/LSR | | | | | | | |
| | Crash Barrier | Slab | Girder Launching | Girder Casting | Pier Cap/Abt Cap | Pier/Abt | Pile Cap | Pile | Pile | Pile Cap | Pier/Abt | Pier Cap/Abt Cap | Girder Casting | Girder Launching | Slab | Crash Barrier |
| A1 | | | | | | | | | | | | | | | | |
| P1 | | | | | | | | | | | | | | | | |
| P2 | | | | | | | | | | | | | | | | |
| P3 | | | | | | | | | | | | | | | | |
| P4 | | | | | | | | | | | | | | | | |
| P5 | | | | | | | | | | | | | | | | |
| P6 | | | | | | | | | | | | | | | | |
| P7 | | | | | | | | | | | | | | | | |
| P8 | | | | | | | | | | | | | | | | |
| P9 | | | | | | | | | | | | | | | | |
| P10 | | | | | | | | | | | | | | | | |
| P11 | | | | | | | | | | | | | | | | |
| P12 | | | | | | | | | | | | | | | | |
| P13 | | | | | | | | | | | | | | | | |
| P14 | | | | | | | | | | | | | | | | |
| P15 | | | | | | | | | | | | | | | | |
| P16 | | | | | | | | | | | | | | | | |
| P17 | | | | | | | | | | | | | | | | |
| P18 | | | | | | | | | | | | | | | | |
| P19 | | | | | | | | | | | | | | | | |
| A2 | | | | | | | | | | | | | | | | |

| SETHIYAHOPU CHOLOPURAM PROJECT - STATUS OF FLYOVER | | | | | Completed | | | | | | | | | In Progress | | | | | | | | | | | |
|--|----------------|------|-----------------|----|---------------|------|------------------|----------------|-----------------|-----------|----------|-----|------|-------------|-----|----------|-----------|-----------------|----------------|------------------|------|---------------|--|--|--|
| Status upto | 31.07.2021 | | | | LHS | | | | | | | | | RHS | | | | | | | | | | | |
| Sr.No. | FO at Chainage | Span | | | Crash Barrier | Slab | Girder Launching | Girder Casting | Piercap /Abtcap | Abt Shaft | Pile Cap | PCC | Pile | Pile | PCC | Pile Cap | Abt Shaft | Piercap /Abtcap | Girder Casting | Girder Launching | Slab | Crash Barrier | | | |
| 1 | 69+785 | 1x30 | BYPASS | A1 | | | | | | | | | | | | | | | | | | | | | |
| | | | | A2 | | | | | | | | | | | | | | | | | | | | | |
| 2 | 74+655 | 1x30 | BYPASS+EXISTING | A1 | | | | | | | | | | | | | | | | | | | | | |
| | | | | A2 | | | | | | | | | | | | | | | | | | | | | |
| 3 | 80+556 | 1x30 | EXISTING | A1 | | | | | | | | | | | | | | | | | | | | | |
| | | | | A2 | | | | | | | | | | | | | | | | | | | | | |
| 4 | 80+720 | 1x30 | EXISTING | A1 | | | | | | | | | | | | | | | | | | | | | |
| | | | | A2 | | | | | | | | | | | | | | | | | | | | | |
| 5 | 95+455 | 2x30 | EXISTING | A1 | | | | | | | | | | | | | | | | | | | | | |
| | | | | P1 | | | | | | | | | | | | | | | | | | | | | |
| | | | | A2 | | | | | | | | | | | | | | | | | | | | | |
| 6 | 98+950 | 2x30 | EXISTING | A1 | | | | | | | | | | | | | | | | | | | | | |
| | | | | P1 | | | | | | | | | | | | | | | | | | | | | |
| | | | | A2 | | | | | | | | | | | | | | | | | | | | | |
| 7 | 104+570 | 1x30 | BYPASS | A1 | | | | | | | | | | | | | | | | | | | | | |
| | | | | A2 | | | | | | | | | | | | | | | | | | | | | |
| 8 | 110+110 | 1x30 | EXISTING | A1 | | | | | | | | | | | | | | | | | | | | | |
| | | | | A2 | | | | | | | | | | | | | | | | | | | | | |

| SETHIYAHOPU CHOLOPURAM PROJECT - STATUS OF VUP | | | | | Completed | | | | | | | | | In Progress | | | | | | | | | |
|--|-----------------|------|-----------------|----|---------------|------|------------------|----------------|-----------------|-----------|----------|-----|------|-------------|-----|----------|-----------|-----------------|----------------|------------------|------|---------------|--|
| Status upto | 31.07.2021 | | | | LHS | | | | | | | | | RHS | | | | | | | | | |
| SR.NO. | VUP at Chainage | Span | | | Crash Barrier | Slab | Girder Launching | Girder Casting | Piercap /Abtcap | Abt Shaft | Pile Cap | PCC | Pile | Pile | PCC | Pile Cap | Abt Shaft | Piercap /Abtcap | Girder Casting | Girder Launching | Slab | Crash Barrier | |
| 1 | 72+545 | 1x25 | BYPASS | A1 | | | | | | | | | | | | | | | | | | | |
| | | | | A2 | | | | | | | | | | | | | | | | | | | |
| 2 | 75+830 | 1x25 | EXISTING | A1 | | | | | | | | | | | | | | | | | | | |
| | | | | A2 | | | | | | | | | | | | | | | | | | | |
| 3 | 86+900 | 1x25 | EXISTING | A1 | | | | | | | | | | | | | | | | | | | |
| | | | | A2 | | | | | | | | | | | | | | | | | | | |
| 4 | 87+670 | 1x25 | EXISTING | A1 | | | | | | | | | | | | | | | | | | | |
| | | | | A2 | | | | | | | | | | | | | | | | | | | |
| 5 | 90+580 | 1x25 | EXISTING | A1 | | | | | | | | | | | | | | | | | | | |
| | | | | A2 | | | | | | | | | | | | | | | | | | | |
| 6 | 97+225 | 1x25 | EXISTING | A1 | | | | | | | | | | | | | | | | | | | |
| | | | | A2 | | | | | | | | | | | | | | | | | | | |
| 7 | 101+910 | 1x25 | EXISTING | A1 | | | | | | | | | | | | | | | | | | | |
| | | | | A2 | | | | | | | | | | | | | | | | | | | |
| 8 | 102+975 | 1x25 | EXISTING | A1 | | | | | | | | | | | | | | | | | | | |
| | | | | A2 | | | | | | | | | | | | | | | | | | | |
| 9 | 106+318 | 1x25 | BYPASS | A1 | | | | | | | | | | | | | | | | | | | |
| | | | | A2 | | | | | | | | | | | | | | | | | | | |
| 10 | 109+350 | 1x25 | BYPASS | A1 | | | | | | | | | | | | | | | | | | | |
| | | | | A2 | | | | | | | | | | | | | | | | | | | |
| 11 | 111+235 | 1x25 | BYPASS+EXISTING | A1 | | | | | | | | | | | | | | | | | | | |
| | | | | A2 | | | | | | | | | | | | | | | | | | | |
| 12 | 113+550 | 1x25 | BYPASS+EXISTING | A1 | | | | | | | | | | | | | | | | | | | |
| | | | | A2 | | | | | | | | | | | | | | | | | | | |
| 13 | 115+258 | 1x25 | EXISTING | A1 | | | | | | | | | | | | | | | | | | | |
| | | | | A2 | | | | | | | | | | | | | | | | | | | |

| Sr. No. | Description | IS Specification Clause | Frequency of Tests | Test conducted upto Previous month | | | | Tests conducted during reporting month July 2021 | | | | | | Test conducted upto this month | | | |
|---|-----------------------------|-------------------------|-----------------------------|---|--------|--------|------------------------------|---|----|-----------------|----|-----------------|----|---|--------|--------|------------------------------|
| | | | | No. of test Conducted EPC/ Concessionaire | Passed | Failed | Nos. of test witnessed by IE | Tested | | Passed | | Failed | | No. of test Conducted EPC/ Concessionaire | Passed | Failed | Nos. of test witnessed by IE |
| | | | | | | | | Concessi onarie | IE | Concessio narie | IE | Concessi onarie | IE | | | | |
| 21.0. (A) Concrete Cube Strength | | | | | | | | | | | | | | | | | |
| M15 PCC | | | | | | | | | | | | | | | | | |
| | 7Days Compressive Strength | MORT&H Sec. 1700 | MORT&H Sec. 1700 No of sets | 527 | 527 | 0 | 193 | 35 | 7 | 35 | 7 | 0 | 0 | 562 | 562 | 0 | 200 |
| | 28Days Compressive Strength | | | 863 | 863 | 0 | 378 | 30 | 10 | 30 | 10 | 0 | 0 | 893 | 893 | 0 | 388 |
| M20 KERB | | | | | | | | | | | | | | | | | |
| | 7Days Compressive Strength | MORT&H Sec. 1700 | MORT&H Sec. 1700 No of sets | 200 | 200 | 0 | 58 | 19 | 2 | 19 | 2 | 0 | 0 | 219 | 219 | 0 | 60 |
| | 28Days Compressive Strength | | | 509 | 509 | 0 | 128 | 60 | 14 | 30 | 14 | 0 | 0 | 569 | 539 | 0 | 142 |
| M20 RCC | | | | | | | | | | | | | | | | | |
| | 7Days Compressive Strength | MORT&H Sec. 1700 | MORT&H Sec. 1700 No of sets | 311 | 311 | 0 | 92 | 29 | 5 | 29 | 5 | 0 | 0 | 340 | 340 | 0 | 97 |
| | 28Days Compressive Strength | | | 599 | 599 | 0 | 202 | 0 | 0 | 0 | 0 | 0 | 0 | 599 | 599 | 0 | 202 |
| M25 RCC | | | | | | | | | | | | | | | | | |
| | 7Days Compressive Strength | MORT&H Sec. 1700 | MORT&H Sec. 1700 No of sets | 7 | 7 | 0 | 0 | 1 | 1 | 1 | 1 | 0 | 0 | 8 | 8 | 0 | 1 |
| | 28Days Compressive Strength | | | 7 | 7 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 7 | 0 | 6 |
| M30 RCC | | | | | | | | | | | | | | | | | |
| | 7Days Compressive Strength | MORT&H Sec. 1700 | MORT&H Sec. 1700 No of sets | 584 | 584 | 0 | 212 | 55 | 14 | 55 | 14 | 0 | 0 | 639 | 639 | 0 | 226 |
| | 28Days Compressive Strength | | | 967 | 967 | 0 | 385 | 46 | 12 | 46 | 12 | 0 | 0 | 1013 | 1013 | 0 | 397 |
| M30 RCC PUMPABLE | | | | | | | | | | | | | | | | | |
| | 7Days Compressive Strength | MORT&H Sec. 1700 | MORT&H Sec. 1700 No of sets | 60 | 60 | 0 | 27 | 14 | 6 | 14 | 6 | 0 | 0 | 74 | 74 | 0 | 33 |
| | 28Days Compressive Strength | | | 156 | 156 | 0 | 74 | 11 | 9 | 11 | 9 | 0 | 0 | 167 | 167 | 0 | 83 |
| M35 RCC | | | | | | | | | | | | | | | | | |
| | 7Days Compressive Strength | MORT&H Sec. 1700 | MORT&H Sec. 1700 No of sets | 332 | 332 | 0 | 171 | 23 | 8 | 23 | 8 | 0 | 0 | 355 | 355 | 0 | 179 |
| | 28Days Compressive Strength | | | 667 | 667 | 0 | 350 | 24 | 7 | 24 | 7 | 0 | 0 | 691 | 691 | 0 | 357 |
| M35 PILING | | | | | | | | | | | | | | | | | |
| | 7Days Compressive Strength | MORT&H Sec. 1700 | MORT&H Sec. 1700 No of sets | 970 | 970 | 0 | 509 | 0 | 0 | 0 | 0 | 0 | 0 | 970 | 970 | 0 | 509 |
| | 28Days Compressive Strength | | | 2878 | 2878 | 0 | 1540 | 0 | 0 | 0 | 0 | 0 | 0 | 2878 | 2878 | 0 | 1540 |
| M35 RCC PUMPABLE | | | | | | | | | | | | | | | | | |
| | 7Days Compressive Strength | MORT&H Sec. 1700 | MORT&H Sec. 1700 No of sets | 784 | 784 | 0 | 313 | 84 | 39 | 84 | 39 | 0 | 0 | 868 | 868 | 0 | 352 |
| | 28Days Compressive Strength | | | 2201 | 2201 | 0 | 857 | 158 | 81 | 158 | 81 | 0 | 0 | 2359 | 2359 | 0 | 938 |
| M35 RE BLOCK | | | | | | | | | | | | | | | | | |
| | 7Days Compressive Strength | MORT&H Sec. 1700 | MORT&H Sec. 1700 No of sets | 792 | 792 | 0 | 228 | 0 | 0 | 0 | 0 | 0 | 0 | 792 | 792 | 0 | 228 |
| | 28Days Compressive Strength | | | 2270 | 2270 | 0 | 728 | 0 | 0 | 0 | 0 | 0 | 0 | 2270 | 2270 | 0 | 728 |
| M40 PUMP & M40 RCC | | | | | | | | | | | | | | | | | |
| | 7Days Compressive Strength | MORT&H Sec. 1700 | MORT&H Sec. 1700 No of sets | 630 | 630 | 0 | 231 | 34 | 16 | 34 | 16 | 0 | 0 | 664 | 664 | 0 | 247 |
| | 28Days Compressive Strength | | | 1411 | 1411 | 0 | 502 | 108 | 51 | 108 | 51 | 0 | 0 | 1519 | 1519 | 0 | 553 |
| M40 PQC | | | | | | | | | | | | | | | | | |
| | 7 Days Flexural Strength | As Per IS:516 | As Per IS:516 | 12 | 12 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 12 | 0 | 12 |
| | 28 Days Flexural Strength | | | 30 | 30 | 0 | 30 | 0 | 0 | 0 | 0 | 0 | 0 | 30 | 30 | 0 | 30 |
| | 7Days Compressive Strength | As Per IS:516 | As Per IS:516 | 12 | 12 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 12 | 0 | 12 |
| | 28Days Compressive Strength | | | 30 | 30 | 0 | 30 | 0 | 0 | 0 | 0 | 0 | 0 | 30 | 30 | 0 | 30 |

5. Financial & Physical Progress of Work

Figure 3a: Financial Progress - Planned vs Achieved - S Curve

Figure 3b: Physical Progress - Planned vs Achieved - S Curve

6. Quality Control and Quality Assurance

6.1. List of Lab Equipment's

A site laboratory has been set up with all equipment required for testing soil, GSB, WMM, Bitumen, aggregate and concrete. Following tables represents the list of QA/QC equipment's available at Annaikarai & Meensurity Lab.

| Table 6.1 - 1 QA/QC Lab Equipment at Annaikarai Lab | | |
|---|--|----------|
| Sl. NO | EQUIPEMENT LIST'S | QUANTITY |
| 1 | compression testing machine 2000 kN | 1 |
| 2 | cement mortar vibrating machine | 1 |
| 3 | AIV Apparatus | 1 |
| 4 | electronic weighing balance (50 kg) | 1 |
| 5 | electronic weighing balance (600 gm) | 1 |
| 6 | Hot Air Oven(250° c) | 1 |
| 7 | Hot plate | 1 |
| 8 | Rain Gauge | 1 |
| 9 | Sieve: as per IS 460 -1962 200 dia Brass frame | |
| 10 | 4.75 mm | 1 |
| 11 | 1.18 mm | 1 |
| 12 | 600 mic | 1 |
| 13 | 300 mic | 1 |
| 14 | 90 mic | 1 |
| 15 | 75 mic | 1 |
| 16 | Pan with Lid | 1 |
| 17 | Sieve: as per IS 460 -1962 200 dia GI frame | |
| 18 | 40 mm | 1 |
| 19 | 20 mm | 1 |
| 20 | 12.5 mm | 1 |
| 21 | 10 mm | 1 |
| 22 | 4.75 mm | 1 |
| 23 | 2.36 mm | 1 |
| 24 | Pan with Lid | 1 |

| | | |
|----|--|---|
| 25 | Thickness Gauge | 1 |
| 26 | Glass Rain measuring jar (200CM ²) | 2 |
| 27 | GI Tray (18 x24 x50) | 5 |
| 28 | Enamel Tray (medium) | 4 |
| 29 | Enamel Tray (small) | 6 |
| 30 | spactula wooden handle | 8 |
| 31 | GI Tray () | 1 |
| 32 | Iron tray | 1 |
| 33 | slump cone apparatus with tamping rod | 2 |

Table 6.1 - 2 QA/QC Lab Equipment at Meensurity Lab

| Sl. NO | EQUIPEMENT LIST'S | QUANTITY |
|--------|---|----------|
| 1 | Test Sieves Set 450mm internal diameter as per IS complete with lid & pan of hole sizes | |
| a | 100mm | 2 Nos |
| b | 75mm | 2 Nos |
| c | 90mm | 2 Nos |
| d | 63mm | 2 Nos |
| e | 53mm | 2 Nos |
| f | 50mm | 2 Nos |
| g | 45mm | 2 Nos |
| h | 40mm | 2 Nos |
| i | 37.5mm | 2 Nos |
| j | 31.5mm | 2 Nos |
| k | 26.5mm | 2 Nos |
| l | 25mm | 2 Nos |
| m | 22.4mm | 2 Nos |
| n | 20.0mm | 2 Nos |
| o | 19.0mm | 2 Nos |
| p | 18mm | 2 Nos |
| q | 16mm | 2 Nos |
| r | 14mm | 2 Nos |
| s | 13.2mm | 2 Nos |

| | | |
|--------|--|----------|
| t | 12.5mm | 2 Nos |
| v | 11.2mm | 2 Nos |
| u | 10mm | 2 Nos |
| w | 9.5mm | 2 Nos |
| x | 6.3mm | 2 Nos |
| y | 5.6mm | 2 Nos |
| z | 4.75mm | 2 Nos |
| 2 | Test Sieves Set 200mm internal diameter (Brass frame & steel or brass wire cloth mesh) as per IS complete with lid & pan of sieve | |
| a | 37.5mm | 2 Nos |
| b | 26.5mm | 2 Nos |
| c | 22.4mm | 2 Nos |
| d | 19mm | 2 Nos |
| e | 16mm | 2 Nos |
| f | 14mm | 2 Nos |
| g | 13.2mm | 2 Nos |
| h | 12.5 | 2 Nos |
| i | 11.2mm | 2 Nos |
| j | 10mm | 2 Nos |
| k | 9.5mm | 2 Nos |
| l | 4.75mm | 2 Nos |
| m | 2.8mm | 2 Nos |
| n | 2.36mm | 2 Nos |
| o | 2.0mm | 2 Nos |
| Sl. NO | EQUIPEMENT LIST'S | QUANTITY |
| p | 1.80mm | 2 Nos |
| q | 1.7mm | 2 Nos |
| r | 1.4mm | 2 Nos |
| s | 1.18mm | 2 Nos |
| t | 1.0mm | 3 Nos |
| v | 0.600mm | 2 Nos |
| u | 0.425mm | 2 Nos |

| | | |
|----|---|--------|
| w | 0.355mm | 2 Nos |
| x | 0.300mm | 2 Nos |
| y | 0.180 | 2 Nos |
| z | 0.090mm | 2 Nos |
| aa | 0.075mm | 6 Nos |
| 3 | Measuring cylinder - Borosilicate glass - 100ML | 40 Nos |
| 4 | Glass Thermometer 00c to 3000c | 10 Nos |
| 5 | Flash filtering borosil glass - 2000ML | 1 No |
| 6 | Flash filtering borosil glass - 5000ML | 1 No |
| 7 | Round hot Plate | 2 Nos |
| 8 | Measuring cylinder - Borosilicate glass - 1000ML | 4 Nos |
| 9 | Measuring cylinder - Borosilicate glass - 250ML | 4 Nos |
| 10 | Measuring cylinder- Borosilicate glass - 500ML | 4 Nos |
| 11 | Beakers - glass borosil - low from cap 600ML | 4 Nos |
| 12 | Compaction pedestal - 4" | 4 Nos |
| 13 | Extractor plate - 6" dia for marshal test | 1 No |
| 14 | Rammer marshal - 4" | 4 Nos |
| 15 | Thermometer Infra red - MTX - 2 | 2 Nos |
| 16 | LE - Chatlier mould one set of six | 2 Nos |
| 17 | Cone penetrometer | 1 No |
| 18 | Los angeles abrasion testing machine | 1 No |
| 19 | Marshal Mould - 4" dia | 51 nos |
| 20 | G.I Tray - 1500*1500*100MM | 4 Nos |
| 21 | Compaction pedestal - 6" | 1 No |
| 22 | Marshal stability apparatus | 1 No |
| 23 | Measuring cylinder- Plastic - 50ML | 4 Nos |
| 24 | Measuring cylinder- Plastic - 250ML | 2 Nos |
| 25 | Measuring cylinder- Plastic - 500ML | 2 Nos |
| 26 | Measuring cylinder- Plastic - 1000ML | 2 Nos |
| 27 | Vibrating machine with digital timer | 1 No |
| 28 | Hot Air Oven - Thermostatic - NoN Digital - 45*45*45 CM | 1 No |
| 29 | Hot Air Oven - Thermostatic - NoN Digital - 90*60*60 CM | 1 No |

| | | |
|---------------|---|-----------------|
| 30 | Penetration cup - 55*70 MM | 2 Nos |
| 31 | Penetration cup - 55*35MM | 6 Nos |
| 32 | Standard Penetrometer - Automatic with digital timer | 1 No |
| 33 | proctor compaction mould 100mm dia with 2.69kg Rammer mid steel | 4 Nos |
| 34 | proctor compaction mould 150mm dia with 4.89kg Rammer mid steel | 6 Nos |
| 35 | proving ring compression type 10kn | 1 Nos |
| Sl. NO | EQUIPEMENT LIST'S | QUANTITY |
| 36 | proving ring compression type 2.5kn | 1 Nos |
| 37 | proving ring compression type 25kn | 1 Nos |
| 38 | proving ring compression type 50kn | 1 Nos |
| 39 | pycnometer bottle | 4 Nos |
| 40 | Rapid moisture meter-0-25% | 4 Nos |
| 41 | Riffle sample divider -G.I-20mm , no of slot ;16 | 1 nos |
| 42 | Riffle sample divider -G.I-40mm , no of slot ;12 | 1 Nos |
| 43 | Pipette borosilicate glass - 10 ml | 4 Nos |
| 44 | Sant equivalent value test apparaus with accessories | 1 Nos |
| 45 | fileld density test app - sand replacement method small | 2 Set |
| 46 | shrinkage limit set W/O mercury | 1 Nos |
| 47 | Mercury 250 Gm | 1 Nos |
| 48 | Buoyancy balance | 1 Nos |
| 49 | Spatula 8" | 10 Nos |
| 50 | Spatula 4" | 10 Nos |
| 51 | Standard sand - grade III - Bag of 25 kg | 2 Nos |
| 52 | Standard sand - grade I - Bag of 25 kg | 2 Bag |
| 53 | Standard sand - grade II - Bag of 25 kg | 2 Bag |
| 54 | stanard penetrometer - automatic with digital timer | 1 Nos |
| 55 | Beaking head assembly - 6' | 1 Nos |
| 56 | Bulk density cylindrical metal measure - 15 LTR | 1 Nos |
| 57 | Bulk density cylindrical metal measure - 5 LTR | 1 Nos |
| 58 | Bulk density cylindrical metal measure - 30 LTR | 1 Nos |
| 59 | Calcium carbide - 500 GM for rapid moisture meter | 10 Nos |

| | | |
|---------------|--|-----------------|
| 60 | Liquid limits device - hand operated | 1 Nos |
| 61 | CBR mould mild steel 150mm dia eith collar and base plate | 60 Nos |
| 62 | Perforrated plate - for CBR test AS per 1377 | 57 Nos |
| 63 | Spacer disc - for CBR test | 4 nos |
| 64 | surcharge weight 2.5kg annular for cbr test | 120 nos |
| 65 | cbr load frame electrical single speed | 1 nos |
| 66 | chiesel 25mm wide *300mm long | 20 nos |
| 67 | compression testing machine 2000kn digital manual pace | 1 nos |
| 68 | cube moulds 7.06cm isi marked for cement | 12 |
| 69 | Concrete mixer - Tilting drum type | 1 No |
| 70 | Constant temperature waterbath for marshal test with digital | 2 Nos |
| 71 | Core drilling machine with disel engine | 1 No |
| 72 | Electronic weighing balance - 10KG | 1 No |
| 73 | Cube moulds - 10CM | 18 Nos |
| 74 | Cube moulds - 5CM | 12 Nos |
| 75 | Electronic weighing balance - 600Gms | 2 Nos |
| 76 | Dial gauge 0.01*30mm | 4 Nos |
| 77 | Electronic platform balance - 100KG | 1 Nos |
| 78 | Electronic weighing balance - 30KG | 2 Nos |
| 79 | Electronic weighing balance - 50KG | 2 Nos |
| 80 | Electronic weighing balance - 5KG | 1 No |
| 81 | Stop watch - digital | 4 Nos |
| Sl. NO | EQUIPEMENT LIST'S | QUANTITY |
| 82 | Direct shear apparatus | 1 No |
| 83 | Bottle wash plastic - 1000ML | 4 Nos |
| 84 | Length gauge | 1 No |
| 85 | Tray - G.I 300*300MM (12"*12") | 6 Nos |
| 86 | Enamel tray -300*250*40 mm (10"*12") | 9 Nos |
| 87 | Tray G.I -300*250*40 mm (10"*12") | 9 Nos |
| 88 | Enamel tray -450*600*40 mm (18"*12") | 12 Nos |
| 89 | Field density test app -sand replacement method medium | 2 Set |
| 90 | Field density test app -sand replacement method Large | 2 Set |

| | | |
|-----|--|--------|
| 91 | Filter paper for marshal test 100mm dia | 10 PKT |
| 92 | Filter paper for CBR test 15cm dia PKT of 100 circles | 10 PKT |
| 93 | Flakiness gauge - M.S .Chrome / powder coated | 1 Nos |
| 94 | Pensky marten flash piot apparatus | 1 Nos |
| 95 | Flexural strength testing machine curve | 1 Nos |
| 96 | French curve | 2 Nos |
| 97 | Slump test aprpratus with tamping rod 16mm dia *600mm long | 9 Nos |
| 98 | Thermometer dial 100mm dia * 300mm long 00 - 3000c | 10 Nos |
| 99 | Tripod stand for CBR test | 4 Nos |
| 100 | Gauging trowel 6" (150mm) | 4 Nos |
| 101 | U tube glass viscometer | 1 Nos |
| 102 | Saybolt viscometer with energy regulator | 1 Nos |
| 103 | Vacuum pump -Singal Stage | 1 Nos |
| 104 | Vibrating table -60*60 CM | 1 Nos |
| 105 | Needle final setting time for vicat needle aprpratus | 1 Nos |
| 106 | Needle Intial setting time for vicat needle aprpratus | 1 Nos |
| 107 | Vicat Needle apparatus | 2 Nos |
| 108 | Hammer with Handle - 1000 GM | 4 Nos |
| 109 | Aggregate Impact testing machine | 1 Nos |
| 110 | Beakers - glass borosil - low form cap ; 600ML | 2 Nos |
| 111 | Beam mould -15*15*70 CM - Mild steel | 17 Nos |

6.2. Quality Control Test Summary

GSB material, soil samples from borrow areas, aggregates, cement and bitumen are being tested regularly. Trial mix design for concrete with different admixtures is also in progress.

The detailed list of quality control test conducted up to the month of July - 2021 are tabulated below:-

Four Laning of Sethiyahopu - Cholopuram From km 65.960 to km 116.440 Section of NH-45C in the State of TamilNadu Under NHDP Phase-IV on Hybrid Annuity Mode



Monthly Progress Report : Summary of Quality Control Report : Month of July-2021

| Sr. No. | Description | IS Specification Clause | Frequency of Tests | Test conducted upto Previous month | | | | Tests conducted during reporting month July 2021 | | | | | | Test conducted upto this month | | | | |
|---|------------------------------|-------------------------|------------------------------|---|--------|--------|------------------------------|--|----|-----------------|----|-----------------|----|---|--------|--------|------------------------------|----|
| | | | | No. of test Conducted EPC/ Concessionaire | Passed | Failed | Nos. of test witnessed by IE | Tested | | Passed | | Failed | | No. of test Conducted EPC/ Concessionaire | Passed | Failed | Nos. of test witnessed by IE | |
| | | | | | | | | Concessi onarie | IE | Concessio narie | IE | Concessi onarie | IE | | | | | |
| 1.0 Tests on OGL | | | | | | | | | | | | | | | | | | |
| 1.1 | Grain size analysis | IS:2720 (Part4) | 1 test / 250 meters | 345 | 345 | 0 | 97 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 345 | 345 | 0 | 97 |
| 1.2 | Atterberg Limits | IS:2720 (Part5) | 1 test / 250 meters | 345 | 345 | 0 | 97 | 0 | 0 | 0 | 0 | 0 | 0 | 345 | 345 | 0 | 97 | |
| 1.3 | Proctor | IS:2720 (Part8) | 1 test / 250 meters | 345 | 345 | 0 | 97 | 0 | 0 | 0 | 0 | 0 | 0 | 345 | 345 | 0 | 97 | |
| 1.4 | Free Swell index | IS:2720 (Part40) | 1 test / 250 meters | 345 | 338 | 7 | 97 | 0 | 0 | 0 | 0 | 0 | 0 | 345 | 338 | 7 | 97 | |
| 1.5 | California bearing ratio | IS:2720 (Part16) | As required | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2.0 Borrow Area for EMB/Subgrade (MoRT&H 305) | | | | | | | | | | | | | | | | | | |
| 2.1 | Grain size analysis | IS:2720 (Part4) | 1 test /1500 m ³ | 1222 | 1222 | 0 | 678 | 12 | 6 | 12 | 6 | 0 | 0 | 1234 | 1234 | 0 | 684 | |
| 2.2 | Atterberg Limits | IS:2720 (Part5) | 1 test /1500 m ³ | 1222 | 1222 | 0 | 678 | 12 | 6 | 12 | 6 | 0 | 0 | 1234 | 1234 | 0 | 684 | |
| 2.3 | Proctor | IS:2720 (Part8) | 1 test /1500 m ³ | 1222 | 1222 | 0 | 678 | 12 | 6 | 12 | 6 | 0 | 0 | 1234 | 1234 | 0 | 684 | |
| 2.4 | Free Swell index | IS:2720 (Part40) | 1 test /1500 m ³ | 1222 | 1222 | 0 | 678 | 12 | 6 | 12 | 6 | 0 | 0 | 1234 | 1234 | 0 | 684 | |
| 2.5 | California bearing ratio | IS:2720 (Part16) | 1 test / 3000 m ³ | 325 | 317 | 8 | 165 | 0 | 0 | 0 | 0 | 0 | 0 | 325 | 317 | 8 | 165 | |
| 2.6 | Direct shear Test | IS:2720 (Part13) | 1 test /3000 m ³ | 202 | 199 | 3 | 103 | 6 | 3 | 6 | 3 | 0 | 0 | 208 | 205 | 3 | 106 | |
| 3.0 Cutting portion & Existing for EMB/SG site sampling (MoRT&H 305) | | | | | | | | | | | | | | | | | | |
| 3.1 | Grain size analysis | IS:2720 (Part4) | 1 test /1500 m ³ | 63 | 61 | 2 | 25 | 4 | 2 | 4 | 2 | 0 | 0 | 67 | 65 | 2 | 27 | |
| 3.2 | Atterberg Limits | IS:2720 (Part5) | 1 test /1500 m ³ | 63 | 61 | 2 | 25 | 4 | 2 | 4 | 2 | 0 | 0 | 67 | 65 | 2 | 27 | |
| 3.3 | Proctor | IS:2720 (Part8) | 1 test /1500 m ³ | 63 | 61 | 2 | 25 | 4 | 2 | 4 | 2 | 0 | 0 | 67 | 65 | 2 | 27 | |
| 3.4 | Free Swell index | IS:2720 (Part40) | 1 test /1500 m ³ | 63 | 61 | 2 | 25 | 4 | 2 | 4 | 2 | 0 | 0 | 67 | 65 | 2 | 27 | |
| 3.5 | California bearing ratio | IS:2720 (Part16) | 1 test / 3000 m ³ | 32 | 30 | 2 | 16 | 4 | 2 | 4 | 2 | 0 | 0 | 36 | 34 | 2 | 18 | |
| 3.6 | Direct shear Test | IS:2720 (Part13) | 1 test /3000 m ³ | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | |
| 4.0 Service Road | | | | | | | | | | | | | | | | | | |
| 4.1 | Grain size analysis | IS:2720 (Part4) | 1 test /1500 m ³ | 27 | 27 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 27 | 27 | 0 | 20 | |
| 4.2 | Atterberg Limits | IS:2720 (Part5) | 1 test /1500 m ³ | 27 | 27 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 27 | 27 | 0 | 20 | |
| 4.3 | Proctor | IS:2720 (Part8) | 1 test /1500 m ³ | 27 | 27 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 27 | 27 | 0 | 20 | |
| 4.4 | Free Swell index | IS:2720 (Part40) | 1 test /1500 m ³ | 27 | 27 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 27 | 27 | 0 | 20 | |
| 4.5 | California bearing ratio | IS:2720 (Part16) | 1 test / 3000 m ³ | 8 | 8 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 8 | 0 | 8 | |
| 4.6 | Direct shear Test | IS:2720 (Part13) | 1 test /3000 m ³ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 5.0 FLYASH For Embankment | | | | | | | | | | | | | | | | | | |
| 5.1 | Liquid Limit & Plastic limit | TABLE-1 | 1 test /1500 m ³ | 347 | 347 | 0 | 206 | 30 | 15 | 30 | 15 | 0 | 0 | 377 | 377 | 0 | 221 | |
| 5.2 | Maximum Dry Density | Clause 5.2 | 1 test /1500 m ³ | 347 | 347 | 0 | 218 | 30 | 15 | 30 | 15 | 0 | 0 | 377 | 377 | 0 | 233 | |
| 5.3 | Grain size analysis | IS:2720 (Part4) | 1 test /3000 m ³ | 207 | 207 | 0 | 130 | 30 | 15 | 30 | 15 | 0 | 0 | 237 | 237 | 0 | 145 | |
| 5.4 | Direct shear Test | IS:2720 (Part13) | 1 test /3000 m ³ | 147 | 147 | 0 | 87 | 20 | 10 | 20 | 10 | 0 | 0 | 167 | 167 | 0 | 97 | |

| Sr. No. | Description | IS Specification Clause | Frequency of Tests | Test conducted upto Previous month | | | | Tests conducted during reporting month July 2021 | | | | | | Test conducted upto this month | | | |
|---|--|-------------------------|-----------------------------|---|--------|--------|------------------------------|---|-----|-----------------|-----|-----------------|----|---|--------|--------|------------------------------|
| | | | | No. of test Conducted EPC/ Concessionaire | Passed | Failed | Nos. of test witnessed by IE | Tested | | Passed | | Failed | | No. of test Conducted EPC/ Concessionaire | Passed | Failed | Nos. of test witnessed by IE |
| | | | | | | | | Concessi onarie | IE | Concessio narie | IE | Concessi onarie | IE | | | | |
| 6.0 Field Density Test MORT&H 305 | | | | | | | | | | | | | | | | | |
| 6.1 | Field density (OGL) | IS:2720 (Part28) | 1 test /3000 sqm | 3979 | 3859 | 120 | 998 | 20 | 0 | 20 | 0 | 0 | 0 | 3999 | 3879 | 120 | 998 |
| 6.2 | EMB field density | IS:2720 (Part28) | 1 test /3000 sqm | 63302 | 61202 | 2100 | 13694 | 2909 | 366 | 2858 | 336 | 51 | 30 | 66211 | 64060 | 2151 | 14060 |
| 6.3 | SG field density | IS:2720 (Part28) | 1 test / 2000 sqm | 10899 | 10638 | 261 | 4969 | 604 | 223 | 595 | 214 | 9 | 9 | 11503 | 11233 | 270 | 5192 |
| 6.4 | Shoulder field density | IS:2720 (Part28) | 1 test / 2000 sqm | 323 | 320 | 3 | 30 | 0 | 0 | 0 | 0 | 0 | 0 | 323 | 320 | 3 | 30 |
| 6.5 | Ground improvement (Soil) | IS:2720 (Part28) | 1 test / 2000 sqm | 2905 | 2828 | 77 | 401 | 80 | 10 | 80 | 10 | 0 | 0 | 2985 | 2908 | 77 | 411 |
| 6.6 | Ground improvement & Median filling (Flyash) | IS:2720 (Part28) | 1 test / 2000 sqm | 18832 | 18314 | 518 | 2965 | 3455 | 469 | 3350 | 430 | 105 | 39 | 22287 | 21664 | 623 | 3434 |
| 7.0 Filter Media & Back filling MoRT&H 2500 | | | | | | | | | | | | | | | | | |
| 7.1 | Gradation | | As required | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7.2 | Backfilling field density | | 1 test /1000 m ³ | 840 | 840 | 0 | 48 | 0 | 0 | 0 | 0 | 0 | 0 | 840 | 840 | 0 | 48 |
| 7.3 | RE Wall field density | | As required | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8.0 Safe Bearing capacity of soil | | | | | | | | | | | | | | | | | |
| 8.1 | Free Swell index | IS:2720 (Part40) | As required | 111 | 98 | 13 | 95 | 0 | 0 | 0 | 0 | 0 | 0 | 111 | 98 | 13 | 95 |
| 8.2 | Grain size analysis | IS:2720 (Part4) | As required | 111 | 104 | 7 | 95 | 0 | 0 | 0 | 0 | 0 | 0 | 111 | 104 | 7 | 95 |
| 8.3 | Proctor | IS:2720 (Part8) | As required | 111 | 104 | 7 | 95 | 0 | 0 | 0 | 0 | 0 | 0 | 111 | 104 | 7 | 95 |
| 8.4 | Direct shear Test | IS:2720 (Part13) | As required | 111 | 92 | 19 | 95 | 0 | 0 | 0 | 0 | 0 | 0 | 111 | 92 | 19 | 95 |
| 8.5 | Bearing Capacity / Plate Load Test | IS:6403 / IS 1888 | As required | 110 | 56 | 54 | 66 | 0 | 0 | 0 | 0 | 0 | 0 | 110 | 56 | 54 | 66 |
| 9.0 CTSB Mix Design/Site Frequency MoRT&H 403 | | | | | | | | | | | | | | | | | |
| 9.1 | Gradation | Table 400-4 | 1 test/400m ³ | 574 | 574 | 0 | 259 | 40 | 10 | 40 | 10 | 0 | 0 | 614 | 614 | 0 | 269 |
| 9.2 | Atterberg Limits | IS:2720 (Part5) | 1 test/400m ³ | 453 | 453 | 0 | 182 | 40 | 10 | 40 | 10 | 0 | 0 | 493 | 493 | 0 | 192 |
| 9.3 | Proctor | IS:2720 (Part8) | As required | 24 | 24 | 0 | 22 | 1 | 1 | 1 | 1 | 0 | 0 | 25 | 25 | 0 | 23 |
| 9.4 | CBR Test or unconfined compressive strength test | IS:2720 (Part16) | As required | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 |
| 9.5 | Quality of cement | | Minimum 1 test/5 tons | 2 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 2 |
| 9.6 | Aggregate Impact value | IS:2386 Part-4 | As required | 28 | 28 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 28 | 28 | 0 | 17 |
| 9.7 | Field Density | IS:2720 (Part28) | 1 set of 2 Test per 500Sq.m | 3620 | 3620 | 0 | 2594 | 195 | 119 | 195 | 119 | 0 | 0 | 3815 | 3815 | 0 | 2713 |
| 9.8 | Specific gravity & Water absorption | IS:2386 (Part2) | As required | 2 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 2 |
| 9.9 | Cubes | IRC SP 89 (2010) | 1 set 400MT | 1232 | 1232 | 0 | 419 | 42 | 15 | 42 | 15 | 0 | 0 | 1274 | 1274 | 0 | 434 |
| 10.0 Granular Bedding Material (For Structures-Ground Improvement)- Mix Design | | | | | | | | | | | | | | | | | |
| 10.1 | Gradation | Table 400-1 | 1 test/400m ³ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10.2 | Atterberg Limits | IS:2720 (Part5) | 1 test/400 m ³ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10.3 | Proctor | IS:2720 (Part8) | As required | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10.4 | CBR Test | IS:2720 (Part16) | As required | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10.5 | Aggregate Impact value | IS:2386 Part-4 | As required | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10.6 | Field Density | IS:2720 (Part28) | 1 Test per 1000Sq.m | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Sr. No. | Description | IS Specification Clause | Frequency of Tests | Test conducted upto Previous month | | | | Tests conducted during reporting month July 2021 | | | | | | Test conducted upto this month | | | |
|---|------------------------------|-------------------------|----------------------------------|---|--------|--------|------------------------------|---|----|-----------------|----|-----------------|----|---|--------|--------|------------------------------|
| | | | | No. of test Conducted EPC/ Concessionaire | Passed | Failed | Nos. of test witnessed by IE | Tested | | Passed | | Failed | | No. of test Conducted EPC/ Concessionaire | Passed | Failed | Nos. of test witnessed by IE |
| | | | | | | | | Concessi onarie | IE | Concessio narie | IE | Concessi onarie | IE | | | | |
| 11.0 Granular Bedding Material (For Structures-Ground Improvement)- Site Frequency | | | | | | | | | | | | | | | | | |
| 11.1 | Gradation | Table 400-1 | 1 test/400m ³ | 3 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 0 | 3 |
| 11.2 | Atterberg Limits | IS:2720 (Part5) | 1 test/400 m ³ | 3 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 0 | 3 |
| 11.3 | Proctor | IS:2720 (Part8) | As required | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11.4 | CBR Test | IS:2720 (Part16) | As required | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11.5 | Aggregate Impact value | IS:2386 Part-4 | As required | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11.6 | Field Density | IS:2720 (Part28) | 1 Test per 1000Sq.m | 90 | 90 | 0 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 90 | 90 | 0 | 21 |
| 12.0 WMM Mix Design | | | | | | | | | | | | | | | | | |
| 12.1 | Gradation | Table 400-3 | 1 test/200m ³ | 53 | 53 | 0 | 53 | 0 | 0 | 0 | 0 | 0 | 0 | 53 | 53 | 0 | 53 |
| 12.2 | Aggregate Impact Value | IS:2386 Part-4 | 1 test/ 1000 m ³ | 5 | 5 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 5 | 0 | 5 |
| 12.3 | Flakiness & Elagation index | IS:2386 Part1 | 1 test/ 500 m ³ | 4 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 4 | 0 | 4 |
| 12.4 | Atterberg Limits | IS:2720 (Part5) | 1 test/200m ³ | 4 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 4 | 0 | 4 |
| 12.5 | Water absorption& Sp.Gravity | IS:2386 Part2 | As required | 8 | 8 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 8 | 0 | 8 |
| 12.6 | Proctor | IS:2720 (Part8) | As required | 4 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 4 | 0 | 4 |
| 12.7 | CBR | IS:2720 (Part16) | As required | 2 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 2 |
| 13.0 WMM Site Frequency MoRT&H 406 | | | | | | | | | | | | | | | | | |
| 13.1 | Gradation | Table 400-3 | 1 test/200m ³ | 371 | 371 | 0 | 158 | 24 | 8 | 24 | 8 | 0 | 0 | 395 | 395 | 0 | 166 |
| 13.2 | Aggregate Impact Value | IS:2386 Part-4 | 1 test/ 1000 m ³ | 200 | 200 | 0 | 81 | 15 | 5 | 15 | 5 | 0 | 0 | 215 | 215 | 0 | 86 |
| 13.3 | Flakiness & Elagation index | IS:2386 Part1 | 1 test/ 500 m ³ | 208 | 208 | 0 | 68 | 14 | 4 | 14 | 4 | 0 | 0 | 222 | 222 | 0 | 72 |
| 13.4 | Atterberg Limits | IS:2720 (Part5) | 1 test/200m ³ | 334 | 334 | 0 | 131 | 24 | 8 | 24 | 8 | 0 | 0 | 358 | 358 | 0 | 139 |
| 13.5 | Water absorption | IS:2386 Part2 | As required | 4 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 4 | 0 | 4 |
| 13.6 | Proctor | IS:2720 (Part8) | As required | 10 | 10 | 0 | 8 | 1 | 1 | 1 | 1 | 0 | 0 | 11 | 11 | 0 | 9 |
| 13.7 | CBR | IS:2720 (Part16) | As required | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 |
| 13.8 | Field Density | IS:2720 (Part28) | 1 set Test per 1000Sq.m / 3 pits | 799 | 799 | 0 | 590 | 63 | 18 | 63 | 18 | 0 | 0 | 862 | 862 | 0 | 608 |
| 14.0 Dense Bituminous Macadam (Grade - II) | | | | | | | | | | | | | | | | | |
| 14.1 | Bitumen Extraction Test | | 1 Test/400MT | 245 | 245 | 0 | 104 | 26 | 5 | 26 | 5 | 0 | 0 | 271 | 271 | 0 | 109 |
| 14.2 | Gradation | Table 500 - 18, Grad.II | 1 Test/400MT | 245 | 245 | 0 | 104 | 52 | 10 | 52 | 10 | 0 | 0 | 297 | 297 | 0 | 114 |
| 14.3 | Flakiness & Elagation index | MORTH Table 900 - 4 | 1 test/ 350 m ³ | 174 | 174 | 0 | 71 | 16 | 3 | 16 | 3 | 0 | 0 | 190 | 190 | 0 | 74 |
| 14.4 | Aggregate Impact Value | MORTH Table 900 - 4 | 1 test/350m ³ | 216 | 216 | 0 | 91 | 16 | 3 | 16 | 3 | 0 | 0 | 232 | 232 | 0 | 94 |
| 14.5 | Marshall Density | ASTM D 2726 | 1 Set/400MT | 282 | 282 | 0 | 123 | 26 | 5 | 5 | 5 | 0 | 0 | 308 | 287 | 0 | 128 |
| 14.6 | GMM | MORTH Table 900 - 4 | 1 Test/400MT | 251 | 251 | 0 | 107 | 26 | 5 | 5 | 5 | 0 | 0 | 277 | 256 | 0 | 112 |
| 14.7 | DBM Core Cutting | MORTH Table 900 - 4 | 1 Test/700M ² | 669 | 669 | 0 | 309 | 107 | 20 | 20 | 20 | 0 | 0 | 776 | 689 | 0 | 329 |
| Bitumen test | | | | | | | | | | | | | | | | | |
| 14.8 | Softening Point | IS:1205 - 1978 | 1 Test/ 1 lot | 105 | 105 | 0 | 43 | 11 | 5 | 11 | 5 | 0 | 0 | 116 | 116 | 0 | 48 |
| 14.9 | Penetration | IS:1205 - 1978 | 1 Test/ 1 lot | 105 | 105 | 0 | 43 | 11 | 5 | 11 | 5 | 0 | 0 | 116 | 116 | 0 | 48 |
| 14.10 | viscosity | IS:1205 - 1978 | 1 Test/ 1 lot | 105 | 105 | 0 | 43 | 11 | 5 | 11 | 5 | 0 | 0 | 116 | 116 | 0 | 48 |

| Sr. No. | Description | IS Specification Clause | Frequency of Tests | Test conducted upto Previous month | | | | Tests conducted during reporting month July 2021 | | | | | | Test conducted upto this month | | | |
|---|------------------------------------|--------------------------|--------------------------------|---|--------|--------|------------------------------|---|----|-----------------|----|-----------------|----|---|--------|--------|------------------------------|
| | | | | No. of test Conducted EPC/ Concessionaire | Passed | Failed | Nos. of test witnessed by IE | Tested | | Passed | | Failed | | No. of test Conducted EPC/ Concessionaire | Passed | Failed | Nos. of test witnessed by IE |
| | | | | | | | | Concessi onarie | IE | Concessio narie | IE | Concessi onarie | IE | | | | |
| 15.0 Bituminous Concrete (Grade - II) (PMB) & VG40 | | | | | | | | | | | | | | | | | |
| 15.1 | Bitumen Extraction Test | IRC SP 11 | 1 Test/400MT | 47 | 47 | 0 | 26 | 0 | 0 | 0 | 0 | 0 | 0 | 47 | 47 | 0 | 26 |
| 15.2 | Gradation | Table 500 - 17, Grad.II | 1 Test/400MT | 75 | 75 | 0 | 49 | 23 | 23 | 23 | 23 | 0 | 0 | 98 | 98 | 0 | 72 |
| 15.3 | Flakiness & Elagation index | MORTH Table 900 - 4 | 1 test/ 350 m ³ | 32 | 32 | 0 | 17 | 2 | 2 | 2 | 2 | 0 | 0 | 34 | 34 | 0 | 19 |
| 15.4 | Aggregate Impact Value | MORTH Table 900 - 4 | 1 test/350m ³ | 34 | 34 | 0 | 19 | 2 | 2 | 2 | 2 | 0 | 0 | 36 | 36 | 0 | 21 |
| 15.5 | Marshall Density | ASTM D 2726 | 1 Set/400MT | 62 | 62 | 0 | 34 | 9 | 9 | 9 | 9 | 0 | 0 | 71 | 71 | 0 | 43 |
| 15.6 | GMM | MORTH Table 900 - 4 | 1 Test/400MT | 62 | 62 | 0 | 34 | 9 | 9 | 9 | 9 | 0 | 0 | 71 | 71 | 0 | 43 |
| 15.7 | BC Core Cutting | MORTH Table 900 - 4 | 1 Test/700M ² | 217 | 217 | 0 | 84 | 0 | 0 | 0 | 0 | 0 | 0 | 217 | 217 | 0 | 84 |
| Bitumen test (PMB) | | | | | | | | | | | | | | | | | |
| 15.8 | Softening Point | IS:1205 - 1978 | 1 Test/ 1 lot | 38 | 38 | 0 | 18 | 1 | 1 | 1 | 1 | 0 | 0 | 39 | 39 | 0 | 19 |
| 15.9 | Elastic recovery | IS:15462 - 2019 | 1 Test/ 1 lot | 38 | 38 | 0 | 18 | 1 | 1 | 1 | 1 | 0 | 0 | 39 | 39 | 0 | 19 |
| 16.0 Prime Coat | | | | | | | | | | | | | | | | | |
| 16.1 | Rate of Spread of Binder | | Three tests per day | 497 | 497 | 0 | 231 | 66 | 30 | 66 | 30 | 0 | 0 | 563 | 563 | 0 | 261 |
| 17.0 Tack Coat | | | | | | | | | | | | | | | | | |
| 17.1 | Rate of Spread of Binder | | Three tests per day | 315 | 315 | 0 | 118 | 51 | 20 | 51 | 20 | 0 | 0 | 366 | 366 | 0 | 138 |
| 18.0 Fine Aggregate MoRT&H 1008 | | | | | | | | | | | | | | | | | |
| 18.1 | Gradation/ Sieve analysis | IS:2386 (Part1) | 1 test per day | 1486 | 1486 | 0 | 536 | 62 | 9 | 62 | 9 | 0 | 0 | 1548 | 1548 | 0 | 545 |
| 18.2 | Specific gravity& Water absorption | IS:2386 (Part2) | As required | 16 | 16 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 16 | 0 | 15 |
| 18.3 | Fineness Modulus | MORT&H Sec. 1008&383 | 1 test per day | 1344 | 1344 | 0 | 464 | 62 | 9 | 62 | 9 | 0 | 0 | 1406 | 1406 | 0 | 473 |
| 18.4 | Alkali aggregate reactivity test | IS:2386 (Part-7)IS : 456 | 1 test per source | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18.5 | Deleterious material/silt | IS:2386 (Part2) | 1 test per source | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 19.0 Coarse Aggregate MoRT&H 1007 | | | | | | | | | | | | | | | | | |
| 19.1 | Gradation | IS:2386 (Part2) | 1 test per day | 1384 | 1384 | 0 | 523 | 62 | 9 | 62 | 9 | 0 | 0 | 1446 | 1446 | 0 | 532 |
| 19.2 | Specific gravity& Water absorption | IS:2386 (Part3) | As required | 18 | 18 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 18 | 0 | 15 |
| 19.3 | Aggregate Impact Value | IS:2386 (Part4) | 1 test / each source & monthly | 389 | 389 | 0 | 182 | 13 | 3 | 13 | 3 | 0 | 0 | 402 | 402 | 0 | 185 |
| 19.4 | Flakiness index | IS:2386 (Part1) | 1 test / each source & monthly | 359 | 359 | 0 | 169 | 13 | 3 | 13 | 3 | 0 | 0 | 372 | 372 | 0 | 172 |
| 19.5 | Soundness | IS:2386 (Part5) | As required | 2 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 2 |
| 19.6 | Alkali aggregate reactivity test | IS:2386 (Part-7)IS : 456 | 1 test per source | 2 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 2 |
| 19.7 | Deleterious constituents | IS:2386 (Part2) | 1 test per source | 2 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 2 |
| 19.8 | Petrographic Examination | IS:2386 (Part8) | 1 test per source | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 20.0 Cement MoRT&H 1006 | | | | | | | | | | | | | | | | | |
| 20.1 | Chemical test / Physical test | IS:4031,4032 | 1 test per source | 6 | 6 | 0 | 6 | 8 | 3 | 8 | 3 | 0 | 0 | 6 | 14 | 0 | 9 |
| 20.2 | Fineness | IS:4031 (Part1) | Every batch | 468 | 468 | 0 | 221 | 8 | 3 | 8 | 3 | 0 | 0 | 476 | 476 | 0 | 224 |
| 20.3 | Normal Consistency | IS:4031 (Part4) | Every batch | 440 | 440 | 0 | 221 | 8 | 3 | 8 | 3 | 0 | 0 | 448 | 448 | 0 | 224 |
| 20.4 | Initial, Final setting time | IS:4031 (Part5) | Every batch | 440 | 440 | 0 | 221 | 8 | 3 | 8 | 3 | 0 | 0 | 448 | 448 | 0 | 224 |
| 20.5 | Soundness of Cement | IS:4031 (Part3) | Every batch | 384 | 384 | 0 | 187 | 8 | 3 | 8 | 3 | 0 | 0 | 392 | 392 | 0 | 190 |
| 20.6 | Compressive Strength-set | IS:4031 (Part6) | | | | | | | | | | | | | | | |
| | 3 days | | 1 test per Lot | 393 | 393 | 0 | 174 | 8 | 4 | 8 | 4 | 0 | 0 | 401 | 401 | 0 | 178 |
| | 7 days | | 1 test per Lot | 386 | 386 | 0 | 172 | 7 | 3 | 7 | 3 | 0 | 0 | 393 | 393 | 0 | 175 |
| | 28 days | | 1 test per Lot | 380 | 380 | 0 | 169 | 9 | 2 | 9 | 2 | 0 | 0 | 389 | 389 | 0 | 171 |

| Sr. No. | Description | IS Specification Clause | Frequency of Tests | Test conducted upto Previous month | | | | Tests conducted during reporting month July 2021 | | | | | | Test conducted upto this month | | | |
|---------------------|-----------------------------|-------------------------|-----------------------------|---|--------|--------|------------------------------------|---|----|--------------------|----|--------------------|----|---|--------|--------|------------------------------------|
| | | | | No. of test Conducted EPC/ Concessionaire | Passed | Failed | Nos. of test witnessed by IE | Tested | | Passed | | Failed | | No. of test Conducted EPC/ Concessionaire | Passed | Failed | Nos. of test witnessed by IE |
| | | | | | | | | Concessi onarie | IE | Concessio narie | IE | Concessi onarie | IE | | | | |
| M40 PILING | | | | | | | | | | | | | | | | | |
| | 7Days Compressive Strength | MORT&H Sec. 1700 | MORT&H Sec. 1700 No of sets | 306 | 306 | 0 | 92 | 0 | 0 | 0 | 0 | 0 | 0 | 306 | 306 | 0 | 92 |
| | 28Days Compressive Strength | | | 997 | 997 | 0 | 271 | 0 | 0 | 0 | 0 | 0 | 0 | 997 | 997 | 0 | 271 |
| M45 PUMP | | | | | | | | | | | | | | | | | |
| | 7Days Compressive Strength | MORT&H Sec. 1700 | MORT&H Sec. 1700 No of sets | 358 | 358 | 0 | 149 | 8 | 1 | 8 | 1 | 0 | 0 | 366 | 366 | 0 | 150 |
| | 28Days Compressive Strength | | | 937 | 937 | 0 | 351 | 76 | 31 | 76 | 31 | 0 | 0 | 1013 | 1013 | 0 | 382 |
| M50 RCC PUMP | | | | | | | | | | | | | | | | | |
| | 7Days Compressive Strength | MORT&H Sec. 1700 | MORT&H Sec. 1700 No of sets | 15 | 15 | 0 | 11 | 4 | 1 | 4 | 1 | 0 | 0 | 19 | 19 | 0 | 12 |
| | 28Days Compressive Strength | | | 16 | 16 | 0 | 14 | 13 | 9 | 13 | 9 | 0 | 0 | 29 | 29 | 0 | 23 |
| M60 PUMP | | | | | | | | | | | | | | | | | |
| | 7Days Compressive Strength | MORT&H Sec. 1700 | MORT&H Sec. 1700 No of sets | 402 | 402 | 0 | 116 | 24 | 9 | 24 | 9 | 0 | 0 | 426 | 426 | 0 | 125 |
| | 28Days Compressive Strength | | | 1399 | 1399 | 0 | 359 | 53 | 22 | 53 | 22 | 0 | 0 | 1452 | 1452 | 0 | 381 |

PATEL SETHIAHOPU CHOLOPURAM HIGHWAY PVT. LTD.

Four Laning of Sethiyahopu - Cholapuram from Km. 65.960 to 116.440 section of NH-45C in the state of Tamil Nadu under NHDP Phase-IV on Hybrid Annuity Mode

STATUS OF NCR

| Sl No | NCR NO. | Date | Location | | Description of NCR | NCR Issued reference | Concessionaire Reply Reference | NCR Closed Reference | Remarks |
|-------|----------|------------|---|----|--|----------------------|--------------------------------|----------------------|--|
| | | | From | To | | | | | |
| 1 | NCR - 01 | 30.01.2019 | Box Culver at Km:76+390 (LHS) | | Improper Ground Improvement for Box culver at Km:76+390 | Lr.No.221_30.01.2019 | Lr.No.280_14.02.2019 | Lr.No.258_20.03.2019 | Closed |
| 2 | NCR - 02 | 23.05.2019 | Minor Bridge at Km:79+795 (LHS) | | a) Improper compaction/vibration of Abtment -1 wall 2nd lift lead to honey combs. b) No cover to the reinforcement in Abutment -1 wall 2nd lift | Lr.No.304_23.05.2019 | | | |
| 3 | NCR - 03 | 23.05.2019 | Abutment A2 of Minor Bridge at Km:85+435 (LHS) | | Improper alignment (plumb) of Abutment-2 wall 2nd lift | Lr.No.305_23.05.2019 | | | |
| 4 | NCR - 04 | 23.05.2019 | Pile cap for Abutment A2 of VUP at Km.102+975 LHS | | Honey combs in Pile cap for Abutment A2 of VUP at Km.102+975 LHS | Lr.No.306_23.05.2019 | | | |
| 5 | NCR - 05 | 15.11.2019 | HW between Km:93+900 to Km.94+200 (RHS) | | Rectification required in Median kerb | Lr.No.403_15.11.2019 | Lr.No.639_13.03.2020 | | Rejected the compliance vide Lr.No.478 dt 09.07.2020 |
| 6 | NCR - 06 | 13.12.2019 | HW between Km:82+850 to Km.82+970 (RHS) | | WMM segregation | Lr.No.429_13.12.2019 | Lr.No.786_23.12.2020 | Lr No 551_29.01.2021 | Closed |
| 7 | NCR - 07 | 09.07.2020 | Diversion road damaged at Km:97+300 to Km:97+600 | | Diversion road damaged | Lr.No.476_09.07.2020 | Lr.No.727_02.10.2020 | Lr No 509_14.10.2020 | Closed |
| 8 | NCR - 08 | 23.07.2020 | 95+990 to 96+100(RHS) 96+230 to Km:96+300(RHS) | | Improper laying of Kerb and not as per approved drawings | Lr.No.482_23.07.2020 | | | |
| 9 | NCR - 09 | 31.07.2020 | 96+300 to 96+400(RHS) | | Kerb mould is not as per the approved drawings | Lr.No.484_31.07.2020 | | | |
| 10 | NCR - 10 | 18.08.2020 | 96+100 to 96+220(RHS) | | Kerb mould is not as per the approved drawings | Lr.No.489_18.08.2020 | | | |
| 11 | NCR - 11 | 12.11.2020 | 83+950 to 84+100 (RHS) | | Excavated Embankment fill and using in subgrade layer NCR No.11 | Lr.No.523_12.11.2020 | Lr.No.774_02.12.2020 | Lr No 552_29.01.2021 | Closed |
| 12 | NCR - 12 | 02.12.2020 | 83+940 to 84+080 (LHS) | | Im proper Kerb laying | Lr.No.531_02.12.2020 | | | |
| 13 | NCR - 13 | 03.04.2021 | 77+766 | | Improper shuttering without cover and reinforcement exposed | Lr.No.587_03.04.2021 | | | |
| 14 | NCR - 14 | 05.05.2021 | 90+580 | | Unsuitable soil is used in RE wall embankment filling- Reg | Lr.No.596_05.05.2021 | | | |

SOURCE APPROVAL SUMMARY

| S.No | Item | Source | Submission Letter No | Approved Letter No | Remarks |
|---------------------------------|------------------------|---|------------------------|-------------------------|------------------------|
| 1 | Cement | M/s Ramco Cements Limited, Chennai. | PSCHPL/SCP/IE/2018/012 | TES/IE/SC/PIL/2018/005 | |
| | | M/s Dalmia Bharat Cement, Ariyalur | PSCHPL/SCP/IE/2018/009 | TES/IE/SC/PIL/2018/006 | |
| | | M/s Ultratech | PSCHPL/SCP/IE/2018/090 | TES/IE/SC/PIL/2018/060 | |
| | | M/s India Cement (Coremendal) | PSCHPL/SCP/IE/2018/063 | TES/IE/SC/PIL/2018/040 | |
| | | M/s Chettinad Cement, Chennai. | PSCHPL/SCP/IE/2018/009 | TES/IE/SC/PIL/2018/052 | |
| | | M/s Barathi Cement, | PSCHPL/SCP/IE/2018/154 | TES/IE/SC/PIL/2018/128 | |
| | | M/s JSW Cement, | PSCHPL/SCP/IE/2018/294 | TES/IE/SC/PIL/2018/257 | |
| 2 | Steel | M/s Jindal Steel & Power Limited, New Delhi. | PSCHPL/SCP/IE/2018/202 | TES/IE/SC/PIL/2018/010 | |
| | | M/s shyam Steel | PSCHPL/SCP/IE/2018/202 | TES/IE/SC/PIL/2018/016 | |
| | | M/s Kamachi Industries limited, Chennai. | PSCHPL/SCP/IE/2018/301 | TES/IE/SC/PIL/2018/056 | |
| | | M/s SAIL | PSCHPL/SCP/IE/2018/202 | TES/IE/SC/PIL/2018/173 | |
| | | M/s VIZAG STEEL | PSCHPL/SCP/IE/2018/202 | TES/IE/SC/PIL/2018/173 | |
| | | M/s Tata Steel Limited, | PSCHPL/SCP/IE/2018/202 | TES/IE/SC/PIL/2018/173 | |
| | | M/s Essar Steel Ltd, | PSCHPL/SCP/IE/2018/202 | TES/IE/SC/PIL/2018/173 | |
| | | M/s Electrosteel Steels Limited, | PSCHPL/SCP/IE/2018/202 | TES/IE/SC/PIL/2018/173 | |
| | | M/s Agarwal Foundries pvt Limited, | PSCHPL/SCP/IE/2019/516 | TES/IE/SC/PIL/2019/402 | |
| | | 3 | HT strands | M/s Usha Martin Limited | PSCHPL/SCP/IE/2018/286 |
| M/s D.P.Wires Limited | PSCHPL/SCP/IE/2018/045 | | | | |
| M/s Kataria industries Pvt Ltd, | PSCHPL/SCP/IE/2018/253 | | | TES/IE/SC/PIL/2018/213 | |
| 4 | Prestressing Agency | M/s Dynamic Prestressing India Pvt. Ltd | PSCHPL/SCP/IE/2018/059 | TES/IE/SC/PIL/2018/037 | |
| 5 | Mechanical couplers | M/s Unitech couplers India (P) Ltd., Coimbatore. | PSCHPL/SCP/IE/2018/018 | TES/IE/SC/PIL/2018/009 | |
| | | M/s Spplcetek India Pvt Ltd., Mumbai. | PSCHPL/SCP/IE/2018/018 | | |
| 6 | Chemical Admixture | M/s Fosroc, Bangalore | PSCHPL/SCP/IE/2018/008 | TES/IE/SC/PIL/2018/003 | |
| | | M/s Kunal Conchem Pvt.Ltd, Faridabad | PSCHPL/SCP/IE/2018/008 | TES/IE/SC/PIL/2018/067 | |
| | | M/s Rheoplast Technology Pvt. Ltd, Mumbai | PSCHPL/SCP/IE/2018/008 | TES/IE/SC/PIL/2018/066 | |
| | | M/s BASF India Limited | PSCHPL/SCP/IE/2018/072 | TES/IE/SC/PIL/2018/043 | |
| | | M/s Sika India Pvt Ltd, | PSCHPL/SCP/IE/2018/272 | TES/IE/SC/PIL/2018/234 | |
| | | M/s B&B Specialities India Pvt Ltd, | PSCHPL/SCP/IE/2018/233 | TES/IE/SC/PIL/2018/179 | |
| | | M/S CAC Pvt Ltd, | PSCHPL/SCP/IE/2018/219 | TES/IE/SC/PIL/2018/180 | |
| | | M/s CBS Chemicals, | PSCHPL/SCP/IE/2018/293 | TES/IE/SC/PIL/2018/256 | |
| 7 | Curing Compound | M/s Kunal Conchem Pvt.Ltd, Faridabad | PSCHPL/SCP/IE/2018/094 | TES/IE/SC/PIL/2018/067 | |
| | | M/s CBS Chemicals Pvt.Ltd, Faridabad | PSCHPL/SCP/IE/2019/464 | TES/IE/SC/PIL/2019/369 | |
| 8 | Emulsion | M/s Indian Oil Corporation | PSCHPL/SCP/IE/2018/061 | TES/IE/SC/PIL/2018/039 | |
| | | M/s IWL India Limited | PSCHPL/SCP/IE/2018/073 | TES/IE/SC/PIL/2018/054 | |
| | | M/s Hindustan Colas Private Limited | PSCHPL/SCP/IE/2018/062 | TES/IE/SC/PIL/2018/035 | |
| | | M/s Ooms Polymer Modified Bitumen Pvt Ltd, | PSCHPL/SCP/IE/2018/314 | TES/IE/SC/PIL/2018/254 | |
| | | M/s Tiki Tar and shell india pvt ltd | PSCHPL/SCP/IE/2020/674 | TES/IE/SC/PIL/2020/485 | |
| 9 | Bitumen | M/s Indian Oil Corporation | PSCHPL/SCP/IE/2018/061 | TES/IE/SC/PIL/2018/039 | |
| | | M/s Hindustan Colas Private Limited | PSCHPL/SCP/IE/2018/282 | TES/IE/SC/PIL/2018/0238 | |
| | | M/s IWL India Limited | PSCHPL/SCP/IE/2018/073 | TES/IE/SC/PIL/2018/054 | |
| | | M/s Tiki Tar industries, | PSCHPL/SCP/IE/2018/250 | TES/IE/SC/PIL/2018/0215 | |
| | | M/s Ooms Polymer Modified Bitumen Pvt Ltd, (PMB) | PSCHPL/SCP/IE/2021/806 | | |

| | | | | | |
|----|-------------------------|---|------------------------|------------------------|--|
| | | M/s Hincol (HCPL) PMB 70 H10 | PSCHPL/SCP/IE/2021/810 | TES/IE/SC/PIL/2021/557 | |
| 10 | Mastic Ashphalt | M/s IWL India Limited | PSCHPL/SCP/IE/2018/073 | TES/IE/SC/PIL/2018/053 | |
| 11 | Micro Silica | M/s Elkem South Asia Pvt Ltd, | PSCHPL/SCP/IE/2018/201 | TES/IE/SC/PIL/2018/170 | |
| 12 | Anti Stripping | M/s HCPL & Tiki Tar Pvt Ltd, | PSCHPL/SCP/IE/2019/495 | TES/IE/SC/PIL/2019/384 | |
| 13 | Micro Fine | M/s Suyag Elements India Pvt Ltd | PSCHPL/SCP/IE/2019/580 | | |
| 14 | Expansion Joint | M/s Kantaflex India Pvt Ltd | PSCHPL/SCP/IE/2020/784 | TES/IE/SC/PIL/2021/544 | |
| | | M/s Sanfield India Ltd | PSCHPL/SCP/IE/2020/781 | TES/IE/SC/PIL/2021/543 | |
| | | M/s Hercules Structural Systems Pvt Ltd | PSCHPL/SCP/IE/2020/782 | TES/IE/SC/PIL/2021/545 | |
| 15 | Road Marking | M/s Solucio iffrasolutions Pvt | PSCHPL/SCP/IE/2021/894 | TES/IE/SC/PIL/2021/607 | |
| 16 | Metal Beam CrashBarrier | M/s Roadshield Pvt | PSCHPL/SCP/IE/2021/893 | TES/IE/SC/PIL/2021/608 | |
| 17 | Traffic Sign Boards | M/s S.N.I Infratech Pvt Ltd | PSCHPL/SCP/IE/2020/744 | TES/IE/SC/PIL/2020/744 | |

| Borrow Area Summary | | | | | | | | | |
|---------------------|---------|----------------------------------|------|------------------------|--------------------------------|------------------------|-------------------------|----------|--|
| S.NO | B/A NO. | Chainage | Side | Suitable For | Approved Qty In M ³ | Submission Letter No | Approved Letter No | Remark | |
| 1 | 1 | Maruvay 61+090 | LHS | Embankment | 18000 | PSCHPL/SCP/IE/2018/093 | TES/IE/SCP/PIL/2018/059 | Approved | |
| 2 | 1 | 61+090 LHS (Maruvai) EX - 01 | LHS | Embankment | 30000 | PSCHPL/SCP/IE/2020/656 | TES/IE/SC/PIL/2020/470 | Approved | |
| 3 | 1 | 61+090 LHS (Maruvai) EX - 02 | LHS | Embankment & Subgrade | 30000 | PSCHPL/SCP/IE/2020/656 | TES/IE/SC/PIL/2020/470 | Approved | |
| 4 | 1 | 61+090 LHS (Maruvai) EX - 03 | LHS | Embankment | 30000 | PSCHPL/SCP/IE/2020/670 | TES/IE/SC/PIL/2020/477 | Approved | |
| 5 | 1 | 61+090 LHS (Maruvai) EX - 04 | LHS | Embankment & Subgrade | 30000 | PSCHPL/SCP/IE/2020/679 | TES/IE/SC/PIL/2020/486 | Approved | |
| 6 | 1 | 61+090 LHS (Maruvai) EX - 05 | LHS | Embankment | 30000 | PSCHPL/SCP/IE/2020/679 | TES/IE/SC/PIL/2020/486 | Approved | |
| 7 | 1 | 61+090 LHS (Maruvai) EX - 06 | LHS | Embankment | 45000 | PSCHPL/SCP/IE/2020/683 | TES/IE/SC/PIL/2020/500 | Approved | |
| 8 | 2 | 106+350 RHS Kodali | RHS | Embankment | 18000 | PSCHPL/SCP/IE/2018/084 | TES/IE/SCP/PIL/2018/061 | Approved | |
| 9 | 2 | 106+350 RHS (Kodali) EX - 01 | RHS | Embankment | 30000 | PSCHPL/SCP/IE/2020/670 | TES/IE/SC/PIL/2020/477 | Approved | |
| 10 | 2 | 106+350 RHS (Kodali) EX - 02 | RHS | Embankment | 30000 | PSCHPL/SCP/IE/2020/689 | TES/IE/SC/PIL/2020/490 | Approved | |
| 11 | 3 | 113+250 LHS Paalur | LHS | Embankment | 15000 | PSCHPL/SCP/IE/2018/101 | TES/IE/SCP/PIL/2018/098 | Approved | |
| 12 | 4 | 113+250 LHS Kattanankaram | LHS | Embankment | 15000 | PSCHPL/SCP/IE/2018/147 | TES/IE/SCP/PIL/2018/122 | Approved | |
| 13 | 5 | 113+250 LHS Manikudi | LHS | Embankment | 15000 | PSCHPL/SCP/IE/2018/116 | TES/IE/SCP/PIL/2018/099 | Approved | |
| 14 | 6 | 112+250 RHS Ammiyapan | RHS | Embankment | 15000 | PSCHPL/SCP/IE/2018/160 | TES/IE/SCP/PIL/2018/131 | Approved | |
| 15 | 7 | 80+500 RHS Palayan kottai | RHS | Embankment | 30000 | PSCHPL/SCP/IE/2018/160 | TES/IE/SCP/PIL/2018/129 | Approved | |
| 16 | 7 | 80+500 RHS Palayan kottai EX-01 | RHS | Embankment | 60000 | PSCHPL/SCP/IE/2019/374 | TES/IE/SCP/PIL/2018/300 | Approved | |
| 17 | 7 | 80+500 RHS Palayan kottai EX-02 | RHS | Embankment | 60000 | PSCHPL/SCP/IE/2019/396 | TES/IE/SCP/PIL/2018/315 | Approved | |
| 18 | 7 | 80+500 RHS Palayan kottai EX-03 | RHS | Embankment & Subgrade | 60000 | PSCHPL/SCP/IE/2019/435 | TES/IE/SCP/PIL/2019/343 | Approved | |
| 19 | 8 | 98+950 RHS Ponnery | RHS | Embankment | 30000 | PSCHPL/SCP/IE/2019/302 | TES/IE/SCP/PIL/2018/247 | Approved | |
| 20 | 8 | 98+950 RHS Ponnery EX-01 | RHS | Embankment & Subgrade | 30000 | PSCHPL/SCP/IE/2019/488 | TES/IE/SCP/PIL/2019/386 | Approved | |
| 21 | 9 | 106+320 RHS (Uthayanatham) | RHS | Embankment | 25500 | PSCHPL/SCP/IE/2019/302 | TES/IE/SCP/PIL/2018/247 | Approved | |
| 22 | 9 | 106+320 RHS (Uthayanatham EX-01) | RHS | | 15000 | PSCHPL/SCP/IE/2019/472 | TES/IE/SCP/PIL/2019/365 | Approved | |
| 23 | 10 | 96+600 LHS (Pandianeery) | LHS | Embankment | 34500 | PSCHPL/SCP/IE/2019/302 | TES/IE/SCP/PIL/2018/247 | Approved | |
| 24 | 10 | 96+600 LHS (Pandianeery) EX-01 | LHS | | 30000 | PSCHPL/SCP/IE/2019/345 | TES/IE/SCP/PIL/2018/268 | Approved | |
| 25 | 10 | 96+600 LHS (Pandianeery) EX-02 | LHS | Embankment & RE Wall | 18000 | | | | |
| 26 | 11 | 88+550 (Kaduvetti) | LHS | Embankment | 25500 | PSCHPL/SCP/IE/2019/335 | | Approved | |
| 27 | 11 | 88+550 (Kaduvetti) EX - 01 | LHS | Embankment & Subgrade | 30000 | PSCHPL/SCP/IE/2019/352 | TES/IE/SCP/PIL/2018/280 | Approved | |
| 28 | 12 | 90+500 Puthueary | RHS | Embankment & Subgrade | 30000 | PSCHPL/SCP/IE/2019/390 | TES/IE/SCP/PIL/2018/307 | Approved | |
| 29 | 12 | 90+500 Puthueary EX-01 | RHS | RE WALL | 30000 | PSCHPL/SCP/IE/2019/510 | | | |
| 30 | 13 | 87+900 Andi Madam | RHS | Using For Filter Media | | | | | |
| 31 | 14 | 87+900 Vilanthai | RHS | | | | | | |
| 32 | 15 | 87+600 Velaneary | RHS | Embankment | 18000 | PSCHPL/SCP/IE/2019/387 | TES/IE/SCP/PIL/2018/302 | Approved | |
| 33 | 16 | 82+900 Aandi Palayam | RHS | Embankment | 18000 | PSCHPL/SCP/IE/2019/381 | TES/IE/SCP/PIL/2018/299 | Approved | |
| 34 | 16 | 82+900 Aandi Palayam EX-01 | RHS | RE WALL | 36000 | PSCHPL/SCP/IE/2019/501 | TES/IE/SC/PIL/2019/390 | Approved | |
| 35 | 16 | 82+900 Aandi Palayam EX-02 | RHS | Subgrade & RE Wall | 30000 | PSCHPL/SCP/IE/2020/758 | TES/IE/SC/PIL/2020/528 | Approved | |
| 36 | 16 | 82+900 Aandi Palayam EX-03 | RHS | Subgrade & RE Wall | 30000 | PSCHPL/SCP/IE/2021/937 | | | |
| 37 | 17 | 94+400 kundaveli East | LHS | Embankment | 30000 | PSCHPL/SCP/IE/2019/408 | TES/IE/SC/PIL/2019/320 | Approved | |
| 38 | 18 | 83+000 Vanamadevi | LHS | Embankment | 15000 | PSCHPL/SCP/IE/2019/397 | TES/IE/SC/PIL/2019/314 | Approved | |
| 39 | 19 | 101+900 Thaluthalai Medu | RHS | Embankment | 30000 | PSCHPL/SCP/IE/2019/422 | TES/IE/SC/PIL/2019/355 | Approved | |
| 40 | 20 | 110+100 Athipakkam | RHS | Embankment | 15000 | PSCHPL/SCP/IE/2019/452 | TES/IE/SC/PIL/2019/354 | Approved | |
| 41 | 21 | 103+200 Vembankudi | LHS | Subgrade & RE Wall | 30000 | PSCHPL/SCP/IE/2019/463 | TES/IE/SC/PIL/2019/362 | Approved | |
| 42 | 21 | 103+200 Vembankudi EX-01 | LHS | Subgrade & RE Wall | 22500 | PSCHPL/SCP/IE/2020/717 | TES/IE/SC/PIL/2020/504 | Approved | |
| 43 | 21 | 103+200 Vembankudi EX-02 | LHS | Subgrade & RE Wall | 30000 | PSCHPL/SCP/IE/2020/775 | TES/IE/SC/PIL/2020/538 | Approved | |
| 44 | 22 | 97+300 Muthuservamadam | RHS | Embankment | 30000 | PSCHPL/SCP/IE/2019/447 | TES/IE/SC/PIL/2019/349 | Approved | |
| 45 | 23 | 80+500 Kandiyankuppam | RHS | Embankment & Subgrade | 30000 | PSCHPL/SCP/IE/2019/561 | TES/IE/SC/PIL/2019/418 | Approved | |
| 46 | 23 | 80+500 Kandiyankuppam EX - 01 | RHS | Embankment & Subgrade | 30000 | PSCHPL/SCP/IE/2020/626 | TES/IE/SC/PIL/2020/452 | Approved | |
| 47 | 23 | 80+500 Kandiyankuppam EX - 02 | RHS | Embankment & Subgrade | 30000 | PSCHPL/SCP/IE/2021/812 | TES/IE/SC/PIL/2021/555 | Approved | |
| 48 | 23 | 80+500 Kandiyankuppam EX - 03 | RHS | Embankment | 30000 | PSCHPL/SCP/IE/2021/845 | TES/IE/SC/PIL/2021/576 | Approved | |
| 49 | 24 | 106+900 Karaikuruchi | RHS | Embankment | 15000 | PSCHPL/SCP/IE/2020/636 | TES/IE/SC/PIL/2020/453 | Approved | |
| 50 | 24 | 106+900 Karaikuruchi EX - 01 | RHS | Subgrade | 30000 | PSCHPL/SCP/IE/2020/691 | TES/IE/SC/PIL/2020/491 | Approved | |
| 51 | 25 | 90+500 RHS (IDAIPALLAM) | LHS | Embankment | 15000 | PSCHPL/SCP/IE/2020/637 | TES/IE/SC/PIL/2020/454 | Approved | |

| S.NO | B/A NO. | Chainage | Side | Suitable For | Approved Qty In M ³ | Submission Letter No | Approved Letter No | Remark |
|-----------------|---------|----------------------------------|------|-----------------------|--------------------------------|------------------------|------------------------|----------|
| 52 | 25 | 90+500 RHS (IDAIPALLAM) EX-01 | RHS | Embankment & Subgrade | 30000 | PSCHPL/SCP/IE/2020/640 | TES/IE/SC/PIL/2020/469 | Approved |
| 53 | 26 | 98+900 LHS (kommedu) | RHS | Embankment & Subgrade | 30000 | PSCHPL/SCP/IE/2020/661 | TES/IE/SC/PIL/2020/472 | Approved |
| 54 | 27 | 91+400RHS (pappakudi) | RHS | Embankment | 15000 | PSCHPL/SCP/IE/2020/657 | TES/IE/SC/PIL/2020/471 | Approved |
| 55 | 28 | 92+600 RHS Chokalingapuram | RHS | Embankment & Subgrade | 30000 | PSCHPL/SCP/IE/2020/676 | TES/IE/SC/PIL/2020/471 | Approved |
| 56 | 28 | 92+600 RHS Chokalingapuram EX-01 | RHS | Subgrade | 30000 | PSCHPL/SCP/IE/2020/838 | TES/IE/SC/PIL/2020/568 | Approved |
| 57 | 29 | 90+580 RHS Irudhayapuram | RHS | Embankment | 15000 | PSCHPL/SCP/IE/2020/711 | TES/IE/SC/PIL/2020/501 | Approved |
| 58 | 30 | 80+500 RHS Keelpathi | RHS | Embankment & Subgrade | 15000 | PSCHPL/SCP/IE/2020/711 | TES/IE/SC/PIL/2020/501 | Approved |
| 59 | 30 | 80+500 RHS Keelpathi EX - 1 | RHS | Embankment & Subgrade | 30000 | PSCHPL/SCP/IE/2021/926 | TES/IE/SC/PIL/2021/618 | Approved |
| 60 | 30 | 80+500 RHS Keelpathi EX - 2 | RHS | Embankment & Subgrade | 30000 | PSCHPL/SCP/IE/2021/927 | TES/IE/SC/PIL/2021/619 | Approved |
| 61 | 31 | 87+600 RHS Thirukalappur | RHS | Subgrade & RE Wall | 30000 | PSCHPL/SCP/IE/2020/717 | TES/IE/SC/PIL/2020/504 | Approved |
| 62 | 32 | 106+300 RHS Keelnatham | RHS | Subgrade & RE Wall | 30000 | PSCHPL/SCP/IE/2020/725 | TES/IE/SC/PIL/2020/505 | Approved |
| 63 | 33 | 87+600 RHS Thathur | RHS | Embankment & RE Wall | 30000 | PSCHPL/SCP/IE/2020/736 | TES/IE/SC/PIL/2020/511 | Approved |
| 64 | 35 | 115+250 RHS KADAMPANKUDI | RHS | Embankment & RE Wall | 30000 | PSCHPL/SCP/IE/2020/812 | | |
| 65 | 36 | Thirukalapur kuppam | RHS | Subgrade & RE Wall | 30000 | PSCHPL/SCP/IE/2020/838 | TES/IE/SC/PIL/2020/569 | Approved |
| 66 | 36 | Thirukalapur kuppam Ex - 1 | RHS | Subgrade & RE Wall | 30000 | PSCHPL/SCP/IE/2020/887 | TES/IE/SC/PIL/2021/598 | Approved |
| 67 | 36 | Thirukalapur kuppam Ex - 2 | RHS | Subgrade & RE Wall | 30000 | PSCHPL/SCP/IE/2021/936 | | |
| 68 | 37 | Manalmedu(109+350) | RHS | Embankment | 18000 | PSCHPL/SCP/IE/2020/844 | TES/IE/SC/PIL/2020/574 | Approved |
| 69 | 38 | Melur (98+900) | RHS | Subgrade & RE Wall | 30000 | PSCHPL/SCP/IE/2020/847 | TES/IE/SC/PIL/2020/578 | Approved |
| 70 | 38 | Melur (98+900) EX - 1 | RHS | Subgrade & RE Wall | 30000 | PSCHPL/SCP/IE/2020/886 | TES/IE/SC/PIL/2021/599 | Approved |
| 71 | 39 | Thirukalapur South (87+600) | RHS | Embankment | 18000 | PSCHPL/SCP/IE/2020/853 | TES/IE/SC/PIL/2020/584 | Approved |
| Fly Ash Summary | | | | | | | | |
| 1 | 1 | Fly Ash Ex-01 | LHS | RE WALL | 25500 | PSCHPL/SCP/IE/2018/122 | TES/IE/SC/PIL/2018/101 | Approved |
| 2 | 2 | Fly Ash Ex-02 | LHS | | 25500 | PSCHPL/SCP/IE/2019/303 | TES/IE/SC/PIL/2019/255 | Approved |
| 3 | 3 | Fly Ash Ex-03 | LHS | | 30000 | | | Approved |
| 4 | 4 | Fly Ash Ex-04 | LHS | | 30000 | PSCHPL/SCP/IE/2019/448 | TES/IE/SC/PIL/2019/350 | Approved |
| 5 | 5 | Fly Ash Ex-05 | LHS | | 45000 | PSCHPL/SCP/IE/2019/489 | TES/IE/SC/PIL/2019/385 | Approved |
| 6 | 6 | Fly Ash Ex-06 | LHS | | 30000 | PSCHPL/SCP/IE/2019/518 | TES/IE/SC/PIL/2019/400 | Approved |
| 7 | 7 | Fly Ash Ex-07 | LHS | | 30000 | PSCHPL/SCP/IE/2019/570 | TES/IE/SC/PIL/2019/430 | Approved |
| 8 | 8 | Fly Ash Ex-08 | LHS | | 30000 | PSCHPL/SCP/IE/2019/571 | TES/IE/SC/PIL/2019/431 | Approved |
| 9 | 9 | Fly Ash Ex-09 | LHS | | 30000 | PSCHPL/SCP/IE/2020/728 | TES/IE/SC/PIL/2020/512 | Approved |
| 10 | 10 | Fly Ash Ex-10 | LHS | | 30000 | PSCHPL/SCP/IE/2020/761 | TES/IE/SC/PIL/2020/527 | Approved |
| 11 | 11 | Fly Ash Ex-11 | LHS | | 30000 | PSCHPL/SCP/IE/2021/814 | TES/IE/SC/PIL/2021/554 | Approved |
| 12 | 12 | Fly Ash Ex-12 | LHS | | 30000 | PSCHPL/SCP/IE/2021/828 | TES/IE/SC/PIL/2021/558 | Approved |
| 13 | 13 | Fly Ash Ex-13 | LHS | | 30000 | PSCHPL/SCP/IE/2021/846 | TES/IE/SC/PIL/2021/577 | Approved |
| 14 | 14 | Fly Ash Ex-14 | LHS | | 30000 | | | Approved |
| 15 | 15 | Fly Ash Ex-15 | LHS | | 30000 | PSCHPL/SCP/IE/2021/919 | TES/IE/SC/PIL/2021/613 | Approved |
| 16 | 16 | Fly Ash Ex-16 | LHS | | 30000 | PSCHPL/SCP/IE/2021/917 | TES/IE/SC/PIL/2021/612 | Approved |
| 17 | 17 | Fly Ash Ex-17 | LHS | | 30000 | | | |
| 18 | 18 | Fly Ash Ex-18 | LHS | | 45000 | | | |

7. Weather Report -Meensuritti

| DATE | Temperature (°C) | | Rainfall in mm | Humidity in % | | Remarks |
|------------|------------------|-------|----------------|---------------|-----|---------|
| | Max | Min | | Max | Min | |
| 01/07/2021 | 39.20 | 31.50 | 4.00 | 72 | 42 | Rainy |
| 02/07/2021 | 39.40 | 28.90 | 0.00 | 79 | 32 | Sunny |
| 03/07/2021 | 39.20 | 29.80 | 0.00 | 72 | 36 | Sunny |
| 04/07/2021 | 40.10 | 30.50 | 5.00 | 70 | 38 | Rainy |
| 05/07/2021 | 39.30 | 28.50 | 0.00 | 76 | 32 | Sunny |
| 06/07/2021 | 39.20 | 30.10 | 0.00 | 72 | 32 | Sunny |
| 07/07/2021 | 40.10 | 30.90 | 0.00 | 72 | 36 | Sunny |
| 08/07/2021 | 39.90 | 29.50 | 0.00 | 74 | 38 | Sunny |
| 09/07/2021 | 39.40 | 28.60 | 0.00 | 74 | 40 | Sunny |
| 10/07/2021 | 40.10 | 28.90 | 0.00 | 67 | 42 | Sunny |
| 11/07/2021 | 39.80 | 28.80 | 0.00 | 61 | 40 | Sunny |
| 12/07/2021 | 38.70 | 28.90 | 0.00 | 68 | 41 | Sunny |
| 13/07/2021 | 39.10 | 29.60 | 0.00 | 69 | 43 | Sunny |
| 14/07/2021 | 35.70 | 28.80 | 23.00 | 67 | 36 | Rainy |
| 15/07/2021 | 36.10 | 27.80 | 0.00 | 81 | 38 | Sunny |
| 16/07/2021 | 35.20 | 29.10 | 0.00 | 74 | 40 | Sunny |
| 17/07/2021 | 35.80 | 28.40 | 0.00 | 77 | 42 | Sunny |
| 18/07/2021 | 36.20 | 28.10 | 0.00 | 83 | 45 | Sunny |
| 19/07/2021 | 35.90 | 28.60 | 0.00 | 71 | 42 | Sunny |
| 20/07/2021 | 36.20 | 28.80 | 0.00 | 68 | 40 | Sunny |
| 21/07/2021 | 37.80 | 29.70 | 0.00 | 66 | 44 | Sunny |
| 22/07/2021 | 38.70 | 29.90 | 0.00 | 62 | 45 | Sunny |
| 23/07/2021 | 39.80 | 29.80 | 0.00 | 66 | 44 | Sunny |
| 24/07/2021 | 40.00 | 29.90 | 0.00 | 67 | 42 | Sunny |
| 25/07/2021 | 39.70 | 30.00 | 0.00 | 66 | 46 | Sunny |
| 26/07/2021 | 38.90 | 30.70 | 16.00 | 62 | 38 | Rainy |
| 27/07/2021 | 39.00 | 29.80 | 0.00 | 74 | 40 | Sunny |
| 28/07/2021 | 38.90 | 28.80 | 0.00 | 70 | 38 | Sunny |
| 29/07/2021 | 39.40 | 29.40 | 0.00 | 66 | 40 | Sunny |
| 30/07/2021 | 40.10 | 29.20 | 0.00 | 67 | 42 | Sunny |
| 31/07/2021 | 39.80 | 29.40 | 0.00 | 66 | 44 | Sunny |

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Weather Report Anakarai

| DATE | Temperature (°C) | | Rainfall in mm | Humidity in % | | Remarks |
|------------|------------------|------|----------------|---------------|-----|---------|
| | Max | Min | | Max | Min | |
| 01/07/2021 | 38.2 | 31.5 | 5.0 | 72 | 42 | |
| 02/07/2021 | 39.0 | 25.2 | 0.0 | 79 | 32 | |
| 03/07/2021 | 38.2 | 29.0 | 0.0 | 74 | 38 | |
| 04/07/2021 | 40.1 | 31.2 | 7.0 | 72 | 40 | |
| 05/07/2021 | 38.1 | 29.5 | 0.0 | 76 | 34 | |
| 06/07/2021 | 39.1 | 30.1 | 0.0 | 72 | 35 | |
| 07/07/2021 | 40.1 | 31.8 | 0.0 | 74 | 36 | |
| 08/07/2021 | 40.2 | 30.8 | 5.0 | 75 | 38 | |
| 09/07/2021 | 39.8 | 30.2 | 0.0 | 78 | 40 | |
| 10/07/2021 | 40.8 | 28.8 | 0.0 | 69 | 41 | |
| 11/07/2021 | 39.5 | 28.6 | 0.0 | 65 | 40 | |
| 12/07/2021 | 39.1 | 29.1 | 0.0 | 69 | 39 | |
| 13/07/2021 | 39.4 | 29.4 | 0.0 | 71 | 41 | |
| 14/07/2021 | 36.2 | 29.7 | 0.0 | 66 | 38 | |
| 15/07/2021 | 35.8 | 28.5 | 0.0 | 80 | 40 | |
| 16/07/2021 | 36.1 | 28.5 | 0.0 | 77 | 42 | |
| 17/07/2021 | 36.4 | 28.4 | 32.0 | 74 | 44 | |
| 18/07/2021 | 36.8 | 26.2 | 0.0 | 68 | 41 | |
| 19/07/2021 | 35.9 | 26.5 | 0.0 | 71 | 42 | |
| 20/07/2021 | 36.2 | 27.8 | 0.0 | 77 | 41 | |
| 21/07/2021 | 36.8 | 27.1 | 0.0 | 79 | 42 | |
| 22/07/2021 | 38.4 | 28.1 | 0.0 | 74 | 39 | |
| 23/07/2021 | 39.3 | 29.5 | 0.0 | 68 | 42 | |
| 24/07/2021 | 39.6 | 29.8 | 0.0 | 65 | 40 | |
| 25/07/2021 | 39.4 | 29.4 | 0.0 | 67 | 41 | |
| 26/07/2021 | 38.6 | 30.1 | 19.0 | 70 | 39 | |
| 27/07/2021 | 38.4 | 29.6 | 0.0 | 75 | 41 | |
| 28/07/2021 | 38.5 | 28.8 | 0.0 | 71 | 39 | |
| 29/07/2021 | 38.1 | 27.8 | 0.0 | 72 | 40 | |
| 30/07/2021 | 39.5 | 26.9 | 0.0 | 73 | 41 | |
| 31/07/2021 | 39.8 | 27.2 | 0.0 | 71 | 43 | |

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- Various issues related to environment and safety, such as traffic management, safety signage, disposal of waste materials and oil spillage, housekeeping, area barricading and traffic management, etc, are being taken care of during the execution of the project.
- Periodic Safety meetings being conducted on a regular basis and the details of the photographs for the same along with action taken are as below.

9. Support required from NHAI

Concessionaire requests NHAI to take early action on the following issues:

1. Pending Disbursement of Payment to the beneficiaries from CALA towards Land and Buildings in Cuddalore, Ariyalur & Thanjavur District. – Request Authority to advise/instruct the Competent Authority of Land Acquisition to speed up the process of disbursement of pending payment.
2. Additional land acquisition for toll plaza, bus bays, turning radius of major junctions along the project highways.
3. Finalization of Toll plaza location.
4. Change of Scope notice required for relocation of VUP @ Km 113+500 due to existence of electrical substation of TANGENDCO at Km:113+700 to 113+800(RHS).
5. Change of Scope notice required for widening of Existing Minor Bridge @ Km 101+095 from two lane to four-lane carriageway.
6. Change of Scope notice required for reconstruction of Existing Box Culvert @ Km 110+785 because the existing structure of said location at site is a Pipe Culvert, which has been mentioned as Box type in the concession agreement.
7. Removal of Electrical substation 85+300 to 85+400, which is obstructing the project highways.
8. NOC from PWD/WRO, Govt of Tamil Nadu for construction of Minor Bridge (13 Nos) and Major Bridge (3 Nos) as per below

| Sl No | Description | Total scope (Nos.) | Submitted as on date (Nos.) | Approved as on date (Nos.) | Balance (Nos.) | Present Status |
|-------|-------------|--------------------|-----------------------------|----------------------------|----------------|--|
| 1 | MNB | 26 | 26 | 13 | 13 | Under Processing with Engineer In Chief, Chennai |
| 2 | MJB | 4 | 4 | 2 | 2 | |
| | Total | 30 | 30 | 15 | 15 | |

9. In sufficient Right of Way with respect to the land handed over as per Clause 10.3.1 of Concession Agreement at the time of Signing of Joint Memorandum.
10. Payment disbursement and necessary clearances required for removal of religious and Govt. buildings.
11. NOC from PWD/WRO, Govt. of Tamil Nadu for construction of project highways in the existing ponds (in a length of 1.702 Kms).

| Sl No | Chainage | | Length Affected (M) | Side | AVG Toe Width from CL "A" | Width/distance of Pond Edge from CL "C" |
|-------|----------|--------|---------------------|------|---------------------------|---|
| | From | To | | | | |
| 1 | 75+557 | 75+632 | 74.75 | RHS | 32.50 | 7.00 |
| 2 | 77+330 | 77+400 | 70.00 | LHS | 28.16 | 3.00 |
| 3 | 78+404 | 78+422 | 17.90 | LHS | 16.00 | 9.50 |

| | | | | | | |
|-------------------------------------|---------|---------|---------------|-----|-------|-------|
| 4 | 80+396 | 80+415 | 19.00 | LHS | 27.00 | 7.00 |
| 5 | 80+400 | 80+423 | 23.00 | RHS | 24.00 | 6.50 |
| 6 | 81+356 | 81+416 | 60.30 | LHS | 18.00 | 9.00 |
| 7 | 81+760 | 81+835 | 75.00 | LHS | 14.30 | 2.00 |
| 8 | 90+804 | 90+837 | 32.77 | RHS | 32.00 | 12.80 |
| 9 | 97+376 | 97+551 | 175.00 | RHS | 32.67 | 11.00 |
| 10 | 97+822 | 97+845 | 23.00 | RHS | 27.50 | 7.80 |
| 11 | 99+961 | 100+020 | 59.70 | RHS | 25.00 | 17.28 |
| 12 | 100+350 | 100+389 | 39.00 | LHS | 22.70 | 4.00 |
| 13 | 100+800 | 100+845 | 44.70 | RHS | 23.00 | 12.25 |
| 14 | 100+731 | 100+854 | 123.75 | LHS | 23.00 | 5.00 |
| 15 | 103+039 | 103+056 | 17.60 | LHS | 23.00 | 6.60 |
| 16 | 103+125 | 103+435 | 310.10 | LHS | 23.00 | 6.00 |
| 17 | 103+822 | 103+846 | 24.00 | LHS | 23.20 | 5.20 |
| 18 | 104+091 | 104+262 | 171.00 | RHS | 23.00 | 16.80 |
| 19 | 103+992 | 104+264 | 271.50 | LHS | 23.00 | 10.90 |
| 20 | 114+547 | 114+617 | 70.00 | LHS | 20.62 | 0.00 |
| Total Length affected (in M) | | | 1702.1 | | | |

12. Removal/relocation of existing irrigation sluice and regulator in the locations.

| Sl. No. | Chainage | Distance from PCL | Remarks/Action to be taken | Present Status |
|---------|-----------------|-------------------|-------------------------------|---|
| 1 | 68+644 (02 Nos) | - | To be shifted to edge of PROW | Estimate pending with EE PWD Chidambaram |
| 2 | 81+850 | 9.3m | To be shifted to edge of PROW | Deposit Amount remitted to PWD/WRO. Work yet to be commenced. |
| 3 | 81+870 | 1.8m | To be shifted to edge of PROW | |
| 4 | 81+910 | 1.8m | To be shifted to edge of PROW | |
| 5 | 82+010 | 1.8m | To be shifted to edge of PROW | |
| 6 | 82+100 | 7.4m | To be shifted to edge of PROW | |
| 7 | 103+990 | 5.97m | To be shifted to edge of PROW | Estimate received from BDO. Approval pending with Authority |

13. Removal of Religious structures of 16 Nos. and Bus stand from the proposed ROW.

| SL No | Chainage | Type of Structure | Side | Distance from PCL (M) | TCS Type | Formation Width Required from PCL | ROW From PCL | Remarks |
|---|----------|-------------------|------|-----------------------|----------------------|-----------------------------------|--------------|---------|
| Priority I – Obstruction of Main Carriage way & Service Road :- | | | | | | | | |
| 1. | 86+350 | Temple | LHS | 7 | Type - B with SR 7.5 | 21.25 | 26.10 | |
| 2. | 87+500 | Temple | LHS | 13 | Fig -7.8 with SR 5.5 | 22.75 | 26.80 | |
| 3. | 92+455 | Temple | LHS | 14 | Type - A3 | 18.80 | 23.70 | |
| 4. | 92+570 | Temple | RHS | 12 | Type - B with SR 7.5 | 21.25 | 28.80 | |
| Priority II – Obstruction of Service Road :- | | | | | | | | |
| 1. | 75+650 | Temple | RHS | 15 | Fig -7.8 with SR 5.5 | 22.75 | 25.50 | |
| 2. | 80+125 | Temple | RHS | 16 | Type -A3 | 20.80 | 23.50 | |
| 3. | 83+615 | Temple | RHS | 16 | Type - B with SR 7.5 | 21.25 | 21.25 | |
| 4. | 84+070 | Temple | LHS | 16 | Type - B with SR 7.5 | 21.25 | 29.00 | |
| 5. | 86+280 | Temple | RHS | 23 | Type - B with SR 7.5 | 21.25 | 30.00 | |
| 6. | 86+390 | Temple | LHS | 18 | Type - B with SR 7.5 | 21.25 | 26.10 | |
| 7. | 89+310 | Temple | RHS | 16 | Type - B with SR 7.5 | 21.25 | 22.50 | |
| 8. | 90+325 | Temple | RHS | 14 | Fig -7.8 with SR 5.5 | 22.75 | 23.00 | |
| Priority III – Falling Within ROW and effecting the Utility shifting works:- | | | | | | | | |
| 1. | 76+600 | Temple | RHS | 24.5 | Type - B with SR 7.5 | 21.25 | 31.10 | |
| 2. | 91+780 | Temple | RHS | 22 | TCS – 1 | 14.00 | 26.00 | |
| 3. | 92+135 | Temple | LHS | 22 | Type - A3 | 15.65 | 26.00 | |
| 4. | 99+710 | Temple | LHS | 20 | Type - A3 | 17.95 | 25.00 | |

14. Removal of Government Buildings like VAO office, School, Post Office & Ration Shop etc.

15. Removal of unauthorized occupations in 38 nos. in Cuddalore dist. & 32 nos. in Ariyalur dist. in the project highways.

16. Removal/relocation of Veeranam Pipes between Km: 65+960 to 66+200 causing material adverse effect on construction, Authority requested to take up the matter with Concern Department for early removal of the same.

17. Revised Estimates for Electrical Shifting due to non-available of vertical clearance – Request Authority for earlier Approval.

18. Estimate for shifting of water supply utilities in Missing locations-Request Authority for earlier Approval.

19. With reference to our several correspondence time to time vide which we intimated the matter of enforced nationwide lockdown as well as its impact on the Project Highway, the World Health Organization (WHO) on 11th March' 2020 had characterized the Novel Coronavirus Disease (COVID-19) outbreak as a global Pandemic. In view of the WHO's announcement and over all prevailing condition of the nation, the Union Government of India (GOI) had invoked section 2 of Epidemic Disease Act 1897 on 12.03.2020 to prevent the spread of novel coronavirus in India. Accordingly, the State Government of Tamilnadu has enforced complete lockdown of the entire state from 24.03.2020 to 31.03.2020 to avoid the spread of COVID-19. Subsequently, The Ministry of Home Affairs (MHA) vide Order No. 40-3/2020-DM-I(A), dated 24.03.2020 directed to enforce complete nationwide lockdown for the period of 21 days from 25.03.2020 to 14.04.2020.

Further, based on the outcome of COVID-19 spread containment during 1st nationwide lockdown till 14th April' 2020 & condition of country as a whole, Ministry of Home Affairs (MHA), Govt. of India in exercise of powers conferred under Section 10(2)(l) of Disaster Management Act 2005, has issued an Order bearing no. 40-3/2020-DM-I(A), dated 15.04.2020 that the nationwide lockdown will remain continue till 3rd May' 2020 to contain the spread of COVID-19 in the country. However, to mitigate hardship of the public select additional activities will be allowed with effect from 20th April' 2020 including Road Construction Activities as per sr. no. 16 of Consolidated Revised Guidelines on the measures to be taken by Ministries / Departments of GOI, State/ UT Govt. and State/ UT Authorities incorporating these guidelines are enclosed with the MHA order.

Accordingly, we have submitted the detailed work program during the extended lock down period up to 03.05.2020 along with the list of Manpower & Machineries to be involved in the Construction work to take suitable action for the issuance of necessary permission from District Administration in this regard. Further, vide our letter no. 12 dated 23.04.2020 we informed that Press released no. 280 dated 20.04.2020 issued by Government of Tamilnadu that Government of Tamilnadu had instructed to continue to enforce all the existing restrictions issued by MHA order dated 24.03.2020 during extended lock down period i.e. up to 03.05.2020.

Further, vide our letter no. 16 dated 08.05.2020 & 19 dated 20.05.2020 we informed that Government of Tamilnadu had instructed to continue to enforce all the existing restrictions issued by MHA order dated 24.03.2020 during extended lock down period i.e. up to 31.05.2020. After that, a notification issued by Revenue and Disaster Management (D-II) Department, Govt. of Tamilnadu bearing no. 203 dated 23.04.2020 vide which it is informed that resumption of construction of road & bridge project can be done with taking all precaution as per Standard Operating Procedure (SOPs) for social distancing and obtain permission from District Administration.

But so far we have not received the requisite permission from the District Administration for commencement of works and the entire construction activities are standstill since 21.03.2020 and the mobilised manpower and machineries are in idle conditions which the Concessionaire facing the huge losses of valuable time and cost due to occurrence of this Force Majeure under the Article-28 of Concession Agreement. Furthermore, we also notified in our earlier correspondence that Ministry of Home Affairs, Govt. of India vide their order dated 29.04.2020 allowed the movement of stranded migrant workers to their home town and subsequently, Local officials of District Administration are now approaching to our staff/ labours directly & taking their willingness for movement to their home town. Due to this and havoc of

spreading of coronavirus, our workers and labours are putting their voice/desire for roaming to their home town. Based on prevailing situation and circumstances thereto & on human ground we could not restrict them from going to their home town and many migrant labours/staffs have registered their name for the movement to their home town.

Further, Concessionaire has also reported that order dated 31.05.2020 issued by Health and Family Welfare (P1) Department, Government of Tamilnadu vide which they notified that state of Tamilnadu has been divided into 8 zones and issued additional guidelines for strict adherence on movement of person/ vehicle, testing & quarantine strategies for management of COVID-19 in the state.

After that Government of India has announced "Unlock 1.0" in entire country except containment zones but Government of Tamilnadu has instructed to extended all restrictions issued vide additional guidelines for strict adherence on movement of person/ vehicle, testing & quarantine strategies for management of COVID-19 in the state.

In addition to that due to surge of cases of COVID-19 in State of Tamilndau, Government of these states has given instruction to compulsory quarantine period of 14 days for passenger/people who are coming in the state from another state.

Thus, Concessionaire started construction activities in Project Highway after getting permission from District Administration as well as tried to get momentum of the Progress of work as like they have on 20.03.2020 but they are facing lots of challenges like non-availability of desired nos. of skilled labours, non-availability of desired staff for operation of our machineries, non-availability of spare parts in local market due to disturbance of supply chain, due to enforcement of 14 days Quarantine as per Govt. norms labours are also not willing to come back to work considering upcoming Monsoon season, etc. which are beyond the control of Concessionaire.

21. Unprecedented heavy rain affected the construction activities in the project highway due to the occurrence & effect of severe cyclonic storm NIVAR on 25.11.2020.

22. The second wave of COVID-19 in India appears to be ascending faster than the first wave that peaked in mid-September last year Nevertheless, India is already leading the world in terms of average daily cases detected and registers the third-highest average daily deaths. The whole country is facing big difficulties and struggling for the survival of human life. The impact of this event is an extremely painful and great loss to the nation. Looking to such an uncontrolled situation, Supreme Court intervened on 22.04.2021 and asked for the national plan for COVID-19 with the central Government and took own cognizance of what it called a national health emergency situation. The Health System has been collapsed due to the severe scarcity of oxygen. The spread of Coronavirus cases in Tamil Nadu right now is so fast, that it took only half the duration to overtake the daily infection peak number reported in the first wave.

Due to many restrictions in persisting conditions arise due to occurring of 2nd wave of Extra ordinary event COVID-19, the supply chain of required material is being disturbed and not in smooth shape which leads to hampering the work progress during this valuable working season. Due to surge in cases of 2nd wave of COVID-19 drastically day by day and additional lockdown like restriction imposing by State Government, migrants labours are leaving the state and going to their native place under the fear of prevailing situation. Further migrants labours who were gone their home at Holi Festival are not returning back due to fear and precarious situation of the spike of COVID-19 pandemic. Due to this condition, we are facing acute

shortage of labour/operator/driver for the construction activities in Project Highway and work is being affected because of the impediments beyond the control of the Concessionaire. It is also pertaining to mention that despite taking all necessary precaution and follow the safety guidelines of COVID-19, unfortunately, our many manpower including senior-level deployed at in Project i.e. Sethiyahopu- Cholapuram Section have been infected by COVID-19 and our both base camp (i.e. Meensuruti Base Camp & Anakarai Base Camp) have been sealed by the Block Medical officer, Govt. Community Health Center, Ariyalur despite that incident was beyond our control.

10. Important Events

Table 10.1. Details of Important Events

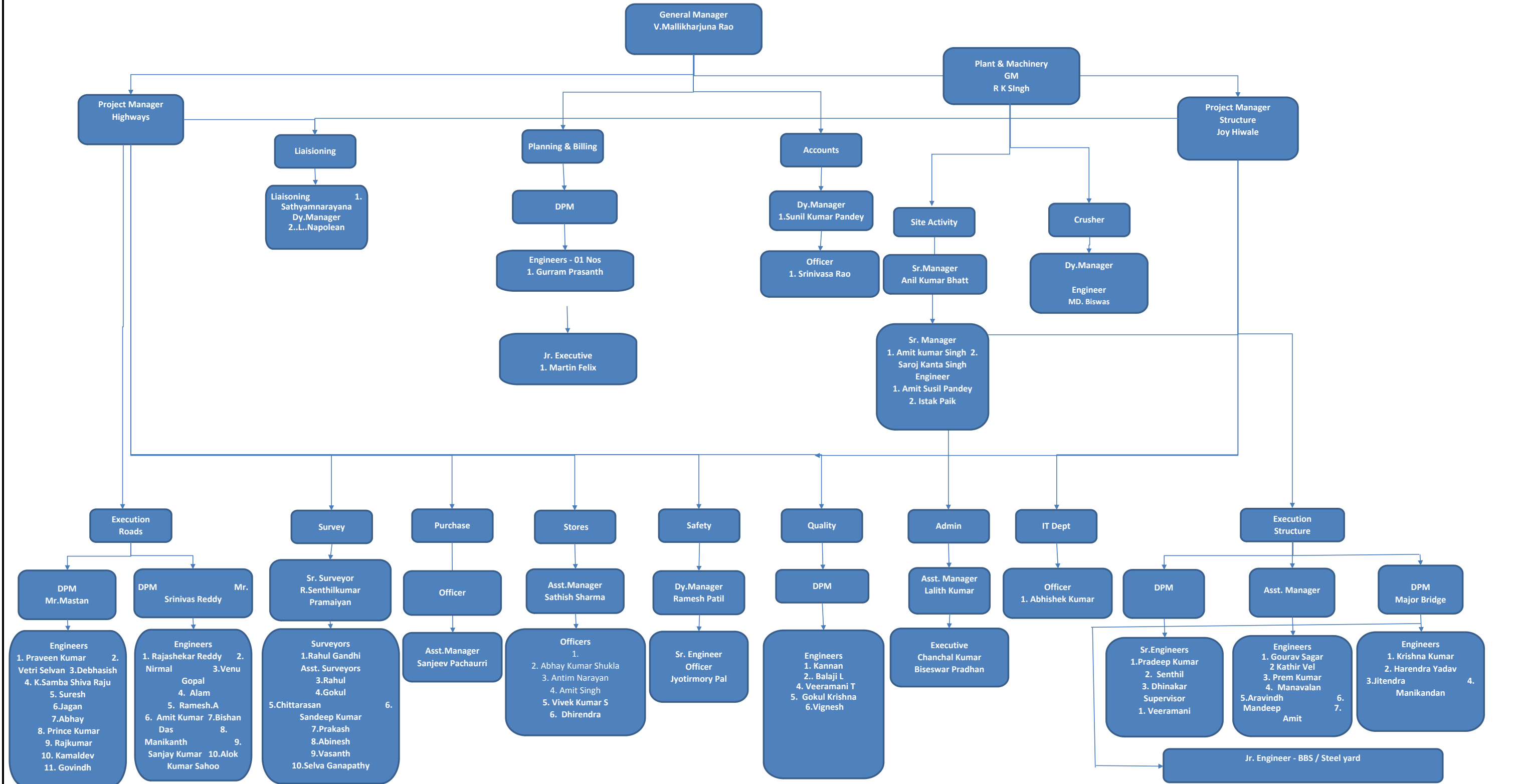
| Sl. No | Date of Events | Description of Events | Remarks |
|--------|----------------|-----------------------|---------|
| | | | |

11. Organization Chart

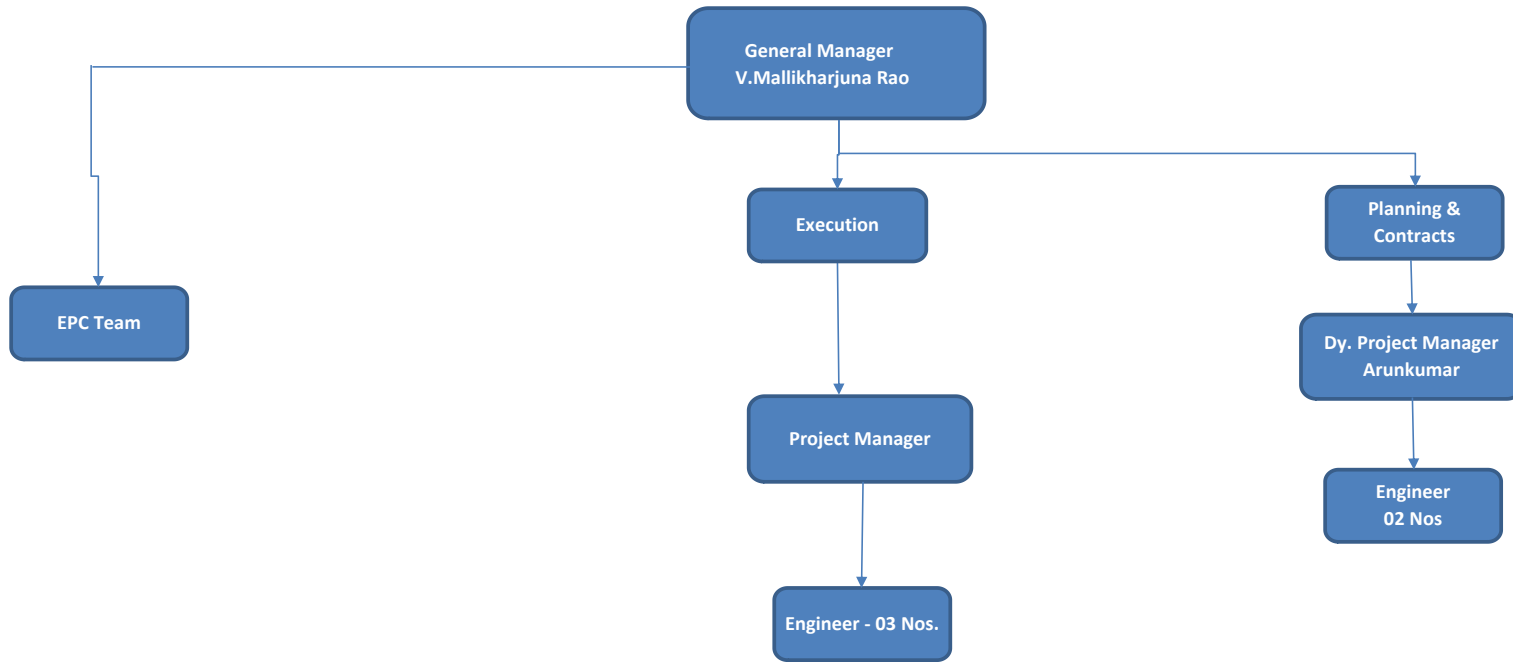
The following figures represents the organization structure of the EPC and SPV Team.

1. Fig. 4 - Organization Chart - EPC Team
2. Fig. 5 - Organization Chart - SPV Team

ORGANIZATION CHART - EPC TEAM



ORGANIZATION CHART - SPV TEAM



12. List of Plants, Machinery and Equipment's

Table 12.1 - List of Plants, Machinery and Equipment's

| S.No. | Name of the Machinery | Capacity / Model | Mobilized in Nos. | Remarks |
|-------|------------------------------------|--------------------|-------------------|------------------------|
| 1 | Grader | 120K2 | 9 | |
| 2 | Excavator | JCB-220 | 13 | |
| 3 | Dozer | | 4 | |
| 4 | Soil Compactor | HAMM 311 | 8 | |
| 5 | Backhoe Loader | JCB 3DX | 8 | |
| 6 | Tipper | Bharat Benz- 3128C | 310 | |
| 7 | Transit Mixture | 2523C | 12 | |
| 8 | Loader | 455 ZX | 4 | |
| 9 | Trailer | | 2 | |
| 10 | Water Tanker | | 5 | |
| 11 | Boom Placer | S-36 | 1 | |
| 12 | Tractor | 5036 D V-2 | 2 | |
| 13 | Mobile Service Van | | 1 | |
| 14 | Tower Light | AJASKY | 3 | |
| 11 | Hydra Crane | | 2 | |
| 12 | Asphalt Batch Mix Plant | | 1 | |
| 13 | Wet Mix Plant | 250 TPH | 1 | |
| 14 | Concrete Batch Mix Plant | 45 cum | 2 | |
| 15 | Concrete Batch Mix Plant | 60 cum | 2 | |
| 16 | Crusher Plant (3 Stage) | 250 TPH | 2 | |
| 17 | Weigh Bridge for Camp 100MT | 100MT | 3 | |
| 18 | Weigh Bridge for Crusher 100MT | 100MT | 2 | |
| 19 | Genset Base Camp | 25KV | 2 | |
| 20 | Genset 63KVA Boiler | 63KVA Boiler | 1 | |
| 21 | Genset (H.M & B/P) | 82.50KV | 3 | |
| 22 | Genset (B/P-CP-45) | 125KV | 2 | |
| 23 | Genset Concrete Plant-180 KVA | 180 KVA | 1 | |
| 24 | Genset (Crusher) | 1010KVA | 3 | |
| 25 | Gantry at Box Segment Casting Yard | 100 MT | 2 | Both are in operation. |

| | | | | |
|----|------------------|--|---|--|
| 26 | Launching Girder | | 2 | 1 no. in operation at site & 1 no. under erection. |
|----|------------------|--|---|--|

13. Change of Scope Proposals

Table 13.1 - Status of Change of Scope Proposals

| Sl. No | Proposal Details | Date of Proposal | Current Status | COS Amount | Actual Date of Approval |
|--------|--|------------------|--|-------------|-------------------------|
| 1 | Replacement of Pipe Culverts with Box Culverts | 23.03.2018 | Approved | 3.21 Cr | 21.02.2020 |
| 2 | Strengthening/up grade the incident Management Service | 10.05.2019 | Required COS notice for Strengthening/upgrade the incident Management Service. | NA | NA |
| 3 | Comprehensive -COS 02 | 20.08.2018 | Approved | (-) 4.69 Cr | 23.06.2021 |

14. Details of Correspondences

The following tables list out the correspondences between the parties.

Table 14.1. - Concessionaire to NHAI

Table 14.2. - NHAI to Concessionaire

Table 14.3. - Concessionaire to Independent Engineer

Table 14.4. - Independent Engineer to Concessionaire

Four laning of Sethiyahopu to Cholapuram from Km 65+960 to 116+440 section of NH-45C in the state of Tamilnadu under NHDP-IV on Hybrid Annuity Mode.

TABLE 14.1 - CORRESPONDANCE - CONCESSIONAIRE TO NHAI

| S.No | Date | Letter No | Subject | Remarks |
|------|------------|--------------------------|--|---------|
| 1 | 05.07.2021 | PSCHPL/SCP/NHAI/2020/916 | Submission of RA Bill 19 for shifting of Electrical utilities as per cl 11.2.1 of CA | |
| 2 | 06.07.2021 | PSCHPL/SCP/NHAI/2020/921 | Submission of GST payment Auditor Certificate return and request to release the withheld GST Amount | |
| 3 | 08.07.2021 | PSCHPL/SCP/NHAI/2020/923 | Shifting of High Voltage Transmission Line & Towers at Km 70+020 | |
| 4 | 15.07.2021 | PSCHPL/SCP/NHAI/2020/928 | Request to release withheld amount in RA Bill 18 for shifting of Electrical utilities in Meensuriti Section & Papahudi section | |
| 5 | 23.07.2021 | PSCHPL/SCP/NHAI/2020/935 | RA Bill 11- Shifting of Water supply utilities as per Cl 11.2.1 of Concession Agreement | |
| 6 | 27.07.2021 | PSCHPL/SCP/NHAI/2020/938 | Regarding the proposal for deletion of scope work due to non availability of encumbrance free land | |
| 7 | 29.07.2021 | PSCHPL/SCP/NHAI/2020/941 | Construction activities hampered due to protest of local villagers at Km 105+210 | |

Four laning of Sethiyahopu to Cholapuram from Km 65+960 to 116+440 section of NH-45C in the state of Tamilnadu under NHDP-IV on Hybrid Annuity Mode.

TABLE 14.2 - CORRESPONDANCE - NHAI TO CONCESSIONAIRE

| S.No | Date | Letter No | Subject | Remarks |
|------|------------|---------------------------------------|--|---------|
| 1 | 07.07.2021 | NHAI/PIU/Thanj/11099/05/2014/1705 | Online RTI Application Registration No NHAIRE21020929, dt 02.06.2021 of Shri.Vineet Kumar Pandey under RTI Act 2005 -Report called for | |
| 2 | 10.07.2021 | NHAI/PIU/Thanj/11019/56/2018/1737 | Request recieved from DE(H), Cuddalore for joint Inspection | |
| 3 | 12.07.2021 | NHAI/PIU/Thanj/11017/01/2009/1748 | Sh.A.Arunmozhithevan, MLA representation made to the District Collector -report called for | |
| 4 | 15.07.2021 | NHAI/PIU/Thanj/11019/42/2015/1771 | Shifting of utilities- Develoution of dismantled material to the store of utility owinging agency or safe custody of Contractor Concessionaire and issue of measurement boo - Copy | |
| 5 | 15.07.2021 | NHAI/PIU/Thanj/11025/03/2018/1805 | Representation received | |
| 6 | 19.07.2021 | NHAI/PIU/Thanj/11025/11/2018/1812 | IPC 10 of Payment Milestone III | |
| 7 | 20.07.2021 | NHAI/PIU/Thanj/11099/05/2014/1841 | Information sought for under right to Information Act 2005 by Sh N.Sivaraman, Meensuritty -Reply Sent | |
| 8 | 20.07.2021 | NHAI/PIU/Thanj/11021/31/2009/1842 | Ennore_Thiruvallur_Bengaluru_Puducherry_Nagapattinam_Madurai_Tutucorin - R-LNG Pipeline along with optical fiber cable (OFC) on NH 45C across at Km 103.550 (HDD) method | |
| 9 | 20.07.2021 | NHAI/PIU/Thanj/11025/08/2018/1843 | Shifting of Electrical utilities like LTHTLines & structures in Kumbakonam Division-Kurichi Section | |
| 10 | 22.07.2021 | NHAI/PIU/Thanj/11025/09/2018/1848 | Shifting of water supply Utilities under BDO Jeyankondam Union of Ariyalur District-Work order issued | |
| 11 | 23.07.2021 | NHAI/PIU/Thanj/11020/57/2020/1864 | Issue of No objection certificate proposed MS HSD retail outlet abutting on LHS of NH45C of Km 84-798.00 to Km 84-833.00 in Survey No 21-21-1B1A1 of Agaraputhur Village | |
| 12 | 27.07.2021 | NHAI/PIU/Thanj/11025/09/2018/1899 | Shifting of water supply utilities | |
| 13 | 28.07.2021 | NHAI/PIU/Thanjavur/11025/11/2019/1914 | Proposal submitted by the Concessionaire for deletion of Scope of work due to non availability of encumbrance free land-Report called for | |
| 14 | 29.07.2021 | NHAI/PIU/Thanj/11019/08/2008/1926 | Request to allow the movement of Construction machinerieEquipments on Annakarai Bridge-Permission Requested | |
| 15 | 29.07.2021 | NHAI/PIU/Thanj/11019/08/2008/1927 | Request to allow the movement of Construction machinerieEquipments on Annakarai Bridge-Permission Requested | |

Four laning of Sethiyahopu to Cholapuram from Km 65+960 to 116+440 section of NH-45C in the state of Tamilnadu under NHDP-IV on Hybrid Annuity Mode.

TABLE 14.3 - CORRESPONDANCE - CONCESSIONAIRE TO INDEPENDENT ENGINEER

| S.No | Date | Letter No | Subject | Remarks |
|------|------------|------------------------|--|---------|
| 1 | 05.07.2021 | PSCHPL/SCP/IE/2021/917 | Submission of Test reports for Fly Ash (Ex-16) | |
| 2 | 05.07.2021 | PSCHPL/SCP/IE/2021/919 | Submission of Test reports for FLY ASH (Ex No 15) | |
| 3 | 06.07.2021 | PSCHPL/SCP/IE/2021/918 | Submission of Job mix design report for bituminous Concrete | |
| 4 | 06.07.2021 | PSCHPL/SCP/IE/2021/920 | Procurement of Modified Binder from Ms BITCOL Corporation (India) Pvt Limited | |
| 5 | 07.07.2021 | PSCHPL/SCP/IE/2021/922 | Submission of Monthly progress report for the month of june 2021 | |
| 6 | 08.07.2021 | PSCHPL/SCP/IE/2021/924 | Submission of method statement for median plantation | |
| 7 | 11.07.2021 | PSCHPL/SCP/IE/2021/925 | Comprehensive PCOD Proposal – Conducting of necessary tests as per clause 14.1 and as per Schedule I of Concession Agreement | |
| 8 | 11.07.2021 | PSCHPL/SCP/IE/2021/927 | Soil test report for proposed borrow area of project BA No 30 | |
| 9 | 18.07.2021 | PSCHPL/SCP/IE/2021/932 | Comprehesive PCOD Proposal- Conducting of necessary tests as per CI 14.1 and as per schedule I of Concession Agreement | |
| 10 | 18.07.2021 | PSCHPL/SCP/IE/2021/933 | Submission of RE Wall drawings for the proposed VUP at km 106+320 | |
| 11 | 18.07.2021 | PSCHPL/SCP/IE/2021/934 | Submission of RE Wall drawings of proposed VUP at km 115+258 | |
| 12 | 23.07.2021 | PSCHPL/SCP/IE/2021/936 | Soil test reports for the proposed borrow area of the project (BA No 36 Ex -02) | |
| 13 | 23.07.2021 | PSCHPL/SCP/IE/2021/937 | Soil test reports for the proposed borrow area of the project (BA No 16 (Ex -03) | |

Four laning of Sethiyahopu to Cholapuram from Km 65+960 to 116+440 section of NH-45C in the state of Tamilnadu under NHDP-IV on Hybrid Annuity Mode.

TABLE 14.4 - CORRESPONDANCE - INDEPENDENT ENGINEER TO CONCESSIONAIRE / NHAI

| S.No | Date | Letter No | Subject | Remarks |
|------|------------|-------------------------|--|---------|
| 1 | 01.07.2021 | TES/IE/SC/NHAI/2021/267 | Shifting of infringement of veeranam Pipe line pertaining to CMWSMB- Concessionaire requested to provide additional land -Remarks called for | |
| 2 | 08.07.2021 | TES/IE/SC/PIL/2021/610 | Approval of Job Mix Design for Bituminous Concrete Grade – II with Polymer Modified Bitumen(PMB 70h – 10) | |
| 3 | 08.07.2021 | TES/IE/SC/PIL/2021/611 | Procurement of Modified Binder from MS BITCOL Corporation (India) Pvt Ltd | |
| 4 | 09.07.2021 | TES/IE/SC/PIL/2021/612 | Submission of Fly Ash (Ext-16) | |
| 5 | 09.07.2021 | TES/IE/SC/PIL/2021/613 | Submission of Fly Ash (Ext-15) | |
| 6 | 14.07.2021 | TES/IE/SC/PIL/2021/615 | Comprehensive PCOD Proposal | |
| 7 | 14.07.2021 | TES/IE/SC/NHAI/2021/270 | R.A.Bill No. 19 - Shifting of Electrical utilities like HTLT Lines & Structures in Kumbakonam Division – Kurichi Section | |
| 8 | 16.07.2021 | TES/IE/SC/PIL/2021/616 | Site Observations | |
| 9 | 19.07.2021 | TES/IE/SC/PIL/2021/617 | Curing in Structures | |
| 10 | 23.07.2021 | TES/IE/SC/PIL/2021/618 | Proposal of Borrow Area No- 30(Ex.No-01) | |
| 11 | 23.07.2021 | TES/IE/SC/PIL/2021/619 | Proposal of Borrow Area No- 30(Ex.No-02) | |
| 12 | 29.07.2021 | TES/IE/SC/PIL/2021/620 | Poor workmanship and Bad quality Concreting of Box Culvert at Ch. 89+973 | |
| 13 | 29.07.2021 | TES/IE/SC/PIL/2021/621 | DBM edge damaged in the Slip road | |
| 14 | 29.07.2021 | TES/IE/SC/PIL/2021/622 | Discrepancy in RE walls at Km. 74+650 & Km. 90+550 | |
| 15 | 29.07.2021 | TES/IE/SC/PIL/2021/623 | Earth work started at RE wall portion without getting approval | |
| 16 | 29.07.2021 | TES/IE/SC/PIL/2021/624 | Instruction for plantation | |

15. Progress Photographs

| Sl.No | Description | Location | Side |
|-------|---------------------------|----------|------|
| 1 | Subgrade work in Progress | 79+700 | LHS |
| 2 | Subgrade work in Progress | 114+520 | RHS |



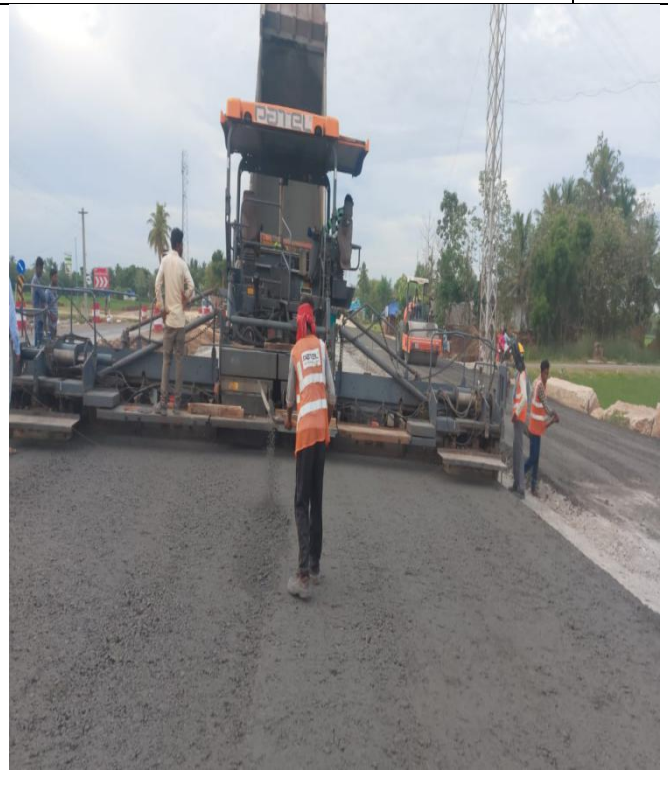
| Sl.No | Description | Location | Side |
|-------|--------------------------|----------|------|
| 3 | RE Wall work in Progress | 106+330 | RHS |
| 4 | RE Wall work in Progress | 104+600 | LHS |



| Sl.No | Description | Location | Side |
|-------|------------------------------|----------|------|
| 5 | CTSB Laying work in Progress | 79+900 | LHS |
| 6 | CTSB Laying work in Progress | 114+050 | RHS |



| Sl.No | Description | Location | Side |
|-------|-----------------------------|----------|------|
| 7 | WMM Laying work in Progress | 69+810 | LHS |
| 8 | WMM Laying work in Progress | 77+720 | LHS |



| Sl.No | Description | Location | Side |
|-------|-----------------------------|----------|------|
| 9 | DBM Laying work in Progress | 97+740 | LHS |
| 10 | DBM Laying work in Progress | 82+240 | LHS |



| Sl.No | Description | Location | Side |
|-------|---|----------|------|
| 11 | Minor Bridge Girder launching in progress | 84+725 | RHS |
| 12 | Minor Bridge Raft in progress | 113+505 | LHS |



| Sl.No | Description | Location | Side |
|-------|--|----------|------|
| 13 | Major bridge Segment launching in Progress | 107+400 | LHS |



| Sl.No | Description | Location | Side |
|-------|-----------------------------------|----------|------|
| 14 | Major bridge Pier Cap in Progress | 66+530 | RHS |
| 15 | Segment casting In Progress | 107+400 | BHS |



| Sl.No | Description | Location | Side |
|-------|------------------------|----------|------|
| 16 | GSI – Slab In Progress | 95+455 | RHS |

